

Planning Commission Agenda

Regular Meeting

Tuesday January 23, 2024 at 1:15 p.m.

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

Webinar Link:

<https://greeleygov.zoom.us/j/89901820010>

NOTICE:

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

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Comment in Real Time:



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

Submit Written Comments:



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



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

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January 23, 2024 at 1:15 PM
1001 11th Avenue, City Center South, Greeley, CO 80631

Agenda

1. Call to Order
 2. Roll Call
 3. Approval of the Agenda
 4. Approval of the January 9, 2024, Planning Commission Meeting Minutes
 5. Election of Officers
-

EXPEDITED AGENDA

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

6. A public hearing to consider a request for a preliminary subdivision of 817 acres of land into 16 Tracts, one (1) Outlot, and dedication of rights-of-way. The subject property is located south of Hwy 34, west of State Hwy 257, and east of CR 17 (Case Number SUB2023-0003, Delantero, Filing No. 1, Preliminary Subdivision).
 7. A public hearing to consider a request for a preliminary subdivision of approximately 161.14 acres of land into 350 lots, 11 outlot/tracts, and dedication of right-of-way located at the northwest corner of 10th Street and 83rd Avenue (975 83rd Avenue), (Case Number SUB2023-0009. Union Colony West Preliminary Subdivision).
 8. A public hearing to consider a request for a Use by Special Review on 1.11 acres of land for a carwash. The subject property is located southwest of the intersection of 23rd Avenue and 30th Street, directly east of the 23rd Avenue Walmart (Case Number USR2022-0016, Club Carwash Use by Special Review).
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END OF EXPEDITED AGENDA

9. A public hearing to consider a request to rezone an 8.51 acre site from HA - Holding Agriculture to PUD - Planned Unit Development located North of W. 19th Street Road, east of 82nd Avenue (Case Number PUD2022-0008, Mountain Vista Multi-Family PUD).
10. Staff Report
11. Adjournment

City of Greeley, Colorado
PLANNING COMMISSION PROCEEDINGS
January 9, 2024

[Greeley Planning Commission - January 9, 2024 - YouTube](#)

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 Erik Briscoe
Commissioner Brian Franzen
Commissioner Larry Modlin
Commissioner Christian Schulte

ABSENT

Commissioner Jeff Carlson

3. Approval of Agenda

There were no changes to the agenda.

4. Approval of November 28, 2023 Minutes

Commissioner Andersen moved to approve the minutes dated November 28, 2023. Commissioner Franzen seconded the motion.

Motion carried 6-0.

5. Staff Report

Brian McBroom, Director of Community Development, stated there was not a staff report for this meeting.

6. Adjournment

With no further business before the Commission, Chair Yeater adjourned the meeting at 1:16 PM.

Justin Yeater, Chair

Don Threewitt, Deputy Director of Community Development



Planning Commission Agenda Summary

January 23, 2024

Key Staff Contact: Brian McBroom, Community Development Director, Donald Threewitt, Chief Planner, Sara Aragon, Office Manager

Title:

Election of Officers

Summary:

Election of Officers

Recommended Action:

Election of 2024 Planning Commission Officers

Attachments:

None



Planning Commission Agenda Summary

January 23, 2024

Key Staff Contact: Darrell Gesick, Planner III

Title:

Case Number SUB2023-0003, Delantero, Filing No. 1, Preliminary Subdivision

Summary:

A public hearing to consider approval of a preliminary subdivision of 817 acres of land into 16 Tracts, one (1) Outlot, and dedication of rights-of-way. The subject property is located south of Hwy 34, west of State Hwy 257, and east of CR 17 (Case Number SUB2023-0003, Delantero, Filing No. 1, Preliminary Subdivision).

Recommended Action:

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is in compliance with Development Code Section 24-203(b)(1), and therefore, **approves** the preliminary subdivision plat as presented.

Attachments:

1. Planning Commission Summary
2. Zoning - Vicinity Map
3. Photo Aerial Map
4. Project Narrative
5. Preliminary Plat
6. Neighbor Notification Boundary Map
7. Preliminary Landscaping Plan
8. Staff Presentation

PLANNING COMMISSION SUMMARY

ITEMS: Preliminary Subdivision of 817 acres of land to create 16 Tracts, One (1) Outlot, and Dedication of Rights-of-Way in a PUD (Planned Unit Development) Zone District

FILE NUMBER: SUB2023-0003

PROJECT: Delantero, Filing No. 1, Preliminary Subdivision

LOCATION: South of Hwy 34, West of State Hwy 257, and East of CR 17

APPLICANT: Rick Haering, LAI Design Group, on behalf of Apex Vista, LLC

CASE PLANNER: Darrell Gesick, Interim Chief Planner

PLANNING COMMISSION HEARING DATE: January 23, 2024

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 motion to approve, approve with conditions, or deny the request in the form of a finding based on the review criteria in Section 24-203(b)(1) of the Development Code.

EXECUTIVE SUMMARY

The City of Greeley is considering a request for approval of a preliminary subdivision of 817 acres of land into 16 Tracts, one (1) Outlot, and dedication of rights-of-way. The subject property is located south of Hwy 34, west of State Hwy 257, and east of CR 17 (see Attachments)

A. REQUEST

The applicant is requesting approval of a preliminary subdivision plat for the purpose of creating Tracts, Outlots, and dedication of rights-of-way for future development (see Attachments)

B. STAFF RECOMMENDATION

Approval (see Section J).

C. LOCATION

The subject site is located south of Hwy 34, west of State Highway 257, and east of CR 17

Current Zoning: PUD (Planned Unit Development)

Abutting Zoning:

North: H-A (Holding Agriculture)

South: I-M (Industrial Medium Intensity), H-A, and Weld County A (Agricultural)

East: C-H (Commercial High Intensity), I-M, and Weld County A (Agricultural)

West: Weld County A (Agricultural)

Abutting Land Use:

North: Undeveloped and Oil and Gas

South: Undeveloped, Oil and Gas, City of Greeley Water Storage

East: Undeveloped, Oil and Gas, Various Industrial Users

West: One Single-Family Dwelling and Undeveloped

Site Characteristics:

The site is undeveloped agricultural land. There are several plugged and abandoned oil and gas wells and tank batteries on the subject site. The subject site has gentle slopes, typical of dryland farming. The subject site is currently used for dryland farming.

D. BACKGROUND

The subject site was annexed and zoned H-A (Holding Agriculture) in 2000, as part of the Goldhill Annexations 1, 2, and 3 (File Nos. A 15:00, 16:00, 17:00 and Z 31:00, Z 32:00, and Z 33:00). The site has remained as an agriculture use, primarily dryland farming, for many decades with some oil and gas drilling operations also occurring on the site.

The Delantero PUD went through Preliminary PUD approvals in 2022 (File No. PUD2021-0013 and ZON2021-0009). The approved PUD would consist of a mix of residential, commercial, and industrial uses. Parks, open space, and trails would be incorporated into the project to allow for pedestrian connectivity throughout the development and to connect to future trail systems. Residential units would include single-family detached, courtyard single-family detached, two family attached, townhomes, and multi-family throughout the development. Commercial and industrial areas are planned to be next to major roadways to minimize impacts to lower density residential. A school site is planned to be centrally located within the development. Community amenities would include several parks that would provide recreation opportunities.

With this application, the applicant requests approval of a preliminary subdivision of 817 acres of land into 16 Tracts, one (1) Outlot, and dedication of rights-of-way. The right-of-way dedicated at this time are the main roadways for the first phase of the development. The Tracts would be subdivided in the future through several preliminary subdivisions as development is realized, followed by final subdivisions.

E. APPROVAL CRITERIA

Standards for a Preliminary Subdivision Plat:

In reaching recommendations and decisions on a preliminary subdivision plat, the Planning Commission shall apply the following standards of Section 24-203.b.1. of the current Development Code.

(a) The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.

Staff Comment: The City's Comprehensive Plan designates this area as "Suburban, Employment, Industrial, and Commercial Areas," which allows for a variety of land uses. This application is also in accordance with the approved Delantero PUD plan.

The following Comprehensive Plan goals are met with this Preliminary Plat proposal:

- EH-2: Integrate healthy living into community planning and development.
 - The proposal would create Tracts that will be subdivided in the future. As those Tracts are developed, open space and recreational amenities for future residents of the development would be provided in accordance with the approved PUD plan.
- EH-4: Support and collaborate with the City's school districts.
 - The proposal would dedicate land to the RE 5-J School District (Johnstown-Milliken) for a future school site, which would be formally dedicated as the Tracts are further subdivided.
- CG-2: Promote a balanced mix and distribution of land uses.
 - The preliminary plat follows the vision of the Delantero PUD plan, which has a mix of uses proposed. The proposed Tracts would be further subdivided once specific development is proposed.
- HO-2: Encourage a broad diversity of housing options.
 - The preliminary plat provides large Tracts that will be further subdivided. It is anticipated that the additional Tracts, as land uses are proposed, would provide a variety of housing types including single family detached, single-family attached housing and a future multi-family site. This would be consistent with the approved PUD.

The request complies with this criterion.

(b) The development and infrastructure is arranged in a manner to minimize impacts of geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.

Staff Comment: The proposed subdivision would be designed to be consistent with the approved PUD, which was designed to minimize impacts to the surrounding area. The design of the proposed plat has taken into account existing oil and gas structures by providing the appropriate setbacks. Staff is unaware of any other potential hazards that presently exist on the subject site.

The request complies with this criterion.

(c) The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations and are coordinated with existing or potential development on adjacent property.

Staff Comment: The subdivision design is consistent with the Delantero PUD plan development and design criteria. In instances where the PUD plan is silent, or otherwise noted on the PUD plans, the City's Development Code regulations shall govern.

This request complies with this criterion.

(d) The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.

Staff Comment: The design is consistent with the Delantero PUD plan development and design criteria, and the Development Code criteria where the PUD plan does not govern. The Delantero PUD plan established specific design criteria including lot sizes, setbacks, perimeter landscaping and parking. Those standards will be realized as the Tracts are subdivided further in the future.

This request complies with this criterion.

- (e) The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.**

Staff Comment: The applicant submitted their preliminary construction plans for concurrent review with the preliminary plat. City staff and referral agencies have reviewed the preliminary construction plans and will work through final details and logistics as part of the final plat submittal if the preliminary plat is approved.

The request complies with this criterion.

- (f) Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.**

Staff Comment: The applicant anticipates completing infrastructure in several phases. This would be considered phase one (1), which is consistent with the intent of the Delantero PUD. As the Tracts are further subdivided, the timing, location, and construction of amenities would be identified and built as called out in the PUD.

The request complies with this criterion.

- (g) Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.**

Staff Comment: Staff and referral agencies have reviewed all preliminary plans and studies associated with the project and are comfortable with the applicant moving forward in providing final studies and working through any minor comments as part of the final subdivision plat process.

The request complies with this criterion.

- (h) The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development of adjacent property from meeting the goals and policies of the Comprehensive Plan.**

Staff Comment: The proposed subdivision would not impede any anticipated future public infrastructure. The applicant is required to construct on-site and appropriate off-site utility and roadway infrastructure to serve the development. The proposed infrastructure would be available for future development in the area. Staff is not aware of any other major infrastructure projects planned for this area.

This request complies with this criterion.

- (i) The recommendations of professional staff or any other referral agencies authorized to review the subdivision plan.**

Staff Comment: Staff and referral agencies have reviewed all preliminary plans and studies associated with the project and are comfortable with the application as presented. The applicant will finalize all plans and studies as part of the final subdivision plat process if the preliminary plat is approved.

The request complies with this criterion.

F. PHYSICAL SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

The property is not part of a formal subdivision at this time. This application would be creating Tracts that would get subdivided further in the future. As the PUD develops, more preliminary subdivisions would follow and come before the Planning Commission for approval. All preliminary subdivisions would be followed by a final subdivision, which would be reviewed and approved administratively by the City.

2. HAZARDS

There are a number of plugged and abandoned well sites within the proposed development. The proposed plat shows the appropriate setbacks for those features. In addition, there are overhead powerlines adjacent to and on the subject site. The appropriate easements would be provided as part of this plat.

3. WILDLIFE

A small portion of the southeast corner of the property is located within the area identified for moderate impacts to wildlife. In accordance with Section 24-1217(b) of the City's Development Code, a biologist's report was provided as part of the subdivision submittal. It was determined that there would not be any impact to wildlife. There are no other known impacts that would occur to wildlife if the site were subdivided.

4. FLOODPLAIN

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

5. DRAINAGE AND EROSION

Increases in stormwater flows from development would be addressed with on-site detention and water quality ponds, which are designed to limit runoff to historical flows in accordance with City of Greeley and State of Colorado requirements. The City of Greeley Public Works Department is currently considering the construction of a regional detention pond in the area which may reduce the need for the pond on the north of the site in the future.

Erosion control devices would be designed by the developer and reviewed by the city at time of construction to ensure that best management practices are utilized as the project progress.

6. TRANSPORTATION

The subject property will be connecting to State Highway 257 at three locations with this proposal. Roundabouts are proposed at the two northernmost intersections, while a right-in, right-out (RI/RO) will be utilized at the southernmost entrance. Interior roadway locations, along with roundabout/intersection layouts, are as shown on the submitted preliminary construction plans. Note that a Master Transportation Study was completed with the accepted PUD (PUD2021-0013) and this proposal is in compliance with that master study.

G. SERVICES

1. WATER

This property will be served by the City of Greeley for potable water. Although the proposed land use case does not create any buildable lots, potable water mains will be built in accordance with City criteria throughout the site to connect to future lots as well as the existing offsite public water system. The applicant will be responsible for offsite improvements to the public potable water system as a result of this development.

The property will utilize non-potable water for irrigation needs as required by City criteria.

2. SANITATION

This property will be served by the City of Greeley for sanitary sewer. Although the proposed land use case does not create any buildable lots, sanitary sewer mains will be built in accordance with City criteria throughout the site to connect to future lots as well as the existing offsite public system. The applicant will be responsible for offsite improvements to the public sanitary sewer system as a result of this development.

3. EMERGENCY SERVICES

The property is served by the City of Greeley's Police and Fire Departments. Fire Station #6 is located near the intersection of 20th Street and Promontory Parkway, approximately 1.5 miles to the northeast of the subject site.

4. PARKS AND OPEN SPACES

As called out in the approved PUD, the proposal includes seven potential parks and a community separator on the western portion of the development. Also proposed are various trails throughout the development. The formal location and sizes of the parks and community separator would be determined as the Tracts further subdivide. The park areas and pedestrian access points would all be constructed and maintained by either the Metropolitan District or an HOA.

5. SCHOOLS

The subject property is located within the Weld RE-5J School District. A school site is not required to be dedicated with this project; however, the applicant has been in discussion with the RE-5J school district about land dedication for a future school. That site would be formalized once the Tract that the school is proposed to be located in subdivides.

6. METROPOLITAN DISTRICT

The applicant would finance many of the on and off-site improvements for the development through the approved Metropolitan District. The Delantero Metro District, 1-10, was approved in 2022 (File No. MD2021-0003).

H. NEIGHBORHOOD IMPACTS

1. VISUAL

The proposed subdivision, and subsequent preliminary subdivisions, would provide a perimeter treatment plan consisting of trees and groundcover, consistent with the approved Delantero PUD (see Attachments). The intent of the perimeter treatment plan would help mitigate any visual impacts created by the proposed development.

2. NOISE

Any potential noise created by future development will be regulated by the Municipal Code.

I. PUBLIC NOTICE AND COMMENT

Neighborhood courtesy notices for the hearing were mailed to surrounding property owners and current residents within 1000 feet on December 15, 2023, and notice was published on the City's website per Development Code requirements. A total of 45 notice letters were mailed to surrounding properties. A total of four (4) signs were posted on the site on December 21, 2023. The mineral rights notice requirements to mineral owners and lessee of interest of the property was satisfied by the applicant and mailed 30 days prior to the public hearing. No comments have been received.

J. PLANNING COMMISSION RECOMMENDED MOTIONS

Recommend Approval Motion

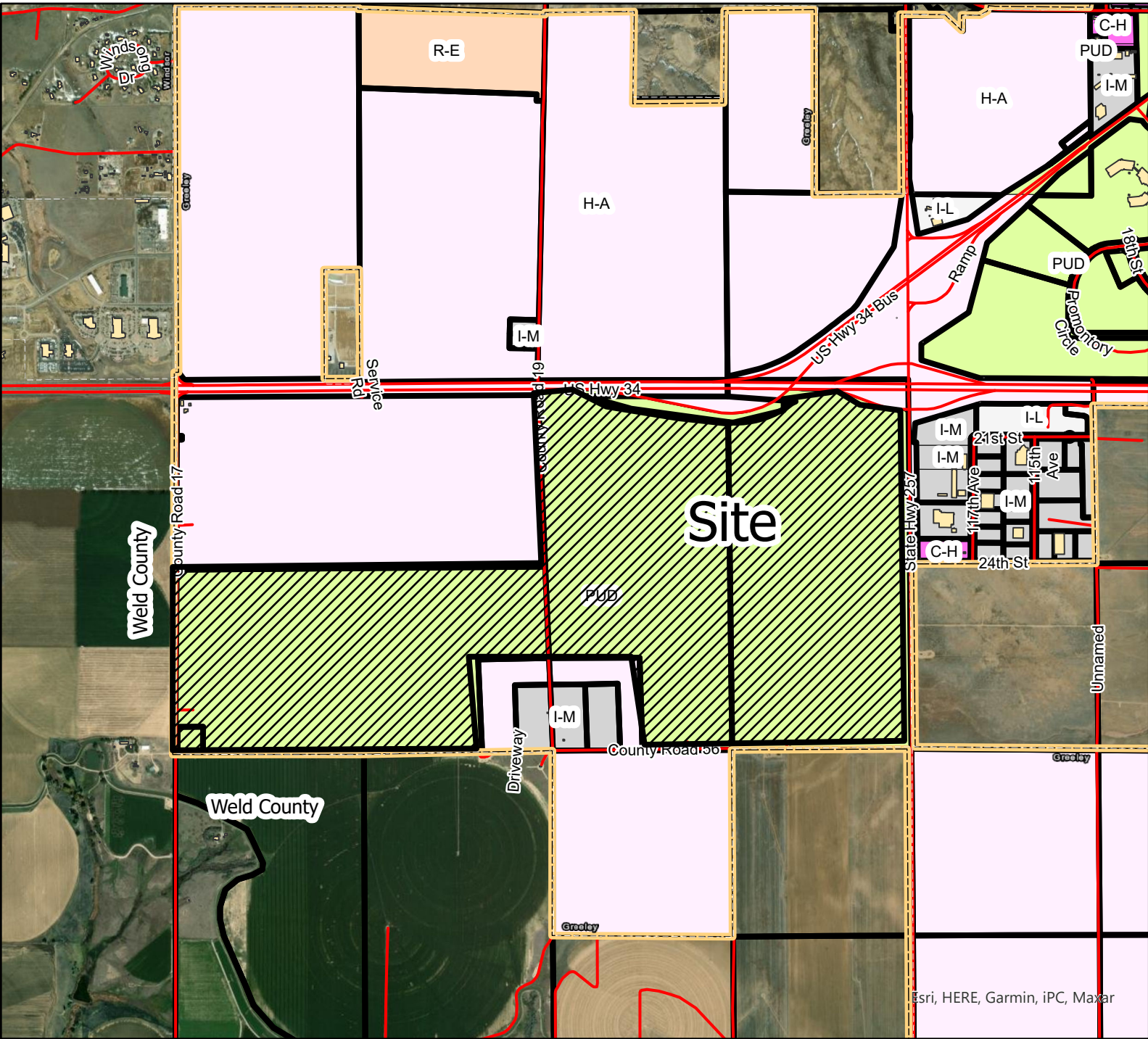
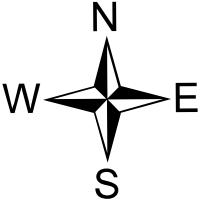
Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is in compliance with Development Code Section 24-203(b)(1), and therefore, **approves** the preliminary subdivision plat as presented.

Alternative Denial Motion:

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is not in compliance with Development Code Section 24-203(b)(1), and therefore, **denies** the preliminary subdivision plat.

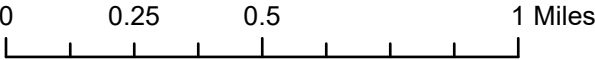
ATTACHMENTS

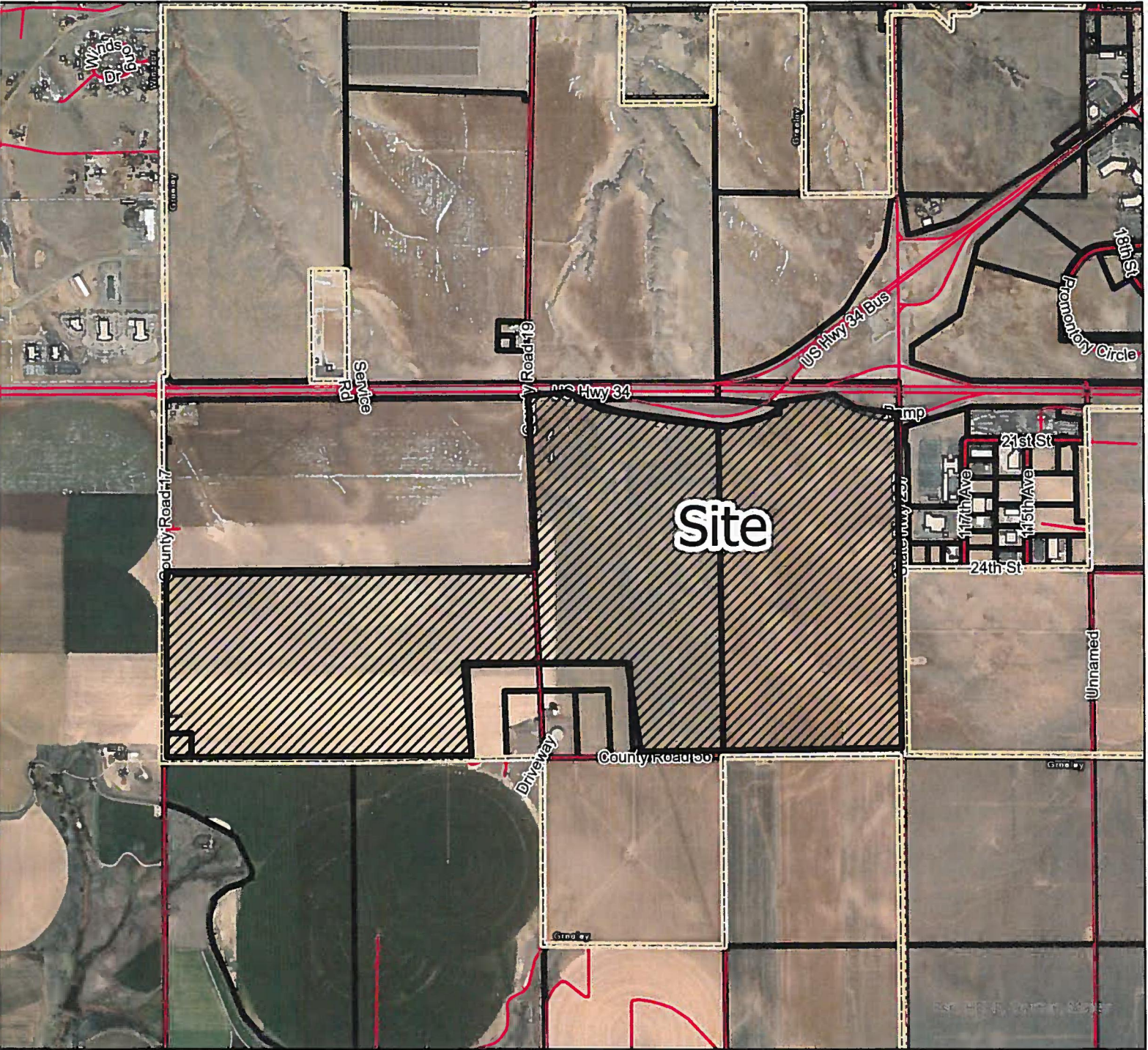
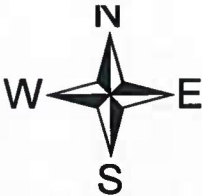
Zoning/Vicinity Map
Photo Aerial Map
Project Narrative
Preliminary Plat
Preliminary Landscaping Plan
Neighborhood Notice Boundary
Staff Presentation



Legend

- Streets
- Buildings
- Greeley Parcels
- Zoning
 - Conservation District**
 - Commercial Low Intensity
 - Commercial High Intensity
 - Holding Agriculture
 - Industrial Low Intensity
 - Industrial Medium Intensity
 - Industrial High Intensity
 - Planned Unit Development
 - Residential Estate
 - Residential Low Density
 - Residential Medium Density
 - Residential High Density
 - Residential Mobile Home





- Buildings
- Greeley Parcels





October 18, 2023

City of Greeley
Planning & Zoning Department
1100 10th Street – 2nd floor
Greeley, CO 80631

Re: Delantero Preliminary Plat and Preliminary Subdivision

To Whom it May Concern,

On behalf of Stratus Companies and Apex Vista, LLC, we respectfully submit the application for a Preliminary Plat and Preliminary Subdivision. The following narrative outlines the nature of the project.

PUD

Delantero is approximately 817 acres in size and is located between Hwy 257 and WCR 17, on the south side of Hwy 34. This preliminary plat will create tracts of land across the entire site, as well as define rights-of-way for the streets and backbone infrastructure required for the first phase of the Delantero Community. The first phase of development will include several types of residential development including single-family homes, multi-family homes, townhomes and apartments.

Development Code Compliance

This preliminary plat complies with the Review Criteria requirements of the City of Greeley Development Code Section 24-203.b.1 as follows:

a) *Review criterion:* The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.

Compliance statement: Consistent with the document entitled "Delantero Comprehensive Plan Compliance," submitted with the PUD submittal of this development, this plat executes the PUD to comply with the Comprehensive Plan in the following exemplary but not exhaustive ways:

1. *Delantero provides safe, convenient, and reliable transportation options by providing streets with both vehicular and bicycle lanes, pedestrian sidewalks and street crossings, and a regional trail connection through this plat, in compliance with Objective ED-3.9;*
2. *Delantero encourages residents to adopt active and healthy lifestyles to improve their general health and well-being by providing pedestrian sidewalks on each side of all platted streets and a regional trail connection through the plat, in compliance with Objective EH-2.3;*

3. *Delantero encourages a development pattern that encourages walking and bicycling by providing a 10' wide regional trail connection through this plat and 6' sidewalks along both sides of all platted streets, in compliance with Objective GC-2.3;*
4. *Delantero reinforces the community's image as a "Tree City" by exceeding approved tree requirements of the PUD along all platted streets, in compliance with Objective GC-3.4;*
5. *Delantero fosters the development of "Complete Neighborhoods" that promote sustainable development practices by implementing surface drainage conveyance facilities and drainage swales that minimize the underground pipe system, enable stormwater to infiltrate naturally into the soil, and recharge the aquifer near its point source, in compliance with Objective GC-6.1;*
6. *Delantero promotes design standards and practices that improve connectivity for all modes between neighborhoods and adjacent neighborhoods, centers, corridors, and areas by providing vehicular travel lanes, bicycle lanes, pedestrian sidewalks, and regional trail connections along its platted streets, in compliance with Objective GC-6.2.*
7. *Delantero encourages a variety of housing types, sizes, styles, and price-points of housing units within new residential projects or subdivisions by platting the streets connecting Planning Areas 2 and 3 in the PUD that allow multi-family, paired, and single-family homes, in compliance with Objective HO-2.1.*

b) *Review criterion:* The development and infrastructure are arranged in a manner to minimize impacts on geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.

Compliance statement:

1. *Geologic Hazards: Per the geotechnical report submitted with the PUD, the Delantero site contains no geologic hazards.*
2. *Environmentally Sensitive Areas: Per the biological report submitted with the PUD, the Delantero site contains no environmentally sensitive areas.*
3. *Wildlife Habitat: Per Colorado Parks & Wildlife, the Delantero site is not considered a key habitat of Colorado (https://cpw.state.co.us/Documents/WildlifeSpecies/SWAP/CO_SWAP_Chapter3.pdf).*
4. *Other Natural Features: Per the geotechnical report submitted with the PUD, the Delantero site consists entirely of agricultural fields (farmland) and piping associated with oil and gas collection/production and therefore contains no natural features.*

c) *Review criterion:* The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations, and are coordinated with existing or potential development on adjacent property.

Compliance statement: The arrangement and proposed design of streets, blocks, and open spaces complies with the development and design standards of the subdivision regulations and are coordinated with existing or potential development on adjacent property as follows:

1. *Delantero's roadway classifications of "collector" and "local" for platted streets complies with all Functional Classification Characteristics per the Transportation Master Plan.*
2. *Delantero's collector and local street cross sections comply with the approved PUD.*
3. *In compliance with the Bicycle Vision Plan, the 10' regional trail through the plat provides a shared-use recreational trail through this part of the city and platted collector streets provide bicycle lanes in each direction.*

4. *Sidewalks within platted street rights-of-way demonstrate compliance with the Transportation Master Plan's measures of pedestrian levels of service of Directness, Continuity, Street Crossings, Visual Interest and Amenity, and Security.*
5. *Delantero's collector streets provide both continuation of existing off-site streets and continuation to future adjacent off-site streets.*
6. *Street intersection angles, including roundabouts and stop-controlled, measure 90° or nearly 90° for all streets.*
7. *Delantero's streets comply with required clear sight distances.*
8. *Delantero's streets provide crosswalks at every intersection, regardless of street type, for all sidewalks and trails that meet ADA standards.*
9. *The median of Delantero's platted 110' collector ("Street Name A") serves as a traffic calming strategy to help manage vehicular traffic speeds.*
10. *Delantero's drainage corridors and detention areas preserve the hydrologic function of the facilities, and the roads through them provide access.*
11. *The Delantero plat is coordinated with existing or potential development on adjacent property to the extent possible by providing roundabouts along Hwy 257 to facilitate continuous traffic flow onto and from the platted streets of Delantero, adjacent properties, and existing streets such as W. 24th Street.*

d) *Review criterion:* The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.

Compliance statement: Development and site design standards as well as the applicable zoning district for this plat derive from the approved Delantero PUD. While this plat proposes no blocks or lots, it does propose tracts (779.1 acres) and rights-of-way (37.9 acres). The tracts within this plat represent the entitlements in the approved PUD. Development plans are consistent with the biological report. Civil construction plans, development tracts, platted rights-of-ways, and street plans are consistent with the development plans of the PUD and the geotechnical report. Grading and drainage plans are consistent with the drainage report of the PUD. Utility plans are consistent with the hydraulic analysis and Stormwater Management Plan. Street and roadway plans are consistent with the traffic report.

e) *Review criterion:* The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.

Compliance statement: Broadly speaking, the Delantero plat complies with City of Greeley Design Criteria and Construction Specifications, ADA guidelines, and industry standards for design, planning, and engineering of the improvements included in the plans, and as such, demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.

f) *Review criterion:* Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.

Compliance statement: Phasing of the Delantero community was provided in the approved PUD. As the documentation of the first phase, this plat prescribes no phasing.

g) *Review criterion:* Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.

Compliance statement: Potential impacts, as identified by the reports accompanying the original plat submittal, are mitigated as follows:

1. *Biological Report:* In accordance with recommendations within the report and City of Greeley Development Code Sec. 24-1102, the plat identifies 50' setbacks from any plugged and abandoned oil and gas well to "any new building or structure." Platted roads and pavements associated with streets in this plat avoid such setbacks.
2. *Drainage Report:* Per the report, all proposed infrastructure is designed in accordance with all governing design documents including City of Greeley Design Criteria and Construction Specifications Vol II & III, Town of Windsor Construction Standards & Specifications, Mile High Flood District Criteria, the City of Greeley Master Drainage Study, the town of Milliken's drainage plan, and the Town of Windsor Master Drainage Study.
3. *Geotechnical Report:* Geotechnical concerns, including potential fill, expansive soils, potential ground water, moderately to well-cemented sandstone, demolition of existing structures, and soft/very loose soils, are addressed through proper engineering controls as detailed in the construction documents of the plat.
4. *Hydraulic Report:*
5. *Storm Water Management Plan:* Per the Storm Water Management Plan, the plat complies with all relevant City of Greeley and Urban Drainage and Flood Control District Standards, and appropriate sediment and erosion control measures treat the storm water discharges.
6. *Traffic Report:* As described in the Traffic Report, the impact of the Delantero development is accommodated by the existing off-site and platted roadway network.

h) *Review criterion:* The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development on adjacent property from meeting the goals and policies of the Comprehensive Plan.

Compliance statement: This plat has been developed under the entitlements of the approved PUD to support implementation of current and future phases of the Delantero property and as such does not impede the construction of anticipated or planned future public infrastructure within the area. Additionally, the Delantero plat does not deter future development on adjacent property from meeting the goals and policies of the Comprehensive Plan as its traffic and drainage burdens and utility demands are consistent with those of the city documents, and its development mitigates identified environmental hazards and passes on no environmental liability to its neighbors,

i) *Review criterion:* The recommendations of professional staff or any other referral agencies authorized to review the subdivision plan.

Compliance statement: The applicant appreciates the comments by reviewers.

The civil engineering plans included with this submittal include all streets, utility trunk lines, grading, detention and drainage infrastructure, and erosion control needed to serve this first phase of the community.

Approximately 2.5 miles of collector roads, and 0.75 miles of spine road will be constructed for the full build out of the first phase. Additionally, improvements to Hwy 257 will be provided to accommodate the increase in traffic.



Mass grading of the entire Phase 1 area will be performed at the start of the project to reduce future disruptions to the first residents who move into the community. As residential development begins, the roads, utilities and landscaping will be constructed as needed with each final plat to provide access and services to each parcel.

Landscape plans in this submittal provide landscape improvements in compliance with the approved PUD. Entryways into the community, streetscaping along the collector roads, spine road and Hwy 257 frontage, and drainage and detention areas all serve to provide a very welcoming and cohesive environment that minimizes water use.

We appreciate the City's cooperation in working with us to kick-off the next phase of this quality project, and we look forward to working with the City to complete this process in order to continue the successful legacy of the City of Greeley Master Plan.

Sincerely,

Rick Haering
Principal, LAI Design Group

DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
816.985 ACRES, NUMBER OF LOTS AND OUTLOTS/TRACTS
PLANNING AREA AND PROJECT NUMBER: PUD2021-0013
PROJECT NUMBER: SUB2023-0003

OWNER DEDICATION STATEMENT

DEDICATION STATEMENT:

I, _____ BEING THE SOLE OWNER(S) IN FEE OF
(INSERT LEGAL DESCRIPTION), WELD COUNTY, COLORADO, 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 OR TRACT OF LAND AND
DEDICATE THE SAME (NAME OF SUBDIVISION AND STATEMENT THAT IS A SUBDIVISION OR
ADDITION TO THE CITY OF GREELEY, WELD COUNTY, COLORADO); 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.

SIGNATURE OF OWNER _____ DATE _____

WITNESS MY HAND AND SEAL THIS ____ DAY OF _____, A.D.,
STATE OF COLORADO;
CITY OF _____
COUNTY OF _____

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS ____ DAY OF ____20____

MY COMMISSION EXPIRES: _____

WITNESS MY HAND AND OFFICIAL SEAL

NOTARY PUBLIC _____

TITLE DESCRIPTION

PARCEL 1:
SECTION 15, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY
OF WELD, STATE OF COLORADO.

EXCLUDING THOSE PORTIONS CONVEYED IN DEED RECORDED OCTOBER 2, 1936 IN BOOK 999 AT
PAGE 411 AND DEED RECORDED APRIL 27, 1961 IN BOOK 1583 AT PAGE 294 AND IN DEED
RECORDED JANUARY 20, 1968 AT RECEPTION NO. 1511417 AND IN DEED RECORDED JANUARY 15,
1968 AT RECEPTION NO. 1512031 AND IN DEED RECORDED MAY 4, 1976 AT RECEPTION NO.
1688529 AND IN DEED RECORDED APRIL 5, 1977 AT RECEPTION NO. 1715553 AND IN
CONSERVATOR'S DEED RECORDED JANUARY 19, 1994 AT RECEPTION NO. 02369866 AND IN
WARRANTY DEED RECORDED JANUARY 19, 1994 AT RECEPTION NO. 2369867 AND IN WARRANTY
DEED RECORDED JANUARY 30, 2001 AT RECEPTION NO. 2822417 AND IN WARRANTY DEED
RECORDED APRIL 15, 2002 AT RECEPTION NO. 2943083.

PARCEL 2:
THE SOUTH 1/2 OF SECTION 16, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL
MERIDIAN, COUNTY OF WELD, STATE OF COLORADO.

EXCLUDING THOSE PORTIONS CONVEYED IN DEED RECORDED FEBRUARY 16, 1936 IN BOOK 956
AT PAGE 71 AND IN WARRANTY DEED RECORDED SEPTEMBER 14, 1978 AT RECEPTION NO.
1766549 AND IN WARRANTY DEED RECORDED APRIL 15, 2002 AT RECEPTION NO. 2943083.

SURVEYOR'S DESCRIPTION

(PER QUITCLAIM DEED RECORDED 10/02/2008 AT RECEPTION NO. 3581880)

TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH P.M.
SECTION 16, S1/2
SECTION 15

EXCLUDING:

(PER RIGHT OF WAY DEED RECORDED 10/02/1936 IN BOOK 999 AT PAGE 411)

A TRACT OF LAND IN SECTION FIFTEEN (15), TOWNSHIP FIVE (5) NORTH RANGE SIXTY SEVEN
(67) WEST OF THE 6TH P.M. DESCRIBED AS FOLLOWS:

COMMENCING AT THE NE CORNER OF SAID SECTION, THENCE S 89° 54' W ON THE NORTH LINE
OF SAID SECTION, FOR A DISTANCE OF 40 FEET, THENCE S 0° 06' E ON A LINE PARALLEL TO
THE EAST LINE OF SAID SECTION FOR A DISTANCE OF 50 FEET, TO A POINT, BEGINNING AT
SAID POINT, THENCE S 0° 06' E ON A LINE PARALLEL TO THE EAST LINE OF SAID SECTION FOR
A DISTANCE OF 5220 FEET, MORE OR LESS, THENCE N 89° 57' E ON A LINE PARALLEL TO THE
SOUTH LINE OF SAID SECTION FOR A DISTANCE OF 40 FEET, MORE OR LESS, TO THE EAST LINE
OF SAID SECTION, THENCE N 0° 06' W ON THE EAST LINE OF SAID SECTION FOR A DISTANCE
OF 5220 FEET, MORE OR LESS, THENCE S 89° 54' W ON A LINE PARALLEL TO THE NORTH LINE
OF SAID SECTION FOR A DISTANCE OF 40 FT, MORE OR LESS, TO THE BEGINNING POINT.

(PER SPECIAL WARRANTY DEED RECORDED 04/27/1961 IN BOOK 1583 AT PAGE 294)(R1)**

A TRACT OR PARCEL OF LAND, NO. 5 OF GRANTEE'S PROJECT NO. S 0057 (2) CONTAINING 7.11
ACRES, MORE OR LESS, IN THE E1/2 OF THE E1/2 OF SECTION 15, TOWNSHIP 5 NORTH, RANGE
67 WEST, OF THE SIXTH PRINCIPAL MERIDIAN, IN WELD COUNTY, COLORADO, SAID TRACT OR
PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE N. LINE OF SEC. 15, T. 5 N., R. 67 W., FROM WHICH THE NE
CORNER OF SEC. 15 BEARS S. 89° 51' E., A DISTANCE OF 110.0 FEET;

1. THENCE S. 89° 51' E., ALONG THE N. LINE OF SEC. 15, A DISTANCE OF 110.0 FEET
TO THE NE CORNER OF SEC. 15;
2. THENCE S. 0° 10' 45" E., ALONG THE E. LINE OF SEC. 15, A DISTANCE OF 5,258.3
FEET TO THE SE CORNER OF SEC. 15;
3. THENCE S. 89° 10' 30" W., ALONG THE S. LINE OF SEC. 15, DISTANCE OF 60.0 FEET;
4. THENCE N. 0° 08' W., A DISTANCE OF 4,153.2 FEET;
5. THENCE N. 0° 21' W., A DISTANCE OF 1,026.1 FEET;
6. THENCE N. 45° 06' W., A DISTANCE OF 71.0 FEET TO THE EXISTING S. RIGHT OF WAY LINE
OF THE COUNTY ROAD AS LOCATED DEC. 1960;
7. THENCE N. 0° 21' W., A DISTANCE OF 30.0 FEET, MORE OR LESS, TO THE POINT OF
BEGINNING.

(PER SPECIAL WARRANTY DEED RECORDED 01/02/1968 AT RECEPTION NO. 1511417)(R2)**

A TRACT OR PARCEL OF LAND, NO. 44 OF THE DEPARTMENT OF HIGHWAYS, STATE OF
COLORADO, PROJECT NO. F 007-1(11) SEC. 2 CONTAINING 12.969 ACRES, MORE OR LESS, IN
THE N1/2 OF THE NW1/4 OF SECTION 15, TOWNSHIP 5 NORTH, RANGE 67 WEST, OF THE SIXTH
PRINCIPAL MERIDIAN, IN WELD COUNTY, COLORADO, SAID TRACT OR PARCEL BEING MORE
PARTICULARLY DESCRIBED AS FOLLOWS:

- BEGINNING AT A POINT ON THE WEST LINE OF SECTION 15, T. 5 N., R. 67 W., FROM WHICH THE
NORTHWEST CORNER OF SECTION 15 BEARS N. 1° 56' W., A DISTANCE OF 214.2 FEET;
1. THENCE, S. 89° 37' 15" E., A DISTANCE OF 2,633.8 FEET TO THE EAST LINE OF THE
NW1/4 OF SECTION 15;
 2. THENCE, ALONG THE EAST LINE OF THE NW1/4 OF SECTION 15, N. 0° 59' 45" W.,
A DISTANCE OF 214.6 FEET TO THE NORTHEAST CORNER OF THE NW1/4 OF SECTION
15;
 3. THENCE, ALONG THE NORTH LINE OF SECTION 15, N. 89° 37' 45" W., A DISTANCE OF
2,637.3 FEET TO THE NORTHWEST CORNER OF SECTION 15;
 4. THENCE, ALONG THE WEST LINE OF SECTION 15, S. 1° 56' E., A DISTANCE OF 214.2
FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

SURVEYOR'S DESCRIPTION

(PER SPECIAL WARRANTY DEED RECORDED 01/15/1968 AT RECEPTION NO. 1512031)(R3)**
A TRACT OR PARCEL OF LAND NO. 43 OF THE DEPARTMENT OF HIGHWAY, STATE OF COLORADO,
PROJECT NO. F 007-1(11) SEC. 2 CONTAINING 21.441 ACRES, MORE OR LESS, IN THE N1/2 OF
THE NE1/4 OF SECTION 15, TOWNSHIP 5 NORTH, RANGE 67 WEST, OF THE SIXTH PRINCIPAL
MERIDIAN, IN WELD COUNTY, COLORADO, SAID TRACT OR PARCEL BEING MORE PARTICULARLY
DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT OF THE WEST RIGHT OF WAY LINE OF S.H. 257 (JUNE 1967), FROM
WHICH THE NORTHEAST CORNER OF SECTION 15, T. 5 N., R. 67 W., BEARS N. 3° 22' E., A
DISTANCE OF 925.3 FEET;

1. THENCE, N. 6° 03' 30" W., A DISTANCE OF 301.5 FEET;
2. THENCE, N. 73° 16'30" W., A DISTANCE OF 1,028.7 FEET;
3. THENCE, N. 86° 45'30" W., A DISTANCE OF 600.7 FEET;
4. THENCE, N. 84° 17' W., A DISTANCE OF 967.7 FEET TO THE WEST LINE OF THE
NE1/4 OF SECTION 15;
5. THENCE, ALONG THE WEST LINE OF THE NE1/4 OF SECTION 15, N. 0° 59' 45" W., A
DISTANCE OF 214.6 FEET TO THE NORTHWEST CORNER OF THE NE1/4 OF SECTION 15;
6. THENCE, ALONG THE NORTH LINE OF SECTION 15, S. 89° 37' 45" E., A DISTANCE OF
2,527.8 FEET TO THE WEST RIGHT OF WAY LINE OF S.H. 257 (JUNE 1967);
7. THENCE, ALONG THE WEST RIGHT OF WAY LINE OF S.H. 257 (JUNE 1967), S. 0° 21'
E., A DISTANCE OF 30.0 FEET TO THE SOUTH RIGHT OF WAY LINE OF THE COUNTY
ROAD (JUNE 1967);
8. THENCE, ALONG THE WEST RIGHT OF WAY LINE OF S.H. 257 (JUNE 1967), S. 45° 06'
E., A DISTANCE OF 71.0 FEET;
9. THENCE, ALONG THE WEST RIGHT OF WAY LINE OF S.H. 257 (JUNE 1967), S. 01° 21'
E., A DISTANCE OF 844.4 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

(PER SPECIAL WARRANTY DEED RECORDED 05/14/1976 AT RECEPTION NO. 1688529)(R4)**
A TRACT OR PARCEL OF LAND NO. 28 OF THE STATE DEPARTMENT OF HIGHWAYS, DIVISION OF
HIGHWAYS, STATE OF COLORADO, PROJECT NO. RF 034-1(10) CONTAINING 10.135 ACRES, MORE
OR LESS, IN THE 1/2 OF THE NW 1/4 OF SECTION 15, TOWNSHIP 5 NORTH, RANGE 67 WEST,
OF THE SIXTH PRINCIPAL MERIDIAN, IN WELD COUNTY, COLORADO, SAID TRACT OR PARCEL
BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST LINE OF THE NW 1/4 OF SEC. 15, T. 5 N., R. 67 W., 6TH
P.M., FROM WHICH THE NE CORNER OF THE NW 1/4 OF SEC. 15 BEARS N. 1° 06' 45" W., A
DISTANCE OF 597.0 FEET;

1. THENCE N. 81° 36' W., A DISTANCE OF 359.3 FEET;
2. THENCE N. 80° 53' 15" W., A DISTANCE OF 1,052.9 FEET;
3. THENCE N. 75° 09' 45" W., A DISTANCE OF 675.4 FEET TO THE SOUTH RIGHT OF WAY
LINE OF SH 34 (JAN. 1976);
4. THENCE S. 89° 43' 30" E., ALONG THE SOUTH RIGHT OF WAY LINE OF SH 34 (JAN.
1976), A DISTANCE OF 2,040.5 FEET TO THE EAST LINE (OF) THE NW. 1/4 OF SEC. 15,
5. THENCE S. 1° 06' 45" E., ALONG THE EAST LINE OF THE NW 1/4 OF SEC. 15, A
DISTANCE OF 382.4 FEET, MORE OR LESS, TO THE POINT OF BEGINNING.

(PER SPECIAL WARRANTY DEED RECORDED 04/05/1977 AT RECEPTION NO. 1715553)(R5)**
A TRACT OR PARCEL OF LAND NO. 29 OF THE STATE DEPARTMENT OF HIGHWAYS, DIVISION OF
HIGHWAYS, STATE OF COLORADO, PROJECT NO. RF 034-1(10) CONTAINING 5.663 ACRES, MORE
OR LESS, IN THE NW 1/4 OF THE NE 1/4 OF SECTION 15, TOWNSHIP 5 NORTH, RANGE 67
WEST, OF THE SIXTH PRINCIPAL MERIDIAN, IN WELD COUNTY, COLORADO, SAID TRACT OR
PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE WEST LINE OF THE NE 1/4 OF SEC. 15, T. 5 N., R. 67 W., 6TH
P.M., FROM WHICH THE NW CORNER OF THE NE 1/4 OF SEC. 15 BEARS N. 1° 06' 45" W., A
DISTANCE OF 597.0 FEET;

1. THENCE N. 1° 06' 45" W., ALONG THE WEST LINE OF THE NE 1/4 OF SEC. 15, A
DISTANCE OF 382.4 FEET TO THE SOUTH RIGHT OF WAY LINE OF SH 34 (JAN. 1976);
2. THENCE S. 84° 24' 00" E., ALONG THE SOUTH RIGHT OF WAY LINE OF SH 34 (JAN.
1976), A DISTANCE OF 967.7 FEET;
3. THENCE S. 65° 57' 30" W., A DISTANCE OF 52.4 FEET;
4. THENCE ALONG THE ARC OF A CURVE TO THE RIGHT, HAVING A RADIUS OF 1,295.9
FEET, A DISTANCE OF 904.7 FEET (THE CHORD OF THIS ARC BEARS S. 71° 50' W. A
DISTANCE OF 886.5 FEET);
5. THENCE N. 81° 36' W. A DISTANCE OF 66.3 FEET, MORE OR LESS, TO THE POINT OF
BEGINNING.

(PER CONSERVATOR'S DEED RECORDED 01/19/1994 AT RECEPTION NO. 02369866)

A TRACT OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 5 NORTH,
RANGE 67 WEST OF THE 6TH P.M., WELD COUNTY, COLORADO, AND BEING MORE PARTICULARLY
DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 15 AND CONSIDERING THE WEST LINE
OF SAID SECTION TO BEAR NORTH 00°00'00" EAST WITH ALL OTHER BEARINGS CONTAINED
HEREIN RELATIVE THERETO;
THENCE NORTH 00°00'00" EAST, 950.00 FEET ALONG SAID WEST LINE;
THENCE SOUTH 87°57'15" EAST, 485.00 FEET;
THENCE SOUTH 00°00'00" WEST, 950.00 FEET TO THE SOUTH LINE OF SAID SECTION 15;
THENCE NORTH 87°57'15" WEST, 485.00 FEET ALONG SAID SOUTH LINE TO SAID SOUTHWEST
CORNER OF SAID SECTION 15 AND THE POINT OF BEGINNING;

(PER WARRANTY DEED RECORDED 01/19/1994 AT RECEPTION NO. 02369867)

A TRACT OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 5 NORTH,
RANGE 67 WEST OF THE 6TH P.M., WELD COUNTY, COLORADO, AND BEING MORE PARTICULARLY
DESCRIBED AS FOLLOWS:

SURVEYOR'S DESCRIPTION

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 15 AND CONSIDERING THE WEST LINE
OF SAID SECTION TO BEAR NORTH 00°00'00" EAST WITH ALL OTHER BEARINGS CONTAINED
HEREIN RELATIVE THERETO;

THENCE NORTH 00°00'00" EAST, 950.00 FEET ALONG SAID WEST LINE;
THENCE SOUTH 87°57'15" EAST, 485.00 FEET;
THENCE SOUTH 00°00'00" WEST, 950.00 FEET TO THE SOUTH LINE OF SAID SECTION 15;
THENCE NORTH 87°57'15" WEST, 485.00 FEET ALONG SAID SOUTH LINE TO SAID SOUTHWEST
CORNER OF SAID SECTION 15 AND THE POINT OF BEGINNING;

(PER WARRANTY DEED RECORDED 01/30/2001 AT RECEPTION NO. 2822417)
A PARCEL OF LAND LOCATED IN THE SOUTHWEST QUARTER OF SECTION 15, TOWNSHIP 5
NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, WELD COUNTY, COLORADO, AND
BEING FURTHER DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 15 AND CONSIDERING THE SOUTH
LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 15 TO BEAR NORTH 89°41'20" EAST WITH
ALL OTHER BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO;

THENCE NORTH 89°41'20" EAST, 485.00 FEET ALONG SAID SOUTH LINE TO THE TRUE POINT OF
BEGINNING;
THENCE NORTH 02°25'06" WEST, 950.00 FEET;
THENCE NORTH 89°44'35" EAST, 465.02 FEET;
THENCE SOUTH 02°25'06" EAST, 949.56 FEET TO A POINT ON THE SOUTH LINE OF THE
SOUTHWEST QUARTER OF SAID SECTION 15;

(PER WARRANTY DEED RECORDED 04/15/2002 AT RECEPTION NO. 2943083)(R6)
A PARCEL OF LAND BEING ALL OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF
SECTION 16, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, WELD
COUNTY, COLORADO EXCEPT THE WEST HALF OF THE WEST HALF OF THE SOUTHEAST
QUARTER OF THE SOUTHEAST QUARTER AND EXCEPT THAT PART OF SAID SOUTHEAST QUARTER OF
THE SOUTHEAST QUARTER AS CONVEYED BY DEED RECORDED IN THE RECORDS OF WELD COUNTY,
COLORADO AT RECEPTION NUMBER 1766549, SAID PARCEL BEING FURTHER DESCRIBED AS
FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 16 AND CONSIDERING
THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 16 TO BEAR SOUTH 89°25'41"
WEST WITH ALL OTHER BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO:

THENCE SOUTH 89°25'41" WEST, 483.51 FEET ALONG SAID SOUTH LINE TO THE SOUTHWEST
CORNER OF THAT TRACT PREVIOUSLY DESCRIBED AT RECEPTION NUMBER 1766549 AND THE
TRUE POINT OF BEGINNING.

THENCE CONTINUING SOUTH 89°25'41" WEST, 523.60 FEET TO THE SOUTHEAST CORNER OF SAID
WEST HALF OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER;
THENCE NORTH 01°55'41" WEST, 1318.73 FEET TO THE NORTHEAST CORNER OF SAID WEST HALF
OF THE WEST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER;
THENCE NORTH 89°27'07" EAST, 995.83 TO THE NORTHEAST CORNER OF SAID SOUTHEAST
QUARTER OF THE SOUTHEAST QUARTER;
THENCE SOUTH 02°25'06" EAST, 368.17 FEET TO THE NORTHEAST CORNER OF THAT TRACT
PREVIOUSLY DESCRIBED AT RECEPTION NUMBER 1766549;

THENCE, ALONG THE NORTH AND WEST LINES OF SAID PREVIOUSLY DESCRIBED TRACT AS
FOLLOWS;

SOUTH 89°25'47" WEST, 485.25 FEET;

SOUTH 02°31'23" EAST, 950.53 FEET TO THE TRUE POINT OF BEGINNING.

(ALSO)

A PARCEL OF LAND BEING ALL OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF
SECTION 15, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN, WELD
COUNTY, COLORADO EXCEPT THOSE PARTS OF SAID SOUTHWEST QUARTER OF THE SOUTHWEST
QUARTER AS CONVEYED BY DEEDS RECORDED IN THE RECORDS OF WELD COUNTY, COLORADO
AT RECEPTION NUMBERS 2369866, 2369867, AND 2822417, SAID PARCEL BEING FURTHER
DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 15 AND CONSIDERING THE SOUTH
LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 15 TO BEAR NORTH 89°41'20" EAST WITH
ALL OTHER BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO;

THENCE NORTH 89°41'20" EAST, 950.00 FEET ALONG SAID SOUTH LINE TO THE SOUTH[EAST]
CORNER OF THAT TRACT PREVIOUSLY DESCRIBED AT RECEPTION NUMBER 2822417 AND THE
TRUE POINT OF BEGINNING.

THENCE ALONG THE EAST AND NORTH LINES OF SAID PREVIOUSLY DESCRIBED TRACTS AS
FOLLOWS:

NORTH 02°25'06" WEST, 949.56 FEET;
SOUTH 89°44'35" WEST, 950.03 FEET TO A POINT ON THE WEST LINE OF SAID SECTION 15;
THENCE NORTH 02°25'06" WEST, 368.17 FEET TO THE NORTHWEST CORNER OF THE SOUTHWEST
QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 15;
THENCE NORTH 89°43'33" EAST, 1285.48 FEET TO THE NORTHEAST CORNER OF THE SOUTHWEST
QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 15;
THENCE SOUTH 01°56'30" EAST, 1317.44 FEET TO THE SOUTHEAST CORNER OF THE SOUTHWEST
QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 15;
THENCE SOUTH 89°41'20" WEST, 324.48 FEET TO THE TRUE POINT OF BEGINNING.

(PER WARRANTY DEED RECORDED 09/14/1978 AT RECEPTION NO. 1766549)

THE SOUTH 950 FEET OF THE EAST 485 FEET OF THE SOUTHEAST QUARTER (SE1/4) OF
SECTION 16, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN.

APPLICANT/DEVELOPER

STRATUS INVESTMENT PARTNERS, LLC
8480 EAST ORCHARD ROAD, SUITE 1100
GREENWOOD VILLAGE, COLORADO 80111
MAIN NUMBER: (720) 214-5000

ATTN: RICHARD DEAN

OWNER

APEX VISTA, LLC
C/O EDWARDS DEVELOPMENT
508 SHOSHONI STREET
CHEYENNE, WYOMING 82009
MAIN NUMBER: (949) 413-4711

ATTN: WILL EDWARDS

SURVEYOR/ENGINEER

CWC CONSULTING GROUP, INC.
9360 TEDDY LANE, SUITE 203
LOVE TREE, COLORADO 80124
MAIN NUMBER: (303) 395-2700

ATTN: ERIC D. CARSON (PRINCIPAL – SURVEY DIVISION MANAGER)

ATTN: BRETT A. WOOLARD (PRINCIPAL – ENGINEERING DIVISION)

SURVEYOR'S NOTES

8. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY
MONUMENT OR LAND MONUMENT OR ACCESSORY, COMMITS A CLASS TWO (2) MISDEMEANOR
PURSUANT TO STATE STATUTE 18-4-508, C.R.S.

9. DEFINITION: CERTIFY, CERTIFICATION – A PROFESSIONAL'S OPINION BASED ON HIS OR HER
OBSERVATION OF CONDITIONS, KNOWLEDGE, INFORMATION AND BELIEFS. IT IS EXPRESSLY
UNDERSTOOD THAT THE PROFESSIONAL'S CERTIFICATION OF A CONDITION'S EXISTENCE
RELIEVES NO OTHER PARTY OF ANY RESPONSIBILITY OR OBLIGATION HE OR SHE HAS
ACCEPTED BY CONTRACT OR CUSTOM.

10. CWC CONSULTING GROUP, INC. DOES NOT WARRANT THAT THE PARCEL, AS DESCRIBED
HEREON, COMPLIES WITH COLORADO SENATE BILL 35. (30-28-101).

11. 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.

LAND USE SUMMARY CHART

TYPE	AREA (S.F.)	AREA (ACRES)	PERCENTAGE OF TOTAL AREA
LOTS (0)	0	0.000	0.00%
TRACTS/OUTLOTS (17)	34,094,481	779.095	95.36%
ROW	1,493,393	37.891	4.64%
TOTALS	35,587,874	816.985	100.00%

EASEMENT & TRACT TABLE

PLEASE SEE PAGE 2 FOR EASEMENT TABLE AND TRACT TABLE.

COMMUNITY DEVELOPMENT DIRECTOR

DIRECTOR OF COMMUNITY DEVELOPMENT _____ DATE _____

ENGINEERING DEVELOPMENT REVIEW AND CIVIL INSPECTIONS MANAGER
CONSTRUCTION MUST BE IN ACCORDANCE WITH APPLICABLE CITY OF GREELEY CONSTRUCTION
STANDARDS. THE CITY'S ACCEPTANCE SHALL NOT RELIEVE THE DESIGN ENGINEER'S
RESPONSIBILITY FOR ERRORS, OMISSIONS, OR DESIGN DEFICIENCIES FOR WHICH THE CITY IS
HELD HARMLESS

DEVELOPMENT REVIEW MANAGER _____ DATE _____

OWNER DEDICATION STATEMENT

DEDICATION STATEMENT:

I, _____ BEING THE SOLE OWNER(S) IN FEE OF
(INSERT LEGAL DESCRIPTION), WELD COUNTY, COLORADO, 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 OR TRACT OF LAND AND
DESIGNATE THE SAME (NAME OF SUBDIVISION AND STATEMENT THAT IS A SUBDIVISION OR
ADDITION TO THE CITY OF GREELEY, WELD COUNTY, COLORADO); 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.

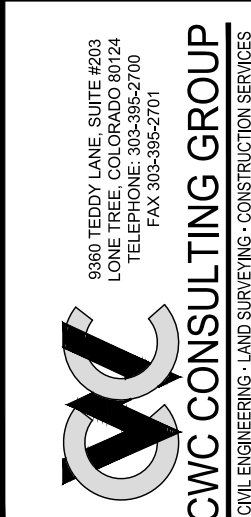
SIGNATURE OF OWNER _____ DATE _____

SURVEYOR'S CERTIFICATE

THAT I, ERIC DAVID CARSON, A REGISTERED PROFESSIONAL SURVEYOR IN THE STATE OF
COLORADO, DO HEREBY CERTIFY THAT I HAVE PREPARED THIS PLAT FROM ACTUAL AND
ACCURATE SURVEY OF THIS LAND, INCLUDING ALL EXISTING RIGHTS-OF-WAY AND EASEMENTS,
AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY
SUPERVISION, IN ACCORDANCE WITH THE REGULATIONS OF THE STATE OF COLORADO.

DATE OF PLAT OR MAP: ____ DAY OF DECEMBER, 2023.

ERIC DAVID CARSON
COLORADO PROFESSIONAL LAND SURVEYOR NO.37890
FOR AND ON BEHALF OF
CWC CONSULTING GROUP, INC.
EMAIL: ERIC@CWC-CONSULTING.COM



DATE	REVISION	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #1	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #2	BY
10/18/23				EDC
12/04/23				EDC

DELANTERO SUBDIVISION FILING NO.1

SHOWING

A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16

GREELEY, COLORADO

SHEET 1 - COVER PAGE, NOTES AND CERTIFICATES

DRAFTED: A.X.A	CHECKED: E.D.C.	DATE: 02/17/2023	JOB NO: 120-00442	SURVEY PREPARED FOR: STRATUS COMPANIES
SHEET NO. 1 OF 20 SHEETS				

T:\J063\1-20 Survey\120-00442 (130--0078) Delantero Phase 1 Development--FP.dwg\120--00442_PP.dwg Date: 12/04/23 11:06a ecorson

STANDARD NOTES--CITY OF GREELEY

STREET MAINTENANCE. IT IS MUTUALLY UNDERSTOOD AND AGREED THAT THE DEDICATED ROADWAYS SHOWN ON THIS PLAT WILL NOT BE MAINTAINED BY THE CITY UNTIL AND UNLESS THE STREETS ARE CONSTRUCTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS IN EFFECT AT THE DATE CONSTRUCTION PLANS ARE APPROVED. AND, PROVIDED THAT CONSTRUCTION OF SAID ROADWAY IS STARTED WITHIN ONE YEAR OF THE CONSTRUCTION PLAN APPROVAL. THE OWNER, DEVELOPER AND/OR SUBDIVIDERS, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, SHALL BE RESPONSIBLE FOR STREET MAINTENANCE UNTIL SUCH TIME AS THE CITY ACCEPTS THE RESPONSIBILITY FOR MAINTENANCE AS STATED ABOVE.

DRIVES, PARKING AREAS AND UTILITY EASEMENTS MAINTENANCE. THE OWNERS OF THIS SUBDIVISION, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, THE ADJACENT PROPERTY OWNER, HOMEOWNERS' ASSOCIATION OR OTHER ENTITY OTHER THAN THE CITY IS RESPONSIBLE FOR MAINTENANCE AND UPKEEP OF ANY AND ALL DRIVES, PARKING AREAS AND EASEMENTS (CROSS--ACCESS EASEMENTS, DRAINAGE EASEMENTS, ETC.).

DRAINAGE MAINTENANCE. THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL DRAINAGE FACILITIES INSTALLED IN ACCORDANCE WITH CITY OF GREELEY STANDARDS AND THE ACCEPTED CONSTRUCTION PLANS. REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO, MAINTAINING THE SPECIFIED STORMWATER DETENTION/RETENTION VOLUMES, MAINTAINING OUTLET STRUCTURES, FLOW RESTRICTION DEVICES AND FACILITIES NEEDED TO CONVEY FLOW TO SAID BASINS. THE CITY SHALL HAVE THE RIGHT TO ENTER PROPERTIES TO INSPECT SAID FACILITIES AT ANY TIME. IF THESE FACILITIES ARE NOT PROPERLY MAINTAINED, THE CITY SHALL NOTIFY THE PROPERTY OWNER IN WRITING AND SHALL INFORM THE OWNER THAT CORRECTIVE ACTION BY THE OWNER SHALL BE REQUIRED WITHIN TEN WORKING DAYS OF RECEIPT OF NOTIFICATION BY THE CITY, UNLESS AN EMERGENCY EXISTS, IN WHICH CASE CORRECTIVE ACTION SHALL BE TAKEN IMMEDIATELY UPON RECEIPT OF NOTIFICATION BY THE CITY. IF THE OWNER FAILS TO TAKE CORRECTIVE ACTION WITHIN TEN WORKING DAYS, THE CITY MAY PROVIDE THE NECESSARY MAINTENANCE AND ASSESS THE MAINTENANCE COST TO THE OWNER OF THE PROPERTY.

DRAINAGE LIABILITY. THE CITY DOES NOT ASSUME ANY LIABILITY FOR DRAINAGE FACILITIES IMPROPERLY DESIGNED OR CONSTRUCTED. THE CITY REVIEWS DRAINAGE PLANS BUT CANNOT, ON BEHALF OF ANY APPLICANT, OWNER OR DEVELOPER, GUARANTEE THAT FINAL DRAINAGE DESIGN REVIEW AND APPROVAL BY THE CITY WILL RELIEVE SAID PERSON, HIS SUCCESSORS AND ASSIGNS, FROM LIABILITY DUE TO IMPROPER DESIGN. CITY APPROVAL OF A FINAL PLAT DOES NOT IMPLY APPROVAL OF THE DRAINAGE DESIGN WITHIN THAT PLAT.

LANDSCAPE MAINTENANCE. THE OWNERS OF THIS SUBDIVISION, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, THE ADJACENT PROPERTY OWNER, HOMEOWNERS' ASSOCIATION OR ENTITY OTHER THAN THE CITY IS RESPONSIBLE FOR MAINTENANCE AND UPKEEP OF PERIMETER FENCING OR WALLS, LANDSCAPING AND LANDSCAPED AREAS AND SIDEWALKS BETWEEN THE PROPERTY LINE AND ANY PAVED ROADWAYS. THE OWNERS OF THIS SUBDIVISION, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST OR AN ENTITY OTHER THAN THE CITY, AGREE TO THE RESPONSIBILITY OF MAINTAINING ALL OTHER OPEN SPACE AREAS ASSOCIATED WITH THIS DEVELOPMENT.

SIGHT DISTANCE. THE CLEAR VISION ZONE OF A CORNER LOT SHALL BE FREE FROM SHRUBS, GROUND COVERS, BERMS, FENCES, SIGNS, STRUCTURES, PARKED VEHICLES OR OTHER MATERIALS OR ITEMS GREATER THAN 36 INCHES IN HEIGHT FROM THE STREET LEVEL.

PUBLIC SAFETY. ACCESS, WHETHER FOR EMERGENCY OR NONEMERGENCY PURPOSES, IS GRANTED OVER AND ACROSS ALL ACCESS WAYS FOR POLICE, FIRE AND EMERGENCY VEHICLES. IF ANY OR ALL OF THE ACCESS WAYS IN THIS SUBDIVISION ARE PRIVATE, THE HOMEOWNERS' ASSOCIATION WILL BE RESPONSIBLE FOR ENSURING THAT SUCH ACCESS WAYS ARE PASSABLE, AT ALL TIMES, FOR POLICE, FIRE AND EMERGENCY VEHICLES.

DRAINAGE MASTER PLAN. THE POLICY OF THE CITY REQUIRES THAT ALL NEW DEVELOPMENT AND REDEVELOPMENT SHALL PARTICIPATE IN THE REQUIRED DRAINAGE IMPROVEMENTS AS SET FORTH BELOW:

DESIGN AND CONSTRUCT THE LOCAL DRAINAGE SYSTEM AS DEFINED BY THE FINAL DRAINAGE REPORT AND PLAN AND THE STORMWATER MANAGEMENT PLAT.

DESIGN AND CONSTRUCT THE CONNECTION OF THE SUBDIVISION DRAINAGE SYSTEM TO A DRAINAGE WAY OF ESTABLISHED CONVEYANCE CAPACITY, SUCH AS A MASTER PLANNED OUTFALL STORM SEWER OR MASTER PLANNED MAJOR DRAINAGE WAY. THE CITY WILL REQUIRE THAT THE CONNECTION OF THE MINOR AND MAJOR SYSTEMS PROVIDE CAPACITY TO CONVEY ONLY THOSE FLOWS (INCLUDING OFF--SITE FLOWS) LEAVING THE SPECIFIC DEVELOPMENT SITE TO MINIMIZE OVERALL CAPITAL COSTS. THE CITY ENCOURAGES ADJACENT DEVELOPMENTS TO JOIN IN DESIGNING AND CONSTRUCTING CONNECTION SYSTEMS. ALSO, THE CITY MAY CHOOSE TO PARTICIPATE WITH A DEVELOPER IN THE DESIGN AND CONSTRUCTION OF THE CONNECTION SYSTEM.

EQUITABLE PARTICIPATION IN THE DESIGN AND CONSTRUCTION OF THE MAJOR DRAINAGE WAY SYSTEM THAT SERVES THE DEVELOPMENT AS DEFINED BY ADOPTED MASTER DRAINAGE WAY PLANS OR AS REQUIRED BY THE CITY AND DESIGNED IN THE FINAL DRAINAGE REPORT AND THE STORMWATER MANAGEMENT PLAN.

MAINTENANCE EASEMENTS. A MAINTENANCE EASEMENT IS REQUIRED FOR DEVELOPMENTS WITH ZERO SIDE SETBACKS, IF ONE STRUCTURE IS BUILT ON THE LOT LINE. IN ORDER TO MAINTAIN THE STRUCTURE WITH THE ZERO SIDE SETBACK, A MAINTENANCE EASEMENT MAY BE REQUIRED ON THE ADJACENT LOT TO ENABLE MAINTENANCE TO BE PERFORMED ON SAID STRUCTURE FROM THE ADJOINING PROPERTY. EACH LOT OWNER AGREES TO ALLOW ADJACENT LOT OWNERS ACCESS ACROSS THEIR LOT, WITHIN FIVE FEET OF THE COMMON LOT LINE, AS MAY BE NEEDED TO MAINTAIN AND REPAIR THE ADJACENT OWNER'S PRINCIPAL STRUCTURE. EACH ADJACENT OWNER AGREES TO REPAIR ANY DAMAGE WHICH MAY BE CAUSED TO THE LOT OWNER'S PROPERTY FROM THE ADJACENT OWNER'S USE OF THIS MAINTENANCE EASEMENT AND TO TAKE ALL NECESSARY STEPS TO AVOID CAUSING SUCH DAMAGE.

STREET LIGHTING. ALL LOTS ARE SUBJECT TO AND BOUND BY TARIFFS WHICH ARE NOW AND MAY IN THE FUTURE BE FILED WITH THE PUBLIC UTILITIES COMMISSION OF THE STATE RELATING TO STREET LIGHTING IN THIS SUBDIVISION, TOGETHER WITH RATES, RULES AND REGULATIONS THEREIN PROVIDED AND SUBJECT TO ALL FUTURE AMENDMENTS AND CHANGES THERETO. THE OWNERS OR THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, SHALL PAY, AS BILLED, A PORTION OF THE COST OF PUBLIC STREET LIGHTING IN THE SUBDIVISION IN ACCORDANCE TO APPLICABLE RATES, RULES AND REGULATIONS INCLUDING FUTURE AMENDMENTS AND CHANGES ON FILE WITH THE PUBLIC UTILITIES COMMISSION. WATER OR SEWER MAIN EASEMENTS. THERE SHALL BE NO PERMANENT STRUCTURES, FENCES, DETENTION PONDS, LANDSCAPING (PLANTINGS OR BERMS) GREATER THAN THREE FEET, TALL MATURE GROWTH, OR OTHER ENCUMBRANCES LOCATED IN WATER OR SEWER MAIN EASEMENTS.

STANDARD NOTES--CITY OF GREELEY

WATER OR SEWER MAINS IN PRIVATE ROADS OR EASEMENTS. FOR PUBLIC WATER AND SEWER MAINS LOCATED IN PRIVATE ROADS OR EASEMENTS, FUTURE REPAIR OF PAVING OR OTHER IMPROVED SURFACES SUBSEQUENT TO THE REPAIR OF A WATER OR SEWER MAIN SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS' OR CONDOMINIUM ASSOCIATION. THE WATER AND SEWER DEPARTMENT WILL SAFELY BACKFILL THE TRENCH TO THE SURFACE, BUT NOT REBUILD ANY SURFACE IMPROVEMENTS.

ADDITIONAL NOTES--CITY OF GREELEY

ADDITIONAL TURN LANE REQUIREMENTS ALONG LOW-VOLUME COLLECTOR ROADS FOR FUTURE LOTS WILL BE ANALYZED AND PROVIDED AT THE TIME OF LOT SUBDIVISION.

A PORTION OF THE ROADWAY RIGHT--OF--WAY ALONG HIGHWAY 257 WILL BE DEDICATED TO THE COLORADO DEPARTMENT OF TRANSPORTATION AT THE TIME OF FINAL PLAT. NOTE: CURRENTLY IDENTIFIED AS TRACT B AND TRACT Q. FINAL AREA AND LAYOUT IS SUBJECT TO MODIFICATION.

OIL & GAS NOTES

DELANTERO P.U.D.;
RECEPTION NO. 4855396, RECORDED 09/15/2022 01:32 PM

SEE SHEET L6.1 FOR SPECIFIC INFORMATION
PURSUANT TO THE CITY OF GREELEY DEVELOPMENT CODE SEC. 24--1102 OIL & GAS,
OCTOBER 1, 2021 AS AMENDED. IN ALL EVENTS THIS PUD WILL GOVERN.

SETBACK NOTE:
PER THE CITY OF GREELEY -- TITLE 24 GREELEY DEVELOPMENT CODE, CHAPTER 11--SUPPLEMENTAL STANDARDS, 11-13: TABLE 24--11--2: OIL & GAS EQUIPMENT SETBACKS. SETBACKS VARY, SEE TABLE BELOW.



CHAPTER 11 -- SUPPLEMENTAL STANDARDS
24-1102 Oil & Gas

c. **Site & Development Standards.** All oil and gas sites shall meet the following site and development standards:

1. **General Provisions.** Operators shall conform to the following:
 - (a) City, county, state and federal regulations and standards concerning air quality, water quality, odor and noise.
 - (b) City sanitation and environmental standards
 - (c) All surface trash, debris, scarp or discarded material shall be removed and disposed of in a legal manner.

2. **Equipment Setbacks.** All oil and gas equipment, except flow lines, transmission lines and power supply, shall be located according to the setbacks in Table 24-11-2.

Table 24-11-2: Oil & Gas Equipment Setbacks

Location	Equipment	Setbacks	From
All areas of the City	Well head	150' or 1.5x height, whichever is greater	Lot Line/ROW, Parking, Trail.
	Production tanks		Public or private road.
	Associated production equipment		Major above ground entry, Rail line Any occupied building (low density areas)
All areas of the City	New building or structure	50'	Any platted and abandoned well
	Well head	150' or 1.5x height, whichever is greater	Any existing oil and gas equipment listed above
	Production tanks	200'	Any occupied building (high density areas)
High-density areas	Well head	350' (well and well head)	Education facility, Assembly building, Hospital or care facility, Jail
	Production tanks		Assembly building, Hospital or care facility
	Associated production equipment		Outdoor activity areas (State designated)
High-density areas	Any new building or structure (or per alternative compliance in Section 24-206)	50'	Any platted and abandoned well
	Well head	350' (well and well head)	Any existing oil and gas equipment listed above
	Production tanks	500' (production tanks and associated production equipment)	Any existing oil and gas equipment listed above

The Planning Commission may allow a lesser setback if necessary to meet other COGCC rules. A waiver shall first require COGCC approval of all other provisions of the application, demonstration that the COGCC requirements make the setbacks unattainable, and the Planning Commission may require other mitigation measures as provided in this Section to account for lesser setbacks.

3. **Flow Lines.** All flow lines, including transmission and gathering systems, shall have the legal description of the location recorded with the County Clerk and Recorder within 30 days of completion of construction. Abandonment of any flow lines shall be recorded with the County Clerk and Recorder within 30 days after abandonment.

October 1, 2021

[Page 24]
Greeley Development Code

11-13

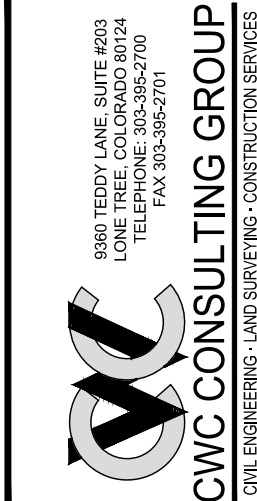
October 1, 2021

[Title 24]
Greeley Development Code

11-13

TRACT TABLE				
TRACT	PURPOSE	OWNERSHIP MAINTENANCE	AREA (S.F.)	AREA (ACRES)
TRACT A	DRAINAGE	STRATUS COMPANIES	722,237	16.580
TRACT B	CDOT RIGHT--OF--WAY	COLORADO DEPARTMENT OF TRANSPORTATION	11,305	0.260
TRACT C	DRAINAGE	STRATUS COMPANIES	785,367	18.030
TRACT D	FUTURE DEVELOPMENT	STRATUS COMPANIES	567,513	13.028
TRACT E	FUTURE DEVELOPMENT	STRATUS COMPANIES	2,873,466	64.954
TRACT F	FUTURE DEVELOPMENT	STRATUS COMPANIES	936,843	21.507
TRACT G	FUTURE DEVELOPMENT	STRATUS COMPANIES	2,171,617	49.853
TRACT H	FUTURE DEVELOPMENT	STRATUS COMPANIES	1,693,305	38.387
TRACT I	FUTURE DEVELOPMENT	STRATUS COMPANIES	1,476,791	33.610
TRACT J	FUTURE DEVELOPMENT	STRATUS COMPANIES	1,510,446	34.675
TRACT K	FUTURE DEVELOPMENT	STRATUS COMPANIES	2,469,811	57.434
TRACT L	FUTURE DEVELOPMENT	STRATUS COMPANIES	476,825	10.946
TRACT M	FUTURE DEVELOPMENT	STRATUS COMPANIES	12,001,316	275.512
TRACT N	FUTURE DEVELOPMENT	STRATUS COMPANIES	3,160,735	72.561
TRACT O	FUTURE DEVELOPMENT	STRATUS COMPANIES	1,601,111	37.737
TRACT P	FUTURE DEVELOPMENT	STRATUS COMPANIES	1,481,946	34.021
TRACT Q	CDOT RIGHT--OF--WAY	COLORADO DEPARTMENT OF TRANSPORTATION	153,848	3.53
TOTAL:			34,094,481	779.095

EASEMENT TABLE				
EASEMENT TYPE	USE	RESTRICTION	EASEMENT GRANT TO	SURFACE MAINTENANCE
DRAINAGE EASEMENT (D.E.)	PLACEMENT AND MAINTENANCE OF CITY OF GREELEY DRAINAGE FACILITIES AND/OR IMPROVEMENTS	NO STRUCTURES, IMPROVMENTS (INCLUDING FENCES), FILL, SHRUBS, TREES, OR UTILITY CROSSINGS WITHOUT WRITTEN CONSENT OF THE CITY	CITY OF GREELEY	PROPERTY OWNER
UTILITY EASEMENT (U.E.)	PLACEMENT AND MAINTENANCE OF PUBLIC DRY UTILITIES	NO STRUCTURES, IMPROVMENTS (INCLUDING FENCES), FILL, SHRUBS, TREES, OR UTILITY CROSSINGS WITHOUT WRITTEN CONSENT OF THE CITY	UTILITY PROVIDER	PROPERTY OWNER



DATE	REVISION	BY	
		CITY PROJECT REVIEW	EDC
10/18/23	#1	PROJECT REVIEW	EDC
12/04/23	#2	PROJECT REVIEW	EDC

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 2 - CERTIFICATIONS, TABLES & NOTES

DRAFTED: A.X.A	CHECKED: E.D.C.	JOB NO. 120--00442	SURVEY PREPARED FOR: STRATUS COMPANIES
DATE: 02/17/2023			
SHEET NO. 2 OF 20 SHEETS			

DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

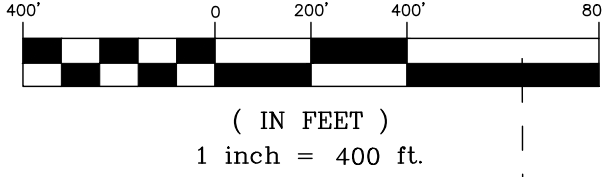
LEGEND

- PROJECT CONTROL POINT
- FOUND MONUMENT AS NOTED;
NOTE: BEARING AND DISTANCE, IF LISTED, IS FROM THE BOUNDARY CORNER TO THE FOUND MONUMENT.
SET NO. 5 REBAR WITH PPC, STAMPED "MG LLC, 37890" OR 1" BRASS TAG & ALUMINUM NAIL, STAMPED "MG LLC, 37890"
- FOUND PLSS MONUMENT AS NOTED

- BOUNDARY LINE
- SECTION/ALLOT LINE
- RIGHT-OF-WAY LINE
- TRACT/LOT LINE
- EASEMENT LINE
- BARBED-WIRE FENCE

XX.X' = FENCE DIMENSION.
NOTE: LABEL POSITION IS BASED ON THE FENCE LOCATION RELATIVE TO THE BOUNDARY LINE. DIMENSION INSIDE BOUNDARY LINE MEANS THE FENCE IS INSIDE THE BOUNDARY LINE.
YPC = YELLOW PLASTIC CAP
RPC = RED PLASTIC CAP
PPC = PINK PLASTIC CAP
ESMT = EASEMENT
R.O.W. = RIGHT OF WAY
BK. = BOOK, PAGE
RECP. NO. = RECEPTION NUMBER

GRAPHIC SCALE



SEC. 8

SEC. 9

SW 1/4
SEC. 10

SE 1/4
SEC. 10

SW 1/4
SEC. 11

SHEET 4

N 1/2
SEC. 16

NW 1/4
SEC. 15

W 1/2
NE 1/4
SEC. 15

E 1/2
NE 1/4
SEC. 15

NW 1/4
SEC. 14

SEC. 17

SHEET 6

S 1/2
SEC. 16

NW 1/4
SW 1/4
SEC. 15

NE 1/4
SW 1/4
SEC. 15

SE 1/4
SEC. 15

SW 1/4
SEC. 14

SHEET 5

SEC. 20

SEC. 21

SW 1/4
SW 1/4
SEC. 15

SE 1/4
SW 1/4
SEC. 15

SEC. 22

SEC. 23

DELANTERO SUBDIVISION FILING NO.1

SHOWING

A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16

GREELEY, COLORADO

SHEET 3- SECTION BREAKDOWN

CHECKED:

E.D.C.

DRAFTED:

A.X.X

DATE:

02/17/2023

JOB NO.

120-00442

SURVEY PREPARED FOR:

STRATUS COMPANIES

SHEET NO.

3

OF

20

SHEETS

9000 TERRY LANE, SUITE #203
DENVER, CO 80231
TEL: 303.396.0704
FAX: 303.396.0701

CWC CONSULTING GROUP

CAN ENGINEERING AND SURVEYING CONSTRUCTION SERVICES

BY

EDC

REVISION

#1

DATE

10/18/23

PROJECT REVIEW COMMENTS-SUBMITTAL

#1

REVISION

#2

DATE

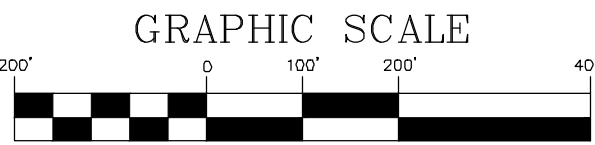
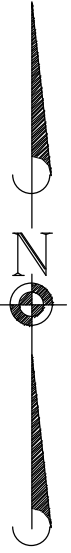
12/04/23

PROJECT REVIEW COMMENTS-SUBMITTAL

#2

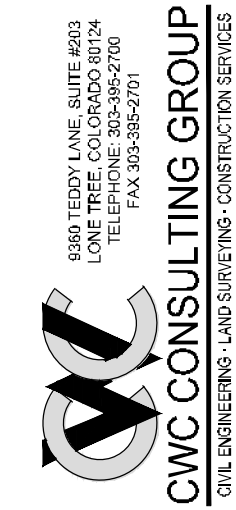
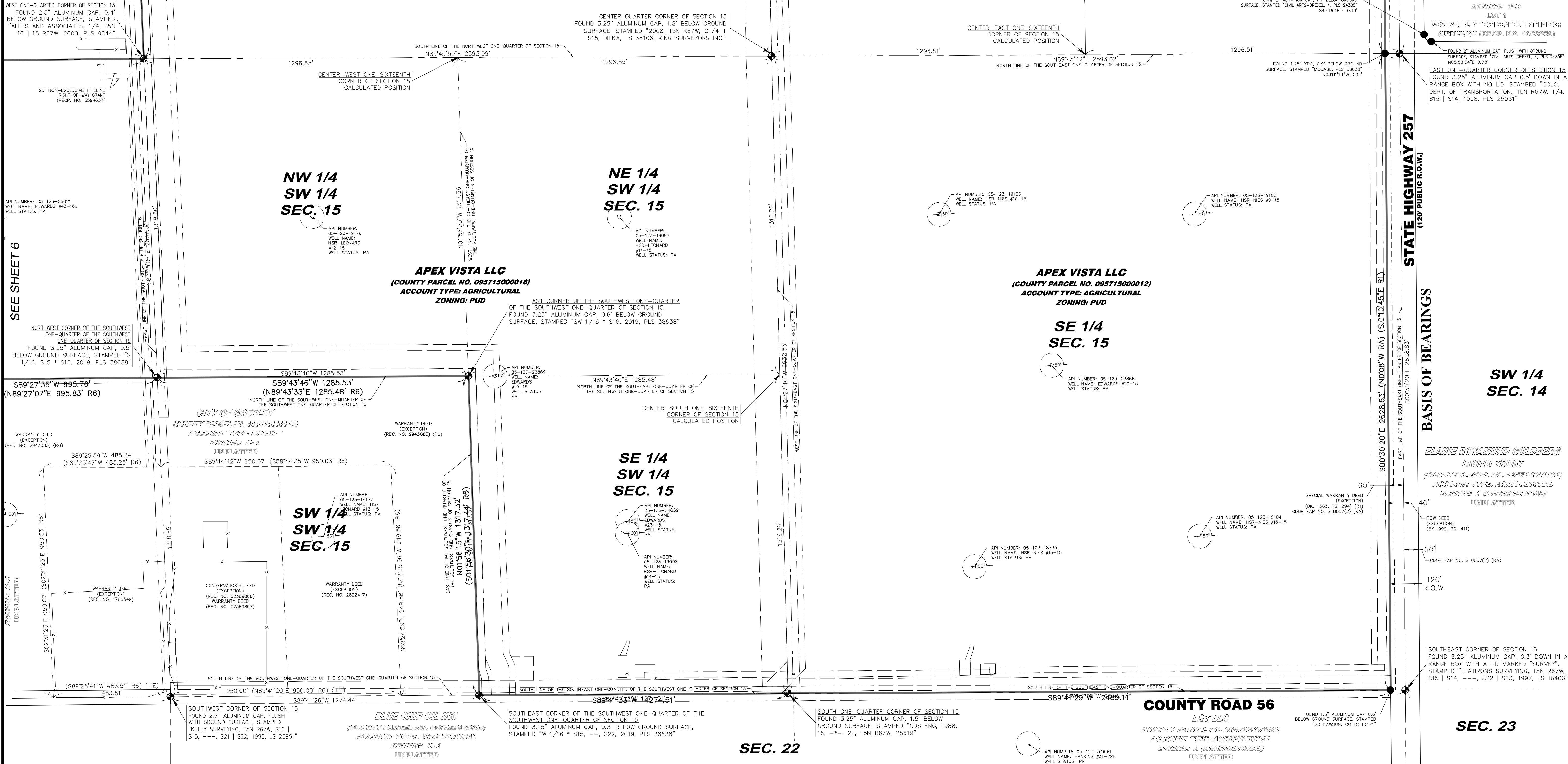
DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



(IN FEET)
1 inch = 200 ft.
SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES, AND ABBREVIATIONS

SEE SHEET 4



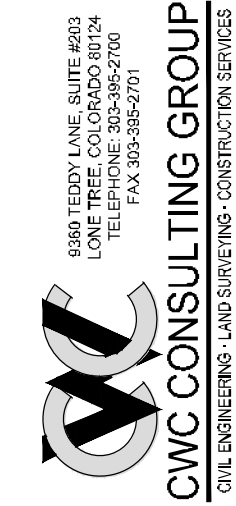
DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #2	EDC

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 5- BOUNDARY

DRAFTED:	CHECKED:	SHEET NO.
A.X.X	E.D.C.	5
DATE:	JOB NO.	OF
02/17/2023	120-00442	20
SURVEY PREPARED FOR:	STRATUS COMPANIES	SHEETS

DELANTERO SUBDIVISION FILING NO.1

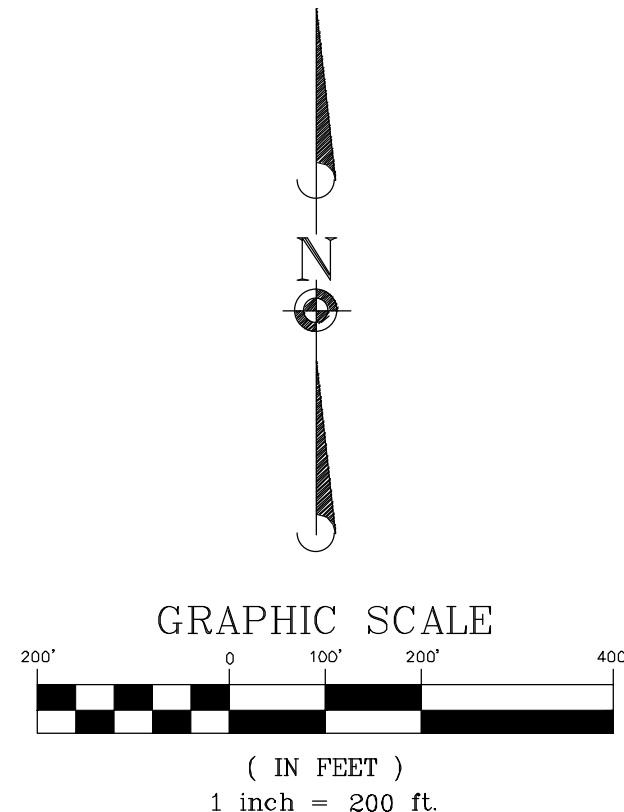
BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #2	EDC

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 6 - BOUNDARY & EXCEPTIONS

DRAFTED:	CHECKED:	SHEET NO.
A.X.X	E.D.C.	6
DATE:	JOB NO.	OF
02/17/2023	120-00442	20
SURVEY PREPARED FOR:		
STRATUS COMPANIES		



SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES, AND ABBREVIATIONS

GOLDEN EYE INVESTMENTS LLC
(COUNTY PARCEL NO. 095710000002)
ACCOUNT TYPE: AGRICULTURAL
ZONING: A1
UNPLATTED

N 1/2
SEC. 16

NORTH LINE OF THE SOUTH ONE-HALF OF SECTION 16
N89°28'56"E 5248.53'
N89°28'56"E 5218.53'

APEX VISTA LLC
(COUNTY PARCEL NO. 095715000019)
ACCOUNT TYPE: AGRICULTURAL
ZONING: PUD

S 1/2
SEC. 16

REQUEST FOR NOTIFICATION OF
PENDING SURFACE DEVELOPMENT
(REC. NO. 348280)
STATE LAND PATENT NO. 3168
(BK. 459, PG. 58)
RIGHT-OF-WAY GRANT
(REC. NO. 1880001)
RIGHT-OF-WAY GRANT
(REC. NO. 02078694)

SEC. 17

HARKINS FARMS LLC
(COUNTY PARCEL NO. 095710000001)
ACCOUNT TYPE: AGRICULTURAL
ZONING: A1
UNPLATTED

COUNTY ROAD 17
(60' PUBLIC R.O.W.)

SEC. 20

COUNTY ROAD 56
(60' PUBLIC R.O.W.)

SEC. 21

GARY W WIEDEMAN
(COUNTY PARCEL NO. 095710000001)
ACCOUNT TYPE: AGRICULTURAL
ZONING: A1
UNPLATTED

WEST ONE-QUARTER CORNER OF SECTION 16
FOUND 2.5" ALUMINUM CAP, 0.3' BELOW ADJACENT
ASPHALT ROADWAY, STAMPED "ALLES AND ASSOCIATES,
INC., 1/4, T5N 17 | 16 R67W, 2000, PLS 9644"

WEST ONE-QUARTER CORNER OF SECTION 15
FOUND 2.5" ALUMINUM CAP, 0.4'
BELOW GROUND SURFACE, STAMPED
"ALLES AND ASSOCIATES, 1/4, T5N
16 | 15 R67W, 2000, PLS 9644"

API NUMBER: 05-123-11353
WELL NAME: HARDMAN #3
WELL STATUS: PA

API NUMBER: 05-123-11354
WELL NAME: HARDMAN #4
WELL STATUS: PA

API NUMBER: 05-123-26018
WELL NAME: EDWARDS #33-16U
WELL STATUS: PA

API NUMBER: 05-123-26021
WELL NAME: EDWARDS #43-16U
WELL STATUS: PA

ANNEXATION TO THE CITY OF
GREELEY, COLORADO
(REC. NO. 2813620)
(REC. NO. 2813618)
ORDINANCE NO. 5, 2001
(REC. NO. 2822412)
USE BY SPECIAL REVIEW
(REC. NO. 3547737)

ANNEXATION TO THE CITY OF
GREELEY, COLORADO
(REC. NO. 2813618)
(REC. NO. 2813619)
ORDINANCE NO. 4, 2001
(REC. NO. 2822411)
ORDINANCE NO. 24, 2002
(REC. NO. 2943081)

NORTHWEST CORNER OF THE SOUTHWEST
ONE-QUARTER OF THE SOUTHWEST
ONE-QUARTER OF SECTION 15
FOUND 3.25" ALUMINUM CAP, 0.5'
BELOW GROUND SURFACE, STAMPED "S
1/16, S15 + S16, 2019, PLS 38638"

S89°27'35"W 995.76'
(N89°27'07"E 995.83' R6)

N02°25'04"W 368.06'
(S02°25'06"E 368.17' R6)

S89°25'59"W 485.24'
(S89°25'47"W 485.25' R6)

WARRANTY DEED
(EXCEPTION)
(REC. NO. 2943083) (R6)

WARRANTY DEED
(EXCEPTION)
(REC. NO. 1766549)

CONSERVATOR'S DEED
(EXCEPTION)
(REC. NO. 02369886)
WARRANTY DEED
(REC. NO. 02369887)

API NUMBER: 05-123-11635
WELL NAME: HARDMAN #5
WELL STATUS: PA

API NUMBER: 05-123-26014
WELL NAME: EDWARDS #34-16U
WELL STATUS: PA

API NUMBER: 05-123-11355
WELL NAME: HARDMAN #2
WELL STATUS: PA

API NUMBER: 05-123-10875
WELL NAME: HARDMAN #1
WELL STATUS: PA

API NUMBER: 05-123-26020
WELL NAME: EDWARDS #16-DU
WELL STATUS: PA

API NUMBER: 05-123-26018
WELL NAME: EDWARDS #33-16U
WELL STATUS: PA

API NUMBER: 05-123-26021
WELL NAME: EDWARDS #43-16U
WELL STATUS: PA

API NUMBER: 05-123-11353
WELL NAME: HARDMAN #3
WELL STATUS: PA

API NUMBER: 05-123-11354
WELL NAME: HARDMAN #4
WELL STATUS: PA

API NUMBER: 05-123-26018
WELL NAME: EDWARDS #33-16U
WELL STATUS: PA

API NUMBER: 05-123-26021
WELL NAME: EDWARDS #43-16U
WELL STATUS: PA

API NUMBER: 05-123-11635
WELL NAME: HARDMAN #5
WELL STATUS: PA

API NUMBER: 05-123-26014
WELL NAME: EDWARDS #34-16U
WELL STATUS: PA

API NUMBER: 05-123-11355
WELL NAME: HARDMAN #2
WELL STATUS: PA

API NUMBER: 05-123-10875
WELL NAME: HARDMAN #1
WELL STATUS: PA

API NUMBER: 05-123-26020
WELL NAME: EDWARDS #16-DU
WELL STATUS: PA

API NUMBER: 05-123-26018
WELL NAME: EDWARDS #33-16U
WELL STATUS: PA

API NUMBER: 05-123-26021
WELL NAME: EDWARDS #43-16U
WELL STATUS: PA

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WELL NAME: HARDMAN #5
WELL STATUS: PA

API NUMBER: 05-123-26014
WELL NAME: EDWARDS #34-16U
WELL STATUS: PA

API NUMBER: 05-123-11355
WELL NAME: HARDMAN #2
WELL STATUS: PA

API NUMBER: 05-123-10875
WELL NAME: HARDMAN #1
WELL STATUS: PA

API NUMBER: 05-123-26020
WELL NAME: EDWARDS #16-DU
WELL STATUS: PA

API NUMBER: 05-123-26018
WELL NAME: EDWARDS #33-16U
WELL STATUS: PA

API NUMBER: 05-123-26021
WELL NAME: EDWARDS #43-16U
WELL STATUS: PA

API NUMBER: 05-123-11635
WELL NAME: HARDMAN #5
WELL STATUS: PA

API NUMBER: 05-123-26014
WELL NAME: EDWARDS #34-16U
WELL STATUS: PA

API NUMBER: 05-123-11355
WELL NAME: HARDMAN #2
WELL STATUS: PA

API NUMBER: 05-123-10875
WELL NAME: HARDMAN #1
WELL STATUS: PA

API NUMBER: 05-123-26020
WELL NAME: EDWARDS #16-DU
WELL STATUS: PA

API NUMBER: 05-123-26018
WELL NAME: EDWARDS #33-16U
WELL STATUS: PA

API NUMBER: 05-123-26021
WELL NAME: EDWARDS #43-16U
WELL STATUS: PA

API NUMBER: 05-123-11635
WELL NAME: HARDMAN #5
WELL STATUS: PA

API NUMBER: 05-123-26014
WELL NAME: EDWARDS #34-16U
WELL STATUS: PA

API NUMBER: 05-123-11355
WELL NAME: HARDMAN #2
WELL STATUS: PA

API NUMBER: 05-123-10875
WELL NAME: HARDMAN #1
WELL STATUS: PA

API NUMBER: 05-123-26020
WELL NAME: EDWARDS #16-DU
WELL STATUS: PA

API NUMBER: 05-123-26018
WELL NAME: EDWARDS #33-16U
WELL STATUS: PA

API NUMBER: 05-123-26021
WELL NAME: EDWARDS #43-16U
WELL STATUS: PA

API NUMBER: 05-123-11635
WELL NAME: HARDMAN #5
WELL STATUS: PA

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WELL STATUS: PA

API NUMBER: 05-123-11355
WELL NAME: HARDMAN #2
WELL STATUS: PA

API NUMBER: 05-123-10875
WELL NAME: HARDMAN #1
WELL STATUS: PA

API NUMBER: 05-123-26020
WELL NAME: EDWARDS #16-DU
WELL STATUS: PA

API NUMBER: 05-123-26018
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API NUMBER: 05-123-11635
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WELL STATUS: PA

API NUMBER: 05-123-26014
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API NUMBER: 05-123-11355
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API NUMBER: 05-123-26021
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WELL STATUS: PA

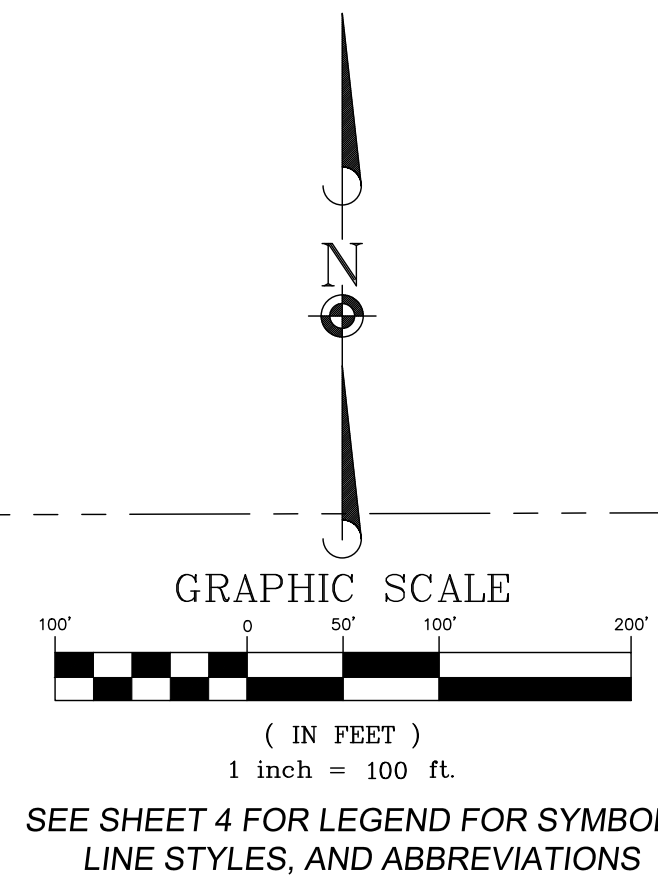
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API NUMBER: 05-123-11355
WELL NAME: HARDMAN #2
WELL STATUS: PA

API NUMBER: 05-123-10875
WELL NAME: HARDMAN #1
WELL STATUS: PA

API NUMBER: 05-123-26020
WELL NAME: EDWARDS #1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



SEE SHEET 10

SEE SHEET 8

STATE HIGHWAY 257
(PUBLIC R.O.W.-WIDTH VARIES)

DELANTERO SUBDIVISION FILING NO.1

A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 7 - EXCEPTIONS DETAIL

SHEET 7 - EXCEPTIONS DETAIL

DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS--SUBMITTAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS--SUBMITTAL #2	EDC

DRAFTED: X.X.X	CHECKED: E.D.C.
DATE: 02/17/2023	JOB NO. 120-00442
SURVEY PREPARED FOR: STRATUS COMPANIES	

T:\Jobs\1-20 Survey\120-00442 (130-00718) Delantero Phase 1 Development-FP.dwg\120-00442_PP.dwg Date: 12/04/23 11:07a ecdsrs

SEE SHEET 11

DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

SEE SHEET 7

W 1/2 NE 1/4 SEC. 15

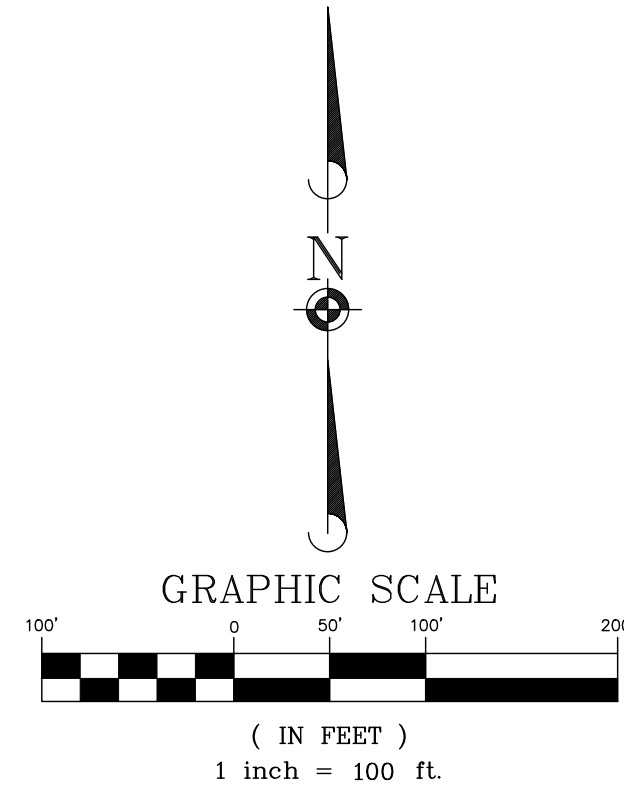
WARRANTY DEED
(BK. 233, PG. 185)
RELEASE AND QUITCLAIM DEED
(RECP. NO. 2661201)
RIGHT-OF-WAY EASEMENT
(RECP. NO. 1696477)
RIGHT-OF-WAY-EASEMENT
(RECP. NO. 01927673)
SURFACE OWNER'S AGREEMENT
(RECP. NO. 01972875)
SURFACE OWNER'S AGREEMENT
(RECP. NO. 02326371)
ANNEXATION TO THE CITY OF
GREELEY, COLORADO
(RECP. NO. 2813616)
(RECP. NO. 2813617)
ORDINANCE NO. 3, 2001
(RECP. NO. 2822410)
REQUEST FOR NOTIFICATION OF
SURFACE DEVELOPMENT
(RECP. NO. 2955158)
REQUEST FOR NOTIFICATION OF
SURFACE DEVELOPMENT
(RECP. NO. 3511023)

SE 1/4 SEC. 15

WARRANTY DEED
(BK. 233, PG. 185)
RELEASE AND QUITCLAIM DEED
(RECP. NO. 2661201)
OIL AND GAS LEASE
(RECP. NO. 1552250)
RIGHT-OF-WAY-EASEMENT
(RECP. NO. 01927673)
EASEMENT, RIGHT-OF-WAY AND
SURFACE USE AGREEMENT
(RECP. NO. 2418565)
SURFACE OWNER'S AGREEMENT
(RECP. NO. 2418807)
ANNEXATION TO THE CITY OF
GREELEY, COLORADO
(RECP. NO. 2813616)
(RECP. NO. 2813618)
NOTICE OF OIL AND GAS
INTERESTS AND SURFACE USE
(RECP. NO. 2822411)
ORDINANCE NO. 4, 2001
(RECP. NO. 2822411)
ORDINANCE NO. 24, 2002
(RECP. NO. 2943581)
REQUEST FOR NOTIFICATION OF
SURFACE DEVELOPMENT
(RECP. NO. 2955158)
USE BY SPECIAL REVIEW
(RECP. NO. 3442539)
REQUEST FOR NOTIFICATION
(MINERAL ESTATE OWNER)
(RECP. NO. 3522680)

E 1/2 NE 1/4 SEC. 15

WARRANTY DEED
(BK. 233, PG. 185)
RELEASE AND QUITCLAIM DEED
(RECP. NO. 2661201)
RIGHT-OF-WAY EASEMENT
(RECP. NO. 1696477)
RIGHT-OF-WAY-EASEMENT
(RECP. NO. 01927673)
SURFACE OWNER'S AGREEMENT
(RECP. NO. 01972875)
SURFACE OWNER'S AGREEMENT
(RECP. NO. 02326371)
NOTICE OF RIGHT TO USE
SURFACE OF LANDS
(RECP. NO. 2703087)
ANNEXATION TO THE CITY OF
GREELEY, COLORADO
(RECP. NO. 2813616)
(RECP. NO. 2813617)
ORDINANCE NO. 3, 2001
(RECP. NO. 2822410)
REQUEST FOR NOTIFICATION
(RECP. NO. 2938272)
REQUEST FOR NOTIFICATION OF
SURFACE DEVELOPMENT
(RECP. NO. 2955158)
REQUEST FOR NOTIFICATION OF
SURFACE DEVELOPMENT
(RECP. NO. 3511023)



SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES, AND ABBREVIATIONS

STATE HIGHWAY 257
(120' PUBLIC R.O.W.)

DELANTERO SUBDIVISION FILING NO.1

SHOWING

A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16

GREELEY, COLORADO

SHEET 8- EXCEPTIONS DETAIL

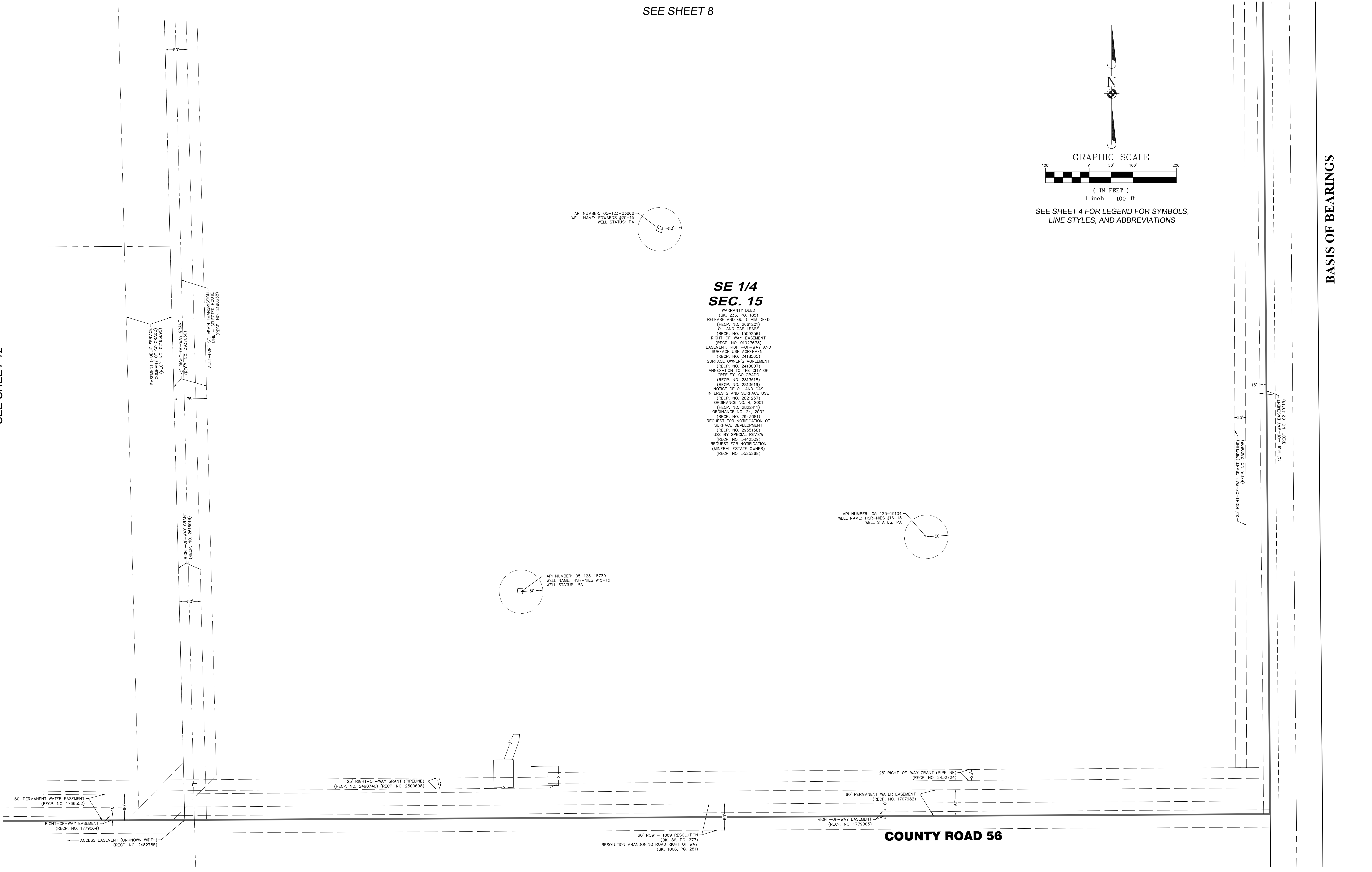
DRAFTED: A.X.A	CHECKED: E.D.C.	JOB NO. 120-00442	SHEET NO. 8
DATE: 02/17/2023		SURVEY PREPARED FOR: STRATUS COMPANIES	OF 20 SHEETS

DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #2	EDC



T:\J085\1-20 Survey\120-00442 (130--00718)_Delantero Phase 1 Development-FP.dwg Date: 12/04/23 11:07a ecdsrs

SEE SHEET 12



BASIS OF BEARINGS

DELANTERO SUBDIVISION FILING NO.1

SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 9 - EXCEPTIONS DETAIL

DRAFTED: A.X.X	CHECKED: E.D.C.	JOB NO. 120-00442
DATE: 02/17/2023		
SURVEY PREPARED FOR: STRATUS COMPANIES		
SHEET NO. 9	OF 20	SHEETS

DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #2	EDC



DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #2	EDC

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 10 - EXCEPTIONS DETAIL

DRAFTED: A.X.A	CHECKED: E.D.C.
DATE: 02/17/2023	XOB NO. 120-00442
SURVEY PREPARED FOR: STRATUS COMPANIES	

SHEET NO.
10 OF 20 SHEETS

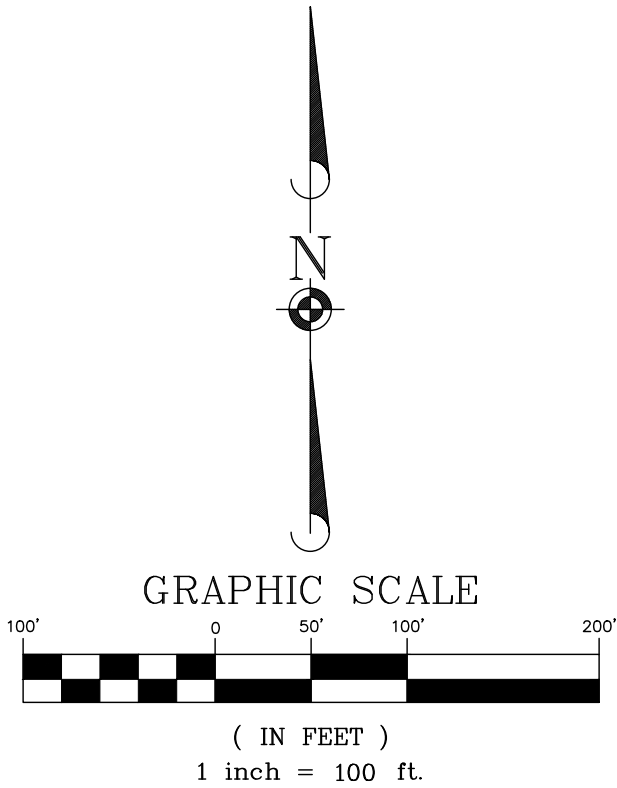
SEE SHEET 7

U.S. HIGHWAY 34
(PUBLIC R.O.W.-WIDTH VARIES)

NW 1/4
SEC. 15

WARRANTY DEED
(B/L 233, P.G. 185)
RELEASE AND OUTCLAIM DEED
(RECP. NO. 2661001)
OIL AND GAS LEASE
(RECP. NO. 1559256)
RIGHT-OF-WAY EASEMENT
(RECP. NO. 1696478)
ANNEXATION TO THE CITY OF
GREELEY, COLORADO
(RECP. NO. 2813618)
ORDINANCE NO. 4, 2001
(RECP. NO. 2822411)
ORDINANCE NO. 24, 2002
(RECP. NO. 2963081)
REQUEST FOR NOTIFICATION OF
SURFACE DEVELOPMENT
(RECP. NO. 2955158)
REQUEST FOR NOTIFICATION OF
PENDING SURFACE DEVELOPMENT
(RECP. NO. 3482891)

SEE SHEET 11



SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES, AND ABBREVIATIONS

DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

SEE SHEET 10

NW 1/4
SEC. 15

WARRANTY DEED
(BK. 233, PG. 185)
RELEASE AND QUITCLAIM DEED
(RECIP. NO. 2801201)
OIL AND GAS LEASE
(RECIP. NO. 1559256)
RIGHT-OF-WAY EASEMENT
(RECIP. NO. 1696478)
ANNEXATION TO THE CITY OF
GREELEY, COLORADO
(RECIP. NO. 2813618)
ORDINANCE NO. 4, 2001
(RECIP. NO. 2822411)
ORDINANCE NO. 24, 2002
(RECIP. NO. 2943081)
REQUEST FOR NOTIFICATION OF
SURFACE DEVELOPMENT
(RECIP. NO. 2955158)
REQUEST FOR NOTIFICATION OF
PENDING SURFACE DEVELOPMENT
(RECIP. NO. 3482891)

NW 1/4
SW 1/4
SEC. 15

WARRANTY DEED
(BK. 233, PG. 185)
RELEASE AND QUITCLAIM DEED
(RECIP. NO. 2801201)
OIL AND GAS LEASE
(RECIP. NO. 1559256)
EASEMENT, RIGHT-OF-WAY AND
SURFACE USE AGREEMENT
(RECIP. NO. 2488172)
SURFACE OWNER'S AGREEMENT
(RECIP. NO. 2489440)
ANNEXATION TO THE CITY OF
GREELEY, COLORADO
(RECIP. NO. 2813618)
ORDINANCE NO. 4, 2001
(RECIP. NO. 2822411)
ORDINANCE NO. 24, 2002
(RECIP. NO. 2943081)
REQUEST FOR NOTIFICATION OF
SURFACE DEVELOPMENT
(RECIP. NO. 2955158)
USE BY SPECIAL REVIEW
(RECIP. NO. 3442539)
REQUEST FOR NOTIFICATION
(MINERAL ESTATE OWNER)
(RECIP. NO. 3525268)

NE 1/4
SW 1/4
SEC. 15

WARRANTY DEED
(BK. 233, PG. 185)
RELEASE AND QUITCLAIM DEED
(RECIP. NO. 2801201)
OIL AND GAS LEASE
(RECIP. NO. 1559256)
EASEMENT, RIGHT-OF-WAY AND
SURFACE USE AGREEMENT
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REQUEST FOR NOTIFICATION
(MINERAL ESTATE OWNER)
(RECIP. NO. 3525268)

DELANTERO SUBDIVISION FILING NO.1

SHOWING

A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16

GREELEY, COLORADO

SHEET 11 - EXCEPTIONS DETAIL

SEE SHEET 7

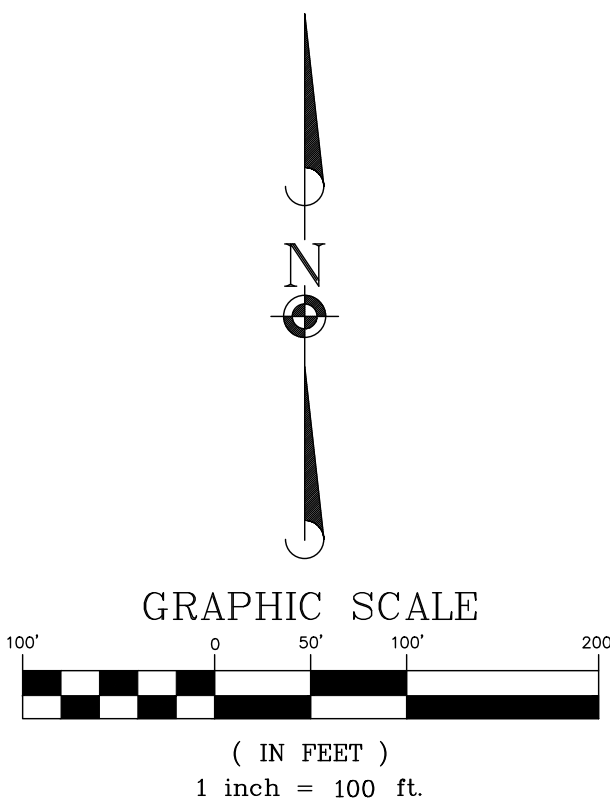
DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #2	EDC

DRAFTED: A.X.A	CHECKED: E.D.C.
DATE: 02/17/2023	JOB NO. 120-00442
SURVEY PREPARED FOR: STRATUS COMPANIES	
SHEET NO. 11	OF 20 SHEETS



DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES, AND ABBREVIATIONS

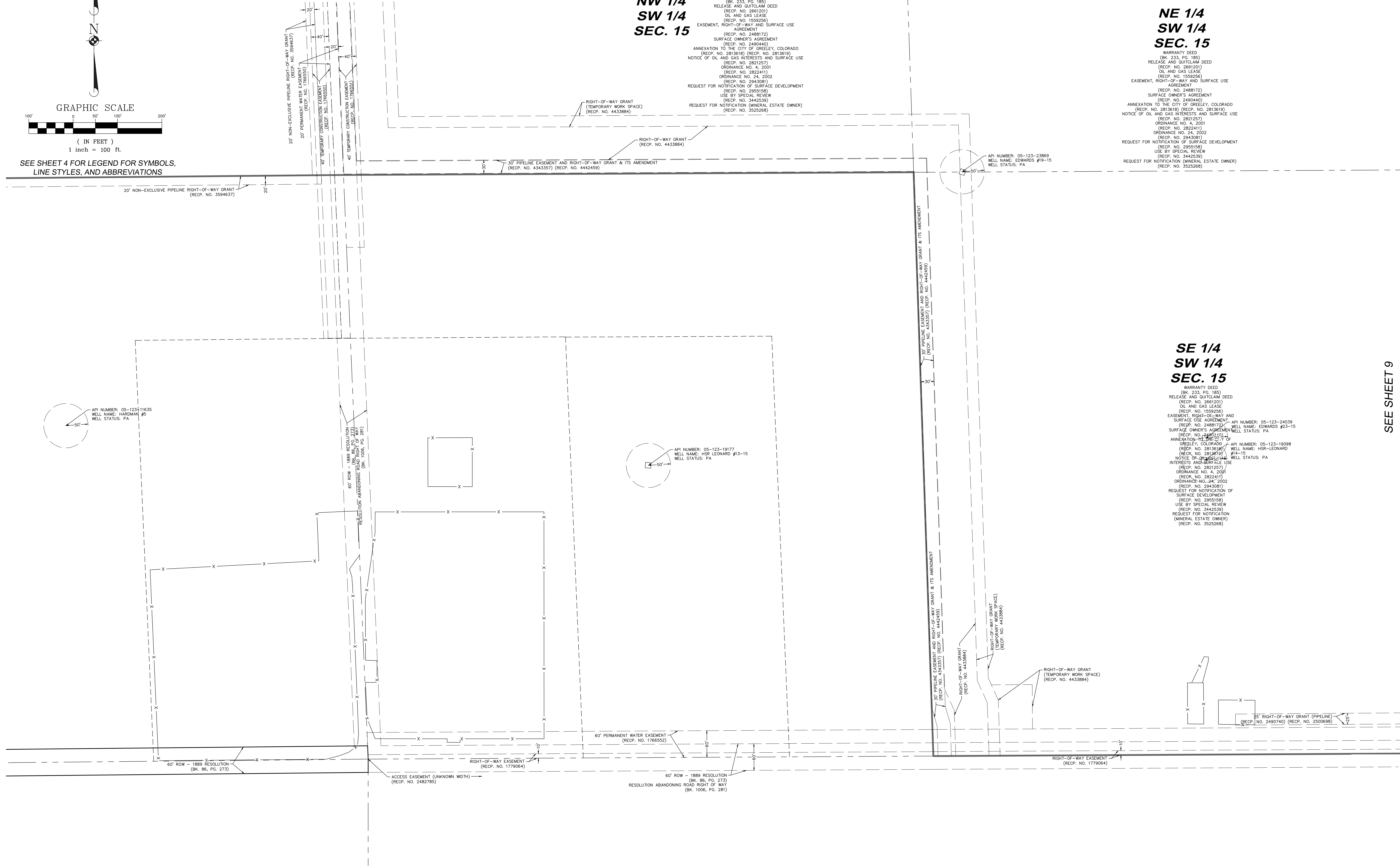
NW 1/4
SW 1/4
SEC. 15

SEE SHEET 11

NE 1/4
SW 1/4
SEC. 15

WARRANTY DEED
(BK. 233, PG. 185)
RELEASE AND QUITCLAIM DEED
(REC. NO. 2661201)
OIL AND GAS LEASE
(REC. NO. 1559256)
EASEMENT, RIGHT-OF-WAY AND SURFACE USE
AGREEMENT
(REC. NO. 2488172)
SURFACE OWNER'S AGREEMENT
(REC. NO. 2490440)
ANNEXATION TO THE CITY OF GREELEY, COLORADO
(REC. NO. 2813618) (REC. NO. 2813619)
NOTICE OF OIL AND GAS INTERESTS AND SURFACE USE
(REC. NO. 2821257)
ORDINANCE NO. 4, 2001
(REC. NO. 2822411)
ORDINANCE NO. 24, 2002
(REC. NO. 2943081)
REQUEST FOR NOTIFICATION OF SURFACE DEVELOPMENT
(REC. NO. 2955158)
USE BY SPECIAL REVIEW
(REC. NO. 3442539)
REQUEST FOR NOTIFICATION (MINERAL ESTATE OWNER)
(REC. NO. 3525298)

WARRANTY DEED
(BK. 233, PG. 185)
RELEASE AND QUITCLAIM DEED
(REC. NO. 2661201)
OIL AND GAS LEASE
(REC. NO. 1559256)
EASEMENT, RIGHT-OF-WAY AND SURFACE USE
AGREEMENT
(REC. NO. 2488172)
SURFACE OWNER'S AGREEMENT
(REC. NO. 2490440)
ANNEXATION TO THE CITY OF GREELEY, COLORADO
(REC. NO. 2813618) (REC. NO. 2813619)
NOTICE OF OIL AND GAS INTERESTS AND SURFACE USE
(REC. NO. 2821257)
ORDINANCE NO. 4, 2001
(REC. NO. 2822411)
ORDINANCE NO. 24, 2002
(REC. NO. 2943081)
REQUEST FOR NOTIFICATION OF SURFACE DEVELOPMENT
(REC. NO. 2955158)
USE BY SPECIAL REVIEW
(REC. NO. 3442539)
REQUEST FOR NOTIFICATION (MINERAL ESTATE OWNER)
(REC. NO. 3525298)



SEE SHEET 9

DELANTERO SUBDIVISION FILING NO.1

SHOWING

A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16

GREELEY, COLORADO

SHEET 12 - EXCEPTIONS DETAIL

DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITAL #2	EDC

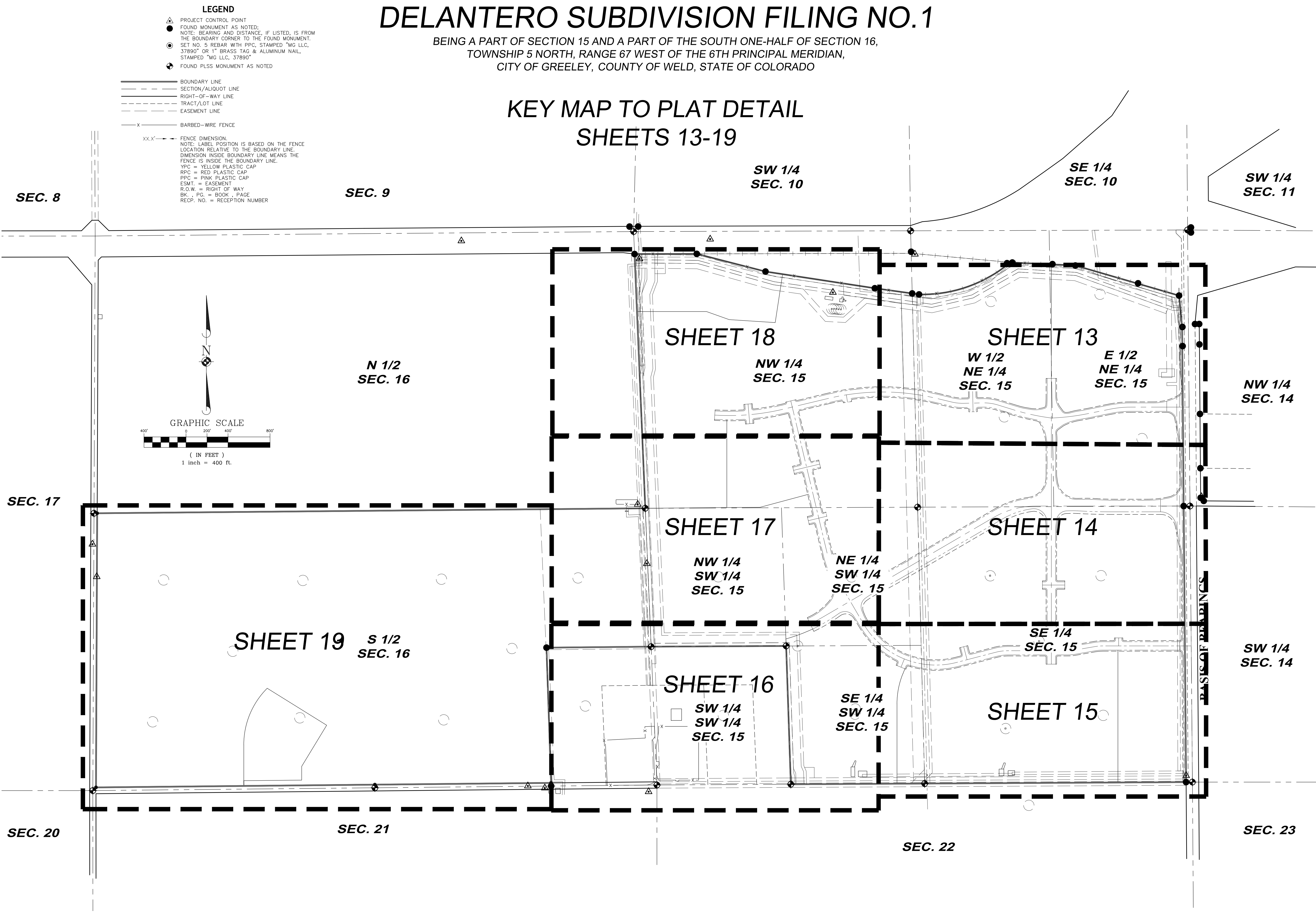
DRAFTED: A.X.A	CHECKED: E.D.C.
DATE: 02/17/2023	JOB NO. 120-00442
SURVEY PREPARED FOR: STRATUS COMPANIES	
SHEET NO. 12	OF 20 SHEETS



DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

KEY MAP TO PLAT DETAIL SHEETS 13-19



CWC CONSULTING GROUP
FOR ENGINEERING AND SURVEYING-CONSTRUCTION SERVICES

DATE	10/18/23	CITY PROJECT REVIEW	COMMENTS-SUBMITAL #1	BY	EDC
	12/04/23	CITY PROJECT REVIEW	COMMENTS-SUBMITAL #2		EDC

DELANTERO SUBDIVISION FILING NO.1

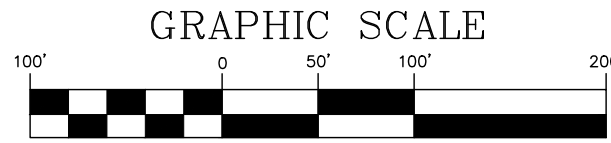
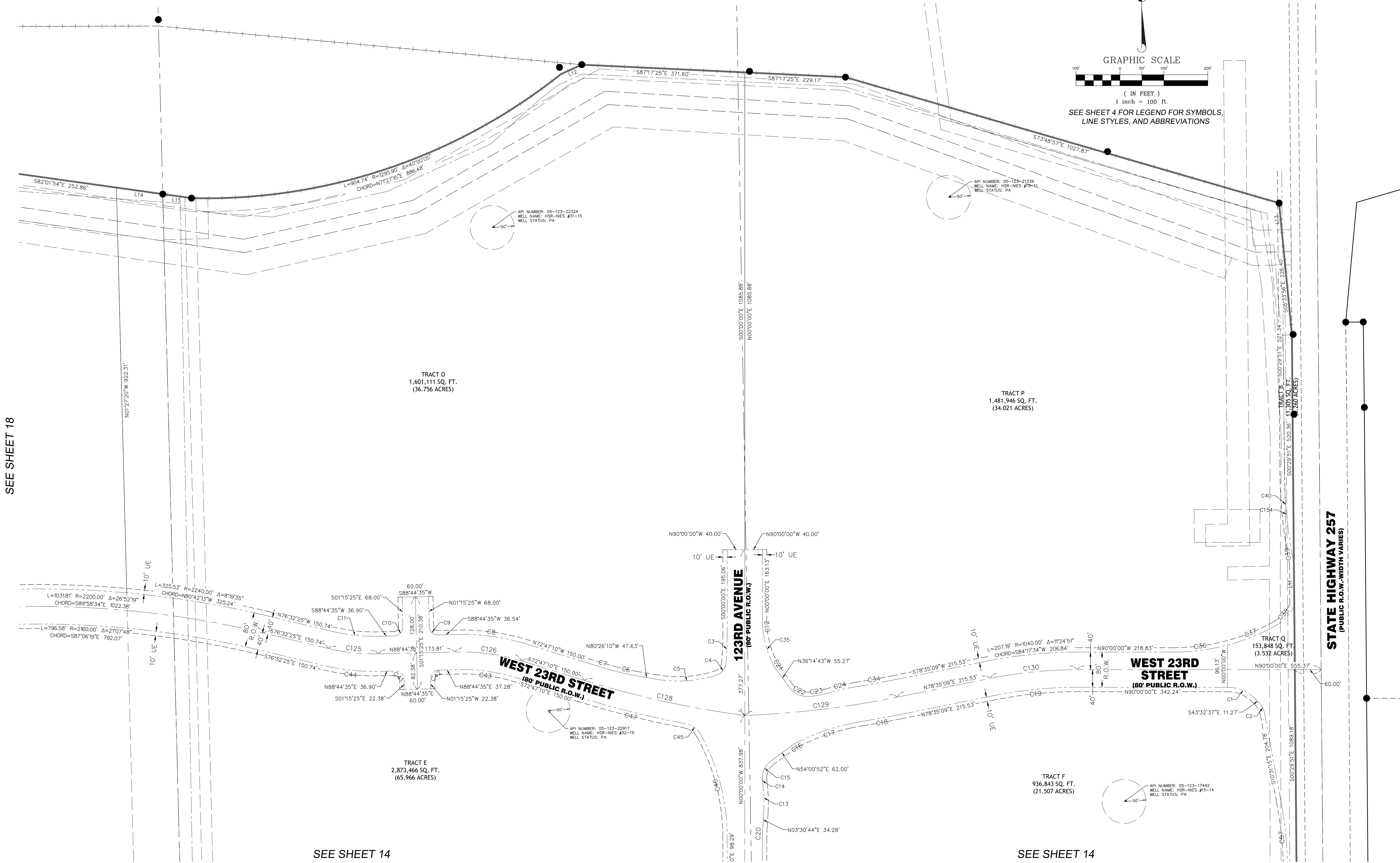
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO

KEY MAP TO PLAT DETAIL SHEETS 13-19

DRAFTED:	CHECKED:	DATE:	DATE:
A.X.X	E.D.C.	02/17/2023	12/04/23
SURVEY PREPARED FOR:		SHEET NO.	
STRATUS COMPANIES		1 OF 20 SHEETS	

DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES, AND ABBREVIATIONS



DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITAL #2	EDC

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 13 - PLAT DETAIL

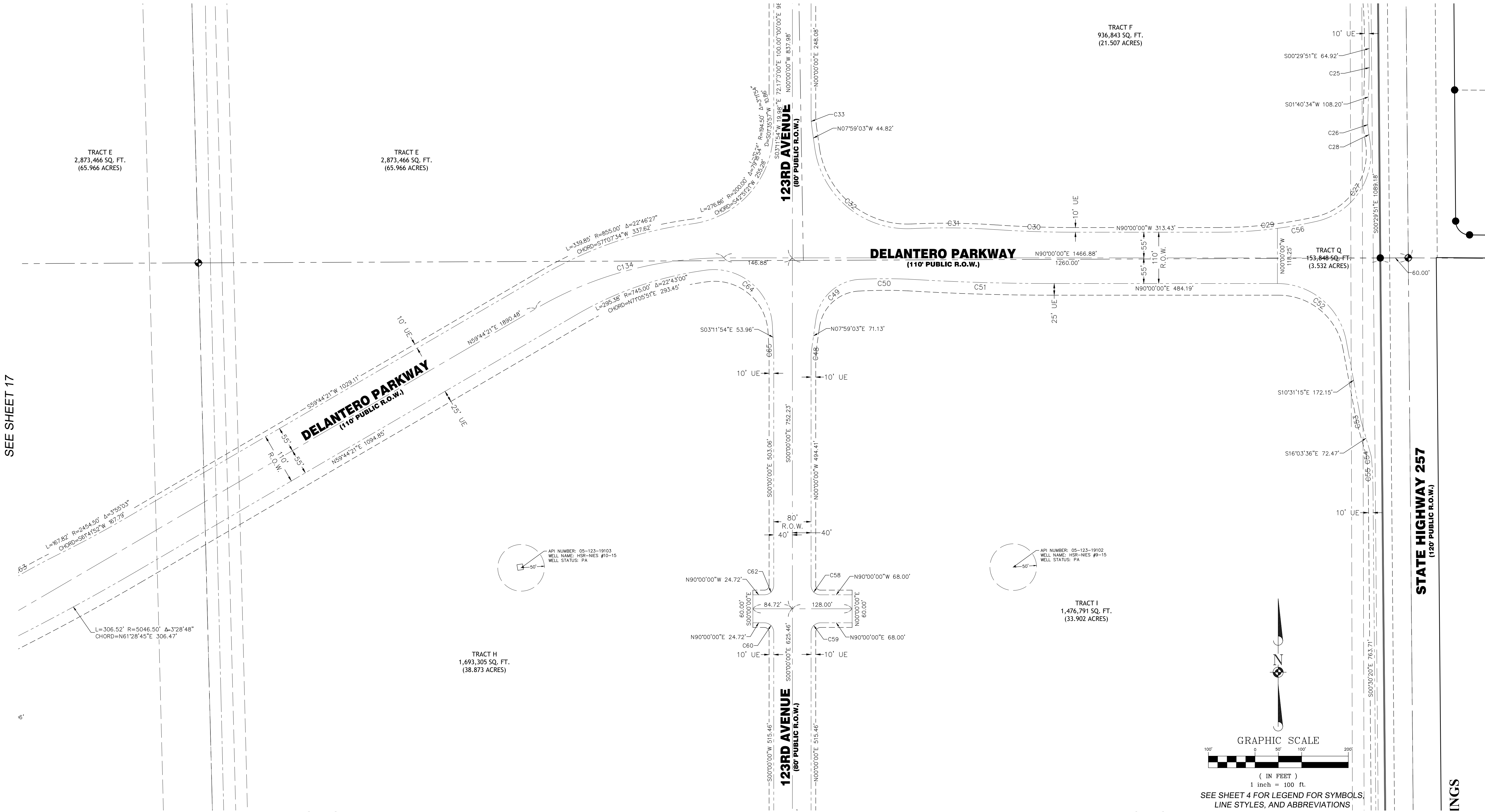
DRAFTED: A.X.X	CHECKED: E.D.C.
DATE: 02/17/2023	DATE: 12/04/2023
SURVEY PREPARED FOR: STRATUS COMPANIES	
SHEET NO. 13 OF 20 SHEETS	

DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

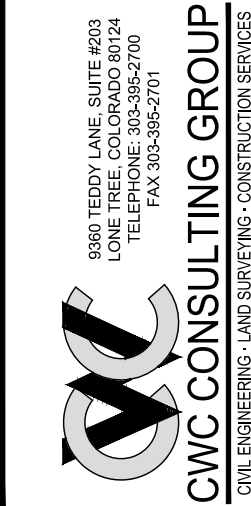
SEE SHEET 13

SEE SHEET 13



SEE SHEET 15

SEE SHEET 15



DATE	BY	REVISION
10/18/23	CITY	PROJECT REVIEW COMMENTS-SUBMITAL #1
12/04/23	EDC	PROJECT REVIEW COMMENTS-SUBMITAL #2

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 8- PLAT DETAIL

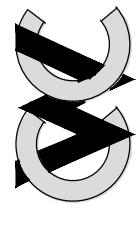
DRAFTED: A.X.A	CHECKED: E.D.C.
DATE: 02/17/2023	SURVEY PREPARED FOR: STRATUS COMPANIES

SHEET NO.
14 OF 20 SHEETS

DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

9300 TEDDY LANE, SUITE #203
DENVER, CO 80231
PHONE: 303.385.9700
FAX: 303.385.9701



CWC CONSULTING GROUP
LAND SURVEYING AND ENGINEERING

DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #2	EDC

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 15- PLAT DETAIL

DRAFTED: X.X.X	CHECKED: E.D.C.
DATE: 02/17/2023	JOB NO. 120-00442
SURVEY PREPARED FOR: STRATUS COMPANIES	

SHEET NO.
15 OF 20 SHEETS

N

GRAPHIC SCALE
(IN FEET)
1 inch = 100 ft.

SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES, AND ABBREVIATIONS

SEE SHEET 14

SEE SHEET 14

The figure is a detailed subdivision plat for Delantero Subdivision Filing No. 1. It shows a portion of Section 15 and the south one-half of Section 16. Key features include:
- **West 27th Street**: A street with an 80-foot public right-of-way (R.O.W.) running horizontally across the middle. It is divided into several segments with bearings and distances, such as N14°35'01"W 128.00', S14°35'01"E 68.00', and N90°00'00"E 565.55'.
- **County Road 56**: A road running horizontally at the bottom of the plat.
- **Tracts**: Several tracts are identified, including Tract K (2,469,811 sq. ft., 56.699 acres), Tract C (785,367 sq. ft., 18.030 acres), and Tract Q (13,848 sq. ft., 0.313 acres).
- **Well Locations**: Three well locations are marked with circles and labels: API #05-123-23868 (Edwards #20-15), API #05-123-18739 (HSR-NIES #19-15), and API #05-123-34630 (Hankins #51-22H).
- **Curved Boundaries**: Several curved boundaries are shown with their respective lengths (L), radii (R), and central angles (Δ), such as L=1032.01' R=760.00' Δ=77°48'08".
- **Other Features**: The plat includes various survey points labeled C61 through C79, a north arrow, and a graphic scale (1 inch = 100 feet). It also references other sheets (4, 14, 15) and a legend.

BASIS OF BEARING

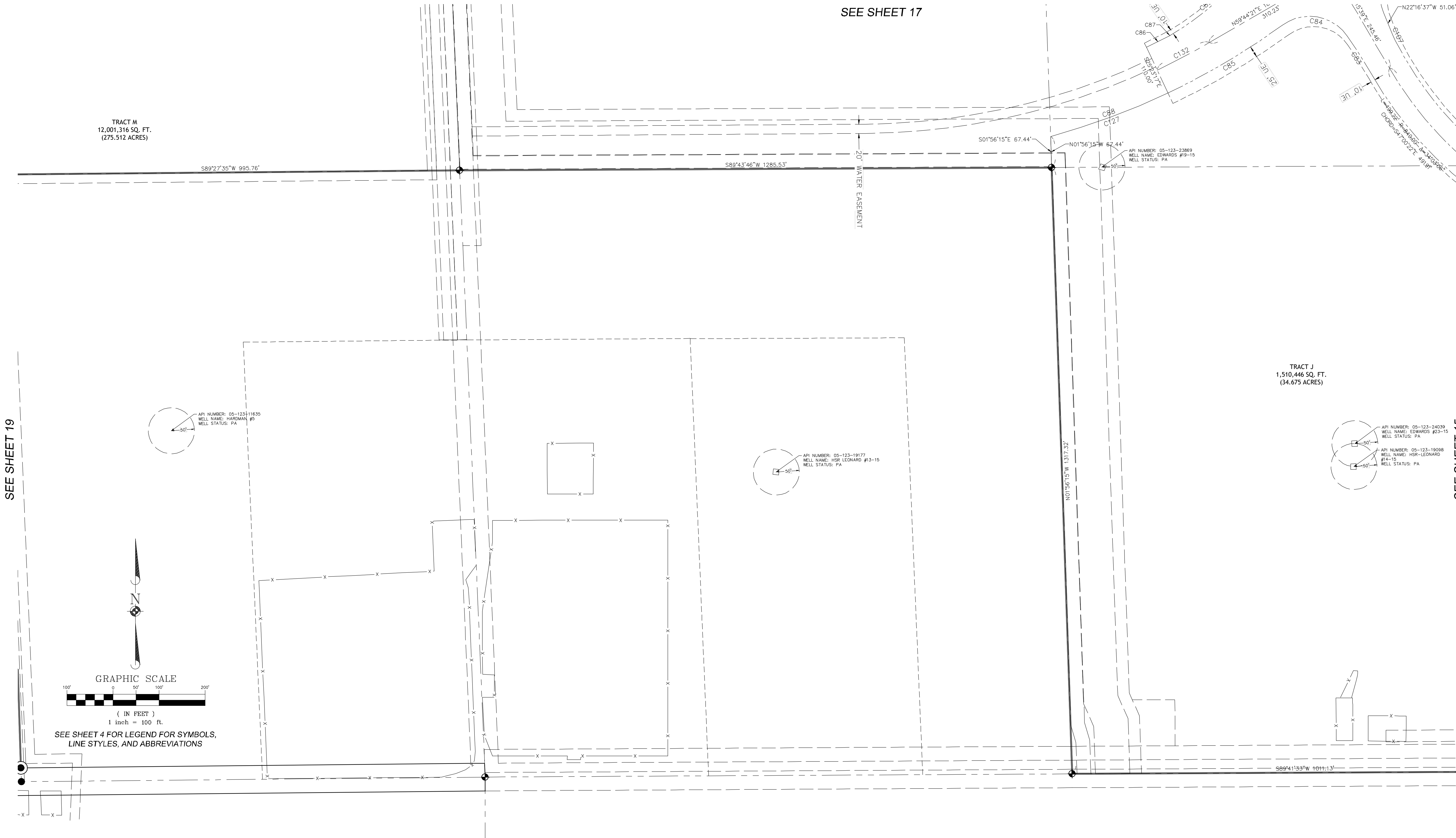
SEE SHEET 16

T:\085\Stratus\Delantero Phase 1 - Infrastructure\Submittals\4th_Submitted\120-00442_PP.dwg Date:12/14/23 08:17a dialeorch

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DELANTERO SUBDIVISION FILING NO.1

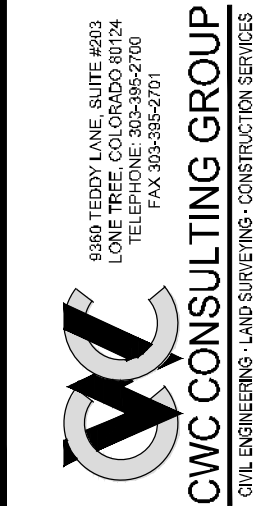
BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



SEE SHEET 19

SEE SHEET 17

SEE SHEET 15



DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITAL #2	EDC

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 16- PLAT DETAIL

DRAFTED: X.X.X	CHECKED: E.D.C.	JOB NO. 120-00442
DATE: 02/17/2023		
SURVEY PREPARED FOR: STRATUS COMPANIES		
SHEET NO. 16 OF 20 SHEETS		

DELANTERO SUBDIVISION FILING NO.1

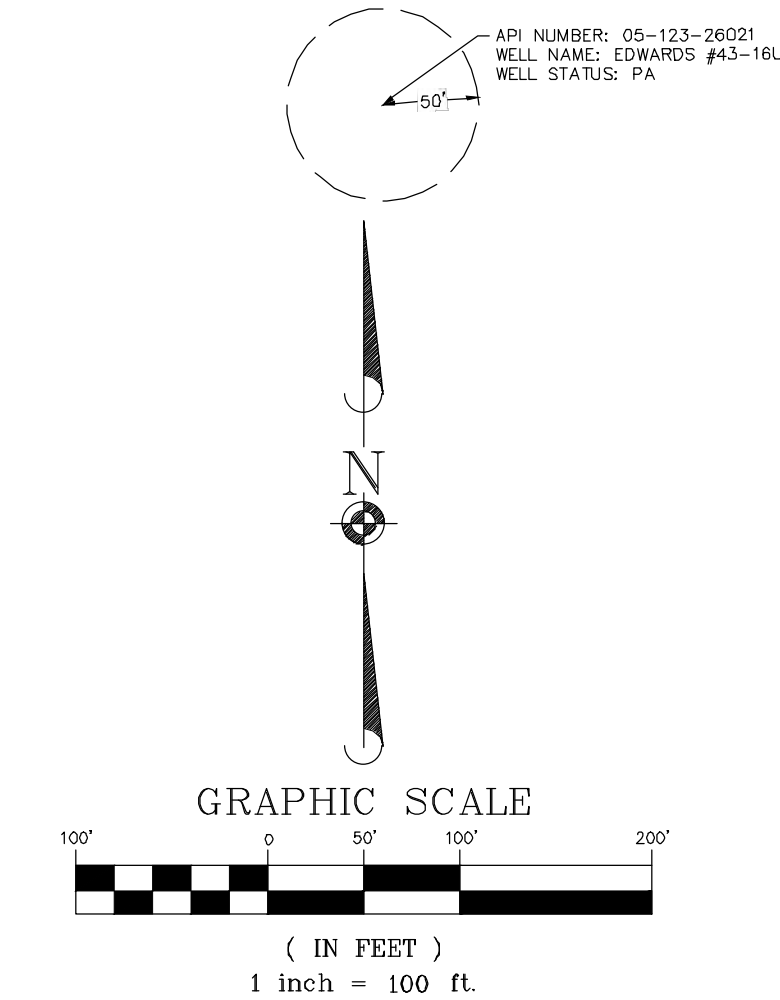
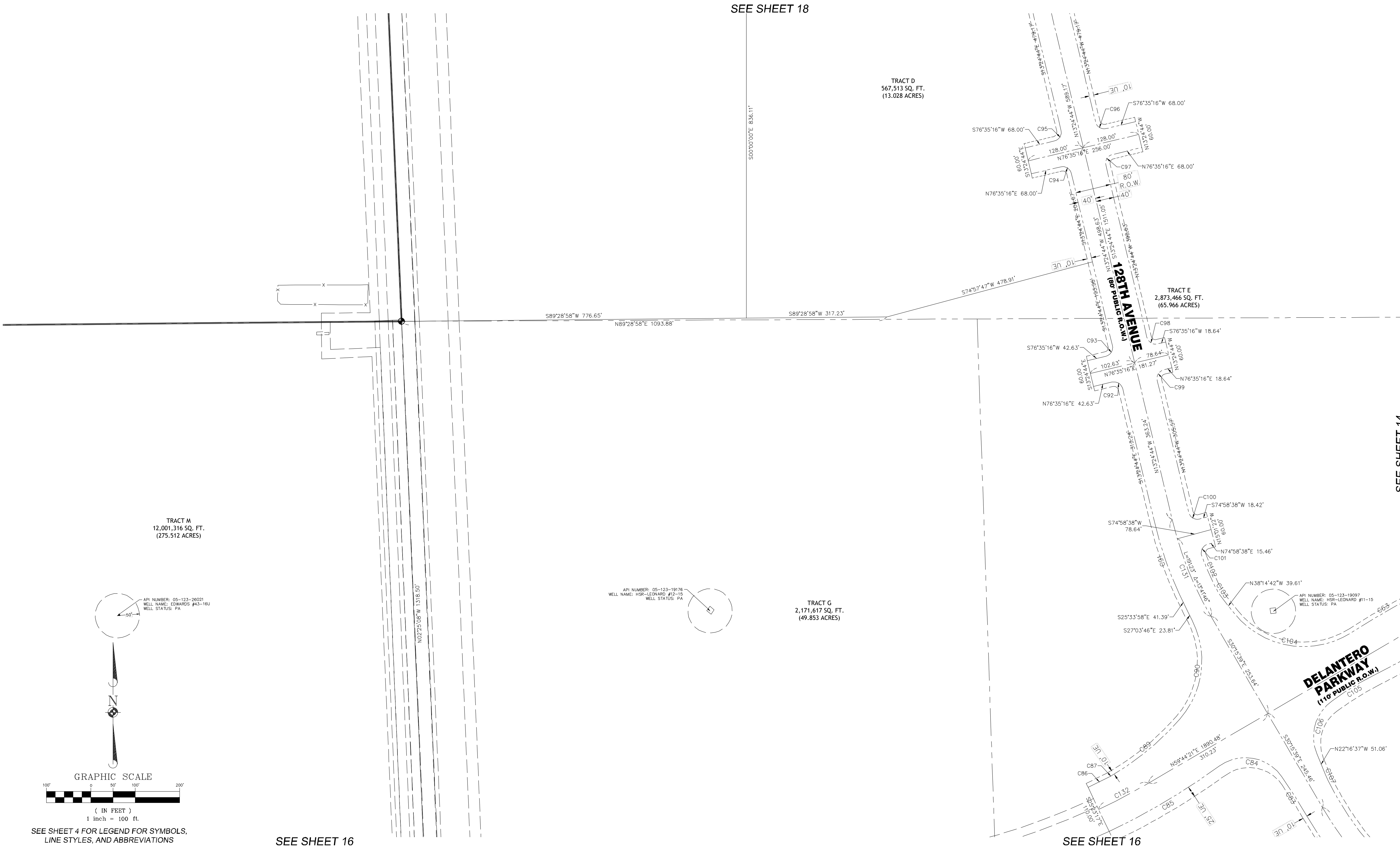
BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS-SUBMITTAL #2	EDC

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 17- PLAT DETAIL

DRAFTED:	CHECKED:	SHEET NO.
A.X.X	E.D.C.	17
DATE:	JOB NO.	OF 20 SHEETS
02/17/2023	120-00442	
SURVEY PREPARED FOR: STRATUS COMPANIES		



SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES, AND ABBREVIATIONS

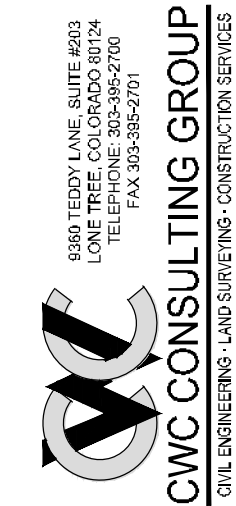
SEE SHEET 16

SEE SHEET 16

SEE SHEET 14

DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



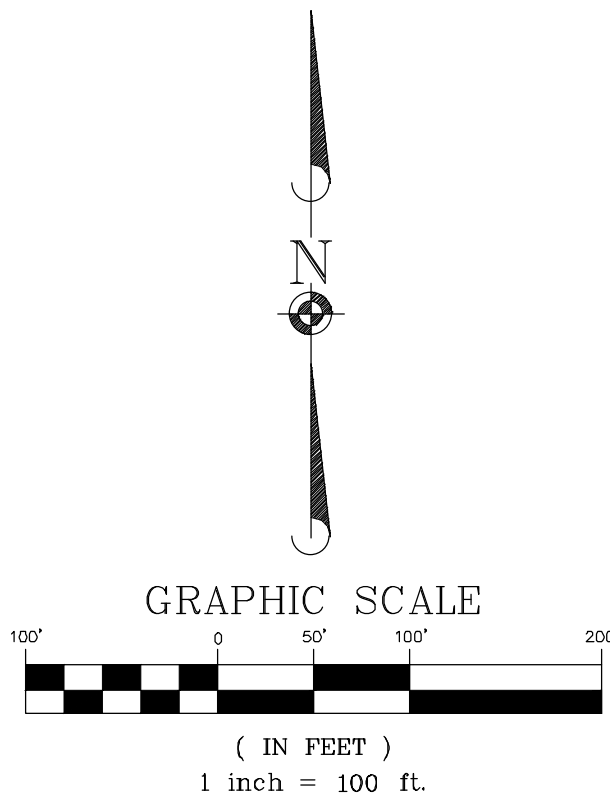
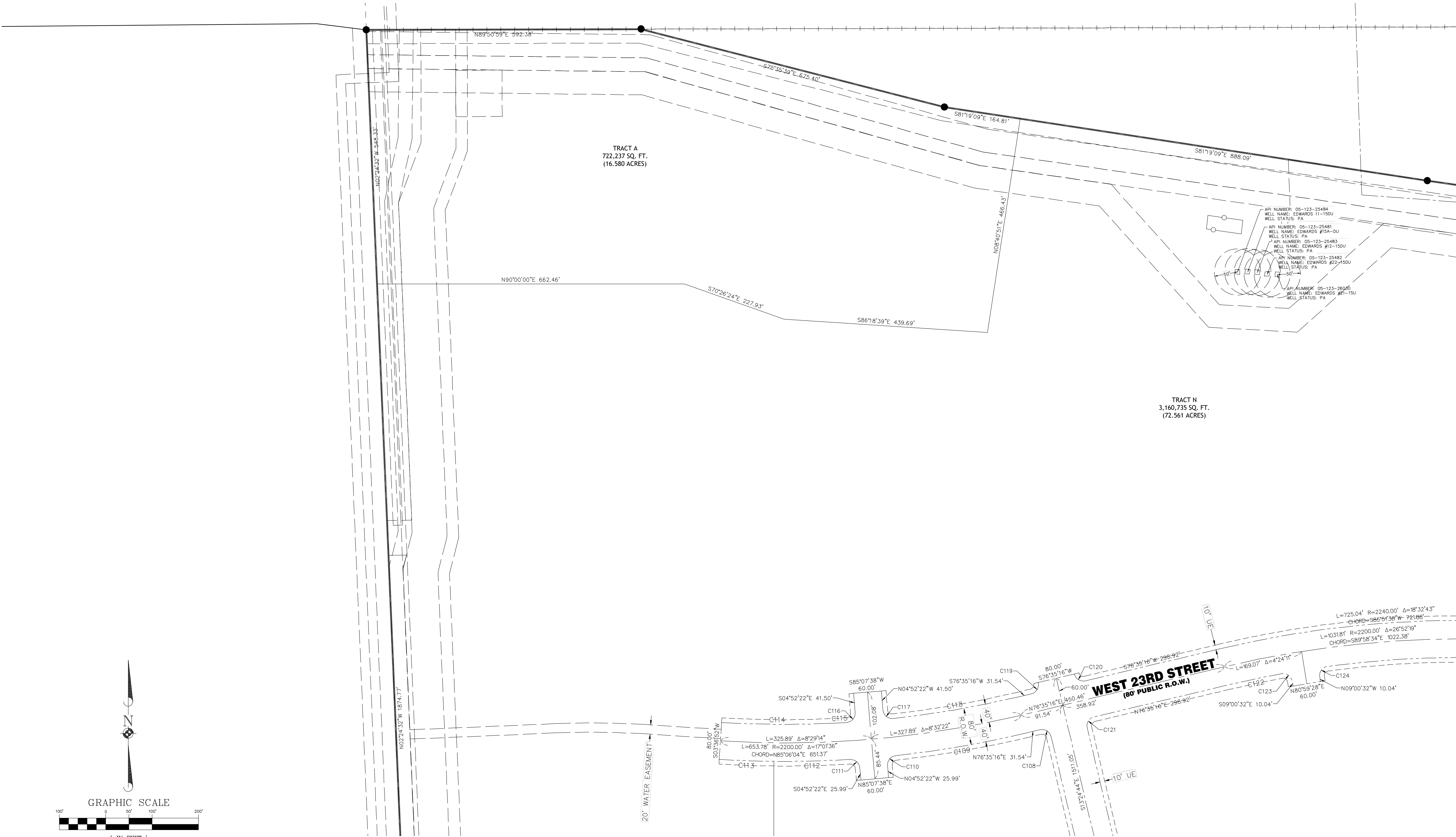
DATE	BY	REVISION
10/18/23	EDC	CITY PROJECT REVIEW COMMENTS-SUBMITAL #1
12/04/23	EDC	CITY PROJECT REVIEW COMMENTS-SUBMITAL #2

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 18 - PLAT DETAIL

DRAFTED:	CHECKED:
A.X.X	E.D.C.
DATE:	JOB NO.:
02/17/2023	120-00442
SURVEY PREPARED FOR:	SHEET NO.
STRATUS COMPANIES	18 OF 20

SEE SHEET 13

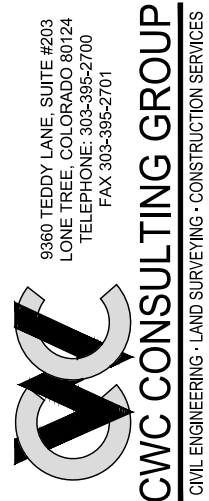
SEE SHEET 17



SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES, AND ABBREVIATIONS

DELANTERO SUBDIVISION FILING NO.1

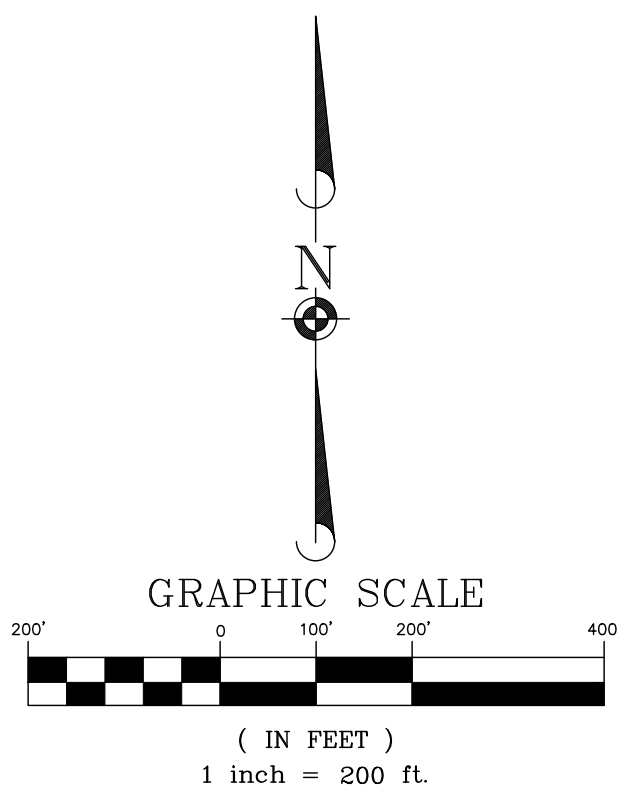
BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



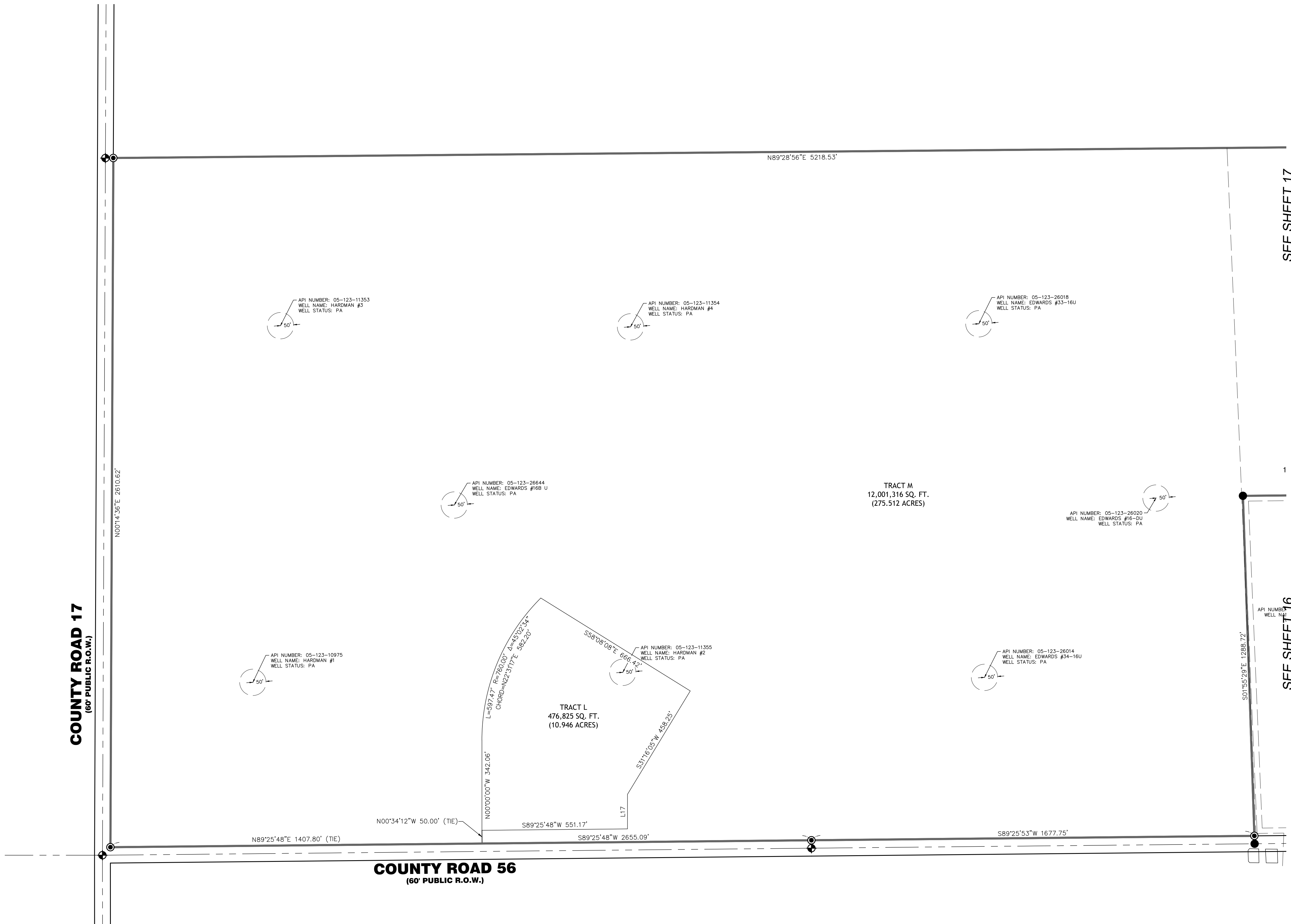
DATE	REVISION	BY
10/18/23	CITY PROJECT REVIEW COMMENTS--SUBMITTAL #1	EDC
12/04/23	CITY PROJECT REVIEW COMMENTS--SUBMITTAL #2	EDC

DELANTERO SUBDIVISION FILING NO.1
SHOWING
A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16
GREELEY, COLORADO
SHEET 19- PLAT DETAIL

DRAFTED:	CHECKED:
A.X.A	E.D.C.
DATE:	JOB NO.
02/17/2023	120-00442
SURVEY PREPARED FOR:	
STRATUS COMPANIES	
SHEET NO.	
19	20
SHEETS	



SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES, AND ABBREVIATIONS



T:\JOBS\1-20 Survey\120-00442 (130--00719)_Delantero Phase 1 Development--FP.dwg\120--00442_PP.dwg Date: 12/04/23 11:08a ecorson

DELANTERO SUBDIVISION FILING NO.1

BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

Line Table		
Line #	Length	Direction
L11	95.78'	S00°29'51"E
L12	52.36'	N65°34'45"E
L13	74.07'	S05°33'56"E
L14	106.44'	S82°01'54"E
L15	66.05'	S81°58'45"E
L17	130.88'	S00°00'00"E

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C1	72.16'	89.00'	046°27'23"	S66°46'19"E	70.20'
C2	26.80'	46.50'	033°01'22"	S27°01'56"E	26.43'
C3	62.55'	732.81'	004°53'25"	S02°26'43"W	62.53'
C4	38.51'	32.50'	067°52'58"	S38°49'54"W	36.29'
C5	136.47'	291.85'	026°47'26"	S86°10'07"W	135.23'
C6	51.27'	482.00'	006°05'38"	N77°23'21"W	51.24'
C7	58.66'	2160.00'	001°33'22"	N73°33'51"W	58.66'
C8	166.63'	490.00'	019°29'05"	N82°31'42"W	165.83'
C9	31.42'	20.00'	090°00'00"	N46°15'25"W	28.28'
C10	31.42'	20.00'	090°00'00"	S43°44'35"W	28.28'
C11	105.31'	410.00'	014°43'01"	N83°53'55"W	105.02'
C12	24.92'	180.00'	007°55'53"	N03°57'56"W	24.90'
C13	65.63'	338.00'	011°07'29"	N02°03'00"W	65.52'
C14	12.66'	93.22'	007°47'04"	N03°43'13"W	12.66'
C15	45.58'	48.50'	053°50'33"	N27°05'36"E	43.92'
C16	7.44'	48.50'	008°47'28"	N58°24'37"E	7.43'
C17	157.79'	501.69'	018°01'14"	N71°48'58"E	157.14'
C18	91.02'	2240.00'	002°19'41"	N79°44'59"E	91.02'
C19	191.25'	960.00'	011°24'51"	N84°17'34"E	190.93'
C20	29.42'	480.00'	003°30'44"	N01°45'22"E	29.42'
C21	7.67'	48.50'	009°03'37"	N31°42'54"W	7.66'
C22	47.34'	48.50'	055°55'35"	N64°12'30"W	45.48'
C23	42.67'	173.90'	014°03'29"	S80°47'58"W	42.56'
C24	69.57'	558.00'	007°08'36"	S77°20'32"W	69.52'
C25	17.24'	454.50'	002°10'25"	S00°35'21"W	17.24'
C26	10.84'	68.00'	009°08'01"	S02°53'26"E	10.83'
C27	226.35'	150.00'	086°27'39"	S34°05'21"W	205.48'
C28	32.05'	1090.47'	001°41'02"	S08°17'58"E	32.05'
C29	125.26'	949.50'	007°33'31"	S86°13'14"W	125.17'
C30	167.82'	2454.50'	003°55'03"	N88°02'29"W	167.79'
C31	178.08'	1545.98'	006°35'59"	N89°22'57"W	177.98'
C32	295.65'	200.00'	084°41'54"	N50°20'00"W	269.46'
C33	27.10'	194.50'	007°59'03"	N03°59'31"W	27.08'
C34	87.77'	2160.00'	002°19'41"	S79°44'59"W	87.76'
C35	79.17'	235.58'	019°15'13"	N17°33'29"W	78.79'
C36	124.81'	480.00'	014°53'52"	S82°33'04"W	124.46'
C37	117.97'	480.00'	014°04'53"	S68°03'41"W	117.67'
C38	64.14'	100.00'	036°44'58"	S42°38'46"W	63.05'
C39	45.19'	1078.75'	002°24'00"	S10°23'07"E	45.18'
C40	180.66'	1078.68'	009°35'45"	S04°23'15"E	180.45'

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C41	31.42'	20.00'	090°00'00"	S46°15'25"E	28.28'
C42	31.42'	20.00'	090°00'00"	N43°44'35"E	28.28'
C43	140.11'	410.00'	019°34'45"	S82°34'32"E	139.42'
C44	125.86'	490.00'	014°43'01"	S83°53'55"E	125.51'
C45	43.77'	50.00'	050°09'04"	S54°06'35"E	42.38'
C46	243.24'	480.00'	029°02'03"	S14°31'01"E	240.64'
C47	250.18'	2240.00'	006°23'57"	S75°59'08"E	250.05'
C48	5.36'	38.50'	007°59'03"	N03°59'31"E	5.36'
C49	138.12'	100.00'	079°08'04"	N47°33'05"E	127.40'
C50	104.86'	1115.50'	005°23'09"	N89°48'42"E	104.82'
C51	306.44'	5046.50'	003°28'45"	S88°15'38"E	306.39'
C52	208.08'	150.00'	079°28'45"	S50°15'37"E	191.79'
C53	4.83'	50.00'	005°32'21"	S13°17'25"E	4.83'
C54	9.86'	50.00'	011°17'58"	S10°24'37"E	9.84'
C55	67.05'	926.04'	004°08'54"	S02°35'15"E	67.03'
C56	84.88'	949.50'	005°07'18"	N79°52'50"E	84.85'
C57	161.20'	921.50'	010°01'23"	S05°30'33"E	161.00'
C58	31.42'	20.00'	090°00'00"	N45°00'00"W	28.28'
C59	31.42'	20.00'	090°00'00"	N45°00'00"E	28.28'
C60	31.42'	20.00'	090°00'00"	S45°00'00"E	28.28'
C61	291.39'	760.00'	021°58'03"	N10°59'02"E	289.61'
C62	31.42'	20.00'	090°00'00"	S45°00'00"W	28.28'
C63	177.63'	1545.98'	006°35'00"	S60°21'53"W	177.54'
C64	205.83'	125.00'	094°20'46"	S50°22'17"E	183.35'
C65	2.15'	38.50'	003°11'54"	S01°35'57"E	2.15'
C66	47.39'	30.00'	090°30'20"	S44°44'50"W	42.61'
C67	31.42'	20.00'	090°00'00"	N45°00'00"W	28.28'
C68	31.42'	20.00'	090°00'00"	S45°00'00"W	28.28'
C69	84.67'	490.00'	009°54'01"	S85°02'59"W	84.56'
C70	70.85'	410.00'	009°54'01"	S85°02'59"W	70.76'
C71	31.42'	20.00'	090°00'00"	N45°00'00"W	28.28'
C72	31.42'	20.00'	090°00'00"	S45°00'00"W	28.28'
C73	31.42'	20.00'	090°00'00"	N59°35'01"W	28.28'
C74	31.42'	20.00'	090°00'00"	S30°24'59"W	28.28'
C75	30.02'	20.00'	085°59'58"	S21°01'56"E	27.28'
C76	30.02'	20.00'	085°59'58"	N64°58'02"E	27.28'
C77	104.36'	410.00'	014°35'01"	N82°42'29"E	104.08'
C78	31.42'	20.00'	090°00'00"	S45°00'00"E	28.28'
C79	31.42'	20.00'	090°00'00"	N44°59'59"E	28.28'
C80	84.67'	490.00'	009°54'01"	N85°02'59"E	84.56'

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C81	70.85'	410.00'	009°54'01"	N85°02'59"E	70.76'
C82	46.86'	30.00'	089°29'40"	S45°15'10"E	42.24'
C83	102.74'	1263.37'	004°39'34"	S32°27'01"E	102.71'
C84	159.28'	100.00'	091°15'34"	S80°24'35"E	142.97'
C85	289.07'	1555.00'	010°39'05"	N59°17'11"E	288.66'
C86	55.85'	1445.00'	002°12'52"	S63°30'17"W	55.84'
C87	2.41'	51.00'	002°42'38"	S61°02'32"W	2.41'
C88	272.30'	1601.68'	009°44'27"	N69°41'25"E	271.97'
C89	201.88'	620.00'	018°39'23"	S50°21'31"W	200.99'
C90	237.69'	200.00'	068°05'36"	S06°59'02"W	223.95'
C91	167.99'	840.00'	011°27'31"	S19°08'29"E	167.71'
C92	31.42'	20.00'	090°00'00"	S58°24'44"E	28.28'
C93	31.42'	20.00'	090°00'00"	S31°35'16"W	28.28'
C94	31.42'	20.00'	090°00'00"	S58°24'44"E	28.28'
C95	31.42'	20.00'	090°00'00"	S31°35'16"W	28.28'
C96	31.42'	20.00'	090°00'00"	N58°24'44"W	28.28'
C97	31.42'	20.00'	090°00'00"	N31°35'16"E	28.28'
C98	31.42'	20.00'	090°00'00"	N58°24'44"W	28.28'
C99	31.42'	20.00'	090°00'00"	N31°35'16"E	28.28'
C100	31.98'	20.00'	091°36'38"	N59°13'03"W	28.68'
C101	33.35'	20.00'	095°32'49"	N27°12'13"E	29.62'
C102	74.03'	760.00'	005°34'53"	N23°21'38"W	74.00'
C103	34.29'	162.45'	012°05'38"	N32°11'53"W	34.23'
C104	295.60'	200.00'	084°40'54"	N80°35'09"W	269.42'
C105	110.16'	727.76'	008°40'23"	N58°19'11"E	110.06'
C106	133.10'	100.00'	076°15'36"	N15°51'12"E	123.49'
C107	14.82'	188.50'	004°30'16"	N24°31'45"W	14.82'
C108	31.42'	20.00'	090°00'00"	S58°24'44"E	28.28'
C109	284.29'	2240.00'	007°16'18"	N80°13'25"E	284.10'
C110	30.97'	20.00'	088°43'55"	N39°29'36"E	27.97'
C111	30.97'	20.00'	088°43'56"	S49°14'20"E	27.97'
C112	164.51'	2240.00'	004°12'29"	N88°29'56"E	164.48'
C113	117.74'	2240.00'	003°00'42"	S87°53'29"E	117.73'
C114	240.77'	2160.00'	006°23'11"	N89°34'44"W	240.64'
C115	28.73'	2160.00'	000°45'43"	S86°50'49"W	28.73'
C116	31.88'	20.00'	091°20'20"	S40°47'48"W	28.61'
C117	31.88'	20.00'	091°20'20"	N50°32'32"W	28.61'
C118	271.45'	2160.00'	007°12'02"	S80°11'17"W	271.27'
C119	31.42'	20.00'	090°00'00"	S31°35'16"W	28.28'
C120	31.42'	20.00'	090°00'00"	N58°24'44"W	28.28'

Curve Table					
Curve #	Length	Radius	Delta	Chord Direction	Chord Length
C121	31.42'	20.00'	090°00'00"	N31°35'16"E	28.28'
C122	115.52'	2160.00'	003°03'52"	N78°07'12"E	115.51'
C123	31.88'	20.00'	091°20'20"	S54°40'42"E	28.61'
C124	31.88'	20.00'	091°20'20"	N36°39'37"E	28.61'
C125	115.59'	450.00'	014°43'01"	S83°53'55"E	115.27'
C126	153.38'	450.00'	019°31'43"	S82°33'02"E	152.64'
C127	272.30'	1601.68'	009°44'27"	S69°41'25"W	271.97'
C128	374.51'	2200.00'	009°45'13"	S77°39'47"E	374.06'
C129	350.15'	2200.00'	009°07'09"	N83°08'43"E	349.78'
C130	199.22'	1000.00'	011°24'51"	N84°17'34"E	198.89'
C131	235.25'	800.00'	016°50'56"	S21°50'12"E	234.41'
C132	127.57'	1500.00'	004°52'22"	N62°10'32"E	127.53'
C134	422.52'	800.00'	030°15'39"	N74°52'10"E	417.63'
C137	77.76'	450.00'	009°54'01"	N85°02'59"E	77.66'
C138	77.76'	450.00'	009°54'01"	N85°02'59"E	77.66'
C139	114.54'	450.00'	014°35'01"	N82°42'29"E	114.23'
C140	1037.74'	800.00'	074°19'22"	S67°25'20"E	966.50'
C154	180.66'	1078.75'	009°35'43"	S04°23'15"E	180.45'

DELANTERO SUBDIVISION FILING NO.1

SHOWING

A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16

GREELEY, COLORADO

SHEET 20- PLAT DETAIL LINE & CURVE TABLES

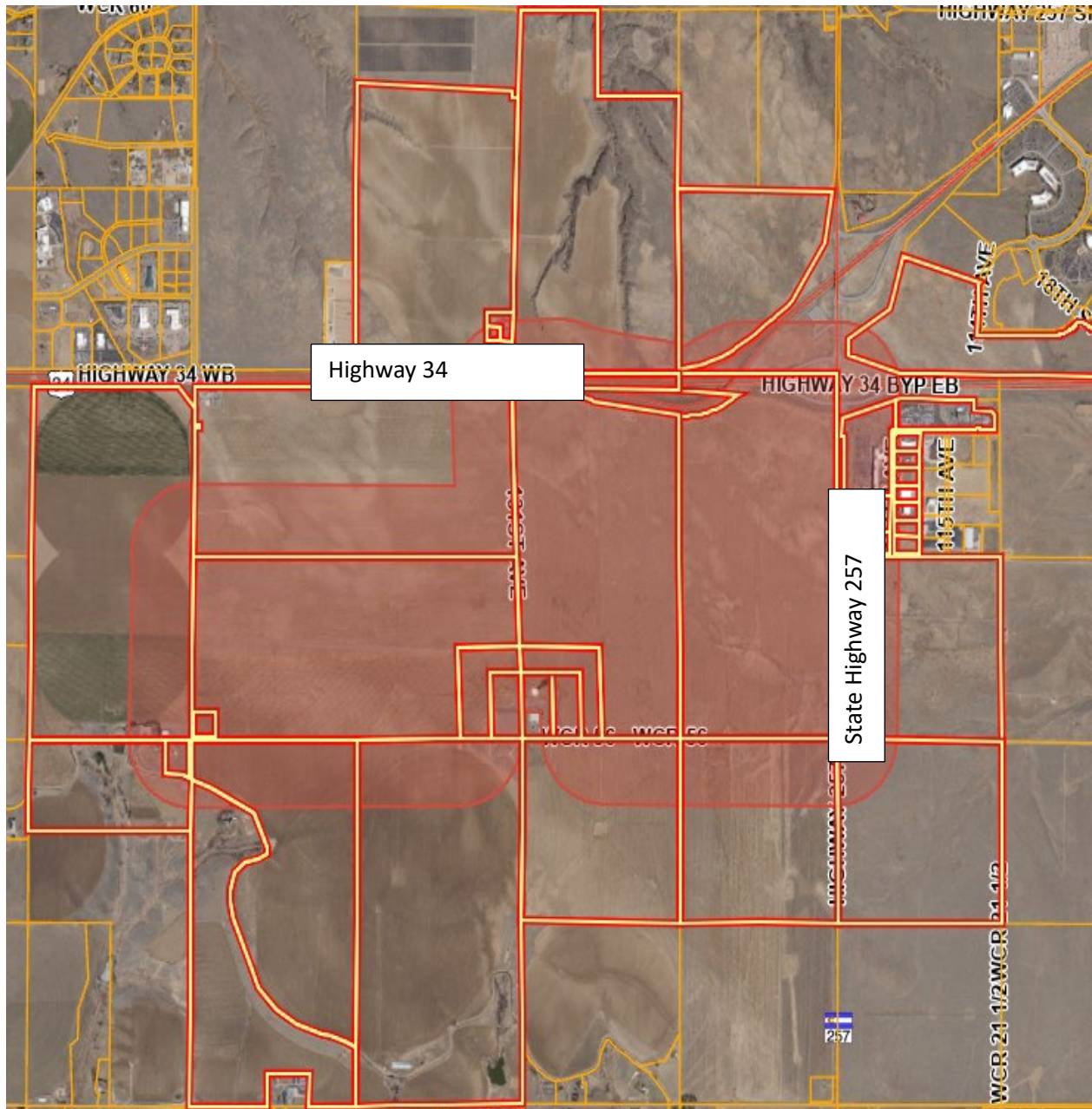
DRAFTED: A.X.X	CHECKED: E.D.C.
DATE: 02/17/2023	SURVEY PREPARED FOR: STRATUS COMPANIES
SHEET NO. 20 OF 20 SHEETS	

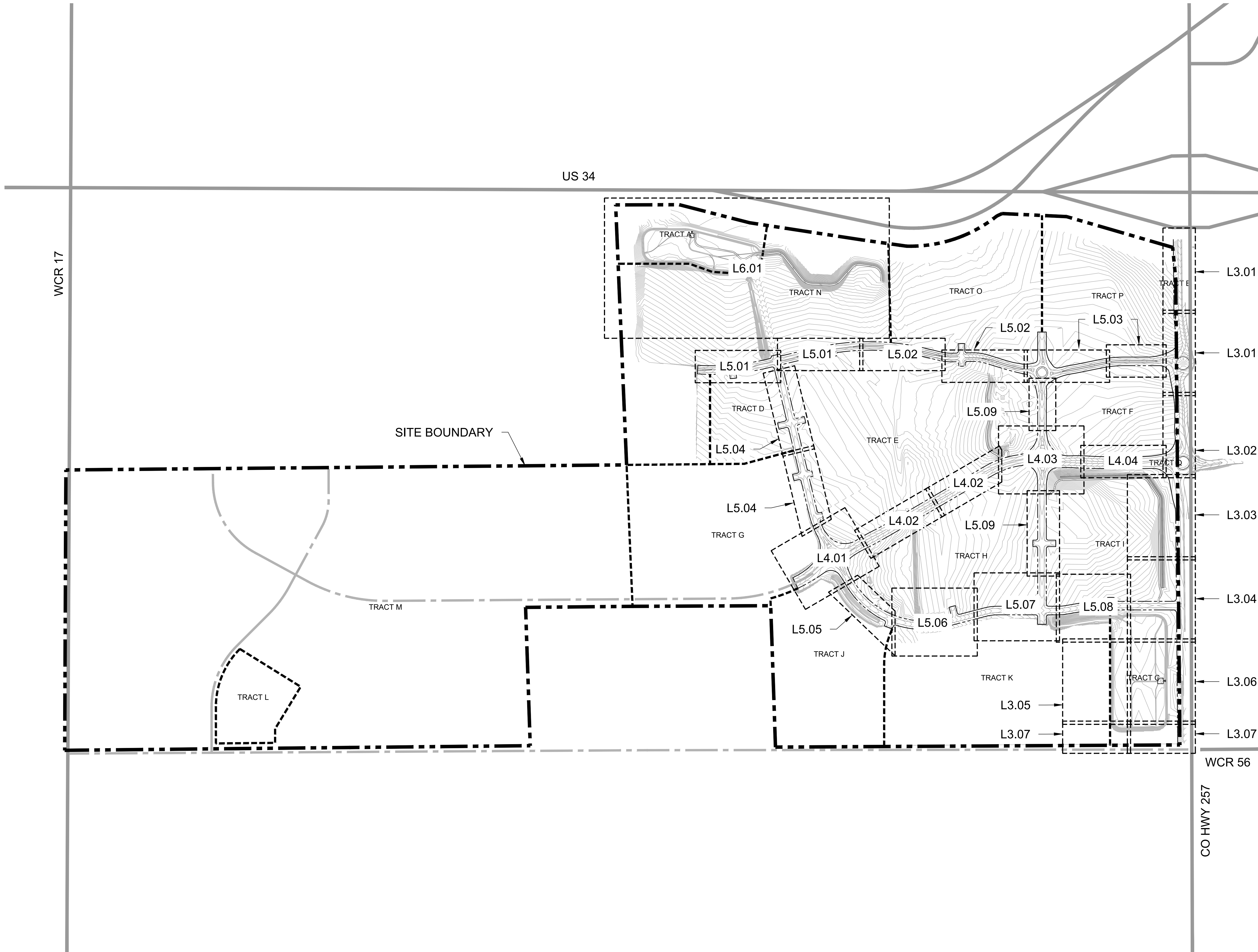
DATE	REVISION	BY	
		PROJECT REVIEW	EDC
10/18/23	CITY	COMMENTS-SUBMITAL #1	EDC
12/04/23	CITY	COMMENTS-SUBMITAL #2	EDC



Neighborhood Notification Boundary Map

Notice was mailed to owners and current residents of the highlighted parcels that were captured within a 1000' buffer (shown in red) from the project boundary.





ARCHITECT / PLANNER

LAI DESIGN GROUP

88 INVERNESS CIR E, STE J-101
ENGLEWOOD, CO 80112
PHONE: 303.734.1777



OWNER/CLIENT

STRATUS

STRATUS COMPANIES

8480 E. ORCHARD RD STE 1100
GREENWOOD VILLAGE, CO 80111
PHONE (720) 214-5000



DELANTERO PHASE 1 PLAT
GREELEY, COLORADO
OVERALL PLAN

PROFESSIONAL STAMP

PROJECT INFORMATION

PROJECT #: 201048
DRAWN BY: ML, JO
CHECKED BY: RH

ISSUE RECORD

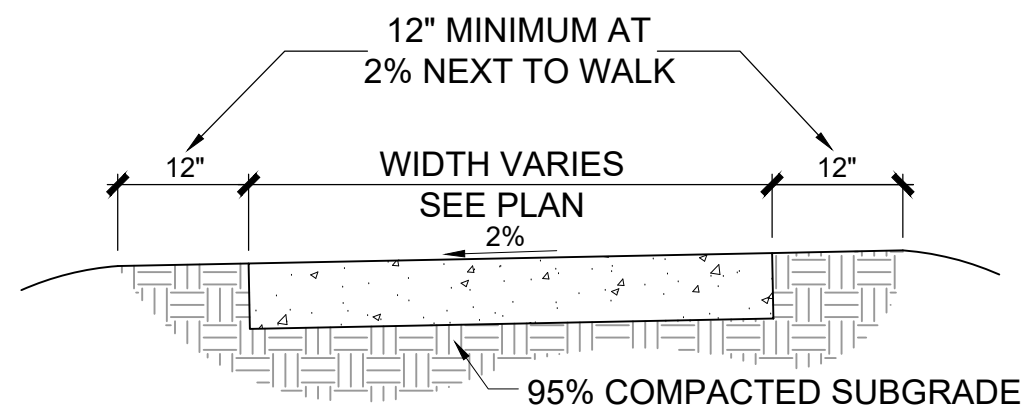
1st Submittal	02/20/23
2nd Submittal	10/19/23
3rd Submittal	12/04/23
4th Submittal	12/14/23

SHEET NUMBER

L0.00

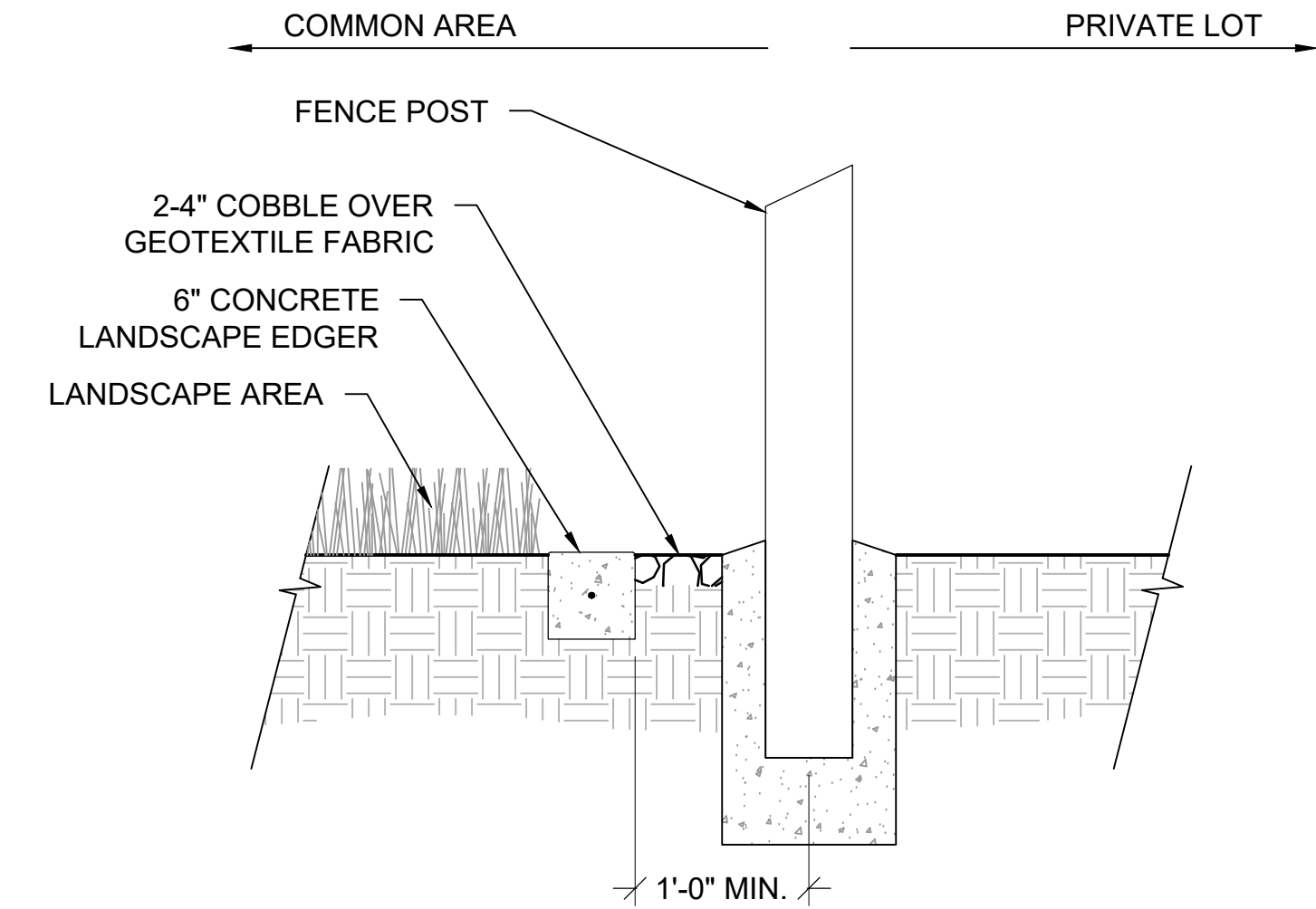
260 OF 285



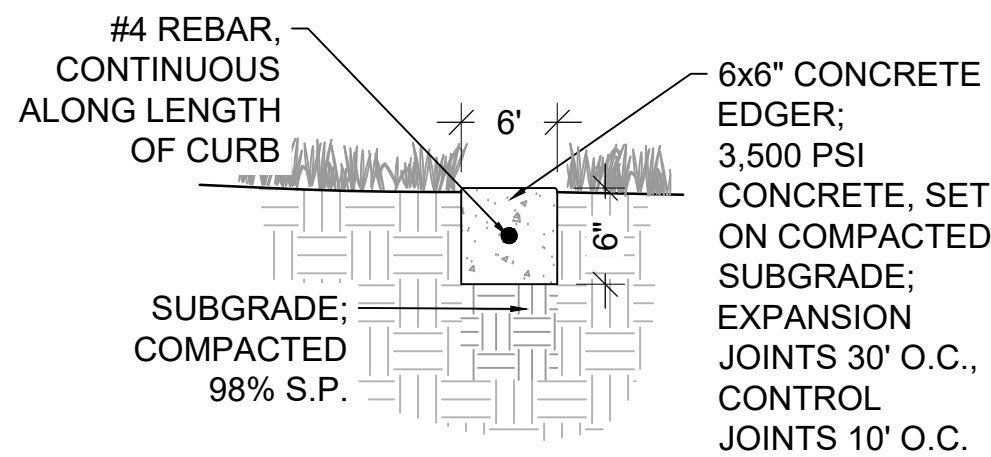


- NOTES:**
1. CONCRETE WALKS 8" WIDE OR LESS SHALL BE 4" DEPTH, 4,000 PSI CONCRETE, REINFORCED WITH FIBERMESH.
 2. CONCRETE WALKS 8" WIDE OR GREATER SHALL BE 6" DEPTH, 4,000 PSI CONCRETE, REINFORCED WITH FIBERMESH.

A CONCRETE WALK
SCALE: NTS



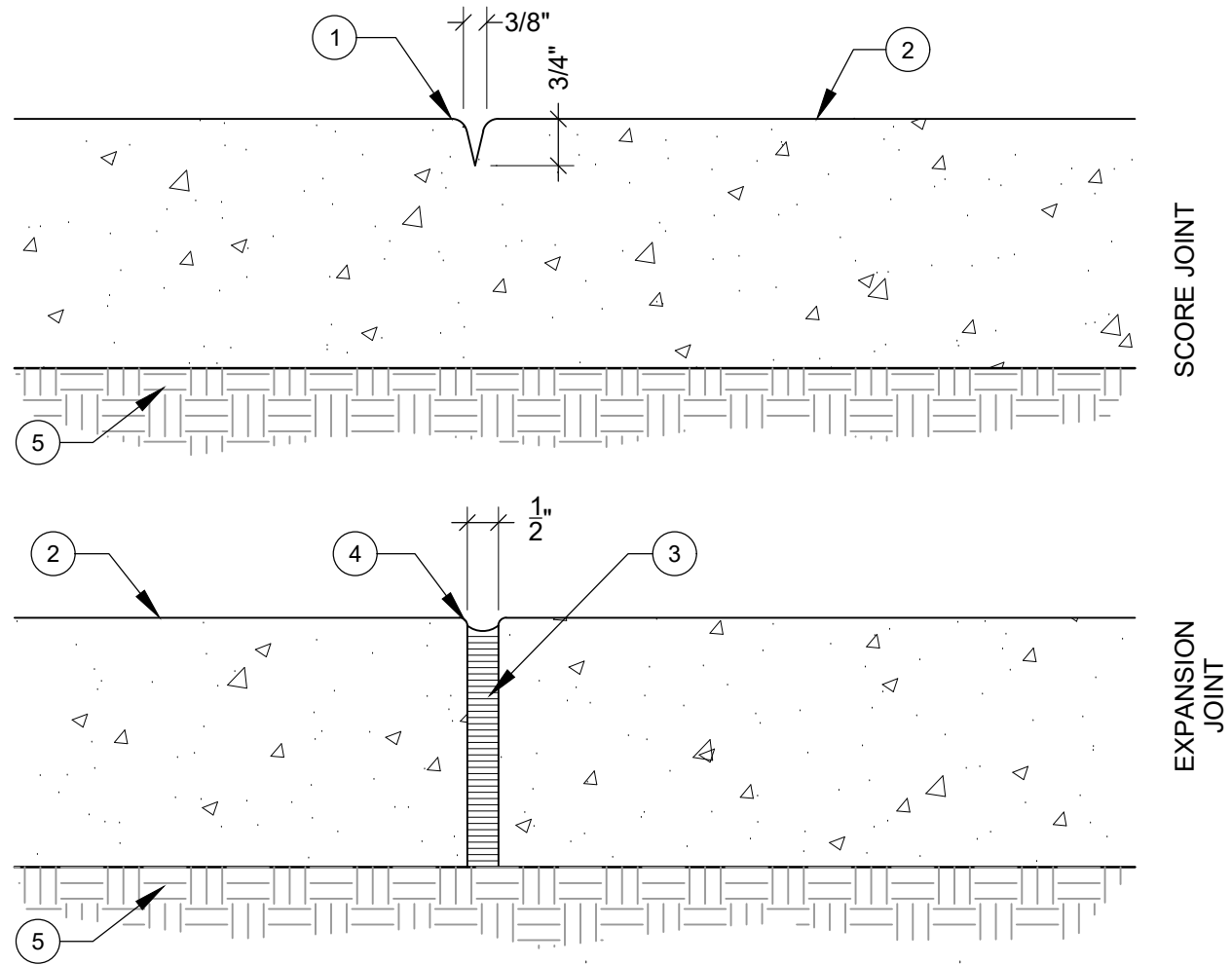
B COBBLE MOW STRIP
SCALE: 1" = 1'-0"



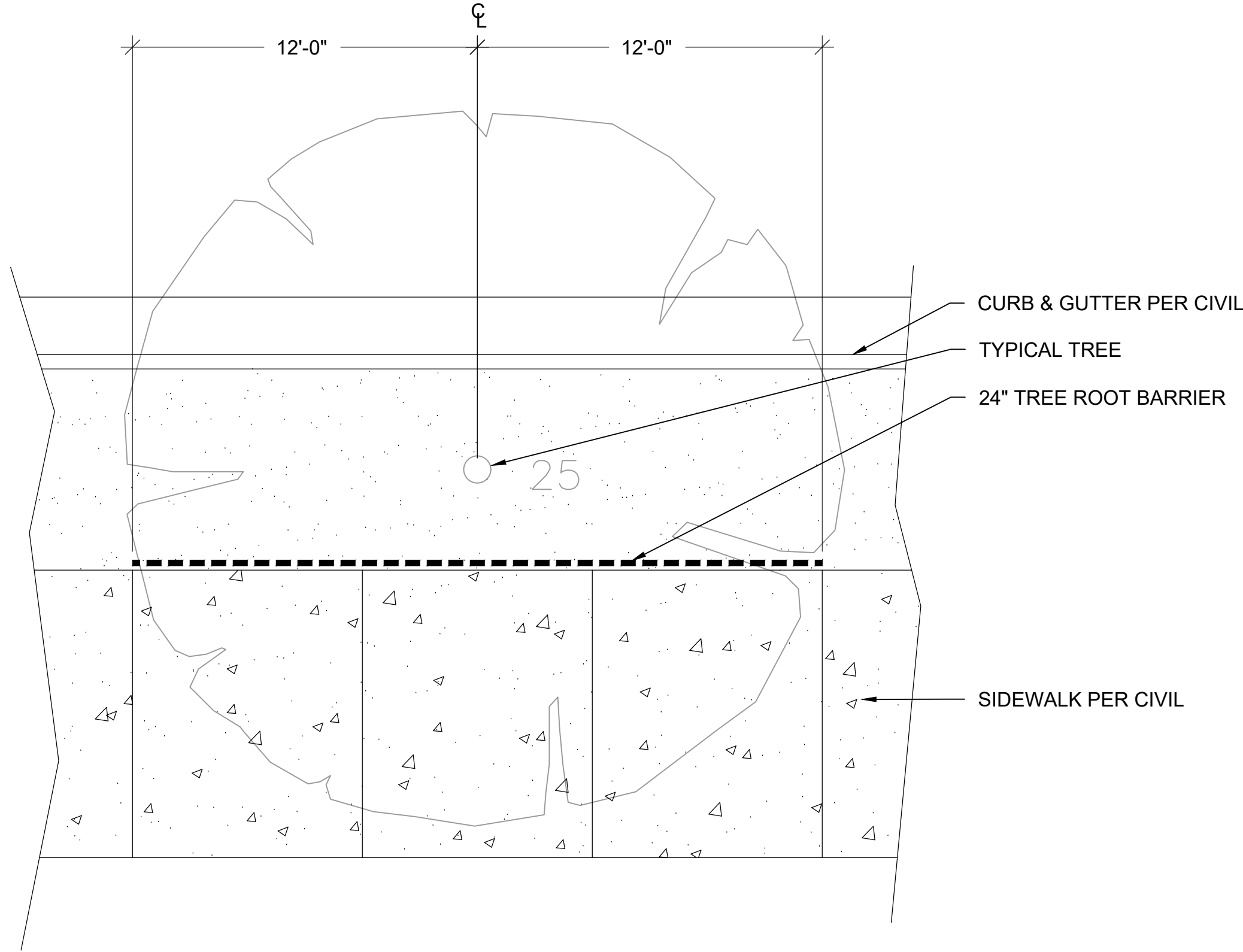
C CONCRETE EDGER
SCALE: 1" = 1'-0"

- CONSTRUCTION NOTES:**
- A. SCORE JOINTS**
1. JOINTS SHALL BE AS SPECIFIED ON CONSTRUCTION DRAWINGS. FORM IN FRESH CONCRETE USING A GROOVER TOOL TO CUT THE GROOVE TO A SMOOTH, UNIFORM IMPRESSION. FINISH JOINTS SHALL BE NO WIDER THAN 3/8" WITH 1/8" RADIUS.
 1. SCORE JOINTS TO BE LOCATED AS SHOWN ON PLANS OR AT A MAX OF 8' ALONG SIDEWALKS.
- B. EXPANSION JOINTS**
1. INSTALL JOINTS AT LOCATIONS AND INTERVALS AS SHOWN ON THE CONSTRUCTION PLANS AND WHERE CONCRETE PAVING ABUTS BUILDINGS, CURBS, OR OTHER STRUCTURES. MAX SPACING BETWEEN EXPANSION JOINTS TO BE 50'.
 2. JOINT MATERIALS SHALL BE PLACED WITH TOP EDGE 1/2" BELOW THE PAVED SURFACE SECURELY HELD IN PLACE TO PREVENT MOVEMENT.
 3. JOINTS AND OTHER EDGES SHALL BE FORMED IN THE FRESH CONCRETE USING AN EDGING OR GROOVER TOOL TO PROVIDE A SMOOTH UNIFORM IMPRESSION.
 4. AFTER THE CURING PERIOD, EXPANSION JOINTS SHALL BE CAREFULLY CLEANED AND FILLED WITH JOINT COMPOUND TO 1/4" BELOW ADJACENT PAVED SURFACE TO AVOID SPILLING ON PAVED SURFACES OR OVERFLOW FROM JOINT.

- EXPANSION JOINTS:**
- A. PREMOLDED JOINT FILLER:** NON EXTRUDING AND RESILIENT FILLER (BITUMINOUS TYPE) CONFORMING TO ASTM D1751.
- B. JOINT SEALANT:** SONOLASTIC SEALANT TWO-PART MANUFACTURED BY SONNEBORN-CONTECH, BUILDING PRODUCT DIVISION, CONTECH, INC., OR APPROVED EQUAL. BOND BREAKER TAPE TO BE AS RECOMMENDED BY SEALANT MANUFACTURER. COLOR SHALL MATCH CONCRETE.
- C. DO NOT INSTALL DOWELS WHERE PAVING ABUTS THE BUILDING FOUNDATION OR PARKING LOT CURBS.**



- ① SCORE JOINT WITH 1/4" RADIUS TOOLED EDGE.
- ② 4,000 PSI CONCRETE PAVING WITH FIBER MESH REINFORCEMENT, LIGHT BROOM FINISH PERPENDICULAR TO DIRECTION OF TRAVEL OR AS SHOWN ON PLAN.
- ③ JOINT FILLER PER SPECIFICATIONS
- ④ ASPHALTIC EXPANSION JOINT WHERE CONCRETE POURS ABUT EXISTING CONCRETE AND AT WALKWAY INTERSECTIONS.
- ⑤ 95% COMPACTED SUBGRADE



- NOTES**
1. CONTRACTOR SHALL REFERENCE MANUFACTURER SPECIFICATIONS FOR CONSTRUCTION. THIS DETAIL SHOWS ONLY GENERAL CONSTRUCTION TECHNIQUE. MANUFACTURE SPECS./TECHNICAL DRAWINGS TAKE PRECEDENT OVER THIS DETAIL.
 2. ROOT BARRIER SHALL BE THE FOLLOWING (OR APPROVED EQUAL):
 - 2.1. MANUFACTURER: DEEPROOT GREEN INFRASTRUCTURE, LLC (800.458.7668)
 - 2.2. PRODUCT #UB24-2 TREE ROOT BARRIER

D ROOT BARRIER
SCALE: 1/4" = 1'-0"

ARCHITECT / PLANNER

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OWNER/CLIENT

STRATUS

STRATUS COMPANIES
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GREENWOOD VILLAGE, CO 80111
PHONE (720) 214-5000



DELANTERO PHASE 1 PLAT
GREELEY, COLORADO
SITE DETAILS

PROFESSIONAL STAMP

PROJECT INFORMATION

PROJECT #: 201048
DRAWN BY: ML, JO
CHECKED BY: RH

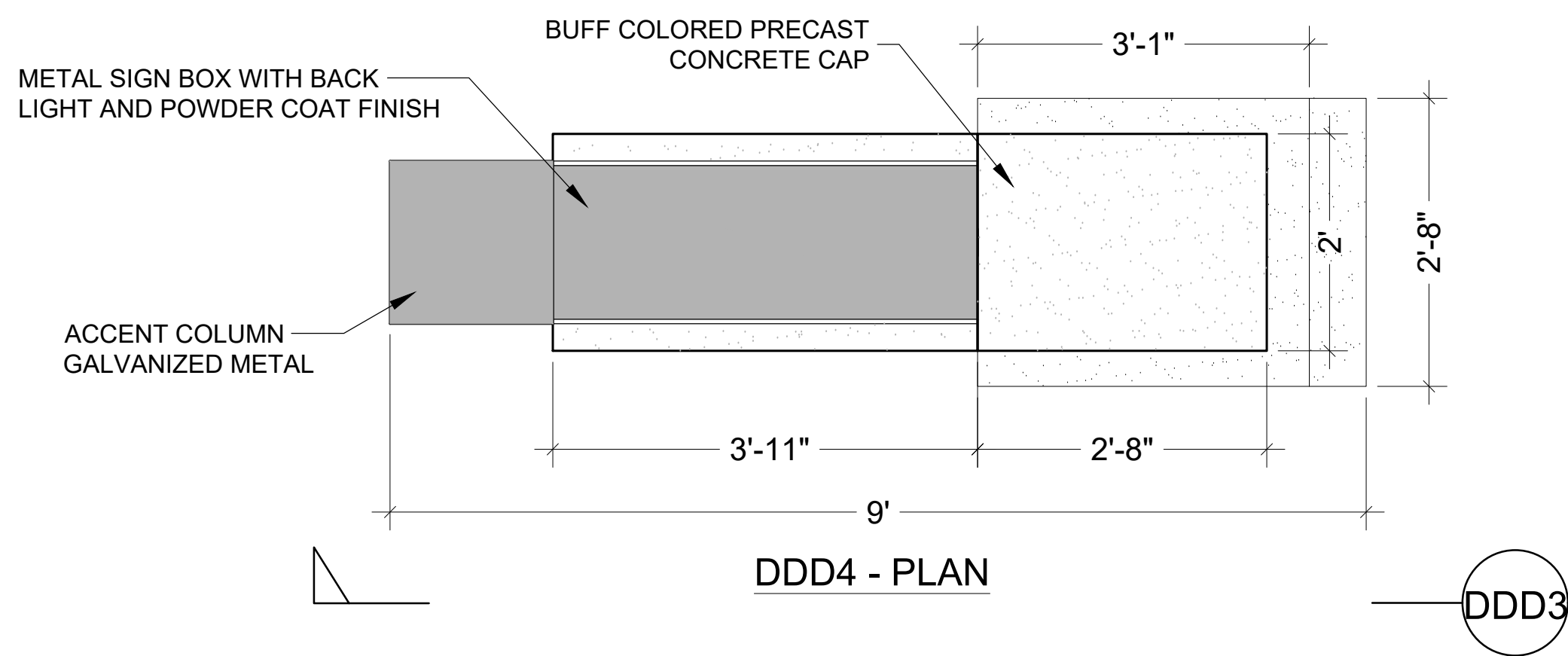
ISSUE RECORD

1st Submittal	02/20/23
2nd Submittal	10/19/23
3rd Submittal	12/04/23
4th Submittal	12/14/23

SHEET NUMBER

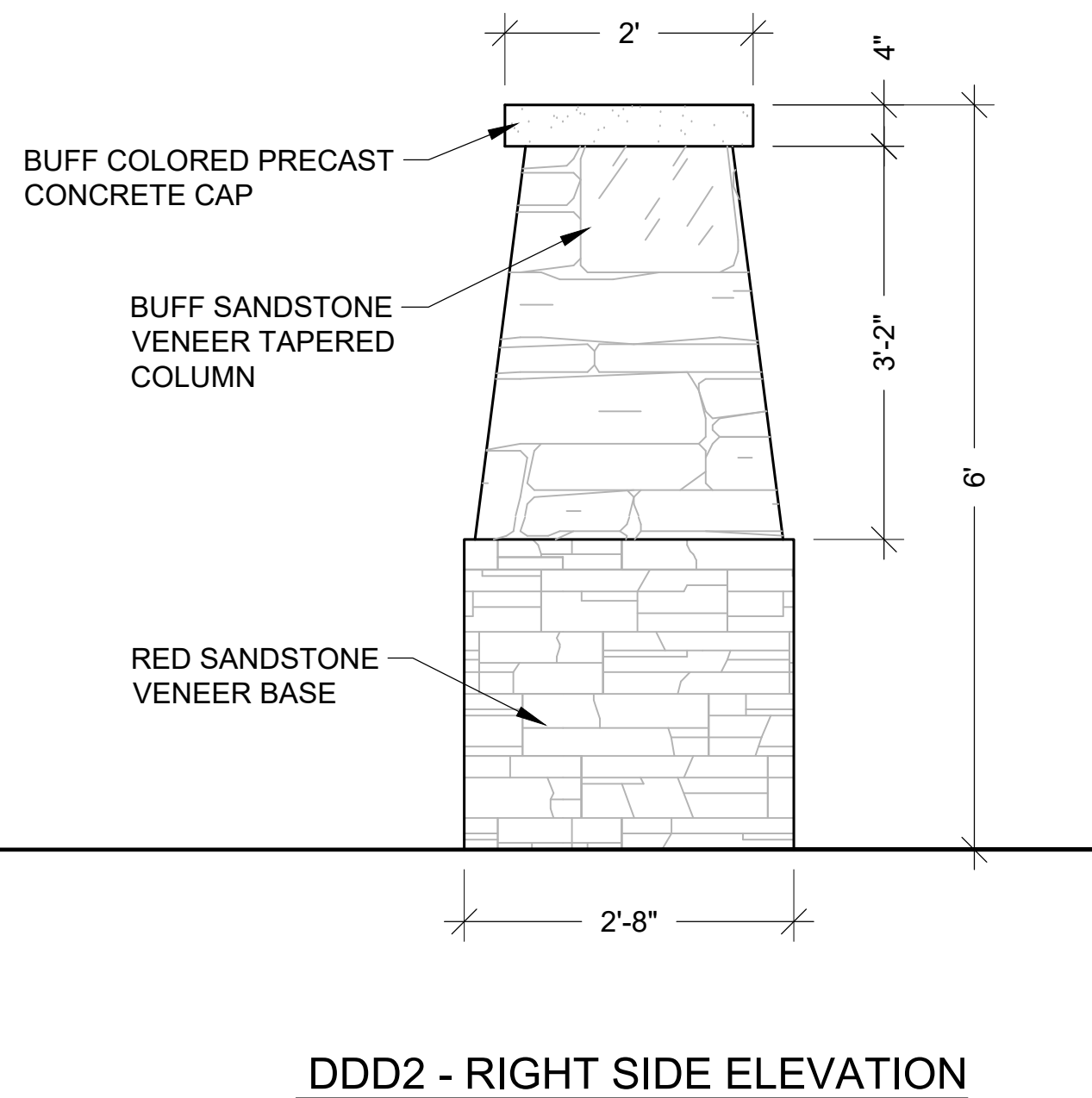
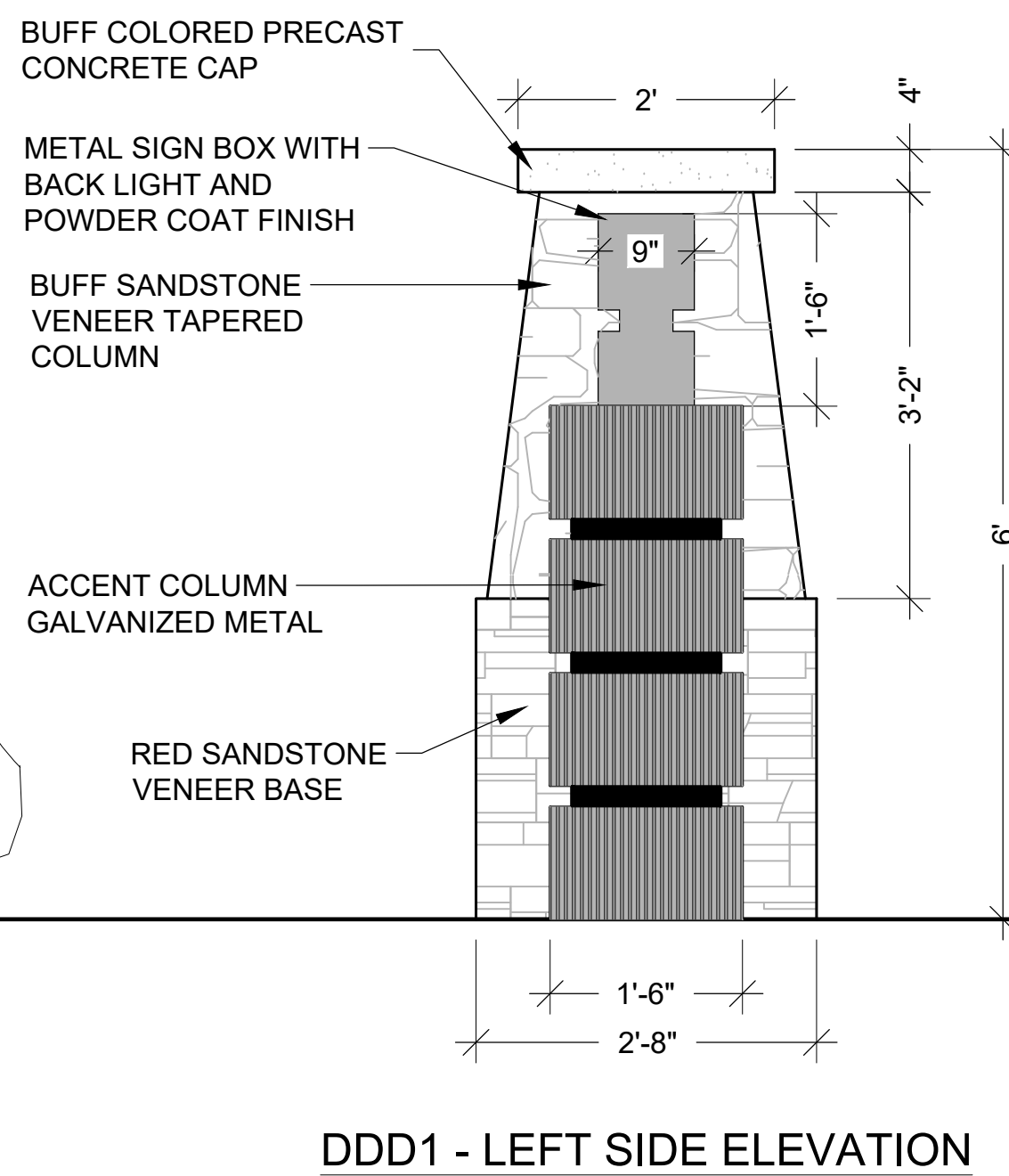
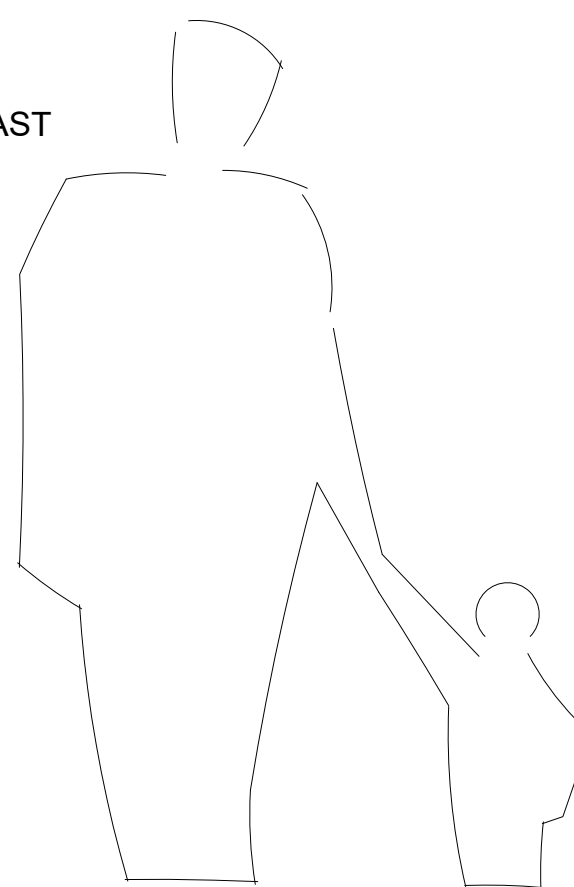
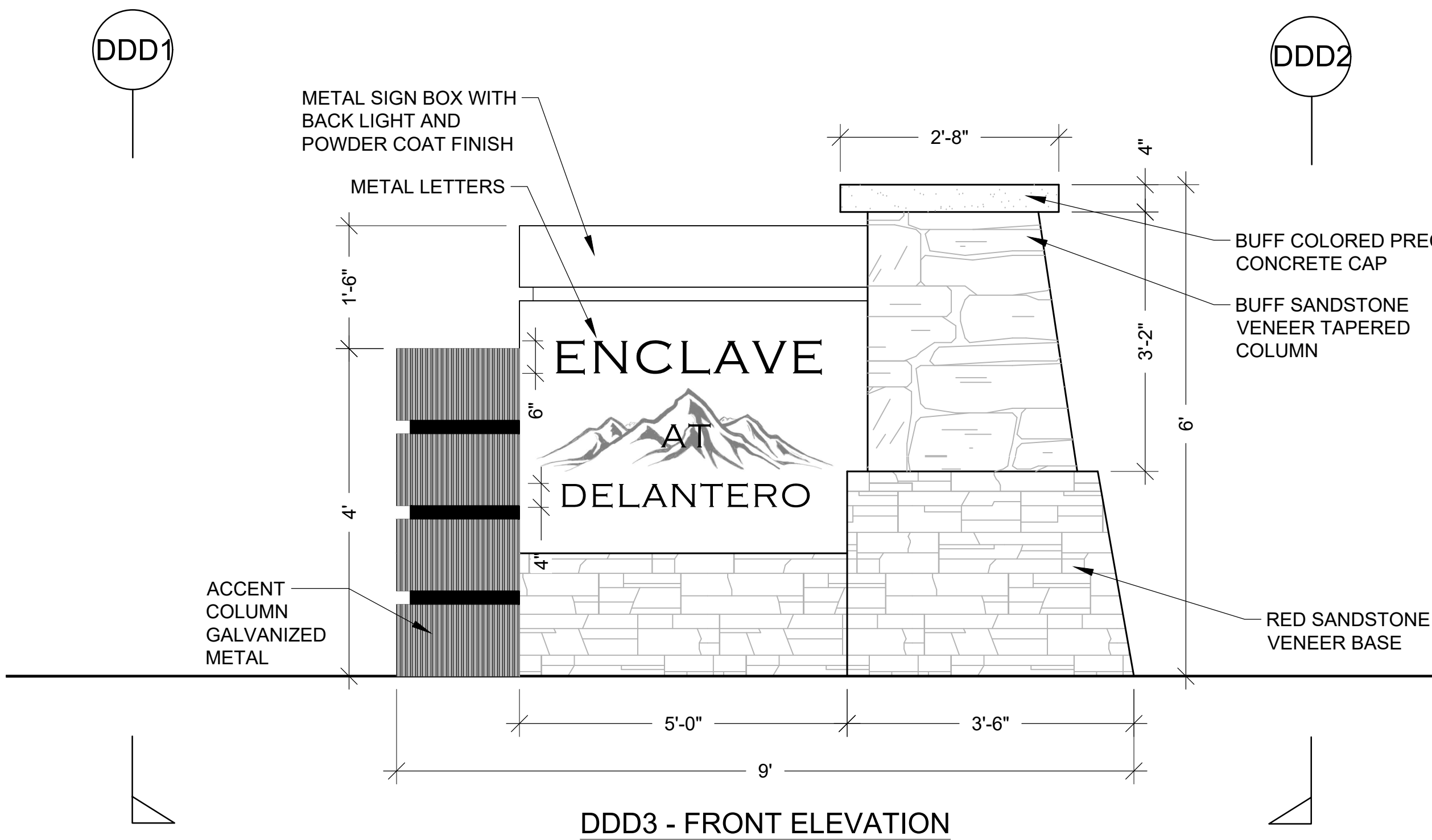
L2.02

262 OF 285



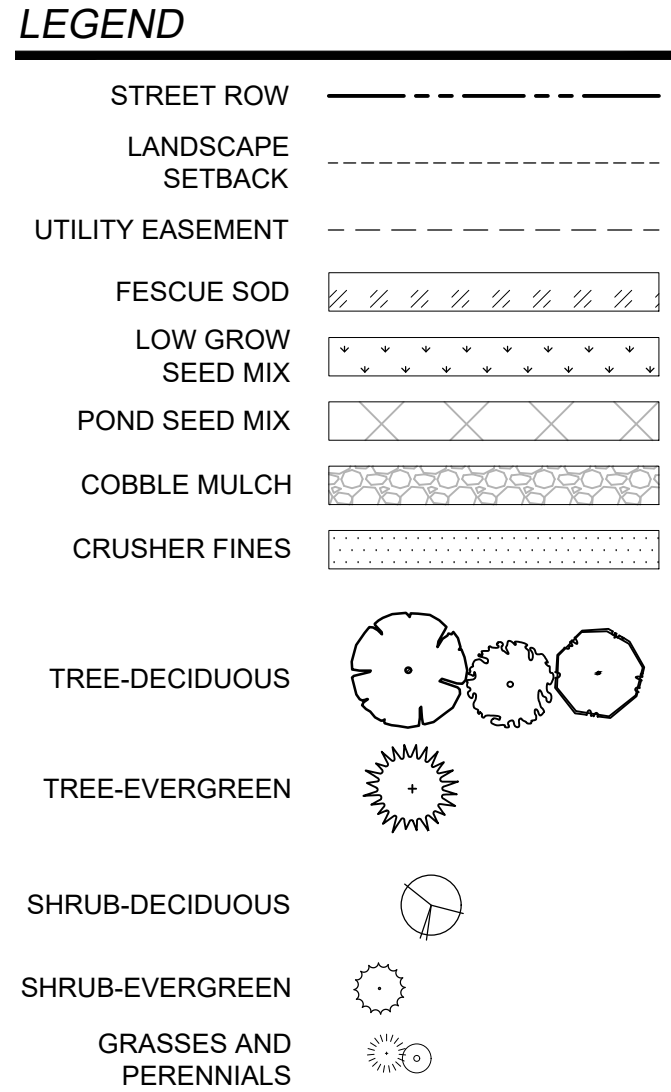
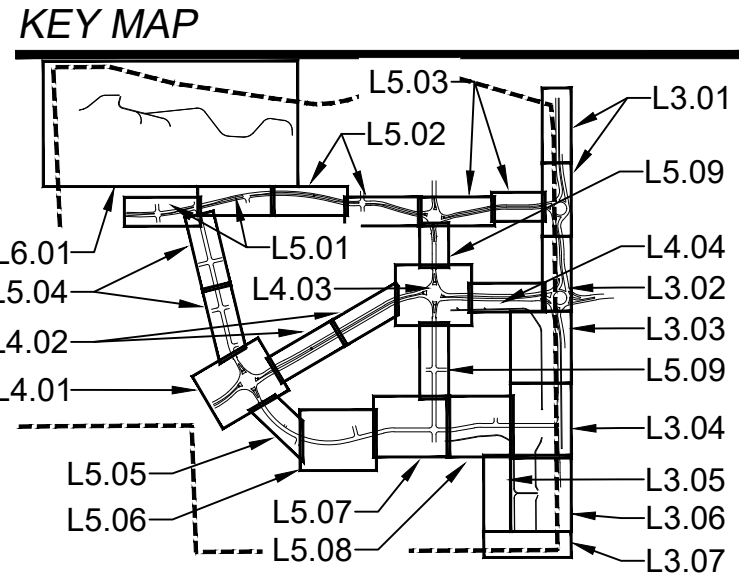
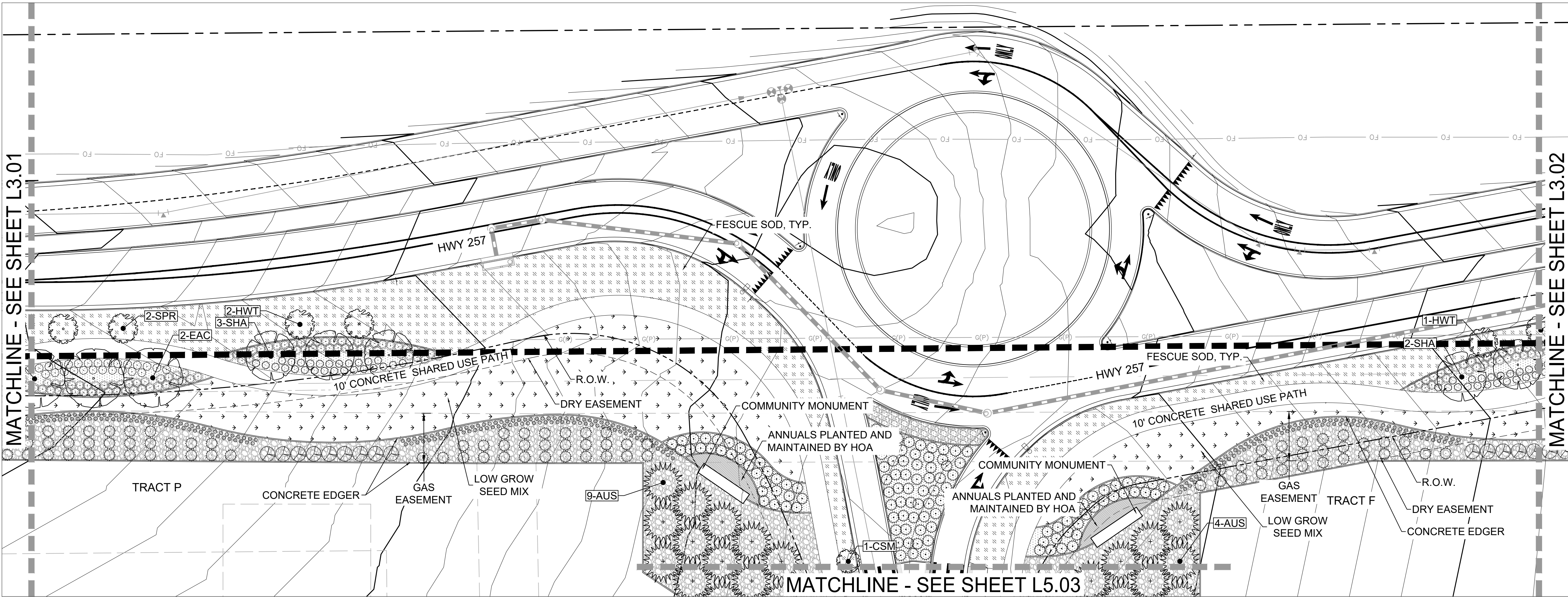
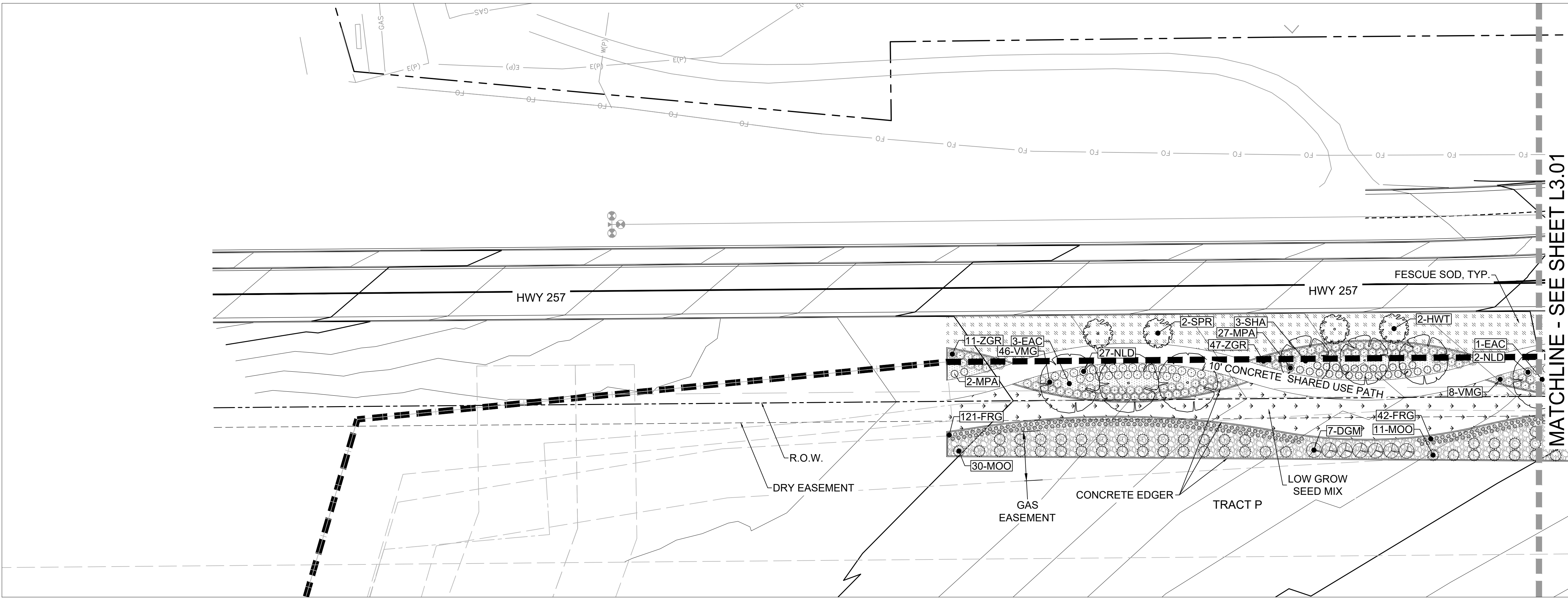
NOTES

1. MONUMENT DETAILS ARE SHOWN FOR REFERENCE ONLY.
2. A SEPARATE SIGN PERMIT APPLICATION SHALL BE REQUIRED FOR ALL MONUMENTS.
3. STRUCTURAL ENGINEERING INFORMATION WILL BE PROVIDED AT TIME OF SIGN PERMIT APPLICATION.



DDD NEIGHBORHOOD MONUMENT
SCALE: 3/4" = 1'-0"





DELANTERO PHASE 1 PLAT
GREELEY, COLORADO
LANDSCAPE PLANS

PROFESSIONAL STAMP

PROJECT INFORMATION

PROJECT #: 201048
DRAWN BY: ML, JO
CHECKED BY: RH

ISSUE RECORD

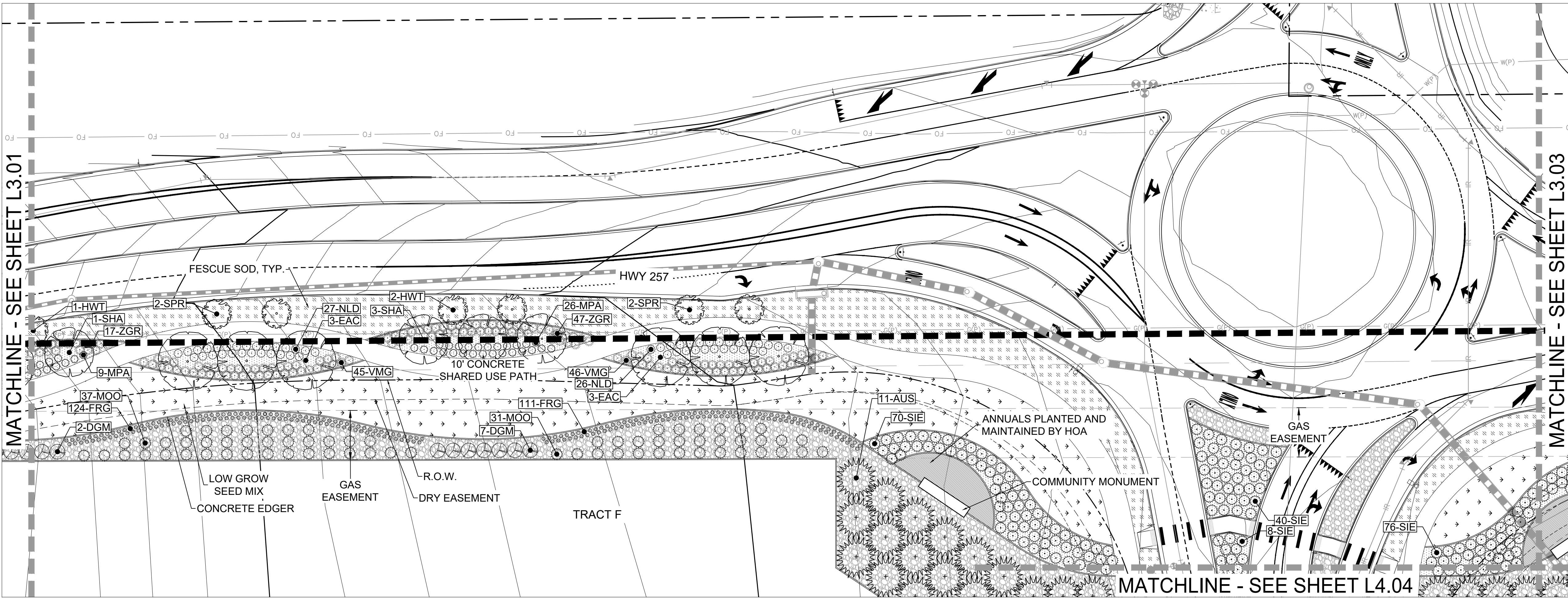
1st Submittal	02/20/23
2nd Submittal	10/19/23
3rd Submittal	12/04/23
4th Submittal	12/14/23

SHEET NUMBER

L3.01

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KEY MAP

LEGEND

- STREET ROW
- LANDSCAPE SETBACK
- UTILITY EASEMENT
- FESCUE SOD
- LOW GROW SEED MIX
- POND SEED MIX
- COBBLE MULCH
- CRUSHER FINES
- TREE-DECIDUOUS
- TREE-EVERGREEN
- SHRUB-DECIDUOUS
- SHRUB-EVERGREEN
- GRASSES AND PERENNIALS

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DESIGN GROUP

OWNER/CLIENT
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STRATUS COMPANIES
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PHONE (720) 214-5000

DELANTERO

DELANTERO PHASE 1 PLAT
GREELEY, COLORADO
LANDSCAPE PLANS

PROFESSIONAL STAMP

PROJECT INFORMATION
PROJECT #: 201048
DRAWN BY: ML, JO
CHECKED BY: RH

ISSUE RECORD	
1st Submittal	02/20/23
2nd Submittal	10/19/23
3rd Submittal	12/04/23
4th Submittal	12/14/23

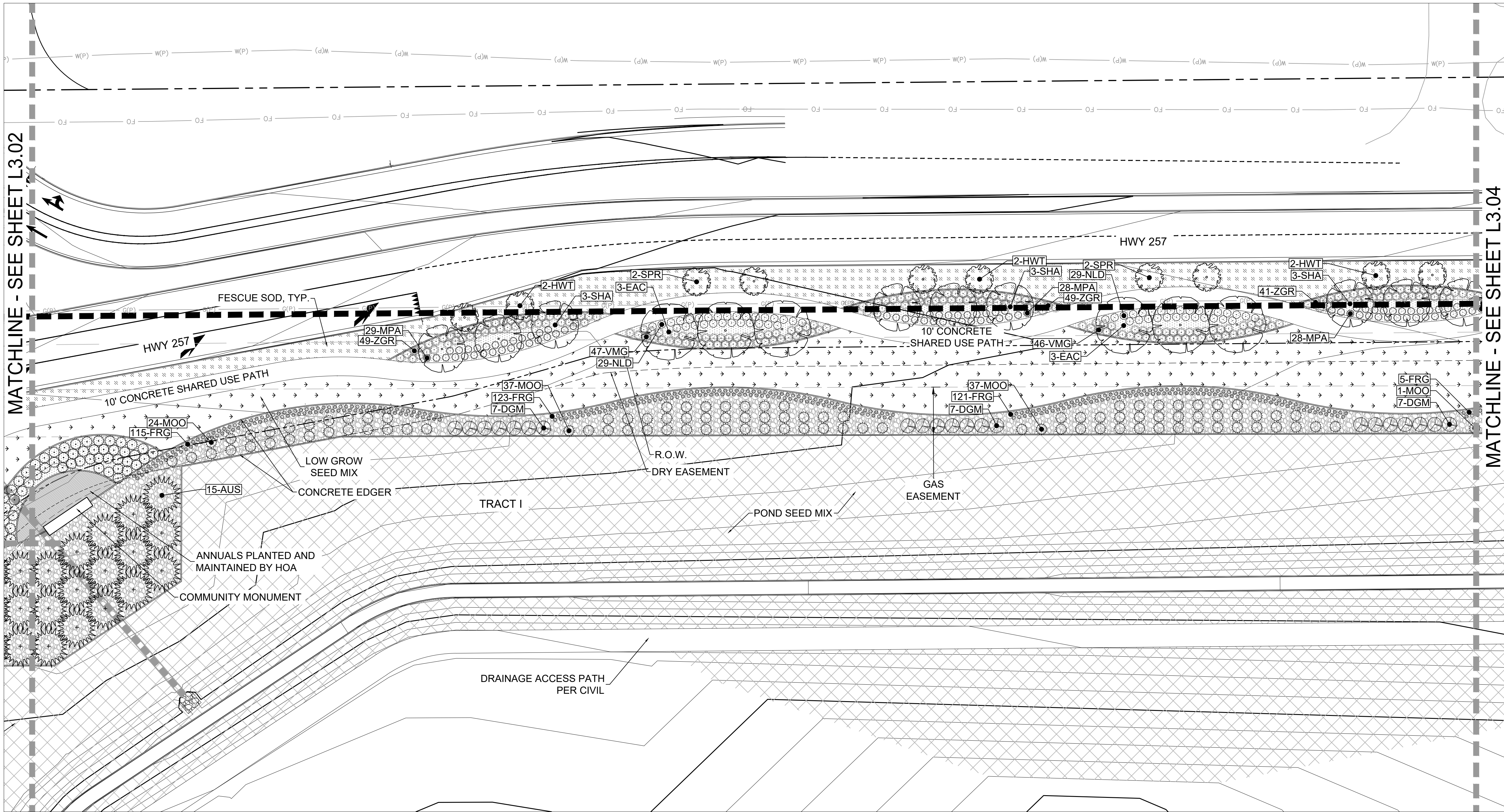
SHEET NUMBER

L3.02
265 OF 285

811
Know what's below.
Call before you dig.

0' 30' 60'
GRAPHIC SCALE: 1" = 30'

NORTH



KEY MAP

LEGEND

- STREET ROW
- LANDSCAPE SETBACK
- UTILITY EASEMENT
- FESCUE SOD
- LOW GROW SEED MIX
- POND SEED MIX
- COBBLE MULCH
- CRUSHER FINES
- TREE-DECIDUOUS
- TREE-EVERGREEN
- SHRUB-DECIDUOUS
- SHRUB-EVERGREEN
- GRASSES AND PERENNIALS

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DELANTERO

DELANTERO PHASE 1 PLAT
GREELEY, COLORADO
LANDSCAPE PLANS

PROFESSIONAL STAMP

PROJECT INFORMATION

PROJECT #: 201048
DRAWN BY: ML, JO
CHECKED BY: RH

ISSUE RECORD

1st Submittal	02/20/23
2nd Submittal	10/19/23
3rd Submittal	12/04/23
4th Submittal	12/14/23

SHEET NUMBER

L3.03

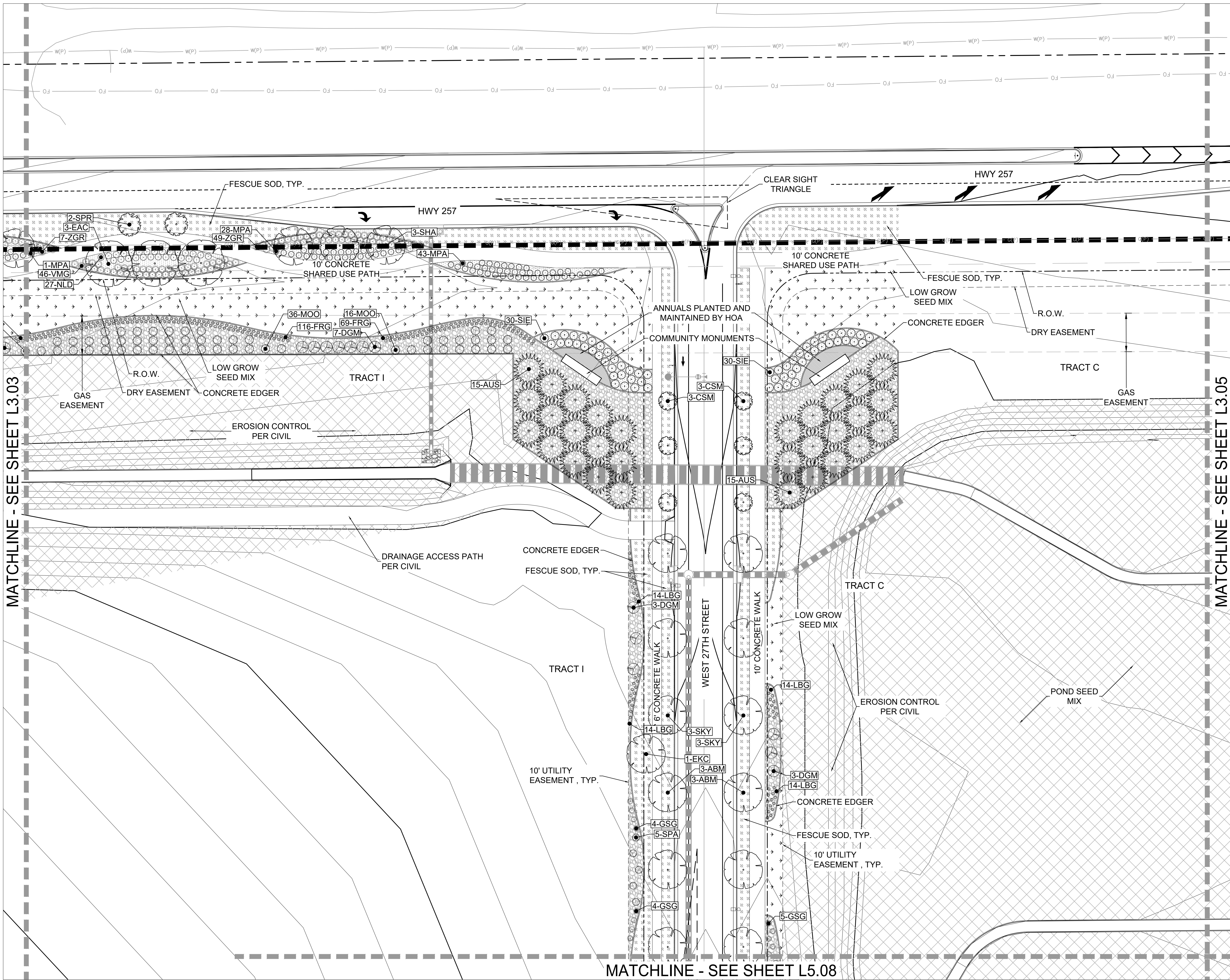
266 OF 285

811
Know what's below.
Call before you dig.

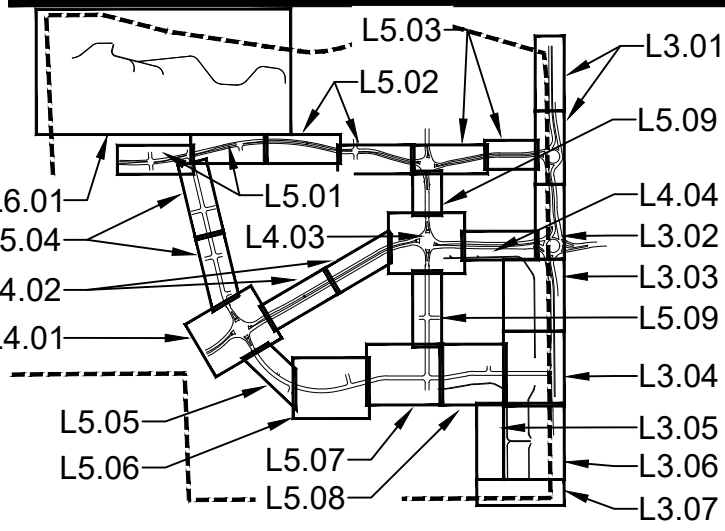
0' 30' 60'

GRAPHIC SCALE: 1" = 30'

NORTH



KEY MAP



LEGEND

- STREET ROW
- LANDSCAPE SETBACK
- UTILITY EASEMENT
- FESCUE SOD
- LOW GROW SEED MIX
- POND SEED MIX
- COBBLE MULCH
- CRUSHER FINES
- TREE-DECIDUOUS
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- SHRUB-EVERGREEN
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ARCHITECT / PLANNER

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PHONE: 303.734.1777



OWNER/CLIENT

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DELANTERO PHASE 1 PLAT
GREELEY, COLORADO
LANDSCAPE PLANS

PROFESSIONAL STAMP

PROJECT INFORMATION

PROJECT #: 201048
DRAWN BY: ML, JO
CHECKED BY: RH

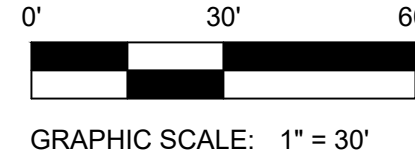
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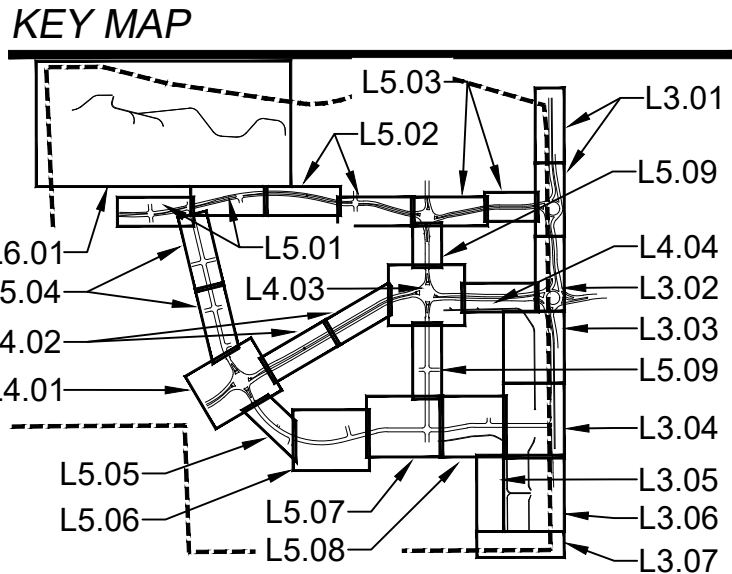
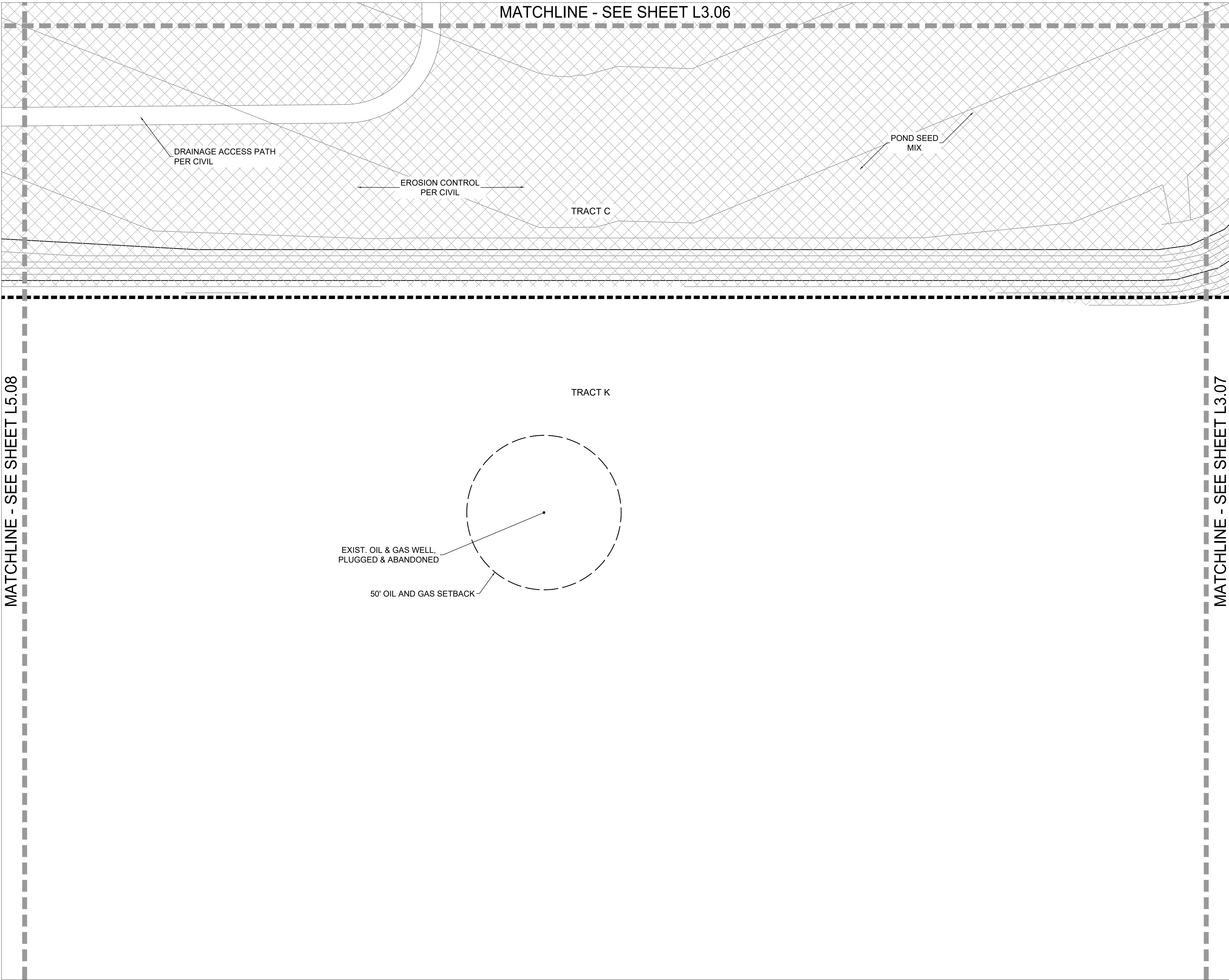
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SHEET NUMBER

L3.04

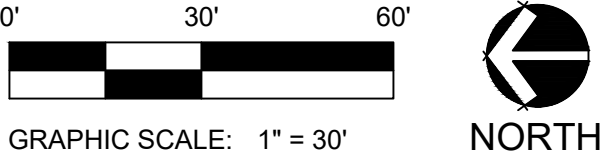
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LEGEND

STREET ROW	---
LANDSCAPE SETBACK	---
UTILITY EASEMENT	---
FESCUE SOD	
LOW GROW SEED MIX	
POND SEED MIX	
COBBLE MULCH	
CRUSHER FINES	
TREE-DECIDUOUS	
TREE-EVERGREEN	
SHRUB-DECIDUOUS	
SHRUB-EVERGREEN	
GRASSES AND PERENNIALS	



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PROJECT INFORMATION

PROJECT #: 201048
DRAWN BY: ML, JO
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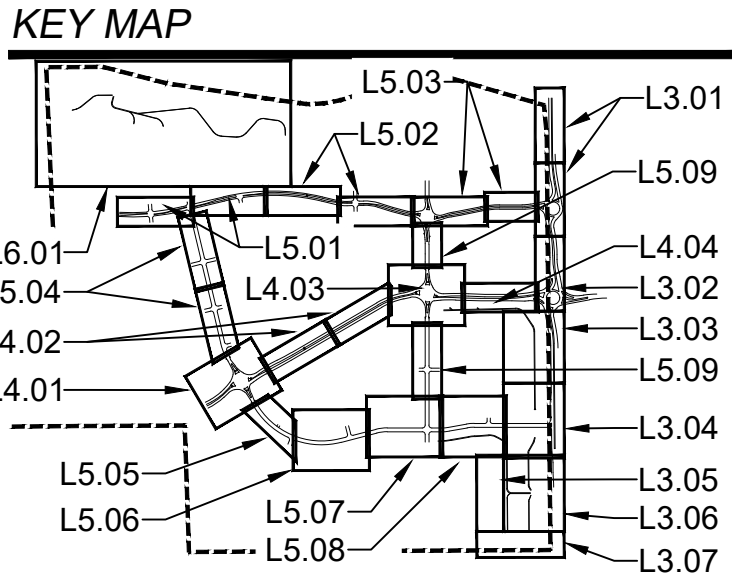
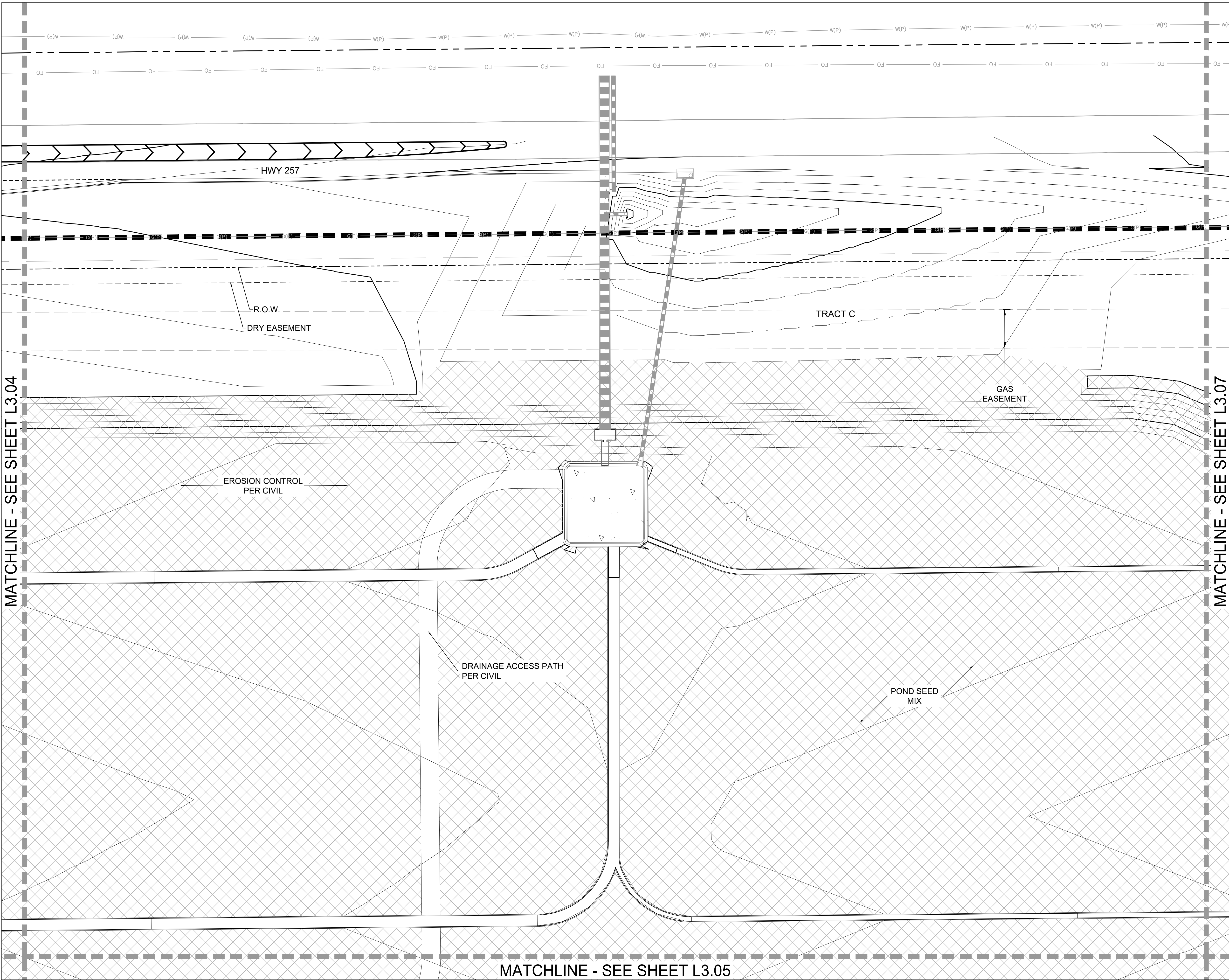
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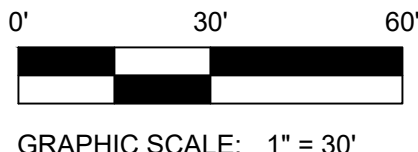
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3rd Submittal 12/04/23
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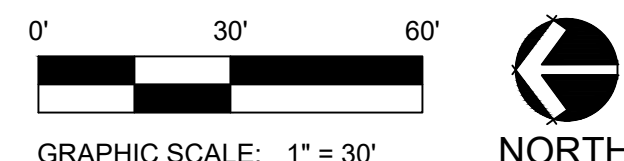
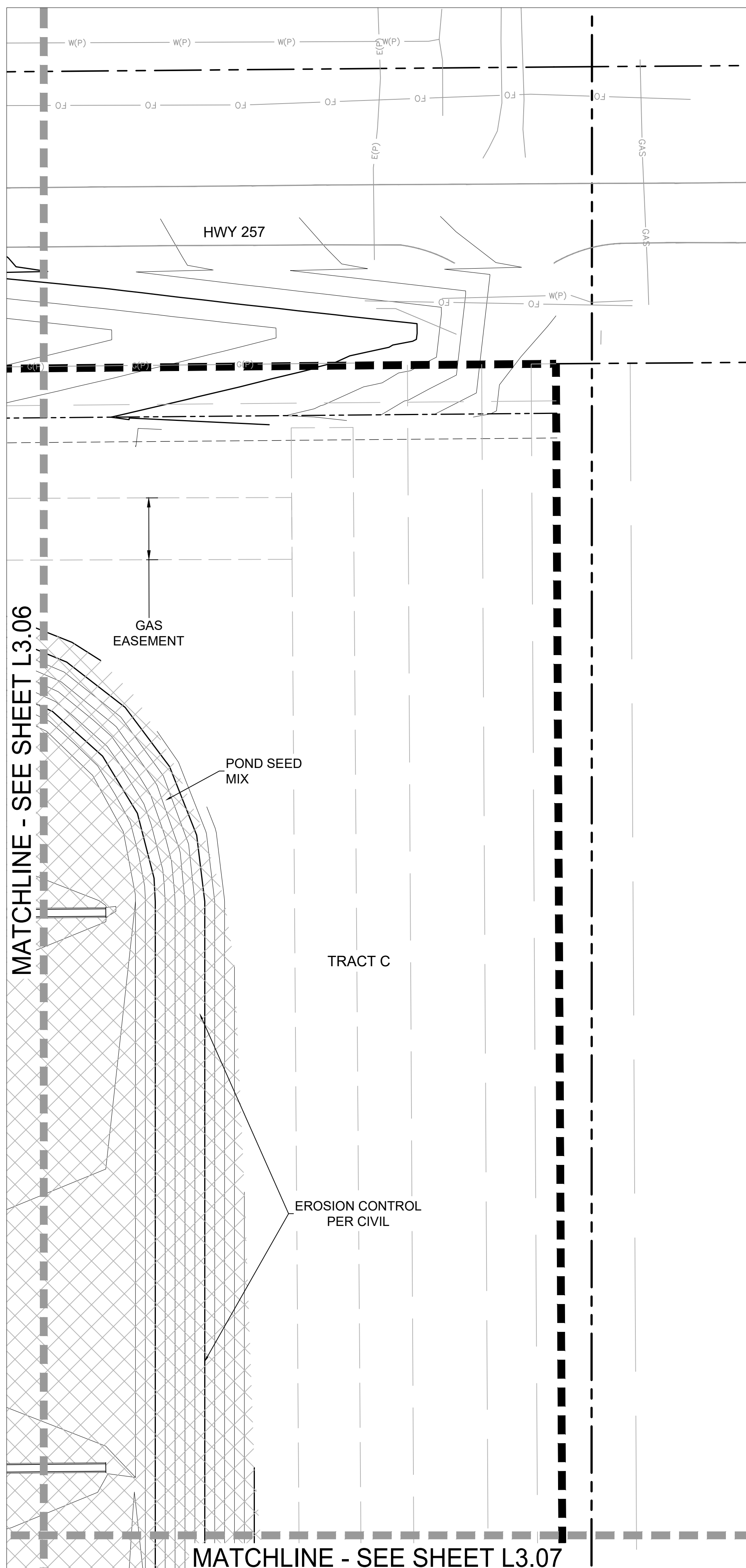
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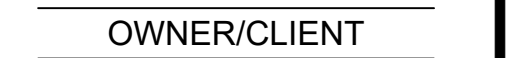
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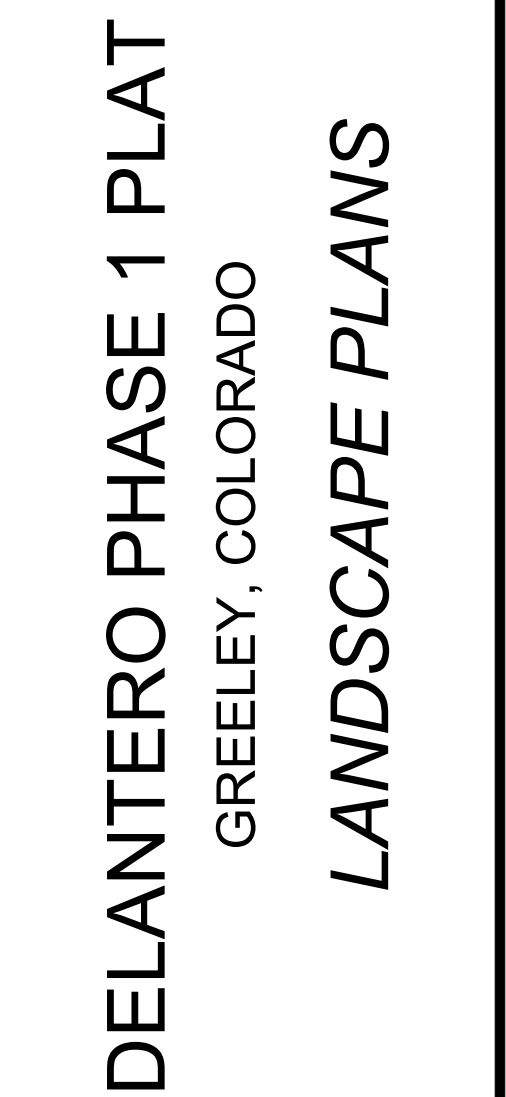
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<u>3rd Submittal</u>	<u>12/04/23</u>
<u>4th Submittal</u>	<u>12/14/23</u>

SHEET NUMBER

L4.01



STREET ROW

LANDSCAPE
SETBACK

UTILITY EASEMENT

FESCUE SOD

LOW GROW
SEED MIX

POND SEED MIX

COBBLE MULCH

CRUSHER FINES

TREE-DECIDUOUS

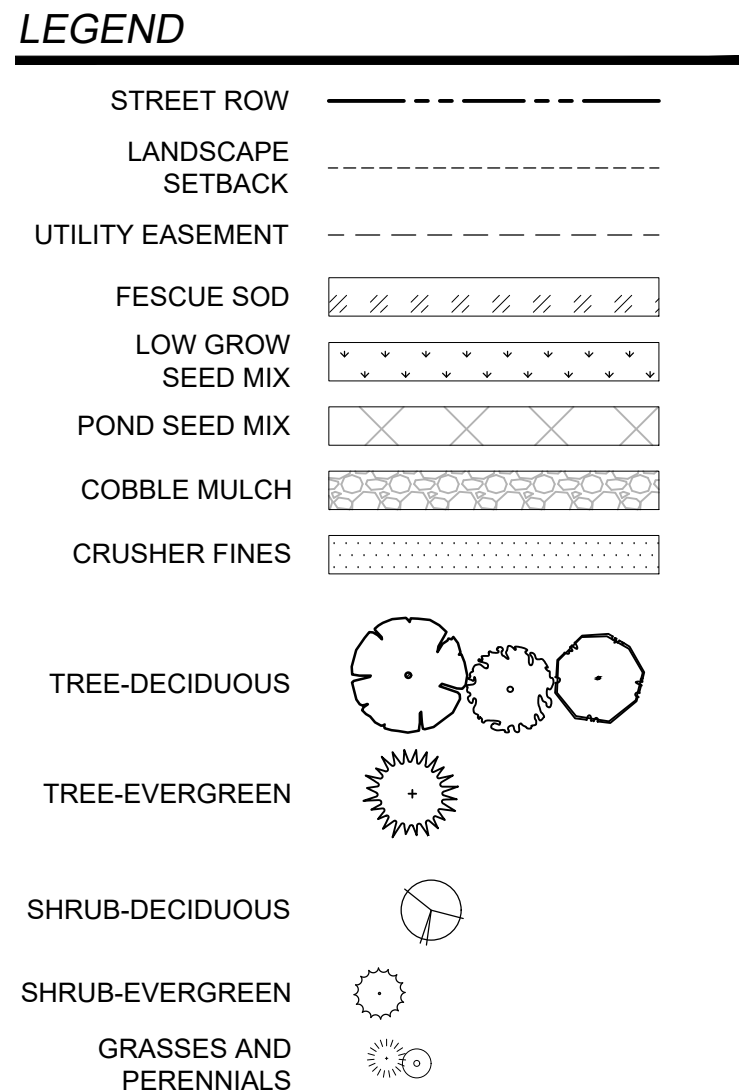
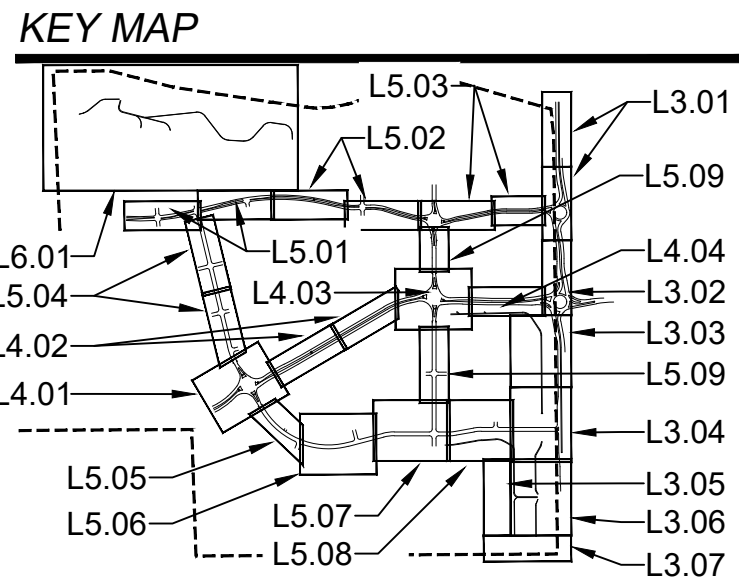
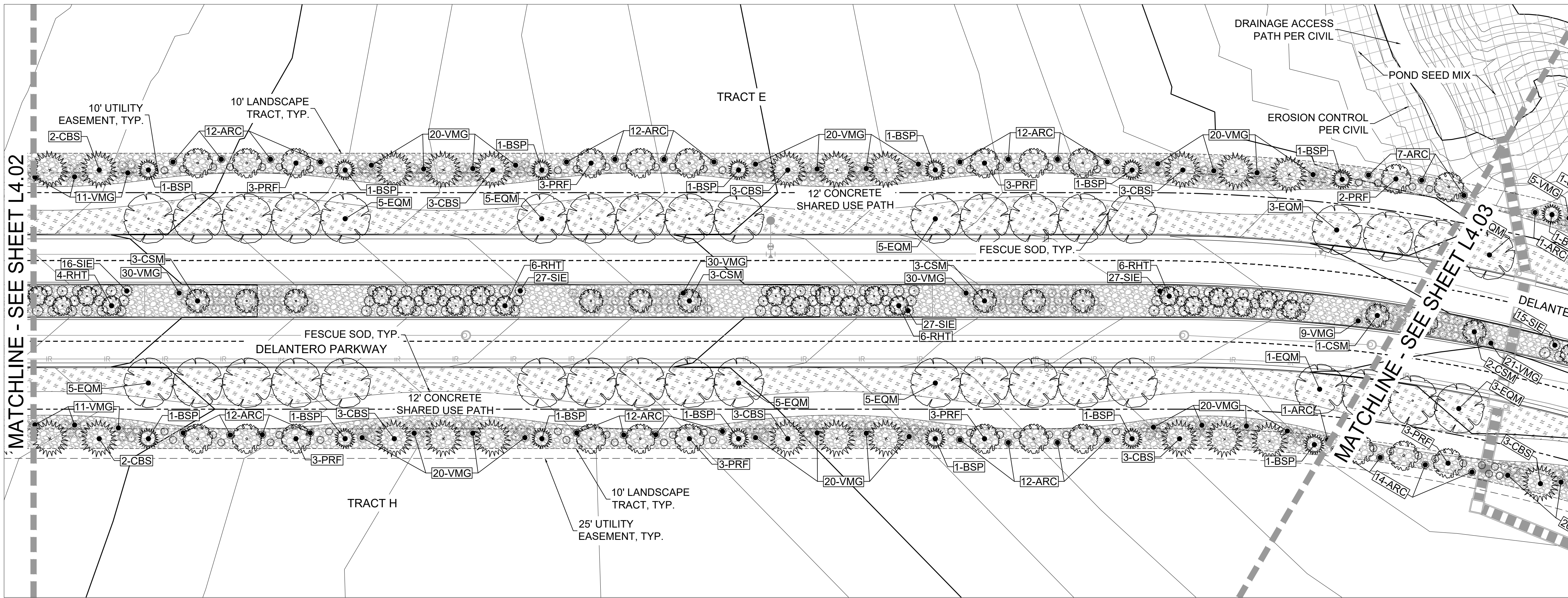
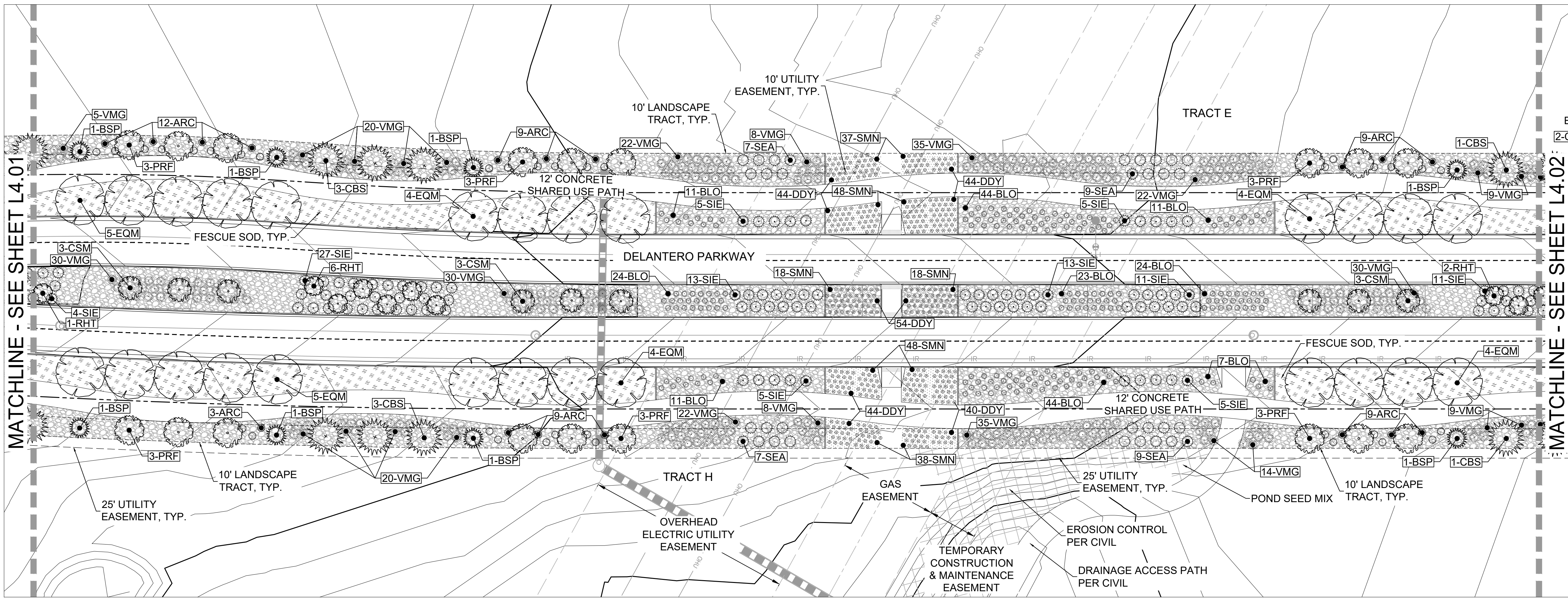
TREE-EVERGREEN

SHRUB-DECIDUOUS

SHRUB-EVERGREEN

GRASSES AND
PERENNIALS





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DELANTERO PHASE 1 PLAT GREELEY, COLORADO LANDSCAPE PLANS

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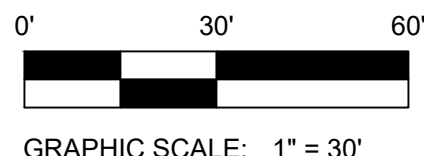
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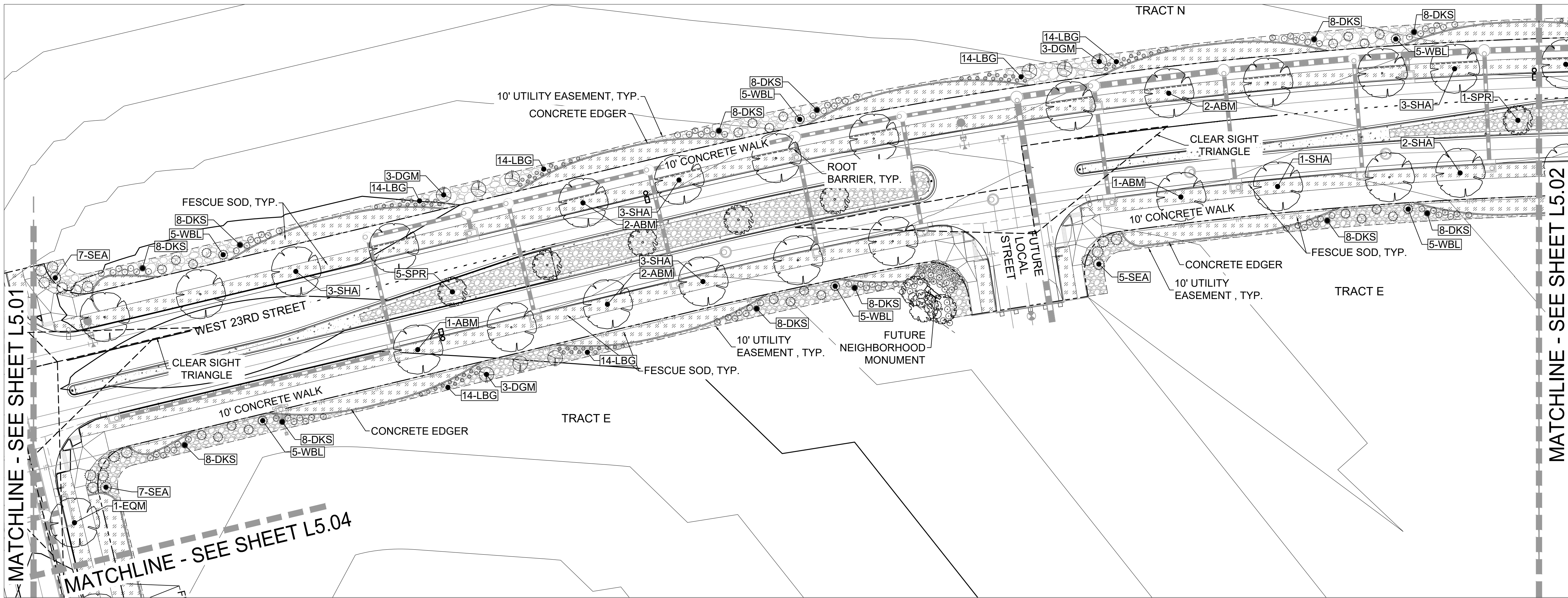
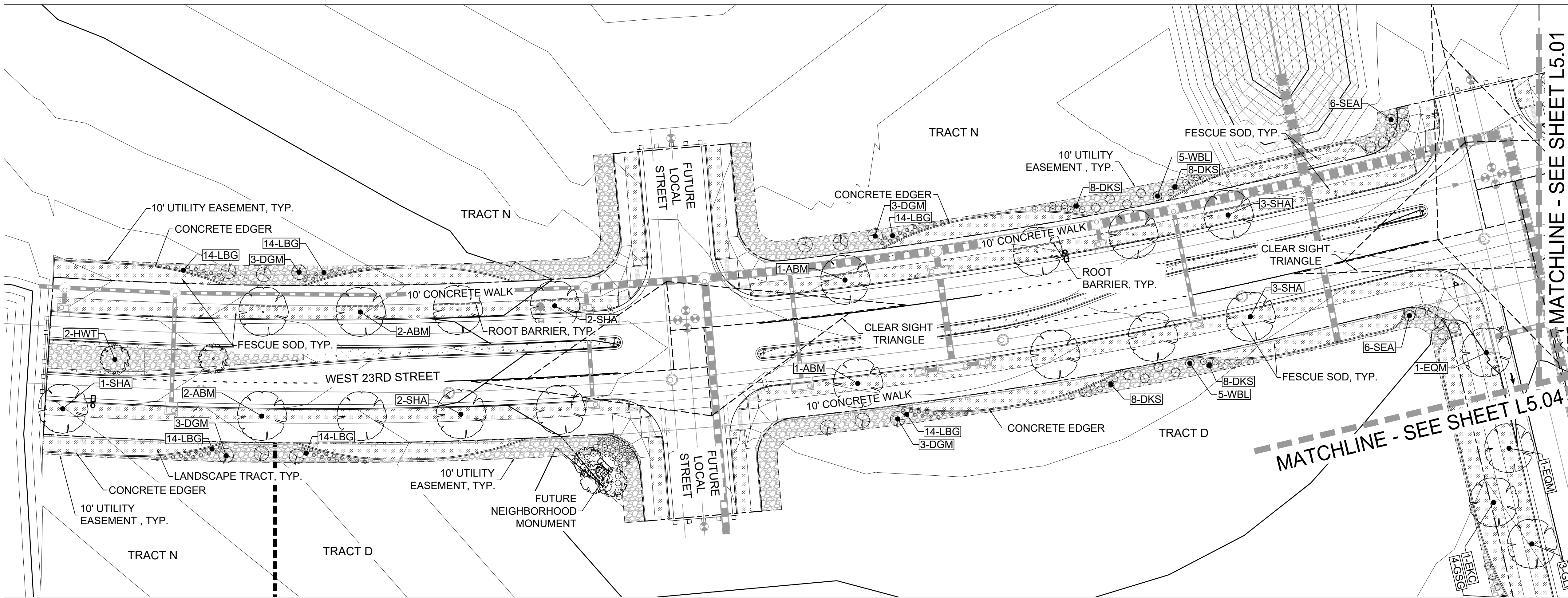
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2nd Submittal	10/19/23
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SHEET NUMBER

L4.02

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KEY MAP

LEGEND

STREET ROW	---
LANDSCAPE SETBACK	---
UTILITY EASEMENT	---
FESCUE SOD	[Pattern]
LOW GROW SEED MIX	[Pattern]
POND SEED MIX	[Pattern]
COBBLE MULCH	[Pattern]
CRUSHER FINES	[Pattern]
TREE-DECIDUOUS	[Symbol]
TREE-EVERGREEN	[Symbol]
SHRUB-DECIDUOUS	[Symbol]
SHRUB-EVERGREEN	[Symbol]
GRASSES AND PERENNIALS	[Symbol]

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DELANTERO

DELANTERO PHASE 1 PLAT
GREELEY, COLORADO
LANDSCAPE PLANS

PROFESSIONAL STAMP

PROJECT INFORMATION

PROJECT #:	201048
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CHECKED BY:	RH

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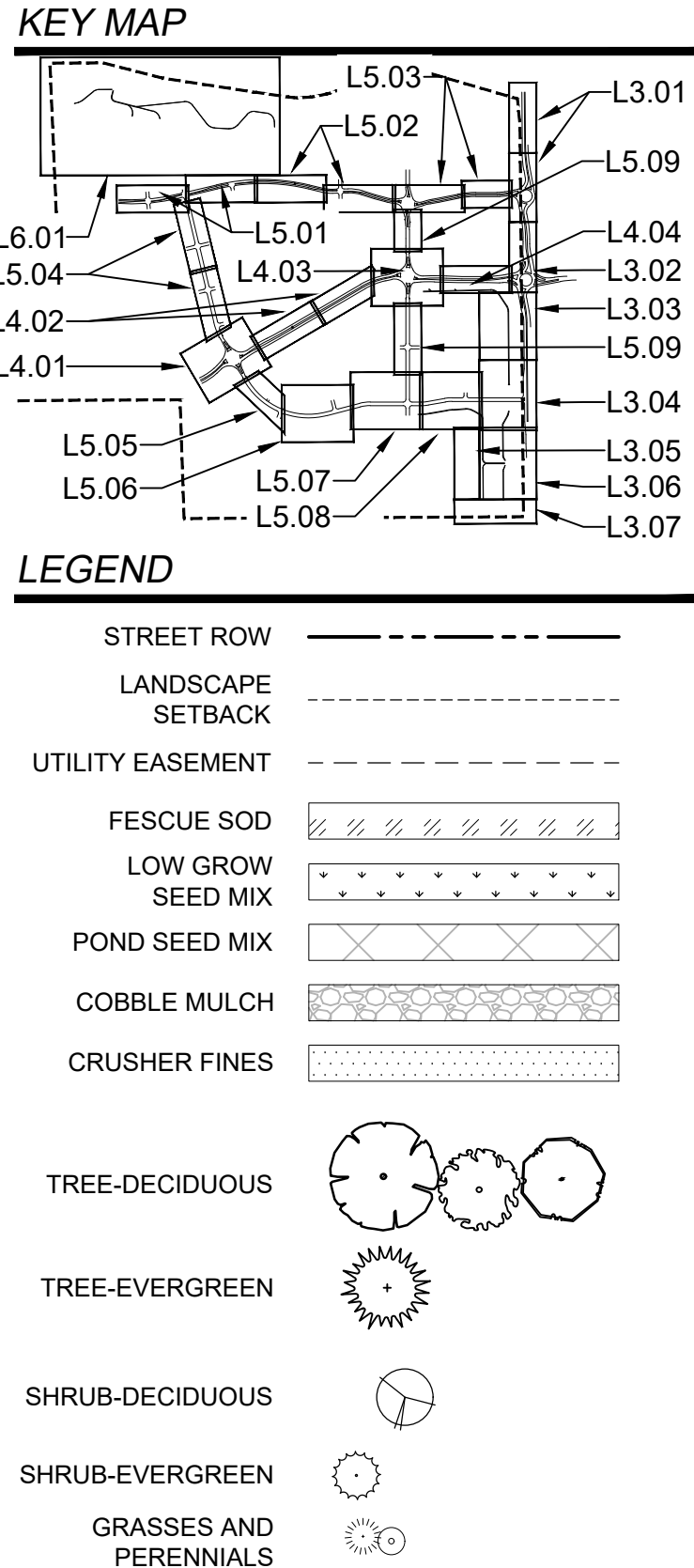
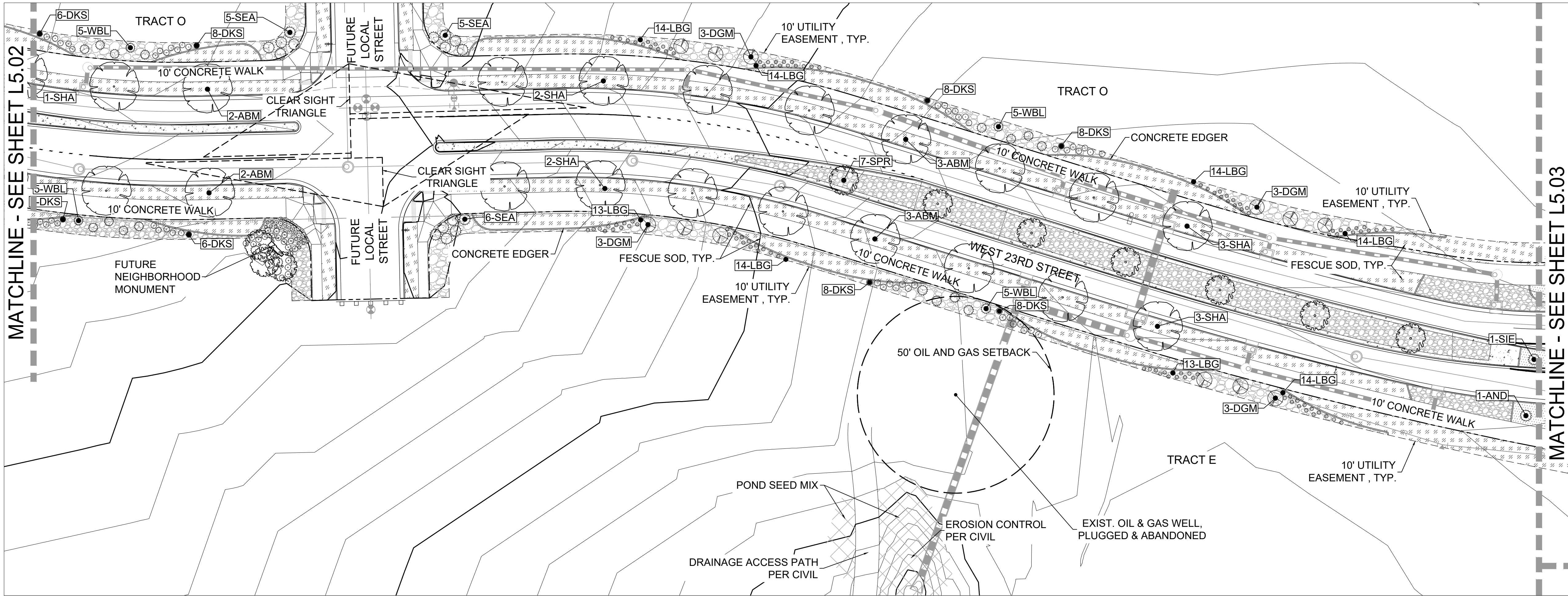
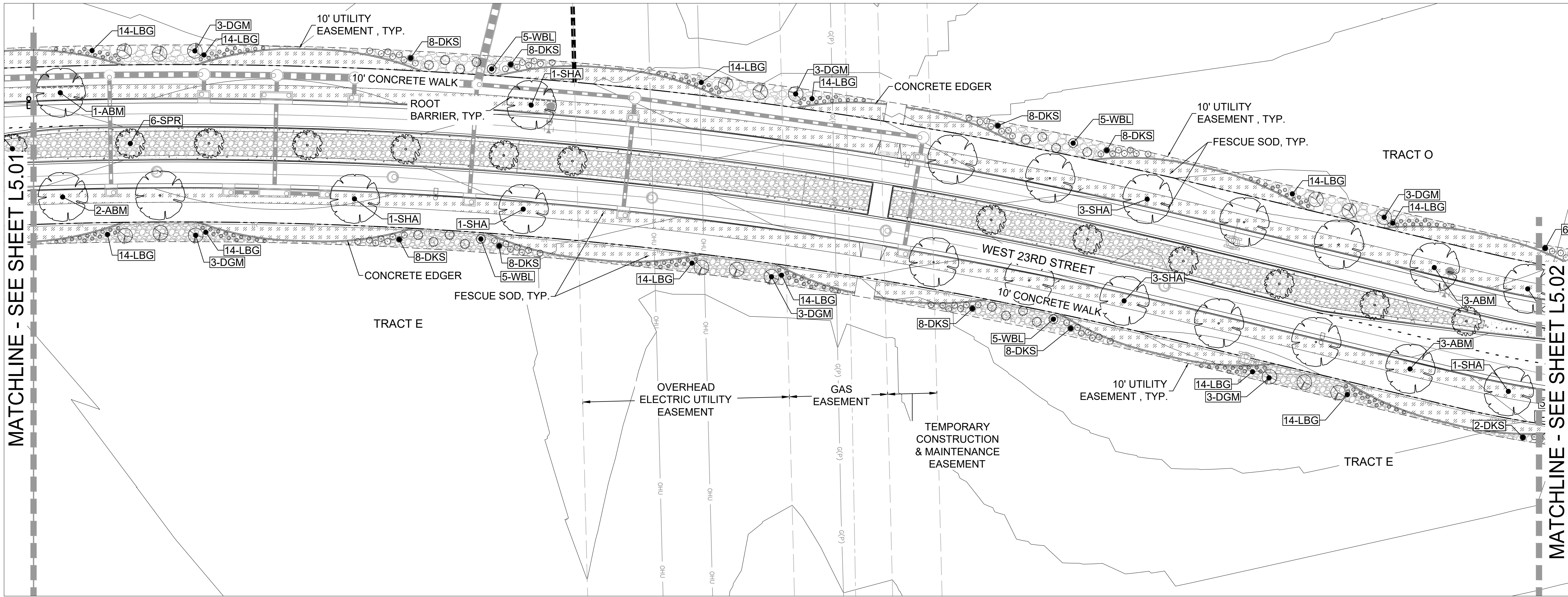
L5.01

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811
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GRAPHIC SCALE: 1" = 30'

NORTH



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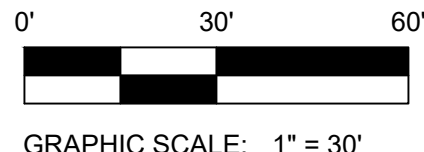
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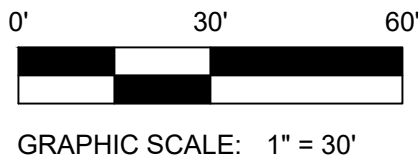
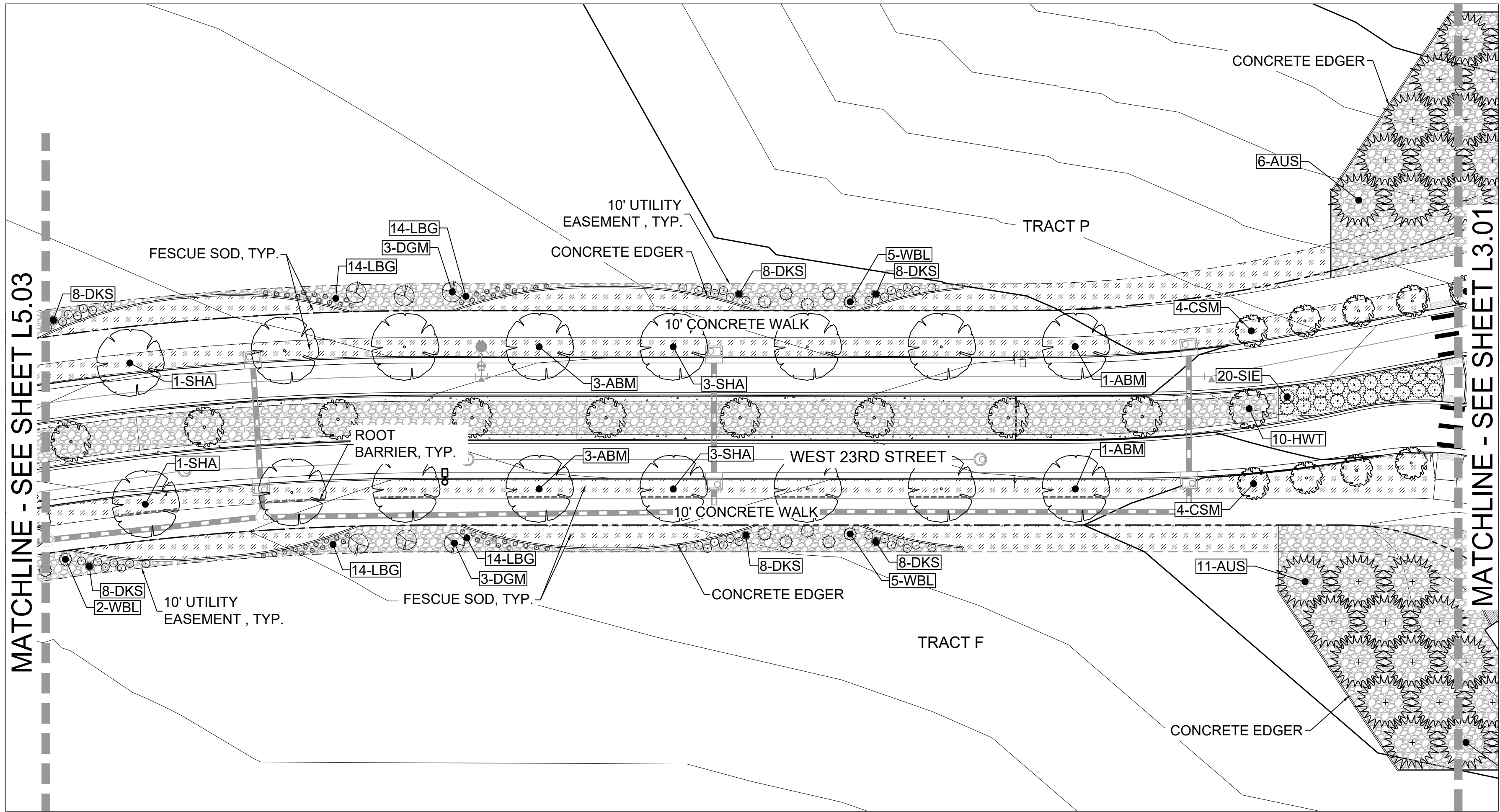
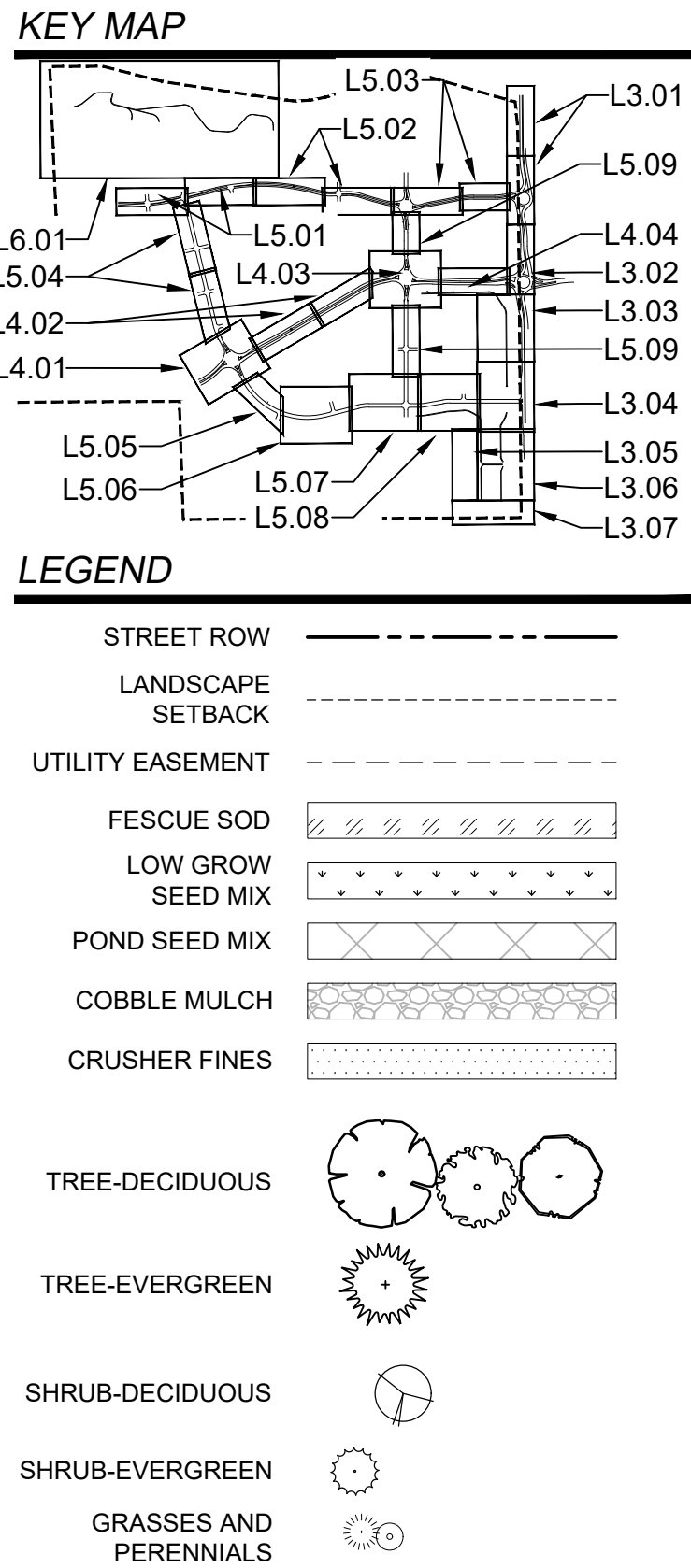
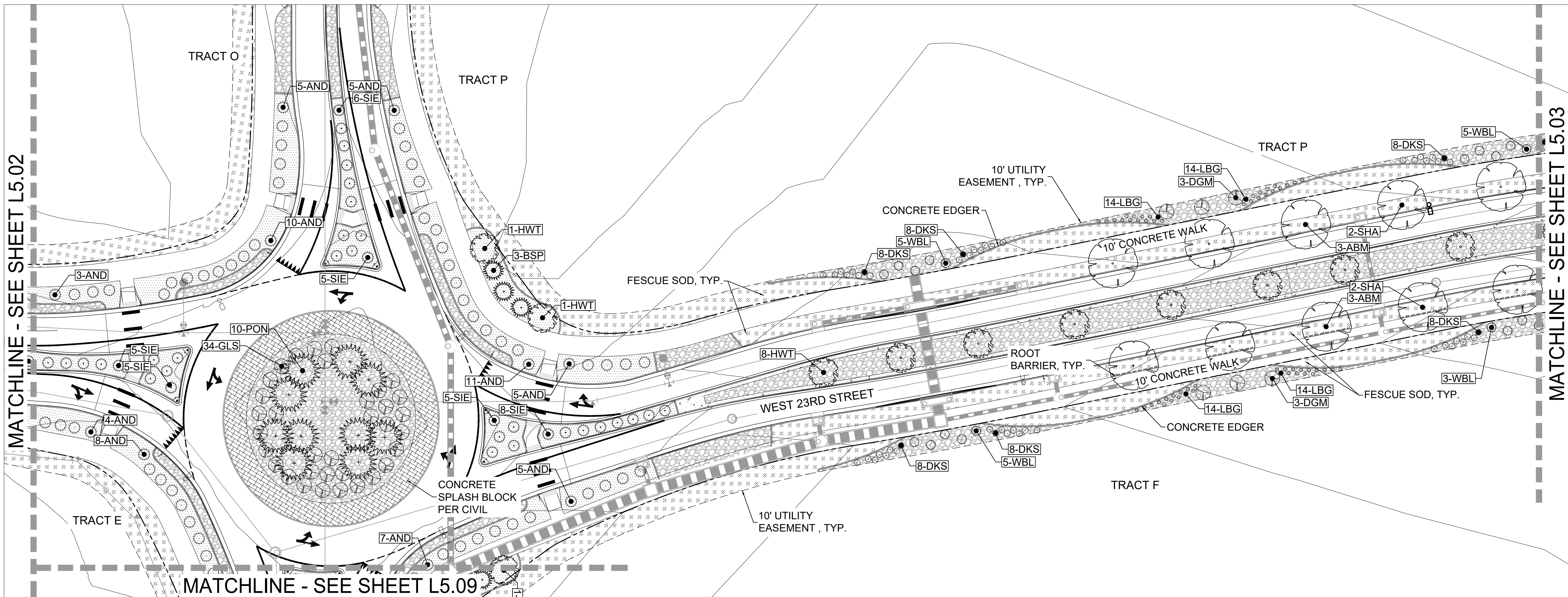
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LANDSCAPE PLANS

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PROJECT INFORMATION

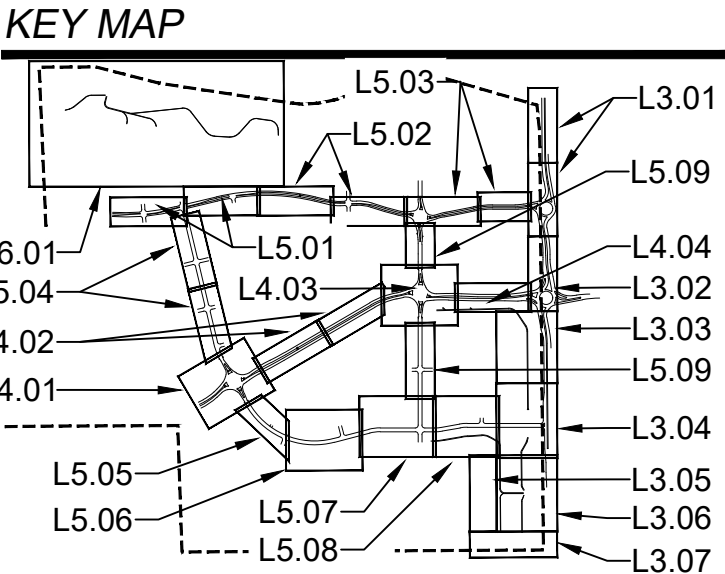
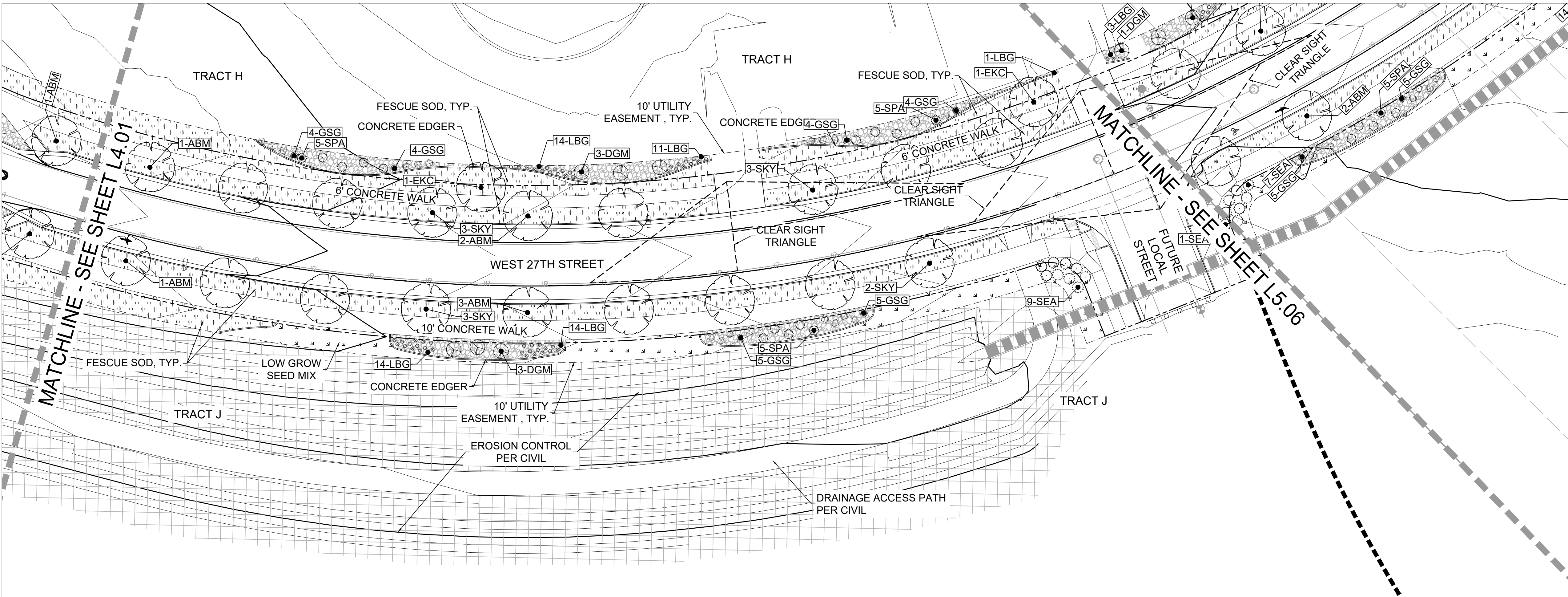
PROJECT #: 201048
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L5.03
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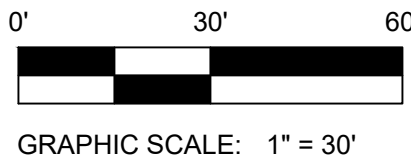
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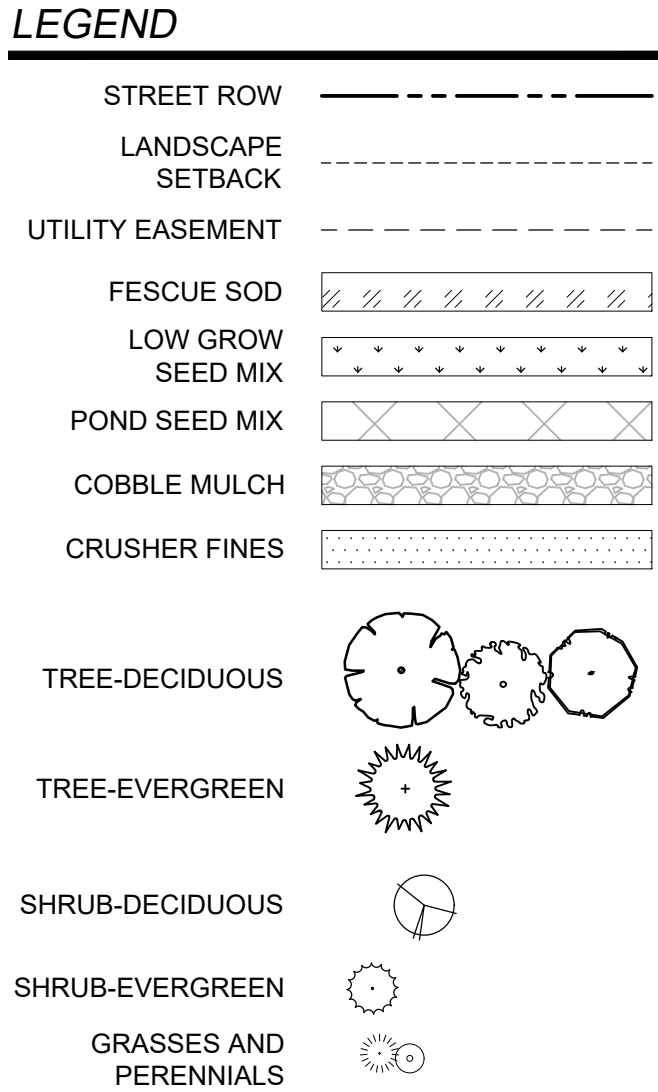
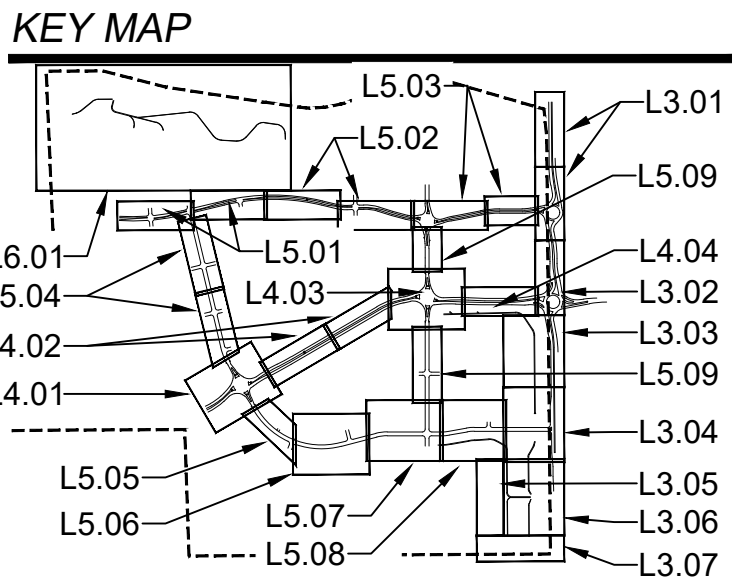
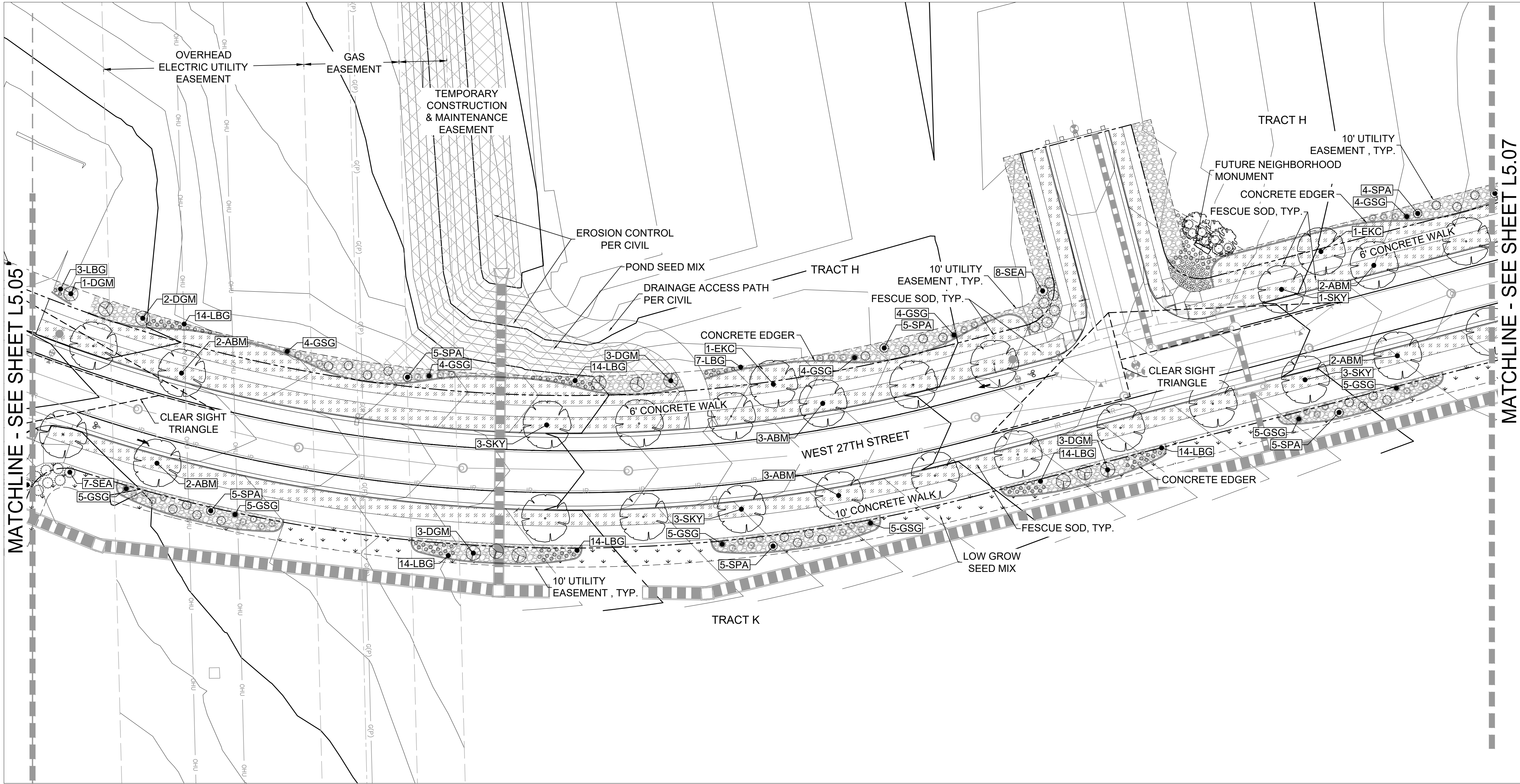
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GRAPHIC SCALE: 1" = 30'





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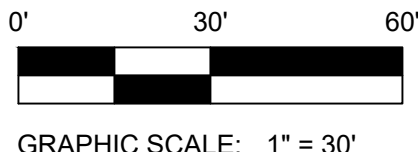
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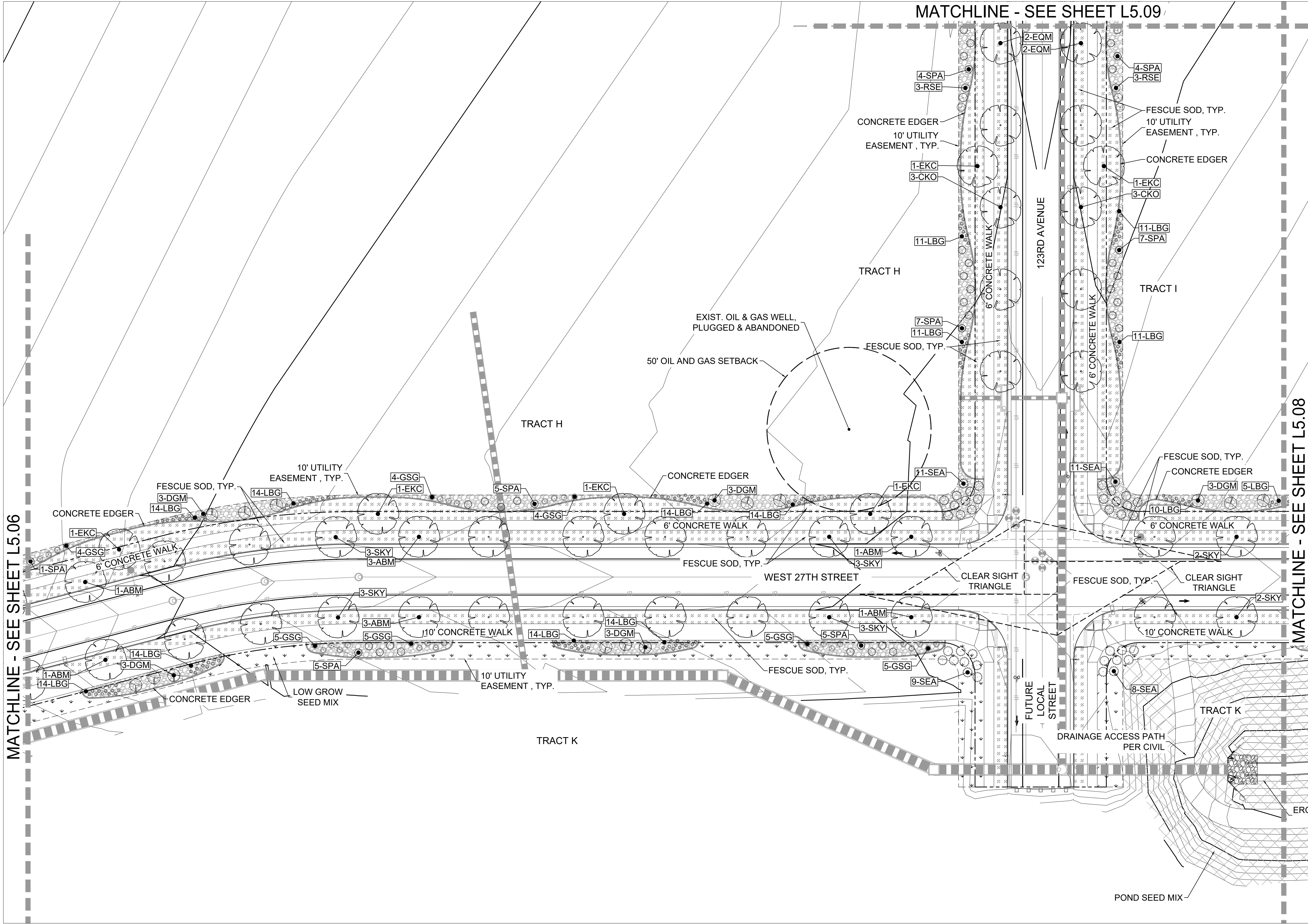
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L5.06

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KEY MAP

LEGEND

STREET ROW
LANDSCAPE SETBACK
UTILITY EASEMENT
FESCUE SOD
LOW GROW SEED MIX
POND SEED MIX
COBBLE MULCH
CRUSHER FINES
TREE-DECIDUOUS
TREE-EVERGREEN
SHRUB-DECIDUOUS
SHRUB-EVERGREEN
GRASSES AND PERENNIALS

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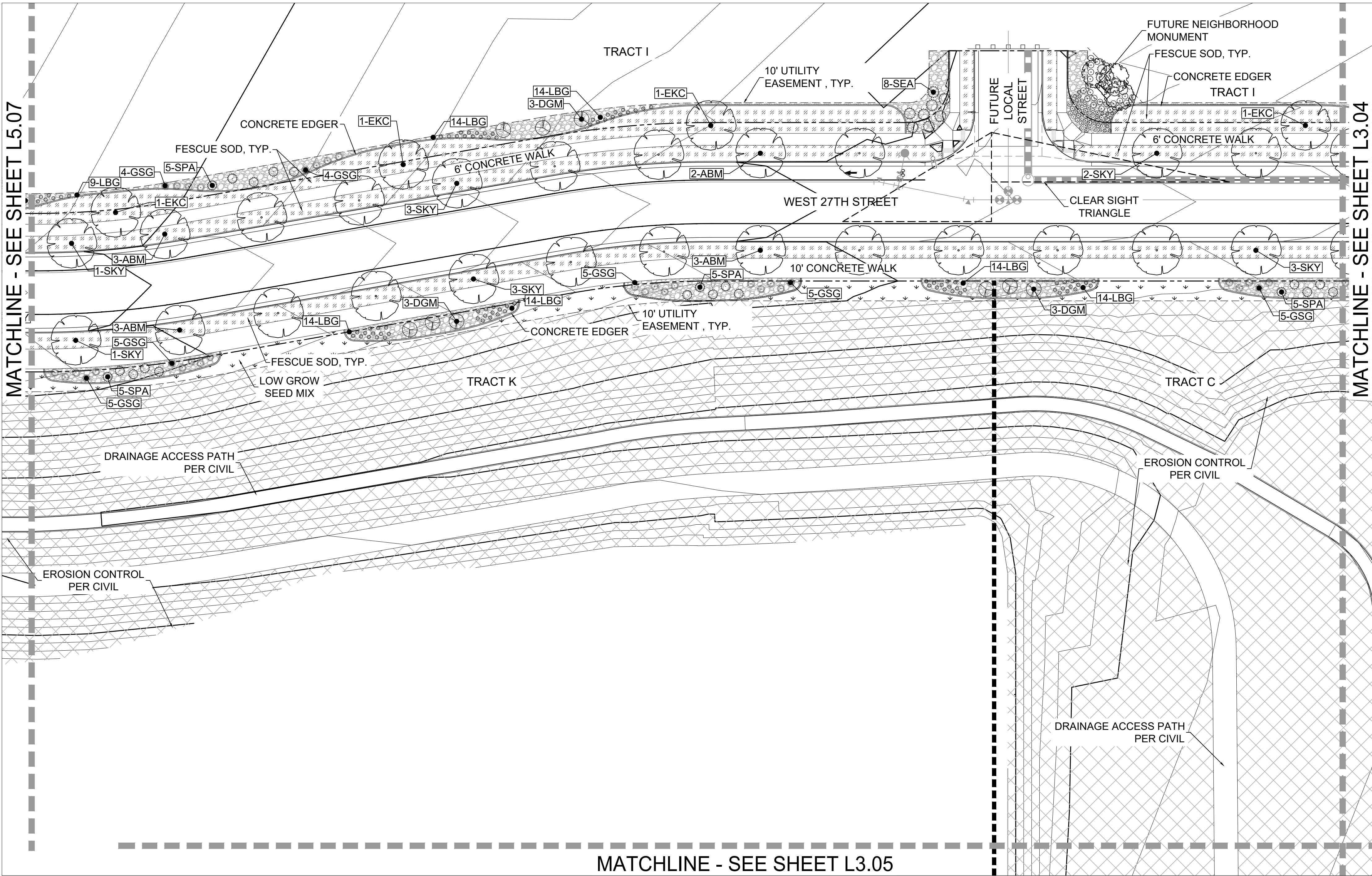
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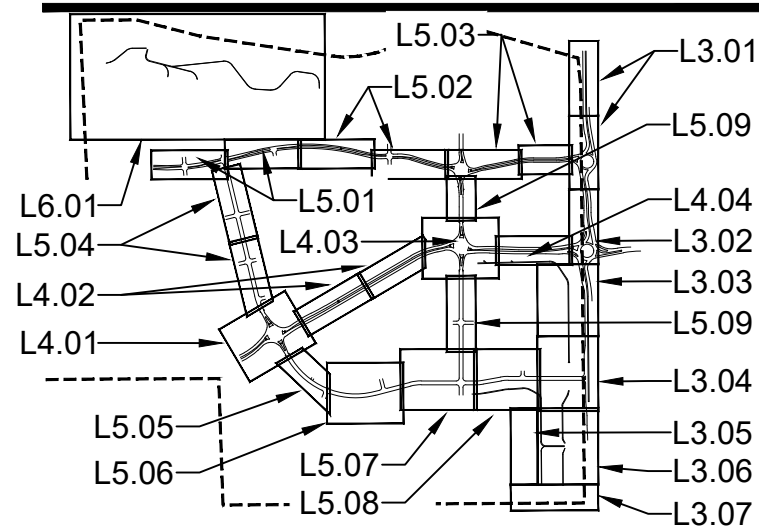
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L5.07
281 OF 285

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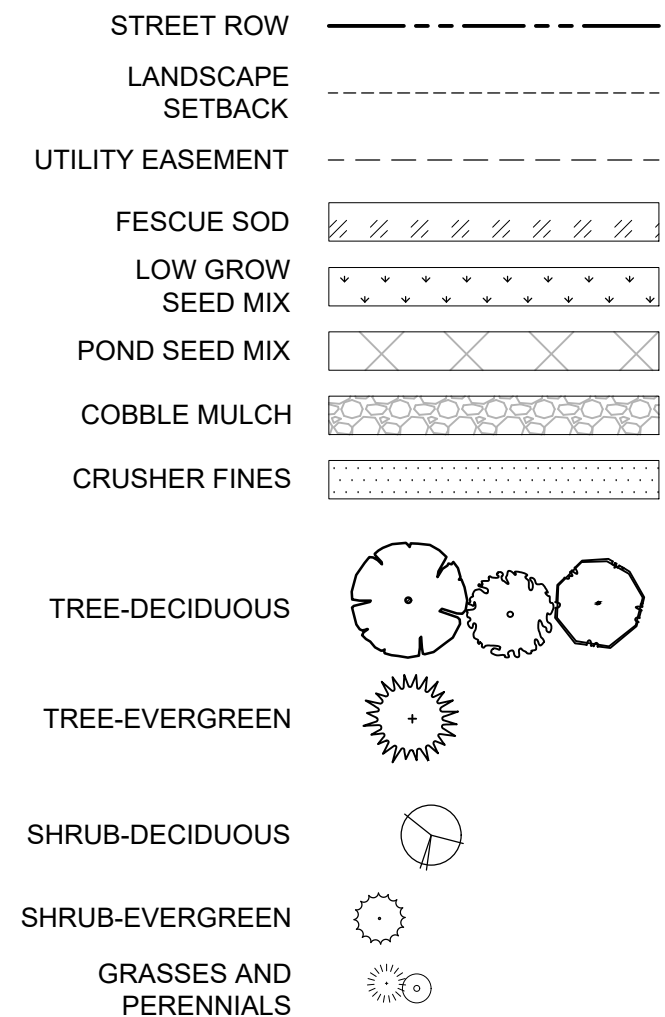
0' 30' 60'
GRAPHIC SCALE: 1" = 30'
NORTH



KEY MAP



LEGEND



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LANDSCAPE PLANS

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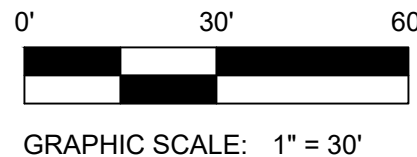
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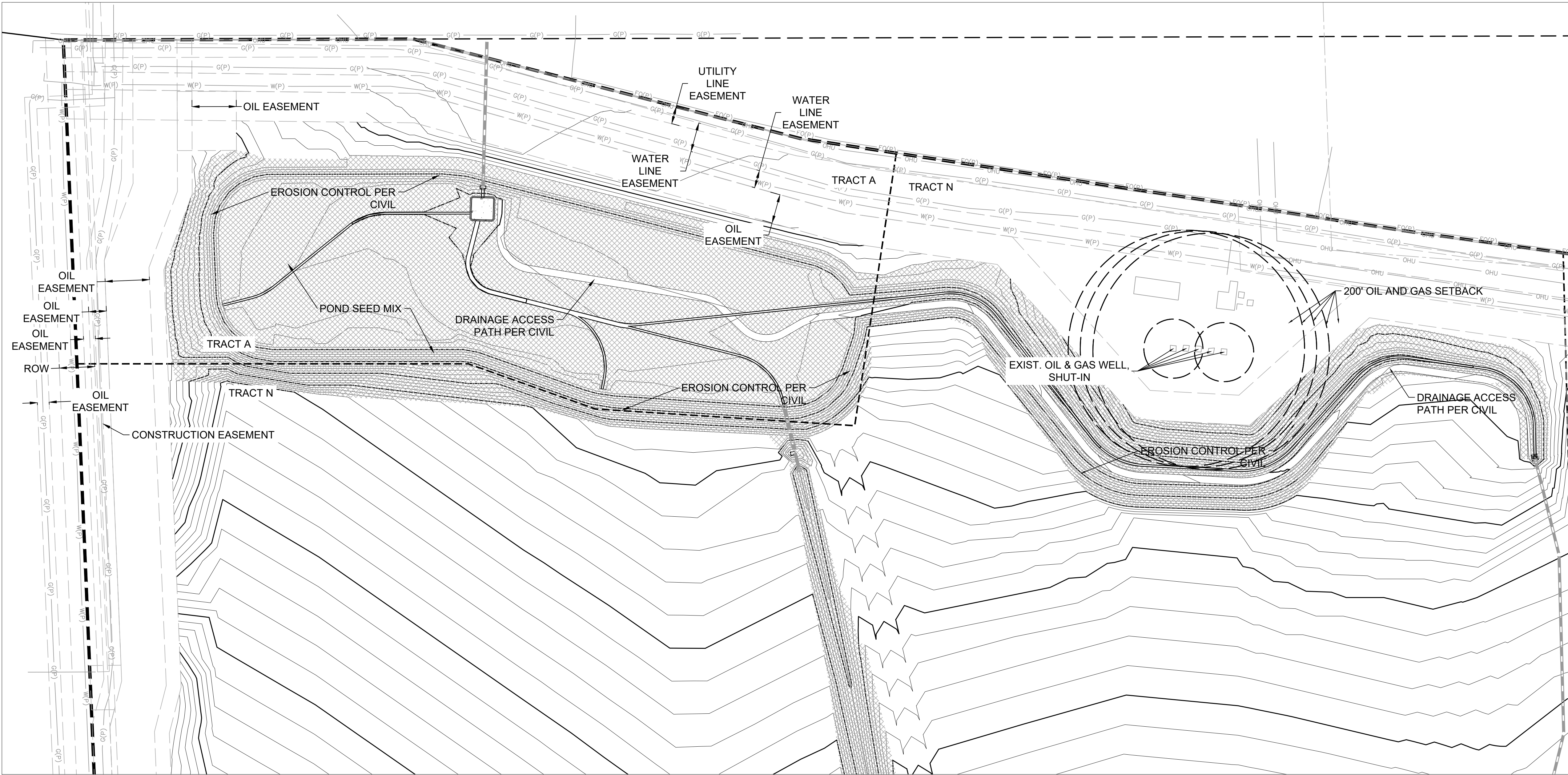
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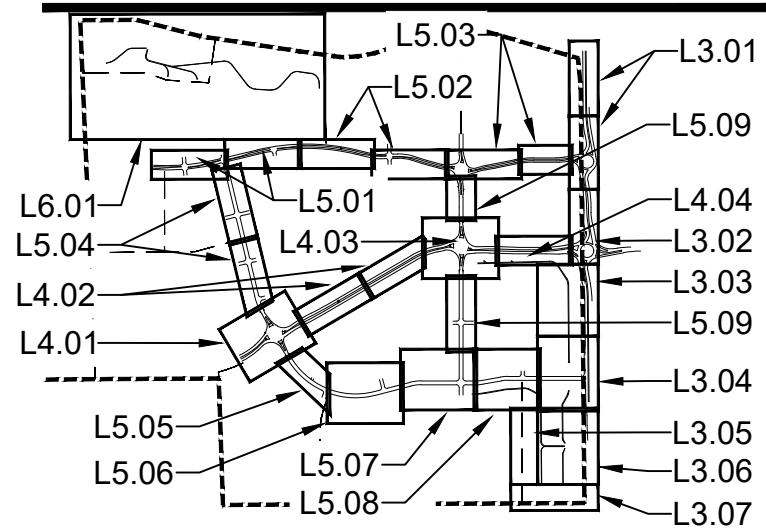


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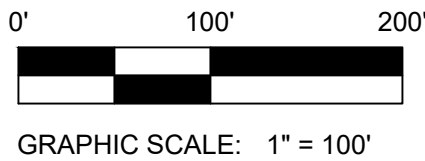


KEY MAP



LEGEND

- STREET ROW
- LANDSCAPE SETBACK
- UTILITY EASEMENT
- FESCUE SOD
- LOW GROW SEED MIX
- POND SEED MIX
- COBBLE MULCH
- CRUSHER FINES
- TREE-DECIDUOUS
- TREE-EVERGREEN
- SHRUB-DECIDUOUS
- SHRUB-EVERGREEN
- GRASSES AND PERENNIALS



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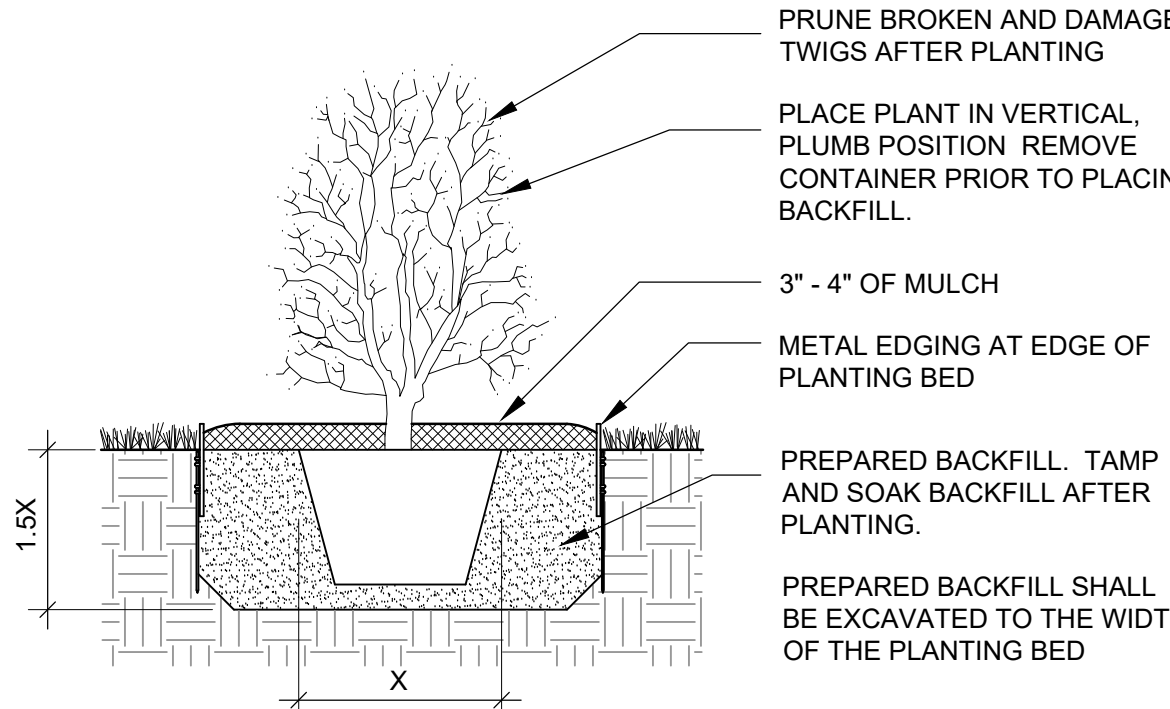
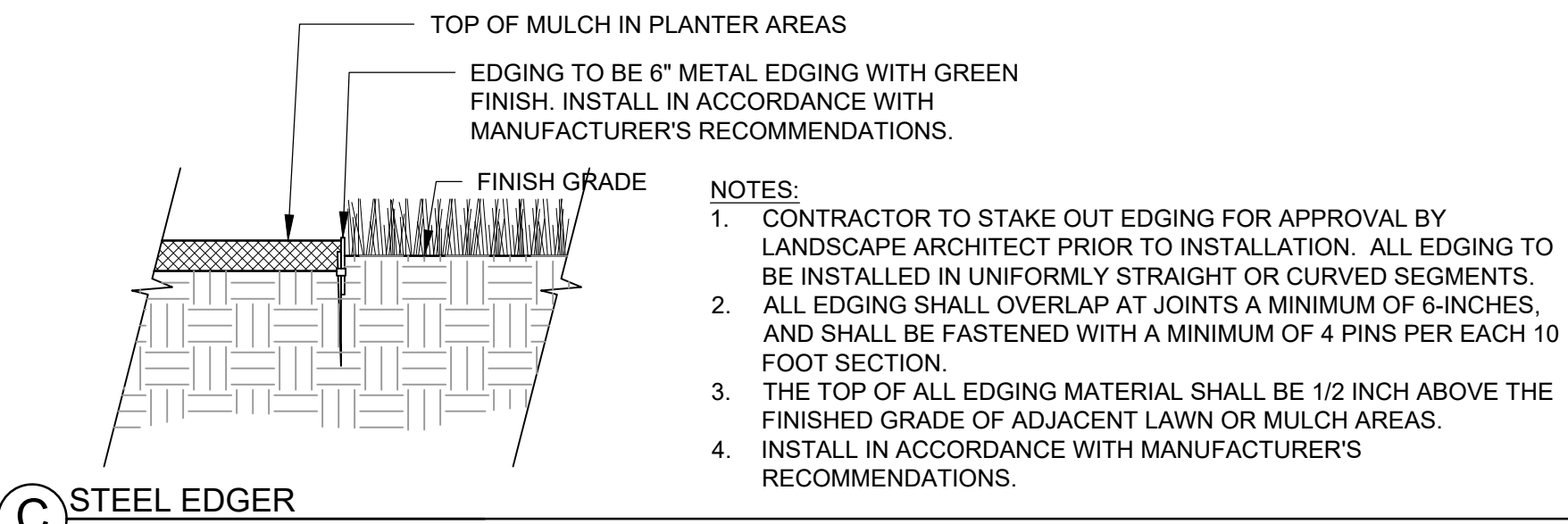
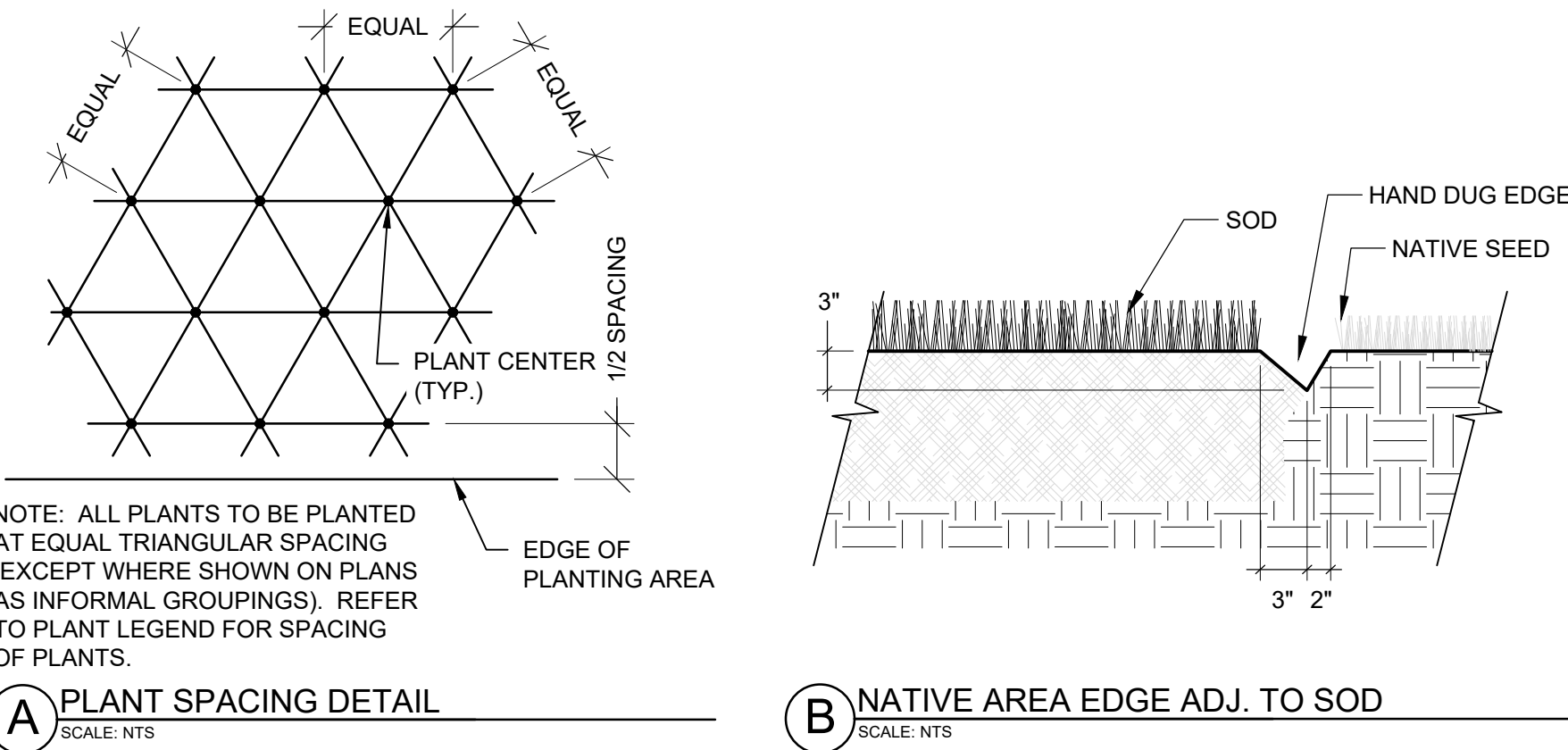
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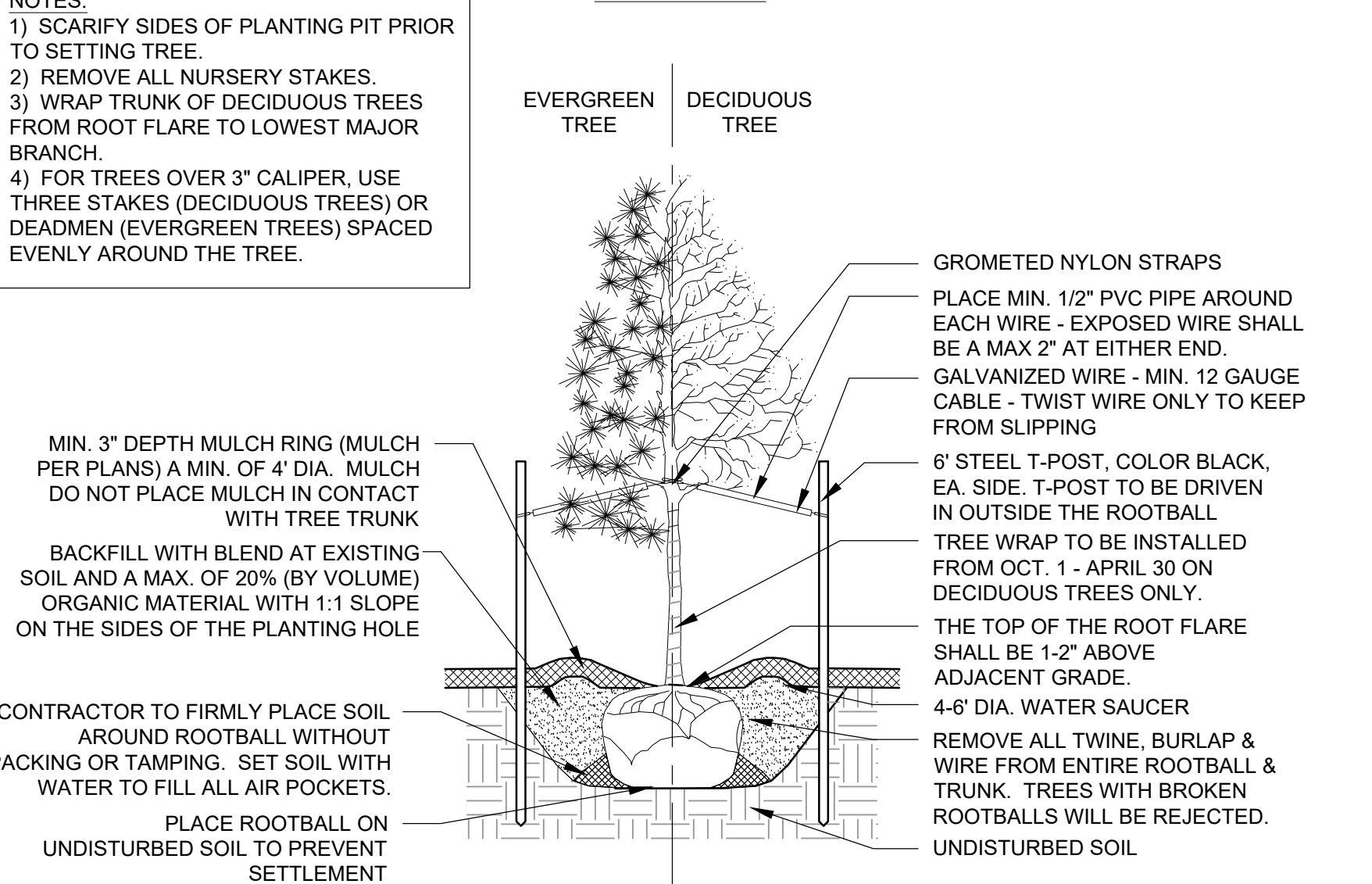
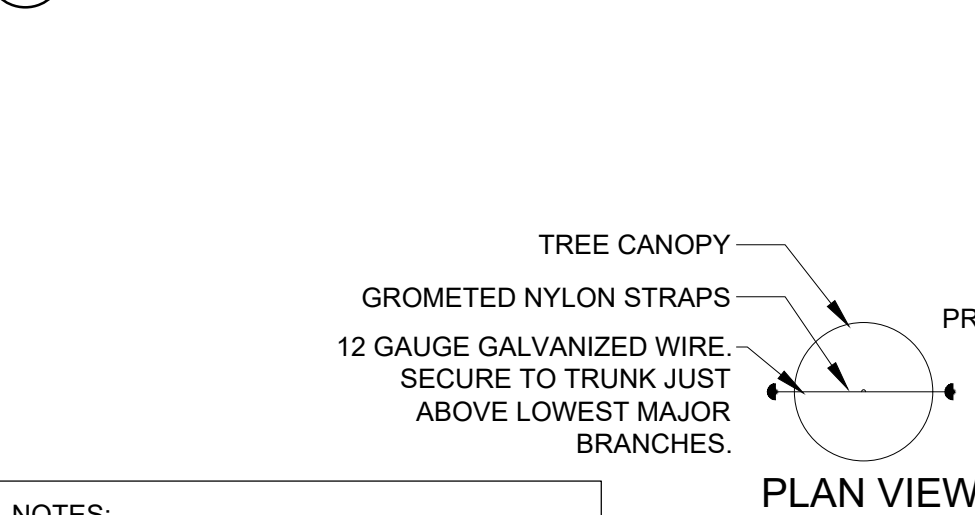
L6.01

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PLANTING DETAILS



SHRUB PLANTING DETAIL



TREE PLANTING DETAIL

PLANTING SCHEDULE

SYMBOL / ABBR	QTY	COMMON NAME	BOTANIC NAME	PLANTING SIZE	SPACING
DECIDUOUS SHADE TREES					
ABM	97	AUTUMN BLAZE MAPLE	ACER X FREEMANII 'JEFFERSRED'	2" CAL.	PER PLAN
AGM	12	ARMSTRONG GOLD MAPLE	ACER RUBRUM 'JFS-KW78' PP25301	2" CAL.	PER PLAN
CKO	27	CHINKAPIN OAK	QUERCUS MUEHLENBERGII	2" CAL.	PER PLAN
CSM	44	CRIMSON SENTRY MAPLE	ACER PLATANOIDES 'CRIMSON SENTRY'	2" CAL.	PER PLAN
EAC	21	ACCOLADE ELM	ULMUS X 'MORTON'	2" CAL.	PER PLAN
EKC	36	ESPRESSO KENTUCKY COFFEETREE	GYMNOCLADUS DIOICUS 'ESPRESSO-JFS'	2" CAL.	PER PLAN
EQM	152	EMERALD QUEEN NORWAY MAPLE	ACER PLATANOIDES 'EMERALD QUEEN'	2" CAL.	PER PLAN
GLI	21	GREENSPIRE LINDEN	TILIA CORDATA 'GREENSPIRE'	2" CAL.	PER PLAN
SHA	83	SHADEMASTER LOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'	2" CAL.	PER PLAN
SKY	56	SKYLINE LOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYLINE'	2" CAL.	PER PLAN
DECIDUOUS ORNAMENTAL TREES					
HWT	64	HOT WINGS MAPLE	ACER TATARICUM 'GARANN'	2" CAL.	PER PLAN
PRF	68	PRAIRIEFIRE CRABAPPLE	MALUS 'PRAIRIEFIRE'	1.75" CAL.	PER PLAN
RHT	61	RUSSIAN HAWTHORN	CRATAEGUS AMBIGUA	1.75" CAL.	PER PLAN
SPR	39	SPRING SNOW CRABAPPLE	MALUS X 'SPRING SNOW'	1.75" CAL.	PER PLAN
EVERGREEN TREES					
AUS	114	AUSTRIAN PINE	PINUS NIGRA	6' HT.	PER PLAN
BSP	68	BAKERI SPRUCE	PICEA PUNGENS 'BAKERI'	6' HT.	PER PLAN
CBS	58	COLORADO BLUE SPRUCE	PICEA PUNGENS	6' HT.	PER PLAN
PON	30	PONDEROSA PINE	PINUS PONDEROSA	6' HT.	PER PLAN
DECIDUOUS SHRUBS					
DGM	184	GINNALA DWARF MAPLE	ACER GINNALA 'COMPACTA'	5 GAL.	PER PLAN
DKS	348	DARK KNIGHT SPIREA	CARYOPTERIS X CLANDONENSIS 'DARK KNIGHT'	5 GAL.	PER PLAN
GLS	117	GRO LOW FRAGRANT SUMAC	RHUS AROMATICA 'GRO LOW'	5 GAL.	PER PLAN
NLD	192	LITTLE DEVIL NINEBARK	PHYSOCARPUS OPULIFOLIUS LITTLE DEVIL	5 GAL.	PER PLAN
RSE	36	REGENT SERVICEBERRY	AMELANCHIER ALNIFOLIA 'REGENT'	5 GAL.	PER PLAN
EVERGREEN SHRUBS					
AND	261	ANDORRA/YOUNGSTOWN JUNIPER	JUNIPERUS HORIZONTALIS 'YOUNGSTOWN'	5 GAL.	PER PLAN
ARC	262	ARCADIA JUNIPER	JUNIPERUS SABINA 'ARCADIA'	5 GAL.	PER PLAN
MOO	377	MOONGLOW UPRIGHT JUNIPER	JUNIPERUS SCOPULORUM 'MOONGLOW'	5 GAL.	PER PLAN
MPA	268	PANCHITO MANZANITA	ARCTOSTAPHYLOS 'PANCHITO'	5 GAL.	PER PLAN
SEA	236	SEA GREEN JUNIPER	JUNIPERUS X MEDIA 'SEA GREEN'	5 GAL.	PER PLAN
SIE	950	SIERRA SPREADER JUNIPER	JUNIPERUS SABINA 'SIERRA SPREADER'	5 GAL.	PER PLAN
SPA	218	SPARTAN UPRIGHT JUNIPER	JUNIPERUS CHINENSIS 'SPARTAN'	5 GAL.	PER PLAN
WBL	110	WICHITA BLUE JUNIPER	JUNIPERIS SCOPULORUM 'WICHITA BLUE'	5 GAL.	PER PLAN
ORNAMENTAL GRASSES					
BLO	199	BLONDE AMBITION BLUE GRAMA	BOUTELOUA GRACILLIS 'BLONDE AMBITION'	1 GAL.	PER PLAN
FRG	1221	FEATHER REED GRASS	CALAMAGROSTIS ACUTIFOLIA 'KARL FOERSTER'	1 GAL.	PER PLAN
GSG	210	GIANT SACATON GRASS	SPOROBOLUS WRIGHTII	1 GAL.	PER PLAN
LBG	1340	LITTLE BLUE STEM GRASS	SCHIZACHYRIUM SCOPARIUM	1 GAL.	PER PLAN
VMG	1211	VARIEGATED MAIDEN GRASS	MISCANTHUS SINENSIS 'VARIEGATUS'	1 GAL.	PER PLAN
ZGR	394	ZEBRA / PORCUPINE GRASS	MISCANTHUS SINENSIS 'STRICTUS'	1 GAL.	PER PLAN
PERENNIALS & GROUNDCOVERS					
DDY	226	STELLA DE ORO DAYLILY	HEMEROCALLIS X 'STELLA DE ORO'	1 GAL.	PER PLAN
SMN	207	MAY NIGHT SALVIA	SALVIA SYLVESTRIS X 'MAINACHT'	1 GAL.	PER PLAN

NATIVE GRASS SEED MIXES

LOW GROW NATIVE GRASS SEED MIX			
COMMON NAME	SCIENTIFIC NAME	% OF MIX	lbs PLS
BUFFALOGRASS	BUCHLOE DACTYLOIDES	55	8
BLUE GRAMA, HACHITA	BOUTELOUA GRACILIS	45	6.5
SEED RATE (lbs PLS/ACRE)			14.5
NOTE: PLS RATES LISTED ABOVE ARE FOR IRRIGATED & DRILLED APPLICATIONS (PREFERRED METHOD). FOR HYDROSEEDED APPLICATIONS, DOUBLE THE SEED RATE lbs PLS/ACRE.			

NOTE: LOW GROW NATIVE GRASS SEED MIX AND POND GRASS SEED MIX ARE FROM CITY OF GREELEY STORM DRAINAGE CRITERIA AND CONSTRUCTION SPECIFICATIONS SECTION 14 - VEGETATION AND IRRIGATION, TABLE 14.1.3.D(1) - LOW GROW MIX AND TABLE 14.1.3.D(3) - POND MIX

TURF GRASS (SOD)

SUPPLIER	TURF TYPE	SPECIFICATION
GRAFF'S TURF	FINE FESCUE	COLORADO'S FINEST
NOTES: 1. SUBSTITUTIONS MUST BE APPROVED BY OWNER'S REPRESENTATIVE PRIOR TO INSTALLATION.		

POND GRASS SEED MIX			
COMMON NAME	SCIENTIFIC NAME	% OF MIX	lbs PLS
LITTLE BLUESTEM	SCHIZACHYRIUM SCOPARIUM	10	2
YELLOW INDIANGRASS	SORGHASTRUM NUTANS	10	2
SWITCHGRASS	PANICUM VIRGATUM	5	1
BLUE GRAMA	BOUTELOUA GRACILIS	4	.6
SIDEOATS GRAMA	BOUTELOUA CURTIPENDULA	17	3
PRAIRIE SANDREED	CALIMOVILFA LONGIFOLIA	8	1.5
WESTERN WHEATGRASS	PASCOPYRUM SMITHII	20	4
STREAM BANK GRASS	ELYMUS LANCEOLATUS	26	5
SEED RATE (lbs PLS/ACRE)			19.1
NOTE: PLS RATES LISTED ABOVE ARE FOR IRRIGATED & DRILLED APPLICATIONS (PREFERRED METHOD). FOR HYDROSEEDDED APPLICATIONS, DOUBLE THE SEED RATE lbs PLS/ACRE.			

NOTES

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VISITING THE SITE PRIOR TO BIDDING. IT IS FURTHER RECOMMENDED THE CONTRACTOR TEST SOILS TO ENSURE NO CONTAMINATION IS PRESENT.
- PLANTING SCHEDULE QUANTITIES ARE FOR CONTRACTOR CONVENIENCE ONLY. WHERE CONFLICT OCCURS, THE QUANTITIES SHOWN ON PLAN SHALL PREVAIL.
- ALL TREES, SHRUBS, GRASSES, PERENNIALS, SOD, AND/OR SEED AREAS SHALL BE GUARANTEED TO REMAIN ALIVE AND HEALTHY FOR A 12-MONTH PERIOD AFTER INITIAL ACCEPTANCE. REPLACEMENTS SHALL BE GUARANTEED AN ADDITIONAL 12 MONTHS UNTIL FINAL ACCEPTANCE. ALL REPLACEMENT COSTS SHALL BE BORNE BY THE CONTRACTOR.
- THE CONTRACTOR SHALL VERIFY THE LOCATION OF AND PROTECT ALL UTILITIES AND STRUCTURES PRIOR TO AND DURING WORK. DAMAGE TO UTILITIES AND STRUCTURES SHALL BE REPAIRED BY THE CONTRACTOR AT THE EXPENSE OF THE CONTRACTOR TO THE SATISFACTION OF THE OWNER.
- NO SUBSTITUTIONS OF PLANT MATERIAL SHALL BE MADE WITHOUT THE WRITTEN CONSENT OF THE OWNER. ALL TREE AND SHRUB TAGS SHALL REMAIN ON THE PLANTS UNTIL THE TIME OF FINAL ACCEPTANCE.
- CONTRACTOR SHALL OBTAIN A LABORATORY TOPSOIL ANALYSIS REPORT TO PROVIDE ANALYSIS OF SOIL FERTILITY AND RECOMMENDATIONS FOR SOIL AMENDMENTS, FERTILIZER PRODUCTS AND APPLICATION RATES FOR TURF AND SEED AREAS, TREES, SHRUBS, GRASSES, AND PERENNIALS.
- ALL TOPSOIL SHALL BE STRIPPED TO A MINIMUM DEPTH OF 6" AND STOCKPILED PRIOR TO CONSTRUCTION. FOLLOWING ROUGH GRADING, TOPSOIL SHALL BE CLEARED OF DEBRIS AND REDISTRIBUTED IN ALL LANDSCAPE AREAS.
- ALL REDISTRIBUTED TOPSOIL SHALL BE AMENDED WITH COMPOST AT A MINIMUM RATE OF 4 CUBIC YARDS PER 1,000 SQUARE FEET OF LANDSCAPE AREA OR PER RECOMMENDATIONS OF TOPSOIL ANALYSIS. COMPOST SHALL BE MECHANICALLY INTEGRATED INTO THE TOP 6-8" OF SOIL USING TILLER OR RIPPER TEETH EQUIPMENT IN SEED AND SOD AREAS. PERENNIAL BED AREAS SHALL BE AMENDED AT A MINIMUM RATE OF 4 CUBIC YARDS PER THOUSAND SQUARE FEET OR PER TOPSOIL ANALYSIS, ROTOTILLED TO A MIN. DEPTH OF 8".
- CONTRACTOR SHALL SUBMIT SAMPLES OF ALL MULCHES TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO CONSTRUCTION. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER FABRIC AND MULCH HAVE BEEN INSTALLED.
- ALL TREES IN TURF AND NATIVE AREAS SHALL BE MULCHED WITH A 36" DIA. MULCH RING (FOR DECIDUOUS TREES) OR A MULCH RING AT THE DRIP LINE (FOR EVERGREEN TREES) OF DOUBLE-SHREDDED SPRUCE MULCH TO A MINIMUM DEPTH OF 4 INCHES UNLESS OTHERWISE INDICATED ON THE PLANS.
- ALL ORNAMENTAL GRASS OR PERENNIAL PLANTINGS IN SHRUB BEDS SHALL BE MULCHED WITH DOUBLE-SHREDDED CEDAR MULCH (FRONT-RANGE MATERIALS, LANDSCAPE MULCH #16-643 OR APPROVED EQUAL) TO A MINIMUM DEPTH OF 4 INCHES UNLESS OTHERWISE INDICATED ON THE PLANS. COBBLE MULCH SHALL BE PROVIDED ELSEWHERE AND BE MULTI-COLORED WASHED RIVER ROCK/COBBLE AT 2'-6" DIAMETER GRADE. ALL MULCHED AREAS SHALL BE INSTALLED WITH COMMERCIAL GRADE NON-PLASTIC, NON-WOVEN WEED BARRIER FABRIC PINNED IN PLACE.
- TREE WRAPPING MATERIAL SHALL BE FOUR INCHES WIDE, BITUMINOUS IMPREGNATED TAPE, CORRUGATED OR CREPE PAPER, BROWN IN COLOR, SPECIFICALLY MANUFACTURED FOR TREE WRAPPING. TREES SHALL BE WRAPPED BETWEEN OCTOBER 15 AND NOVEMBER 1 OF THE YEAR THEY ARE PLANTED. NO TREE WRAPPING SHALL BE PERMITTED UNTIL A LICENSED LANDSCAPE CONTRACTOR OR CERTIFIED ARBORIST HAS INSPECTED THE TREE AND APPROVED IT FOR WRAPPING. IT IS THE DUTY OF CONTRACTOR TO WRAP DECIDUOUS TREES DURING THE ONE-YEAR WARRANTY PERIOD.
- THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT ONE WEEK PRIOR TO BEGINNING CONSTRUCTION.
- WINTER WATERING SHALL OCCUR AT THE EXPENSE OF THE CONTRACTOR UNTIL SUCH TIME AS FINAL ACCEPTANCE IS RECEIVED.
- ALL PLANT MATERIALS SHALL BE TRUE TO TYPE, SIZE, SPECIES, QUALITY, AND FREE OF INJURY, BROKEN ROOT BALLS, PESTS, AND DISEASES. AS WELL AS CONFORM TO THE MINIMUM REQUIREMENTS DESCRIBED IN THE "AMERICAN STANDARD FOR NURSERY STOCK."
- ALL LANDSCAPE CONSTRUCTION PRACTICES, WORKMANSHIP, AND ETHICS SHALL BE IN ACCORDANCE WITH INDUSTRY STANDARDS SET FORTH IN THE CONTRACTORS HANDBOOK PUBLISHED BY THE COLORADO LANDSCAPE CONTRACTORS ASSOCIATION.
- THE LANDSCAPE ARCHITECT SHALL NOT BE RESPONSIBLE FOR DELAYS, PERSONAL INJURIES, PLANT MORTALITY, OR PROPERTY DAMAGE RESULTING FROM OR ASSOCIATED WITH THE IMPLEMENTATION OF THIS PLAN.
- NO TREES/STRUCTURES SHALL BE LOCATED WITHIN UTILITY EASEMENTS OR WITHIN 5' OF ANY UTILITY MAINLINES.
- PERMANENT IRRIGATION TO BE PROVIDED TO ESTABLISH NATIVE AREA PLANT MATERIAL AND WATER DURING DRY PERIODS. AREAS SUBJECT TO EROSION CONTROL MEASURES SHALL BE IRRIGATED BY WATER TRUCK OR TEMPORARY IRRIGATION.
- SHRUBS BEDS WITHIN NATIVE AREAS SHALL BE MULCHED TO DELINEATE BETWEEN NATIVE GRASS AND SHRUB BED AND TO ASSIST WITH MAINTENANCE.
- PLACEMENT OF ALL LANDSCAPING SHALL BE IN ACCORDANCE WITH SIGHT DISTANCE CRITERIA. NO PLANT MATERIALS, BOULDERS, BERMS, FENCES OR VISUAL OBSTRUCTIONS SHALL EXCEED A HEIGHT OF 30" WITHIN THE TRIANGULAR AREA WITH THE EXCEPTION OF STREET TREES, LIGHT POLES, OR OTHER NARROW OBSTRUCTIONS PER CITY OF GREELEY CODE, SEC. 24-301, DATED OCTOBER 1, 2021 AS AMENDED.
- ALL PLANT MATERIAL SHALL BE BALLED AND BURLAPPED, CONTAINERIZED, OR IN ROOT CONTROL BAGS UNLESS OTHERWISE NOTED ON FINAL DEVELOPMENT PLANS. SEE PLANT LIST CONDITION FOR FINAL PLANT SIZE/CONDITION SPECIFICATION.
- CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES PRIOR TO INSTALLATION. PLANT MATERIAL QUANTITIES SHOWN ARE LISTED FOR THE CONVENIENCE OF THE CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITY DESIGNATED.
- STREET TREE LOCATIONS (BUT NOT QUANTITIES) MAY BE ADJUSTED IF REQUIRED TO RESOLVE UTILITY SERVICE OR STREET LIGHTING CONFLICTS.
- EVALUATION OF NATIVE GRASS ESTABLISHMENT SHALL BE BASED ON 70% ESTABLISHMENT WITH NO BARE AREAS LARGER THAN TWO SQUARE FEET (WEED FREE) AFTER THE SECOND GROWING SEASON. OVER-SEED AND ADD SUPPLEMENTAL WATER AS NECESSARY TO MEET CRITERIA.
 - THE EDGES OF SOME "NON-IRRIGATED" AREAS MAY BE PROVIDED WITH LIMITED IRRIGATION (POSSIBLY A SINGLE ROW OF HEADS) AS A TRANSITION TO ADJACENT IRRIGATED AREAS.
 - DISTURBED AREAS MAY BE RE-ESTABLISHED WITH TEMPORARY IRRIGATION.

LANDSCAPE REQUIREMENTS

LANDSCAPE CLASSIFICATION*	TREES REQUIRED*	# of TREES REQUIRED/ PROVIDED	SHRUBS REQUIRED*	# of SHRUBS REQUIRED/ PROVIDED
SPINE ROAD PARKWAY	8 IN A DOUBLE ROW EA. SIDE OF STREET PER 100 L.F.	429 / 439	N / A	N / A
COLLECTOR ROADS	4 TREES PER 100 L.F.	382 / 425	14 SHRUBS PER 100 L.F.	1337 / 1355
ARTERIAL LANDSCAPE AT COMMERCIAL (HWY 257)	4 TREES PER 100 L.F.	11 / 35	24 SHRUBS PER 100 L.F.	65 / 309
ARTERIAL LANDSCAPE AT RESIDENTIAL (HWY 257)	4 TREES PER 100 L.F.	82 / 152	24 SHRUBS PER 100 L.F.	488 / 913

*PER APPROVED PUD2021-0013.

LANDSCAPE WATER DEMAND

WATER USE	CITY DEDICATION REQUIREMENT	LANDSCAPE AREA	REQUIRED WATER DEDICATION
HIGH WATER USE (>14 GALS / SF ANNUAL USE)	3.0 ACRE-FEET / ACRE	10.44 AC.	31.32 ACRE-FEET
MEDIUM WATER USE (10-14 GAL / SF ANNUAL USE)	2.33 ACRE-FEET / ACRE	6.83 AC.	15.91 ACRE-FEET
LOW WATER USE (<10 GALS / SF ANNUAL USE)	1.67 ACRE-FEET / ACRE	3.58 AC.	5.98 ACRE-FEET
NO PERMANENT IRRIGATION	0.00 ACRE-FEET / ACRE	40.99 AC.	0.0 ACRE-FEET

ARCHITECT / PLANNER

LAI DESIGN GROUP

88 INVERNESS CIR E, STE J-101
ENGLEWOOD, CO 80112
PHONE: 303.734.1777



OWNER/CLIENT

STRATUS

STRATUS COMPANIES
8480 E. ORCHARD RD STE 1100
GREENWOOD VILLAGE, CO 80111
PHONE (720) 214-5000



DELANTERO PHASE 1 PLAT

GREELEY, COLORADO

LANDSCAPE DETAILS

PROFESSIONAL STAMP

PROJECT INFORMATION

PROJECT #: 201048
DRAWN BY: ML, JO
CHECKED BY: RH

ISSUE RECORD

1st Submittal 02/20/23
2nd Submittal 10/19/23
3rd Submittal 12/04/23
4th Submittal 12/14/23

SHEET NUMBER

L7.01

285 OF 285





Delantero, Filing No. 1 Preliminary Subdivision SUB2023-

0003

Planning Commission

January 23, 2024

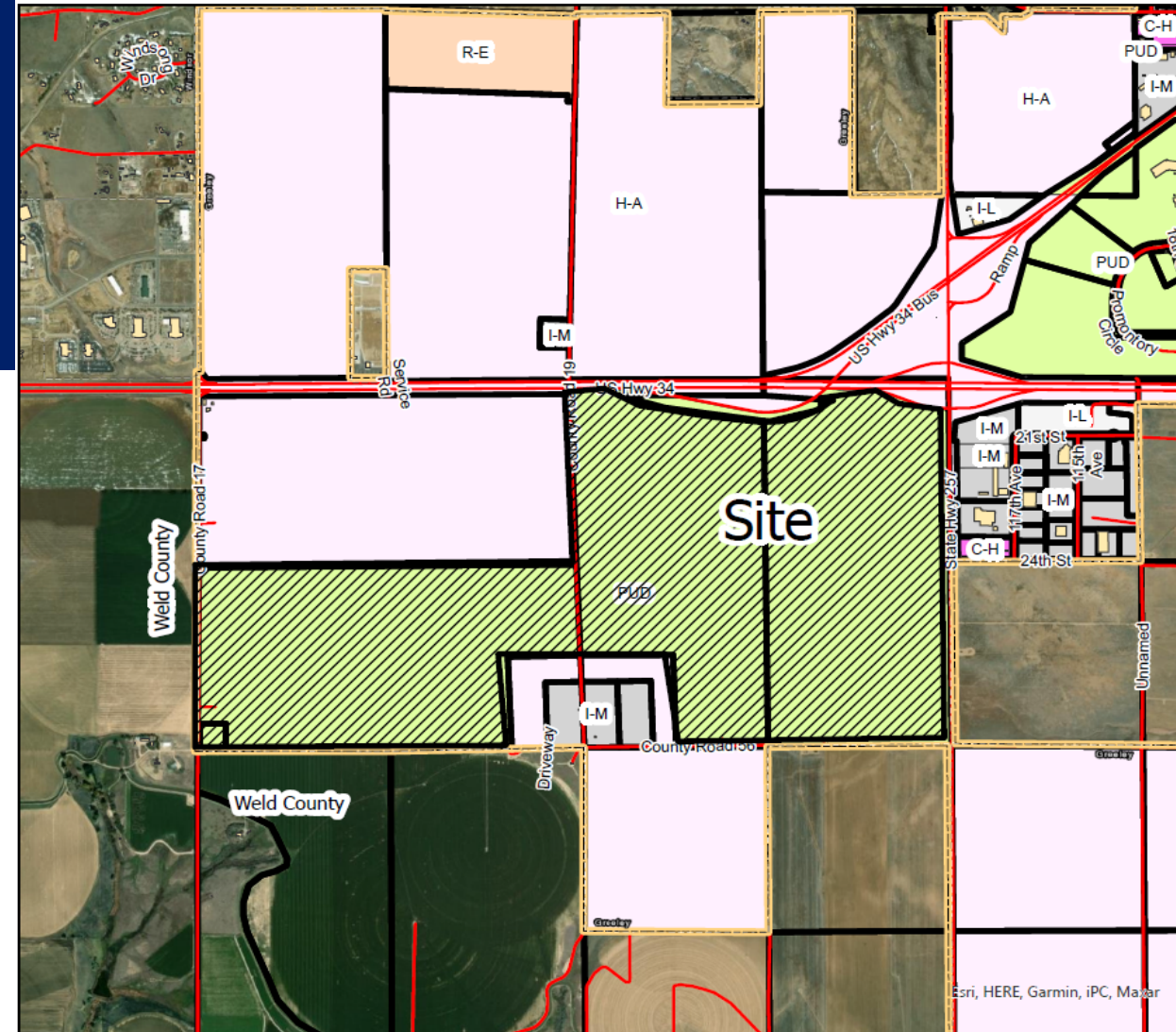
Darrell Gesick, Interim Chief Planner

Request & Site Background

- Request:
 - Subdivide 817 acres of existing Planned Unit Development (PUD) into large Tracts for future development, dedicate easements, and dedicate right-of-way for the main roadways of the first phase.
 - Final subdivision application would need to be processed. Reviewed administratively
- Background:
 - Site annexed in 2000
 - Preliminary PUD approved in 2022
 - PUD approved for a mix of uses
 - Site used as dryland farming and oil and gas

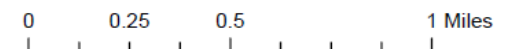
Location

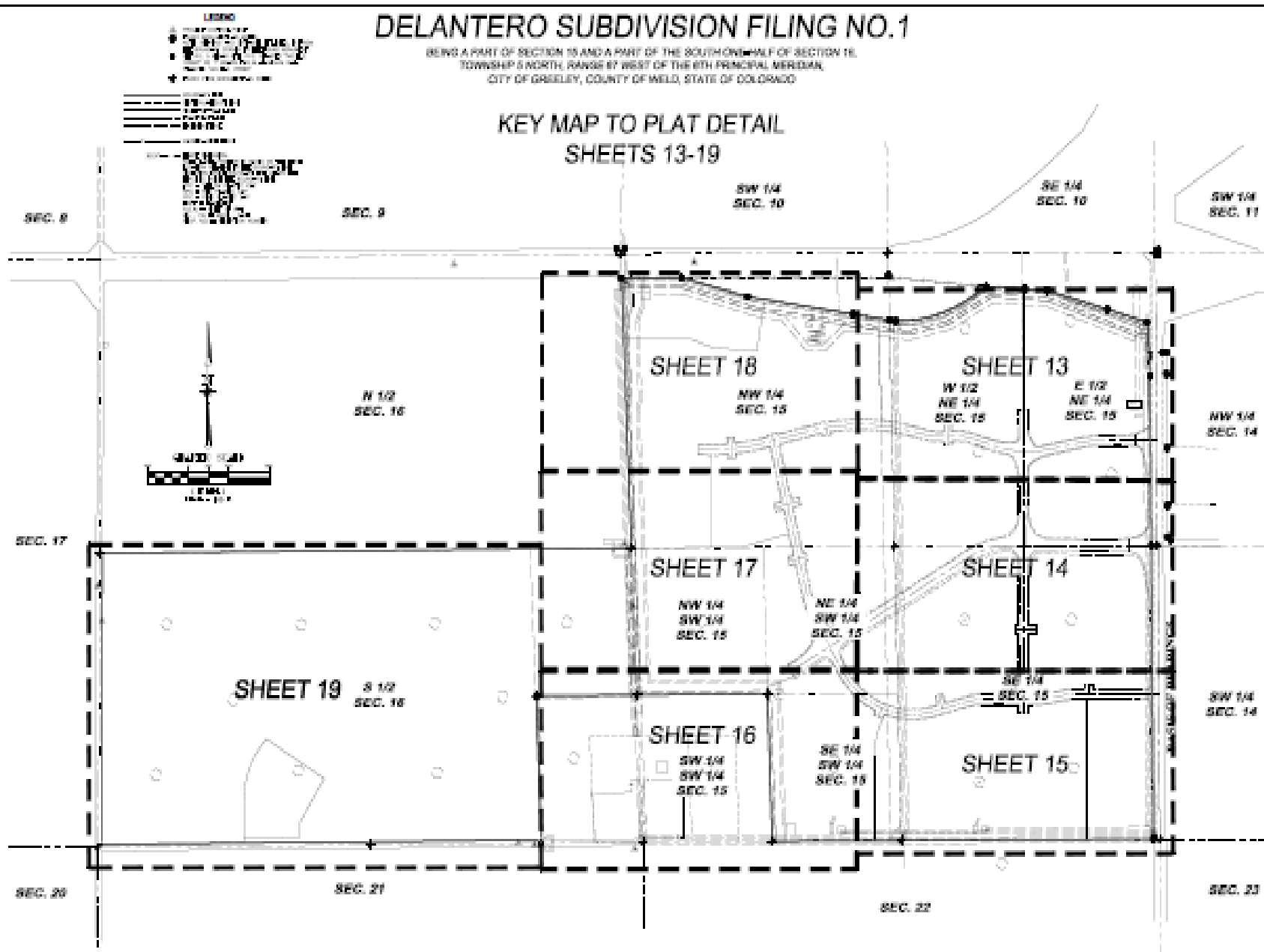
- South of Highway 34, West of State Hwy 257, East of CR 17
- Current Zoning is PUD
- Surrounding Zoning and Land Uses:
 - North: H-A (Holding Agriculture) – Undeveloped and Oil and Gas
 - South: I-M (Industrial Medium Intensity), H-A, and Weld County Agriculture – Undeveloped, Oil and Gas, and City of Greeley Water Storage
 - East: C-H (Commercial High Intensity), I-M, and Weld County Agriculture – Undeveloped, Oil and Gas, Various Industrial Users
 - West: Weld County Agriculture – One Single-Family Dwelling and Undeveloped



Legend

Streets	Industrial Medium Intensity
Buildings	Industrial High Intensity
Greeley Parcels	Planned Unit Development
Zoning	Residential Estate
Conservation District**	Residential Low Density
Commercial Low Intensity	Residential Medium Density
Commercial High Intensity	Residential High Density
Holding Agriculture	Residential Mobile Home
Industrial Low Intensity	

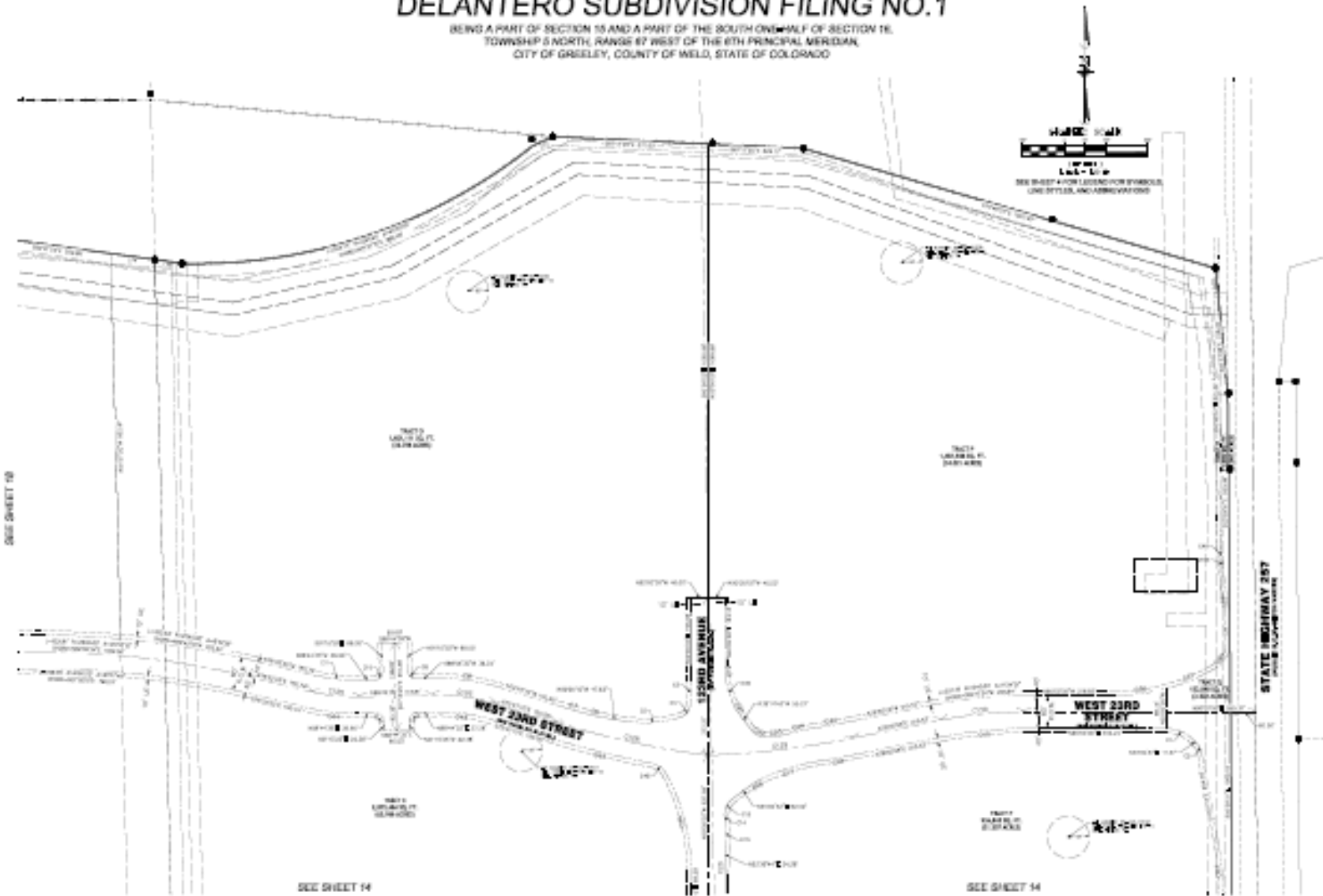




Delantero Preliminar y Plat

DELANTERO SUBDIVISION FILING NO.1

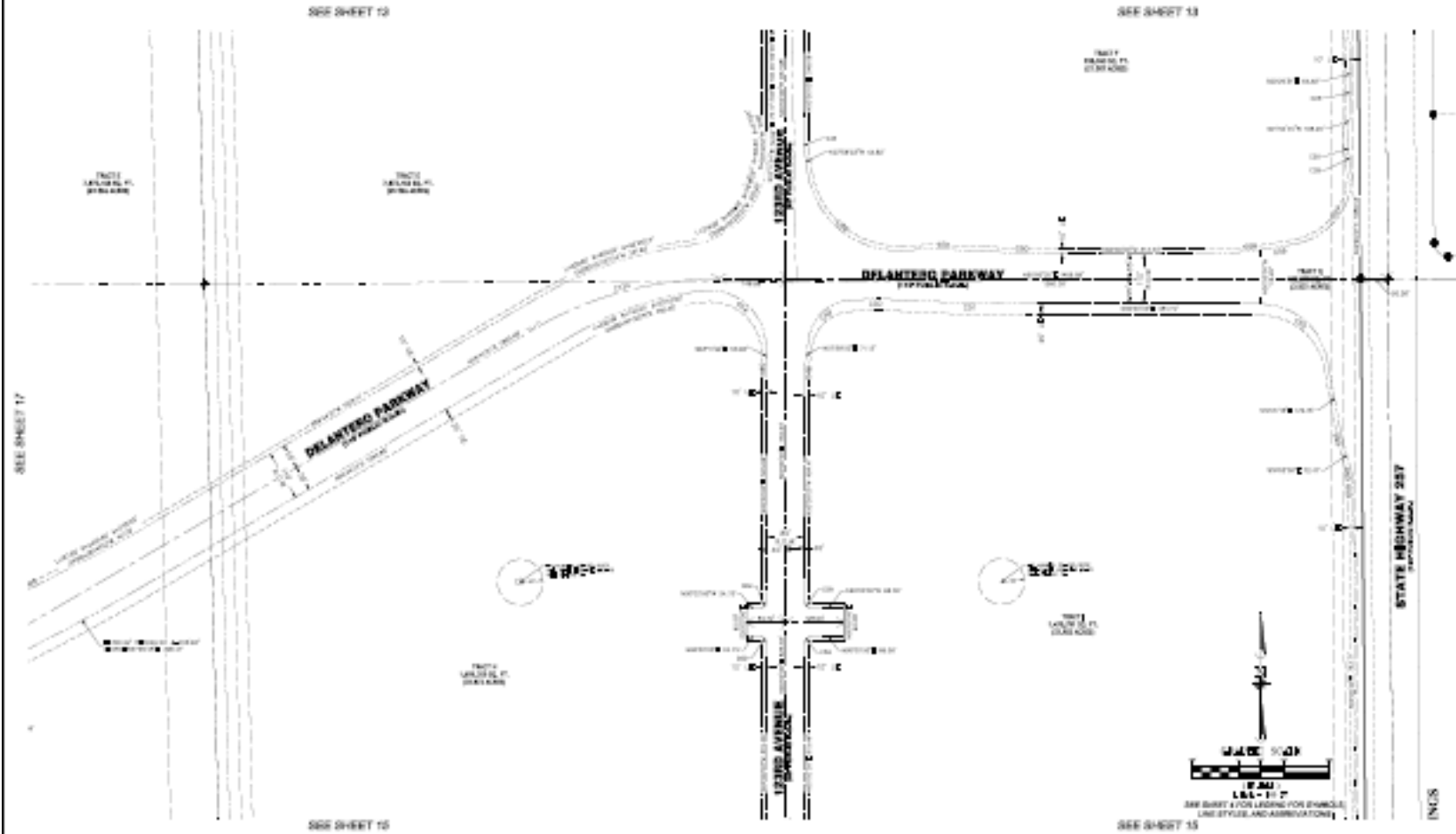
BEING A PART OF SECTION 15 AND A PART OF THE SOUTH ONE-HALF OF SECTION 16,
TOWNSHIP 8 NORTH, RANGE 87 WEST OF THE 6TH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO



Delantero Preliminary Plat

DELANTERO SUBDIVISION FILING NO.1

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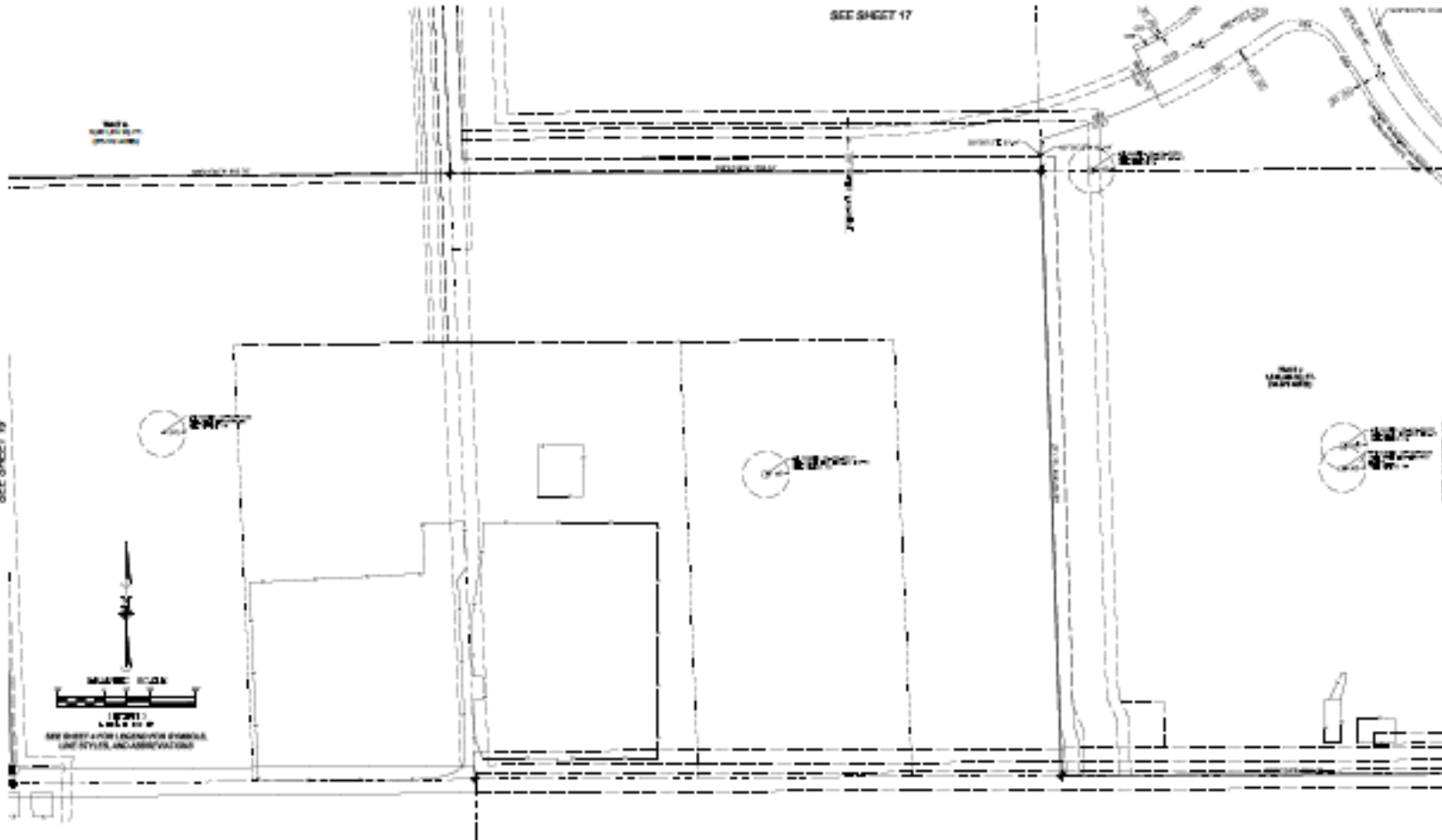


Delantero Preliminar y Plat

DELANTERO SUBDIVISION FILING NO. 1

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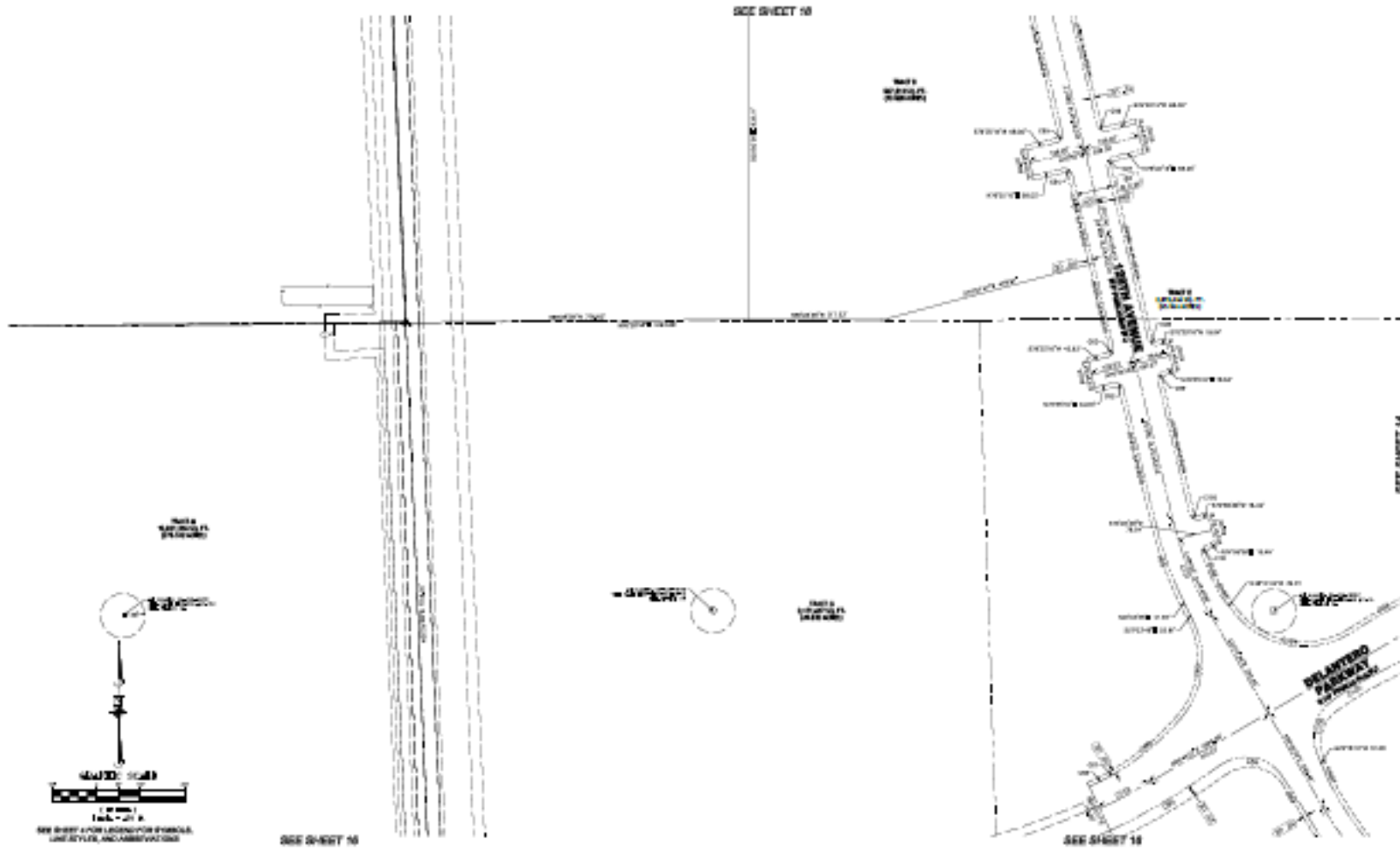
SEE SHEET 17



Delantero Preliminary Plat

DELANTERO SUBDIVISION FILING NO.1

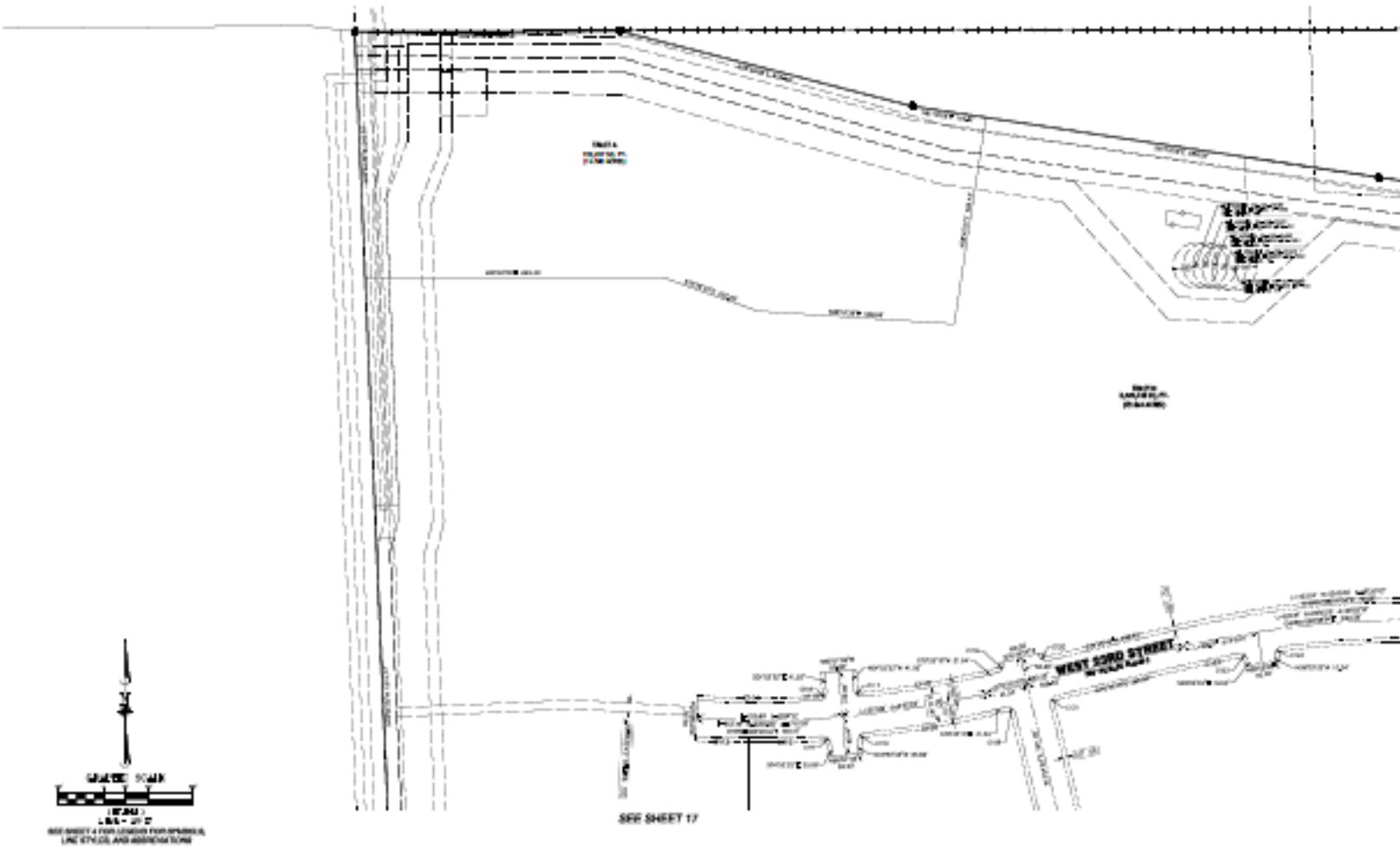
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Delantero Preliminary Plat

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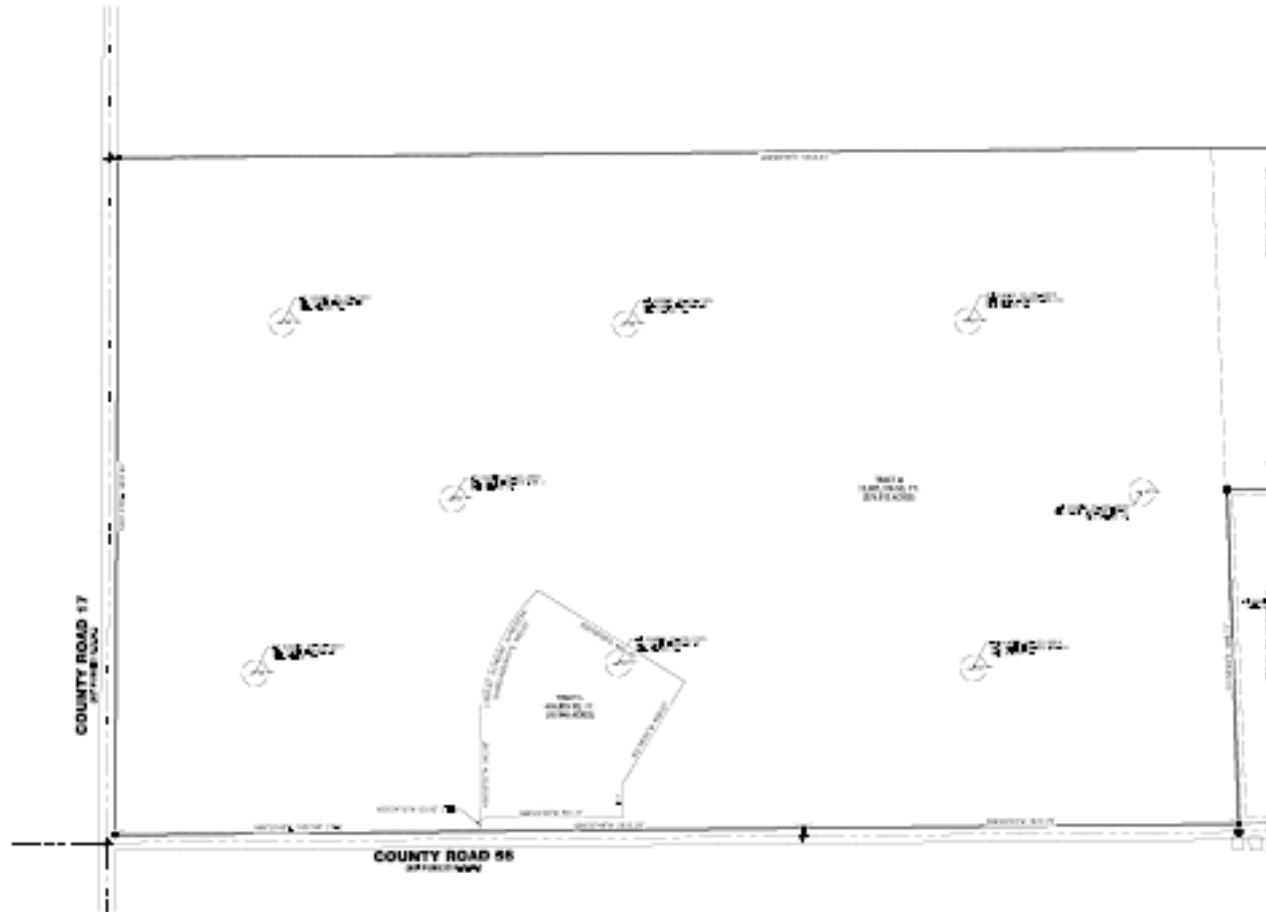
Delantero Preliminar y Plat

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CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

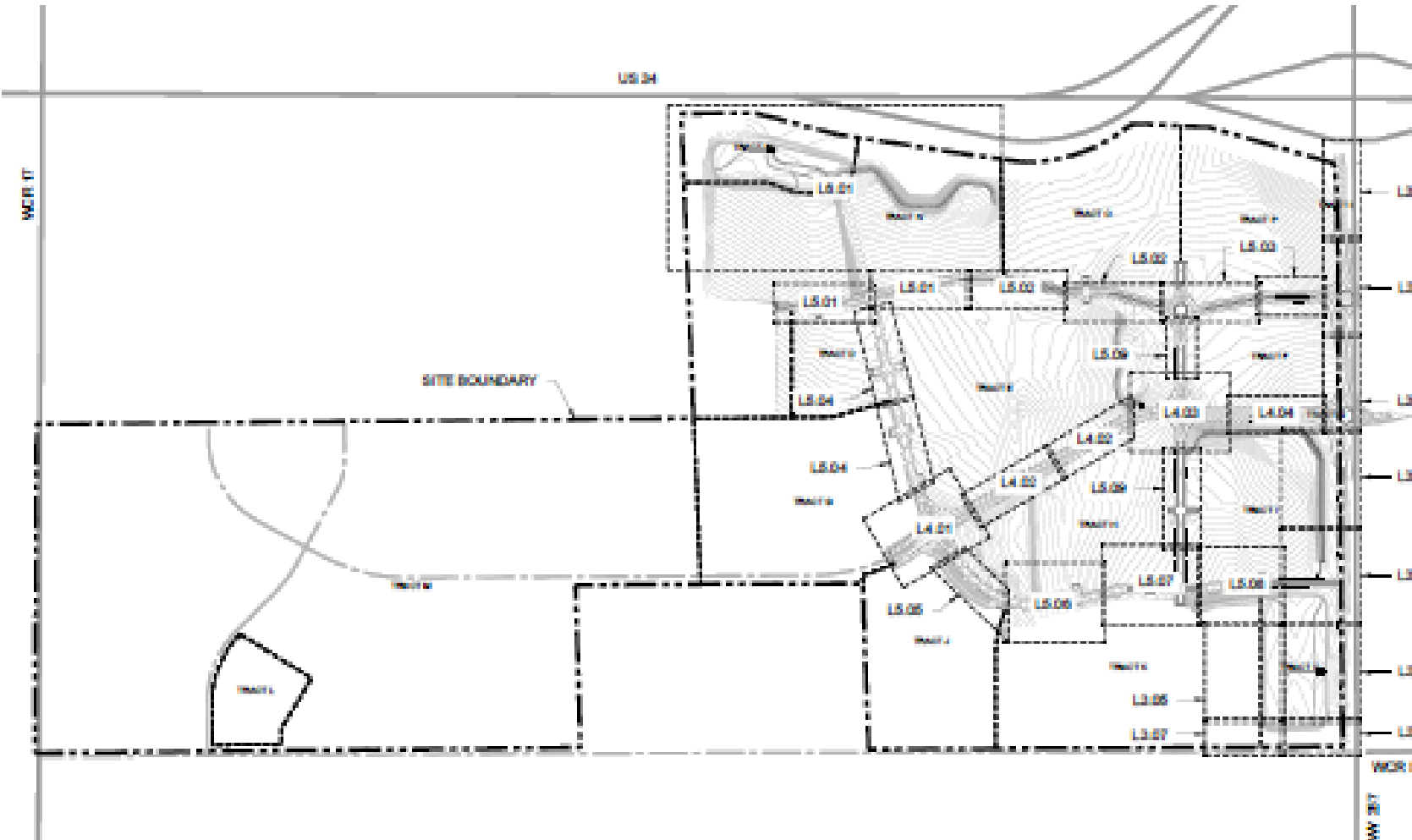


SEE SHEET 4 FOR LEGEND FOR SYMBOLS,
LINE STYLES AND ABBREVIATIONS



Delantero Preliminary Plat

Delantero Preliminar y Subdivisio n Perimeter Treatment Plan



Considerations

Approval Criteria

- Preliminary Subdivision Criteria, 24-203(b)(1)
- The proposal is consistent with the criteria as outlined in your Summary

Notification

- 45 notice letters (1000' buffer, owners and current residents)
- Four signs posted on the property
- Web notice
- Mineral notice

Recommendation

- Complies with Section 24-203(b)(1)
- Staff recommends approval

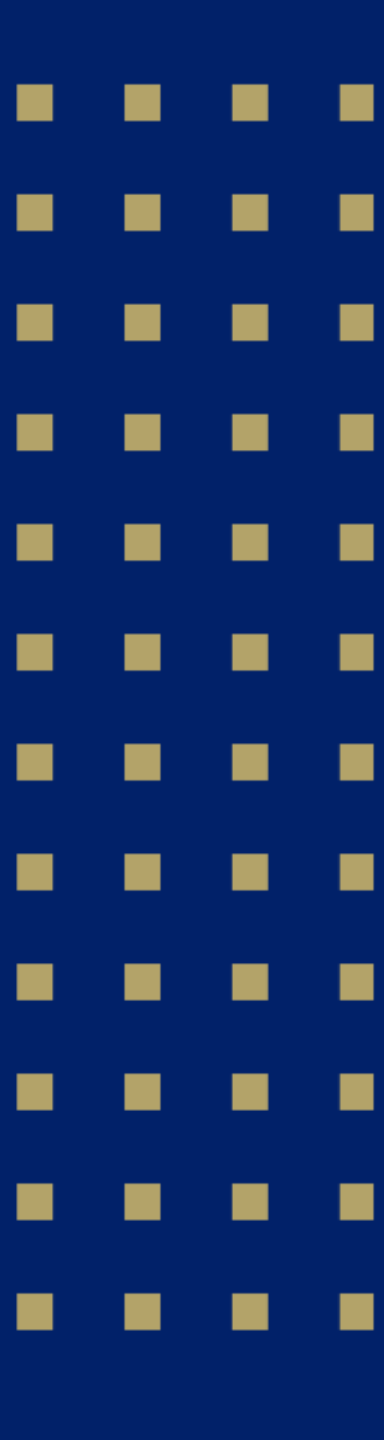
Motions

Recommended (Approval)

- Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is in compliance with Section 24-203(b)(1) of the Development Code, and therefore, approves the subdivision.

Alternative (Denial)

- Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is not in compliance with Sections 24-203(b)(1) of the Development Code, and therefore denies the subdivision.



Questions/Discussion

Review Criteria



Subdivision Review Criteria, Section 24-203(b)(1)

- | | |
|----|---|
| a) | <p>The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.</p> |
| | <ul style="list-style-type: none"><i>The City's Comprehensive Plan designates this area as "Suburban," which allows for a variety of land uses. This application conforms with the intent of the Imagine Greeley Comprehensive Plan's vision for development in this area and is consistent with the approved Delantero PUD plan.</i> |
| b) | <p>The development and infrastructure is arranged in a manner to minimize impacts of geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.</p> |
| | <ul style="list-style-type: none"><i>The proposed subdivision was designed to be consistent with PUD plan and to minimize impacts to the surrounding area. Staff is unaware of any potential hazards that presently exist on the subject site.</i> |

Review Criteria



Subdivision Review Criteria, Section 24-203(b)(1)

c)	The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations and are coordinated with existing or potential development on adjacent property.
	<i>The subdivision design is consistent with the Delantero PUD plan. Where the PUD plan is silent, the City's Development Code regulations shall govern.</i>
d)	The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.
	<i>The design is consistent with the PUD plan. The PUD plan established specific design criteria including lot sizes, setbacks, landscaping, and parking. Those standards would be realized as the Tracts are subdivided further in the future.</i>

Review Criteria



Subdivision Review Criteria, Section 24-203(b)(1)

e)	The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.
	<i>Construction plans were submitted concurrently with the preliminary plat. City Staff and referral agencies have reviewed the plans. Final details of the plans will be finalized through the final subdivision process.</i>
f)	Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.
	<i>The applicant anticipates completing infrastructure in several phases. This plat is considered as phase one, which is consistent with PUD. As the Tracts are further subdivided, the timing, location, and construction of amenities would be built as called out in the PUD.</i>

Review Criteria



Subdivision Review Criteria, Section 24-203(b)(1)

- | | |
|----|--|
| g) | Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments. |
| | <ul style="list-style-type: none"><i>Staff and referral agencies have reviewed all preliminary plans and studies associated with the project and are comfortable with the applicant moving forward in providing final plans and studies and working through remaining comments as part of the final subdivision plat review process.</i> |

Review Criteria



Subdivision Review Criteria, Section 24-203(b)(1)

h) **The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development of adjacent property from meeting the goals and policies of the Comprehensive Plan.**

- The proposed subdivision would not impede any anticipated future public infrastructure. The applicant is required to construct on-site and appropriate off-site utility and roadway infrastructure to serve the development. The proposed infrastructure would be available for future development in the area. Staff are not aware of any other major infrastructure projects planned for this area.*

i) **The recommendations of professional staff or any other referral agencies authorized to review the subdivision plan.**

- Staff and referral agencies have reviewed all preliminary plans and studies associated with the project and are comfortable with the application as presented. The applicant will finalize all plans and studies as part of the final subdivision process.*



Planning Commission Agenda Summary

January 23, 2024

Key Staff Contact: Michael Franke, Planning Technician, Brian McBroom, Community Development Director, Donald Threewitt, Chief Planner

Title:

Case Number SUB2023-0009. Union Colony West Preliminary Subdivision.

Summary:

A public hearing to consider a request for a preliminary subdivision of approximately 161.14 acres of land into 350 lots, 11 outlot/tracts, and dedication of right-of-way located at the northwest corner of 10th Street and 83rd Avenue (975 83rd Avenue), (Case Number SUB2023-0009. Union Colony West Preliminary Subdivision).

Recommended Action:

Approval.

Attachments:

1. Planning Commission Summary
2. Vicinity/Zoning Map
3. Project Narrative
4. Plat
5. Perimeter Treatment Plan
6. Neighborhood Notification Boundary Map
7. Staff Presentation

PLANNING COMMISSION SUMMARY

ITEMS: Preliminary Subdivision for 350 Lots, 11 Outlots/Tracts and Dedication of Right-of-Way on approximately 161.14 acres in the PUD (Planned Unit Development) Zoning District.

FILE NUMBER: SUB2023-0009

PROJECT: Union Colony West Preliminary Subdivision

LOCATION: 975 83rd Avenue. The northwest corner of 10th Street and 83rd Avenue

APPLICANT: Union Colony West Investments, Larry Buckendorf & Joel Hemesath. Dan Hull, LandOne Engineering, Design Consultant.

CASE PLANNER: Michael Franke, Planner II

PLANNING COMMISSION HEARING DATE: January 23, 2024

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 motion to approve, approve with conditions, or deny the request in the form of a finding based on the review criteria in Section 24-203(b)(1) of the Development Code.

EXECUTIVE SUMMARY

The City of Greeley is considering a request for approval of a preliminary subdivision of 161.14 acres of land into 350 single-family residential lots, 11 outlots/tracts, and dedication of right-of-way for property located at the northwest corner of 10th Street and 83rd Avenue.

A. REQUEST

The applicant is requesting approval of a preliminary subdivision plat for the purpose of creating new single-family residential lots, parkland, outlots/tracts, infrastructure, and dedication of right-of-way.

B. STAFF RECOMMENDATION

Approval (see Section J).

C. LOCATION

The subject site is located at the northwest corner of 10th Street and 83rd Avenue (west of 83rd Avenue, north of 10th Street, south of future 4th Street).

Current Zoning: PUD (Planned Unit Development)

Abutting Zoning:

North: Weld AG (Weld County Agricultural Zoning)

South: R-H and C-H (Residential and Commercial High Intensity)

East: R-L (Residential Low Intensity) and Weld AG (Weld County Agricultural Zoning)

West: PUD (Planned Unit Development)

Abutting Land Use:

North: Single Family Residential and Farmland

South: 10th Street, then Multifamily Residential and Vacant Commercial Land

East: Utilities and Oil & Gas Production

West: Vacant Land (Future Cache PUD)

Site Characteristics:

The site is undeveloped land historically used as farmland with one (1) single family home on site. The site size is approximately 161.14 acres situated between 83rd Avenue to the east, 10th Street to the south, and the future 4th Street expansion to the north. The site was recently annexed into the City of Greeley in 2023 as part of the Schneider Farm Annexation (ANX2022-0007) which was initiated by the property owner. Upon annexation, the site was zoned to PUD for the Union Colony West development. The site is surrounded by various land use types, such as multifamily and vacant commercial land to the south, single family residential and farmland to the north, utility sub-station and oil & gas to the east, and vacant land to the west. The site has a primarily flat grade with open farmland and the Skyline Irrigation Ditch running through the site. A plugged and abandoned oil and gas well (Wilken 15-6) located in the west-central area of the site. The site is serviced by the City of Greeley in terms of water, sewer, police, fire, public works, etc. The site does contain a separate lot with a single family residence use that is not related to the subject site abutting 83rd Avenue. The existing lot will remain separate from Union Colony West and is not part of this preliminary subdivision proposal.

D. BACKGROUND

The subject site comprises approximately 161.14 acres at the northwest corner of 10th Street at 83rd Avenue. The site was annexed by City Council on September 5, 2023 as part of the Schneider Farm Annexation (ANX2022-0007). The subject site was zoned to Planned Unit Development (PUD) zoning for the site, known as Schneider Farm/Union Colony West PUD (PUD2022-0006). The establishment of PUD zoning on the site was approved by City Council on October 17, 2023. The current site is not part of any particular subdivision. The approval of this preliminary subdivision will place the property into the proposed Union Colony West subdivision.

E. APPROVAL CRITERIA

Standards for a Preliminary Subdivision Plat:

In reaching recommendations and decisions on a preliminary subdivision plat, the Planning Commission shall apply the following standards of Section 24-203.b.1. of the current Development Code.

- (a) The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.**

Staff Comment: The proposed subdivision is in conformance with the Imagine Greeley Comprehensive Plan and the Schneider Farm PUD. The Comprehensive Plan designates this area of the city for “Mixed-Use” development, which will be achieved by this subdivision due to creating single family residential lots, parks, infrastructure, and tracts for future commercial development along 10th Street.

The request complies with this criterion.

- (b) The development and infrastructure is arranged in a manner to minimize impacts of geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.**

Staff Comment: The proposed subdivision was designed to minimize impacts to the surrounding area. The infrastructure is arranged to avoid all negative impacts with natural resources and features on site. Staff is unaware of any potential hazards that presently exist on the subject site.

The request complies with this criterion.

- (c) The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations and are coordinated with existing or potential development on adjacent property.**

Staff Comment: The subdivision design is consistent with the current adjacent development in the area, coordinated with other adjacent developers, and design criteria stated in code. The City’s Development Code regulations shall govern all arrangements of streets, blocks, lots, etc., in addition to the Schneider Farm PUD, which is more restrictive than City Development Code.

This request complies with this criterion.

(d) The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.

Staff Comment: The design of lots, blocks, infrastructure, etc. is consistent with current adjacent blocks, Schneider Farm PUD, and the Development Code criteria.

This request complies with this criterion.

(e) The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.

Staff Comment: Staff has reviewed the proposal against the ability to meet design, construction, performance, and maintenance requirements of improvements for the subdivision and found the application meets such criteria as required by the Development Code and demands of the city. City staff and referral agencies are working through final details and logistics as part of the final plat submittal if the preliminary plat is approved.

The request complies with this criterion.

(f) Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.

Staff Comment: The applicant anticipates completing all infrastructure in phasing that has been reviewed by staff. A development agreement has been submitted by the applicant for review and approval as part of the final subdivision where all phasing details will be worked out. All proposed improvements necessary for development are consistent with timing, location, and construction of the entire development.

The request complies with this criterion.

(g) Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.

Staff Comment: Staff and referral agencies have reviewed all plans and studies associated with the project and are comfortable with the applicant moving forward in providing final materials and working through remaining review processes. Impacts identified through the process

of the Schneider Farm PUD approval have been addressed and mitigated. The design and layout of the subdivision considers fiscal impacts by meeting the City's and PUD standards.

The request complies with this criterion.

(h) The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development of adjacent property from meeting the goals and policies of the Comprehensive Plan.

Staff Comment: The proposed subdivision would not impede any anticipated future public infrastructure. The applicant is required to construct on-site and appropriate off-site utility and roadway infrastructure to serve the development. The proposed infrastructure would be available for future development in the area. Staff are not aware of any other major infrastructure projects planned for this area.

This request complies with this criterion.

(i) The recommendations of professional staff or any other referral agencies authorized to review the subdivision plan.

Staff Comment: Staff and referral agencies have reviewed all preliminary plans and studies associated with the project and are comfortable with the application as presented.

The request complies with this criterion.

F. PHYSICAL SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

The subject site has no previous or current subdivision association. Until being annexed in 2023, the site was within Weld County jurisdiction with no associated subdivision. The subject site will become part of the proposed Union Colony West subdivision, established through this project, if approved.

2. HAZARDS

There is one plugged and abandoned oil well on site, the Wilken 15-6 well. The well is not producing any longer and has been formally plugged and abandoned by the operator/owner, PDC Energy. The well has been plugged and abandoned according to all Environment Carbon Management Commission (ECMC) regulations. The developer has taken the plugged and abandoned well into consideration and has designed the subdivision to comply with all required setbacks from the plugged and abandoned well as stated by the ECMC and the City Development Code. Staff finds no issues with the proposed subdivision in relation to the plugged and abandoned well.

3. WILDLIFE

This site is not located in an area identified for moderate or high wildlife impacts. The Natural Areas & Trails and Forestry Departments have reviewed the proposal for impacts to wildlife and found no concerns and are comfortable with the ability to mitigate any impacts. Overall, there are no known impacts that would occur to wildlife if the site were subdivided.

4. FLOODPLAIN

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

5. DRAINAGE AND EROSION

Increases in stormwater flows from development would be addressed with an on-site detention and water quality pond, which is designed to limit runoff to historical flows in accordance with City of Greeley and State of Colorado requirements. Erosion control devices would be designed by the developer and reviewed by the city at time of construction to ensure that best management practices are utilized as the project progress.

6. TRANSPORTATION

Transportation infrastructure is proposed to be constructed by the applicant to adequately serve the development. A combination of new dedication of rights-of-way and private roadways are proposed to be constructed during the subdivision phase. The new dedication of rights-of-way include the westward expansion of 4th Street across the northern perimeter of the subdivision boundary, an additional 30' expansion of the 83rd Avenue right-of-way, and 89th Avenue on the western perimeter of the site, connecting to 7th Street which creates the main through street at the southern boundary of the single-family lots. Additional internal roadways are to be constructed to meet all roadway/traffic standards for internal and external circulation throughout the subdivision. The traffic and roadway network for this project has been reviewed by appropriate city staff for compliance with standards.

G. SERVICES

1. WATER

The subject site falls within City of Greeley water service. City staff has reviewed the proposal for compliance with current water infrastructure and the applicant is proposing to install appropriate infrastructure for water service needs to the new proposed lots. The applicant is proposing to construct all necessary improvements to the water system on site and connecting areas as appropriate.

2. SANITATION

The subject site falls within City of Greeley sanitation services. City staff has reviewed the proposal for compliance with current sanitation infrastructure and has provided the applicant with required improvements. The applicant is proposing to construct all necessary improvements to the sanitation system on site and connecting areas as appropriate.

3. EMERGENCY SERVICES

The property is served by the City of Greeley Police and Fire Department. Fire State #7 is located along 10th Street, approximately 1.38 miles east of the subject site. Additionally, Fire Station #6 is located approximately 1.7 miles southwest of the subject site.

4. PARKS AND OPEN SPACES

The applicant is proposing to provide land to dedicate to the City of Greeley for development of a future park to serve the city and residents of the subdivision. 15.435 acres within the subject site are dedicated to the City for ownership and maintenance of a future park. The Parks Department has reviewed the proposal of dedication of parkland and has accepted the proposed dedication to built a future park. The site also contains eight (8) outlots ranging from 0.197 to 4.582 acres in size for open space. The open space will contain internal trails for pedestrian connectivity throughout the subdivision and will provide water detention features. Staff finds the proposed parks and open spaces for Union Colony West subdivision to be acceptable against the City Development Code.

5. SCHOOLS

The subject property is located within the Weld R-E 4 school district. The subdivision plat is not dedicating land for future school development and will be providing cash-in-lieu for school dedication. The applicant has been working with a representative of Weld R-E 4 district. The district representative has accepted the details of the cash-in-lieu for school land to be provided by the applicant.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

The proposed subdivision includes a perimeter treatment plan consisting of trees and groundcover, consistent with the requirements of the Development Code. The perimeter treatment plan would help mitigate any visual impacts created by the proposed development.

2. NOISE

Any potential noise created by future development will be regulated by the Municipal Code. Any noise violations will be handled by the City Code Enforcement/Compliance department.

I. PUBLIC NOTICE AND COMMENT

Neighborhood courtesy notices for the hearing were mailed to surrounding property owners within 1,000 feet on December 15, 2023, a total of 47 letters were mailed in accordance with the City Development Code. Notice was published on the City's website per Development Code requirements. Two signs were posted on the site on December 19, 2023. The mineral rights notice requirements to mineral owners and lessee of interest of the property was satisfied by the applicant and mailed 30 days prior to the public hearing within the Schnieder Farm PUD case (PUD2022-0006). No comments have been received.

J. PLANNING COMMISSION RECOMMENDED MOTIONS

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed subdivision plat is in compliance with Development Code Section 24-203(b)(1), and therefore, **approves** the preliminary subdivision plat as presented.

Alternative motion:

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed subdivision plat is not in compliance with Development Code Section 24-203(b)(1), and therefore, **denies** the preliminary subdivision plat.

ATTACHMENTS

Attachment A – Vicinity/Zoning Map

Attachment B – Project Narrative

Attachment C – Plat

Attachment D – Perimeter Treatment Plan (Landscape)

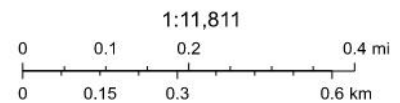
Attachment E – Neighborhood Notification Boundary Map

Attachment A

Vicinity/Zoning Map: Union Colony West Preliminary Subdivision



12/4/2023, 11:57:37 AM



Michael Franke, Planner II

Preliminary Plat Narrative

Union Colony West Preliminary Subdivision

Introduction

The following information is being submitted as a request for the City to complete a review for approval of the preliminary plat and associated documents for the proposed project. The information is also being submitted to set the tone for the proposed development. From the Developer's perspective, the goal for the preliminary submittal and review process will be to:

- Bring out and address any concerns stakeholders may have;
- Show design intent;
- Provide clarification of the major aspects of the development from a preliminary level;
- Obtain approval for the project from the Planning Commission.

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

Owner

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

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.

Subdivision

The site has been laid out utilizing City of Greeley standards and criteria. See subdivision preliminary plat.

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 PUD is being processed under PUD2022-0006.

Attachment B

Streets

As part of the preliminary design, a traffic impact study was completed. From the study, traffic patterns and trips generated by the subdivision's uses were identified and used to classify the road system. Based on the assumed average daily trips, ADTs, generation, the internal streets have been classified as residential and collector. See Preliminary Engineering Plan for layout and street sections. A traffic study identified minimum improvements to 10th Street, 83rd Avenue, and 89th Avenue to serve the subdivision. Restriping, deceleration lanes, and acceleration lanes are planned as part of the improvements and will be designed at final subdivision submittal. Please note that 86th Street as identified on the plan is assumed to be a right-in/right-out at 10th Street. See Major Street Improvements plan for layout and striping of the anticipated improvements.

Open Space and Trails

As part of the subdivision design, open spaces have been planned. The internal streets and sidewalks will provide connectivity for the residents to the open spaces. A landscape architect is planning and designing the open space elements to create continuity and develop the character of the subdivision. Trails have been provided throughout the development to provide connectivity to the future park and as an amenity to the development. In addition, sufficient land has been identified for dedication to the City as park space. It is assumed the design of the dedicated park will be completed by the City when the park is warranted.

Neighborhood Feature and Common Areas

The development will provide neighborhood features to further enhance the overall look and feel of the development. These features will meet or exceed the requirements of the City. In its initial planning, the developer has identified the specific features for the project. The following neighborhood features are being proposed.

Table 1 -Neighborhood Feature and Common Area Types

Feature Number	Description	Area (Ac)	Points
1	Square/Green	3.82	1
2	Pocket Park	1.31	1
3	Square/Green	0.93	1
4	Square/Green	1.08	1
5	Square/Green	0.52	1
6	Trails	N/A	1
Total			6

The code requires five (5) neighborhood features, the proposed features meet the requirement. For additional information, see the Trails and Neighborhood Features Plan in the Preliminary Engineering Plans.

Attachment B

Grading and Drainage

General grading including drainage patterns has been determined and is identified on the Grading and Drainage Plan. The grading and drainage of the development will generally be from south to north and is divided into two major basins. The open spaces and internal street system will be used to convey stormwater runoff to the detention systems. Ultimately, the runoff will be mitigated by the detention systems and released at the 5-year historic rate. Detention systems will be located throughout the development and are identified on the Preliminary Engineering Plans and Preliminary Drainage Plan. The grading and drainage will be completed based on accepted practices and City of Greeley criteria.

Sanitary Sewer

The sanitary sewer system has been reviewed and laid out based on the internal street system, existing system, the anticipated grading, and anticipated connection points. Preliminary utility plans showing the internal layout and the assumed connection points have been provided for review. See Preliminary Utility Plans. Offsite improvements will need to be completed to serve the subdivision. Two trunk mains will be installed: 83rd Trunk Main and The Cache Trunk Main. See 83rd Sanitary Sewer Trunk Main Plans and The Cache Sanitary Sewer Trunk Main Plans. A detailed hydraulic analysis was completed as well and has been provided for review and approval.

Potable Water

The potable water system has been reviewed and laid out based on the existing system, connection points, and City requirements. From that review and City requirements, the internal system will continue looping of the existing system. See Preliminary Utility Plans. Generally, the subdivision's internal potable water system will be looped internally as needed to provide redundancy and fire flow. A detailed hydraulic analysis was completed and has been provided for review and approval.

Non-potable Water

A non-potable water system for the residential lots is not planned. However, the existing City non-potable irrigation system will be extended to the development to serve the open space and parks. 4th Street NPW Plans.

Bellvue Transmission Line

Is proposed the Bellvue Transmission Line be rerouted as part of the subdivision. The rerouting of the transmission main facilitates a more cohesive development since the current location bisects the site in a way that inhibits connectivity and grading of the development. See Contour and Existing Conditions Map. The transmission main will be rerouted to 4th Street and 83rd Avenue ROW. See Bellvue Transmission Line Plans. The developer has worked with the City and will continue to work with the City for the relocation of the transmission line.

Skyline Irrigation Ditch

The Skyline Irrigation Ditch bisects the site and will be redesigned to accommodate the subdivision layout. The redesign will include enclosure of the ditch through the development. See preliminary utility



Attachment B

plans. The design of the enclosure will be coordinated with the City and ditch company. See Skyline Irrigation Ditch Enclosure Plans.

Oil and Gas

There is an existing oil and gas well in the southwest corner of site. The well has been abandoned and plugged. In addition, there is an underground gas line that runs north to south, roughly 440 feet from the eastern property line, and will remain in place within a 60-foot gas easement. The final layout of the development has been completed to maintain required setback for access to well. See Contour and Existing Conditions Map and Preliminary Utility Plans.

Development Agreement

There is no development agreement associated with this proposed development. It is the intent of the Developer to enter into a development agreement. The Developer will work closely with the City to draft the agreement.

Compliance

The following are responses to the City of Greeley Review Criteria (Sec 24-203.b.1).

Question a: The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.

Response: The proposed subdivision is in conformance with the Comprehensive Plan and Schneider Farm PUD.

Question b: The development and infrastructure is arranged in a manner to minimize impacts on geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.

Response: The development is has been designed to avoid impacts with state natural resources and features.

Question c: The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations, and are coordinated with existing or potential development on adjacent property.

Response: The layout of the subdivision meets the intent of the development standards and has been coordinated with adjacent developers.

Question d: The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.

Response: The proposed layout meet the intent of the development standards and Schneider Farm PUD.

Attachment B

Question e: The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.

Response: The applicant can meet the all the stated requirements.

Question f: Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.

Response: Proposed phasing is logical and coordinated to ensure phases will have adequate amenities and services.

Question g: Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.

Response: Impacts identified through the process of the Schneider Farm PUD approval have been addressed and mitigated. The design and layout of the subdivision takes into account fiscal impacts by meeting the City's standards.

Question h: The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development on adjacent property from meeting the goals and policies of the Comprehensive Plan.

Response: The design takes into account planned future public infrastructure as understood by the applicant and has been coordinated with adjacent developers and the City of Greeley.

Question i: The recommendations of professional staff or any other referral agencies authorized to review the subdivision plan.

Response: Referral agencies that are directly impacted by the proposed subdivision have been given opportunity to comment on the Schnieder Farm PUD and Subdivision. Any concerns or comments have been or will be addressed as part of the approval process.

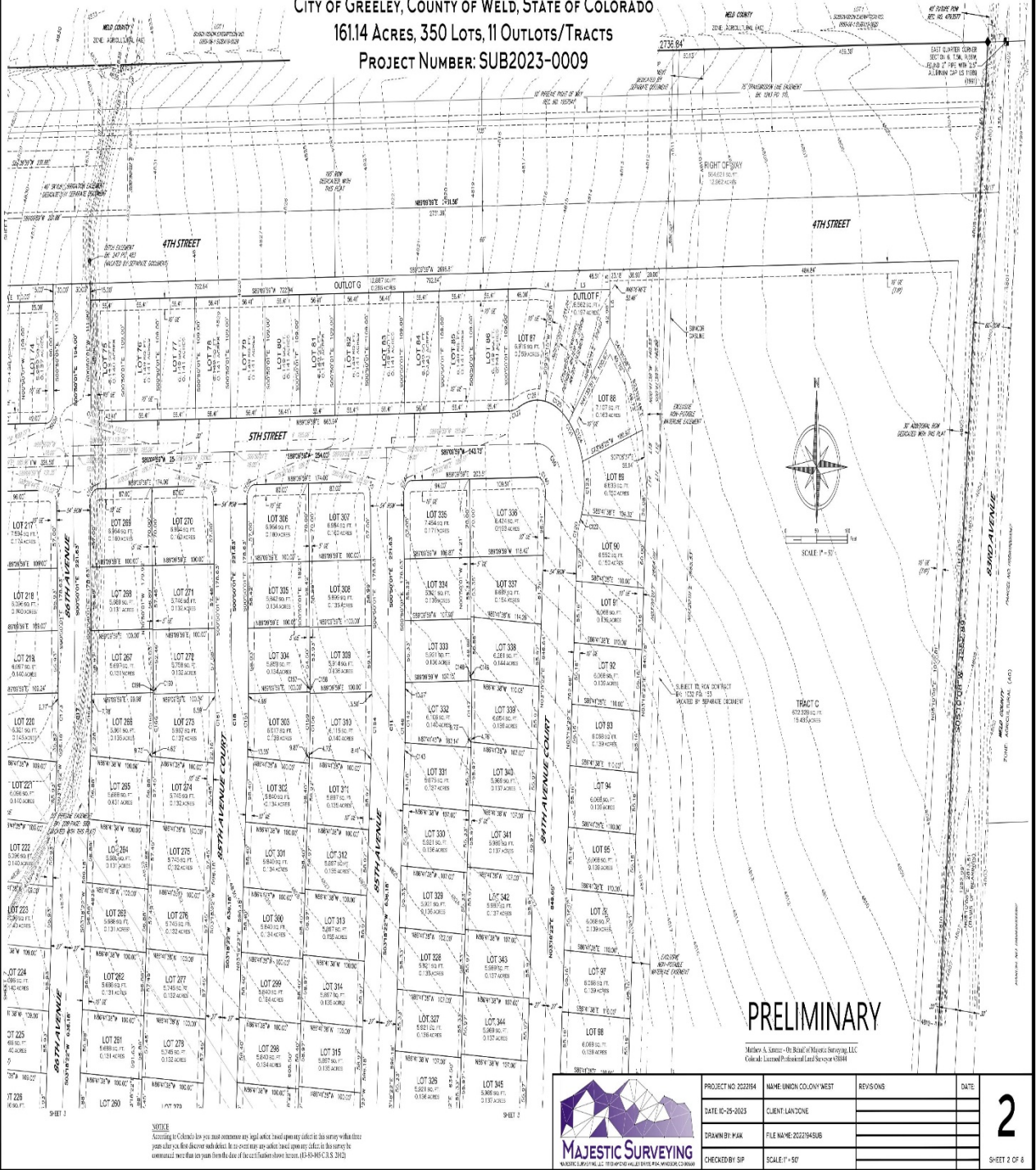
UNION COLONY WEST SUBDIVISION PRELIMINARY PLAT

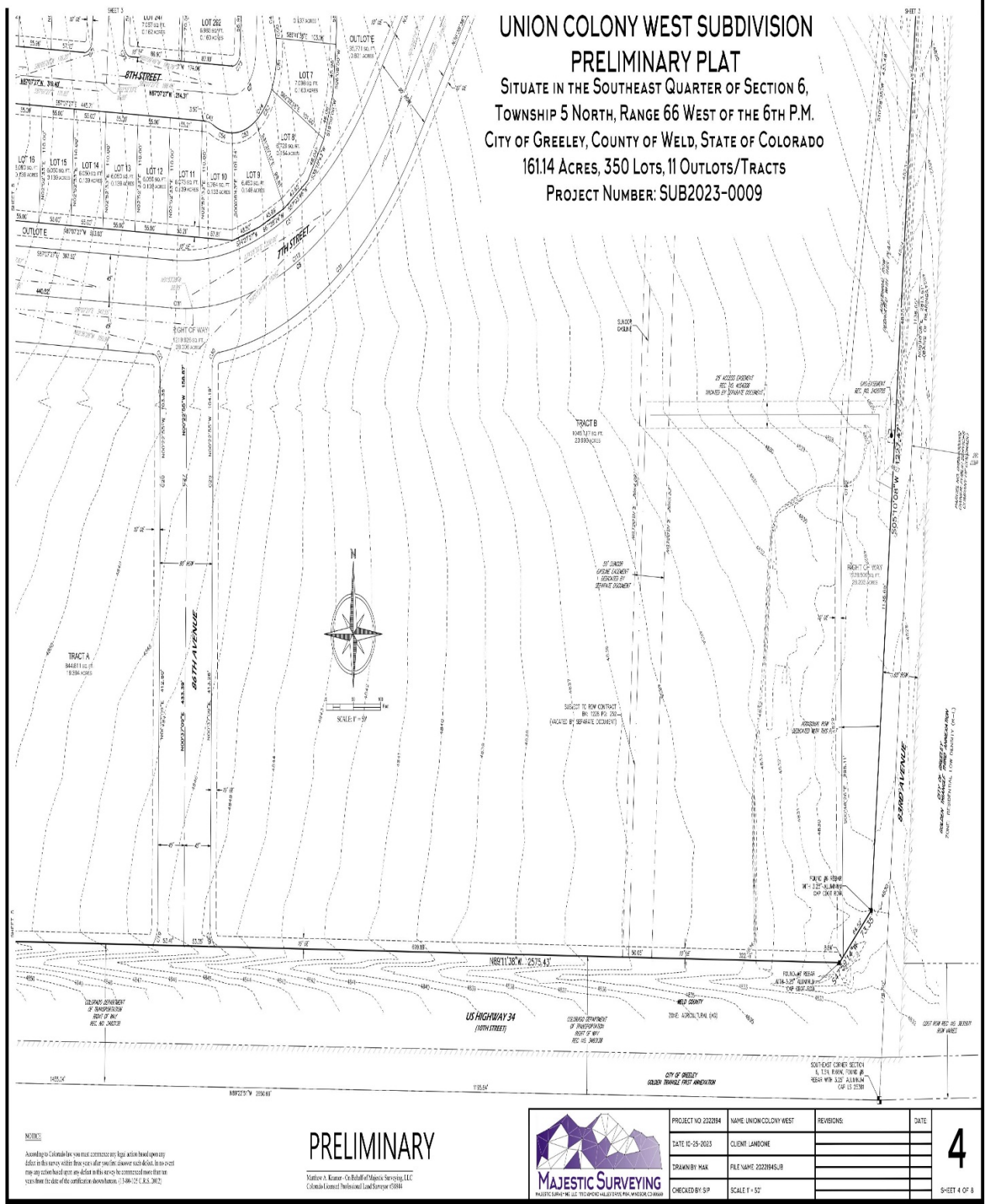
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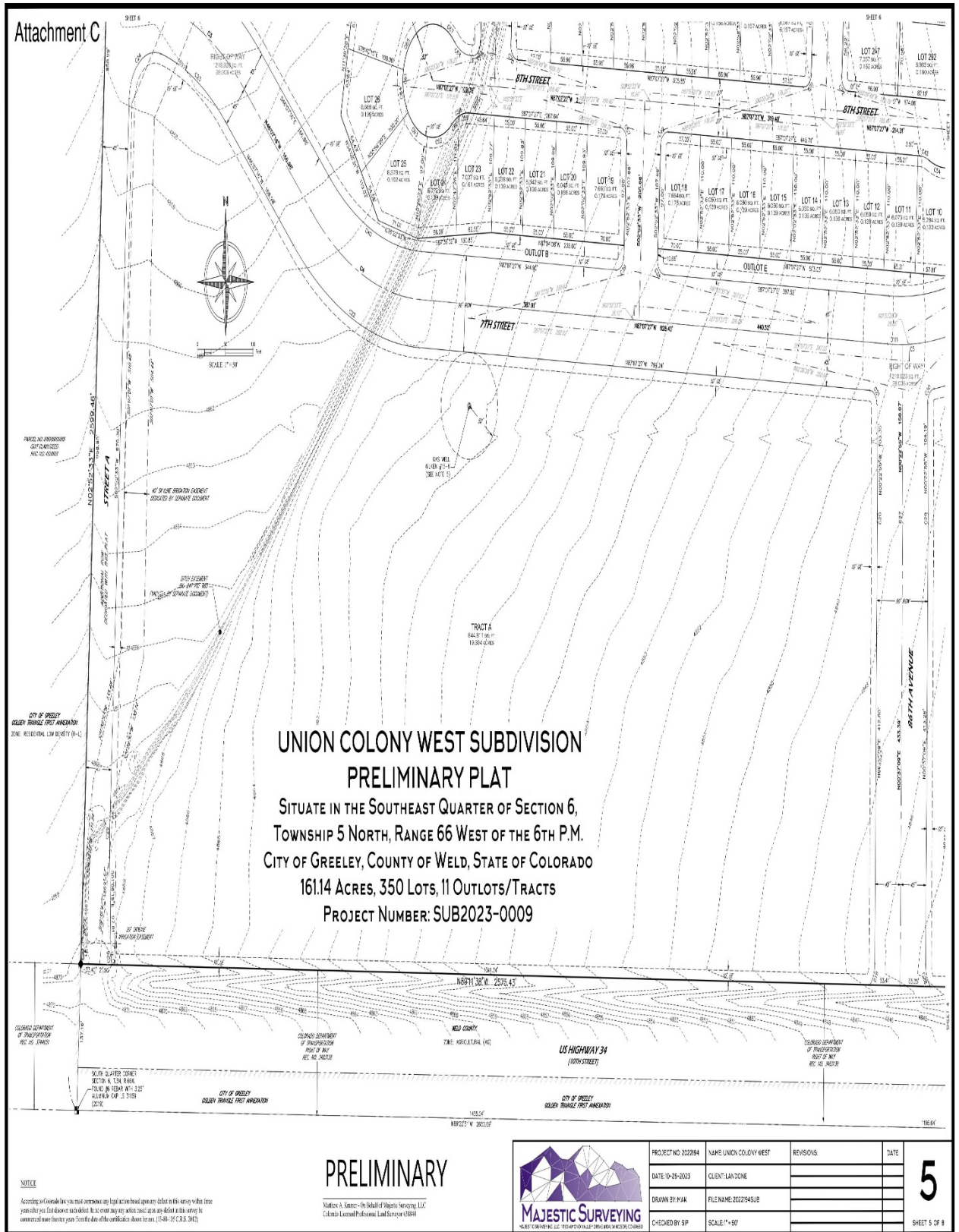
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS

PROJECT NUMBER: SUB2023-0009







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UNION COLONY WEST SUBDIVISION

PRELIMINARY PLAT

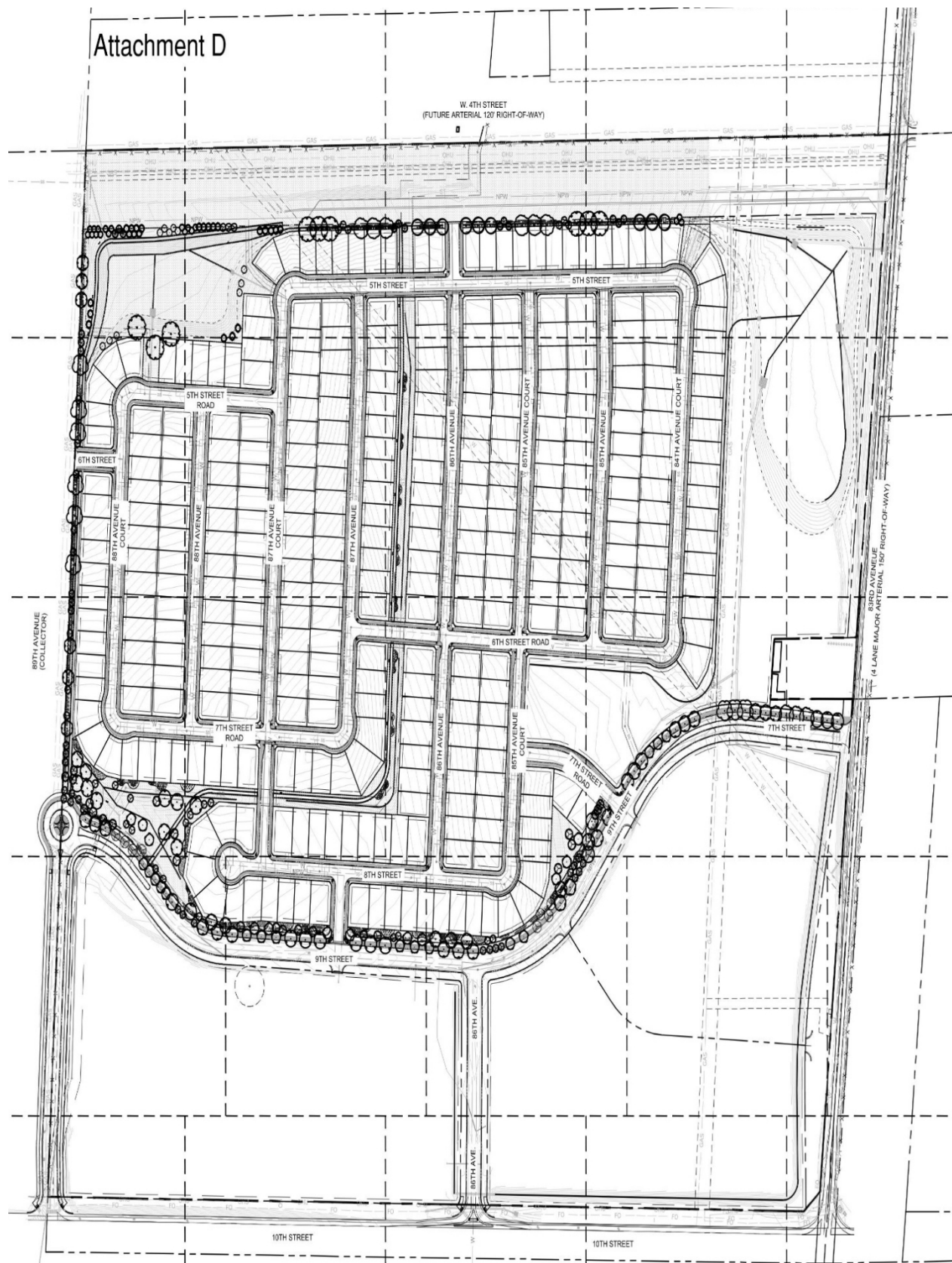
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CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

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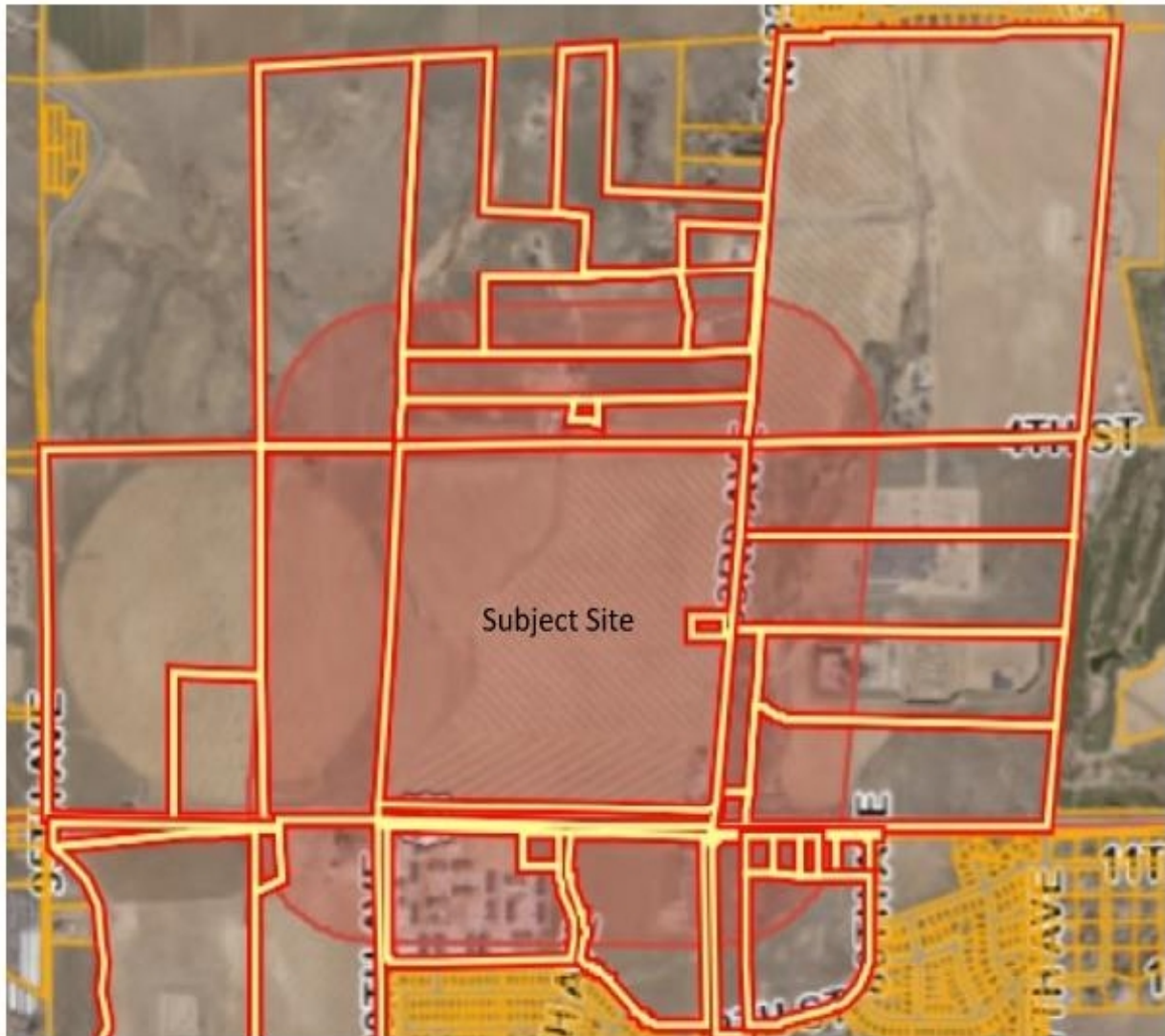
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C1	71.82	36.50	49°57'48"	30.85	N62°08'46"W	C41	181.13	345.00	30°54'43"	183.88	N61°54'10"E	C81	14.84	76.00	1°11'16"	14.82	S85°54'49"W	C121	184.89	76.00	13°22'46"	140.55	N42°53'50"W	C181	34.46	477.00	4°38'23"	34.45	N07°41'40"E	L1	S84°48'50"E	30.00	
C2	86.41	125.48	32°27'48"	84.71	N65°53'44"W	C42	20.42	13.00	9°00'00"	18.38	S47°52'35"W	C82	16.18	41.00	2°27'12"	16.08	N41°10'09"E	C122	7.45	76.00	5°37'01"	7.45	N02°07'02"E	C182	20.42	13.00	9°00'00"	18.38	N45°50'01"W	L2	S85°52'38"E	33.13	
C3	161.80	300.00	30°54'12"	159.90	N61°54'11"W	C43	16.18	41.00	2°27'12"	16.08	N75°48'51"W	C83	180.16	76.00	13°50'05"	140.85	S42°54'35"E	C123	48.42	76.00	36°30'07"	47.60	N02°03'28"E	C183	20.42	13.00	9°00'00"	18.38	S44°59'59"W	L3	N69°05'56"E	67.64	
C4	214.88	300.00	41°00'05"	210.12	N66°37'18"W	C44	178.82	76.00	13°48'35"	140.33	N48°02'27"E	C84	20.42	13.00	9°00'00"	18.38	N42°07'27"W	C124	42.72	76.00	32°12'35"	42.16	N02°17'52"W	C184	20.41	277.00	4°38'23"	20.41	S01°41'07"W	L4	S85°53'01"E	30.37	
C5	448.25	448.67	57°04'35"	438.88	S64°20'39"W	C45	16.18	41.00	2°27'12"	16.08	S38°01'47"E	C85	20.42	13.00	9°00'00"	18.38	N47°52'33"E	C125	42.72	76.00	32°12'35"	42.16	N44°53'27"W	C185	52.55	788.82	3°51'05"	52.54	N00°55'38"E	L5	N00°55'38"E	17.82	
C6	459.65	459.00	59°31'30"	438.92	S65°54'22"W	C46	20.42	13.00	9°00'00"	18.38	S48°18'22"W	C86	16.18	41.00	2°27'12"	16.08	N08°26'02"W	C126	43.56	76.00	32°50'28"	42.97	S02°56'01"W	C186	51.36	788.82	3°45'51"	51.35	N07°38'13"E	L6	S01°53'01"E	60.60	
C7	62.53	40.00	89°34'42"	58.36	S48°52'37"W	C47	128.01	220.00	32°20'17"	126.21	N70°10'30"W	C87	178.39	76.00	13°51'42"	140.55	S47°52'35"W	C127	16.19	41.00	22°37'12"	16.08	S77°57'25"W	C187	20.42	13.00	9°00'00"	18.38	S41°41'38"E	L7	S19°27'03"W	18.54	
C8	145.46	255.00	33°20'17"	143.42	N70°10'30"W	C48	108.46	220.00	28°45'05"	107.38	N67°28'54"W	C88	33.41	76.00	2°51'10"	33.14	S07°08'25"E	C128	16.19	41.00	22°37'12"	16.08	N75°48'51"W	C188	20.42	13.00	9°00'00"	18.38	N48°48'22"E	L8	S16°43'10"W	26.83	
C9	62.83	40.00	90°00'00"	59.57	N48°08'22"E	C49	16.53	220.00	5°05'12"	16.32	N68°16'01"W	C89	42.53	76.00	31°54'44"	41.78	S07°25'50"W	C129	178.39	76.00	13°51'42"	140.55	N47°52'33"E	C189	20.32	13.00	89°34'12"	18.32	S48°54'33"E	L9	S67°07'27"E	4.45	
C10	65.72	40.00	94°08'23"	58.57	N47°46'50"W	C50	12.25	76.00	5°14'04"	12.24	S14°11'48"E	C90	42.51	76.00	31°53'56"	41.77	S33°18'10"W	C130	16.19	41.00	22°37'12"	16.08	S08°26'02"E	C190	17.07	17.82	277.00	242.34	17.63	S00°16'16"W	L10	N02°52'33"E	48.35
C11	54.77	758.00	4°38'23"	54.75	S01°41'07"W	C51	49.80	76.00	37°32'28"	48.91	S08°41'28"W	C91	54.50	76.00	41°05'05"	53.54	S89°47'43"W	C131	24.71	76.00	18°57'44"	24.60	N72°49'07"W	C191	54.02	628.38	3°19'50"	54.02	N02°33'58"E	L11	S02°18'22"W	6.35	
C12	60.24	40.00	89°17'28"	54.71	S46°01'46"W	C52	41.35	76.00	31°12'02"	40.88	S43°12'43"W	C92	6.84	76.00	5°08'22"	6.84	N67°54'58"W	C132	44.84	76.00	33°48'14"	44.16	N79°57'54"E	C192	80.17	628.38	2°42'34"	80.16	N02°22'35"E	L12	S01°46'42"W	40.26	
C13	16.19	255.00	31°43'34"	16.18	S07°08'16"W	C53	41.35	76.00	31°12'02"	40.88	S14°15'46"W	C93	16.18	41.00	2°27'12"	16.08	S79°48'51"E	C133	44.17	76.00	33°17'56"	43.55	S48°54'33"E	C193	16.11	223.00	4°38'23"	16.11	N07°41'40"E	L13	S01°25'16"W	10.89	
C14	62.83	40.00	90°00'00"	59.57	S47°52'35"W	C54	31.30	76.00	29°57'57"	31.72	N07°16'14"W	C94	13.99	41.00	19°33'05"	13.82	S14°19'50"E	C134	56.08	76.00	42°46'35"	54.82	N08°57'27"E	C194	20.42	13.00	90°00'00"	18.38	N45°50'01"W	L14	S02°18'26"W	19.85	
C15	62.83	40.00	90°00'00"	59.57	N42°07'27"W	C55	163.82	280.00	32°20'17"	160.83	N70°10'30"W	C95	2.80	41.00	37°04'35"	2.78	S85°25'29"E	C135	9.59	76.00	71°13'34"	9.58	S19°07'57"E	C195	20.42	13.00	90°00'00"	18.38	S44°59'59"W	L15	S01°46'42"W	36.14	
C16	62.83	40.00	90°00'00"	59.57	N47°52'33"E	C56	20.42	13.00	9°00'00"	18.38	S41°41'38"E	C96	20.42	13.00	9°00'00"	18.38	N47°52'33"E	C136	20.46	12.96	9°25'48"	18.40	S47°55'33"W	C196	6.15	628.38	02°44'12"	6.15	N07°17'49"W	L16	N64°57'27"W	36.45	
C17	16.08	255.00	4°38'23"	16.06	S01°41'07"W	C57	20.42	13.00	9°00'00"	18.38	N42°07'27"W	C97	2.48	42.88	2°20'23"	2.46	N08°06'12"E	C137	20.42	13.00	9°00'00"	18.38	N47°41'38"W	C197	20.42	13.00	90°00'00"	18.38	N45°50'01"W	L17	N62°22'27"W	41.87	
C18	36.41	594.00	4°38'23"	36.41	S01°41'07"W	C58	31.25	41.00	43°38'46"	30.48	S71°02'36"W	C98	13.70	41.00	1°18'31"	13.63	N01°01'23"W	C138	20.42	13.00	9°00'00"	18.38	S48°48'22"E	C198	16.58	13.00	86°17'28"	17.78	S48°01'45"W	L18	N42°07'27"W	38.61	
C19	22.65	26.00	44°45'35"	22.88	N22°59'56"E	C59	17.33	41.00	24°12'38"	17.21	S80°45'49"W	C99	16.18	41.00	2°27'12"	16.08	N08°26'02"E	C139	20.42	13.00	9°00'00"	18.38	N47°41'38"W	C199	14.44	223.00	242.34	14.44	N01°01'40"E	L19	N42°07'27"W	29.10	
C20	7.08	45.00	1°00'02"	7.02	N00°10'30"E	C60	13.91	41.00	19°28'12"	13.84	S38°55'54"W	C100	174.47	76.00	13°13'46"	138.80	S48°01'16"W	C140	21.35	13.00	94°08'23"	18.64	N42°53'50"W	C200	20.42	13.00	90°00'00"	18.38	N47°52'33"E	L20	N62°22'27"W	36.03	
C21	16.88	11.00	88°44'32"	17.85	N43°46'11"W	C61	247.28	53.00	26°17'49"	76.88	S02°52'35"E	C101	42.51	76.00	31°54'44"	41.78	S14°19'50"E	C141	20.42	13.00	9°00'00"	18.38	S44°59'59"W	C201	20.42	13.00	90°00'00"	18.38	S42°07'27"E	L21	N62°22'27"W	36.03	
C22	246.60	345.00	41°00'11"	241.66	N68°57'32"W	C62	47.38	53.00	5°15'40"	45.80	N74°48'33"E	C102	5.81	76.00	4°22'46"	5.81	N14°12'27"E	C142	43.00	785.00	3°08'18"	42.99	S00°14'08"W	C202	20.42	13.00	90°00'00"	18.38	N47°52'33"E	L22	N62°22'27"W	36.03	
C23	13.10	255.00	29°27'27"	129.66	N65°10'30"W	C63	42.38	53.00	45°30'06"	40.99	S58°48'34"E	C103	20.28	76.00	19°07'28"	20.00	S14°19'50"E	C143	13.72	785.00	1°00'05"	13.72	S02°48'19"W	C203	20.42	13.00	90°00'00"	18.38	S42°07'27"E	L23	N62°22'27"W	36.03	
C24	80.64	45.50	1°00'34"	70.48	S53°28'55"W	C64	41.68	53.00	48°23'18"	40.80	S11°21'53"E	C104	1.89	76.00	1°25'38"	1.89	S32°32'56"W	C144	20.42	13.00	9°00'00"	18.38	S41°41'38"E	C204	20.42	13.00	90°00'00"	18.38	N42°07'27"W	L24	N62°22'27"W	36.03	
C25	28.13	465.00	3°58'48"	28.13	S00°53'39"W	C65	42.01	53.00	48°24'38"	40.80	S34°12'34"W	C105	41.56	76.00	31°50'12"	41.25	S48°55'41"W	C145	20.42	13.00	9°00'00"	18.38	N48°48'22"E	C205	20.42	13.00	90°00'00"	18.38	S47°52'33"W	L25	N62°22'27"W	36.03	
C26	9.46	35.00	1°46'35"	9.43	S38°59'33"E	C66	45.94	53.00	48°39'30"	44.91	S81°34'09"W	C106	49.83	76.00	37°39'38"	49.04	S82°25'01"W	C146	56.72	785.00	4°08'23"	56.70	N07°41'40"E	C206	20.42	13.00	90°00'00"	18.38	N42°07'27"W	L26	N62°22'27"W	36.03	
C27	7.86	465.00	1°00'02"	7.86	N00°10'30"E	C67	87.88	53.00	30°08'28"	27.85	N38°31'52"W	C107	12.66	76.00	9°25'11"	12.85	N72°58'15"W	C147	50.12	783.05	3°47'02"	50.11	N02°55'28"W	C207	20.42	13.00	90°00'00"	18.38	S42°07'27"W	L27	N62°22'27"W	36.03	
C28	22.51	28.25	44°07'40"	21.95	N27°43'58"W	C68	31.25	41.00	43°38'46"	30.48	S85°17'32"E	C108	16.18	41.00	2°27'12"	16.08	S79°48'51"E	C148	1.89	783.05	0°55'14"	1.89	N07°58'01"W	C208	20.42	13.00	90°00'00"	18.38	S42°07'27"E	L28	N62°22'27"W	36.03	
C29	8.65	465.00	1°00'02"	8.65	N00°10'30"E	C69	20.42	13.00	9°00'00"	18.38	N47°52'33"E	C109	20.42	13.00	9°00'00"	18.38	N44°05'59"E	C149	5.06	783.05	0°22'07"	5.05	N02°17'17"W	C209	20.42	13.00	90°00'00"	18.38	N47°52'33"E	L29	N62°22'27"W	36.03	
C30	18.08	12.55	87°09'37"	17.30	N41°20'25"E	C70	20.42	13.00	9°00'00"	18.38	S42°07'27"E	C110	20.42	13.00	9°00'00"	18.38	S45°50'01"E	C150	20.42	13.00	9°00'00"	18.38	S44°59'59"W	C210	5.12	788.82	02°44'12"	5.12	N00°25'56"W	L30	N62°22'27"W	36.03	
C31	40.12	465.00	46°29'37"	36.01	N39°11'17"E	C71	20.32	13.00	88°24'12"	19.32	N48°02'27"E	C111	25.58	449.57	37°15'28"	25.56	S88°44'39"E	C151	36.37	530.00	4°08'23"	36.35	S01°41'40"E	C211	3.83	788.82	01°17'18"	3.83					



Attachment E

Neighborhood Notification Boundary Map Union Colony West Preliminary Subdivision 1,000' Buffer

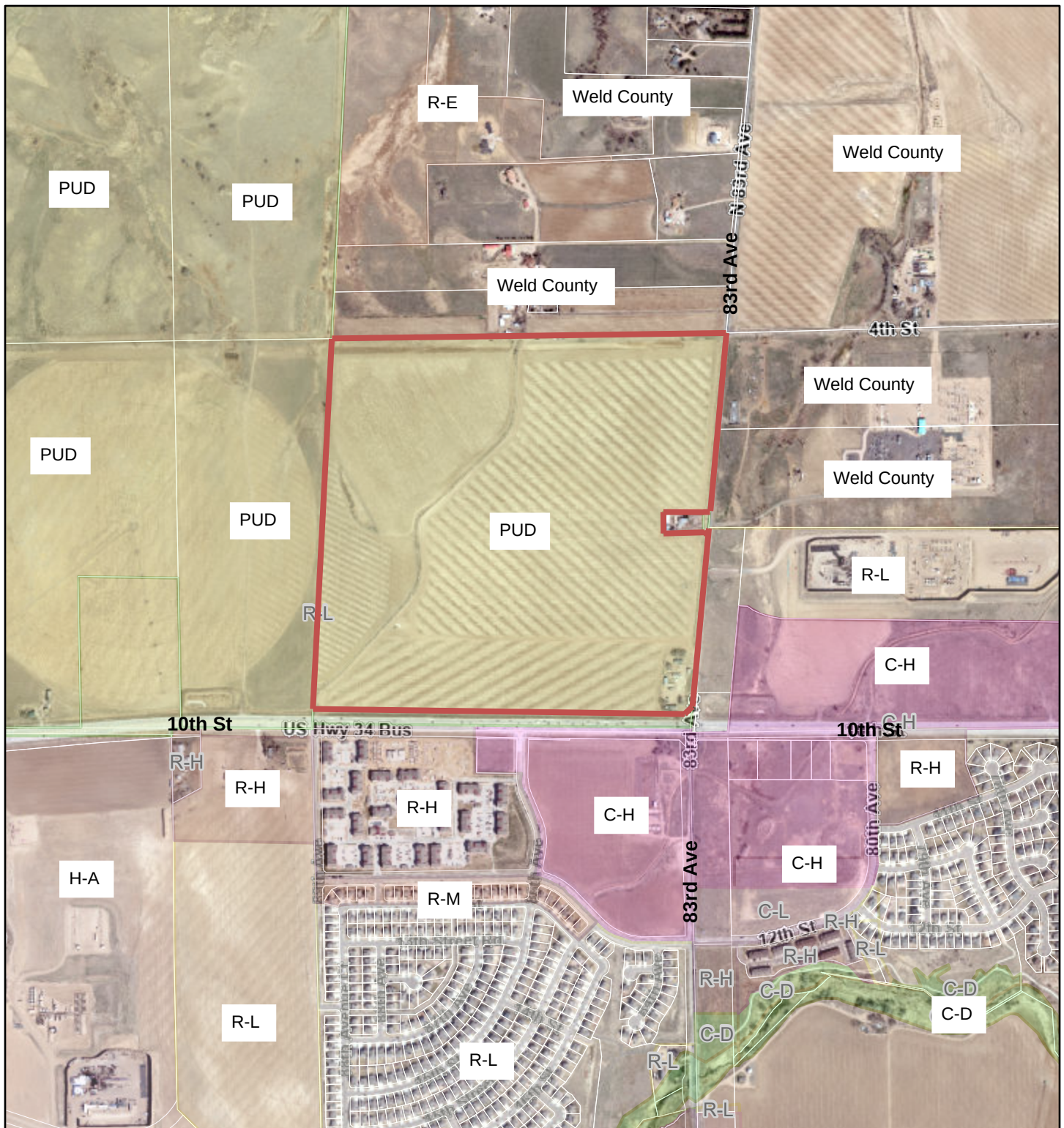


1,000' Buffer



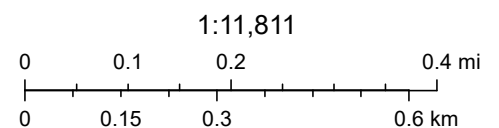
Notified Properties

Vicinity/Zoning Map: Union Colony West Preliminary Subdivision



12/4/2023, 11:57:37 AM

- | | |
|--|---|
| — Subject Site | Planned Unit Development (PUD) |
| Zoning | Residential Estate (R-E) |
| Conservation District (C-D) | Residential Low Density (R-L) |
| Commercial Low Intensity (C-L) | Residential Medium Density (R-M) |
| Commercial High Intensity (C-H) | Residential High Density (R-H) |
| Holding Agriculture (H-A) | Parcel Boundaries |



Preliminary Plat Narrative

Union Colony West Preliminary Subdivision

Introduction

The following information is being submitted as a request for the City to complete a review for approval of the preliminary plat and associated documents for the proposed project. The information is also being submitted to set the tone for the proposed development. From the Developer's perspective, the goal for the preliminary submittal and review process will be to:

- Bring out and address any concerns stakeholders may have;
- Show design intent;
- Provide clarification of the major aspects of the development from a preliminary level;
- Obtain approval for the project from the Planning Commission.

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

Owner

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

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.

Subdivision

The site has been laid out utilizing City of Greeley standards and criteria. See subdivision preliminary plat.

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 PUD is being processed under PUD2022-0006.

Streets

As part of the preliminary design, a traffic impact study was completed. From the study, traffic patterns and trips generated by the subdivision's uses were identified and used to classify the road system. Based on the assumed average daily trips, ADTs, generation, the internal streets have been classified as residential and collector. See Preliminary Engineering Plan for layout and street sections. A traffic study identified minimum improvements to 10th Street, 83rd Avenue, and 89th Avenue to serve the subdivision. Restriping, deceleration lanes, and acceleration lanes are planned as part of the improvements and will be designed at final subdivision submittal. Please note that 86th Street as identified on the plan is assumed to be a right-in/right-out at 10th Street. See Major Street Improvements plan for layout and striping of the anticipated improvements.

Open Space and Trails

As part of the subdivision design, open spaces have been planned. The internal streets and sidewalks will provide connectivity for the residents to the open spaces. A landscape architect is planning and designing the open space elements to create continuity and develop the character of the subdivision. Trails have been provided throughout the development to provide connectivity to the future park and as an amenity to the development. In addition, sufficient land has been identified for dedication to the City as park space. It is assumed the design of the dedicated park will be completed by the City when the park is warranted.

Neighborhood Feature and Common Areas

The development will provide neighborhood features to further enhance the overall look and feel of the development. These features will meet or exceed the requirements of the City. In its initial planning, the developer has identified the specific features for the project. The following neighborhood features are being proposed.

Table 1 -Neighborhood Feature and Common Area Types

Feature Number	Description	Area (Ac)	Points
1	Square/Green	3.82	1
2	Pocket Park	1.31	1
3	Square/Green	0.93	1
4	Square/Green	1.08	1
5	Square/Green	0.52	1
6	Trails	N/A	1
Total			6

The code requires five (5) neighborhood features, the proposed features meet the requirement. For additional information, see the Trails and Neighborhood Features Plan in the Preliminary Engineering Plans.

Grading and Drainage

General grading including drainage patterns has been determined and is identified on the Grading and Drainage Plan. The grading and drainage of the development will generally be from south to north and is divided into two major basins. The open spaces and internal street system will be used to convey stormwater runoff to the detention systems. Ultimately, the runoff will be mitigated by the detention systems and released at the 5-year historic rate. Detention systems will be located throughout the development and are identified on the Preliminary Engineering Plans and Preliminary Drainage Plan. The grading and drainage will be completed based on accepted practices and City of Greeley criteria.

Sanitary Sewer

The sanitary sewer system has been reviewed and laid out based on the internal street system, existing system, the anticipated grading, and anticipated connection points. Preliminary utility plans showing the internal layout and the assumed connection points have been provided for review. See Preliminary Utility Plans. Offsite improvements will need to be completed to serve the subdivision. Two trunk mains will be installed: 83rd Trunk Main and The Cache Trunk Main. See 83rd Sanitary Sewer Trunk Main Plans and The Cache Sanitary Sewer Trunk Main Plans. A detailed hydraulic analysis was completed as well and has been provided for review and approval.

Potable Water

The potable water system has been reviewed and laid out based on the existing system, connection points, and City requirements. From that review and City requirements, the internal system will continue looping of the existing system. See Preliminary Utility Plans. Generally, the subdivision's internal potable water system will be looped internally as needed to provide redundancy and fire flow. A detailed hydraulic analysis was completed and has been provided for review and approval.

Non-potable Water

A non-potable water system for the residential lots is not planned. However, the existing City non-potable irrigation system will be extended to the development to serve the open space and parks. 4th Street NPW Plans.

Bellvue Transmission Line

Is proposed the Bellvue Transmission Line be rerouted as part of the subdivision. The rerouting of the transmission main facilitates a more cohesive development since the current location bisects the site in a way that inhibits connectivity and grading of the development. See Contour and Existing Conditions Map. The transmission main will be rerouted to 4th Street and 83rd Avenue ROW. See Bellvue Transmission Line Plans. The developer has worked with the City and will continue to work with the City for the relocation of the transmission line.

Skyline Irrigation Ditch

The Skyline Irrigation Ditch bisects the site and will be redesigned to accommodate the subdivision layout. The redesign will include enclosure of the ditch through the development. See preliminary utility

Attachment B

plans. The design of the enclosure will be coordinated with the City and ditch company. See Skyline Irrigation Ditch Enclosure Plans.

Oil and Gas

There is an existing oil and gas well in the southwest corner of site. The well has been abandoned and plugged. In addition, there is an underground gas line that runs north to south, roughly 440 feet from the eastern property line, and will remain in place within a 60-foot gas easement. The final layout of the development has been completed to maintain required setback for access to well. See Contour and Existing Conditions Map and Preliminary Utility Plans.

Development Agreement

There is no development agreement associated with this proposed development. It is the intent of the Developer to enter into a development agreement. The Developer will work closely with the City to draft the agreement.

Compliance

The following are responses to the City of Greeley Review Criteria (Sec 24-203.b.1).

Question a: The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.

Response: The proposed subdivision is in conformance with the Comprehensive Plan and Schneider Farm PUD.

Question b: The development and infrastructure is arranged in a manner to minimize impacts on geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.

Response: The development is has been designed to avoid impacts with state natural resources and features.

Question c: The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations, and are coordinated with existing or potential development on adjacent property.

Response: The layout of the subdivision meets the intent of the development standards and has been coordinated with adjacent developers.

Question d: The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.

Response: The proposed layout meet the intent of the development standards and Schneider Farm PUD.

Attachment B

Question e: The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.

Response: The applicant can meet the all the stated requirements.

Question f: Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.

Response: Proposed phasing is logical and coordinated to ensure phases will have adequate amenities and services.

Question g: Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.

Response: Impacts identified through the process of the Schneider Farm PUD approval have been addressed and mitigated. The design and layout of the subdivision takes into account fiscal impacts by meeting the City's standards.

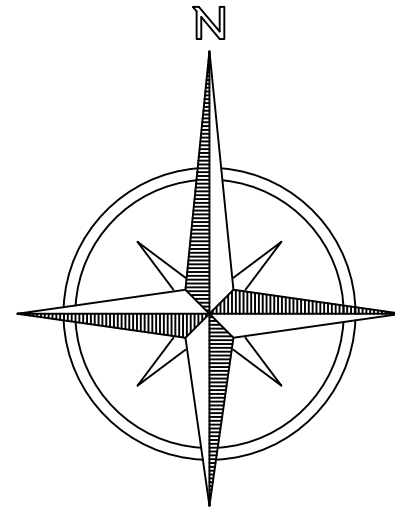
Question h: The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development on adjacent property from meeting the goals and policies of the Comprehensive Plan.

Response: The design takes into account planned future public infrastructure as understood by the applicant and has been coordinated with adjacent developers and the City of Greeley.

Question i: The recommendations of professional staff or any other referral agencies authorized to review the subdivision plan.

Response: Referral agencies that are directly impacted by the proposed subdivision have been given opportunity to comment on the Schnieder Farm PUD and Subdivision. Any concerns or comments have been or will be addressed as part of the approval process.

UNION COLONY WEST SUBDIVISION
PRELIMINARY PLAT
SITUATE IN THE 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
161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS
PROJECT NUMBER: SUB2023-0009



CERTIFICATE OF DEDICATION, OWNERSHIP AND MAINTENANCE:

Union Colony West Investments LLC, being the sole owner(s) in fee of:

A parcel of land situate in the Southeast Quarter (SE1/4) of Section Six (6), 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, and being more particularly described as follows:

SE1/4 of Section 6, Township 5 North, Range 66 West of the 6th P.M., Weld County, Colorado;

EXCEPTING all that part of the N1/2 of the SE1/4 of Section 6, Township 5 North, Range 66 West of the 6th described as follows:

Beginning at a point on the South line of said N1/2 of the SE1/4 of Section 6, 26 feet West of the SE corner thereof; thence West along said South line of the N1/2 of the SE1/4 of Section 6, 280 feet; thence North parallel to East line of said N1/2 of the SE1/4, a distance of 150 feet; thence East parallel to the North line of said N1/2 of the SE1/4, 280 feet; thence South parallel to the East line of the N1/2 of the SE1/4 and 26 feet from the section line; thence 150 feet to the place of beginning.

AND EXCEPTING

All that part of the SE1/4 of Section 6, Township 5 North, Range 66 West of the 6th P.M., Weld County, Colorado conveyed to the Department of Transportation, State of Colorado, by Warranty deed dated June 12, 2007 and recorded June 13, 2007 at Reception No. 3483138, Weld County Records.

Said described parcel of land contains 7,019,074 Square Feet or 161.136 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 or tract of land and designate the same UNION COLONY WEST SUBDIVISION to the City of Greeley, Weld County, Colorado; 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 Union Colony West Investments, LLC.

Witness my hand and seal this ____ day of _____, 20__.

NOTARIAL CERTIFICATE

STATE OF COLORADO)
ss
COUNTY OF WELD)

The foregoing instrument was acknowledged before me by _____ as _____ this ____ day of _____, 20__.

Witness my Hand and Official Seal.

My commission expires: _____.

LIENHOLDERS

By: _____ As: _____

Witness my hand and seal this ____ day of _____, 20__.

NOTARIAL CERTIFICATE

STATE OF COLORADO)
ss
COUNTY OF WELD)

The foregoing instrument was acknowledged before me by _____ as _____ this ____ day of _____, 20__.

Witness my Hand and Official Seal.

My commission expires: _____.

NOTICE

According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon. (13-80-105 C.R.S. 2012)

SURVEYOR'S CERTIFICATE

That I, Matthew A. Kramer, do hereby certify that I prepared this plat from an actual and accurate survey of this land, including all existing rights-of-way and easements, and that the corner monuments shown thereon were properly placed under my supervision, in accordance with the regulations of the State of Colorado.

EASEMENT VACATION APPROVAL

Century Link Communications

Comcast Cable

Poudre Valley REA

Xcel Energy

City of Greeley Public Works

City of Greeley Water & Sewer

City of Greeley Notes

- Street maintenance. It is mutually understood and agreed that the dedicated roadways shown on this plat will not be maintained by the City until and unless the streets are constructed in accordance with the subdivision regulations in effect at the date construction plans are approved, and provided that construction of said roadway(s) is started within one (1) year of the construction plan approval. The owner(s), developer(s) and/or subdividers, their successors and/or assigns in interest, shall be responsible for street maintenance until such time as the City accepts the responsibility for maintenance as stated above.
- Drives, parking areas and utility easements maintenance. The owners of this subdivision, their successors and/or assigns in interest, the adjacent property owner(s), homeowners' association or other entity other than the City is responsible for maintenance and upkeep of any and all drives, parking areas and easements (cross-access easements, drainage easements, etc.)
- Drainage maintenance. The property owner shall be responsible for maintenance of all drainage facilities installed pursuant to the development agreement. Requirements include, but are not limited to, maintaining the specified storm water detention/ retention volumes, maintaining outlet structures, flow restriction devices and facilities needed to convey flow to said basins. The City shall have the right to enter properties to inspect said facilities at any time. If these facilities are not properly maintained, the City shall notify the property owner in writing and shall inform the owner that corrective action by the owner shall be required within ten (10) working days of receipt of notification by the City, unless an emergency exists, in which case corrective action shall be taken immediately upon receipt of notification by the City. If the owner fails to take corrective action within ten (10) working days, the City may provide the necessary maintenance and assess the maintenance cost to the owner of the property.
- Drainage liability. The City does not assume any liability for drainage facilities improperly designed or constructed. The City reviews drainage plans but cannot, on behalf of any applicant, owner or developer, guarantee that final drainage design review and approval by the City will relieve said person, his successors and assigns, from liability due to improper design. City approval of a final plat does not imply approval of the drainage design within that plat.
- Landscape maintenance. The owners of this subdivision, their successors and/or assigns in interest, the adjacent property owner(s), homeowners' association or entity other than the City is responsible for maintenance and upkeep of perimeter fencing or walls, landscaping and landscaped areas and sidewalks between the property line and any paved roadways. The owners of this subdivision, their successors and/or assigns in interest or an entity other than the City, agree to the responsibility of maintaining all other open space areas associated with this development.
- Sight distance. The clear vision zone of a corner lot, as determined by Section 18.44.090(b)(1) of the Development Code, shall be free from shrubs, ground covers, berms, fences, signs, structures, parked vehicles or other materials or items greater than thirty-six (36) inches in height from the street level.
- Public safety. Access, whether for emergency or nonemergency purposes, is granted over and across all access ways for police, fire and emergency vehicles. If any or all of the access ways in this subdivision are private, the homeowners' association will be responsible for ensuring that such access ways are passable, at all times, for police, fire and emergency vehicles.
- Drainage master plan. The policy of the City requires that all new development and redevelopment shall participate in the required drainage improvements as set forth below:
 - Design and construct the local drainage system as defined by the final drainage report and plan and the storm water management plan.
 - Design and construct the connection of the subdivision drainage system to a drainage way of established conveyance capacity, such as a master planned outfall storm sewer or master planned major drainage way. The City will require that the connection of the minor and major systems provide capacity to convey only those flows (including offsite flows) leaving the specific development site. To minimize overall capital costs, the City encourages adjacent developments to join in designing and constructing connection systems. Also, the City may choose to participate with a developer in the design and construction of the connection system.
 - Equitable participation in the design and construction of the major drainage way system that serves the development as defined by adopted master drainage way plans or as required by the City and designed in the final drainage report and the storm water management plan.
- Maintenance easements. A maintenance easement is required for developments with zero side setbacks, if one (1) structure is built on the lot line. In order to maintain the structure with the zero side setback, a maintenance easement may be required on the adjacent lot to enable maintenance to be performed on said structure from the adjoining property. Each lot owner agrees to allow adjacent lot owners access across their lot, within five (5) feet of the common lot line, as may be needed to maintain and repair the adjacent owner's principal structure. Each adjacent owner agrees to repair any damage which may be caused to the lot owner's property from the adjacent owner's use of this maintenance easement and to take all necessary steps to avoid causing such damage.
- Street lighting. All lots are subject to and bound by tariffs which are now and may in the future be filed with the Public Utilities Commission of the State of Colorado relating to street lighting in this subdivision, together with rates, rules and regulations therein provided and subject to all future amendments and changes thereto. The owners or their successors and/or assigns in interest, shall pay, as billed, a portion of the cost of public street lighting in the subdivision in accordance to applicable rates, rules and regulations, including future amendments and changes on file with the Public Utilities Commission.
- Water or sewer main easements. There shall be no permanent structures, fences, detention ponds, landscaping (plantings or berms) greater than three (3) feet tall mature growth, or other encumbrances located in water or sewer main easements.
- Water or sewer mains in private roads or easements. For public water and sewer mains located in private roads or easements, future repair of paving or other improved surfaces subsequent to the repair of a water or sewer main shall be the responsibility of the homeowners' or condominium association. The Water and Sewer Department will safely backfill the trench to the surface, but not rebuild any surface improvements.

BASIS OF BEARINGS AND LINEAL UNIT DEFINITION

Assuming the East line of the Southeast Quarter of Section 6, Township 5 North, Range 66 West of the 6th P.M. monumented as shown on this drawing, 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 and with all other bearings contained herein relative thereto.

The lineal dimensions as contained herein are based upon the "U.S. Survey Foot".

SURVEYOR'S NOTES

- Property address: 975 83rd Avenue, Greeley, Colorado.
- Location of ditch does not coincide with deeded courses recorded December 7, 1906 in Book 247, Page 483 of the records of the Weld County Clerk and Recorder. Deeded calls do not close to section line.
- Location of Pipeline easement recorded January 25, 1906 in Book 228, Page 582 of the records of the Weld County Clerk and Recorder, is based upon field location and observations on May 6, 2022.
- Dimensions for the Right of Way easement in Book 1228 Page 252 are not given.
- At the request of the client the location of gas well Wilken #15-6 was plotted based upon COGIS coordinates. The well was not located during the field work for this survey.
- Also found #3 rebar, 1.5' Southeast of this position, not accepted.
- If easement dimensions should differ from those shown on this plat, default to the recorded document dimensions.

DEVELOPMENT REVIEW MANAGER

Development Review Manager

Date

COMMUNITY DEVELOPMENT DIRECTOR

Director of Community Development

Date

TITLE COMMITMENT NOTE

For all information regarding easements, rights-of-way and title of records, Majestic Surveying, LLC relied upon Title Commitment Number: 459-H0661098-084-0AA Amendment No. 4, dated January 31, 2022, as prepared by Heritage Title Company to delineate the aforesaid information.

This survey does not constitute a title search by Majestic Surveying, LLC to determine ownership or easements of record.

EASEMENT NOTE

Outlots A, B, C, D, E, F and G are to be dedicated as Access, Drainage, Landscaping and Utility Easements.

PLANNING COMMISSION APPROVAL

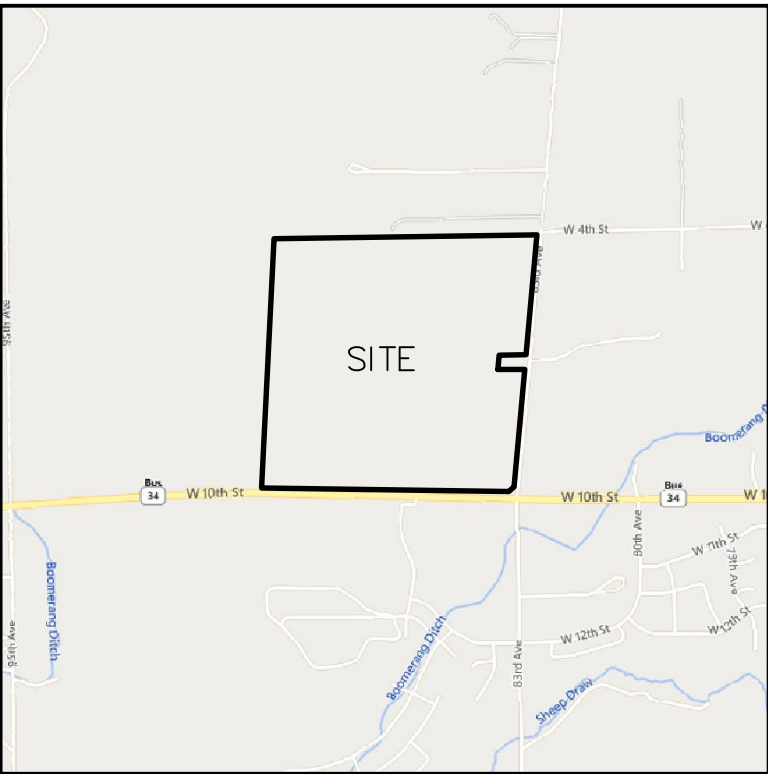
Approved by the City of Greeley Planning Commission on this ____ day of _____, 20__.

LEGEND

	GREELEY CITY LIMIT		ALIQUOT CORNER AS DESCRIBED
	SUBDIVISION BOUNDARY		FOUND MONUMENT AS DESCRIBED
	EASEMENT LINE		CALCULATED POSITION
	RIGHT OF WAY LINE		FOUND 24" OF #4 REBAR WITH RED PLASTIC CAP LS 38348
	SECTION LINE		SET 24" OF #4 REBAR WITH PINK PLASTIC CAP LS 38844
	PARCEL LINE		
	APPROXIMATE CENTERLINE DITCH		

Land Use Summary Chart			
Type	Area (sq. ft.)	Area (acres)	Percentage of Total
350 Residential Lots	2201381	50.537	31.4%
Tract A	844811	19.394	12.0%
Tract B	1045117	23.993	14.9%
Tract C	672328	15.435	9.6%
Outlot A	199607	4.582	2.8%
Outlot B	118565	2.722	1.7%
Outlot C	40485	0.929	0.6%
Outlot D	47172	1.083	0.7%
Outlot E	35771	0.821	0.5%
Outlot F	8562	0.197	0.1%
Outlot G	12887	0.296	0.2%
Outlot H	7843	0.180	0.1%
Right-of Way	1784547	40.968	25.4%
Total	7019074 sq. ft.	161.136 (acres)	100%

Engineer:	Landone Daniel Hull 361 71st Avenue, Suite 100 Greeley, CO 970-632-2111
Surveyor:	Majestic Surveying, LLC C/O Matthew A. Kramer, PLS 1111 Diamond Valley Drive, Suite 104 Windsor, CO 80550 970-833-5698
Owner:	Union Colony West Investments, LLC 7251 W. 20th Street L200 Greeley, CO 80634



VICINITY MAP
SCALE: 1" = 2000'

Easement Type	Use	Easement Granted To:	Surface Maintenance
Drainage Easement (D.E.)	Drainage Structures/ Water Detention	City of Greeley	City of Greeley
Utility Easement (U.E.)	Dry Utilities	Utility Provider or City of Greeley	Parcel Owner
Access Easement (A.E.)	Open Space/Access	Public Use	HOA/Metro District
Landscape Easement (L.E.)	Landscaping	HOA/Metro District	HOA/Metro District

Tract Table					
Lot/Tract/Outlot	Purpose	Ownership	Maintained By	Area (sq.ft.)	Area (acres)2
Tract A	PUD – Commercial/ Multi-family	Union Colony Investmens LLC	Union Colony Investmens LLC	844811	19.394
Tract B	PUD – Multi-family	Union Colony Investmens LLC	Union Colony Investmens LLC	1045117	23.993
Tract C	Park	City of Greeley	City of Greeley	672328	15.435
Outlot A	Open Space	HOA/Metro District	HOA/Metro District	199607	4.582
Outlot B	Open Space	HOA/Metro District	HOA/Metro District	118565	2.722
Outlot C	Open Space	HOA/Metro District	HOA/Metro District	40485	0.929
Outlot D	Open Space	HOA/Metro District	HOA/Metro District	47172	1.083
Outlot E	Open Space	HOA/Metro District	HOA/Metro District	35771	0.821
Outlot F	Open Space	HOA/Metro District	HOA/Metro District	8562	0.197
Outlot G	Open Space	HOA/Metro District	HOA/Metro District	12887	0.296
Outlot H	Open Space	HOA/Metro District	HOA/Metro District	7843	0.180
Right-of Way	Right-of-way	City of Greeley	City of Greeley	1784547	40.968

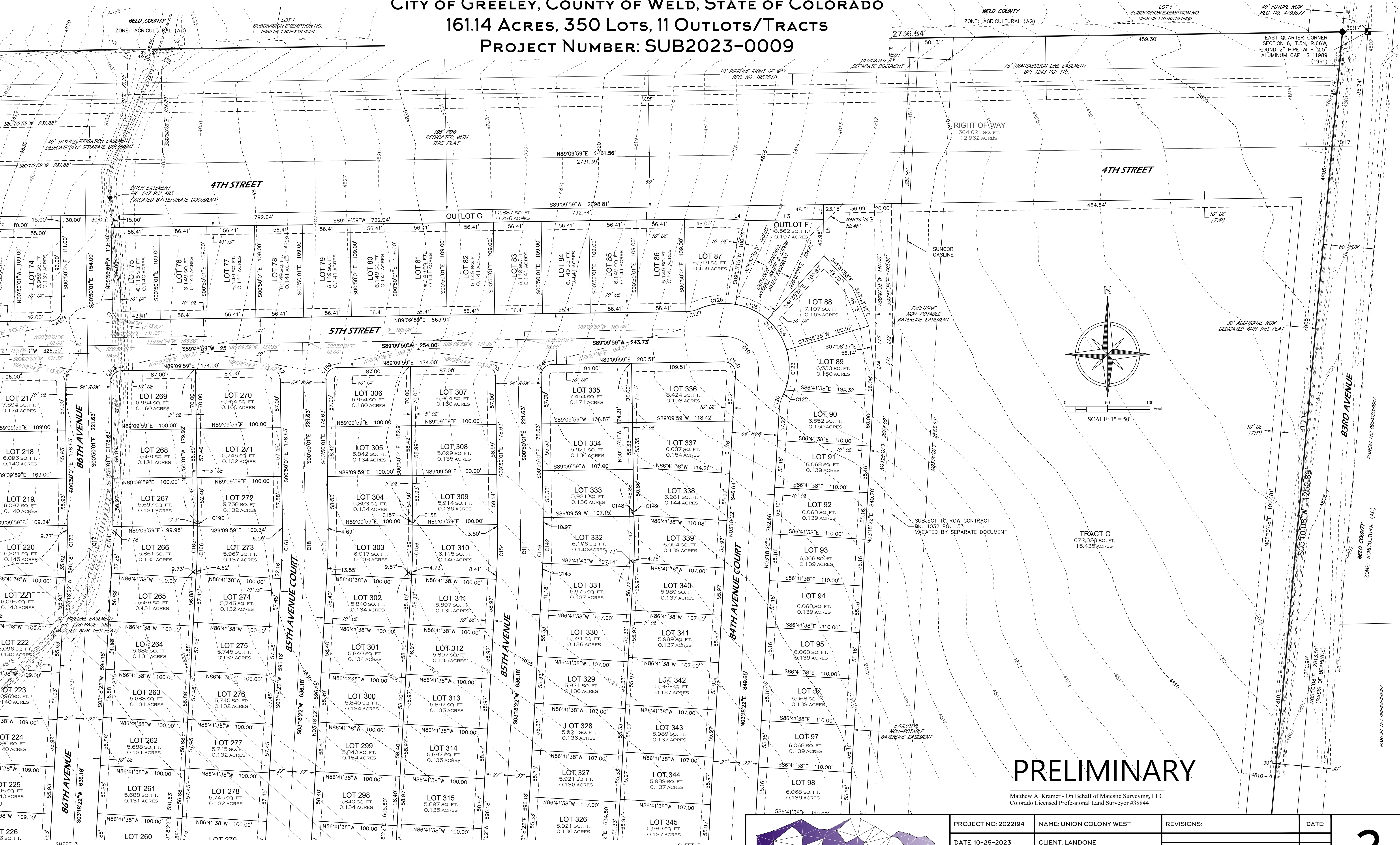
PRELIMINARY

Matthew A. Kramer - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #38844

	PROJECT NO: 2022194	NAME: UNION COLONY WEST	REVISIONS:	DATE:	1 SHEET 1 OF 8
	DATE: 10-25-2023	CLIENT: LANDONE			
	DRAWN BY: MAK	FILE NAME: 2022194SUB			
	CHECKED BY: SIP	SCALE: N/A			

UNION COLONY WEST SUBDIVISION
PRELIMINARY PLAT

SITUATE IN THE 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
161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS
PROJECT NUMBER: SUB2023-0009



NOTICE
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon. (13-80-105 C.R.S. 2012)



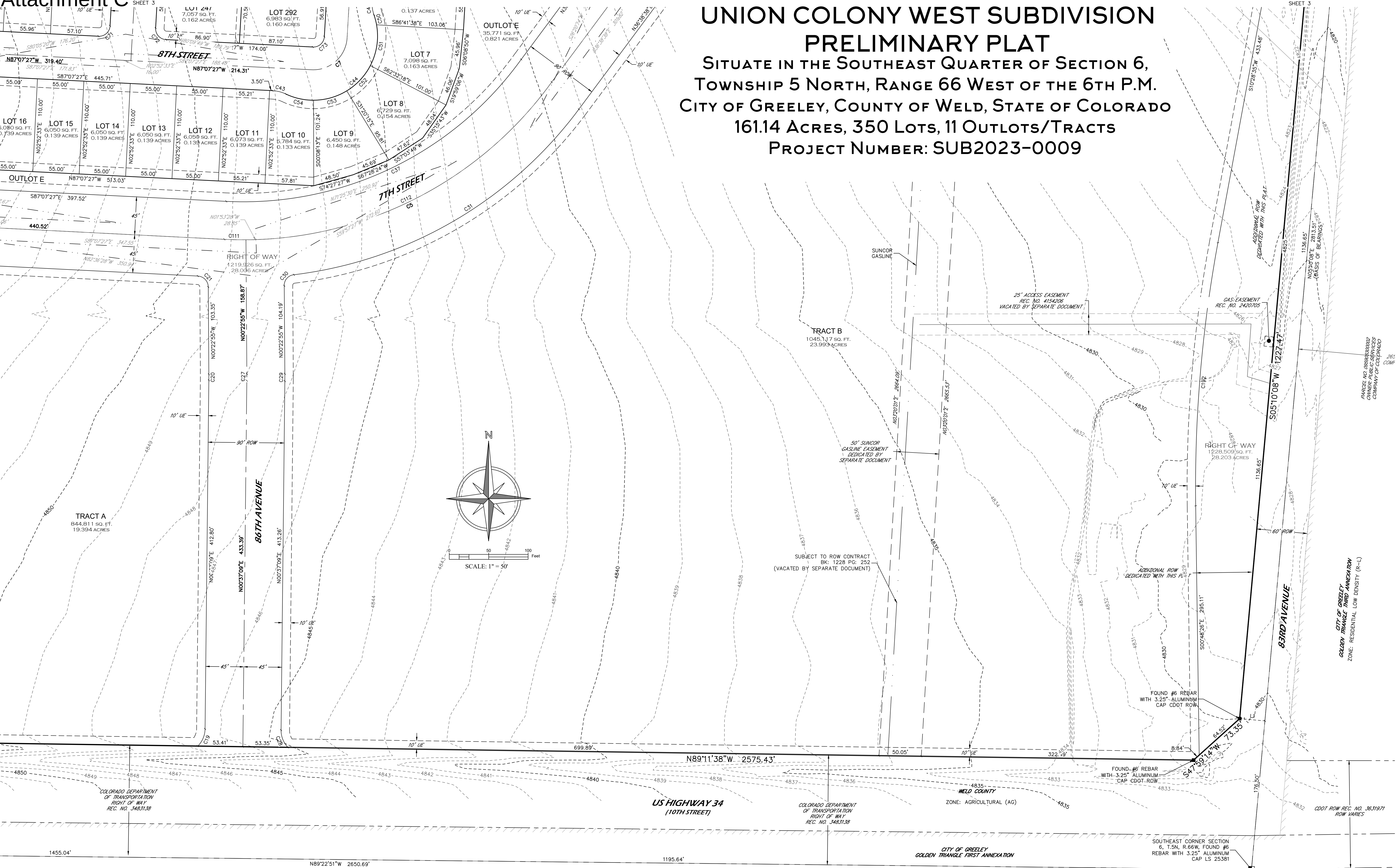
PROJECT NO: 2022194	NAME: UNION COLONY WEST	REVISIONS:	DATE:
DATE: 10-25-2023	CLIENT: LANDONE		
DRAWN BY: MAK	FILE NAME: 2022194SUB		
CHECKED BY: SIP	SCALE: 1" = 50'		

2

SHEET 2 OF 8

PROJECT NUMBER: SUB2023-0009

UNION COLONY WEST SUBDIVISION
PRELIMINARY PLAT
SITUATE IN THE 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
161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS
PROJECT NUMBER: SUB2023-0009



NOTICE

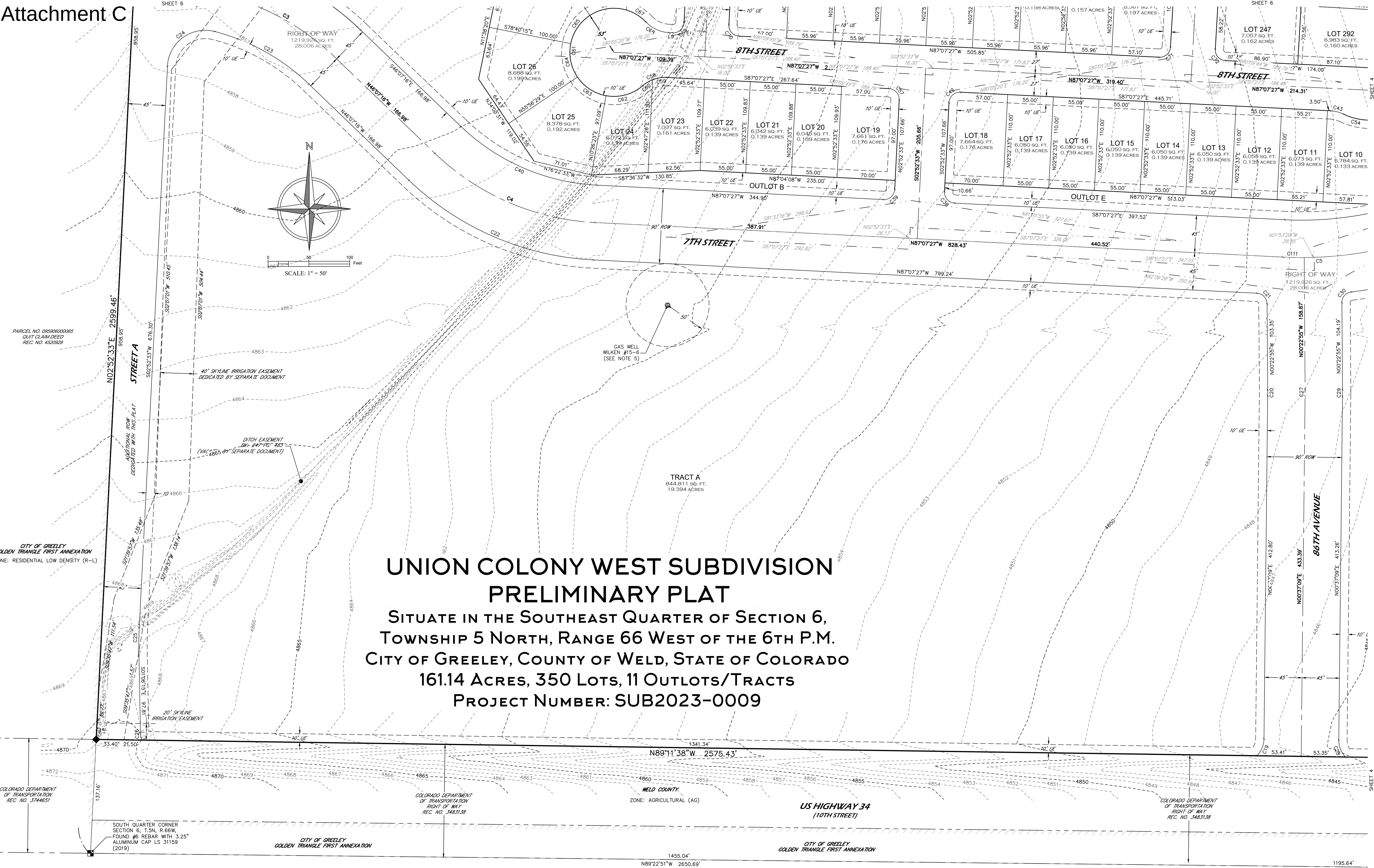
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PRELIMINARY

Matthew A. Kramer - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #38844



PROJECT NO: 2022194	NAME: UNION COLONY WEST	REVISIONS:	DATE:
DATE: 10-25-2023	CLIENT: LANDONE		
DRAWN BY: MAK	FILE NAME: 2022194SUB		
CHECKED BY: SIP	SCALE: 1" = 50'		



**UNION COLONY WEST SUBDIVISION
PRELIMINARY PLAT**
SITUATE IN THE 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
161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS
PROJECT NUMBER: SUB2023-0009

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PRELIMINARY
Matthew A. Kramer - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #38844



PROJECT NO: 2022194	NAME: UNION COLONY WEST	REVISIONS:	DATE:
DATE: 10-25-2023	CLIENT: LANDONE		
DRAWN BY: MAK	FILE NAME: 2022194SUB		
CHECKED BY: SIP	SCALE: 1" = 50'		

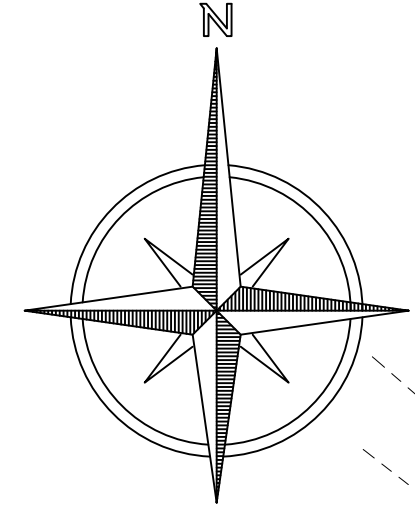
5
SHEET 5 OF 8

UNION COLONY WEST SUBDIVISION - PRELIMINARY PLAT
SITUATE IN THE 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

161.14 ACRES, 350 Lots, 11 Outlots/Tracts

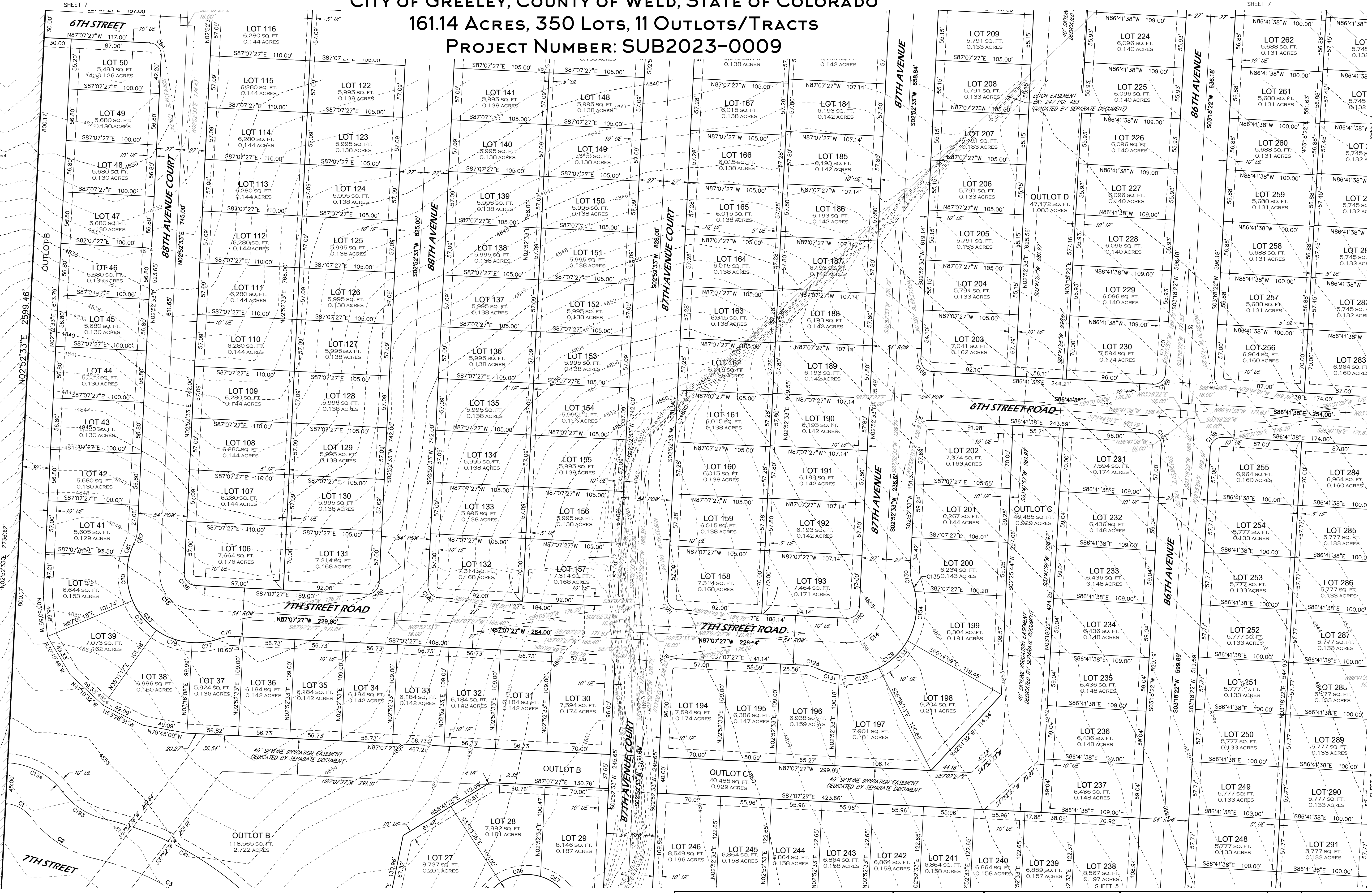
PROJECT NUMBER: SUB2023-0009



SCALE: 1" = 50'

PARCEL NO. 085000000065
QUIT CLAIM DEED
REC. NO. 45202828

CITY OF GREELEY
GOLDEN TRIANGLE FIRST ANNEXATION
ZONE: RESIDENTIAL LOW DENSITY (R-L)



PRELIMINARY

Matthew A. Kramer - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #38844

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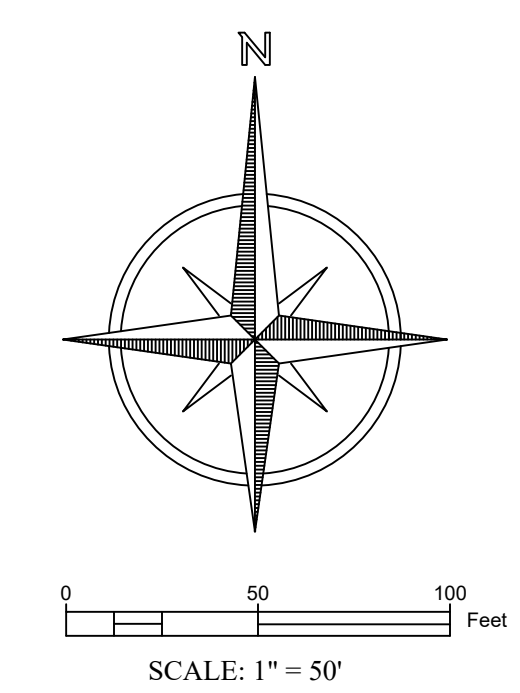


PROJECT NO: 2022194	NAME: UNION COLONY WEST	REVISIONS:	DATE:
DATE: 10-25-2023	CLIENT: LANDONE		
DRAWN BY: MAK	FILE NAME: 2022194SUB		
CHECKED BY: SIP	SCALE: 1" = 50'		

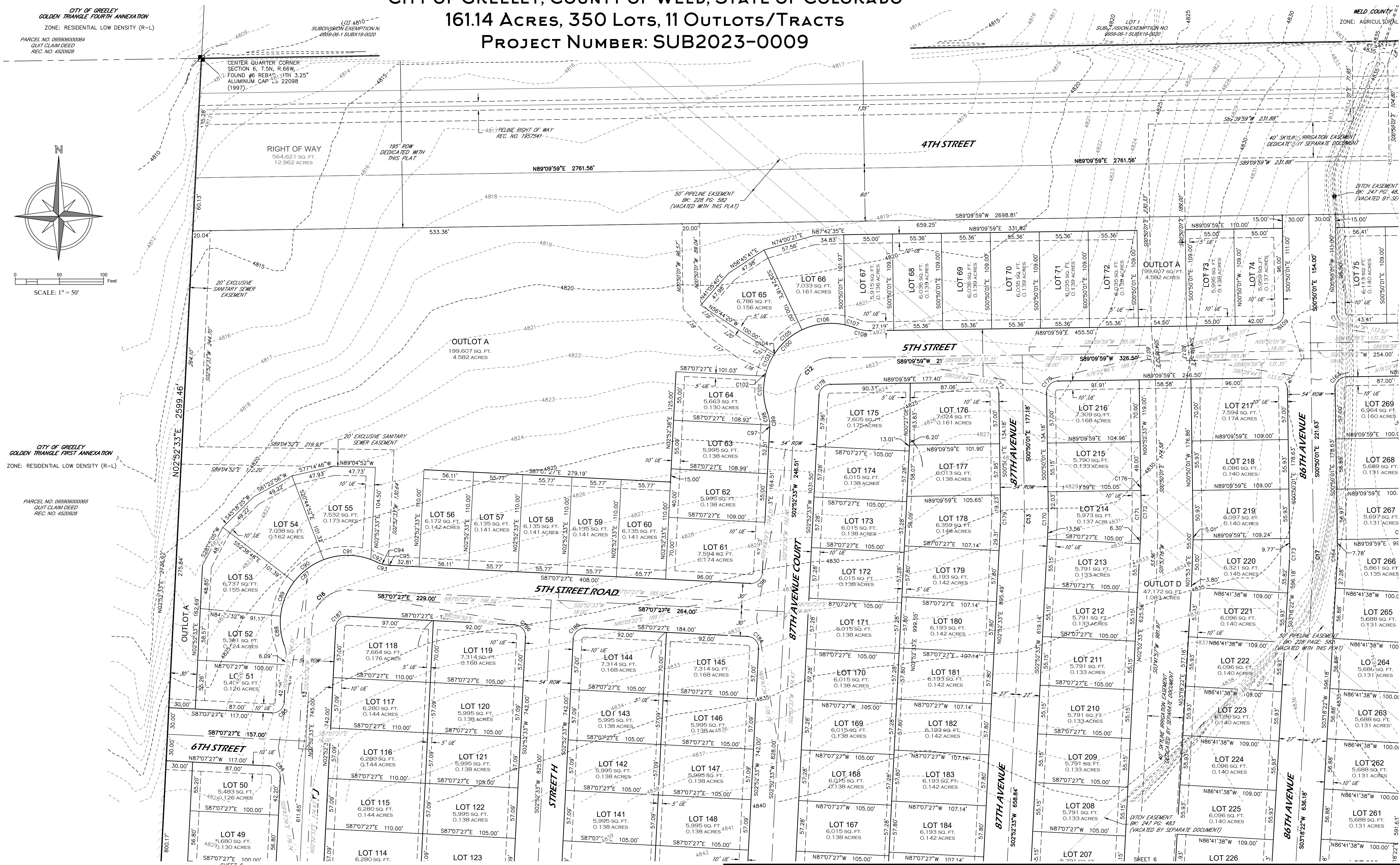
6

UNION COLONY WEST SUBDIVISION – PRELIMINARY PLAT
SITUATE IN THE 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
161.14 Acres, 350 Lots, 11 Outlots/Tracts
PROJECT NUMBER: SUB2023-0009

CITY OF GREELEY
GOLDEN TRIANGLE FOURTH ANNEXATION
ZONE: RESIDENTIAL LOW DENSITY (R-L)
PARCEL NO. 08590000064
QUIT CLAIM DEED
REC. NO. 452028



CITY OF GREELEY
GOLDEN TRIANGLE FIRST ANNEXATION
ZONE: RESIDENTIAL LOW DENSITY (R-L)
PARCEL NO. 08590000065
QUIT CLAIM DEED
REC. NO. 452028



PRELIMINARY

Matthew A. Kramer - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #38844

NOTICE

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PROJECT NO: 2022194	NAME: UNION COLONY WEST	REVISIONS:	DATE:
DATE: 10-25-2023	CLIENT: LANDONE		
DRAWN BY: MAK	FILE NAME: 2022194SUB		
CHECKED BY: SIP	SCALE: 1" = 50'		

7

UNION COLONY WEST SUBDIVISION

PRELIMINARY PLAT

SITUATE IN THE 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

161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS

PROJECT NUMBER: SUB2023-0009

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C1	31.82'	36.50'	49°57'18"	30.83'	N62°08'48"W
C2	86.41'	125.48'	39°27'18"	84.71'	N56°53'44"W
C3	161.86'	300.00'	30°54'47"	159.90'	N61°34'11"W
C4	214.68'	300.00'	41°00'05"	210.13'	N66°37'18"W
C5	448.29'	449.97'	57°04'55"	429.98'	S64°20'39"W
C6	459.65'	450.00'	58°31'30"	439.93'	S65°54'23"W
C7	62.53'	40.00'	89°34'12"	56.36'	S48°05'27"W
C8	145.46'	250.00'	33°20'17"	143.42'	N70°01'30"W
C9	62.83'	40.00'	90°00'00"	56.57'	N48°18'22"E
C10	65.72'	40.00'	94°08'23"	58.57'	N43°45'50"W
C11	54.77'	758.00'	4°08'23"	54.75'	S01°14'10"W
C12	60.24'	40.00'	86°17'26"	54.71'	S46°01'16"W
C13	16.19'	250.00'	3°42'34"	16.18'	S01°01'16"W
C14	62.83'	40.00'	90°00'00"	56.57'	S47°52'33"W
C15	62.83'	40.00'	90°00'00"	56.57'	N42°07'27"W
C16	62.83'	40.00'	90°00'00"	56.57'	N47°52'33"E
C17	18.06'	250.00'	4°08'23"	18.06'	S01°14'10"W
C18	36.41'	504.00'	4°08'23"	36.41'	S01°14'10"W
C19	22.65'	29.00'	44°45'35"	22.08'	N22°59'56"E
C20	7.08'	405.00'	1°00'03"	7.08'	N00°07'07"E
C21	19.68'	13.00'	86°44'32"	17.85'	N43°45'11"W
C22	246.90'	345.00'	41°00'11"	241.66'	N66°37'22"W
C23	131.10'	255.00'	29°27'27"	129.66'	N60°51'00"W
C24	80.64'	45.50'	101°32'44"	70.49'	S53°38'55"W
C25	28.13'	405.00'	3°58'48"	28.13'	S00°53'09"W
C26	9.46'	30.50'	17°46'36"	9.43'	S09°59'33"E
C27	7.86'	450.00'	1°00'03"	7.86'	N00°07'07"E
C28	22.51'	29.23'	44°07'40"	21.96'	N21°43'58"W
C29	8.65'	495.00'	1°00'03"	8.65'	N00°07'07"E
C30	19.09'	12.55'	87°09'37"	17.30'	N41°20'25"E
C31	401.03'	495.00'	46°25'07"	390.15'	N59°51'11"E
C32	413.69'	405.00'	58°31'30"	395.94'	N65°54'23"E
C33	101.42'	1470.00'	3°57'11"	101.40'	S08°30'00"W
C34	510.07'	495.00'	59°02'25"	487.80'	S65°38'55"W
C35	20.54'	13.00'	90°30'55"	18.47'	N81°23'10"E
C36	20.42'	13.00'	90°00'00"	18.38'	N08°21'22"W
C37	404.13'	405.00'	57°10'20"	387.57'	N64°17'56"E
C38	20.43'	12.99'	90°07'29"	18.38'	S42°07'29"E
C39	20.42'	13.00'	90°00'00"	18.38'	N47°52'33"E
C40	182.49'	255.00'	41°00'11"	178.62'	S66°37'22"E

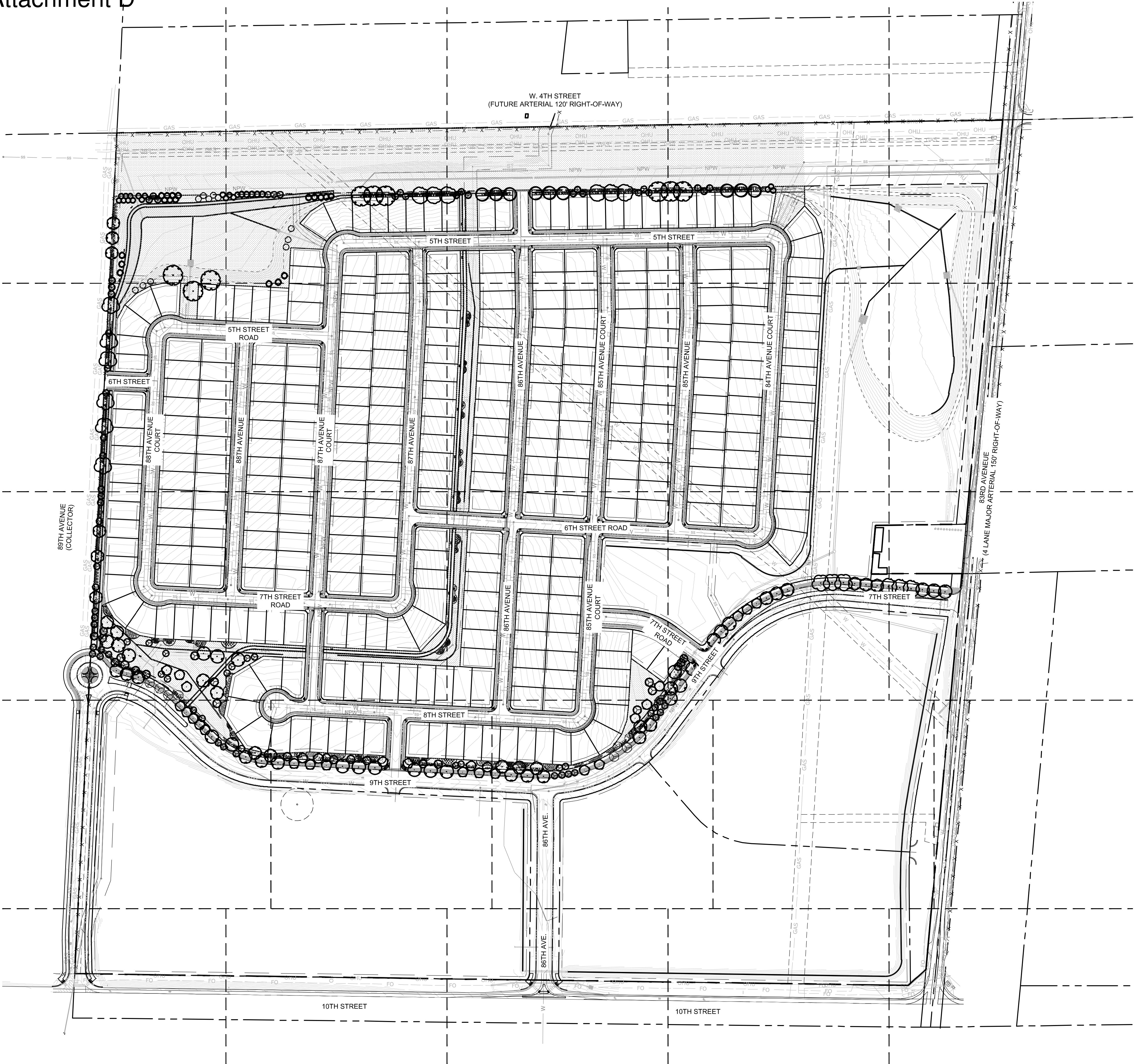
CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C41	186.13'	345.00'	30°54'43"	183.88'	N61°34'13"W
C42	20.42'	13.00'	90°00'00"	18.38'	S47°52'33"W
C43	16.19'	41.00'	22°37'12"	16.08'	N75°48'51"W
C44	178.82'	76.00'	134°48'35"	140.33'	N48°05'27"E
C45	16.19'	41.00'	22°37'12"	16.08'	S08°00'14"E
C46	20.42'	13.00'	90°00'00"	18.38'	S48°18'22"W
C47	128.01'	220.00'	33°20'17"	126.21'	N70°01'30"W
C48	108.48'	220.00'	28°15'05"	107.38'	N67°28'54"W
C49	19.53'	220.00'	5°05'12"	19.52'	N84°09'03"W
C50	12.25'	76.00'	9°14'04"	12.24'	S14°41'48"E
C51	49.80'	76.00'	37°32'28"	48.91'	S08°41'28"W
C52	41.39'	76.00'	31°12'02"	40.88'	S43°03'43"W
C53	41.39'	76.00'	31°12'02"	40.88'	S74°15'46"W
C54	34.00'	76.00'	25°37'57"	33.72'	N77°19'14"W
C55	162.92'	280.00'	33°20'17"	160.63'	N70°01'30"W
C56	20.42'	13.00'	90°00'00"	18.38'	S41°41'38"E
C57	20.42'	13.00'	90°00'00"	18.38'	N42°07'27"W
C58	31.25'	41.00'	43°39'49"	30.49'	S71°02'38"W
C59	17.33'	41.00'	24°13'28"	17.21'	S80°45'49"W
C60	13.91'	41.00'	19°26'22"	13.84'	S58°55'54"W
C61	247.28'	53.00'	267°19'39"	76.68'	S02°52'33"W
C62	47.39'	53.00'	51°13'40"	45.82'	N74°49'33"E
C63	42.09'	53.00'	45°30'06"	40.99'	S56°48'34"E
C64	41.98'	53.00'	45°23'16"	40.90'	S11°21'53"E
C65	42.01'	53.00'	45°24'38"	40.92'	S34°02'04"W
C66	45.94'	53.00'	49°39'30"	44.51'	S81°34'09"W
C67	27.88'	53.00'	30°08'29"	27.56'	N58°31'52"W
C68	31.25'	41.00'	43°39'49"	30.49'	S65°17'32"E
C69	20.42'	13.00'	90°00'00"	18.38'	N47°52'33"E
C70	20.42'	13.00'	90°00'00"	18.38'	S42°07'27"E
C71	20.32'	13.00'	89°34'12"	18.32'	N48°05'27"E
C72	20.52'	13.00'	90°25'48"	18.45'	S41°54'33"E
C73	20.32'	13.00'	89°34'12"	18.32'	N48°05'27"E
C74	20.42'	13.00'	90°00'00"	18.38'	N42°07'27"W
C75	20.42'	13.00'	90°00'00"	18.38'	S47°52'33"W
C76	15.42'	41.00'	21°33'15"	15.33'	S82°05'54"W
C77	31.30'	76.00'	23°35'45"	31.08'	N81°28'15"E
C78	42.34'	76.00'	31°55'10"	41.79'	S70°46'17"E
C79	42.34'	76.00'	31°55'01"	41.79'	S38°51'12"E
C80	49.36'	76.00'	37°12'53"	48.50'	S04°17'15"E

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C81	14.84'	76.00'	11°11'16"	14.82'	S19°54'49"W
C82	16.19'	41.00'	22°37'12"	16.08'	N14°11'09"E
C83	180.18'	76.00'	135°50'05"	140.85'	S42°24'35"E
C84	20.42'	13.00'	90°00'00"	18.38'	N42°07'27"W
C85	20.42'	13.00'	90°00'00"	18.38'	N47°52'33"E
C86	16.19'	41.00'	22°37'12"	16.08'	N08°26'03"W
C87	179.39'	76.00'	135°14'23"	140.55'	S47°52'33"W
C88	33.41'	76.00'	25°11'07"	33.14'	S07°09'05"E
C89	42.33'	76.00'	31°54'44"	41.78'	S21°23'50"W
C90	42.31'	76.00'	31°53'56"	41.77'	S53°18'10"W
C91	54.50'	76.00'	41°05'09"	53.34'	S89°47'43"W
C92	6.84'	76.00'	5°09'27"	6.84'	N67°04'59"W
C93	16.19'	41.00'	22°37'12"	16.08'	S75°48'51"E
C94	13.99'	41.00'	19°33'09"	13.92'	S74°16'50"E
C95	2.20'	41.00'	3°04'03"	2.19'	S85°35'26"E
C96	20.42'	13.00'	90°00'00"	18.38'	N47°52'33"E
C97	2.49'	42.69'	3°20'23"	2.49'	N01°08'13"E
C98	13.70'	41.00'	19°08'31"	13.63'	N10°10'23"W
C99	16.19'	41.00'	22°37'11"	16.08'	N08°26'03"W
C100	174.47'	76.00'	131°31'49"	138.60'	S46°01'16"W
C101	42.55'	76.00'	32°04'36"	41.99'	S03°42'20"E
C102	5.81'	76.00'	4°22'46"	5.81'	S14°31'21"W
C103	20.06'	76.00'	15°07'28"	20.00'	S24°16'28"W
C104	1.89'	76.00'	1°25'28"	1.89'	S32°32'56"W
C105	41.56'	76.00'	31°20'02"	41.05'	S48°55'41"W
C106	49.93'	76.00'	37°38'38"	49.04'	S83°25'01"W
C107	12.66'	76.00'	9°32'51"	12.65'	N72°59'15"W
C108	16.19'	41.00'	22°37'12"	16.08'	S79°31'26"E
C109	20.42'	13.00'	90°00'00"	18.38'	N44°09'59"E
C110	20.42'	13.00'	90°00'00"	18.38'	S45°50'01"E
C111	25.59'	449.97'	3°15'28"	25.58'	S88°44'38"E
C112	422.71'	449.97'	53°49'26"	407.33'	N62°42'55"E
C113	20.42'	13.00'	90°00'00"	18.38'	S48°18'22"W
C114	16.19'	41.00'	22°37'12"	16.08'	N75°23'03"W
C115	179.39'	76.00'	135°14'23"	140.55'	N48°18'22"E
C116	91.45'	76.00'	68°56'32"	86.03'	N81°27'17"E
C117	50.07'	76.00'	37°45'02"	49.17'	N28°06'30"E
C118	37.87'	76.00'	28°32'49"	37.48'	N05°02'26"W
C119	16.19'	41.00'	22°37'12"	16.08'	S08°00'14"E
C120	16.19'	41.00'	22°37'13"	16.08'	S14°36'57"W

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C121	184.88'	76.00'	139°22'46"	142.55'	N43°45'50"W
C122	7.45'	76.00'	5°37'01"	7.45'	N23°07'02"E
C123	48.42'	76.00'	36°30'07"	47.60'	N02°03'28"E
C124	42.72'	76.00'	32°12'35"	42.16'	N32°17'52"W
C125	42.72'	76.00'	32°12'35"	42.16'	N64°30'27"W
C126	43.56'	76.00'	32°50'28"	42.97'	S82°58'01"W
C127	16.19'	41.00'	22°37'12"	16.08'	S77°51'23"W
C128	16.19'	41.00'	22°37'12"	16.08'	N75°48'51"W
C129	179.39'	76.00'	135°14'23"	140.55'	N47°52'33"E
C130	16.19'	41.00'	22°37'12"	16.08'	S08°26'03"E
C131	24.71'	76.00'	18°37'44"	24.60'	N73°49'07"W
C132	44.84'	76.00'	33°48'14"	44.19'	N79°57'54"E
C133	44.17'	76.00'	33°17'56"	43.55'	S46°24'49"W
C134	56.08'	76.00'	42°16'55"	54.82'	N08°37'23"E
C135	9.59'	76.00'	7°13'34"	9.58'	S16°07'51"E
C136	20.46'	12.96'	90°25'48"	18.40'	S47°55'53"W
C137	20.42'	13.00'	90°00'00"	18.38'	N41°41'38"W
C138	20.42'	13.00'	90°00'00"	18.38'	S48°18'22"W
C139	20.42'	13.00'	90°00'00"	18.38'	N41°41'38"W
C140	21.36'	13.00'	94°08'23"	19.04'	N43°45'50"W
C141	20.42'	13.00'	90°00'00"	18.38'	S44°09'59"W
C142	43.00'	785.00'	3°08'18"	42.99'	S00°44'08"W
C143	13.72'	785.00'	1°00'05"	13.72'	S02°48'19"W
C144	20.42'	13.00'	90°00'00"	18.38'	S41°41'38"E
C145	20.42'	13.00'	90°00'00"	18.38'	N48°18'22"E
C146	56.72'	785.00'	4°08'23"	56.70'	N01°14'10"E
C147	50.12'	783.06'	3°40'02"	50.11'	N00°05'29"W
C148	1.19'	783.06'	0°05'14"	1.19'	N01°58'07"W
C149	5.26'	783.06'	0°23'07"	5.26'	N02°12'17"W
C150	20.42'	13.00'	90°00'00"	18.38'	S44°09'59"W
C151	38.37'	531.00'	4°08'23"	38.36'	S01°14'10"W
C152	20.42'	13.00'	90°00'00"	18.38'	S41°41'38"E
C153	20.42'	13.00'	90°00'00"	18.38'	N48°18'22"E
C154	52.82'	731.00'	4°08'23"	52.80'	N01°14'10"E
C155	20.42'	13.00'	90°00'00"	18.38'	N45°50'01"W
C156	52.77'	802.51'	3°46'02"	52.76'	N01°14'33"E
C157	4.03'	802.51'	0°17'17"	4.03'	N00°52'11"W
C158	5.22'	802.51'	0°22'20"	5.22'	N00°49'39"W
C159	52.77'	802.51'	3°46'02"	52.76'	N01°14'33"E
C160	20.42'	13.00'	90°00'00"	18.38'	N48°18'22"E

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD	CH BEARING
C161	34.46'	477.00'	4°08'23"	34.46'	N01°14'10"E
C162	20.42'	13.00'	90°00'00"	18.38'	N45°50'01"W
C163	20.42'	13.00'	90°00'00"	18.38'	S44°09'59"W
C164	20.01'	277.00'	4°08'23"	20.01'	S01°14'10"W
C165	52.55'	781.82'	3°51'05"	52.54'	N01°35'38"E
C166	51.36'	781.82'	3°45'51"	51.35'	N01°38'15"E
C167	20.42'	13.00'	90°00'00"	18.38'	S44°11'38"E
C168	20.42'	13.00'	90°00'00"	18.38'	N48°18'22"E
C169	20.32'	13.00'	89°34'12"	18.32'	S41°54'33"E
C170	17.93'	277.00'	3°42'34"	17.93'	S01°01'16"W
C171	54.02'	929.38'	3°19'50"	54.02'	N00°33'58"E
C172	60.17'	929.38'	3°42'34"	60.16'	N00°22'35"E
C173	16.11'	223.00'	4°08'23"	16.11'	N01°11'40"E
C174	20.42'	13.00'	90°00'00"	18.38'	N45°50'01"W
C175	20.42'	13.00'	90°00'00"	18.38'	S44°09'59"W
C176	6.15'	929.38'	0°22'44"	6.15'	N01°17'19"W
C177	20.42'	13.00'	90°00'00"	18.38'	N45°50'01"W
C178	19.58'	13.00'	86°17'26"	17.78'	S44°01'16"W
C179	14.44'	223.00'	3°42'34"	14.44'	N01°01'16"W
C180	20.42'	13.00'	90°00'00"	18.38'	N47°52'33"E
C181	20.42'	13.00'	90°00'00"	18.38'	S42°07'27"E
C182	20.42'	13.00'	90°00'00"	18.38'	N47°52'33"E
C183	20.42'	13.00'	90°00'00"	18.38'	S42°07'27"E
C184	20.42'	13.00'	90°00'00"	18.38'	N42°07'27"W
C185	20.42'	13.00'	90°00'00"	18.38'	S47°52'33"W
C186	20.42'	13.00'	90°00'00"	18.38'	N42°07'27"W
C187	20.42'	13.00'	90°00'00"	18.38'	S47°52'33"W
C188	20.42'	13.00'	90°00'00"	18.38'	S42°07'27"E
C189	20.42'	13.00'	90°00'00"	18.38'	N47°52'33"E
C190	5.12'	781.82'	0°22'32"	5.12'	N00°25'56"W
C191	3.93'	781.82'	0°17'18"	3.93'	N00°28'33"W
C192	313.13'	1590.00'	11°17'01"	312.62'	S04°50'05"W
C193	55.11'	80.50'	39°13'23"	51.44'	S56°46'51"W
C194	71.06'	81.50'	49°57'18"	68.83'	N62°08'48"W

Attachment D



UNION COLONY WEST SUBDIVISION
SITUATE IN THE 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
CONTAINING 161.136 ACRES, SUBDIVIDED INTO 3 TRACTS, 7 OUTLOTS, AND 350 LOTS
WITHIN A PLANNING AREA AS DEFINED BY PUD 2022-006
PROJECT NUMBER SUB2023-009

KEY MAP



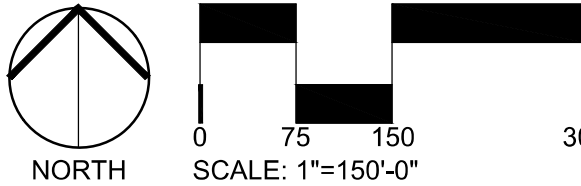
GROUND COVER LEGEND

- WOOD MULCH
- IRRIGATED TURF - KENTUCKY BLUE GRASS, MOONLIGHT
- ROCK MULCH
- NATIVE SEED 1

UNION COLONY WEST

PRELIMINARY PLAT

GREELEY, CO
PREPARED BY:



ORIGINAL SIZE 24X36

ISSUED		
No.	DESCRIPTION	DATE
01	PRELIMINARY PLAT	04/12/2023
02	PRELIMINARY PLAT RD 2	08/01/2023
03	PRELIMINARY PLAT RD 3	09/08/2023
04	PRELIMINARY PLAT RD 4	10/27/2023

REVISIONS		
No.	DESCRIPTION	DATE

OVERALL LANDSCAPE PLAN

SEAL:

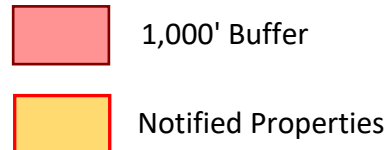
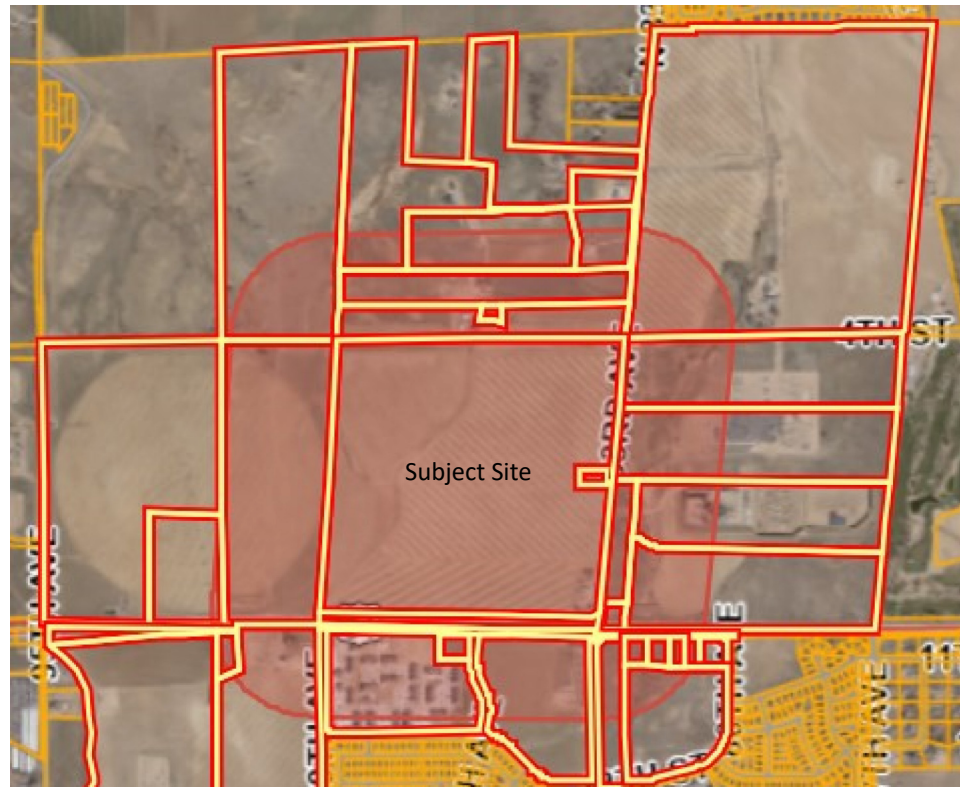
ENTITLEMENT
DRAWINGS
NOT FOR
CONSTRUCTION

PROJECT No.:	R23-007
DRAWN BY:	KS
REVIEWED BY:	AG
DRAWING NUMBER:	

L1.0

Attachment E

Neighborhood Notification Boundary Map
Union Colony West Preliminary Subdivision
1,000' Buffer





Union Colony West Preliminary Subdivision SUB2023-

0009

Planning Commission

January 23, 2024

Michael Franke, AICP, Planner II

Request & Site Background

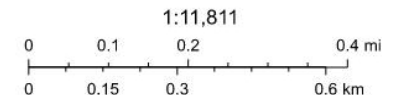
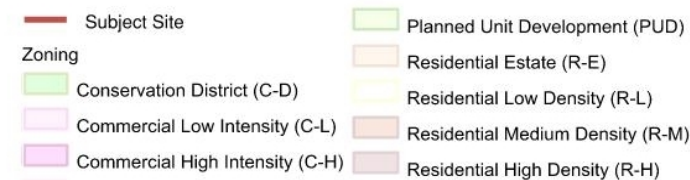
- Request:
 - Subdivide 161.14 acres of existing Planned Unit Development (PUD) into 350 lots, 11 outlots/tracts, dedicate easements, and dedicate right-of-way for the main roadways for the subdivision.
 - Final subdivision application required. Administrative approval.
- Background:
 - Site annexed in 2023
 - Schneider Farm PUD approved in 2023
 - Site used as farmland and oil and gas (plugged and abandoned)

Location

- Northwest corner of 10th Street and 83rd Avenue
- Current Zoning is PUD
- Surrounding Zoning and Land Uses:
 - **North:** AG (Weld County Agriculture) – Single Family Residential, Farmland
 - **South:** R-H & C-H (Residential and Commercial High Intensity) – Undeveloped, Multifamily Residential
 - **East:** R-L & AG (Residential Low Intensity, Weld County Agriculture) – Undeveloped, Oil and Gas, Utilities
 - **West:** PUD (Planned Unit Development) – Undeveloped (Cache PUD)

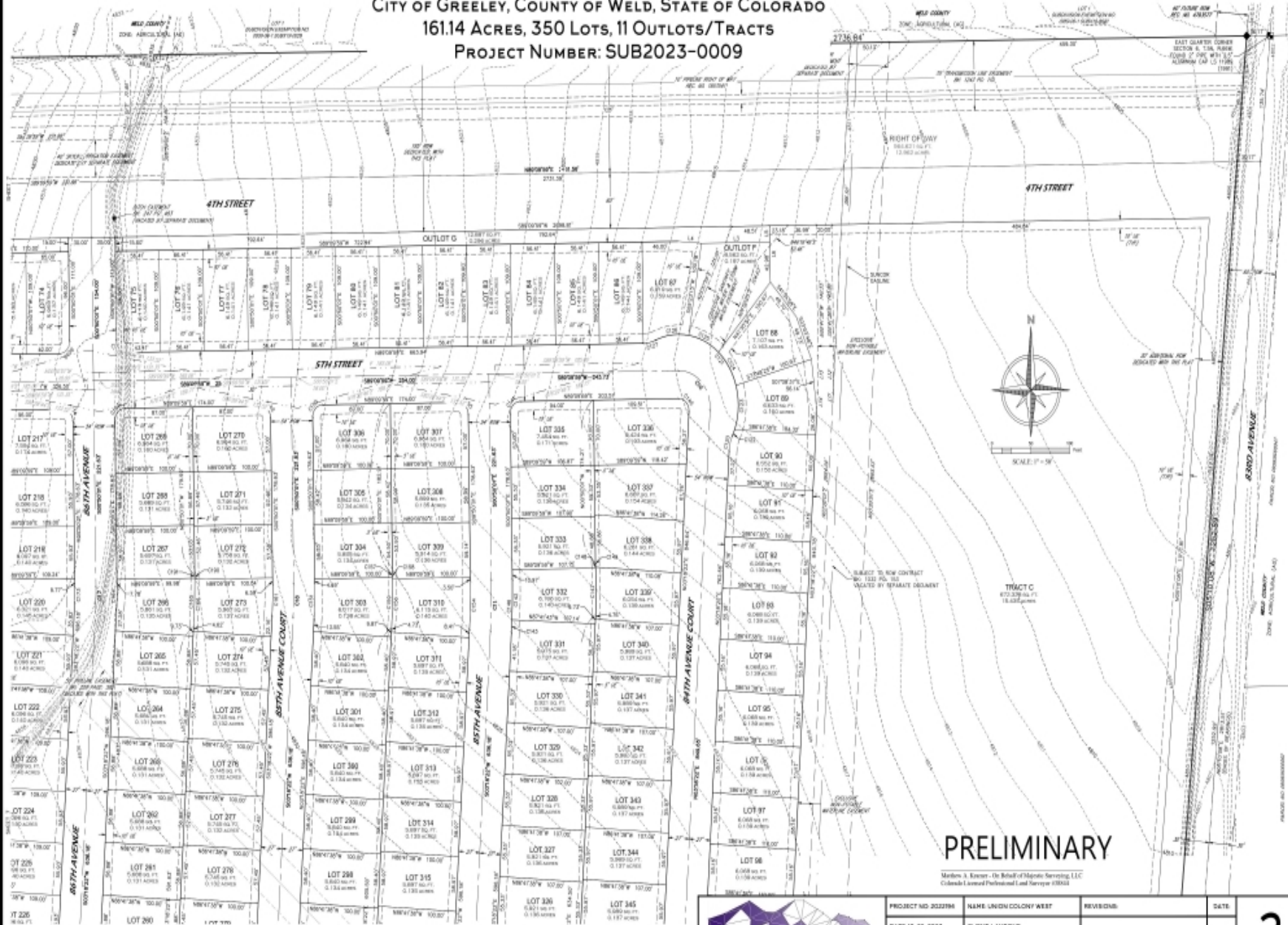


12/4/2023, 11:57:37 AM



UNION COLONY WEST SUBDIVISION
PRELIMINARY PLAT

SITUATE IN THE 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
161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS
PROJECT NUMBER: SUB2023-0009



Union Colony West Preliminary Plat

PRELIMINARY

Matthew A. Koenig - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor 138843

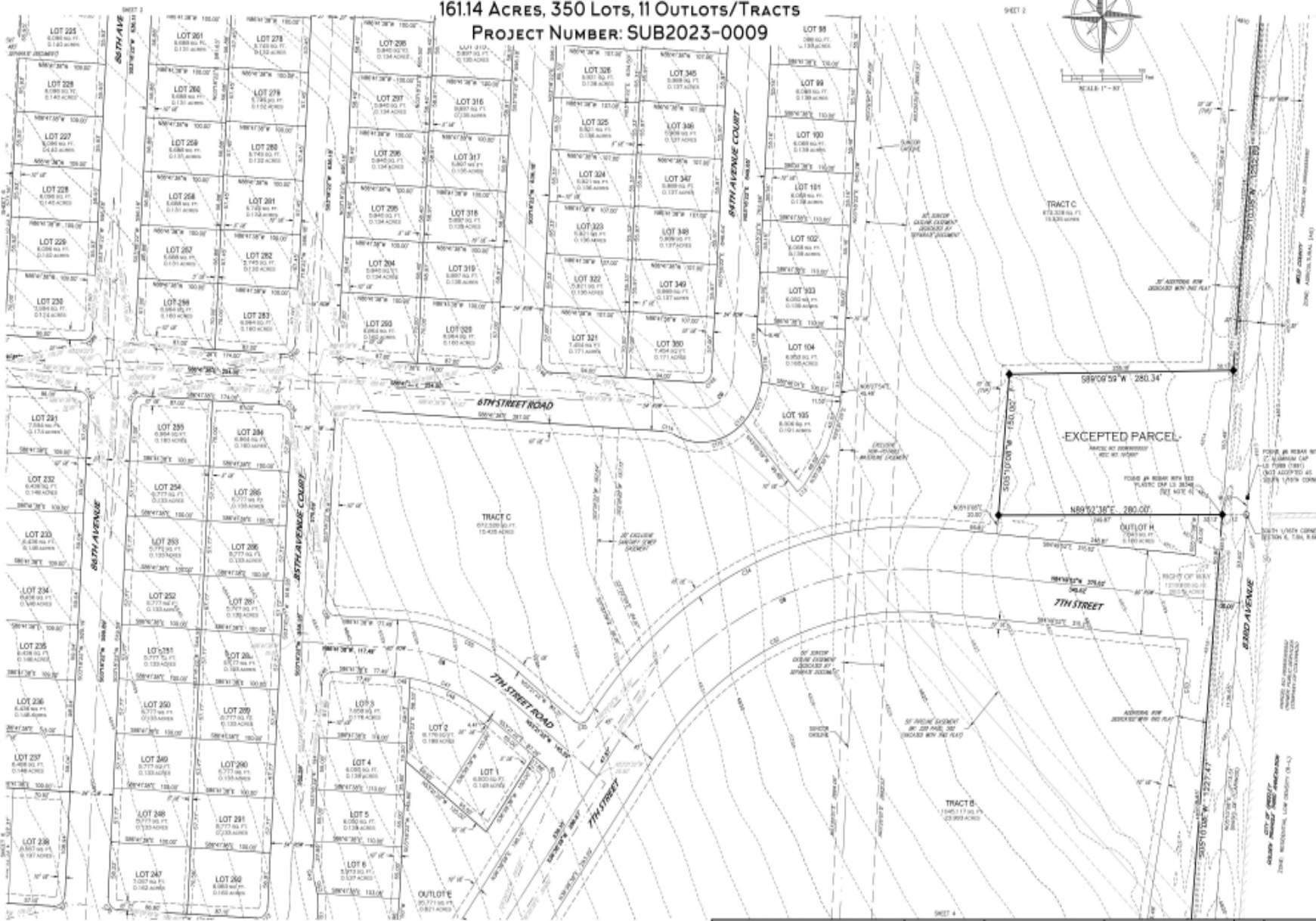


PROJECT NO: SUB2023-0009	NAME: UNION COLONY WEST	REVISIONS:	DATE:
DATE: 10-28-2023	CURT: LANDONE		
DRAWN BY: HAK	FILE NAME: 2022B45.B		
CHECKED BY: SP	SCALE: 1" = 50'		

2

SHEET 2 OF 6

UNION COLONY WEST SUBDIVISION - PRELIMINARY PLAT
SITUATE IN THE 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
161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS
PROJECT NUMBER: SUB2023-0009



PRELIMINARY

Matthew A. Kanner - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor 018844

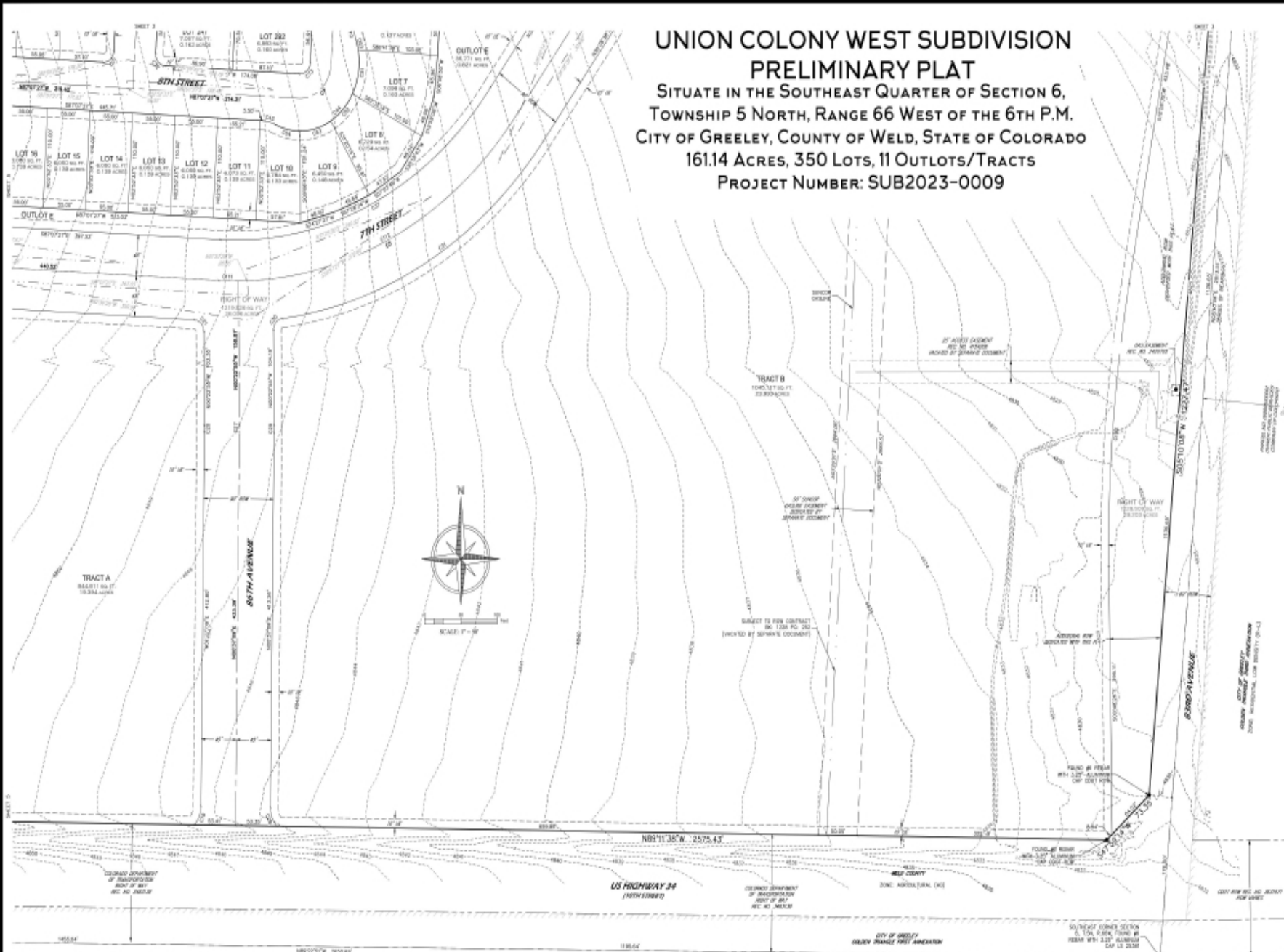
NOTES:
According to Colorado law you must comment any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than five years from the date of the certification hereon. (15-600-001 C.R.S. 2011)



PROJECT NO: SUB2023-0009	NAME: UNION COLONY WEST	REVISIONS:	DATE:
DATE: 10-28-2023	CLIENT: LANDONE		
DRAWN BY: MAK	FILE NAME: 20230408		
CHECKED BY: SP	SCALE: 1" = 30'		

3
SHEET 3 OF 8

Union Colony West Preliminary Plat



UNION COLONY WEST SUBDIVISION
PRELIMINARY PLAT
SITUATE IN THE 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
161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS
PROJECT NUMBER: SUB2023-0009

Union Colony West Preliminary Plat

NOTES
According to Colorado law you must continue any legal action based upon any
data 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 two
years from the date of the certification shown herein. (C.R.S. 1-101 C.R.S. 2022)

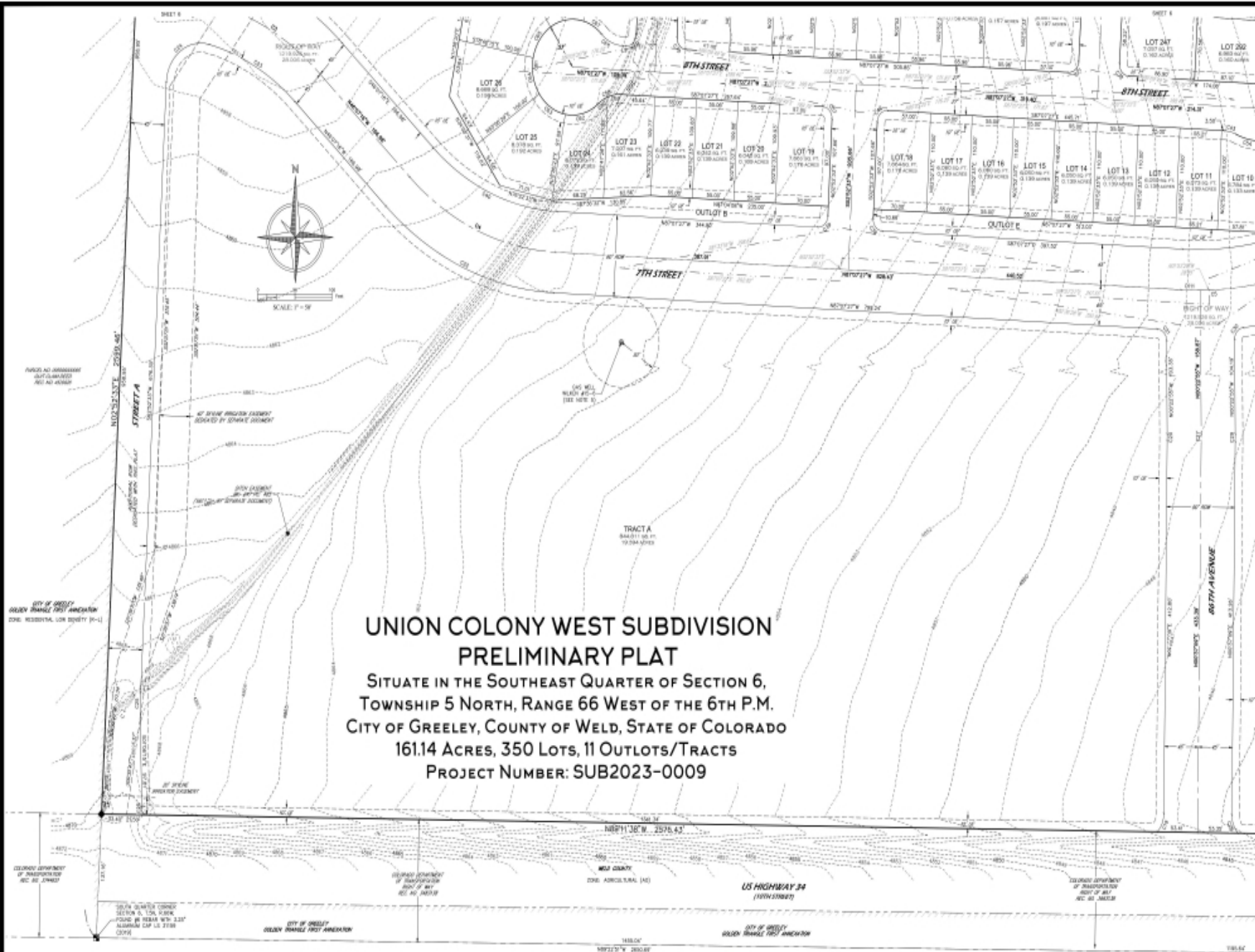
PRELIMINARY
Marken A. Erenen - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor 20842



PROJECT NO: 2022298	NAME: UNION COLONY WEST	REVISIONS:	DATE:
DATE: 10-28-2023	CLIENT: LANDONE		
DRAWN BY: HAK	FILE NAME: 2022945UB		
CHECKED BY: SP	SCALE: 1" = 50'		

4
SHEET 4 OF 8

Union Colony West Preliminary Plat



**UNION COLONY WEST SUBDIVISION
PRELIMINARY PLAT**
SITUATE IN THE 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
161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS
PROJECT NUMBER: SUB2023-0009

PRELIMINARY

Matthew A. Krasner - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #39444



PROJECT NO: 2023096	NAME: UNION COLONY WEST	REVISIONS:	DATE:
DATE: 10-26-2023	CLIENT: LANDONE		
DRAWN BY: HAK	FILE NAME: 2023096		
CHECKED BY: HAK	SCALE: 1" = 50'		

5

SHEET 5 OF 6

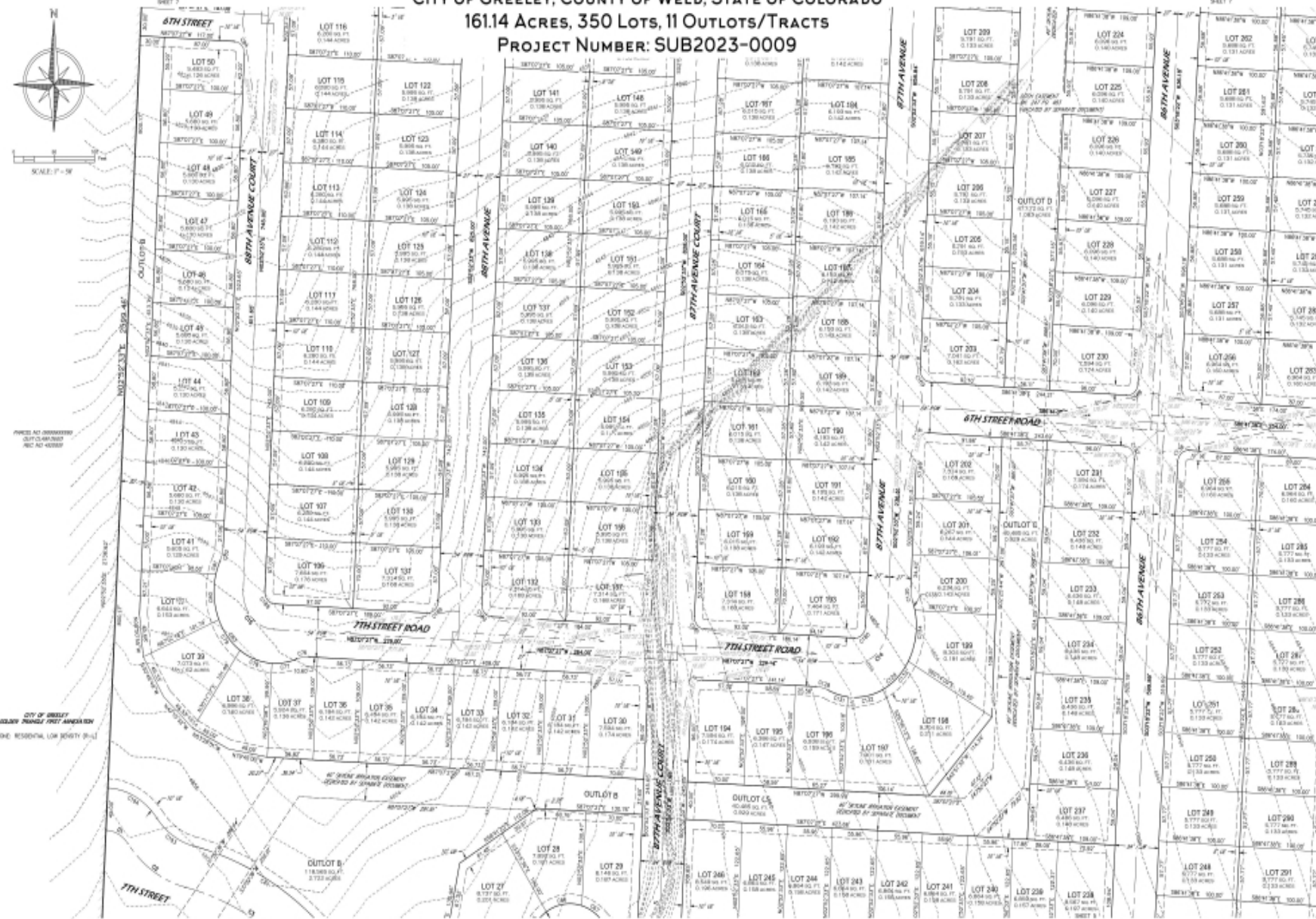
UNION COLONY WEST SUBDIVISION - PRELIMINARY PLAT

SITUATE IN THE 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

161.14 ACRES, 350 Lots, 11 Outlots/Tracts

PROJECT NUMBER: SUB2023-0009



Union Colony West Preliminary Plat

PRELIMINARY

Matthew A. Kramer - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #28844

NOTICE
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than 10 years from the date of the certification shown herein. (13-60-901 C.R.S., 2021)



PROJECT NO: 2023194	NAME: UNION COLONY WEST	REVISIONS:	DATE:
DATE: 10-26-2023	CLIENT: LANDONE		
DRAWN BY: HAK	FILE NAME: 2023194.SB		
CHECKED BY: SP	SCALE: 1" = 50'		

6
SHEET 6 OF 6

UNION COLONY WEST SUBDIVISION

PRELIMINARY PLAT

SITUATE IN THE 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

161.14 ACRES, 350 LOTS, 11 OUTLOTS/TRACTS

PROJECT NUMBER: SUB2023-0009

Union
Colony
West
Preliminary
Plat

CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CH BEARING
C1	31.82	36.92	287°17"	58.87
C2	88.41	125.48	287°17"	58.87
C3	191.80	300.80	287°17"	58.87
C4	21.63	300.80	287°17"	58.87
C5	448.19	448.81	287°17"	58.87
C6	458.05	458.05	287°17"	58.87
C7	42.02	40.80	287°17"	58.87
C8	145.40	200.80	287°17"	58.87
C9	52.02	40.80	287°17"	58.87
C10	88.12	40.80	287°17"	58.87
C11	54.17	788.80	4°08'22"	54.17
C12	68.24	40.80	287°17"	58.87
C13	18.18	288.80	287°17"	58.87
C14	62.02	40.80	287°17"	58.87
C15	62.02	40.80	287°17"	58.87
C16	62.02	40.80	287°17"	58.87
C17	18.00	200.80	4°08'22"	18.00
C18	38.41	558.80	4°08'22"	38.41
C19	23.81	36.80	4°08'22"	23.81
C20	7.08	40.80	4°08'22"	7.08
C21	19.80	11.00	88°14'32"	17.80
C22	248.80	348.80	47°00'11"	248.80
C23	131.16	255.80	287°17"	131.16
C24	88.64	45.80	138°12'44"	45.80
C25	28.11	408.80	278°48"	28.11
C26	8.40	30.50	174°05'30"	8.40
C27	7.80	490.80	118°00'11"	7.80
C28	33.81	38.22	44°17'40"	33.81
C29	8.80	495.80	118°00'11"	8.80
C30	19.00	11.00	87°00'11"	17.00
C31	481.00	481.00	44°20'01"	481.00
C32	41.88	405.80	58°15'50"	41.88
C33	138.42	143.80	31°17'11"	138.42
C34	81.00	488.80	58°12'38"	81.00
C35	28.54	13.00	87°00'00"	28.54
C36	28.42	13.00	87°00'00"	28.42
C37	484.12	488.80	87°00'00"	484.12
C38	28.42	13.00	87°00'00"	28.42
C39	42.34	78.00	215°12'11"	42.34
C40	28.42	13.00	87°00'00"	28.42
C41	182.49	200.80	47°00'11"	182.49

CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CH BEARING
C42	186.12	345.80	287°17"	58.87
C43	20.42	13.00	87°00'00"	20.42
C44	15.18	41.00	22°17'12"	15.18
C45	118.82	78.00	134°08'38"	118.82
C46	15.18	41.00	22°17'12"	15.18
C47	20.42	13.00	87°00'00"	20.42
C48	128.02	200.80	287°17"	128.02
C49	158.48	200.80	287°17"	158.48
C50	10.38	78.00	215°12'11"	10.38
C51	48.80	78.00	215°12'11"	48.80
C52	8.38	78.00	215°12'11"	8.38
C53	8.38	78.00	215°12'11"	8.38
C54	24.80	78.00	215°12'11"	24.80
C55	182.42	180.80	33°01'17"	182.42
C56	20.42	13.00	87°00'00"	20.42
C57	20.42	13.00	87°00'00"	20.42
C58	38.41	558.80	4°08'22"	38.41
C59	17.32	41.00	247°22'	17.32
C60	12.32	41.00	198°12'	12.32
C61	247.18	33.00	281°16'38"	247.18
C62	42.38	33.00	87°16'48"	42.38
C63	42.38	33.00	87°16'48"	42.38
C64	4.88	33.00	48°13'45"	4.88
C65	42.02	33.00	48°13'45"	42.02
C66	45.84	33.00	48°13'45"	45.84
C67	27.88	33.00	38°08'28"	27.88
C68	38.20	41.00	42°38'48"	38.20
C69	20.42	13.00	87°00'00"	20.42
C70	20.42	13.00	87°00'00"	20.42
C71	20.32	13.00	87°00'00"	20.32
C72	20.32	13.00	87°00'00"	20.32
C73	20.32	13.00	87°00'00"	20.32
C74	20.42	13.00	87°00'00"	20.42
C75	20.42	13.00	87°00'00"	20.42
C76	18.42	41.00	213°17'	18.42
C77	38.20	78.00	223°14'	38.20
C78	42.34	78.00	215°12'11"	42.34
C79	42.34	78.00	215°12'11"	42.34
C80	48.38	78.00	215°12'11"	48.38

CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CH BEARING
C81	18.82	78.00	111°10'	18.82
C82	18.18	41.00	22°17'12"	18.18
C83	180.18	78.00	155°10'	180.18
C84	20.42	13.00	87°00'00"	20.42
C85	20.42	13.00	87°00'00"	20.42
C86	15.18	41.00	22°17'12"	15.18
C87	178.38	78.00	155°10'	178.38
C88	20.42	78.00	287°17"	20.42
C89	42.32	78.00	31°54'41"	42.32
C90	42.32	78.00	31°54'41"	42.32
C91	34.30	78.00	47°00'00"	34.30
C92	8.82	78.00	215°12'11"	8.82
C93	18.18	41.00	22°17'12"	18.18
C94	13.88	41.00	22°17'12"	13.88
C95	2.22	41.00	214°12'	2.22
C96	20.42	13.00	87°00'00"	20.42
C97	2.48	40.80	272°22'	2.48
C98	13.78	41.00	138°12'	13.78
C99	18.18	41.00	22°17'12"	18.18
C100	174.47	78.00	137°18'48"	174.47
C101	42.38	78.00	31°54'41"	42.38
C102	3.87	78.00	87°16'48"	3.87
C103	30.38	78.00	100°12'38"	30.38
C104	1.88	78.00	175°05'	1.88
C105	41.88	78.00	31°54'41"	41.88
C106	49.82	78.00	31°54'41"	49.82
C107	18.82	78.00	31°54'41"	18.82
C108	18.18	41.00	22°17'12"	18.18
C109	20.42	13.00	87°00'00"	20.42
C110	20.42	13.00	87°00'00"	20.42
C111	20.38	448.80	21°12'38"	20.38
C112	402.17	448.80	52°04'10"	402.17
C113	20.42	13.00	87°00'00"	20.42
C114	18.18	41.00	22°17'12"	18.18
C115	178.38	78.00	155°10'	178.38
C116	48.48	78.00	68°06'32"	48.48
C117	30.87	78.00	31°40'02"	30.87
C118	37.87	78.00	293°44'	37.87
C119	18.18	41.00	22°17'12"	18.18
C120	18.18	41.00	22°17'12"	18.18

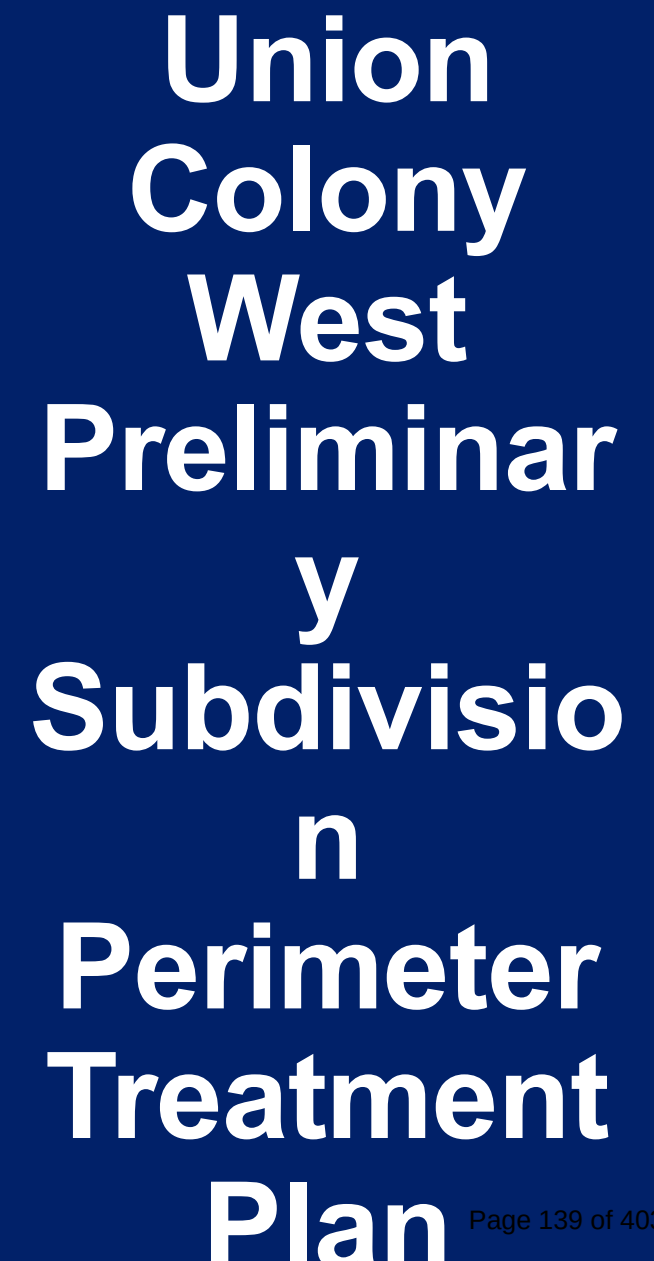
CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CH BEARING
C121	184.88	78.00	155°12'48"	184.88
C122	1.48	78.00	31°54'41"	1.48
C123	48.42	78.00	31°54'41"	48.42
C124	48.42	78.00	31°54'41"	48.42
C125	43.72	78.00	31°54'41"	43.72
C126	43.58	78.00	31°54'41"	43.58
C127	18.18	41.00	22°17'12"	18.18
C128	18.18	41.00	22°17'12"	18.18
C129	178.38	78.00	155°10'12"	178.38
C130	18.18	41.00	22°17'12"	18.18
C131	24.77	78.00	87°00'00"	24.77
C132	48.88	78.00	31°46'41"	48.88
C133	44.17	78.00	31°46'41"	44.17
C134	38.88	78.00	47°00'00"	38.88
C135	8.58	78.00	71°12'	8.58
C136	20.48	13.88	87°00'00"	20.48
C137	20.42	13.88	87°00'00"	20.42
C138	20.42	13.88	87°00'00"	20.42
C139	20.42	13.88	87°00'00"	20.42
C140	21.58	13.88	87°00'00"	21.58
C141	20.42	13.88	87°00'00"	20.42
C142	43.58	188.00	278°18'	43.58
C143	13.12	188.00	157°12'	13.12
C144	20.42	13.88	87°00'00"	20.42
C145	20.42	13.88	87°00'00"	20.42
C146	38.12	188.00	478°22'	38.12
C147	50.12	188.00	247°12'	50.12
C148	1.18	188.00	078°14'	1.18
C149	5.28	188.00	072°17'	5.28
C150	20.42	13.88	87°00'00"	20.42
C151	38.37	308.80	478°22'	38.37
C152	20.42	13.88	87°00'00"	20.42
C153	20.42	13.88	87°00'00"	20.42
C154	13.82	78.00	478°22'	13.82
C155	20.42	13.88	87°00'00"	20.42
C156	12.77	88.18	248°12'	12.77
C157	4.02	88.18	217°11'	4.02
C158	5.22	88.18	072°17'	5.22
C159	12.77	88.18	248°12'	12.77
C160	20.42	13.88	87°00'00"	20.42

CURVE TABLE				
CURVE	LENGTH	RADIUS	DELTA	CH BEARING
C161	34.48	477.80	478°22'	34.48
C162	28.42	13.00	87°00'00"	28.42
C163	28.42	13.00	87°00'00"	28.42
C164	28.51	277.80	478°22'	28.51
C165	33.38	188.80	258°12'	33.38
C166	51.30	188.80	248°11'	51.30
C167	28.42	13.00	87°00'00"	28.42
C168	28.42	13.00	87°00'00"	28.42
C169	28.52	13.00	87°00'00"	28.52
C170	17.88	277.80	247°14'	17.88
C171	24.02	828.80	219°18'	24.02
C172	10.17	828.80	247°14'	10.17
C173	16.11	228.80	478°22'	16.11
C174	28.42	13.00	87°00'00"	28.42
C175	28.42	13.00	87°00'00"	28.42
C176	8.38	828.80	227°14'	8.38
C177	28.42	13.00	87°00'00"	28.42
C178	19.88	13.00	87°12'	17.78
C179	14.44	228.80	247°14'	14.44
C180	28.42	13.00	87°00'00"	28.42
C181	28.42	13.00	87°00'00"	28.42
C182	28.42	13.00	87°00'00"	28.42
C183	28.42	13.00	87°00'00"	28.42
C184	28.42	13.00	87°00'00"	28.42
C185	28.42	13.00	87°00'00"	28.42
C186	28.42	13.00	87°00'00"	28.42
C187	28.42	13.00	87°00'00"	28.42
C188	28.42	13.00	87°00'00"	28.42
C189	28.42	13.00	87°00'00"	28.42
C190	5.12	188.80	072°17'	5.12
C191	3.87	188.80	071°16'	3.87
C192	210.15	1588.80	111°10'	210.15
C193	88.11	80.80	301°12'	88.11
C194	71.00	88.80	493°18'	88.80

LINE TABLE		
LINE	BEARING	LENGTH
L1	04°41'30"E	30.80
L2	08°52'38"E	38.12
L3	18°09'58"E	67.84
L4	08°16'38"E	30.27
L5	18°09'58"E	11.82
L6	08°52'38"E	68.80
L7	01°02'38"E	19.24
L8	01°14'31"E	38.83
L9	08°16'38"E	4.48
L10	18°09'58"E	48.38
L11	00°16'02"E	8.38
L12	00°04'12"E	40.38
L13	08°16'38"E	10.88
L14	00°16'38"E	19.88
L15	00°04'12"E	30.14
L16	08°16'38"E	38.48
L17	18°02'22"E	41.87
L18	44°02'12"E	38.67
L19	18°02'22"E	28.12
L20	18°02'22"E	38.83
L21	08°16'38"E	38.80

PRELIMINARY

Matthew A. Kramer - On Behalf of Majestic Surveying, LLC
Colorado Licensed Professional Land Surveyor #13881



Considerations

Approval Criteria

- Preliminary Subdivision Criteria, 24-203(b)(1)
- The proposal is consistent with the criteria as outlined in your Summary

Notification

- 47 notice letters (1000' buffer, owners and current residents)
- Signs posted on the property
- Web notice
- No support or opposition from citizens

Recommendation

- Complies with Section 24-203(b)(1)
- Staff recommends approval

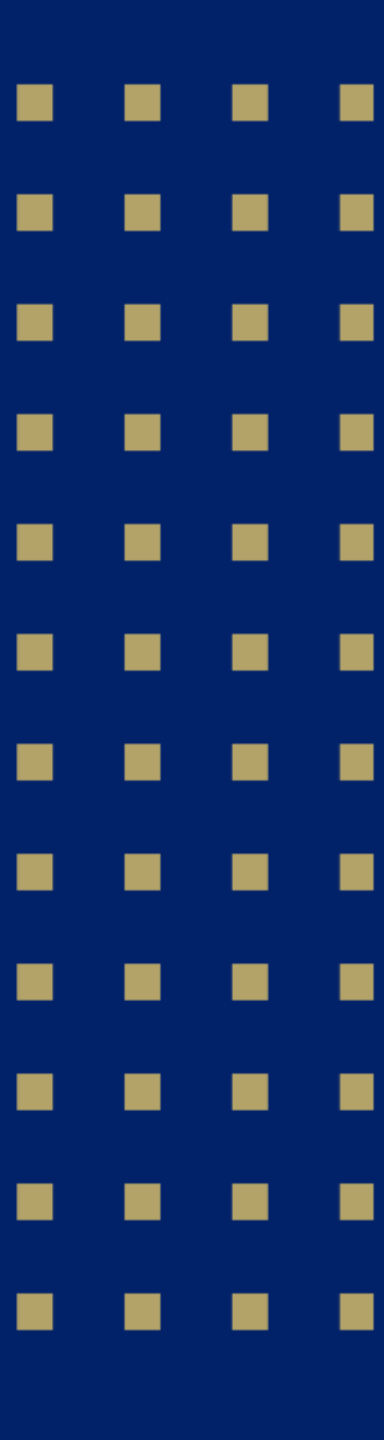
Motions

Recommended (Approval)

- Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is in compliance with Section 24-203(b)(1) of the Development Code, and therefore, approves the subdivision.

Alternative (Denial)

- Based on the application received and the preceding analysis, the Planning Commission finds that the proposed preliminary subdivision plat is not in compliance with Sections 24-203(b)(1) of the Development Code, and therefore, denies the subdivision.



Questions/Discussion

Review Criteria



Subdivision Review Criteria, Section 24-203(b)(1)

a) **The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.**

- The proposed subdivision is in conformance with the Imagine Greeley Comprehensive Plan and the Schneider Farm PUD. The Comprehensive Plan designates this area of the city for “Mixed-Use” development, which will be achieved by this subdivision due to creating single family residential lots, parks, infrastructure, and tracts for future commercial development along 10th Street.

b) **The development and infrastructure is arranged in a manner to minimize impacts of geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.**

- The proposed subdivision was designed to minimize impacts to the surrounding area. The infrastructure is arranged to avoid all negative impacts with natural resources and features on site. Staff is unaware of any potential hazards that presently exist on the subject site.

Review Criteria



Subdivision Review Criteria, Section 24-203(b)(1)

c)	The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations and are coordinated with existing or potential development on adjacent property.
	The subdivision design is consistent with the current adjacent development in the area, coordinated with other adjacent developers, and design criteria stated in code. The City's Development Code regulations shall govern all arrangements of streets, blocks, lots, etc., in addition to the Schneider Farm PUD, which is more restrictive than City Development Code.
d)	The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.
	The design of lots, blocks, infrastructure, etc. is consistent with current adjacent blocks, Schneider Farm PUD, and the Development Code criteria.

Review Criteria



Subdivision Review Criteria, Section 24-203(b)(1)

e)	The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.
	Staff has reviewed the proposal against the ability to meet design, construction, performance, and maintenance requirements of improvements for the subdivision and found the application meets such criteria as required by the Development Code and demands of the city. City staff and referral agencies are working through final details and logistics as part of the final plat submittal if the preliminary plat is approved.
f)	Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.
	The applicant anticipates completing all infrastructure in phasing that has been reviewed by staff. A development agreement has been submitted by the applicant for review and approval as part of the final subdivision where all phasing details will be worked out. All proposed improvements necessary for development are consistent with timing, location, and construction of the entire development.

Review Criteria



Subdivision Review Criteria, Section 24-203(b)(1)

g)	Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.
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- | | |
|--|--|
| | <ul style="list-style-type: none">• Staff and referral agencies have reviewed all plans and studies associated with the project and are comfortable with the applicant moving forward in providing final materials and working through remaining review processes. Impacts identified through the process of the Schneider Farm PUD approval have been addressed and mitigated. The design and layout of the subdivision considers fiscal impacts by meeting the City's and PUD standards. |
|--|--|

Review Criteria



Subdivision Review Criteria, Section 24-203(b)(1)

h)	The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development of adjacent property from meeting the goals and policies of the Comprehensive Plan.
	The proposed subdivision would not impede any anticipated future public infrastructure. The applicant is required to construct on-site and appropriate off-site utility and roadway infrastructure to serve the development. The proposed infrastructure would be available for future development in the area. Staff are not aware of any other major infrastructure projects planned for this area.
i)	The recommendations of professional staff or any other referral agencies authorized to review the subdivision plan.
	Staff and referral agencies have reviewed all preliminary plans and studies associated with the project and are comfortable with the application as presented. The applicant will finalize all plans and studies as part of the final subdivision process.



Planning Commission Agenda Summary

January 23, 2024

Key Staff Contact: Jeff Woeber, Planner III

Title:

Case Number USR2022-0016, Club Carwash Use by Special Review

Summary:

A public hearing to consider approval of a Use by Special Review on 1.11 acres of land for a carwash. The subject property is located southwest of the intersection of 23rd Avenue and 30th Street, directly east of the 23rd Avenue Walmart (Case Number USR2022-0016, Club Carwash Use by Special Review).

Recommended Action:

Approval

Attachments:

1. Planning Commission Summary
2. Zoning Map
3. Photo Aerial Map
4. Project Narrative
5. USR Plan Set
6. Neighbor Notification Boundary Map
7. Staff Presentation

PLANNING COMMISSION SUMMARY

ITEM: Use by Special Review (USR) for a Car Wash in the C-H (Commercial High Intensity) Zoning District.

FILE NUMBER: USR2022-0016

PROJECT: Club Car Wash USR

LOCATION: 3035 23rd Avenue (Directly East of the Walmart on 23rd Avenue)

APPLICANT: Aaron McLean, Galloway & Company, Inc. (Applicant) on behalf of Holland Real Estate LLC (Owner)

CASE PLANNER: Jeffrey Woeber, Planner III

PLANNING COMMISSION HEARING DATE: January 23, 2023

PLANNING COMMISSION FUNCTION:

Review the proposal for compliance with Section 24-206 b.1-8, Use by Special Review, Review Criteria of the City of Greeley Development Code and either approve, approve with conditions, deny, or table the consideration for future consideration.

EXECUTIVE SUMMARY

The City of Greeley is considering a request by Aaron McLean, Galloway & Company, Inc. (applicant) on behalf of Holland Real Estate LLC (owner), for approval of a USR (Use by Special Review) to allow a car wash in the C-H (Commercial High Intensity) Zoning district.

A. REQUEST

The Applicant is requesting approval of a USR for a car wash.

B. STAFF RECOMMENDATION

Approval.

C. LOCATION

The subject request is located approximately 375 feet southwest of the intersection of 23rd Avenue and 30th Street, directly east of the 23rd Avenue Walmart.

Subject Property's Zoning:
C-H (Commercial High Intensity)

Abutting Zoning:
North: C-H (Commercial High Intensity)
South: C-H (Commercial High Intensity)
East: R-H (Residential High Density)
West: C-H (Commercial High Intensity)

Surrounding Land Uses:
North: Commercial
South: Vacant Structure, Former Restaurant
East: Residential
West: Commercial

Site Characteristics:
Currently the site is a paved area with striped parking. It is a separate lot and building site, distinct from the nearby Walmart to the west and the former restaurant use to the south.

D. BACKGROUND

The subject property is legally described as Lot 2, Wal-Mart South Subdivision, recorded in the records of the Weld County Clerk and Recorder at Reception No. 02390935 on 5/31/1994. The lot is 1.11± acres in size.

The lot is paved but contains no structures. It is striped for parking, but provided only excess parking for the Walmart and other nearby uses. The parking is not needed to meet minimum parking requirements for those existing commercial uses.

Hours of operation are anticipated to be 7:00 a.m. to 8:00 p.m., seven days a week. The car wash will be a “tunnel” type operation with outdoor vacuum stalls. The City of Greeley Development Code lists “Automobile Repair / Service – Car and Truck Washes” as a Use by Special Review (USR) in a C-H Zoning District, if located on property over one acre in size. The Planning Commission is the Decision-Making Authority for a USR.

E. APPROVAL CRITERIA

Uses by Special Review: Uses by Special Review possess characteristics which require a public hearing to determine if a proposed use has the potential to adversely affect other land uses, transportation systems, public facilities, or the like in the surrounding neighborhood. The Planning Commission may require conditions of approval necessary to eliminate or mitigate, to an acceptable level, any potentially adverse effects of the proposed use.

Section 24-206.b of the Development Code contains eight criteria that are used to

evaluate Uses by Special Review:

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

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

The proposal complies with this criterion.

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

Staff Comment: The proposed carwash use would be consistent with the C-H (Commercial High Intensity) Zoning and does not conflict with abutting zoning districts. The Imagine Greeley Comprehensive Plan's "Land Use Guidance Map" designates the subject property as "Employment, Industrial, and Commercial Areas." The Plan's recommendations for this category include development of commercial and other support services, which is exactly the development pattern that has occurred. The carwash is consistent with the recommendations of the Comprehensive Plan.

The proposal complies with this criterion.

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

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

The proposal complies with this criterion.

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

Staff Comment: The carwash application went through an extensive and fairly lengthy review process, resulting in revisions to proposed traffic access and queuing design. With those revisions, in staff's judgement the proposed use will be generally compatible with the area, and particularly based on the above-described characteristics.

The proposal complies with this criterion.

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

Staff Comment: The property was platted and designed for commercial and service type uses and is suitable for the proposed carwash use.

The proposal complies with this criterion.

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

Staff Comment: No such limitations are necessary or applicable for the proposed carwash use.

The proposal complies with this criterion.

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

Staff Comment: The recommendations of the current Imagine Greeley Comprehensive Plan, as discussed above, are for the subject site to be developed with commercial type uses. This is essentially an infill use within the large commercial area around the adjacent Walmart. The proposed carwash will not negatively impact any existing or planned uses and will not change the character of the area.

The proposal complies with this criterion.

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

Staff Comment: Staff completed a thorough review of the proposed project and has ensured compliance with recommendations of all applicable review agencies.

The proposal complies with this criterion

F. PHYSICAL SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

The 1.11± acre subject lot is described as Lot 2, Wal-Mart South Subdivision, recorded in the records of the Weld County Clerk and Recorder at Reception No. 02390935 on 5/31/1994. The lot was platted within a commercial zoning district and was planned and intended to be used for commercial purposes.

2. HAZARDS

Staff is unaware of any potential hazards.

3. WILDLIFE

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

4. FLOODPLAIN

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

5. DRAINAGE AND EROSION

The USR application has been reviewed by Engineers from the City's Engineering Development Review Division (EDR), as well as staff from the City's Stormwater and Transportation Divisions. The proposed development is in compliance with all applicable City drainage and erosion control standards.

6. TRANSPORTATION

Access to the site is via an existing curb cut along 23rd Avenue. Improvements will include new curb and gutter and a driveway into the carwash facility. This will provide a more directional traffic flow into the shopping center area and carwash facility.

G. SERVICES

1. WATER

The City of Greeley provides water service to the area.

2. SANITATION

The City of Greeley provides sanitation service to the area.

3. EMERGENCY SERVICES

The subject site is serviced by the City of Greeley Fire and Police. The City of Greeley Fire Station 2 is located just under one mile north of the subject site at the northwest corner of 23rd Avenue and Reservoir Road.

4. PARKS/OPEN SPACES

No public parks or open space areas are proposed with this request. The carwash will have little to no impact to parks or open space in the community.

5. SCHOOLS

Schools are not impacted by or proposed with the carwash project.

H. NEIGHBORHOOD IMPACTS

1. VISUAL

Any development plan application for the property has been reviewed for compliance with the City's Development Code requirements regarding visual impacts. Elevation drawings of the proposed carwash are included within the USR site plan submittal. The landscape plan, also within the USR plan set, details a proposed landscaping that is consistent with Code requirements and will sufficiently mitigate any visual impact to surrounding properties and rights-of-way. Landscaping will consist of a mixture of irrigated trees and shrubs along with rock mulch.

2. NOISE

Minimal noise impacts are anticipated with the USR request. Any potential noise created by future development will be regulated by the Municipal Code.

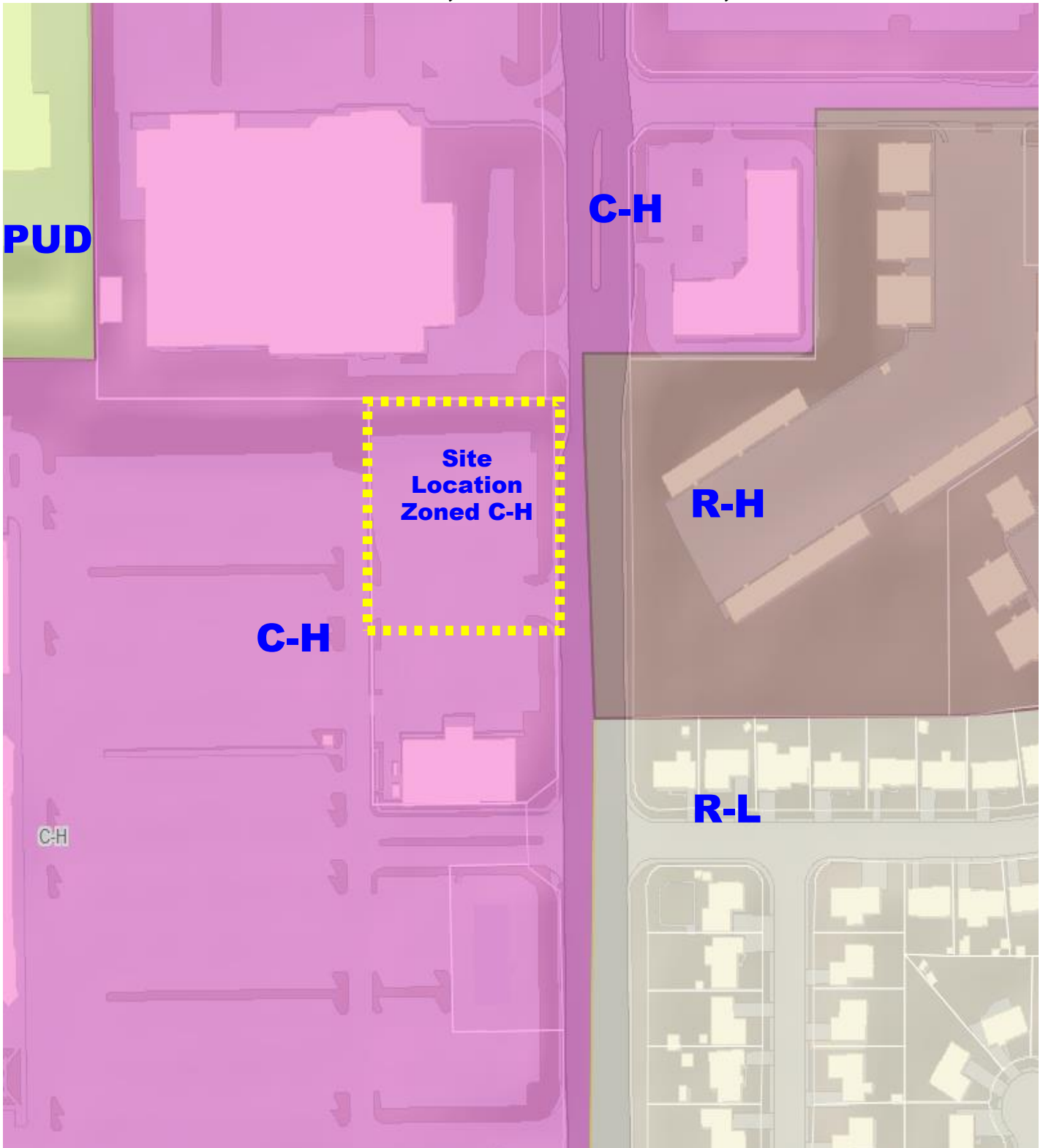
I. PUBLIC NOTICE AND COMMENT

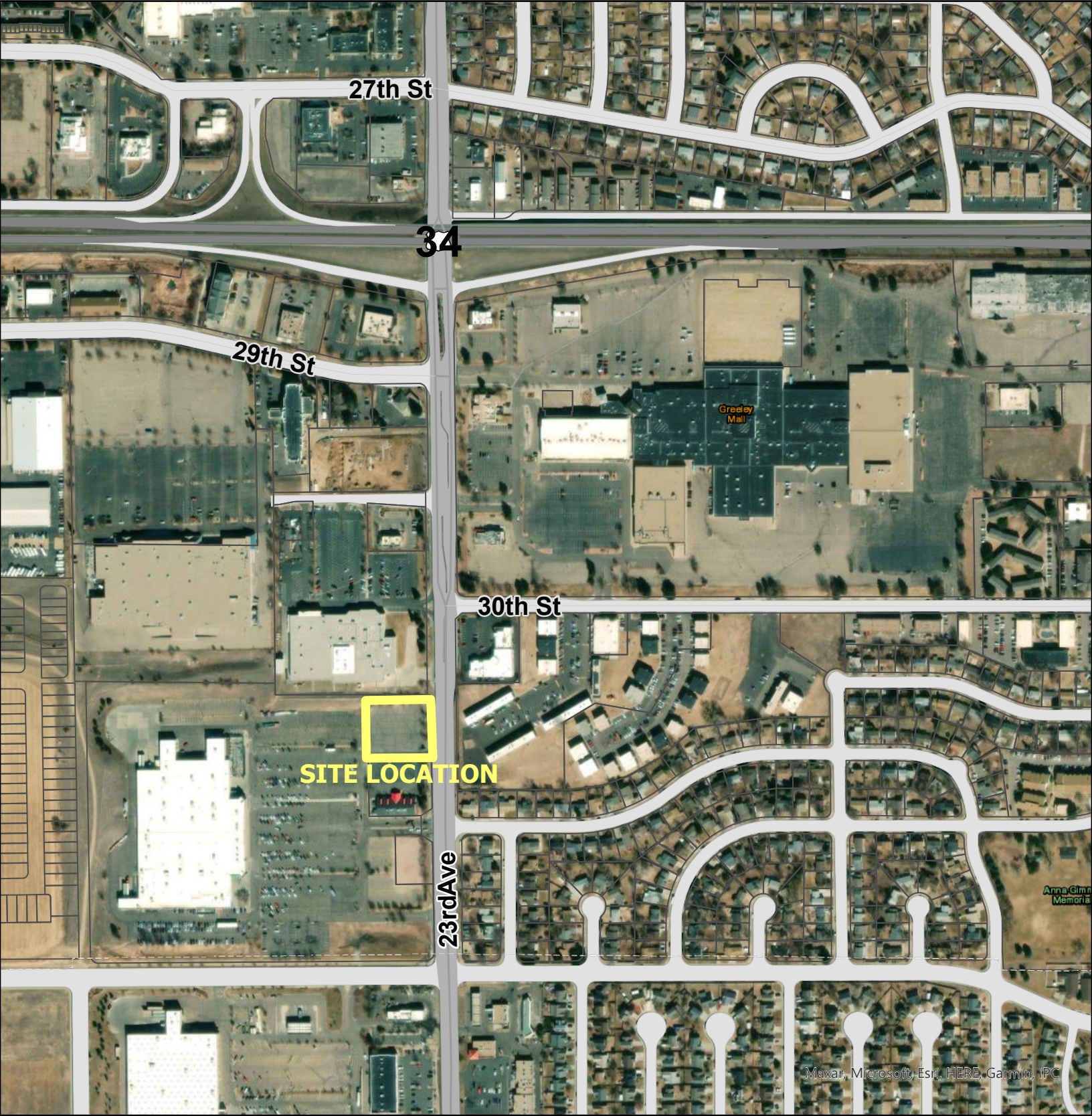
Neighborhood notices were mailed to surrounding property owners within 500 feet of the subject site on December 20, 2023, per Development Code requirements. A sign was posted on the site on January 3, 2024. No comments have been received.

J. PLANNING COMMISSION RECOMMENDED MOTION

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed Use by Special Review for a Car Wash in the C-H (Commercial High Intensity) Zone District is consistent with the Development Code criteria of Section 24-206 b. (1-8), and therefore, approves the Use by Special Review as submitted.

USR2022-0016, CLUB CAR WASH, ZONING





Maxar, Microsoft, Esri, HERE, Garmin, iPC



To: City of Greeley
Planning and Zoning

From: Project Team

Date: August 17, 2022; ; **UPDATED April 14, 2023**

**Re: Club Carwash Facility
3035 23rd Avenue – Site Plan with Use by Special Review
Project Narrative**

Please accept this memo as cover to the subject development review application for processing. Galloway and Company, Inc is representing Club Carwash who is under contract to purchase the subject property, along with Lot 3 to the south within the same subdivision. The subject site that applies to the development proposal is Lot 2 of the Wal-mart South subdivision and is approximately 1.11-acres and zoned Commercial High Intensity (C-H). Due to the size of the subject property, a Use by Special Review with Site Plan is required for the proposed carwash facility which is classified as an Automobile – Repair / Service land use per the City of Greeley Development Code. Civil construction documents will be prepared and submitted upon completion of the first round of review and submitted concurrently with the second submittal package of the Special Use and Site Plan application.

The proposed development of a carwash facility consists of a single tunnel that is approximately 140' in length with an area of 5,164 SF with nineteen (19) outdoor vacuum stalls and four (4) on-site employee parking spaces with one (1) ADA space. The carwash tunnel itself can accommodate several vehicles at a time with approximately twenty-three (23) additional vehicles in queue during peak demands. On-site landscape throughout the site is also provided that will consist of a variety of trees and shrubs to provide screening and visual appeal from public streets. Building architecture integrates 8" CMU smooth (ivory) and split (slate) face block to provide depth and character to break up massing along with tower elements as end caps for horizontal and vertical visual relief.

Access to the subject property is provided via an existing curb cut along 23rd Avenue to the east; which allows for full movement into a private drive directly south of the carwash facility. Currently this drive provides access to the Walmart shopping center and a previously occupied restaurant user on Lot 3 to the south of the subject lot, which is also being purchased by Club Carwash for future redevelopment and will be processed under a separate development application with the City. As part of the Lot 2 improvements, new curb and gutter and driveway into the carwash facility will be installed to delineate Lot 2 and 3 and provide a more directional traffic flow into the shopping center.

Further to the south of this driveway from 23rd Avenue is a signalized intersection that provides primary access into the shopping center, whereas our enclosed Traffic Impact Study (TIS) demonstrates supports current and future buildout level of services acceptable to industry standards. Please refer to the TIS for further analysis of the proposed vehicular circulation patterns, traffic counts and access points.



Below is analysis of the Use by Special Review criteria pursuant to Section 24-206.b.1-8:

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

Analysis: As proposed, the site plan and related construction documents meet all applicable Code criteria and no Alternative Compliance is requested at this time.

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

Analysis: The existing and surrounding zone district west of 23rd Avenue is Commercial High Intensity (C-H) that supports a variety of commercial land uses in a regional context and along major corridors. The proposed carwash facility is consistent with the Goals and Objectives of the City's Comprehensive Plan as an in-fill development project (Goal GC-4), addressing Adequate Public Facilities (Goal IN-1) for public services and infrastructure (Goal IN-1.3,5,6-9), as well as addressing transportation and mobility issues (Goal TM-1.2, TM-3.2)

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

Analysis: As proposed, the site plan and related construction documents meet all applicable Code criteria and no Alternative Compliance is requested at this time.

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

Analysis: In the immediate vicinity there are a variety of commercial uses that draw upon the local residents and commuters traveling the 23rd Avenue and 32nd Street corridors, such as large format retailers, small scale retail, auto-oriented uses and restaurants that have similar operational hours and characteristics. The proposed carwash facility will add to the mix of these types of land uses supported by the zone district and be similar in hours of operation, visible, audible and traffic impacts as well as intensity of land use. Any impacts derived from the proposed carwash facility upon adjacent land uses would negligible considering the existing, built environment.

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

Analysis: The property is currently paved and used for overflow parking for the adjacent large format retailer. The grading for redevelopment of the property will be contained on the premises with access and infrastructure provided from existing, adjoining networks.

6. Whether a limited time period for the permit is reasonably necessary to either limit the

duration of the use, assess the use against changing conditions in the area, or ensure periodic reporting and ongoing enforcement of the permit.

Analysis: The proposed carwash operational standards are consistent with the surrounding and existing land uses and do not require further restrictions that otherwise required by City Code.

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

Analysis: The City's Comprehensive Plan identifies the property as in an Employment, Industrial and Commercial Area near a Multi-Modal Corridor where regional commercial land uses, such as a carwash facility, are encouraged to locate.

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

Analysis: There are no further recommendations from professional staff or other technical reviews.

Below is an analysis of the Specific Use Standards per Section 24-404.f, Automobile Repair / Service - Car & Truck Washes:

1. Bays shall be located so that they are perpendicular to the public right-of-way or screened from view if on a corner site.

Analysis: The proposed building layout of the single-tunnel carwash facility is situated on the property in a manner where the entry door is perpendicular to the primary street to the east, 23rd Avenue.

3. No auto repair shall be conducted within a car or truck wash bay.

Analysis: Club Carwash strictly operates a carwash facility and no auto repair services are proposed.

4. All-over spray shall be contained on-site.

Analysis: The proposed carwash facility is a single-tunnel design where all washing equipment is located within the tunnel, confining any overspray that may occur.

4. Operating characteristics of car and truck washes, such as hours of operation and the use of lighting, shall be conducted in such a manner that is compatible with surrounding land uses.

Analysis: The hours of operation for the carwash facility will be 7:00 AM – 8:00 PM, Sunday thru Saturday with further restrictions on National holidays; which is comparable to the surrounding regional land uses where some operate on a 24-hour with lighting during those times as well.

5. Other applicable requirements for car and truck washes may be found in the city's storm drainage and water department standards and criteria.

Analysis: The proposed carwash facility complies with other applicable sections of the City stormwater and water department standards and criteria.

We appreciate the coordination services provided by staff and look forward to processing this development application. Should there be any questions during the review process, please feel free to reach out to any of our project team listed below.

Galloway & Company

303-770-8884

Aaron McLean
Development Services Project Manager
aaronmclean@gallowayus.com

Jenny Romano, PE
Civil Engineer Project Manager
jennyromano@gallowayus.com

Matt Jarrett, PE
Civil Project Engineer
mattjarrett@gallowayus.com

CLUB CARWASH - USE BY SPECIAL REVIEW

LOT 2, WAL-MART SOUTH

LOCATED IN THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.

CITY OF GREELEY, WELD COUNTY, STATE OF COLORADO

1.11 ACRES - PROJECT NUMBER: USR2022-0016

PROJECT CONTACTS

PROPERTY OWNER DEVELOPER

CLUB CARWASH OPERATING, LLC
1591 E. PRATHERSVILLE ROAD
COLUMBIA, MO 65202
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CONTACT: JUSTIN BARNES

ARCHITECT

FINKLE + WILLIAMS
8787 REMNER BLVD., SUITE 100
LENEXA, KS 66219
TEL: (913) 498-1550
CONTACT: HOLLY BERGMAN, RA

CIVIL ENGINEER

GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD, SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 770-8884
FAX: (303) 770-3636
CONTACT: JENNY ROMANO, PE

LANDSCAPE ARCHITECT

GALLOWAY & COMPANY, INC.
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SURVEYOR

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FAX: (303) 770-3636
CONTACT: BRIAN HORAN

GEOTECHNICAL ENGINEER

SOI ENGINEERING, INC.
6753 E 47TH AVENUE DRIVE, UNIT H
DENVER, CO 80216
TEL: (303) 321-3154
CONTACT: MICHELLE EATON

LIST OF ABBREVIATIONS

SHT - SHEET
Δ - DEFLECTION ANGLE
L - LENGTH
R - RADIUS
CB - CHORD BEARING
C - CHORD LENGTH
N - NORTH/NORTHING
W - WEST
E - EAST/EASTING
S - SOUTH
DET - DETAIL
EX - EXISTING
W/ - WITH
PC - POINT OF CURVATURE/PORTELAND CEMENT
WVF - WELDED WIRE FABRIC
VERT - VERTICAL
OC - ON CENTER
FDC - FIRE DEPARTMENT CONNECTION
CT - COURT
DR - DRIVE
TYP - TYPICAL
REC - RECEPTION NUMBER
Ø, DIA - DIAMETER
PT - POINT OF TANGENCY
MIN - MINIMUM
MAX - MAXIMUM
HDPE - HIGH DENSITY POLYETHYLENE

CITY CONTACTS

PLANNING

CITY OF GREELEY - PLANNING & ZONING
1100 10TH STREET, 2ND FLOOR
GREELEY, CO 80631
TEL: (970) 350-9780
CONTACT:

TRAFFIC

CITY OF GREELEY - TRANSPORTATION
1300 A STREET, BLDG H
GREELEY, CO 80631
TEL: (970) 336-4142
CONTACT: SCOTT LOGAN

WATER & SANITARY

CITY OF GREELEY - DEPT OF WATER & SEWER
1100 10TH STREET, SUITE 300
GREELEY, CO 80631
TEL: (970) 350-9811
CONTACT:

STORMWATER

CITY OF GREELEY - STORMWATER DIVISION
1001 9TH AVENUE
GREELEY, CO 80631
TEL: (970) 350-9811
CONTACT:

FIRE PROTECTION

GREELEY FIRE DEPARTMENT
1155 10TH AVENUE
GREELEY, CO 80631
TEL: (970) 350-9500
CONTACT:

ENGINEERING ADMINISTRATION

CITY OF GREELEY - ENGINEERING DEVELOPMENT REVIEW
1100 10TH STREET, 4TH FLOOR
TEL: (970) 350-9780
CONTACT:

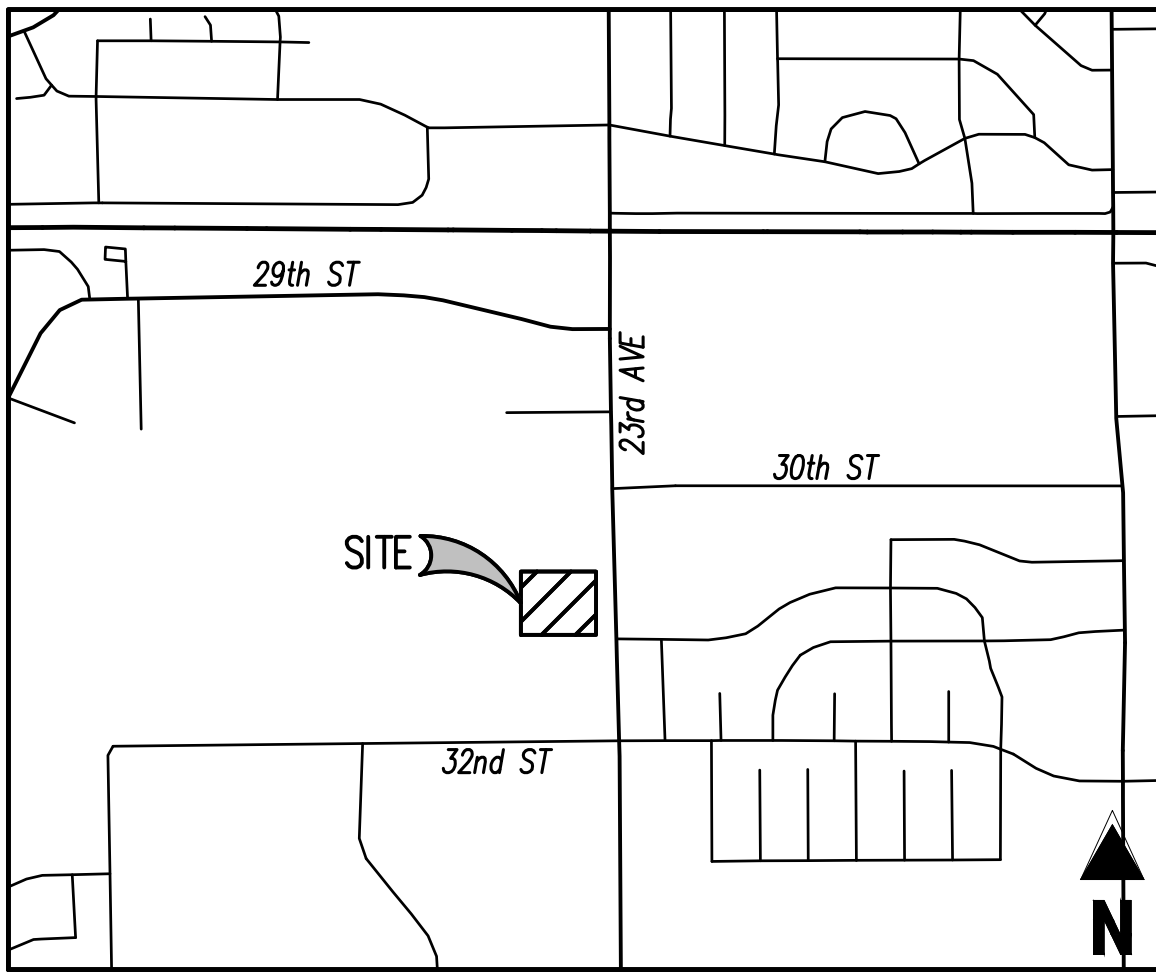
LEGAL DESCRIPTION

PARCEL ONE

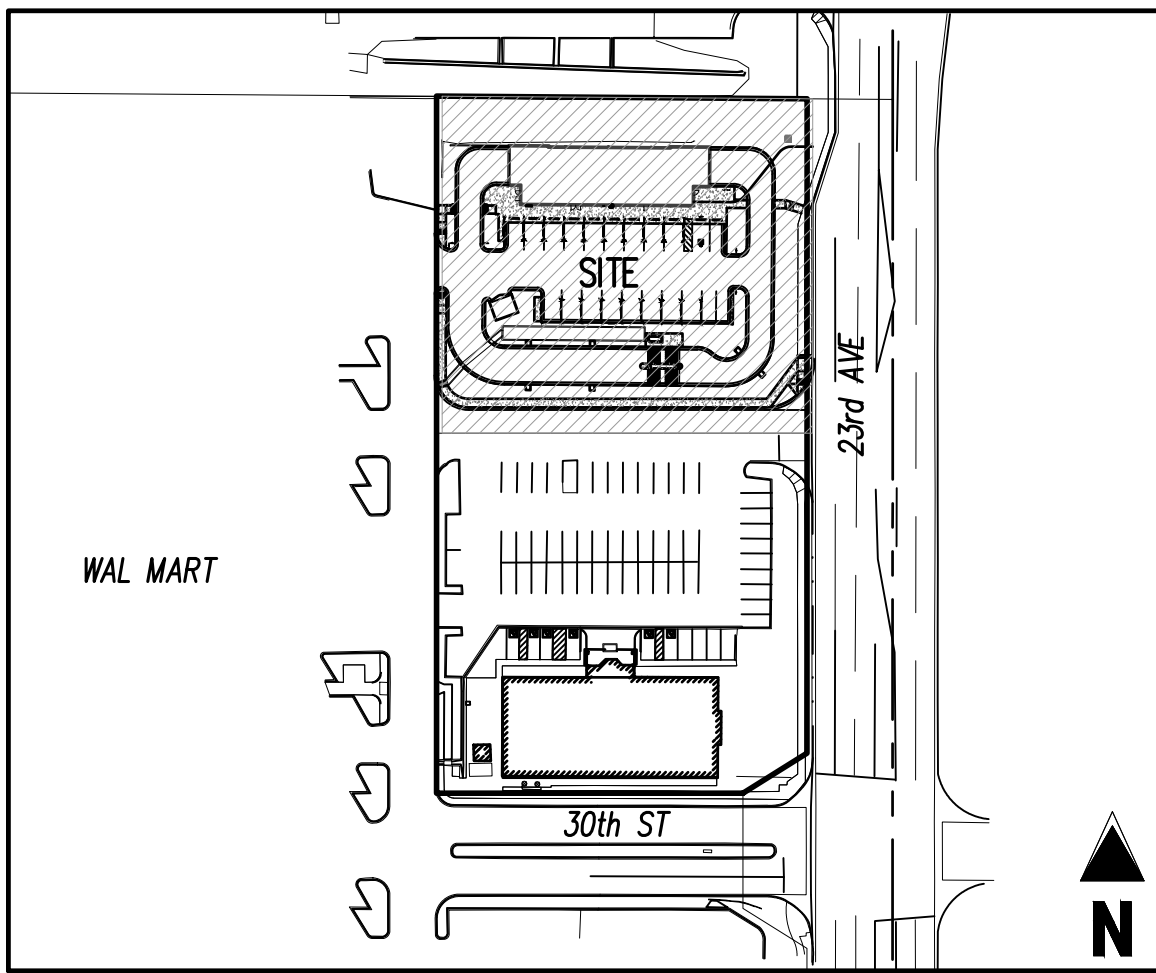
LOTS 2, WAL-MART SOUTH, CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

PARCEL TWO

EASEMENT FOR ACCESS PURPOSES RECORDED AUGUST 22, 1994 AT RECEPTION NO. 2403325.



VICINITY MAP
NOT TO SCALE



SITE MAP
NOT TO SCALE

SHEET INDEX	
SHEET NUMBER	SHEET TITLE
C0.0	COVER SHEET
C1.0	SITE PLAN
C1.1	SITE DETAILS
C1.2	SITE DETAILS
C2.0	GRADING PLAN
C3.0	UTILITY PLAN
L1.0	LANDSCAPE PLAN
L1.1	LANDSCAPE NOTES
L1.2	LANDSCAPE DETAILS
A0.01	ARCHITECTURAL PRELIMINARY ELEVATIONS
PP1.0	PHOTOMETRIC PLANS
PP1.1	PHOTOMETRIC DETAILS

SITE PLAN STANDARD NOTES

- FAILURE TO OBTAIN A BUILDING PERMIT WITHIN TWELVE (12) MONTHS AFTER THE DATE OF SITE PLAN APPROVAL SHALL CAUSE THE UNBUILT PORTION OF THIS SITE PLAN TO BE NULL AND VOID, UNLESS AN EXTENSION WAS GRANTED.
- APPROVAL OF SITE CONSTRUCTION PLANS BY THE CITY OF GREELEY SHALL BE REQUIRED (AS APPLICABLE) PRIOR TO ISSUANCE OF BUILDING PERMITS.
- FOR ALL FUTURE PHASES, THE APPLICANT SHALL SUBMIT A SEPARATE USE BY SPECIAL REVIEW, WHICH MUST BE APPROVED PRIOR TO ISSUANCE OF A BUILDING PERMIT.
- 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.
- ALL REQUIRED APPROVALS AND COPIES OF EXECUTED EASEMENTS, SUCH AS TEMPORARY CONSTRUCTION EASEMENTS, PERMANENT MAINTENANCE EASEMENTS, CROSS ACCESS EASEMENTS, OR CROSS-PARKING EASEMENTS SHALL BE PROVIDED TO THE CITY PRIOR TO APPROVAL OF THE SITE PLAN AND CIVIL CONSTRUCTION PLANS.

SITE PLAN APPROVAL CERTIFICATE

USE BY SPECIAL REVIEW APPROVAL CERTIFICATE

THE USE BY SPECIAL REVIEW AS DEPICTED HERON WAS APPROVED BY THE PLANNING COMMISSION ON _____, 2_____.

- FAILURE TO OBTAIN A BUILDING PERMIT FOR OR COMMENCE THE USE AS APPROVED WITHIN TWELVE (12) MONTHS AFTER APPROVAL, OR TO OBTAIN AN EXTENSION SHALL RESULT IN THE FORFEITURE OF THE APPROVAL AND WILL REQUIRE A REAPPLICATION.
- SIGNS SHOWN HEREON ARE NOT APPROVED. ALL SIGNS REQUIRE APPROVAL OF A SIGN PERMIT IN ACCORDANCE WITH THE CITY'S SIGN CODE.

THE UNDERSIGNED AS THE OWNER OR OWNER'S REPRESENTATIVE OF THE LANDS DESCRIBED HEREIN HEREBY AGREE ON BEHALF OF ITSELF, ITS SUCCESSORS AND ASSIGNS TO DEVELOP AND MAINTAIN THE PROPERTY DESCRIBED HEREON IN ACCORDANCE AND COMPLIANCE WITH THIS APPROVED USR EXHIBIT AND THE CITY OF GREELEY DEVELOPMENT CODE.

BY: _____
(SIGNATURE)

TITLE: _____

DATE: _____

ATTEST: (IF CORPORATION)

SECRETARY/TREASURER

COMMUNITY DEVELOPMENT DIRECTOR

DIRECTOR OF COMMUNITY DEVELOPMENT _____ DATE _____

CITY OF GREELEY FIRE MARSHAL

CITY OF GREELEY FIRE MARSHAL _____ DATE _____

DEVELOPMENT REVIEW MANAGER

DEVELOPMENT REVIEW MANAGER _____ DATE _____

Galloway

6162 S. Willow Drive, Suite 320
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CLUB CARWASH
USE BY SPECIAL REVIEW

23RD AVENUE & 31ST STREET
GREELEY, CO

#	Date	Issue / Description	Init.
1	04/24/23	2ND SITE SUBMITTAL	MSJ
2	07/14/23	3RD SITE SUBMITTAL	MSJ
3	08/30/23	4TH SITE SUBMITTAL	MSJ

Project No:	CCW000006
Drawn By:	MSJ
Checked By:	JRR
Date:	08/10/22

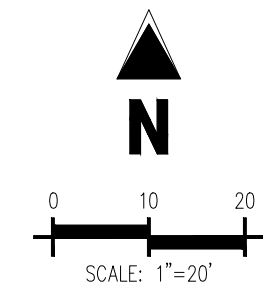
COVER SHEET

C0.0

LOT 2, WAL-MART SOUTH

CITY OF GREELEY, WELD COUNTY, STATE OF COLORADO

1.11 ACRES - PROJECT NUMBER: USR2022-0016



- (1) EXISTING UTILITY POLE TO REMAIN (TYP)
- (2) RELOCATE EXISTING FIRE HYDRANT
- (3) PROPOSED CASHIER BOOTH. SEE ARCHITECTURAL PLANS FOR DETAILS
- (4) PROPOSED ADA RAMP
- (5) EXISTING TREE TO REMAIN
- (6) PROPOSED WATER RECLAMATION TANKS AND ASSOCIATED PIPING. SEE PLUMBING PLANS FOR DETAILS
- (7) PROPOSED TRANSFORMER
- (8) PROPOSED WATER METER
- (9) PROPOSED GRASS SWALE
- (10) PROPOSED LIGHT POLE; SEE DETAIL SHEET C1.1 FOR FOUNDATION DETAILS
- (11) PROPOSED ADA PARKING; SEE DETAIL SHEET C1.2
- (12) PROPOSED TRASH ENCLOSURE
- (13) PROPOSED CONCRETE PAVING PER GEOTECHNICAL RECOMMENDATIONS
- (14) PROPOSED 3.75 FT WIDE CURB CUT
- (15) PROPOSED ADA ACCESSIBLE PATHWAY TO BUILDING ENTRY
- (16) EXISTING CURB AND GUTTER TO REMAIN
- (17) PROPOSED CURB AND GUTTER; SEE SHEET C1.1 FOR CURB AND JOINTING DETAILS
- (18) PROPOSED 4" CONCRETE SIDEWALK; SEE DETAIL SHEET C1.2
- (19) PROVIDE STOP SIGN AT DRIVE EXIT. SEE DETAIL SHEET C1.1
- (20) DIRECTIONAL ARROW; SEE DETAIL SHEET C1.2
- (21) PROPOSED CONCRETE CHASE, WIDTH PER PLAN; SEE DETAIL SHEET C1.1
- (22) OWNER TO PROVIDE SIGNAGE PAD (TYP)
- (23) PROPOSED SITE RETAINING WALL
- (24) PROPOSED 6" TRENCH DRAIN
- (25) PROPOSED SIDEWALK CHASE W/ SOLID STEEL GRATE
- (26) PROPOSED VERTICAL WALLED INFILTRATING BIORETENTION; SEE DETAIL SHEET 1.2
- (27) PROPOSED 3' CONCRETE PAV. SEE DETAIL SHEET C1.1
- (28) PROPOSED CROSSWALK STRIPING
- (29) PROPOSED CONCRETE STAIRS; SEE DETAIL SHEET C1.1
- (30) PROPOSED BIKE RACK (X2); SEE DETAIL SHEET C1.1
- (31) EXISTING TELECOM VAULT TO REMAIN
- (32) PROPOSED WHEEL STOP (TYP)
- (33) PROPOSED R5-1 "DO NOT ENTER SIGN"; SEE SIGN AND POLE DETAILS SHEET C1.1
- (34) PROPOSED 1 FT WIDE CONCRETE FOOTSTEP ADJACENT TO PARKING STALL CURB
- (35) PROPOSED 4'X4' SIZE L RIPRAP PAD AT 18" MIN DEPTH
- (36) PROPOSED ADA RAMP, SEE DETAIL S-12-4, SHEET C1.1
- (37) PROPOSED ADA RAMP, SEE DETAIL S-14, SHEET C1.1

	PROPERTY BOUNDARY LINE
	SECTION LINE
	EXISTING ADJACENT LOT LINE
	EXISTING EASEMENT LINE
	SETBACK LINE
	PROPOSED SWALE FLOWLINE
	EXISTING TO REMAIN
	PROPOSED CURB AND GUTTER
	EXISTING CURB AND GUTTER
	PROPOSED SIDEWALK
	ADA PATH OF TRAVEL
	EXISTING SIGN
	PROPOSED SIGN
	PROPOSED ADA PARKING SYMBOL
	PROPOSED WHEEL STOP
	PARKING COUNT
	PROPOSED SITE LIGHTING
	EXISTING SANITARY SEWER MANHOLE
	EXISTING WATER METER
	EXISTING WATER VALVE
	EXISTING FIRE HYDRANT
	EXISTING TREE
	VEHICLE STACKING SPACE

ZONING	C-H – COMMERCIAL, HIGH INTENSITY	
PRIMARY LAND USE	AUTOMOBILE – REPAIR/SERVICE	
ACCESSORY LAND USE	N/A	
BUILDING CONSTRUCTION TYPE	IIB	
ITEM	AREA (SQ. FT)	% OF GROSS SITE
GROSS SITE AREA	48,447	100
• BUILDING FOOTPRINT	4,435	9.2
• PARKING / DRIVES / WALKS	29,634	61.2
• LANDSCAPE AREA (20% MIN.)	14,488	29.9
• TOTAL OPEN SPACE (20% MIN.)	14,488	29.9
PARKING DATA	REQUIRED SPACES	PROVIDED SPACES
STANDARD SPACES	3	3
ACCESSIBLE SPACES	1	1
TOTAL SPACES	20	24
PARKING RATIO	1 PER EMPLOYEE	1 PER EMPLOYEE
BICYCLE PARKING	2	4
	REQUIRED	PROPOSED
VEHICLE STACKING	24	29
BUILDING SETBACKS	MINIMUM ALLOWED	PROPOSED
SOUTH (INTERIOR SIDE)	0'	141.86'
EAST (FRONT)	25'	52.02'
WEST (REAR)	0'	33.40'
NORTH (INTERIOR SIDE)	0'	30.98'
BUILDING	REQUIRED	PROPOSED
F.A.R.		0.17
MAX BUILDING HEIGHT	60' ALLOWED	28' 1-1/2"
TRANSPARENCY	40-90% WITHIN 50' OF ENTRANCE	43%
HOURS OF OPERATION		7 AM – 8 PM
NO. OF EMPLOYEES		3

1. ALL CURB AND GUTTER IS CATCH CURB UNLESS NOTED OTHERWISE.
2. ALL DIMENSIONS ARE MEASURED FROM THE FLOWLINE UNLESS NOTED OTHERWISE.
3. ALL ON-SITE CURB AND GUTTER SHALL BE 6" VERTICAL WITH 12" GUTTER.
4. ALL IMPROVEMENTS SHALL BE PERFORMED IN A SINGLE PHASE OF CONSTRUCTION.
5. THE PROPOSED STORM SYSTEM AND STORMWATER DETENTION FACILITY ONSITE IS PRIVATELY OWNED AND MAINTAINED.
6. GC SHALL BE RESPONSIBLE TO COORDINATE WITH CITY OF GREELEY FOR THE CONSTRUCTION WITHIN THE ROADWAY.

ENGINEERING	_____ INITIALS/DATE
PLANNING	_____ INITIALS/DATE
OWNER	_____ INITIALS/DATE

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GallowayUS.com

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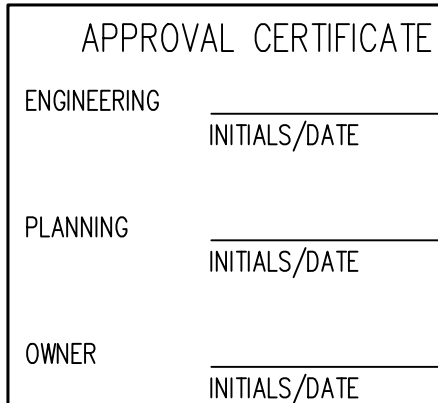
23RD AVENUE & 31ST STREET
GREELEY, CO

[illegible]

Project No:	CCW000006
Drawn By:	MSJ
Checked By:	JRR
Date:	08/10/22

C1.0

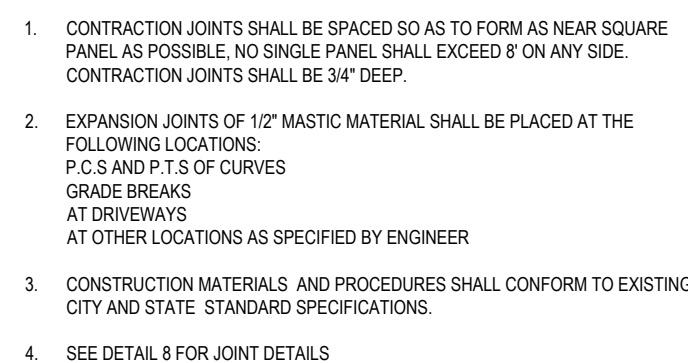
1.11 ACRES - PROJECT NUMBER: USR2022-0016



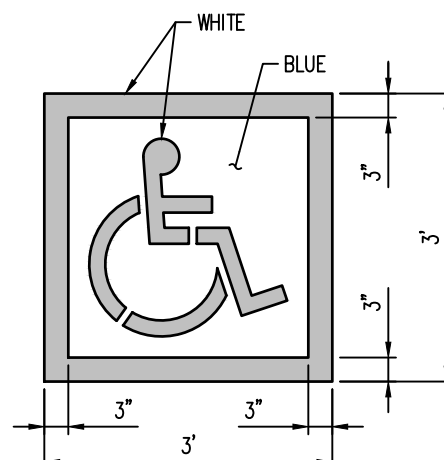
LOT 2, WAL-MART SOUTH

CITY OF GREELEY, WELD COUNTY, STATE OF COLORADO

1.11 ACRES - PROJECT NUMBER: USR2022-0016



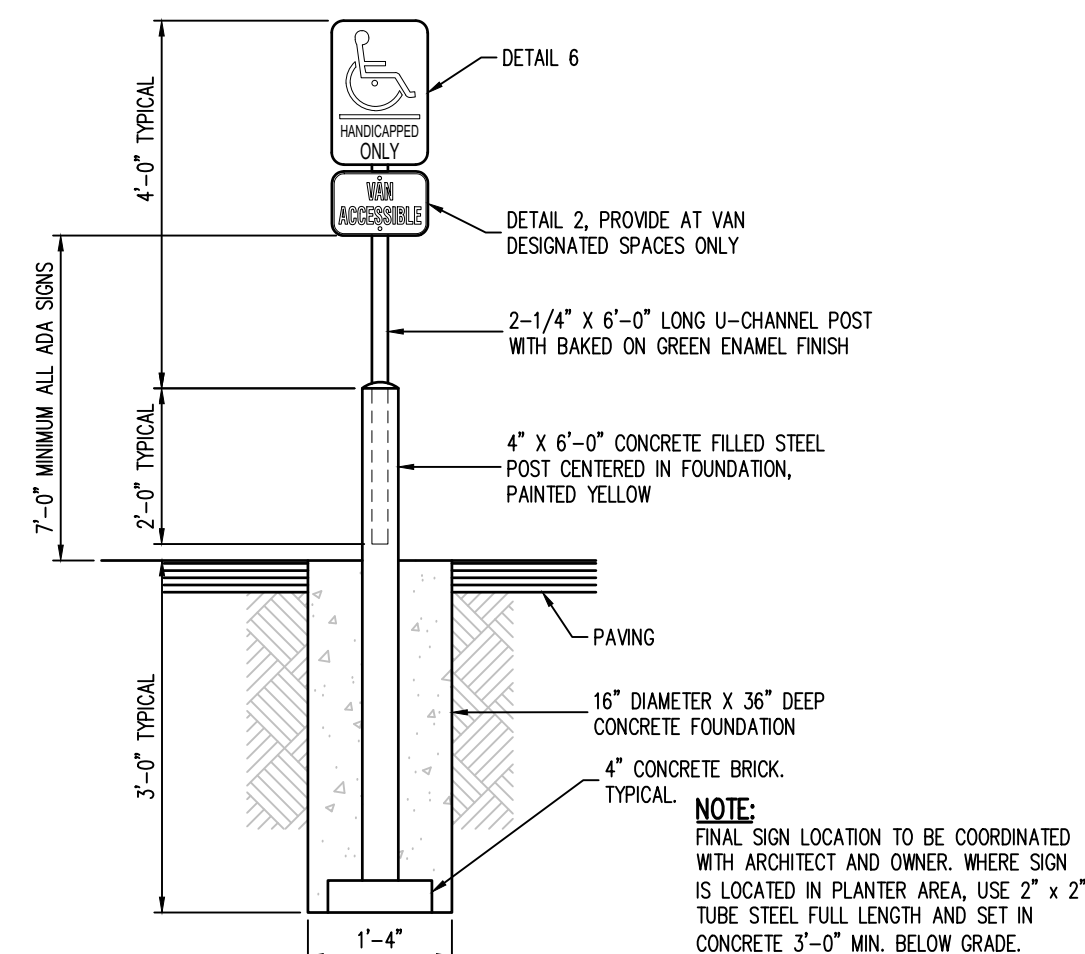
CONCRETE SIDEWALK
NOT TO SCALE



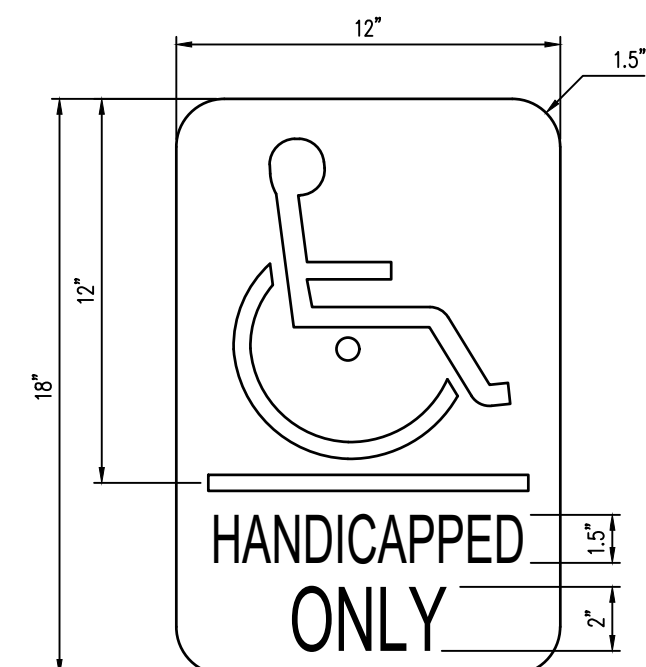
NOTES:

1. PROVIDE TWO COATS OF PAINT
2. BLUE BACKGROUND WITH WHITE SYMBOL

PAINTED ADA PARKING SYMBOL
NOT TO SCALE

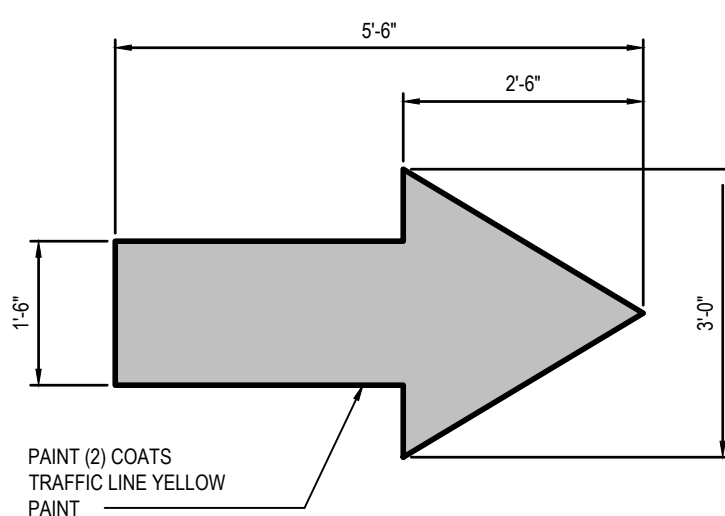


HANDICAP PARKING SIGN POST
NOT TO SCALE

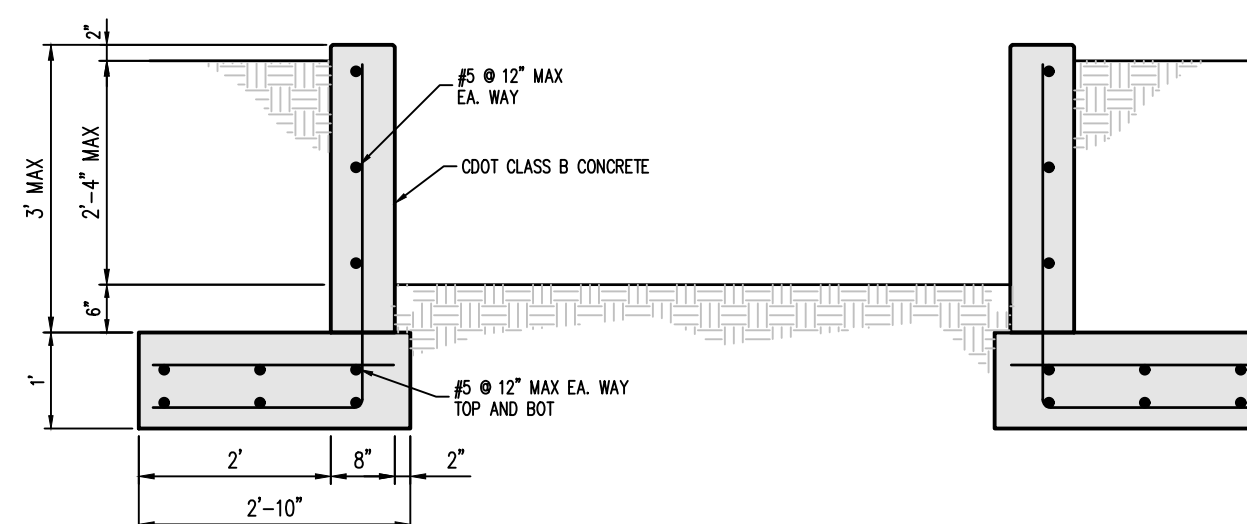


MATERIAL:
0.060 ALUMINUM - WHITE BACKGROUND WITH BLUE COPY AND BORDER - SYMBOL HAS BLUE
BACKGROUND, WHITE COPY WITH BLACK BORDER 1-1/2" RADIUS CORNERS WHITE 2 MOUNTING HOLES

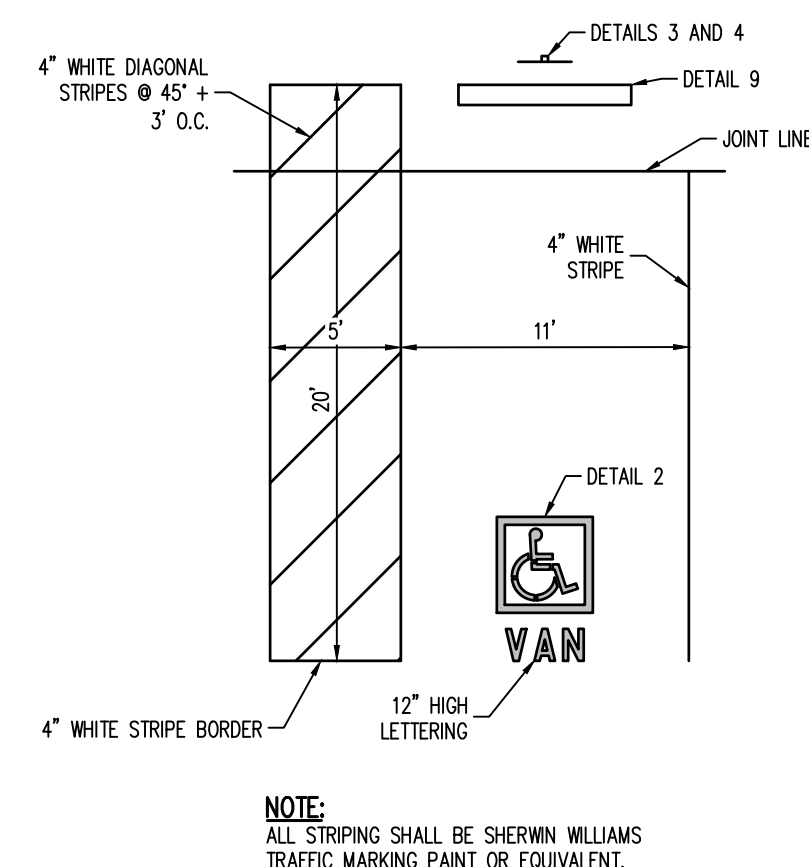
HANDICAP PARKING SIGN
NOT TO SCALE



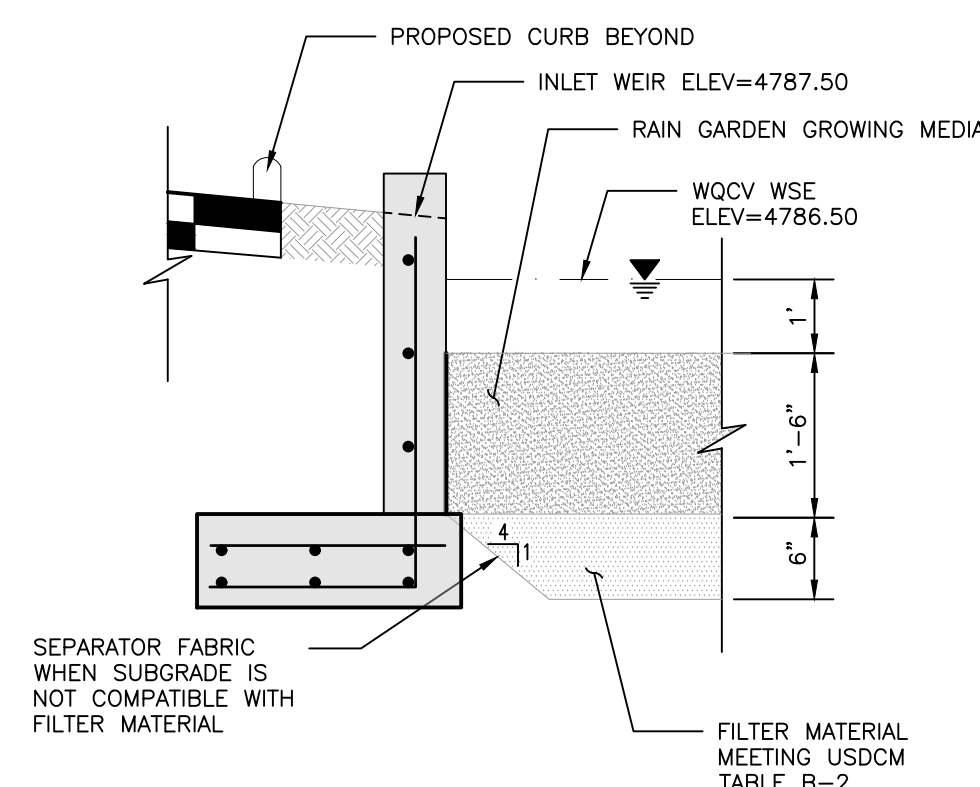
DIRECTIONAL ARROW
NOT TO SCALE



BIORETENTION WALL DETAIL
NOT TO SCALE



ADA PARKING DETAIL
NOT TO SCALE

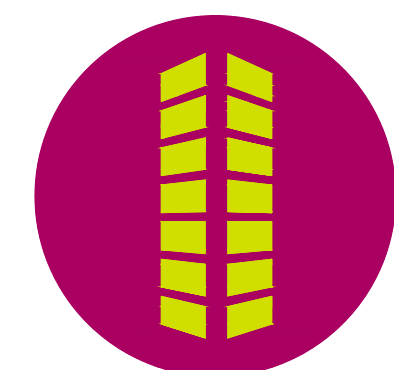


BIORETENTION PLANTER SECTION
NOT TO SCALE

APPROVAL CERTIFICATE	
ENGINEERING	_____ INITIALS/DATE
PLANNING	_____ INITIALS/DATE
OWNER	_____ INITIALS/DATE

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CLUB CARWASH
USE BY SPECIAL REVIEW

23RD AVENUE & 31ST STREET
GREELEY, CO

[illegible]

Project No:	CCW000006
Drawn By:	MSJ
Checked By:	JRR
Date:	08/10/22

SITE DETAILS

C1.2

CLUB CARWASH - USE BY SPECIAL REVIEW

LOT 2, WAL-MART SOUTH

LOCATED IN THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.

CITY OF GREELEY, WELD COUNTY, STATE OF COLORADO

1.11 ACRES - PROJECT NUMBER: USR2022-0016

Galloway

6162 S. Willow Drive, Suite 320
Greenwood Village, CO 80111
303.770.8884
GallowayUS.com

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CLUB CARWASH
USE BY SPECIAL REVIEW

23RD AVENUE & 31ST STREET
GREELEY, CO

#	Date	Issue / Description	Init.
1	04/24/23	2ND SITE SUBMITTAL	MSJ
2	07/14/23	3RD SITE SUBMITTAL	MSJ
3	08/30/23	4TH SITE SUBMITTAL	MSJ

Project No:	CCW000006
Drawn By:	MSJ
Checked By:	JRR
Date:	08/10/22

GRADING PLAN

C2.0

GRADING LEGEND

---	5460	---	EXISTING MAJOR CONTOUR
---	52	---	EXISTING MINOR CONTOUR
---	5465	---	PROPOSED MAJOR CONTOUR
---	66	---	PROPOSED MINOR CONTOUR
---	LOC	---	PROPOSED LIMITS OF CONSTRUCTION
---	15.00	---	PROPOSED SPOT ELEVATION
---	TC	---	PROPOSED TOP OF CURB ELEVATION
---	FL	---	PROPOSED FLOWLINE ELEVATION
---	GB	---	GRADE BREAK
---	FF	---	FINISHED FLOOR
---	FG	---	FINISHED GRADE
---	EG	---	EXISTING GRADE
---	HP	---	HIGH POINT
---	LP	---	LOW POINT
---	ME	---	MATCH EXISTING
---	CO	---	CURB OPENING
---	BW	---	WALL BOTTOM
---	TW	---	WALL TOP

GRADING NOTES

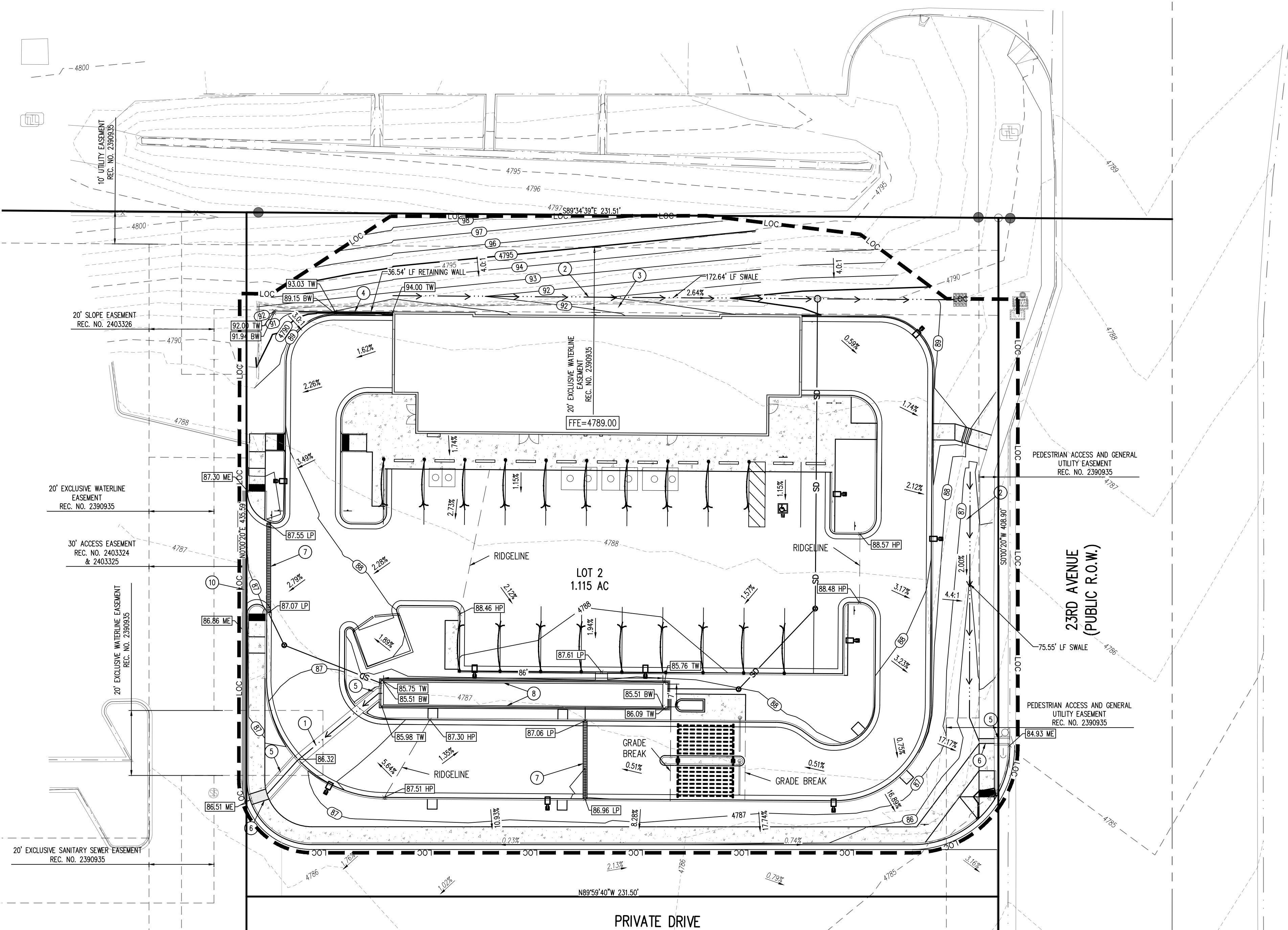
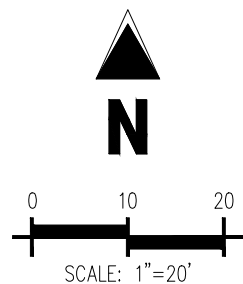
1. REQUIREMENTS SHOWN ON SITE PLAN SHALL GOVERN DRAWINGS AND SPECIFICATIONS. SHOWING OTHERWISE NOTWITHSTANDING, CONTRACTOR TO POINT OUT ANY DISCREPANCIES TO THE ENGINEER OF RECORD PRIOR TO BID.
2. NO WORK IS TO BEGIN UNTIL ALL PERMITS HAVE BEEN OBTAINED. CONTRACTOR MUST HAVE COPIES OF ALL STATE AND LOCAL STORMWATER DISCHARGE AND EROSION CONTROL PERMITS ON SITE PRIOR TO ANY DISTURBANCE AND/OR GRADING ACTIVITY.
3. THIS DESIGN IS BASED ON A SOIL AND FOUNDATION INVESTIGATION. A COPY OF THIS REPORT IS AVAILABLE FOR INSPECTION BY THE CONTRACTORS.
4. ALL LANDSCAPING AREAS SHALL BE GRADED 0.10' WITH COMPANY APPROVED TOP SOIL TO A MINIMUM 2' DEPTH.
5. ALL SPOT GRADES SHOWN ARE TO FLOWLINE UNLESS OTHERWISE NOTED.
6. GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR MINIMIZING DEPOSITION OF ONSITE SEDIMENTS ONTO SURROUNDING PUBLIC STREETS DURING CONSTRUCTION. REFER TO EROSION CONTROL PLANS AND DETAILS FOR INFORMATION.
7. GENERAL CONTRACTOR TO PROVIDE BARRICADE PROTECTION WITH FLASHING LIGHTS AROUND ALL FOOTINGS, EXCAVATIONS AND ALL OFFSITE WORK.
8. SEE THE SITE SURVEY FOR SURVEY INFORMATION AND LEGAL DESCRIPTION.
9. THE PROPOSED STORM SYSTEM AND STORMWATER DETENTION FACILITY ONSITE IS PRIVATELY OWNED AND MAINTAINED.
10. IN LANDSCAPING AREAS ADJACENT TO PROPOSED BUILDING, MINIMUM SLOPE SHALL BE 5% FOR THE FIRST 5'.
11. GC SHALL BE RESPONSIBLE FOR DESIGN AND PERMITTING OF PROPOSED REDD ROCK RETAINING WALL.
12. EXCAVATION AND EMBANKMENT SHALL MEET SECTION 203 OF CDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OR REQUIREMENTS OTHERWISE SET FORTH IN THE APPROVED SOILS REPORT.
13. ANY FILL MATERIAL REQUIRED TO BRING THE SITE TO GRADE SHALL BE CLEAN FILL DIRT APPROVED BY GEOTECHNICAL ENGINEER AND SHALL BE PLACED AND COMPACTED PER GEOTECHNICAL REPORT RECOMMENDATIONS.
14. WALL HAS NOT BEEN ENGINEERED AND MUST BE DESIGNED BY A STRUCTURAL ENGINEER PRIOR TO CONSTRUCTION.
15. ALL CURB AND GUTTER IS CATCH CURB UNLESS NOTED OTHERWISE.

SCHEDULE

- 1 3 FT CONCRETE PAV @ 0.50%
- 2 GRASS SWALE @ 2.0% MIN
- 3 SLOPE AWAY FROM BUILDING @ 5.0% MIN
- 4 PROPOSED RETAINING WALL; SEE ARCHITECTURAL PLANS
- 5 PROPOSED CONCRETE CHASE
- 6 PROPOSED SIDEWALK CHASE WITH SOLID STEEL GRATE
- 7 PROPOSED 8" TRENCH DRAIN
- 8 PROPOSED VERTICAL WALL INFILTRATING BIOTENTION; SEE DETAIL SHEET C1.2
- 9 PROPOSED 4'x4' SIZE L RIPRAP PAD AT 18" MIN DEPTH
- 10 HATCHED AREA REPRESENTS EXTENT OF OFF-SITE WORK FOR PROPOSED GUTTER

APPROVAL CERTIFICATE

ENGINEERING	INITIALS/DATE
PLANNING	INITIALS/DATE
OWNER	INITIALS/DATE



LOT 2, WAL-MART SOUTH

CITY OF GREELEY, WELD COUNTY, STATE OF COLORADO

1.11 ACRES - PROJECT NUMBER: USR2022-0016



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CLUB CARWASH
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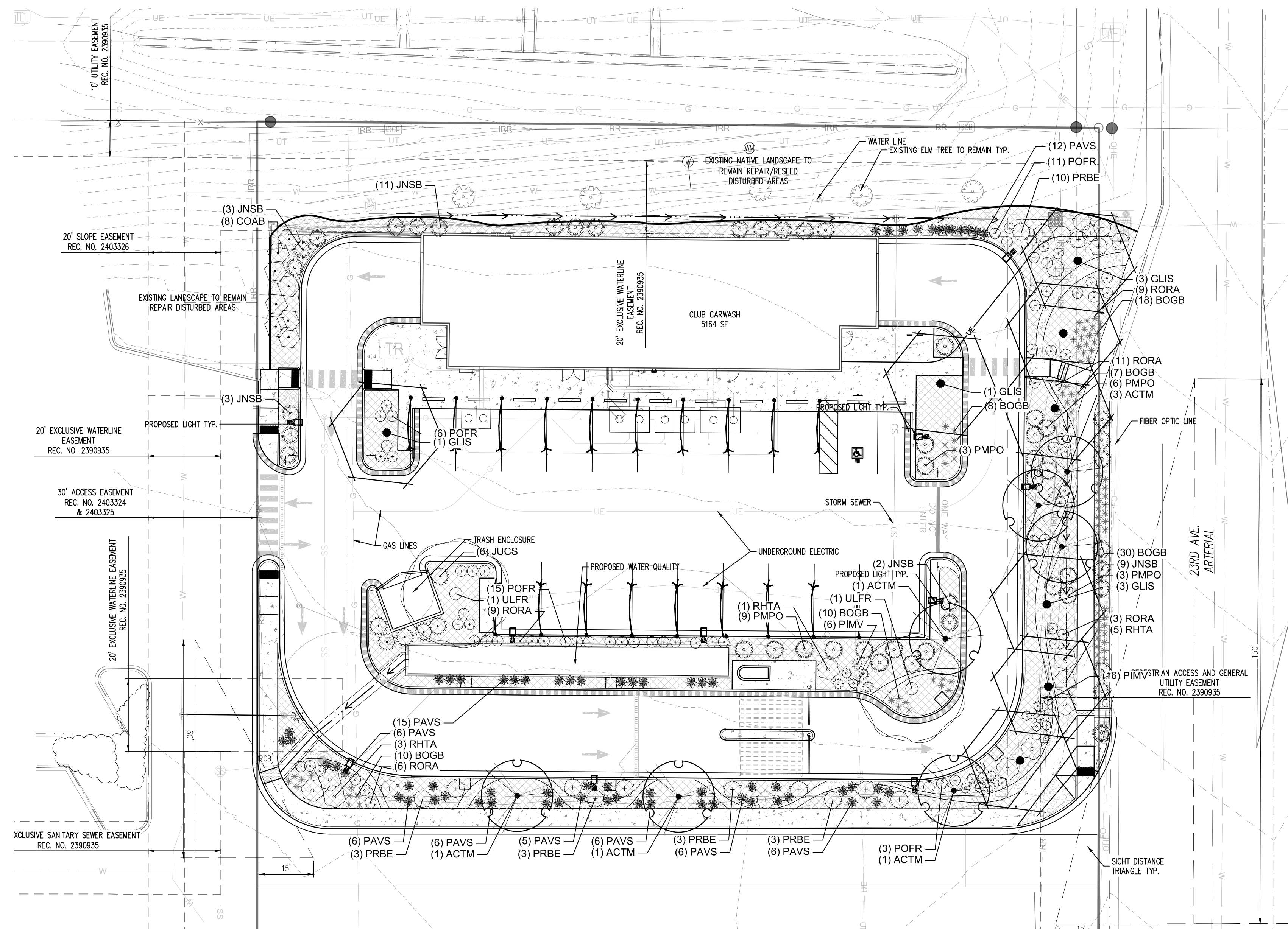
23RD AVENUE & 31ST STREET
GREELEY, CO

[illegible]

Project No:	CCW000006
Drawn By:	B. H.
Checked By:	J. W.
Date:	08/10/22

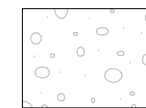
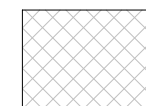
LANDSCAPE PLAN

L1.0



CAUTION
UTILITIES EXIST WITHIN CONSTRUCTION
LIMITS. CONTRACTOR IS RESPONSIBLE
FOR IDENTIFYING THEIR LOCATION
PRIOR TO CONSTRUCTION.

MULCH



CODE

QTY

COMMON NAME

BOTANICAL NAME

RMUL

8,063

1.5" ROCK COBBLE MULCH

1.5" ROCK COBBLE MULCH

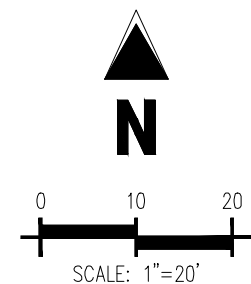
RMUL

1,207

2"-4" ROCK COBBLE MULCH

2"-4" ROCK COBBLE MULCH

STEEL EDGING



PLANTING AREA/PLANTER NOTE

THE SOIL OF ANY PLANTING AREA/PLANTER WHERE EXISTING CONCRETE IS REMOVED SHALL BE STRUCTURALLY RENOVATED (TILLED) OR REMOVED TO A DEPTH OF THIRTY INCHES (30") AND REPLACED WITH AN ACCEPTABLE GROWING MEDIUM FOR THE SPECIES INDICATED FOR THE INSTALLATION. APPROVAL FOR TREES AND GROWING MEDIUM IN THE R.O.W. TO BE BY CITY OF GREELEY FORESTRY MANAGER.

CLUB CARWASH - USE BY SPECIAL REVIEW

LOT 2, WAL-MART SOUTH

LOCATED IN THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.

CITY OF GREELEY, WELD COUNTY, STATE OF COLORADO

1.11 ACRES - PROJECT NUMBER: USR2022-0016

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE WATER SOURCE IF APPLICABLE.
3. ALL NON-TURF/SEED PLANTED AREAS WILL BE DRIP IRRIGATED. TURF SOD/SEED SHALL RECEIVE POP-UP SPRAY IRRIGATION FOR HEAD TO HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND SMART MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

LANDSCAPE GUARANTEE AND MAINTENANCE

1. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL TREES, SHRUBS, PERENNIALS, SOD, SEEDDED AREAS, AND IRRIGATION SYSTEMS FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE OWNER'S ACCEPTANCE. THE CONTRACTOR SHALL REPLACE, AT HIS OWN EXPENSE, ANY PLANTS WHICH DIE IN THAT TIME, OR REPAIR ANY PORTIONS OF THE IRRIGATION SYSTEM WHICH OPERATE IMPROPERLY.
2. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A NEAT, CLEAN, AND HEALTHY CONDITION FOR A PERIOD OF 90 DAYS. THIS SHALL INCLUDE PROPER PRUNING, MOWING AND AERATION OF LAWNS, WEEDING, REPLACEMENT OF MULCH, REMOVAL OF LITTER, AND THE APPROPRIATE PLANTING OF PLANTS. IRRIGATION SHALL MAINTAINED IN PROPER WORKING ORDER AT ALL TIMES DURING CONSTRUCTION. ADJUSTMENTS BY SEASON AND TO MAXIMIZE WATER CONSERVATION. IF SITE OPENS DURING WINTER, TO AVOID FREEZE DAMAGE ON PLANTINGS, THE 90 DAYS SHOULD BEGIN AFTER ACCEPTANCE OF THE WORK.
3. DURING THE LANDSCAPE MAINTENANCE PERIOD, THE LANDSCAPE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM STRUCTURES IN ALL LANDSCAPE AREAS AT THE MINIMUM SLOPE SPECIFIED IN THE GEOTECHNICAL REPORT. LANDSCAPE AREAS WHICH SETTLE AND CREATE THE POTENTIAL FOR PONDING SHALL BE REPAIRED TO ELIMINATE PONDING POTENTIAL AND BLEND IN WITH THE SURROUNDING GRADES. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.

TREE PROTECTION NOTES:

1. "PROTECTED ZONE" FOR EXISTING TREES: BEFORE BEGINNING ANY DEMOTION OR CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL INSTALL TEMPORARY FENCING AROUND ALL EXISTING TREES WITHIN THE CONSTRUCTION ZONE THAT ARE TO BE SAVED. THE FENCE SHALL BE INSTALLED NO CLOSER TO THE TREE THAN THE EDGE OF THE TREE'S PROTECTED ZONE. GENERALLY DEFINED AS THE AREA BEGINNING FIVE FEET OUTSIDE OF THE TREE'S DRIPLINE AND EXTENDING TOWARDS THE TREE (OR AS FAR AWAY FROM THE TRUNK AS PRACTICABLE). THE FENCING SHALL BE OF A MATERIAL AND HEIGHT ACCEPTABLE TO THE LANDSCAPE ARCHITECT. ALL CONTRACTORS AND THEIR CREWS SHALL NOT BE ALLOWED INSIDE THIS "PROTECTED ZONE" NOR SHALL THEY BE ALLOWED TO STORE OR DUMP FOREIGN MATERIALS WITHIN THIS AREA. NO WORK OF ANY KIND, INCLUDING TRENCHING, SHALL BE ALLOWED WITHIN THE PROTECTED ZONE EXCEPT AS DESCRIBED BELOW. THE FENCING SHALL REMAIN AROUND EACH TREE TO BE SAVED UNTIL THE COMPLETION OF CONSTRUCTION OPERATIONS.
2. TEMPORARY MULCH: TO ALLEVIATE SOIL COMPACTION IN ANTICIPATED AREAS OF HIGH CONSTRUCTION TRAFFIC, AND ONLY WHERE FENCING CANNOT BE SET FIVE FEET OUTSIDE OF THE DRIPLINE, THE CONTRACTOR SHALL INSTALL A LAYER OF MULCH, 9"-12" THICK, OVER ALL EXPOSED EARTH FROM THE TREE TRUNK TO 5' OUTSIDE OF THE DRIPLINE. THIS LAYER SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. WHEN PLANTING OPERATIONS ARE COMPLETED, THE MULCH SHALL BE REDISTRIBUTED THROUGHOUT ALL PLANTING AREAS IN A 3" THICK "PERMANENT" MULCH LAYER.
3. NECESSARY WORK: WHEN IT BECOMES NECESSARY TO ENTER THE "PROTECTED ZONE", SUCH AS FOR FINE GRADING, IRRIGATION INSTALLATION, AND PLANTING OPERATIONS, THE CONTRACTOR SHALL STRICTLY ADHERE TO THE FOLLOWING RULES:
 - A. EVERY EFFORT SHALL BE MADE TO PRESERVE THE EXISTING GRADE AROUND PROTECTED TREES IN AS WIDE AN AREA AS POSSIBLE.
 - B. TRENCHING WITHIN THE PROTECTED ZONE OF EXISTING TREES SHALL BE PERFORMED BY HAND, AND WITH EXTREME CARE NOT TO SEVER ROOTS 1'-1/2" IN DIAMETER AND LARGER. WHERE ROOTS 1'-1/2" IN DIAMETER AND LARGER ARE ENCOUNTERED, THE CONTRACTOR SHALL TUNNEL UNDER SAID ROOTS. EXPOSED ROOTS THAT HAVE BEEN TUNNELED UNDER SHALL BE WRAPPED IN WET BURLAP AND KEPT MOIST WHILE THE TRENCH IS OPEN.
 - C. WHERE ROOTS 1'-1/2" IN DIAMETER OR LARGER MUST BE CUT DUE TO EXTENSIVE GRADE CHANGES, THOSE ROOTS MUST BE EXPOSED BY HAND DIGGING AND CUT CLEANLY. RAGGED CUTS GENERALLY DO NOT HEAL PROPERLY, AND MAY LEAVE THE TREE OPEN TO PESTS AND PATHOGENS.
 - D. WHERE TRENCHING NEAR TREES HAS ALREADY OCCURRED FROM PREVIOUS CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL MAKE EVERY EFFORT TO CONFINE HIS TRENCHING OPERATIONS TO THE PREVIOUSLY-CREATED TRENCHES, WHILE ADHERING TO THE CONDITIONS SET FORTH IN 3B.
4. POTENTIAL CONFLICTS: THE CONTRACTOR SHALL NOTIFY THE OWNER AND ARBORIST SHOULD ANY POTENTIAL CONFLICTS ARISE BETWEEN THESE SPECIFICATIONS AND/OR LARGE ROOTS ENCOUNTERED IN THE FIELD, AND CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL NOT TAKE ANY ACTION IN SUCH CONFLICTS WITHOUT THE ARBORIST'S WRITTEN APPROVAL. THE ARBORIST SHALL HAVE FINAL AUTHORITY OVER ALL METHODS NECESSARY TO HELP ENSURE THE PROTECTION AND SURVIVAL OF EXISTING TREES.
5. PRUNING: PRUNE ONLY THE TREES THAT ARE INDICATED ON THE PLANS AS REQUIRING PRUNING. PRUNE TREES ACCORDING TO INTERNATIONAL SOCIETY OF ARBORICULTURE / ANSI A300 STANDARDS:
 - A. REMOVE ALL DEAD WOOD.
 - B. PRUNE LIVE WOOD FOR HEALTH OR STRUCTURAL REASONS ONLY, INCLUDING THE NEED TO ELIMINATE DISEASED OR DAMAGED GROWTH, ELIMINATE STRUCTURALLY UNSOUND GROWTH, REDUCE THE POTENTIAL FOR WIND TOPPLING OR WIND DAMAGE, OR TO MAINTAIN GROWTH WITHIN LIMITED SPACE. DO NOT REMOVE MORE THAN 25% OF ANY TREE'S LIVE FOLIAGE IN ANY ONE GROWING SEASON. PRUNE ONLY TO INTERNATIONAL SOCIETY OF ARBORICULTURE/ANSI A300 STANDARDS, AND ONLY UNDER THE DIRECT SUPERVISION OF A CERTIFIED ARBORIST.
 - C. FINAL CUTS SHALL BE MADE JUST OUTSIDE THE SHOULDER RING AREA. EXTREMELY FLUSHED CUTS WHICH PRODUCE LARGE WOUNDS SHALL NOT BE MADE.
 - D. ALL TRIMMING CUTS SHALL BE PERFORMED IN SUCH A MANNER AS TO PROMOTE THE NATURAL GROWTH AND SHAPE OF EACH TREE SPECIES.
 - E. IMPROPER PRUNING METHODS INCLUDING, BUT NOT LIMITED TO, "TOPPING", "TIPPING", "HEADING BACK", "DEHORNING", AND "LIONTAILING" WILL NOT BE ALLOWED. THE CONTRACTOR SHALL PAY FOR ALL WORK NECESSARY TO CORRECT SUCH PRUNING WHEN PERFORMED BY HIS CREWS OR SUBCONTRACTORS.
 - F. SHOULD THE CONTRACTOR REQUIRE MORE INFORMATION, THE CONTRACTOR SHALL CONTACT THE ISA AT (217) 355-9411 FOR A COPY OF THE ANSI A300 PRUNING STANDARDS. CONTRACTOR SHALL ADHERE TO THE METHODS AND PRACTICES SET FORTH IN THIS DOCUMENT.
6. LANDSCAPE AND IRRIGATION (NATIVE TREES ONLY): ANY FUTURE LANDSCAPE AND IRRIGATION SHOULD ADHERE TO THE FOLLOWING GUIDELINES:
 - A. NO IRRIGATION OR PLANTING SHOULD OCCUR CLOSER THAN 8'-10' FROM THE TRUNK.
 - B. WHERE IRRIGATION DOES OCCUR WITHIN THE PROTECTED ZONE, DRIP IRRIGATION SHOULD BE USED WHEREVER POSSIBLE. ADDITIONALLY, ONLY PLANTS WITH LOW WATER NEEDS SHOULD BE PLANTED WITHIN THE PROTECTED ZONE, SPACED FAR APART WHERE CLOSE TO THE TREE. PLANTS MAY BE SPACED CLOSER TOGETHER NEAR THE EDGE OF THE PROTECTED ZONE.

PLANTING NOTES

- GENERAL
1. ALL WORK SHALL CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES, STANDARDS, AND SPECIFICATIONS.
 2. LANDSCAPE DESIGN IS DIAGRAMMATIC IN NATURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN TAKEOFFS AND QUANTITY CALCULATIONS. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE LANDSCAPE LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN SHALL TAKE PRECEDENCE AND NOTIFY THE LANDSCAPE ARCHITECT OF THESE DISCREPANCIES. MINOR ADJUSTMENTS TO THE LANDSCAPE MATERIAL AND LOCATIONS MAY BE PROPOSED FOR CITY CONSIDERATION AT THE CONSTRUCTION DOCUMENT STAGE TO RESPOND TO MARKET AND FIELD CONDITIONS. HOWEVER, THERE SHALL BE NO REDUCTION IN THE NUMBER AND SIZE OF MATERIALS.
 3. CONTRACTOR SHALL MAKE HIMSELF AWARE OF THE LOCATIONS OF EXISTING AND PROPOSED UTILITIES, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE UTILITIES AND/OR ANY INJURY TO ANY PERSON. THIS DRAWING IS PART OF A COMPLETE SET OF CONTRACT DOCUMENTS. UNDER NO CIRCUMSTANCES SHOULD THIS PLAN BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE AND REVIEW ALL RELATED PLANS AND DOCUMENTS.
 4. ALL UTILITY EASEMENTS SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE EQUIPMENT.
 5. THE CONTRACTOR SHALL TAKE EXTREME CARE NOT TO DAMAGE ANY EXISTING PLANTS INDICATED AS "TO REMAIN". ANY SUCH PLANTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED WITH THE SAME SPECIES, SIZE, AND QUANTITY AT THE CONTRACTOR'S OWN EXPENSE, AND AS ACCEPTABLE TO THE OWNER. REFER TO THE TREE PROTECTION NOTES ON THE PLANS (AS APPLICABLE).
 6. LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED AND NOTIFY THE GENERAL CONTRACTOR IN WRITING OF UNSATISFACTORY CONDITIONS. IF SITE CONDITIONS OR PLANT AVAILABILITY REQUIRE CHANGES TO THE PLAN, THEN AN APPROVAL WILL BE OBTAINED FROM THE CITY. DO NOT PROCEED UNTIL CONDITIONS HAVE BEEN CORRECTED.
 7. ALL CONSTRUCTION DEBRIS AND MATERIAL SHALL BE REMOVED AND CLEANED OUT PRIOR TO INSTALLATION OF TOPSOIL, TREES, SHRUBS, AND TURF.
 8. FOR ALL INFORMATION ON SURFACE MATERIAL OF WALKS, DRIVES, AND PARKING LOTS, SEE THE SITE PLAN. SEE PHOTOMETRIC PLAN FOR FREE STANDING LIGHTING INFORMATION.
 9. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT ONE WEEK PRIOR TO BEGINNING CONSTRUCTION.
 10. WINTER WATERING SHALL BE AT THE EXPENSE OF THE CONTRACTOR UNTIL SUCH TIME AS FINAL ACCEPTANCE IS RECEIVED.
 11. ALL LANDSCAPE CONSTRUCTION PRACTICES, WORKMANSHIP, AND ETHICS SHALL BE IN ACCORDANCE WITH INDUSTRY STANDARDS SET FORTH IN THE CONTRACTORS HANDBOOK PUBLISHED BY THE COLORADO LANDSCAPE CONTRACTORS ASSOCIATION.
 12. LANDSCAPE AND IRRIGATION WORK SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF THE FINAL CERTIFICATE OF OCCUPANCY.
- FINISH GRADING AND SOIL PREPARATION
13. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN FINISH GRADES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.
 14. AFTER FINISH GRADES HAVE BEEN ESTABLISHED, IT IS RECOMMENDED THAT THE CONTRACTOR SHALL HAVE SOIL SAMPLES TESTED BY AN ESTABLISHED SOIL TESTING LABORATORY FOR THE FOLLOWING: GENERAL SOIL FERTILITY, PH, ORGANIC MATTER CONTENT, SALT (EC), LIME, SODIUM ADSORPTION RATIO (SAR) AND BORON CONTENT. EACH SAMPLE SUBMITTED SHALL CONTAIN NO LESS THAN ONE QUART OF SOIL. CONTRACTOR SHALL ALSO SUBMIT THE PROJECTS PLANT LIST TO THE LABORATORY ALONG WITH THE SOIL SAMPLES. THE SOIL REPORT PRODUCED BY THE LABORATORY SHALL CONTAIN RECOMMENDATIONS FOR THE FOLLOWING (AS APPROPRIATE): GENERAL SOIL PREPARATION AND BACKFILL MIXES, PRE-PLANT FERTILIZER APPLICATIONS, AND ANY OTHER SOIL RELATED ISSUES. THE REPORT SHALL ALSO PROVIDE A FERTILIZER PROGRAM FOR THE ESTABLISHMENT PERIOD AND FOR LONG-TERM MAINTENANCE.
 15. THE CONTRACTOR SHALL RECOMMEND INSTALLATION OF SOIL AMENDMENTS AND FERTILIZERS PER THE SOILS REPORT FOR THE THE OWNER/OWNER'S REPRESENTATIVE CONSIDERATION.
 16. AT A MINIMUM, ALL TOPSOIL SHALL BE AMENDED WITH NITROGEN STABILIZED ORGANIC AMENDMENT COMPOST AT A RATE OF 5.0 CUBIC YARDS AND AMMONIUM PHOSPHATE 16-20-0 AT A RATE OF 15 POUNDS PER THOUSAND SQUARE FEET OF LANDSCAPE AREA. COMPOST SHALL BE MECHANICALLY INTEGRATED INTO THE TOP 6" OF SOIL BY MEANS OF ROTOTILLING AFTER CROSS-RIPPING & DEGROUND COVER & PERENNIAL BED AREAS SHALL BE AMENDED AT A RATE OF 8 CUBIC FEET PER THOUSAND SQUARE FEET OF NITROGEN STABILIZED ORGANIC AMENDMENT AND 10 LBS. OF 12-12-12 FERTILIZER PER CU. YD., ROTOTILLED TO A DEPTH OF 8". NO MANURE OR ANIMAL-BASED PRODUCTS SHALL BE USED FOR ORGANIC AMENDMENTS.

PLANTING

17. ALL DECIDUOUS TREES SHALL HAVE FULL, WELL-SHAPED HEADS/ALL EVERGREENS SHALL BE UNSHEARED AND FULL TO THE GROUND; UNLESS OTHERWISE SPECIFIED. TREES WITH CENTRAL LEADERS WILL NOT BE ACCEPTED IF LEADER IS DAMAGED OR REMOVED. PRUNE ALL DAMAGED TWIGS AFTER PLANTING.
18. ALL PLANTS WITHIN A SPECIES SHALL HAVE SIMILAR SIZE, AND SHALL BE OF A FORM TYPICAL FOR THE SPECIES. ANY PLANT DEEMED UNACCEPTABLE BY THE LANDSCAPE ARCHITECT SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND SHALL BE REPLACED WITH AN ACCEPTABLE PLANT OF LIKE TYPE AND SIZE AT THE CONTRACTOR'S OWN EXPENSE. ANY PLANTS

UTILITY NOTES

1. THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT THE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER PUBLIC OR PRIVATE AGENCY NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION.
2. THIS DRAWING IS A PART OF A COMPLETE SET OF BID DOCUMENTS, SPECIFICATIONS, ADDITIONAL DRAWINGS, AND EXHIBITS. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE, AND REVIEWING ALL RELATED DOCUMENTS.
3. THE LOCATION OF THE ALL UNDERGROUND UTILITIES ARE LOCATED ON THE ENGINEERING DRAWINGS FOR THIS PROJECT. THE MOST CURRENT REVISION IS HERE IN MADE PART OF THIS DOCUMENT. UNDERGROUND UTILITIES EXIST THROUGHOUT THIS SITE AND MUST BE LOCATED PRIOR TO ANY CONSTRUCTION ACTIVITY. WHERE UNDERGROUND UTILITIES EXIST, FIELD ADJUSTMENT MAY BE NECESSARY AND MUST BE APPROVED BY A REPRESENTATIVE OF THE OWNER. NEITHER THE OWNER NOR THE LANDSCAPE ARCHITECT ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE CONTRACTORS ACCURACY IN LOCATING THE INDICATED PLANT MATERIAL, AND UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED WITHOUT REFERENCING THE ABOVE MENTIONED DOCUMENTS.

APPEARING TO BE UNHEALTHY, EVEN IF DETERMINED TO STILL BE ALIVE, SHALL NOT BE ACCEPTED. THE LANDSCAPE ARCHITECT SHALL BE THE SOLE JUDGE AS TO THE ACCEPTABILITY OF PLANT MATERIAL.

19. ALL TREES SHALL BE GUYED AND WOOD STAKED AS PER DETAILS. NO "I-STAKES" SHALL BE USED FOR TREES.
20. ALL PLANT MATERIALS SHALL BE TRUE TO TYPE, SIZE, SPECIES, QUALITY, AND FREE OF INJURY, BROKEN ROOT BALLS, PESTS, AND DISEASES, AS WELL AS CONFORM TO THE MINIMUM REQUIREMENTS DESCRIBED IN THE "AMERICAN STANDARD FOR NURSERY STOCK". FOLLOW GREENCO TREE PLANTING RECOMMENDATIONS FOR MINIMUM QUALITY REQUIREMENTS FOR TREES.
21. ALL TREE AND SHRUB BED LOCATIONS ARE TO BE STAKED OUT ON SITE FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
22. ALL TREES PLANTED ADJACENT TO PUBLIC AND/OR PEDESTRIAN WALKWAYS SHALL BE PRUNED CLEAR OF ALL BRANCHES BETWEEN GROUND AND A HEIGHT OF EIGHT (8) FEET FOR THAT PORTION OF THE PLAN LOCATED OVER THE SIDEWALK AND/OR ROAD.
23. ALL PLANT MATERIAL SHALL NOT BE PLANTED PRIOR TO INSTALLATION OF TOPSOIL.
24. ALL PLANT BEDS SHALL BE CONTAINED WITH STEEL EDGER. STEEL EDGER IS NOT REQUIRED ALONG CURBS, WALKS OR BUILDING FOUNDATIONS. ALL EDGING SHALL OVERLAP AT JOINTS A MINIMUM OF 8-INCHES, AND SHALL BE FASTENED WITH A MINIMUM OF 4 PINS PER EACH 10 FOOT SECTION. THE TOP OF ALL EDGING MATERIAL SHALL BE A ROLLED TOP AND 1/2 INCH ABOVE THE FINISHED GRADE OF ADJACENT LAWN OR MULCH AREAS. COLOR: GREEN.
25. THE DEVELOPER, HIS SUCCESSOR, OR ASSIGNEE SHALL BE RESPONSIBLE FOR ESTABLISHING AND CONTINUING A REGULAR PROGRAM OF MAINTENANCE FOR ALL LANDSCAPED AREAS. SEE LANDSCAPE GUARANTEE AND MAINTENANCE NOTE.
26. A 3-FOOT CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF ALL FIRE HYDRANTS.
27. LANDSCAPE CONTRACTOR TO SUBMIT SAMPLES OF MISCELLANEOUS LANDSCAPING MATERIALS TO THE LANDSCAPE ARCHITECTS AND OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION, I.E., MULCH, EDGER, LANDSCAPE FABRIC, ETC.

MULCHING

28. AFTER ALL PLANTING IS COMPLETE, THE CONTRACTOR SHALL INSTALL A MINIMUM 4" THICK LAYER OF MULCH AS SPECIFIED IN THE PLANTING LEGEND. INSTALL A 4" THICK RING OF DOUBLE SHREDDED CEDAR BARK MULCH AROUND ALL PLANT MATERIAL IN ROCK MULCH BEDS WHERE LANDSCAPING IS SHOWN ON THE PLANS. WOOD MULCH RING SIZE SHALL BE THE CONTAINER SIZE OF THE SHRUBS, PERENNIALS, AND ORNAMENTAL GRASSES. TREE RING SIZE SHALL BE GREEN INDUSTRIES OF COLORADO INDUSTRY STANDARD WIDTH.
29. ALL MULCH SHALL BE HARVESTED IN A SUSTAINABLE MANNER FROM A LOCAL SOURCE.
30. INSTALL DEWITT PRO-5 WEED BARRIER FABRIC UNDER ALL ROCK MULCH SHRUB BEDS SPECIFIED ON THE PLANS ONLY. NO LANDSCAPE FABRIC SHALL BE USED IN WOOD MULCH AREAS. NO PLASTIC WEED BARRIERS SHALL BE SPECIFIED.
31. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED.
32. ALL PLANTING AREAS WITH LESS THAN A 4:1 GRADIENT SHALL RECEIVE A LAYER OF MULCH, TYPE AND DEPTH PER PLANS. SUBMIT 1 CUBIC FOOT SAMPLE OF MULCH (ONE SAMPLE PER TYPE) TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION. THE MULCH SHALL BE SPREAD EVENLY THROUGHOUT ALL PLANTING AREAS EXCEPT SLOPES 4:1 OR STEEPER, OR AS OTHERWISE DENOTED ON THE PLAN. ABSOLUTELY NO EXPOSED GROUND SHALL REMAIN IN AREAS TO RECEIVE MULCH AFTER MULCH HAS BEEN INSTALLED.
33. ALL PLANTING AREAS ON SLOPES OVER 4:1 SHALL RECEIVE COCONUT FIBER EROSION CONTROL NETTING FROM ROLLS. NETTING SHALL BE #GT-125, AS MANUFACTURED BY NORTH AMERICAN GREEN (OR EQUAL). INSTALL AND STAKE PER MANUFACTURER'S SPECIFICATIONS. SEE ALSO THE CIVIL ENGINEER'S EROSION CONTROL PLAN.

GREELEY LANDSCAPE NOTES

1. NO PLANT MATERIAL WITH MATURE GROWTH GREATER THAN THREE (3) FEET IN HEIGHT SHALL BE PLANTED WITHIN POTABLE WATER, SANITARY SEWER, OR NON-POTABLE IRRIGATION EASEMENTS.
2. NO SHRUBS SHALL BE PLANTED WITHIN FIVE (5) FEET OR TREES WITHIN TEN (10) FEET OF POTABLE AND NON-POTABLE WATER METERS, FIRE HYDRANTS, SANITARY SEWER MANHOLES, OR POTABLE WATER, SANITARY SEWER, AND NON-POTABLE IRRIGATION MAINS AND SERVICES.
3. SOIL FOR LANDSCAPING SHALL BE AMENDED WITH 4 CU.YDS OF ORGANIC MATERIAL PER 1000 SQ.FT.
4. AUTOMATIC IRRIGATION SYSTEM SHALL BE EQUIPPED WITH AN AUTOMATIC RAIN DETECTION DEVICE.

Galloway

8162 S. Willow Drive, Suite 320
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303.770.8884
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CLUB CARWASH
USE BY SPECIAL REVIEW

23RD AVENUE & 31ST STREET
GREELEY, CO

#	Date	Issue / Description	Init.
1	04/24/23	2ND SITE SUBMITTAL	---
2	07/14/23	3RD SITE SUBMITTAL	---
3	08/30/23	4TH SITE SUBMITTAL	---
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Project No:	CCW000006
Drawn By:	---
Checked By:	---
Date:	08/10/22

LANDSCAPE NOTES

CAUTION
UTILITIES EXIST WITHIN CONSTRUCTION LIMITS. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THEIR LOCATION PRIOR TO CONSTRUCTION.

L1.1

1.11 ACRES - PROJECT NUMBER: USR2022-0016

Page 169 of 403

CLUB CARWASH - GREELEY SITE PLAN

LOT 2, WAL-MART SOUTH

LOCATED IN THE NORTHEAST QUARTER OF SECTION 24, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M.

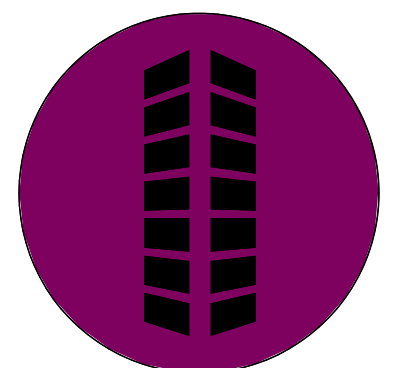
CITY OF GREELEY, WELD COUNTY, STATE OF COLORADO

Compliance with Section 24-603.c		
FIRST FLOOR TRANSPARENCY: (Measured between 2' - 8' within 50' of main entry):	PRIMARY BUILDING MATERIALS: CMU (textured and colored), Standing Seam Metal	SECONDARY BUILDING MATERIALS: Glass, Architectural Metal
REQUIRED: 40-90% within 50' of entrance	REQUIRED: 50-90%	REQUIRED: 20-40%
PROVIDED: 43%	PROVIDED: 79%	PROVIDED: 21%



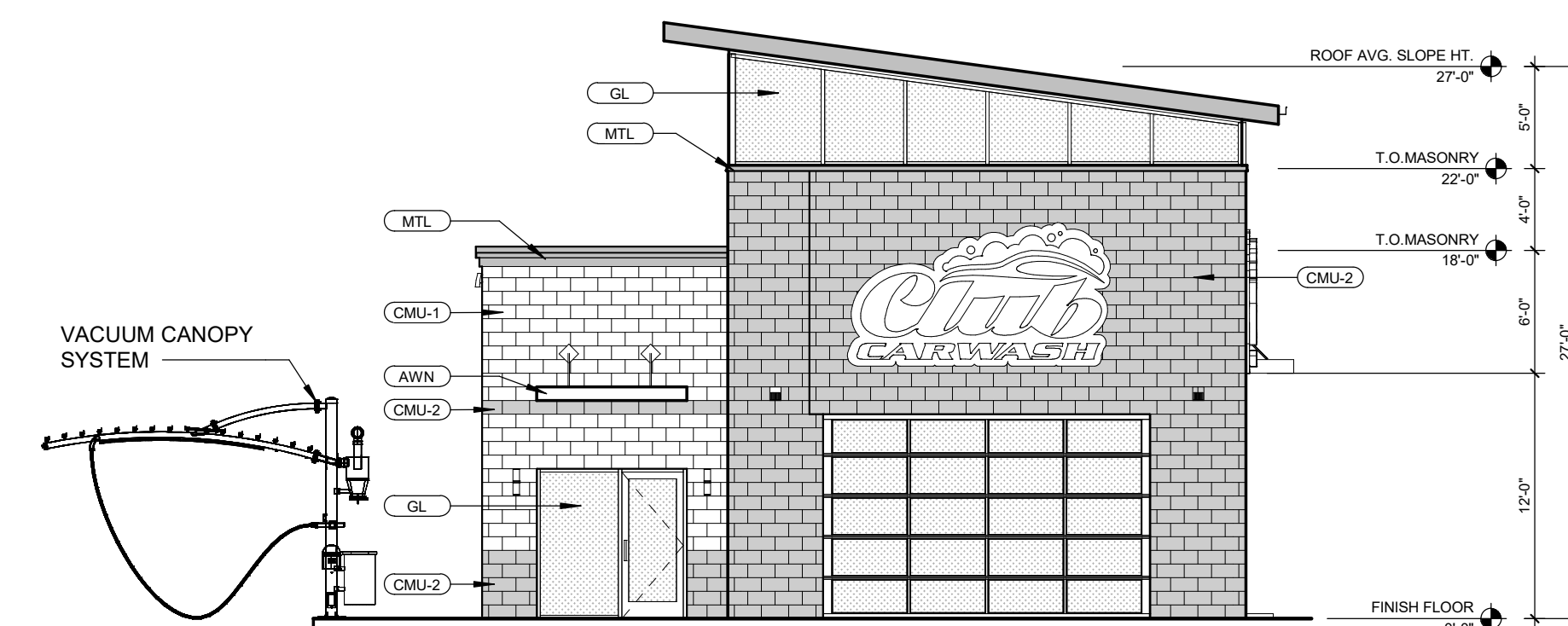
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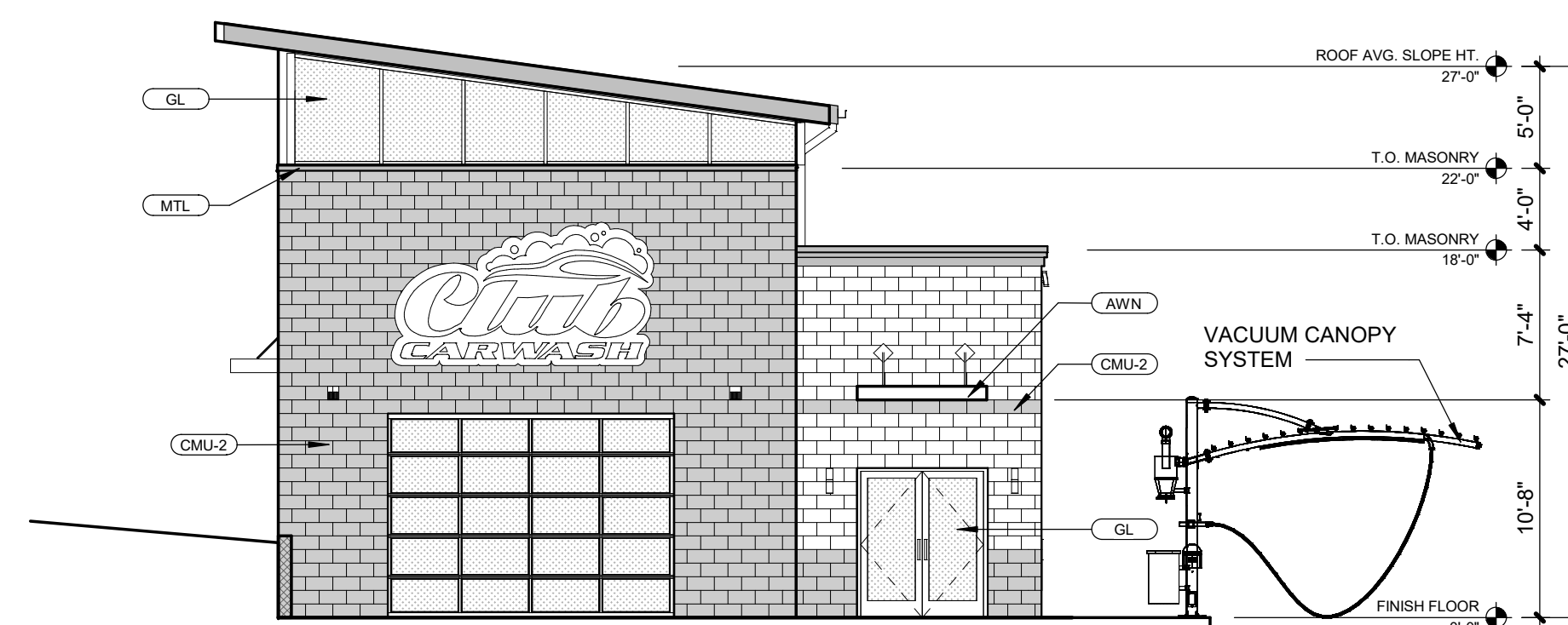


FINKLE + WILLIAMS
ARCHITECTURE

8787 RENNER BLVD., SUITE 100
LENEXA, KANSAS 66219
913.498.1550
www.finklewilliams.com



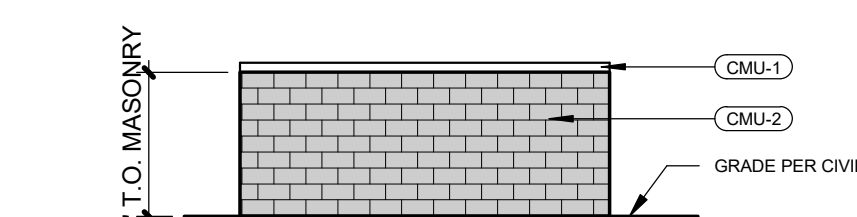
EAST ELEVATION | 1/8" = 1'-0"



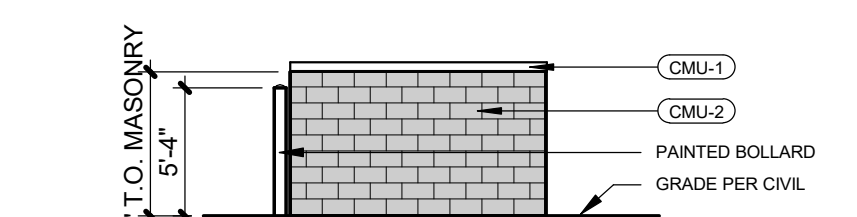
WEST ELEVATION | 1/8" = 1'-0"

EXTERIOR MATERIAL LEGEND

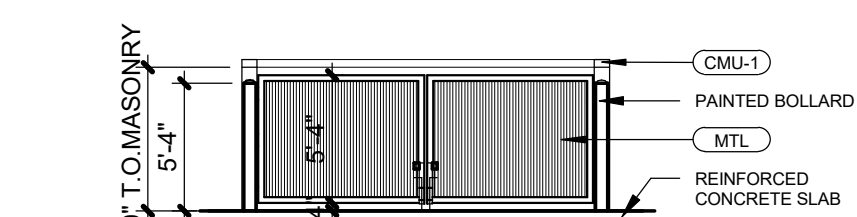
CMJ-1	ARCHITECTURAL 8" CMU SPLIT FACE BLOCK WITH COLORED MORTAR (COLOR: Ivory)
CMJ-2	ARCHITECTURAL 8" CMU SPLIT FACE BLOCK (COLOR: Slate)
AWN	PREFABRICATED PAINTED FLAT METAL AWNING (COLOR: Red)
MTL	PREFINISHED KYNAR COATED METAL COPING (COLOR: Matte Black)
GL-1	ALUMINUM STOREFRONT GLAZING SYSTEM 2x4 1/2" Thermal Storefront Framing in Black Painted Aluminum, w/ 1" Insulated Low-E Tinted Glazing Unit
GL-2	ALUMINUM STOREFRONT GLAZING SYSTEM 4x12" Thermal Storefront Framing in Black Painted Aluminum, w/ 1" Insulated Low-E Spandrel Glazing Unit



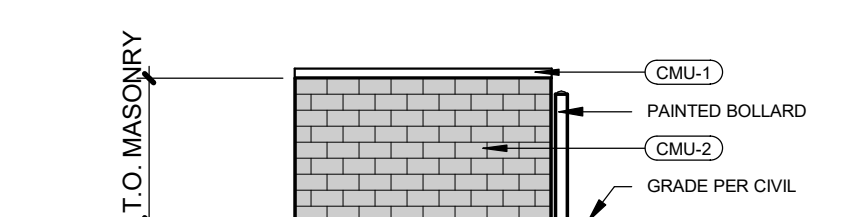
TRASH ENCLOSURE- SOUTH ELEVATION | 1/8" = 1'-0"



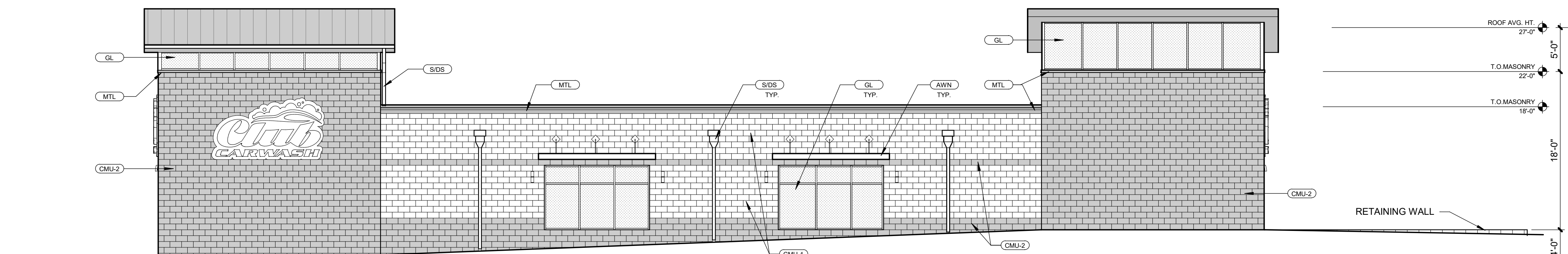
TRASH ENCLOSURE- WEST ELEVATION | 1/8" = 1'-0"



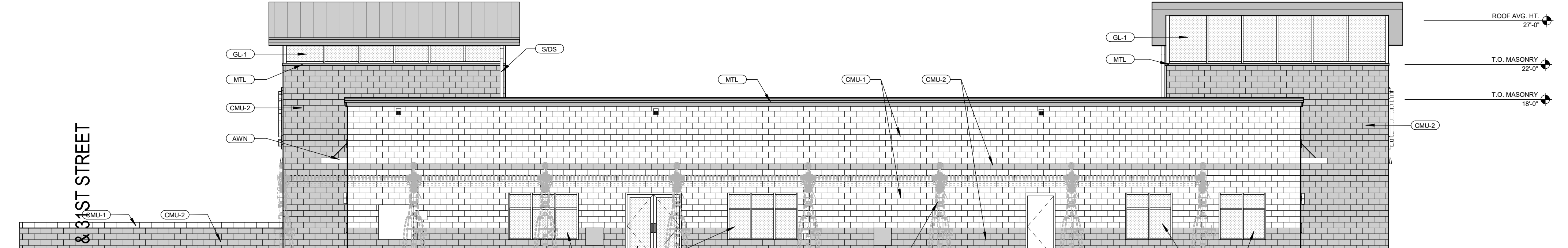
TRASH ENCLOSURE- NORTH ELEVATION | 1/8" = 1'-0"



TRASH ENCLOSURE- EAST ELEVATION | 1/8" = 1'-0"



SOUTH ELEVATION | 1/8" = 1'-0"



NORTH ELEVATION $\frac{1}{8}'' = 1'-0''$

CLUB CARWASH
USE BY SPECIAL REVIEW

23RD AVENUE & 31ST STREET
GREELEY, CO

[illegible]

Project No: _____

Drawn By: _____

Checked By: _____

Date: _____ 08/10/22

ARCHITECTURAL
PRELIMINARY
ELEVATIONS

A0.01

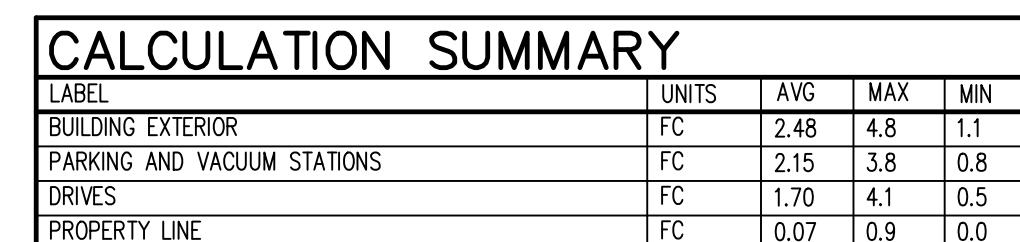
LOT 2, WAL-MART SOUTH

CITY OF GREELEY, WELD COUNTY, STATE OF COLORADO

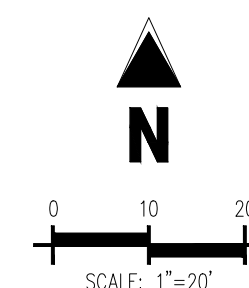
1.11 ACRES - PROJECT NUMBER: USR2022-0016



CONTRACTOR TO VERIFY ALL EQUIPMENT WITH OWNER AND ARCHITECT BEFORE PROCEEDING
ALL AREA/SITE FIXTURES TO BE MOUNTED ON 18'-0" POLE (SSS-4-A-18-S-F-N-1) WITH 2'-0" CONCRETE BASE. TOTAL MOUNTING HEIGHT 20'-0"



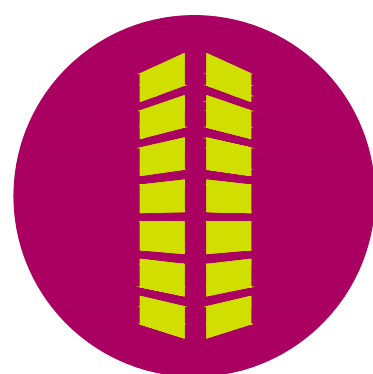
ALL PARKING LOT LIGHTING MUST BE EXTINGUISHED BETWEEN ONE HOUR AFTER CLOSING AND ONE HOUR PRIOR TO OPENING.



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CLUB CARWASH - GREELEY

23RD AVENUE & 31ST STREET
GREELEY, CO

[illegible]

Project No:	CCW000006
Drawn By:	
Checked By:	
Date:	08/10/22

PP1.0

This aerial map shows the Greerley Mall area in Denver, Colorado. The map includes the following streets and landmarks:

- Streets:** 28TH ST, 27TH ST, 26TH ST, 25TH ST, 31ST ST, 32ND ST, 30TH STREET RD, 31ST STREET RD, 20TH AVE, 17TH AVE, 16TH AVE, 15TH AVE, 14TH AVE, 13TH AVE, 12TH AVE, 11TH AVE, 10TH AVE, 9TH AVE, 8TH AVE, 7TH AVE, 6TH AVE, 5TH AVE, 4TH AVE, 3RD AVE, 2ND AVE, 1ST AVE, 0TH AVE.
- Landmarks:** GREERLEY MALL, ANCHOR DR, HARBORWAY, Y BAY, KE BAY, 34TH ST, 35TH ST, 36TH ST, 37TH ST, 38TH ST, 39TH ST, 40TH ST, 41ST ST, 42ND ST, 43RD ST, 44TH ST, 45TH ST, 46TH ST, 47TH ST, 48TH ST, 49TH ST, 50TH ST, 51ST ST, 52ND ST, 53RD ST, 54TH ST, 55TH ST, 56TH ST, 57TH ST, 58TH ST, 59TH ST, 60TH ST, 61ST ST, 62ND ST, 63RD ST, 64TH ST, 65TH ST, 66TH ST, 67TH ST, 68TH ST, 69TH ST, 70TH ST, 71ST ST, 72ND ST, 73RD ST, 74TH ST, 75TH ST, 76TH ST, 77TH ST, 78TH ST, 79TH ST, 80TH ST, 81ST ST, 82ND ST, 83RD ST, 84TH ST, 85TH ST, 86TH ST, 87TH ST, 88TH ST, 89TH ST, 90TH ST, 91ST ST, 92ND ST, 93RD ST, 94TH ST, 95TH ST, 96TH ST, 97TH ST, 98TH ST, 99TH ST, 100TH ST.
- Other:** HWY 34 BYP E TO 23RD AV S RAMP, HIGHWAY 34 BYP EB.

A red outline highlights a specific area, and a red arrow points to a building within this area.

SITE LOCATION



Club Carwash Use by Special Review USR202-0016

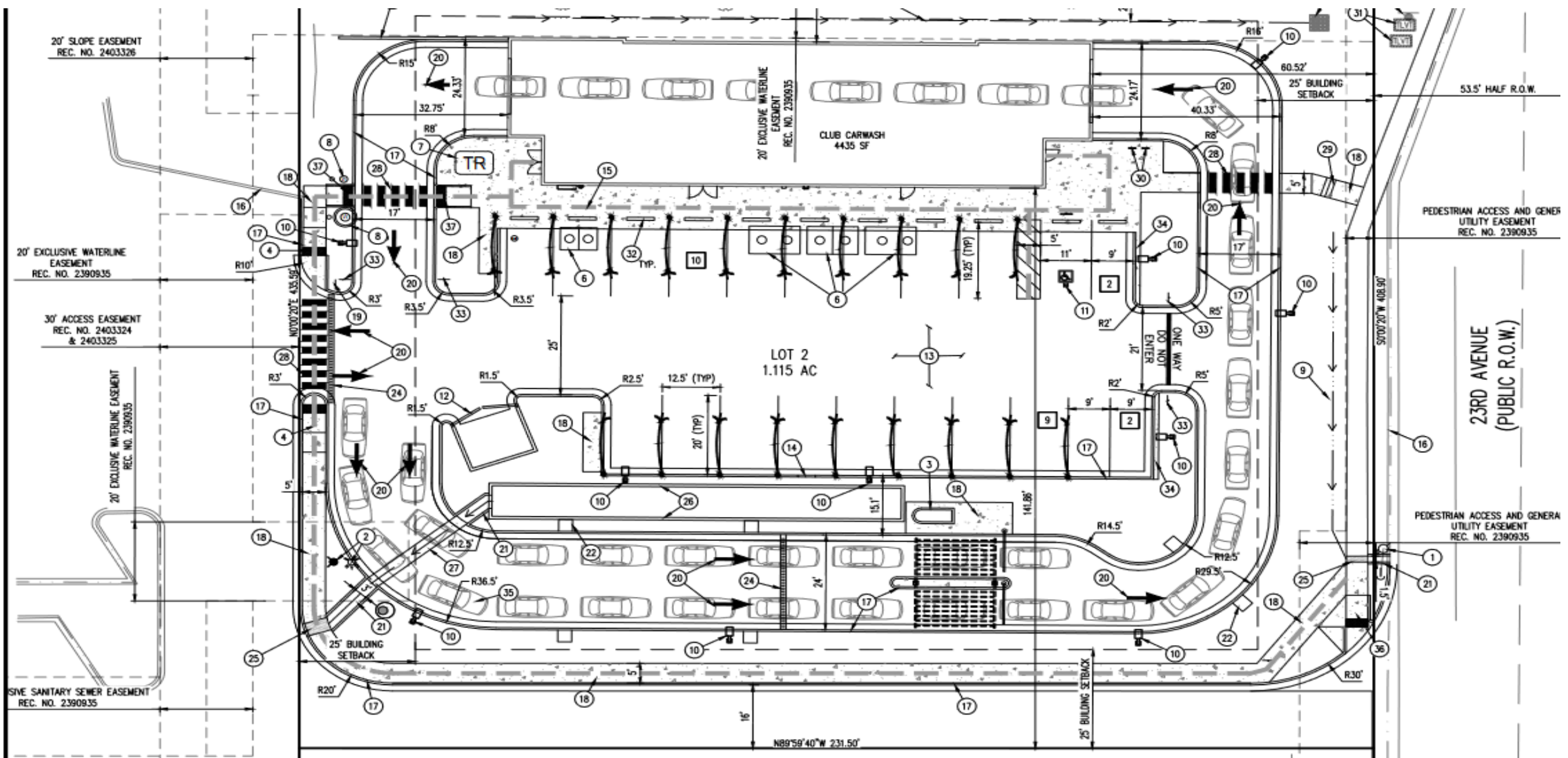
**Planning Commission
January 23, 2024
Jeffrey Woerber, Planner III**

Request & Site Background

- Request:
 - Car Wash in the C-H zone district
- Background:
 - Lot 2, Wal-Mart South Subdivision
 - USR required due to lot size exceeding 1 acre

Location





Site Plan, Club Car Wash USR

Considerations

Approval Criteria

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

Notification

- 97 notice letters mailed
- 500 ft notice boundary
- Sign posted on the property
- Web notice
- No objection/support

Recommendation

- Staff recommends approval of the Use by Special Review.
- Planning Commission is the Decision-Making Authority for a USR

Recommended Motion



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

- Approval

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

Alternative Motion



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

- Denial

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed carwash located in the Commercial High Intensity (C-H) Zone District **does not meet** the Development Code criteria, Section 24-206 and therefore, **denies** the Use by Special Review.



Planning Commission Agenda Summary

January 23, 2024

Key Staff Contact: Douglas May, Planner III

Title:

Case Number PUD2022-0008, Mountain Vista Multi-Family PUD

Summary:

A public hearing to consider an application to rezone an 8.51 acre site from HA - Holding Agriculture to PUD - Planned Unit Development located North of W. 19th Street Road, east of 82nd Avenue (Case Number PUD2022-0008, Mountain Vista Multi-Family PUD).

Recommended Action:

Approval

Attachments:

1. Planning Commission Summary
2. Zoning Map
3. Photo Aerial Map
4. Project Narrative
5. Plan Set
6. Neighbor Notification Boundary Map
7. Traffic Study
8. Neighborhood Meeting Summary
9. Neighbor Comments (Previous Version)
10. Neighbor Comments
11. Staff Presentation
12. Applicant Presentation

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: Avant Civil Group

CASE PLANNER: Doug May, AICP, Planner III

PLANNING COMMISSION HEARING DATE: January 23, 2024

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 Avant Civil Group, for a PUD on approximately 8.51 acres of property located North of W. 19th Street Road, east of 82nd Avenue.

A. REQUEST

The applicant is requesting approval of a PUD Plan for a multifamily development, known as the Mountain Vista Multifamily PUD.

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning:

North: C-L (Commercial Low Intensity) and 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 8.51 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 Planning Commission previously reviewed a proposal for this site on September 12, 2023 which contained 100 dwelling units in 6- and 8-unit buildings. The Planning Commission voted to recommend denial to City Council in a 5-0 vote, citing that the density is too high for the neighborhood and it does not meet the missing middle housing concept. Following the Planning Commission hearing, the applicant revised the proposal so that it reduced the dwelling units from 100 to 74 and was designed in a rowhouse format instead of apartment buildings. The City Council reviewed the revised proposal at a public hearing on October 17, 2023. Council voted(3-2) to approve the PUD with conditions regarding enhanced setbacks and buffering from the single-family neighborhood, traffic calming devices, and drainage. However, because City Charter requires a majority vote of all Council members (two members were absent), the motion failed. The Council then made a motion to send the revised PUD plan back to Planning Commission, which passed with a 5-0 vote.

The applicant is now requesting a rezone from H-A (Holding Agriculture) to PUD (Planned Unit Development) to allow for multifamily development consisting of 14 rowhouse-style buildings with a total of 73 dwelling units, for a total density of 9.8 dwelling units per acre, which is under the typical maximum of 10 dwelling units per acre envisioned for the Suburban Neighborhoods in the Imagine Greeley Comprehensive Plan. The PUD consists of two planning areas. Planning Area 1 contains 7.43 acres and consists of the multi-family dwellings, parking areas, drive aisles, and open space. Planning Area two contains 1.079 acres and consists of the Right-of-Way of 18th Street, 82nd Avenue, and 19th Street Road. The proposed PUD also contains several neighborhood features: a playground, two seating areas/grill stations, and a cornhole station. Additionally, the proposal contains 49.7% open space, which exceeds the minimum of 30% required in the Greeley Development Code. The rowhouses proposed are two-story units with attached garages in the rear of the buildings. The applicant is proposing enhanced setbacks and buffering ranging from 44-feet to 63-feet from the buildings adjacent to the single-family neighborhood to the east and south. This area would also contain an enhanced landscape buffer to screen the proposal from the existing neighborhood. The proposal would also include traffic-calming devices on adjacent streets including curb extensions at the entrance to the site from 82nd Avenue and a raised crosswalk at 19th Street Road and 81st Avenue on the south end of 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 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. Recently approved 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 regular zone to a zone district that allows multifamily residential uses. Rowhouses provide a logical stepdown in intensity from the commercial uses along 83rd Avenue and the single-family neighborhood to the south and east.

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 increasing the setback from the required 10 feet to 44-63 feet as well as proposing additional landscaping and between the proposed development and the adjacent neighborhood.

Commented [CJ1]: Update based on discussion

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 for buildings 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 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 44 to 63-foot setbacks instead of the required 10-foot setbacks.

Commented [CJ2]: Update this

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 December 22, 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 December 20, 2023. Public notice was also published on the City of Greeley website on December 22, 2023. Two emails have been received in opposition to the development.

Additionally, a neighborhood meeting for the initial proposal was held on June 13, 2023, which approximately 50 residents attended. 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 initial proposal with 299 signatures as of August 30, 2023.

Concerns raised at the Planning Commission and City Council public hearings included increased traffic on local streets, the transient nature of rental communities, the effect the development would have on property values, concern that the developer had promised the site would become a park, and general incompatibility of a multi-family development in a single-family neighborhood.

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 December 7, 2023. Staff received no corresponding inquiries to date.

K. PLANNING COMMISSION RECOMMENDED MOTIONS

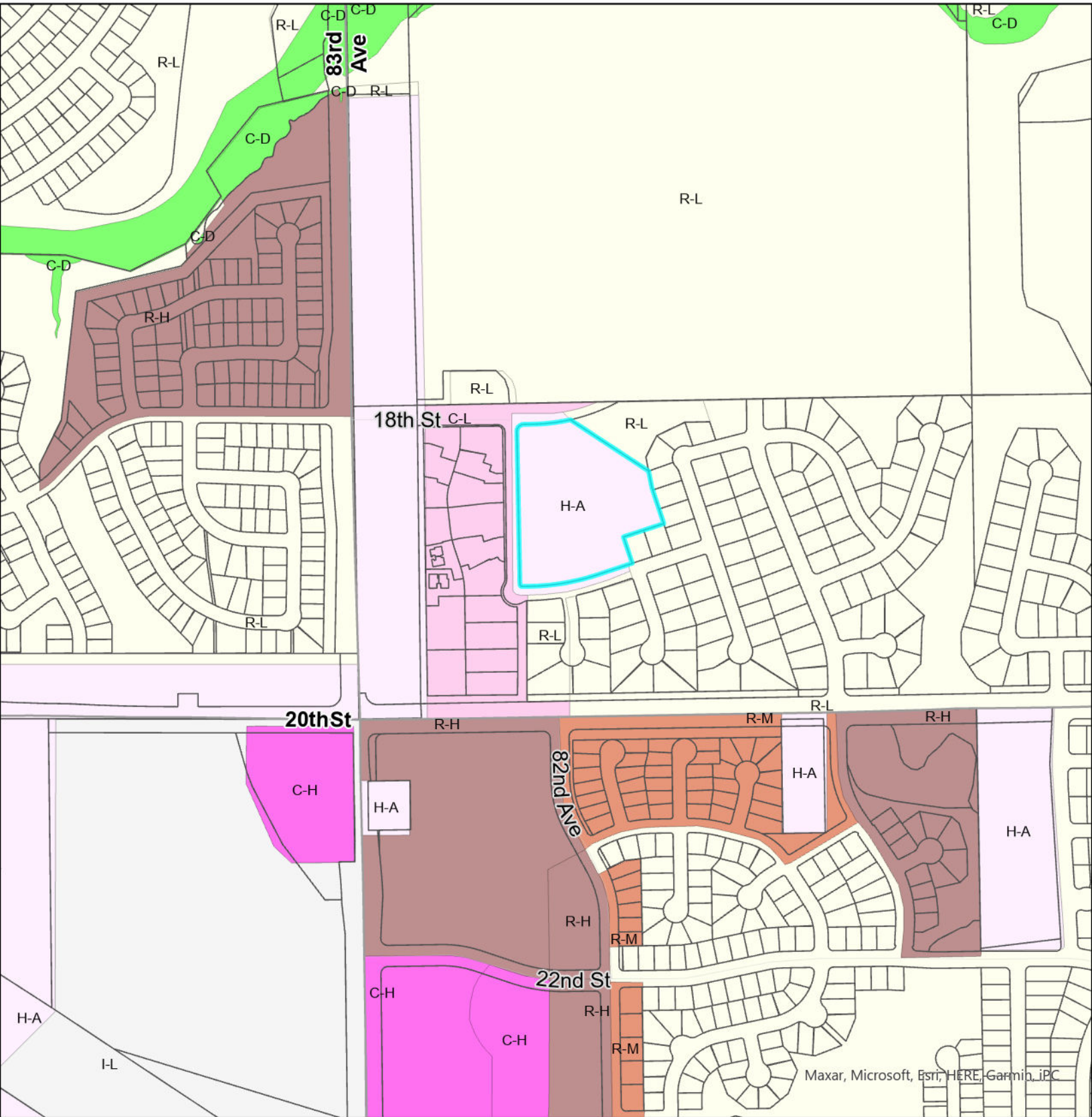
Recommended (Approval)

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.

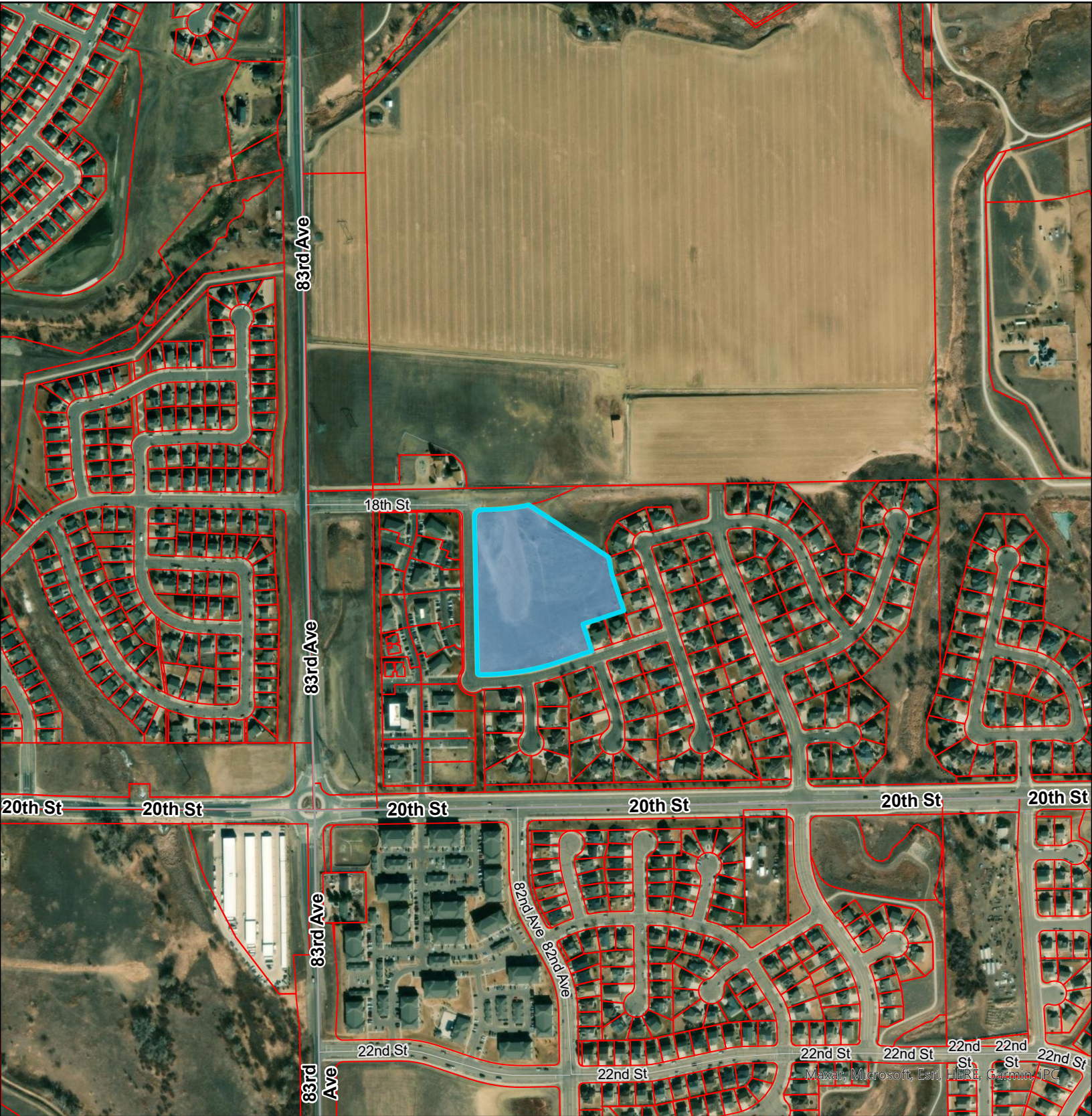
Zoning Map - Mountain Vista Multi-Family PUD



Legend

- | | | |
|---------------------------|-----------------------------|----------------------------|
| Greeley Parcels | Industrial Low Intensity | Residential Low Density |
| Conservation District** | Industrial Medium Intensity | Residential Medium Density |
| Commercial Low Intensity | Industrial High Intensity | Residential High Density |
| Commercial High Intensity | Planned Unit Development | Residential Mobile Home |
| Holding Agriculture | Residential Estate | |





Legend

-  Subject Site
-  Greeley Parcels



January 2, 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.

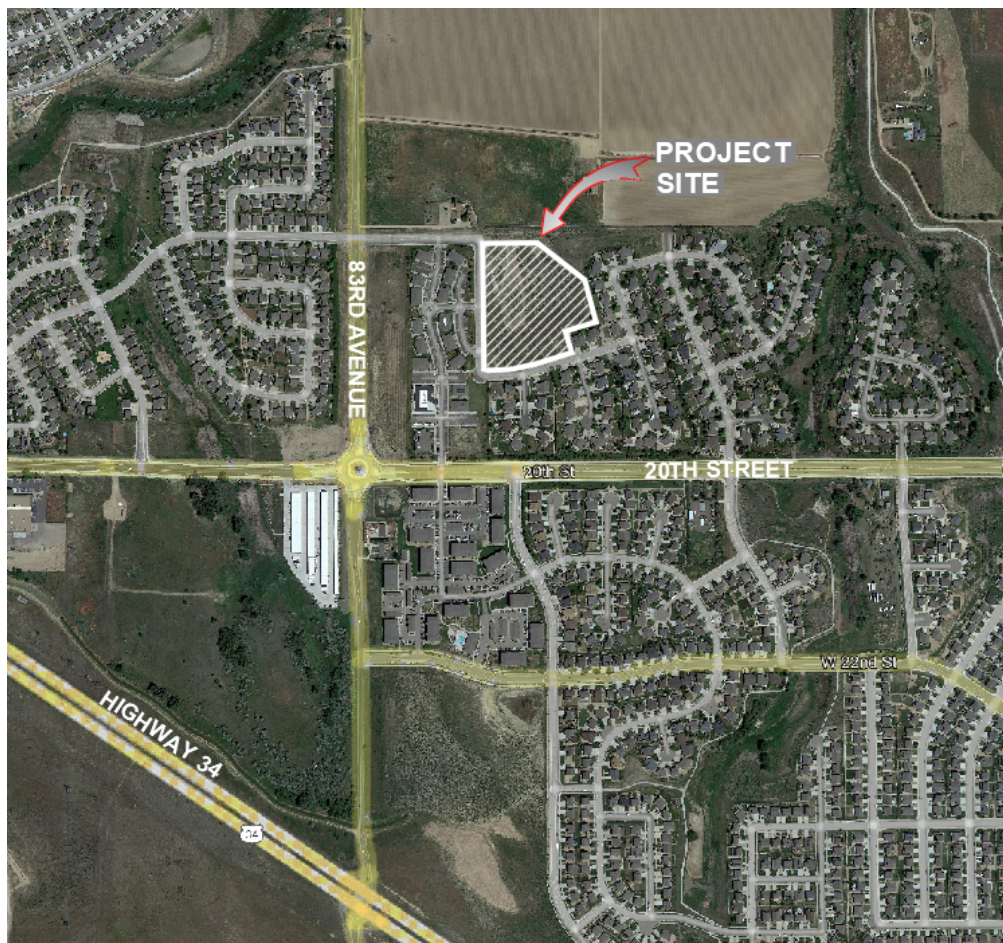


Figure 1: Outline of Mountain Vista Multifamily

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 townhome buildings, 2 ~ 4-unit buildings, 7 ~ 5-unit buildings and 5 ~ 6-unit buildings totaling 73 dwelling units. In addition to the townhome 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 19th Street. The site will be designed to the City of Greeley Standards. Utilities for the site will be provided by the City of Greeley.

The project is part of the Mountain Vista 3rd Filing Drainage Report prepared by Drexel, Barrell & Company dated October 2, 2002. The projects site was graded to drain towards the northeast into an existing detention pond. However, the Mountain Vista 3rd Filing Drainage Report assumed a percent impervious of 5.3% for the site. The developer proposes to expand the capacity of the existing detention pond with retaining walls to account for the increased runoff from Mountain Vista Multifamily.

The applicant will enter into a Subdivision Improvement Agreement with the City regarding the type, timing, and guarantees for required improvements. Public improvements can include the south half of 18th Street from the intersection with 82nd Avenue to the development's entrance, upgrades to increase the volume of the existing detention pond, and any utilities required to service the development. The applicant proposes to construct Mountain Vista Multifamily, including any required public improvements, as part of a single phase.

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.

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 rlauer@avantcivilgroup.com or call me at 970-286-7995.

Sincerely,

AVANT CIVIL GROUP, LLC

A handwritten signature in blue ink, appearing to read "Robbie Lauer", with a stylized flourish at the end.

Robbie Lauer

Principal

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, Mountain Vista West Apartments, 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 Northeastly line of Tract 2, Mountain Vista-Filing 3;

THENCE South 56° 06' 06" East along the Northeastly 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 Mountain Vista West Apartments, LLC

Date

NOTARIAL CERTIFICATE

Witness my hand and seal this _____ day of _____, 20_____.

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

The foregoing instrument was acknowledged before me by _____ this _____ day of _____, 20_____.

My commission expires: _____

Notary Public

(SEAL)

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.

Mountain Vista West Apartments, LLC.

Larry S. Buckendorf, Authorized Agent for Mountain Vista West Apartments, LLC.

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

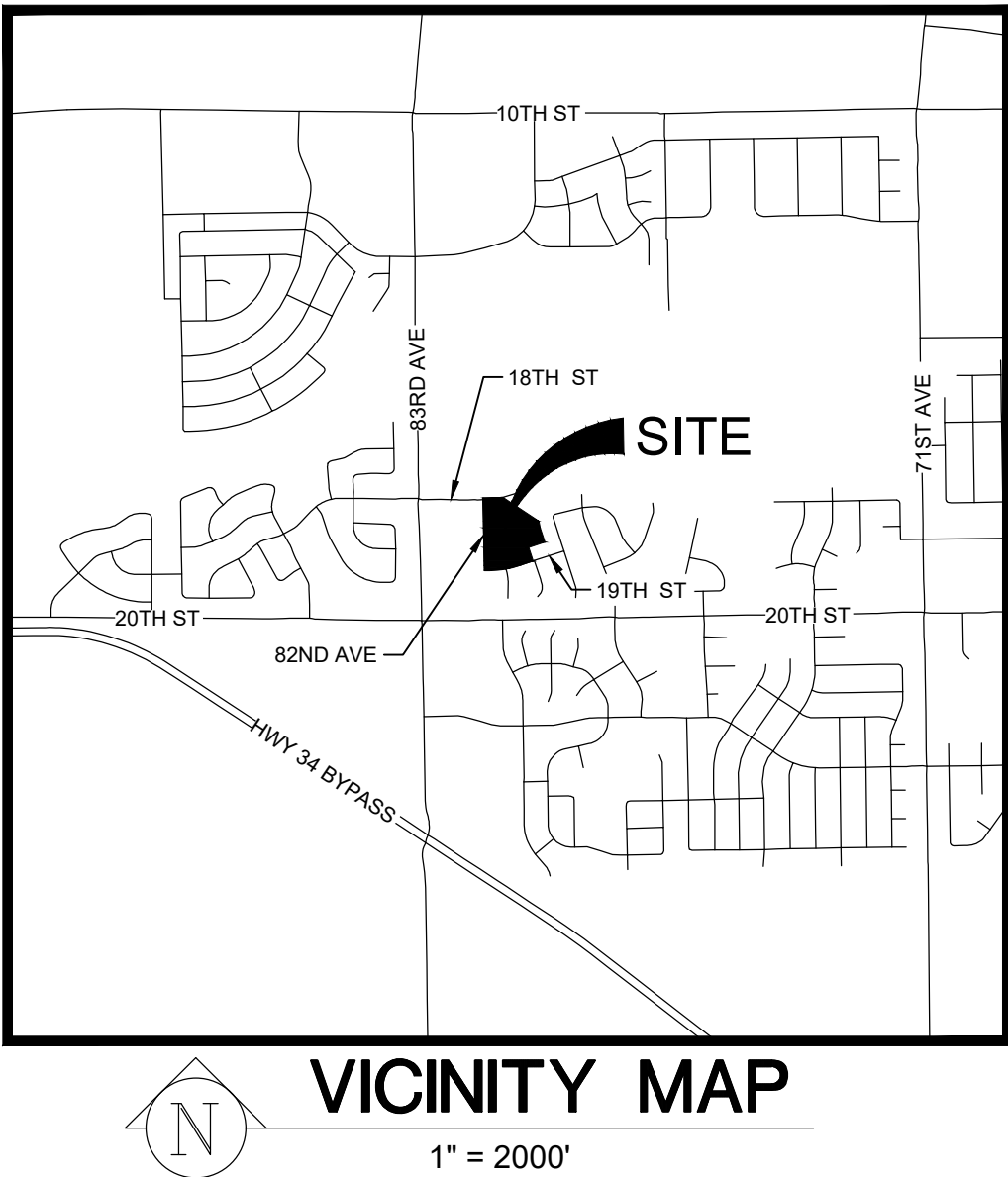
Date

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 heron 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 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

Mountain Vista West Apartments, LLC
Larry S. Buckendorf, Authorized Agent
7251 W. 20th Street, L-200
Greeley, CO, 80634
(970)-352-7072

SITE ENGINEER

Avant Civil Group, LLC.
Robbie Lauer
1337 Riverside Ave., Suite 2
Fort Collins, Colorado 80524
(970) 286-7995

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
4)	Revisions Related to Site Layout Update by Avant	SPP		1/05/24

NOTICE:
According to Colorado law you must commence any legal action based upon any defect in this survey within three years after you discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years after the date of the certificate shown herein.

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

NORTHERN ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221.4188
NORTHERNENGINEERING.COM

DATE: 01/08/2024
SCALE: N/A
REVIEWED BY: R. TESSELY
PROJECT: 1158-010
CLIENT: JOURNEY HOMES
DRAWN BY: S. PAULIN

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

Sheet
1
Of 7 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



50 0 50 100 150 Feet
(IN U.S. SURVEY FEET)
1 inch = 50 ft.

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

CALL UTILITY NOTIFICATION CENTER OF
COLORADO



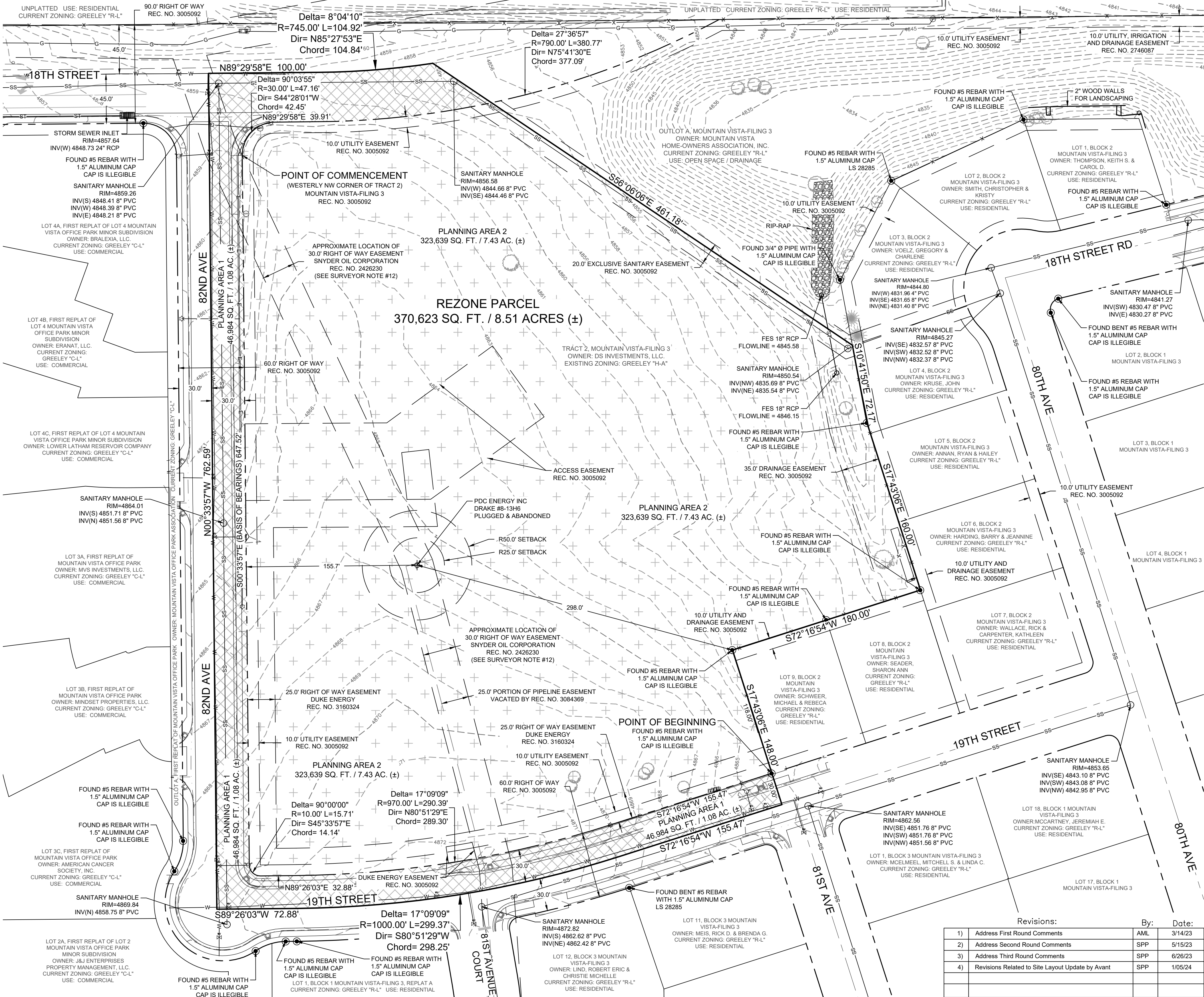
Know what's below.
Call before you dig.

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.



Robert C. Tesseley
Colorado Registered Professional Land Surveyor No. 38470
For and on behalf of Northern Engineering Services, Inc.



EXISTING CONDITIONS MAP

MOUNTAIN VISTA MULTIFAMILY PUD
CITY OF GREELEY, STATE OF COLORADO

Sheet

2

Of 7 Sheets

NOTICE:
According to Colorado law you must commence any legal action based
upon any defect in this survey within three years after you discover such
defect. In no event may any action based upon any defect in this survey
be commenced more than ten years after the date of the certificate shown
herein.

SECTION:
8
TOWNSHIP:
5 N
RANGE:
66 W of the 6th P.M.

NORTHERN
ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221.4188 NORTHERNENGINEERING.COM

DATE:
07/06/2024
SCALE:
1" = 50'
REVIEWED BY:
R. TESSELEY
PROJECT:
1159-010
CLIENT:
JOURNEY HOMES
DRAWN BY:
S. PALUIN

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
4) Revisions Related to Site Layout Update by Avant	SPP	1/05/24

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	73 Total Dwelling Units		
Minimum Lot Area	1.079 acres		
Site Area	Square Feet	Acres	Percent
Building Coverage	87,116	2.000	26.92%
Drive, Parking, and Walks	121,202	2.782	37.45%
Open Space	115,320	2.647	35.63%
Maximum Lot Coverage	323,638	7.430	100%
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 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 Northwestwesterly prolongation of the Northeastwesterly line of Tract 2, Mountain Vista-Filing 3;

THENCE South 56° 06' 06" East along the Northeastwesterly 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;

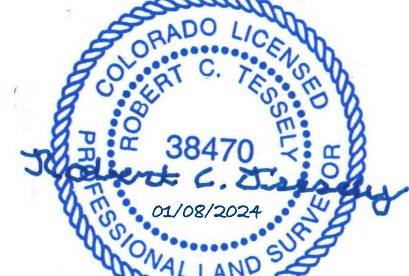
THENCE South 72° 16' 54" West a distance of 180.00 feet;

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. Tesseley, 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. Tesseley
Registered Professional Land Surveyor LS 38670
For and on behalf of Northern Engineering Services, Inc.

SITE INFORMATION			
BUILDING QUANTITIES:	DESCRIPTION	QUANTITY	DESCRIPTION
4-PLEX TOWNHOMES	2	DUMPSTER	3
5-PLEX TOWNHOMES	7	MAIL KIOSK	1
6-PLEX TOWNHOMES	5	MAINTENANCE BUILDING	1

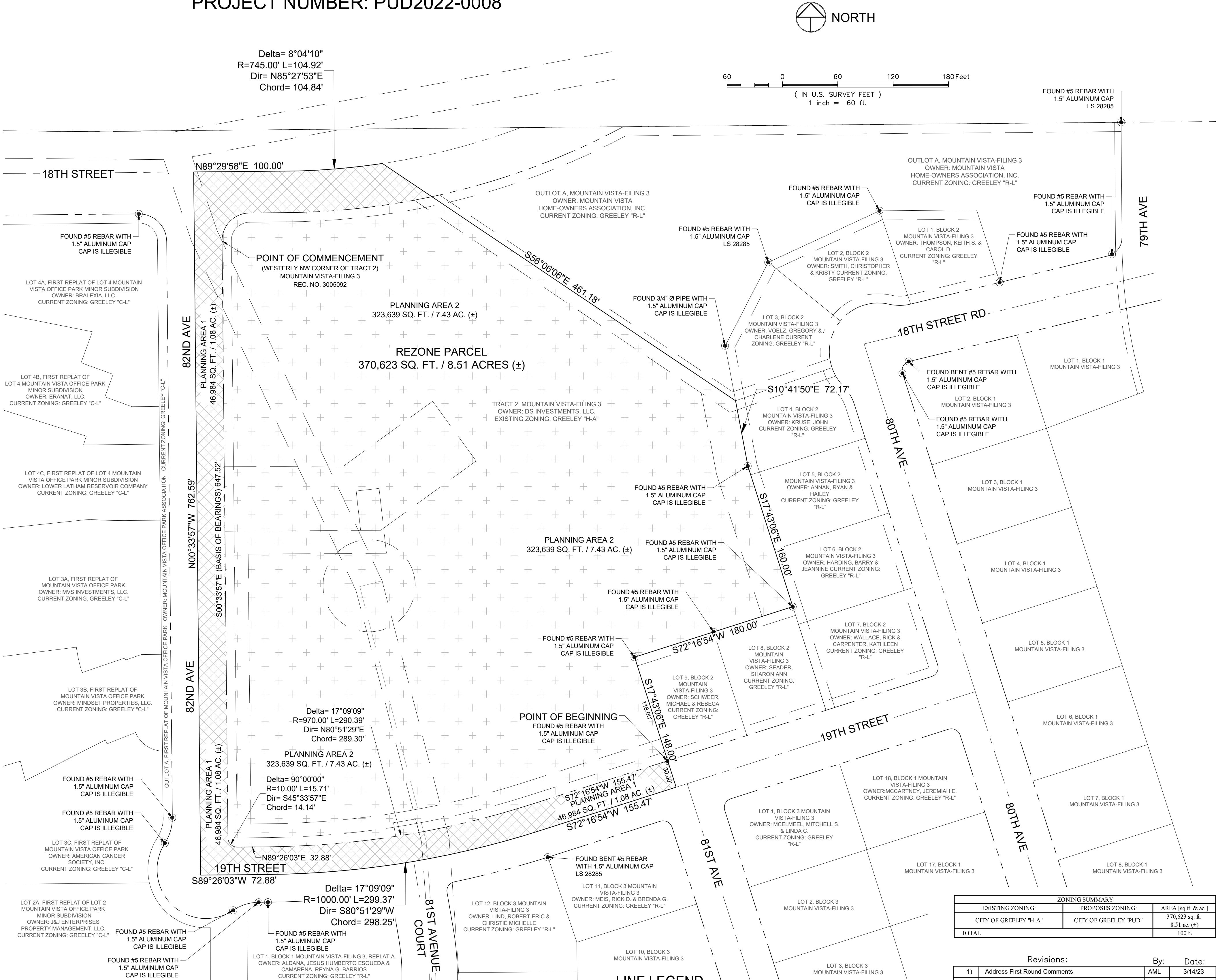
SITE SUMMARY							
AREA	USE	ACRES	DWELLING UNITS (D.U.)	DENSITY (D.U./ACRE)	NO. OF BUILDINGS	AVE. AREA OF BLDG (SQ. FT.)	% OF ACREAGE
PA-1	RIGHT-OF-WAY	1.079	0	0.00	0	0	12.7%
PA-2	MULTIFAMILY	7.430	73	9.83	14	4234	87.3%
Total		8.508	73	8.58	14		100.0%

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
4)	Revisions Related to Site Layout Update by Avant	SPP	1/05/24

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

NORTHERN ENGINEERING
SURVEY | MUNICIPAL | LAND DEVELOPMENT
FORT COLLINS | GREELEY 970.221.4188 | NORTHERNENGINEERING.COM

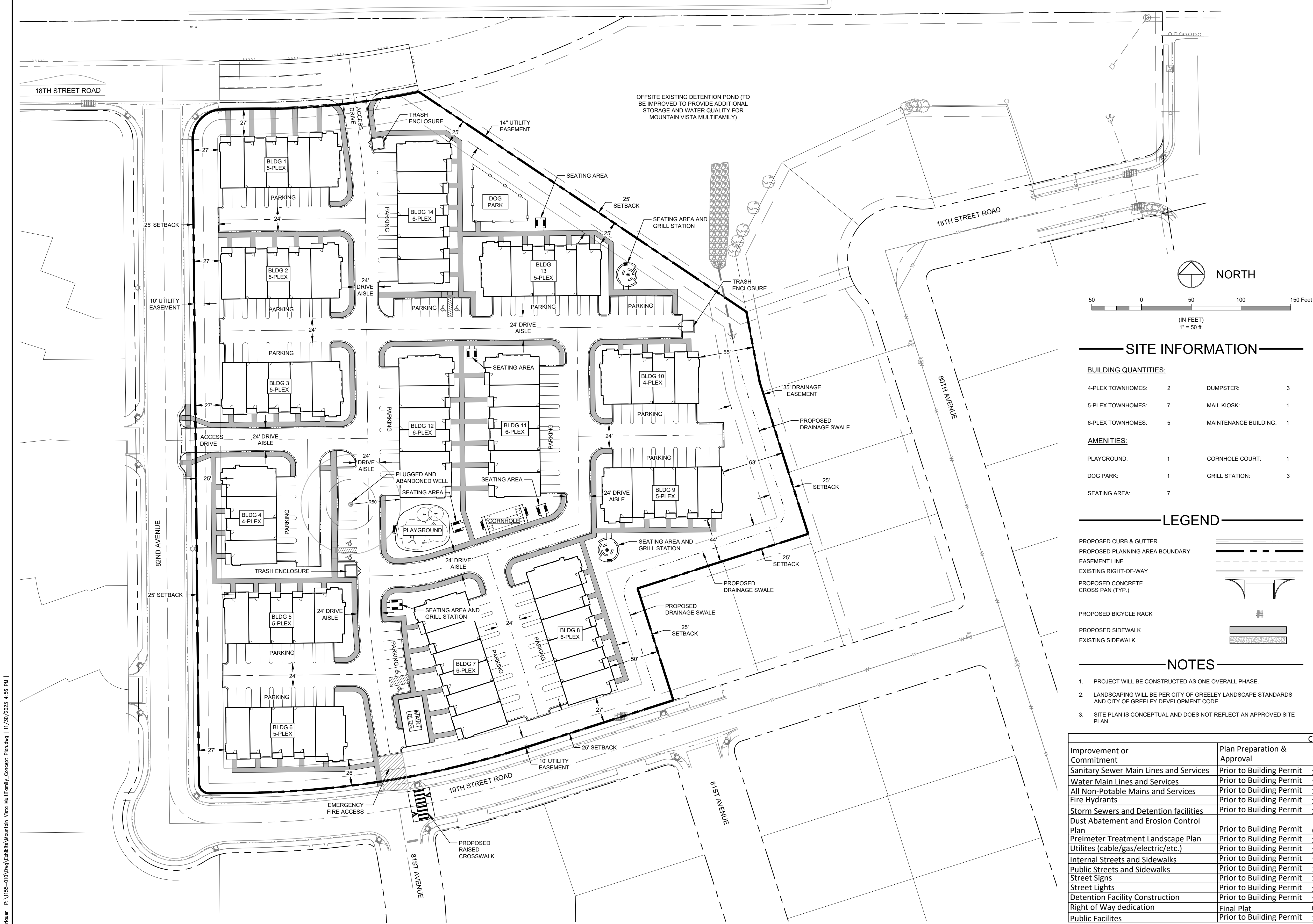
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SCALE: 1" = 60'
REVIEWED BY: R. TESSELEY
PROJECT: 1159-010
CLIENT:
DRAWN BY: S. PAULIN

MASTER DEVELOPMENT PLAN & GENERAL LAYOUT
MOUNTAIN VISTA MULTIFAMILY PUD
CITY OF GREELEY, STATE OF COLORADO

Sheet
3
Of 7 Sheets

MOUNTAIN VISTA MULTIFAMILY REZONE

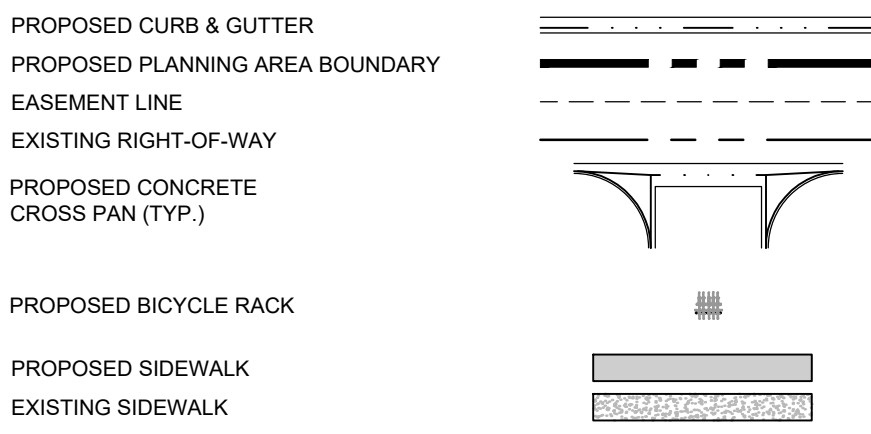
BEING A REZONE OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 5 NORTH, RANGE 66 WEST OF THE 6TH P.M. CITY OF
GREELEY, COUNTY OF WELD, STATE OF COLORADO
8.51 ACRES (±)
PROJECT NUMBER: PUD2022-0008



SITE INFORMATION

Table with 3 columns: Building Type, Count, and Amenities. Rows include 4-Plex Townhomes (2), 5-Plex Townhomes (7), 6-Plex Townhomes (5), Amenities (Playground, Dog Park, Seating Area, etc.), and Building Quantities (Dumper, Mail Kiosk, Maintenance Building, etc.).

LEGEND



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.

Commitment Matrix table with 6 columns: Improvement or Commitment, Plan Preparation & Approval, Construction Timing, Construction Responsibility, Maintenance Responsibility, and Ownership. Rows list various infrastructure and facility improvements with their respective timelines and responsibilities.

Land Use Statistics and Required Parking tables. Land Use Statistics shows Building Coverage (87,116 sq ft, 26.92%), Drive/Parking/Walks (121,202 sq ft, 37.45%), and Open Space (115,320 sq ft, 35.63%). Required Parking tables show 4-Plex (Total 16 spaces), 5-Plex (Total 70 spaces), and 6-Plex (Total 60 spaces) requirements, along with Total Parking Required (161) and Total ADA Accessible Spaces Provided (6).



MOUNTAIN VISTA MULTIFAMILY
CITY OF GREELEY, CO
PLANNED UNIT DEVELOPMENT

CAUTION
The engineer preparing these plans will not be responsible for, or liable for, unauthorized changes to or uses of these plans. All changes must be approved by the Professional Engineer of these plans.

SCALE:
HORIZ: 1" = 50'
VERT: N/A
SHEET:
4 OF 8

Plotted By: Alex Garver. Layout: 5 OF 8 PERIMETER TREATMENT PLAN. Printed On: 12/1/2023 9:08 AM. File Name: L1.0 OVERALL LANDSCAPE PLAN.dwg



*PER CITY OF GREELEY CODE: TABLE 24-8-2: PERIMETER DESIGN REQUIREMENTS
- TYPE II PERIMETER DESIGN 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
1 - PERIMETER TREATMENTS INCLUDING DECORATIVE FENCE
11 - LANDSCAPE REQUIREMENTS MAY BE REDUCED BY 25% IF USED IN COMBINATIONS WITH DECORATIVE FENCES

PERIMETER TREATMENT PLAN										
PERIMETER LOCATION (REQUIREMENTS CALCULATED FOR FULL PERIMETER)	PERIMETER LENGTH (LINEAR FEET)	SHADE TREE OR ORNAMENTAL TREE			EVERGREEN TREE			SHRUBS		
		REQUIRED	PROPOSED	DIFFERENCE	REQUIRED	PROPOSED	DIFFERENCE	REQUIRED	PROPOSED	DIFFERENCE
NORTH - 18TH STREET (COLLECTOR STREET ADJACENT TO C-L ZONE)*	+/- 199'	4**	4	0	N/A**	0	0	32**	40	
EAST - ADJACENT TO R-L ZONE*†	+/- 927'	14††	31	17	N/A**	5	5	112††	136	24
SOUTH - 19TH STREET (COLLECTOR STREET ADJACENT TO R-L ZONE)*†	+/- 480'	8††	14	6	N/A**	0	0	58††	70	12
WEST - 82ND AVE. (COLLECTOR STREET ADJACENT TO C-L ZONE)*†	+/- 688'	11††	16	5	N/A**	0	0	83††	106	23

MOUNTAIN VISTA
MULTIFAMILY

PUD

GREELEY, CO
PREPARED BY:



DEVELOPER/APPLICANT

DS INVESTMENTS, LLC
LARRY S. BUCKENDORF
7251 W. 20 STREET, L-200
GREELEY, CO 80634
(970) 352-7072

SITE ENGINEER

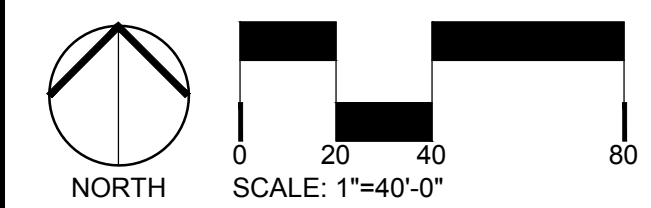
AVANT CIVIL GROUP
ROBBIE LAURER
1337 RIVERSIDE AVE, SUITE 2
FORT COLLINS, CO 80524
(970) 286-7995

SURVEYOR

NORTHERN ENGINEERING SERVICES, INC.
AARON LUND
301 N. HOWES STREET, SUITE 100
FORT COLLINS, CO 80521
(970) 221-4158

LANDSCAPE ARCHITECT

RIPLY DESIGN INC.
RUSS LEE
419 CANYON AVE. SUITE 200
FORT COLLINS, CO 80521
(970) 224-5828



ORIGINAL SIZE 24X36

ISSUED

No.	DESCRIPTION	DATE

REVISIONS

No.	DESCRIPTION	DATE

PERIMETER
TREATMENT PLAN

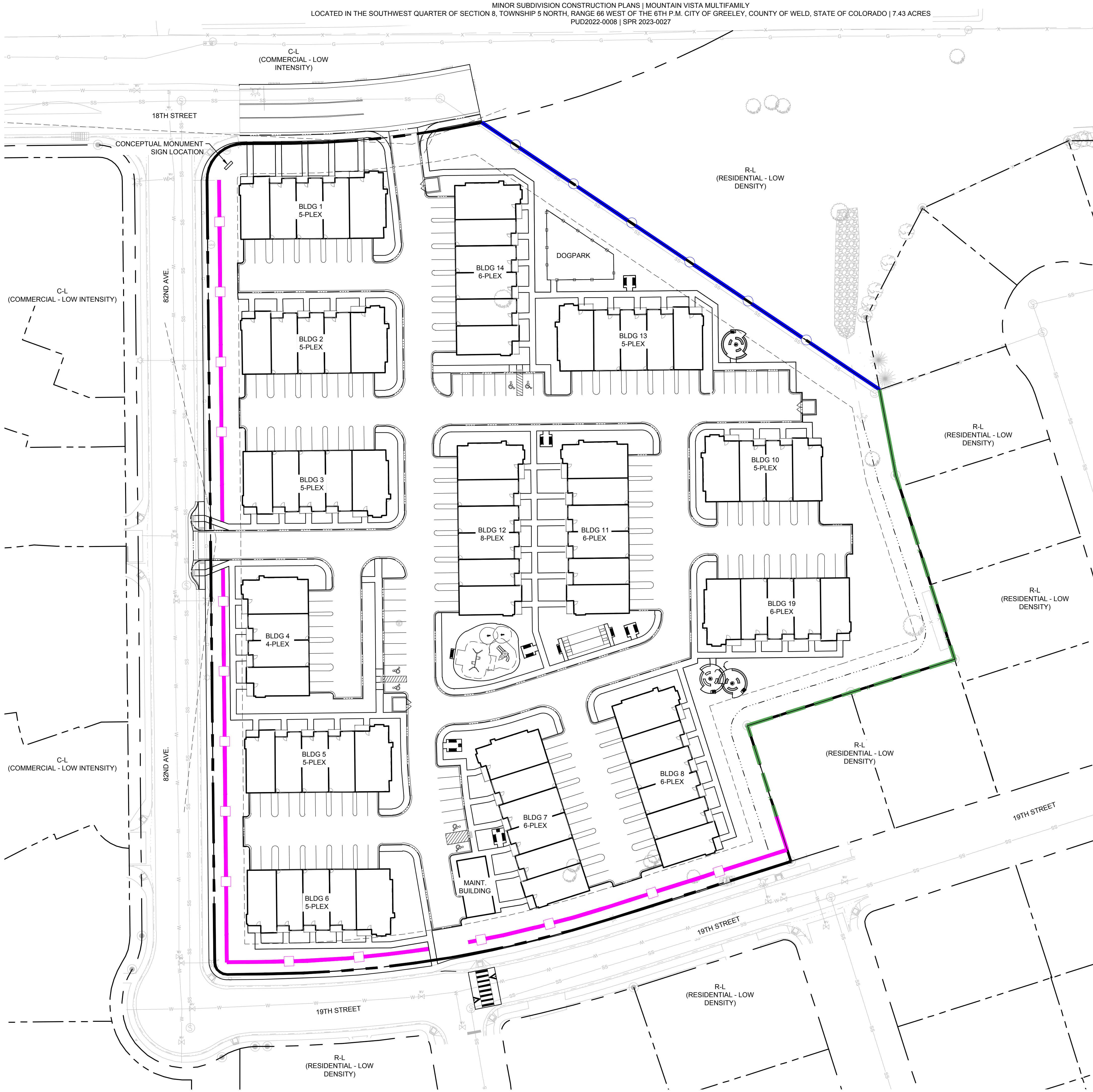
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ENTITLEMENT
DRAWINGS
NOT FOR
CONSTRUCTION

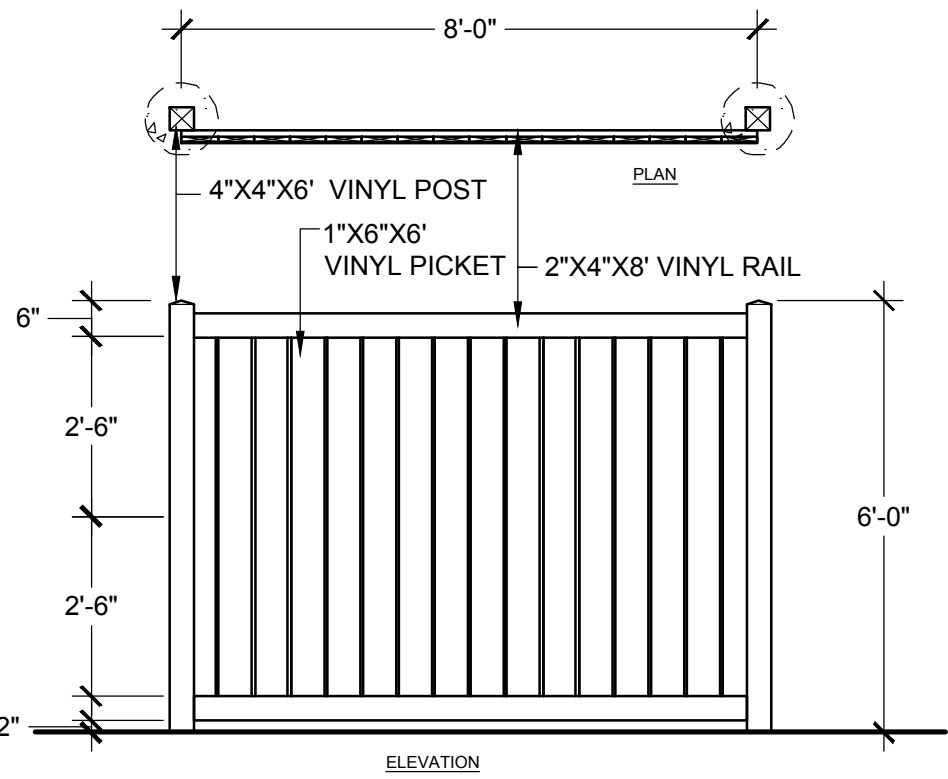
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DRAWN BY: AG
REVIEWED BY: RL
DRAWING NUMBER:

5 OF 8

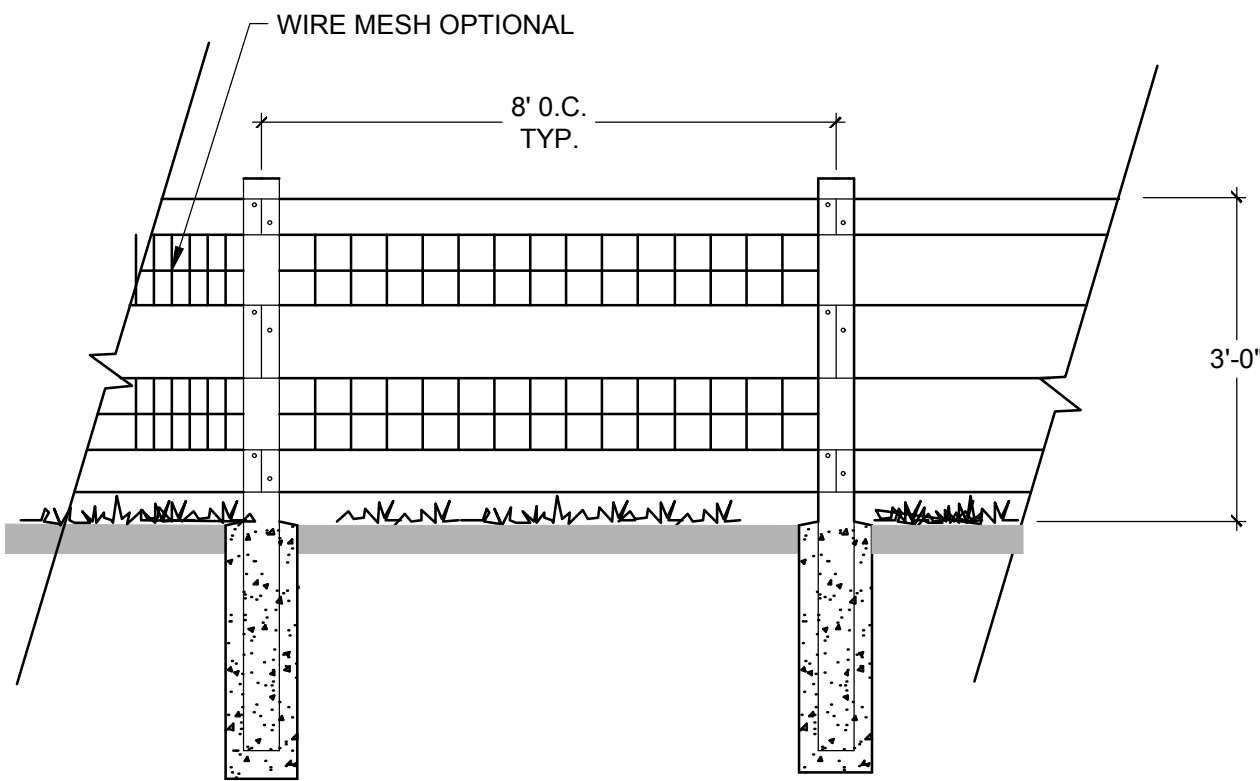
Plotted By: Alex Garver. Layout: 6 OF 8 FENCING PLAN. Printed On: 12/1/2023 9:15 AM. File Name: FENCING PLAN.dwg



- LEGEND**
- = PROJECT BOUNDARY
 - = MATCH LINE
 - = LOT LINE
 - = RIGHT OF WAY
 - = SETBACK LINE
 - = EASEMENT LINE
 - = FIRE SERVICE LINE
 - = WATER LINE UTILITY
 - = SANITARY SEWER UTILITY
 - = IRRIGATION LINE
 - = ELECTRIC UTILITY
 - = TRANSFORMER, TYP.
 - = HYDRANT, TYP.
 - = BIKE RACK
 - = EXISTING SANITARY SEWER
 - = EXISTING SANITARY SEWER
 - = EXISTING GAS LINE
 - = EXISTING WATER LINE
 - = EXISTING FIBER OPTIC LINE
 - = EXISTING FENCE
 - = EXISTING STORMWATER UTILITY
 - = EXISTING STREET LIGHT
 - = EXISTING HYDRANT
- PROPOSED 6" VINYL PRIVACY FENCE
- PROPOSED 3" VINYL 3 RAIL FENCE
- EXISTING ADJACENT FENCE



1 TYPICAL 6" WHITE VINYL PRIVACY FENCE
3/8" = 1'-0" OP-MV-01



NOTE:
DESIGN AND FINISH TO MATCH PHASE 1.

2 3" SPLIT RAIL VINYL FENCE (WIRE MESH OPTIONAL)
3/8" = 1'-0" OP-MV-10

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

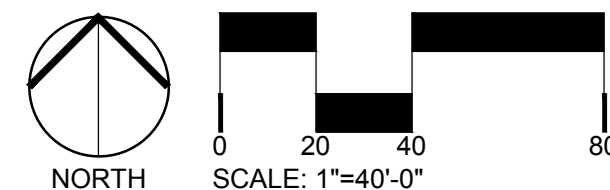
NORTHERN ENGINEERING SERVICES, INC.
ROBBIE LAURER
301 N. HOWES STREET, SUITE 100
FORT COLLINS, CO 80521
(970) 221-4158

SURVEYOR

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(970) 224-5828



ORIGINAL SIZE 24X36

ISSUED		DATE
No.	DESCRIPTION	
REVISIONS		DATE
No.	DESCRIPTION	

FENCING PLAN

SEAL:

ENTITLEMENT
DRAWINGS
NOT FOR
CONSTRUCTION

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



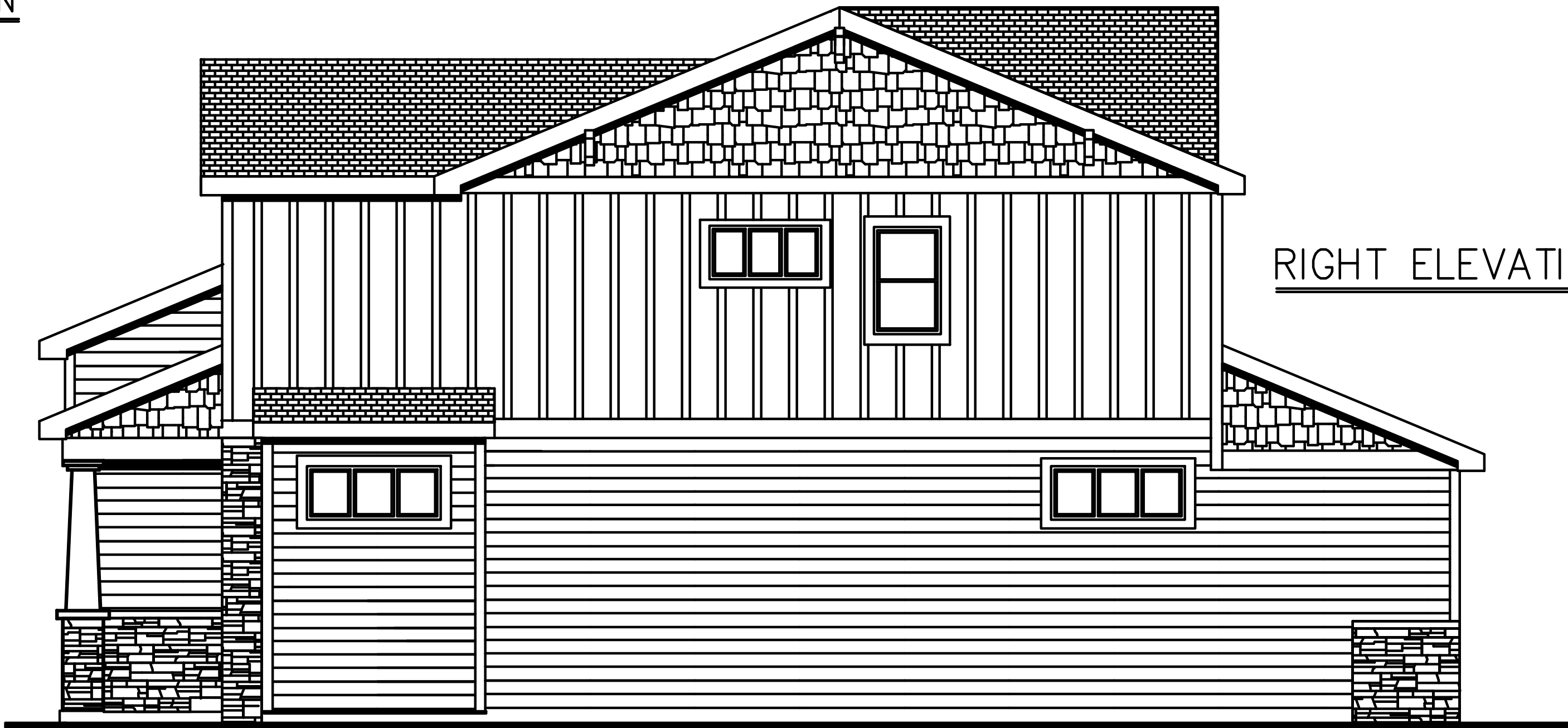
FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION

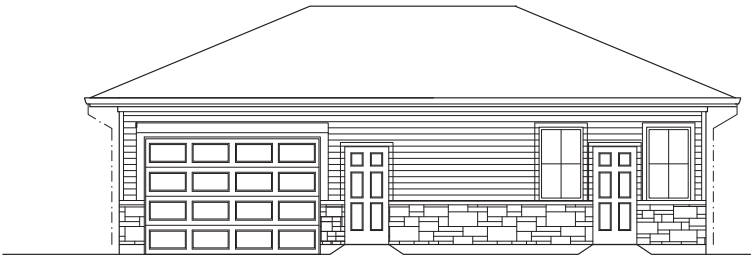


RIGHT ELEVATION

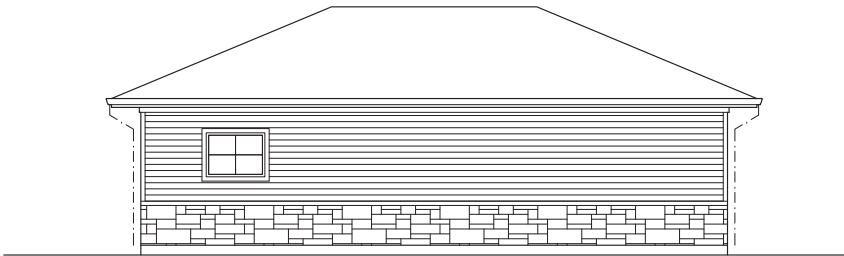
Materials						
	Column	Corble	Door	Gable	Siding	Window Grids
Elevation A	A	B	Half Moon Window	Board & Batton	Horizontal Lap	Field Stone

Colors			
	Roof Color	Body Color	Trim Color
Elevation A	Teak	Nankeen	Beaver Brown

CONCEPTUAL



2 FRONT ELEVATION



2 BACK ELEVATION



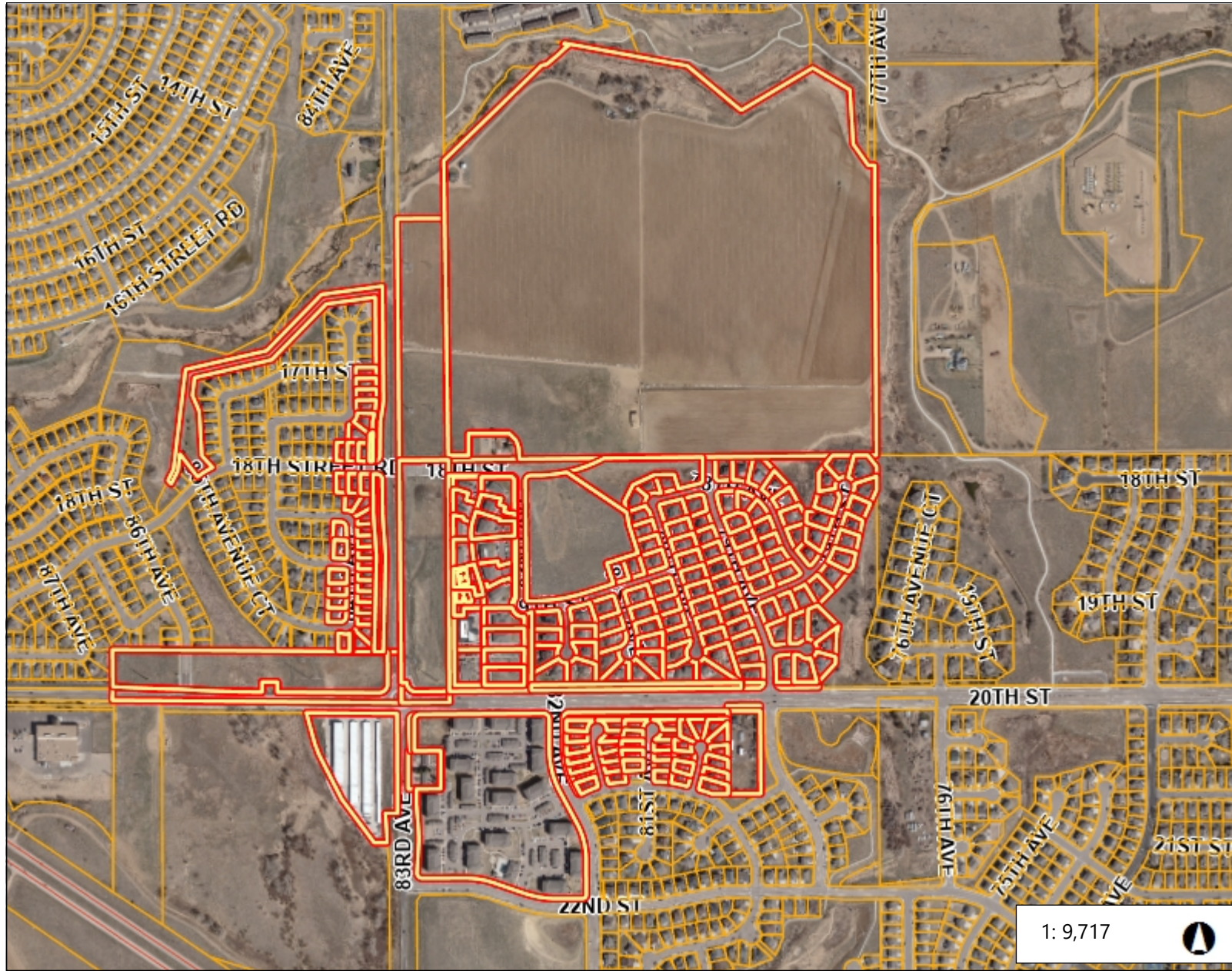
3 LEFT & RIGHT ELEVATION

CONCEPT

MOUNTAIN VISTA MULTIFAMILY PUD
MAINTENANCE SHED

ELEVATIONS

8 OF 8



Legend

 Parcels

Notes

1,619.5 0 809.73 1,619.5 Feet

WGS_1984_Web_Mercator_Auxiliary_Sphere
© Weld County Colorado

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

MOUNTAIN VISTA MULTI-FAMILY
INTERMEDIATE TRANSPORTATION IMPACT STUDY

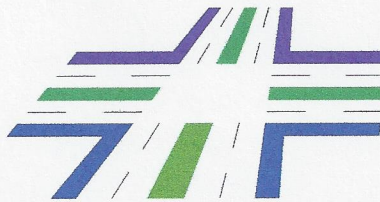
GREELEY, COLORADO

DECEMBER 2022

Prepared for:

Journey Homes & Crow Creek Construction
7251 West 20th Street, L-101B
Greeley, CO 80634

Prepared by:



DELICH ASSOCIATES
2272 Glen Haven Drive
Loveland, CO 80538
Phone: 970-669-2061
FAX: 970-669-5034

Project #2271

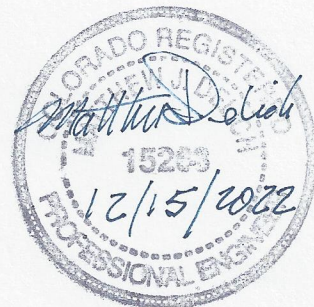


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- B. Peak Hour Traffic Counts
- C. Current Peak Hour Operation/Level of Service Descriptions
- D. Short Range (2030) Background Peak Hour Operation
- E. Short Range (2030) Total Peak Hour Operation
- F. Pedestrian Analysis

I. INTRODUCTION

This Intermediate Transportation Impact Study (TIS) addresses the capacity, geometric, and control requirements for the proposed Mountain Vista Multi-Family residential development. The proposed Mountain Vista Multi-Family site is located east of 83rd Avenue and south of 18th Street in Greeley, Colorado.

During the course of the analysis, numerous contacts were made with the project developer (Journey Homes & Crow Creek Construction), the project engineering consultant (Northern Engineering), and the City of Greeley. This study generally conforms to the format set forth in the Greeley TIS Guidelines. A scoping discussion was held with City of Greeley Transportation. The Base Assumptions Form and related information is provided in Appendix A. The study involved the following steps:

- Collect physical, traffic, and development data;
- Perform trip generation, trip distribution, and trip assignment;
- Determine peak hour traffic volumes;
- Conduct capacity and operational level of service analyses on key intersections;
- Analyze signal warrants;
- Conduct evaluation of pedestrian, bicycle, and transit modes of transportation.

The study intersections analyzed in this TIS are the 20th Street/83rd Avenue (major intersection), 83rd Avenue/18th Street (minor intersection), 18th Street/82nd Avenue (minor intersection), and the Site Access (minor intersections) intersections. In the Base Assumptions video meeting, it was agreed that the Mountain Vista Multi-Family site would connect to an extension of 18th Street east of 82nd Avenue.

II. EXISTING CONDITIONS

The location of the Mountain Vista Multi-Family development is shown in Figure 1. It is important that a thorough understanding of the existing conditions be presented.

Land Use

Land uses in the area are primarily residential. Figure 2 shows an aerial photograph showing existing nearby land uses. There are residential uses to the south, east, and west of the site. The center of Greeley lies to the east of the proposed Mountain Vista Multi-Family site.

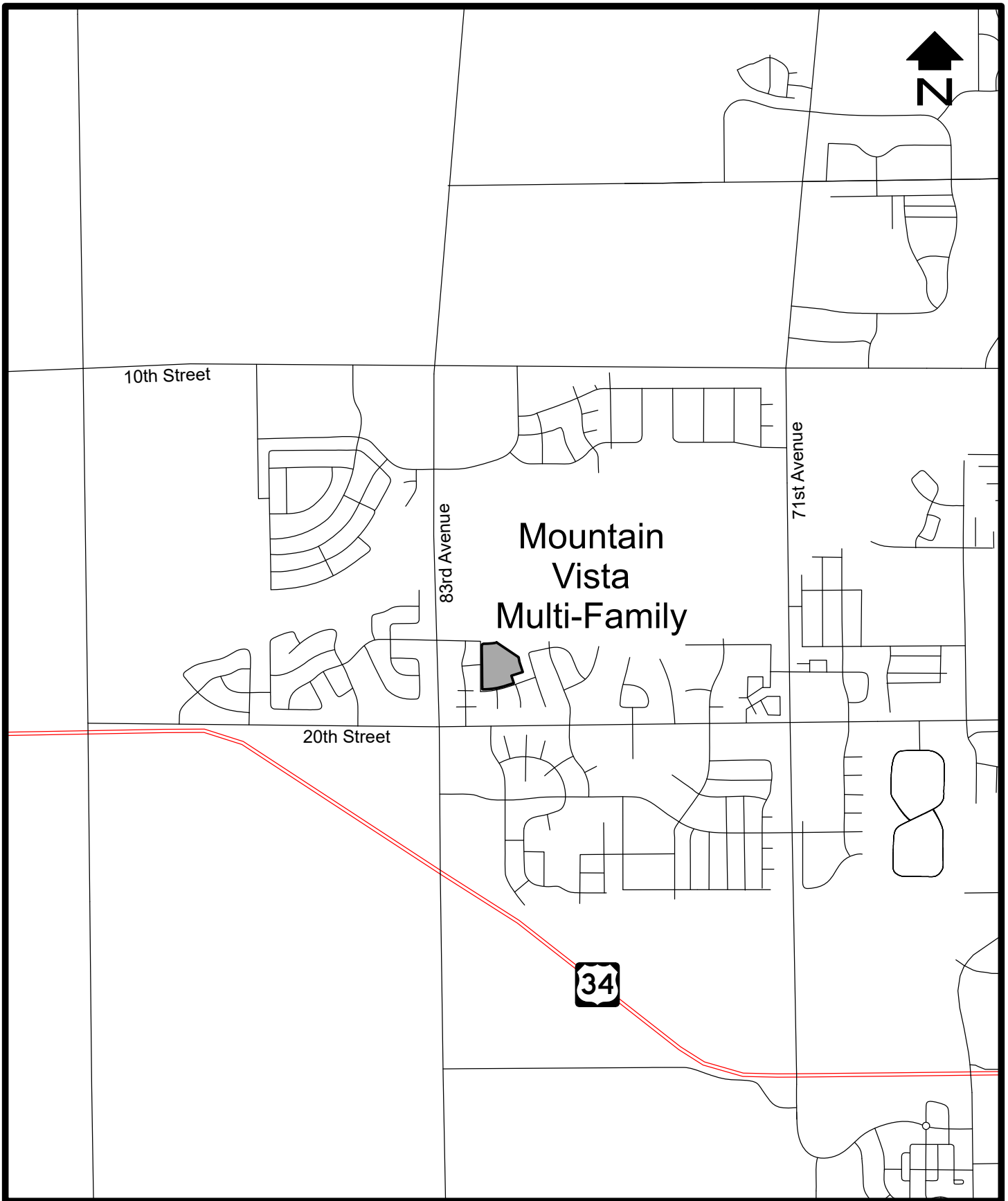
Streets

The primary streets in the area of the Mountain Vista Multi-Family site are 20th Street, 83rd Avenue, and 18th Street. The existing geometry at the 20th Street/83rd Avenue, 83rd Avenue/18th Street, 82nd Avenue/North Access, 82nd Avenue/South Access, and 19th Street/81st Avenue Court intersections is shown in Figure 3. Figure 3 also shows the nearby sidewalks and bicycle facilities. There are no transit routes in this area.

Twentieth Street is an east/west street classified as a minor arterial street on the Greeley Master Street Plan. Currently, east of 83rd Avenue, 20th Street has a four-lane cross section (plus center lane). West of 83rd Avenue, 20th Street has a two-lane cross section (plus center lane). The existing speed limit is 40 mph in this area. At the 20th Street/83rd Avenue roundabout intersection, 20th Street has two eastbound and westbound lanes approaching the roundabout. One of the westbound lanes is a right-turn bypass lane. There are two circulating lanes within the roundabout.

Eighty-third Avenue is a north/south street classified as a major arterial street on the Greeley Master Street Plan. North and south of 20th Street, 83rd Avenue has a two-lane cross section (no center lane) with left-turn deceleration lanes at some intersections. The existing speed limit on 83rd Avenue is 40 mph in this area. At the 20th Street/83rd Avenue roundabout intersection, 83rd Avenue has two northbound and southbound lanes approaching the roundabout. At the 83rd Avenue/18th Street intersection, 83rd Avenue has northbound and southbound left-turn lanes and one through lane in each direction. The 83rd Avenue/18th Street intersection has stop sign control on 18th Street.

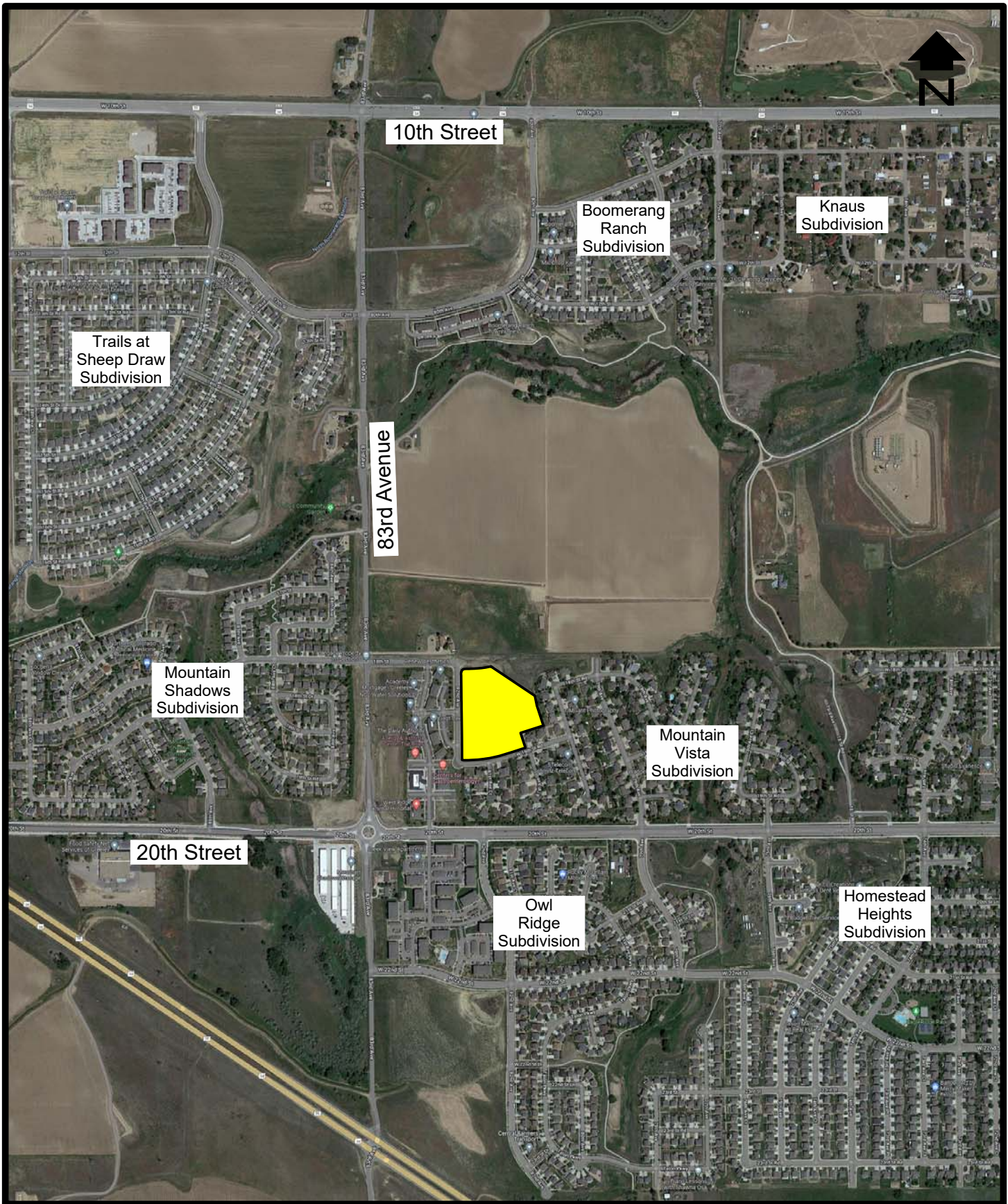
Eighteenth Street is an east/west street classified as a local street on the Greeley Master Street Plan. East of 83rd Avenue, 18th Street has a two-lane cross section. The existing speed limit on 18th Street is 25 mph. At the 83rd Avenue/18th Street intersection, 18th Street has eastbound and westbound left-turn lanes and combined eastbound and westbound through/right-turn lanes. Eighteenth Street currently terminates at 82nd Avenue.



SCALE: 1"=2000'

SITE LOCATION

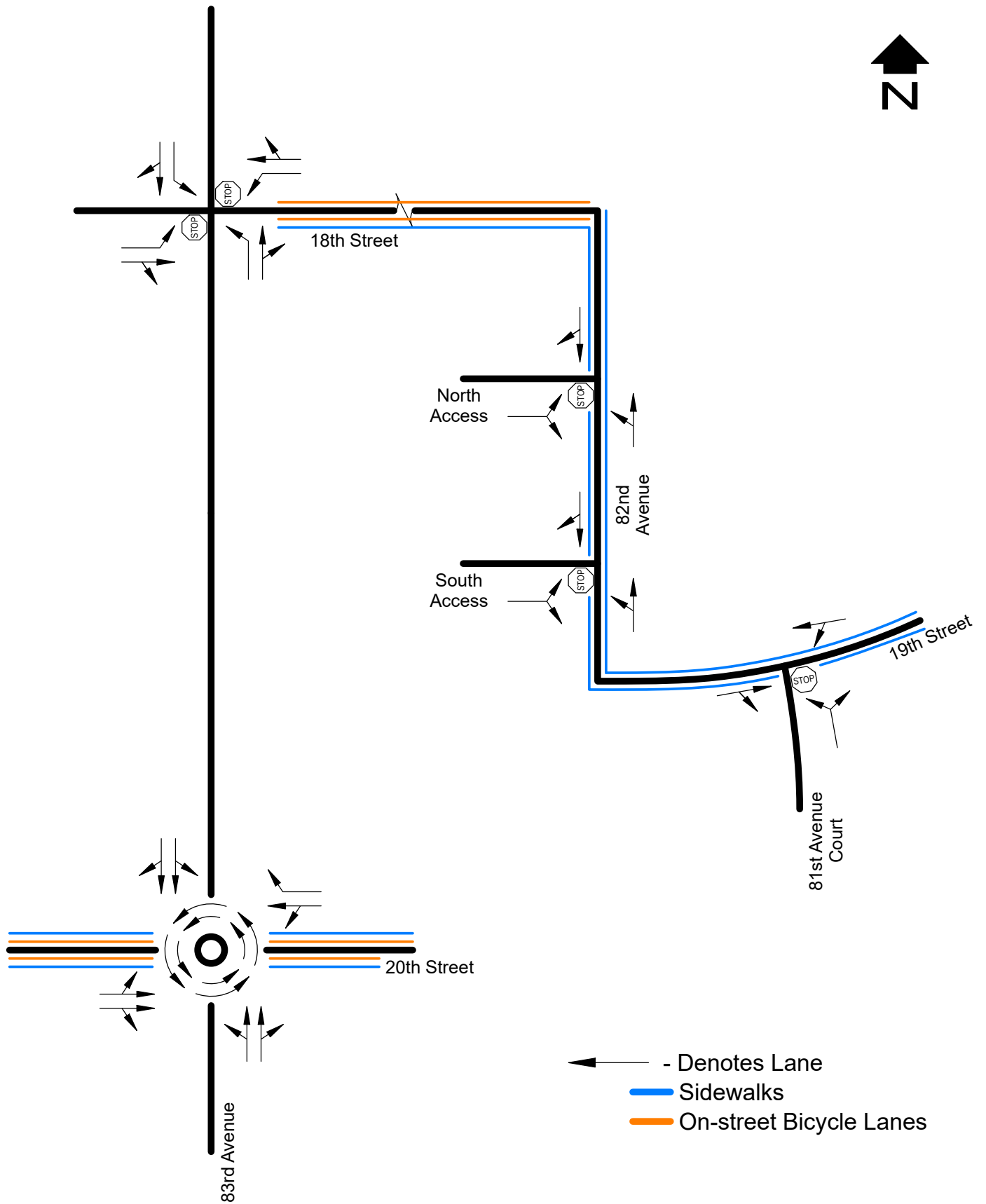
Figure 1



SCALE: 1"=1000'

LAND USES IN THE AREA

Figure 2



EXISTING INTERSECTION GEOMETRY

Figure 3

Existing Traffic

Recent morning and afternoon peak hour traffic volumes at the 20th Street/83rd Avenue, 83rd Avenue/18th Street, 82nd Avenue/North Access, 82nd Avenue/South Access, and 19th Street/81st Avenue Court intersections are shown in Figure 4. The counts at the key intersections were obtained in November and December 2022. Raw traffic count data is provided in Appendix B. Available daily traffic counts are also shown on Figure 4. Since the counts were performed on different days, the peak hour traffic volumes were averaged/balanced and are shown in Figure 5.

Existing Operation

The 20th Street/83rd Avenue, 83rd Avenue/18th Street, 82nd Avenue/North Access, 82nd Avenue/South Access, and 19th Street/81st Avenue Court intersections were evaluated using techniques provided in the Highway Capacity Manual, 6th Edition. Using the morning and afternoon peak hour traffic shown in Figure 5, the peak hour operation is shown in Table 1. Calculation forms are provided in Appendix C. A description of level of service for unsignalized intersections from the Highway Capacity Manual, 6th Edition and a table showing the Greeley Acceptable LOS Standards are also provided in Appendix C. Acceptable operation at major intersections within the city limits during the peak hours is defined as level of service C or better for the overall intersection, level of service D or better for any leg, and level of service E or better for any movement. At minor intersections, acceptable operation is level of service C or better for the overall intersection, level of service E or better for any leg, and level of service F or better for any movement. The key intersections are currently operating acceptably with existing control and geometry in the morning and afternoon peak hours.

Pedestrian Facilities

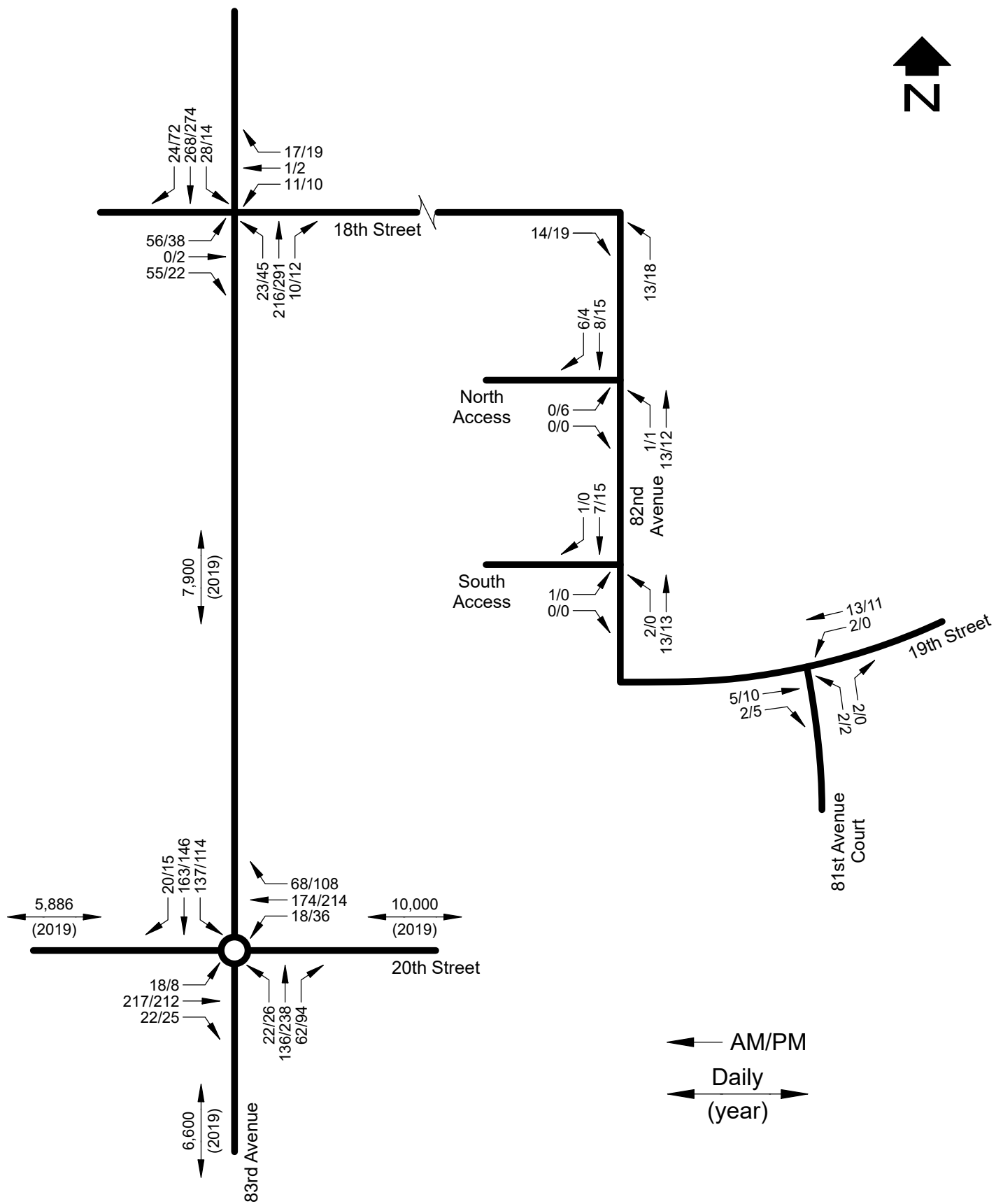
There are pedestrian facilities along both sides of 20th Street, 82nd Avenue, and 19th Street as shown on Figure 3. There are sidewalks along the south side of 18th Street. As future development occurs in the area, it is assumed that the future developments will build sidewalks to connect to adjacent streets in accordance with Greeley Standards.

Bicycle Facilities

There are bicycle lanes on 20th Street and on 18th Street, east of 83rd Avenue. There are no bicycle lanes along 83rd Avenue as shown on Figure 3.

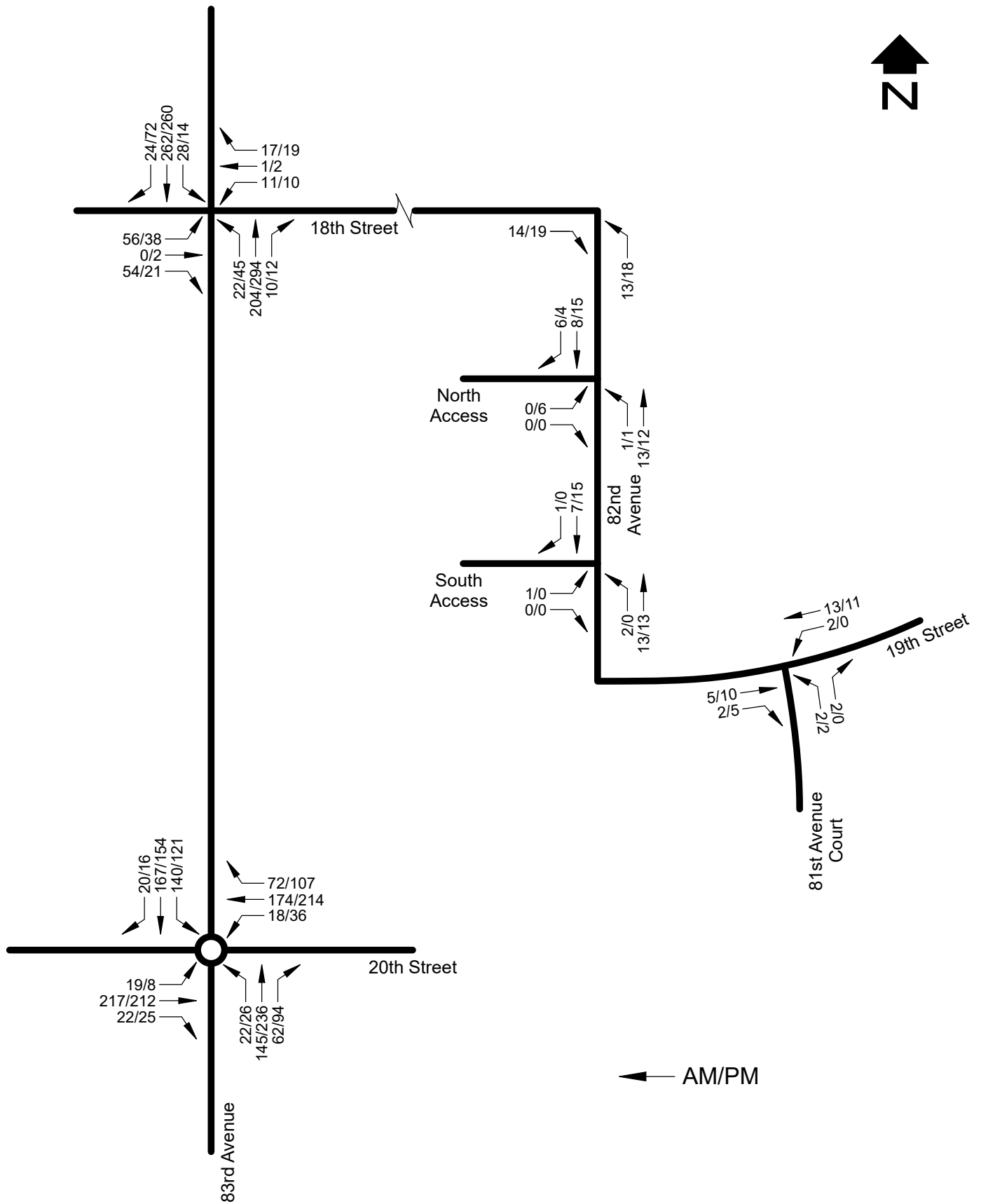
Transit Facilities

Currently, the nearest Greeley-Evans Transit (GET) route is Route 1, which runs along 20th Street and 71st Avenue.



RECENT DAILY AND PEAK HOUR TRAFFIC

Figure 4



AVERAGED/BALANCED RECENT PEAK HOUR TRAFFIC

Figure 5

TABLE 1 Current Peak Hour Operation			
Intersection	Movement	Level of Service	
		AM	PM
20 th Street/83 rd Avenue (roundabout) (major intersection)	EB LT/T	A	A
	EB T/RT	A	A
	EB APPROACH	A	A
	WB LT/T	A	A
	WB RT	A	A
	WB APPROACH	A	A
	NB LT/T	A	A
	NB T/RT	A	A
	NB APPROACH	A	A
	SB LT/T	A	A
	SB RT	A	A
	SB APPROACH	A	A
	OVERALL	A	A
83 rd Avenue/18 th Street (stop sign) (minor intersection)	EB LT	C	C
	EB T/RT	B	B
	EB APPROACH	B	C
	WB LT	C	C
	WB T/RT	A	B
	WB APPROACH	B	B
	NB LT	A	A
	SB LT	A	A
	OVERALL	A	A
82 nd Avenue/North Access (stop sign) (minor intersection)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A
82 nd Avenue/South Access (stop sign) (minor intersection)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A
19 th Street/81 st Avenue Court (stop sign) (minor intersection)	NB LT/RT	A	A
	WB LT/T	A	A
	OVERALL	A	A

III. PROPOSED DEVELOPMENT

The Mountain Vista Multi-Family site is proposed as a multi-family (apartments) residential development with 100 dwelling units. The Mountain Vista Multi-Family site is located east of 83rd Avenue and south of 18th Street in Greeley. Figure 6 shows a site plan of the Mountain Vista Multi-Family site. The short range (2030) future includes development of the Mountain Vista Multi-Family site and an appropriate increase in background traffic due to normal growth and other potential developments in the area. The site plan shows that the Mountain Vista Multi-Family site will have access to/from 82nd Avenue via a full-movement access that lines up with the north access for the office development on the west side of 82nd Avenue. Eighteenth Street will be extended to the east along the site frontage providing a second site access. The Mountain Vista Multi-Family site will have emergency only access to/from 19th Street via a full-movement access that lines up with the 81st Avenue Court. The analyzed intersections were agreed to in the scoping of this TIS.

Trip Generation

Trip generation is important in considering the impact of a development, such as this, upon the existing and proposed street system. A compilation of trip generation information contained in Trip Generation, 11th Edition, ITE was used to estimate trips that would be generated by the proposed/expected use at this site. A trip is defined as a one-way vehicle movement from origin to destination. Multifamily Housing (Low-Rise) (Code 220) was used as the land use. Table 2 shows the expected trip generation on a daily and peak hour basis. Full development of the Mountain Vista Multi-Family site will generate approximately 716 daily trip ends, 54 morning peak hour trip ends, and 64 afternoon peak hour trip ends.

TABLE 2												
Trip Generation												
Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
220	Multifamily Housing (low rise)	100 DU	EQ	716	EQ	13	EQ	41	EQ	40	EQ	24

Trip Distribution

The assigned trip distribution for Mountain Vista Multi-Family site was estimated using the existing/future travel patterns, land uses in the area, consideration of trip attractions/productions in the area, and engineering judgment. Figure 7 shows the trip distribution for the short range (2030) future. The trip distribution was agreed to by City staff.

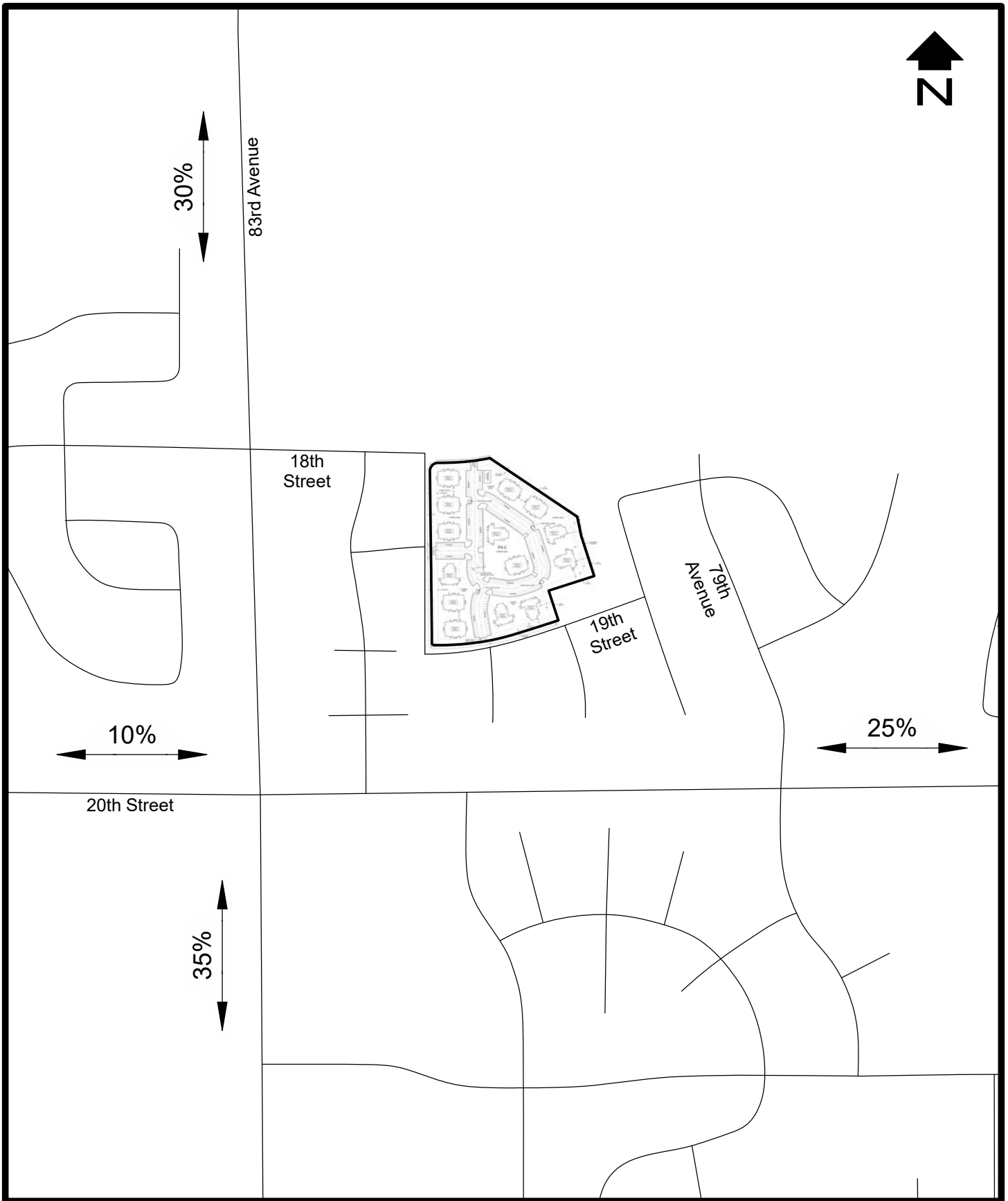


SCALE: 1"=100'



SITE PLAN

Figure 6



SCALE: 1"=500'

TRIP DISTRIBUTION

Figure 7

Background Traffic Projections

Figure 8 shows the short range (2030) background traffic projections. Background traffic projections for the short range (2030) future horizon was calculated by increasing the through traffic volumes by approximately two percent per year.

Trip Assignment/Total Traffic

Trip assignment is how the generated and distributed trips are expected to be loaded on the street system. The assigned trips are the resultant of the trip distribution process. A small amount of site traffic with destinations to/from the east on 20th Street may use the residential neighborhood streets to access the 20th Street/79th Avenue intersection. However, since both site accesses are on the northern portions of the site, and due to the circuitous nature of the route and that the streets are classified as local streets, the majority of drivers will take a more direct route using 18th Street to 83rd Avenue to 20th Street. Figure 9 shows the site generated morning and afternoon peak hour traffic at the key intersections. Figure 10 shows the short range (2030) total (site plus background) traffic projections at the key intersections.

Signal Warrants

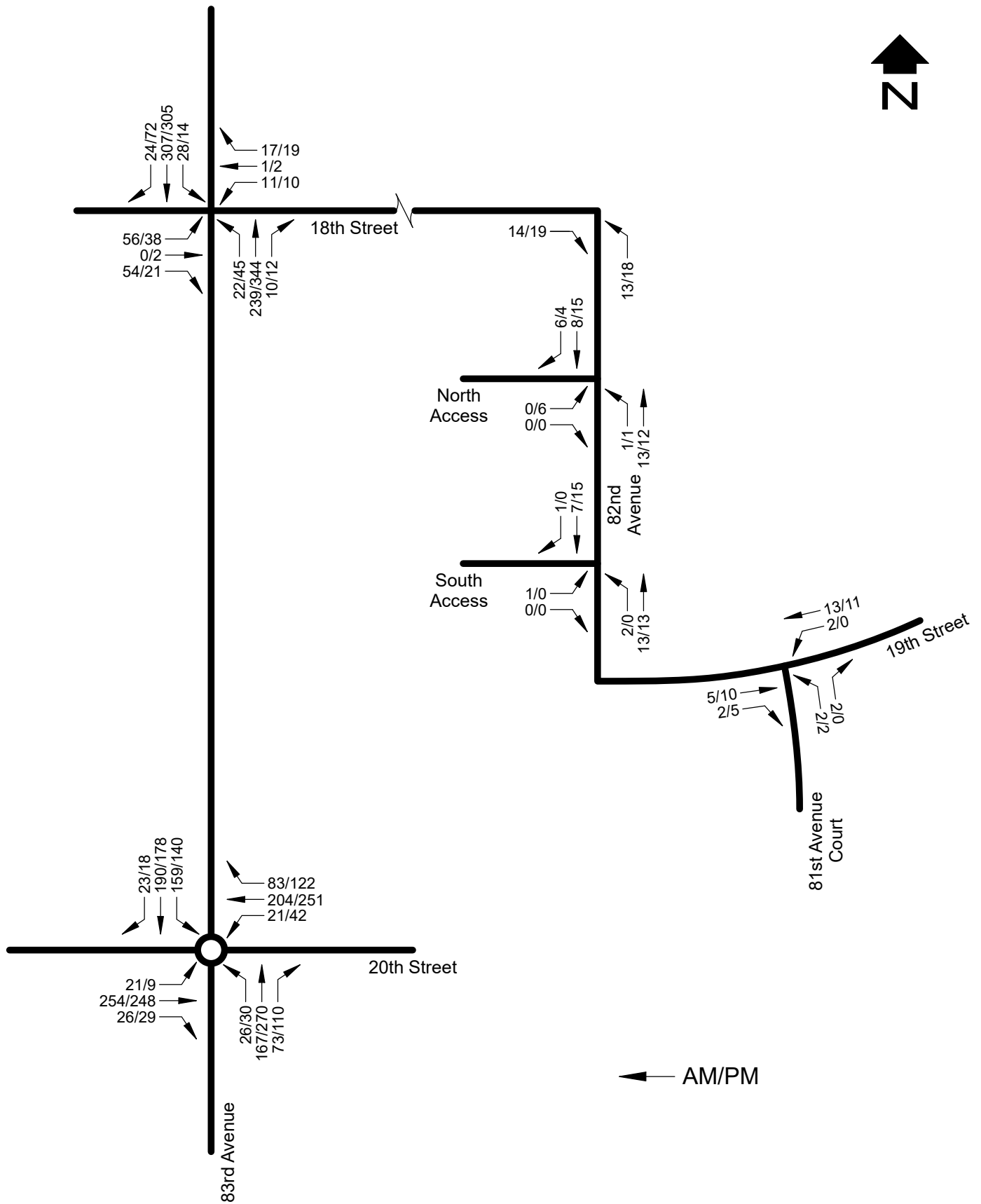
As a matter of policy, traffic signals are not installed at any location unless warrants are met according to the Manual on Uniform Traffic Control Devices. The 20th Street/83rd Avenue intersection is has roundabout control. The 83rd Avenue/18th Street stop sign controlled intersection does not meet the signal spacing requirements nor will the minor street volume criteria to warrant signalization. Therefore, that intersection will not be signalized.

Geometry

Figure 11 shows a schematic of the short range (2030) intersection geometry. The geometry at the 20th Street/83rd Avenue and 83rd Avenue/18th Street intersections will be the same as it exists today in the short range (2030) future. There is/will be on-street parking on 82nd Avenue. It is recommended that parking not be allowed within 50 feet of the site access driveways.

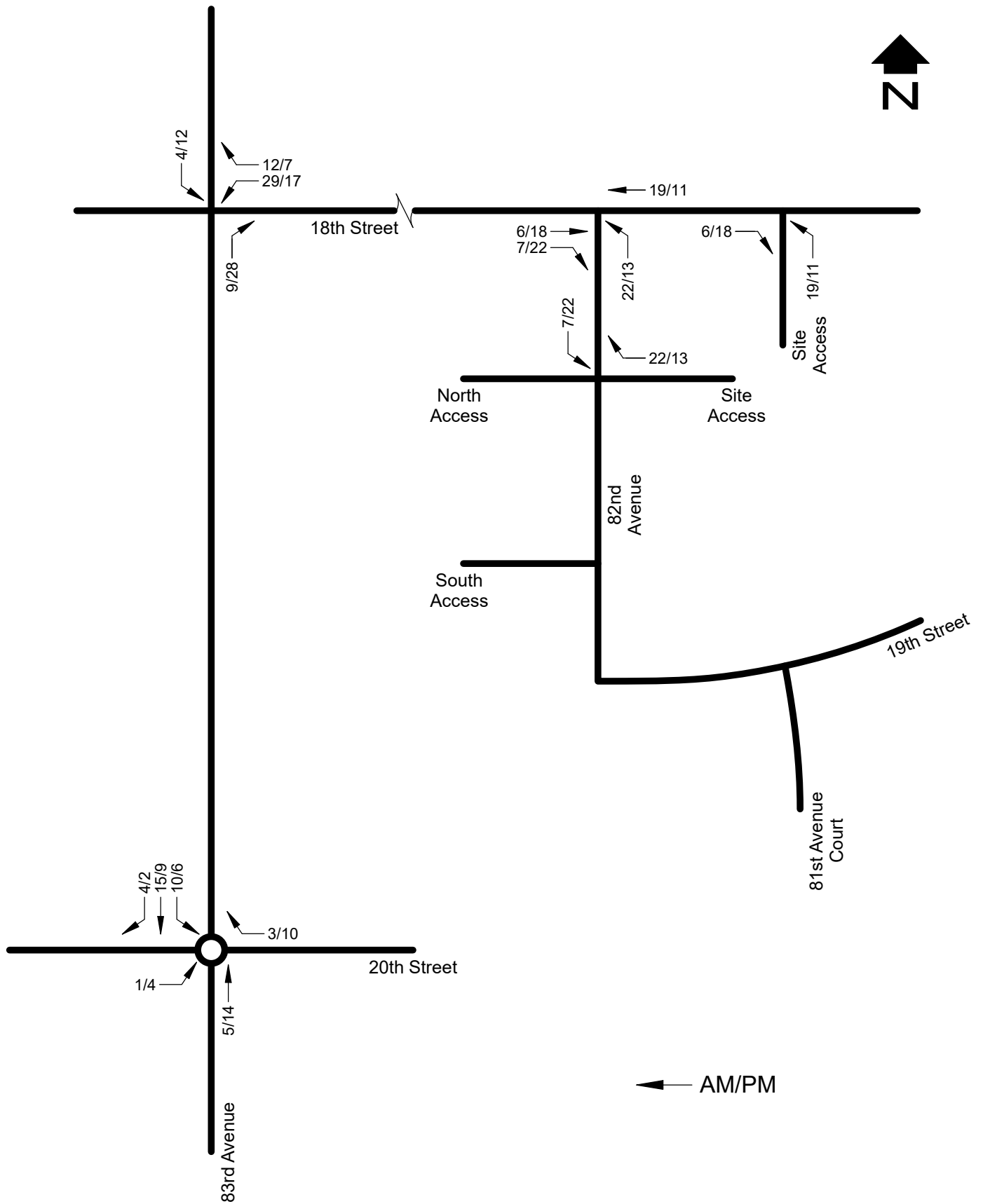
Operation Analysis

Operation analyses were performed at the 20th Street/83rd Avenue, 83rd Avenue/18th Street, 18th Street/82nd Avenue, 82nd Avenue/North Access-Site Access, 82nd Avenue/South Access, and 19th Street/81st Avenue Court intersections. The operations analyses were conducted for the short range future, reflecting a year 2030 condition.



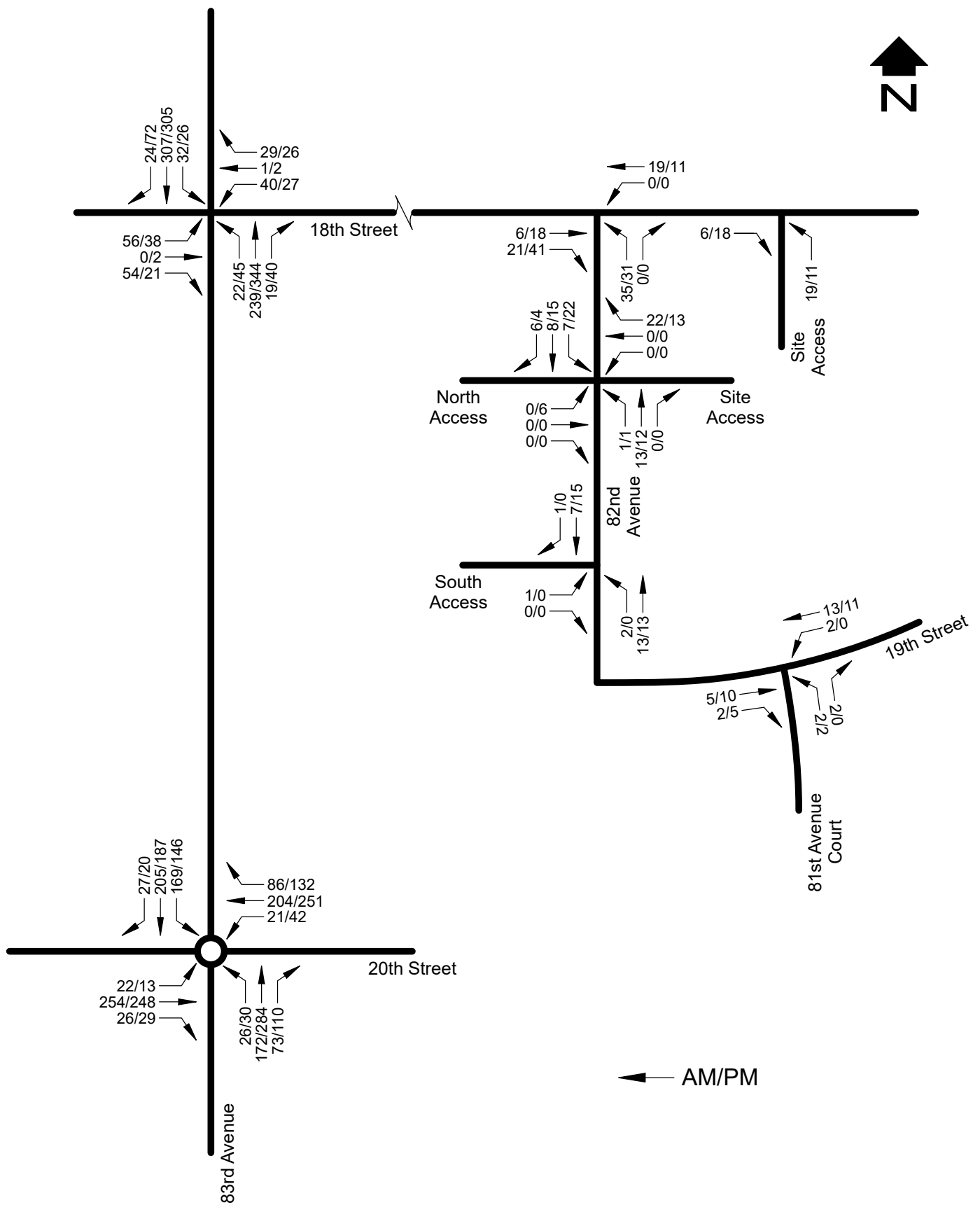
SHORT RANGE (2030) BACKGROUND PEAK HOUR TRAFFIC

Figure 8



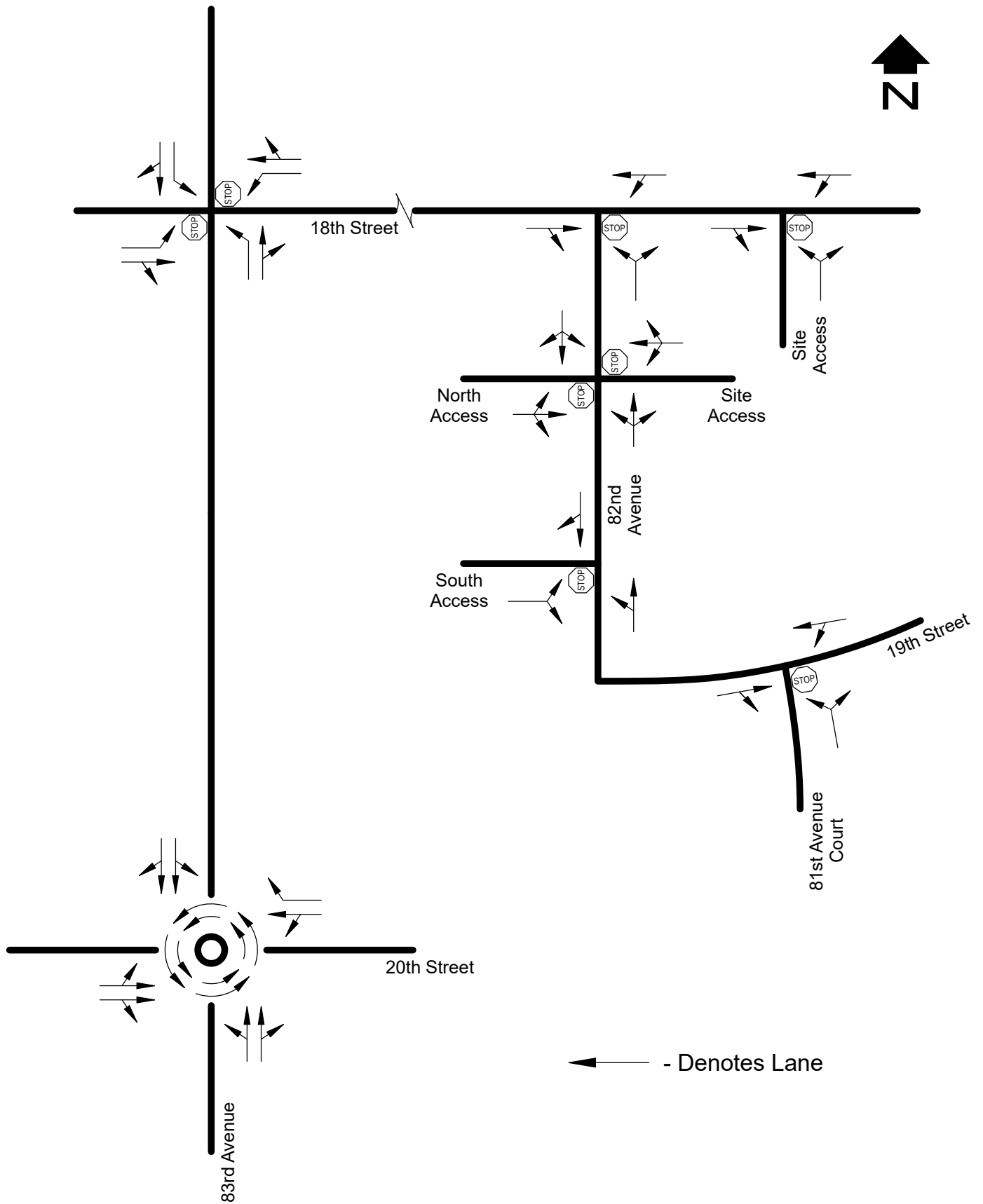
SITE GENERATED PEAK HOUR TRAFFIC

Figure 9



SHORT RANGE (2030) TOTAL PEAK HOUR TRAFFIC

Figure 10



SHORT RANGE (2030) GEOMETRY

Figure 11

Using the short range (2030) background peak hour traffic volumes (Figure 8), the 20th Street/83rd Avenue, 83rd Avenue/18th Street, 82nd Avenue/North Access, 82nd Avenue/South Access, and 19th Street/81st Avenue Court intersections operate as indicated in Table 3. Calculation forms for these analyses are provided in Appendix D. The key intersections meet the Greeley level of service standards in the peak hours.

Using the short range (2030) total peak hour traffic volumes (Figure 10), the 20th Street/83rd Avenue, 83rd Avenue/18th Street, 18th Street/82nd Avenue, 82nd Avenue/North Access-Site Access, 82nd Avenue/South Access, and 19th Street/81st Avenue Court intersections operate as indicated in Table 4. Calculation forms for these analyses are provided in Appendix E. The key intersections meet the Greeley level of service standards in the peak hours.

Pedestrian/Bicycle Facilities

There will be pedestrian facilities (sidewalks/paths) within the Mountain Vista Multi-Family site. These facilities will provide safe pedestrian areas within Mountain Vista Multi-Family site and will connect to the existing sidewalk system. Currently, there are pedestrian facilities along both sides of 20th Street, 82nd Avenue, and 19th Street as shown on Figure 3. There are sidewalks along the south side of 18th Street. Appendix F shows a map of the area that is within 1320 feet of the Mountain Vista Multi-Family site. Appendix F also contains the Greeley Pedestrian Analysis Form.

There are bicycle lanes on 20th Street and on 18th Street, east of 83rd Avenue. There are no bicycle lanes along 83rd Avenue. Bicyclists share the road with vehicles or use the existing sidewalks for travel.

TABLE 3 Short Range (2030) Background Peak Hour Operation			
Intersection	Movement	Level of Service	
		AM	PM
20 th Street/83 rd Avenue (roundabout) (major intersection)	EB LT/T	A	A
	EB T/RT	A	A
	EB APPROACH	A	A
	WB LT/T	A	A
	WB RT	A	A
	WB APPROACH	A	A
	NB LT/T	A	A
	NB T/RT	A	A
	NB APPROACH	A	A
	SB LT/T	A	A
	SB RT	A	A
	SB APPROACH	A	A
	OVERALL	A	A
83 rd Avenue/18 th Street (stop sign) (minor intersection)	EB LT	C	C
	EB T/RT	B	B
	EB APPROACH	B	C
	WB LT	C	C
	WB T/RT	B	B
	WB APPROACH	B	C
	NB LT	A	A
	SB LT	A	A
	OVERALL	A	A
82 nd Avenue/North Access (stop sign) (minor intersection)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A
82 nd Avenue/South Access (stop sign) (minor intersection)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A
19 th Street/81 st Avenue Court (stop sign) (minor intersection)	NB LT/RT	A	A
	WB LT/T	A	A
	OVERALL	A	A

TABLE 4 Short Range (2030) Total Peak Hour Operation			
Intersection	Movement	Level of Service	
		AM	PM
20 th Street/83 rd Avenue (roundabout) (major intersection)	EB LT/T	A	A
	EB T/RT	A	A
	EB APPROACH	A	A
	WB LT/T	A	A
	WB RT	A	A
	WB APPROACH	A	A
	NB LT/T	A	A
	NB T/RT	A	A
	NB APPROACH	A	A
	SB LT/T	A	A
	SB RT	A	A
	SB APPROACH	A	A
	OVERALL	A	A
83 rd Avenue/18 th Street (stop sign) (minor intersection)	EB LT	C	D
	EB T/RT	B	B
	EB APPROACH	C	C
	WB LT	C	D
	WB T/RT	B	B
	WB APPROACH	C	C
	NB LT	A	A
	SB LT	A	A
	OVERALL	A	A
18 th Street/82 nd Avenue (stop sign) (minor intersection)	NB LT/RT	A	A
	WB LT/T	A	A
	OVERALL	A	A
82 nd Avenue/North Access-Site Access (stop sign) (minor intersection)	EB LT/T/RT	A	A
	WB LT/T/RT	A	A
	NB LT/T/RT	A	A
	SB LT/T/RT	A	A
	OVERALL	A	A
82 nd Avenue/South Access (stop sign) (minor intersection)	EB LT/RT	A	A
	NB LT/T	A	A
	OVERALL	A	A
19 th Street/81 st Avenue Court (stop sign) (minor intersection)	NB LT/RT	A	A
	WB LT/T	A	A
	OVERALL	A	A

IV. CONCLUSIONS

This study assessed the impacts of the Mountain Vista Multi-Family development on the street system in the vicinity of the proposed development in the short range (2030) future. As a result of this analysis, the following is concluded:

- The Mountain Vista Multi-Family development is feasible from a traffic engineering standpoint. Full development of the Mountain Vista Multi-Family site will generate approximately 716 daily trip ends, 54 morning peak hour trip ends, and 64 afternoon peak hour trip ends.
- Currently, the 20th Street/83rd Avenue, 83rd Avenue/18th Street, 82nd Avenue/North Access, 82nd Avenue/South Access, and 19th Street/81st Avenue Court intersections operate acceptably with existing control and geometry.
- None of the stop sign controlled intersections will meet peak hour signal warrants or signal spacing criteria.
- In the short range (2030) future, given development of the Mountain Vista Multi-Family site and an increase in background traffic, the 20th Street/83rd Avenue, 83rd Avenue/18th Street, 18th Street/82nd Avenue, 82nd Avenue/North Access-Site Access, 82nd Avenue/South Access, and 19th Street/81st Avenue Court intersections will meet the Greeley level of service standards with the existing geometry and control at the 20th Street/83rd Avenue and 83rd Avenue/18th Street intersections.
- The short range (2030) geometry is shown in Figure 11. The geometry at the 20th Street/83rd Avenue and 83rd Avenue/18th Street intersections will be the same as it exists today in the short range (2030) future. It is recommended that parking not be allowed within 50 feet of the site access driveways.

APPENDIX A

Base Assumptions Form

** ASSUME BUILT BY 2025. PLUS 5 YEARS

Local Entity Staff: _____

2271 BAF

SUMMARY	
6-plex = 6 BUILDINGS	} 100 D.U.
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 = 253 SPACES	



MOUNTAIN VISTA MULTIFAMILY
GREELEY, CO
CONCEPT PLAN
FIGURE

TRIP GENERATION (T.G., 11th EDITION)

DWELLING UNITS - MULTIFAMILY HOUSING
(Low-Rise) CODE 220

DAILY $T = 6.41x + 75.31 = 716$ TE
 $R^2 = 0.86$

AM $T = 0.31x + 22.85 = 54$ TE
 $R^2 = 0.79$

IN (24%) - 13
OUT (76%) - 41

PM $T = 0.43x + 20.55 = 64$ TE
 $R^2 = 0.84$

IN (63%) - 40
OUT (37%) - 24

Mountain Vista MF

Legend



TRIP DISTRIBUTION

APPENDIX B

DELICH ASSOCIATES
2272 GLEN HAVEN DRIVE
LOVELAND, CO 80538
Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 11/30/2022

Observer: Vickie

Day: Wednesday

Jurisdiction: Greeley

Intersection: 20th Street/83rd Avenue

R = right turn
S = straight
L = left turn

Time Begins	Northbound: 83rd Avenue				Southbound: 83rd Avenue				Total north/south	Eastbound: 20th Street				Westbound: 20th Street				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00	4	33	8	45	23	34	5	62	107	0	32	7	39	9	44	10	63	102	209
7:15	3	22	8	33	33	55	8	96	129	7	50	7	64	1	46	24	71	135	264
7:30	7	43	24	74	35	46	3	84	158	3	42	7	52	10	41	13	64	116	274
7:45	9	42	21	72	44	33	4	81	153	4	74	5	83	4	41	17	62	145	298
8:00	3	29	9	41	25	29	5	59	100	4	51	3	58	3	46	14	63	121	221
8:15	1	28	10	39	15	28	4	47	86	0	39	4	43	10	30	21	61	104	190
8:30	5	28	6	39	20	21	1	42	81	2	35	1	38	6	28	9	43	81	162
8:45	2	14	14	30	14	31	2	47	77	4	36	5	45	4	30	11	45	90	167

7:15-8:15	22	136	62	220	137	163	20	320	540	18	217	22	257	18	174	68	260	517	1057
PHF	0.61	0.79	0.65	0.74	0.78	0.74	0.63	0.83	0.85	0.64	0.73	0.79	0.77	0.45	0.95	0.71	0.92	0.89	0.89

4:00	2	52	12	66	11	26	6	43	109	4	52	6	62	16	79	35	130	192	301
4:15	5	45	18	68	22	38	3	63	131	1	55	2	58	19	57	27	103	161	292
4:30	9	47	16	72	23	43	1	67	139	1	45	3	49	18	38	21	77	126	265
4:45	9	58	25	92	23	44	6	73	165	1	49	5	55	7	37	19	63	118	283
5:00	5	42	18	65	17	41	3	61	126	4	50	9	63	11	54	31	96	159	285
5:15	6	74	29	109	33	36	4	73	182	2	54	7	63	11	77	32	120	183	365
5:30	6	64	22	92	41	25	2	68	160	1	59	4	64	7	46	26	79	143	303
5:45	5	42	21	68	19	26	1	46	114	2	44	2	48	4	33	35	72	120	234

4:45-5:45	26	238	94	358	114	146	15	275	633	8	212	25	245	36	214	108	358	603	1236
PHF	0.72	0.8	0.81	0.82	0.7	0.83	0.63	0.94	0.87	0.5	0.9	0.69	0.96	0.82	0.69	0.84	0.75	0.82	0.85

DELICH ASSOCIATES
2272 GLEN HAVEN DRIVE
LOVELAND, CO 80538
Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 12/1/2022

Observer: Vickie

Day: Thursday

Jurisdiction: Greeley

Intersection: 83rd Avenue/18th Street

R = right turn

S = straight

L = left turn

Time Begins	Northbound: 83rd Avenue				Southbound: 83rd Avenue				Total north/south	Eastbound: 18th Street				Westbound: 18th Street				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00	3	38	1	42	2	61	2	65	107	5	0	9	14	1	0	3	4	18	125
7:15	2	49	1	52	5	68	3	76	128	11	0	20	31	2	0	4	6	37	165
7:30	5	50	2	57	2	83	4	89	146	14	0	18	32	2	0	3	5	37	183
7:45	8	61	5	74	13	72	4	89	163	11	0	10	21	4	0	4	8	29	192
8:00	8	56	2	66	8	45	13	66	132	20	0	7	27	3	1	6	10	37	169
8:15	5	35	3	43	5	46	9	60	103	11	0	2	13	2	0	3	5	18	121
8:30	4	34	1	39	5	48	8	61	100	9	0	5	14	1	0	2	3	17	117
8:45	5	34	3	42	9	41	7	57	99	2	0	5	7	0	0	4	4	11	110

7:15-8:15	23	216	10	249	28	268	24	320	569	56	0	55	111	11	1	17	29	140	709
PHF	0.72	0.89	0.5	0.84	0.54	0.81	0.46	0.9	0.87	0.7	n/a	0.69	0.87	0.69	0.25	0.71	0.73	0.95	0.92

4:00	14	73	8	95	7	65	23	95	190	6	0	6	12	3	0	5	8	20	210
4:15	12	71	3	86	5	69	18	92	178	11	0	5	16	1	1	3	5	21	199
4:30	8	78	0	86	4	68	16	88	174	7	2	5	14	1	1	5	7	21	195
4:45	10	60	6	76	3	62	9	74	150	10	0	8	18	5	0	7	12	30	180
5:00	15	82	3	100	2	75	29	106	206	10	0	4	14	3	0	4	7	21	227
5:15	11	64	1	76	5	54	15	74	150	13	0	4	17	0	0	4	4	21	171
5:30	10	56	1	67	1	57	10	68	135	9	0	8	17	2	1	10	13	30	165
5:45	4	57	1	62	5	43	8	56	118	6	0	1	7	6	0	4	10	17	135

4:15-5:15	45	291	12	348	14	274	72	360	708	38	2	22	62	10	2	19	31	93	801
PHF	0.75	0.89	0.5	0.87	0.7	0.91	0.62	0.85	0.86	0.86	0.25	0.69	0.86	0.5	0.5	0.68	0.65	0.78	0.88

DELICH ASSOCIATES
2272 GLEN HAVEN DRIVE
LOVELAND, CO 80538
Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 11/29/2022

Observer: Vickie

Day: Tuesday

Jurisdiction: Greeley

Intersection: 82nd Avenue/North Access

R = right turn
S = straight
L = left turn

Time Begins	Northbound: 82nd Avenue				Southbound: 82nd Avenue				Total north/south	Eastbound: North Access				Westbound:				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00	0	4		4		0	1	1	5	0		0	0				0	0	5
7:15	0	4		4		0	3	3	7	0		0	0				0	0	7
7:30	0	2		2		1	1	2	4	0		0	0				0	0	4
7:45	0	3		3		2	2	4	7	0		0	0				0	0	7
8:00	1	4		5		2	0	2	7	0		0	0				0	0	7
8:15	0	4		4		3	3	6	10	0		0	0				0	0	10
8:30	0	1		1		2	1	3	4	2		0	2				0	2	6
8:45	0	2		2		2	1	3	5	2		0	2				0	2	7

7:30-8:30	1	13	0	14	0	8	6	14	28	0	0	0	0	0	0	0	0	0	28
PHF	0.25	0.81	n/a	0.7	n/a	0.67	0.5	0.58	0.7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.7

4:00	0	2		2		1	1	2	4	0		0	0				0	0	4
4:15	0	3		3		3	3	6	9	3		0	3				0	3	12
4:30	1	2		3		7	0	7	10	3		0	3				0	3	13
4:45	0	5		5		4	0	4	9	0		0	0				0	0	9
5:00	0	0		0		0	0	0	0	2		2	4				0	4	4
5:15	0	0		0		6	3	9	9	0		0	0				0	0	9
5:30	0	3		3		3	2	5	8	1		0	1				0	1	9
5:45	0	3		3		1	0	1	4	2		0	2				0	2	6

4:00-5:00	1	12	0	13	0	15	4	19	32	6	0	0	6	0	0	0	0	6	38
PHF	0.25	0.6	n/a	0.65	n/a	0.54	0.33	0.68	0.8	0.5	n/a	n/a	0.5	n/a	n/a	n/a	n/a	0.5	0.73

DELICH ASSOCIATES
2272 GLEN HAVEN DRIVE
LOVELAND, CO 80538
Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 11/29/2022

Observer: Vickie

Day: Tuesday

Jurisdiction: Greeley

Intersection: 82nd Avenue/South Access

R = right turn
S = straight
L = left turn

Time Begins	Northbound: 82nd Avenue				Southbound: 82nd Avenue				Total north/south	Eastbound: South Access				Westbound:				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00	0	4		4		0	0	0	4	0		0	0				0	0	4
7:15	0	4		4		0	0	0	4	0		0	0				0	0	4
7:30	0	2		2		1	0	1	3	0		0	0				0	0	3
7:45	1	3		4		2	0	2	6	0		0	0				0	0	6
8:00	0	4		4		1	1	2	6	1		0	1				0	1	7
8:15	1	4		5		3	0	3	8	0		0	0				0	0	8
8:30	0	1		1		1	1	2	3	0		0	0				0	0	3
8:45	0	2		2		2	0	2	4	0		0	0				0	0	4

7:30-8:30	2	13	0	15	0	7	1	8	23	1	0	0	1	0	0	0	0	1	24
PHF	0.5	0.81	n/a	0.75	n/a	0.58	0.25	0.67	0.72	0.25	n/a	n/a	0.25	n/a	n/a	n/a	n/a	0.25	0.75

4:00	0	2		2		1	0	1	3	0		0	0				0	0	3
4:15	0	3		3		3	0	3	6	0		0	0				0	0	6
4:30	0	3		3		7	0	7	10	0		0	0				0	0	10
4:45	0	5		5		4	0	4	9	0		0	0				0	0	9
5:00	0	0		0		2	0	2	2	0		0	0				0	0	2
5:15	0	0		0		6	0	6	6	0		0	0				0	0	6
5:30	0	2		2		3	0	3	5	1		0	1				0	1	6
5:45	0	3		3		1	0	1	4	0		0	0				0	0	4

4:00-5:00	0	13	0	13	0	15	0	15	28	0	0	0	0	0	0	0	0	0	28
PHF	n/a	0.65	n/a	0.65	n/a	0.54	n/a	0.54	0.7	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	0.7

DELICH ASSOCIATES
2272 GLEN HAVEN DRIVE
LOVELAND, CO 80538
Phone: (970) 669-2061

TABULAR SUMMARY OF VEHICLE COUNTS

Date: 11/29/2022

Observer: Vickie

Day: Tuesday

Jurisdiction: Greeley

Intersection: 81st Avenue Court/19th Street

R = right turn
S = straight
L = left turn

Time Begins	Northbound: 81st Avenue Ct.				Southbound:				Total north/south	Eastbound: 19th Street				Westbound: 19th Street				Total east/west	Total All
	L	S	R	Total	L	S	R	Total		L	S	R	Total	L	S	R	Total		
7:00	1		0	1				0	1		0	0	0	0	3		3	3	4
7:15	0		0	0				0	0		0	0	0	0	4		4	4	4
7:30	0		1	1				0	1		1	0	1	1	2		3	4	5
7:45	0		1	1				0	1		1	1	2	0	4		4	6	7
8:00	1		0	1				0	1		0	1	1	0	3		3	4	5
8:15	1		0	1				0	1		3	0	3	1	4		5	8	9
8:30	0		0	0				0	0		1	0	1	0	1		1	2	2
8:45	0		0	0				0	0		2	0	2	0	2		2	4	4

7:30-8:30	2	0	2	4	0	0	0	0	4	0	5	2	7	2	13	0	15	22	26
PHF	0.5	n/a	0.5	1	n/a	n/a	n/a	n/a	1	n/a	0.42	0.5	0.58	0.5	0.81	n/a	0.75	0.69	0.72

4:00	1		0	1				0	1		0	1	1	0	1		1	2	3
4:15	1		0	1				0	1		2	1	3	0	2		2	5	6
4:30	0		0	0				0	0		5	2	7	0	3		3	10	10
4:45	0		0	0				0	0		3	1	4	0	5		5	9	9
5:00	0		1	1				0	1		2	0	2	0	0		0	2	3
5:15	0		0	0				0	0		6	0	6	1	0		1	7	7
5:30	0		1	1				0	1		0	3	3	1	2		3	6	7
5:45	0		0	0				0	0		0	1	1	0	3		3	4	4

4:00-5:00	2	0	0	2	0	0	0	0	2	0	10	5	15	0	11	0	11	26	28
PHF	0.5	n/a	n/a	0.5	n/a	n/a	n/a	n/a	0.5	n/a	0.5	0.63	0.54	n/a	0.55	n/a	0.55	0.65	0.7

APPENDIX C

HCM 6th Roundabout
3: 20th Street & 83rd Avenue

Recent AM

Intersection

Intersection Delay, s/veh

4.7

Intersection LOS

A

Approach	EB		WB		NB		SB	
Entry Lanes	2		1		2		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	290		297		258		367	
Demand Flow Rate, veh/h	296		303		263		374	
Vehicles Circulating, veh/h	372		212		430		245	
Vehicles Exiting, veh/h	247		480		237		187	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	5.1		3.4		5.7		4.8	
Approach LOS	A		A		A		A	
Lane	Left	Right	Left	Bypass	Left	Right	Left	Right
Designated Moves	LT	TR	LT	R	LT	R	LT	TR
Assumed Moves	LT	TR	LT	R	LT	R	LT	TR
RT Channelized				Free				
Lane Util	0.470	0.530	1.000		0.730	0.270	0.471	0.529
Follow-Up Headway, s	2.667	2.535	2.535		2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.328	83	4.645	4.328	4.645	4.328
Entry Flow, veh/h	139	157	220	1938	192	71	176	198
Cap Entry Lane, veh/h	959	1035	1186	0.980	909	985	1077	1153
Entry HV Adj Factor	0.981	0.979	0.982	81	0.978	0.986	0.981	0.983
Flow Entry, veh/h	136	154	216	1900	188	70	173	195
Cap Entry, veh/h	940	1014	1165	0.043	889	971	1057	1134
V/C Ratio	0.145	0.152	0.186	0.0	0.211	0.072	0.163	0.172
Control Delay, s/veh	5.2	4.9	4.7	A	6.2	4.4	4.9	4.7
LOS	A	A	A	0	A	A	A	A
95th %tile Queue, veh	1	1	1		1	0	1	1

Lanes and Geometrics
3: 20th Street & 83rd Avenue

Recent AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		200
Storage Lanes	0		1	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.987				0.850		0.959			0.991	
Flt Protected		0.996			0.995			0.995			0.979	
Satd. Flow (prot)	0	3479	0	0	1853	1583	0	3377	0	0	3434	0
Flt Permitted		0.996			0.995			0.995			0.979	
Satd. Flow (perm)	0	3479	0	0	1853	1583	0	3377	0	0	3434	0
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1243			1693			576			1292	
Travel Time (s)		21.2			28.9			9.8			22.0	
Intersection Summary												
Area Type:	Other											

HCM 6th Roundabout
3: 20th Street & 83rd Avenue

Recent PM

Intersection

Intersection Delay, s/veh	5.4							
Intersection LOS	A							
Approach	EB		WB		NB		SB	
Entry Lanes	2		1		2		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	287		420		420		342	
Demand Flow Rate, veh/h	293		429		429		349	
Vehicles Circulating, veh/h	373		325		408		332	
Vehicles Exiting, veh/h	308		512		258		293	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	5.1		4.3		6.9		5.1	
Approach LOS	A		A		A		A	
Lane	Left	Right	Left	Bypass	Left	Right	Left	Right
Designated Moves	LT	TR	LT	R	LT	R	LT	TR
Assumed Moves	LT	TR	LT	R	LT	R	LT	TR
RT Channelized				Free				
Lane Util	0.471	0.529	1.000		0.737	0.263	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.535		2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.328	129	4.645	4.328	4.645	4.328
Entry Flow, veh/h	138	155	300	1938	316	113	164	185
Cap Entry Lane, veh/h	958	1034	1077	0.980	927	1004	995	1071
Entry HV Adj Factor	0.978	0.981	0.980	126	0.979	0.982	0.981	0.981
Flow Entry, veh/h	135	152	294	1900	309	111	161	181
Cap Entry, veh/h	936	1015	1056	0.066	908	986	976	1050
V/C Ratio	0.144	0.150	0.278	0.0	0.341	0.113	0.165	0.173
Control Delay, s/veh	5.2	4.9	6.1	A	7.7	4.7	5.2	5.0
LOS	A	A	A	0	A	A	A	A
95th %tile Queue, veh	1	1	1		2	0	1	1

Lanes and Geometrics
3: 20th Street & 83rd Avenue

Recent PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		200
Storage Lanes	0		1	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.985				0.850		0.960			0.992	
Flt Protected		0.998			0.993			0.996			0.980	
Satd. Flow (prot)	0	3479	0	0	1850	1583	0	3384	0	0	3441	0
Flt Permitted		0.998			0.993			0.996			0.980	
Satd. Flow (perm)	0	3479	0	0	1850	1583	0	3384	0	0	3441	0
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1243			1693			576			1292	
Travel Time (s)		21.2			28.9			9.8			22.0	
Intersection Summary												
Area Type:	Other											

Intersection

Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	0	54	11	1	17	22	204	10	28	262	24
Future Vol, veh/h	56	0	54	11	1	17	22	204	10	28	262	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	300	-	-	115	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	0	59	12	1	18	24	222	11	30	285	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	643	639	298	664	647	228	311	0	0	233	0	0
Stage 1	358	358	-	276	276	-	-	-	-	-	-	-
Stage 2	285	281	-	388	371	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	386	394	741	374	390	811	1249	-	-	1335	-	-
Stage 1	660	628	-	730	682	-	-	-	-	-	-	-
Stage 2	722	678	-	636	620	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	364	378	741	334	374	811	1249	-	-	1335	-	-
Mov Cap-2 Maneuver	364	378	-	334	374	-	-	-	-	-	-	-
Stage 1	647	614	-	716	669	-	-	-	-	-	-	-
Stage 2	691	665	-	572	606	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.7		12.2		0.7		0.7	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1249	-	-	364	741	334	762	1335	-	-
HCM Lane V/C Ratio	0.019	-	-	0.167	0.079	0.036	0.026	0.023	-	-
HCM Control Delay (s)	7.9	-	-	16.9	10.3	16.2	9.8	7.8	-	-
HCM Lane LOS	A	-	-	C	B	C	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.3	0.1	0.1	0.1	-	-

Intersection

Int Delay, s/veh	2.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	2	21	10	2	19	45	294	12	14	260	72
Future Vol, veh/h	38	2	21	10	2	19	45	294	12	14	260	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	300	-	-	115	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	2	24	11	2	22	51	334	14	16	295	82

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	823	818	336	824	852	341	377	0	0	348	0	0
Stage 1	368	368	-	443	443	-	-	-	-	-	-	-
Stage 2	455	450	-	381	409	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	292	311	706	292	297	701	1181	-	-	1211	-	-
Stage 1	652	621	-	594	576	-	-	-	-	-	-	-
Stage 2	585	572	-	641	596	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	269	294	706	269	281	701	1181	-	-	1211	-	-
Mov Cap-2 Maneuver	269	294	-	269	281	-	-	-	-	-	-	-
Stage 1	624	613	-	568	551	-	-	-	-	-	-	-
Stage 2	540	547	-	609	588	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.2		13.6		1		0.3	
HCM LOS	C		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1181	-	-	269	629	269	614	1211	-	-
HCM Lane V/C Ratio	0.043	-	-	0.161	0.042	0.042	0.039	0.013	-	-
HCM Control Delay (s)	8.2	-	-	20.9	11	19	11.1	8	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0.1	0.1	0	-	-

HCM 6th TWSC
13: 82nd Avenue & North Access

Recent AM

Intersection

Int Delay, s/veh 0.3

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	0	1	13	8	6
Future Vol, veh/h	0	0	1	13	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1	15	9	7

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	30	13	16	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	984	1067	1602	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	983	1067	1602	-	-	-
Mov Cap-2 Maneuver	983	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1602	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.2	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
13: 82nd Avenue & North Access

Recent PM

Intersection

Int Delay, s/veh 1.6

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	6	0	1	12	15	4
Future Vol, veh/h	6	0	1	12	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	1	14	18	5

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	37	21	23	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	975	1056	1592	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	974	1056	1592	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	8.7	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1592	-	974	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
15: 82nd Avenue & South Access

Recent AM

Intersection

Int Delay, s/veh 1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	1	0	2	13	7	1
Future Vol, veh/h	1	0	2	13	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	2	15	8	1

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	28	9	9	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	19	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	987	1073	1611	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	986	1073	1611	-	-	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	8.7	1	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1611	-	986	-	-
HCM Lane V/C Ratio	0.001	-	0.001	-	-
HCM Control Delay (s)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
15: 82nd Avenue & South Access

Recent PM

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	0	0	13	15	0
Future Vol, veh/h	0	0	0	13	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	18	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	33	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1061	1599	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1061	1599	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1599	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
11: 81st Avenue Court & 19th Street

Recent AM

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	2	2	13	2	2
Future Vol, veh/h	5	2	2	13	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	2	2	15	2	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	8
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	2.218	-
Pot Cap-1 Maneuver	-	1612	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1612	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1030	-	-	1612	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
11: 81st Avenue Court & 19th Street

Recent PM

Intersection

Int Delay, s/veh 0.6

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	10	5	0	11	2	0
Future Vol, veh/h	10	5	0	11	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	6	0	13	2	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	18	0	28	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1599	-	987	1065
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1599	-	987	1065
Mov Cap-2 Maneuver	-	-	-	-	987	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1010	-

Approach EB WB NB

HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	987	-	-	1599	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

UNSIGNALIZED INTERSECTIONS

Level-of-Service	Average Total Delay sec/veh
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

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 D

HCM 6th Roundabout
3: 20th Street & 83rd Avenue

Short Bkgrd AM

Intersection

Intersection Delay, s/veh

5.3

Intersection LOS

A

Approach	EB		WB		NB		SB	
Entry Lanes	2		1		2		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	338		346		299		418	
Demand Flow Rate, veh/h	345		353		306		427	
Vehicles Circulating, veh/h	424		246		498		288	
Vehicles Exiting, veh/h	291		558		271		216	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	5.6		3.8		6.5		5.3	
Approach LOS	A		A		A		A	
Lane	Left	Right	Left	Bypass	Left	Right	Left	Right
Designated Moves	LT	TR	LT	R	LT	R	LT	TR
Assumed Moves	LT	TR	LT	R	LT	R	LT	TR
RT Channelized				Free				
Lane Util	0.470	0.530	1.000		0.725	0.275	0.471	0.529
Follow-Up Headway, s	2.667	2.535	2.535		2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.328	95	4.645	4.328	4.645	4.328
Entry Flow, veh/h	162	183	258	1938	222	84	201	226
Cap Entry Lane, veh/h	914	990	1152	0.980	854	930	1036	1112
Entry HV Adj Factor	0.981	0.980	0.982	93	0.979	0.976	0.977	0.980
Flow Entry, veh/h	159	179	253	1900	217	82	196	221
Cap Entry, veh/h	897	970	1132	0.049	835	908	1012	1089
V/C Ratio	0.177	0.185	0.224	0.0	0.260	0.090	0.194	0.203
Control Delay, s/veh	5.8	5.5	5.2	A	7.1	4.8	5.4	5.2
LOS	A	A	A	0	A	A	A	A
95th %tile Queue, veh	1	1	1		1	0	1	1

Lanes and Geometrics
3: 20th Street & 83rd Avenue

Short Bkgrd AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		200
Storage Lanes	0		1	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.987				0.850		0.959			0.991	
Flt Protected		0.996			0.995			0.995			0.979	
Satd. Flow (prot)	0	3479	0	0	1853	1583	0	3377	0	0	3434	0
Flt Permitted		0.996			0.995			0.995			0.979	
Satd. Flow (perm)	0	3479	0	0	1853	1583	0	3377	0	0	3434	0
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1243			1693			576			1292	
Travel Time (s)		21.2			28.9			9.8			22.0	
Intersection Summary												
Area Type:	Other											

HCM 6th Roundabout
3: 20th Street & 83rd Avenue

Short Bkgrd PM

Intersection

Intersection Delay, s/veh

6.2

Intersection LOS

A

Approach	EB		WB		NB		SB	
Entry Lanes	2		1		2		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	337		488		482		395	
Demand Flow Rate, veh/h	344		498		492		402	
Vehicles Circulating, veh/h	431		371		477		387	
Vehicles Exiting, veh/h	358		598		298		335	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	5.6		5.0		8.2		5.7	
Approach LOS	A		A		A		A	
Lane	Left	Right	Left	Bypass	Left	Right	Left	Right
Designated Moves	LT	TR	LT	R	LT	R	LT	TR
Assumed Moves	LT	TR	LT	R	LT	R	LT	TR
RT Channelized				Free				
Lane Util	0.471	0.529	1.000		0.732	0.268	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.535		2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.328	147	4.645	4.328	4.645	4.328
Entry Flow, veh/h	162	182	351	1938	360	132	189	213
Cap Entry Lane, veh/h	908	984	1036	0.980	870	947	946	1022
Entry HV Adj Factor	0.978	0.982	0.980	144	0.980	0.977	0.982	0.982
Flow Entry, veh/h	158	179	344	1900	353	129	186	209
Cap Entry, veh/h	888	967	1016	0.076	853	925	928	1004
V/C Ratio	0.178	0.185	0.339	0.0	0.414	0.139	0.200	0.208
Control Delay, s/veh	5.8	5.5	7.0	A	9.2	5.2	5.8	5.6
LOS	A	A	A	0	A	A	A	A
95th %tile Queue, veh	1	1	2		2	0	1	1

Lanes and Geometrics
3: 20th Street & 83rd Avenue

Short Bkgrd PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		200
Storage Lanes	0		1	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.985				0.850		0.960			0.992	
Flt Protected		0.998			0.993			0.996			0.980	
Satd. Flow (prot)	0	3479	0	0	1850	1583	0	3384	0	0	3441	0
Flt Permitted		0.998			0.993			0.996			0.980	
Satd. Flow (perm)	0	3479	0	0	1850	1583	0	3384	0	0	3441	0
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1243			1693			576			1292	
Travel Time (s)		21.2			28.9			9.8			22.0	
Intersection Summary												
Area Type:	Other											

Intersection

Int Delay, s/veh 3.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	0	54	11	1	17	22	239	10	28	307	24
Future Vol, veh/h	56	0	54	11	1	17	22	239	10	28	307	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	300	-	-	115	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	0	59	12	1	18	24	260	11	30	334	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	730	726	347	751	734	266	360	0	0	271	0	0
Stage 1	407	407	-	314	314	-	-	-	-	-	-	-
Stage 2	323	319	-	437	420	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	338	351	696	327	347	773	1199	-	-	1292	-	-
Stage 1	621	597	-	697	656	-	-	-	-	-	-	-
Stage 2	689	653	-	598	589	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	318	336	696	290	332	773	1199	-	-	1292	-	-
Mov Cap-2 Maneuver	318	336	-	290	332	-	-	-	-	-	-	-
Stage 1	609	583	-	683	643	-	-	-	-	-	-	-
Stage 2	658	640	-	535	575	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.9	13.1	0.7	0.6
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1199	-	-	318	696	290	720	1292	-	-
HCM Lane V/C Ratio	0.02	-	-	0.191	0.084	0.041	0.027	0.024	-	-
HCM Control Delay (s)	8.1	-	-	19	10.6	17.9	10.1	7.9	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0.1	0.1	0.1	-	-

Intersection

Int Delay, s/veh 2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	2	21	10	2	19	45	344	12	14	305	72
Future Vol, veh/h	38	2	21	10	2	19	45	344	12	14	305	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	300	-	-	115	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	2	24	11	2	22	51	391	14	16	347	82

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	932	927	388	933	961	398	429	0	0	405	0	0
Stage 1	420	420	-	500	500	-	-	-	-	-	-	-
Stage 2	512	507	-	433	461	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	247	268	660	246	256	652	1130	-	-	1154	-	-
Stage 1	611	589	-	553	543	-	-	-	-	-	-	-
Stage 2	545	539	-	601	565	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	226	252	660	225	241	652	1130	-	-	1154	-	-
Mov Cap-2 Maneuver	226	252	-	225	241	-	-	-	-	-	-	-
Stage 1	584	581	-	528	519	-	-	-	-	-	-	-
Stage 2	501	515	-	569	557	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.7		15		0.9		0.3	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1130	-	-	226	579	225	561	1154	-	-
HCM Lane V/C Ratio	0.045	-	-	0.191	0.045	0.051	0.043	0.014	-	-
HCM Control Delay (s)	8.3	-	-	24.7	11.5	21.8	11.7	8.2	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0.2	0.1	0	-	-

HCM 6th TWSC
13: 82nd Avenue & North Access

Short Bkgrd AM

Intersection

Int Delay, s/veh 0.3

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	0	1	13	8	6
Future Vol, veh/h	0	0	1	13	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	1	15	9	7

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	30	13	16	0	-	0
Stage 1	13	-	-	-	-	-
Stage 2	17	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	984	1067	1602	-	-	-
Stage 1	1010	-	-	-	-	-
Stage 2	1006	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	983	1067	1602	-	-	-
Mov Cap-2 Maneuver	983	-	-	-	-	-
Stage 1	1009	-	-	-	-	-
Stage 2	1006	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1602	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.2	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
13: 82nd Avenue & North Access

Short Bkgrd PM

Intersection

Int Delay, s/veh 1.6

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	6	0	1	12	15	4
Future Vol, veh/h	6	0	1	12	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	0	1	14	18	5

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	37	21	23	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	16	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	975	1056	1592	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	974	1056	1592	-	-	-
Mov Cap-2 Maneuver	974	-	-	-	-	-
Stage 1	1001	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	8.7	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1592	-	974	-	-
HCM Lane V/C Ratio	0.001	-	0.007	-	-
HCM Control Delay (s)	7.3	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
15: 82nd Avenue & South Access

Short Bkgrd AM

Intersection

Int Delay, s/veh 1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	1	0	2	13	7	1
Future Vol, veh/h	1	0	2	13	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	2	15	8	1

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	28	9	9	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	19	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	987	1073	1611	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	986	1073	1611	-	-	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	8.7	1	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1611	-	986	-	-
HCM Lane V/C Ratio	0.001	-	0.001	-	-
HCM Control Delay (s)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
15: 82nd Avenue & South Access

Short Bkgrd PM

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	0	0	13	15	0
Future Vol, veh/h	0	0	0	13	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	18	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	33	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1061	1599	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1061	1599	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1599	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	2	2	13	2	2
Future Vol, veh/h	5	2	2	13	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	2	2	15	2	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	8
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1612
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1612
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1030	-	-	1612	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection

Int Delay, s/veh 0.6

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	10	5	0	11	2	0
Future Vol, veh/h	10	5	0	11	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	6	0	13	2	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	18	0	28	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1599	-	987	1065
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1599	-	987	1065
Mov Cap-2 Maneuver	-	-	-	-	987	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1010	-

Approach EB WB NB

HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	987	-	-	1599	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

APPENDIX E

HCM 6th Roundabout
3: 20th Street & 83rd Avenue

Short Total AM

Intersection

Intersection Delay, s/veh

5.4

Intersection LOS

A

Approach	EB		WB		NB		SB	
Entry Lanes	2		1		2		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	339		350		304		450	
Demand Flow Rate, veh/h	347		357		311		460	
Vehicles Circulating, veh/h	453		252		510		288	
Vehicles Exiting, veh/h	295		569		289		222	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	5.8		3.8		6.6		5.4	
Approach LOS	A		A		A		A	

Lane	Left		Right		Left		Bypass		Left		Right		Left		Right	
Designated Moves	LT		TR		LT		R		LT		R		LT		TR	
Assumed Moves	LT		TR		LT		R		LT		R		LT		TR	
RT Channelized							Free									
Lane Util	0.470	0.530			1.000				0.730	0.270			0.470	0.530		
Follow-Up Headway, s	2.667	2.535			2.535				2.667	2.535			2.667	2.535		
Critical Headway, s	4.645	4.328			4.328		99		4.645	4.328			4.645	4.328		
Entry Flow, veh/h	163	184			258		1938		227	84			216	244		
Cap Entry Lane, veh/h	890	966			1146		0.980		844	921			1036	1112		
Entry HV Adj Factor	0.978	0.977			0.982		97		0.979	0.976			0.980	0.978		
Flow Entry, veh/h	159	180			253		1900		222	82			212	239		
Cap Entry, veh/h	871	944			1126		0.051		826	899			1015	1088		
V/C Ratio	0.183	0.190			0.225		0.0		0.269	0.091			0.209	0.219		
Control Delay, s/veh	6.0	5.7			5.2		A		7.3	4.9			5.5	5.3		
LOS	A	A			A		0		A	A			A	A		
95th %tile Queue, veh	1	1			1				1	0			1	1		

Lanes and Geometrics
3: 20th Street & 83rd Avenue

Short Total AM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		200
Storage Lanes	0		1	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.987				0.850		0.960			0.990	
Flt Protected		0.996			0.995			0.995			0.979	
Satd. Flow (prot)	0	3479	0	0	1853	1583	0	3381	0	0	3430	0
Flt Permitted		0.996			0.995			0.995			0.979	
Satd. Flow (perm)	0	3479	0	0	1853	1583	0	3381	0	0	3430	0
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1243			1693			576			1292	
Travel Time (s)		21.2			28.9			9.8			22.0	
Intersection Summary												
Area Type:	Other											

HCM 6th Roundabout
3: 20th Street & 83rd Avenue

Short Total PM

Intersection

Intersection Delay, s/veh

6.4

Intersection LOS

A

Approach	EB		WB		NB		SB	
Entry Lanes	2		1		2		2	
Conflicting Circle Lanes	2		2		2		2	
Adj Approach Flow, veh/h	341		499		498		416	
Demand Flow Rate, veh/h	348		509		509		423	
Vehicles Circulating, veh/h	449		392		488		387	
Vehicles Exiting, veh/h	361		605		309		356	
Ped Vol Crossing Leg, #/h	0		0		0		0	
Ped Cap Adj	1.000		1.000		1.000		1.000	
Approach Delay, s/veh	5.8		5.0		8.6		5.8	
Approach LOS	A		A		A		A	
Lane	Left	Right	Left	Bypass	Left	Right	Left	Right
Designated Moves	LT	TR	LT	R	LT	R	LT	TR
Assumed Moves	LT	TR	LT	R	LT	R	LT	TR
RT Channelized				Free				
Lane Util	0.471	0.529	1.000		0.741	0.259	0.470	0.530
Follow-Up Headway, s	2.667	2.535	2.535		2.667	2.535	2.667	2.535
Critical Headway, s	4.645	4.328	4.328	158	4.645	4.328	4.645	4.328
Entry Flow, veh/h	164	184	351	1938	377	132	199	224
Cap Entry Lane, veh/h	893	970	1018	0.980	862	938	946	1022
Entry HV Adj Factor	0.978	0.983	0.980	155	0.980	0.977	0.982	0.983
Flow Entry, veh/h	160	181	344	1900	369	129	195	220
Cap Entry, veh/h	873	953	998	0.082	844	917	928	1005
V/C Ratio	0.184	0.190	0.345	0.0	0.438	0.141	0.210	0.219
Control Delay, s/veh	6.0	5.6	7.2	A	9.7	5.3	6.0	5.7
LOS	A	A	A	0	A	A	A	A
95th %tile Queue, veh	1	1	2		2	0	1	1

Lanes and Geometrics
3: 20th Street & 83rd Avenue

Short Total PM

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		100	0		0	0		0	0		200
Storage Lanes	0		1	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	0.95	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor												
Frt		0.985				0.850		0.961			0.991	
Flt Protected		0.998			0.993			0.996			0.980	
Satd. Flow (prot)	0	3479	0	0	1850	1583	0	3388	0	0	3437	0
Flt Permitted		0.998			0.993			0.996			0.980	
Satd. Flow (perm)	0	3479	0	0	1850	1583	0	3388	0	0	3437	0
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1243			1693			576			1292	
Travel Time (s)		21.2			28.9			9.8			22.0	
Intersection Summary												
Area Type:	Other											

HCM 6th TWSC
6: 83rd Avenue & 18th Street

Short Total AM

Intersection

Int Delay, s/veh 3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
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Lane Configurations												
Traffic Vol, veh/h	56	0	54	40	1	29	22	239	19	32	307	24
Future Vol, veh/h	56	0	54	40	1	29	22	239	19	32	307	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	300	-	-	115	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	0	59	43	1	32	24	260	21	35	334	26

Major/Minor	Minor2		Minor1		Major1		Major2	
Conflicting Flow All	752	746	347	766	749	271	360	0
Stage 1	417	417	-	319	319	-	-	-
Stage 2	335	329	-	447	430	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-
Pot Cap-1 Maneuver	327	342	696	320	341	768	1199	-
Stage 1	613	591	-	693	653	-	-	-
Stage 2	679	646	-	591	583	-	-	-
Platoon blocked, %								-
Mov Cap-1 Maneuver	301	326	696	283	325	768	1199	-
Mov Cap-2 Maneuver	301	326	-	283	325	-	-	-
Stage 1	601	575	-	679	640	-	-	-
Stage 2	637	633	-	526	567	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.4	15.8	0.6	0.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1199	-	-	301	696	283	735	1282	-	-
HCM Lane V/C Ratio	0.02	-	-	0.202	0.084	0.154	0.044	0.027	-	-
HCM Control Delay (s)	8.1	-	-	20	10.6	20	10.1	7.9	-	-
HCM Lane LOS	A	-	-	C	B	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0.5	0.1	0.1	-	-

HCM 6th TWSC
6: 83rd Avenue & 18th Street

Short Total PM

Intersection

Int Delay, s/veh 3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	2	21	27	2	26	45	344	40	26	305	72
Future Vol, veh/h	38	2	21	27	2	26	45	344	40	26	305	72
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	300	-	-	115	-	-	105	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	2	24	31	2	30	51	391	45	30	347	82

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	980	986	388	977	1005	414	429	0	0	436	0	0
Stage 1	448	448	-	516	516	-	-	-	-	-	-	-
Stage 2	532	538	-	461	489	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	229	248	660	230	241	638	1130	-	-	1124	-	-
Stage 1	590	573	-	542	534	-	-	-	-	-	-	-
Stage 2	531	522	-	581	549	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	205	230	660	208	224	638	1130	-	-	1124	-	-
Mov Cap-2 Maneuver	205	230	-	208	224	-	-	-	-	-	-	-
Stage 1	563	558	-	518	510	-	-	-	-	-	-	-
Stage 2	481	499	-	543	534	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	21.3		18.4		0.9		0.5	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1130	-	-	205	568	208	564	1124	-	-
HCM Lane V/C Ratio	0.045	-	-	0.211	0.046	0.148	0.056	0.026	-	-
HCM Control Delay (s)	8.3	-	-	27.2	11.6	25.3	11.8	8.3	-	-
HCM Lane LOS	A	-	-	D	B	D	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.1	0.5	0.2	0.1	-	-

HCM 6th TWSC
8: 82nd Avenue & 18th Street

Short Total AM

Intersection

Int Delay, s/veh 3.8

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	6	21	0	19	35	0
Future Vol, veh/h	6	21	0	19	35	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	25	0	22	41	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	32	0	42	20
Stage 1	-	-	-	-	20	-
Stage 2	-	-	-	-	22	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1580	-	969	1058
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1001	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1580	-	969	1058
Mov Cap-2 Maneuver	-	-	-	-	969	-
Stage 1	-	-	-	-	1003	-
Stage 2	-	-	-	-	1001	-

Approach EB WB NB

HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	969	-	-	1580	-
HCM Lane V/C Ratio	0.042	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
8: 82nd Avenue & 18th Street

Short Total PM

Intersection

Int Delay, s/veh 2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	41	0	11	31	0
Future Vol, veh/h	18	41	0	11	31	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	21	48	0	13	36	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	69
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1532
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1532
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	949	-	-	1532	-
HCM Lane V/C Ratio	0.038	-	-	-	-
HCM Control Delay (s)	8.9	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

HCM 6th TWSC
13: 82nd Avenue & North Access/Site Access

Short Total AM

Intersection

Int Delay, s/veh 4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	22	1	13	0	7	8	6
Future Vol, veh/h	0	0	0	0	0	22	1	13	0	7	8	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	26	1	15	0	8	9	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	59	46	13	46	49	15	16	0	0	15	0	0
Stage 1	29	29	-	17	17	-	-	-	-	-	-	-
Stage 2	30	17	-	29	32	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	937	846	1067	955	843	1065	1602	-	-	1603	-	-
Stage 1	988	871	-	1002	881	-	-	-	-	-	-	-
Stage 2	987	881	-	988	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	910	841	1067	950	838	1065	1602	-	-	1603	-	-
Mov Cap-2 Maneuver	910	841	-	950	838	-	-	-	-	-	-	-
Stage 1	987	867	-	1001	880	-	-	-	-	-	-	-
Stage 2	962	880	-	983	864	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	8.5	0.5	2.4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1602	-	-	-	1065	1603	-
HCM Lane V/C Ratio	0.001	-	-	-	0.024	0.005	-
HCM Control Delay (s)	7.2	0	-	0	8.5	7.3	0
HCM Lane LOS	A	A	-	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-

HCM 6th TWSC
13: 82nd Avenue & North Access/Site Access

Short Total PM

Intersection

Int Delay, s/veh 4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	0	0	0	0	13	1	12	0	22	15	4
Future Vol, veh/h	6	0	0	0	0	13	1	12	0	22	15	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	0	0	0	15	1	14	0	26	18	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	97	89	21	89	91	14	23	0	0	14	0	0
Stage 1	73	73	-	16	16	-	-	-	-	-	-	-
Stage 2	24	16	-	73	75	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	885	801	1056	896	799	1066	1592	-	-	1604	-	-
Stage 1	937	834	-	1004	882	-	-	-	-	-	-	-
Stage 2	994	882	-	937	833	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	861	787	1056	884	785	1066	1592	-	-	1604	-	-
Mov Cap-2 Maneuver	861	787	-	884	785	-	-	-	-	-	-	-
Stage 1	936	821	-	1003	881	-	-	-	-	-	-	-
Stage 2	979	881	-	922	820	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	8.4	0.6	3.9
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1592	-	-	861 1066	1604	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008 0.014	0.016	-	-
HCM Control Delay (s)	7.3	0	-	9.2 8.4	7.3	0	-
HCM Lane LOS	A	A	-	A A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 0	0	-	-

HCM 6th TWSC
15: 82nd Avenue & South Access

Short Total AM

Intersection

Int Delay, s/veh 1

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	1	0	2	13	7	1
Future Vol, veh/h	1	0	2	13	7	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	2	15	8	1

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	28	9	9	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	19	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	987	1073	1611	-	-	-
Stage 1	1014	-	-	-	-	-
Stage 2	1004	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	986	1073	1611	-	-	-
Mov Cap-2 Maneuver	986	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	1004	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	8.7	1	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1611	-	986	-	-
HCM Lane V/C Ratio	0.001	-	0.001	-	-
HCM Control Delay (s)	7.2	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
15: 82nd Avenue & South Access

Short Total PM

Intersection

Int Delay, s/veh 0

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations						
Traffic Vol, veh/h	0	0	0	13	15	0
Future Vol, veh/h	0	0	0	13	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	15	18	0

Major/Minor Minor2 Major1 Major2

Conflicting Flow All	33	18	18	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	15	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	980	1061	1599	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1008	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	980	1061	1599	-	-	-
Mov Cap-2 Maneuver	980	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1008	-	-	-	-	-

Approach EB NB SB

HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h)	1599	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

HCM 6th TWSC
11: 81st Avenue Court & 19th Street

Short Total AM

Intersection

Int Delay, s/veh 1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	2	2	13	2	2
Future Vol, veh/h	5	2	2	13	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	2	2	15	2	2

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	8
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1612
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1612
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1030	-	-	1612	-
HCM Lane V/C Ratio	0.005	-	-	0.001	-
HCM Control Delay (s)	8.5	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

HCM 6th TWSC
11: 81st Avenue Court & 19th Street

Short Total PM

Intersection

Int Delay, s/veh 0.6

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations						
Traffic Vol, veh/h	10	5	0	11	2	0
Future Vol, veh/h	10	5	0	11	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	6	0	13	2	0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	18	0	28	15
Stage 1	-	-	-	-	15	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1599	-	987	1065
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1599	-	987	1065
Mov Cap-2 Maneuver	-	-	-	-	987	-
Stage 1	-	-	-	-	1008	-
Stage 2	-	-	-	-	1010	-

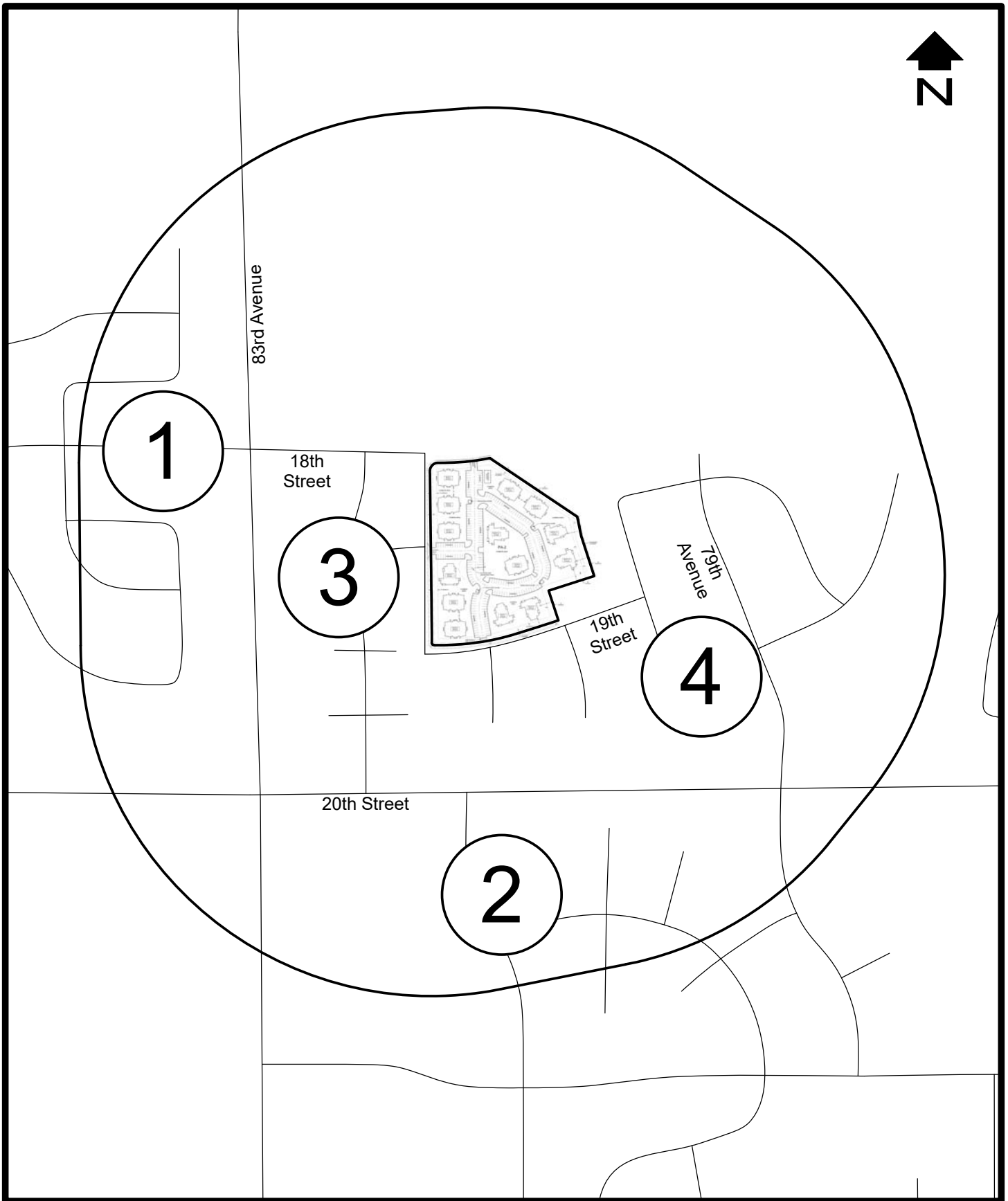
Approach EB WB NB

HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h)	987	-	-	1599	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.7	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

APPENDIX F



SCALE: 1"=500'

PEDESTRIAN INFLUENCE AREA

Transportation Impact Study

Pedestrian Analysis Form

INSTRUCTIONS: Identify the pedestrian destinations within 1320' (1.5 miles for schools) of the project boundary in the spaces below. The pedestrian analysis for the facility/corridor linking these destinations to the project site will be based on the directness, continuity, types of street crossings, walkway surface condition, visual interest/amenity, and security of the selected route(s).

	Name	Distance from Project
Recreation		
Residential	1) Mountain Shadows 2) Owl Ridge 4) Owl Ridge	2) approx. 1080' 2) approx. 1000' 4) approx. 700'
Institution (school, church, etc.)		
Office/Business	3) Mountain Vista Office Park	3) approx. 150'
Commercial		
Industrial		
Other		

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 Comprehensive 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.

- o 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.
-

- o **IN-1.12** Infrastructure Operations (pg. 64)

Ensure that City infrastructure is safe, well-managed, and efficiently operated.

Inference:

- o 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.
 - o 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).
-

- o **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:

- o 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.

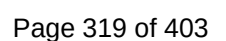


FIGURE B.2

Nearest Hospital for Regular Treatment

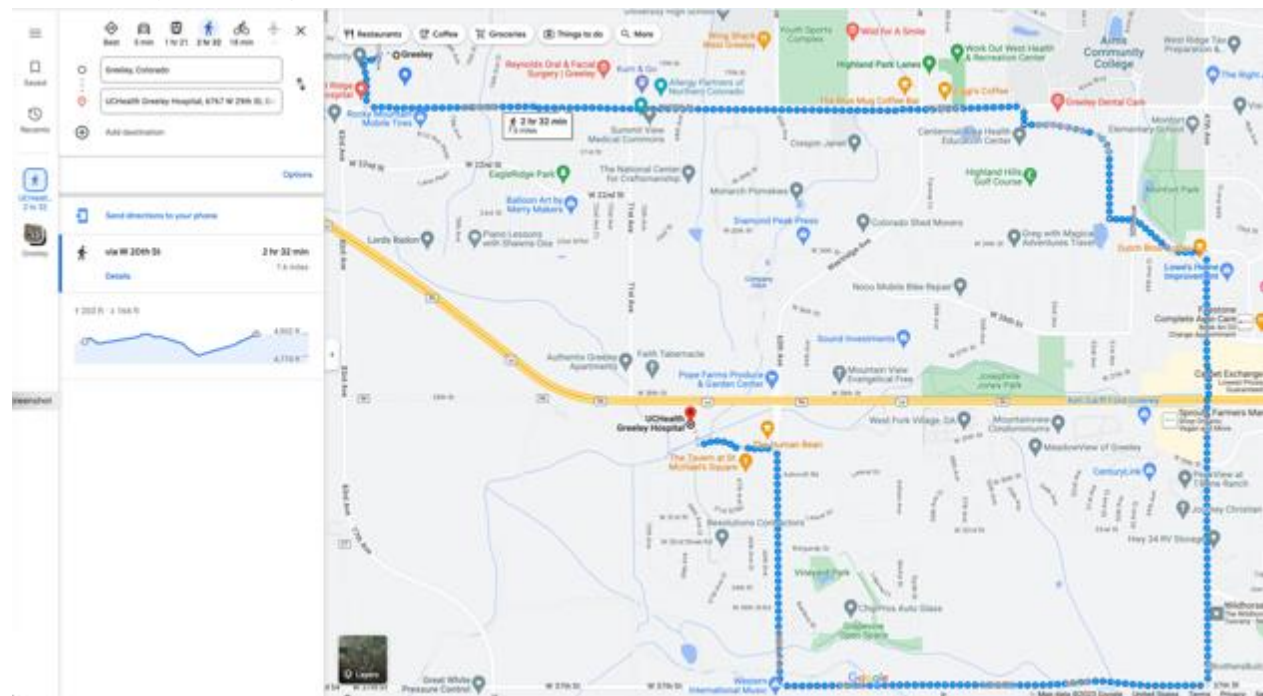


FIGURE B.3

Nearest Grocery Store

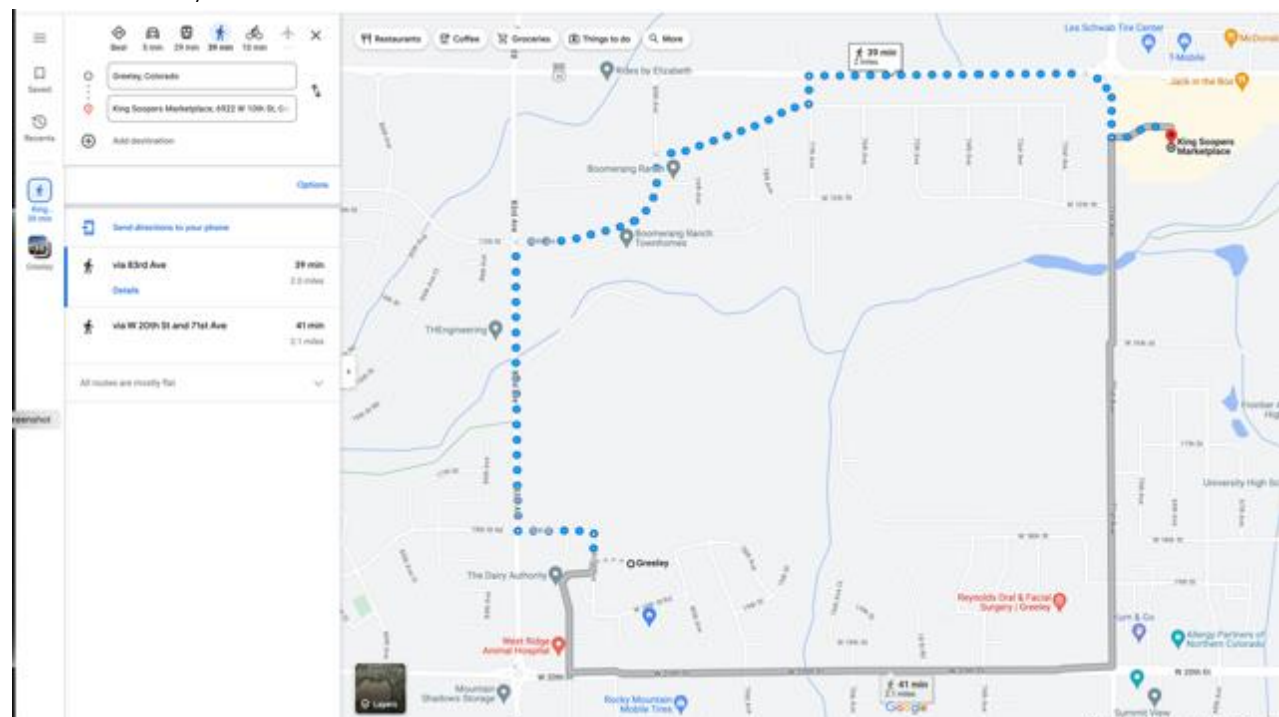


FIGURE B.4

Nearest Library

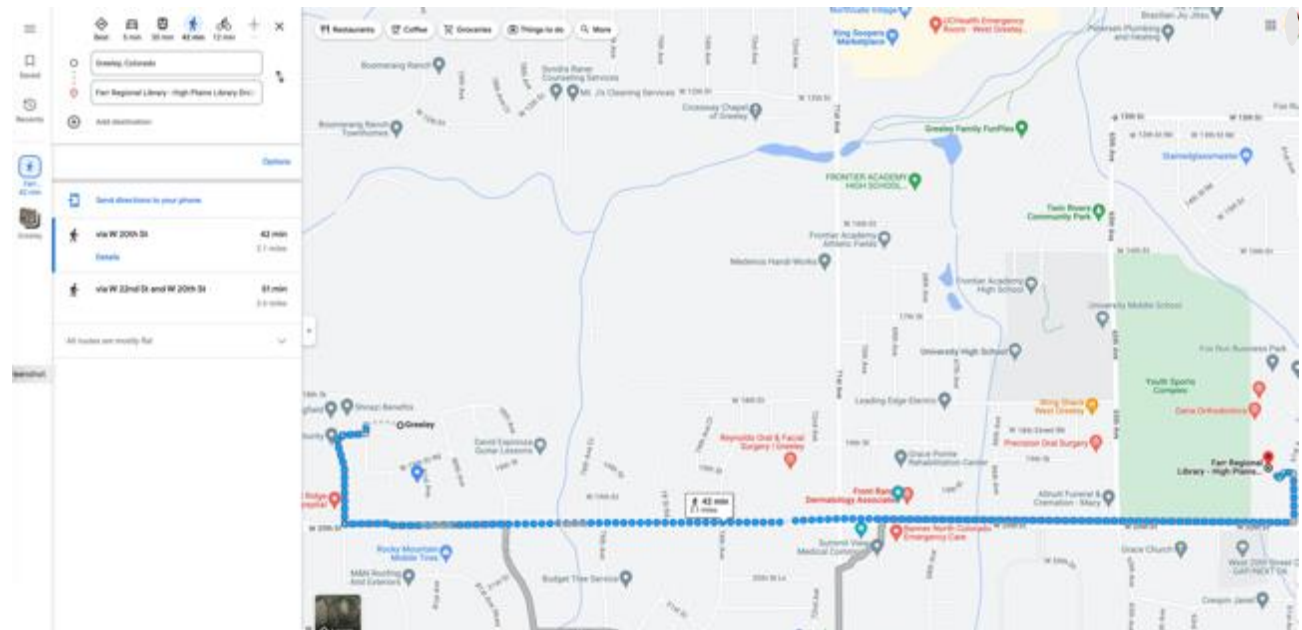


FIGURE B.5

Nearest Park that is NOT Funded by HOA/Renter Fees

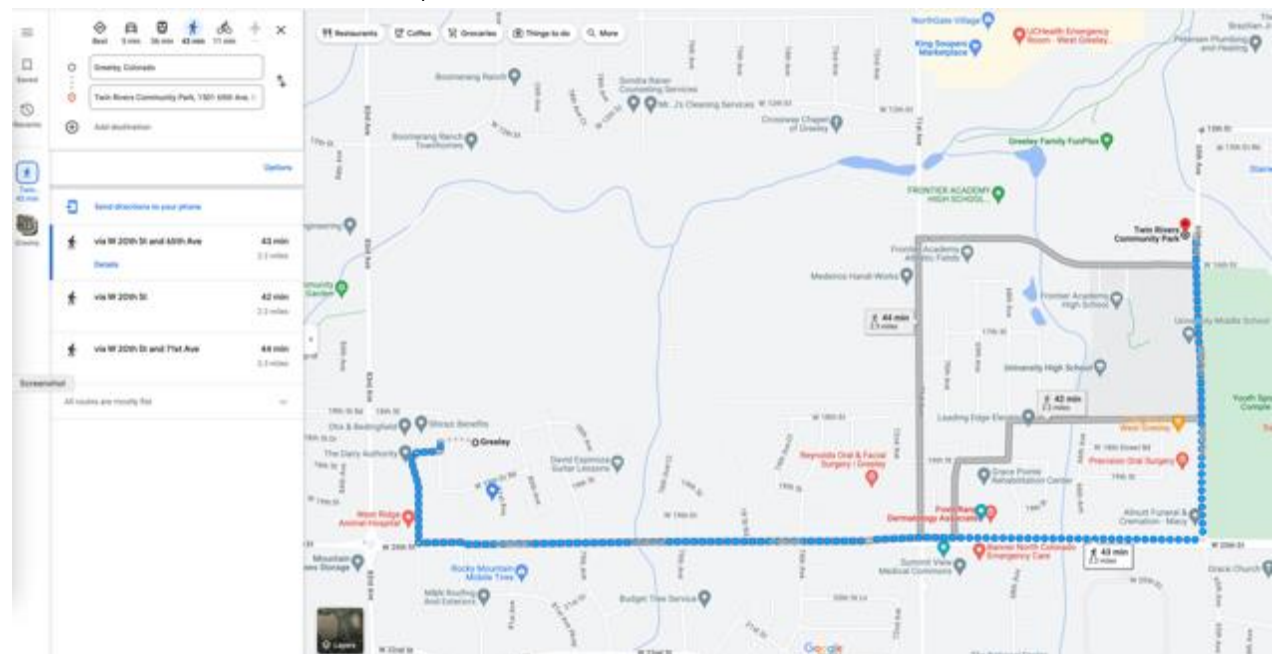
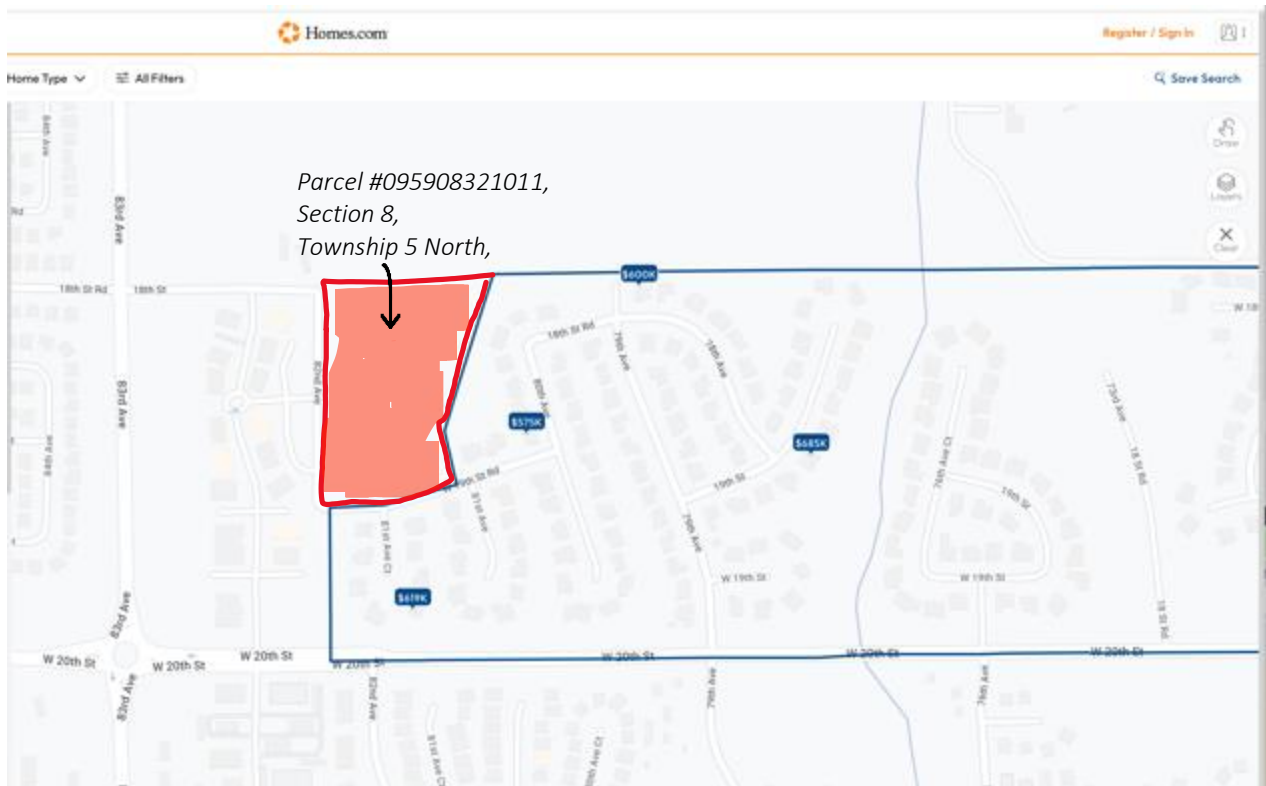


FIGURE C

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



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...”

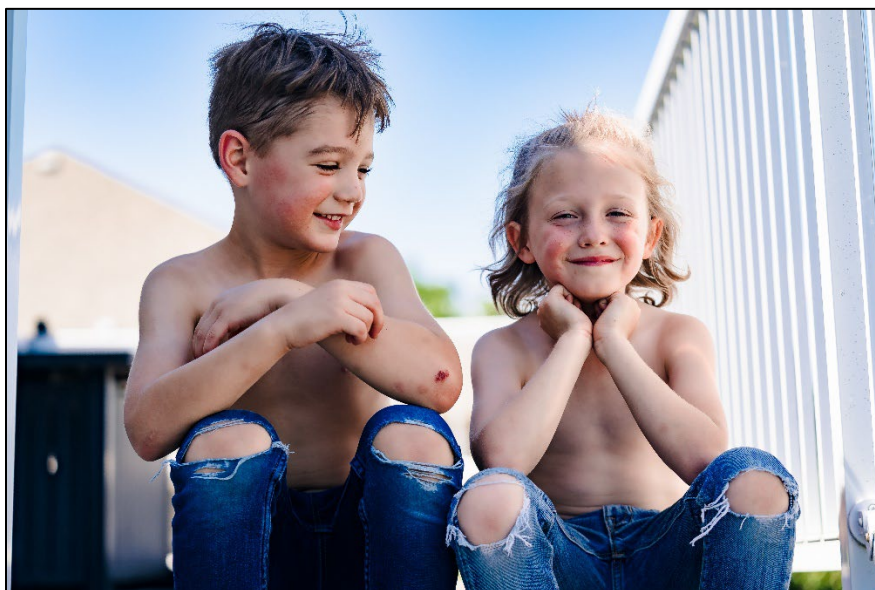
There are three Windsor School District bus stops on the exact streets for which traffic to the 100 units would be rerouted if the proposal is approved.

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.*).

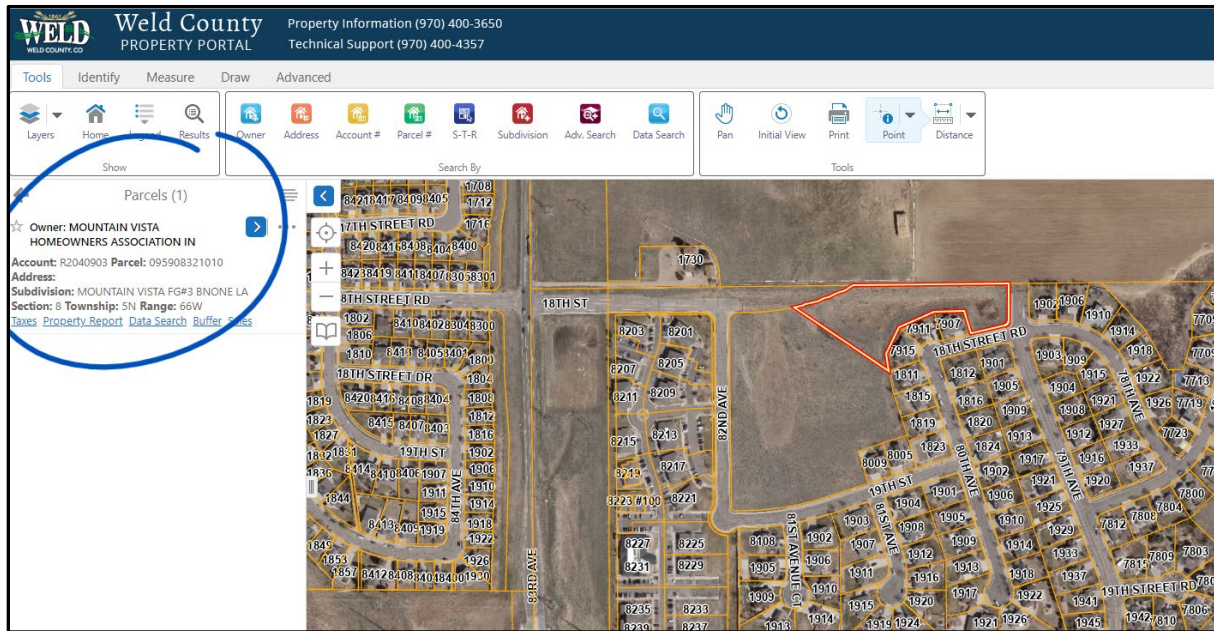
GC-1.1, specifically seeks to “[m]anage growth to maintain or improve quality of life for Greeley’s residents, minimize impacts on the natural environment, and protect or enhance natural features and other resources.” As explained in the Education, Health & Human Services section, above, much like in 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.



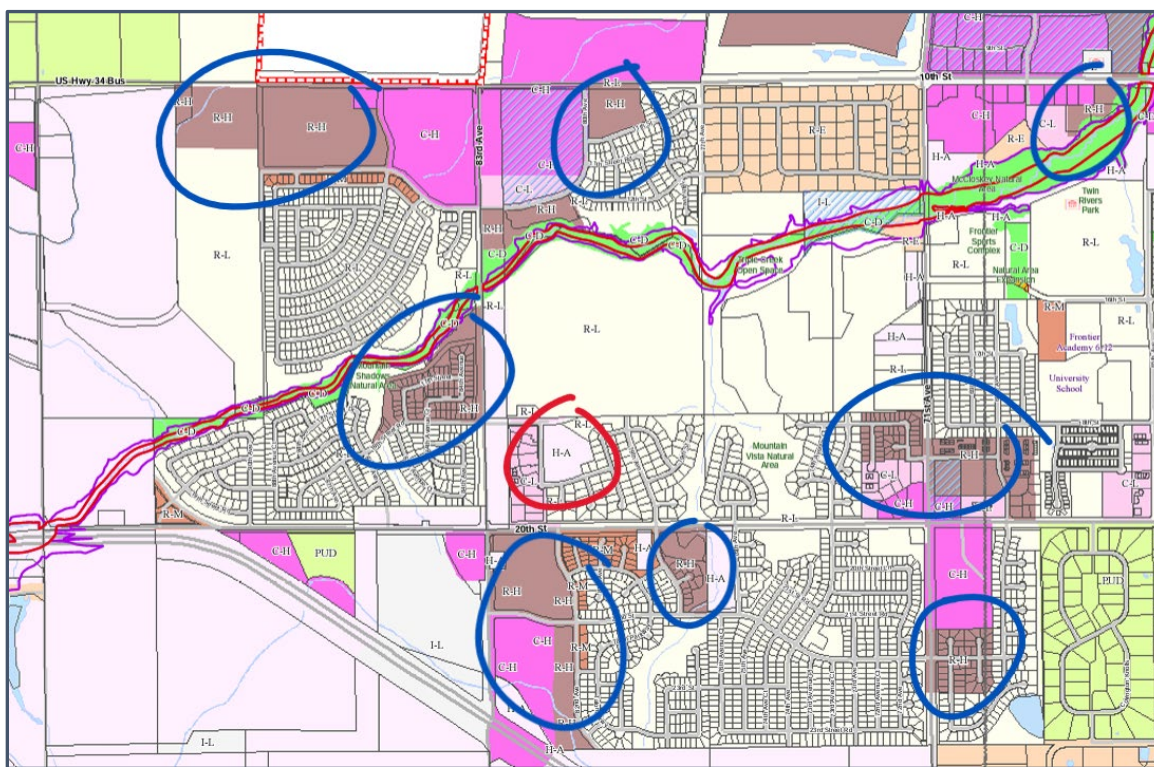
GANT

— L A W —

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Figure C

Additional R-H Units



This spot-zoning tactic is prohibited under the common law of Colorado. *See, e.g., Clark v. City of Boulder* at 160-162 (Colo. 1961) (internal citations omitted). Spot-zoning is the act of singling out a small area for special treatment in a manner that does not further the comprehensive plan. *Id.* at 162. When the surrounding areas are zoned differently, and the proposed use is likely to result in economic gain for the developer above enhancement of the comprehensive plan, that is a tell-tale sign that the request is one of spot-zoning. *Id.* An argument that no other use would suffice is not a sufficient rebuttal to this reality. *Id.*

Here, this is exactly what Northern is requesting. The land could be developed into C-L to further the area's use as a Center, it could maintain the character of the high-end neighborhood by being developed as further R-L, or it could even be developed into higher-end medium density residential such as patio homes or town homes, which would further the Missing Middle. None of those requests have been made by Northern. Rather, they seek only to fit as many units as they think they can get away with into the small, R-L-surrounded space—for their own economic growth.

4. Housing

The Housing Objectives are not furthered by Northern's proposal. This section of the IGCP focuses on increasing diversity of housing for all Greeley residents. Notably, Greeley's increase in multi-family housing, like that proposed in Northern's application, **has not** changed the general mix of housing types offered in Greeley. *IGCP* at p. 65.

Objective HO-1.1 provides for an overarching housing strategy which includes three main things:



- (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.

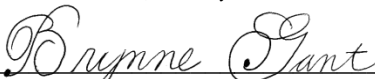
Several of the NE Objectives, such as NE-3.5, and the PR Objectives, such as PR-1.1, will be hampered by the proposal. We are already losing the character of the land we purchased. A rezoning to PUD/R-H will take what little we have left.

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 Islermere Blvd.	Mary E. Ryan 3/13/23
Rosamund Bergman Jeremy Oldham	145 59 th Avenue 903 78 th Ave.	Rosamund Bergman Jeremy Oldham 3-13-2023 6/11/23
Jill Baldwin	903 78th Ave	Jill Baldwin 6/11/23
Grant Cobb	1914 78th Ave.	Grant Cobb Greeley CO 6/11/23
Joyce Doreen	1922 78 th Ave	Joyce Doreen Greeley Co. 6/11/23
Ken Sun	1922 78 th Ave	Ken Sun Greeley 6/11/23
Allyn Slater SQ	1921 78th Ave	Allyn Slater SQ 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 Fleen	7808 79 th	Rick Fleen 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 80th Ave. Greeley CO 80634	Robin McIntire 2/6/23
MARK M ^{McINTIRE}	1906 80th Ave Greeley CO 80634	Mark M McIntire 2/6/23
Dylan McIntire	7904 W 12th St Greeley	Dylan McIntire 3/7/23
Desirae Bates	7104 W. 12th St. 80634	Desirae Bates 3/7/23
Shelley Paddock	2021 clubhouse Dr, Greeley 80634	Shelley Paddock 3/8/23
Carol Brink	1902 80th Ave Greeley 80634	Carol Brink 3/8/23
Kelley Millman	112 51st Ave Greeley 80634	Kelley Millman 3/10/23
Tom Millman	112 51st Ave Greeley 80634	Tom Millman 3/10/23
CHANCE SPRINGFIELD	1622 WESTVIEW RD, Greeley 80634	Chance Springfield 3/10/23
Reena Dhakal	2021 81st Ave Ct.	Reena Dhakal 4/1/2023
Jaclyn McKinnon	2013 81st Ave Ct	J. McKinnon 4/1/2023
David Englund	2005 81st Ave Ct Greeley CO 80634	David Englund 4/1/23
DAVID ENGLUND	2005 81st Ave Ct. 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 81st 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 19 th St Greeley CO 80634	Elizabeth Schueller 2/22/23
Kelly Sandeford	709 River View Dr Greeley Co	Kelly Sandeford
C. Brian Freeman	719 51 st Ave Greeley CO	C. Brian Freeman
Khoi Le	1912 7 th Ave Ct.	Khoi Le
Jaime Carver	1732 Fairacre Rd Greeley CO	Jaime Carver
Robert Vickerman	6600 W. 2 nd St #118 Greeley	Robert Vickerman
Paul & Andre	452-71 Wyndham St Greeley	Paul & Andre
Abbey L Baeza	6201 W. 21 st Street Greeley	Abbey Baeza
Mitch McElmree	1904 81 st Ave Greeley	Mitch McElmree
Amy Patterson	1908 81 st Ave Greeley	Amy Patterson
Marc Patterson	1908 81 st Ave Greeley	Marc Patterson
Julie Tomori	1912 81 st Ave Greeley	Julie Tomori
Sana Tomori	1912 81 st Ave Greeley	Sana Tomori
Jin Heussen	1919 81 st Ave Greeley	Jin Heussen
Gerald Spriggs	1915 81 st Ave Greeley	Gerald Spriggs
Jack	1911 81 st AVE GREELEY CO	Jack
MATT HOLZMEISTER	1907 81 st AVE GREELEY CO	Matt Holzmeister
Gina Holzmeister	1907 81 st Ave Greeley CO 80634	Gina Holzmeister 970-939-8574
Clyde Anderson	1906 81 st Ave Greeley CO 80634	Clyde R Anderson
Sally J Anderson	1906 81 st Ave Ct Greeley CO 80634	Sally J Anderson
Martin Neibauer	1910 81 st Ave Ct Greeley CO 80634	Martin Neibauer
Manuel Lisa	1913 81 st Ave Ct.	Manuel Lisa
Gary Bolland	1915 81 st Ave Ct	Gary Bolland
BARRY HANWICK	1819 80 th AVE	B. Hanwick
JENNINE HANWICK	" " "	Jennine Hanwick

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

Name	Address	Signature/Date
MARY L LaFORCE	7724 W 19 th Ave	Mary L LaForce
Becky Sue La	7716 19 th St	Becky Sue La
Brenda Spink	7705 19 th St	Brenda Spink
Bob HUGGINS	7505 19 th St	Bob Huggins
Gordon L Grimes	7601 19 th Street Rd	Gordon L Grimes
Mary E Grimes	7601 19 th Street Rd	Mary E Grimes
DONNA DIRLEFF	1909 79 th AVE	Donna Dirleff
Michelle Andreassen	7405 18 th St	Michelle Andreassen
MATTHEW TEMPKNER	7405 18 th St	Matthew Tempkner
Deborah G Mason	7704 19 th St.	Deborah G Mason
Tracy Wilson	1908 79 th Ave	Tracy Wilson
Danielle Wilson	1908 79 th Ave	Danielle Wilson
Richard Linn	7803 19 th St Rd	Richard Linn
Robert L. Thompson	7413 18 th Street	Robert L. Thompson
Ana J. Haro	1824 80 th Ave.	Ana J Haro
Kiki Haro	1824 80 th Ave	Kiki Haro
Diane Paden	1926 78 th Ave	Diane Paden
Nancy Steele	1908 76 th Ave Ct	Nancy K Steele
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

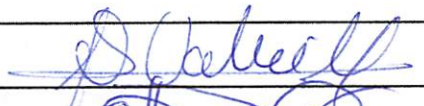
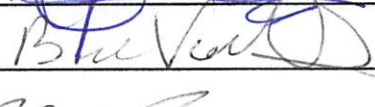
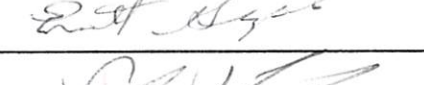
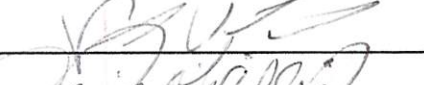
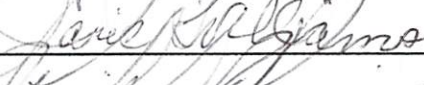
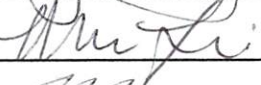
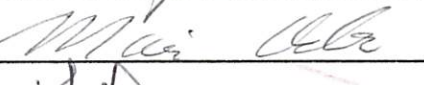
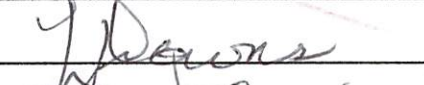
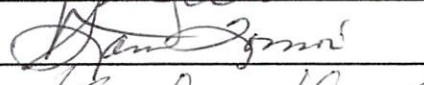
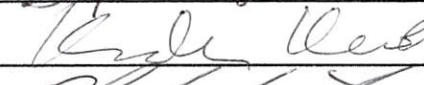
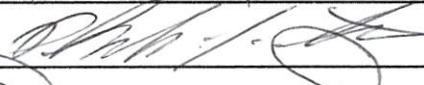
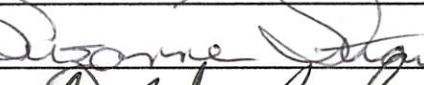
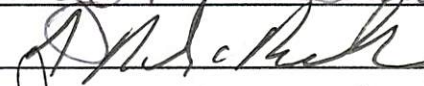
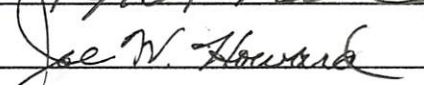
Open land east of 82nd Avenue between 18th and 19th Streets

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	
VAN UNDERWOOD	1933 76 th Ave CT	
Janis Williams	2632 W Buena Vista Dr	
RICHARD REID	7605 19 th ST. RD	
Melinda Kelly	7515 19 th ST RD	
Art Chavez	1922 80 th Ave	
Dani Zimmerman	1917 80 th Ave	
Monica Lira	1913 81 st Ave CT	
Maria Acosta	1913 81 st Ave CT	
Lisa Downs	1916 81 st Ave	
Sam Tomoi	1912 81 st Ave	
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 Gerner	7401 18 th St	Rick Gerner 6/10/23
STEVEN M'MURREN	1808 74 th AVE	Steven M'Murren 6-10-2023
DENISE M'MURREN	1808 74 th AVE	Denise M'Murren 6/10/2023
Ronald Strobel	1816 74 th AVE	Ronald Strobel

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

Name	Address	Signature/Date
Jared Gant	1816 80th Ave Greeley, CO 80634	Jared Gant
Byrnie Gant	1816 80th Ave. Greeley, CO 80634	Byrnie Gant
John Kourse	1811 80th Ave	John Kourse
Phyllis Odair	1811 80th Ave	Phyllis Odair
Shirley Odair	1811 80th Ave	Shirley Odair
Jason Rath	1812 80th Ave	Jason Rath
Ronald Rath	1812 80th Ave	Ronald Rath
Ryan Annan	1815 80th Ave	Ryan Annan
Hailey Annan	1815 80th Ave.	Hailey Annan
Kaylyn Kingman	1820 80th Ave	Kaylyn Kingman
Henry Schmitz	1905 80th Ave	Henry Schmitz
Jill Schmitz	1905 80th Ave.	Jill Schmitz
ISAAC BAEZA	6201 W 21st ST	Isaac Baeza
Doyle M Dick	1941 79th Avenue	Doyle M. Dick
Jim L. Sisson	1942 79th Ave	Jim L. Sisson
Steve Larson	1945 79th AVE	Steve Larson
Cody Remley	1713 67th Ave	Cody Remley
Megan Remley	1713 67th Ave	Megan Remley
Jason Taylor	1914 80th Ave	Jason Taylor
Kari Taylor	1914 80th Ave	Kari Taylor
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

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: Peg S <pegsloey@gmail.com>
Sent: Sunday, January 7, 2024 12:58 PM
To: Doug May
Subject: Comment for planning commission re: PUD2022-008

You don't often get email from pegsloey@gmail.com. [Learn why this is important](#)

I am writing to express my opposition to the proposed rezoning in PUD2022-0008. This matter is on the agenda for January 23, 2024.

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 neighborhood 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.

--The contractor has an abysmal reputation for building absolute garbage. Google them. 100% of the reviews are negative. Their type of construction has no place in this neighborhood of well built family homes.

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

Doug May

From: Doug May
Sent: Wednesday, December 27, 2023 11:58 AM
To: Brynne Gant; City Attorney; Don Threewitt
Cc: remley2@COMCAST.NET; Earl Miller; Greg; John Gates; Thomas Butler; Deb DeBoutez; Johnny Olson
Subject: RE: Mountain Vista Multifamily Not Ripe for Commission

Good morning, Brynne,

I am so sorry for the delayed response. After speaking with the City Attorney's Office about this issue, it has been determined that while the motion to approve failed, the immediately subsequent motion to refer the matter back to the Planning Commission passed. This sequence distinguishes this situation from a motion to approve that fails, followed by no subsequent action on the same agenda item.

Others copied on this email, feel free to add any additional information.

Thank you,



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: Wednesday, December 27, 2023 11:42 AM
To: City Attorney <CityAttorney@Greeleygov.com>; Doug May <Doug.May@Greeleygov.com>; Don Threewitt <Don.Threewitt@Greeleygov.com>
Cc: remley2@COMCAST.NET; Earl Miller <pncmillerteam@gmail.com>; Greg <greg.voelz@gmail.com>; John Gates <John.Gates@Greeleygov.com>; Thomas Butler <Thomas.Butler@Greeleygov.com>; Deb DeBoutez <Deb.DeBoutez@Greeleygov.com>; Johnny Olson <Johnny.Olson@Greeleygov.com>
Subject: Re: Mountain Vista Multifamily Not Ripe for Commission

Good morning, All,

I have not heard a response to this yet. Again, looking at the language of 3-17(e), the Council clearly only had authority to approve, reject, **OR** take other action, not **and/or** take other action. The ordinance failed, so this matter cannot be readdressed on January 23, 2024 by the commission. I understand why the Council was upset that they were not aware of the requirements to pass the ordinance before voting, but that lack of knowledge and later regret is not a basis for

taking action that is prohibited under the applicable law. Indeed, this is the very reason why the consequences of an action are often *intentionally* separated from the decision maker (e.g. juries are usually asked to make findings about what happened while intentionally not being told, or asked to make decisions about, the possible sentence). We do not want to have to file an injunction. Can someone please respond regarding this issue as soon as possible? I have copied in the Council here as well to hopefully aid in receiving a response (though I did not include any members who weren't present at the prior hearing, since I was not sure which of them had recused themselves and did not want to inadvertently include that person).

Council members, if you could please read my initial email from December 11, 2023 below as well as this one, I would greatly appreciate it

Thank you,

On Mon, Dec 11, 2023 at 11:24 AM Brynne Gant <brynne@gantlawoffice.com> wrote:

Good morning, Mr. Marek, Mr. May, and Mr. Threewitt,

I am writing as an individual and not on behalf of the Mountain Vista HOA. It has come to my attention that the Mountain Vista Multifamily PUD has been rescheduled for Planning Commission review on January 23, 2024 (as an aside, the Developer's notice on this date is deficient as it incorrectly uses 2023 rather than 2024). **I do not believe this matter may be so scheduled.**

As you know, on October 17, 2023, the matter was reviewed at the Public Hearing before City Council. A vote was taken on the Ordinance at that time, and, because the vote resulted in three ayes and two nays (two Council members were not present), it failed to meet the requirements for passage under 3-14 of the code (every Ordinance requires a majority vote of the entire Council for passage). **Accordingly, the Ordinance was fully voted on, and failed,** as Mr. Marek stated on the record at approximately 3:45:00.

After a short recess, the Council was told they could take other action on the Ordinance. This *would have* been the case, had they *not already voted*, as 3-17(e) does permit the Council to approve, reject, or take other action when an Ordinance is up for vote. **However, the Ordinance had already failed by the time Council Member Butler made his motion to send the matter back to Planning Commission to review.**

I am not aware of, nor can I find, any authority in the Code, Colorado Revised Statutes, or other law that would permit the Council to take action on a *failed* Ordinance during the Public Hearing at which the Ordinance already failed. Further, the Ordinance vote was not rescinded, even if there were authority for such a thing.

Accordingly, this PUD was denied by the review body (24-200, Table 24-2-1: the Review Body for a PUD is the Public Hearing), and when a PUD has been denied by the review body, **no same or similar application may be filed for one year from date of denial**, unless significant physical, economic, or land use changes have taken place within the immediate vicinity or the Development Code has undergone a significant text amendment, neither of which has happened.

I am requesting that the matter be taken off the Planning Commission schedule and that the Developer be notified that the application has failed and cannot be refiled until October 18, 2024 at the earliest.

Please let me know if the City disagrees and, if so, on what authority.

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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--

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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Quality Concerns

BBB reviews for Journey Homes- 7 reviews

Warranty work does not get done, hard to get a hold of, delaying warranty work until out of warranty, lack of integrity, lack of pride in workmanship, don't keep their word, concrete in driveway had to be replaced within one year, foundation issues- told out of warranty, cracks everywhere, seeking legal advice, calling local news, concrete issues, porch steps separating from porch- told they would fix it but never show up, unprofessional and rude, DON'T buy from Journey homes, punch list not being completed, backyard flooding- ruined fence and not corrected, terrible workmanship, inspectors must be deep in the pockets of Journey Homes. (2021-2023)

BBB complaints for Journey Homes- 13 complaints

Don't respond to warranty claims, give you the run around, warranty specialist said they won't fix slope in back yard, very poor quality, warranty work looks worse than original, horrible working with Journey Homes, poor communication, plumbing issues, not cleaned before moving in to new home, stay away from this builder, new home warranty issues not getting resolved, cracking and peeling paint, warranty issues not resolved after more than a year, ductwork for construction debris, going to hire a lawyer, talk to anyone in this community and you will hear same story over and over, mold was found under flooring four days after purchase of home- not returning phone calls and voicemails, having respiratory issues due to mold, more mold issues, heavy window condensation, toxic black mold, all sick, window wells rusted, outlets done work, floors falling in, retaining legal counsel, work orders ignored or completed to unsatisfactory standards, just flipped damaged wood on deck over to hide damage, told upper management is quite unwilling to work with you on your requests after a review like that, countertop issues, concrete issues- workers broke sprinkler and drove over grass killing it, dead tree replaced with deformed and broken tree, house flooded due to builder's issue, huge cracks in concrete, painting is uneven, floors creaking and making noise. (2021-2023)

Rating on BBB is 1.14

Yelp reviews for Journey Homes- 26 reviews

Low quality, carpet issues, had to have laminate floor replaced due to water issues, mold already starting in new home, waiting for warranty work for months and months, leaking window well, entire ceiling in basement had to be replaced due to nail punctured pipe from builder, small window in quest bathroom put in upside down, kitchen window wouldn't seal- new window at the home and never installed, countertops falling apart and coming off, garage door handle fell off, backyard gate won't open, bathroom paint falling off, multiple HVAC issues, shower doors falling off, driveway cement cracking all over, problems with foundation, warranty reps are awful- don't respond, concrete issues, structural issues, poorly built, worst workmanship ever seen- crooked walls, loose walls, cheap fixtures, driveway cracking, glue

under paint in bathroom, floors aren't level, hole in stairs that allows you to see into basement, told realtor that if she shows them a Journey home they will find a new realtor, home built very badly, concrete issues, lack of craftsmanship, materials are cheap, pits in the floor, waiting for months for warranty work, AC issues- air conditioner too small, bowing of walls, poor duct work, spend another \$20,000 to \$30,000 and buy a quality home, water leaks in the home, broken kitchen cabinets, walk through issues not fixed, holes in doors, doors not hung right, water was leaking from the overhead ceiling light- told it was out of warranty- had roofing company look at it- said it was a builder issue, counters falling away from walls, concrete steps cracking, improper grading causing flooding into other yards. (2016-2023)

Rating on Yelp is 1.3

BBB reviews for Vintage Corporation- 7 reviews

An absolute trash company, messing up rent check multiple times, people dumping stuff down onto lower patio, horrible communication, complete incompetence, worst customer service, never pickup calls, miscalculations with damage of fridge, would never live anywhere that this company manages, more expensive than other companies, charged higher amounts for carpet when moving out, owners called tenants names, lack of security- cars broken into. (2022-2023)

BBB complaints for Vintage Corporation- 14 complaints

Don't communicate well regarding paperwork and lease information, asking for summary of overpayments and they are refusing to refund the money, manager stated it was the cleanest apartment ever when someone was moving out and they still took \$195 out of deposit for cleaning, a lot of unwarranted charges, failed to return deposit money within stated 60 days, charge a lot of people for carpet, charged \$1800 for new carpet after moving out, gave notice one day late and leasing manager failed to let tenant know when she sat talking with her- kept her deposit and billed extra \$749 for extra month of rent, dealt with construction for 7 months for defects in the apartment building, leasing were named specifically and stated they were clueless, met with manager when leaving apartment and was told everything looked good- then charged \$1383 for new carpet- used black lights to see stains- never provided proof of spots. (2021-2023)

Rating on BBB is 1

Crow Creek has no information on BBB except not accredited by BBB

J&J has no information on BBB except not accredited by BBB

Yelp reviews for Crow Creek- 1 review

Terrible service, they were late, did poor work, men working were very rude, would not recommend this company to their worst enemy.

Rating on Yelp is 1

Channel 7 News Report

"Johnstown Homeowners Dealing with Cracked Concrete, Sinking Driveways in Three-Year-Old Homes"

Realtor stated she had an inspection on Journey home one year old and the inspection was not good, could not state issues due to confidentiality.

Spoke with regional operational manager for Safebuilt:

Some towns are increasing the building codes to improve building quality with Journey

Two class action lawsuits- Wellington and Loveland

Work is very dependent on superintendents on each job

6 years ago, a Journey home had the siding fall off after a year

Does not recommend Journey Homes as a good builder, listed several others

Multiple Facebook stories about issues with Journey Homes:

Severance family dealing with black mold due to construction issues

Mountain Vista homeowner sold his Journey home in two years and had to replace the whole bathroom due to mold and water leaking due to poor construction.

Capped well:

Also, Liz was correct about the 50' setback for capped wells including a setback for parking lots. Muni Code section 24-1301 defines a "structure" as "Anything constructed or erected on or in the ground, the use of which requires a more or less permanent location on or in the ground, and, including, but not limited to, walls, retaining walls, fences, parking lots, parking slabs and oil and gas production facilities," and Muni Code section 24-1101 says that capped wells require a 50' setback from any "building or structure." So, I would also ask Larry to address this in their design.

BizWest.com August 1,2020

Jeff Demaske was quoted to say he loves going back to the neighborhoods he has built and seeing the children playing in the park they provided. WHERE is our promised park from the developer or the city?

Severance case of black mold- Facebook conversation

Please take a moment to read the update on our black mold devastation.

It's time to give an update on our black mold situation. We were asked by Journey to stay off of social media while working through things. That ends today. A year ago I posted that we discovered our home was covered in black mold. Journey homes asked us not to say anything about it while we were in the process of a settlement. We did so in good faith hoping they would follow through with what they said they'd do.

A forensic engineer was hired, we hired a home inspector, two contractors, two roofing companies, a window expert, three environmental mold experts, and three mold restoration/remediation experts. We have documentation all unanimously concluding the same findings. It's been found that after extensive work, documentation, inspections and probing the roof was missing flashing and bathroom ducts weren't hooked up. One duct was actually boarded over and a hole was never cut allowing it to vent. Another was choked off, only a small hole, not enough to vent properly and other vent issues were creating excess humidity. Humidity was pouring into our attic space causing excess moisture which was one of sources that caused the black mold. It was also discovered that nearly every window in our home was not properly installed. There were several steps missed. This caused condensation to come inside the house so severely that window sills and walls were pulling away and disintegrating/ rotting inside of our home and growing mold that covered the windows. Water would come through our bedroom upstairs window and go down the stud into our dining room coming out of the chandelier.

There are three types of very toxic black molds in our home. We have followed the levels for a whole year. The lack of response to help us has allowed the mold to grow out of control. The record wet spring and summer we had made matters much worse. The spores now cover every square inch of that house and everything we own. Concluding our contents have been deemed a total loss. In order to get the home livable again it is the experts findings that suggest the entire home be ripped to the studs to effectively remediate the mold and make it safe to live. We pray for the family that may move in there in the future.

In the past year we have moved nine times. Lost nearly everything we own. Almost lost three of our animals from the stress of constant uprooting. Had to rehome four animals. Lost our business that provided for our family, and have suffered severe trauma and health issues. Our two children ages 2 and 4 have lost a great deal and can not process what's going on. Our daughter especially is wanting her things, her room, her home. She cries all of the time for the home and life she came to know. Our health has been impacted greatly and we have had several health issues and get sick very easily. Mold was behind our dogs kennel. We couldn't figure out for months why she was in respiratory distress, she died from severe breathing complications before we moved out.

Our family has gone through a very traumatic loss due to this situation. It has turned our lives upside down, made us worried and concerned for the safety of ourselves and our children. There is a large lack responsibility being shown despite the fact that we have acted in good faith for many months. We are now in the process of arbitration. Anyone who knows us or walked by our home would know the lengths we have gone to make our house a home and all of the energy we've put into landscaping with our own two hands. This was a future for the kids we weren't supposed to have. This was our home. Our safe haven. I had two babies here that were born into and exposed to the black mold. Several of our pets have had many issues as a side effect of the mold. The family as a whole is constantly ill with issues still being treated from

the mold. This has impacted us in every way imaginable. Now that it's clear they led us on for an entire year, there's no more silence.

We ask that this be shared. We thank everyone who has donated to us and gave our children things they needed. Anyone who has shown us kindness. All of the experts involved that have been so supportive of what we are going through, helped us move, donated and raised money to replace things for the kids, and have done such an incredible job being thorough in all of your scopes of work. This has been a war and hard on all of you. There are several experts involved whose names and reputations have been driven through the mud unfairly in hopes to avoid them taking responsibility. Anyone who has been there on our hard days just to let us cry it out or keep help us through serious breakdowns. I never realized what an amazing community we had and now that our home sits there, we are even more devastated to loose everyone we have come to know and who has taken care of us all. We appreciate you.

Nothing could have ever prepared our family to go through such a hardship and catastrophic loss. The way they have slowly gone through this process dishonestly leading us to believe they were going to help. The inhumanity and lack of compassion or concern for our family children and pets has been insurmountable. We have been laughed at and insulted several times while crying to them about what we are going through. As a mother that went to great lengths to bring our children into this world, I'm not sure I can ever get over this or if we can ever be the same people we were before this happened. To watch our children go through such trauma is gut wrenching as parents. To see how hard our animals had to fight to stay alive, one not being able to through this is another layer of pain we can't express. The pain we are going through is the deepest we've ever known. Not a single I'm sorry. It's time time they stop quietly destroying families.

Please help us share this update. I hope if you are having similar issues it helps others come forward. We are still very much in need of help to live if anyone is able and willing.

So sorry your going through this. If you need some girl stuff, let me know. I have a 6 year old and could pass along some stuff.

Unfortunately I fear your home is not the only one. I was originally going to get a journey home but watching the build of it, we backed out.

Praying you find peace and that this gets settled in your favor.

I know everyone talks about that they are known for cutting a lot of corners to save money. You mention Journey homes and they make a face. It is known. Too bad you can't get a class action lawsuit if more people fess up

The inspection agency that signed off on all inspections should be held accountable also. They got paid to make sure everything was to code. The town of Severance should also be accountable for the inspectors they used.

Why is the **Town Of Severance** still letting Journey build homes here. Johnstown refuses to have them build any houses in their town. There is a huge logical reason for this. Journey has the the money to build a new home and more for this poor family. They need to pay for their future healthcare. We need better inspectors of these houses that have no relationship with Journey at all or the towns. I think we should all stand in front of this totally outrages "look at how filthy rich I am" because I rip families off for the almighty dollar. Shame on you Journey homes and shame on the town of Severance for letting Journey build thousands of homes that I hope do not get sold. People need to know what is going on and to not buy a Journey home. I think we need to get together a team of hundreds to stand in front of this man's mansion and let people know what is happening. The media needs to get this out there immediately. This family cannot be moving around anymore. Journey needs to reimburse for the whole home and this family deserves a new builder.

This is terrible. I can completely understand the window issues. I walked through the new Journey section of our neighborhood and noticed that every house of the same floor plan had the windows at different levels and installed differently. Clearly there is no quality control when building the houses. I know when we bought our house we were going to look at a Journey home and were told "just Google reviews of both builders." There were lists and lists of complaints about Journey....most specifically was foundation issues and I didn't want any of that mess. I'm glad we got that advice. I'd reach out to the news with your story.



Mountain Vista Multifamily PUD2022-0008

Planning Commission
January 23, 2024
Doug May, AICP | Planner III

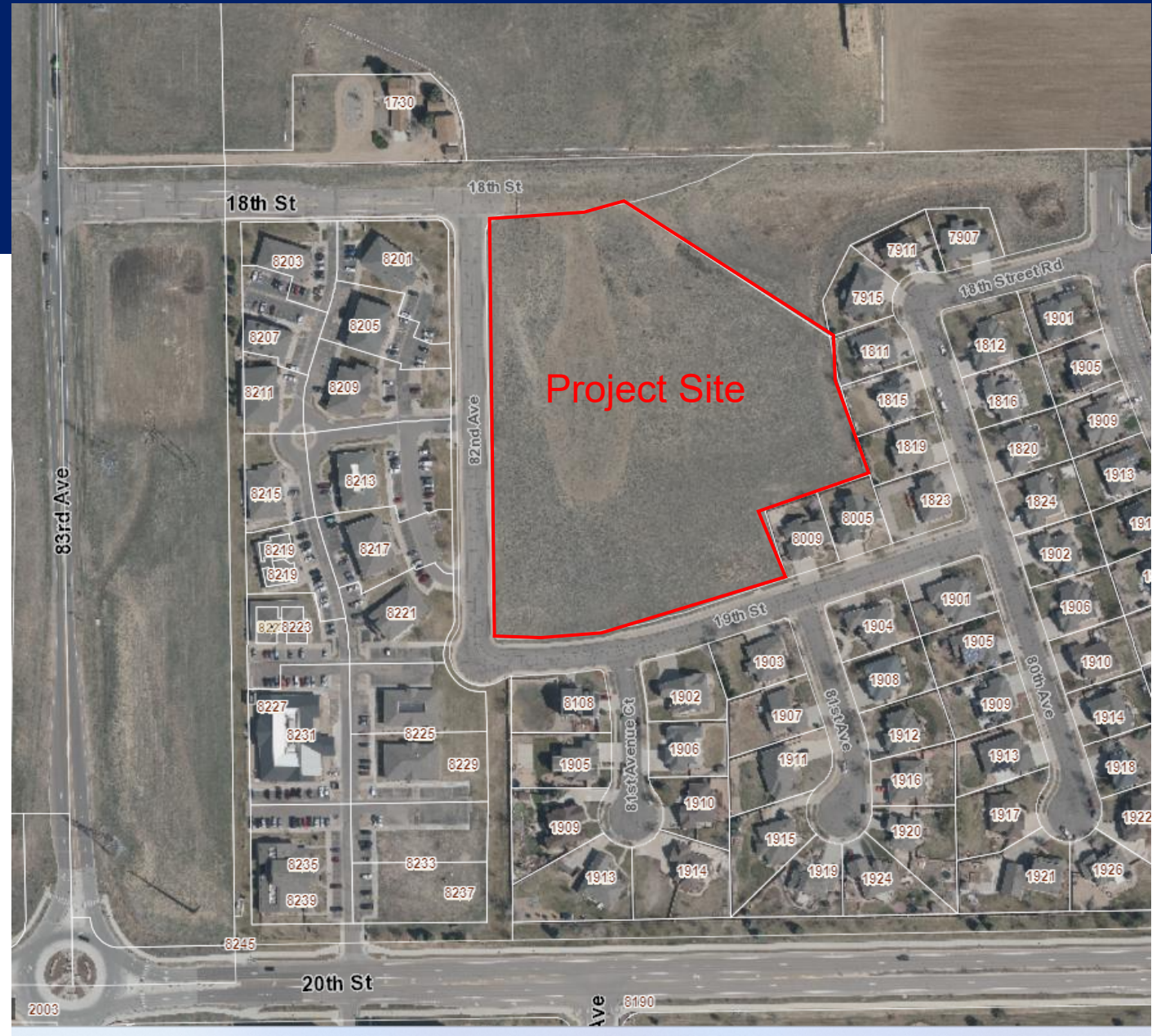
Request & Site Background



- 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)

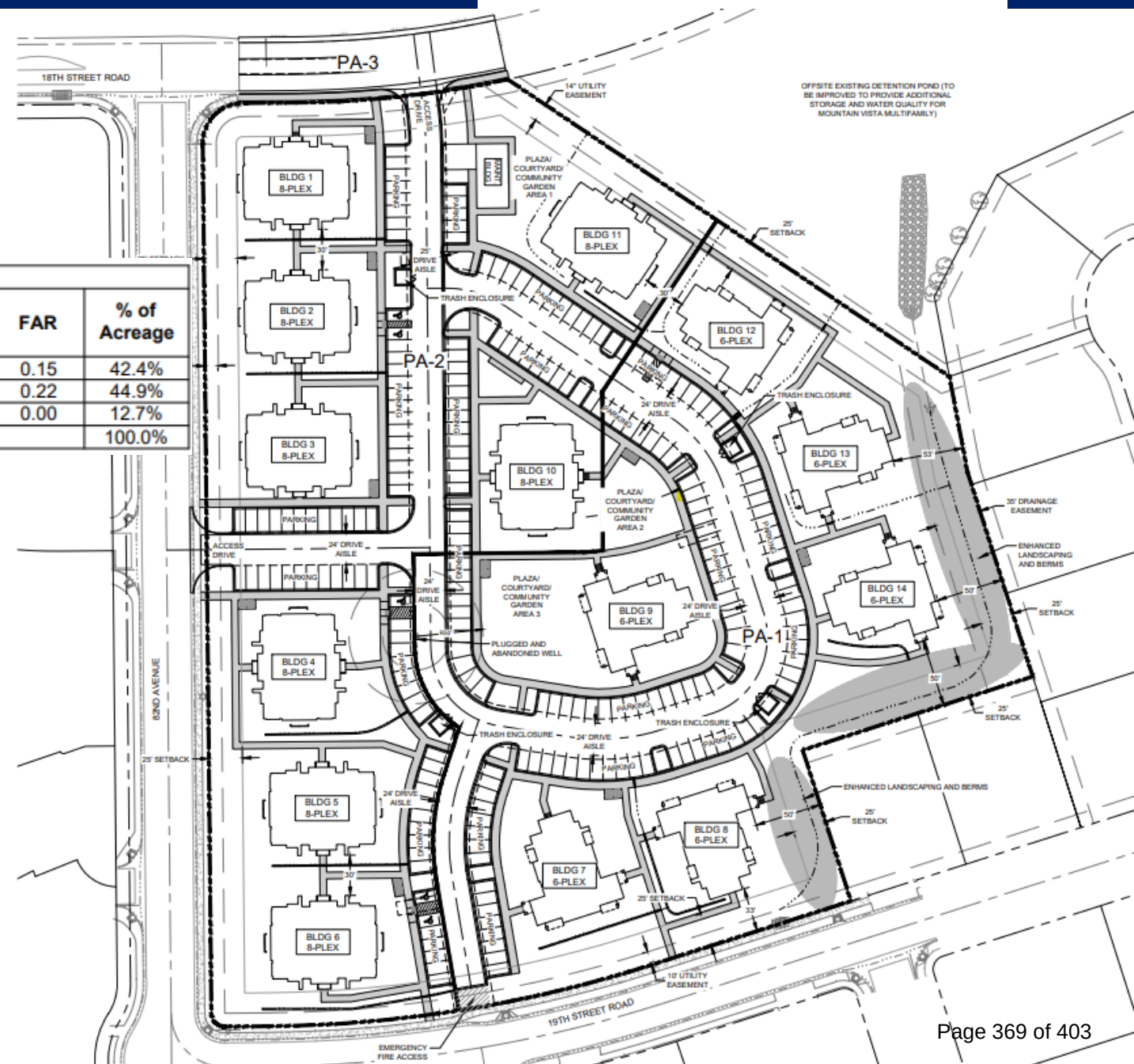
Location

- 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



Previous Version

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%



Current Version



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	RIGHT-OF-WAY	1.079	0	0.00	0	0	0.00	12.7%
PA-2	MULTIFAMILY	7.430	73	9.83	14	4234	0.18	87.3%
Total		8.508	73	8.58	14			100.0%



FRONT ELEVATION



REAR ELEVATION

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

- 357 notice letters
- Signs posted on the property
- Web notice
- Mineral notice completed
- Initial neighborhood meeting held on June 12, 2023
 - 50 attendees
- Planning Commission September 12, 2023
- City Council October 17, 2023

Recommendation

- Community Development recommends approval

Considerations

Neighbor Concerns

- Property values
- Conformance with the Comp Plan (i.e. missing middle housing)
- Traffic
- Number of multi-family projects
- Spot zoning
- Infrastructure/Services
- Open space
- Maintenance
- Renters

Response

- City can't speculate on property values
- Staff has found it meets the Comp Plan
- 3rd party traffic impact study completed
- Multi-family housing is a growing trend
- Meets requirements for rezoning and PUD
- Reviewed by Water, Sewer, Fire Depts., School Dist., Transportation, Stormwater
- Private property
- Code Compliance inspects w/in 2-5 days of a complaint
- Comp Plan -- Safe and attractive rental housing

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.

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. <i>Land Use Guidance Map – Suburban Neighborhood.</i> <i>Objective HO-2.1 Diversity in New Development</i> <i>Object HO-2.2 Rental Housing</i> <i>Objective GC-1.2 Form of Growth</i> <i>Objective GC-4.3 Infill Compatibility</i>
2)	The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas. <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 use provides opportunities for multifamily housing.</i>

Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|---|
| 3) | <p>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.</p> <ul style="list-style-type: none"><i>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.</i> |
| 4) | <p>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.</p> <ul style="list-style-type: none"><i>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.</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 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.</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 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.</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>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.</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>Planning staff and the Administrative Review Team 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 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.</i> |

Review Criteria

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

- | | |
|----|---|
| 2) | <p>The benefits from any flexibility in the proposed plan:</p> <p>(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;</p> <p>(2) involves innovative concepts that were not anticipated by the development code; or</p> <p>(3) apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards.</p> |
| | <ul style="list-style-type: none"> <i>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.</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> |



Mountain Vista Townhomes

Planned Unit Development

Planning Commission – January 23, 2023

An aerial map showing the Mountain Vista Multifamily development site, which is a 7.43-acre parcel highlighted in blue. The site is located between 18th St and 20th St, and between 83rd Ave and 85th Ave. Surrounding areas include Mountain Shadows Natural Area, Triple Creek Open Space, and various residential streets like 12th St, 14th St, 16th St, 18th St, 20th St, 80th Ave, 82nd Ave, 84th Ave, and 86th Ave. The map also shows a creek labeled 'Sheep Draw' and a 'Natural Area'.

Housing Affordability

A9

BUSINESS

Tuesday, October 17, 2023 » MORE AT [FACEBOOK.COM/DENVERPOST](https://facebook.com/denverpost) AND [TWITTER.COM/DENVERPOST](https://twitter.com/denverpost) denverpost.com

REAL ESTATE

State has 4 most expensive inland markets

Denver, Boulder, Fort Collins and now **Greeley** make the list for housing costs

By Aldo Svaldi
asvaldi@denverpost.com

When it comes to noncoastal metro areas with the most expensive home prices, Colorado takes spots one to four, with Greeley now on the highest-cost list, according to a study from the real estate research firm Zonda.

“Housing affordability generally improves as one moves away from the coast, but even inland markets are reaching affordability extremes,” said Ali Wolf, Zonda’s chief economist, in a blog post that highlights just how expensive it has become to live along Colorado’s Front Range.

Wolf set out to identify the five most expensive noncoastal markets with a population of 250,000 or more, and her report also includes lists for the top five in 1980, 1990, 2000 and 2010.

Boulder tops the list with a median home price of \$833,622 and Denver came in next at \$636,651. Fort Collins was third at \$593,282 and for the first time ever, Greeley showed up in fourth place with a median price of \$573,957. Greeley, whose metro area covers all of Weld County, edged out Portland, Ore., which came in at \$569,876 and is nearly coastal with the Pacific Ocean 60 miles away.

Compared to surrounding parts of the northern Front Range, Greeley and Weld County have long been considered a haven of affordability. Land costs are relatively lower, regulations lighter and builders more active.

“Greeley, which ranked outside the top 10 in 2010, appreciated over 200% from 2010 through today, outpacing the national growth rate of 120% during the same time,” Wolf said of home prices there.

Greeley’s relative affordability, about 10% below the rest of the region, drew in residents priced out of surrounding counties. But builders were unable to keep pace.

Over the past four decades, Boulder and Fort Collins were regulars on the top five most expensive noncoastal housing markets and Denver would pop on and off. Boulder, in fact, ranked

HOMES » PAGE 11

Housing Affordability

Greeley make the list for housing costs

1990, 2000 and 2010.

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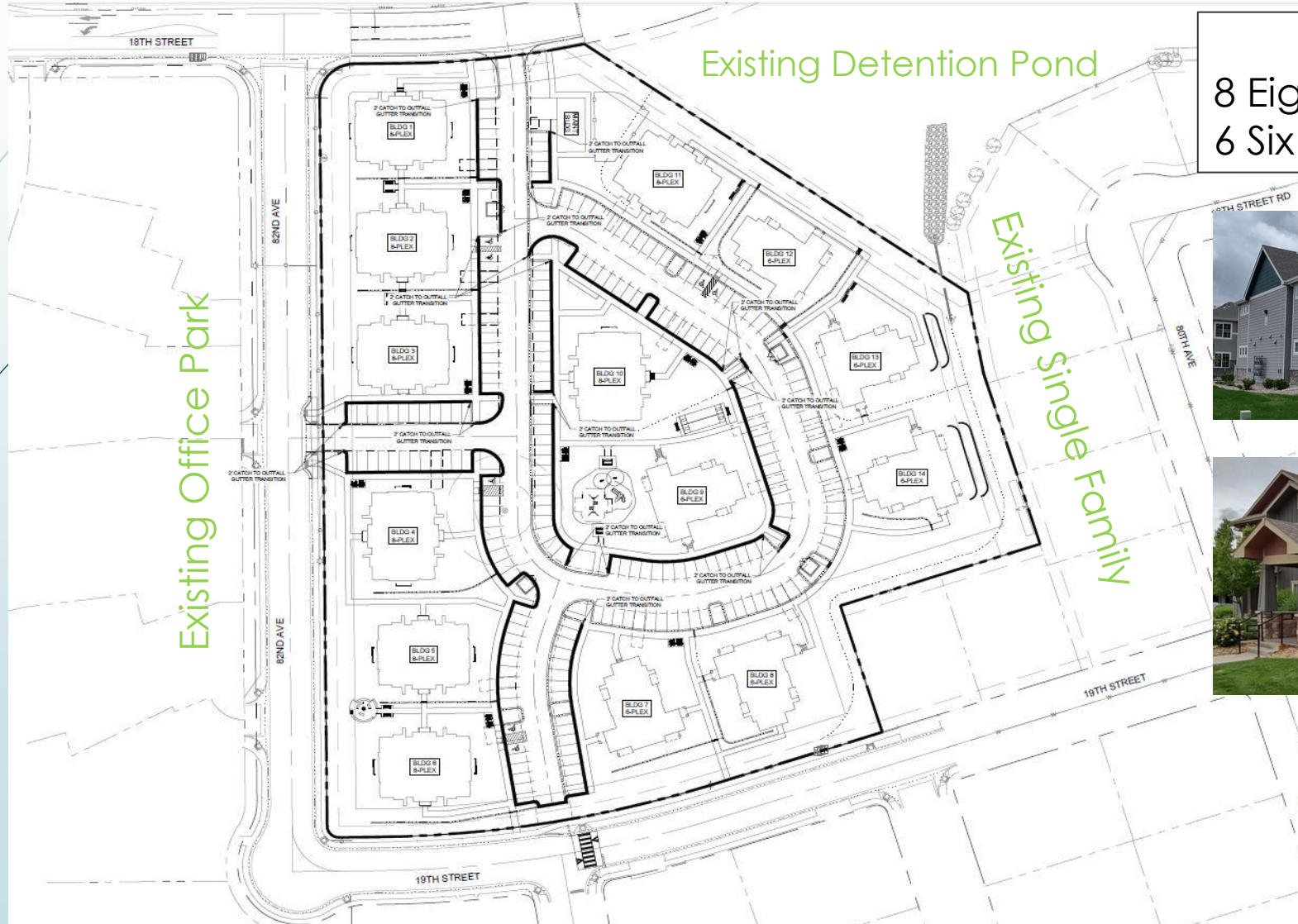
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HOMES » PAGE 11

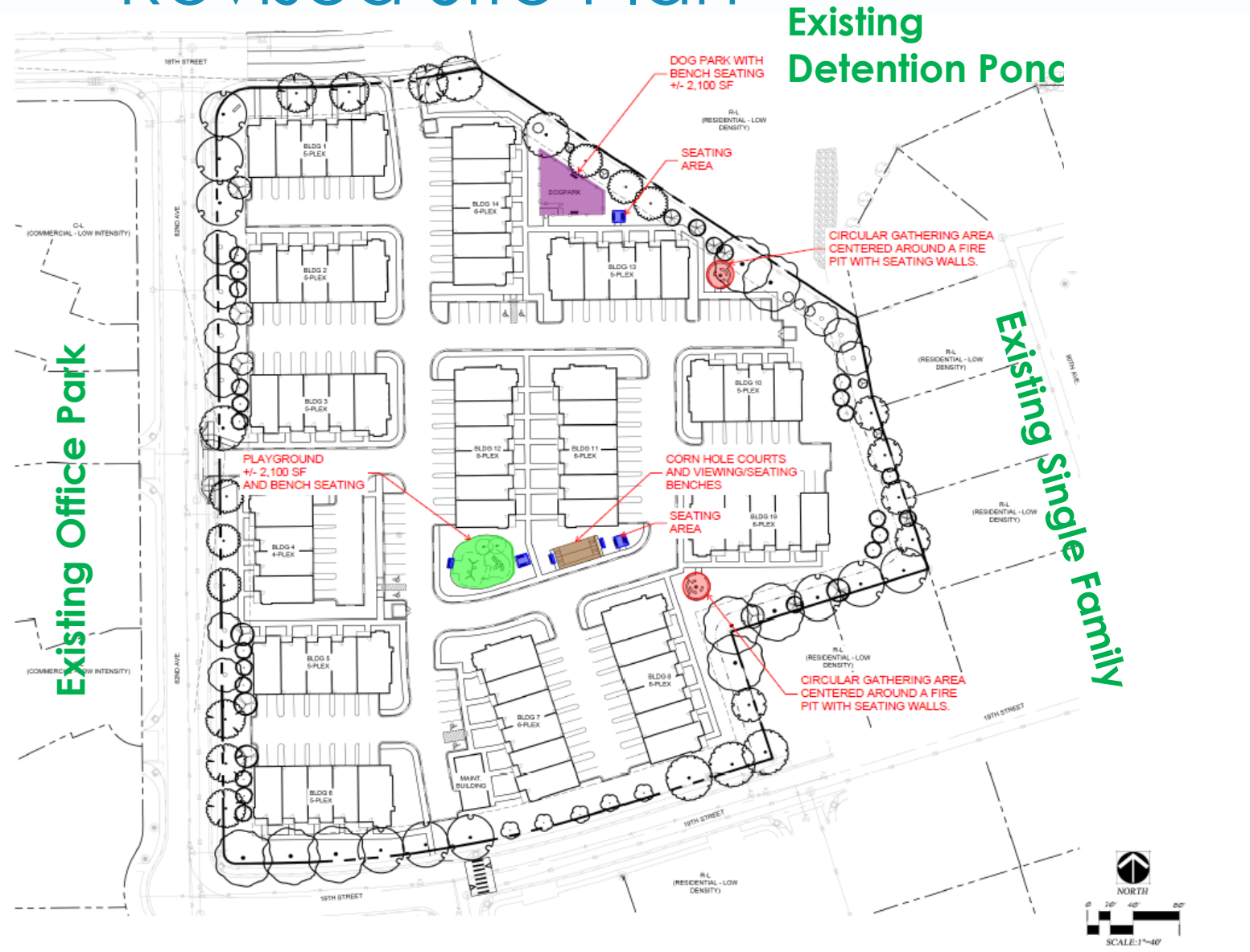
Former Site Plan



100 Units
8 Eight Plexes
6 Six Plexes



Revised Site Plan



73 Units

5 Six Plexes
7 Five Plexes
2 Four Plexes





Site Statistics

- 7.43 ac site
- 100 Units reduced to 73 units (27% reduction)
- 14 Buildings: Five 6-Plexes; Seven 5-Plexes; Two 4-Plexes
 - Office/Maintenance Building
- Additional setback beyond required 25' near existing homes (44'-62')
- Enhanced Landscape buffers adjacent to existing homes
 - Adding 28 additional trees above minimum requirements
- Project will be built in within a 1 year period
 - Minimum nuisance to surrounding neighborhood

Site Density

Total Site Density:

From 11.75 DU/ac to 8.66 DU/ac

30% Density Reduction

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



Boomerang Townhomes (6 Plex)



Boomerang Townhomes (6 Plex)



Boomerang Townhomes (6 Plex)



Raindance Townhomes (6 Plex)



Raindance Townhomes & Single Family Home Compatibility



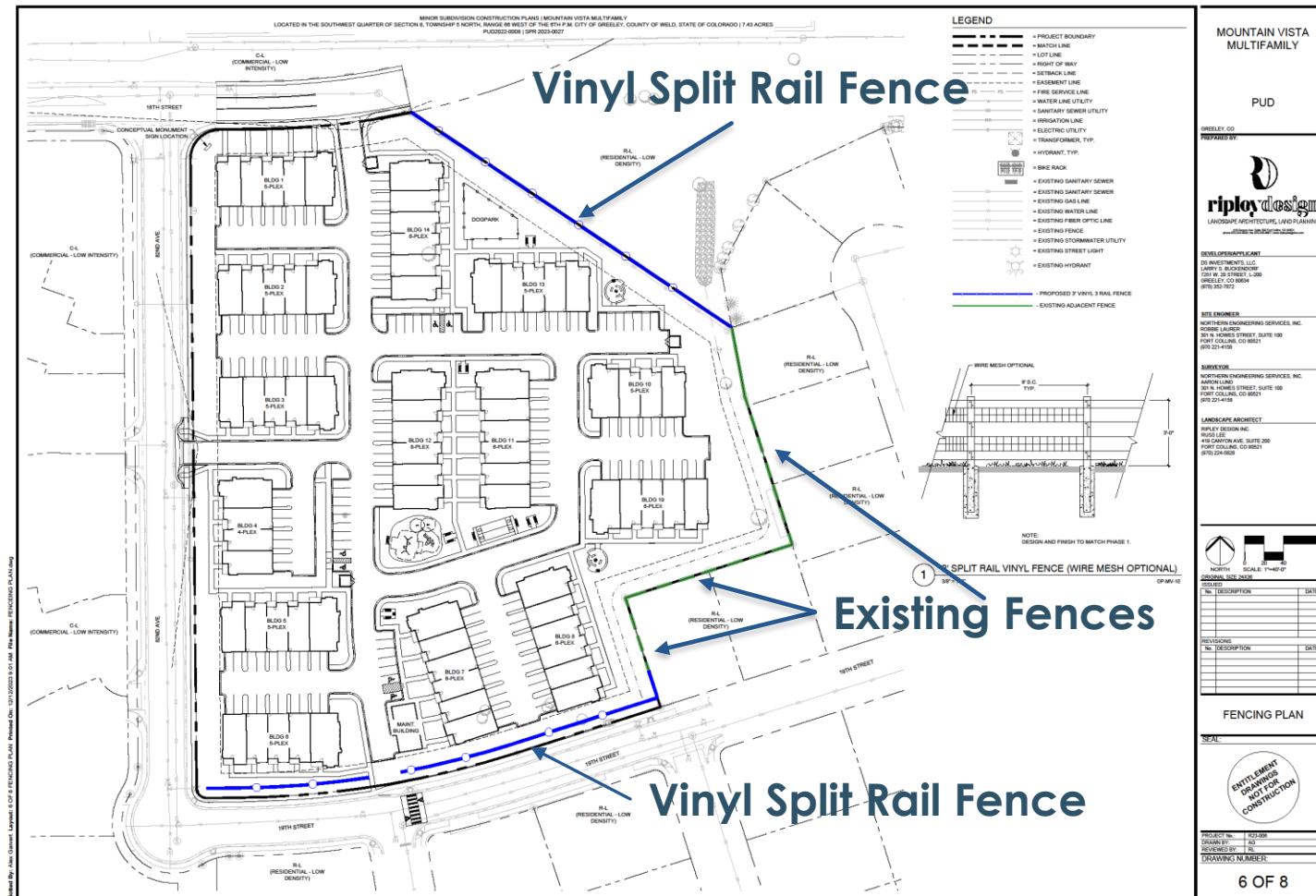
Neighborhood Accommodations: Enhanced Landscape Buffer



Additional Trees & Evergreens
on east and south boundary

**Enhanced
Landscape Buffer**

Neighborhood Accommodations: Perimeter Fencing



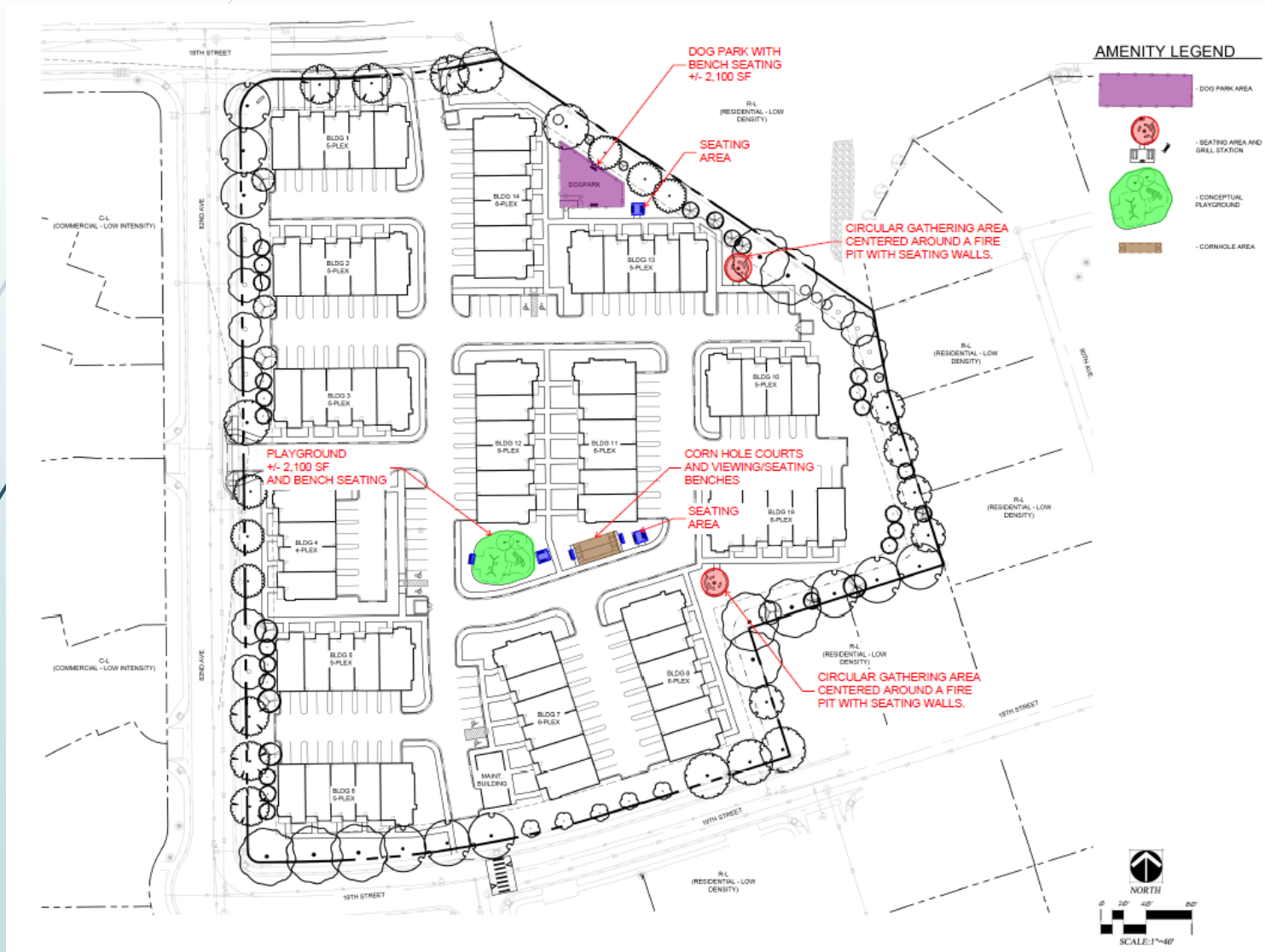
Site Amenities

Amenities will include:

- Playground
- Dog Park
- Fire Pit
- Benches
- Corn hole



Amenities



Amenities Include:

- Playground
- Dog Park
- Fire pit/seating area
- Corn hole

Traffic Summary

► 73 Unit: Townhomes

- 522 Daily Trips
- 33 Morning Peak Trips
- 41 Afternoon Peak Trips
- Delay at 83rd Ave & 18th St

Reduction From Former Plan

194 trips



21 trips



23 trips

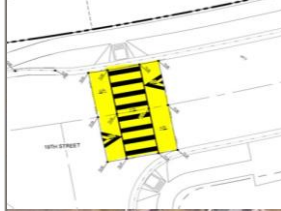
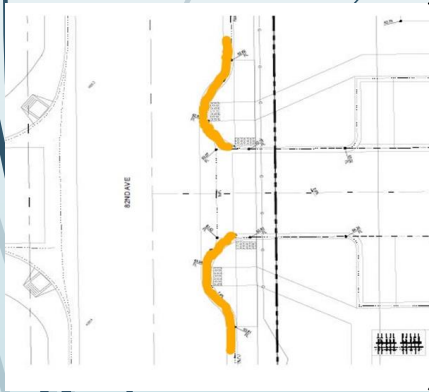


8% -10%



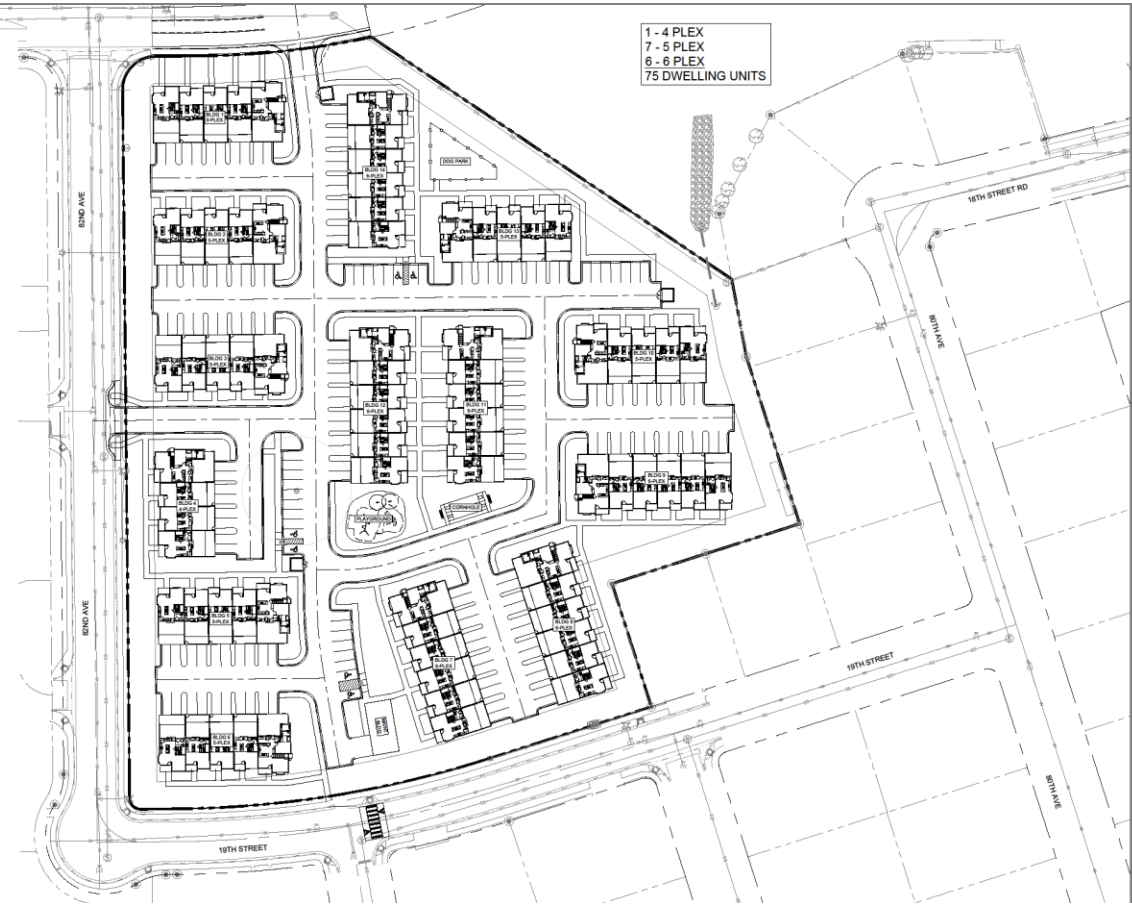
Neighborhood Accommodations: Traffic Calming & Cut Through Traffic

- 4 Speed Humps: One on 19th St & Three on 79th Ave
- 1 Raised Crosswalk: 19th St & 81st Ave



Parking

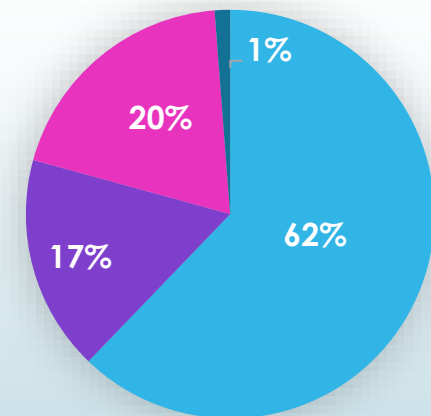
- 146 spaces required for tenants
- 15 guest parking required
- Total spaces required **161**
- Spaces provided **326** onsite
 - 165 spaces above requirement
 - Previous plan had 228 spaces total
- No parking allowed west side 82nd Ave
- Parking allowed on east side of 82nd Ave



Neighborhood Summary

- Several meetings with neighborhood representatives
- Significant Accommodations
 - Reduced Units & Density
 - Setbacks Double Requirements
 - Enhanced Landscape Buffer
 - Traffic Calming – Adjacent & on 79th Ave
- Compatibility
- Neighborhood Support
 - 62% (84 Residence) Support Compromises

Development Support





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

