

Greeley City Council Agenda

Regular Meeting
Tuesday, March 5, 2024 at 6:00 PM

City Council Chambers at City Center South, 1001 11th Avenue, Greeley, CO 80631
via Zoom at: <https://greeleygov.zoom.us/j/85706217450>

NOTICE:

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

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

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

Watch Meetings:



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



Meetings are televised live on GTV8 on cable television.



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

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

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

Comment in real time:

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



In person attendees can address the Council in the Chambers.



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

Submit written comments:



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



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



Mayor

John Gates

Councilmembers

Tommy Butler - Ward I

Deb DeBoutez - Ward II

Johnny Olson - Ward III

Dale Hall - Ward IV

Brett Payton - At-Large

Melissa McDonald - At-Large



City Council Regular Meeting Agenda

Tuesday, March 5, 2024 at 6:00 PM

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

via Zoom at: <https://greeleygov.zoom.us/j/85706217450>

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

Consent Agenda

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

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

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9. A motion to approve the City Council Meeting Proceedings of February 6, 2024, and City Council Work Session Proceedings of February 13, 2024
 10. A motion to move the March 12, 2024, Council Work Session to Thursday, March 14, 2024
 11. A resolution appointing Tyra Litzau to the position of Director of Finance and Ex-Officio City Treasurer
 12. A resolution approving an amendment to the Downtown Development Authority Voluntary Sales Tax Agreement

End of Consent Agenda

13. Pulled Consent Agenda Items
14. Public hearing and second reading of an ordinance changing the official zoning map of the City of Greeley, Colorado from HA - (Holding Agriculture) to PUD (Planned Unit Development) changing the underlying land use designations for approximately 8.51 acres of property located on the parcel North of W. 19th Street Road, East of 82nd Avenue (Mountain Vista PUD)
15. A motion authorizing the City Attorney to prepare any required resolutions, agreements, and ordinances to reflect action taken by the City Council at this meeting and any previous meetings, and authorizing the Mayor and City Clerk to sign all such resolutions, agreements, and ordinances
16. Scheduling of Meetings, Other Events
17. A motion to go into Executive Session for the purpose of completing the annual performance review of the following City Council Appointees – City Manager and Municipal Judge
18. Adjournment



Council Agenda Summary

Title:

Recognitions and Proclamations

Summary:

Mayor Gates will present the following proclamations:

Kiwanis Stars of Tomorrow Proclamation

National Developmental Disabilities Awareness Month Proclamation

Mayor Pro Tem Hall will present the *What's Great about Greeley* Report.

Introduction

Director of Finance Tyra Litzau

Attachments:

Kiwanis Stars of Tomorrow Proclamation

National Developmental Disabilities Awareness Month Proclamation

What's Great About Greeley Report



Kiwanis 76th Annual Stars of Tomorrow

WHEREAS, Kiwanis International is a global organization of volunteers dedicated to improving the world, one child and one community at a time. The motto of Kiwanis International is “WE BUILD”; and

WHEREAS, the six Objects of Kiwanis International are:

- 1) To give primacy to the human and spiritual, rather than material values of life;
- 2) To encourage the daily living of the Golden Rule in all human relationships;
- 3) To promote the adoption and application of the higher social, business and professional standards;
- 4) To develop; by precept and example, a more intelligent, aggressive, and serviceable citizenship;
- 5) To provide, through Kiwanis clubs, a practical means to form enduring friendships, to render altruistic service, and to build better communities; and
- 6) To cooperate in creating and maintaining that sound public opinion and high idealism which make possible the increase of righteousness, justice, patriotism, and goodwill; and

WHEREAS, Kiwanis Club of Greeley will host the 76th Stars of Tomorrow competition on March 23, 2024, at the Union Colony Civic Center. The Stars of Tomorrow is a professionally judged talent showcase for the youth of Weld County, grades six through twelve. Participants will be graded on talent, technique and artistry, presentation, stage presence and selection of material; and

WHEREAS, the Stars of Tomorrow show started in Greeley in 1947 by Kiwanis Club members Ralph Waldo, Jr., Lew Kitts, Mike Meyer and Howard Weiss as a club project. The project has become a signature project for the Kiwanis Rocky Mountain District.

NOW, THEREFORE, I, John Gates, by virtue of the authority vested in me as Mayor of the City of Greeley, do hereby proclaim March 23, 2024, as ***Kiwanis Stars of Tomorrow Day*** in the City of Greeley and encourage all Greeley citizens to support our youth of tomorrow by attending this program or contributing to this wonderful community organization.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of the City of Greeley, Colorado, this 5th day of March 2024.

John D. Gates
Mayor



NATIONAL DEVELOPMENTAL DISABILITIES AWARENESS MONTH

WHEREAS, there is a growing population of children and adults with developmental disabilities who reside in the City of Greeley; and

WHEREAS, historically people with development disabilities were institutionalized and/or segregated from their families, friends, and communities; and

WHEREAS, in 1987 President Ronald Reagan officially declared March to be Developmental Disabilities Awareness month. The theme of National Developmental Disabilities Awareness Month was decreed that "For many of these people with developmental disabilities there is now the prospect of a brighter future and greater opportunity. Americans are becoming increasingly aware that such disabilities need not keep individuals from realizing their full potential in school, at work, or at home, as members of their families and of their communities;" and

WHEREAS, the Arc of Weld County proudly supports National Developmental Disabilities Awareness Month, urging as President Reagan did before them that all Americans join in providing "to our fellow citizens with such disabilities both encouragement and the opportunities they need to lead productive lives and to achieve their full potential."

NOW, THEREFORE, I, John Gates, by virtue of authority vested in me as Mayor of the City of Greeley, Colorado, do hereby proclaim the month of March 2024 as **Developmental Disabilities Awareness Month** in the City of Greeley and urge all citizens to support programs that serve people with Developmental Disabilities and to ensure that all people with disabilities are treated with the dignity and respect that they so deserve.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of the City of Greeley, this 5th day of March 2024.

John D. Gates
Mayor



City Council Meeting
March 5, 2024

An aerial photograph of a city, likely Denver, with a large white banner overlaid in the center. The banner contains the text of the Athenian Oath. The background shows a cityscape with various buildings, including a prominent brick building on the left, and a vast mountain range under a clear sky.

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

- Athenian Oath

Mayor John Gates Named Top 50 Most Influential Business Leaders for 2024 by BizWest

- Category: Northern Colorado/Boulder Valley



Randy Gustafson Winner of the 2024 Poudre Pioneer Award from the Poudre Heritage Alliance

- Retired Water Resource employee
- Played a crucial role in four wildfire events representing the City of Greeley



Doug May and Michael Franke Achieve American Institute of Certified Planners Designation

- AICP-certified staff adhere to a strict code of ethics and commit to being lifelong learners
- Roughly 37% of planners in U.S. are certified



George Hall Received the 2024 Colorado Legacy Award from Engineering News Record Magazine

- Pioneered watertight slurry wall construction techniques still used today.







Council Agenda Summary

Title

Citizen Input

Summary

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

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

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



Council Agenda Summary

Title

Reports from Mayor and Councilmembers

Summary

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



Council Agenda Summary

Title

Initiatives from Mayor and Councilmembers

Summary

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

Initiatives will generally fall into three categories:

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

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

Attachments

Status Report of Council Initiatives and Related Information

Greeley City Council

Status Report of Council Initiatives

Initiative No.	Council Member Initiating	Council Request	Council Meeting or Work Session Date Requested	Next Steps & Schedule	Anticipated Deliverable & Date (Report, Council Presentation, etc.)	Assigned to:
15-2021	Olson	Formation of a committee for implementation of a funding strategy for the 35th and 47th interchanges.	December 7, 2021 Council Meeting	•Next grant application expected May 2023	•We were notified on January 25, 2024, the MERGE project was not selected for funding under any of the MPDG funding opportunities. Staff have a scheduled debrief with USDOT on February 14, 2024. Staff are reviewing options to submit a grant application under the recently announced USDOT Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program for the Interchanges at US34BYP and 35th & 47th Avenues. The RAISE grant submittals are due February 28, 2024.	Paul Trombino
03-2023	Butler	Campaign Contribution Limits	February 7, 2023 Council Meeting	•Presented at Nov 28 Work Session	•Intro/1st Rdg Ordinance scheduled for March 19, 2024. Council Meeting; 2nd Rdg Ordinance scheduled for April 2, 2024.	Doug Marek/ Heidi Leatherwood
04-2023	Hall	Pumpkin Ridge - Bridge	March 7, 2023 Council Meeting	•PW report provided to Council on March 24, 2023. Neighborhood meeting planned on June 29, 2023. •Included Raymond's 9/1/2023 Council Update	•A Neighborhood meeting was held on December 13th with residents of Pumpkin Ridge. Approx. 28 people attended. PW proposed constructing a low-rise crossing at the current sidewalk location. Work is anticipated to occur in 2024. •Update included in the January 5, 2024 Council Report ; •Will remain on this list until the foot bridge is complete	PW
08-2023	DeBoutez	Public Nuisance Ordinance	May 9, 2023 Council Work Session	•Presented at December 12, 2023, Work Session	•1st Rdg Code Updates scheduled for March 19 and Public Hearing and second Rdg April 2	Doug Marek Brian McBroom
11-2023	Clark/Butler	Artificial turf and landscape standards	August 1, 2023 Council Meeting	•Come back to Council with a draft ordinance	•Council consensus: Staff to bring back minor updates to the front yard landscaping regulations for consideration •Due to current legislation artificial turf amendmentments may be delayed other landscaping amendments may be presented late first quarter	Brian McBroom

1-2020	Hall	Follow-up on the Poudre River Trail-Narrows Project	August 1, 2023 Council Meeting	•The grant application, which will be submitted in October, will complete baseline river modeling in addition to an alternative alignment analysis which will also look at the existing alignment, with high level cost estimates for each alternative. The scope will also include a 30% design of the preferred alignment. Working with existing consultants, we've established an estimated cost for the design process to get to a 30% of roughly \$150,000. •Unless a new alignment comes out of the design process, utilizing the existing alignment or an alternative on the north side of the river identified by past studies will likely exceed \$2 million to completed design/permitting and	•It was submitted in fall of 2023 and we will hear from Colorado Parks and Wildlife District Wildlife Manager (DWM) early in the process as they do a site visit as a first pass before awarding. This grant will fund the design for improvements at the Narrows location along the Poudre Trail.	Diana Frick
12-2023	Butler	Funding Options Regarding the Greeley-Evans Transit	October 3 Council	Staff to bring back information for funding and ridership of the Greeley Evans Transit	•Transit/Mobility Update Report Sent to CMO 01/29/2024-Work Session scheduled for March 19, 2024	Paul Trombino
13-2023	Hall	City Grants	12/20/2023	Provide report identifying the grants that were received so Councilmember Hall can provide to CML	•Report was gathered from Finance and will be sent to CMO staff •Target date is end of March	Finance/HH
14-2023	Butler	Charter Review	12/19/2023	Asked Staff to start process of Charter review	•Setup monthly meetings with stakeholder's •Target date to bring options to Council is late April	CAO/CCO
1-2024	DeBoutez	Oil and Gas 101	January 16, 2024 City Council Meeting	Asked that staff prepare an educational presentation with the following data: Number of: oil wells, plugged, abandoned, active; also monitoring wells status, long range plans and underground pipeline monitoring	•Work Session tentatively scheduled for April 23, 2024	CD
2-2024	Butler	Ballot Language for the Police Sergeant initiative	January 16, 2024 City Council Meeting	Asked CAO staff to create more descriptive language for the police sergeant ballot question for 2024	• Stacey Aurzada sent out a private communication to council on February 2, 2024	CAO



Council Agenda Summary

March 5, 2024

Key Staff Contact: Heidi Leatherwood, City Clerk

Title:

A motion to approve the City Council Meeting Proceedings of February 6, 2024, and City Council Work Session Proceedings of February 13, 2024

Summary:

A meeting of the City Council was held in the City Council's Chambers on February 6, 2024 and a Work Session of the City Council was held in the City Council's Chambers on February 13, 2024.

Fiscal Impact:

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

Legal Issues:

Legislative

Other issues and Considerations:

None

Strategic Focus Area:



High-Performance Government

Decision Options:

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

Council's Recommended Action:

Approve the motion.

Attachments:

1. City Council Proceedings February 6, 2024 -draft
2. Council Work Session Minutes February 13, 2024 - draft

City of Greeley, Colorado
CITY COUNCIL PROCEEDINGS
February 6, 2024

1. Call to Order

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

2. Pledge of Allegiance

Mayor Gates led the Pledge of Allegiance.

3. Roll Call

Heidi Leatherwood, City Clerk called the roll.

The following were present:

Councilmember Butler
Councilmember DeBoutez
Mayor Pro Tem Hall
Councilmember Payton
Councilmember Olson
Councilmember McDonald
Mayor Gates

4. Approval of the Agenda

No changes were requested.

5. Recognitions and Proclamations

Councilmember McDonald presented the *What's Great about Greeley?* presentation at 6:02 p.m.

6. Citizen Input

1. Steve Teets spoke about how housing and homelessness solutions and an improved transportation system would help the community.
2. David Meek asked for council approval to reinstate him as a volunteer for the Museum Board. Mayor Gates responded that council does not get involved in board and commission matters.
3. Tony Serrata spoke about traffic concerns and speeding in the Shawsheen Horseshoe neighborhood during school pick up and drop off times. He requested traffic calming solutions such as speed bumps, parking restrictions, or more police presence during these hours. Mayor Gates suggested he connect with Deputy Chief Mike Zeller.
4. Sonia Miller spoke about receiving a notice served in 2023 regarding an investigation. She asked for body cam footage without edits or omissions.

7. Reports from Mayor and Councilmembers

Mayor Pro Tem Hall mentioned that the U.S. Supreme Court will rule on the urban camping ban by the City of Grants Pass Oregon by the end of June. He also noted that the 2024 Colorado Municipal League conference is June 18-21, at the Embassy Suites in Loveland. He will host a meeting regarding West Greeley, on Wednesday, February 21 from 6:30 - 7:30 p.m. at the Greeley Family Funplex. He attended a Poudre River Trail Corridor Board dedication ceremony for Fred Otis. Fred Otis served for over 29 continuous was honored by naming the bridge over Number 3 Canal as the “Otis Bridge.” Mayor Gates thanked Otis for his service.

Councilmember Olson provided an update on North Front Range Metropolitan Planning Organization (NFRMPO). He will attend the US Department of Transportation Resiliency meeting. This incorporates 8 billion dollars and protects grant money requiring the committee to set the standards and guidelines.

Councilmember McDonald attended the Youth Commission and asked council to send nominations for the 2024 National Youth Service Day Awards. She invited community members to participate online.

Mayor Gates recognized City Manager Raymond Lee and Assistant City Manager Juliana Kitten for the great work on the Homeless Community meeting. He visited with Consul General of Mexico, Pavel Cruz to talk about mutual concerns. The two-day Council Retreat was a success and he thanked staff for arranging the event. He and City Manager Lee participated on panels at the Embassy Suites regarding community conversations with 350 individuals from Greeley, Fort Collins, Loveland, and Windsor.

8. Initiatives from Mayor and Councilmembers

None.

Consent Agenda

- 9. A motion to approve the City Council Proceedings of the January 9, 2024, Work Session and the January 16, 2024, Regular City Council Meeting**
- 10. A motion to appoint Kevin Ross as a voting member for the Downtown Development Authority to fill a vacancy left by the resignation of Logan Richardson, fulfilling the term through June 2024**

End of Consent Agenda

Councilmember Olson moved to approve the Consent Agenda Items 9-10. Councilmember Butler seconded the motion. The motion passed 7-0 at 6:26 p.m.

11. Pulled Consent Agenda Items

None.

12. A resolution authorizing allocation of funds for phase 1 of the High Plains Housing Development's StarRise at North Weld Village Project

Councilmember Payton recused himself at 6:26 p.m.

Executive Director of High Plains Housing Development Corp, Jodi Hartman, and GL Development Advisor Weston Kurz introduced the item at 6:27 p.m.

Councilmember Olson asked if the about funding amounts and what happens if the additional funding sources are not acquired. Ms. Hartmann noted that the funding for this project is dependent on all funding that is received, and no funds will be spent until all funds are received. Mr. Kurz said he has high confidence that the funds will come in and they will be able to proceed.

Councilmember DeBoutez asked if there was a guarantee that people at 30% and below AMI will be served and if there is a contractual agreement. Ms. Hartman confirmed the agreement was through Division of Housing and site base vouchers for every unit required 30% AMI or below. She assured council that this is permanent.

Mayor Pro Tem Hall asked if they have had the opportunity to address Weld County to support the program. Mr. Kurz informed council that he continues to approach Weld Counter. Mr. Kurz said best practices include counties and cities working together to leverage all dollars and donors.

Councilmember Butler clarified that the tax credit is 30% and asked if there anything that prohibits changing these non-affordable and getting rid of the tax credit. Ms. Hartman replied that the Colorado Housing and Finance Authority (CHFA) tax credit was a 30-year commitment, and the property must remain this type of use for at least 30 years.

Mayor Gates thanked Dennis Hoshiko and Bill Garcia for their support and dedication.

Councilmember DeBoutez said that the \$500,000 that they are voting on was coming from general funding. She shares that they are asking for the 500,000 and since the budget has already been adopted that they give this amount to them and provide no more. Mayor Gates asked City Manager Lee to confirm the \$500,000 was ARPA funding.

Councilmember Butler moved to adopt the resolution. Councilmember Olson seconded the motion. The motion passed 6-0 at 6:44 p.m. with Councilmember Payton recused.

Councilmember Payton returned to Council Chambers at 6:45 p.m.

13. Public hearing and second reading of an ordinance amending Title 8, Chapter 9 and Title 14, Chapter 10 of the Greeley Municipal Code relating to the sale of Tobacco products.

Deputy Police Chief Mike Zeller introduced the item at 6:45 p.m. with a presentation. He noted that federal and state legislation initiated this change and updating the city ordinance complied with new regulations.

The public hearing opened at 6:47 p.m.

1. Steve Teets agreed with the new regulations.

With no further speakers, the public hearing closed at 6:48 p.m.

Councilmember Hall moved to adopt the ordinance and publish by title only.

Councilmember Butler seconded the motion. The motion passed 7-0 at 6:48 p.m.

14. **Consideration of a motion authorizing the City Attorney to prepare any required resolutions, agreements, and ordinances to reflect action taken by the City Council at this meeting and any previous meetings, and authorizing the Mayor and City Clerk to sign all such resolutions, agreements, and ordinances**

Councilmember Payton moved to approve the motion. Councilmember Butler seconded the motion. The motion passed with a voice vote 7-0 at 6:49 p.m.

15. **Scheduling of Meetings, Other Events**

None.

16. **Adjournment**

With no further business to come before the Council, Mayor Gates adjourned the meeting at 6:49 p.m.

Approved:

John Gates, Mayor

Attest:

Heidi Leatherwood, City Clerk

City of Greeley, Colorado
CITY COUNCIL WORK SESSION REPORT
February 13, 2024
6 p.m.

1. Call to Order

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

2. Pledge of Allegiance

Mayor Gates led the Pledge of Allegiance.

3. Roll Call

City Clerk Heidi Leatherwood called the roll.

The following members of Council were present:

Councilmember Tommy Butler

Councilmember Deb DeBoutez

Mayor Pro Tem Dale Hall

Councilmember Payton

Councilmember Melissa McDonald

Mayor John Gates

Councilmember Johnny Olson - excused

4. Reports from Mayor and Council Members

Councilmember Butler provided an update on the homeless outreach with the new foundation team. He commended the staff and the work being done.

Mayor Gates echoed Councilmember Butler's comments on the homeless outreach. He expressed gratitude to Jerry Pickett and the streets crew for their stellar snow removal efforts and street clean-up.

5. Greeley-Weld Housing Authority Quarterly Update

Assistant City Manager Juliana Kitten introduced from Greeley-Weld Housing Authority Tom Teixeira to present the item at 6:02 p.m.

Executive Director of the Greeley-Weld Housing Authority, Tom Teixeira, provided a quarterly update to the Greeley City Council. The update included the current organizational structure of the Housing Authority, the 2023/2024 Housing Authority

budget, statistics of those they serve, and a breakdown of the Housing Authority's processes and resources.

Mr. Teixeira confirmed, for Mayor Gates, that the median income is set by Housing and Urban Development (HUD).

Mayor Pro Tem Hall asked for clarification on the Board compilation. Mr. Teixeira confirmed that there are five City seats and four County seats, and explained the updates provided at the County Commissioners' monthly meeting. Mr. Teixeira stated that the County's involvement is limited to Community Development Block Grant (CDBG) with the State of Colorado Division of Housing.

Mayor Pro Tem Hall asked for clarification on vouchers. Mr. Teixeira explained that there are vouchers that are currently not being placed and there are about 50 people currently in process. The landlord decides if they would like to rent to the applicant. Ms. Kitten added that the Housing Authority is administrative, applicants are not currently provided with case management.

Councilmember Butler inquired about the unsupported vouchers. Mr. Teixeira went over the funding allocation, governance, and purpose of funding for these programs. Ms. Kitten added that the funding is taken away if not used. Councilmember Butler asked if there is a plan in place to utilize all the vouchers. Mr. Teixeira explained that funding is required to support the vouchers, the program is ran based on the number of vouchers or the cost to support them. Currently, the cost to support them exceeds the number of vouchers authorized.

Mr. Teixeira explained the waiting list. The two-year or longer waiting list contains 700 people. It is prioritized by persons considered to be elderly, disabled or homeless, experienced domestic violence, and/or longevity in the system.

Council thanked Mr. Teixeira for the update.

6. City of Greeley Polling Results

Chief of Staff Kelli Johnson introduced the item at 6:34 p.m. Special Projects Manager Kalen Myers and Vice President, Strategies 360, Alex Dunn were available for questions.

Ms. Johnson presented the results of a public poll of Greeley residents conducted late last year. Strategies 360 (S360), a public affairs and public opinion research firm, conducted a citywide poll of 500 Greeley residents in December.

The purpose of the poll included surveying residents on their attitudes about the city, their priorities for city programs and services, and their interest in potential tax proposals. S360 contacted residents via live interviews on cell and landline, as well as through web links sent to mobile phones. The interviewees were representative of a scientifically valid sample of the city's population.

This poll provided valuable information about community sentiment as staff explore potential 2024 ballot measures for Council consideration, including renewal of the food tax which is set to expire December 31, 2026. Staff requested feedback and comments from City Council to guide follow-up work.

Mayor Pro Tem Hall asked for clarification on Transportation Infrastructure Finance and Innovation Act (TIFIA) and the Food Tax calculations. Mr. Dunn explained the uninformed TIFIA numbers.

Ms. Johnson explained that understanding development is the next phase, this work is designed to identify the messaging so that we can be more articulate with the focus groups. Mr. Dunn confirmed this was an initial poll, and that marketing and communication will be the next step.

Councilmember Butler requested that a ballot title be reviewed at the March 12 work session. The City Attorney's office will provide information on March 12th and a subsequent work session may be required to bring the actual ballot language. Mayor Gates commented that at least four of the Councilmembers and the City Manager will not be able to attend the meeting in person. Mr. Lee offered that a special meeting for this topic could be set up.

Councilmember McDonald asked about the current public safety tax. Ms. Myers said that it is a 20-year sunset and was last renewed in 2018.

Councilmember DeBoutez asked about the 2025 development fees as another revenue source for public safety. Ms. Myers expressed that the current revenue streams can be combined.

Mayor Gates said that the results showed that residents do not want any more taxes. Councilmember McDonald added that public safety is her foremost priority.

Councilmember DeBoutez asked about the regional transportation tax and would like information as soon as it is available.

7. Scheduling of Meetings, Other Events

None.

8. Adjournment

Mayor Gates adjourned the meeting at 7:26 p.m.

Approved:

John D. Gates, Mayor

Attest:

Heidi Leatherwood, City Clerk



Council Agenda Summary

March 5, 2024

Key Staff Contact: Heidi Leatherwood, City Clerk

Title:

A motion to move the March 12, 2024, Council Work Session to Thursday, March 14, 2024

Summary:

The March 12 Work Session was previously approved as part of the 2024 City Council Meeting/Work schedule. With several councilmembers and key staff members attending a nationwide conference, staff is recommending that the March 12 Work Session be rescheduled to Thursday, March 14. The code 2-150(b)(3) allows the Council to change the day, location, or time of a regular meeting or work session by motion.

Fiscal Impact:

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

Legal Issues:

Legislative- Consent Agenda

Other issues and Considerations:

None

Strategic Focus Area:



High-Performance Government

Decision Options:

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

Council's Recommended Action:

Approve the motion.

Attachments:

None



Council Agenda Summary

March 5, 2024

Key Staff Contact: Debbie Reid, Interim Finance Director

Title:

A resolution appointing Tyra Litzau to the position of Director of Finance and Ex-Officio City Treasurer

Summary:

Pursuant to Section 5-1 of the City's Municipal Charter, the City Council must consent to the appointment of the Finance Director and Ex-Officio City Treasurer. In compliance with this Charter provision, the City Manager is seeking consent to the appointment of Tyra Litzau to the position of Finance Director and Ex-Officio City Treasurer effective 8:00AM on March 6, 2024.

Fiscal Impact:

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

Legal Issues:

Consideration of this matter is a legislative process.

Other issues and Considerations:

None

Strategic Focus Area:



High-Performance Government

Decision Options:

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

Council's Recommended Action:

A motion to adopt the resolution.

Attachments:

1. Res 7, 2024

CITY OF GREELEY, COLORADO
RESOLUTION NO. 7, 2024

**A RESOLUTION APPOINTING TYRA LITZAU TO THE POSITION OF
DIRECTOR OF FINANCE AND EX-OFFICIO CITY TREASURER**

WHEREAS, the Greeley Municipal Charter establishes the Department of Finance in Section 5-1; and

WHEREAS, Section 5-1 of the Charter further states that the head of the Department of Finance shall be the Director of Finance and Ex-officio City Treasurer; and

WHEREAS, Section 5-1 of the Charter further provides that the Director shall be appointed by the City Manager with the advice and consent of the City Council; and

WHEREAS, Debbie Reid has acted as Interim Director of Finance and the Ex-officio City Treasurer since October 24, 2023; and

WHEREAS, the City Manager has determined that Tyra Litzau should be appointed as the Director of Finance and Ex-officio City Treasurer; and

WHEREAS, pursuant to Section 5-1 of the Charter the City Council must consent to the appointment of the Director of Finance and Ex-officio City Treasurer; and

WHEREAS, the City Council hereby finds that Tyra Litzau has training and knowledge in municipal accounting, budgeting, taxation and financial control as required by Section 5-1 of the Charter; and

WHEREAS, the City Council finds that the City Manager's appointment of Tyra Litzau to act as the Director of Finance and Ex-officio City Treasurer is appropriate.

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

Section 1. That the City Council consents to the appointment of Tyra Litzau as the Director of Finance and Ex-officio City Treasurer.

Section 2. That the Director of Finance and Ex-officio City Treasurer shall have the authority to exercise all duties, responsibilities and appointments as may be assigned to her by the Greeley Municipal Charter, the Greeley Municipal Code, and the City Manager or his designees.

Section 3. This appointment shall continue until such time as a new Resolution is passed, as required by Section 5-1 of the Greeley Municipal Charter.

Section 4. This Resolution shall be effective immediately upon passage as authorized by the Greeley Municipal Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS ____ DAY OF _____, 2024.

ATTEST

THE CITY OF GREELEY, COLORADO

By: _____
City Clerk

By: _____
Mayor



Council Agenda Summary

March 5, 2024

Key Staff Contact: John Hall, Economic Development Director

Title:

A resolution approving an amendment to the Downtown Development Authority Voluntary Sales Tax Agreement

Summary:

The DDA was established in 1998. An accompanying DDA “Plan of Development” was approved by the Council in 2002 forming the Tax Increment Financing District (TIF). In conjunction with the TIF a companion sales tax incentive agreement was also approved by the Council (“Agreement for Voluntary Allocation of Sales Tax”). However, due to fluctuations in sales tax, the City opted to provide annual financial support to augment the general operating budget of the DDA. Historically, the City provided \$50,000 annually to the DDA to support 25+ events and programming.

On April 11, 2023, the Council held a work session and received a request to consider the adoption of a new Voluntary Sales Tax Agreement between the City and DDA. The request was approved by Council on June 20, 2023. The Agreement eliminated the previous contract providing \$50,000 annually and activated the annual DDA sales tax collection with a guaranteed base of \$50,000 and a maximum of \$250,000.

The language of the existing agreement is confusing and makes it difficult to forecast the amount the DDA will receive annually from the City. We are requesting to simplify the calculation that determines the amount the DDA will receive from the City each year. The change will amend the agreement to include annual support to the DDA in an amount equal to 10% of the aggregate annual sales tax revenue generated within the entire DDA district in the prior year, not to exceed \$250,000 in any given year or less than \$50,000.

We are asking the City Council to approve the amended agreement.

Fiscal Impact:

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

Legal Issues:

Consideration of this matter is a legislative process.

Other issues and Considerations:

None

Strategic Focus Area:



Business Growth

Decision Options:

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

Council's Recommended Action:

A motion to adopt the resolution.

Attachments:

1. Res 8, 2024 with Exhibit A

CITY OF GREELEY, COLORADO
RESOLUTION NO. 8, 2024

**A RESOLUTION APPROVING AN AMENDMENT TO THE DOWNTOWN
DEVELOPMENT AUTHORITY VOLUNTARY SALES TAX AGREEMENT**

WHEREAS, the Downtown Development Authority (“DDA”), and

WHEREAS, on June 20, 2023, the Greeley City Council approved the adoption of an Agreement for Voluntary Allocation of Sales Tax between the City and the DDA (the “Agreement”); and

WHEREAS, the Agreement authorized an annual allocation to the DDA of sales tax revenue remitted by the businesses located within the boundaries of the DDA District; and

WHEREAS, the Agreement set forth a formula which was to be used to calculate the annual allocation and included a guaranteed base payment of \$50,000 per year and a cap on payments of \$250,000 per year; and

WHEREAS, City staff and the DDA determined that the language of the Agreement is confusing and makes it difficult to forecast the amount the DDA will receive annually from the City; and

WHEREAS, Council has determined that it is appropriate to amend the Agreement to simplify the calculation used to determine the amount the DDA will receive from the City each year; and

WHEREAS, the amendment to the Agreement will provide an annual allocation to the DDA in an amount equal to 10% of the aggregate annual sales tax revenue generated within the entire DDA district in the prior year, with a minimum allocation of \$50,000 and a maximum allocation of \$250,000 in any given year.

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

Section 1. That the City Council hereby approves the Amendment to the Agreement for Voluntary Allocation of Sales Tax attached hereto and incorporated herein as Exhibit A.

Section 2. That the City Council hereby delegates authority to City staff and legal counsel to make minor revisions to the Amendment before execution, provided the substance of the agreement remains unchanged, and authorizes City staff to perform all terms and conditions contemplated by the amended agreement upon its final execution.

Section 3. This Resolution shall take effect immediately upon its passage.

PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS ____ DAY OF _____, 2024.

ATTEST

THE CITY OF GREELEY, COLORADO

By: _____
City Clerk

By: _____
Mayor

EXHIBIT A
RESOLUTION 8, 2024
CITY OF GREELEY, COLORADO

AMENDMENT TO AGREEMENT FOR VOLUNTARY ALLOCATION OF SALES TAX

This Amendment to Agreement for Voluntary Allocation of Sales Tax is dated as of the ____ day of _____, 2024, is made by and among the City of Greeley, a municipal corporation, (“City”) and the Greeley Downtown Development Authority (“DDA”), a body corporate and politic of the State of Colorado, for the purpose of voluntarily allocating certain sales tax revenue to the DDA. The City and the DDA are sometimes collectively called the “Parties.”

A. On August 2, 2023 the Parties entered into an Agreement for Voluntary Allocation of Sales Tax (hereinafter referred to as the “Agreement”). The parties now desire to amend that agreement as set forth below.

B. Paragraph 3 of the Agreement is hereby repealed in its entirety and replaced with the following:

3. Calculation of Sales Tax Payable to DDA: Subject to the limitations stated in paragraph 1, the amount of sales tax revenue which shall be payable to the DDA, is calculated as follows:

- a. Sales tax revenue will be calculated in the aggregate on an annual basis. The aggregate annual sales tax revenue to be received by the DDA in 2024 and all subsequent years will be 10% of the aggregate annual sales tax revenue from the prior year, not to exceed \$ 250,000 in any given year.
- b. Subject to the Payment Limitation in paragraph 4, the City will pay the DDA in lump sum no later than March 31st of each calendar year.
- c. To the extent there is any conflict regarding sales tax revenue that might be committed to an ESTIP-eligible agreement entered into by the City pursuant to Article VII, Chapter 12 of the Greeley Municipal Code, the portion of sales tax generated by the applicable property included in this calculation of sales tax payable to DDA will exclude any enhanced sales tax as that term is defined in Section 6-291 of the Code.

C. The calculation set forth in Paragraph 3 as amended herein shall be utilized to calculate the sales tax payment to the DDA beginning January 1, 2024.

D. Except as modified herein by this Amendment, all terms and conditions of the Agreement remain in full force and effect.

IN WITNESS WHEREOF, the Parties hereby agree to the same and execute this Amendment to Agreement for Voluntary Allocation of Sales Tax by their duly authorized representatives as follows:

CITY OF GREELEY, COLORADO

ATTEST:

City Clerk

Mayor

APPROVED AS TO SUBSTANCE:

City Manager

APPROVED AS TO LEGAL FORM:

City Attorney

APPROVED AS TO AVAILABILITY OF FUNDS:

Director of Finance

**GREELEY DOWNTOWN DEVELOPMENT
AUTHORITY**

Executive Director



Council Agenda Summary

Title:

Pulled Consent Agenda Items

Summary:

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



Council Agenda Summary

March 5, 2024

Key Staff Contact: Brian McBroom, Community Development Director, Douglas May, Planner III

Title:

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

Summary:

The applicant requests approval of an Ordinance by the Greeley City Council to rezone 8.51 acres from H-A (Holding Agriculture) to PUD (Planned Unit Development) allowing Multi-Family Dwellings. The PUD has development standards specifying that the multi-family dwellings must be row homes with attached garages, no more than 73 units on the site, and enhanced landscaping and buffering between the proposed development and the single-family neighborhood to the south and east. The PUD is proposed to be developed as one planning area.

The application has complied with the Greeley Development Code's notice requirements. A notice was placed on the City of Greeley's website on December 22, 2023. A sign was posted on the property on December 20, 2023. A notice was mailed to 357 property owners within 1000 feet of the site on December 22, 2023.

The Greeley Planning Commission opened a public hearing on January 23, 2024. At the January 23rd meeting, the Planning Commission voted 5 - 0 to forward a recommendation of denial of the PUD application. City staff recommends of the PUD as submitted, noting that the application has met the nine criteria used to evaluate Rezoning Applications (Section 24-204(b)) and the four criteria used to evaluate PUD Applications (Section 24-205(c)).

The motion to introduce the ordinance and schedule the public hearing and second reading for March 5, 2024, occurred at the February 20, 2024 Council Meeting and passed 7-0.

Please note the attached Planning Commission minutes are only in draft form. Due to upcoming Planning Commission meeting cancellations, the minutes will not be considered until April.

Fiscal Impact:

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

Legal Issues:

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

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

Other issues and Considerations:

None

Strategic Focus Area:



Community Vitality

Decision Options:

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

Council's Recommended Action:

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

Attachments:

1. Ord 2, 2024 with Appendix A
2. Please use this link <https://greeleyco.portal.civicclerk.com/event/2287/files/report/739> for all correlating documents to the January 23, 2024, Planning Commission Meeting or find all attachments below
3. Planning Commission Summary
4. Zoning Map
5. Photo Aerial Map
6. Project Narrative
7. Plan Set
8. Notification Boundary Map
9. Traffic Study
10. Neighborhood Meeting Summary
11. Neighbor Comments (Previous Version)
12. Neighbor Comments
13. 15 - Staff Presentation

- 14. 15 - Applicant Presentation
- 15. 15 - Neighbor Presentation
- 16. January 23, 2024, Planning Commission Minutes
- 17. Additional Neighbor Comments

**CITY OF GREELEY, COLORADO
ORDINANCE NO. 2, 2024
CASE NO. PUD2022-0008**

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

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

Section 1. The zoning on the following described property located in the City of Greeley is hereby changed from HA (Holding Agriculture) to PUD (PLANNED UNIT DEVELOPMENT) in the City of Greeley, County of Weld, State of Colorado:

Legal Description

See Appendix A, attached hereto, and incorporated herein.

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

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

PASSED AND ADOPTED, SIGNED AND APPROVED, THIS ____ DAY OF _____, 2024.

ATTEST:

THE CITY OF GREELEY

By: _____
City Clerk

By: _____
Mayor

ORDINANCE NO. 2, 2024

APPENDIX A

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

LEGAL DESCRIPTION FOR REZONING AREA

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

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

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

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

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

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

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

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

THENCE SOUTH 89°30'42" WEST FOR A DISTANCE OF 50.00 FEET TO THE **POINT OF BEGINNING**.

SAID DESCRIBED PARCEL OF LAND CONTAINS A TOTAL OF 482,783 SQ. FT. OR 11.083 ACRES, MORE OR LESS, AND IS SUBJECT TO ANY EXISTING EASEMENTS AND RIGHTS OF WAYS OF RECORD OR AS NOW EXISTING ON SAID DESCRIBED PARCEL OF LAND.

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

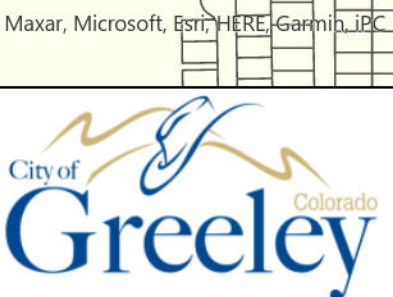
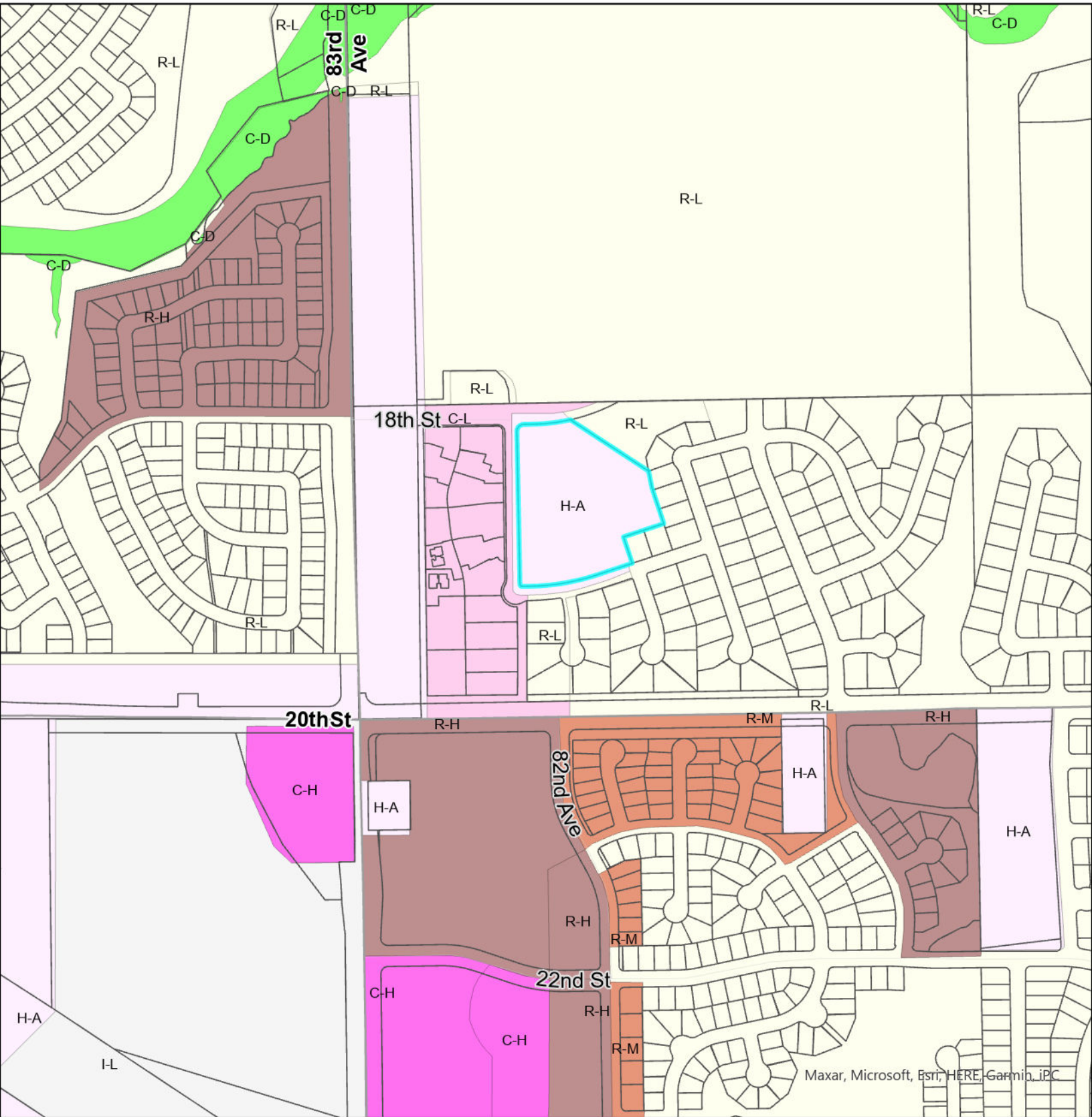
Recommended (Approval)

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.

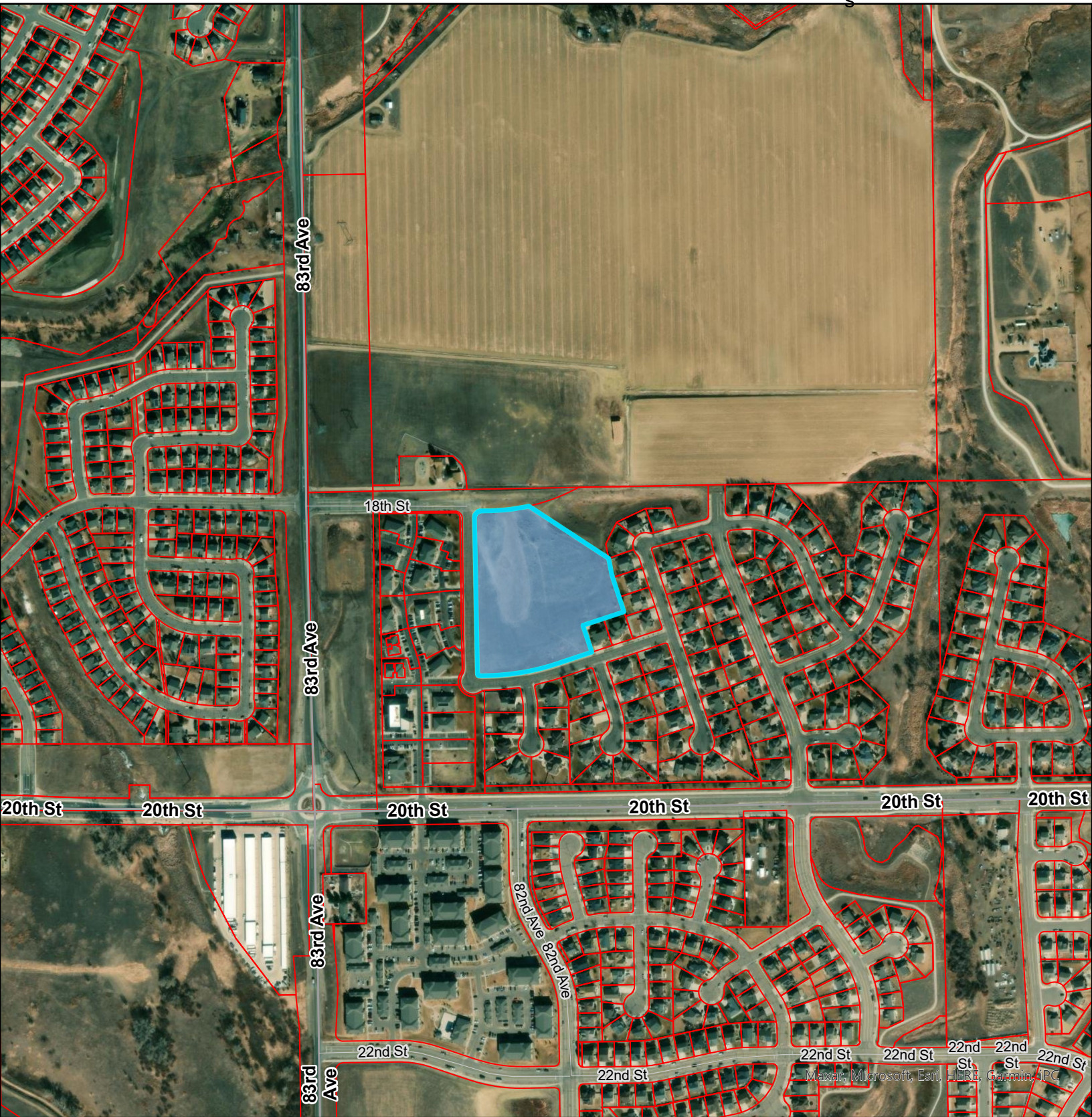
Alternative (Denial)

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
	Conservation District**		Industrial Medium Intensity
	Commercial Low Intensity		Industrial High Intensity
	Commercial High Intensity		Planned Unit Development
	Holding Agriculture		Residential Estate
			Residential Low Density
			Residential Medium Density
			Residential High Density
			Residential Mobile Home



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.

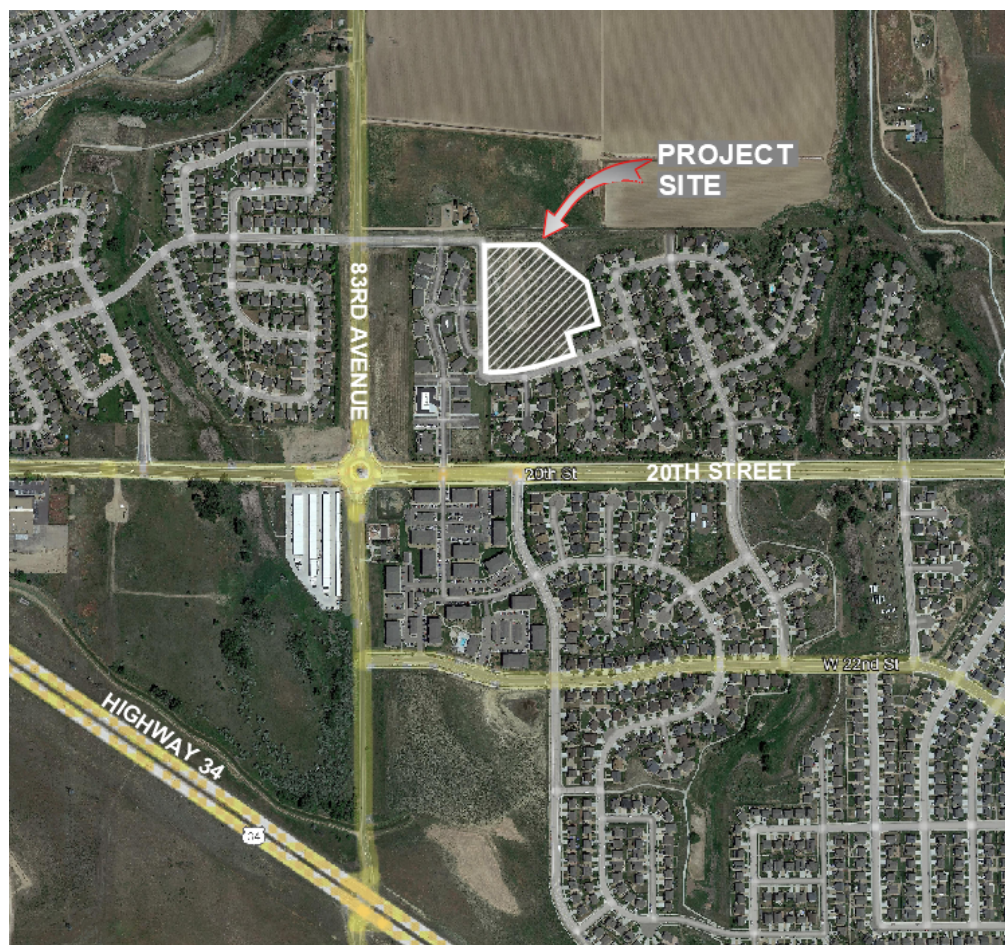


Figure 1: Outline of Mountain Vista Multifamily

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 Northeasterly line of Tract 2, Mountain Vista-Filing 3;

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

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

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

THENCE South 17° 43' 06" East a distance of 160.00 feet;

THENCE South 72° 16' 54" West a distance of 180.00 feet;

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

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

...shown on the attached map as embraced within the heavy exterior lines thereon, has (have) subdivided the same into lots and blocks (or building envelopes) as shown on the attached map; and does (do) hereby set aside said portion of tract of land and designate the same MOUNTAIN VISTA MULTIFAMILY PLANNED UNIT DEVELOPMENT; and does (do) dedicate to the public, the streets and all easements over and across said lots (or building envelopes) at locations shown on said map; and does (do) further certify that the width of said streets, the dimensions of the lots and blocks (or building envelopes) and the names and numbers thereof are correctly designated upon said map.

Larry S. Buckendorf, Authorized Agent for 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:

1) Approval of site construction plans by the City of Greeley shall be required (as applicable) prior to issuance of building permits.

2) Signage shown on this plan is for illustrative purposes only. A separate sign permit shall be submitted to the city for review and approval.

3) All existing and proposed utilities shall be installed underground.

4) No building permit shall be issued for the construction of a new building or structure unless the property has been platted in accordance with the City's Subdivision Regulations (Chapter 3).

5) All elevations shown on these plans are tied to NAVD 88 datum.

SURVEYOR NOTES:

1) 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).

2) 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.

3) For easements created by separate document and shown hereon refer to record document for specific terms.

4) 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.

5) 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.

6) 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.

7) The Professional opinion of the Surveyor is not a determination of law, nor a matter of fact.

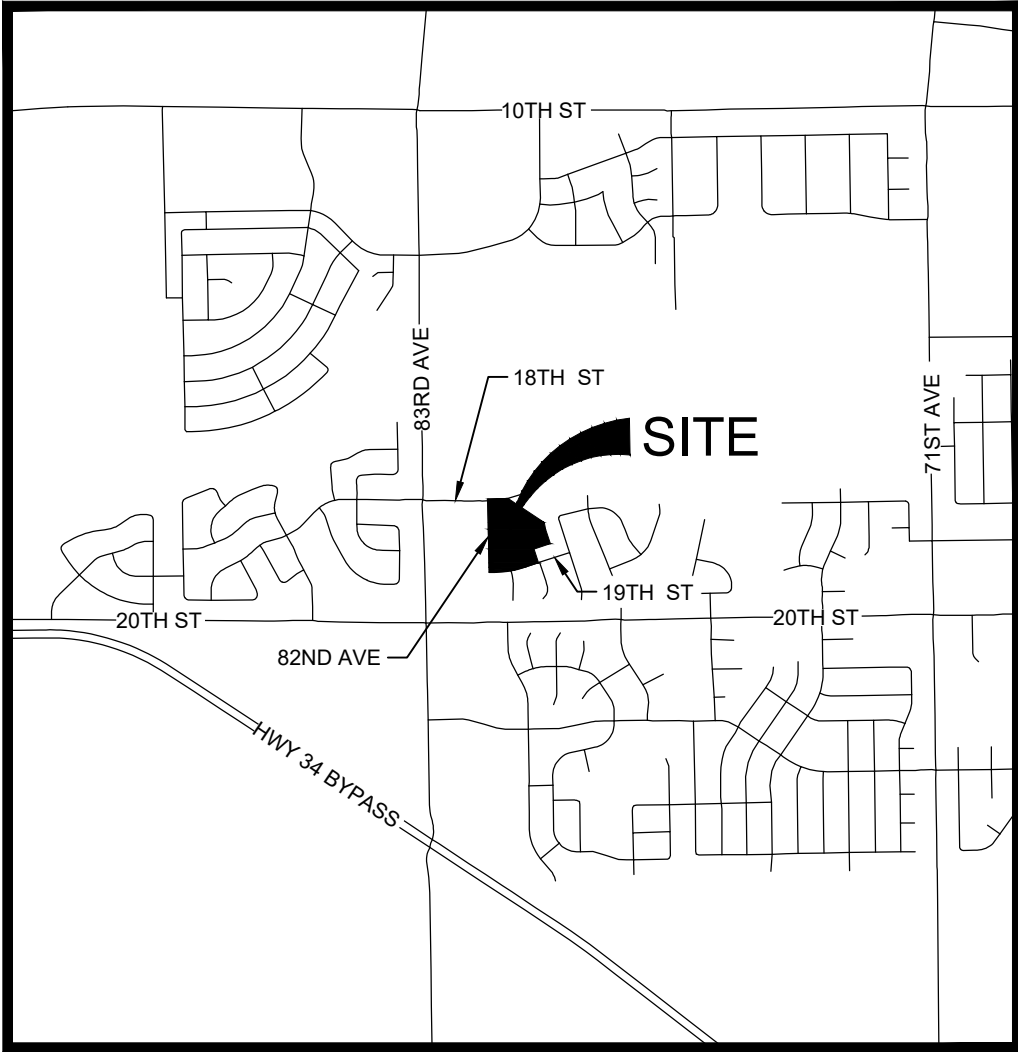
8) Adjacent property owner information per the Weld County Property Portal.

9) Zoning information per the City of Greeley ORIGIN Property Facts Map Portal.

10) Zoning Parcel descriptions are for reference purposes only. It is not the intent of the surveyor to create legal lots or subdivision as defined by the City of Fort Collins, the County of Larimer or State of Colorado. Zoning Parcel descriptions are not to be used in the transfer of real property or to replace deeded property descriptions.

11) This Zoning Map is not a statutory monumented Land Survey as defined by the State of Colorado. Monuments shown hereon are for depicted reference purposes only.

12) The location of that 30.0' Right of Way Easement to Snyder Oil Corporation as depicted hereon is approximate due to poor dedication geometry in Grant recorded on February 10, 1995 as Reception No. 2426230 of the Records of Weld County. Information was scaled via previous platting and aligned to known well locations.



VICINITY MAP
1" = 2000'

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

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

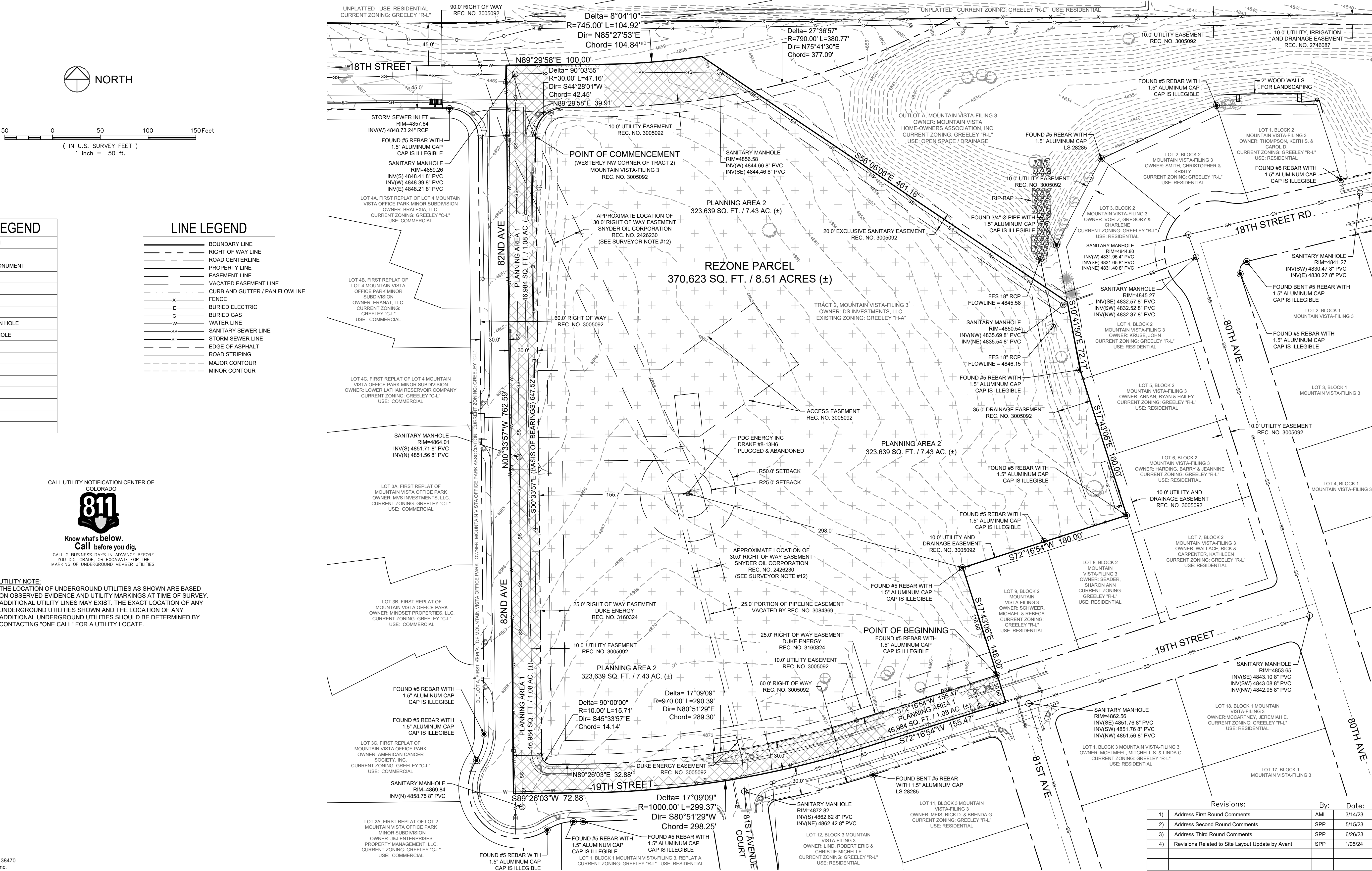
BEING A PLANNED UNIT DEVELOPMENT OF TRACT 2, MOUNTAIN VISTA-FILING 3 AND THOSE ADJOINING HALF RIGHT OF WAYS

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



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: 07/06/2024
SCALE: 1" = 50'
REVIEWED BY: R. TESSELY
PROJECT: 1159-010
CLIENT: JOURNEY HOMES
DRAWN BY: S. PALVIN

EXISTING CONDITIONS MAP
MOUNTAIN VISTA MULTIFAMILY PUD
CITY OF GREELEY, STATE OF COLORADO

Sheet
2
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

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 160.00 feet to the centerline of 18th 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 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 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

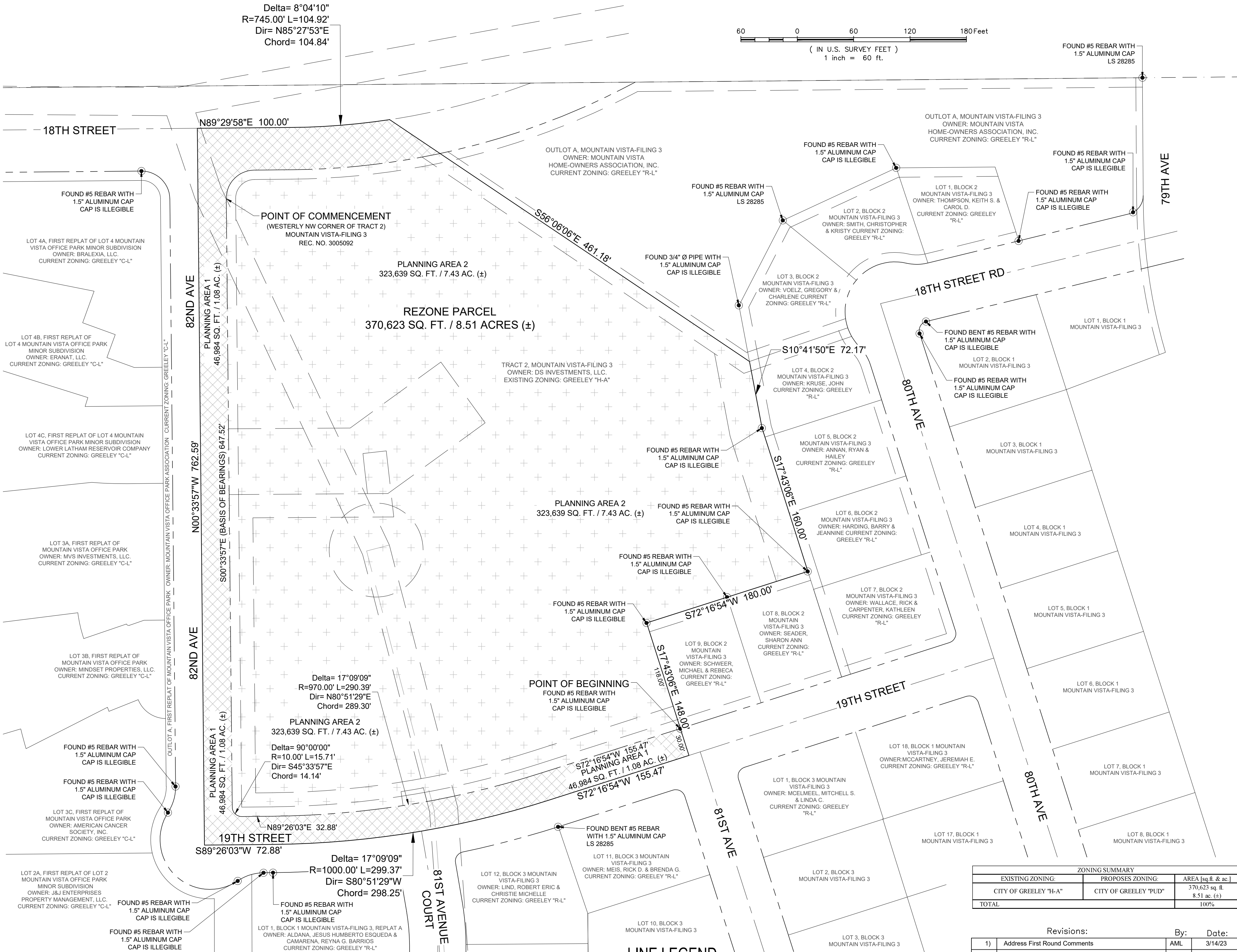
SITE SUMMARY							
AREA	USE	ACRES	DWELLING UNITS (D.U.)	DENSITY (D.U./ACRE)	NO. OF BUILDINGS	AVE. AREA OF BLDG (SQ. FT.)	% OF ACREAGE
PA-1	RIGHT-OF-WAY	1.079	0	0.00	0	0	12.7%
PA-2	MULTIFAMILY	7.430	73	9.83	14	4234	87.3%
Total		8.508	73	8.58	14		100.0%

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

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

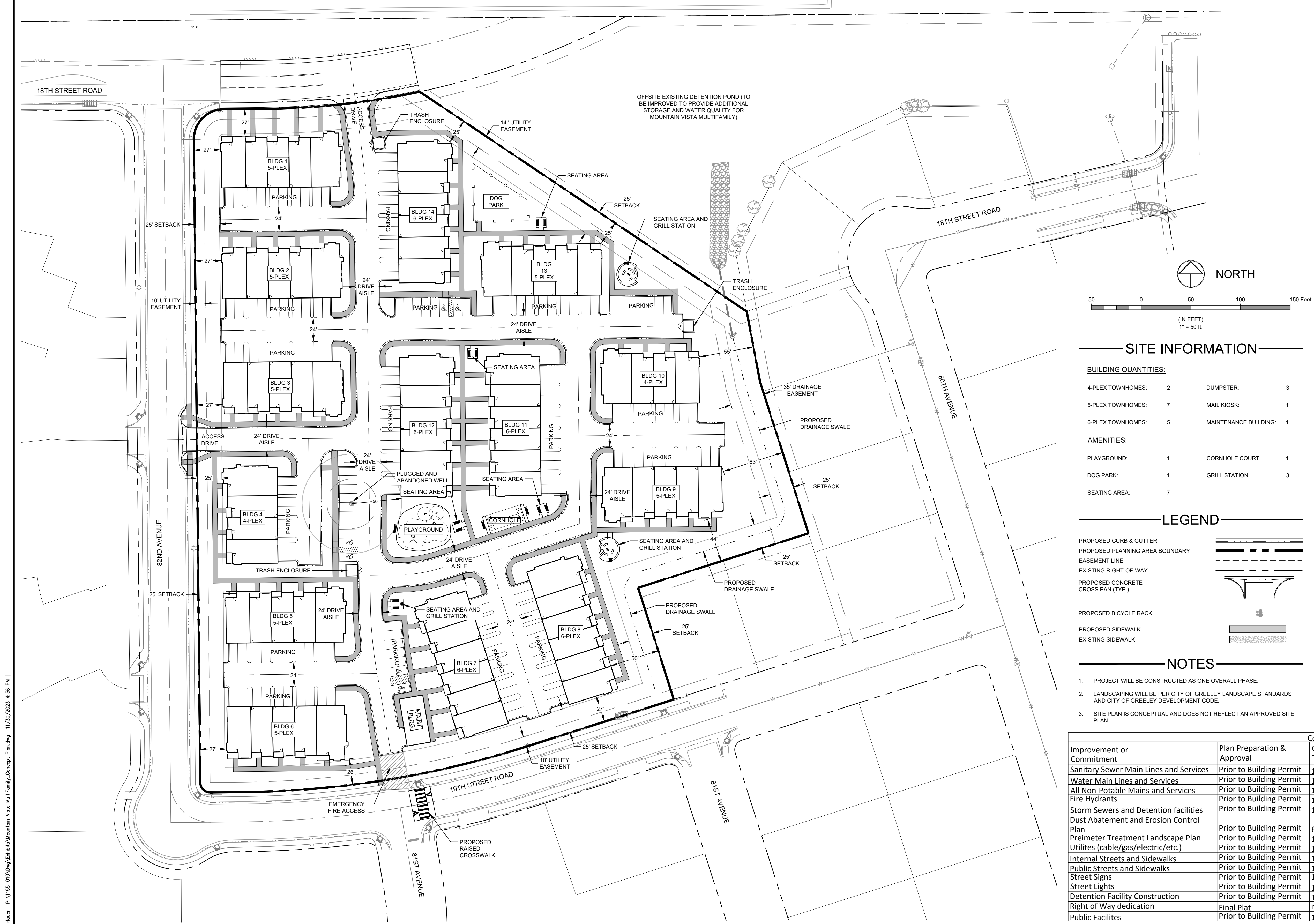
DATE: 07/06/2024
SCALE: 1" = 60'
REVIEWED BY: R. TESSELEY
PROJECT: 1159-010
CLIENT:
DRAWN BY: S. PAULIN

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

BUILDING QUANTITIES:

4-PLEX TOWNHOMES:	2	DUMPSTER:	3
5-PLEX TOWNHOMES:	7	MAIL KIOSK:	1
6-PLEX TOWNHOMES:	5	MAINTENANCE BUILDING:	1

AMENITIES:

PLAYGROUND:	1	CORNHOLE COURT:	1
DOG PARK:	1	GRILL STATION:	3
SEATING AREA:	7		

LEGEND

Legend symbols for various site features including proposed curb & gutter, easement lines, drainage swales, bicycle racks, and sidewalks.

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 columns: Improvement or Commitment, Plan Preparation & Approval, Construction Timing, Construction Responsibility, Maintenance Responsibility, and Ownership. Rows include items like Sanitary Sewer Main Lines, Water Main Lines, Storm Sewers, and Public Facilities.

Land Use Statistics and Required Parking tables. Land Use Statistics includes Description, Code or PUD, and Provided. Required Parking includes 4-Plex and 5-Plex breakdowns for Bedrooms, Spaces Required, and Total.

Project information sidebar including:
- Revisions table (NO, BY, DATE)
- AVANT CIVIL GROUP logo and address (1337 RIVERSTONE AVE #9, FORT COLLINS, CO 80524)
- Project Name: MOUNTAIN VISTA MULTIFAMILY CITY OF GREELEY, CO
- Submission Date: 12/1/2023
- Project Manager: R. LAUER
- Scale: 1" = 50'
- Sheet: 4 OF 8
- Project No: 1155-010

Plotted By: Alex Garvet 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
† - PERIMETER TREATMENTS INCLUDING DECORATIVE FENCE
†† - 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

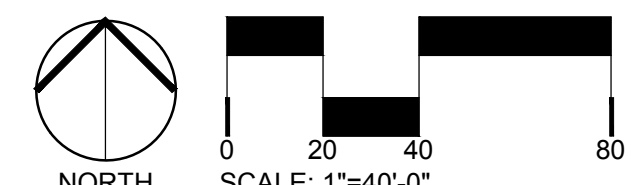
AVANT CIVIL GROUP
ROBBIE LAURER
1337 RIVERSIDE AVE, SUITE 2
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SURVEYOR

NORTHERN ENGINEERING SERVICES, INC.
AARON LUND
301 N. HOWES STREET, SUITE 100
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(970) 221-4158

LANDSCAPE ARCHITECT

RIPLEY DESIGN INC.
RUSS LEE
419 CANYON AVE. SUITE 200
FORT COLLINS, CO 80521
(970) 224-5828



ORIGINAL SIZE 24X36

ISSUED

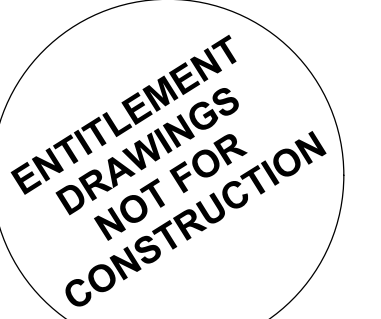
No.	DESCRIPTION	DATE

REVISIONS

No.	DESCRIPTION	DATE

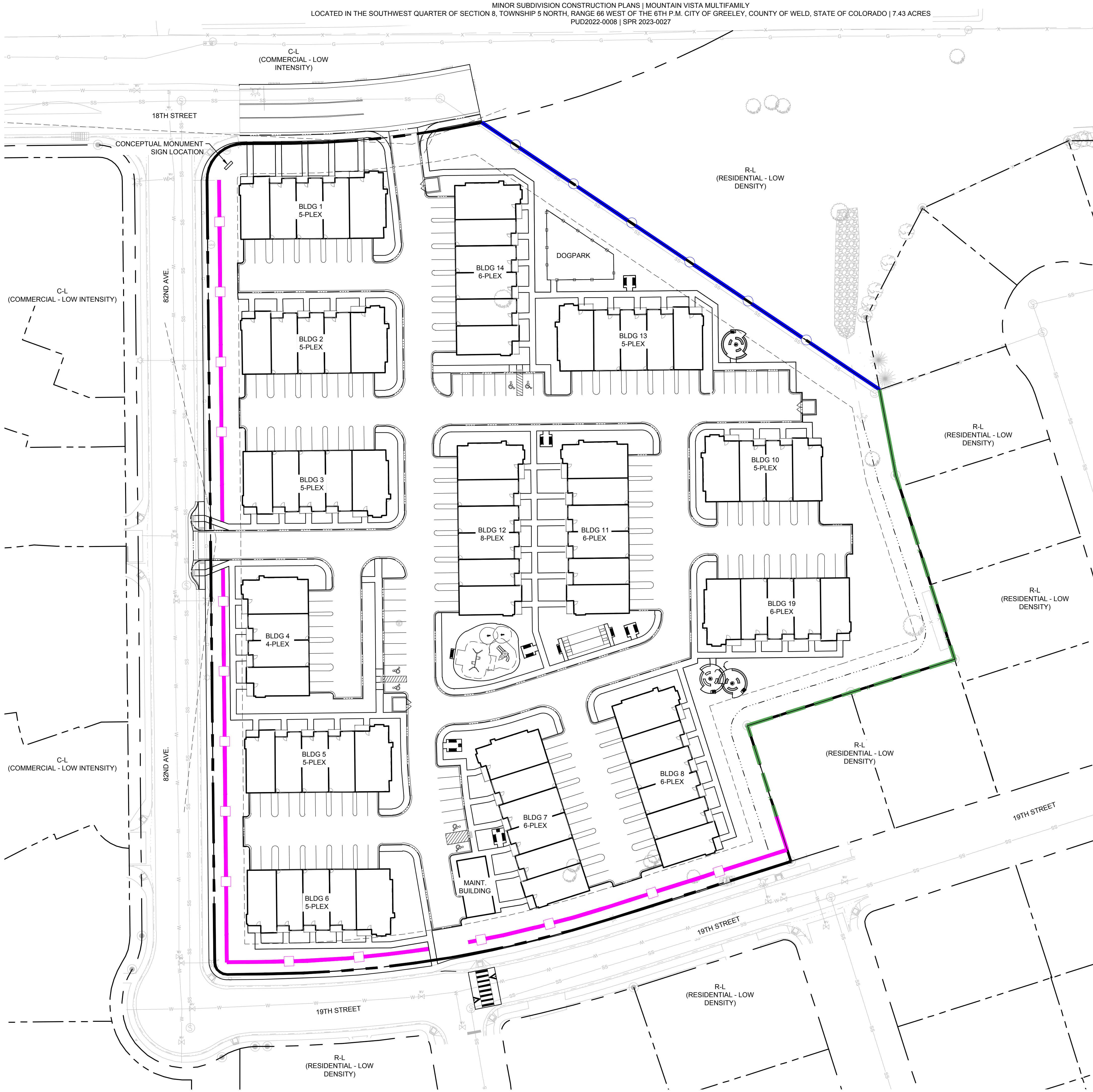
PERIMETER
TREATMENT PLAN

SEAL:

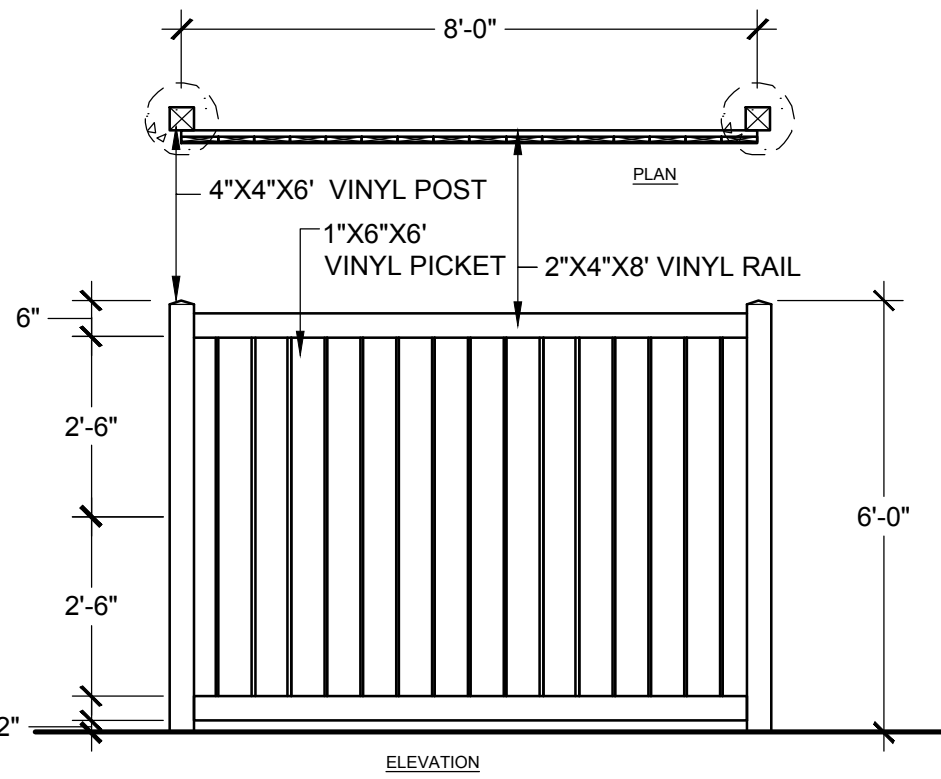


PROJECT No.: R23-006
DRAWN BY: AG
REVIEWED BY: RL
DRAWING NUMBER:

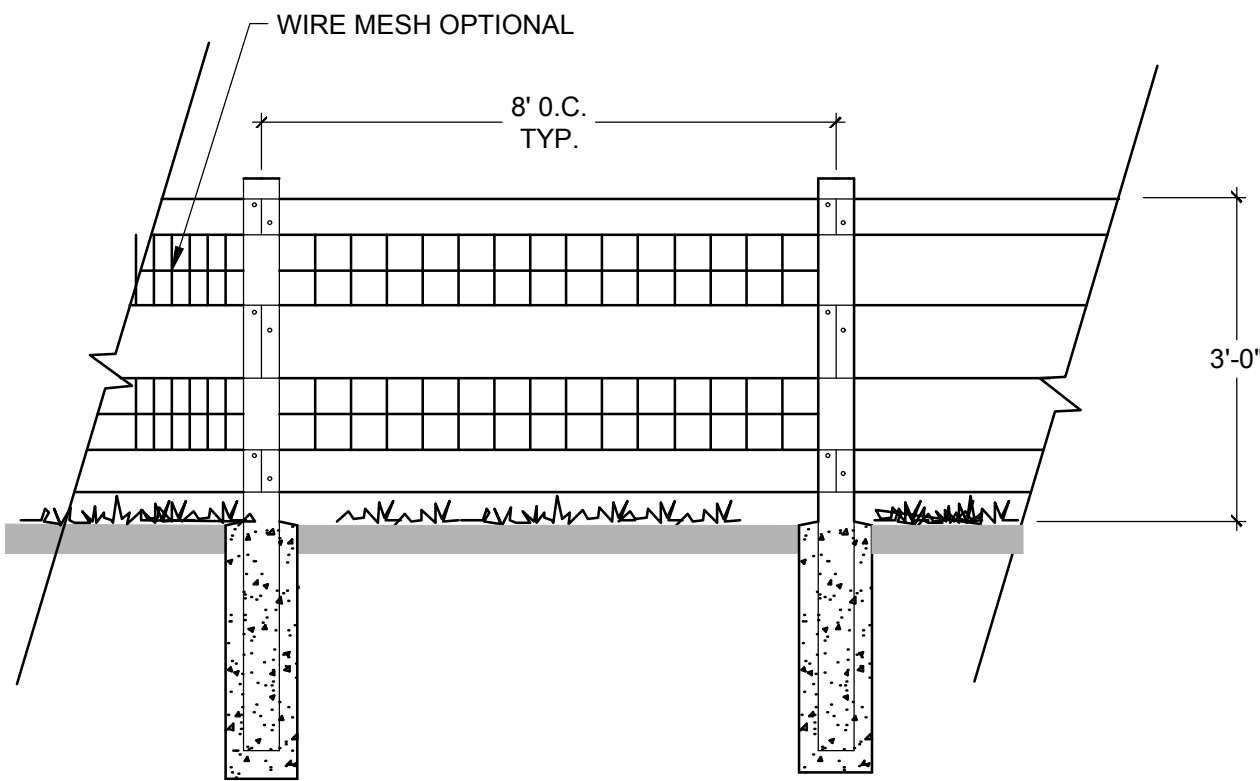
Plotted By: Alex Garver. Layout: 6 OF 8 FENCING PLAN. Printed On: 12/1/2023 9:15 AM. File Name: FENCING PLAN.dwg



- 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



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

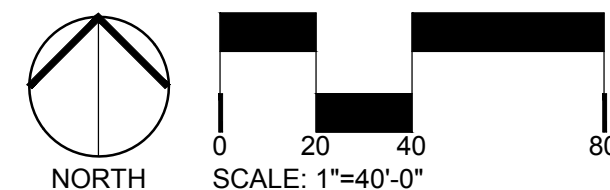
NORTHERN ENGINEERING SERVICES, INC.
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LANDSCAPE ARCHITECT

RIPLEY DESIGN INC.
RUSS LEE
419 CANYON AVE. SUITE 200
FORT COLLINS, CO 80521
(970) 224-5828



ORIGINAL SIZE 24X36

ISSUED	
No.	DESCRIPTION
REVISIONS	
No.	DESCRIPTION

FENCING PLAN

SEAL:

ENTITLEMENT
DRAWINGS
NOT FOR
CONSTRUCTION

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



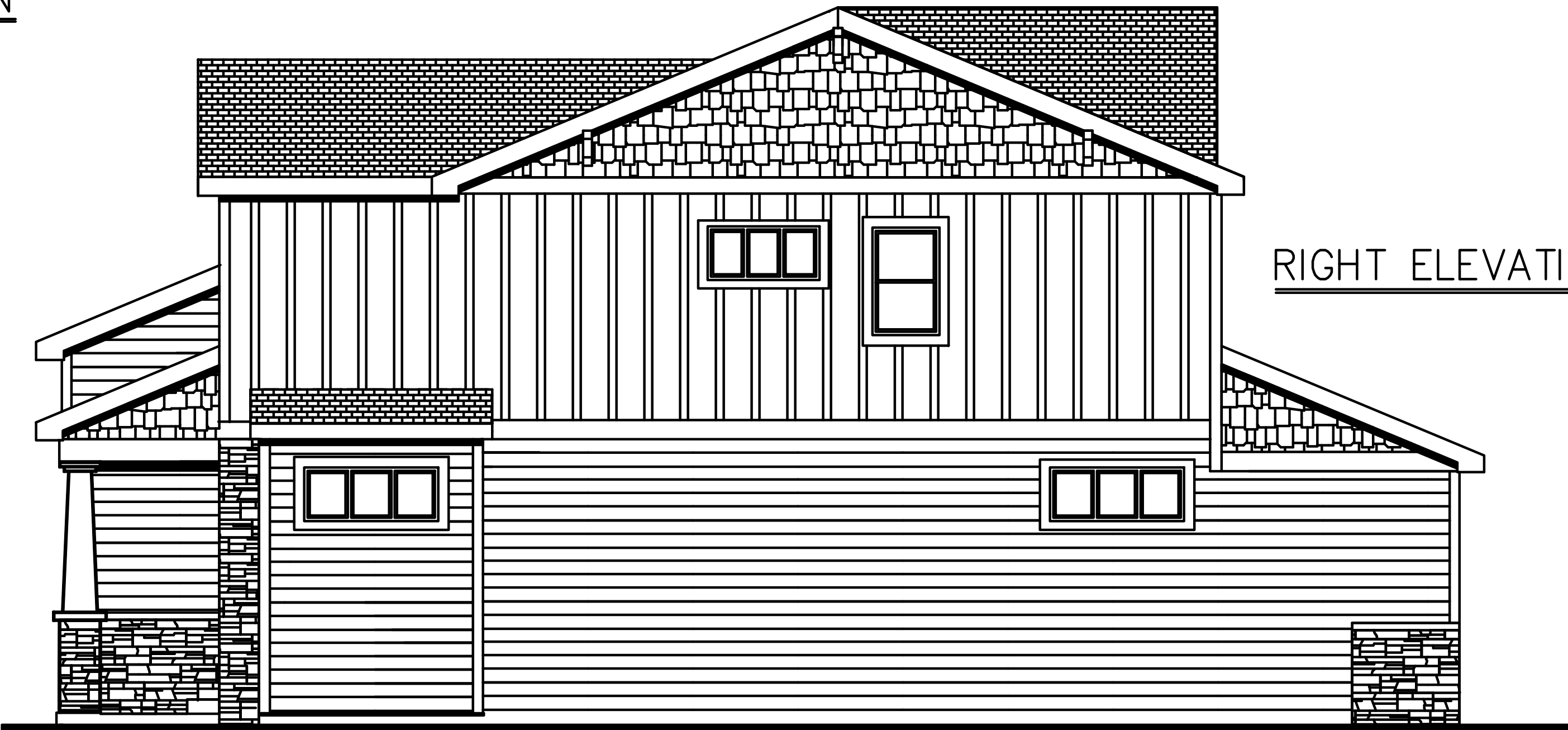
FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION

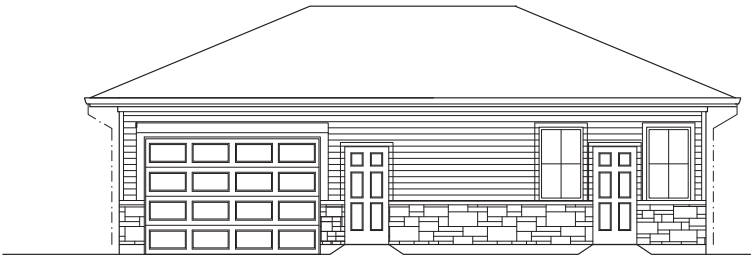


RIGHT ELEVATION

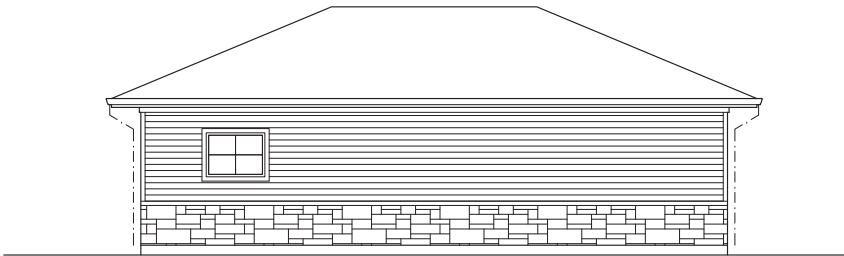
Materials						
	Column	Corble	Door	Gable	Siding	Window Grids
Elevation A	A	B	Half Moon Window	Board & Batton	Horizontal Lap	Field Stone

Colors			
	Roof Color	Body Color	Trim Color
Elevation A	Teak	Nankeen	Beaver Brown

CONCEPTUAL



2 FRONT ELEVATION



2 BACK ELEVATION



3 LEFT & RIGHT ELEVATION

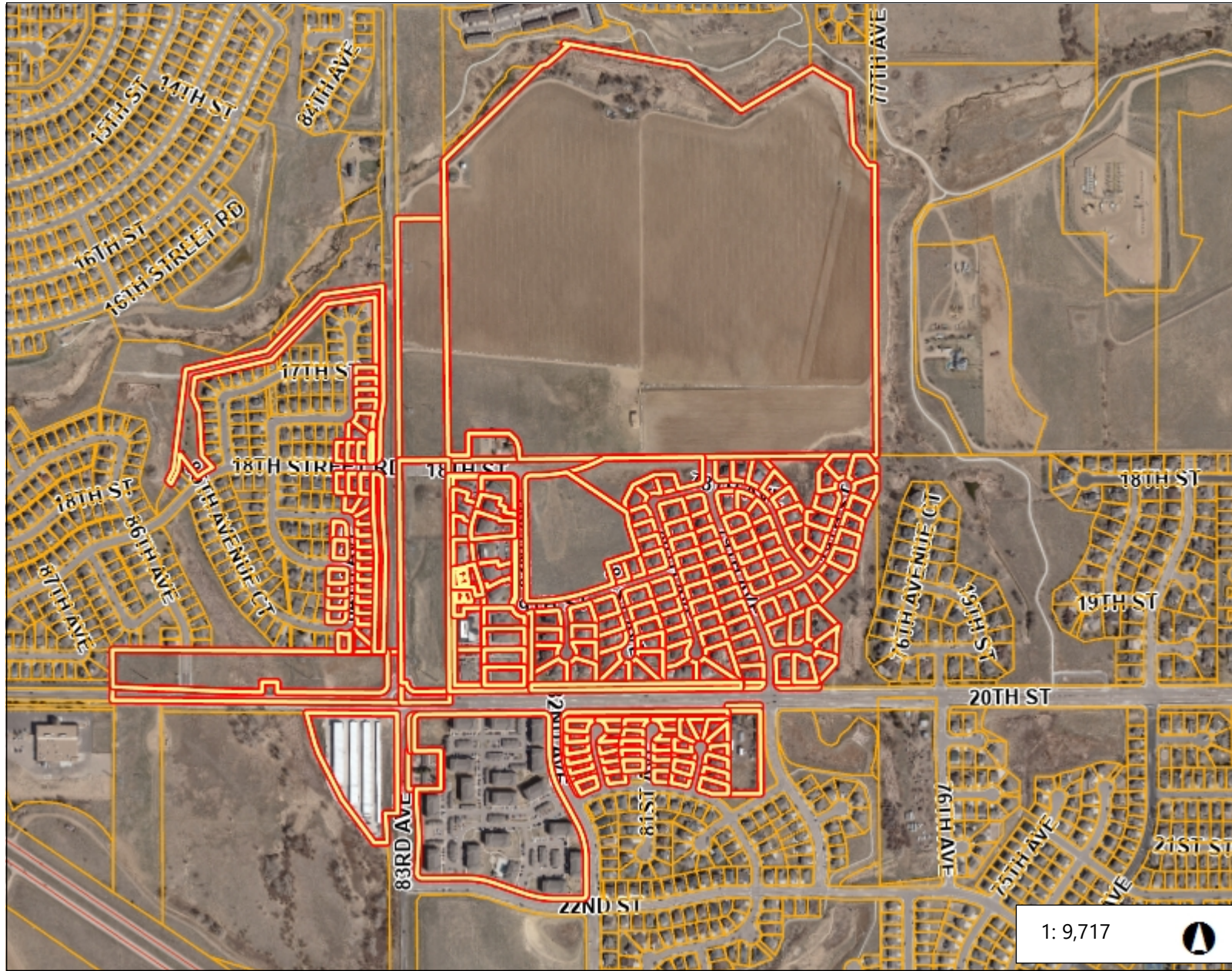
CONCEPT

MOUNTAIN VISTA MULTIFAMILY PUD
MAINTENANCE SHED

ELEVATIONS

Sheet Number

8 OF 8



Legend

 Parcels

1: 9,717



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

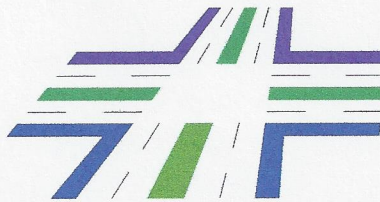
GREELEY, COLORADO

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

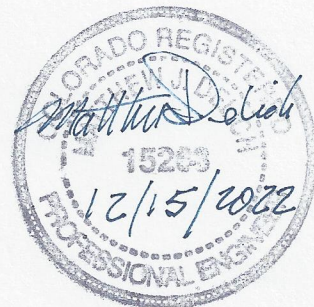


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- A. Base Assumptions Packet
- B. Peak Hour Traffic Counts
- C. Current Peak Hour Operation/Level of Service Descriptions
- D. Short Range (2030) Background Peak Hour Operation
- E. Short Range (2030) Total Peak Hour Operation
- F. Pedestrian Analysis

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.

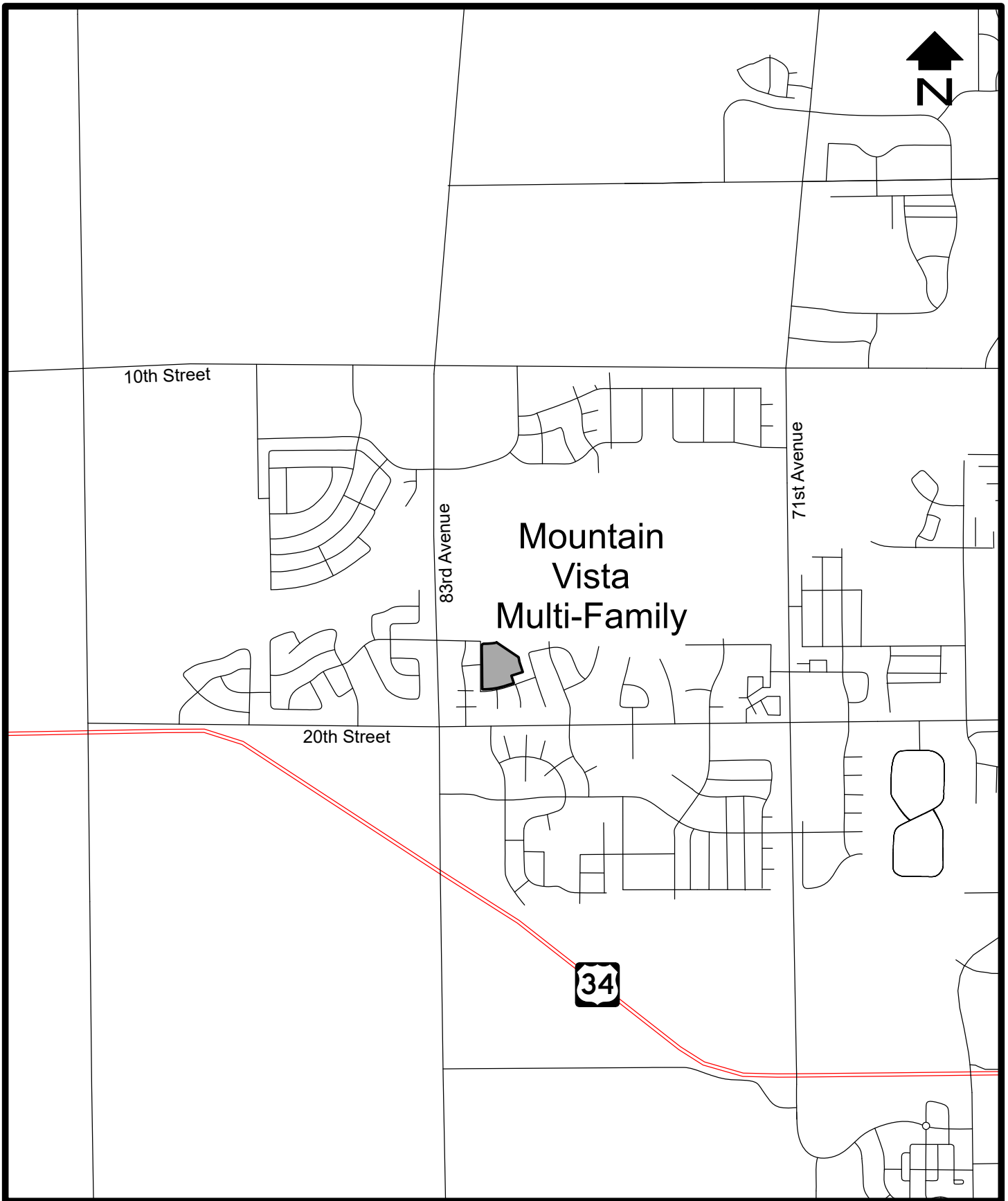
Streets

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.

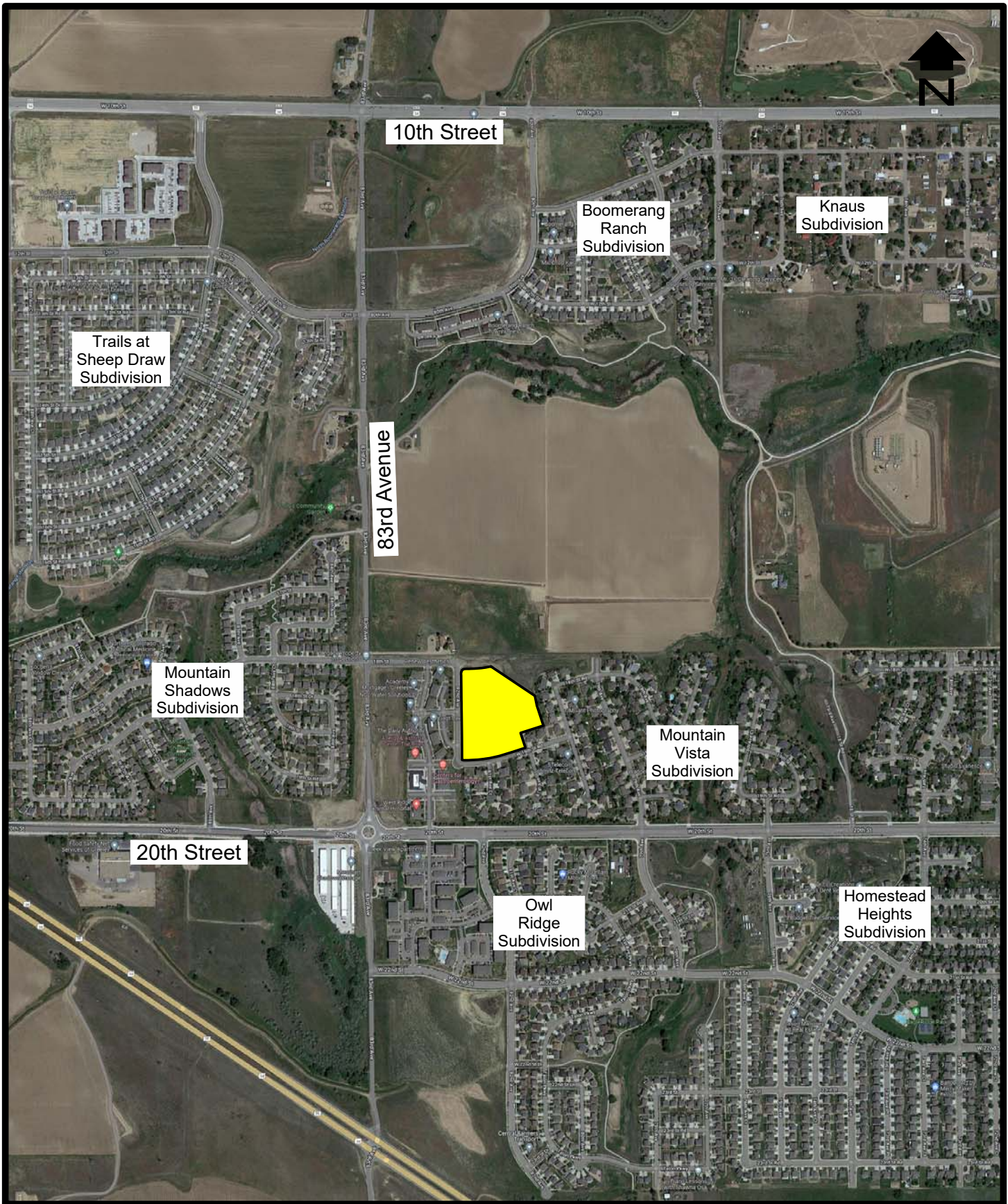
Eighty-third Avenue is a north/south street classified as a major arterial street on the Greeley Master Street Plan. North and south of 20th Street, 83rd Avenue has a two-lane cross section (no center lane) with left-turn deceleration lanes at some intersections. The existing speed limit on 83rd Avenue 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.



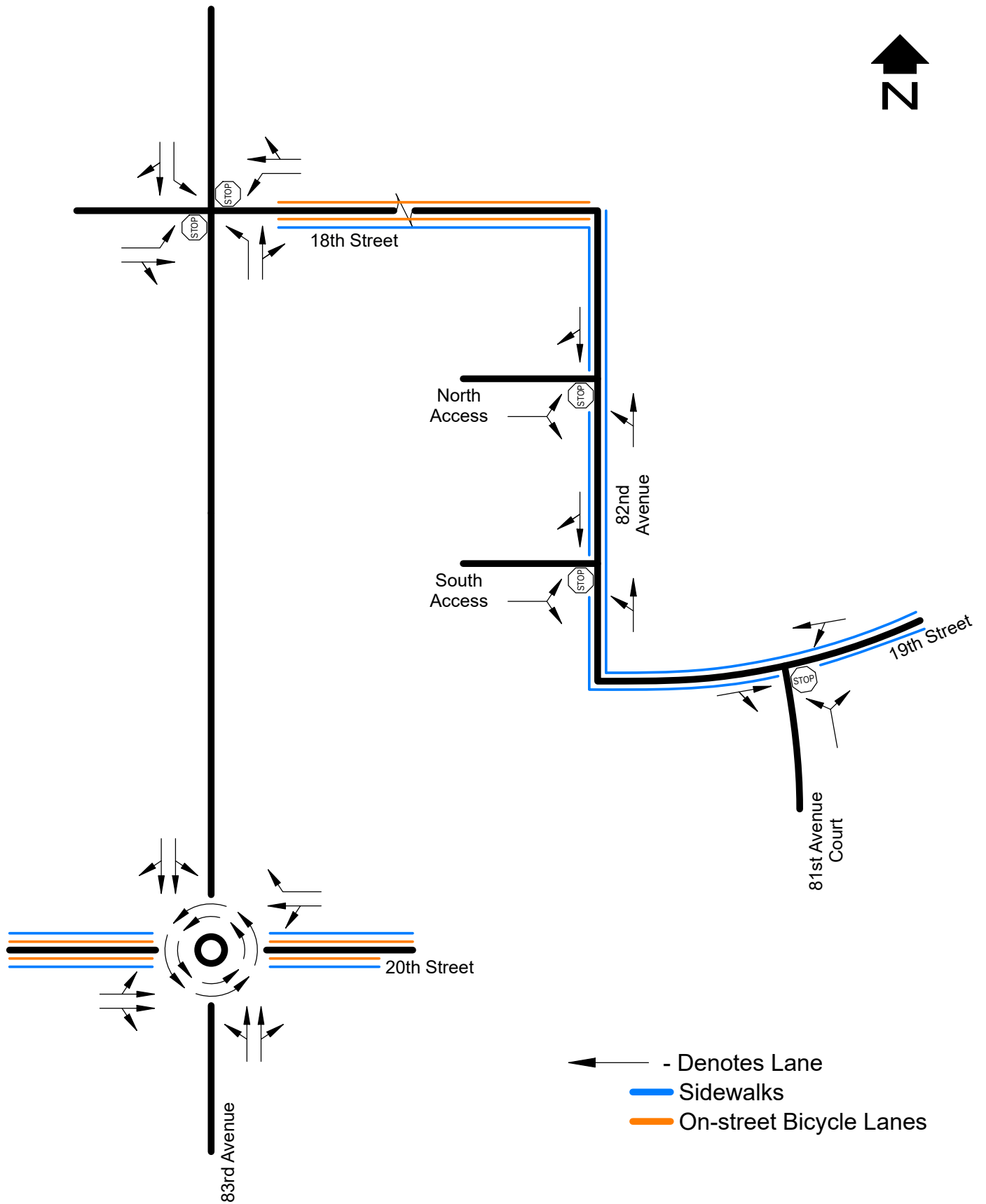
SITE LOCATION

Figure 1



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

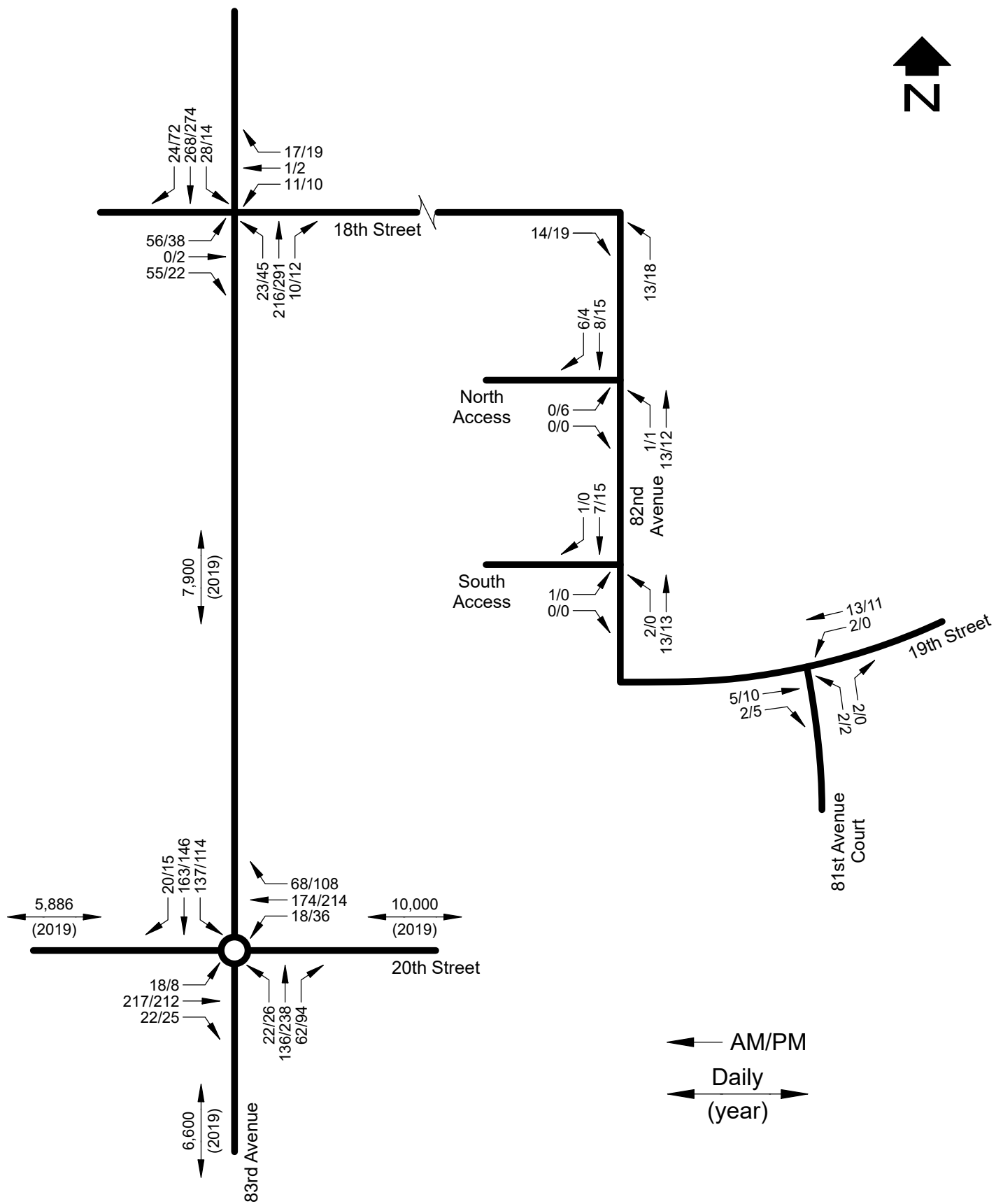
There are pedestrian facilities along both sides of 20th Street, 82nd Avenue, and 19th Street as shown on Figure 3. There are sidewalks along the south side of 18th Street. As future development occurs in the area, it is assumed that the future developments will build sidewalks to connect to adjacent 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.

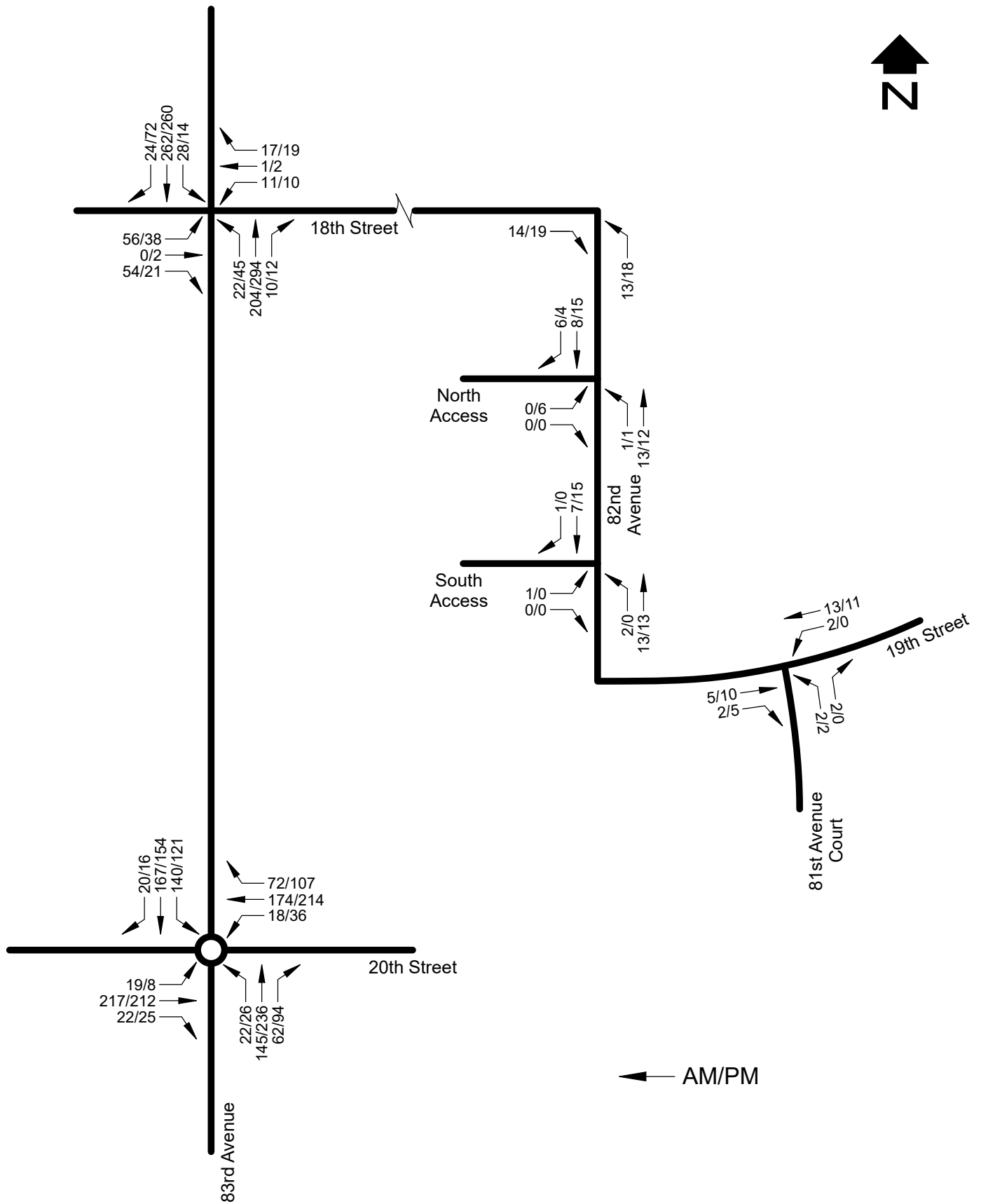
Transit Facilities

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.

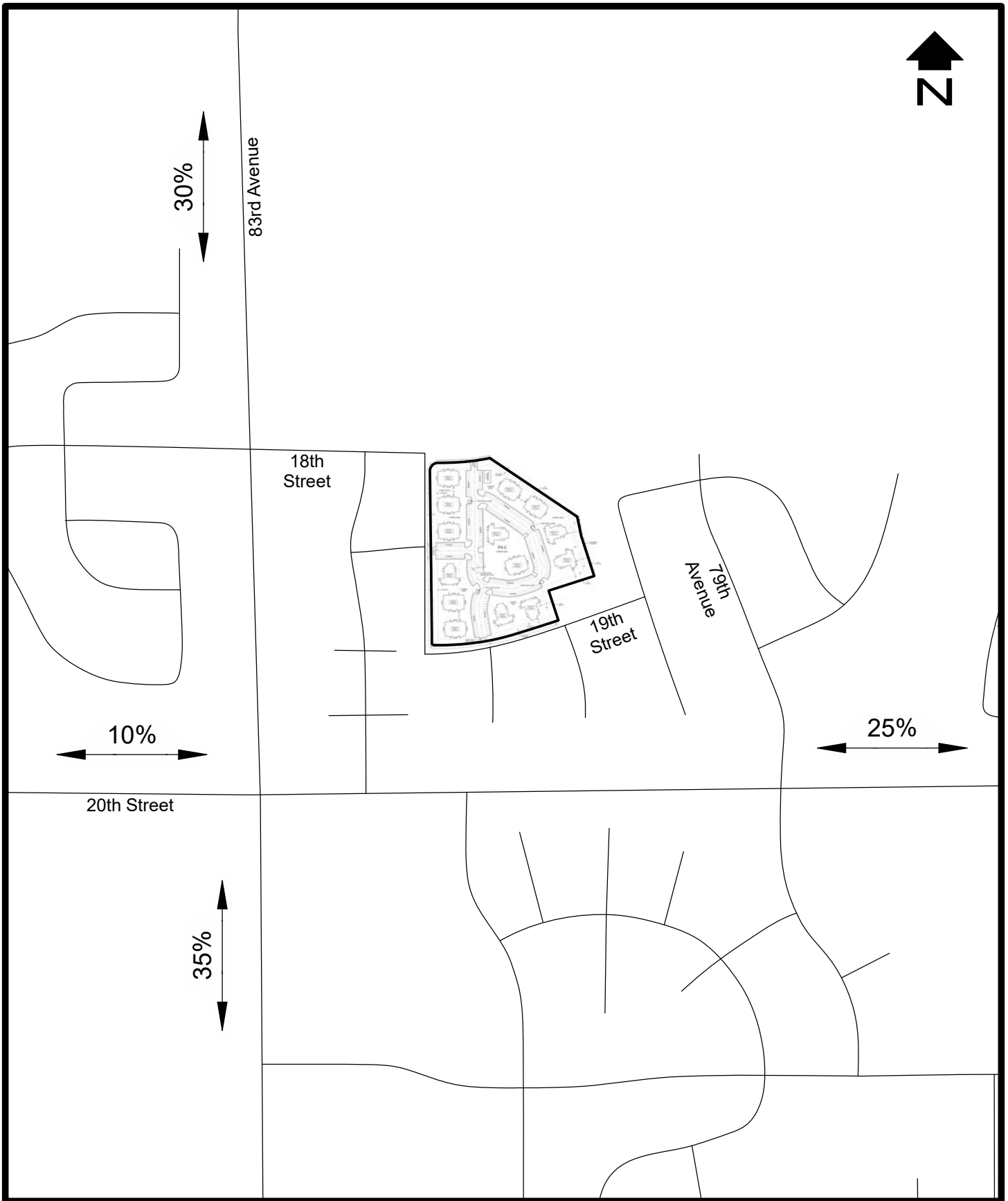


SCALE: 1"=100'



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

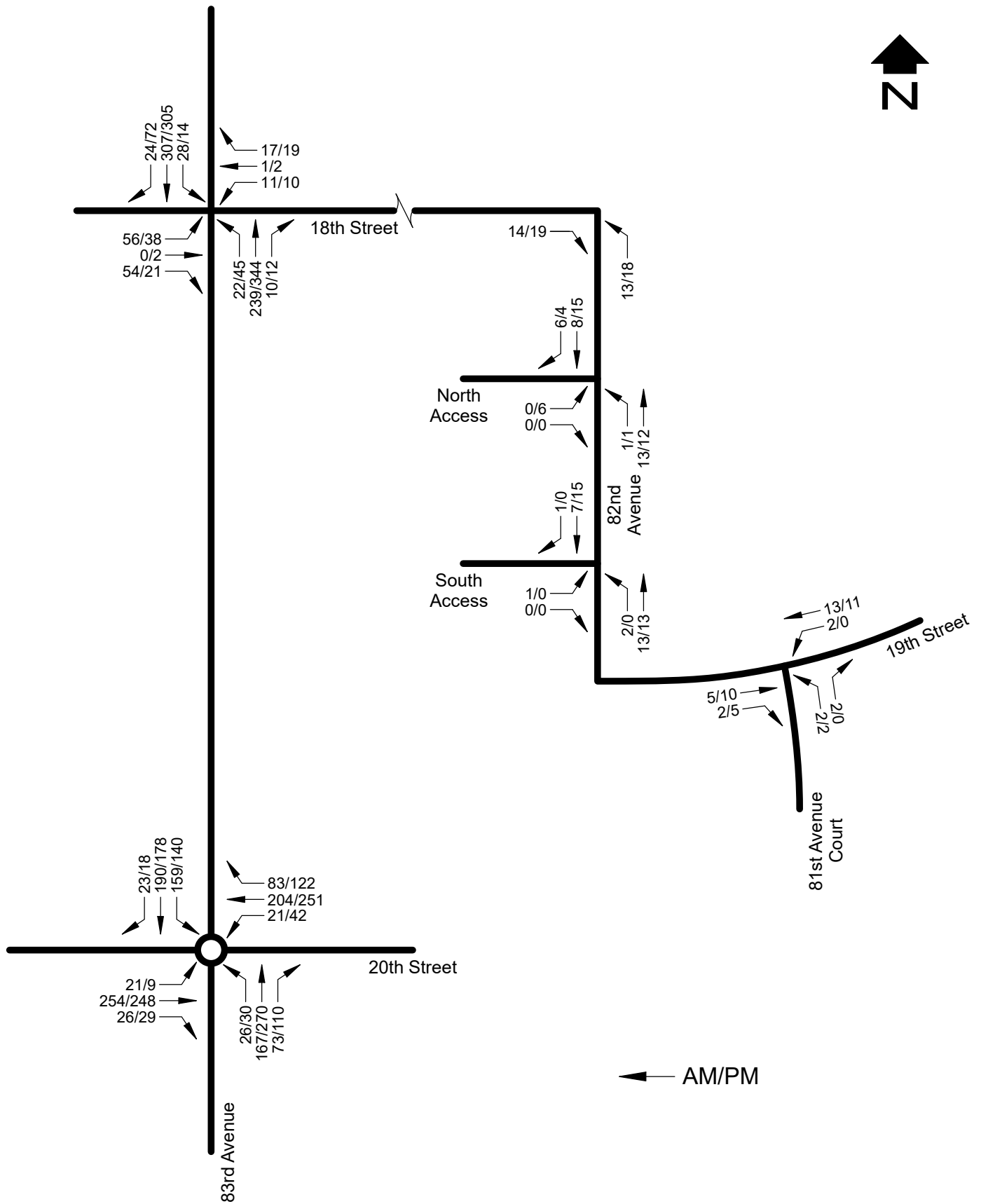
As a matter of policy, traffic signals are not installed at any location unless warrants are met according to the Manual on Uniform Traffic Control Devices. The 20th Street/83rd Avenue intersection is has roundabout control. The 83rd Avenue/18th Street stop sign controlled intersection does not meet 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.

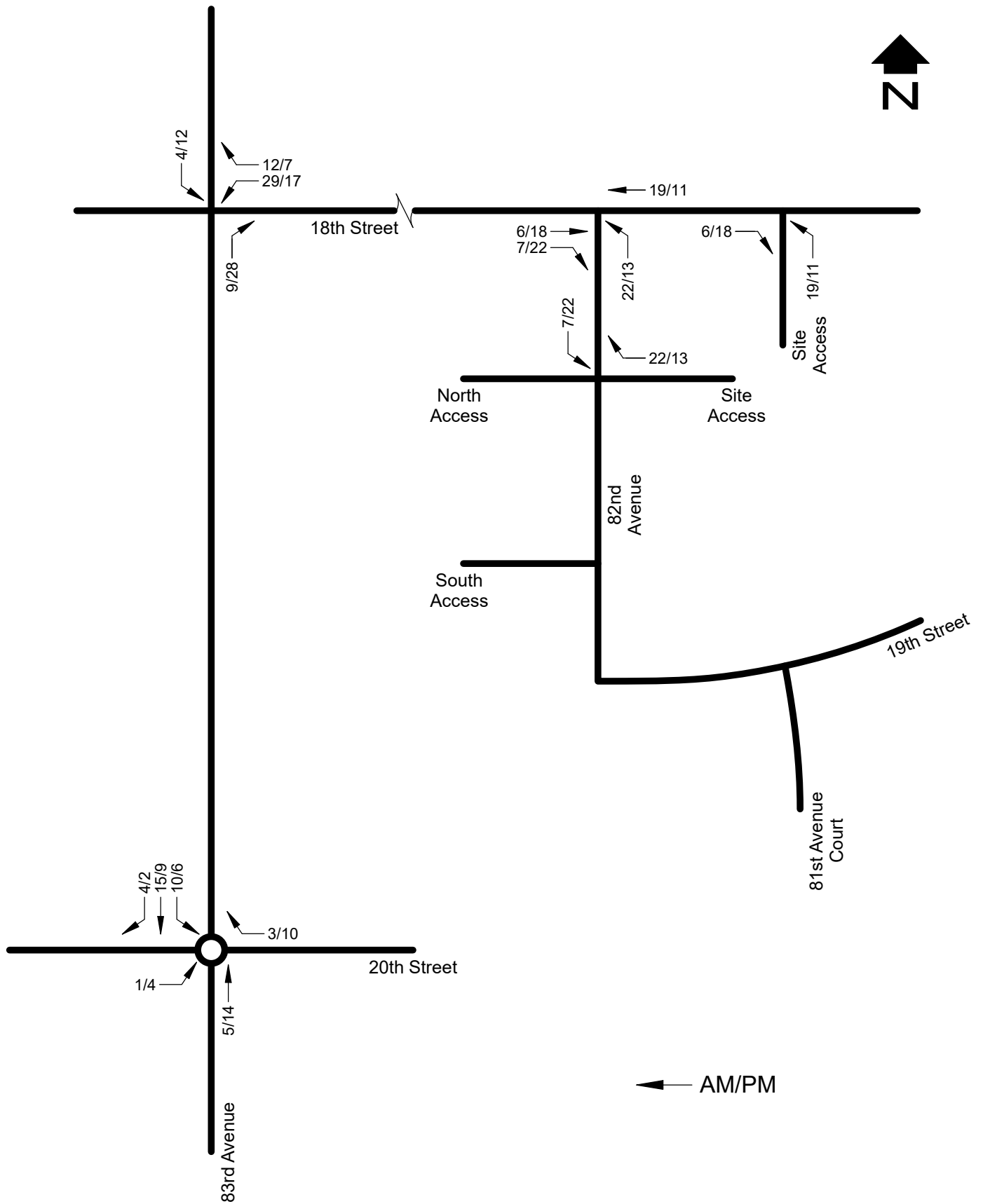
Operation Analysis

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.



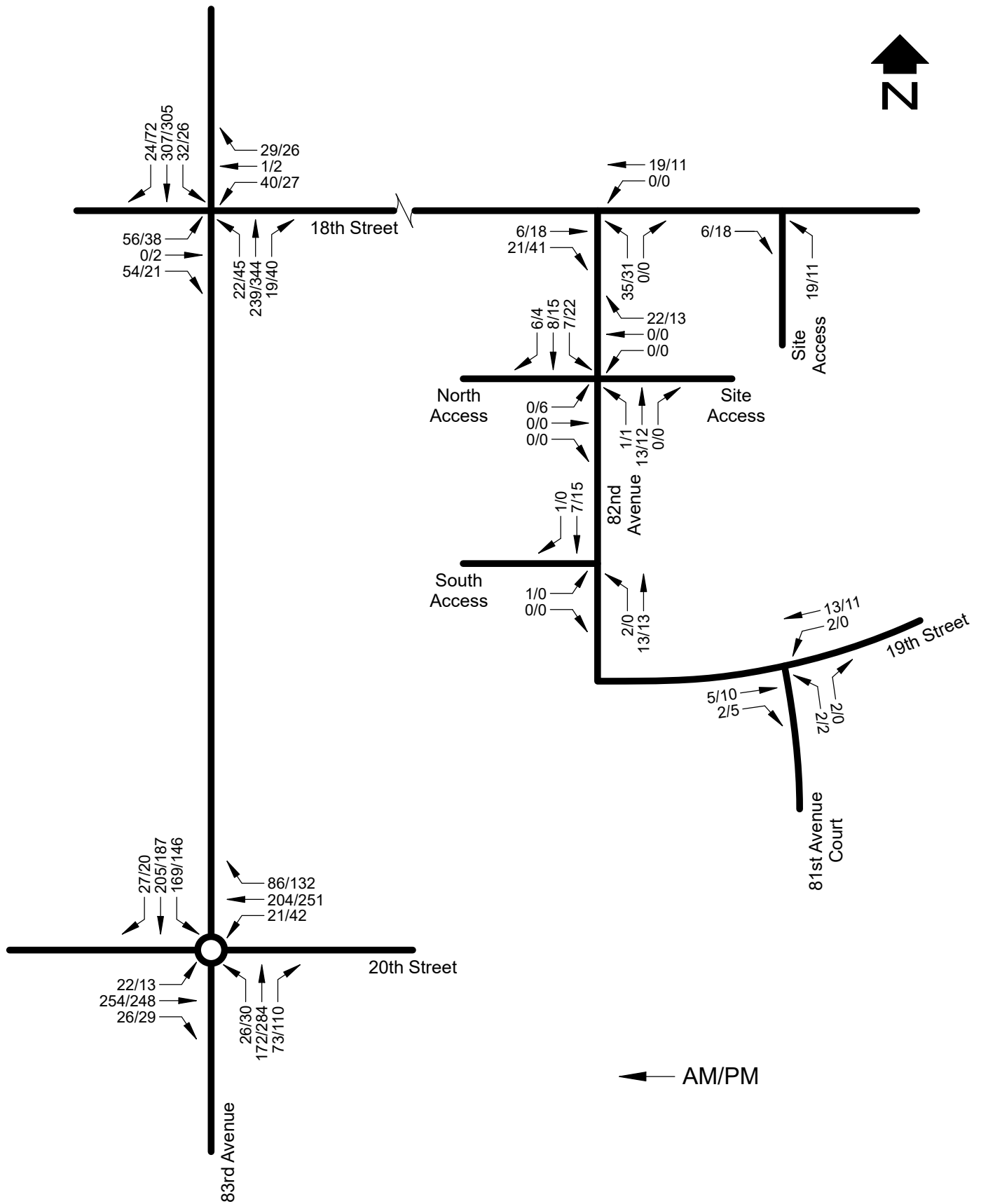
SHORT RANGE (2030) BACKGROUND PEAK HOUR TRAFFIC

Figure 8



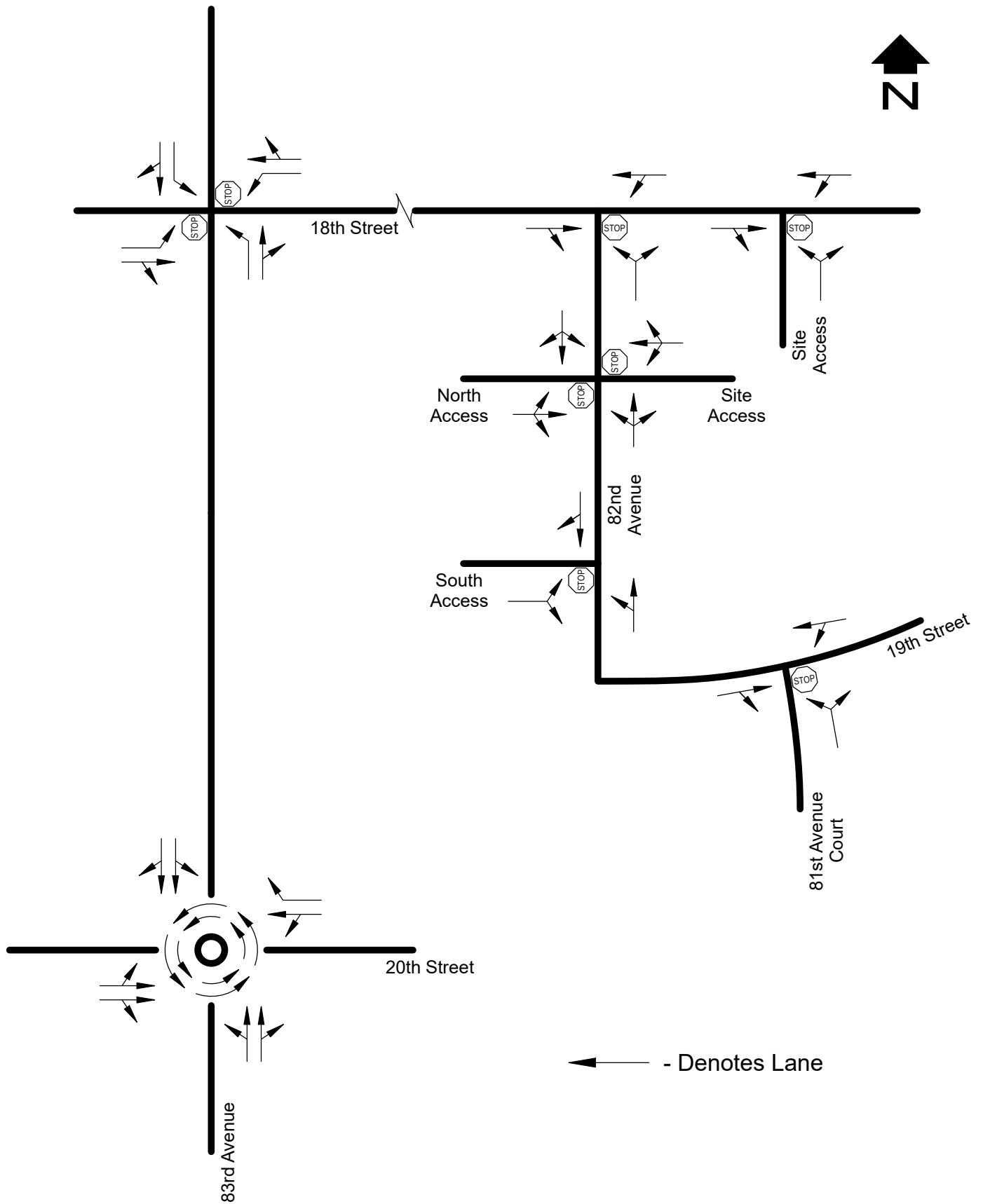
SITE GENERATED PEAK HOUR TRAFFIC

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

Traffic Engineer: DELICH ASSOCIATES

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
Intersection LOS

5.4
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
Intersection LOS

5.4
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
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	0	281	0	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	-	-	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	327	342	696	320	341	768	1199	-	-	1282	-	-
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	-	-	1282	-	-
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	-	-

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
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	-	-	1580
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1580
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)	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

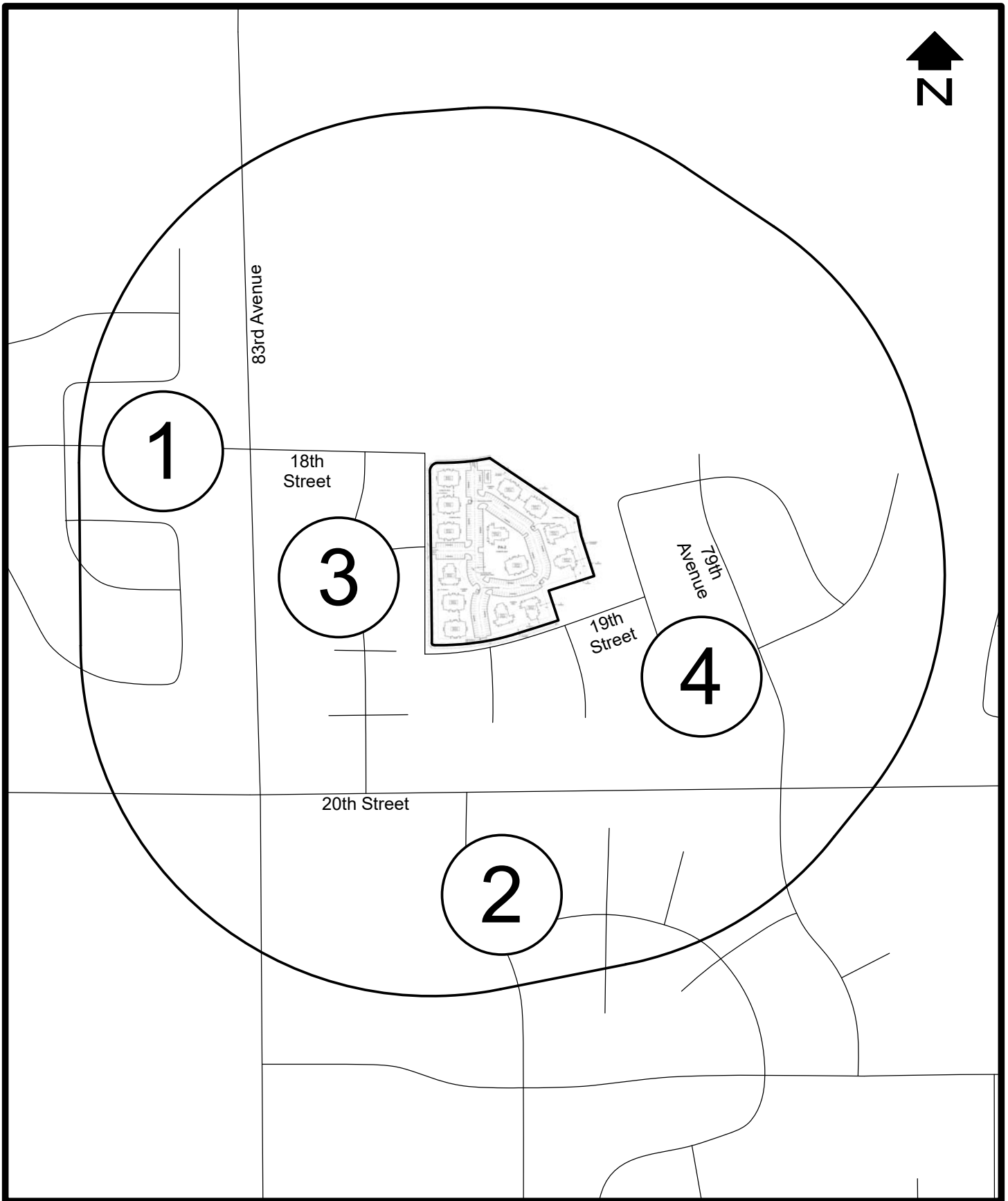
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	10	5	0	11	2	0
Future Vol, veh/h	10	5	0	11	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
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
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	-	1599	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1599	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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 Comprehension Plan emphasizes on building and restructuring downtown Greeley. The plan calls for repurposing old buildings for low-income, multi-family units.
- To "best promote health, safety, morals, order, convenience, prosperity, and general welfare" is to listen to the cries of current residents in the community. Mountain Vista West Apartments LLC. will cause unsafe conditions while stripping Mountain Vista residents the right to prosperity and general welfare.
- This build is not a "coordinated, adjusted and harmonious development of the municipality and its environs". Mountain Vista residents purchased homes in West Greeley to distance themselves from overcrowding and multi-housing projects of East Greeley. We chose to settle in a safe environment of a rural, quiet, and spacious community--not harboring apartment buildings directly inside our neighborhood.
- For "adequate provision(s) for light and air", rezoning will have an adverse effect by increasing littering, light, sound, and air pollution.
- "The promotion of healthful and convenient distribution of population", the location will cause an inconvenient flood of traffic due to immediately adjacent business park, residential homes, townhomes, and apartment neighborhoods (**Figure B**).
- "Promotion of good civic design and arrangement", the design arrangement will alter the character and reputation of our homes and provide an unsafe neighborhood with traffic cutting through the residential neighborhood. The number of vehicles increase should the renter run a business from his/her/their apartment.
- "Wise conservation, and the adequate provision of public utilities and other public requirements, "are not meeting population demand. Greeley's Chief of Police admitted in September 2022 that

his department is unable to provide adequate services to residents because of the dramatic population increase.

- Moreover, renters are not as water conscious as homeowners, and may prove to be a challenge to [City of Greeley Water Master Plans](#):

2021 Water Demands			
Customer Type	Average Number of Accounts Billed	Water Use (gallons)	Gallon Distribution per Account.
Residential	23,202	2,870,282,000	123,708.39 gal/Acct
Multi-family	2,221	1,013,071,000	456,132.82 gal/Acct
Population Difference	20,981	1,857,211,000	Residence use 332,424.43 gal. less

- Corruption and poor building management can easily occur with private owners. Therefore, "state policymakers can follow the lead of Tennessee, which explicitly prevents localities from adopting inclusionary zoning requirements. State and local policymakers should address poverty directly rather than handing off the responsibility to developers" (Furth and Hamilton. July 25, 2022. [Housing Reform in the States: A Menu of Options for 2023](#)).
- Also refer to **EH-3.7** Funding for Services, and **HO-1** Housing Strategy sections of this document.
- Please remember the Guiding Principles of [Sec. 22-2-10](#).

- **OBJECTIVE: EDUCATION, HEALTH, & HUMAN SERVICES (EH)**

- **EH-2.6 Built Environment** (pg. 33)

Encourage the construction of built environments that support health and active living... that support walkability, providing safe options for active transportation, and considering the safety and comfort of all users....

Inference:

- Rezoning for the purpose of Mountain Vista West Apartments LLC., will cause surrounding residents to become less active. Residents of all ages will no longer be safe because of the invasion of neighborhood traffic.
- Proper signage and road markings are not existent within the neighborhood to ensure residents' safety.
- Rezoning will not support health and active living. The noise, smell, cars entering and exiting the neighborhood, loitering, littering, and strange renters consistently coming and going will be an inconvenience to all residents within the neighborhood.
- Renters of the rezoned area will not have safe options for active transportation other than a vehicle (**Figures B.1-B.5**).

- **EH-3.4 Early Intervention** (pg. 34)

Prioritize and direct resources to those programs that assist residents with early intervention and prevention that address issues before they develop into significant and costlier individual, family, and/or community issues.

and

- **IMP PS-3.4** (pg. 162)

Evaluate the Development Code for opportunities to incorporate design standards or best practices for discouraging or preventing crime or criminal activity, such as CPTED (crime prevention through environmental design).

Inference:

- City and/or builder's responsibility to prioritize direct resources that assist residents with early intervention and prevention include: 1. increase employed Police Officers, 2. increase employed health care officials, 3. Increase amount of groceries stocked in stores—current population is not accommodated, 4. pet waste pickup stations, 5. traffic calming measures for neighborhood streets, 6. improve walkability for students, 7. create bike lanes, 8. redirect city bus route near new zoning area, 9. divert trash from entering residential neighborhood, 10. prohibit those with relations to the rezoned area from parking by single-home residents, 11. prohibit street parking that prevents emergency vehicles and school buses to enter, and 12. create a barrier to limit noise and light pollution—especially afterhours.
- Mountain Vista does not require fences to secure family backyards. Rezoning would significantly become a financial burden to individuals, families, and/or the HOA of Mountain Vista: 1. family investment fence backyard, 2. extra home/vehicle security, and 3. the neighborhood's extra efforts to calm traffic and loitering within the residential area.
- Property damage from loitering, apartment-renters, and wind-blown trash will also cause a financial burden.
- The value and status of our low-density, medium income homes will decline; also becoming costlier to families, individuals, and the neighborhood. The city may consider adopting Arizona's [Property Ownership Fairness Act](#) that "requires municipalities to compensate landowners when a new land use restriction lowers their property's value.... The act places citizens and cities on more equal footing before the law, without changing any existing regulation" (Furth and Hamilton. July 25, 2022. [Housing Reform in the States: A Menu of Options for 2023](#)).

- **EH-4.3** Land Use and Zoning Changes (pg. 36)

Discourage land use changes, zoning changes, and/or new developments that will negatively impact the safety of students while attending school, travelling to and from a school, or diminish residential population in areas that are served by a neighborhood school.

Inference:

- The increase of traffic from temporary renters will negatively impact the safety of students: 1. strange renters coming and going, 2. increase of motorists cutting through residential neighborhood to save time and avoid traffic; higher speeds and blockage on roads designed for lower traffic volumes. This creates dangerous conditions for students within the neighborhood as well as adjacent neighborhoods.

- Surrounding population is purging itself because of this rezoning request. The lack of safety, security, and inconvenience the proposal imposes is encouraging Mountain Vista's residents, served by a neighborhood school, to sell their homes (**Figure C**).
-

- **EH-4.4** Safe Routes to School (pg. 36)

Support ways for students to safely travel to and from school along well-planned and improved routes, and, as necessary, with the support of school crossing guards. Ensure that new residential developments incorporate facilities and/or design elements that support safe walking and bicycle routes for students....

and

- **IMP TM-2.6** (pg. 164)

Evaluate the feasibility of requiring subdivision applications to include, where applicable, a "Safe Routes to School" plan which clearly shows intended pedestrian and bicycle routes to nearby schools.

Inference:

- 18th St., 82nd Ave., and 83rd Ave. will require support for "students to safely travel to and from school along well-planned and improved routes" with the possibility of school crossing guards at the crossroads of 18th St. and 82nd Ave. as well as 82nd and 83rd Avenues (GPD currently has ten crossing guards in Weld County and five substitutes-**2022 GPD Annual Report**).
 - The new residential development will require "design elements that support safe walking and bicycle routes for students".
-

- **EH-2.4** Land Use (pg. 33)

Promote land use decisions that support walkability and improve access to basic needs....

Inference:

- A change in land use will risk walkability and access to basic needs of Mountain Vista residents. The placement of proposed apartments will delay Mountain Vista residents on the west side of the neighborhood from accessing main roads leading to basic needs.
-

- **OBJECTIVE: GROWTH & CITY FORM (GC)** (pg. 41)

Neighborhoods improvements will also be prioritized to enhance design, and reinforce unique physical elements, character, and identity.

Inference:

- Mountain Vista's neighborhood improvements will be neglected.
- This neighborhood's unique physical elements, character, and identity will no longer hold a reputation of a safe, quiet, rural, medium/high income residential neighborhood.
- This neighborhood's design will be jeopardized. The project's surge in traffic, type of building, and obstruction to the view of open spaces will not enhance the neighborhood design.

- **IMP GC-3.2 (pg.138)**

Update the City's design standards to require new development to offer unique physical elements or improvements that contribute to the area's character and identity including:

- *Distinct site elements or architecture;*
- *Historic or cultural resources;*
- *Amenities such as views, open space, water courses, varied topography, or connectivity to existing or new trails; or*
- *A central gathering place for residents of the neighborhood or subdivision.*

Inference:

- Rezoning will not offer unique physical elements or improvements to the area's character and identity:
 - Multiple low-income multi-family units currently surround the named plot, while more are noted on the approved list of projects by the Zoning and Planning Committee.
 - Site elements is mainly characterized by seniors and settled families with low-density and low-profile housing.
 - Amenities are limited. A new development will not attribute, nor benefit from this plot.
 - A central gathering place for residents in this neighborhood is non-existent. A new development will not attribute, nor benefit from this plot.
-

- **IMP GC-4.1 (pg. 139)**

Assess and amend as needed to Development Code and other City regulations related to infill development and redevelopment to protect the existing neighborhood areas. Regulations (or lack thereof) that address, among other issues:

- *Site design and building massing's and forms that are compatible with or complimentary of the surrounding neighborhood.*
- *Mitigation of any compatibility issues (such as parking, noise, hours of operation) that could arise from non- residential land uses/developments.*
- *Transitions between higher-intensity development and lower-intensity development (particularly single-family neighborhoods)*

and

- **IMP NR-2.10 (pg. 152)**

Monitor traffic-related noise levels throughout the community to establish baseline standards and evaluate noise 'hot spots' to ascertain mitigation or management alternatives to address noise pollution from transportation activity.

Inference:

- To best serve and protect Mountain Vista and surrounding neighborhoods, rezoning will not be granted.
- Building masses such as Mountain Vista West Apartments LLC. will not be compatible or complimentary with the surrounding neighborhood.

- To best serve and protect Mountain Vista and surrounding neighborhoods, rezoning will not be granted.
 - A transition from Low-Density Residential to High-Density Residential will cause a substantial distress on students, working residents, access to basic needs, and children at play.
 - This specific zoning change will also cause distress on the attached active agricultural plot, civil services, and city funds.
 - Per [HUD Planning Guide](#), provisions of public transportation services are required to improve access to schools, jobs, training opportunities, and housing/community services for minority families including those with children, seniors, and disabilities. This area/neighborhood would need adjustments to meet such requirements.
 - [Sec. 24-207](#) Site Plan: “The plan reduces the exposure and adverse impact of more intense activities or components of the site or building on the streetscape and on adjacent properties”. In fact, the plan on this plot will encourage the opposite.
-

- **IMP GC-6.4** (pg. 141)

Review and update Development Code standards related to the redevelopment of land lease or manufactured home communities to promote... a stable neighborhood setting.

Inference:

- Should a stable neighborhood setting remain within Mountain Vista, then rezoning for rental multi-family units will not secure this action plan.
 - Renters are not “forever” residents. Renters are temporary. Renters change very often and does not present a “stable neighborhood setting”.
 - Mountain Vista Neighborhood residents enjoy knowing who their neighbors are, as this is a secure foundation for safety and security.
-

- **GC-1.1** Growth Management (pg. 42)

Manage growth to maintain or improve quality of life for Greeley’s residents, minimize impacts on the natural environment, and protect or enhance natural features and other resources.

Inference:

- Greeley’s growth is poorly managed: 1. [crime rate data](#), 2. overpopulated schools, and 3. non-existent city improvements to accommodate swollen traffic and population—decreasing the quality of life for Greeley residents, 4. “Demands in many areas continually exceed resources available” ([Weld County 2023 Financial Plan](#)).
 - West Greeley’s environment is calm with the sense of safety for students and seniors. The police department rarely patrols the neighborhoods, and residents must call the city to preform regular maintenance obligations on this side of town, i.e., weed growth control, dead animal pick up, large objects in the road, snow removal, patrolling, etc.). Rezoning within Mountain Vista Neighborhood will cause an elemental impact on the natural environment, and put strain on the limited city resources, this neighborhood currently has.
-

- **IMP HO-1.3** (pg. 146)

Following the development of a comprehensive housing strategy (see Objective HO-2.1), assess the need to increase staff capacity and/or resources to implement the strategy's recommended actions. Increase capacity as needed.

and

- **IMP PS-2.2** (pg. 161)

Regularly evaluate staffing levels within the Greeley Fire Department and Police Department to ensure adequate staff levels needed to ensure public safety, particularly as Greeley's population grows.

Inference:

- [Weld County 2023 Financial Budget](#) claims an increase to accommodate new housing strategies yet failed to make noticeable differences to increase staff and/or resource capacity:
- Public Safety: 2022=22.9%; 2023=22.10% for a total of 0.1% increase.
- Health: 2022=3.9%; down to 3.54% for 2023
- Contingency: 2022=2.7%; down to 2.27% for 2023
- Culture and Recreation: 2022=0.3%; down to 0.27% for 2023

Methods and theories are mentioned, yet the City has not secured or acted upon the needs of this immediate area for rezoning.

- **GC-1.7** Regional Collaboration (pg. 43)

Develop intergovernmental agreements with near-by jurisdictions to:

- *Provide cost effective municipal services.*
- *To address other issues or trends that may be impediments to the effective management of Greeley's growth.*
- *Maintain and/or improve the quality and safety of existing units.*
- *Encourage the preservation of existing affordable units.*

Inference:

- Has this building company collaborated with nearby cities regarding residential protection, and emergency services to alleviate wait-time of these additional renters?
- Is Windsor County school district aware of the students this proposal will add to its overflowing classrooms (also required in section **EH-4.1** Impacts of New Development)?
- Improvement to the quality and safety of existing units around this structure will be required, specifically in this community. **Temporary** renters jeopardize children's safety and gives them road access allowing them to roam freely, without accountability, in backyards that are not fenced in.
- Weld County claims a "commitment to excellence and efficiency" to taxpayers, yet input is rarely used to "allow the Board of County Commissioners" to make tough decisions with maximizing "the value of the tax dollars" to implement programs.
- The GCP is supposed to include affordable housing for the average-wage-income earner (who are also struggling) -- veterans, school professors, seniors, etc., as well as med/high-income-earners

such as, doctors, lawyers, county officials, and so on. We reside in Mountain Vista. As homeowners striving to meet our own monthly financial obligations, Mountain Vista Apartments LLC. will cause us to lose thousands of invested monies encouraging a neighborhood purge (refer to **HO-1** Housing Strategy sections within this document).

- Low-income housing and units are supported by city funds. City funds is collected from taxpayers, where the brunt city financial support come from property owners who do not welcome this zone change. Property owners are the backbone to [Greeley's 2023 Financial Plan](#), holding a whopping **54.3%** (an increase of \$92,493,445.00 from 2022). Tax payers of Mountain Vista would like you to use our money for improving city functions and operations before taking on more responsibility.
-

- **GC-3.1** Community Character (pg. 45)

Work with residents, businesses, and property owners to define and identify desirable characteristics of their neighborhoods or areas of the city to create neighborhood and special area plans. Reflect the community's character through the design of new developments, streetscapes, public art, landscaping, and related features.

Inference:

- The Building Company of the listed plot held a required meeting to “hear” resident’s concerns yet provided zero answers and little interest in the possibility of different options more suitable for our neighborhood.
 - We understand that our dream of a neighborhood playground and a student/community gathering area will never come true. We realistically offered alternatives to an apartment building such as, patio homes, retirement homes, retirement units, assisted living, and single level-connected units of which would be more appropriate for our immediate area.
 - The Comprehension Plan called for a **variety** of multi-family homes. Considering the concentration of apartments, townhomes, and attached housing units within walking distance of the purchased plot (and the many more apartments currently on the agenda), exploring Mountain Vista residents’ suggestions would best reflect this neighborhood’s character, landscaping, and related features. In addition, it will reduce infrastructure duplication and better reflect Greeley’s City Comprehensive Plan; should rezoning be granted (also refer to **HO-1** Housing Strategy section within this document).
 - According to the U.S. Department of Housing and Urban Development, all federal and city housing programs shall include individuals with Disabilities “so that they can have full enjoyment of their homes and participate in and receive the benefits of housing programs”.
-

- **GC-4.4** Sub-Area and Redevelopment Plans (pg. 46)

Implement, update, or develop sub-area plans or redevelopment plans for neighborhoods, corridors, or other parts of the city where revitalization and redevelopment is desired. Ensure such plans provide targeted guidance, based on community input, for where and how redevelopment and/or infill development should occur in those areas.

Inference:

- The city's poor communication and promotion of housing surveys that are restricted to social networks failed to collect accurate community input on the above plans. The city should invest time notifying all populations by placing banners at major department and food stores, lawn signs by neighborhood entrances, flyers at schools, and marquee at businesses. Many cities utilize these methods.
- Downtown Greeley's revitalization plan was agreed upon. However, west Greeley residents, such as the Mountain Vista neighborhood, desire to remain rural and have easy access to necessities.
- A door-to-door survey in, Mountain Vista, Sheep Draw, Owl Ridge, and other communities nearby will provide an opposite statistic for "growth" than what was previously and poorly collected.
- A variety of family units are encouraged. However, multi-use units for low-income families rather than seniors seem to be the city's only priority. Those paying high taxes will grow tired of paying for services we are not able to access in an unsafe town.
- Also refer to [Weld County, Colorado-Character and County Code/Chapter 22-Comprehensive Plan/Appendix 22-B-Subarea Planning Guide](#).
- **For a realistic integration** of mixed housing within Mountain Vista Neighborhood, please review recent studies from [US EPA: Smart Growth: Creating Great Neighborhoods: Density In Your Community: Lessons Learned: Design for Density](#). Which also recommends a smart planning tool called, [Affordable Housing Design Advisor](#).
- [Community Based Alternatives for Individuals With Disabilities](#)
Executive Order 13217, issued on June 18, 2001, requires federal agencies to evaluate their policies and programs to determine if any can be revised or modified to improve the availability of community-based living arrangements for persons with disabilities.

- **GC-6.2 Neighborhood Connectivity** (pg. 48)
Promote design standards and practices that improve connectivity for all modes between neighborhoods and adjacent neighborhoods, centers, corridors, and areas.
and
- **Street Pattern and Mobility** (pg. 100)
Streets in established neighborhoods are primarily curvilinear and, in many cases, are not well-connected.... their street networks and the prevalence of low-density development may make service unfeasible.

Inference:

- Connectivity for all modes between neighborhoods and adjacent neighborhoods would become congested. Vehicles will cut-through Mountain Vista neighborhood to access W. 20th Street. Commuters will seek a short-cut by heading west on 19th Street, turning left onto 80th Avenue, right onto 79th Avenue, to finally reach W. 20th Street.
- The above streets are the only two exits from the west side of the neighborhood. This building structure will violate **TM-1.3 Streetscape Design**, **TM-1.8 Functional Classifications**, **TM-1.13 Street Patterns**, and **TM-3.4 Balance Impacts**.

- Commuters are currently frustrated with long wait-times at the traffic light on 83rd Avenue and 10th St. As traffic presently stockpiles, drivers wait 2 stoplights before crossing or making a left/right turn on 10th St. The named roads are destroyed. There is not an efficient flow of traffic.
- The ability to turn right or left onto 83rd Avenue will become dangerous. Poor road construction and the inability to adapt to a flood of vehicles will cause impatient drivers to make dangerous, impulsive decisions at the stop sign of a busy street.
- Many construction/company trucks often use the above route from Highway 34. Also contributing to traffic build up on 83rd Ave. Rezoning will increase accidents and endanger students should drivers begin to wait for three or more traffic lights at 10th St.
- Starbucks at Boomerang Ranch, (SPR2022-0049) South of 10th Street and East of 83rd Avenue with city planner Darrell Gesick, will exacerbate the situation at the above-mentioned crossroads. Therefore, rezoning for R-H /PUD will ignore “long-range plans for the surrounding area [and] negatively impact considering the permanence of the proposed use, the permanence of existing uses in the area, and any changes in character occurring in the area (Development Code [Sec. 24-206](#)).
- All traffic efforts will add strain on [GPD’s Strategic Plan](#) to “address aggressive and discourteous driving behavior that contributes heavily to increased accident statistics.”
- Per the [Zoning Permit For Manufactured Home/Structures \(Zpmh\) Procedural Guide](#), an access must be available to provide safe ingress and egress to a public street/road, where all accesses shall be in accordance with the access requirements set forth in the Weld County Code. As stated in **TM-1.3** Streetscape Design of this document, commuters of all modes will not have direct alternatives to destinations to avoid congestion without endangering our residential neighborhood.
- [Sec.24-207](#)-Site Plan: Rezoning will not provide a “safe access and internal circulation considering the site, the block and other surrounding connections, and appropriately balances vehicle, bicycle and pedestrian needs for the context”.

○ **GC-6.3 Neighborhood Character (pg. 48)**

Maintain, enhance, and protect the character of established neighborhoods while recognizing the need or established neighborhoods to evolve to meet community needs.

Inference:

- Mountain Vista is an established neighborhood. Rezoning for the purpose of an apartment building on the mentioned plot will not maintain, enhance, or protect the character of our neighborhood for the many reasons stated. Rezoning will eliminate the community’s ability to evolve or to meet a more profitable need.
- Residents of Mountain Vista recognizes community “needs”. Therefore, residents of the neighborhood offered a reasonable compromise for the plot in our neighborhood as mentioned above in section **GC-3.1 Community Character** of this document.
- Development Code **Sec. 24-206** emphasizes the ability of the Counsel to “ensure the use is appropriate in [this] specific location” to meet community needs consistent with the GCP “in terms of operating characteristics such as, hours of operation, visible and audible impacts, traffic patterns, intensity of use, and other potential impacts on adjacent property. The cumulative

impact of a concentration of similar existing uses may be considered as part of the impact of a particular use.”

- **GC-6.8 Neighborhood Plans** (pg. 49)

Work in collaboration with residents to develop neighborhood plans which complement the goals and objectives of this Comprehensive Plan where additional policy guidance or implementation strategies are needed. In addition, neighborhood plans should address issues related to:

- *Location and access to health and human services*
- *Desired land uses and intensity/density of development.*
- *Neighborhood character, transitions to adjacent neighborhoods and areas, and compatibility of new development*
- *Parks, schools, public gathering spaces, and other neighborhood amenities*
- *Transportation and mobility for a range of modes (i.e., pedestrians, bicyclists, automobiles, etc.).*

Neighborhood plans should include goals and objectives (or similar), as well as a list of implementation actions or strategies the city and/or neighborhood will complete in order to implement the neighborhood plan.

Inference:

- Access to health and human services will prove more difficult for neighborhood residents and adjacent neighborhoods because of swollen roads cluttered with foreign traffic, parked traffic, and poor traffic control. Nor is a safe alternative mode of transportation available, such as walking or biking, due to the absence of sidewalks, bike lanes, and direct routes/trails.
- This neighborhood’s desired land use and intensity/density of development wish to remain low-density/traffic.
- The proposed development is not compatible with the neighborhood or its character. It does not provide fluent transitions to adjacent neighborhoods and areas.
- Rezoning does not meet the neighborhood’s objective to become healthy and active. Rezoning will steal the opportunity to add a neighborhood park, gathering area, or a neighborhood student meet-group that does not require a vehicle or to have children cross busy roads to reach (creating more parks and trails is also part of the City of Greeley’s Comprehensive Plan).
- All modes of mobility within this area is threatened because of zero alternative options to access an arterial road besides violating **GC-6.2 Neighborhood Connectivity** where vehicles would “cut through” Mountain Vista neighborhood endangering everyone within.

- **OBJECTIVE: INFRASTRUCTURE (IN)**

- **IN-1** (pg. 148)

Ensure developed areas in Greeley are served by adequate public facilities and services.

and

- **IMP PR-1.6** (pg. 159)

Review subdivision requirements and the Development Code to ensure that new development is required to provide quality streetscape improvements and connections to parks and trails.

Inference:

- [Greeley's 2023 Financial Plan](#), states several shortcomings within public staffing services. Solutions offered by the department includes recruitment advertising and wage adjustments. The availability of tax-dollar services should be prioritized in accordance to the current population before approving rezoning changes that allow high-density residential areas to invade neighborhoods such as Mountain Vista West Apartments LLC.
 - "Charges for Services are up \$1,267,957, mostly due to growth and inflationary trends" (2023 Financial Plan).
 - "Fines from traffic enforcement are down an additional \$35,000 from 2022 due to less traffic enforcement resulting from SB 20-217" which would not be an issue should the GPD have additional staff (2023 Financial Plan).
 - The [U.S. EPA](#) stated, a healthy neighborhood preparing for mixed use family units also means "civic buildings such as recreation centers, bandstands, or a library, or to ensure that an elementary school is within a 15-minute walk of each household. It may also mean parks throughout the area, so that every home is within a 2- to 3-minute walk of a small park." Mountain Vista does not accommodate any of these features, which may become a FISCAL BUREN to the CITY.
-

- **IN-1.5** Police Service (Greeley Police Department [GPD]) (pg. 63)
Adequacy for police service shall be determined according to call response times relevant to the proposed development location. City analysis of police service demand generated by the proposed development and existing capacity will be required to make a final adequacy determination.

Inference:

- The GPD's attention is concentrated on downtown Greeley, leaving West Greeley vulnerable. Yet Chief recognizes "a growing population, de-criminalization of certain crimes, and an increasing number of state and federal prison parolees being released to the area will continue to pose challenges for the future and we must prepare to address those variables" ([GPD Strategic Plan](#)).
 - As stated in September of 2022 during a community Question and Answer session, Chief admitted his department does not currently hold adequate police services to meet today's population, nevertheless an increase.
-

- **IN-1.11** Costs of Infrastructure Expansion (pg. 64)
Ensure the extension of infrastructure, services, and public facilities in a manner that does not create fiscal burdens for the city or existing residents.

Inference:

- Fiscal burdens for the City include: 1. hiring additional civil service staff to meet City's obligation to maintain resident's health and safety, 2. installing traffic safety equipment within the

neighborhood's area crossroads for students: (a) 83rd Ave. & 18th St., (b) 83rd Ave. & 10th St., (c) round-a-bout on 83rd Ave. & 20th St., and (d) 83rd Ave. & Route 34, 3. widen streets for suitable turning lanes to adapt to traffic for housing residents, new build renters, and businesses located on 82nd Ave. & 18th St., 4. construct bike lanes for students & commuters, 5. install city sidewalks for students & commuters, 6. paint road markings & install traffic signs to direct congestion, 7. snow removal, 8. create a city bus stop near new build & redirect city bus route (new build should not interfere with housing residence or take "routes within [our] established neighborhoods", and 9. Also refer to **IN-1.12** Infrastructure Operations.

- Fiscal burdens to the residents: 1. methods to slow traffic within the neighborhood (speed bumps, signs, etc.), 2. methods to discourage loitering within the neighborhood, 3. individual costs in the attempt to minimize noise and light, 4. additional lawn treatment due to pet defecation damage to avoid HOA Fees, and 5. individual costs to enclose unfenced backyards and to add home security.
-

- **IN-1.12** Infrastructure Operations (pg. 64)

Ensure that City infrastructure is safe, well-managed, and efficiently operated.

Inference:

- A safe City infrastructure plan is not in affect. The city government's job is to "provide a continuous stream of funding" to a "safe city" initiative. This includes safety equipment, surveillance, government employees, technology agencies, and organizations to maintain the city's "dedicated" security equipment throughout ([Safe Cities White Paper](#)). The city currently has cameras on stoplights to perceive safety. This is one impractical act since it is not well-managed or efficiently operated. Nor does it protect Mountain Vista Housing residents if rezoning is approved.
 - Infrastructure systems "tend to be capital intensive and high-cost investments and are vital to a country's economic development and prosperity. " Almost everyone would agree that transportation facilities and facilities to manage water and wastewater are infrastructure. Many respondents did not include housing or recreational facilities... because those are largely privately provided" (Miller, Tracy. [Infrastructure: How to Define it and Why the Definition Matters](#). July 12, 2021).
-

- **IMP IN-2.2** (pg. 149)

Evaluate, and update as needed, existing design guidelines for infrastructure and public facilities to ensure aesthetics and considerations for the visual or quality of life impacts on surrounding neighborhoods are considered.

Inference:

- Rezoning for the intended purpose will violate Development Code [Sec. 24-504\(d\)](#). The scale of the building will not compliment or transition well into Mountain Vista Residential community. This building will overpower our neighborhood's features, streets, and open spaces.

- The right to aesthetic and considerations for the visual impacts of neighborhoods nearby will be disregarded. Mountain Vista Community will be an oxymoron to the fact that residents will no longer enjoy its mountainous view and “natural features *for their aesthetic and ecological value, including groves of trees, prairie, streams, unusual and attractive topography, and similar natural landscape features*” as described in [Sec. 24-506](#).
 - The negative impact on resident’s quality-of-life would grossly violate our residential rights and more. Rezoning for a similarly targeted group will not be of value in this area or for the City, overall. It will solely benefit the owner.
-

- **OBJECTIVE: NATURAL RESOURCES & OPEN LANDS (NR)**

- **NR-2.2 Outdoor Odors** (pg. 69)
Support ongoing efforts to identify, track, manage, and reduce offensive outdoor odors.

Inference:

- Rezoning this plot of land will not reduce offensive outdoor odors:
 - vehicle pollution
 - pet waste
 - public waste management
 - sewage
 - tobacco and marijuana smoking
-

- **NR-2.3 Noise Levels** (pg. 69)
Promote acceptable noise levels throughout the community.
and
- **IMP NR-2.1** (pg. 151)
Identify and employ methods to minimize and mitigate noise impacts generated from existing and planned traffic corridors, transit operations, and other capital improvements.
and
- **IMP NR-2.2** (pg. 151)
Minimize the exposure to excessive and disturbing noise through the enforcement of daytime and nighttime noise ordinances, as well as through assertive traffic enforcement actions.

Inference:

- Rezoning will not promote acceptable noise levels throughout the community and will disrupt the peace during the daytime and nighttime hours:
 - loud vehicles
 - foreign vehicles using neighborhood streets.
 - loud music and gatherings
 - pets (barking, cat fights)
 - increased activity (sirens, trash pickup, etc.)
 - off hours firework/firecracker use

- illegal modifications to vehicle mufflers without legal recourse (**Sec. 16-58**).
-

- **NR-3.1** Protect Natural Features and Viewsheds (pg. 70)

Ensure that important natural features and viewsheds are protected or enhanced as development occurs.

Inference:

- Rezoning this plot will harm crops harvested by the [Weidman and Schoenhaar](#) families with land zoned as Agricultural attached to the plot in question. Littering, pets, pollution, loitering, and construction all contribute to the farmer's challenges to grow crops.
 - This unit will also block the only open-view west Mountain Vista neighborhood currently values. Also refer to **NR-3.2** Public Open Lands.
-

- **NR-3.2** Public Open Lands (pg. 70)

Secure and protect meaningful public open lands areas within and near to the city in order to provide visual relief from the urban landscape, preserve "food sheds" and important vistas, and/or retain separation from other communities.

and

- **IMP NR-3.8** (pg. 154)

Identify and secure a range of funding sources and other financial mechanisms that will enable the implementation of the Open Lands and Natural Areas program and community separator concept in a way that balances individual property interests while securing important visual and natural areas for public enjoyment and/or protection of habitat and other environmentally sensitive areas.

Inference:

- Should rezoning commence, this area will not find visual relief from urban landscape. The city has plans to build additional apartment buildings adjacent to this plot, near the soon-to-be Starbucks within the Boomerang Ranch Retail Center currently in action. Rezoning, and the City's quest to urbanize all surrounding areas will deprive Mountain Vista residents the view of the distant sky and Rocky Mountains.
 - Security and preservation of "food sheds", such as the lot located a hairline away from the land in question, will struggle from adequate sunlight and air quality. Rezoning will guarantee windblown trash, cigarette butts, pet waste, and loitering onto agricultural land.
 - Also refer to **NR-3.1** Protect Natural Features and Viewsheds.
-

- **Parks & Open Lands** (pg. 95)

Access to parks and open lands is an important aspect of Greeley residents' quality of life.... the Land Use Guidance Map and community building blocks support both the protection of open lands

within the community and at its peripheries (as community separators) and support the preservation and interconnection of open lands within larger developments and subdivisions.

Inference:

- Rezoning from AG/R-L to PUD/R-H will eliminate Mountain Vista Resident's community separator within a larger development. The current land contributes to immediate resident's quality of life because it acts as a community separator from Mountain Vista Business Park and heavy traffic.
- A reasonable alternative that is often dismissed may be Residential Care for assisted living. **SEC 24-404** Specific Use Standards. Located on a collector street, this type of mix-use housing would serve as a smooth transition between neighborhoods, easily meet all residential design standards, and ensure site compatibility "with the neighborhood in terms of scale and intensity of activity". This plot may remain R-L while the private owners collect capital and meet Greeley's Comprehensive Plan and equal housing requirements. A smaller and calmer build will maintain Mountain Vista's character while preserving the neighborhood's peripheries, and "interconnection of open lands within larger developments and subdivisions".

- **OBJECTIVE: PUBLIC SAFETY (PS)**

- **PS-2.2** Police Services (pg. 79)

Sustain the most visible element of police protection through patrol officers and beats. Develop measurable thresholds that estimate when additional resources will be needed to sustain the community's expected future level of service.

Inference:

- [GPD Strategic Plan](#) declared an imbalance between the police department and population ratio, "with Greeley's anticipated increase in population, the necessity for additional personnel will need to be evaluated and balanced with a fiscally responsible, and strategic approach to agency growth."
 - The GPD Strategic Plan does not have a measurable or definitive plan for additional resources to sustain the community's future level of service anticipated; only a plan to strategically place limited, tired officers already employed by the department with an adjustment to overtime pay.

- **PS-2.8** Maintaining Service with Growth (pg.80)

Identify City needs for funding and development related to safety through the Capital Improvements Plan in order to maintain and keep pace with growth and redevelopment. Periodically review fees to assure they keep pace with the actual costs of serving new development.

Inference:

- [Weld County Capital Improvement Projects/Plan \(CIP\)](#) does not identify City needs for funding and development related to safety for maintaining and keeping pace with growth and the costs of serving a new development by rezoning this land.
 - The two CIP listed to date include Weld County Road 66/41 Intersection Improvements and Weld County Road 72/33 Roundabout. Both located in a non-urban and non-urgent locations.

- **PS-3.5 Safe Built Environment (pg. 81)**

Support development patterns that foster constructive interactions with others to promote the opportunity for neighbors and businesses to mutually support common neighborhood interests such as hazard and crime prevention.

Inference:

- Rezoning for PUD R-H will not foster constructive interactions to promote the opportunity for this neighborhood to mutually support common interests:
 - hazard prevention is not possible with dangers and health risks this development presents.
 - crime prevention is not realistic. Temporary renters often change, not taking pride in their short-term residence or the neighborhoods surrounding them. This encourages a false sense of classification privileges. In turn, single-residential homes will be targeted based on homeowner's advanced planning and hard work.

- **PS-3.6 Public Perceptions (pg. 81)**

Increase a positive public perception of Greeley as a safe place to live, work, and play; and deter opportunities for minimal and undesirable actions.

Inference:

Do not work toward the PERCEPTION of Greeley being a safe place; instead, make it a safe place to live.

- Greeley Police Department requires funding to catch up with Greeley's overpopulation and crime rate.
- Improve access to housing for ALL income-levels, ages, and physical abilities—not just multi-family, low-income, and homelessness. For instance, the average retired resident is struggling with rent as well as those with disabilities.
- Greeley Police Department requires funding to catch up with Greeley's overpopulation and crime rate.
- Improve access to housing for ALL income-levels, ages, and physical abilities—not just multi-family, low-income, and homelessness. For instance, the average retired resident is struggling with rent as well as those with disabilities (Zoning and Site Selection-Local government policies that limit or exclude housing facilities for persons with disabilities - [HUD Planning Guide](#)).
- Also, as an average income-earning family—who carefully planned our life—we are ignored of our wellbeing and safety. We want a quiet and safe place for our families. When we purchased our home, we were happy to be on the lower-dense side of town. The city did not propose plans to urbanize the above plot of land. Otherwise, homeowners like me would not have spent our life savings to settled here ([Appendix E](#)).

- **OBJECTIVE: TRANSPORTATION & MOBILITY (TM)**

- **TM-1.3 Streetscape Design (pg. 84)**

Develop attractive, safe, accessible, and efficient public rights-of-way, including roadways and sidewalks. The design of such rights-of-way should vary depending on the modes accommodated, the surrounding land uses, and the character of the area or neighborhood through which it passes.

Inference:

- The [EPA](#) recommends a good street and transit connection throughout an area, preventing car use for every errand and every trip to school or work and facing unavoidable congestion every day. However:
 - Rezoning will not provide a possibility for a complete street network that would help reduce congestion allowing drivers, bicyclists, and pedestrians to go around traffic or to take more direct routes to their destinations.
 - At each intersection, a person should have options to turn onto a different street and choose a different route or continue along the way. This plot does not provide his roadway connection.

-
- **TM-1.8** Functional Classifications (pg. 86)

Maintain a roadway system that encourages the use of arterial streets for cross-town and regional traffic...and discourages the use of local streets for through-traffic.

and

- **IMP TM-1.1** (pg. 163)

Revise, as appropriate, traffic design standards to match actual experience with various land use types.

Inference:

- This plot is not capable to maintain a roadway system that encourages the use of arterial streets for cross-town and regional traffic due to the long path the residents in the proposed apartment building would have to take to reach 20th Street. Changing zoning for this plot will encourage residents to Vehicles will cut-through Mountain Vista neighborhood to access E. 20th Street. Commuters will seek a short-cut by heading west on 19th Street, turning left onto 80th Avenue, right onto 79th Avenue, to finally reach west 20th Street.
- Please refer to this document's sections **IN-1.11** Costs of Infrastructure Expansion, **GC-6.2** Neighborhood Connectivity, **EH-4.4** Safe Routes to School, **EH-4.3** Land Use and Zoning Changes, **EH-3.4** Early Intervention.

-
- **TM-1.4** Traffic Calming (pg. 85)

Support the use of traffic calming methods that prevent accidents and improve safety for all users.

and

- **TM-1.11** System Construction and Maintenance (pg. 86)

Support and expand ongoing programs related to roadway construction and maintenance. Ensure that new growth does not negatively impact the City's ability to maintain the transportation system or create a fiscal burden for the city.

and

- o **IMP TM-1.2** (pg.163)

Develop standards which control volume and speed on local streets through pro-active traffic calming strategies.

Inference:

- o To allow cargo trucks to deliver supplies in a timely manner by continuing the truck route through 83rd Avenue, the fiscal burden to the city will include proper traffic control at 83rd Ave. and 18th Street.
- o The city must ensure safe routes to schools by investing in, sidewalks, bikeways, trails, alternative routes, traffic control, and crosswalks on 83rd Ave. from 20th St to 10th St.
- o To secure school bus schedules, the city may employ crossing guards, expand roadways, and build a turning lane into Mountain Vista Business Park.

- o **TM-1.13** Street Patterns (pg. 86)

Promote street and pathway patterns and configurations that foster interconnectivity between subdivisions and commercial development in order to move all users in direct routes and limit extraneous travel on collector and arterial streets.

and

- o **TM-3.4** Balance Impacts (pg. 88)

Support land use proposals that seek to balance, mitigate, and distribute transportation impacts in order to maintain or improve current levels of mobility.

Inference:

- o Construction on this plot of land will limit or close off roads 19th and 18th street. This will cause residents to take a long detour through Mountain Vista neighborhood for an extra 5+ minute drive to reach 83rd Avenue—encouraging extraneous travel on collector and arterial streets.
- o The best way to create a complete street network and support new transportation choices is to “use a modified street grid network, ensure access to different modes of transportation (car, bus, train, and walking or biking routes) and build inviting sidewalks. The street network needs to accommodate both cars and people with many routes to their destinations. The streets and sidewalks should connect all neighboring areas with compatible uses, particularly adjacent residential areas. The network should have short blocks (some suggest 600 feet maximum), which will make it easier for both people and cars to navigate the area. The streets should primarily meet in three or four-way intersections to allow people and cars to go around congestion. Cul-de-sacs should be avoided because they limit people’s options to travel around congested areas and impede the connections between neighborhoods. The network should include a complete sidewalk along the local streets. It should be passable, without people having to go around hedges or highways to continue on the path. It should also have limited driveway cuts. Ideally, a planting strip should be placed along the street, creating a buffer for pedestrians and the opportunity to plant trees, whose canopy would provide shade” (EPA).

- **TM-3.2** Supportive Development (pg. 88)
Ensure that all proposed development projects demonstrate the ability to accommodate pedestrian and bicycle travel.
 and
- **IMP TM-1.3** (pg. 162)
Review Development Code standards to evaluate and update parking requirements for various zoning districts to ensure that excessive parking areas are not created, and attractive parking lot design is required.
 and
- **Sec. 24-702. - Access and circulation.**
Where connections from sidewalks in the public streetscapes or internal access streets is not practical or is too remote, sites shall provide pedestrian connections to any of the above areas or amenities on adjacent sites. Connections directly to adjacent sites shall be made in any case where the connections by sidewalks on public streets or through access ways result in pedestrian routes greater than 300 feet.

Inference:

- Rezoning shall include crosswalk markings, pedestrian signs, bike lanes, and a sidewalk along the north side of 18th Street. As well as school bus stop signs, traffic slowing methods, and crossing guards.
 - Vehicle parking will overflow into Mountain Vista Residential community where residents abide by strict HOA policies and pay high HOA fees and property tax.
 - Renting families with 3+ vehicles will park on 19th Street, 82nd Avenue, 18th Street, and 83rd Ave. creating visual blind spots for all types of travelers.
-

2. SUMMARY:

Rezoning Parcel #095908321011, section 8, township 5 north, range 66 west in the name of Greeley's Comprehensive Plan challenges resident's rights. As a resident, I have a right to decide how my tax money is spent, how my quality of life is measured, and to purchase a home near land zoned as AG/R-L, away from urban congestion. At the time of our purchase, the city did not have documented plans to rezone the named land above for context manipulation to carry out capitalistic goals.

As I thoroughly clarified above, rezoning this plot will violate many policies, codes, and rights. The parcel presented for PUD/R-L is not in an ideal location. Approving this request will cause community separation between housing residents and renters of the new build—the opposite of GCP's purpose of "community". Therefore, an approval will grossly disobey Sec. 24-205-Planned Unit Development where "a PUD shall include sufficient area to implement planning concepts that generate broader public benefits that can only be gained from flexible application of the standards, and not simply be used to justify deviations for single projects or on a site-specific basis".

Moreover, many apartment, townhomes, and connecting units are located within this parcel's immediate area. The city has plans to build additional apartments within walking distance in Boomerang Ranch. This plot can easily achieve the GCP with its current R-L zoning designation. The owner may explore several other R-L housing options, parks and recreation, or health and safety needs within the GCP that would keep Mountain Vista Residential Community safe, healthy, and active.

Most studies associate economic and single-home value benefits from having mix-use housing near established communities. However, within those same studies, it was emphasized that the structure's strategical placement would determine the true value of a neighborhood.

My family and I (4 members) respectfully request for the proposal to rezone Parcel #095908321011, section 8, township 5 north, range 66 west to be **denied** ([Executive Order 13217](#)).

Very Respectfully,



Regina Holzmeister

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

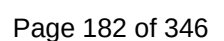


FIGURE B.2

Nearest Hospital for Regular Treatment

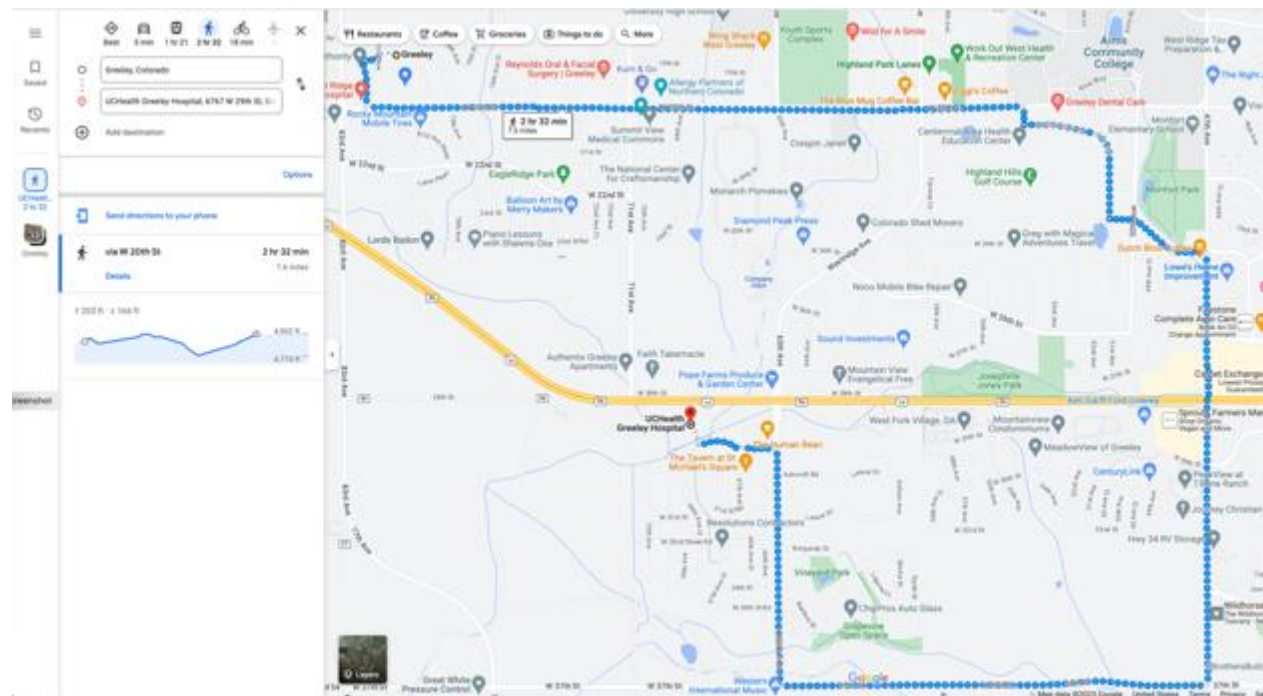


FIGURE B.3

Nearest Grocery Store

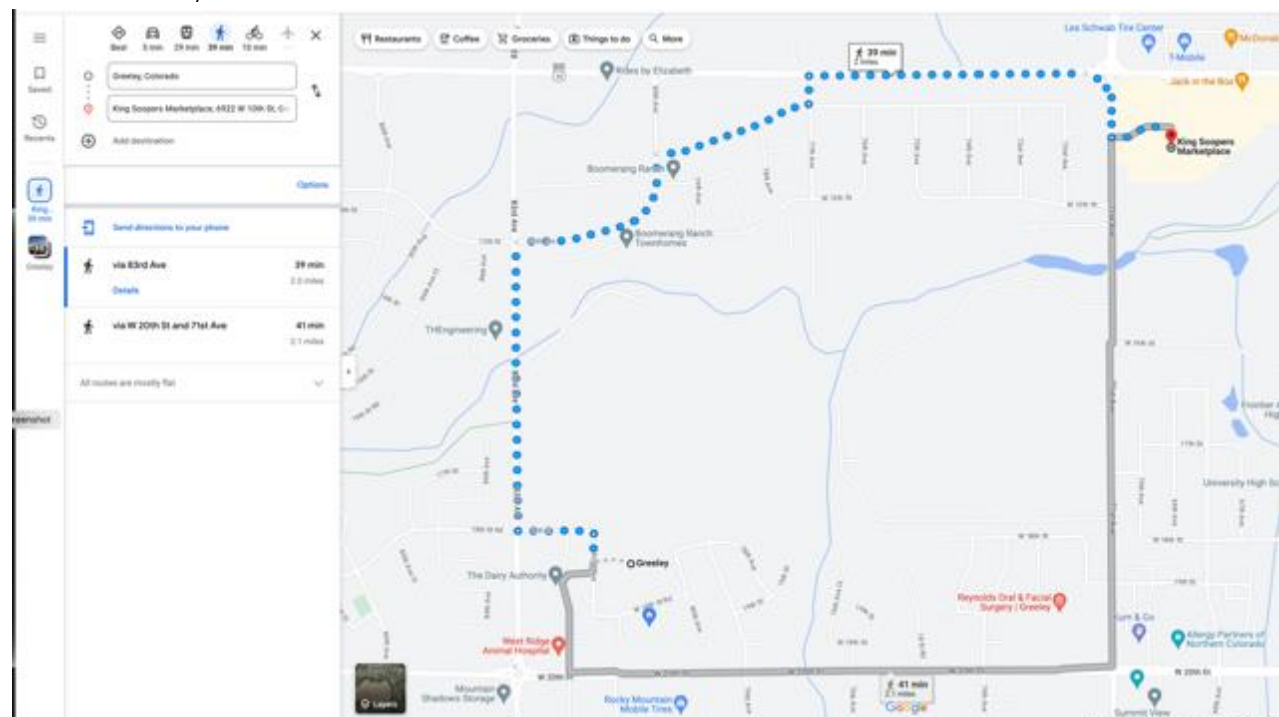


FIGURE B.4

Nearest Library

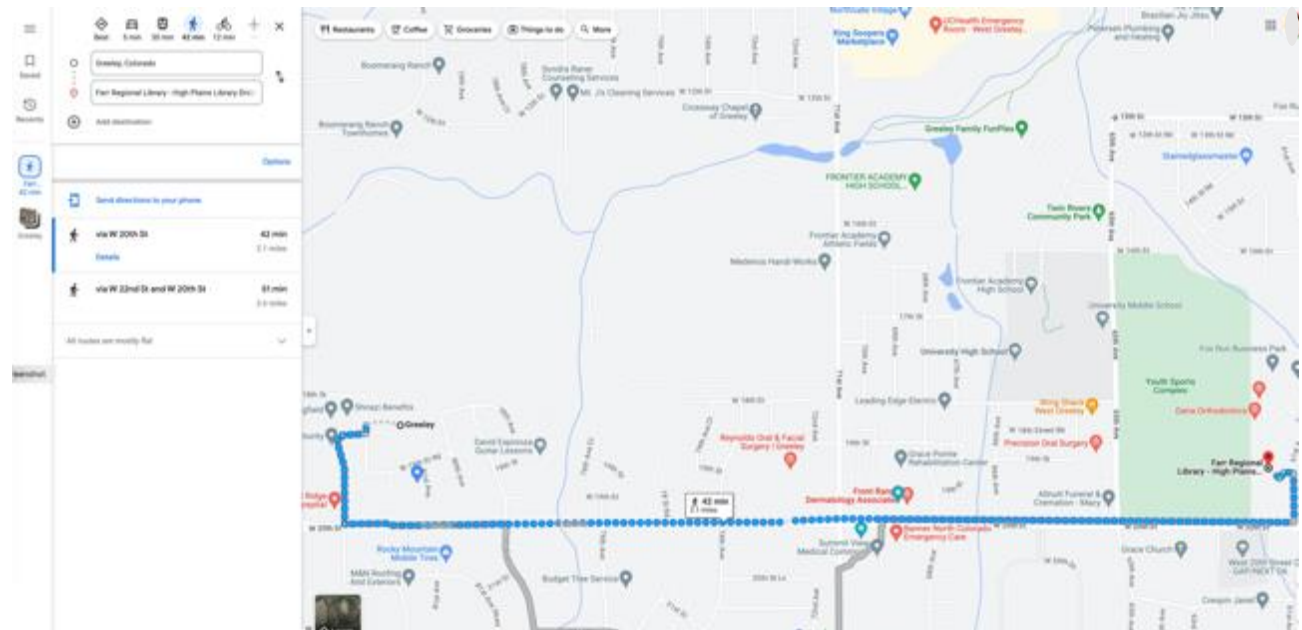


FIGURE B.5

Nearest Park that is NOT Funded by HOA/Renter Fees

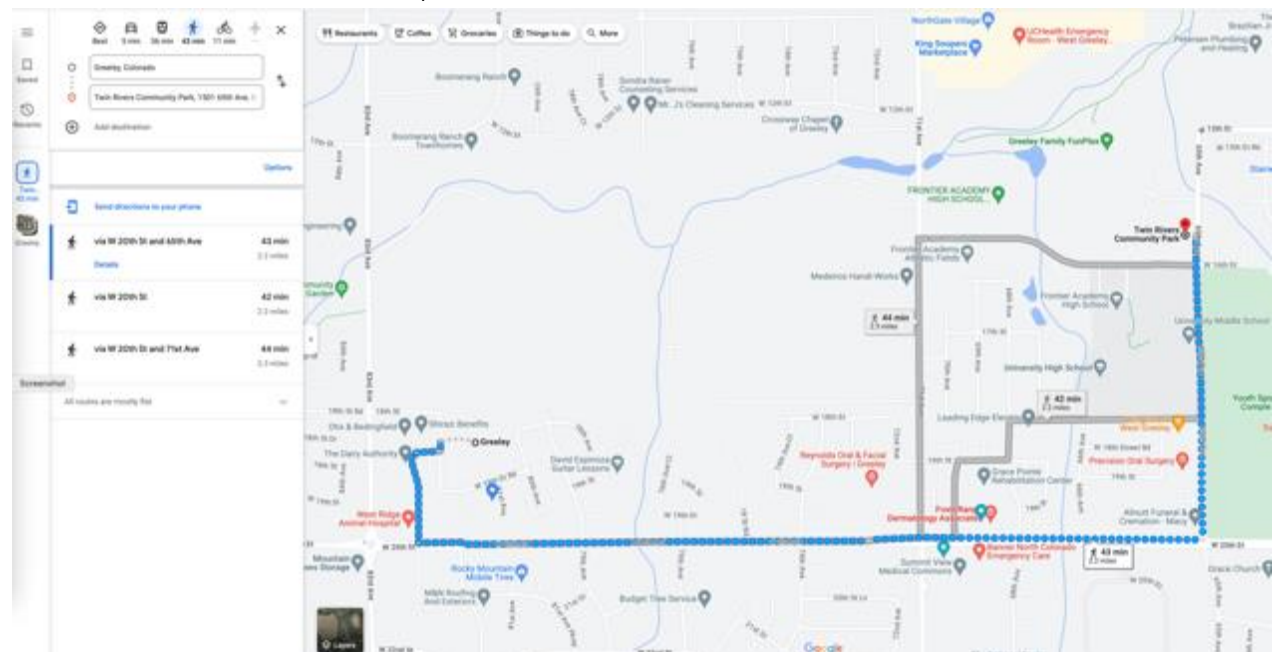
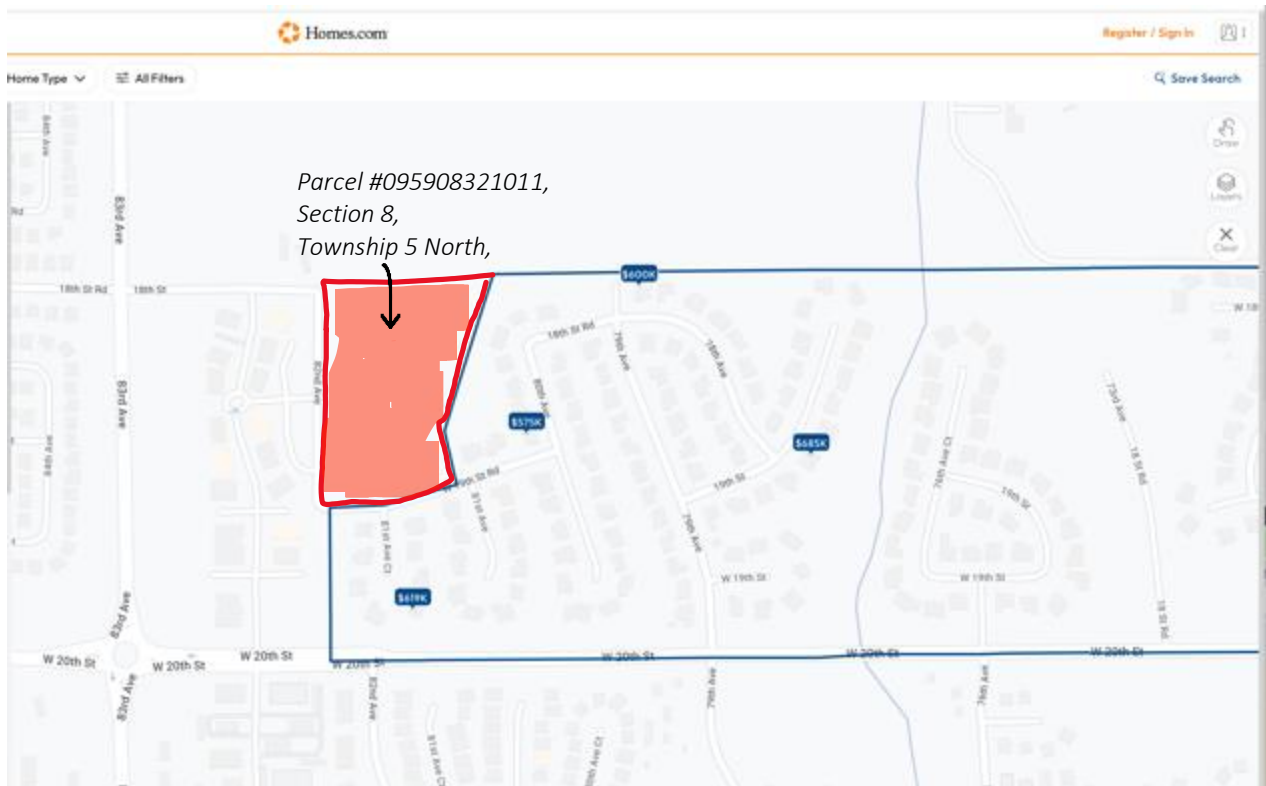


FIGURE C

Mountain Vista Homes for Sale (as of August 4, 2023)



Please refer to City Building Codes to research further graphic clarifications.

[END]

Doug May

From: David Harrold
Sent: Monday, August 21, 2023 3:49 PM
To: brynne@gantlawoffice.com
Cc: Doug May
Subject: RE: Date for Public Hearing - Mountain Vista Multifamily

Good afternoon Brynne,

Thank you for reaching out about the detention pond. To clarify, the authorization to discharge additional stormwater flows to the pond in question is required at the time of site plan review (SPR). We are currently working with the applicant on this land use case, SPR2023-0027, and have not seen any authorization form be submitted. It is on our list of items required prior to City acceptance of the project.

Let me know if you have any other questions.

Thanks,



David Harrold, P.E.
Engineer II
Community Development | Engineering Development Review
1100 10th Street, #203
Greeley, CO 80631
P: 970-336-4175 | david.harrold@greeleygov.com
greeleygov.com

From: Doug May <Doug.May@Greeleygov.com>
Sent: Monday, August 21, 2023 8:45 AM
To: David Harrold <David.Harrold@Greeleygov.com>
Subject: FW: Date for Public Hearing - Mountain Vista Multifamily

Hey David,

Can you answer her question regarding the drainage? I will respond about the hearing date.

Thanks,



Doug May

Planner III

Community Development | Planning

1100 10th Street

Greeley, CO 80631

970-350-9784 | doug.may@greeleygov.com

<http://greeleygov.com/>

From: Brynne Gant <brynne@gantlawoffice.com>

Sent: Monday, August 21, 2023 8:16 AM

To: planning <planning@greeleygov.com>; Josh Olhava <Josh.Olhava@greeleygov.com>; Doug May <Doug.May@greeleygov.com>; Don Threewitt <Don.Threewitt@greeleygov.com>

Cc: remley2@COMCAST.NET

Subject: Date for Public Hearing - Mountain Vista Multifamily

You don't often get email from brynne@gantlawoffice.com. [Learn why this is important](#)

Good morning,

I apologize for copying all of you in this email, but I wasn't sure who would be best to direct this question to. I see on eTRaKiT that the Mountain Vista Multifamily project is scheduled for public hearing, but it is not yet showing on the planning website. Do we have a date for this hearing yet?

Also, in the 2nd Round Review letter dated May 12, 2023, you stated that approval from the HOA for the development to drain to the HOA's pond would need to be "in-hand" as part of the application process. In the developer's response, they stated they were in contact with Becky Stewart regarding this. To our knowledge, the HOA has never provided approval for the drainage, and Becky Stewart has not worked for the HOA for quite some time. Can you confirm whether Planning ever received any purported HOA approval details from the developer in any resubmission? I do not see one, but wanted to double check.

Thank you,

--

Brynne Gant

Gant Law, LLC

8213 W. 20th St., Ste G

Greeley, CO 80634

Phone: (970) 368-3684

www.gantlawoffice.com



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Doug May

From: JOHN KRUSE <NUGGETS28@msn.com>
Sent: Friday, September 1, 2023 9:51 AM
To: Doug May
Subject: PUD2022-0008 Mountain Vista Multi-family PUD

You don't often get email from nuggets28@msn.com. [Learn why this is important](#)

Good morning,

I am sending this e-mail in response to case number PUD2022-0008, the Mountain Vista Multi-family PUD.

I had our house built at 1811 80th Avenue over 15 years ago. We chose that location, as at the time, the area currently looking to be developed was a natural gas site. We built there thinking it would always be vacant, knowing that was not ever going to be the case long term. I only thought that the land behind us would either be homes similar to what is in the neighborhood or even commercial, as what is further west, off of 83rd Avenue. Never once did I think that apartments would be built back there. With that being said, I do have the following comments, concerns, and questions:

1. Traffic in the neighborhood increased exponentially when 20th street was expanded. While this was temporary, if apartments go up, this will also increase the level of traffic going through our neighborhood, but not on a temporary basis. During this same time that 20th street was expanded, unreported crime increased in our neighborhood, via theft.
2. Having only one exit out of the proposed apartment area is not enough. With 14 buildings and a minimum of 6 apartments per building, at 1.5 cars per average household, this is 126 cars going out one way.
3. Why does the City of Greeley only permit or approve "like" buildings in the area. As mentioned before, there are residential homes at probably an average market rate of \$600,000 in the area and very nice commercial properties in the same area, now the City of Greeley wants to approve apartments in this area? What will this do to property values in the area, in which we just seen our property taxes go up, only to have them devalued by apartments going in behind us.
4. Is the City of Greeley's plan for affordable housing to just build apartments? When I look at the most current Residential Projects posted on the City of Greeley's website, all I pretty much see is apartments going up.
5. Where is the infrastructure going to be for West Greeley? 83rd Avenue is not equipped to handle additional traffic coming from all the new apartments going in on the west and east side of 83rd avenue. Why has 83rd Avenue not been expanded? Why is the City of Greeley not encouraging developers to build restaurants.
6. Will the City of Greeley limit the number of apartments being built in Greeley? There are apartments recently being built in Promontory, on the southwest side of 10th and 83rd, more apartments being built on the southeast side of 10th and 83rd, apartments being built on the northwest side of 71st and HWY 34,

southeast side of 20th street and 83rd Avenue, southwest side of HWY 34 and 17th Ave. Currently, we are a Tree City. I am concerned that soon, we will be considered Apartment City.

7. What is the current vacancy rate of apartments now?

Thank you for your time.

John Kruse



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.



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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

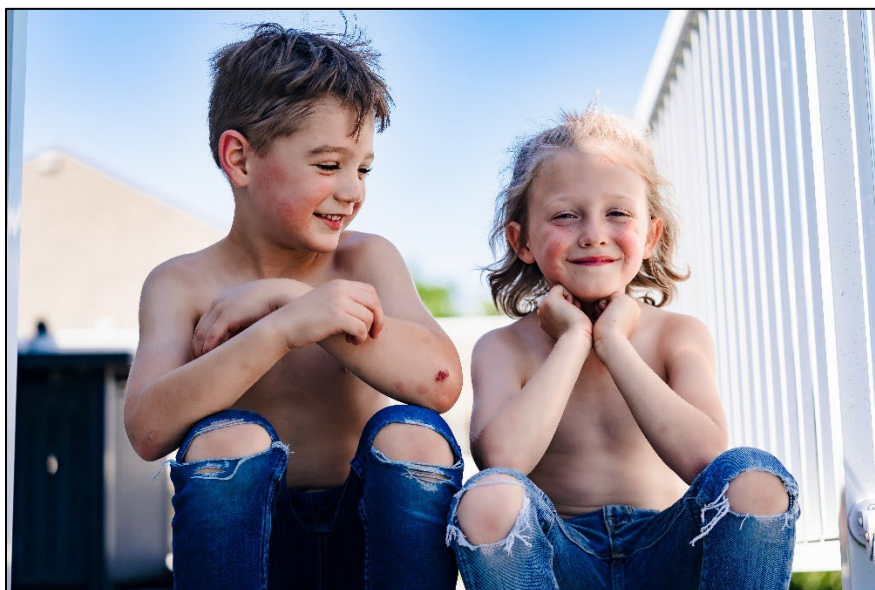
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accommodate the character of the surrounding area and any neighborhood through which a right-of-way passes. TM-1.13 seeks to encourage traffic to move in direct paths and limit extraneous travel.

If the proposal is approved, there is a high likelihood that many of the occupants in the units would be commuting to work at the exact time that our neighborhood students, many of them elementary aged, are attempting to navigate to their bus stops and whilst our residents are walking, jogging, and the like.

Further, Objective EH-2.3 encourages active and healthy lifestyles. As this commission likely knows, it is enormously difficult to get children to play outside in the current culture of all-things-screens. This is our son, Peter Gant (right) and his best friend, Carter Kingman (left).



They are next-door neighbors who have a relationship not unlike Scott Smalls and Benjamin Rodriguez in The Sandlot. These boys often play baseball, basketball, and other games in front of their homes—1816 and 1820 80th Avenue, respectively. **This will no longer be safe or possible if the proposal is approved as is.** If the proposal is approved, they, and other children just like them who already find it difficult to get outside will be further discouraged from an active lifestyle by both the reality of their environment and the grownups who want to keep them safe.

The proposal includes 100 dwelling units in a small, 8-acre parcel that is tucked into our already-developed neighborhood with no direct access to any major roads. Essentially, the proposal would reroute 100 dwelling-units worth of traffic around a blind corner (from 79th Avenue around to 18th Street Road) and straight into the place where these boys are usually out playing on 80th Avenue. Other areas, such as the 3rd Filing's mailboxes (a favorite area for children to navigate to and from) and the HOA's open space west of Filing 3 will be affected as well.

In or around 2015 and then again in or around 2019, Greeley rerouted traffic from 20th street through the neighborhood in much the same way as will be required if the proposal here is approved. When that happened, the activity level of children in the neighborhood suffered greatly. We dealt daily with the inability to safely allow our children to play, as the re-routed drivers sped around the corners and headed through the neighborhood.

Additional EH Objectives regarding land use, walkability, and bikability would also be negatively impacted, as Northern has not adequately explained how those of us who walk, run, jog, cycle, walk our pets, and navigate to nearby areas would be able to continue doing so safely and adequately in the face of the massive development.

And as Northern likely well knows (since a parent company developed several of the R-L homes in the neighborhood), several of the homes here were specifically developed with the elderly in mind and include amenities for that population such as main-floor master bedrooms and laundry. Northern has not adequately provided for Objective EH-3.9 in this regard.

3. Growth & City Form

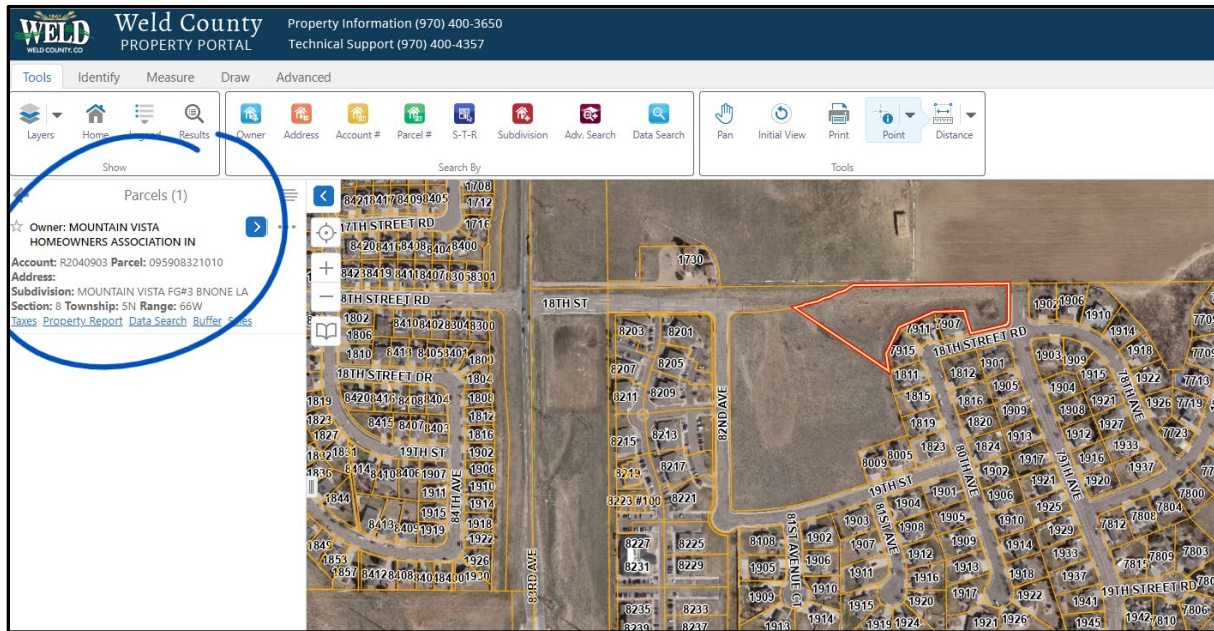
The Growth and City Form section of the IGCP begins by recognizing that Greeley's population growth has expanded (often westward) into a more dispersed population, away from many day-to-day services such as retail areas and parks. *IGCP* at p. 49. Since 2012, Greeley's growth has mostly included multi-family housing units. *Id.* Additional growth is expected, and mixed-use areas are desirable (*id.*), but not in the way the proposal would have it. The goal is to provide enhanced quality of life for the neighborhood residents (GC-1.1) and increased access to things such as retail and parks (*IGCP* at 49) **without** compromising the character of existing neighborhoods (*id.*).

GC-1.1, specifically seeks to “[m]anage growth to maintain or improve quality of life for Greeley's residents, minimize impacts on the natural environment, and protect or enhance natural features and other resources.” As explained in the Education, Health & Human Services section, above, much like in 2015 and 2019 when traffic was rerouted through the neighborhood, with this proposal, the lives of many of the residents, including those who have signed this petition, would neither be enhanced nor even maintained; they would be negatively impacted.

Objective GC-1.3 requires new development to be restricted to APFA areas. Northern's proposal includes another broad, general statement about their being adequate utilities. Importantly, Northern also claims in their proposal (sheet 4) that they will improve the offsite existing retention pond—**which is owned by the Mountain Vista HOA**. See *Figure A*, below.

Figure A

Ownership of Parcel Northeast of Proposal



Northern states specifically that they want to “improve” this HOA-owned parcel in order to “provide additional storage and water quality” for their 100 units. Implicitly, Northern knows that the water supply is insufficient for its planned development, and they have failed to explain how the area (that is not owned by them) would be “improved.”

Property owners have a right to rely on existing zoning regulations when purchasing their property and when there has been no material change in the character of the neighborhood which may require re-zoning in the public interest. *See, e.g., Clark v. City of Boulder* at 162 (Colo. 1961).

Several of our residents purchased their abutting property under the then-existing Comprehensive Plan with an assurance of the zoning then in place. Further, since the Mountain Vista HOA owns that land, they purchased with the right to rely on that property continuing to back to the beautiful open space behind these residents’ homes. There are foxes, toads, rabbits, and fireflies that live in that area. How is Northern planning to “improve” this HOA-owned parcel whilst additionally complying with the law that ensures residents a right to the zoning regulations in place at their purchase and that complies with the need to protect natural resources as outlined in GC-1.1? They have not provided sufficient information.

Additional Objectives (e.g., GC-2.4, GC-2.5, and GC-6.1), support building Centers and connection to retail as well as a variety of housing types around those Centers. Here is where Northern had a true opportunity to enhance the IGCP rather than requesting to spot-zone yet another large-scale high-density housing unit. The area just west of the proposed development is already zoned C-L but does not have the types of amenities to create a true Center. The closest retail (a single gas station) to this part of the neighborhood (Mountain Vista 3rd Filing) is over one mile away. Northern is claiming that their proposal enhances the IGCP by providing more of what they claim is a “very limited amount of multi-family” housing in west Greeley. But they are well aware of the fact that this particular type of multi-family housing is abundant here. They know this because the lion’s share of such housing—1,374 of the 1,662 units within

recently built within about a half mile of the proposed development—were developed by them or their parent companies as shown in Figure B, below.

Figure B
 Annotated Map of Nearby High-Density Units



In addition, Northern should be well aware that, per the February 2023 Residential Construction report, there are already approximately 3,800 multi-family units being readied in west Greeley (1,278 in design or fully-approved and 2,530 under construction).

Where are the downstairs apartments, duplexes, row houses, patio homes, garden apartments, townhouses, and other types of Missing Middle housing proposed by the Community Development Department? Where are the retail Centers encouraged by the IGCP? Developers like Northern are not interested in truly serving the Missing Middle or the residents of Greeley, as they know they can make more cash on high-density housing, of which there is plenty, as shown again in Figure C, below.



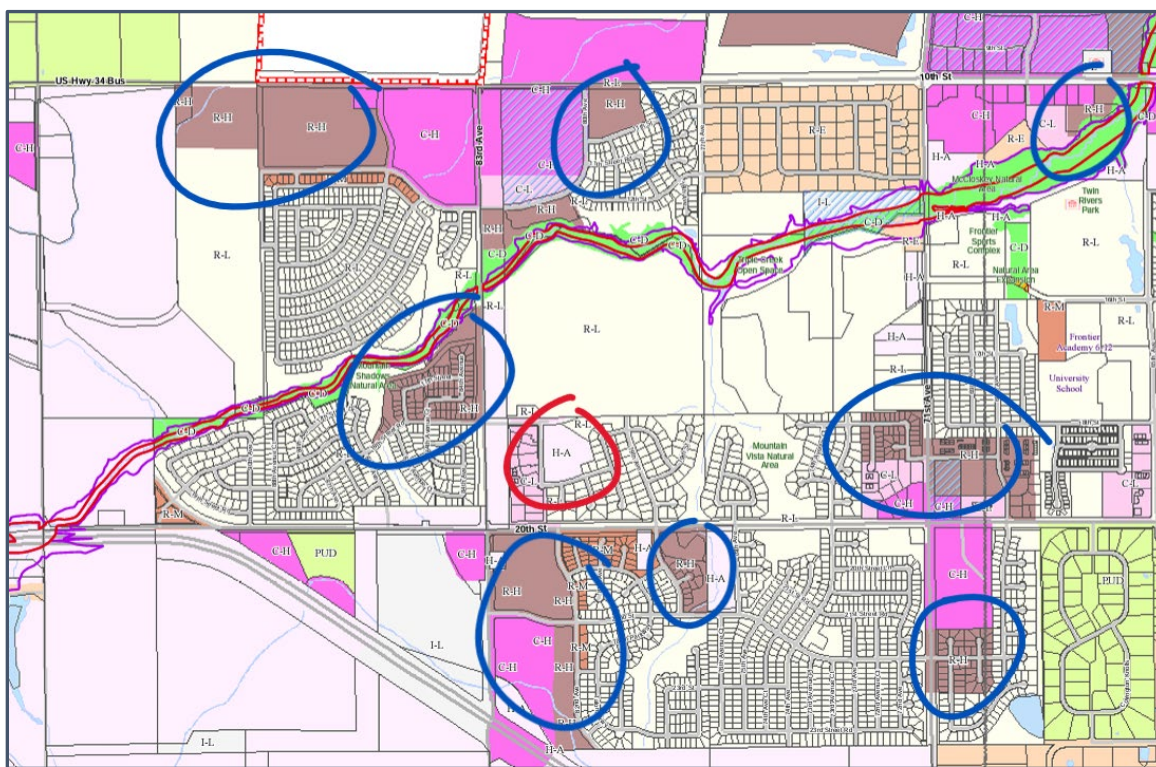
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Figure C

Additional R-H Units



This spot-zoning tactic is prohibited under the common law of Colorado. *See, e.g., Clark v. City of Boulder* at 160-162 (Colo. 1961) (internal citations omitted). Spot-zoning is the act of singling out a small area for special treatment in a manner that does not further the comprehensive plan. *Id* at 162. When the surrounding areas are zoned differently, and the proposed use is likely to result in economic gain for the developer above enhancement of the comprehensive plan, that is a tell-tale sign that the request is one of spot-zoning. *Id*. An argument that no other use would suffice is not a sufficient rebuttal to this reality. *Id*.

Here, this is exactly what Northern is requesting. The land could be developed into C-L to further the area's use as a Center, it could maintain the character of the high-end neighborhood by being developed as further R-L, or it could even be developed into higher-end medium density residential such as patio homes or town homes, which would further the Missing Middle. None of those requests have been made by Northern. Rather, they seek only to fit as many units as they think they can get away with into the small, R-L-surrounded space—for their own economic growth.

4. Housing

The Housing Objectives are not furthered by Northern's proposal. This section of the IGCP focuses on increasing diversity of housing for all Greeley residents. Notably, Greeley's increase in multi-family housing, like that proposed in Northern's application, **has not** changed the general mix of housing types offered in Greeley. *IGCP* at p. 65.

Objective HO-1.1 provides for an overarching housing strategy which includes three main things:

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- (1) **preventing an over-concentration** of affordable housing in specific areas;
- (2) **encouraging a range of creative housing options;** and
- (3) **maintaining the quality of existing low-cost units.**

Another Housing Objective: HO-2.1, which Northern specifically references (but does not fully quote) in their application, encourages, again **a variety of housing types, sizes, styles, and price-points** of housing units **within new residential projects or subdivisions**, as well as the following:

- (4) Ensure that Greeley has neighborhoods and/or development sites available and attractive to its desired workforce, **including higher-end housing for executives and other high-paid workers.**

Northern's proposal accomplishes none of four these objectives:

First, Northern already has a high concentration of low-income units within the area (as shown on Figures B and C).

Second, Northern does not foster creativity or a variety of housing types. In fact, Northern said it best themselves in an August 2020 BizWest interview: **"What [our builders] do well is build the same houses. Over and over and over."** See 2020 Bravo! Entrepreneur – Weld County; Bizwest Aug. 2020; Kadlub, L. (<https://bizwest.com/2020/08/01/jeff-demask-and-larry-buckendorf-journey-homes/#>).

As mentioned above, in 2021 the Community Development Department presented their updates to the Development Code which included an emphasis on providing a variety of housing options for a variety of income levels. As part of their presentation, they included a video update and documentation regarding the Missing Middle. See <https://youtu.be/RqQARqCmeRE>.

The video update specifically addresses the fact that apartments/high-density dwelling units are not the type of variety they meant and **do not** meet the needs of the Missing Middle. A better option would be a development of cottages/smaller R-L houses, row houses, accessory dwelling units, or multi-unit homes such as duplexes which "can fit in nicely with single-family neighborhoods."

Third, Northern has not maintained their current units. Upon information from several of the residents and cross-reference to online reviews, Northern does a very poor job of maintenance and has even been prohibited from developing in two nearby municipalities due to the low-quality of their high-density dwelling construction.

Finally, with regard to providing higher-end housing for executives and other high-paid workers, Mountain Vista HOA currently houses several doctors, lawyers, military leaders, entrepreneurs, managers, and other high-level executives. Several of these residents have moved just since finding out about Northern's application.

Another Housing Objective—HO-1.6—would focus on housing for our elderly residents. As stated in the EH section above, several of the residents belong to our elderly community specifically on account of the initial build of houses here which catered to that population. Objective HO-1.6, if met, would cater to keeping the character of the neighborhood in line with that initial design, but nothing in Northern's application supports Objective HO-1.6.

Northern is seeking to develop yet another high-density, multi-family parcel, as indicated by the name of subsidiary LLC they created for this purpose: “Mountain Vista West **Apartments**, LLC.”

They aren’t asking to build a development that maintains the current, higher-end character of the neighborhood. They aren’t asking to build a retail Center, or a development that caters to the Missing Middle, the elderly, or special needs communities. **They are asking to build more of what they do best: the same thing over and over and over.**

5. Infrastructure

Greeley’s growth is causing strain on its current water treatment plants. This strain is being met by growth in infrastructure, but the rate of growth is not sufficient to meet the increased water demands that so many high-density units are creating and seek to continue creating.

Northern’s proposal claims broadly that there will be adequate utilities, including water, but does not provide sufficient explanation on how this will be achieved (other than to say they will “improve” the land owned by the Mountain Vista HOA). The addition of pets alone, together with their waste, for the 100 units will strain the wastewater treatment in Greeley. Accordingly, Objective IN-1.1 would be hampered by the proposal.

Similarly, the proposal fails to adequately address Objectives IN-1.3 (fire service), IN-1.4 (park facilities), IN 1.5 (police service), and several others.

6. Natural Resources & Open Lands; Parks & Recreation

Finally, we, the residents, understand and appreciate that not all open spaces, undeveloped land, and related resources can remain forever, and not all resources are protected. Still, we wish to illustrate for you the effects on each of us personally of the change that has taken place in our surroundings and environment over the past few years in our neighborhood.

Figure B shows the high-density developments that have taken place in recent years in this immediate area (almost all of which belong to Northern or a parent company) (and Figure C shows additional R-H just a bit farther). Just a handful of years ago, these were open fields, grasses, home to many plants and animals. Our homes were quiet, traffic was slow, natural areas abounded. We had all manner of wildlife that we could see from our decks and patios.

As these high-density units have developed, there are no more toads, almost no more foxes and squirrels, rabbits have decreased tremendously along with all manner of flora and fauna. The city has maintained (and improved) the open space off of 20th street between the Mountain Vista 1st and 2nd Filings, but there is no direct access to that area for much of Mountain Vista, including the 3rd Filing and any direct access would require acquisition of a portion of the vast, open parcel (owned by the Wiedeman family) to the north.

Air quality has diminished. Water treatment has been strained. Noise levels have increased dramatically along with light pollution. Here in the Mountain Vista 3rd Filing, there are still fireflies. They live in the



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HOA-owned parcel northwest of the proposed development (the parcel Northern states they will “improve.”). We do not believe they will survive the development.

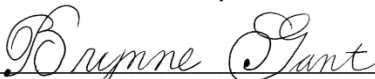
Several of the NE Objectives, such as NE-3.5, and the PR Objectives, such as PR-1.1, will be hampered by the proposal. We are already losing the character of the land we purchased. A rezoning to PUD/R-H will take what little we have left.

Request

We, the residents of Mountain Vista HOA, therefore are requesting that you disapprove the Northern PUD application in its current state as nothing more than a “spot-zoning” request claiming, without supporting documentation or convincing explanation, to be an enhancement to the IGCP.

We request that any modified proposal include a full, unbiased, third-party traffic evaluation and that any modified proposal really, truly take into account the IGCP’s emphasis on maintaining the character of higher-end neighborhoods, on safety for students and pedestrians, on incorporation of Centers and retail services within neighborhoods, on the need for a variety of housing options (not just more apartments and high-density dwellings) as well as amenities for the elderly and special needs communities, and a need for reasonable infrastructure and water supplies as well as preservation of natural spaces.

Sincerely,


Brynne Gant | #46642


Jared M. Gant

Enc. Signatures of 261 additional residents who join in objecting to the proposal



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

[illegible]

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

Name	Address	Signature/Date
Susan Harvey	30 Alles Dr	Susan Harvey - 3-13-2023
Karen Giebler	1947 17 th Ave.	Karen Giebler 3-13-23
Virginia Hxtell	1703 Glen Meadows Dr.	Virginia Hxtell 3-13-23
Nancy Leone	1910 Montview Dr.	Nancy Leone 3/18/23
Mary E. Ryan	1925 Isidore Blvd.	Mary E. Ryan 3/13/23
Rosamund Bergman	145 59 th Avenue	Rosamund Bergman 3-13-2023
Jeremy Oldham	1903 78 th Ave.	Jeremy Oldham 6/11/23
Jill Baldwin	1903 78th Ave	Jill Baldwin 6/11/23
Grant Cobb	1914 78th Ave.	Grant Cobb Greeley CO 6/11/23
Joyce Doreen	1922 78 th Ave	Joyce Doreen Greeley Co. 6/11/23
Ken Smith	1922 78 th Ave	Ken Smith Greeley 6/11/23
Allyn Slater SA	1921 78th Ave	Allyn Slater 6/11/23
Brooke Smith	1921 78th Ave	Brooke Smith 6/11/23
Marilyn J. Orth	1926 78 th Ave	Marilyn J. Orth 6/11/23
Rick 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 80 th Ave. 80634	Robin McIntire 2/6/23
MARK M ^{McINTIRE}	1906 80 th Ave ^{Greeley, CO} 80634	Mark M McIntire 2/6/23
Dylan McIntire	7904 W 12 th St 80634	Dylan McIntire 3/7/23
Desirae Bates	7104 W. 12 th St. 80634	Desirae Bates 3/7/23
Shelley Paddock	2021 clubhouse Dr, Greeley 80634	Shelley Paddock 3/8/23
Carol Brink	1902 80 th Ave Greeley 80634	Carol Brink 3/8/23
Kelley Millman	112 51 st Ave Greeley 80634	Kelley Millman 3/10/23
Tom Millman	112 51 st Ave Greeley 80634	Tom Millman 3/10/23
CHANCE SPRINGFIELD	1622 WESTVIEW RD, GREELEY 80634	Chance Springfield 3/10/23
Reena Dhakal	2021 81 st Ave Ct.	Reena Dhakal 4/1/2023
Jaclyn McKinnon	2013 81st Ave Ct	J. McKinnon 4/1/2023
Randa Englund	2005 81 st Ave Ct	Randa Englund 4/1/23
DAVID ENGLUND	2005 81 st Ave. ^{GREELEY CO} CT. 80634	David Englund
Patricia Vargas	2023 81st Ave Greeley	Patricia Vargas
Erin Joseph	2011 81st Ave Greeley	Erin Joseph
Jeanne Vincelaurito	2003 81st Ave Greeley CO	Jeanne Vincelaurito
Robert McIntire	2018 81 st Ave. Greeley	Robert McIntire
Reyna Barriso	8108 19th St Greeley	Reyna Barriso
Jesus Esquivel	8108 19th St Greeley	Jesus Esquivel
Mirna Camacho	8108 19th St Greeley	Mirna Camacho

[illegible]

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

DALE HALL WARD 4

Name	Address	Signature/Date
Liz Schueller	10302 19 th St Greeley CO 80634	Elizabeth Schueller 2/22/23
Kelly Sanderford	709 River View Dr Greeley CO	Kelly Sanderford
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 HUS 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 Brelendier	1915 81 st Ave Ct	Gary Brelendier
BARRY HAMMILL	1819 80 th AVE	B. A. Hammill
JENNINE HAMMILL	" " "	Jennine Hammill

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

Name	Address	Signature/Date
MARY L AFORE	7724 W 19 th Ave	Mary L Afore
Becky Suele	7716 19 th St	Becky Suele
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

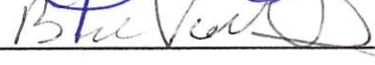
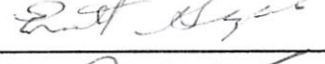
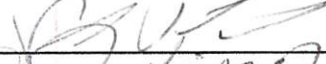
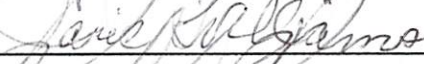
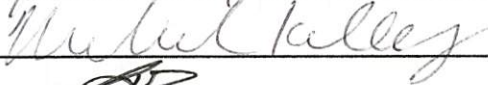
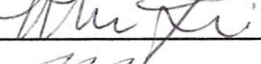
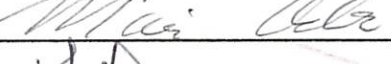
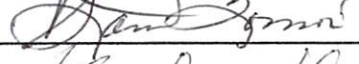
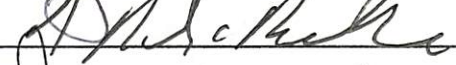
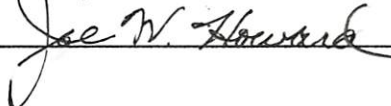
Open land east of 82nd Avenue between 18th and 19th Streets

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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--

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Mountain Vista Multi-family PUD PUD2022-0008

Brian McBroom, Director of Community Development
Brian.McBroom@Greeleygov.com | 970-350-9786 City
Council Meeting – March 5, 2024



Community Vitality

Agenda

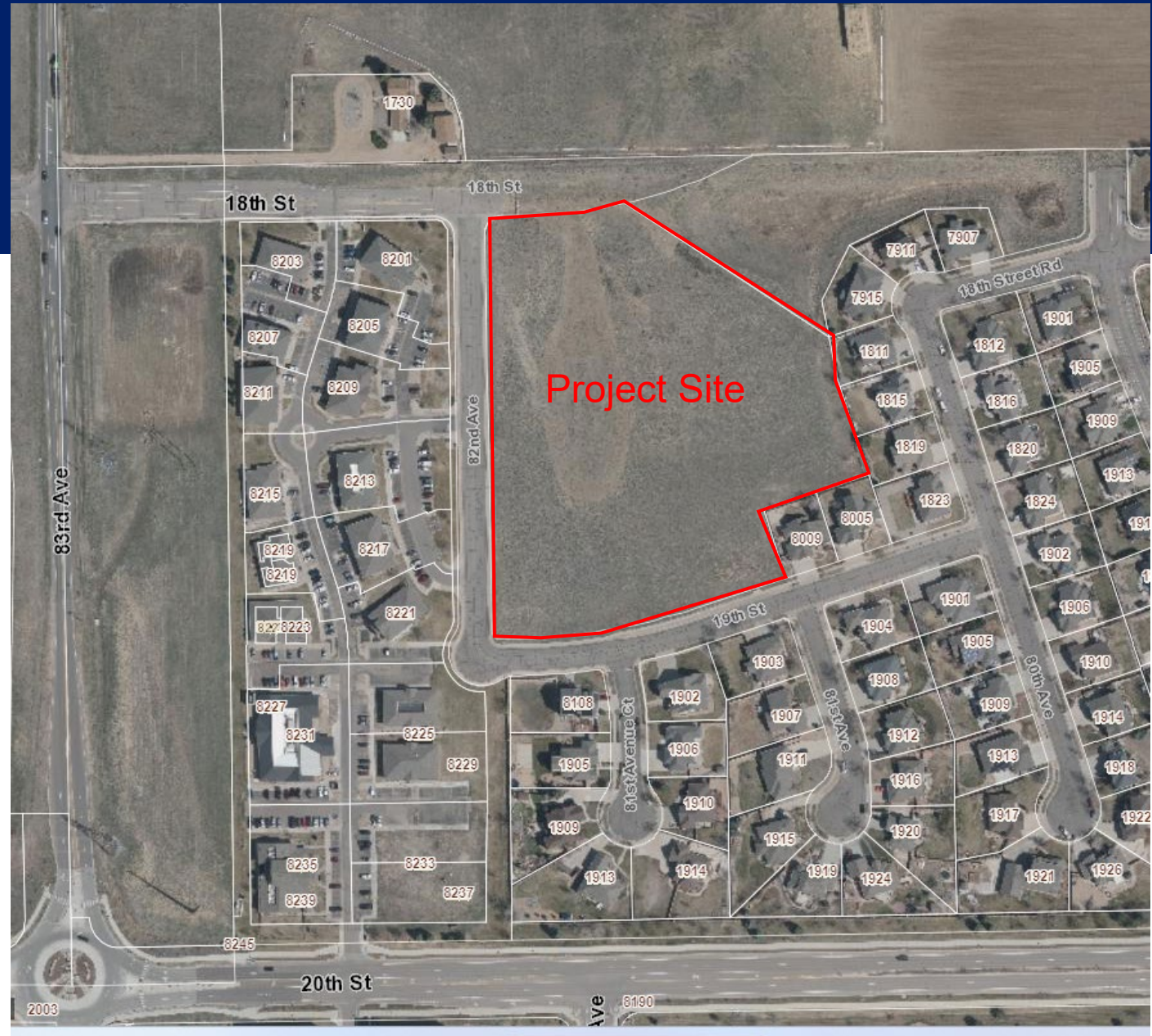
- Request and Site Background
- Location
- Previous Version
- Current Version
- Considerations
- Purpose: Recommended Action

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)

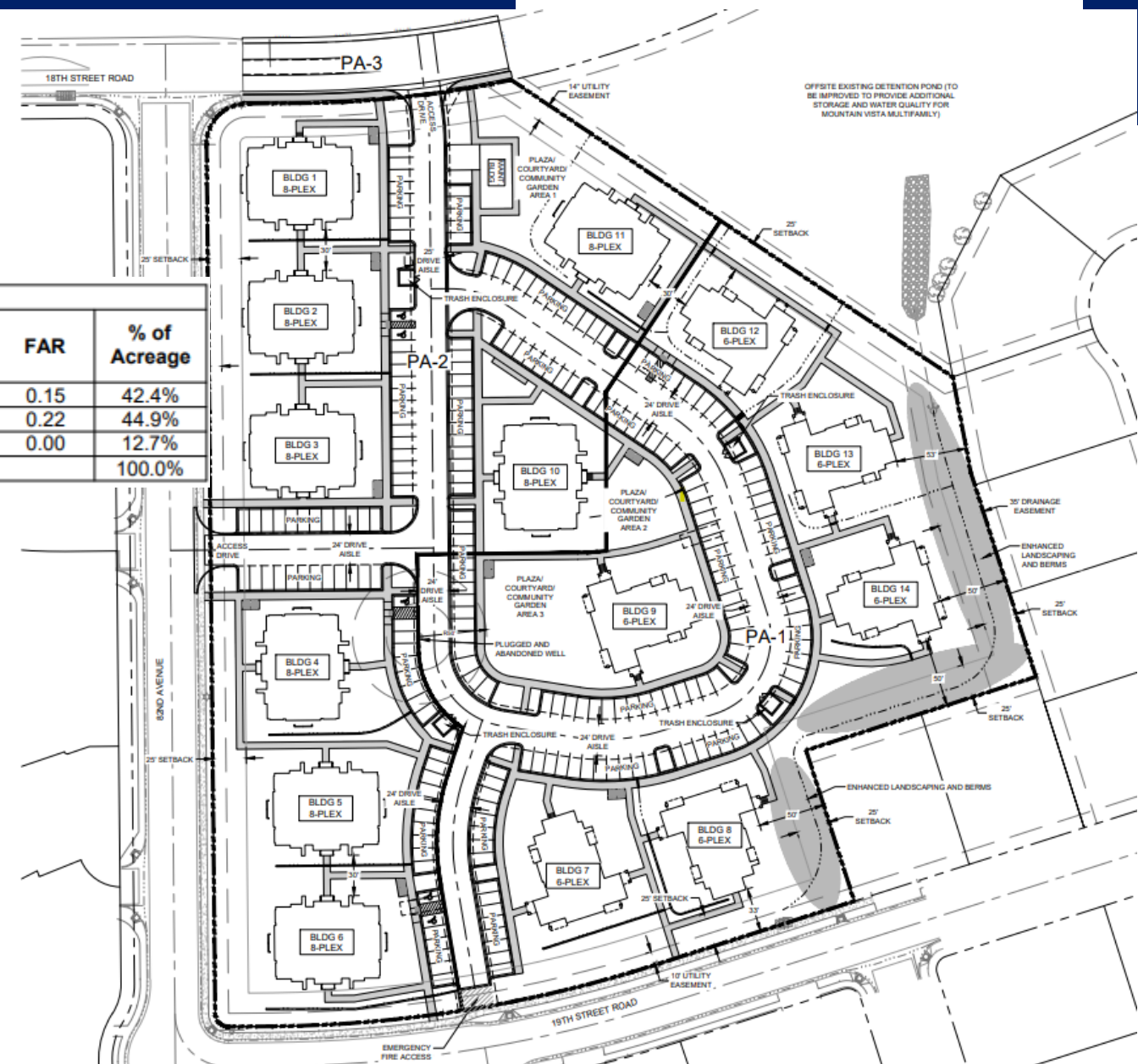
Location

- 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 (previous version)
- City Council October 17, 2023
- Planning Commission January 23, 2024 (current version)

Recommendation

- Staff recommended approval
- Planning Commission recommends denial (5-0)

Questions





Mountain Vista Townhomes

Planned Unit Development

Planning Commission – January 23, 2023

The map displays the Mountain Vista Multifamily development site, a 7.43-acre parcel highlighted in blue. The site is located south of 18th St and east of 83rd Ave. Surrounding areas include Mountain Shadows Natural Area to the west, Triple Creek Open Space to the east, and various residential developments like Pebble Brook and Mountain Vista. Major roads shown include US Hwy 34 Bus, 85th Ave, 80th Ave, 77th Ave, 71st Ave, 20th St, and 18th St. The map also shows existing streets within the developments, such as 12th St, 13th St, 14th St, 15th St, 16th St, 17th St, 18th St, 19th St, 20th St, 21st St, 22nd St, 23rd St, 24th St, 25th St, 26th St, 27th St, 28th St, 29th St, 30th St, 31st St, 32nd St, 33rd St, 34th St, 35th St, 36th St, 37th St, 38th St, 39th St, 40th St, 41st St, 42nd St, 43rd St, 44th St, 45th St, 46th St, 47th St, 48th St, 49th St, 50th St, 51st St, 52nd St, 53rd St, 54th St, 55th St, 56th St, 57th St, 58th St, 59th St, 60th St, 61st St, 62nd St, 63rd St, 64th St, 65th St, 66th St, 67th St, 68th St, 69th St, 70th St, 71st St, 72nd St, 73rd St, 74th St, 75th St, 76th St, 77th St, 78th St, 79th St, 80th St, 81st St, 82nd St, 83rd St, 84th St, 85th St, 86th St, 87th St, 88th St, 89th St, 90th St, 91st St, 92nd St, 93rd St, 94th St, 95th St, 96th St, 97th St, 98th St, 99th St, 100th St.

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

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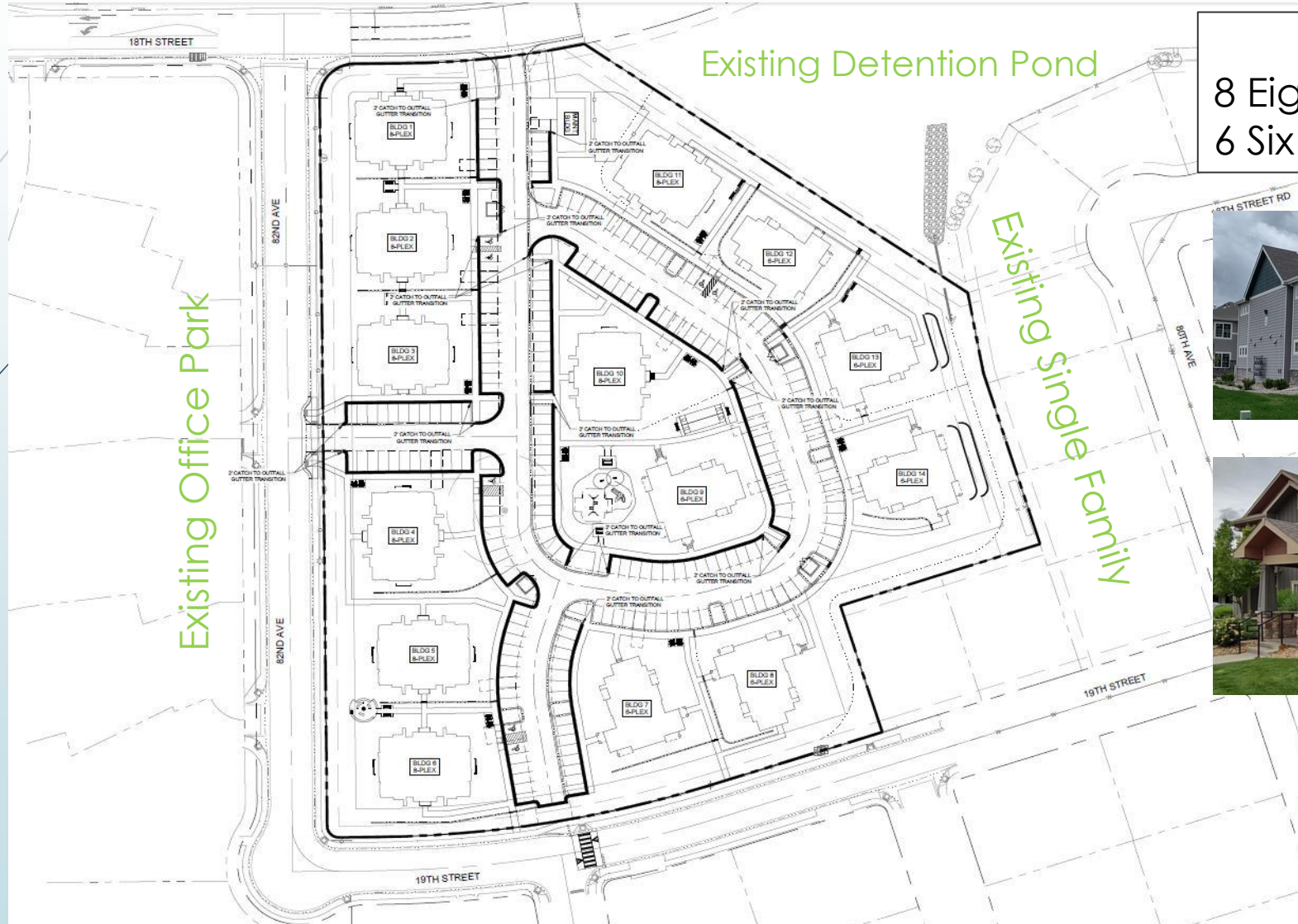
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HOMES » PAGE 11

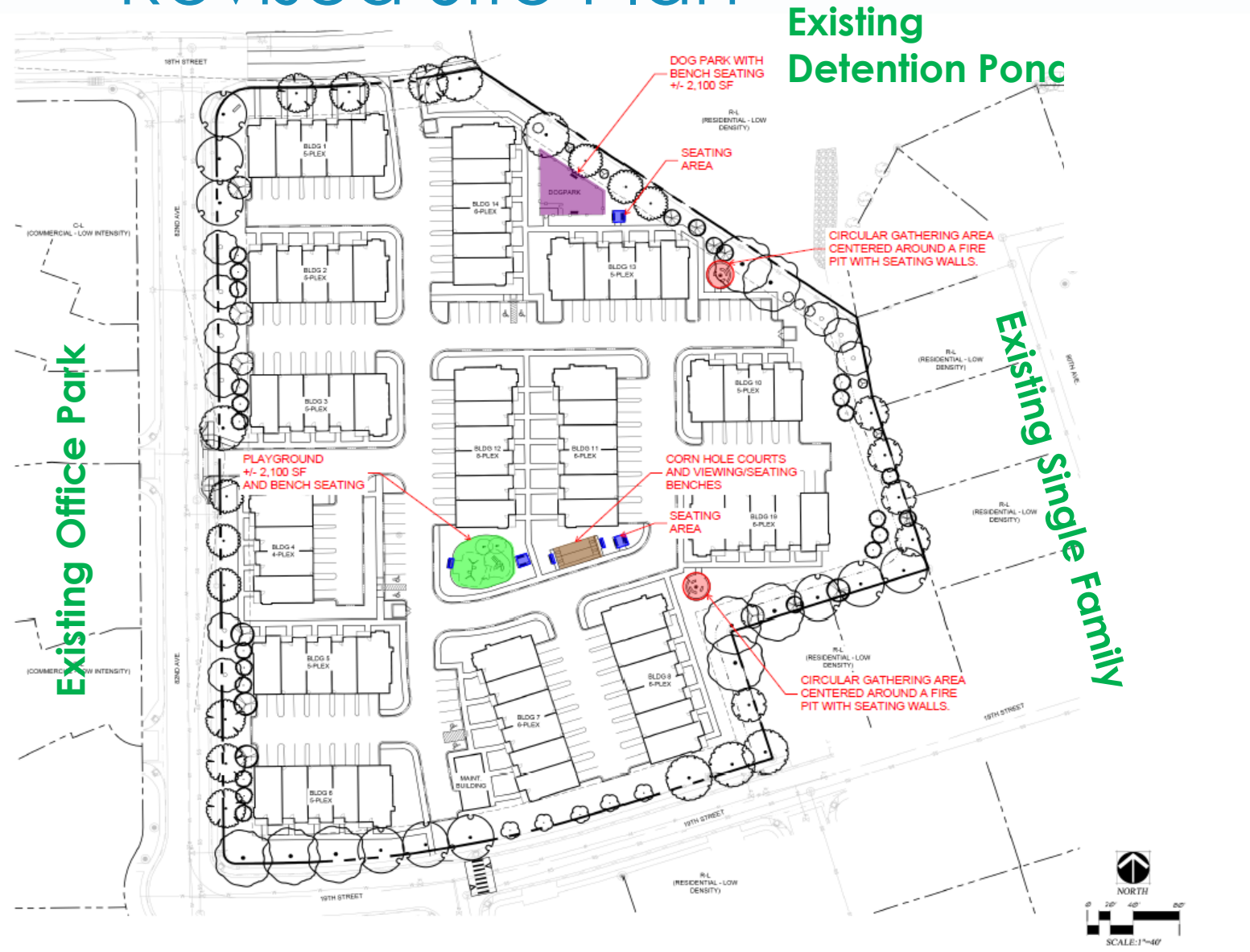
Former Site Plan



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



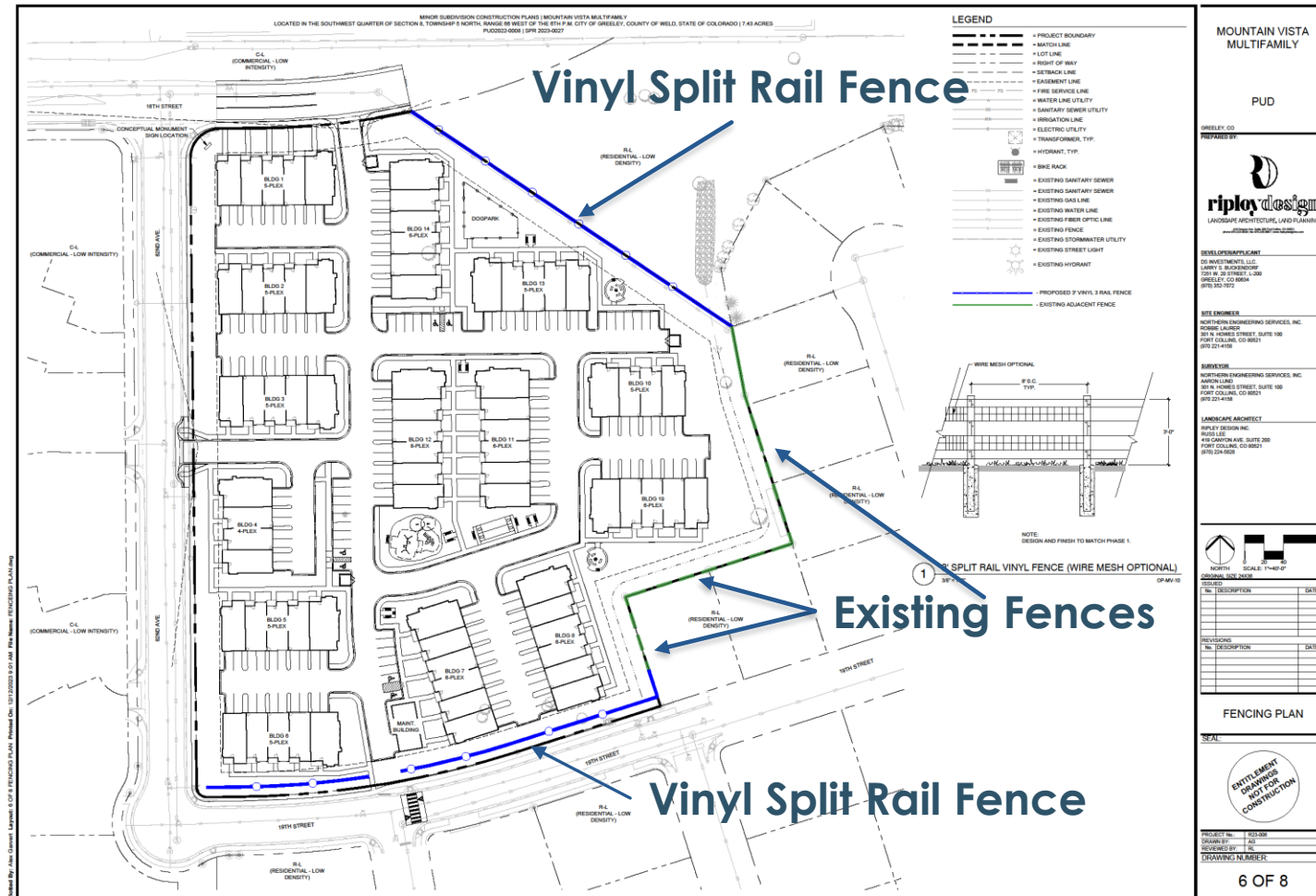
Neighborhood Accommodations: Enhanced Landscape Buffer



Additional Trees & Evergreens
on east and south boundary

**Enhanced
Landscape Buffer**

Neighborhood Accommodations: Perimeter Fencing



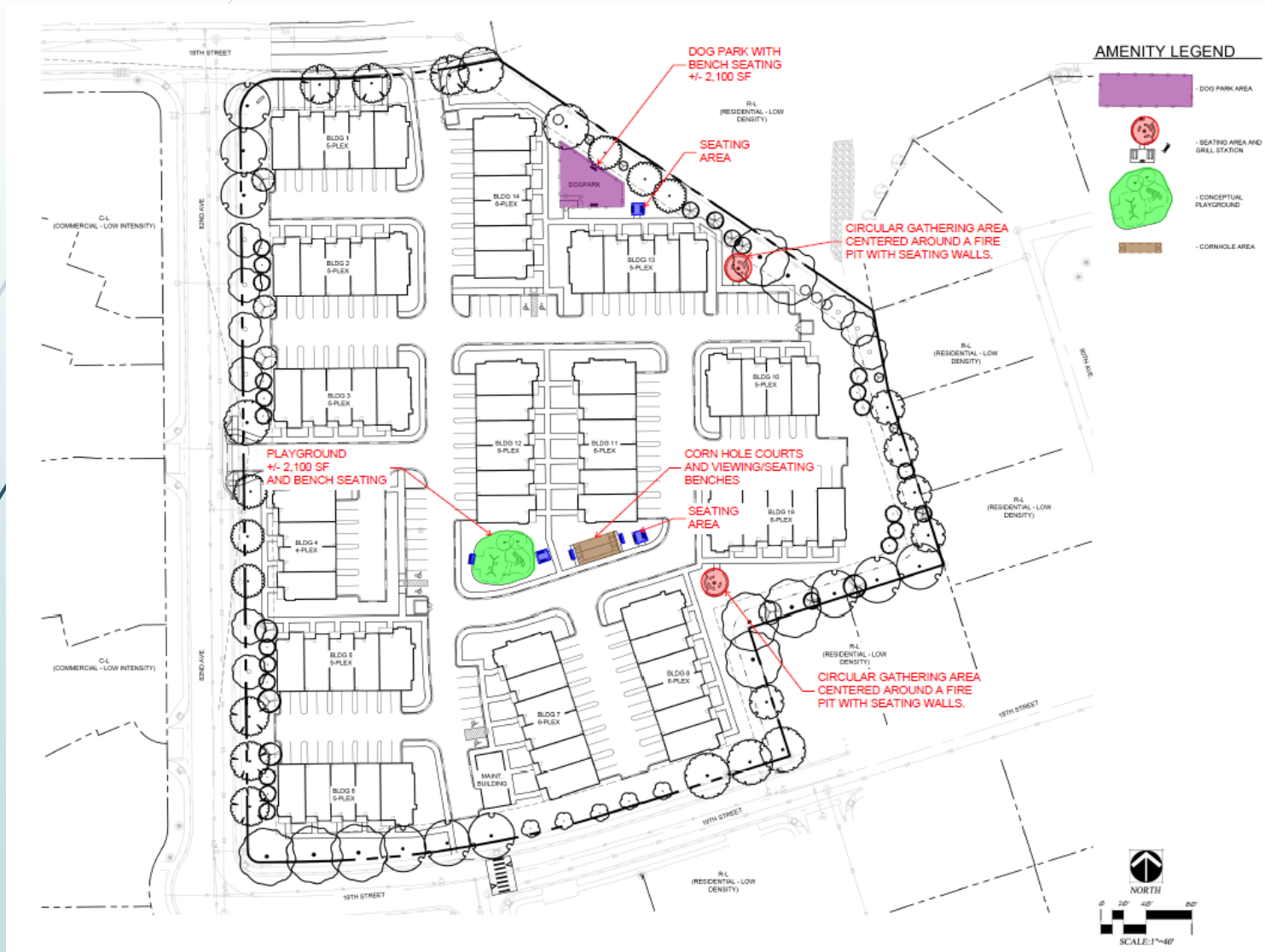
Site Amenities

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

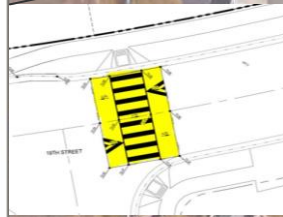
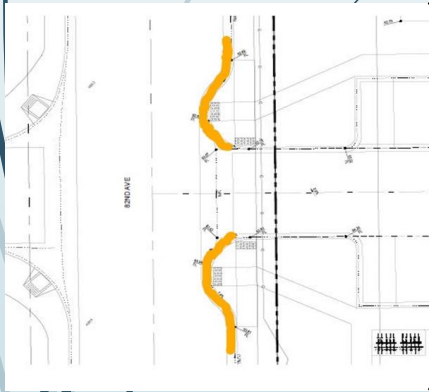


8% -10%



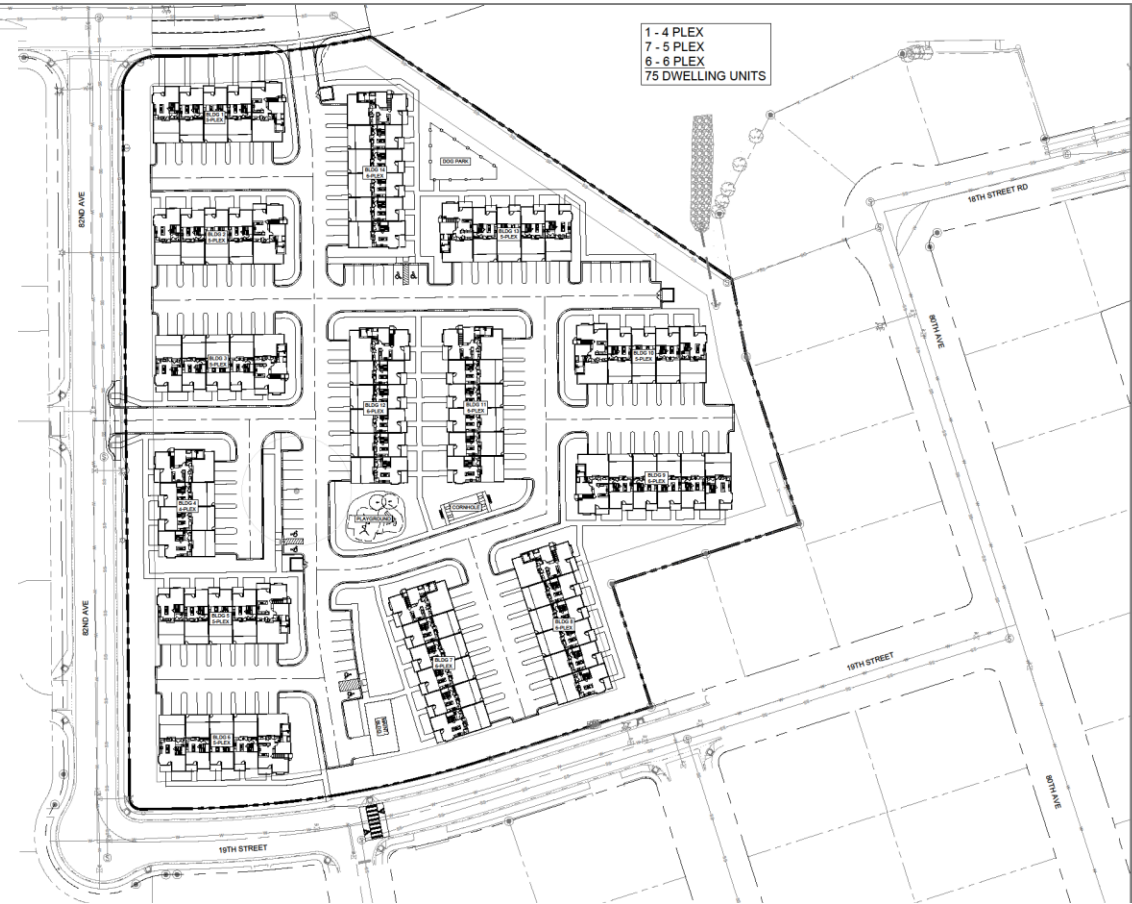
Neighborhood Accommodations: Traffic Calming & Cut Through Traffic

- 4 Speed Humps: One on 19th St & Three on 79th Ave
- 1 Raised Crosswalk: 19th St & 81st Ave



Parking

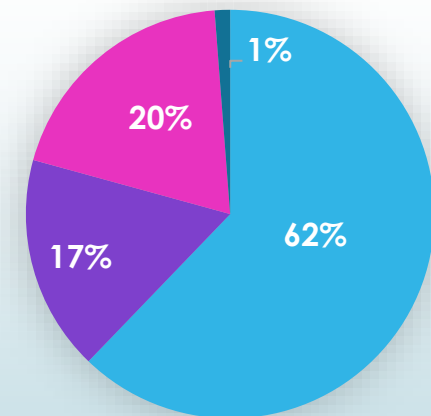
- 146 spaces required for tenants
- 15 guest parking required
- Total spaces required **161**
- Spaces provided **326** onsite
 - 165 spaces above requirement
 - Previous plan had 228 spaces total
- No parking allowed west side 82nd Ave
- Parking allowed on east side of 82nd Ave



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

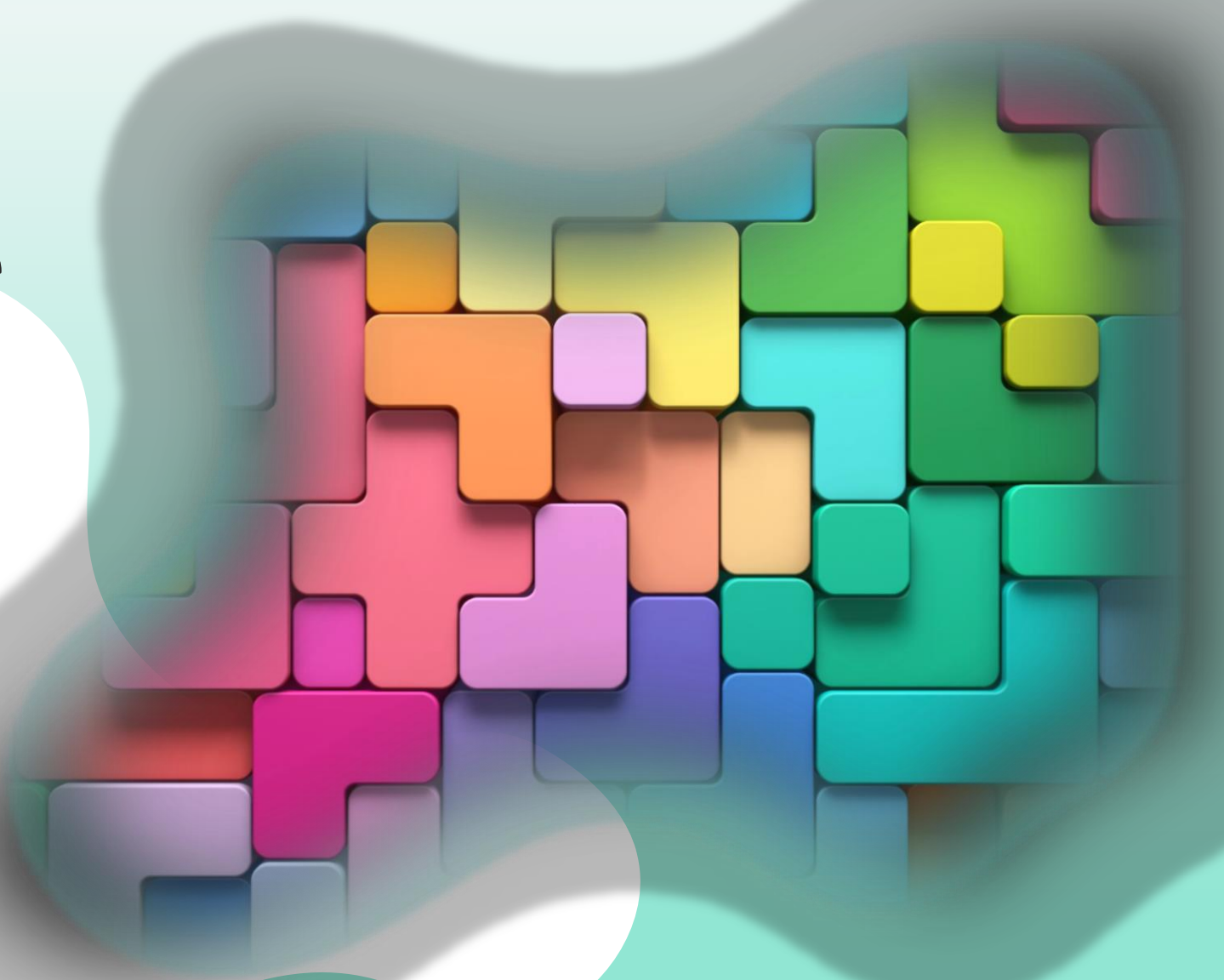


Mountain Vista Third Filing Rezoning

Case number PUD2022-0008

This shouldn't be a difficult decision

Much has been said about why this proposal should be approved. There have been many "facts" and studies that seem to muddy the water....



After you hear from
the Mountain Vista
community today

**It will be
very clear**

This proposal is not appropriate for a PUD

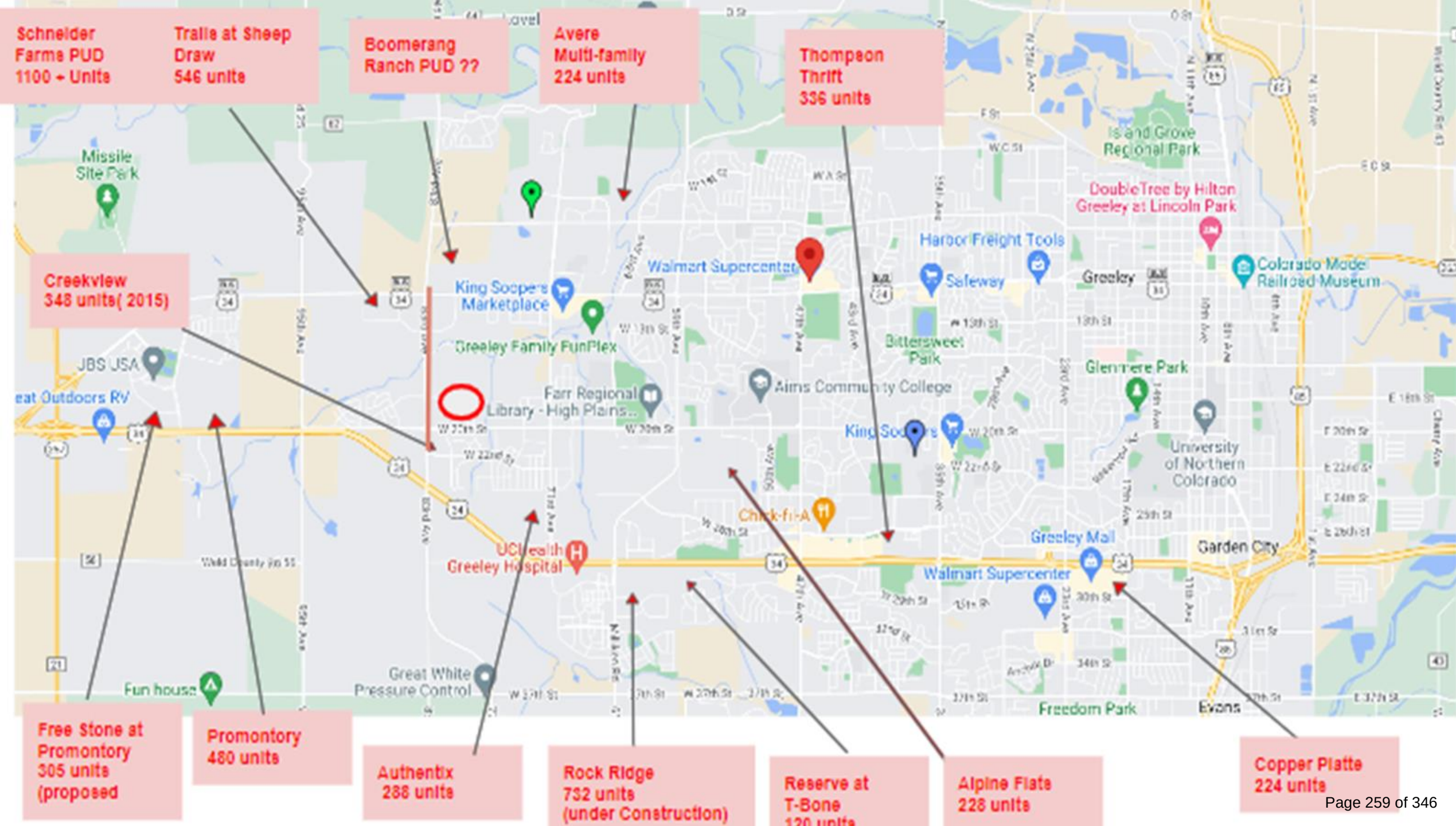
Spot Zoning is prohibited in Colorado

Spot zoning is the process of singling out a small parcel of land or a use classification **totally different from the surrounding area** for the benefit of the owner of the property and **to the detriment of others.**

A local government cannot act merely to benefit a single owner.

No Spot Zoning Allowed

Even a substantial benefit to the owner will not offset substantial harm to others.



What are the requirements for a PUD?

A PUD **shall** be of substantial size to permit design and development as a cohesive unit and a **meaningful part of the larger community**. City Code Sec. 24-663 (1)

A PUD **shall** be evaluated as to size and respect to both nature and character of the internal design and to its specific location within the city. *It is expressly not for zoning deviation for single projects.* City Code Sec. 24-205 Section A-2

A PUD is intended for development that requires a higher degree of planning due to scale and complexity which in turn improves the relationship of the project to the context. It is for planning that better meets the purpose, intent and objectives of the code. City Code Sec. 24-205 Section A-2

Proposed zoning will enable development in character with existing development in the area considering design of streets, civic spaces, other open space, the pattern scale, and format of buildings. City Code Sec. 24-204

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. City Code Sec. 24-205

This proposal

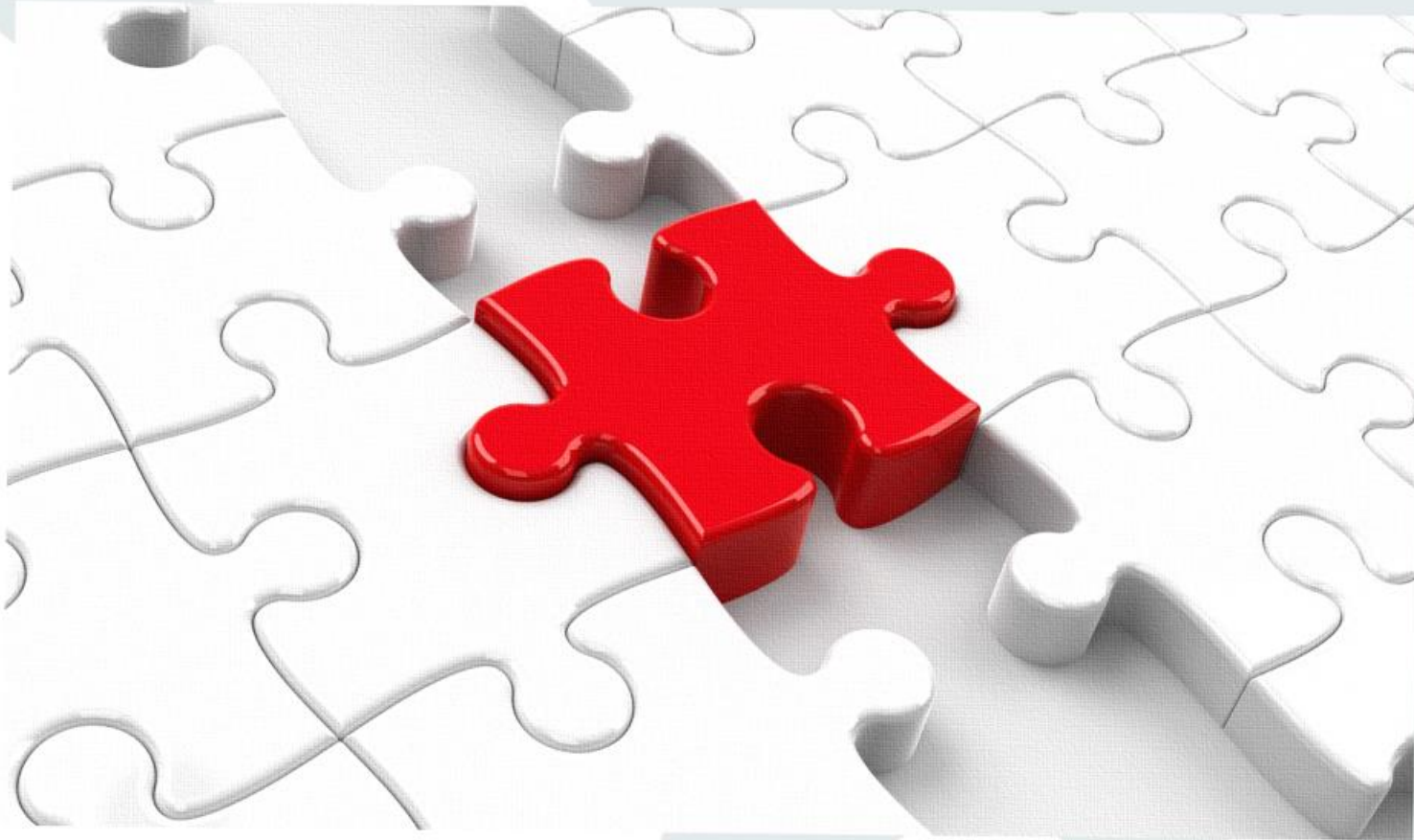
FAILS

these requirements.

Imagine Greeley Comprehensive Plan (IGCP)

This proposal also
fails
to meet the IGCP

Please **reject this proposal**... it does not fit the neighborhood.



Spot Zoning

- The process of singling out a small parcel of land different from surrounding land uses for the benefit of the owner but to the detriment of others
- Even a substantial benefit to the owner will not offset substantial harm to others
- Property owners have a right to rely on existing zoning when there has been no material change in the neighborhood that would require this re-zoning
- Spot zoning is prohibited in Colorado
- This proposal is a classic case of spot zoning and should be denied on these grounds alone
- Clark V. City of Boulder
- Blades V. City of Raleigh

Re-zoning

24-204

- Accordance with the goals and objectives of the Comprehensive Plan
- Fulfill the intent of the zoning considering the relationship to surrounding areas
- Whether the area has changed to such a degree that is in the public interest to re-zone the subject property
- Whether the existing zoning has been in place for a substantial time
- The proposed zoning will enable development in character with existing development
- The city has the ability to provide services or facilities
- The change will serve a community need
- Any negative impacts on adjacent areas are mitigated

Planned Unit Development

24-205

- A PUD shall include sufficient area to implement planning concepts that generate broader benefits that can only be gained from the flexible application of the standard, and not simply be used to justify deviations for single projects
- Statement of commitments (drainage pond clean up and future maintenance)
- Promote the public health, safety and welfare of the community, in particular , the areas immediately near or within the project, not strictly to benefit the applicant
- No special attributes to warrant pud zoning

Imagine Greeley Comprehensive Plan

- Prevent concentrations of affordable housing in particular neighborhoods
- The IGCP vision statement emphasizes creation of neighborhoods that are safe and rewarding for residents to live and play
- The goal is to provide enhanced quality of life
- Increase access to parks and trails

Concerns

- Drainage study is 20 years old
- Raw water
- Non-potable water
- Inconsistency in site plan changes
- Unresolved answers to city review comments
- Incorrect narrative
- Issues with respect to oil well setbacks

OWNERS APPROVAL AND DEDICATION

CRAM
WELD CO
UNPLATTER

A-G

N89°52'32"E 1406.85

N89°52'32"E 2626.5

W. 18TH STREET

OUTLOT A

OUTLOT A
OUTLOT F
MOUNTAIN VISTA

NE COR. S1/2
SW1/4 SEC. 8.

UNPL & TED

PUBLIC SERVICE COMPANY
BOOK 635 REC. # 1556529

ND0°11'23"W 1268.97'

1400°11'23"W 1326.23'

TRACT

TRACT 2

W. 18TH STREET ROAD

1
LOT 1 BLOCK 1
MOUNTAIN VISTA

$L = 163.11'$
 $R = 585.00'$
 $\Delta = 15^\circ 59' 31''$
 $CH = 507.59' \pm 6'$
 $162.58'$

THENCE CONTINUING N00°11'23"W, 1266.97 FEET ALONG THE EAST
LAND AS DESCRIBED IN SAID BOOK 635 AT RECEPTION NO. 1556
THE S1/2 OF THE SW1/4 OF SAID SECTION 8;

THENCE N89°52'32"E, 1220.39 FEET ALONG THE NORTH LINE OF SAID SECTION 8 TO THE WEST LINE OF MOUNTAIN VISTA FILING 2 OF GREELEY, COUNTY OF WELD, STATE OF COLORADO, ACCORDING THEREOF;

THENCE CONTINUING N89°52'32"E, 186.46 FEET ALONG THE NORTH
SW1/4 OF SAID SECTION 8 AND THE NORTH LINE OF OUTLOT "F"
FILING 2 TO THE WEST LINE OF 79TH AVENUE;

THENCE S00°00'00"E, 131.32 FEET ALONG THE WEST LINE RIGHT-
AVENUE TO A POINT OF CURVE TO THE LEFT;

THENCE SOUTHERLY, 163.11 FEET ALONG THE ARC OF SAID CURVE
RIGHT-OF-WAY LINE OF 79TH AVENUE TO THE SOUTHEAST CORNER
SAID MOUNTAIN VISTA FILING 2, SAID CURVE HAVING A RADIUS OF
ANGLE OF $15^{\circ}58'31''$, AND SUBTENDED BY A CHORD WHICH BEARS

THENCE S69°48'00"W, 112.68 FEET ALONG THE SOUTH LINE OF L. MOUNTAIN VISTA FILING 2, TO THE SOUTHWEST CORNER OF SAID WEST LINE OF SAID MOUNTAIN VISTA FILING 2;

THENCE S17°20'32"E, 949.30 FEET ALONG THE WEST LINE OF SA

THENCE S00°05'40"E, 30.00 FEET ALONG THE WEST LINE OF SAID
TO THE NORTH LINE OF THE SOUTH 60.00 FEET OF THE SW1/4 C

THENCE S89°54'20"W, 1602.51 FEET ALONG THE NORTH LINE OF
THE SW1/4 OF SAID SECTION 8 TO THE TRUE POINT OF BEGINNING

AREA= 42.222 ACRES, MORE OR LESS

WELD COUNTY, COLORADO, SHOWN ON THE ATTACHED MAP AS: EXTERIOR LINES THEREON, HAVE SUBDIVIDED THE SAME INTO LOTS SHOWN ON THE ATTACHED MAP AND DOES HEREBY SET ASIDE SAID LAND AND DESIGNATE THE SAME MOUNTAIN VISTA - FILING 3 AND PUBLIC, THE STREETS AND ALL EASEMENTS OVER AND ACROSS SAID LOCATIONS SHOWN ON SAID MAP AND DOES FURTHER CERTIFY THAT THE STREETS, THE DIMENSIONS OF THE LOTS AND BLOCKS AND THE LOTS THEREOF ARE CORRECTLY DESIGNATED UPON SAID MAP.

SIGNATURE OF OWNER

WILLOWBROOK DEVELOP
JEFF DEMASKE, MANAG

WITNESS MY HAND AND SEAL THIS 15th DAY OF ~~NOV~~ A.D.

NOTARIAL

STATE OF COLORADO, CITY OF GREELEY, WELD COUNTY

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME TH

3. MY COMMISSION EXPIRES: February 20, 2005

2. I WITNESS MY HAND AND OFFICIAL SEAL.

Notary Public
NOTARY PUBLIC

TRUE POINT OF BEGINNING

S89°54'20"W 1602.51'

W. 20TH STREET

N89°54'20"E 2626.3'

SW COR. SEC. 8.

C-H

R-H

S1/4 COR. SEC. 8.

THAT I, LOREN K. SHANKS, DO HEREBY CERTIFY THAT I HAVE PREPARED
ACTUAL AND ACCURATE SURVEY OF THIS LAND, AND THAT THE
THEREON WERE PROPERLY PLACED UNDER MY SUPERVISION, IN A

irell & Co., sam

Negative Characteristics

- Traffic
- Safety
- Noise levels
- Transient nature of tenants
- Building size, scale, and format
- Drop in residents property values
- Police contacts greater in apartments
- Trash disposal
- Signage







Mountain Vista Traffic and Safety Issues

- Arterial Classification by Weld Co and the City of Greeley
- Delich Associates Traffic Study
- Increasing Traffic Counts
- Detailed look at 83rd Ave Issues

Arterial Classification by Weld CO and the City of Greeley

- WCR 27 / 83rd Ave Weld Co classified as Arterial from 10th St North through the Bracewell curve.
- 83rd identified as a major arterial by the Greeley 2035 Comprehensive Transportation Plan
- 1600+ units just built or approved to be built as well as Commercial Approved Projects either directly surrounding 10th St and 83rd Ave or directly connecting to 83rd Ave.
- No projects have been listed on the Short Range, Mid Range, or Long Range Plan for Weld CO to 2045.
- 83rd was listed on the Greeley CIP was with no numbers or dollars to look at Conceptual Design – not even looked at yet for cost. No plan, design, or cost has been looked at yet. “just looking”

Weld County
Classified: Arterial WCR 27 / 83rd Ave

Classification Map

Classification

- Collector
- Arterial
- County Highway
- Arterial Not Constructed



83rd Ave identified as a major arterial by the Greeley 2035 Comprehensive Transportation Plan

*No improvement West of 59th Ave from 2023 to 2029



Keep Greeley Moving – 2023-2029

13 Neighborhoods (red):

→ 88 miles

Arterial & collector roads
(Blue roads):

→ 15 miles

Total: 103 miles





No Short Range /MID Range or Long Range CIP Plan for WCR 27/
83rd Ave from Hwy 34 through
20th Street to 10th St.
through 2045

Table 10: Short-Range Capital Improvement Project List (2021-2025)

Capital Improvement Project	Description	Cost Estimate
SH 52 and WCR 37	Intersection Improvement (Auxiliary Turn Lanes)	\$2,924,095.47
WCR 35 (35th Ave.) from 'F' St. to 'O' St.	Widening to add Shoulders (IGA City of Greeley)	\$7,665,396.37
WCR 64 (O St.) and WCR 35 (35th Ave.)	Roundabout	\$6,345,669.29
WCR 74 and WCR 33	Roundabout	\$9,329,842.84
WCR 64 (O St.) and WCR 31 (59th Ave.)	Roundabout	\$6,612,181.21
WCR 70 and WCR 39	Intersection Improvement (Auxiliary Turn Lanes)	\$1,503,485.33
WCR 66 and WCR 41	Intersection Improvement (Auxiliary Turn Lanes)	\$10,221,233.40
US 85 Intersection Closure	WCR 2.5 (East side)	CDOT
US 85 Intersection Closure	WCR 29 (East side)	CDOT
US 85 Intersection Closure	WCR 30 (East side)	CDOT
US 85 Intersection Closure	WCR 33 (East side)	CDOT
US 85 Intersection Closure	WCR 46/35 (East side)	CDOT
US 85 Intersection Closure	O Street (East side)	CDOT
US 85 Intersection Closure	WCR 37 (East side)	CDOT
US 85 Intersection Closure	WCR 78 (East side)	CDOT
WCR 80 and WCR 37	Intersection and Bridge Improvements	\$2,501,757.18
WCR 13 and WCR 6	Roundabout	\$6,070,102.13
SH 66 and WCR 21	Intersection Improvement (Auxiliary Turn Lanes)	\$5,438,513.27
WCR 31 and WCR 18	Intersection Improvement (Auxiliary Turn Lanes)	\$4,383,946.47
WCR 37 and AA 51 (WCR 66)	Intersection Improvement (Auxiliary Turn Lanes)	\$5,150,738.20
WCR 13 and WCR 50	Intersection Improvement (Auxiliary Turn Lanes)	\$8,203,427.14
WCR 74 and WCR 31	Roundabout	\$9,625,967.84
WCR 54 from WCR 13 to WCR 15	Rebuild and Widen to add Shoulders	\$6,984,912.58
WCR 54 from WCR 15 to WCR 17	Rebuild and Widen to add Shoulders	\$6,525,002.96
WCR 54 from WCR 17 to Hwy 257	Rebuild and Widen to add Shoulders	\$7,915,869.33
WCR 19 and SH 52	Intersection Improvement (Auxiliary Turn Lanes)	\$7,210,141.99

O Street and WCR 27 Intersection	Intersection Improvement (Auxiliary Turn Lanes)	\$5,454,326.07
WCR 27 (83rd Ave)	Alignment (Brocewell Curves)	\$10,984,642.06
WCR 44 from US 85 to WCR 49	Widening (Grade Separation)	\$22,577,621.34
WCR 66 from US 85 to WCR 47	Rebuild and Widen to add Shoulders	\$10,406,065.59
WCR 66 and WCR 43	Intersection Improvement (Auxiliary Turn Lanes)	\$5,458,903.91
WCR 58 and WCR 53	Intersection Improvement (Journey Ventures)	\$3,704,466.73
SH 14 and WCR 25	Intersection Improvement (Auxiliary Turn Lanes) (WM)	\$1,611,362.00
WCR 59 and Market St	Intersection Improvement (Auxiliary Turn Lanes) (WM)	\$4,368,818.27
West of WCR 41 and South of WCR 64	Roadway Improvements	\$477,573.89
WCR 105 and SH 14	Intersection Improvement (Auxiliary Turn Lanes)	\$4,360,851.17
SH 392 and WCR 35	Intersection Improvement (Auxiliary Turn Lanes) (Eagle View Farms)	\$1,684,628.25
Idaho Creek Drainage Study	WCR 7.5 to Stagecoach Rd	\$400,000.00
Lone Tree Creek Drainage	Pierce Pit Study	\$1,580,838.90
WCR 49 Drainage	WCR 49 Master Drainage Improvements	\$1,699,560.00
WCR 108/110/120	Low Water Crossing	\$1,233,980.73
Bridge 19/46.5A	Bridge Improvement	\$2,757,310.00
Bridge 6/17A	Bridge Improvement	\$3,950,000.00
Bridge 2.5/27A	Bridge Improvement	\$3,950,000.00
Bridge 54/13A	Bridge Improvement	\$6,252,272.00
Bridge 13/44B	Bridge Improvement	\$3,950,000.00
Bridge 60.5/49A	Bridge Improvement	\$3,565,000.00
US 85 and WCR 44 (Peckham)	Interchange Improvement	CDOT
WCR 44 ACP	WCR 44 from WCR 49 to SH 60	In House
WCR 13 ACP	WCR 13 from WCR 2 to SH 60	In House
WCR 2 ACP	WCR 2 from WCR 11 to I-76	In House
WCR 19 ACP	WCR 19 from WCR 2 to SH 66	In House
Total Estimated Cost Estimate for Short-Range Capital Improvement Projects		\$215,070,503.91

Table 11: Mid-Range Capital Improvement Project List (2026-2035)

Capital Improvement Project	Description	Cost Estimate
WCR 28 from WCR 5 to I-25	Widen to 3 Lane Collector Standard	\$9,861,942.00
WCR 44 and WCR 49	Grade Separation Improvement	\$20,000,000.00
WCR 6 and WCR 23	Intersection Improvement (Auxiliary Turn Lanes)	\$5,796,333.88
WCR 2 and WCR 45	Intersection Improvement (Auxiliary Turn Lanes)	\$5,547,342.38
WCR 6 and WCR 19	Intersection Improvement (Auxiliary Turn Lanes)	\$7,396,456.50
WCR 66 and US 85	Intersection Improvement (Signal)	CDOT
WCR 64.75 and WCR 23.75	Intersection Improvement	\$5,547,342.38
WCR 64.75 to WCR 23.75	Reconfiguration	Joint Greeley Project
WCR 66 from WCR 23.75 to Greeley CL (West of WCR 31)	Pave Roadway	\$5,149,044.00
WCR 32 and WCR 39	Intersection Improvement (Auxiliary Turn Lanes)	\$7,396,456.50
WCR 74 and WCR 51	Intersection Improvement (Reconfiguration)	\$7,396,456.50
WCR 35 from SH 392 North to Ault City Limits	Widen to 3 Lane Collector Standard	\$24,654,855.00
US 85 and WCR 40	Intersection Improvement (Frontage Road Realignment)	CDOT
US 85 and WCR 80	Intersection Improvement	CDOT
WCR 22 from US 85 to WCR 49	Widen to 3 lane Collector Standard	\$54,240,681.00
US 85 and WCR 28	Intersection Improvement (SPUI)	CDOT
SH 392 and WCR 33	Intersection Improvement (Auxiliary Turn Lanes)	CDOT
SH 392 and WCR 27 (North and South)	Intersection Improvement (Auxiliary Turn Lanes)	CDOT
SH 392 and WCR 55	Intersection Improvement (Signal)	CDOT
SH 392 and WCR 43	Intersection Improvement (Signal)	CDOT
SH 392 and WCR 23	Intersection Improvement (Signal)	CDOT
SH 392 and WCR 31	Intersection Improvement (Auxiliary Turn Lanes)	CDOT
SH 14 and WCR 33	Intersection Improvement (Signal)	CDOT
WCR 23 from WCR 18 to Ft Lupton CL	Rebuild and Widen to add Shoulders	\$3,428,258.75
WCR 74 from WCR 27 to WCR 35	Realignment and Widening to add Shoulders	\$14,998,376.00
WCR 66 around Seeley Lake	Rebuild and add Shoulders	\$4,274,537.16

F Street from WCR 31 to WCR 33	Rebuild and Widen to add Shoulders	\$2,999,675.20
WCR 54 from WCR 43 to WCR 45	Widen to add Shoulders / Potential Realignment	\$3,749,594.00
WCR 53 from US 34 to WCR 60.5	Rebuild and Widen to add Shoulders	\$11,373,985.00
WCR 55 from WCR 60.5 to SH 392	Rebuild and Widen to add Shoulders	\$15,123,579.00
WCR 29 from WCR 70 to WCR 74	Pave Roadway	\$5,869,001.00
WCR 39 from WCR 44 to LaSalle CL	Rebuild and Widen to add Shoulders	\$10,123,903.80
WCR 17 from WCR 32 to SH 66	Rebuild and Widen to add Shoulders	\$4,686,992.5
WCR 20.5 from WCR 1 to WCR 7	Rebuild and Widen to add Shoulders	\$11,248,782.00
WCR 22 and WCR 41	Intersection Improvement (Auxiliary Turn Lanes)	\$7,396,456.50
WCR 39 and WCR 44	Intersection Improvement (Auxiliary Turn Lanes)	\$7,396,456.50
WCR 22 ACP	WCR 22 from WCR 49 to US 85	In House
WCR 77 ACP	WCR 77 from SH 14 to WCR 138	In House
WCR 35 ACP	WCR 35 from O Street to SH 14	In House
WCR 17 ACP	WCR 17 from SH 66 to Crossroads Blvd	In House
Total Estimated Cost Estimate for Mid-Range Capital Improvement Projects		\$255,656,507.60

Table 12: Long-Range Capital Improvement Project List (2036-2045)

Capital Improvement Project	Description	Cost Estimate
US 85 and WCR 6	Interchange Improvement (Partial Cloverleaf)	CDOT
WCR 27 from WCR 76.5 to WCR 78	Construct New Two-Lane Gravel Road	\$858,174.00
WCR 7 from SH 56 to WCR 48	Pave Roadway	\$7,499,188.00
WCR 13 from WCR 48.5 to US 34	Widen to 3 Lane Collector Standard	\$21,548,343.27
WCR 37 from SH 392 to Eaton CL	Widen to 3 Lane Collector Standard	\$12,327,427.5
2 Rivers Parkway from WCR 396 Evans CL	Widen to 3 Lane Collector Standard	\$15,433,939.23
WCR 31 from Greeley CL to SH 392	Widen Roadway to 4 Lanes	\$6,646,885.00
35th Ave/WCR 35 from O Street to SH 392	Widen Roadway to 4 Lanes	\$13,293,770.00
Drainage Improvements	Drainage Improvements for Weld County Unincorporated Communities	Varies
WCR 49 between WCR 2 and WCR 4	Construct New Alignment (Imboden Study)	\$2,145,435.00
I-76 at WCR 49	Interchange Improvement	CDOT
WCR 17 from Johnstown CL to Greeley CL (South of US 34)	Widen to 3 Lane Collector Standard	\$18,491,141.25
WCR 22 and WCR 49	Intersection Improvement (Grade Separation)	\$20,000,000.00
WCR 55 and WCR 74	Intersection Improvement (Auxiliary Turn Lanes)	\$5,796,333.88
WCR 23 and WCR 20	Intersection Improvement (Auxiliary Turn Lanes)	\$3,947,219.75
WCR 17 and WCR 34	Intersection Improvement (Auxiliary Turn Lanes)	\$7,396,456.50
US 34 and WCR 45	Intersection Improvement (Auxiliary Turn Lanes on WCR 45)	CDOT
US 34 and WCR 45.5	Intersection Improvement (Auxiliary Turn Lanes on WCR 45.5)	CDOT
US 34 and WCR 47	Intersection Improvement (Auxiliary Turn Lanes on WCR 47)	CDOT
US 34 and WCR 47.5	Intersection Improvement (Auxiliary Turn Lanes on WCR 47.5)	CDOT
SH 66 and WCR 1	Intersection Improvement (Grade Separation)	CDOT
SH 66 and WCR 3	Intersection Improvement (Signal)	CDOT
SH 66 and WCR 5	Intersection Improvement (Signal)	CDOT
SH 66 and WCR 17 (North and South)	Intersection Improvement (Signal or Roundabout)	CDOT
SH 66 and WCR 19	Intersection Improvement (Signal or Roundabout)	CDOT
I-76 and WCR 386	Interchange Improvement	CDOT

US 85 and WCR 26	Intersection Improvement (SPUI)	CDOT
US 85 and WCR 24.5	Right-in/Right-out	CDOT
US 85 and WCR 90	Intersection Improvement (Auxiliary Turn Lanes)	CDOT
SH 14 and WCR 31	Intersection Improvement (Auxiliary Turn Lanes)	CDOT
US 85 and WCR 35/WCR 46	Intersection Improvement (Channelized-T)	CDOT
SH 392 and WCR 51	Intersection Improvement (Auxiliary Turn Lanes)	CDOT
US 85 and WCR 22	Intersection Improvement (Diamond Interchange)	CDOT
US 85 and WCR 36	Interchange Improvement/Realignment	CDOT
US 85 and WCR 38	Interchange Improvement/Realignment	CDOT
SH 14 and SH 392 and WCR 77	Intersection Improvement (Auxiliary Turn Lanes on WCR 77 and SH 392)	CDOT
SH 14 WCR 90 and WCR 57	Intersection Improvement/Realignment	CDOT
US 34 and WCR 50	Intersection Improvement (Auxiliary Turn Lanes)	CDOT
SH 52 and WCR 59	Intersection Improvement (Auxiliary Turn Lanes on WCR 59)	CDOT
US 85 and WCR 20 RI/RO (west side) Closure (east side)	Intersection Configuration Change	CDOT
SH 14 and WCR 89	Intersection Improvement (Auxiliary Turn Lanes)	CDOT
SH 14 and WCR 29	Intersection Improvement (Signal)	CDOT
WCR 8 and I-76	Interchange Improvement	CDOT
Total Estimated Cost Estimate for Long-Range Capital Improvement Projects		\$135,384,313.38

Total Estimated Cost Estimate for all Capital Improvement Projects \$606,111,342.89

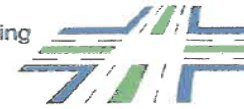


Since these projects are unfunded, this list does not guarantee the improvements will be constructed in the next 25 years, but it is intended to identify the transportation needs for Weld County.

Weld County Public Works budget for 2020 totaled approximately \$65,000,000. The Public Works Fund records all costs related to road and bridge construction and maintenance. This fund is also utilized for allocation of monies to cities and towns for use in their road and street activities. Collectively, the list of projects identifies the County's needs for the next 25 years. Based on current funding levels and the amount of need identified, Weld County should focus on maintaining the existing roadway system and the short-range project list. Should additional grant funding become available, new roads will be considered for future construction.

Delich Associates Traffic Study

- Based on December 2022 TIS – Outdated / Inaccurate numbers based on yearly growth and our Dec 6th 2023 24 hour Traffic Count
 - Inaccurate opinion of travel through Mountain Vista Sub Division based on data and Time of Travel, Direction of Travel, and Time Delays at the 83rd Ave and 18th St. Intersection
 - Inaccurate exit and enter numbers of vehicles related to the 83rd Ave and 18th Street intersection. Dec 2022 number are not close to Dec 2023 numbers.
 - No projected increase in volume of traffic for the future
1. Commercial Business Offices between 82nd – 83rd Ave – as stated in 10-17-23 are only partially rented. Offices available to rent yet – adding traffic.
 2. Increasing traffic on 83rd Ave will cause greater delays at the intersection pushing more traffic through the Mountain Vista Sub Division.

**MEMORANDUM**

TO: Joel Hemesath, Journey Homes LLC
City of Greeley

FROM: Matt Delich

DATE: October 25, 2023

SUBJECT: Mountain Vista Multi-Family Development Trip Generation Comparison
(File: 2271ME01)



This memorandum provides a trip generation analysis for the proposed Mountain Vista Multi-Family development in Greeley. At a Greeley City Council meeting on October 17, 2023, neighbors expressed concern about the potential traffic from the proposed traditional apartment development. The owner desired to evaluate the impacts of a townhome style development rather than the multi-family development. This memorandum provides a trip generation comparison of the two levels of development and an evaluation/comparison of the peak hour operation at the 83rd Avenue/18th Street intersection.

* The **Mountain Vista Multi-Family Intermediate Transportation Impact Study (TIS)**, dated December 2022, was submitted to, and accepted by the City of Greeley. The trip generation table and site plan from the cited TIS is provided in Appendix A. There were 100 multi-family apartment dwelling units in the cited TIS. The calculated trip generation for the Mountain Vista Multi-Family development was: 716 daily trip ends, 54 morning peak hour trip ends, and 64 afternoon peak hour trip ends. As noted on the site plan, there was one site access on 18th Street and one site access on 82nd Avenue. Direct public access to 19th Street Road was purposefully eliminated to reduce the likelihood of site traffic utilizing neighborhood streets to the east. Due to the inconvenience [frequent turns] and slow travel time utilizing the neighborhood streets, no site traffic was assigned to that route. It is acknowledged that some traffic may initially use that route to go to/from the east via 20th Street. However, once they realize the inconvenient nature of that route, they will utilize the arterial street system, 83rd Avenue, as the preferred route.

*This is not
Accurate
See Drive
Time,
Travel Direction
and Intersection
Delays*

The site plan of the Mountain Vista Townhome development is provided in Appendix B. This plan shows 75 townhome dwelling units. The site accesses to the public street system remain the same. The trip generation was calculated using the **Trip Generation, 11th Edition**, ITE. The proposed townhome use fits the description of Single-Family Attached Housing (Code 215) in the cited reference. The calculated trip generation for the Mountain Vista Townhome development is shown in Table 1. The calculated trip generation is: 522 daily trip ends, 33 morning peak hour trip ends, and 41 afternoon peak hour trip ends.

* Less
0.0 to
1.4 sec. less
→ The traffic generated by the Mountain Vista Townhome development can be accommodated on the current street system. The differences (194 less daily trip ends, 21 less morning peak hour trip ends, and 23 less afternoon peak hour trip ends) are less than that analyzed in the cited TIS. The absolute and relative impact will be less than that shown in the cited TIS.

* Again 0.0 to 1.4 seconds less
→ The level of service (LOS) operation at the 83rd Avenue/18th Street intersection was discussed at the October 17, 2023, Greeley City Council meeting. The peak hour operation [from the cited TIS] is shown in Table 2. The calculated delay associated with the various movements is also shown in Table 2. The peak hour traffic from the new site plan was assigned to this intersection. The short range total peak hour traffic with the townhome concept is shown in Figure 1. The peak hour operation at this intersection is provided in Table 3. Calculation forms are provided in Appendix C. Comparing Table 2 and Table 3 indicates that there will be less delay [better operation] at the subject intersection with the Mountain Vista Townhome Concept.

It is concluded that the trip generation will be lower with the Mountain Vista Townhome Concept, and the operation at the 83rd Avenue/18th Street intersection will improve. Compared to the apartment project the

→ Again 0.0 to 1.4 second decrease over 10 to 27 seconds time frame

peak hour overall delay will be reduced by 8-10 percent at the 83rd Avenue/18th Street intersection with the townhome project. Do not hesitate to contact me if there are questions.

TABLE 1
Trip Generation for the Revised Mountain Vista Development

Code	Use	Size	AWDTE		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	In	Rate	Out	Rate	In	Rate	Out
215	Single-Family Attached Housing →	75 DU	EQ	522	EQ	8	EQ	25	EQ	24	EQ	17

@ \$2200 - \$2800 stated 10/25/23

± 261 jobs
261 vehicles

unrealistic
inaccurate
numbers
for peak hour
trips

TABLE 2
Short Range (2030) Peak Hour Operation [from cited TIS]

Intersection	Movement	Level of Service	
		AM (delay, sec)	PM (delay, sec)
83 rd Avenue/18 th Street (stop sign) (minor intersection)	EB LT	C (20.0)	D (27.2)
	EB T/RT	A (10.6)	B (11.6)
	EB APPROACH	C (15.4)	C (21.3)
	WB LT/T	C (20.0)	D (25.3)
	WB RT	B (10.1)	B (11.8)
	WB APPROACH	C (15.8)	C (18.4)
	NB LT	A (8.1)	A (8.3)
	SB LT	A (7.9)	A (8.3)
	OVERALL	A (3.9)	A (3.1)

TABLE 3
Short Range (2030) Peak Hour Operation [with revised plan] *

Intersection	Movement	Level of Service	
		AM (delay, sec)	PM (delay, sec)
83 rd Avenue/18 th Street (stop sign) (minor intersection)	EB LT	C (19.6)	D (26.1)
	EB T/RT	A (10.6)	B (11.6)
	EB APPROACH	C (15.2)	C (20.6)
	WB LT/T	C (19.1)	C (23.9)
	WB RT	B (10.1)	B (11.7)
	WB APPROACH	B (14.8)	C (17.3)
	NB LT	A (8.1)	A (8.3)
	SB LT	A (7.9)	A (8.2)
	OVERALL	A (3.6)	A (2.8)

0.0 to 1.4 seconds less
over a time frame of 10-27
seconds

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.

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.

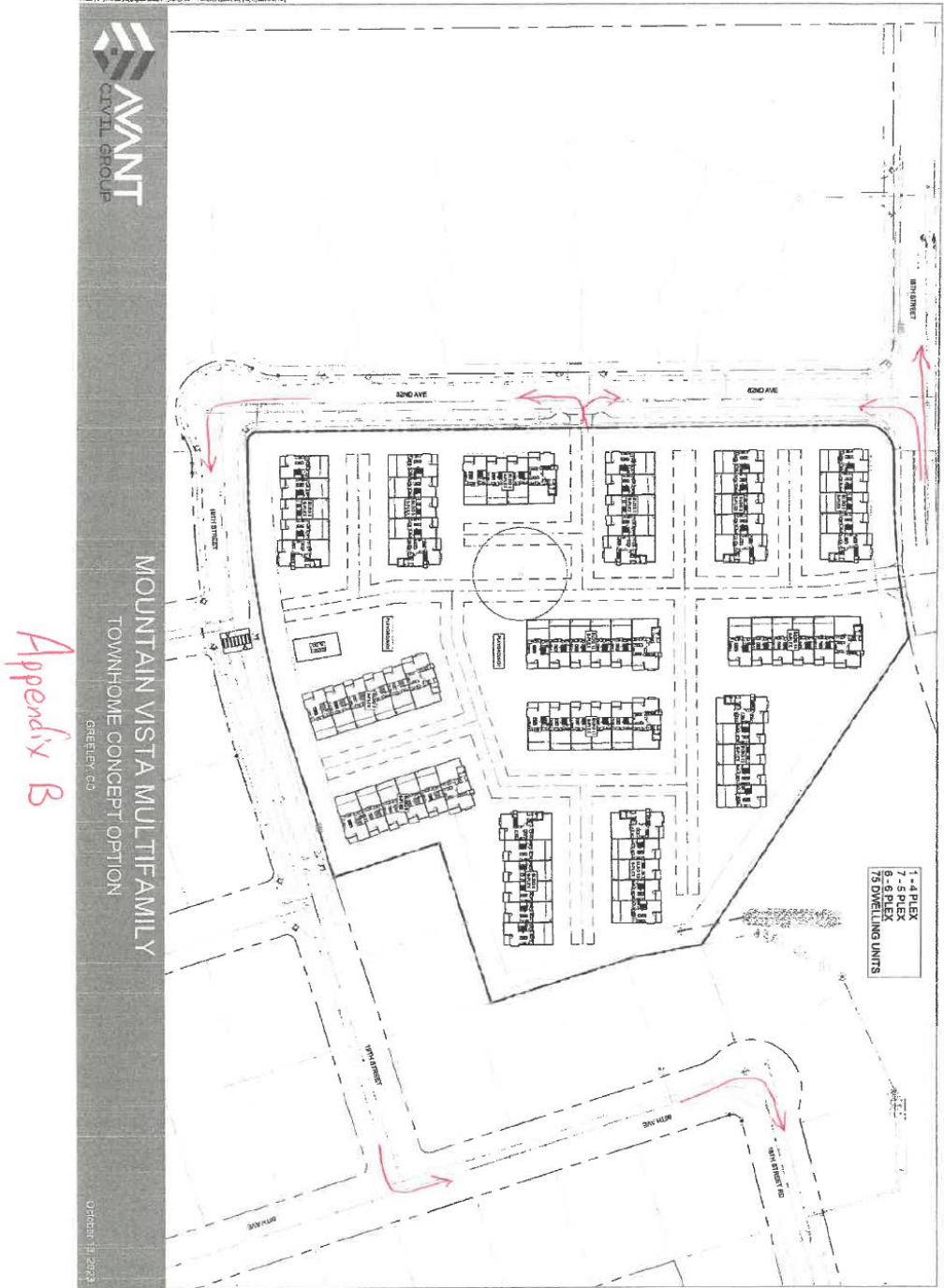


Again see Time to Drive, Direction of Travel and Intersection Delays as stated by Delich

+ 140 Vehicles through the subdivision to 19th & 20th st.

APPENDIX C

83rd Avenue/18th Street intersection operation calculation forms for the townhome concept



HCM 6th TWSC
6: 83rd Avenue & 18th Street

Short Total AM

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	0	54	28	1	25	22	239	16	30	307	24
Future Vol, veh/h	56	0	54	28	1	25	22	239	16	30	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	30	1	27	24	260	17	33	334	26

o future Vol Projected

HCM 6th TWSC
6: 83rd Avenue & 18th Street

Short Total PM

Intersection

Int Delay, s/veh 2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	2	21	22	2	24	45	344	29	21	305	72
Future Vol, veh/h	38	2	21	22	2	24	45	344	29	21	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	25	2	27	51	391	33	24	347	82

o future Volume Projected

Wednesday December 6th 2023

Time of Day	# of Vehicles entering or exiting 18th Street from 83rd Ave				
12AM - 1AM	0				
1AM - 2AM	2				
2AM - 3AM	X	** Morning Peak Hours Average			
3AM - 4AM	X	7AM - 10AM -- one hour difference			
4AM - 5AM	7	Vehicle per Hr = 50.00 vehicles / HR			
5AM - 6AM	7				
6AM - 7AM	14	Morning Peak Hours Average			
7AM - 8AM	36	6AM - 9AM --- Normal AM Peak Hours			
8AM - 9AM	45	Vehicle per Hr = 31.67 vehicles / HR			
9AM - 10AM	69				
10AM - 11AM	48	Midday average			
11AM - 12PM	51	Midday average equals -- 9AM to 3PM			
12PM - 1PM	59	Between Peak hours			
1PM - 2PM	52	Vehicle per Hr = 52.83 vehicles / HR			
2PM - 3PM	38				
3PM - 4PM	67	Afternoon / Evening Peak Hours Average			
4PM - 5PM	82	3PM - 6PM -- Normal PM Peak Hours			
5PM - 6PM	45	Vehicle per Hr = 64.67 vehicles / HR			
6PM - 7PM	20				
7PM - 8PM	13				
8PM - 9PM	11				
9PM - 10PM	9				
10PM - 11PM	2				
11PM - 12AM	3				
Total Vehicle Flow	680 vehicles	X = 2 hours missed for sleep			

If Driving from 18th St. + 82nd Ave (**) to anywhere East of 20th Street and 79th Ave it is shorter and faster to Drive through the Mountain Vista Sub Division - Best Case is no intersection delay Drive the speed limit then almost equal - depending on speed Driven

If going N, S, or W from 18th St + 82nd Ave (**) → It is 2:45 minutes to 3:15 minutes longer through the Mountain Vista Sub Division -

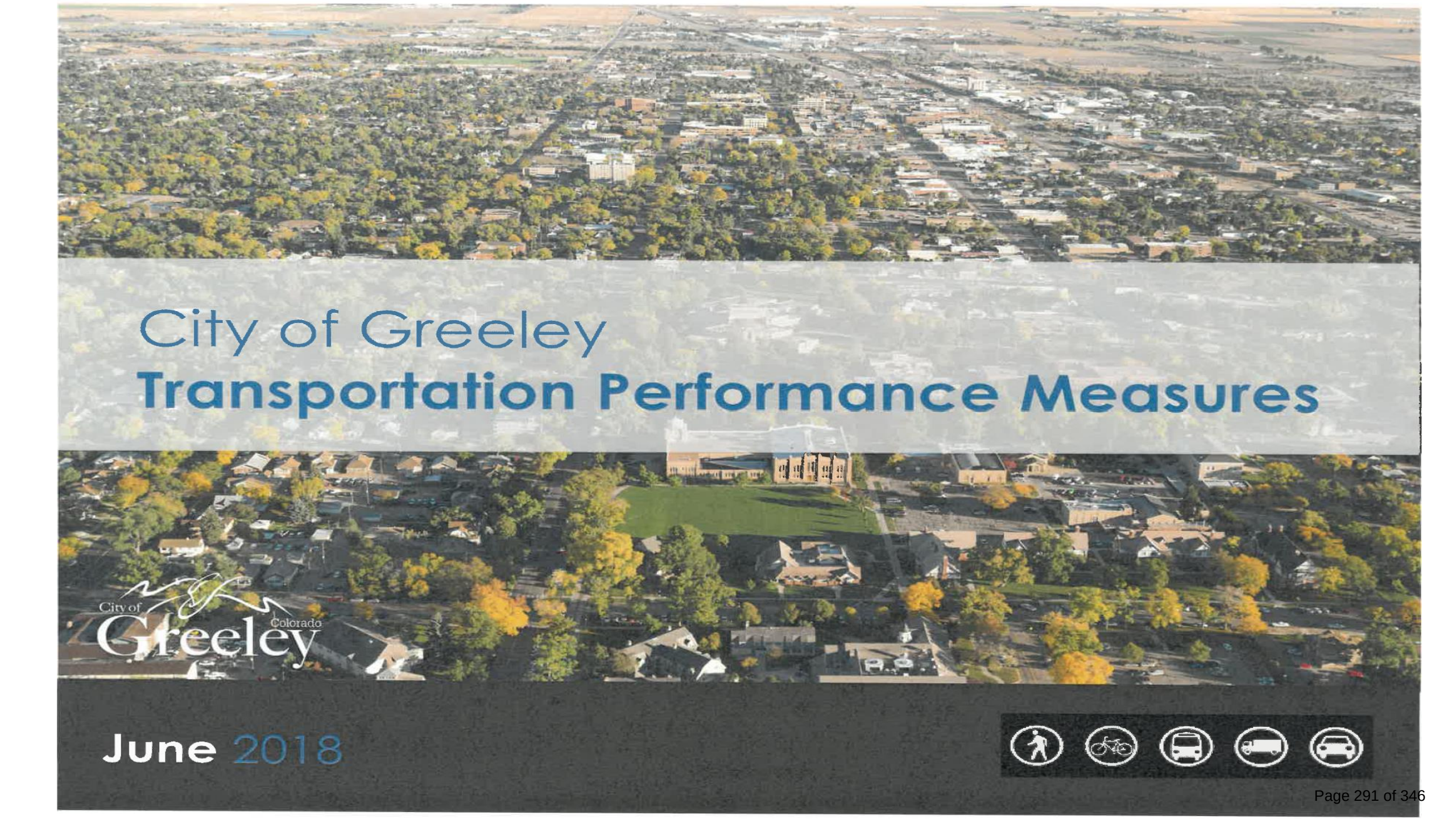


1:45 minutes @ 22 mph - but even residents drive about 30 mph

1:20 minutes @ 40 mph with no traffic or intersection Delays - Delich Traffic Number WB LT/T 19.1 sec Delay AM
WB LT/T 23.9 sec Delay PM

Increasing Traffic Counts and Shifting Traffic Flow

- Increasing traffic growth especially the Western half of Greeley.
- Last official number are from 2018 and 2019 according to the City of Greeley. How much has it increased since 2019? – We have no accurate data to make a good decision on.
- 83rd Ave from 2018 to 2019 showed a 1 year growth of 58%. This was before the increases in E-commerce – such as Amazon, UPS, FedEx, Uber & Uber eats – all food deliveries.
- 83rd Ave significantly increasing while 71st Ave is staying neutral while traffic on 95th Ave has dropped significantly because of improved intersection access at the 34 and 83rd Ave Stop lights and the 10th Street and 83rd Ave stop lights as well as the 20th Street and 83rd Ave Roundabout which was finished in 2016.
- How much impact will all of the Residential and Commercial projects have on the amount of traffic on 83rd Ave and how will traffic flow and delays be affected?

An aerial photograph of the City of Greeley, Colorado, showing a mix of residential neighborhoods with trees and some commercial or industrial areas. The city is surrounded by open fields.

City of Greeley Transportation Performance Measures



June 2018



Intersections with the Highest Average Delay Times

2018 Top-Ten Intersection Delay Locations

	Intersection Location	Average Delay in Seconds	Level of Service
1	10th St and 59th Ave	22	C
2	10th St and 35th Ave	19	B
3	10th St and 23rd Ave	18	B
4	US 34 and 11th Ave	18	B
5	US 34 and 35th Ave	17	B
6	20th St and 23rd Ave	16	B
7	20th St and 47th Ave	16	B
9	20th St and 59th Ave	16	B
8	16th St and 35th Ave	16	B
10	US 34 and 65th Ave	16	B

Intersection delays were examined to determine the average delay drivers experience at intersections throughout the City, measured in seconds for all directions of travel. Measurements were taken for a month period between 4:30-5:30 on a weekday. The included table lists the intersections with the highest delay times.

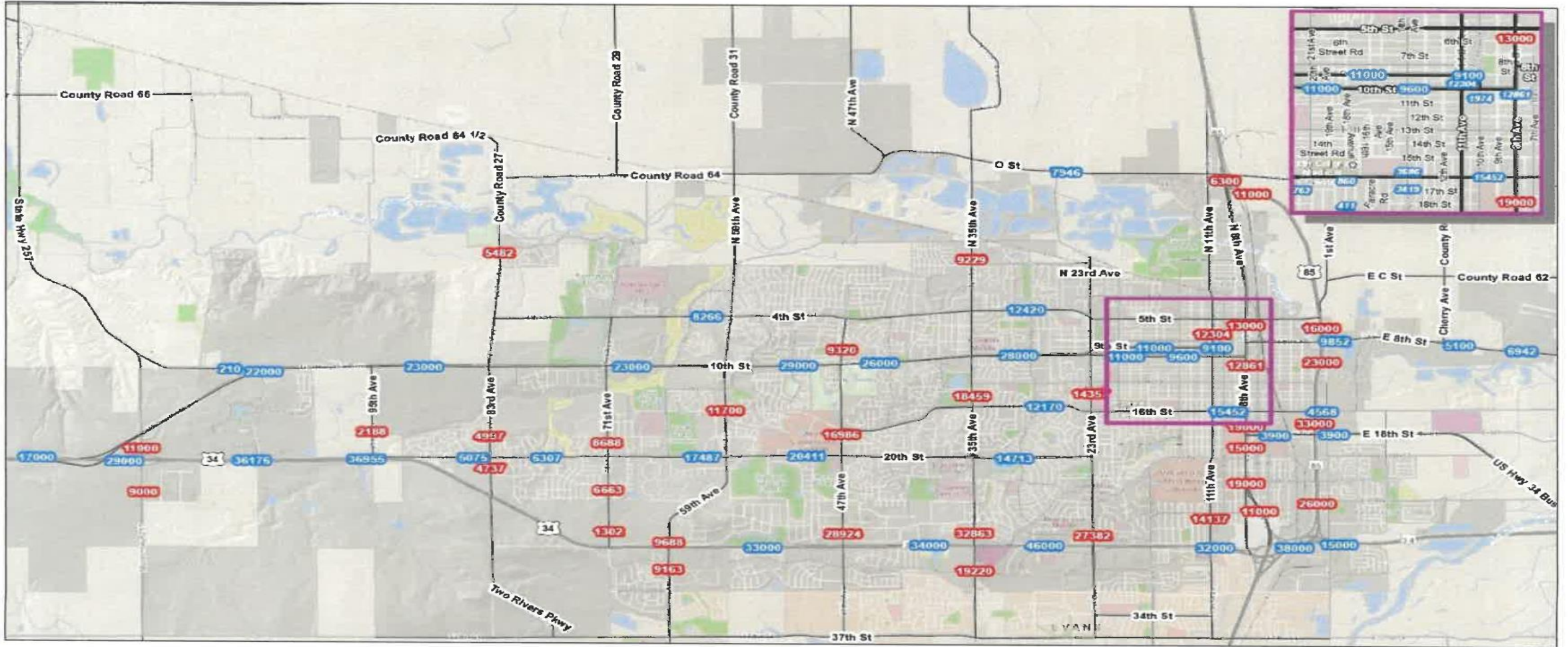
The majority of the top-ten intersection delay locations are those that experience the highest daily traffic volumes. However, 10th St and 59th Ave has a relatively low traffic volume comparatively, yet it is the intersection with the highest delay time during PM peak hour. These intersections still maintain a Level of Service B because travel delays are less than 20 seconds.

— 2018
— 2019



Traffic Count Program

The City of Greeley's Traffic Count Program provides accurate and up-to-date ADT (average daily traffic) information for major streets, which is used to monitor traffic and recommend necessary improvements to roadways and intersections. This information is used by a wide variety of people and organizations including developers, planners, engineers, and the private sector.



Average Daily Traffic Counts 2018

Northbound/Southbound ADT

Eastbound/Westbound/ADT



0

1

2

71st	8688	8400	= - 288 = 3.3%
95th	2188	580	= - 1608 = 73.49%

County Road 66

County Road 29

County Road 45

County Road 43

County Road 41

County Road 39

County Road 37

County Road 35

County Road 33

County Road 31

County Road 29

County Road 27

County Road 25

County Road 23

County Road 21

County Road 19

County Road 17

County Road 15

County Road 13

County Road 11

County Road 9

County Road 7

County Road 5

County Road 3

County Road 1

US Hwy 34 Bus

US Hwy 34

US Hwy 32

US Hwy 30

US Hwy 28

US Hwy 26

US Hwy 24

US Hwy 22

US Hwy 20

US Hwy 18

US Hwy 16

US Hwy 14

US Hwy 12

US Hwy 10

US Hwy 8

US Hwy 6

US Hwy 4

US Hwy 2

US Hwy 1

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US Hwy -504

US Hwy -50

Daily Volume



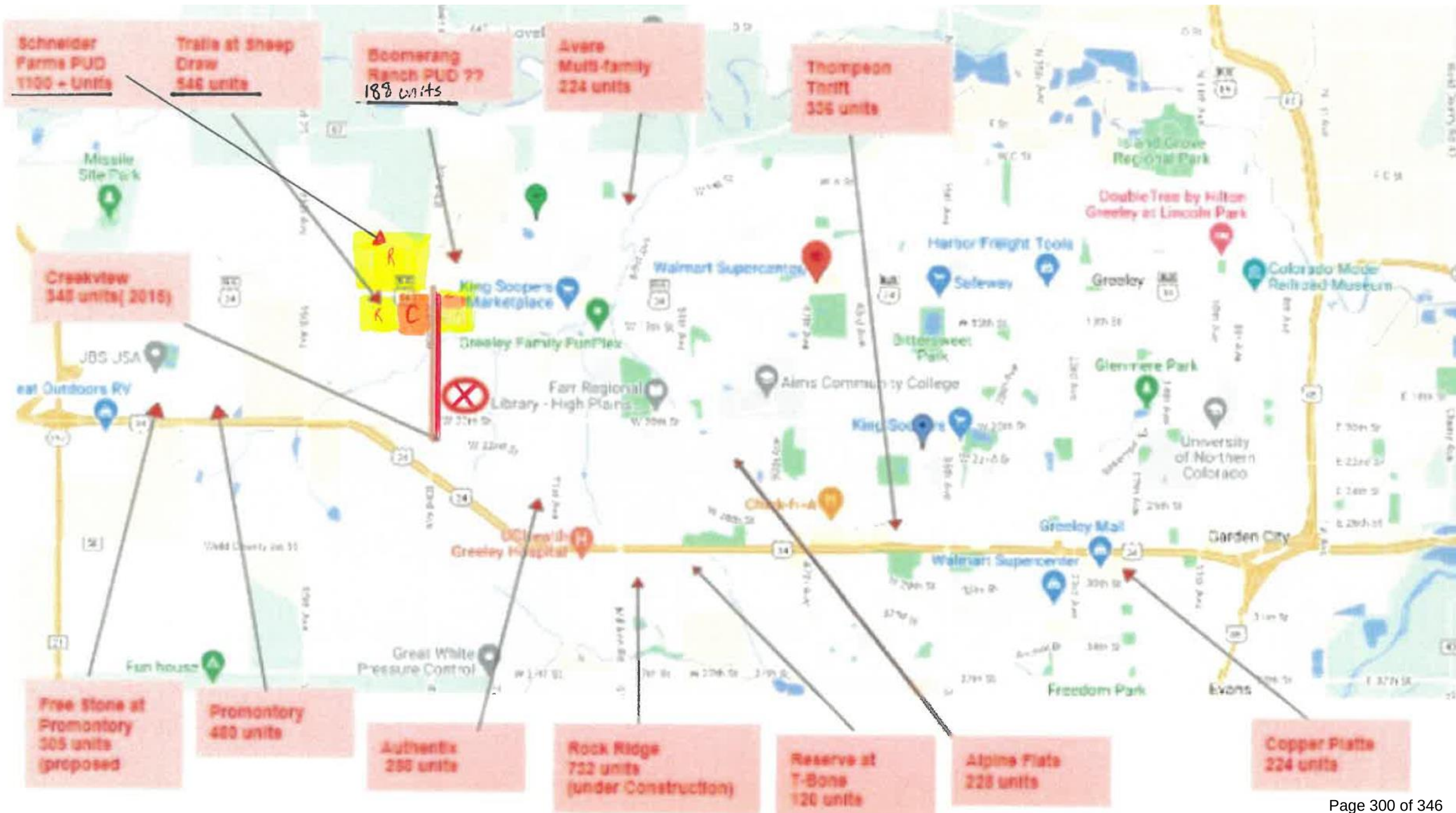
83rd Ave a Detailed Look at the Hourglass Bottle Neck

- 83rd Ave and 12th Street widened.
- Left Turn Lanes at 83rd Ave and 12th Street are 2 ½ to 3x longer – increased capacity to keep traffic flowing smoothly.
- 83rd Ave at 18th Street – Left Turn Lanes only have room for 2 left turning vehicles before traffic is impeded and starts to back up
- 83rd Ave from just past 20th Street North past 18th Street to the bridge – From White Line to White Line is only 26 feet wide. This causes a major hourglass bottle neck.
Why?
 1. Stop Lights at Hwy 34 and 83rd – increasing traffic flow.
 2. Roundabout at 20th Street and 83rd Ave increasing traffic flow – provides for smoother faster traffic flow on 20th Street (East/ West) and 83rd Ave (North / South).
 3. Stop Lights at 10th Street and 83rd – increasing traffic flow.
 4. In the middle of this is the 18th Street / 83rd Ave intersection which has room for 2 vehicles in the Left Turn Lanes, 83rd Ave is only 26 feet wide from White Line to White Line, and there are no Shoulders. This disrupts traffic flow and impacts safety because of this hourglass bottle neck.
 5. This will increase intersection delays pushing more traffic through the Mountain Vista Sub Division – Based on the previously discussed Time of travel, Direction of Travel and Intersection Delays.









Mountain Vista Neighborhood

- Upscale design homes with architectural standards and governing HOA board.
- 20 year old established neighborhood.
- People want to move into our neighborhood.
- Unique neighborhood character.
- We are all proud and happy where we live.
- Maintained landscaping.



- These homes in Mountain Vista are the dream homes for many people.
- They have worked their way up from smaller homes, track homes, and less upscale neighborhoods.
- The homeowners have a lot invested in these homes and do not want the neighborhood threatened.

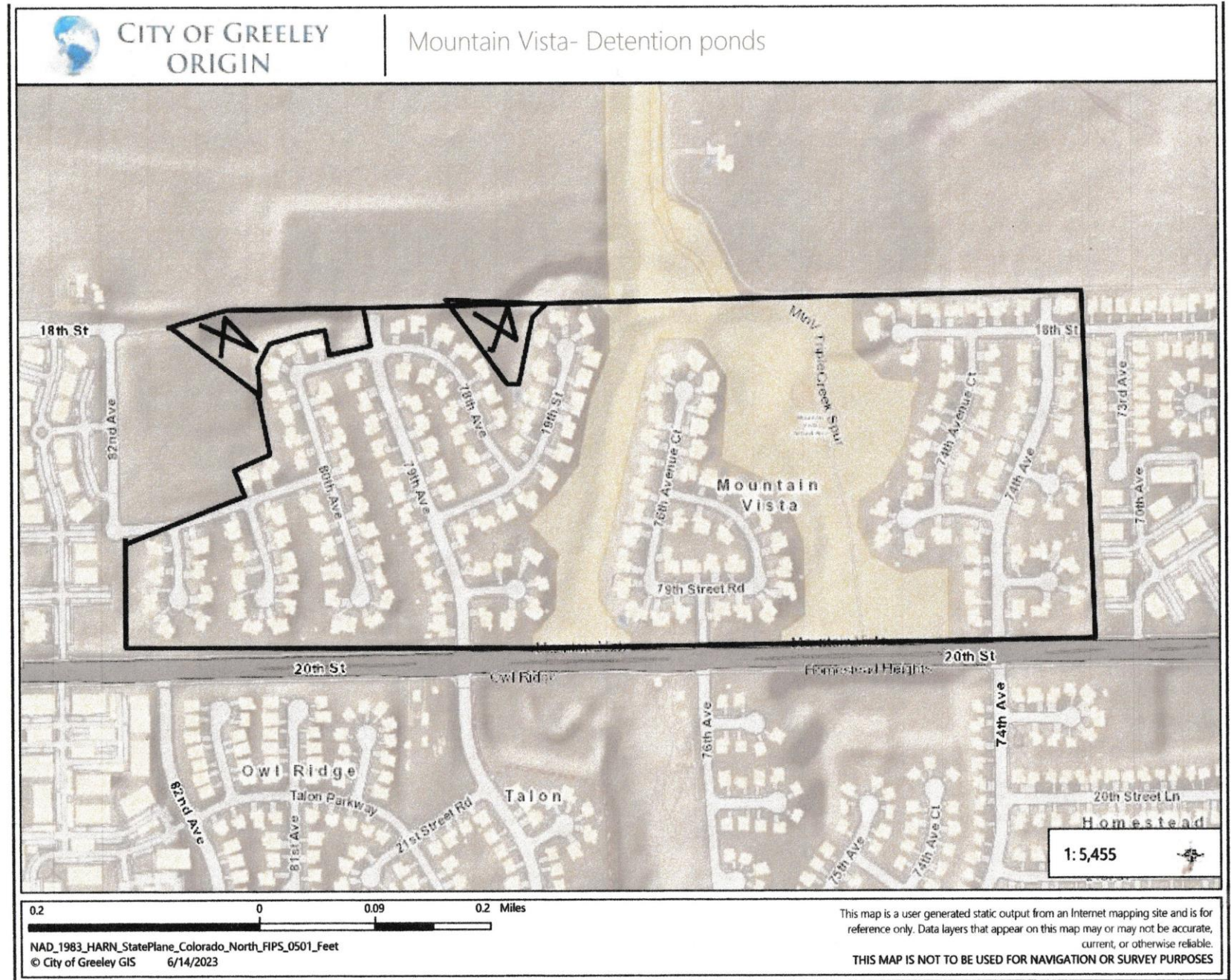


- [illegible]

- Application concerns.
Can not see utility report
on eTRAKit.
- What about the water
pressure not reaching
20psi with peak hour
plus fire flow demands?
- What about the sewer
pipe not meeting the
minimum flow velocity of
2ft/s?



- Detention pond concerns.
- No agreement has been arranged about detention ponds.
- Detention ponds designed for undeveloped Tract 2, may need increased capacity for developed Tract 2.
- Mountain Vista has a 5 year plan with city for detention ponds.



- Discussions with developer, no agreement on ownership and low density.
- Stated that apartments are their only business model. Cookie cutter, nothing special.
- Detention pond discussions.
- Did add some green space but Mountain Vista residents will not be able to use it.



Concerns about QUALITY

- The developer's quality does not belong in our neighborhood. No comparison to our homes.
- Builds same apartments and houses everywhere- inferior materials, inferior subcontractors, and at a speed where quality and workmanship does not exist.
- Reviews and complaints on BBB, Yelp, and Facebook are heartbreaking.
- Spoke with Safebuilt- class action lawsuits in Wellington and Loveland.
- Channel 7 TV report about Johnstown houses with Journey issues.
- Homeowner knows several realtors who refuse to sell Journey homes.



Does this Project Meet or Address the “Imagine Greeley Comprehensive Plan”?.....NO!!!!

Objective GC-6.3 Neighborhood Character

“Maintain, enhance, and protect the character of established neighborhoods while recognizing the need for established neighborhoods to evolve to meet community needs”

Greeley Master plan page 48

“As the City continues to grow, care will be taken to ensure that the historical and cultural integrity of Greeley and character of its established neighborhoods is not compromised, but enhanced –”

Greeley Master plan page 41

- Does this Project in any way Meet or Address the Imagine Greeley Comprehensive Plan?
- Does this project align with Greeley's 2023 Housing Needs Assessment?
- Does this project in any way address the "*missing middle*"?

The answer to all of these questions is ABSOLUTELY NO!

Does this Project Meet or Address the “Greeley Comprehensive Plan”?.....NO!!!!

Objective GC-6.3 Neighborhood Character

“Maintain, enhance, and protect the character of established neighborhoods while recognizing the need for established neighborhoods to evolve to meet community needs”

Greeley Master plan page 48

“As the City continues to grow, care will be taken to ensure that the historical and cultural integrity of Greeley and character of its established neighborhoods is not compromised, but enhanced –”

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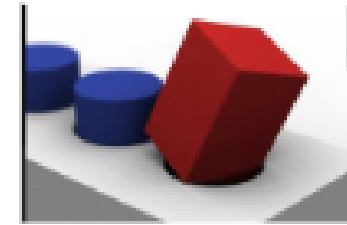
About Mountain Vista...

The Mountain Vista Subdivision began around 1995 with the majority of the homes built between 1999 and 2007.

It is a 20+ year old, **established** neighborhood made up of custom and semi-custom homes mostly 3000 - 4000 sq. ft. and values mostly in the 550k to 700k range.

This is our neighborhood.

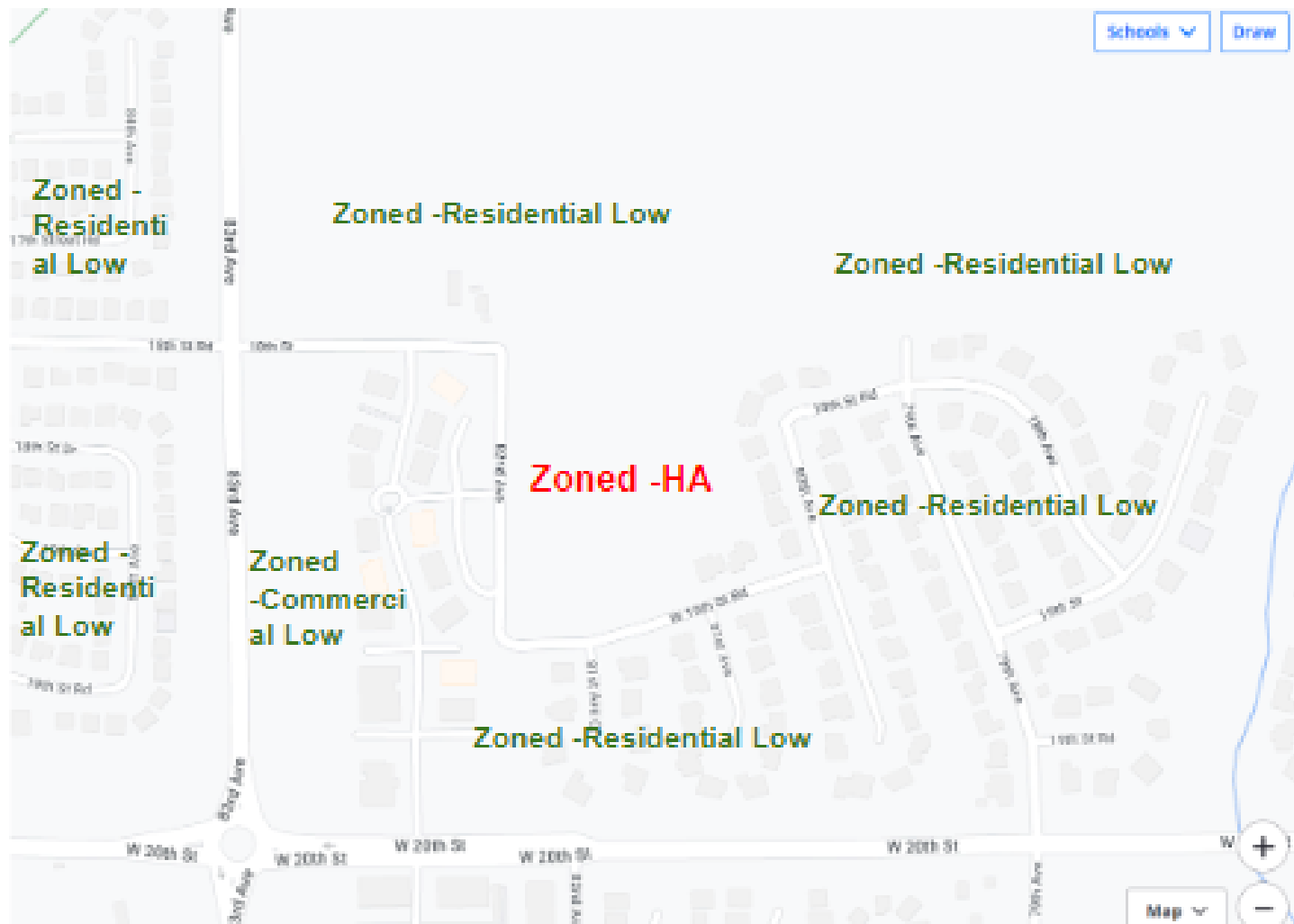
Proposed Site



The proposed “PUD?”

Is literally trying to “force a square peg into a round hole” It doesn’t fit.

- 1) The lot is completely surrounded three sides by land and the Mountain Vista neighborhood that is zoned Residential Low
- 2) If the property should be rezoned to R-L if anything is to be built.
- 3) This is not a PUD... it is a High Density Residential Project disguised as a PUD. No one will benefit or be “enhanced” from this except Journey Homes



Greeley Does Not Need This Apartment Complex?

“Since 2012, however, most new residential units have been built as part of multi-family housing developments.”

Greeley Master plan page 41

Greeley Construction and Development Activity Through December 2023

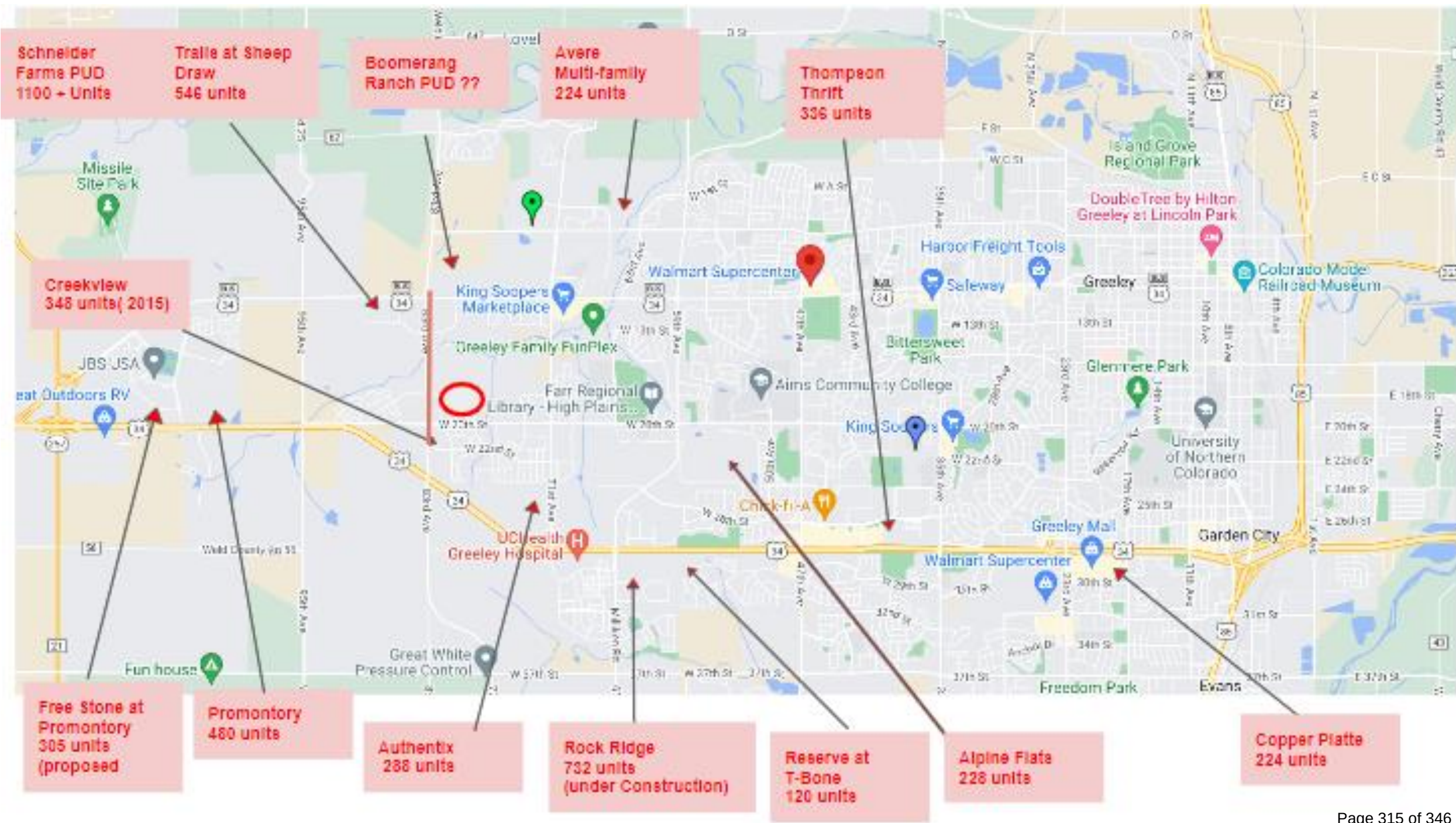
Greeley is growing. This table provides an overview of year-to-date permits, the number of units, and valuation. The table also provides year-to-year comparison percentages between 2022 and 2023.

		YDT 2023	YTD 2022	Total for 2022	2023 YTD – % of 2022 YTD	2023 YTD – % of 2022 Total
Single-Family	Permits	154	332	333	46%	46%
	Units	154	332	333	46%	46%
	Valuation	\$61,009,586	\$102,829,092	\$103,257,384	59%	59%
Multi-Family	Permits	61	101	117	60%	52%
	Units	528	1,578	1,737	33%	30%
	Valuation	\$87,176,239	\$238,865,746	\$263,334,270	36%	33%
Commercial	Permits	37	61	63	61%	59%
	Valuation	\$73,434,552	\$106,712,157	\$122,296,656	69%	60%

3.5 :1 Ratio
71% Multi Family
29% Single family

5.2 :1 Ratio
81% Multi Family
19% Single family

SOURCE_ <https://greeleyecodevo.com/greeley-construction-and-development-activity-through-july-2023/>



Does this Project Meet or Address the “Missing Middle”?.....NO!!!!

According to *At Home in Greeley Report, June 2023*
missing middle is homes **for sale** under 400k

Available Homes for Sale vs Available Rentals

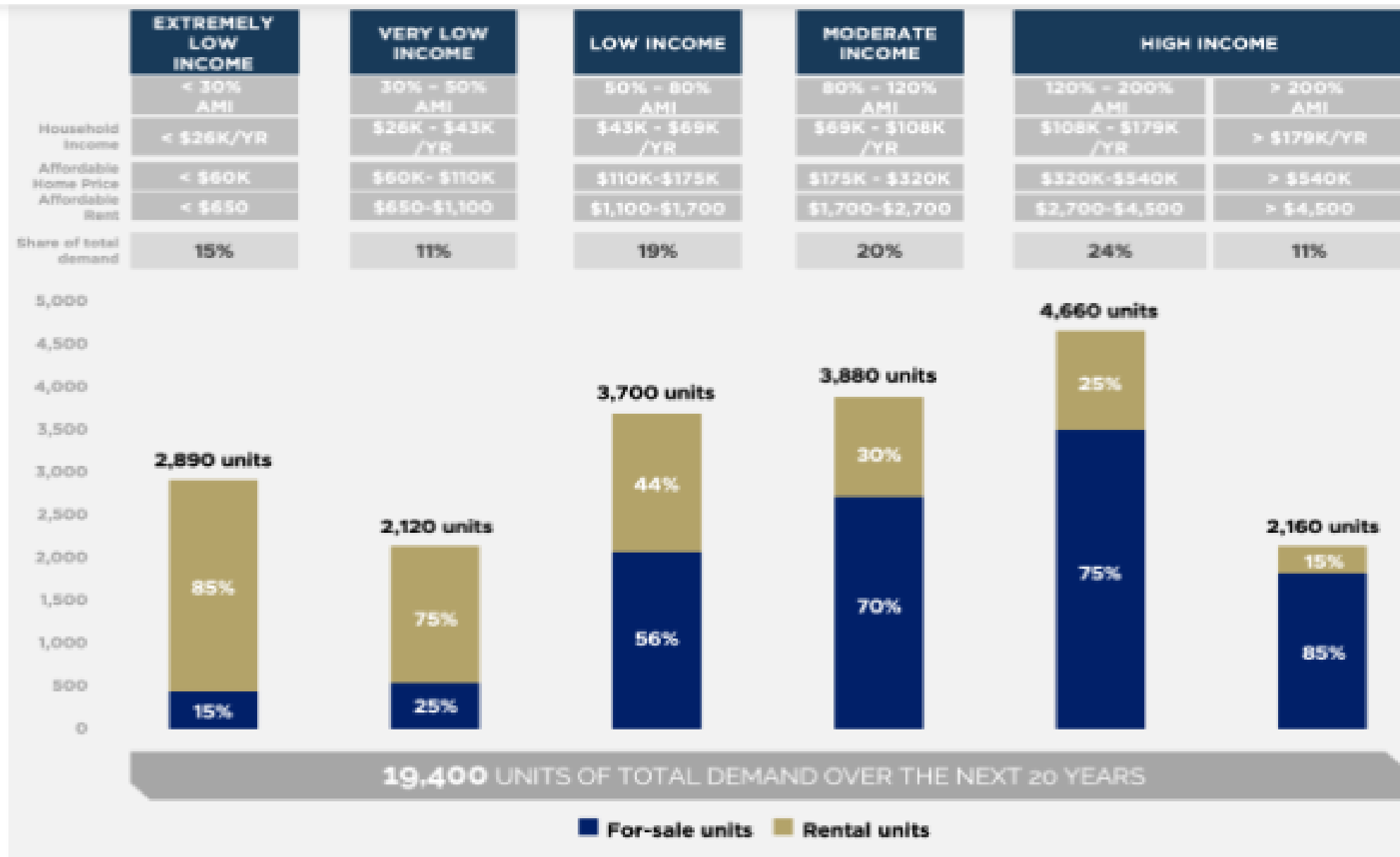
Single family homes, Townhomes, Condos

Realtor.com - 127 for sale under 400k
Zillow.com - 117 for sale under 400k
Trulia.com - 111 for sale
Rocket Homes - 126

Rentals

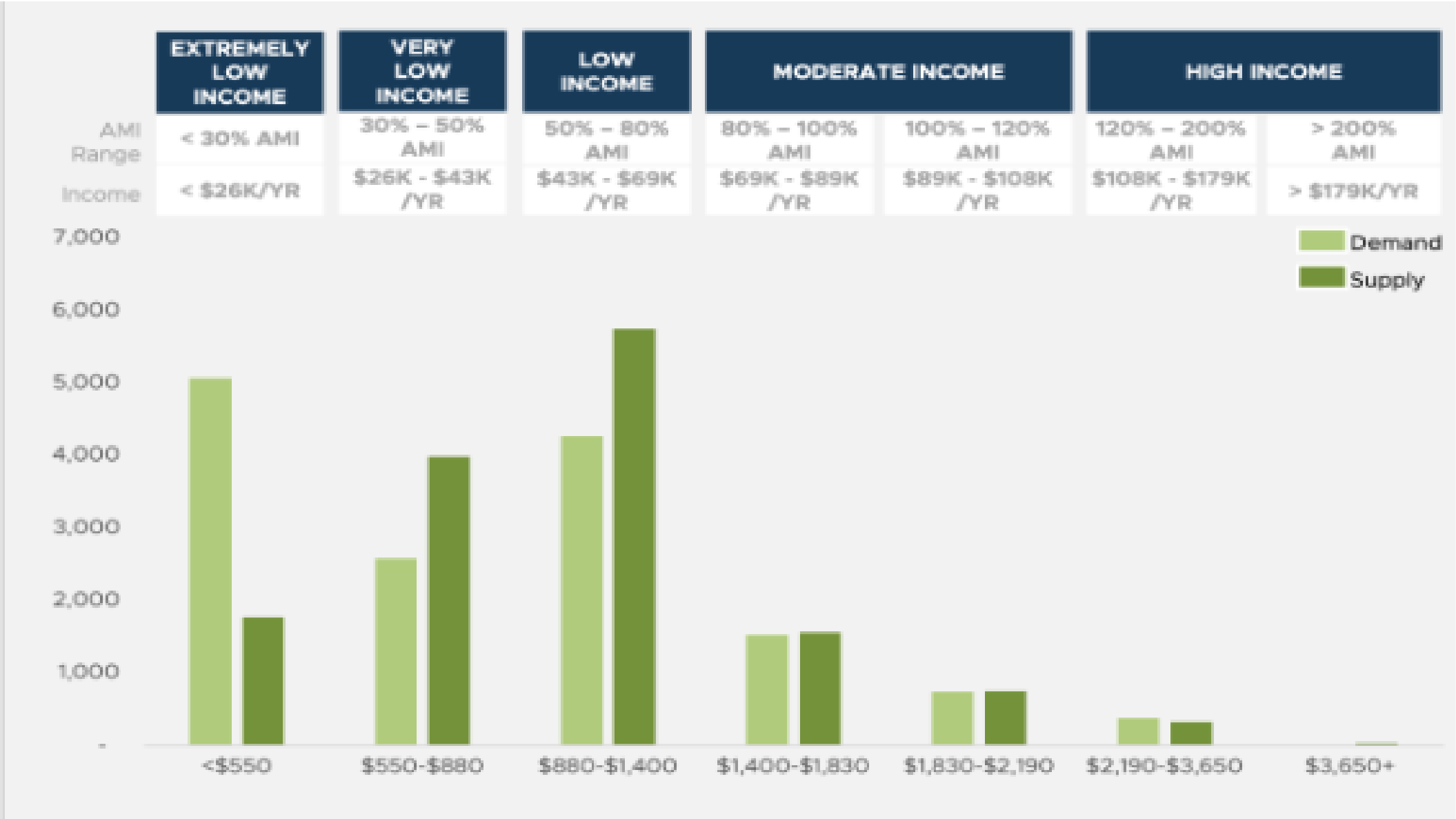
Houses for Rent - 46-59 based on 4 sites
Apartments.com - 1196
Apartment Finder - 1203
For Rent.com 1164

In Greeley we are way under the need for houses in the “missing middle”....and well over the need for apartments already



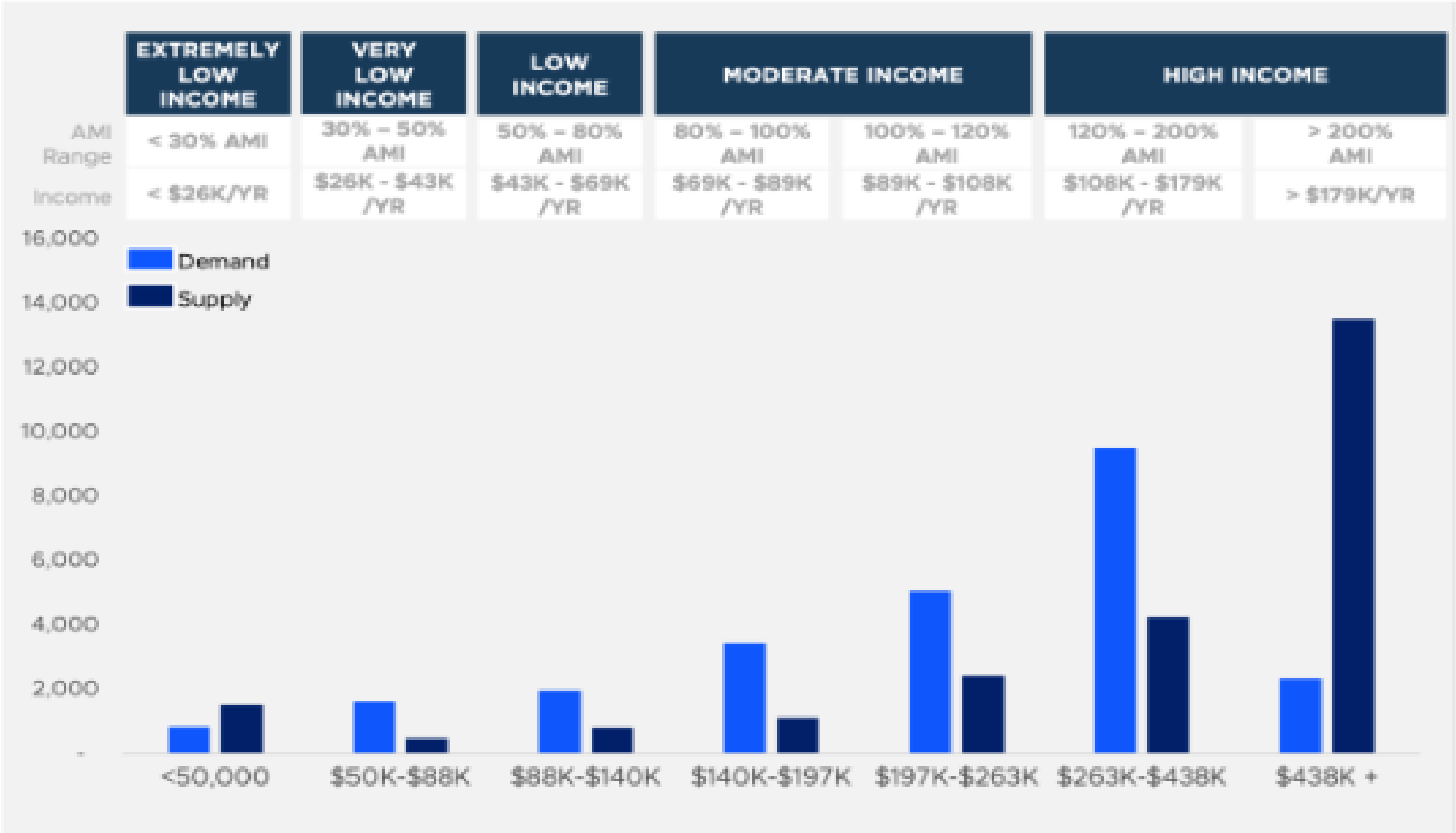
SOURCE; At Home in Greeley: Housing Needs Assessment -June 2023

Affordability Gap Analysis: Renter



SOURCE; At Home in Greeley: Housing Needs Assessment -June 2023

Affordability Gap Analysis: Owner



SOURCE; At Home in Greeley: Housing Needs Assessment -June 2023

Summary

We are your constituents and we are counting on the Zoning and planning commission to protect our existing neighborhood and to assure that Greeleys growth follows a plan that makes sense and make Greeley a better place to live.

You are setting a precedent here.....

Either you going to follow your own municipal code and comprehensive plan or not. But ...

- This plan does not fit the Comprehensive Plan
- This is not a PUD, it is a high density apartment complex
- This is in fact Spot Zoning
- This would essentially double the population of Mountain Vista 3rd filing
- What do the Mountain Vista residents get out of this? Nothing!

Last time we met you voted this project down....you new it was a bad fit. Nothing has changed. He changed the look a bit but it is still a cookie-cutter apartment project crammed into a established custom home neighborhood.

Do the right thing....protect our neighborhood and vote NO!!!

City of Greeley, Colorado
PLANNING COMMISSION PROCEEDINGS
January 23, 2024

[Greeley Planning Commission- January 23, 2024- YouTube](#)

1. Call to Order

Commissioner Briscoe called the meeting to order at 1:15 PM.

2. Roll Call

The hearing clerk called the roll.

PRESENT

Commissioner Erik Briscoe
Commissioner Louisa Andersen
Commissioner Jeff Carlson
Commissioner Brian Franzen
Commissioner Larry Modlin

ABSENT

Chair Justin Yeater
Commissioner Christian Schulte

3. Approval of Agenda

There were no changes to the agenda.

4. Approval of January 9, 2024, Planning Commission Meeting Minutes

Commissioner Andersen moved to approve the minutes dated January 9, 2024. Commissioner Franzen seconded the motion.

Motion carried 5-0 (Chair Yeater and Commissioner Schulte absent).

5. Election of Officers

Commissioner Briscoe stated that Election of Officers would be tabled until the next meeting.

6. 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).

Commissioner Briscoe asked if any members of the Commission or audience wished to see the presentation, seeing none he called for action on the item as listed.

Commissioner Andersen moved, 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. Commissioner Franzen seconded the motion.

Motion carried 5-0 (Chair Yeater and Commissioner Schulte absent).

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).**

Commissioner Briscoe asked if any members of the Commission or audience wished to see the presentation, seeing none he called for action on the item as listed.

Commissioner Andersen moved, 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. Commissioner Franzen seconded the motion.

Motion carried 5-0 (Chair Yeater and Commissioner Schulte absent).

8. **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).**

Commissioner Briscoe asked if any members of the Commission or audience wished to see the presentation, seeing none he called for action on the item as listed.

Commissioner Andersen moved, 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. Commissioner Franzen seconded the motion.

Motion carried 5-0 (Chair Yeater and Commissioner Schulte absent).

9. **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).**

Commissioner Briscoe introduced the item as presented.

Doug May (Planner III) began his presentation outlining the proposal, general background information about the site, shared an aerial view of the site including the Surrounding Zoning and Land Uses. Continuing his presentation by sharing the previous version of the proposed development, that consisted of 14 buildings (100 units, with a density of 16.75 dwelling units per acre) and indicated that City Council reviewed a revised proposal for 73 units in October of 2023, motioning to approve the request (3-2). However, because the Municipal Code requires a majority vote of all seven Council members, not just those present, the motion failed. The revised proposal was remanded by the City Council for Planning Commission consideration with 73 Units (9.8 dwelling units per acre).

Mr. May continued, sharing that based on the Rezoning Criteria 24-204 (b) and PUD Criteria 24-205(c) that the proposal was consistent with the criteria as outlined in the Planning Commission Summary. Proper notification was made including 357 notice letters, signs posted on the property, web notice,

completed mineral notice and a neighborhood meeting in June of 2023 (with 50 attendees). Mr. May shared neighbor concerns and how the applicant has addressed those concerns. Proposals for the site came to the Planning Commission in September of 2023 and City Council in October of 2023. Mr. May stated that Community Development recommends approval of the proposal. Mr. May ended his presentation, indicating he was available to answer any questions of the Commission.

Commissioner Andersen asked how the proposal meets the Comprehensive Plan because the intent is for them to be rental units and not owned units. Mr. May clarified that the Comprehensive Plan does not differentiate between rental and owner-occupied dwelling units. Discussion continued between the Commission and Mr. May regarding various zoning districts and allowed dwelling units per acre for each as well as other factors that impact this. With no further questions for staff, Commissioner Briscoe invited the applicant to begin his presentation.

The applicant, Larry Buckendorf, 7251 West 20th Street, came to the podium. He also introduced Joel Hemesath, Project Manager for the proposed project and Joel Shoemaker one of the consultants for the proposed project. Mr. Buckendorf began his presentation outlining the history of the property and the previous proposal including the City Council outcomes and explained why the request is now back in front of the Commission and indicated that there were changes made to the previous proposal after it was brought in front of Planning Commission and before it was heard by City Council.

Mr. Buckendorf continued, sharing a newspaper article in the Denver Post that reported Greeley as one of the top 4 non-coastal cities with the most expensive home prices when it was previously a location with affordable home prices and related this to be a direct impact of supply issues. He noted a lack of supply in all housing types that impacts every income class. He continued, highlighting median home prices, interest rates and further causes related to the supply issues for residential occupancies within the City, State, and other parts of the country.

Mr. Buckendorf proceeded with sharing the previous proposal that was brought before the Commission, it included 14 buildings, consisting of 8-Eight Plex's and 6 Six-Plex's (100 Units). He moved onto share the revised proposal that is now being proposed. The revised proposal includes 14 buildings, consisting of 5-Six Plex's, 7-Five Plex's and 2-Four Plex's, reducing the density by 27%. The architecture is "Townhome Style" and shared with the Commission other locations in Northern Colorado that the same product has been well received, providing pictures of the product in the nearby communities. The setbacks near existing homes have been increased near existing homes to 44' to 62', exceeding the 25' minimum required by code. Landscape buffers have been enhanced adjacent to existing homes to include 28 additional trees than the code requires. Vinyl split rail perimeter fencing has been added to match the existing fencing in the surrounding neighborhood. Amenities for the site include a playground, dog park, fire pit, benches, and corn hole. He stated that the project would be built in a one-year period to address the concerns of nuisance to the surrounding neighborhood. The 8.66 Dwelling Units per acre proposed in the revised plan meets the Comprehensive Plan Suburban Neighborhood density that requires under 10 Dwelling Units per Acre. These revisions have been made to address concerns that have been raised by some of the residents in the neighborhood.

Mr. Buckendorf continued, sharing the Traffic Impact reductions with the revised site plan, including 194 less daily trips. To further accommodate the neighborhood, traffic calming and measures to reduce cut through traffic. This includes adding 4 Speed Humps and a raised crosswalk. The previous plan included 228 onsite parking spaces; the current plan includes 326 onsite parking spaces. That is 165 additional parking spaces than what is required by the code. No parking will be permitted on the west side of 82nd Avenue, it will be allowed on the east side of 82nd Avenue.

Concluding, Mr. Buckendorf summarized again outlining the changes proposed in the new plan to accommodate the concerns of the neighborhood. A survey was sent out to the neighborhood constituents and 62% found the accommodations to be acceptable. Only 20% did not support the proposed accommodation. Mr. Buckendorf shared that he wanted to share his team had recently received and reviewed the presentation that the neighborhood representatives will be sharing and that the facts in it are not true, advising the Commission to be aware of that. He provided that he would be happy to address any questions of the Commission if they have any current or after the Public Hearing.

Commissioner Briscoe asked if there was previously a connection on the south side of 19th street that has been eliminated in the revised plan. Mr. Buckendorf responded that it was an emergency connection, and the site plan includes additional landscaping in that area, but the emergency connection will still be there.

Commissioner Andersen asked if the proposed product includes garages. Mr. Buckendorf shared that the product does include rear, 2-car attached garages. Further discussion continued, outlining the parking, garage, and driveway layout for the subdivision and how it makes this product feel more like single family residential. Back and forth discussion between the Commission and Mr. Buckendorf proceeded, regarding the planned property maintenance firm that will be onsite, and why units will be rental units instead of individually owned homes. The conversation also included the applicant's history and plans with the property dating back back to the early 2000's including the oil and gas well on the site, detention pond and the high density that has always been projected for the site.

Commissioner Franzen inquired about the survey shared during the presentation indicating that 62% of the neighborhood constituents were satisfied with the proposed revisions to accommodate for the concerns and what questions were asked in the survey and who it was sent to. Mr. Buckendorf shared the survey results again and shared that it included 228 properties in the vicinity of the proposed site. However, he was not the individual who conducted the survey, he was only provided with the results of the survey.

Commissioner Briscoe opened the Public Hearing at 2:15 p.m.

Don Threewitt, Deputy Community Development Director, began calling individuals up to the podium who signed up to speak during the Public Hearing.

The following individuals signed up to speak, approached the podium and allotted 3 minutes of testimony to another individual.

Rossy Youtz, 1917 79th Avenue, donating time to Bill Younk.

Mona Maffei, 1730 83rd Avenue, donating time to Bob Maffei.

Fumiyo Hottle, 1910 81st Avenue, donating time to Marty Naibauer.

Phillip Straten, 1926 80th Avenue, donating time to Marty Naibauer.

Mike Renley 1921 88th Avenue, donating time to Bill Younk.

Kandy Wolf, 1929 79th Avenue, donating time to Bob Maffei.

Sherry Volez, 7915 18th Street Road, donating time to Greg Volez.

Earl Miller 7429 West 18th Street, donating time to Shelly Renley

Suzanne Strain, 1926 80th Ave, donating time to Shelly Renley

Gina Holzmiter 1907 81st avenue donating to Bill Younk

Pam Zimmerman, 1917 80th Avenue, donating time to Marty Naibauer

Robert Waize 1917 80th Avenue, donating time to Bob Maffei

Karen Zock, 1819 70th Avenue Court, donating time to Bill Younk.

Commissioner Briscoe invited the first presenter to introduce themselves.

Greg Volez, 7915 18th Street Road began his presentation, saying that this should not be a difficult decision for the Commission. He shared that this is the third time that this proposal has been presented between this Commission and City Council and that it is not appropriate for a PUD. Spot Zoning is prohibited in Colorado, this parcel is a different land use compared to what is existing in the area and the proposed plan would cause detriment to others. This parcel is considered Spot Zoning, and the proposed development would not be a solution to missing middle housing. Mr. Volez shared a map of Greeley that shows multi-family developments equaling 1600 units that are either already completed or approved. The west side of Greeley is becoming an “Apartment City” in his opinion. Mr. Volez continued, sharing the requirements of a PUD per City code, explaining why he does not agree that the proposed development meets these requirements. Highlighting that this project is too large for this neighborhood but also too small to be a meaningful part of the community. He does not think that it demonstrates a higher degree of planning or that using a PUD is an appropriate method to make this project fit into the area. Health and safety requirements are not met because of the additional light, pollution, and traffic issues the project will create. This plan fails to meet the Imagine Greeley Comprehensive Plan, and there are not any parks or open spaces for the neighborhood, and it does not contribute to transportation or mobility improvements. The developer is attempting to make this project fit in a space that is not compatible and it compromises the character of the existing neighborhood. Concluding, he stated that it is the Commissions responsibility to require building that is appropriate for the neighborhood with infrastructure to support the development.

Bob Maffei, 1730 83rd Avenue began by making a comment to the applicant that they do not need his warnings on what to say and they are not afraid of him. Continuing, the proposed product is called Townhomes. They are apartments, Townhomes are defined as single family dwellings with attached walls required to be for sale and you must pay taxes and insurance just like a house, he stated that this is the legal definition and does not see how they can get away with saying that they are Townhomes when they will be rented. The proposal is Spot Zoning and outlined what Spot Zoning is defined as, this proposal is a classic case of Spot Zoning. It does not match the other zoning within the neighborhood, Residential Low Density. He does not see why there should be a transition to apartments in this area that is upscale homes and acceptable commercial buildings. The applicant has made money off every lot in the subdivision over the years and is now going to “stab everyone in the back” with building an apartment complex. Mr. Maffei shared the City of Greeley rezoning requirements Sec. 24-204. He referred to staff comments from the review of the application, regarding the project being in accordance with the Comprehensive Plan. To his knowledge, there has not been a response to prove that the proposal meets the Comprehensive Plan. Mr. Maffei shared the requirements of a Planned Unit Development, Sec. 24.04 and argued that the site is not sufficient area for the proposal, it has not fulfilled Statement of Commitment related to the drainage pond clean up, health and safety for the surrounding areas would suffer and that there is not any special attribute to warrant PUD Zoning. This proposal conflicts with the Comprehensive Plan because there are high scale homes in this neighborhood maintained by an HOA, putting apartments here will be a detriment to the neighborhood and the subdivision should be continued to match what is existing. Wrapping up he shared other concerns being that there are issues in respect to oil well setbacks. If it is capped and decommissioned that setback is 50’ from structures, there is a parking lot proposed in this request within that setback. He shared a photo of one of the other developments that were referenced by the applicant to have the same product that shows a dumpster within a brick enclosure that has trash bags overfilling it. He shared photos of trash debris on the site currently that has not been cleaned up and a sign with fading and weeds around it on one of the previously referenced sites that have the same product being proposed, these are issues that the existing neighborhood does not want to allow.

Bill Younk, 1917 79th Avenue began by sharing there are a lot of numbers and data included in the presentation, this information has been collected from the websites of Weld County and City of Greeley and traffic studies from Delich Associates of Traffic as well as the one conducted by the HOA and timed recordings, he took himself driving the routes at speed limit. 83rd Avenue is classified as an arterial roadway, it is identified as a major roadway by the 2035 Comprehensive Plan, there are 1600 units in the area that are either built or approved to be built, these projects are not listed on the Short, Mid or Long-Range Plan for Weld County to 2045. 83rd Avenue is listed in the Greeley CIP without any costs associated with it, just flagged to be considered for improvements. He shared photos of maps showing the above-mentioned items, moving into contradictions between the traffic study and his findings with drive times (published in the packet). The traffic count completed by the HOA differs from the traffic study completed by Delich Associates, it is neither up to date nor accurate. He stated that traffic flows (based on information found on the city website) have shifted in the area and increased significantly over a one-year time and it does not include additional e-commerce traffic. Mr. Volez shared photos of 83rd Avenue and areas that have been widened have less traffic flow issues compared to the narrower parts of the roadway. To conclude, he summarized he is asking the Commission to rely on the facts and numbers provided. He reiterated the issues expressed in his testimony; this is not the right type of development for this subdivision. They are not against development, but it needs to fit Greeley's needs and be consistent with the subdivision.

Shelley Renley, 1921 80th Ave feels that Mountain Vista is an amazing upscale neighborhood and one of the best in Greeley. It has been established for 20 years, people want to live there, it has unique character and maintained landscaping. She shared a photo of a plat from when Mountain Vista was approved indicating that this parcel did not include apartments and that all the original owners in the neighborhood were told that this parcel would be left as open space or become a park, this is not in writing, but it was told those who purchasing lots. Additional concerns include that the Utility Reports cannot be seen on eTRAKit, water pressure does not reach 20 psi with peak hour and fire flow demands and the sanitary sewer system not meeting minimum flow requirements. They have significant concerns related to drainage in the detention ponds not being sufficient. An agreement regarding the pond between the applicant and HOA has not been made and increased capacity may be necessary. Additionally, there is a 5-year plan between Mountain Vista HOA and the City of Greeley to bring detention ponds up to the current code. Mrs. Renley shared that after the first neighborhood meeting was held there was a zoom meeting between the developer, herself and one other individual, no agreement was made regarding ownership and density on the site even though those were the biggest issues residents had with the proposed site. The City's definition of Low-Density is no rental units, that rentals are not listed as allowed in Low-Density. This is not the developer's only business model as he claims, and that they have many other options available and have been in the market in the past. She stated that Mountain Vista residents would not have access to the amenities proposed on the site. They deserve a park and that is what should be going into this area. Additional concerns have been raised about the quality of the product being proposed. She does not feel that this builder belongs in this neighborhood. Reviews for the builder indicate issues with the quality of materials, subcontractors, and workmanship. A representative from Safe Built stated that there are class action lawsuits filed against Journey homes from developments in other communities and that there was a local news channel that made a report about issues with the company. She personally knows several realtors that refuse to sell homes built by the company. Concluding, Mrs. Renley stated that she did not feel that this development meets the objectives of the Comprehensive Plan and that she asks the Commission to deny the application.

Marty Naibauer, 1910 81st Avenue Court introduced himself and shared with the Commission how

this plan does not meet the vision of the Comprehensive Plan for this neighborhood or for Greeley. They are their constituents, they depend on the Planning Commission and City Council to protect their interests, to ensure that development that is done in the city is done in an organized manner and not in a rushed random approach such as this. He states this project does not follow the Comprehensive Plan. He quoted information from the Comprehensive Plan (Pages 48 and 41) stating that the proposed project does not meet or address the needs of the plan. It does not align with the 2023 Housing Needs Assessment, and it does not address the “missing middle” for housing. He stated that nothing substantial has changed in the plan. It is still a High-Density apartment building project being put into a high-end neighborhood. He provided a quick history of the neighborhood, reiterating what others testimony has already outlined and that having investments in the neighborhood they have the right to expect that the character and value of the neighborhood be protected by the City Boards and Commissions. He does not agree that this development can be compared to others with the same product because those developments had homes built at the same time as apartments. They had a choice to purchase with the apartments nearby, Mountain Vista residents did not. He shared he agrees this is considered Spot Zoning and should not be an allowed PUD. The city does not need this apartment complex to meet city needs as suggested in the Comprehensive Plan because since 2012 it has been most of the multi-family housing that has been built in Greeley. He shared Construction Reports and a map showing some of the new apartment developments in the area and why those make sense in those areas. This project does not meet the missing middle, which is classified as homes for sale under \$400,000. Mr. Naibauer shared reports from the Housing needs assessment that show the different types of housing units needed over the next 20 years as well as the Affordability Gap Analysis for rentals and owner-occupied units and that the rental need is already being met however the need for affordable owner occupancy homes in the market is needed. In conclusion he shared the Commission made the right decision previously, nothing has really been changed and all the same issues are still present and asked the Commission to deny the application.

Commissioner Briscoe asked if anyone in attendance or online wished to speak.

One person online requested to speak. Barry Harting, 1819 80th Avenue started by asking why the applicant was not required to wait the required one-year time frame when a proposal is denied and he wanted to know from the Commission where the accountability is, his house always floods now and with new construction will increase the flooding because a ditch that was supposed to be installed was never completed. He did not agree with Mr. Buckendorf’s comments in his presentation warning of misinformation to be presented and it was unprofessional to make idle threats to residents. He feels this project is nothing but the developer trying to make money. He may have a different outlook if the developer put it in writing that he would be 100% responsible if his home ever floods again. He asks the Commission to deny the application. He never would have purchased in this area if knew that apartment complexes were going to be built in their backyard.

Seeing no additional requests to speak, Commissioner Briscoe closed the public hearing at 3:23 p.m. and provided the applicant with an opportunity to respond to the testimony heard in the hearing.

Joel Hemesath came to speak on behalf of the applicant to address traffic and drainage concerns. His team as well as the City are aware of the issues on 83rd Avenue. Through the development process they will pay the fees required to the city and the city will address the roadway when the time is appropriate. In regards to the drainage issues, he stated that it is their plan to install a ditch as mentioned to protect properties from any potential flooding. He feels some of the review comments were taken out of context and that all review comments have been addressed. Grading is not needed on the site for drainage because it is not large enough to trigger the need.

Commissioner Briscoe asked if there has been a maintenance agreement for the detention pond worked out with the HOA. Mr. Hemesath responded that initially they tried to when they thought they would need additional capacity but because of the changes and what is being proposed for the site, it will not trigger extra volume. It would still be maintained by the HOA as it is currently. An agreement will be needed for the maintenance of the detention pond but currently, there is not anything in place.

Commissioner Andersen asked what significant differences have been made between this proposal and the last one, outside of the exterior facade and density. Mr. Hemesath responded that there have been significant changes, and it does require a significant number of resources to provide infrastructure for development. The city does need transitional zoning and that is what this project is. Discussion continued between Commissioner Andersen and the applicants regarding her concerns with this still being a high-density use being masked with a PUD. The applicant reiterated why they chose a PUD instead of straight zone district for this project and the benefits it provides for everyone and why a different type of housing would not work financially for the size of the site relating to current fees, material costs, and market increases.

With no further questions for the applicant, Commissioner Briscoe turned the item back to the Commission for discussion and action.

Commissioner Andersen shared that even with the changes made, her stance is still the same. This project does not meet the need of the “missing middle”, and it does not provide an appropriate transition in zoning compared to the surrounding area. She does not think that this project as a PUD or High-Density use is an appropriate transitional zone. She is not in support of the project.

Commissioner Franzen agrees in the matter of this being submitted as a PUD and it is not an appropriate use of a PUD and for that reason, he is not in support of the application.

Commissioner Carlson shared that as far as transitional zoning is concerned, he does not think this is a good fit regardless of cost challenges. He cannot support this proposal.

Commissioner Modlin shared he thinks that the developer has every right to develop their property, but taking into consideration where it is located, the image of the City, what it provides as well as takes away from transportation resources that regardless of cost those things must be taken into consideration by the developer and they need to work to find something that fits the site. Every piece of property has the right to be developed but also has the responsibility to fit into what is existing and needed in the City.

Commissioner Briscoe thanked Mr. Buckendorf for the efforts taken to reduce the density and heard the neighborhood concerns. He has a couple more technical issues beyond that. The procedural error that causes this to come before the Commission again makes the decision difficult for him. Spot Zoning is an argument that has been made several times and there could be factors in this proposal that make this Spot Zoning, he is not an attorney and cannot make that determination. He also does not feel this is an appropriate use of a PUD and because of that he will not be in support of the application.

With no further discussion needed, Commissioner Briscoe asked for a motion. Commissioner Andersen moved, based on the application received and the preceding analysis, the Planning Commission finds that the proposed Planned Unit Development is not in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council denial. Commissioner Franzen seconded the motion.

Motion carried 5-0 (Chair Yeater and Commissioner Schulte absent).

10. Staff Report

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

11. Adjournment

With no further business before the Commission, Vice Chair Briscoe adjourned the meeting at 3:44 PM.

Erik Briscoe, Commissioner

Don Threewitt, Deputy Director of Community Development

Hi Shelley,

I was the City of Greeley review engineer that worked on the Planned Unit Development (PUD) land use case for the Mountain Vista Multi-Family, PUD2022-0008. From what I know, the detention pond on Outlot A of the attached, recorded Plat (3005092-1) is owned and maintained by the Mountain Vista HOA. Based on the drainage report that accompanied the Plat, the pond was designed to accept stormwater flows from the neighborhood and the undeveloped Tract 2. To adhere to State water law, the historical stormwater drainage from Tract 2 must be allowed to drain to the pond, but any required improvements to the pond for additional stormwater runoff from a developed Tract 2 must be coordinated and agreed upon with the owner of the pond (Mountain Vista HOA). To clarify, the developer of Tract 2 must either provide detention on Tract 2 that releases into the pond in Outlot A in the historical fashion or coordinate an agreement with Mountain Vista HOA to modify the pond to receive the additional stormwater runoff.

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: David Harrold

Sent: Wednesday, January 10, 2024 12:52 PM

To: MICHAEL REMLEY <remley2@comcast.net>

Subject: RE: Detention Pond usage

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.

Homeowner:

Mountain Vista homeowner has “great relationship with several realtors who will not sell Journey homes”. He has also had multiple claims come through his office for Journey Homes construction defects.

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?

2:24:45 – Commissioner Discussion –

Commissioner Andersen’s Response:

- “This is not the missing middle”
- “The purpose of this Commission, in my opinion, is to represent and hear the public and not to reinforce the city but to ride that edge very closely. With that in mind, despite the economic limitations, I still don’t think this project or a “PUD” that is a disguise for Residential High Intensity does in fact meet that step down. I don’t think it is logical. I don’t think it is what the city purports to mean by “Missing Middle”. So, I can’t support this Fig Leaf. – Sorry”

Commissioner Franzen’s Response:

- “I would agree in the matter of the “PUD”. I don’t feel like it actually meets the criteria laid out in 24-205C -1B – 1,2, & 3. For those reasons I will not be supporting this.”

Commissioner Carlson’s Response: 2:26:30 / 2:26:50

- “The challenge for me is that I don’t think that this, from a transition standpoint is a good fit.”
- “I can’t support it.”

Commissioner Modlin’s Response: 2:27:14

- “The Developer has every right to develop the property but take into consideration; where it is located; the image of the city; - What it provides or takes away from our transportation and our cost has to be taken into consideration and every developer needs to weigh that in conjunction with the city planning staff to make something that fits. Every piece of property needs to be developed and has that right but also has the right to fit into the image of what the city wants and what its residents need.”

Commissioner Briscoe’s Response: 2:27:54 / 2:28:28

- “If I look at sort of a layman’s understanding of Spot Zoning, there appears to be a singular benefit or a one-sided benefit on this.”
- “I do not believe a “PUD” is appropriate for this. I think that if we read the code, the “PUD” is not intended for very small infill portions of land. So, I won’t be supporting this either.”

1/11/2024

Commissioner Franzen,

I am writing to request that you again **reject the request from Crow Creek Construction, Mountain Vista Multi-family PUD, and Northern Engineering to rezone parcel # 095908321011, PUD2022-0008.**

I believe that this request should not even be considered until October 2024 because of the proceedings at the City Council meeting on October 17, 2023. The vote was 3 ayes and 2 nays, so it failed to meet the requirements under 3-14 of the code which states that every Ordinance requires a majority vote of the **entire** Council for passage. Mr. Marek stated on the record that the vote had failed. After a 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 not permit the Council to approve, reject, or take other action when an Ordinance is up for vote. According to 24-200 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. While I am not an attorney it seems clear that Council has decided to ignore their own rules. As a citizen impacted by the outcome of this request it is extremely frustrating. It appears City staff and Council are changing the rules to accommodate a builder who wants to force 14 buildings into a parcel that no reasonable person believes is appropriate. Given that the City seems willing to go ahead with the hearing, I offer the following reasons why this proposal should be denied again.

Prior to the meeting with City Council on October 17, 2023, the developer created a “new” plan that did add garages, some additional landscaping, and reduces the number of units from 100 to 75. The number of buildings did not change, there are still 14. Curiously, additional parking was added to meet the City’s request to reduce the amount of irrigated turf and not a “real” response to neighborhood concerns. The “new” plan calls these units Townhomes rather than apartments. Regardless of what they are now calling the **14 buildings**, they **do not in any way integrate well with the existing neighborhood**. The addition of “as many as” 39 trees helps to meet the requirement of one tree for every five parking spots. This was presented as a concession to neighborhood concerns and not something the developer had to do. **The “new” plan has removed the 50’ setbacks the developer bragged about at City Council back to the original 25’.** Curious.

A key definition of a townhome is ownership. There will be **no ownership opportunities with this “new” proposal, so the Missing Middle concerns have still not been addressed.** The traffic issues are not mitigated with the reduction of 25 units. The access for emergency vehicles has not been addressed. I find it very odd that the new proposal is no longer from Journey Homes but Crow Creek Construction LLC, and Avant Civil Group. If the original proposal was of such quality, why would the applicant use different companies still owned by Journey Homes? Does using different company names render previous applications null and void? What are they hiding from?

The additional units forced into this area when west Greeley is currently seeing some 1,500 rental units being built will create another area of high-density buildings in west Greeley. The proposal would only add **.038%** to the stated housing needs for Greeley, a number that **should not be seen as helping meet the need for housing.** It also does not meet the need for additional affordable housing with the “don’t hold me to it” figure of \$2,200 to \$2,800 per month rent” quoted by the builder at the City Council meeting on October 17, 2023.

You rejected this request in September 2023 and agreed this proposal did not meet the requirements for a PUD. Nothing has really changed since that original proposal. It still doesn’t fit with the existing neighborhood and while the developer will tell you that they can and do have the right to build what they want on the

property, I offer a quote from a Loveland Planning Commissioner when they rejected a similar proposal in 2014, **"Because you can, doesn't make it right."** It is not the city's responsibility to ensure the owner's profitability by **compromising the character of the existing neighborhood.**

During the October 17, 2023, City Council meeting a concern was raised about sending contractors the wrong message that Greeley was not friendly to developers. I ask that both you and City Council worry about sending the **right** message to developers; **Greeley wants high quality housing that maintains and/or builds unique neighborhoods and doesn't squeeze development into an existing area that does not allow for ownership or match the existing space.**

Please reject this rezoning request and send a clear message that west Greeley will not become "Apartment City."

Thank you for your thoughtful consideration and recusal if you have any personal or business relationships with any of the individuals or businesses putting forth this proposal.

Name
Address

Lynn J. Boyce
7304 W. 18th St. Rd.
Greeley, Co. 80634





Council Agenda Summary

Title:

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

Council's Recommended Action:

A motion to approve the above authorizations.



Council Agenda Summary

Title:

Scheduling of Meetings, Other Events

Summary:

During this portion of the meeting the City Manager or City Council may review the attached Council Calendar or Planning Calendar and Schedule for City Council Meetings and Work Sessions and make any necessary changes regarding any upcoming meetings or events.

Attachments:

Council Meetings and Other Events Calendars

Council Meeting and Work Session Schedule/Planning Calendar

March 4, 2024 - March 10, 2024

March 2024							April 2024						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27
24	25	26	27	28	29	30	28	29	30				
31													

Monday, March 4

Tuesday, March 5

 **6:00pm City Council Meeting** (R_CCS_Council Chambers Overflow Room 103; R_CCS_Council Chambers - WiFi Ready) - Council Master Calendar 

Wednesday, March 6



Thursday, March 7

 **7:30am - Poudre River Trail (Hall)** 
 **3:30pm - IG Adv. Board (Butler)** 
 **6:00pm - 8:30pm North Front Range MPO Meeting (Olson/Payton)** 

Friday, March 8

Saturday, March 9

 **National League of Cities** (Washington D.C.) - Council Master Calendar 

Sunday, March 10

 **National League of Cities** (Washington D.C.) - Council Master Calendar 

March 11, 2024 - March 17, 2024

March 2024							April 2024						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1		1	2	3	4	5	6
3	4	5	6	7	8	9	7	8	9	10	11	12	13
10	11	12	13	14	15	16	14	15	16	17	18	19	20
17	18	19	20	21	22	23	21	22	23	24	25	26	27
24	25	26	27	28	29	30	28	29	30				
31													

Monday, March 11

 **National League of Cities** (Washington D.C.) - Council Master Calendar 

Tuesday, March 12

 **National League of Cities** (Washington D.C.) - Council Master Calendar 
 **6:00pm City Council Work Session Meeting**
(R_CCS_Council Chambers Overflow Room 103; R_CCS_Council Chambers - WiFi Ready) - Council Master Calendar 

Wednesday, March 13

 **National League of Cities** (Washington D.C.) - Council Master Calendar 

Thursday, March 14

Friday, March 15

Saturday, March 16

Sunday, March 17

March 18, 2024 - March 24, 2024

March 2024							April 2024						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1	2		1	2	3	4	5
3	4	5	6	7	8	9		7	8	9	10	11	12
10	11	12	13	14	15	16		14	15	16	17	18	19
17	18	19	20	21	22	23		21	22	23	24	25	26
24	25	26	27	28	29	30		28	29	30			
31													

Monday, March 18

Tuesday, March 19

 **6:00pm City Council Meeting** (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar 

Wednesday, March 20

 **7:30am - Visit Greeley (Butler)** (902 7th Ave Greeley) 

 **2:00pm - 5:00pm Water & Sewer Board (Gates)** 

Thursday, March 21

 **7:30am - 8:30am Downtown Development Authority (DeBoutez/Butler)** (802 9th St #100, Greeley, CO 80631) 

 **3:30pm - 4:30pm Airport Authority (Gates/Payton)** (Greeley-Weld Airport, 600 Airport Road) 

Friday, March 22

Saturday, March 23

Sunday, March 24

March 25, 2024 - March 31, 2024

March 2024							April 2024						
Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa
						1	2		1	2	3	4	5
3	4	5	6	7	8	9		7	8	9	10	11	12
10	11	12	13	14	15	16		14	15	16	17	18	19
17	18	19	20	21	22	23		21	22	23	24	25	26
24	25	26	27	28	29	30		28	29	30			
31													

Monday, March 25

- 6:45am - 8:00am Success Foundation Annual Breakfast (Tointon Academy of Pre-Engineering 717 71st Ave, Greeley, CO 80634) - Council Master Calendar
- 11:30am - 12:30pm Greeley Chamber of Commerce (Hall)

Tuesday, March 26

- 6:00pm City Council Work Session Meeting (R_CCS_Council Chambers - WiFi Ready; R_CCS_Council Chambers Overflow Room 103) - Council Master Calendar

Wednesday, March 27

- 7:00am - 8:00am Upstate Colorado Economic Development (Hall) (Upstate Colorado Conference Room) - Council Master Calendar

Thursday, March 28

Friday, March 29

Saturday, March 30

Sunday, March 31

City Council Meeting Scheduling 2024			
	2/27/2024		
	This schedule is subject to change		
Date/Type	Description	Sponsor Presenter/Director or Project Manager	Placement/Time
March 05, 2024 Council Meeting			
	National Developmental Disabilities Awareness Month Proclamation	Mayor	Intro
	Kiwansis Stars of Tomorrow Proclamation	Mayor	Intro
	Minutes - Feb 6 CC;Feb 13 WS	Heidi Leatherwood	Consent
	Motion to move the March 12 WS to March 14	Heidi Leatherwood	Consent
	Resolution - Appointing Finance Director	Debbie Reid	Consent
	Resolution - DDA Sales Tax Agreement Amendment	John Hall	Consent
	Introduction - Finance Director Tyra Litzau	Mayor	Consent
	PH & 2nd Rdg - Mountain Vista PUD	Don Threewitt	Regular
	Executive Session - Council Appointees (CM and MJ)	Kimberly Southern-Weber/Heidi Brinkman	Exec. Session
March 12, 2024 Council Work Session	Follow Up Ballot Presentation	Kalen Myers	Work Session
	Real Time Information Center	Adam Turk/ Kalen Myers	Work Session
	Civic Campus	Paul Trombino	Work Session
March 19, 2024 Council Meeting	UNC Spring Update	President Feinstein	Intro
	Minutes- Feb 27 WS; Feb 20 CC	Heidi Leatherwood	Consent
	Resolution - Grant Funding for Greeley Tree Canopy Rescue	Eric Bloomer/Diana Frick	Consent
	Resolution- IGA with Fort Collins Regarding Certain Aspects of the Halligan Water Supply Project	Sean Chambers	Consent
	Intro & 1st Rdg Ord - Initiative 08-2023 Public Nuisance	Brian McBroom	Consent
	Intro & 1st Rdg Ord- Campaign Contribution Limits and Election amendments	Heidi Leatherwood/Doug Marek	Consent
	Intro & 1st Rdg Ord - 2024 Appropriations	Caleb Weitz	Consent
	Boards & Commission Appointments	Heidi Leatherwood	Regular
	Executive Session - City Manager Performance Review	Council/CM	
March 26, 2024 Council Work Session	Follow Up Ballot Presentation (Tentative)	Kalen Myers	Work Session
	State of Public Safety in Greeley	Adam Turk	Work Session
	End of Year Financial Report	Debbie Reid/ Rodney Rhoades	Work Session
	Claims Reserve Fund	Debbie Reid/John Goodson	Work Session
	Exe Session Municipal Judge Performance Review	Council/MJ	Work Session
April 02, 2024 Council Meeting	Minutes - March 12 WS; March 19 CC	Heidi Leatherwood	Consent
	Intro & 1st Rdg Ord - Changes to CM Contract	Caleb Weitz/Kimberly Southern-Weber	Consent
	Intro & 1st Rdg Ord - Update the Greeley Municipal Code for Liquor Enforcement and PST (Tentative)	PD/CAO/CCO	Consent
	Intro & 1st Rdg Ord - Update the general Municipal Code for Liquor Laws (Tentative)	PD/CAO/CCO	Consent
	1st Quarter CIP Update	Paul Trombino	Consent
	PH & 2nd Rdg - W&S Development Code 2024 Update	Sean Chambers	Regular

City Council Meeting Scheduling 2024			
	2/27/2024		
	This schedule is subject to change		
Date/Type	Description	Sponsor Presenter/Director or Project Manager	Placement/Time
	PH & 2nd Rdg - Initiative 08- 2023 Public Nuisance	Brian McBroom	Regular
	PH & 2nd Rdg Ord - Campaign Contributions Limits and Election Amendments	Heidi Leatherwood/Doug Marek	Regular
	PH & 2nd Rdg - 2024 Appropriations	Caleb Weitz/Phillip Belmudez	Regular
April 09, 2024 Council Work Session	Sign Code Amendments	Don Threewitt	Work Session
	Initiative 12-2023 - Transit Update	Paul Trombino	Work Session
	Small Business Land Use Center	Brian McBroom	Work Session
April 16, 2024 Council Meeting	Minutes - March 12 WS; April 2 CC	Heidi Leatherwood	Consent
	PH & 2nd Rdg - Update the general Municipal Code for Liquor Laws (Tentative)	Sarah Jacobsen/PD/CAO	Regular
	PH & 2nd Rdg - Update the Greeley Municipal Code for Liquor Enforcement and PST (Tentative)	Sarah Jacobsen/PD/CAO	Regular
	PH & 2nd Rdg - Changes to CM Contracts	Kimberly Southern-Weber	Regular
	Boards & Commission Appointments	Heidi Leatherwood	Regular
April 23, 2024 Council Work Session	Waste Diversion Study Update	Will Jones/ Paul Trombino	Work Session
	Initiative 1-2024 - Oil & Gas 101 (Tentative)	Brian Kuznik/Don Threewitt	Work Session
	Annexation Priority-Setting (Tentative)	Brian McBroom/Don Threewitt	Work Session
	East Subarea Plan Kickoff (Tentative)	Brian McBroom/Don Threewitt	Work Session



Council Agenda Summary

March 5, 2024

Key Staff Contact: Kimberly Southern, Chief Human Capital Officer

Title:

Consideration of a motion to go into Executive Session for the purpose of completing the annual performance review of the City Council Appointees – City Manager and Municipal Judge

Summary:

An executive session is needed to enable the City Council to complete the annual performance reviews of the following two City Council appointees - City Manager and Municipal Judge. If Council concurs, a motion to adjourn into Executive Session is needed.

Strategic Focus Area:



High-Performance Government

Council's Recommended Action:

A motion to go into an Executive Session to discuss the following matter as provided under C.R.S. Section 24-6-402(4)(f) and Greeley Municipal Code Section 2.151(6)(a):

To discuss personnel reporting to the City Council.

Attachments:

None