# Planning Commission

**August 13, 2024 at 1:15 PM**
**1001 11th Avenue, City Center South, Greeley, CO 80631**

## Agenda

1. Call to Order
2. Roll Call
3. Approval of the Agenda
4. Approval of the July 23, 2024 Planning Commission Meeting Minutes

**EXPEDITED AGENDA**

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

5. A public hearing to consider a request by The Cache, LLC for approval of The Cache Subdivision No. 1 Preliminary Plat (SUB2023-0015) to create 13 Tracts on 784.3 acres within the Cache Planned Unit Development (PUD). The property is located generally south of the Cache la Poudre River to Business HW 34/10th Street to the south, 95th Avenue to the west, and 83rd Avenue to the east. (Case number SUB2023-0015, The Cache Preliminary Plat Filing 1)
6. A public hearing to consider a request by The Cache, LLC for approval of The Cache Subdivision No. 2 Preliminary Plat to create 122 residential lots on 65.9 acres within the Cache Planned Unit Development (PUD). The property is located west of the northwest corner of the intersection of 83rd Avenue and F Street. (Case number SUB2023-0014, The Cashe Preliminary Plat Filing 2)

**END OF EXPEDITED AGENDA**

7. A request for the Planning Commission to make a recommendation to City Council after hearing testimony from the applicant and public for a request from LaSalle Investors, LLC to rezone Tract 3A of the H-P Greeley 6th replat from I-L (Industrial Light), with DCMP (Development Concept Master Plan) zoning district to the R-H (Residential High) zoning district on approximately 16.192 acres of land. (Case number ZON23023-0003, H-P Tract 3A Rezone)
8. Staff Report
9. Adjournment

City of Greeley, Colorado
**PLANNING COMMISSION PROCEEDINGS**
July 23, 2024
Greeley Planning Commission- July 23, 2024- YouTube

**1. Call to Order**

Acting Chair Briscoe called the meeting to order at 1:16 pm.

**2. Roll Call**

The hearing clerk called the roll.

**PRESENT**

Chair Justin Yeater
Commissioner Jeff Carlson
Acting Chair Erik Briscoe
Commissioner Larry Modlin

**ABSENT**
Commissioner Brian Franzen
Commissioner Louisa Andersen
Commissioner Christian Schulte

**3. Approval of Agenda**

Staff requested to switch the order for workshop item numbers 9 and 1, there were no objections.

**4. Approval of July 9, 2024, Planning Commission Meeting Minutes**

Commissioner Modlin moved to approve the minutes dated July 9, 2024. Commissioner seconded the motion.

Motion carried 4-0 (Commissioner Franzen, Commissioner Andersen, Commissioner Schulte absent).

**5. A public hearing to consider a request by The Cache, LLC for approval of The Cache Subdivision No. 1 Preliminary Plat (SUB2023-0015) to create 13 Tracts on 784.3 acres within the Cache Planned Unit Development (PUD). The property is located generally south of the Cache la Poudre River to Business HW 34/10th Street to the south, 95th Avenue to the west, and 83rd Avenue to the east. (Case number SUB2023-0015, The Cache Preliminary Plat Filing 1)**

Chair Yeater introduced the item and shared that a continuance to a future date had been requested. Commissioner Briscoe motioned to continue this item to August 13, 2024. Commissioner Carlson seconded the motion.

Motion carried 4-0 (Commissioner Franzen, Commissioner Andersen, Commissioner Schulte absent).

6. **A public hearing to consider a request by The Cache, LLC for approval of The Cache Subdivision No. 2 Preliminary Plat to create 122 residential lots on 65.9 acres within the Cache Planned Unit Development (PUD). The property is located west of the northwest corner of the intersection of 83rd Avenue and F Street. (Case number SUB2023-0014, The Cashe Preliminary Plat Filing 2)**

Chair Yeater introduced the item and shared that a continuance to a future date had been requested. Commissioner Briscoe motioned to continue this item to August 13, 2024. Commissioner Modlin seconded the motion.

Motion carried 4-0 (Commissioner Franzen, Commissioner Andersen, Commissioner Schulte absent).

7. **Staff Report**

Brian McBroom (Community Development Director) started the Staff Report by sharing that Community Development has re-established On-Call Mediation services to help address neighborhood issues, Code Enforcement cases and to potentially help resolve conflicts during Planning cases.

He continued, sharing that on Monday, July 29, 2024 Elizabeth Kellums (Planner III) will be conducting a walking tour in the Cottonwood neighborhood showcasing "Architectural Gamechangers". Additionally, the Colorado chapter of APA (American Planning Association) will be hosting the annual conference in Loveland the first few days of October. Don Threewitt has organized a neighborhood meeting in the Sunrise neighborhood, utilizing one of the consultants (National Experts) that will be at the conference conducting a session. The neighborhood meeting will be October 4th, 2024, it will be conducted as a block party and the goal is to share information regarding the upcoming subarea planning.

Mr. McBroom moved forward, sharing positive things that are happening withing Community Development including,

- Jeff Nguyen (High School Intern) and a teammate took 2nd place in a national bridge building competition.
- April Medeiros (Planner I) recently passed the AICP (American Institute of Certified Planners) Exam.
- Brittany Hathaway (Engineering Development Review Manager) passed the LEED (Leadership in Energy and Environmental Design) Green Associate exam.

Other items Mr. McBroom reported on include:

- Community Development is starting a project to make amendments to the development code and those amendments that will be coming before the Commission for input and approval.
- Staff is getting ready to start a search to utilize a consultant for the East Subarea plan, the Commission will be part of that process of developing the subarea plan as it progresses.
- The city is in the midst of the 2025 Budget process, so far it is expected to be a flat budget for 2025 based on current revenue projections. He will update the Commission as it progresses further.
- Mr. McBroom updated the Commission that he did follow up on Planning Commission term limits and confirmed that term limits for Planning Commissioners do not apply.

Commissioner Modlin shared that his term expires in August and he plans to vacate his position on the Planning Commission. He expects that the next regular meeting of the Planning Commission to be his final meeting.

**8. Adjournment**

With no further business before the Commission, Acting Chair Briscoe adjourned the meeting at 1:31 PM.

_____

Chair Yeater, Chair

_____

Brian McBroom, Community Development Director

# Planning Commission Agenda Summary

August 13, 2024
Key Staff Contact: Jeff Woeber, Planner III

***Title:***

Case number SUB2023-0015, The Cache Preliminary Plat Filing 1

***Summary:***

A public hearing to consider a request by The Cache, LLC for approval of The Cache Subdivision No. 1 Preliminary Plat (SUB2023-0015) to create 13 Tracts on 784.3 acres within the Cache Planned Unit Development (PUD). The property is located generally south of the Cache la Poudre River to Business HW 34/10th Street to the south, 95th Avenue to the west, and 83rd Avenue to the east. (Case number SUB2023-0015, The Cache Preliminary Plat Filing 1)

***Recommended Action:***

Approval

***Attachments:***

1. Staff Report
2. Zoning Map
3. Project Narrative
4. Plan Set
5. Neighbor Notification Boundary Map
6. Preliminary Landscape Plan
7. Staff Presentation
8. Correspondence From Adjacent Owner

# PLANNING COMMISSION SUMMARY

**ITEMS:** Preliminary Subdivision of 784.34 acres of land to create 13 Tracts and Dedication of Rights-of-Way in a PUD (Planned Unit Development) Zone District

**FILE NUMBER:** SUB2023-0015

**PROJECT:** The Cache Subdivision Filing No. 1 – Preliminary Plat

**LOCATION:** Generally south of the Cache la Poudre River to Business HW 34/10th Street to the south, 95th Avenue to the west, and 83rd Avenue to the east

**APPLICANT:** Sarah Woodland, on behalf of The Cache, LLC

**CASE PLANNER:** Jeffrey Woeber, Planner III

**PLANNING COMMISSION HEARING DATE:** August 13, 2024

**PLANNING COMMISSION FUNCTION:**
The Planning Commission shall consider the staff report, along with testimony and comments made by the applicant and the public and shall then make a motion to approve, approve with conditions, or deny the request in the form of a finding based on the review criteria in Section 24-203(b)(1) of the Development Code.

**EXECUTIVE SUMMARY**
The City of Greeley is considering a request for approval of a preliminary subdivision of 784.3 acres of land into 13 Tracts and dedication of rights-of-way. The subject property is located generally south of the Cache la Poudre River to Business Hwy 34/10th Street to the south 95th Avenue to the west, and 83rd Avenue to the east (see Attachments).

Staff notes the Cache Subdivision Filing No. 2 – Preliminary Plat is being reviewed concurrently with this Filing No. 1, following this item on the Planning Commission agenda. These are related and connected, but it is important to point out that Filing No. 2 is a separate Preliminary Plat (creating buildable residential lots). Filing No. 2 is a separate agenda item and Planning Commission action.

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

## B. STAFF RECOMMENDATION
Approval (see Section J).

## C. LOCATION

The subject property is located generally south of the Cache la Poudre River to Business Hwy 34/10th Street to the south 95th Avenue to the west, and 83rd Avenue to the east (see Attachments).

**Current Zoning:** PUD (Planned Unit Development)

**Abutting Zoning:**

**North:** Unincorporated Weld County A-AG, R-E
**South:** R-E, Weld County A-AG
**East:** Weld County A-AG, R-E, PUD
**West:** PUD (Lake Bluff), Weld County A-AG

**Abutting Land Use:**

**North:** Poudre River, open space, sand and gravel mining operations
**South:** Highway 34, single family residential, agricultural, undeveloped areas
**East:** Single-family residential (Poudre River Ranch), agricultural, undeveloped areas
**West:** Single family residential, undeveloped areas, future Lake Bluff development

**Site Characteristics:**

The site is largely undeveloped agricultural land. Oil and gas operations are located on the western side of the project adjacent to 95 Avenue. A natural bluff area, known as the Poudre Bluffs, is located along the center of the property with wetland ponds and the Poudre River located at the northern end of the property. The Poudre River Trail is situated within the development as well and located along County Road 62.

## D. BACKGROUND

Approximately 450 acres of the subject site was annexed in 2020 (File No. ANX2020-0002), with the remainder being in a portion of the 2013 Lake Bluff PUD that had since expired. The Cache PUD was approved by City Council in July 2021. The uses allowed under the Cache PUD include residential, and commercial mixed-use, along with amenity centers, open space (including 40.8 acres of bluff preservation area dedicated to the City of Greeley), trails, pocket park sites, a larger park site 10+ acres in size, and a Weld RE-4 school site.

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

## E. APPROVAL CRITERIA

**Standards for a Preliminary Subdivision Plat:**

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

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

Staff Comment: The City's *Imagine Greeley Comprehensive Plan* has a variety of recommendations that may be applicable to this Preliminary Plat. With the large area under consideration, it is difficult to generalize the recommendations for the subdivision as a whole. Staff notes that Comprehensive Plan recommendations are key considerations in the review and approval of a rezoning, and were considered when the site went through the PUD process. The PUD was found to generally be consistent with those recommendations.

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

- EH-2: Integrate healthy living into community planning and development.
  - The proposal would create Tracts that will be subdivided in the future. As those Tracts are developed, open space and recreational amenities for future residents of the development would be provided in accordance with the approved PUD plan.
- EH-4: Support and collaborate with the City's school districts.
  - The proposal would dedicate land to the Weld RE4 School District for a future school site, which would be formally dedicated as the Tracts are further subdivided.
- CG-2: Promote a balanced mix and distribution of land uses.
  - The preliminary plat is consistent with The Cache PUD, which has a mix of uses proposed. The proposed Tracts would be further subdivided once specific development is proposed.
- HO-2: Encourage a broad diversity of housing options.
  - The preliminary plat provides large Tracts that will be further subdivided. The Tracts would allow uses specified in the Cache PUD, and provide a variety of housing types and densities as well as an area near HW 34 allowing for commercial and mixed-use. This would be consistent with the approved PUD.

The request complies with this criterion.

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

Staff Comment: The proposed subdivision would be designed to be consistent with the approved PUD, which was designed to minimize impacts to the surrounding area. The design of the proposed plat has taken into account the river and riparian areas, and also existing "plugged and abandoned" oil and gas structures by providing the appropriate setbacks. With the size of this subdivision area, and with some being in close proximity to the Poudre River, there are numerous forested areas. Trees within the subdivision area site are to be protected in areas being developed where possible. The applicant has provided a Tree Mitigation Plan that will be incorporated into landscaping requirements for this Preliminary Plat and factored into future Cache subdivisions as well.

There is some concern for development near an existing bald eagle nest near Tract A, with The Cache Filing No. 2 (Tract B) being south of that which proposes residential lots (being processed concurrently with this Filing No. 1). Please see the staff report and recommendation for The Cache No. 2 for additional details.

There are areas of steep slopes that could potentially be hazardous, along with bluffs and related natural features that are primarily near the river. These will largely be outside of the developable areas in the subdivision.

The request complies with this criterion.

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

Staff Comment: The subdivision design is consistent with The Cache PUD plan development and design criteria. Staff notes the developable Tracts must go through an additional subdivision process to create lots and blocks prior to any development. In instances where the PUD plan is silent, or otherwise noted on the PUD plans, the City's Development Code regulations shall govern.

This request complies with this criterion.

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

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

This request complies with this criterion.

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

Staff Comment: Preliminary Construction Plans have been found to be acceptable by applicable City staff for road and stormwater/drainage improvements associated with the preliminary plat. City staff and referral agencies have reviewed the preliminary construction plans and will work through final details and logistics as part of the final plat submittal if the preliminary plat is approved.

The request complies with this criterion.

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

Staff Comment: The applicant will construct infrastructure as applicable for the 13 Tracts, with some access roads being constructed as part of this Filing No. 1 (see TRANSPORTATION, below). Further subdivision and ultimate buildout of The Cache project as a whole will likely be done fairly long term, with each future subdivision requiring detailed review and approval processes which will require meeting specified standards consistent with the approved PUD. As the Tracts are further subdivided, the timing, location, and construction of amenities would be identified and built as called out in the PUD.

The request complies with this criterion.

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

Staff Comment: The application has undergone a lengthy and extensive review by City staff and referral agencies. All preliminary plans and studies associated with the project have been examined and applicable City staff are comfortable with the applicant moving forward in providing final studies and working through any minor comments as part of the final subdivision plat process.

The request complies with this criterion.

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

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

This request complies with this criterion.

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

Staff Comment: Staff and referral agencies have reviewed all preliminary plans and studies associated with the project and the technical aspects of the subdivision are acceptable. The Colorado Parks and Wildlife (CPW) referral agency did express some concern with future development being in the vicinity of the eagle's nest across the Poudre River (see WILDLIFE, below). The applicant will finalize all plans and studies as part of the final subdivision plat process if the preliminary plat is approved.

The request complies with this criterion.

## F. PHYSICAL SITE CHARACTERISTICS

### 1. SUBDIVISION HISTORY

The property has not been subdivided. This application would create Tracts that would be subdivided into buildable lots, etc. in the future. As the PUD develops, more preliminary subdivisions would follow and come before the Planning Commission for approval. All preliminary subdivisions would be followed by a final subdivision, which would be reviewed and approved administratively by the City.

### 2. HAZARDS

There are plugged and abandoned well sites within the proposed development. The Preliminary Plat depicts each. Setbacks from these well sites will be depicted on future subdivision plats as required by the Development Code. There are steep slopes on the subdivision site, primarily in the area near the river. The applicant intends to primarily create lots and developable areas outside of areas with steep slopes.

### 3. WILDLIFE

There is some concern for development near an existing bald eagle nest near Tract A, with The Cache Filing No. 2 being south of that (within Tract B) which proposes residential lots. Filing No 2 is being processed concurrently with this Filing No. 1. Please see the staff report and recommendation for The Cache No. 2 for additional details. A biologist's report was submitted by the applicant for Tract B/Filing No. 2 only, which studied approximately 66 out of the total 784.3 acres. Wildlife impacts identified for the Preliminary Plat area as a whole are touched on in the PUD staff report, and will be examined more specifically for each future subdivision with additional biologist's reports required for each per Greeley Development Code requirements. The Cache PUD report notes there are anticipated to be moderate impacts to wildlife in this area, primarily in the bluffs area and along the river, most of which would be protected as open space.

### 4. FLOODPLAIN

There are areas in the northern area of the Cache Subdivision that are within Flood Zone X on the adopted Federal Emergency Management Administration (FEMA) flood data. Any future building permit application in the subdivision would require review and approval by the City's Floodplain Administrator.

### 5. DRAINAGE AND EROSION

Increases in stormwater flows from development would be addressed with on-site detention and other drainage improvements as the Tracts are further subdivided. "Stormwater Facilities" are specifically designated on the approved PUD. Drainage will primarily be designed to limit runoff to historical flows in accordance with City of Greeley and State of Colorado requirements.

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

6. **TRANSPORTATION**
With the size of the Preliminary Plat area, there are several roads on the perimeter and within the subject property requiring construction and improvements in conjunction with this Preliminary Plat. Improvements are required for 95th Avenue and Poudre River Road. The project proposes new construction of Cache Parkway and extensions of 4th Street and 7th Street. Internal access roads and rights-of-way will be addressed with subsequent preliminary plat application review. The proposed project meets Volume I of the City of Greeley Design Criteria and Construction Specifications.

## G. SERVICES

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

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

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

3. **EMERGENCY SERVICES**
The property is served by the City of Greeley's Police and Fire Departments. Fire Station #7 is located on HW34/10th Street approximately two miles east of the southern boundary of the Preliminary Plat site.

4. **PARKS AND OPEN SPACES**
The approved PUD includes four "pocket parks" and a larger neighborhood park, with a significant trail system proposed as well. Specific locations would be determined as the Tracts further subdivide. The park areas and pedestrian access points would all be constructed and maintained by the Cache Metropolitan Districts.

5. **SCHOOLS**
The subject property is located within the Weld RE-4 School District. A school site is identified in the approved PUD. That site, within Tract D of this Preliminary Plat, would be formalized once the Tract that the school is proposed to be located in subdivides.

6. **METROPOLITAN DISTRICT**
The applicant would finance many of the on and off-site improvements for the development through the approved Metropolitan District. The Cache Metropolitan Districts Nos. 1 – 8 were approved in September 2020 (File No. MD2020-0001). The applicant has submitted an application for an Amendment to The Cache Metropolitan Districts, currently in the review process (File No. MD2024-0003). This Amendment is to establish special improvement districts for each of the Cache Metropolitan Districts.

## H. NEIGHBORHOOD IMPACTS

1. **VISUAL**
The proposed subdivision, and subsequent preliminary subdivisions, would provide landscape plans consisting of street trees and other landscaping, consistent with the approved Cache PUD. The intent of the landscaping plans will help mitigate any visual impacts created by the proposed development. Development of the Cache projects buildable lots, when established, will be required to provide landscaping and buffering per the Greeley Development Code. Some trees within areas to be developed within this subdivision area will be protected. The applicant has provided a Tree Mitigation Plan that will be incorporated into landscaping requirements for this Preliminary Plat and factored into future Cache subdivisions as well.

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

## I. PUBLIC NOTICE AND COMMENT

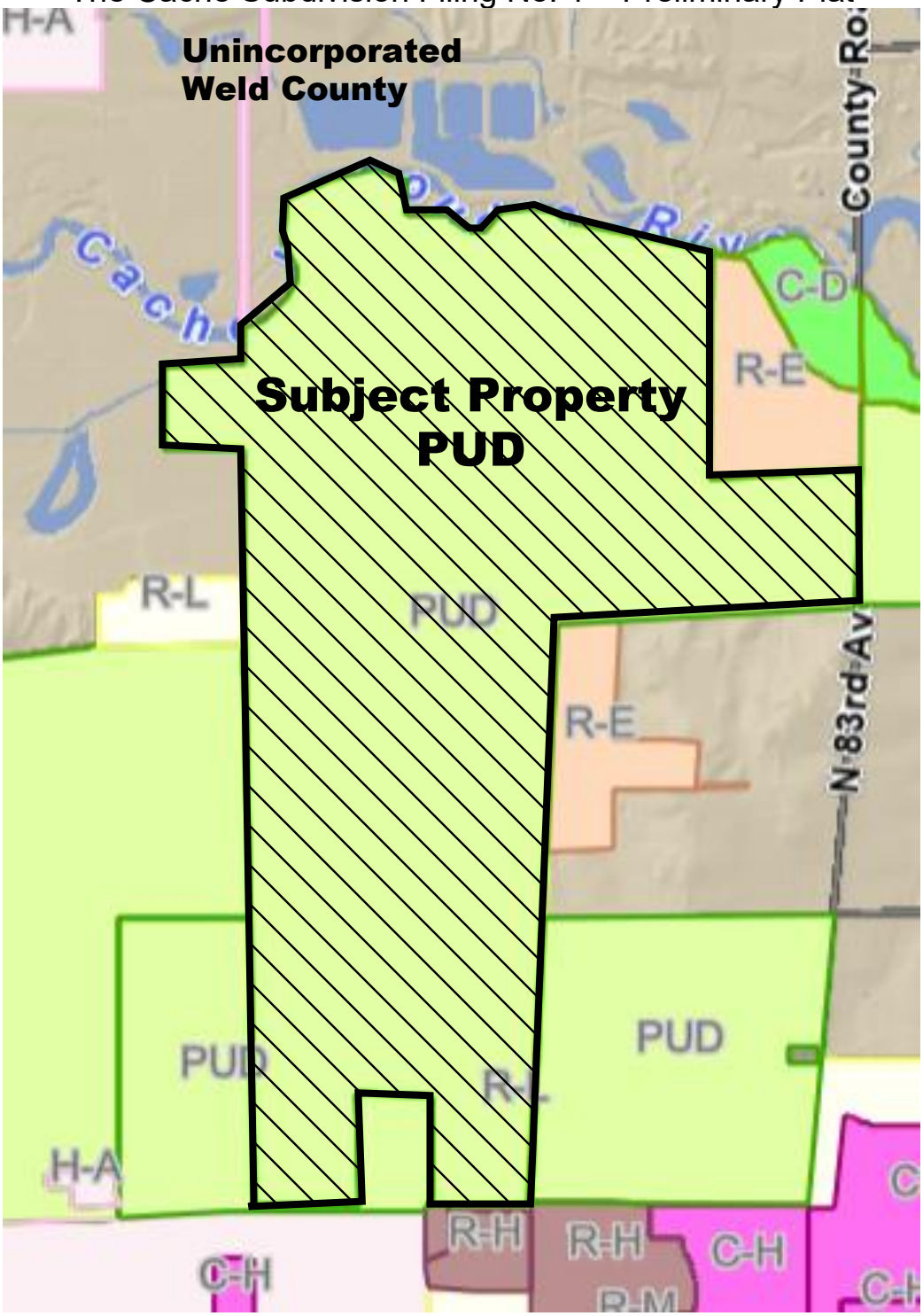
Neighborhood courtesy notices for the hearing were mailed to surrounding property owners and current residents within 500 feet of the subdivision boundary on June 28, 2024, and notice was published on the City's website per Development Code requirements. Seventy-six (76) notice letters were mailed to surrounding properties. A total of three signs were posted on the site on July 2, 2024. The mineral rights notice requirements to mineral owners and lessee of interest of the property was satisfied by the applicant and mailed over 30 days prior to the public hearing. Staff has received one letter from an adjacent property owner regarding the proposed subdivision, noting that The Cache Filing No. 2 also involved notification to surrounding property owners. The same letter is included with the staff review for both Filing No. 1 and No. 2.

## J. PLANNING COMMISSION RECOMMENDED MOTIONS

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

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

**ATTACHMENTS**
Zoning/Vicinity Map
Project Narrative
Preliminary Plat
Preliminary Landscaping Plan
Neighborhood Notice Boundary
Correspondence from Adjacent Owner




# ZONING

Zoning

ZONING

- Conservation District (C-D)
- Commercial Low Intesnity (C-L)
- Commercial High Intensity (C-H)
- Holding Agriculture (H-A)
- Industrial Low Intensity (I-L)
- Industrial Medium Intensity (I-M)
- Industrial High Intensity (I-H)
- Mixed Use High Intensity (MU-H)
- Planned Unit Development (PUD)
- Residential Estate (R-E)
- Residential Low Density (R-L)
- Residential Medium Density (R-M)
- Residential High Density (R-H)
- Residential Mobile Home (RMH)
- others

City of Greeley Colorado

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DEVELOPMENT

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HRGREEN.COM

March 2024

planning@greeleygov.com
City of Greeley
Planning and Zoning
1100 10th Street – 2nd Floor
Greeley, CO 80631

Re: The Cache Subdivision Filing No. 1 – Metro District Improvements for Subdivision

To Whom it May Concern,

We are pleased to submit the following information and attached documents for the Metropolitan District Improvements within Filing No. 1 at The Cache. We are looking forward to continuing to work with city staff on this exciting project.

**Description of Project**

Filing No. 1 is part of the approved The Cache Planned Unit Development (PUD). The area included with this project corresponds to the entirety of the PUD area (planning areas A1 through E-2). The Filing No. 1 Plat will split the project area up into Tracts A through L through ROW dedications and boundary lines. Filing No. 2 (Tract B) is following Filing No. 1 closely in schedule but is being submitted and reviewed separately from Filing No. 1. There will be numerous, subsequent subdivision plats, etc. as The Cache continues to develop.

Filing No. 1 is located south of Poudre River Road, east of 95th Avenue, and west of 83rd Avenue.

- Metro District Infrastructure design includes:
  - 95th Avenue from Lake Bluff's design terminus north of 4th Street to Poudre River Road.
  - Poudre River Road from 95th Avenue to 83rd Avenue
  - Cache Parkway extending south from Poudre River Road through Filing No. 1
  - A single-lane roundabout along Cache Parkway
  - Sanitary sewer and potable water in/along the major roadways as outlined in The Cache Master Utility Study.
  - A new water main paralleling the Bellvue Water Lines to create a looped system.
  - Detention Ponds 700 and 705. These ponds are designed as wet detention ponds. The water to maintain a permanent pool is supplied from the Jones Ditch.

**Proposed Design Standards and Description**

The initial Metro District improvements will allow for the development of Planning Areas A1 and B1. Access to PA-A1 will occur from the improved Poudre River Road. Access to PA-B1 will likely occur from the improved Poudre River Road in multiple locations and from Cache Parkway in multiple locations.

95th Avenue is considered a 2-lane minor arterial per the approved TIS. However, as outlined in the included variance request, the roadway is horizontally and vertically designed to the city's 4-lane collector requirements. The cross-section uses a right-of-way width of 100' and provides a continuous two-way left turn lane and on street bike lanes. Because of the rural nature of the west side of 95th Avenue, a sidewalk is not currently proposed on the west side of 95th Avenue with this application.

Poudre River Road is a transitional collector from a more rural subdivision within Planning Area A1 to a traditional suburban subdivision located south of Poudre River Road. As such, a modified collector section is proposed. The

proposed cross-section (80' right-of-way) does not include the typical bike lanes, however, does maintain or improves the existing 12-foot wide Poudre River Trail. This section will more effectively allow for stormwater transfer and management and fit into the rural setting to the north of The Cache and the custom lots within PA-A. The proposed section is widened at intersections where necessary to provide auxiliary lanes as outlined in the approved traffic impact study.

The existing Poudre River Trail will be maintained or improved with the improvements to Poudre River Road.

Two modified 2-Lane Collector typical sections are proposed for Cache Parkway. Both sections employ a 12' multi-modal path adjacent to the Bluffs (as depicted in the PUD) in lieu of on-street bike lanes shown in the City of Greeley Standard Minor 2-lane Collector Detail No. S-3.:

- The first typical section (proposed 73' ROW) is applicable for the portion of Cache Parkway with lots fronting the roadway. The proposed section includes a 10.5' parking lane from edge-of-lane to the flowline only on the side of the roadway with fronting lots. Parking is not permitted on the opposite side of the street.
- The second typical section (proposed 64.5' ROW) for Cache Parkway is applicable when there are not lots fronting the roadway. Parking is not permitted with this section.

A single-lane roundabout is proposed along Cache Parkway. The USDOT FHA 'Roundabouts: An Informational Guide' standards have been utilized to design the roundabout.

Landscape:
Implementing the vision for the community will include embracing an aesthetic, functional and xeric landscape design approach. Appropriately designed landscape treatments shall promote a quality development throughout the community common and open spaces. The landscape design, theme and approach will reflect the western high plains character of the region. In some areas, street trees have been contextually spaced to further compliment the context and character of the surrounding natural landscape. In other areas, the street trees are in a limited/reduced quantity due to existing utility easement conflicts. The sections in which street trees are limited are listed below:

- Poudre River Road between intersections and adjacent to residential parcels
- West side of 95th Avenue
- East side of 95th Avenue adjacent to bluff area
- Cache Parkway ROW adjacent to bluff area
- North side of 4th Street

The City of Greeley's Development Code Landscape Chapter (Chapter 8 Landscape Standards) has a provision for Alternative Compliance, authorized through the process and criteria in Section 24-208). Using these sections of the Code, and specifically Section 24-208 b.2. which reads, "The alternative shall be based on specific conditions of the site that make the applicable standard impractical, or where compliance with the standard would not clearly advance the intent and design objective of the standard.", a reduction in street trees is requested where prescribed street trees within some areas and specifically adjacent to bluff areas have been contextually spaced or eliminated to highlight the preservation of natural undisturbed areas. The bluff provides a lot of character to the site with the natural topography, grasses, shrubs, and trees, and the reduction in street trees will help protect the existing natural character of the landscape.

The City of Greeley's landscape code requires 1 tree per 35 linear feet of roadway and 1 tree per 4,500 square feet of detention area. All requirements are meet for the detention areas. R.O.W. treatment does not fully meet the requirements with a total of 586 being proposed out of the 938 required. The reason for reduction and

alternative compliance is as stated above. Existing trees that are to be preserved north of the planning areas are to be counted towards requirements. Existing lakes with hundreds of trees shall not be disturbed and used as an amenity to the entire development. A reduction is being requested to enhance the development's natural features and site restrictions.

Environmental:
Since a specific and detailed site/lotting plan is not included for PA-B1 and PA-B2 at this time, a site-specific *Biologist Report for Areas of Ecological Significance (BRAES)* has not been provided. However, the *BRAES* for PA-A1 is included with this application for reference. The included BREAS covers the primary area of significance north of the existing Poudre River Trail.

**Major Subdivision Preliminary Plat Review Criteria**
The proposed Cache Subdivision application meets the following criteria as outlined in the City's Development Code 24-203.b.1.

- The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.
- The development and infrastructure is arranged in a manner to minimize impacts on geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.
- The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations and are coordinated with existing or potential development on adjacent property.
- The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.
- The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.
- Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.
- Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.
- The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development on adjacent property from meeting the goals and policies of the Comprehensive Plan.

HRGreen
DEVELOPMENT

**Project Team**

| | | |
|---|---|---|
| *Owner:*<br>The Cache, LLC<br>1813 61st Avenue, Suite 200<br>Greeley, CO 80634<br>Ed Orr<br>edo@orrland.com | *Owner's Representative:*<br>Terra Forma Solutions, Inc.<br>3465 South Gaylord Court, A304<br>Englewood, CO 80113<br>Todd Johnson<br>todd@terraformas.com | *Planner:*<br>HR Green<br>5613 DTC Parkway, Suite 950<br>Greenwood Village, CO 80111<br>Phil Stuepfert<br>pstuepfert@hrgreen.com |
| *Landscape Architect:*<br>HR Green<br>5613 DTC Parkway, Suite 950<br>Greenwood Village, CO 80111<br>Jamie Ramos<br>jramos@hrgreen.com | *Civil Engineer:*<br>HR Green<br>5613 DTC Parkway, Suite 950<br>Greenwood Village, CO 80111<br>Ryan Littleton<br>rlittleton@hrgreen.com | |

**HR GREEN, INC.**

**Ryan Littleton**
Group Leader – Land Development

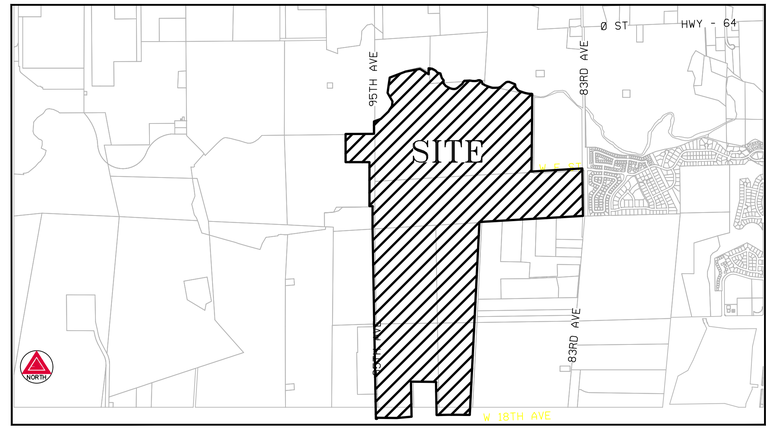
\\hrgreen.com\HRG\Data\2022\220144.02\Design\Letters and Memos\B-E PP and CDs Narrative 2nd Sub\02-Cache-PA-B-F1_Narrative.docx

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
TOWNSHIP 6 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
784.342 ACRES

## SHEET INDEX


SHEET 1 = COVER SHEET
SHEET 2 = NOTES AND TABLES
SHEETS 3–6 = EXISTING CONDITIONS
SHEETS 7–10 = TRACT DETAILS
SHEETS 11–12 = DRAINAGE EASEMENT DETAILS
SHEET 13 = LEGEND AND LINE & CURVE TABLES


**VICINITY MAP**
*SCALE 1" = 2000'*


OWNER:
THE CACHE LLC
1813 61ST AVE, SUITE 200
GREELEY, COLORADO 80634
970-351-8777
CONTACT: ED ORR
EDO@ORRLAND.COM

OWNER:
POUDRE RIVER RANCH, LLC
1813 61ST AVE, SUITE 200
GREELEY, COLORADO 80634
970-351-8777
CONTACT: ED ORR
EDO@ORRLAND.COM

OWNERS REPRESENTATIVE:
TERRA FORMA SOLUTIONS
303-257-7653
CONTACT: TODD A. JOHNSON, P.E.
TODD@TERRAFORMAS.COM

ENGINEER:
HR GREEN
5613 DTC PARKWAY, SUITE 950
GREENWOOD VILLAGE, COLORADO 80111
720-602-4937
CONTACT: RYAN LITTLETON, P.E.
RLITTLETON@HRGREEN.COM

SURVEYOR:
AZTEC CONSULTANTS, INC.
300 EAST MINERAL AVE., SUITE 1
LITTLETON, COLORADO 80122
303-713-1898
CONTACT: KARL SZYSZKOSKI
KSZYSZKOSKI@AZTECCONSULTANTS.COM


## OWNERSHIP AND DEDICATION STATEMENT

POUDRE RIVER RANCH, LLC, A COLORADO LIMITED LIABILITY COMPANY AND THE CACHE LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE SOLE OWNERS IN FEE OF:

A PARCEL OF LAND BEING ALL OF PARCELS 1, 2, AND 3 AS DESCRIBED IN THE QUIT-CLAIM DEED RECORDED AT RECEPTION NO. 4520928 AND A PORTION OF PARCEL 4 AND ALL OF PARCELS 5 AND 6 AS DESCRIBED IN THE QUIT-CLAIM DEED RECORDED AT RECEPTION NO. 4520929 BOTH IN THE OFFICIAL RECORDS OF THE WELD COUNTY, COLORADO, CLERK AND RECORDER'S OFFICE, SITUATED IN SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST, THE SOUTHEAST QUARTER OF SECTION 36, TOWNSHIP 6 NORTH, RANGE 67 WEST, AND THE WEST HALF OF SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST, ALL OF THE SIXTH PRINCIPAL MERIDIAN, SAID COUNTY AND STATE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID SECTION 31;
THENCE ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 31, NORTH 00°02'18" WEST, A DISTANCE OF 620.00 FEET TO THE MOST EASTERLY CORNER OF SAID PARCEL 4;
THENCE DEPARTING SAID WEST LINE, ALONG THE NORTHERLY BOUNDARY OF SAID PARCEL 4, SOUTH 89°57'26" WEST, A DISTANCE OF 85.42 FEET TO THE INTERSECTION OF SAID NORTHERLY BOUNDARY WITH THE SOUTHERLY EXTENSION OF THE WESTERLY BOUNDARY OF A 30'PIPELINE EASEMENT RECORDED AT RECEPTION NO. 4379092 IN SAID OFFICIAL RECORDS;
THENCE DEPARTING SAID SOUTHERLY BOUNDARY, ALONG SAID SOUTHERLY EXTENSION AND SAID WESTERLY BOUNDARY, NORTH 00°00'00" WEST, A DISTANCE OF 1,230.95 FEET TO THE SOUTHERLY BOUNDARY OF A SURFACE USE AGREEMENT AND GRANT OF EASEMENT AS RECORDED AT RECEPTION NO. 4243207 IN SAID OFFICIAL RECORDS;
THENCE ALONG SAID SOUTHERLY BOUNDARY, SOUTH 89°57'43" WEST, A DISTANCE OF 668.92 FEET TO THE SOUTHWEST CORNER OF SAID SURFACE USE AGREEMENT AND GRANT OF EASEMENT;
THENCE ALONG THE WESTERLY BOUNDARY AND THE NORTHERLY EXTENSION OF SAID WESTERLY BOUNDARY, NORTH 00°02'16" WEST, A DISTANCE OF 786.32 FEET TO THE NORTH LINE OF SAID SOUTHEAST QUARTER OF SECTION 36;
THENCE ALONG SAID NORTH LINE, NORTH 89°31'50" EAST, A DISTANCE OF 753.53 FEET TO THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SAID SECTION 31;
THENCE ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHWEST QUARTER, NORTH 86°30'32" EAST, A DISTANCE OF 40.07 FEET TO THE EASTERLY BOUNDARY OF A 40'PUBLIC RIGHT-OF-WAY AS RECORDED AT RECEPTION NO. 2564573 IN SAID OFFICIAL RECORDS;
THENCE ALONG SAID EASTERLY BOUNDARY, NORTH 00°01'16" WEST, A DISTANCE OF 343.96 FEET TO THE NORTHERLY BOUNDARY OF SAID PARCEL 1;
THENCE DEPARTING SAID EASTERLY BOUNDARY, ALONG THE NORTHERLY BOUNDARY OF SAID PARCEL 1, THE FOLLOWING NINE (9) COURSES:
1. NORTH 70°18'38" EAST, A DISTANCE OF 201.73 FEET;
2. NORTH 45°48'38" EAST, A DISTANCE OF 299.16 FEET;
3. NORTH 32°28'38" EAST, A DISTANCE OF 186.21 FEET;
4. NORTH 05°56'38" EAST, A DISTANCE OF 127.20 FEET;
5. NORTH 29°30'22" WEST, A DISTANCE OF 274.74 FEET;
6. NORTH 07°48'38" EAST, A DISTANCE OF 430.43 FEET;
7. NORTH 69°16'38" EAST, A DISTANCE OF 470.11 FEET;
8. NORTH 79°26'38" EAST, A DISTANCE OF 413.13 FEET;
9. SOUTH 58°27'22" EAST, A DISTANCE OF 283.30 FEET TO THE WESTERLY LINE OF SAID PARCEL 2;

THENCE ALONG THE WESTERLY, NORTHERLY AND EASTERLY LINES OF SAID PARCEL 2, THE FOLLOWING EIGHT (8) COURSES:
1. NORTH 00°19'58" EAST, A DISTANCE OF 165.15 FEET;
2. SOUTH 82°35'28" EAST, A DISTANCE OF 104.13 FEET;
3. SOUTH 61°48'33" EAST, A DISTANCE OF 101.22 FEET;
4. SOUTH 40°28'35" EAST, A DISTANCE OF 79.87 FEET;
5. SOUTH 76°12'32" EAST, A DISTANCE OF 85.48 FEET;
6. SOUTH 16°50'06" EAST, A DISTANCE OF 128.70 FEET;
7. SOUTH 36°53'24" EAST, A DISTANCE OF 88.05 FEET;
8. SOUTH 03°24'45" WEST, A DISTANCE OF 50.90 FEET TO THE SOUTHERLY LINE OF SAID PARCEL 1;

THENCE CONTINUING ALONG THE NORTHERLY LINE OF SAID PARCEL 1, THE FOLLOWING THIRTY (30) COURSES:
1. SOUTH 03°24'45" WEST, A DISTANCE OF 27.38 FEET;
2. SOUTH 39°46'00" EAST, A DISTANCE OF 104.17 FEET;
3. SOUTH 61°49'26" EAST, A DISTANCE OF 124.07 FEET;
4. SOUTH 72°00'51" EAST, A DISTANCE OF 75.31 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 150.00 FEET;
5. EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 57°54'50", AN ARC LENGTH OF 151.62 FEET;
6. TANGENT TO SAID CURVE, NORTH 50°04'19" EAST, A DISTANCE OF 180.61 FEET;
7. NORTH 27°42'52" EAST, A DISTANCE OF 49.03 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 112.19 FEET;
8. NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 26°03'00", AN ARC LENGTH OF 51.01 FEET;
9. NON-TANGENT TO SAID CURVE, NORTH 86°27'39" EAST, A DISTANCE OF 155.03 FEET;
10. SOUTH 81°22'32" EAST, A DISTANCE OF 92.54 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 260.00 FEET;
11. EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 29°08'06", AN ARC LENGTH OF 132.21 FEET TO THE BEGINNING OF A REVERSE CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 95.00 FEET;
12. SOUTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 111°59'20", AN ARC LENGTH OF 185.68 FEET;
13. NON-TANGENT TO SAID CURVE, SOUTH 60°51'04" EAST, A DISTANCE OF 90.34 FEET;
14. SOUTH 68°16'19" EAST, A DISTANCE OF 118.31 FEET;
15. SOUTH 74°43'21" EAST, A DISTANCE OF 92.91 FEET;
16. NORTH 88°41'38" EAST, A DISTANCE OF 168.06 FEET;
17. NORTH 70°17'04" EAST, A DISTANCE OF 71.37 FEET;
18. NORTH 48°36'01" EAST, A DISTANCE OF 126.79 FEET;
19. NORTH 51°24'39" EAST, A DISTANCE OF 71.18 FEET;
20. NORTH 74°53'00" EAST, A DISTANCE OF 38.23 FEET;
21. SOUTH 89°05'48" EAST, A DISTANCE OF 48.33 FEET;
22. SOUTH 67°59'05" EAST, A DISTANCE OF 177.11 FEET;
23. SOUTH 09°34'57" EAST, A DISTANCE OF 83.39 FEET;
24. SOUTH 39°05'54" EAST, A DISTANCE OF 116.76 FEET;
25. SOUTH 66°12'14" EAST, A DISTANCE OF 67.55 FEET;
26. SOUTH 71°24'46" EAST, A DISTANCE OF 136.08 FEET;
27. SOUTH 77°45'48" EAST, A DISTANCE OF 82.56 FEET;
28. SOUTH 83°44'18" EAST, A DISTANCE OF 57.83 FEET;
29. NORTH 88°46'31" EAST, A DISTANCE OF 41.84 FEET;
30. SOUTH 76°31'34" EAST, A DISTANCE OF 21.07 FEET TO THE EAST LINE OF THE SOUTHWEST QUARTER OF THE NORTHEAST QUARTER OF SAID SECTION 31;

THENCE ALONG SAID EAST LINE, SOUTH 00°28'36" WEST, A DISTANCE OF 841.59 FEET TO THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 31;
THENCE ALONG THE EAST LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER, SOUTH 00°28'20" WEST, A DISTANCE OF 1,325.91 FEET TO THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 31;

## OWNERSHIP AND DEDICATION STATEMENT

THENCE ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, NORTH 86°32'41" EAST, A DISTANCE OF 1,421.87 FEET TO THE NORTHEAST CORNER OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER;
THENCE ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER, SOUTH 00°39'36" EAST, A DISTANCE OF 1,325.27 FEET TO THE SOUTHEAST CORNER OF SAID SECTION 31;
THENCE ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, SOUTH 86°36'36" WEST, A DISTANCE OF 2,896.84 FEET TO THE SOUTH QUARTER CORNER OF SAID SECTION 31;
THENCE ALONG THE EAST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 6, SOUTH 02°51'52" WEST, A DISTANCE OF 2,802.02 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 6;
THENCE ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 6, SOUTH 02°52'36" WEST, A DISTANCE OF 2,599.50 FEET TO THE NORTHEAST CORNER OF THE RULE AND ORDER RECORDED AT RECEPTION NO. 3744651 IN SAID OFFICIAL RECORDS;
THENCE ALONG THE NORTHERLY LINE OF SAID RULE AND ORDER THE FOLLOWING TWO (2) COURSES:
1. NORTH 89°11'40" WEST, A DISTANCE OF 299.19 FEET TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE SOUTHERLY HAVING A RADIUS OF 12,073.96 FEET, THE RADIUS POINT OF SAID CURVE BEARS SOUTH 00°48'54" WEST;
2. WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 02°58'33", AN ARC LENGTH OF 627.12 FEET TO THE EASTERLY BOUNDARY OF A PARCEL OF LAND AS DESCRIBED IN THE WARRANTY DEED RECORDED AT RECEPTION NO. 3190630 IN SAID OFFICIAL RECORDS;

THENCE ALONG SAID EASTERLY BOUNDARY OF SAID PARCEL, NON-TANGENT TO SAID CURVE, NORTH 00°59'07" WEST, A DISTANCE OF 926.06 FEET TO THE NORTHERLY BOUNDARY OF SAID PARCEL;
THENCE ALONG SAID NORTHERLY BOUNDARY, NORTH 89°22'55" WEST, A DISTANCE OF 700.00 FEET TO THE WESTERLY BOUNDARY OF SAID PARCEL;
THENCE ALONG THE WESTERLY BOUNDARY, SOUTH 00°59'07" EAST, A DISTANCE OF 979.85 FEET TO THE NORTHEAST CORNER OF A PARCEL OF LAND AS DESCRIBED IN A WARRANTY DEED RECORDED AT RECEPTION NO. 3498624 IN SAID OFFICIAL RECORDS;
THENCE ALONG THE NORTHERLY AND WESTERLY BOUNDARY OF SAID WARRANTY DEED THE FOLLOWING THREE (3) COURSES;
1. SOUTH 85°03'16" WEST, A DISTANCE OF 413.42 FEET;
2. NORTH 89°22'54" WEST, A DISTANCE OF 558.06 FEET;
3. SOUTH 00°59'07" EAST, A DISTANCE OF 30.08 FEET TO THE SOUTH LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 6;

THENCE ALONG SAID SOUTH LINE, NORTH 89°22'59" WEST, A DISTANCE OF 30.01 FEET TO THE SOUTHWEST CORNER OF SAID SECTION 6;
THENCE ALONG THE WEST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 6, NORTH 00°59'07" WEST, A DISTANCE OF 2,663.04 FEET TO THE WEST QUARTER CORNER OF SAID SECTION 6;
THENCE ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 6, NORTH 00°58'51" WEST, A DISTANCE OF 2,663.05 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 784.342 ACRES, (34,165,916 SQUARE FEET), MORE OR LESS.

CITY OF GREELEY, WELD COUNTY, COLORADO, SHOWN ON THE ATTACHED MAP AS EMBRACED WITHIN THE HEAVY EXTERIOR LINES THEREON, HAS SUBDIVIDED THE SAME INTO TRACTS AS SHOWN ON THE ATTACHED MAP; AND DOES HEREBY SET ASIDE SAID PORTION OR TRACT OF LAND AND DESIGNATE THE SAME THE CACHE SUBDIVISION FILING NO. 1; AND DOES DEDICATE TO THE PUBLIC, THE STREETS AND ALL EASEMENTS OVER AND ACROSS SAID TRACTS AT LOCATIONS SHOWN ON SAID MAP; AND DOES FURTHER CERTIFY THAT THE WIDTH OF SAID STREETS, THE DIMENSIONS OF THE TRACTS AND THE NAMES THEREOF ARE CORRECTLY DESIGNATED UPON SAID MAP.

## OWNER

POUDRE RIVER RANCH, LLC, A COLORADO LIMITED LIABILITY COMPANY

BY: _____

AS: _____

NOTARIAL CERTIFICATE

STATE OF _____)
) SS.
COUNTY OF _____)

THE FOREGOING CERTIFICATION OF DEDICATION AND OWNERSHIP WAS ACKNOWLEDGED

BEFORE ME THIS _____ DAY OF _____, A.D. 20___,

BY _____, AS _____ OF POUDRE RIVER RANCH, LLC,

A COLORADO LIMITED LIABILITY COMPANY.

BY _____ WITNESS MY HAND AND SEAL
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

_____
NOTARY I.D. NUMBER

## OWNER

THE CACHE LLC, A COLORADO LIMITED LIABILITY COMPANY

BY: _____

AS: _____

NOTARIAL CERTIFICATE

STATE OF _____)
) SS.
COUNTY OF _____)

THE FOREGOING CERTIFICATION OF DEDICATION AND OWNERSHIP WAS ACKNOWLEDGED

BEFORE ME THIS _____ DAY OF _____, A.D. 20___,

BY _____, AS _____ OF THE CACHE LLC,

A COLORADO LIMITED LIABILITY COMPANY.

BY _____ WITNESS MY HAND AND SEAL
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

_____
NOTARY I.D. NUMBER

## BASIS OF BEARINGS

BEARINGS SHOWN HEREON ARE GRID AND ARE BASED UPON THE WEST LINE OF THE SOUTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, WHICH BEARS NORTH 00°02'18" WEST, A DISTANCE OF 1321.47 FEET BETWEEN THE MONUMENTS SHOWN HEREON.

## FLOOD ZONE

THE SUBJECT PROPERTY SHOWN HEREIN LIES WITHIN ZONE AE, AREAS WITH NO BASE FLOOD ELEVATION DETERMINED, OTHER FLOOD AREAS – ZONE X, AREAS OF 0.2% ANNUAL CHANCE FLOOD, OTHER AREAS – ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, ZONE AE WITH BASE FLOOD ELEVATIONS DETERMINED AND ZONE AE, FLOODWAYS, ALL AS SHOWN ON FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP INDEX NOS. 08123C1504F, 08123C1508F BOTH WITH AN EFFECTIVE DATE OF NOVEMBER 30, 20XX.

## SURVEYOR'S STATEMENT

THAT I, KARL D. SZYSZKOSKI, DO HEREBY CERTIFY THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE SURVEY OF THIS LAND, INCLUDING ALL EXISTING RIGHTS-OF-WAY AND EASEMENTS, AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY SUPERVISION, IN ACCORDANCE WITH THE REGULATIONS OF THE STATE OF COLORADO.

FOR REVIEW

KARL D. SZYSZKOSKI
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR, NO. 38691
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.

NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

NOTICE: PER THE STATE OF COLORADO BOARD OF LICENSURE FOR ARCHITECTS, PROFESSIONAL ENGINEERS, AND PROFESSIONAL LAND SURVEYORS RULE 1.6.B.2 THE WORD "CERTIFY" AS USED HEREON MEANS AN EXPRESSION OF PROFESSIONAL OPINION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED. THE SURVEY REPRESENTED HEREON HAS BEEN PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE AND IS BASED UPON MY KNOWLEDGE, INFORMATION AND BELIEF.

## TITLE COMPANY CERTIFICATE

WE COMMONWEALTH LAND TITLE INSURANCE COMPANY, DULY QUALIFIED, INSURED OR LICENSED BY THE STATE OF COLORADO, DO HEREBY CERTIFY THAT WE HAVE EXAMINED THE TITLE OF ALL LANDS DEPICTED AND DESCRIBED HEREON AND THAT TITLE TO SUCH LAND IS OWNED IN FEE SIMPLE BY POUDRE RIVER RANCH, LLC, A COLORADO LIMITED LIABILITY COMPANY AND THE CACHE LLC, A COLORADO LIMITED LIABILITY COMPANY AT THE TIME OF THIS APPLICATION.

_____ _____
NAME OF AUTHORIZED OFFICIAL DATE

NAME OF COMPANY: _____

## WELD COUNTY CLERK AND RECORDER'S CERTIFICATE

THIS PLAT WAS FILED FOR RECORD IN THE OFFICE OF THE COUNTY CLERK AND RECORDER OF

WELD COUNTY AT ____M. ON THE ____ DAY OF _____, 20__,

RECEPTION NO._____.

WELD COUNTY CLERK AND RECORDER

BY: _____
DEPUTY

LAST REVISED: 3/20/2024


AZTEC CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com


AzTec Proj. No.: 153219-01 Drawn By: BAM

DEVELOPER
THE CACHE, LLC
1813 61ST, SUITE 200
GREELEY, COLORADO 80634
970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | N/A |
| SHEET 1 OF 13 | |

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
TOWNSHIP 6 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
784.342 ACRES

## STANDARD NOTES

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

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

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

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

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

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

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

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

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

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

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

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

J. STREET LIGHTING: ALL LOTS ARE SUBJECT TO AND BOUND BY TARIFFS WHICH ARE NOW AND MAY IN THE FUTURE BE FILED WITH THE PUBLIC UTILITIES COMMISSION OF THE STATE RELATING TO STREET LIGHTING IN THIS SUBDIVISION, TOGETHER WITH RATES, RULES AND REGULATIONS THEREIN PROVIDED AND SUBJECT TO ALL FUTURE AMENDMENTS AND CHANGES THERETO. THE OWNERS OR THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, SHALL PAY, AS BILLED, A PORTION OF THE COST OF PUBLIC STREET LIGHTING IN THE SUBDIVISION IN ACCORDANCE TO APPLICABLE RATES, RULES AND REGULATIONS, INCLUDING FUTURE AMENDMENTS AND CHANGES ON FILE WITH THE PUBLIC UTILITIES COMMISSION.

K. WATER OR SEWER MAIN EASEMENTS: THERE SHALL BE NO PERMANENT STRUCTURES, FENCES, DETENTION PONDS, LANDSCAPING (PLANTINGS OR BERMS) GREATER THAN THREE FEET, TALL MATURE GROWTH, OR OTHER ENCUMBRANCES LOCATED IN WATER OR SEWER MAIN EASEMENTS.

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

## RIGHT-TO-FARM STATEMENT

THIS CACHE PRELIMINARY PLAT FILING NO. 1 IS WITHIN THE CITY OF GREELEY, BUT ABUTS AREAS WITHIN UNINCORPORATED WELD COUNTY.

WELD COUNTY IS ONE OF THE MOST PRODUCTIVE AGRICULTURAL COUNTIES IN THE UNITED STATES, TYPICALLY RANKING IN THE TOP TEN COUNTIES IN THE COUNTRY IN TOTAL MARKET VALUE OF AGRICULTURAL PRODUCTS SOLD. THE RURAL AREAS OF WELD COUNTY MAY BE OPEN AND SPACIOUS, BUT THEY ARE INTENSIVELY USED FOR AGRICULTURE. PERSONS MOVING INTO A RURAL AREA MUST RECOGNIZE AND ACCEPT THERE ARE DRAWBACKS, INCLUDING CONFLICTS WITH LONG–STANDING AGRICULTURAL PRACTICES AND A LOWER LEVEL OF SERVICES THAN IN TOWN. ALONG WITH THE DRAWBACKS COME THE INCENTIVES WHICH ATTRACT URBAN DWELLERS TO RELOCATE TO RURAL AREAS: OPEN VIEWS, SPACIOUSNESS, WILDLIFE, LACK OF CITY NOISE AND CONGESTION, AND THE RURAL ATMOSPHERE AND WAY OF LIFE. WITHOUT NEIGHBORING FARMS, THOSE FEATURES WHICH ATTRACT URBAN DWELLERS TO RURAL WELD COUNTY WOULD QUICKLY BE GONE FOREVER.

AGRICULTURAL USERS OF THE LAND SHOULD NOT BE EXPECTED TO CHANGE THEIR LONG–ESTABLISHED AGRICULTURAL PRACTICES TO ACCOMMODATE THE INTRUSIONS OF URBAN USERS INTO A RURAL AREA. WELL–RUN AGRICULTURAL ACTIVITIES WILL GENERATE OFF–SITE IMPACTS, INCLUDING NOISE FROM TRACTORS AND EQUIPMENT; SLOW–MOVING FARM VEHICLES ON RURAL ROADS; DUST FROM ANIMAL PENS, FIELD WORK, HARVEST AND GRAVEL ROADS; ODOR FROM ANIMAL CONFINEMENT, SILAGE AND MANURE; SMOKE FROM DITCH BURNING; FLIES AND MOSQUITOES; HUNTING AND TRAPPING ACTIVITIES; SHOOTING SPORTS, LEGAL HAZING OF NUISANCE WILDLIFE; AND THE USE OF PESTICIDES AND FERTILIZERS IN THE FIELDS, INCLUDING THE USE OF AERIAL SPRAYING. IT IS COMMON PRACTICE FOR AGRICULTURAL PRODUCERS TO UTILIZE AN ACCUMULATION OF AGRICULTURAL MACHINERY AND SUPPLIES TO ASSIST IN THEIR AGRICULTURAL OPERATIONS. A CONCENTRATION OF MISCELLANEOUS AGRICULTURAL MATERIALS OFTEN PRODUCES A VISUAL DISPARITY BETWEEN RURAL AND URBAN AREAS OF THE COUNTY. SECTION 35–3.5–102, C.R.S., PROVIDES THAT AN AGRICULTURAL OPERATION SHALL NOT BE FOUND TO BE A PUBLIC OR PRIVATE NUISANCE IF THE AGRICULTURAL OPERATION ALLEGED TO BE A NUISANCE EMPLOYS METHODS OR PRACTICES THAT ARE COMMONLY OR REASONABLY ASSOCIATED WITH AGRICULTURAL PRODUCTION.

WATER HAS BEEN, AND CONTINUES TO BE, THE LIFELINE FOR THE AGRICULTURAL COMMUNITY. IT IS UNREALISTIC TO ASSUME THAT DITCHES AND RESERVOIRS MAY SIMPLY BE MOVED "OUT OF THE WAY" OF RESIDENTIAL DEVELOPMENT. WHEN MOVING TO THE COUNTY, PROPERTY OWNERS AND RESIDENTS MUST REALIZE THEY CANNOT TAKE WATER FROM IRRIGATION DITCHES, LAKES OR OTHER STRUCTURES, UNLESS THEY HAVE AN ADJUDICATED RIGHT TO THE WATER. WELD COUNTY COVERS A LAND AREA OF APPROXIMATELY FOUR THOUSAND (4,000) SQUARE MILES IN SIZE (TWICE THE SIZE OF THE STATE OF DELAWARE) WITH MORE THAN THREE THOUSAND SEVEN HUNDRED (3,700) MILES OF STATE AND COUNTY ROADS OUTSIDE OF MUNICIPALITIES. THE SHEER MAGNITUDE OF THE AREA BE SERVED STRETCHES AVAILABLE RESOURCES. LAW ENFORCEMENT IS BASED ON RESPONSES TO COMPLAINTS MORE THAN ON PATROLS OF THE COUNTY, AND THE DISTANCES WHICH MUST BE TRAVELED MAY DELAY ALL EMERGENCY RESPONSES, INCLUDING LAW ENFORCEMENT, AMBULANCE AND FIRE. FIRE PROTECTION IS USUALLY PROVIDED BY VOLUNTEERS WHO MUST LEAVE THEIR JOBS AND FAMILIES TO RESPOND TO EMERGENCIES. COUNTY GRAVEL ROADS, NO MATTER HOW OFTEN THEY ARE BLADED, WILL NOT PROVIDE THE SAME KIND OF SURFACE EXPECTED FROM A PAVED ROAD. SNOW REMOVAL PRIORITIES MEAN THAT ROADS FROM SUBDIVISIONS TO ARTERIALS MAY NOT BE CLEARED FOR SEVERAL DAYS AFTER A MAJOR SNOWSTORM. SERVICES IN RURAL AREAS, IN MANY CASES, WILL NOT BE EQUIVALENT TO MUNICIPAL SERVICES. RURAL DWELLERS MUST, BY NECESSITY, BE MORE SELF–SUFFICIENT THAN URBAN DWELLERS.

PEOPLE ARE EXPOSED TO DIFFERENT HAZARDS IN THE COUNTY THAN IN AN URBAN OR SUBURBAN SETTING. FARM EQUIPMENT AND OIL FIELD EQUIPMENT, PONDS AND IRRIGATION DITCHES, ELECTRICAL POWER FOR PUMPS AND CENTER PIVOT OPERATIONS, HIGH–SPEED TRAFFIC, SAND BURS, PUNCTURE VINES, TERRITORIAL FARM DOGS AND LIVESTOCK AND OPEN BURNING PRESENT REAL THREATS. CONTROLLING CHILDREN'S ACTIVITIES IS IMPORTANT, NOT ONLY FOR THEIR SAFETY, BUT ALSO FOR THE PROTECTION OF THE FARMER'S LIVELIHOOD.

## WELD COUNTY RIGHT TO EXTRACT MINERAL RESOURCES STATEMENT

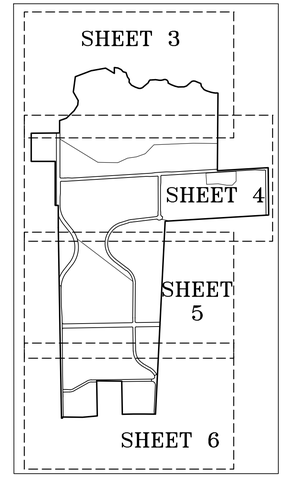
THIS CACHE PRELIMINARY PLAT FILING NO. 1 IS WITHIN THE CITY OF GREELEY, BUT ABUTS AREAS WITHIN UNINCORPORATED WELD COUNTY.

WELD COUNTY HAS SOME OF THE MOST ABUNDANT MINERAL RESOURCES, INCLUDING, BUT NOT LIMITED TO, SAND AND GRAVEL, OIL, NATURAL GAS, AND COAL. UNDER TITLE 34 OF THE COLORADO REVISED STATUTES, MINERALS ARE VITAL RESOURCES BECAUSE (A) THE STATE'S COMMERCIAL MINERAL DEPOSITS ARE ESSENTIAL TO THE STATE'S ECONOMY; (B) THE POPULOUS COUNTIES OF THE STATE FACE A CRITICAL SHORTAGE OF SUCH DEPOSITS; AND (C) SUCH DEPOSITS SHOULD BE EXTRACTED ACCORDING TO A RATIONAL PLAN, CALCULATED TO AVOID WASTE OF SUCH DEPOSITS AND CAUSE THE LEAST PRACTICABLE DISRUPTION OF THE ECOLOGY AND QUALITY OF LIFE OF THE CITIZENS OF THE POPULOUS COUNTIES OF THE STATE. MINERAL RESOURCE LOCATIONS ARE WIDESPREAD THROUGHOUT THE COUNTY AND PEOPLE MOVING INTO THESE AREAS MUST RECOGNIZE THE VARIOUS IMPACTS ASSOCIATED WITH THIS DEVELOPMENT. OFTEN TIMES, MINERAL RESOURCE SITES ARE FIXED TO THEIR GEOGRAPHICAL AND GEOPHYSICAL LOCATIONS. MOREOVER, THESE RESOURCES ARE PROTECTED PROPERTY RIGHTS AND MINERAL OWNERS SHOULD BE AFFORDED THE OPPORTUNITY TO EXTRACT THE MINERAL RESOURCE.

## GENERAL NOTES

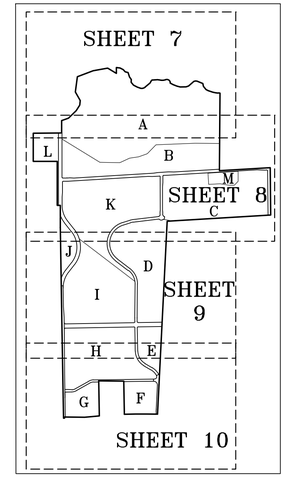
1. THE FIELD WORK FOR THIS SURVEY WAS PERFORMED BY AN AZTEC CONSULTANTS, INC. SURVEY CREW AND COMPLETED ON FEBRUARY 8, 2021.
2. PER C.R.S. 38–51–106, "ALL LINEAL UNITS DEPICTED ON THIS LAND SURVEY PLAT ARE U.S. SURVEY FEET. ONE METER EQUALS 39.37/12 U.S. SURVEY FEET, EXACTLY ACCORDING TO THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY."
3. THE SUBJECT PROPERTY CONTAINS A TOTAL OF 784.342 ACRES (34,165,916 SQ.FT.), MORE OR LESS.
4. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18–4–508, C.R.S.
5. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS, AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.
6. THE SHARK'S TOOTH WATERLINE IS LOCATED WITHIN A 20' EASEMENT THAT PROVIDES SHARK'S TOOTH PIPELINE COMPANY ACCESS FOR MAINTENANCE AND REPAIR OF THE WATERLINE.
7. UTILITY EASEMENTS ARE DEDICATED TO THE CITY OF GREELEY FOR THE BENEFIT OF THE APPLICABLE UTILITY PROVIDERS FOR THE INSTALLATION, MAINTENANCE, AND REPLACEMENT OF ELECTRIC, GAS, TELEVISION, CABLE, AND TELECOMMUNICATIONS FACILITIES (DRY UTILITIES). UTILITY EASEMENTS SHALL ALSO BE GRANTED WITHIN ANY ACCESS EASEMENTS AND PRIVATE STREETS IN THE SUBDIVISION. PERMANENT STRUCTURES, IMPROVEMENTS, OBJECTS, BUILDINGS, WELLS, WATER METERS AND OTHER OBJECTS THAT MAY INTERFERE WITH THE UTILITY FACILITIES OR USE THEREOF (INTERFERING OBJECTS) SHALL NOT BE PERMITTED WITHIN SAID UTILITY EASEMENTS AND THE UTILITY PROVIDERS, AS GRANTEES, MAY REMOVE ANY INTERFERING OBJECTS AT NO COST TO SUCH GRANTEES, INCLUDING, WITHOUT LIMITATION, VEGETATION. PUBLIC SERVICE COMPANY OF COLORADO (PSCO) AND ITS SUCCESSORS RESERVE THE RIGHT TO REQUIRE ADDITIONAL EASEMENTS AND TO REQUIRE THE PROPERTY OWNER TO GRANT PSCO AN EASEMENT ON ITS STANDARD FORM.

EXISTING CONDITIONS



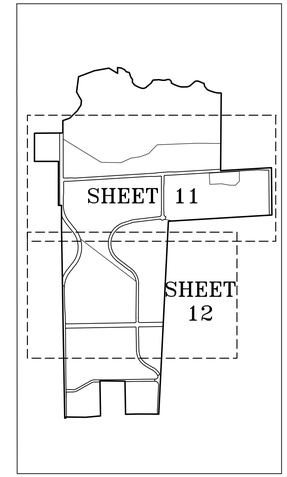

KEY MAP
SCALE: 1" = 2000'

TRACT DETAILS




KEY MAP
SCALE: 1" = 2000'

DRAINAGE EASEMENT DETAILS




KEY MAP
SCALE: 1" = 2000'

**TRACT TABLE**

| TRACT | PURPOSE | OWNERSHIP | MAINTENANCE | SIZE (SF & AC) |
|---|---|---|---|---|
| A | OPEN SPACE | THE CACHE, LLC | THE CACHE, LLC | 8,264,063 SF (189.717 AC) |
| B* | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 2,872,197 SF (65.937 AC) |
| C | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 3,476,106 SF (79.800 AC) |
| D | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 2,993,115 SF (68.712 AC) |
| E | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 712,844 SF (16.365 AC) |
| F | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 830,745 SF (19.071 AC) |
| G | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 785,603 SF (18.035 AC) |
| H | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 3,224,537 SF (74.025 AC) |
| I | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 3,402,487 SF (78.110 AC) |
| J | OPEN SPACE | THE CACHE, LLC | THE CACHE, LLC | 470,068 SF (10.791 AC) |
| K | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 4,057,901 SF (93.157 AC) |
| L | OPEN SPACE AND OIL/GAS OPERATIONS | THE CACHE, LLC | THE CACHE, LLC | 598,150 SF (13.732 AC) |
| M | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 279,839 SF (6.424 AC) |
| | | | TOTAL: | 31,967,655 SF (733.876 AC) |

* TRACT B IS THE LOCATION OF FUTURE PROPOSED THE CACHE SUBDIVISION FILING NO. 2

**LAND USE SUMMARY CHART**

| TYPE | AREA (S.F.) | AREA (ACRES) | PERCENTAGE OF TOTAL AREA |
|---|---|---|---|
| TRACT A | 8,264,063 SF | 189.717 AC | 24.19% |
| TRACT B | 2,872,197 SF | 65.937 AC | 8.41% |
| TRACT C | 3,476,106 SF | 79.800 AC | 10.17% |
| TRACT D | 2,993,115 SF | 68.712 AC | 8.76% |
| TRACT E | 712,844 SF | 16.365 AC | 2.09% |
| TRACT F | 830,745 SF | 19.071 AC | 2.43% |
| TRACT G | 785,603 SF | 18.035 AC | 2.30% |
| TRACT H | 3,224,537 SF | 74.025 AC | 9.44% |
| TRACT I | 3,402,487 SF | 78.110 AC | 9.96% |
| TRACT J | 470,068 SF | 10.791 AC | 1.37% |
| TRACT K | 4,057,901 SF | 93.157 AC | 11.88% |
| TRACT L | 598,150 SF | 13.732 AC | 1.75% |
| TRACT M | 279,839 SF | 6.424 AC | 0.82% |
| ROW (PLAT) | 1,935,794 SF | 44.440 AC | 5.66% |
| ROW (SEP. DOC) | 262,467 SF | 6.026 AC | 0.77% |
| TOTALS | 34,165,916 SF | 784.342 AC | 100.00% |

| EASEMENT TYPE | USE | EASEMENT GRANT TO | SURFACE MAINTENANCE |
|---|---|---|---|
| ACCESS EASEMENT (A.E.) | SIDEWALKS | CITY OF GREELEY | PROPERTY OWNER |
| DRAINAGE EASEMENT (D.E.) | DRAINAGE FACILITIES &/OR CONVEYANCE | CITY OF GREELEY | PROPERTY OWNER |
| UTILITY EASEMENT (U.E.) | DRY UTILITIES | UTILITY PROVIDER OR CITY OF GREELEY | PROPERTY OWNER |
| WATER EASEMENT (W.E.) | WATER FACILITIES &/OR CONVEYANCE | CITY OF GREELEY | PROPERTY OWNER |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1813 61ST, SUITE 200
GREELEY, COLORADO 80634
970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | N/A |
| SHEET 2 OF 13 | |

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

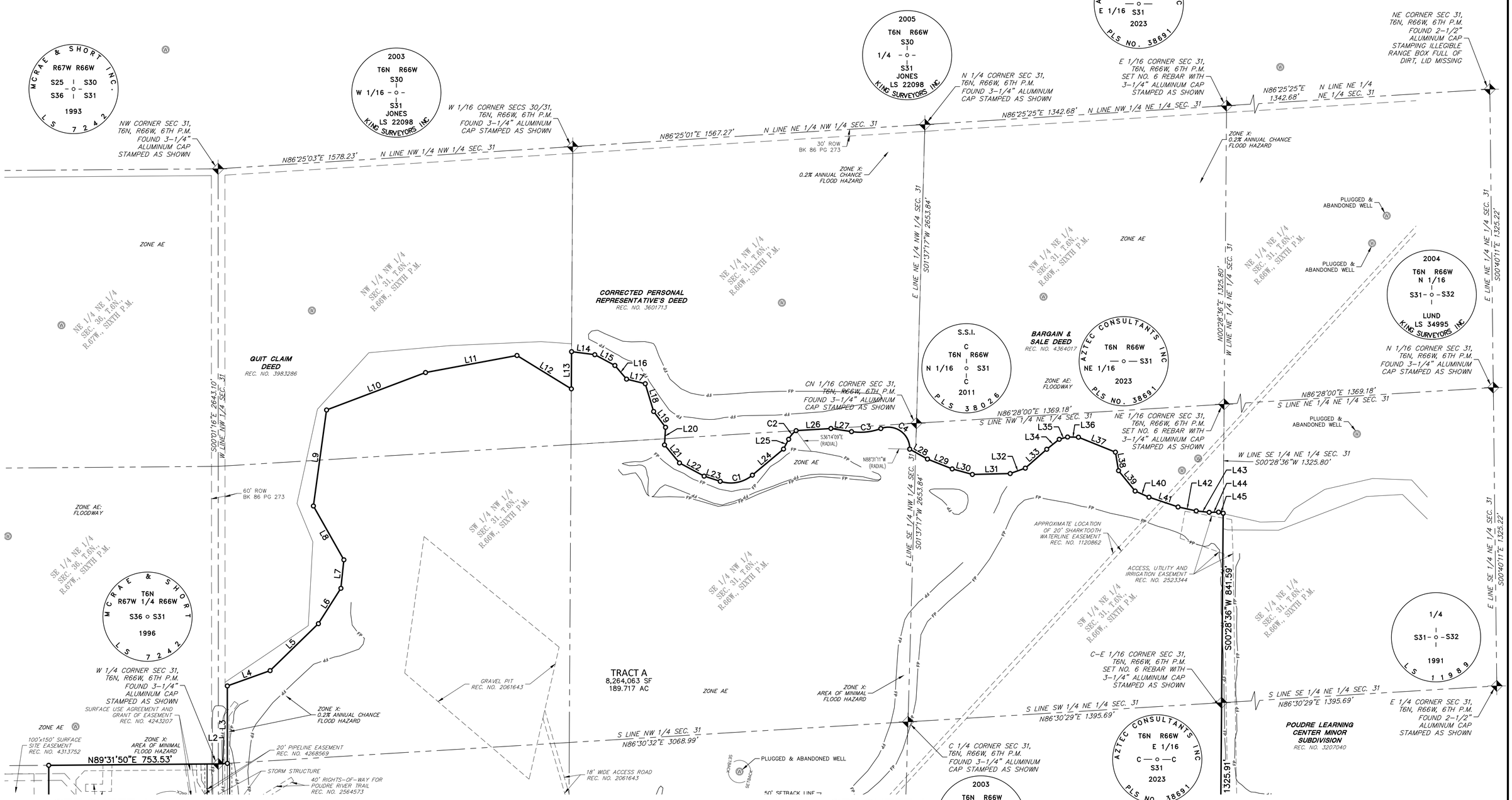
A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
TOWNSHIP 6 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
784.342 ACRES

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC

N

0' 100' 200' 400'
SCALE: 1" = 200'




SEE SHEET 4

SEE SHEET 13
FOR LEGEND &
LINE & CURVE TABLES

SEE SHEET 4

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| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
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| SHEET 3 OF 13 | |

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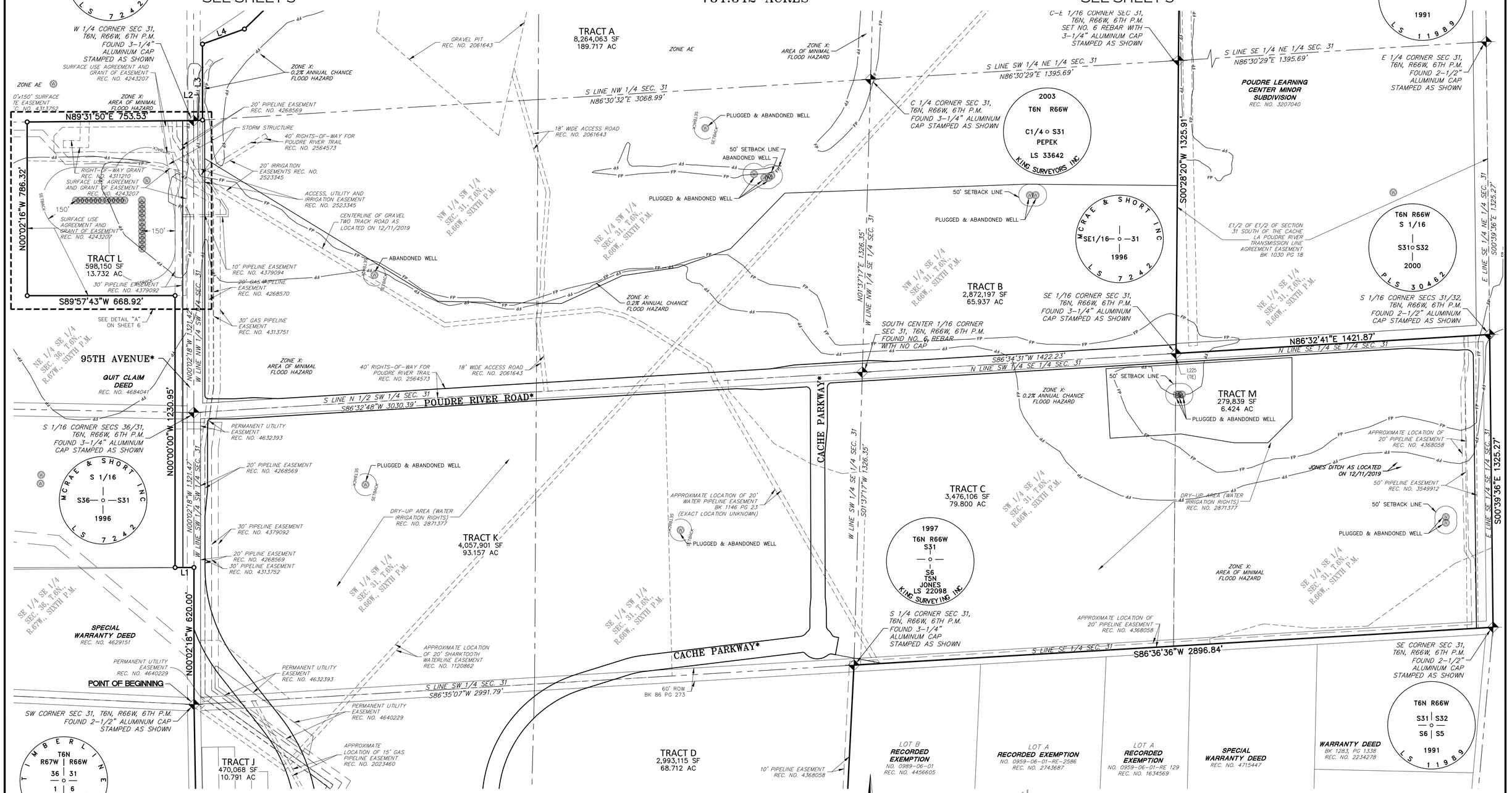


SEE SHEET 13
FOR LEGEND &
LINE & CURVE TABLES

FOR REVIEW

FOR AND ON BEHALF OF
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| SHEET 4 OF 13 | |

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SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
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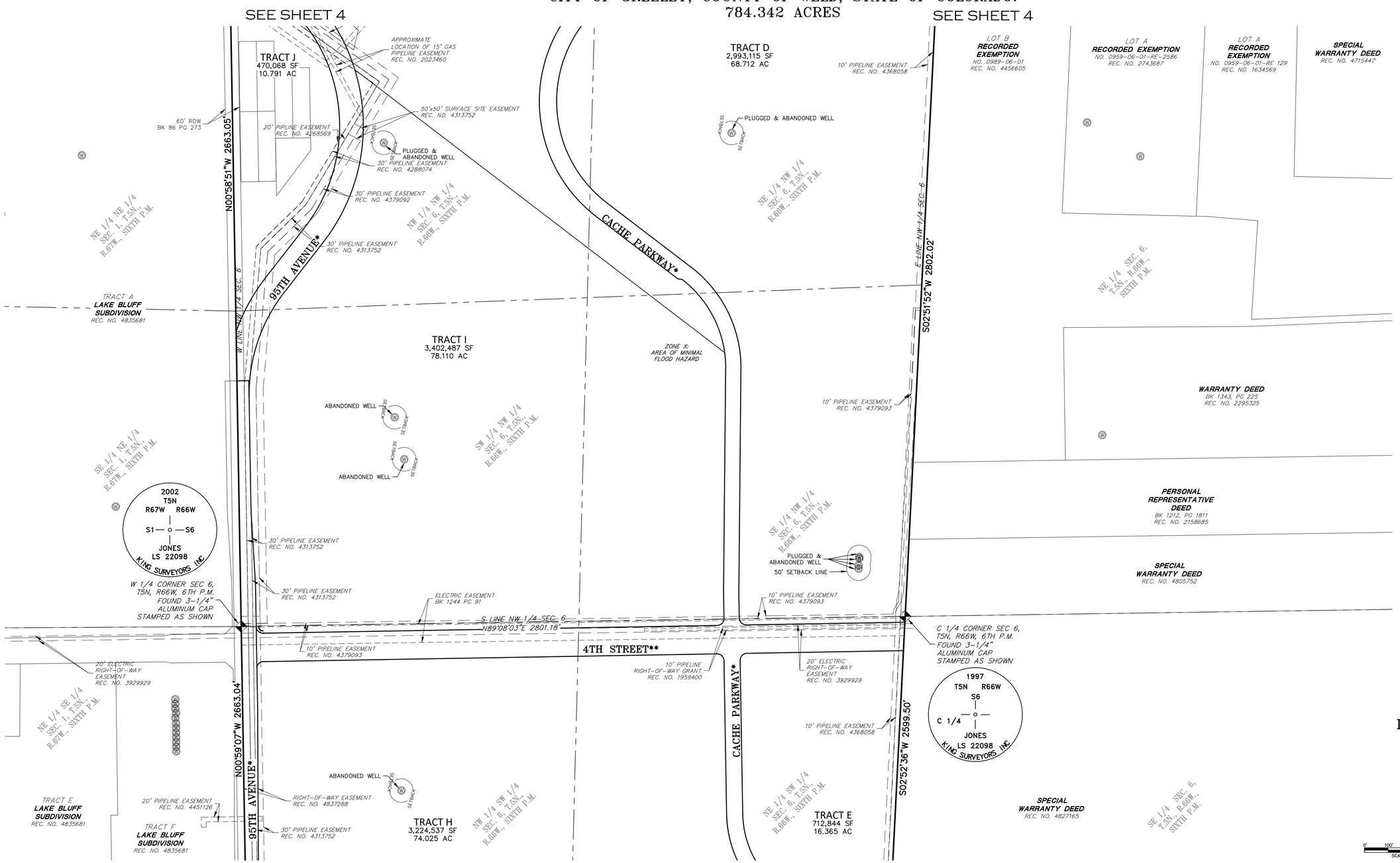
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
784.342 ACRES




SEE SHEET 13
FOR LEGEND &
LINE & CURVE TABLES

N

0' 100' 200' 400'
SCALE: 1" = 200'

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC


AzTec Consultants, Inc.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
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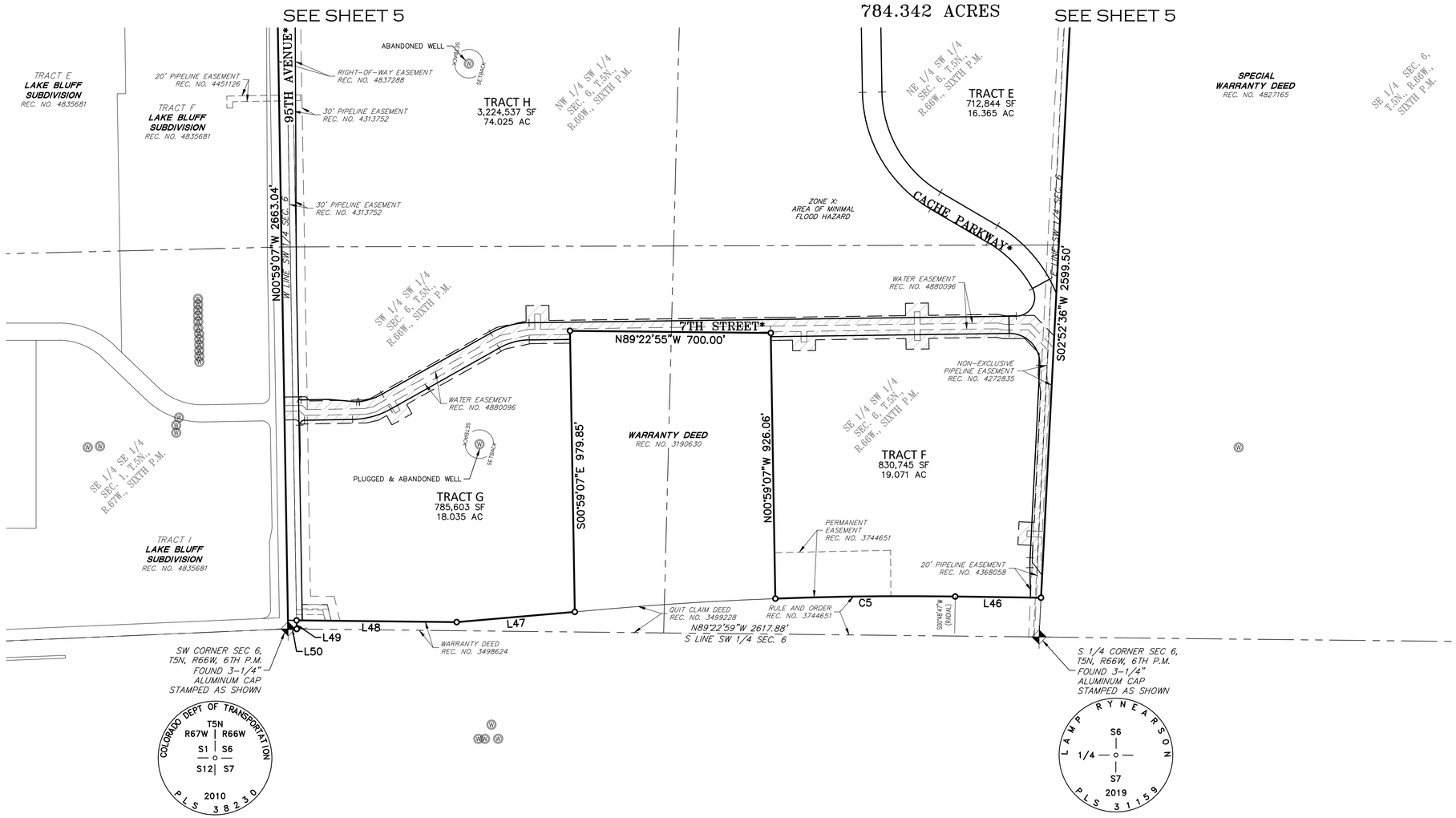
AzTec Proj. No.: 153219-01 Drawn By: BAM

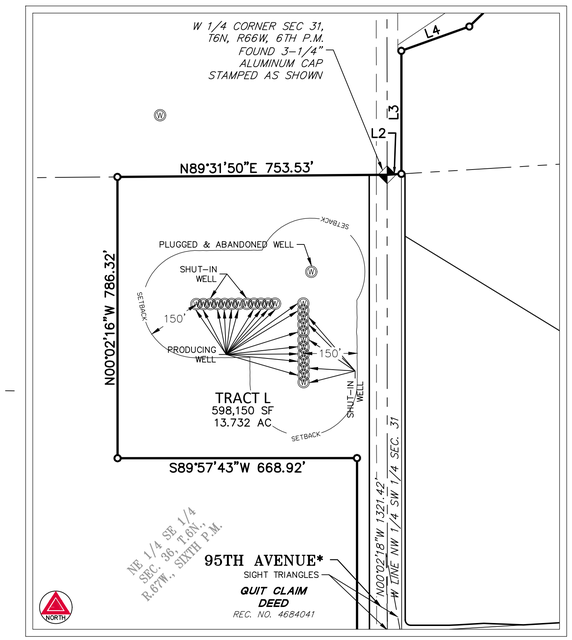
DEVELOPER
THE CACHE, LLC
1813 61ST, SUITE 200
GREELEY, COLORADO 80634
970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | 1" = 200' |
| SHEET 5 OF 13 | |

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
TOWNSHIP 6 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
784.342 ACRES




DETAIL "A"
SCALE: 1" = 200'

SEE SHEET 13
FOR LEGEND &
LINE & CURVE TABLES

N
0' 100' 200' 400'
SCALE: 1" = 200'

FOR REVIEW

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970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | 1" = 200' |
| SHEET 6 OF 13 | |

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

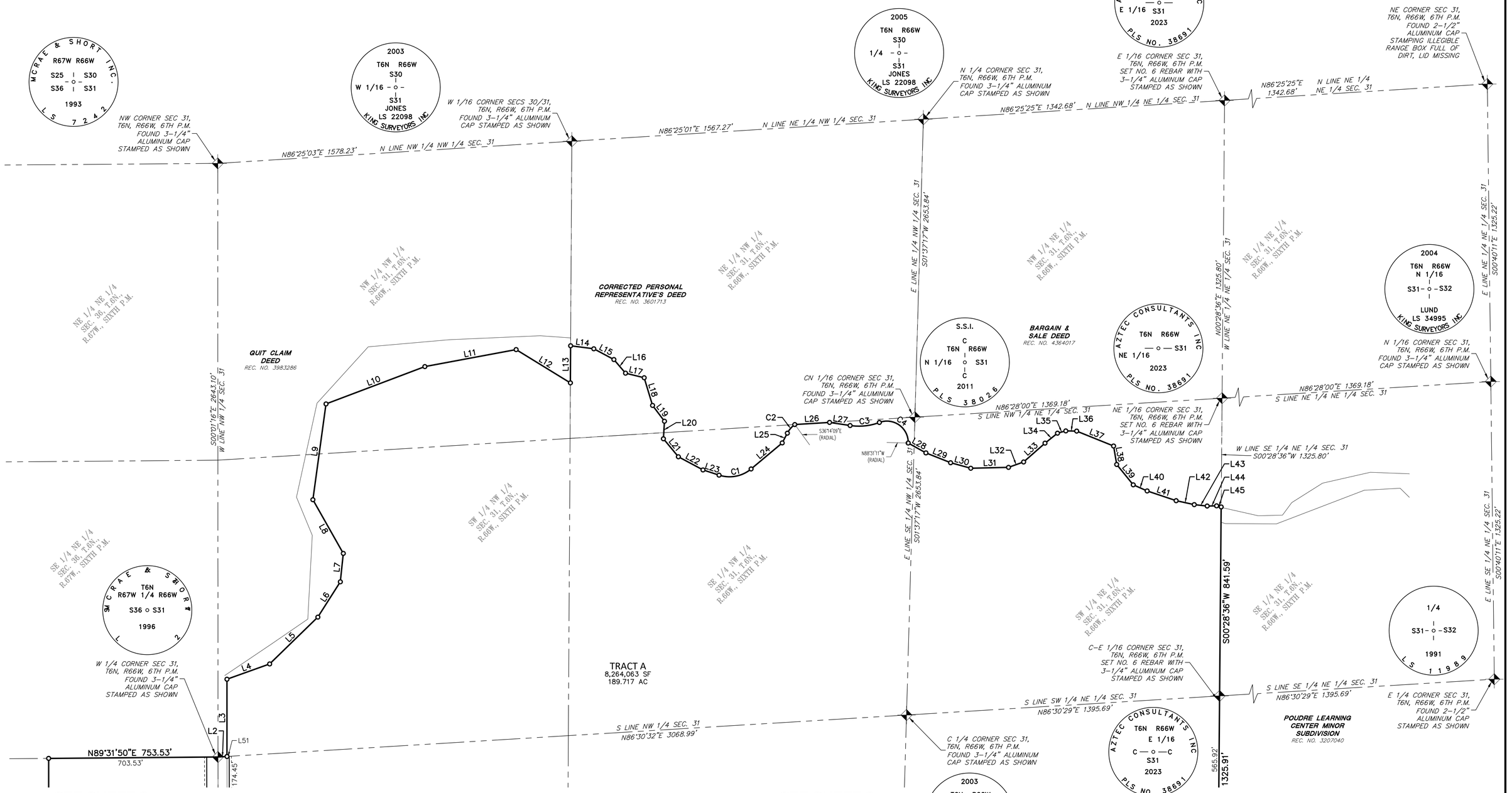
A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
TOWNSHIP 6 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
784.342 ACRES

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC

N

0' 100' 200' 400'
SCALE: 1" = 200'




SEE SHEET 8

SEE SHEET 8

SEE SHEET 13
FOR LEGEND &
LINE & CURVE TABLES

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970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | 1" = 200' |
| SHEET 7 OF 13 | |

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
TOWNSHIP 6 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
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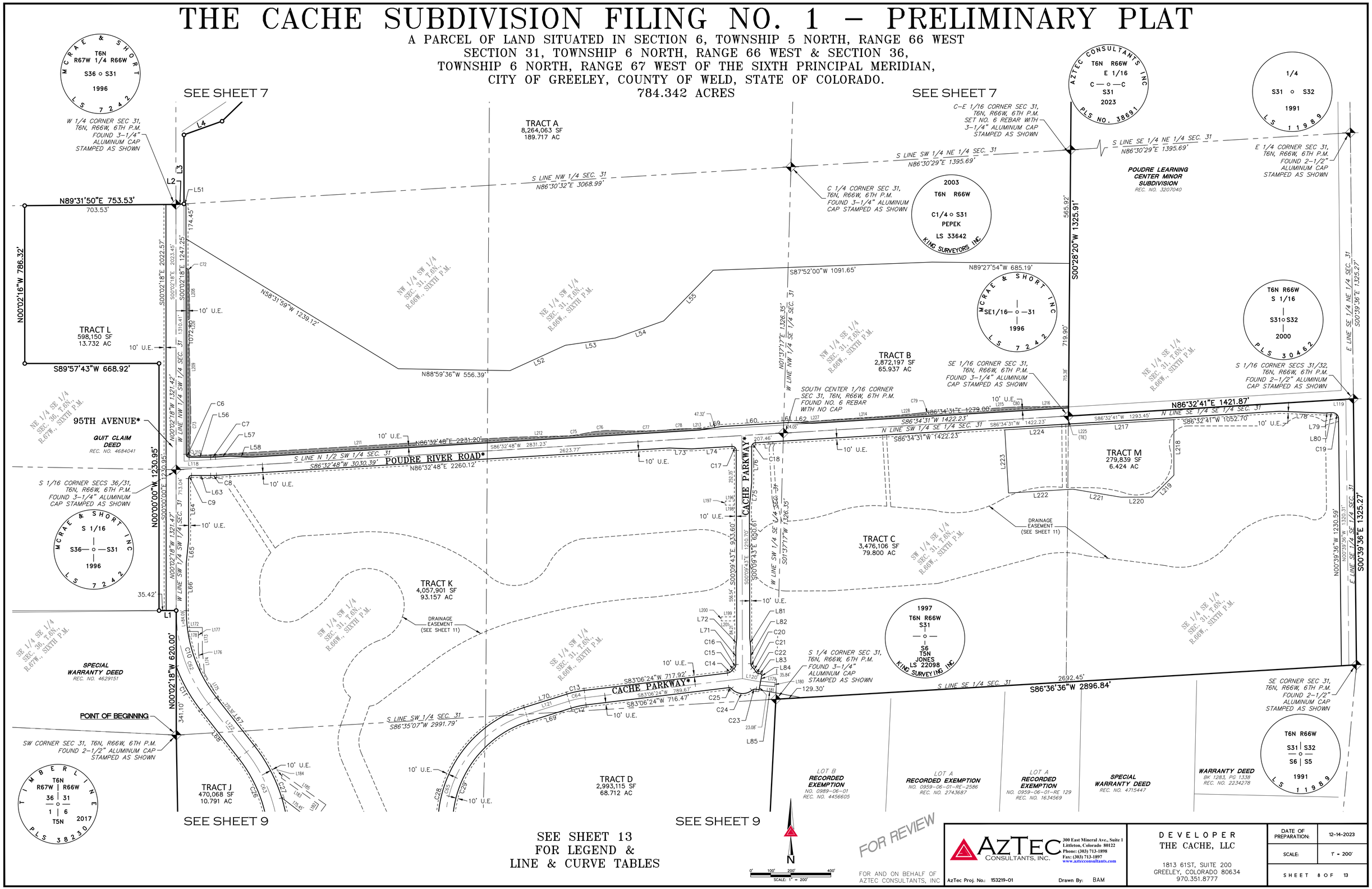


SEE SHEET 13
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970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | 1" = 200' |
| SHEET 8 OF 13 | |

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
TOWNSHIP 6 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
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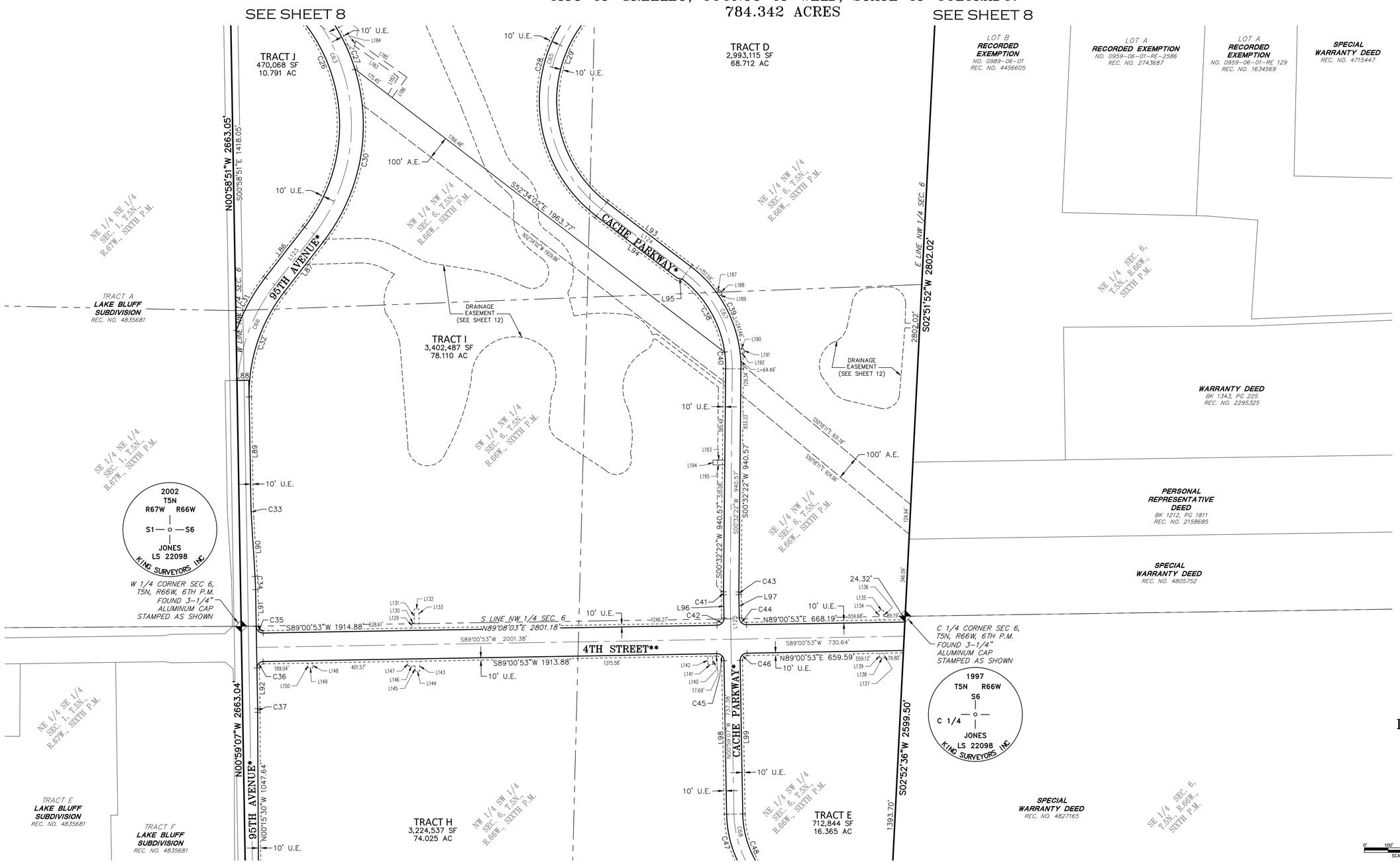
784.342 ACRES




SEE SHEET 13
FOR LEGEND &
LINE & CURVE TABLES

N

0' 100' 200' 400'
SCALE: 1" = 200'

FOR REVIEW

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970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | 1" = 200' |
| SHEET 9 OF 13 | |

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
TOWNSHIP 6 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
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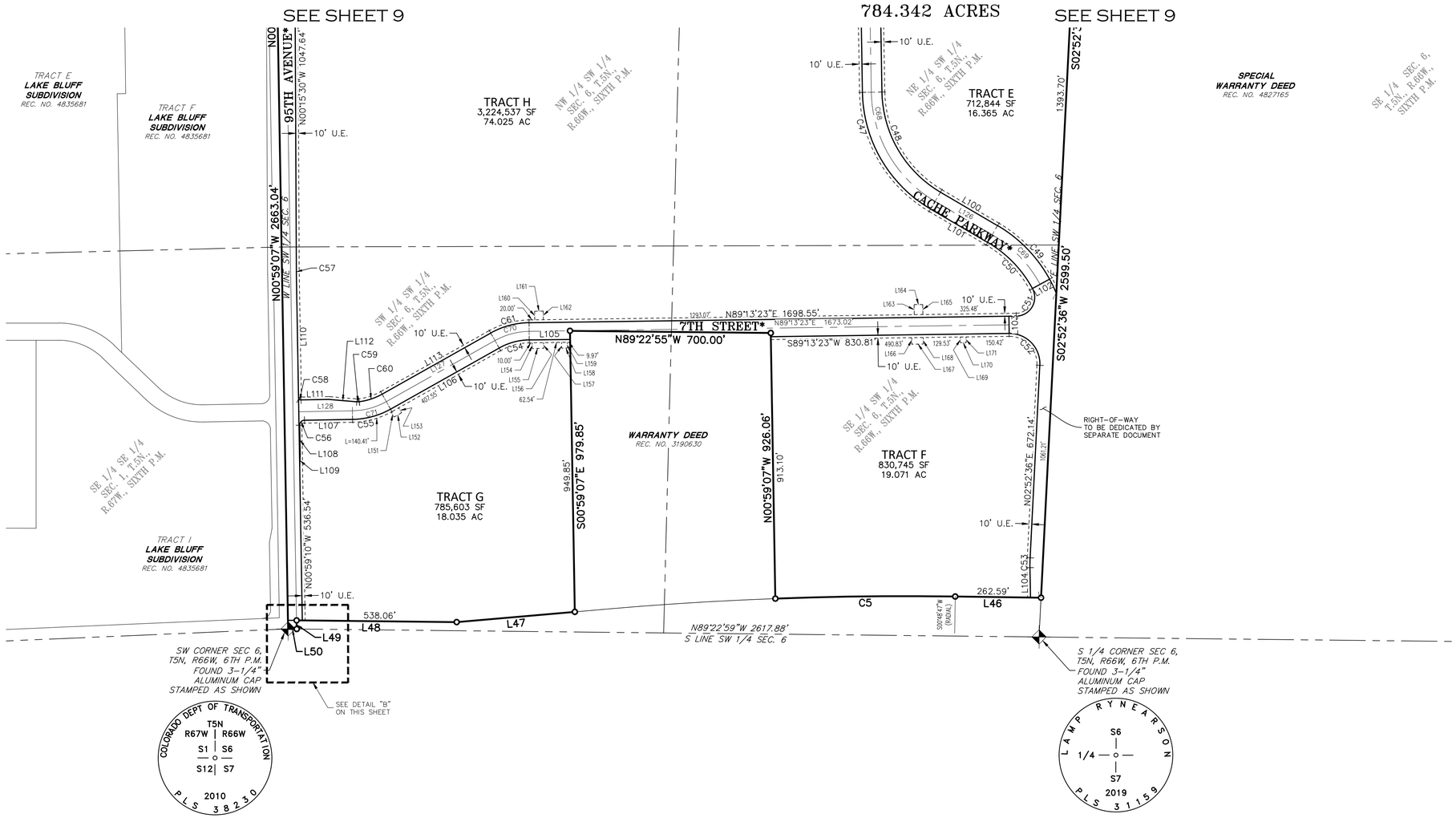


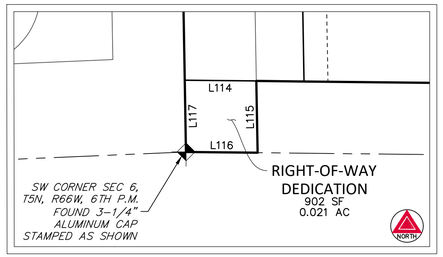


DETAIL "B"
SCALE: 1" = 30'

SEE SHEET 13
FOR LEGEND &
LINE & CURVE TABLES

N
0' 100' 200' 400'
SCALE: 1" = 200'

FOR REVIEW

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Drawn By: BAM

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970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | 1" = 200' |
| SHEET 10 OF 13 | |

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
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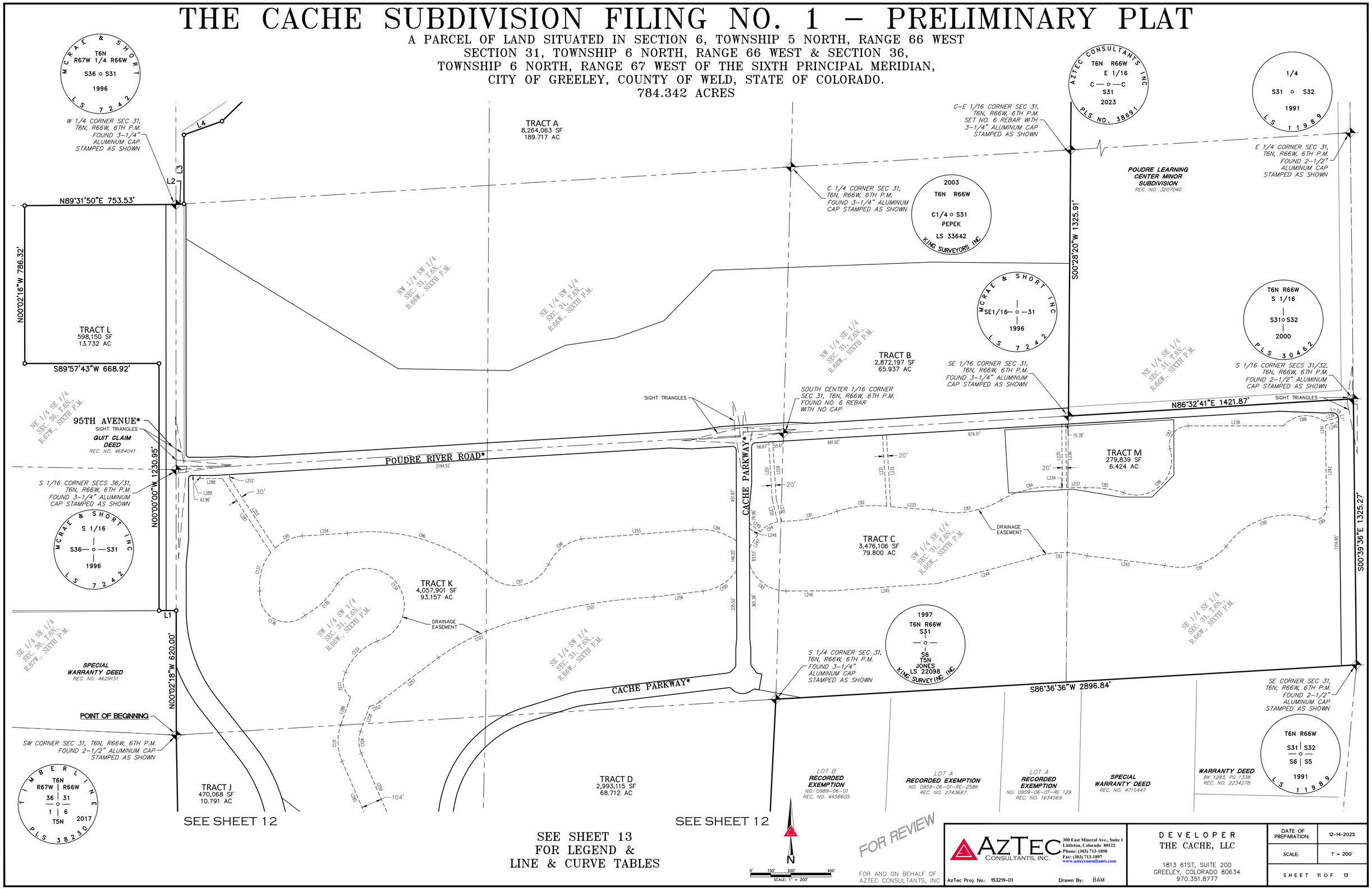


FOR REVIEW

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970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | 1" = 200' |
| SHEET 11 OF 13 | |

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
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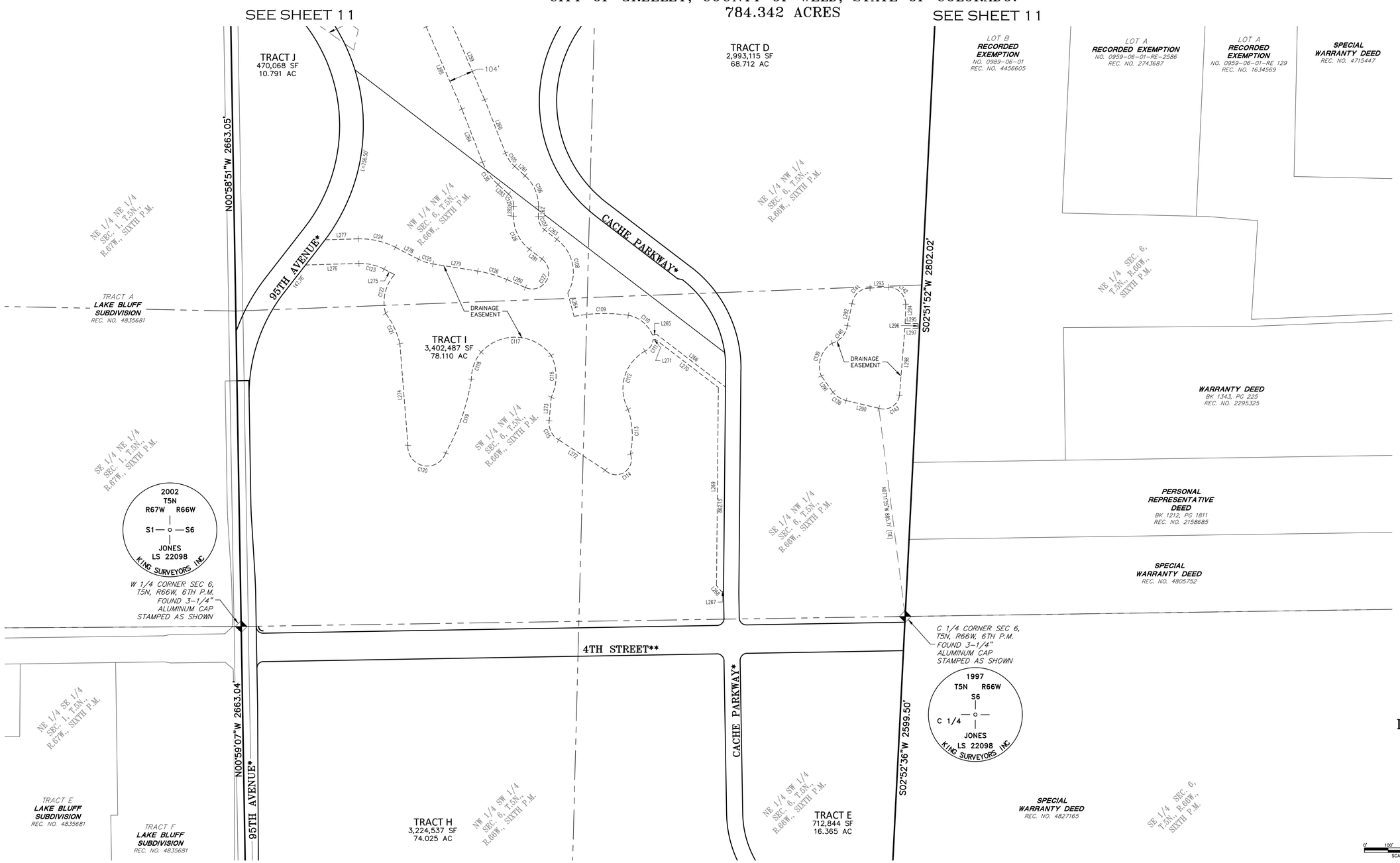


SEE SHEET 13
FOR LEGEND &
LINE & CURVE TABLES

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970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | 1" = 200' |
| SHEET 12 OF 13 | |

# THE CACHE SUBDIVISION FILING NO. 1 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST
SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36,
TOWNSHIP 6 NORTH, RANGE 67 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
784.342 ACRES

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L1 | S89°57'26"W | 85.42' |
| L2 | N86°30'32"E | 40.07' |
| L3 | N00°01'16"W | 343.96' |
| L4 | N70°18'38"E | 201.73' |
| L5 | N45°48'38"E | 299.16' |
| L6 | N32°28'38"E | 186.21' |
| L7 | N05°56'38"E | 127.20' |
| L8 | N29°30'22"W | 274.74' |
| L9 | N07°48'38"E | 430.43' |
| L10 | N69°16'38"E | 470.11' |
| L11 | N79°26'38"E | 413.13' |
| L12 | S58°27'22"E | 283.30' |
| L13 | N00°19'58"E | 165.15' |
| L14 | S82°35'28"E | 104.13' |
| L15 | S61°48'33"E | 101.22' |
| L16 | S40°28'35"E | 79.87' |
| L17 | S76°12'32"E | 85.48' |
| L18 | S16°50'06"E | 128.70' |
| L19 | S36°53'24"E | 88.05' |
| L20 | S03°24'45"W | 78.28' |
| L21 | S39°46'00"E | 104.17' |
| L22 | S61°49'26"E | 124.07' |
| L23 | S72°00'51"E | 75.31' |
| L24 | N50°04'19"E | 180.61' |
| L25 | N27°42'52"E | 49.03' |
| L26 | N86°27'39"E | 155.03' |
| L27 | S81°22'32"E | 92.54' |
| L28 | S60°51'04"E | 90.34' |

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L29 | S68°16'19"E | 118.31' |
| L30 | S74°43'21"E | 92.91' |
| L31 | N88°41'38"E | 168.06' |
| L32 | N70°17'04"E | 71.37' |
| L33 | N48°36'01"E | 126.79' |
| L34 | N51°24'39"E | 71.18' |
| L35 | N74°53'00"E | 38.23' |
| L36 | S89°05'48"E | 48.33' |
| L37 | S67°59'05"E | 177.11' |
| L38 | S09°34'57"E | 83.39' |
| L39 | S39°05'54"E | 116.76' |
| L40 | S66°12'14"E | 67.55' |
| L41 | S71°24'46"E | 136.08' |
| L42 | S77°45'48"E | 82.56' |
| L43 | S83°44'18"E | 57.83' |
| L44 | N88°46'31"E | 41.84' |
| L45 | S76°31'34"E | 21.07' |
| L46 | N89°11'40"W | 299.19' |
| L47 | S85°03'16"W | 413.42' |
| L48 | N89°22'54"W | 558.06' |
| L49 | S00°59'07"E | 30.08' |
| L50 | N89°22'59"W | 30.01' |
| L51 | N87°33'47"E | 10.01' |
| L52 | S65°25'24"W | 303.82' |
| L53 | S81°39'33"W | 251.95' |
| L54 | S70°30'21"W | 255.39' |
| L55 | S44°20'01"W | 352.05' |
| L56 | N89°57'16"E | 107.07' |

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L57 | N86°32'48"E | 73.91' |
| L58 | S87°44'34"E | 110.55' |
| L59 | N80°50'10"E | 110.55' |
| L60 | N86°32'48"E | 306.11' |
| L61 | N86°34'31"E | 35.98' |
| L62 | S87°42'51"E | 110.55' |
| L63 | N89°57'42"E | 95.01' |
| L64 | N00°02'18"W | 304.22' |
| L65 | N05°40'20"E | 120.60' |
| L66 | N00°02'18"W | 233.82' |
| L67 | N38°14'24"W | 306.17' |
| L68 | S38°14'24"E | 306.17' |
| L69 | S72°39'29"W | 222.98' |
| L70 | S72°39'29"W | 222.98' |
| L71 | S00°09'43"E | 82.63' |
| L72 | S05°32'55"W | 50.25' |
| L73 | S87°44'34"E | 110.55' |
| L74 | N86°32'48"E | 201.48' |
| L75 | S05°32'55"W | 120.60' |
| L76 | S00°09'43"E | 180.28' |
| L77 | S86°32'48"W | 142.29' |
| L78 | N87°44'41"W | 221.10' |
| L79 | S86°32'41"W | 28.60' |
| L80 | N88°40'32"W | 13.46' |
| L81 | S05°52'22"E | 50.25' |
| L82 | S00°09'43"E | 79.41' |
| L83 | S79°28'54"E | 18.79' |
| L84 | S10°31'06"W | 79.00' |

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L85 | S79°28'54"E | 230.68' |
| L86 | S37°52'24"W | 270.53' |
| L87 | N37°52'24"E | 270.54' |
| L88 | S89°01'16"W | 50.00' |
| L89 | N00°58'44"W | 459.28' |
| L90 | N03°33'16"W | 246.04' |
| L91 | N00°59'10"W | 155.47' |
| L92 | N00°59'10"W | 171.80' |
| L93 | S52°36'11"E | 447.29' |
| L94 | S52°36'11"E | 432.09' |
| L95 | S79°11'30"E | 18.98' |
| L96 | S00°59'07"E | 97.89' |
| L97 | S00°59'07"E | 97.89' |
| L98 | N00°59'07"W | 647.38' |
| L99 | N00°59'07"W | 647.38' |
| L100 | N59°36'59"W | 230.56' |
| L101 | N59°36'59"W | 230.56' |
| L102 | S61°22'01"W | 68.00' |
| L103 | S00°46'37"E | 60.00' |
| L104 | N01°06'12"W | 104.12' |
| L105 | S89°13'23"W | 142.48' |
| L106 | S60°39'31"W | 434.44' |
| L107 | S89°00'49"W | 167.73' |
| L108 | S00°59'11"E | 102.00' |
| L109 | S02°24'59"W | 42.07' |
| L110 | N00°59'10"W | 437.14' |
| L111 | N89°00'49"E | 97.00' |
| L112 | S85°18'30"E | 98.13' |

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L113 | N60°39'31"E | 434.44' |
| L114 | N89°22'54"W | 30.01' |
| L115 | N00°59'07"W | 30.08' |
| L116 | S89°22'59"E | 30.01' |
| L117 | S00°59'07"E | 30.08' |
| L118 | S89°57'42"W | 172.01' |
| L119 | N88°40'32"W | 69.97' |
| L120 | S79°28'54"E | 91.00' |
| L121 | S72°39'29"W | 222.98' |
| L122 | N38°14'24"W | 306.17' |
| L123 | N37°52'24"E | 270.53' |
| L124 | S52°36'11"E | 447.29' |
| L125 | S00°59'07"E | 187.89' |
| L126 | N59°36'59"W | 230.56' |
| L127 | N60°39'31"E | 434.44' |
| L128 | N89°00'49"E | 187.23' |
| L129 | N00°59'07"W | 20.00' |
| L130 | N89°00'53"E | 10.00' |
| L131 | N00°59'07"W | 60.00' |
| L132 | N89°00'53"E | 20.00' |
| L133 | S00°59'07"E | 80.00' |
| L134 | N00°59'09"W | 40.02' |
| L135 | N89°00'51"E | 20.00' |
| L136 | S00°59'09"E | 40.02' |
| L137 | N00°59'07"W | 20.00' |
| L138 | N89°00'53"E | 20.00' |
| L139 | S00°59'07"E | 20.00' |
| L140 | N00°59'07"W | 35.00' |

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L141 | N89°00'53"E | 20.00' |
| L142 | S00°59'07"E | 35.00' |
| L143 | S00°59'07"E | 41.45' |
| L144 | S89°00'53"W | 20.00' |
| L145 | N00°59'07"W | 21.45' |
| L146 | S89°00'53"W | 30.00' |
| L147 | N00°59'07"W | 20.00' |
| L148 | N00°59'07"W | 20.01' |
| L149 | N89°00'53"E | 20.00' |
| L150 | S00°59'07"E | 20.01' |
| L151 | N30°07'06"W | 20.02' |
| L152 | S60°39'31"W | 30.00' |
| L153 | S30°07'06"E | 20.00' |
| L154 | N00°46'37"W | 20.00' |
| L155 | S89°13'23"W | 40.00' |
| L156 | S00°46'37"E | 20.00' |
| L157 | N00°46'37"W | 20.05' |
| L158 | S89°13'23"W | 20.00' |
| L159 | S00°46'37"E | 20.05' |
| L160 | S00°46'37"E | 30.00' |
| L161 | S89°13'23"W | 30.00' |
| L162 | N00°46'37"W | 30.00' |
| L163 | S00°46'37"E | 34.97' |
| L164 | S89°13'23"W | 30.00' |
| L165 | N00°46'37"W | 34.97' |
| L166 | N00°46'35"W | 22.86' |
| L167 | S89°13'25"W | 40.00' |
| L168 | S00°46'35"E | 22.86' |

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L169 | N00°46'37"W | 20.00' |
| L170 | S89°13'23"W | 20.00' |
| L171 | S00°46'37"E | 20.00' |
| L172 | N89°57'42"E | 74.96' |
| L173 | S00°02'19"E | 109.57' |
| L174 | S04°58'53"E | 118.46' |
| L175 | S28°43'53"E | 170.57' |
| L176 | S04°58'53"E | 110.17' |
| L177 | S00°02'19"E | 90.43' |
| L178 | N89°57'42"E | 52.25' |
| L179 | S84°38'36"E | 72.32' |
| L180 | S05°21'24"W | 20.00' |
| L181 | N84°38'36"W | 74.13' |
| L182 | S30°50'52"W | 85.91' |
| L183 | S54°37'00"E | 226.90' |
| L184 | S12°45'43"W | 21.67' |
| L185 | N54°37'00"W | 265.79' |
| L186 | N36°25'58"E | 106.44' |
| L187 | S58°53'49"W | 18.36' |
| L188 | N31°06'11"W | 20.00' |
| L189 | N58°53'49"E | 16.87' |
| L190 | N80°23'49"E | 17.26' |
| L191 | S09°36'11"E | 20.00' |
| L192 | S80°23'49"W | 18.03' |
| L193 | N89°27'00"W | 50.00' |
| L194 | S00°33'00"W | 20.00' |
| L195 | S89°27'00"E | 50.00' |
| L196 | S89°56'29"W | 45.62' |

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L197 | S00°03'31"E | 20.00' |
| L198 | N89°56'29"E | 45.66' |
| L199 | N90°00'00"W | 67.27' |
| L200 | S00°00'00"E | 20.00' |
| L201 | N90°00'00"E | 67.33' |
| L208 | N00°56'18"W | 197.63' |
| L209 | N01°16'30"W | 291.66' |
| L210 | S84°34'39"W | 52.78' |
| L211 | S86°39'19"W | 1550.15' |
| L212 | S88°44'40"W | 252.18' |
| L213 | S88°37'52"W | 147.58' |
| L214 | N86°16'18"E | 276.46' |
| L215 | N86°30'36"E | 384.06' |
| L216 | N89°20'56"E | 221.89' |
| L217 | N86°32'41"E | 522.73' |
| L218 | S00°05'45"E | 276.65' |
| L219 | S44°54'15"W | 154.13' |
| L220 | S89°54'15"W | 154.13' |
| L221 | N80°31'32"W | 243.81' |
| L222 | S86°34'31"W | 320.71' |
| L223 | N03°25'29"W | 315.00' |
| L224 | N86°34'31"E | 320.71' |
| L225 | S03°26'31"E | 50.00' |
| L226 | N01°20'17"E | 125.43' |
| L227 | N85°36'36"E | 204.44' |
| L228 | N84°16'53"E | 146.58' |
| L229 | N03°27'12"W | 284.25' |
| L230 | N13°53'38"W | 115.76' |

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L231 | N03°25'44"W | 354.50' |
| L232 | N03°25'44"W | 358.18' |
| L233 | N85°34'01"W | 207.21' |
| L234 | S89°03'39"E | 4.18' |
| L235 | N00°36'56"W | 313.22' |
| L236 | N00°36'56"W | 314.75' |
| L237 | N89°03'39"W | 93.97' |
| L238 | N89°59'07"W | 474.89' |
| L239 | S74°18'00"W | 74.84' |
| L240 | N74°08'44"E | 67.29' |
| L241 | N00°01'11"E | 44.90' |
| L242 | N00°42'09"W | 364.73' |
| L243 | S82°55'48"E | 389.87' |
| L244 | N74°57'52"E | 479.85' |
| L245 | N85°59'54"E | 530.18' |
| L246 | N89°47'46"E | 229.37' |
| L247 | N32°28'40"E | 76.11' |
| L248 | N52°01'30"W | 52.19' |
| L249 | N52°01'30"W | 69.06' |
| L250 | N13°53'38"W | 115.25' |
| L251 | N03°27'12"W | 286.07' |
| L252 | N04°00'36"W | 23.58' |
| L253 | N33°18'25"W | 410.35' |
| L254 | S86°29'20"W | 225.25' |
| L255 | S85°26'21"W | 558.34' |
| L256 | N83°06'30"E | 245.05' |
| L257 | N52°56'10"E | 363.34' |
| L258 | N19°13'03"E | 133.98' |

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L259 | N23°25'48"W | 379.76' |
| L260 | N21°17'00"W | 241.70' |
| L261 | N47°54'02"W | 59.32' |
| L262 | N01°13'11"E | 41.64' |
| L263 | N52°09'58"W | 65.85' |
| L264 | N14°57'44"W | 101.74' |
| L265 | S82°39'48"W | 18.82' |
| L266 | N52°34'02"W | 364.43' |
| L267 | S89°27'38"E | 10.00' |
| L268 | N39°45'12"W | 30.93' |
| L269 | S00°32'22"W | 836.05' |
| L270 | N52°34'02"W | 333.70' |
| L271 | S82°39'48"W | 10.89' |
| L272 | N56°48'23"W | 233.67' |
| L273 | N04°59'55"E | 98.91' |
| L274 | N04°31'02"W | 430.11' |
| L275 | S62°39'08"E | 49.43' |
| L276 | N88°19'36"E | 225.34' |
| L277 | N88°19'36"E | 139.59' |
| L278 | S62°39'08"E | 109.57' |
| L279 | S80°59'02"E | 191.23' |
| L280 | S66°33'10"E | 85.39' |
| L281 | N52°09'58"W | 66.98' |
| L282 | N01°13'11"E | 41.64' |
| L283 | N47°54'02"W | 59.32' |
| L284 | N21°17'00"W | 239.75' |
| L285 | N23°25'48"W | 377.82' |
| L286 | N19°16'25"E | 145.37' |

LINE TABLE

| LINE | BEARING | LENGTH |
|---|---|---|
| L287 | S33°12'01"E | 441.62' |
| L288 | N89°57'42"E | 110.06' |
| L289 | S00°02'02"E | 15.00' |
| L290 | S76°45'44"E | 141.83' |
| L291 | S35°33'48"E | 84.96' |
| L292 | S12°01'39"W | 94.10' |
| L293 | S87°14'39"W | 76.99' |
| L294 | N01°45'43"E | 81.62' |
| L295 | N89°45'33"W | 55.06' |
| L296 | S00°14'14"W | 20.00' |
| L297 | N89°45'33"W | 55.95' |
| L298 | N04°38'36"E | 283.96' |

LINE TAGS 202 – 207
WERE INTENTIONALLY DELETED

CURVE TABLE

| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C1 | 57°54'50" | 150.00' | 151.62' |
| C2 | 26°03'00" | 112.19' | 51.01' |
| C3 | 29°08'09" | 260.00' | 132.21' |
| C4 | 111°59'28" | 95.00' | 185.68' |
| C5 | 2°58'19" | 12090.00' | 627.12' |
| C6 | 90°00'26" | 15.00' | 23.56' |
| C7 | 3°24'29" | 399.00' | 23.73' |
| C8 | 3°24'55" | 490.00' | 29.21' |
| C9 | 90°00'00" | 15.00' | 23.56' |
| C10 | 38°12'07" | 700.00' | 466.72' |
| C11 | 17°50'16" | 800.00' | 249.06' |
| C12 | 10°26'54" | 413.50' | 75.41' |
| C13 | 10°26'54" | 486.50' | 88.72' |
| C14 | 44°42'05" | 36.00' | 28.09' |
| C15 | 11°32'37" | 66.00' | 13.30' |
| C16 | 50°06'39" | 26.00' | 22.74' |
| C17 | 93°17'29" | 20.00' | 32.56' |
| C18 | 86°42'31" | 20.00' | 30.27' |
| C19 | 88°00'56" | 30.00' | 46.08' |
| C20 | 47°55'59" | 25.50' | 21.33' |

CURVE TABLE

| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C21 | 20°19'44" | 74.50' | 26.43' |
| C22 | 51°42'56" | 17.50' | 15.80' |
| C23 | 48°56'20" | 27.50' | 23.49' |
| C24 | 86°23'54" | 74.50' | 112.34' |
| C25 | 54°52'16" | 15.00' | 14.37' |
| C26 | 76°06'48" | 700.00' | 929.90' |
| C27 | 21°04'19" | 800.00' | 294.22' |
| C28 | 125°15'40" | 611.50' | 1336.87' |
| C29 | 125°15'40" | 538.50' | 1177.28' |
| C30 | 55°02'29" | 800.00' | 768.52' |
| C31 | 18°29'27" | 800.00' | 258.18' |
| C32 | 38°51'08" | 700.00' | 474.67' |
| C33 | 2°34'32" | 1150.00' | 51.69' |
| C34 | 2°34'06" | 1250.00' | 56.03' |
| C35 | 89°59'57" | 28.50' | 44.77' |
| C36 | 90°00'03" | 26.50' | 41.63' |
| C37 | 0°43'31" | 1250.00' | 15.83' |
| C38 | 44°22'46" | 472.00' | 365.60' |
| C39 | 53°08'33" | 536.50' | 497.61' |
| C40 | 8°32'51" | 472.00' | 70.41' |

CURVE TABLE

| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C41 | 1°31'29" | 478.00' | 12.72' |
| C42 | 90°00'00" | 30.00' | 47.12' |
| C43 | 1°31'29" | 413.50' | 11.00' |
| C44 | 90°00'00" | 30.00' | 47.12' |
| C45 | 90°00'00" | 30.00' | 47.12' |
| C46 | 90°00'00" | 30.00' | 47.12' |
| C47 | 58°37'52" | 481.00' | 492.21' |
| C48 | 58°37'52" | 413.00' | 422.63' |
| C49 | 37°31'57" | 487.00' | 319.02' |
| C50 | 30°59'00" | 419.00' | 226.58' |
| C51 | 117°51'22" | 65.00' | 133.70' |
| C52 | 93°39'13" | 105.50' | 172.45' |
| C53 | 3°58'48" | 495.00' | 34.39' |
| C54 | 28°33'52" | 220.00' | 109.68' |
| C55 | 28°21'18" | 280.00' | 138.57' |
| C56 | 90°00'00" | 17.00' | 26.70' |
| C57 | 0°43'40" | 1150.00' | 14.61' |
| C58 | 29°38'46" | 17.21' | 8.90' |
| C59 | 12°01'21" | 39.50' | 8.29' |
| C60 | 22°02'28" | 220.00' | 84.63' |

CURVE TABLE

| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C61 | 28°33'52" | 280.00' | 139.59' |
| C62 | 38°12'07" | 750.00' | 500.06' |
| C63 | 76°06'48" | 750.00' | 996.32' |
| C64 | 10°26'54" | 450.00' | 82.06' |
| C65 | 125°15'40" | 575.00' | 1257.08' |
| C66 | 33°27'23" | 750.00' | 437.94' |
| C67 | 53°08'33" | 500.00' | 463.75' |
| C68 | 58°37'52" | 450.00' | 460.49' |
| C69 | 30°59'00" | 450.00' | 243.34' |
| C70 | 28°33'52" | 250.00' | 124.64' |
| C71 | 28°21'18" | 250.00' | 123.72' |
| C72 | 59°06'01" | 30.36' | 31.32' |
| C73 | 5°35'30" | 2932.22' | 286.16' |
| C74 | 82°41'10" | 13.35' | 19.26' |
| C75 | 11°35'19" | 496.00' | 100.32' |
| C76 | 15°24'08" | 609.50' | 163.84' |
| C77 | 7°49'55" | 2150.00' | 293.90' |
| C78 | 3°54'18" | 504.00' | 34.35' |
| C79 | 2°13'43" | 1500.00' | 58.34' |
| C80 | 2°50'21" | 1500.00' | 74.33' |

CURVE TABLE

| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C81 | 20°20'03" | 793.63' | 281.66' |
| C82 | 23°53'04" | 600.16' | 250.19' |
| C83 | 45°31'45" | 449.39' | 357.10' |
| C84 | 35°21'59" | 504.37' | 311.33' |
| C85 | 18°31'56" | 596.73' | 193.01' |
| C86 | 129°19'18" | 175.41' | 395.91' |
| C87 | 103°36'33" | 93.00' | 168.17' |
| C88 | 85°18'40" | 149.81' | 223.07' |
| C89 | 128°35'40" | 59.49' | 133.52' |
| C90 | 68°49'57" | 380.35' | 456.93' |
| C91 | 62°36'15" | 308.08' | 336.62' |
| C92 | 36°19'54" | 447.29' | 283.63' |
| C93 | 70°13'46" | 195.16' | 239.22' |
| C94 | 39°39'21" | 147.12' | 101.82' |
| C95 | 36°26'20" | 235.17' | 149.56' |
| C96 | 46°51'05" | 908.96' | 743.26' |
| C97 | 110°29'05" | 189.89' | 366.17' |
| C98 | 51°54'23" | 235.06' | 212.95' |
| C99 | 42°42'14" | 307.88' | 229.47' |
| C100 | 48°56'57" | 236.65' | 202.18' |

CURVE TABLE

| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C101 | 12°59'07" | 2845.68' | 644.94' |
| C102 | 22°24'18" | 1239.22' | 484.59' |
| C103 | 34°13'52" | 99.76' | 59.60' |
| C104 | 42°41'38" | 148.00' | 110.28' |
| C105 | 26°37'02" | 148.00' | 68.75' |
| C106 | 49°07'13" | 172.00' | 147.46' |
| C107 | 53°23'09" | 68.00' | 63.36' |
| C108 | 83°16'35" | 174.13' | 253.09' |
| C109 | 19°06'06" | 690.19' | 230.10' |
| C110 | 57°41'17" | 136.72' | 137.66' |
| C111 | 62°03'30" | 56.77' | 61.49' |
| C112 | 89°03'16" | 182.36' | 283.44' |
| C113 | 30°59'48" | 352.23' | 190.55' |
| C114 | 157°03'46" | 64.71' | 177.39' |
| C115 | 67°46'03" | 81.32' | 96.18' |
| C116 | 52°20'59" | 200.31' | 183.02' |
| C117 | 101°02'22" | 191.55' | 337.79' |
| C118 | 40°16'29" | 175.78' | 123.56' |
| C119 | 20°57'24" | 907.34' | 331.87' |
| C120 | 165°15'35" | 81.98' | 236.45' |

CURVE TABLE

| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C121 | 24°34'19" | 333.38' | 142.98' |
| C122 | 56°39'05" | 176.95' | 174.96' |
| C123 | 29°01'17" | 217.23' | 110.03' |
| C124 | 29°01'17" | 321.23' | 162.71' |
| C125 | 18°19'54" | 202.55' | 64.80' |
| C126 | 14°25'51" | 509.12' | 128.23' |
| C127 | 167°12'47" | 70.13' | 204.68' |
| C128 | 53°23'09" | 172.00' | 160.26' |
| C129 | 49°07'13" | 68.00' | 58.30' |
| C130 | 26°37'02" | 252.00' | 117.07' |
| C131 | 42°41'38" | 252.00' | 187.78' |
| C132 | 81°21'23" | 96.65' | 137.24' |
| C133 | 44°58'22" | 289.57' | 227.29' |
| C134 | 218°13'46" | 184.10' | 701.21' |
| C135 | 30°51'03" | 424.64' | 228.64' |
| C136 | 138°37'21" | 136.27' | 329.68' |
| C137 | 46°13'56" | 252.39' | 203.65' |
| C138 | 33°40'13" | 113.00' | 66.40' |
| C139 | 80°04'12" | 113.12' | 158.09' |
| C140 | 64°05'03" | 92.62' | 103.59' |

CURVE TABLE

| CURVE | DELTA | RADIUS | LENGTH |
|---|---|---|---|
| C141 | 84°10'12" | 75.27' | 110.58' |
| C142 | 88°42'20" | 73.65' | 114.03' |
| C143 | 100°52'12" | 66.49' | 117.06' |

## LEGEND

FOUND ALIQUOT CORNER AS SHOWN HEREON UNLESS OTHERWISE NOTED

SET NO. 5 X 18" REBAR WITH 1-1/4" GREEN PLASTIC CAP STAMPED "AZTEC PLS 38691"

A.E. ACCESS EASEMENT
D.E. DRAINAGE EASEMENT
U.E. UTILITY EASEMENT
W.E. WATER EASEMENT
TRAIL EASEMENT
* PUBLIC RIGHT-OF-WAY WIDTH VARIES
** 120' WIDE PUBLIC RIGHT-OF-WAY
FP FLOOD PLAIN LINE

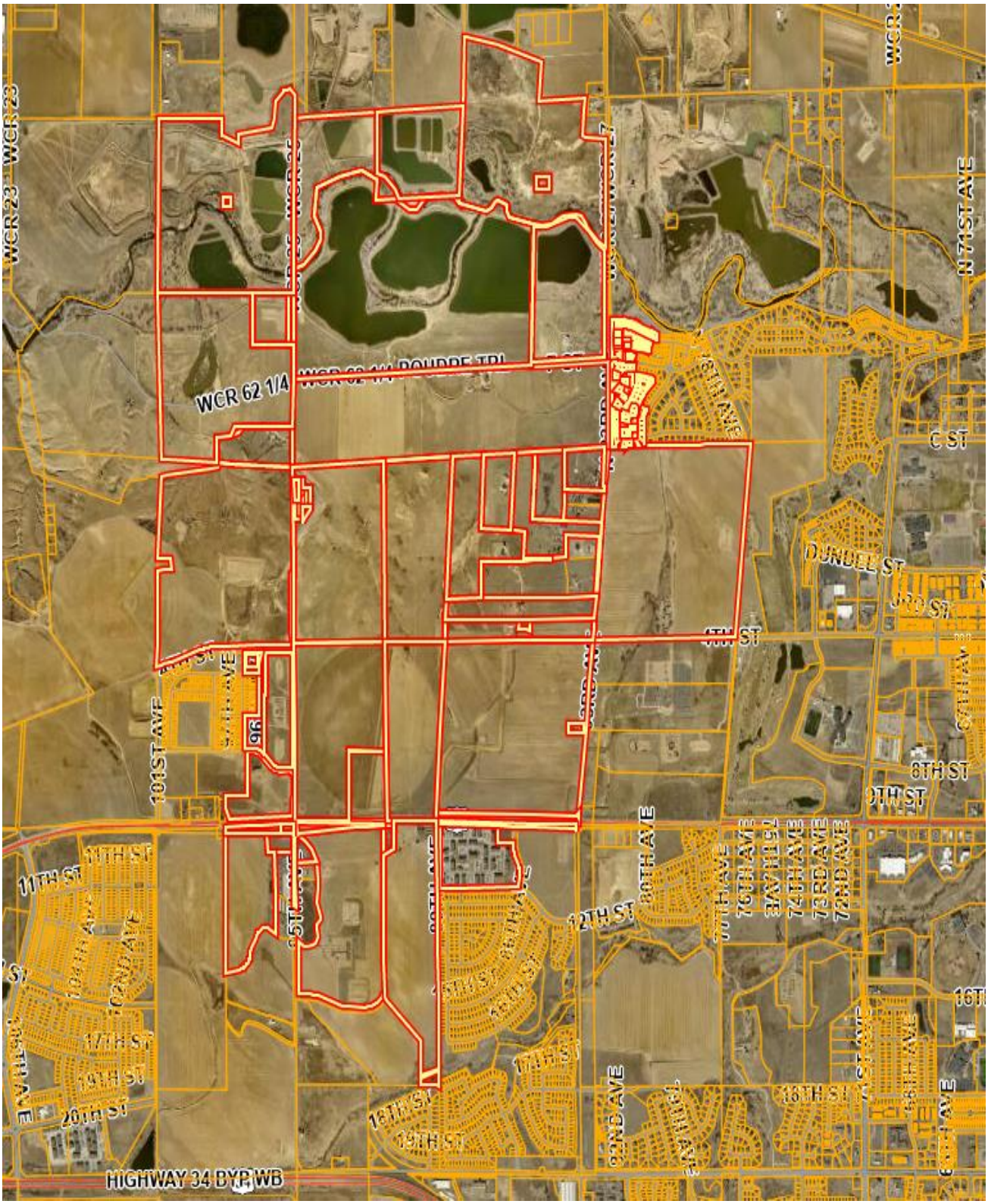
AZTEC CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com

AzTec Proj. No.: 153219-01
Drawn By: BAM

DEVELOPER
THE CACHE, LLC
1813 61ST, SUITE 200
GREELEY, COLORADO 80634
970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 12-14-2023 |
| SCALE: | N/A |
| SHEET 13 OF 13 | |

**SUB2023-0015, THE CACHE SUBDIVISION NO. 1 PRELIMINARY PLAT**
**NEIGHBORHOOD NOTIFICATION BOUNDARY MAP**



# THE CACHE

ESTD 2022

CLASSIC COUNTRY LIVING

*Along the Poudre River*

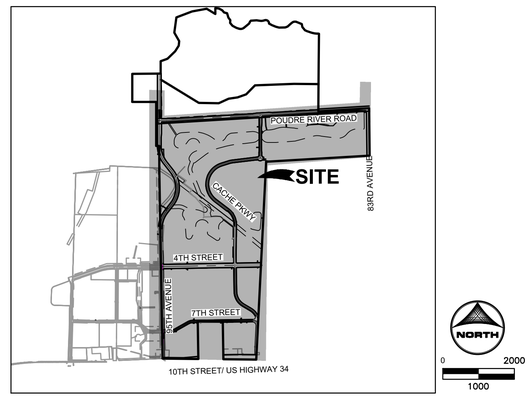
THE CACHE SUBDIVISION FILING NO. 1 PRELIMINARY LANDSCAPE PLAN
A PARCEL OF LAND SITUATED IN SECTION 6, TOWNSHIP 5 NORTH, RANGE 66 WEST; SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST & SECTION 36, TOWNSHIP 6 NORTH RANGE 67 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
784.343 ACRES AND TRACTS A-L
PLANNING AREA B,C,D,E METRO DISTRICT IMPROVEMENTS: PUD2020-0007
PROJECT NUMBER: SUB2022-0015

| LAND USE SUMMARY CHART | | | |
|---|---|---|---|
| TYPE | AREA (S.F) | AREA (ACRES) | % OF TOTAL AREA |
| TRACT A | 8,264,063 SF | 189.717 AC | 24.19% |
| TRACT B | 2,872,197 SF | 65.937 AC | 8.41% |
| TRACT C | 3,476,106 SF | 79.800 AC | 10.17% |
| TRACT D | 712,844 SF | 16.365 AC | 2.09% |
| TRACT E | 830,745 SF | 19.071 AC | 2.43% |
| TRACT F | 785,603 SF | 18.035 AC | 2.30% |
| TRACT G | 3,224,537 SF | 74.025 AC | 9.44% |
| TRACT H | 4,057,901 SF | 93.157 AC | 11.88% |
| TRACT I | 470,068 SF | 10.791 AC | 1.37% |
| TRACT J | 598,150 SF | 13.732 AC | 1.75% |
| TRACT K | 3,402,487 SF | 78.110 AC | 9.96% |
| TRACT L | 2,993,115 SF | 68.712 AC | 8.76% |
| TRACT M | 279,839 SF | 6.424 AC | 0.82% |
| ROW (PLAT) | 1,935,794 SF | 44.440 AC | 5.66% |
| ROW (SEP. DOC) | 262,471 SF | 6.025 AC | 0.77% |
| TOTALS | 34,165,916 SF | 784.342 AC | 100.00% |

| EASEMENT TYPE | USE | EASEMENT GRANT TO | SURFACE MAINTENANCE |
|---|---|---|---|
| ACCESS EASEMENT (A.E.) | SIDEWALKS | C/O GREELEY | PROPERTY OWNER |
| DRAINAGE EASEMENT (D.E.) | DRAINAGE FACILITIES AND/OR CONVEYANCE | C/O GREELEY | PROPERTY OWNER |
| UTILITY EASEMENT (U.E.) | DRY UTILITIES | UTILITY PROVIDER OR C/O GREELEY | PROPERTY OWNER |
| WATER EASEMENT (W.E.) | WATER FACILITIES AND/OR CONVEYANCE | C/O GREELEY | PROPERTY OWNER |

| TRACT TABLE | | | | |
|---|---|---|---|---|
| TRACT | PURPOSE | OWNERSHIP | MAINTENANCE | SIZE (SF & AC) |
| A | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 8,264,063 SF (189.717 AC) |
| B* | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 2,872,197 SF (65.937 AC) |
| C | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 3,476,106 SF (79.800 AC) |
| D | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 712,844 SF (16.365 AC) |
| E | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 830,745 SF (19.071 AC) |
| F | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 785,603 SF (18.035 AC) |
| G | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 3,224,537 SF (74.025 AC) |
| H | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 4,057,901 SF (93.157 AC) |
| I | OPEN SPACE | CITY OF GREELEY | CITY OF GREELEY | 470,068 SF (10.791 AC) |
| J | OPEN SPACE | CITY OF GREELEY | CITY OF GREELEY | 598,150 SF (13.732 AC) |
| K | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 3,402,487 SF (78.110 AC) |
| L | FUTURE DEVELOPMENT | THE CACHE, LLC | THE CACHE, LLC | 2,993,115 SF (68.712 AC) |
| M | OPEN SPACE | CITY OF GREELEY | CITY OF GREELEY | 279,839 SF (6.424 AC) |
| | | | TOTAL: | 31,967,652 SF (733.876 AC) |

*TRACT B IS THE LOCATION OF FUTURE PROPOSED THE CACHE SUBDIVISION FILING NO. 2




## VICINITY MAP

## SHEET INDEX


| Sheet Number | Sheet Title |
|---|---|
| 1 | TITLE SHEET |
| 2 | LANDSCAPE NOTES |
| 3 | LANDSCAPE PLAN (OVERALL) |
| 4-30 | LANDSCAPE PLAN |
| 31 | LANDSCAPE DETAILS |


## SITE BENCHMARK:

CITY OF GREELEY BENCHMARK NUMBER 88 BEING A 2-1/2" ALUMINUM ALLOY CAP IN A PLASTIC BOX LOCATED AT THE SOUTHEAST INTERSECTION OF JONES DITCH AND WELD COUNTY ROAD 25, 5.3 FEET EAST OF THE EDGE OF ASPHALT, 3.5 FEET NORTH OF THE SOUTHEAST CORNER OF GUARD RAIL I BEAM, AND 14.6 FEET WEST OF THE SOUTHEAST CORNER OF A CONCRETE STRUCTURE.

## BASIS OF BEARING:

BEARINGS SHOWN HEREON ARE GRID BEARINGS DERIVED FROM GPS OBSERVATION BASED UPON THE COLORADO COORDINATE SYSTEM OF 1983 NORTH ZONE (NAD 83, 2011) REFERENCED ON TO THE EAST LINE OF THE WEST HALF OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 67 WEST, SIXTH PRINCIPAL MERIDIAN BEING MONUMENTED AS SHOWN HEREON, TAKEN TO BEAR NORTH 01°41'09" EAST, A DISTANCE OF 5,233.90 FEET.

## PROJECT CONTROL STATEMENT:

PROJECT COORDINATES ARE MODIFIED COLORADO STATE PLANE NORTH ZONE 83(2011) COORDINATES. PROJECT COORDINATES ARE DERIVED FROM STATE PLANE COORDINATES USING THE FOLLOWING FORMULAS:

PROJECT NORTHING = (STATE PLANE NORTHING * 1.0002616572) - 1000000.00'
PROJECT EASTING = (STATE PLANE EASTING * 1.0002616572) - 3000000.00'

AMENDMENTS

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

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


PROJECT OWNER/APPLICANT:
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PROJECT SURVEYOR:
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KARL SZYSZKOSKI
300 EAST MINERAL AVE., SUITE 1
LITTLETON, CO 80122
PH: 303-713-1898
EMAIL: kszyszkoski@aztecconsultants.com

PROJECT ENGINEER:
HR GREEN DEVELOPMENT, LLC
RYAN LITTLETON, P.E.
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GREENWOOD VILLAGE, CO 80111
PH: 720-602-4937
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PROJECT PLANNER/ LANDSCAPE ARCHITECT:
HR GREEN DEVELOPMENT, LLC
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THE CACHE PA-B,C,D,E
METRO DISTRICT IMPROVEMENTS
PRELIMINARY LANDSCAPE PLAN
TITLE:TITLE SHEET

DATE: MARCH 20, 2024


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## GENERAL LANDSCAPE PLAN NOTES:

1. LANDSCAPE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND SERVICES NECESSARY TO FURNISH AND INSTALL LANDSCAPE ELEMENTS AND PLANTINGS AS SPECIFIED HEREIN AND AS SHOWN ON THESE PLANS.
2. NO MATERIAL SUBSTITUTIONS SHALL BE MADE WITHOUT LANDSCAPE ARCHITECT'S APPROVAL. ALTERNATE MATERIALS OF SIMILAR SIZE AND CHARACTER MAY BE CONSIDERED IF SPECIFIED PLANT MATERIALS CANNOT BE OBTAINED. OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REVISE PLANT LIST AS DEEMED NECESSARY.
3. QUANTITIES OF MATERIALS SHOWN ON THE PLANTING PLAN TAKE PRECEDENCE OVER QUANTITIES SHOWN ON THE PLANT MATERIAL SCHEDULE. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES ON THE PLANTING PLAN.
4. CONTRACTOR SHALL LOCATE ALL UTILITIES BEFORE WORK. UTILITIES HAVE BEEN SHOWN ON PLAN FOR ROUGH LOCATION OF SERVICES. LOCATE EXACT UTILITY LOCATIONS BY CONTACTING "CALL BEFORE YOU DIG" AT 811. CONTRACTOR WILL BE RESPONSIBLE FOR THE REPAIR OF ANY DAMAGE HE MAY CAUSE TO UTILITIES.
5. REMOVE ALL RUBBISH, EQUIPMENT, AND MATERIAL AND LEAVE THE AREA IN A NEAT, CLEAN CONDITION EACH DAY. MAINTAIN PAVED AREAS UTILIZED FOR HAULING EQUIPMENT AND MATERIALS BY OTHER TRADES IN A CLEAN AND UNOBSTRUCTED CONDITION AT ALL TIMES.
6. STORAGE OF ANY MATERIALS, BUILDINGS, VEHICLES OR EQUIPMENT, FENCING AND WARNING SIGNS SHALL BE MAINTAINED THROUGHOUT THE SITE WORK AND CONSTRUCTION PERIODS BY THE CONTRACTOR.

IRRIGATION:

1. ALL SHRUBS AND TREES SHALL BE DRIP IRRIGATED. ALL TREES LOCATED WITHIN SOD TURF OR IRRIGATED SEED AREAS SHALL BE WATERED BY ADJACENT SOD/SEED IRRIGATION SYSTEM.
2. ALL NATIVE LOW GROW SEEDING WITHIN THE RIGHT-OF-WAY AND DETENTION AREAS SHALL HAVE A PERMANENT IRRIGATION SYSTEM.
3. THE CONTRACTOR SHALL PROVIDE WATER, WATERING DEVICES, AND LABOR NEEDED TO IRRIGATE PLANT MATERIALS UNTIL AUTOMATIC IRRIGATION SYSTEMS ARE OPERATIONAL AND ACCEPTED. THE CONTRACTOR SHALL SUPPLY ENOUGH WATER TO MAINTAIN THE PLANT'S HEALTHY CONDITION BASED ON SEASONAL CONSIDERATIONS.

SHRUB/TREE PLANTING NOTES:

1. OWNER AND OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT AT ANY TIME OR PLACE PRIOR TO FINAL ACCEPTANCE OF WORK, ANY AND ALL PLANTS WHICH, IN THEIR OPINION, FAIL TO MEET THE REQUIREMENTS OF THE SPECIFICATIONS.
2. ALL TREE AND SHRUB LOCATIONS ARE APPROXIMATE; ADJUST AS NECESSARY TO AVOID CONFLICTS. PLANTING LOCATIONS OF SHRUBS, GRASSES AND PERENNIALS AS SPECIFIED. OBTAIN OWNERS REPRESENTATIVE'S APPROVAL OF LOCATIONS PRIOR TO PLANTING TREES AND SHRUBS.
3. ALL PLANT MATERIAL SHALL BE WELL-FORMED AND DEVELOPED IN GOOD CONDITION, HEALTHY AND DISEASE FREE, AND BE TYPICAL OF THE SPECIES.
4. PLANTS SHALL COMPLY IN ALL APPLICABLE RESPECTS WITH ACCEPTABLE STANDARDS SET FORTH IN THE COLORADO NURSERY ACT OF 1965 - TITLE 35, ARTICLE 25, CRS 1974 (SEE LANDSCAPE THE NURSERY ACT).
5. AT THE COMPLETION OF PLANTING OPERATIONS ALL PLANTS SHALL BE INSPECTED BY THE OWNER AND OWNERS'S REPRESENTATIVE. CONTRACTOR SHALL REPLACE IMMEDIATELY ANY PLANTS NOT IN HEALTHY AND VIGOROUS CONDITION AT THAT TIME AT NO EXPENSE TO THE OWNER. ANY PLANT NOT IN HEALTHY CONDITION DURING THE WARRANTY PERIOD SHALL BE REPLACED AS PER THE ORIGINAL SPECIFICATIONS, AT NO CHARGE TO THE OWNER.
6. PLANTS ARE TO BE SELECTED AND SIZED AS SHOWN ON THE PLANT SCHEDULE.
7. PLANTS BED RECEIVING MULCH ARE TO BE FREE OF WEEDS AND GRASS. TREAT BEDS WITH A PRE-EMERGENT HERBICIDE PRIOR TO PLANTING AND MULCH PLACEMENT. APPLY IN ACCORDANCE WITH STANDARD TRADE PRACTICE. DO NOT APPLY HERBICIDE IN PERENNIAL BEDS.
8. POROUS WEED BARRIER FABRIC, AS NOTED IN THE SPECIFICATIONS, SHALL BE INSTALLED WHERE ROCK AREAS ARE PRESENT.
9. USE TRIANGULAR SPACING IN ALL GROUNDCOVER AND PERENNIAL BEDS.
10. ALL WORK ON TREES TO REMAIN, INCLUDING CROWN AND ROOT PRUNNING SHALL BE PERFORMED BY A TREE SERVICE LICENSED BY THE CITY FORESTER.

SODDING & SEEDING:

1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EXISTING EROSION CONTROL MEASURES DURING THE DURATION OF WORK ON-SITE.
2. ALL PROPOSED TURF AND PLANTING AREAS ARE TO BE ROTO-TILLED TO A DEPTH OF 8". FINE GRADE, AND REMOVE ALL CONSTRUCTION DEBRIS AND ROCKS OVER 1" IN DIAMETER FROM THE SITE.
3. AFTER TILLING APPLY SOIL AMENDMENTS & FERTILIZERS TO ALL TURF AND PLANTING AREAS. GRADE SHALL BE ADJUSTED FOR SOD THICKNESS. ALL FINISH GRADING SHALL BE PERFORMED BY LANDSCAPE CONTRACTOR.
4. FINE GRADE SOD AREAS TO ELIMINATE IRREGULARITIES ON THE SURFACE. ROLL OR PERFORM ADDITIONAL FINE GRADING.
5. ALL AREAS TO BE SEEDED SHALL BE TILLED AS SPECIFIED AND THEN HARROWED, RAKED OR ROLLED TO PRODUCE A FIRM SEED BED FOR PLANTING. IMPORTED TOPSOIL MAY BE REQUIRED TO PROVIDE AN ACCEPTABLE PLANTING MEDIUM. LARGE ROCKS (1" DIAMETER) AND DEBRIS THAT MAY IMPEDE SEEDING SHALL BE CLEARED FROM THE SITE. ANY REQUIRED EROSION CONTROL FEATURES (E.G., WATER BARS, BERMS, BASINS, TURNOUTS) SHALL BE CONSTRUCTED PRIOR TO SEEDING. SITES THAT ARE NOT ADEQUATELY PREPARED PRIOR TO SEEDING (E.G., COMPACTED SOIL, INSUFFICIENT TOPSOIL, ROCKY, ERODED SURFACE, ETC.) SHALL BE REJECTED.
6. ALL SPECIFIED SEED MIXES SHALL CONSIST OF CERTIFIED SEE VARIETIES THAT ARE FREE OF NOXIOUS WEEDS AND HAVE BEEN TESTED FOR PURITY AND GERMINATION WITHIN SIX MONTHS OF THE PLANTING DATE. CERTIFICATION LABELS WHICH INDICATE THE SPECIES, PURITY, GERMINATION, WEED CONTENT, ORIGIN, AND TEST DATE SHALL BE SUBMITTED FOR ALL SEED MATERIALS.
7. SEEDING SHALL OCCUR DEPENDING ON THE PROJECT SCHEDULE, IT IS PREFERABLE THAT SEEDING OCCUR DURING THE FALL (SEPTEMBER-NOVEMBER) OR SPRING (MARCH-MAY) TO MAXIMIZE PLANTING SUCCESS. IF THE PROJECT SCHEDULED DOES NOT COINCIDE WITH THE PREFERRED SEEDING PERIODS, OR THERE ARE UNSUITABLE SITE CONDITIONS (I.E. FROZEN GROUND), THEN SOIL STABILIZATION AND/OR STORM WATER BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED TO STABILIZE THE AREA UNTIL THE NEXT APPROPRIATE SEEING DATE.
8. ANY SEEDING CONDUCTED OUTSIDE THE PREFERRED MONTHS SHALL BE APPROVED BY THE OWNER.

GENERAL NOTES

1. BASE MAP INFORMATION IS ACCURATE AS OF THE DATE PRINTED ON THIS PACKAGE.
2. THE LANDSCAPE PLANS CONTAINED HEREIN ILLUSTRATE APPROXIMATE LOCATIONS OF ALL SITE CONDITIONS. REFER TO SURVEY, ARCHITECTURAL, CIVIL ENGINEERING, STRUCTURAL, ELECTRICAL, IRRIGATION AND ALL OTHER DRAWINGS, IF AVAILABLE, FOR ADDITIONAL DETAILED INFORMATION.
3. THE CONTRACTOR SHALL APPLY FOR AND PROCURE ALL REQUIRED PERMITS PRIOR TO COMMENCING WORK.
4. THE CONTRACTOR SHALL COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH SUBCONTRACTORS AND OTHER CONTRACTORS OF RELATED TRADES, AS REQUIRED, TO ACCOMPLISH THE PLANTING AND RELATED OPERATIONS.
6. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF ALL PLANT MATERIAL WITH THE INSTALLATION OF OTHER IMPROVEMENTS SUCH AS HARDSCAPE ELEMENTS AND RELATED STRUCTURES. ANY DAMAGE TO EXISTING IMPROVEMENTS IS THE RESPONSIBILITY OF THE CONTRACTOR.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ALL AREAS OF THE SITE, OR ADJACENT AREAS, WHERE DISTURBED BY OPERATIONS OF OR RELATED TO THE CONTRACTOR'S WORK.
8. LANDSCAPE EDGING SHALL BE REQUIRED BETWEEN WHERE ALL GROUND COVER TYPES CHANGE TO A DIFFERENT GROUND COVER. SEE SPECIFICATIONS DETAIL.
9. ALL AREAS DESIGNED TO RECEIVE SOLID SOD SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO GRASSING OPERATIONS. FINISH GRADE AT TURF AREAS SHALL BE 3/4"-1" BELOW TOP OF ADJACENT PAVEMENT OR CURBS.
10. CONTRACTOR SHALL FIELD ADJUST PLANT LOCATIONS TO ACCOMMODATE ALL LIGHTING AND ENSURE PLANTS WILL NOT INTERFERE WITH LIGHTING.
11. FERTILIZING, AS SPECIFIED, STAKING, WATERING AND ONE (1) YEAR PLANT WARRANTY FOR INSTALLED PLANT MATERIAL, SHALL BE CONSIDERED INCIDENTAL TO THE PLANT ITEMS.
12. WARRANTY: ONE (1) YEAR REPLACEMENT WARRANTY FOR ALL PLANT MATERIALS SHALL BE CONSIDERED INCIDENTAL TO THIS PROJECT. WARRANTY SHALL COVER PLANTS WHICH HAVE DIED OR PARTIALLY DIED (THEREBY RUINING THEIR NATURAL SHAPE), BUT SHALL NOT INCLUDE DAMAGE BY VANDALISM, BROWSING, HAIL, ABNORMAL FREEZES, DROUGHT OR NEGLIGENCE BY THE OWNER. THE WARRANTY IS INTENDED TO COVER CONTRACTOR NEGLIGENCE, INFESTATIONS, DISEASE AND DAMAGE OR SHOCK TO PLANTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND WATERING THE PLANT MATERIAL AS NECESSARY, TO ENSURE GROWTH AND ESTABLISHMENT DURING THE 1-YEAR WARRANTY PERIOD. ANY PLANTS THAT ARE NOT IN A LIVE, HEALTHY, GROWING CONDITION AT THE END OF THE 1-YEAR WARRANTY PERIOD SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. PLANTS REPLACED UNDER WARRANTY WILL BE WARRANTED FOR ONE (1) YEAR FOLLOWING REPLACEMENT.

## SHEET INDEX:


SHEET 2 - LANDSCAPE NOTES
SHEET 3 - LANDSCAPE PLAN (OVERALL)
SHEET 77-103 - LANDSCAPE PLAN
SHEET 31 - LANDSCAPE DETAILS


## GROUNDCOVER LEGEND/QUANTITIES

| SYMBOL | DESCRIPTION | QUANTITY | UNITS |
|---|---|---|---|
| | 1-1/2" COBBLE ROCK | 265 | SQUARE FEET |
| | LOW GROW SEEDING | 1,099,661 | SQUARE FEET |
| | POND SEEDING | 514,809 | SQUARE FEET |

## PLANT LEGEND

| SYMBOL | DESCRIPTION | QUANTITY | UNITS |
|---|---|---|---|
| | DECIDUOUS SHADE TREE | 645 | QTY. |
| | EVERGREEN TREE | 55 | QTY. |

## PLANT SCHEDULE

| DECIDUOUS TREES | CODE | BOTANICAL / COMMON NAME | SIZE |
|---|---|---|---|
| | CS | CATALPA SPECIOSA / NORTHERN CATALPA | 2" CAL. |
| | CO | CELTIS OCCIDENTALIS / COMMON HACKBERRY | 2" CAL. |
| | GI | GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE' / SKYLINE® HONEY LOCUST | 2" CAL. |
| | GK | GYMNOCLADUS DIOICA / KENTUCKY COFFEETREE | 2" CAL. |
| | QR | QUERCUS RUBRA / RED OAK | 2" CAL. |
| | TA | TILIA AMERICANA / AMERICAN LINDEN | 2" CAL. |

| EVERGREEN TREES | CODE | BOTANICAL / COMMON NAME | SIZE |
|---|---|---|---|
| | AC | ABIES CONCOLOR / WHITE FIR | 6' HT. |
| | PL | PINUS FLEXILIS / LIMBER PINE | 6' HT. |

## ROW LANDSCAPE NOTES

1/35 FT STREET TREE REQUIREMENT HAS BEEN OMITTED FROM THE FOLLOWING ROW AREAS TO PRESERVE THE NATURAL RURAL CHARACTER OF THE LANDSCAPE, ESPECIALLY ADJACENT TO BLUFF AREAS. AREAS HAVE ALSO BEEN OMITTED IN WHICH TREE LOCATIONS ARE WITHIN EXISTING UTILITY EASEMENTS.

- POUDRE RIVER ROAD BETWEEN INTERSECTIONS AND ADJACENT TO RESIDENTIAL PARCELS
- WEST SIDE OF 95TH
- EAST SIDE OF 95TH ADJACENT TO BLUFF AREA
- CACHE PARKWAY ADJACENT TO BLUFF AREA
- NORTH SIDE OF 4TH
- SOUTH PORTION OF 89TH

ROW LANDSCAPE WILL BE INSTALLED WITH APPROPRIATE PHASES OF PARCEL DEVELOPMENT WHEN WATER BECOMES AVAILABLE.
INSTALLATION AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE METRO DISTRICT OR HOMEOWNERS' ASSOCIATION.

SPECIFICALLY IN PA-B, C, D & E PRESCRIBED STREET TREES WITHIN SOME AREAS AND SPECIFICALLY ADJACENT TO BLUFF AREAS HAVE BEEN CONTEXTUALLY SPACED OR ELIMINATED TO HIGHLIGHT THE PRESERVATION OF NATURAL UNDISTURBED AREAS.

## ORDINANCE LANDSCAPE REQUIREMENTS

R.O.W. LANDSCAPING

| ROADWAY | LINEAR FOOTAGE OF FRONTAGE | TREE REQUIREMENT PER LF OF FRONTAGE | NO. OF TREES REQUIRED/PROVIDED |
|---|---|---|---|
| POUDRE RIVER RD. | 9,960 LF | 1 TREE / 35 FT | 285 / 6 |
| 95TH AVE. | 3,222 LF | 1 TREE / 35 FT | 92 / 91 |
| 89TH AVE. | 10,834 LF | 1 TREE / 35 FT | 310 / 235 |
| 4TH AVE. | 2,345 LF | 1 TREE / 35 FT | 67 / 67 |
| 7TH AVE. | 4,310 LF | 1 TREE / 35 FT | 123 / 123 |
| OTHER INTERNAL ROW | 2,138 LF | 1 TREE / 35 FT | 61 / 61 |
| TOTAL | 32,809 LF | 1 TREE / 35 FT | 938 / 586 |

DETENTION POND LANDSCAPING

| SQ. FT. OF DETENTION | TREE REQUIREMENT PER SQ. FT. OF DETENTION | NO. OF TREES REQUIRED/PROVIDED |
|---|---|---|
| 514,809 (11.8 AC) | 1 TREES / 4,500 SQ. FT. | 114 / 114 |

## SEEDING SPECIFICATIONS

NATIVE SEEDING

| | |
|---|---|
| LOW GROW MIX | |
| 8.0 LBS/ACRE | BUFFALOGRASS |
| 6.5 LBS/ACRE | BLUE GRAMMA |
| SLOPE MIX | |
| 4.0 LBS/ACRE | SIDE OATS GRAMMA |
| 4.0 LBS/ACRE | BLUE GRAMMA |
| 4.0 LBS/ACRE | LITTLE BLUESTEM |
| 0.12 LBS/ACRE | SAND DROPSEED |
| 8.0 LBS/ACRE | STREAM BANK GRASS |
| POND MIX | |
| 2.0 LBS/ACRE | LITTLE BLUESTEM |
| 2.0 LBS/ACRE | YELLOW INDIAN GRASS |
| 1.0 LBS/ACRE | SWITCHGRASS |
| 0.6 LBS/ACRE | BLUE GRAMMA |
| 3.0 LBS/ACRE | SIDE OATS GRAMMA |
| 1.5 LBS/ACRE | PRAIRIE SANDREED |
| 4.0 LBS/ACRE | WESTERN WHEATGRASS |
| 5.0 LBS/ACRE | STREAM BANK GRASS |

THE CACHE PA-B,C,D,E
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PRELIMINARY LANDSCAPE PLAN
TITLE: LANDSCAPE NOTES

DATE: MARCH 20, 2024


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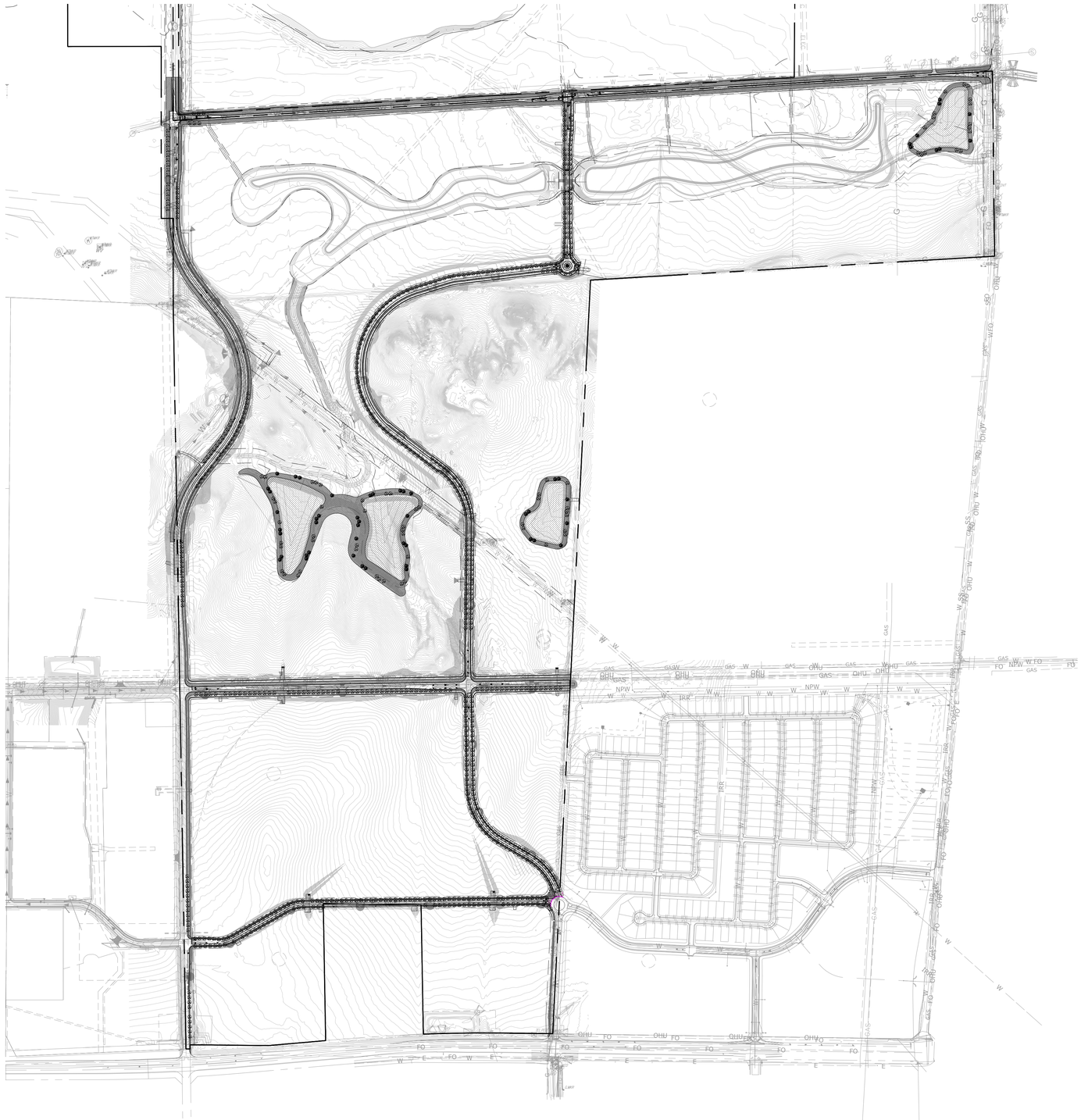

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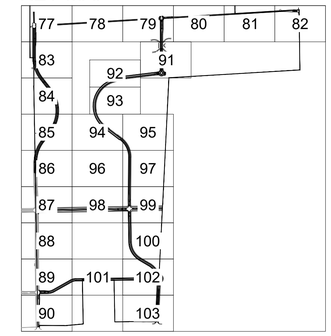


## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | SHRUB AND PERENNIAL PLANTING BED |
| | 1-1/2" COBBLE ROCK |
| | LOW GROW SEEDING |
| | POND SEEDING |

## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 400
SCALE

THE CACHE PA-B,C,D,E
METRO DISTRICT IMPROVEMENTS
PRELIMINARY LANDSCAPE PLAN

TITLE: LANDSCAPE PLAN (OVERALL)

DATE: MARCH 20, 2024

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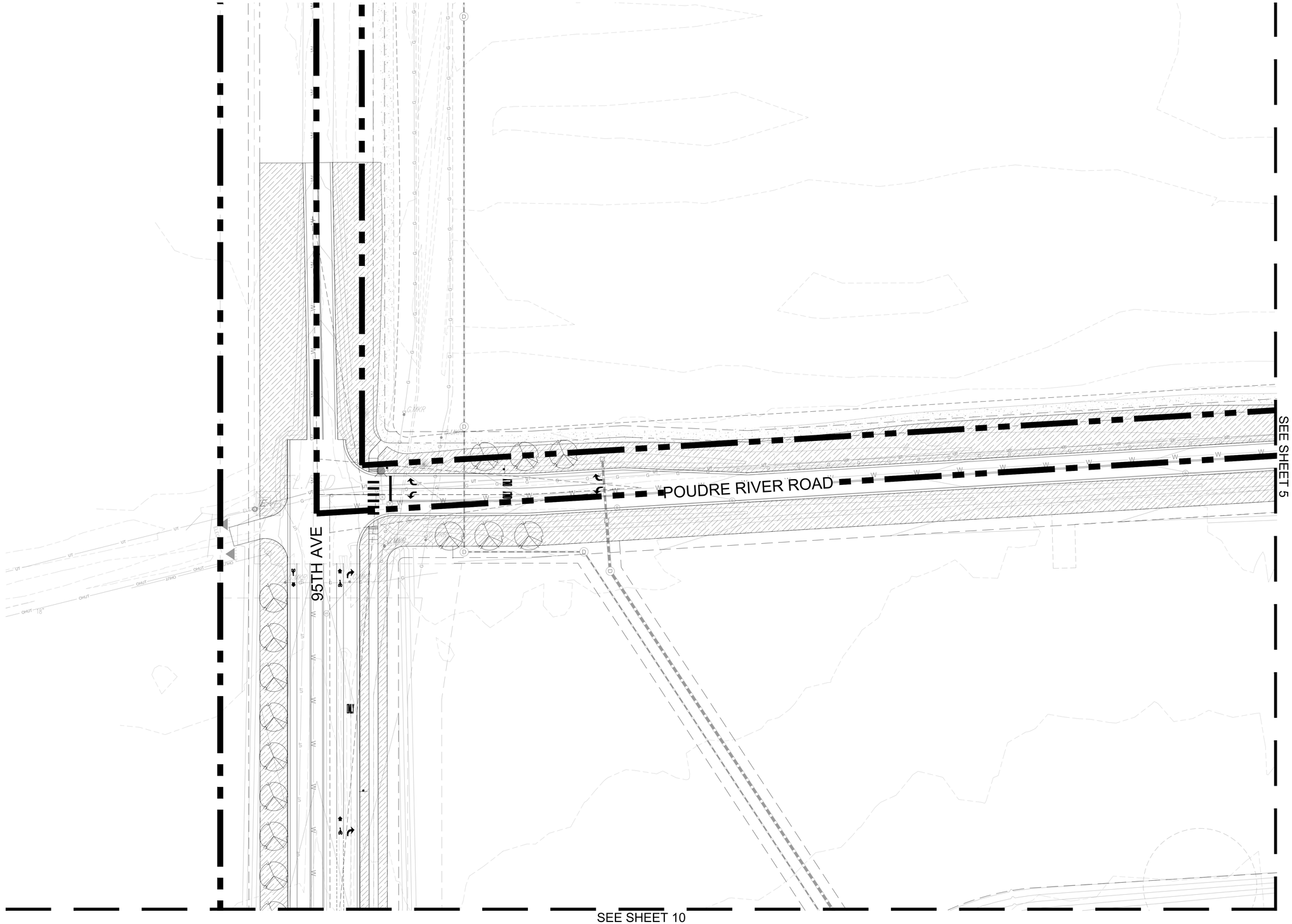
SHEET: 3 OF 31

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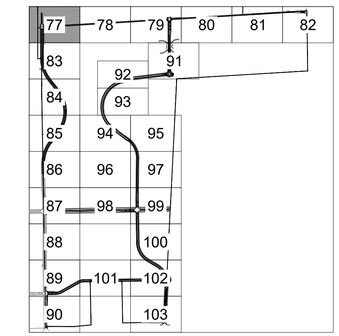


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## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 40
SCALE

THE CACHE PA-B,C,D,E
METRO DISTRICT IMPROVEMENTS
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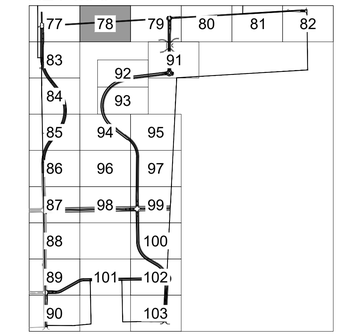


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| | EVERGREEN TREE |

NORTH

0 40
SCALE

THE CACHE PA-B,C,D,E
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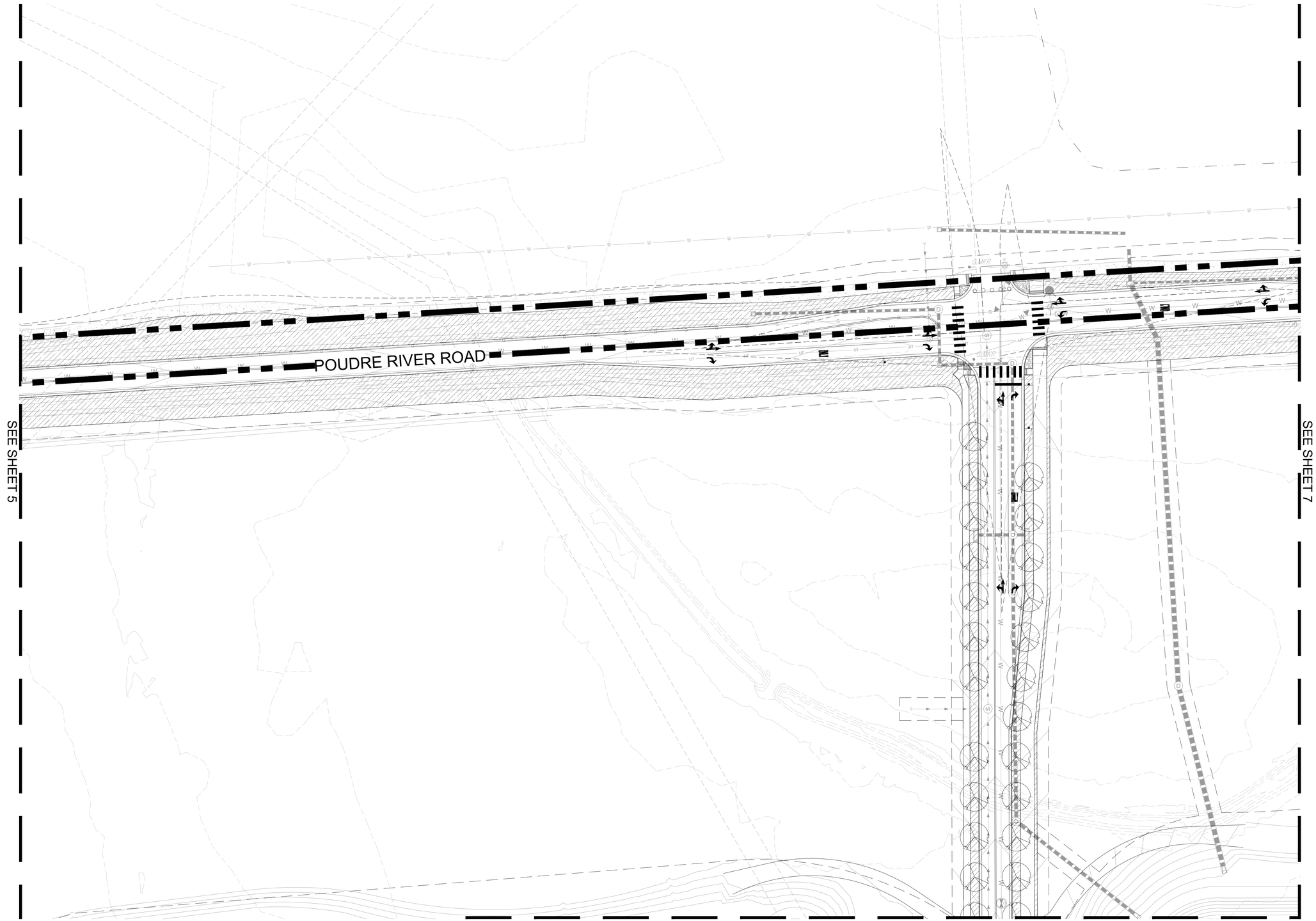
SHEET: 5 OF 31

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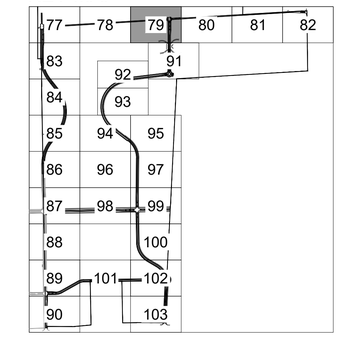


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NORTH

0 40
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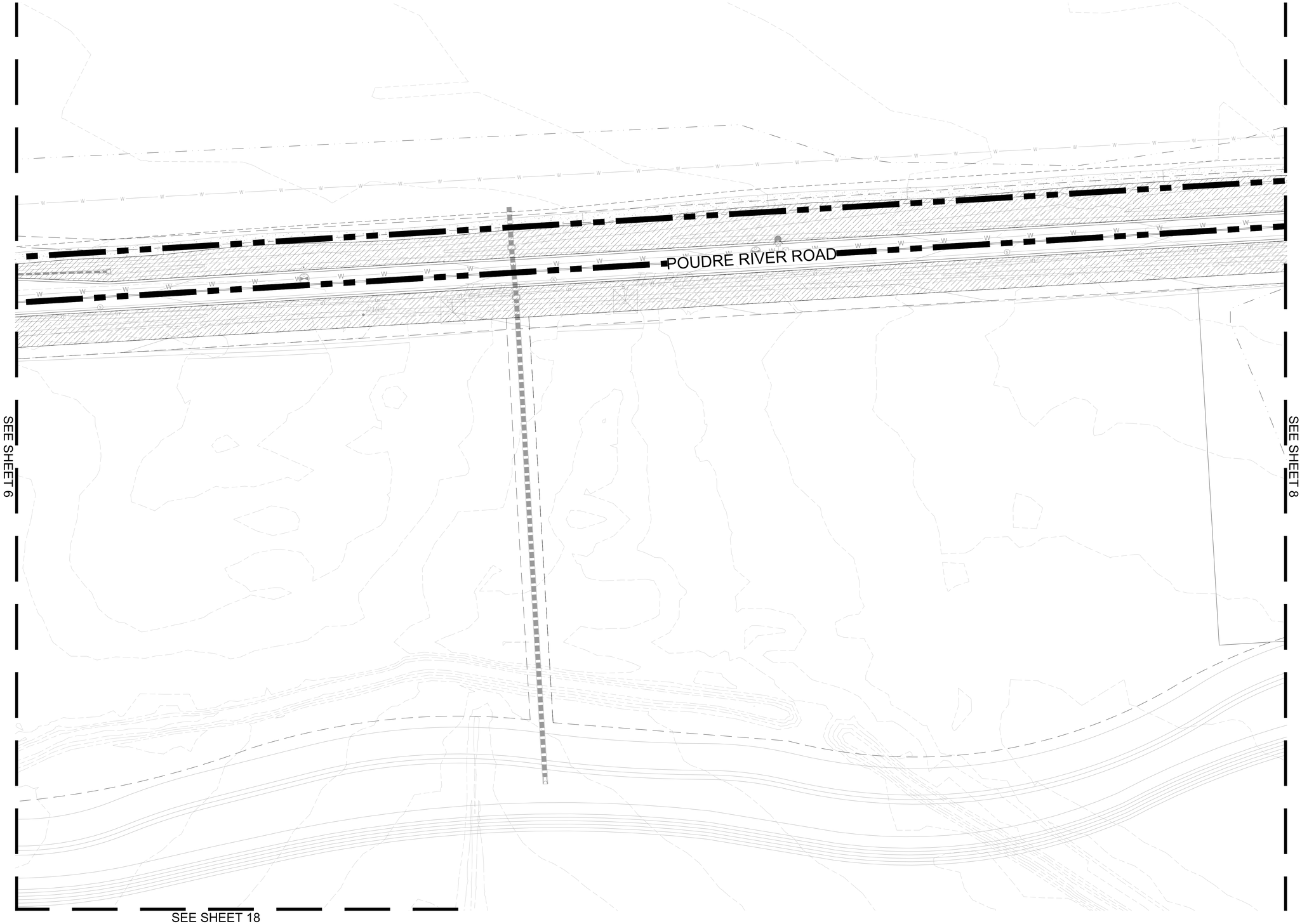
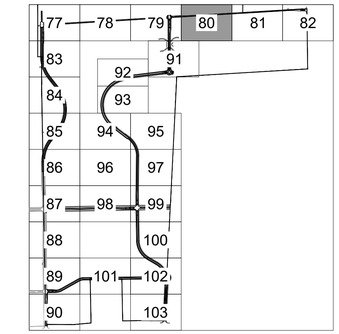



## KEY MAP




## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | SHRUB AND PERENNIAL PLANTING BED |
| | 1-1/2" COBBLE ROCK |
| | LOW GROW SEEDING |
| | POND SEEDING |

## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 40
SCALE

THE CACHE PA-B,C,D,E
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TITLE: LANDSCAPE PLAN

DATE: MARCH 20, 2024

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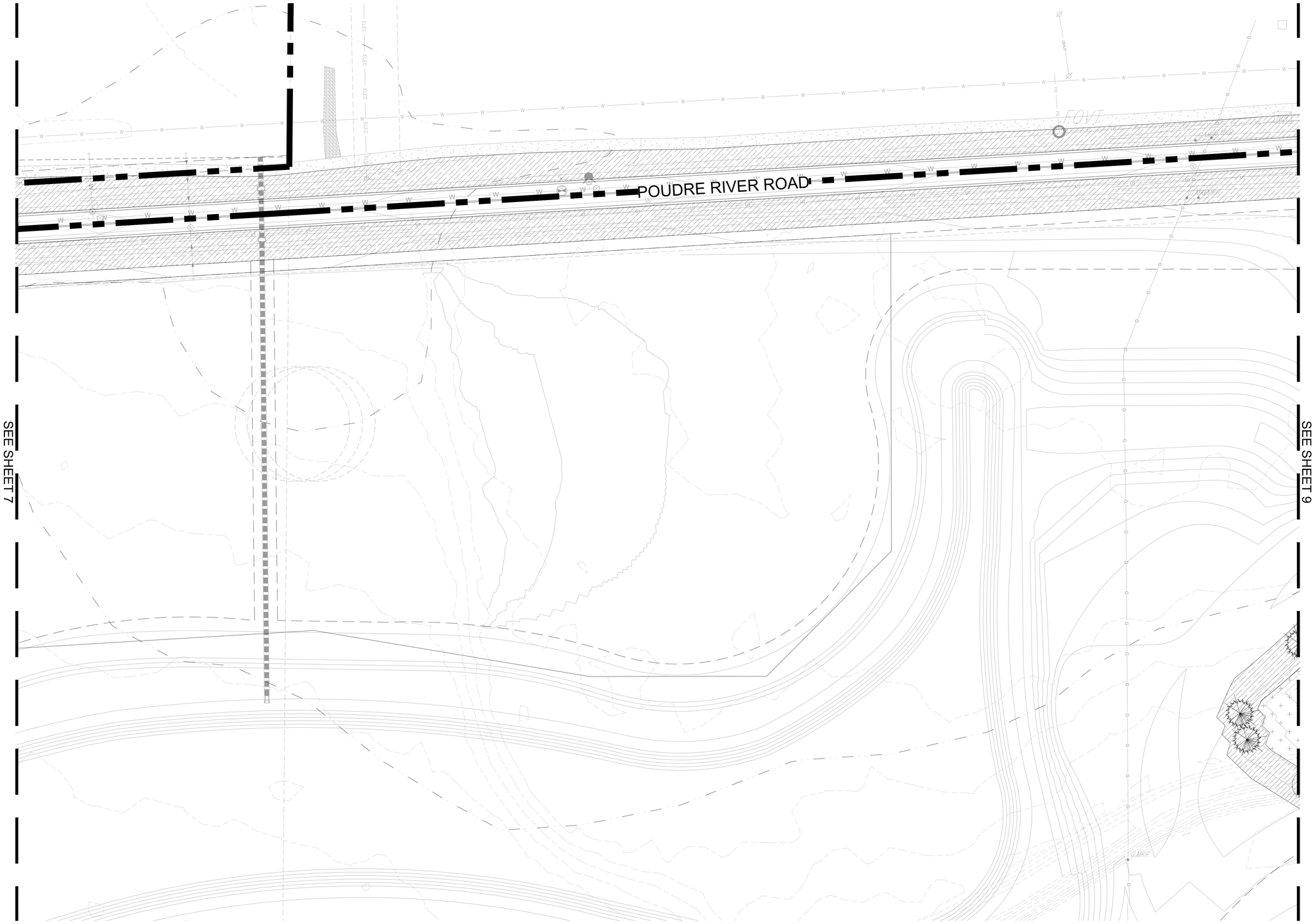


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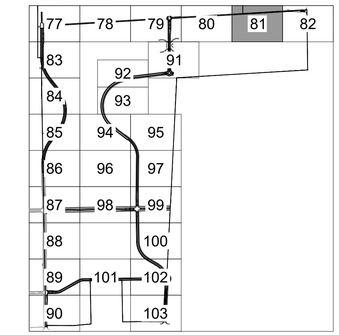


## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
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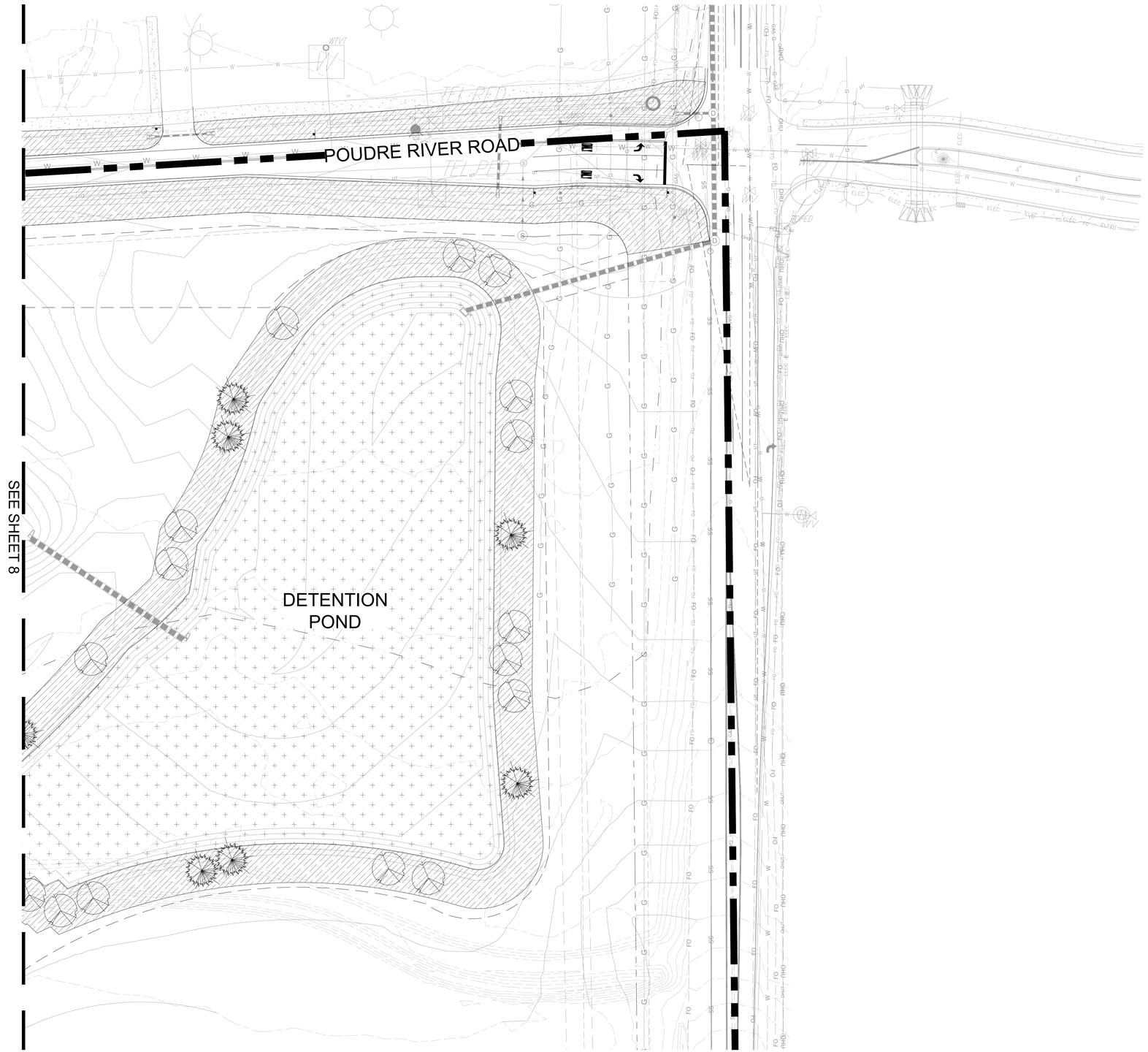
SHEET: 8 OF 31

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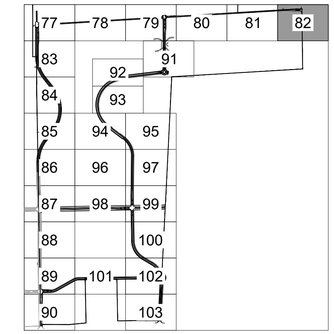


## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
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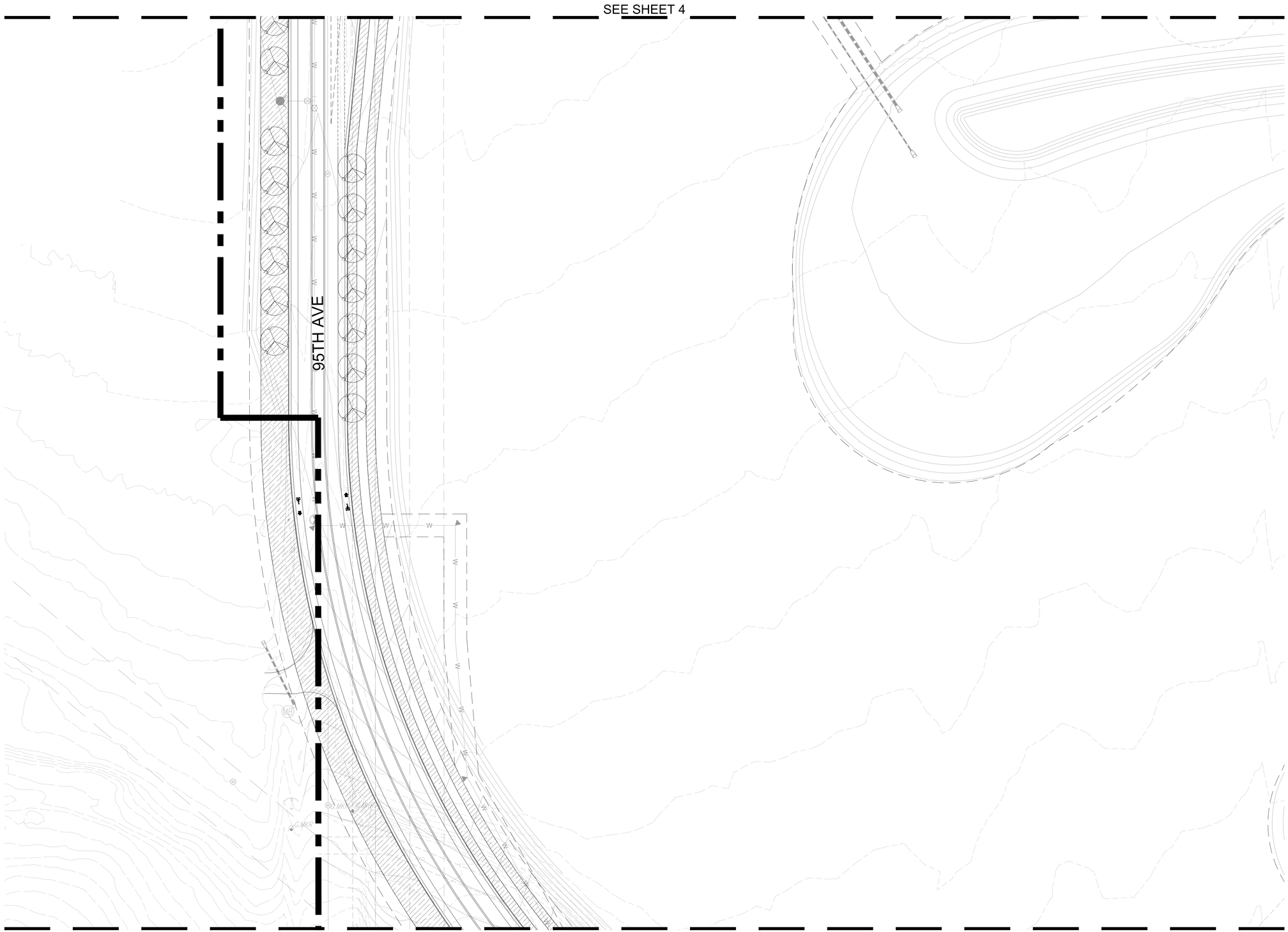


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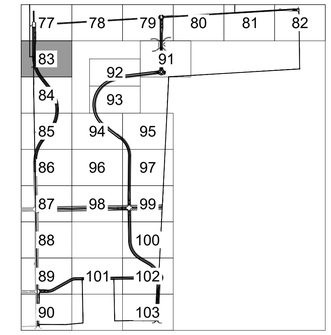


## GROUNDCOVER LEGEND

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NORTH

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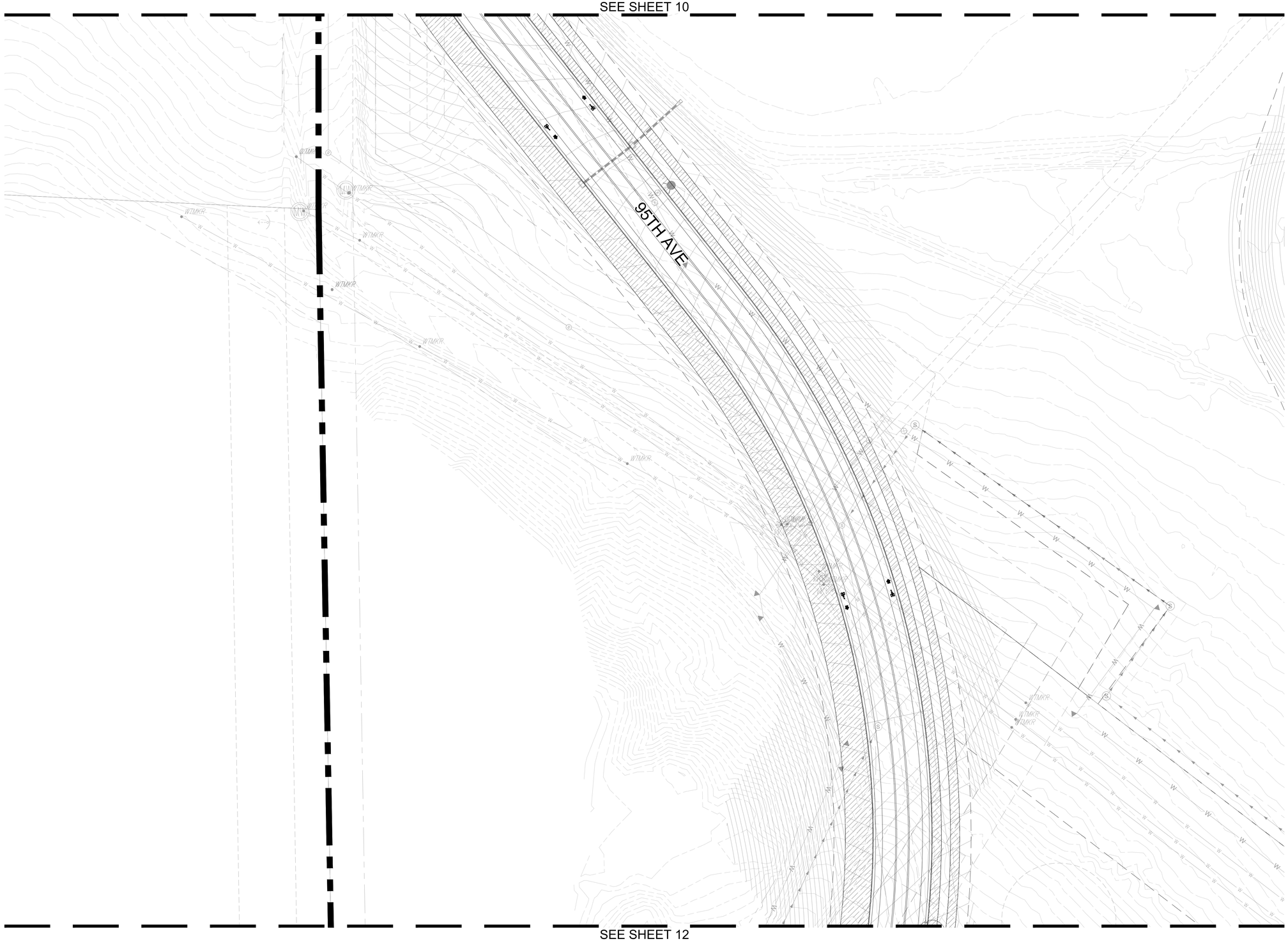
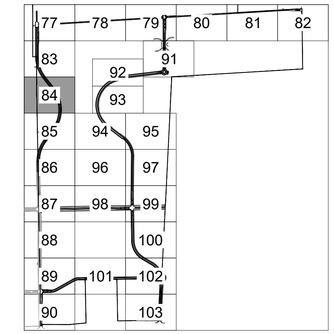



SEE SHEET 12

## KEY MAP




## GROUNDCOVER LEGEND

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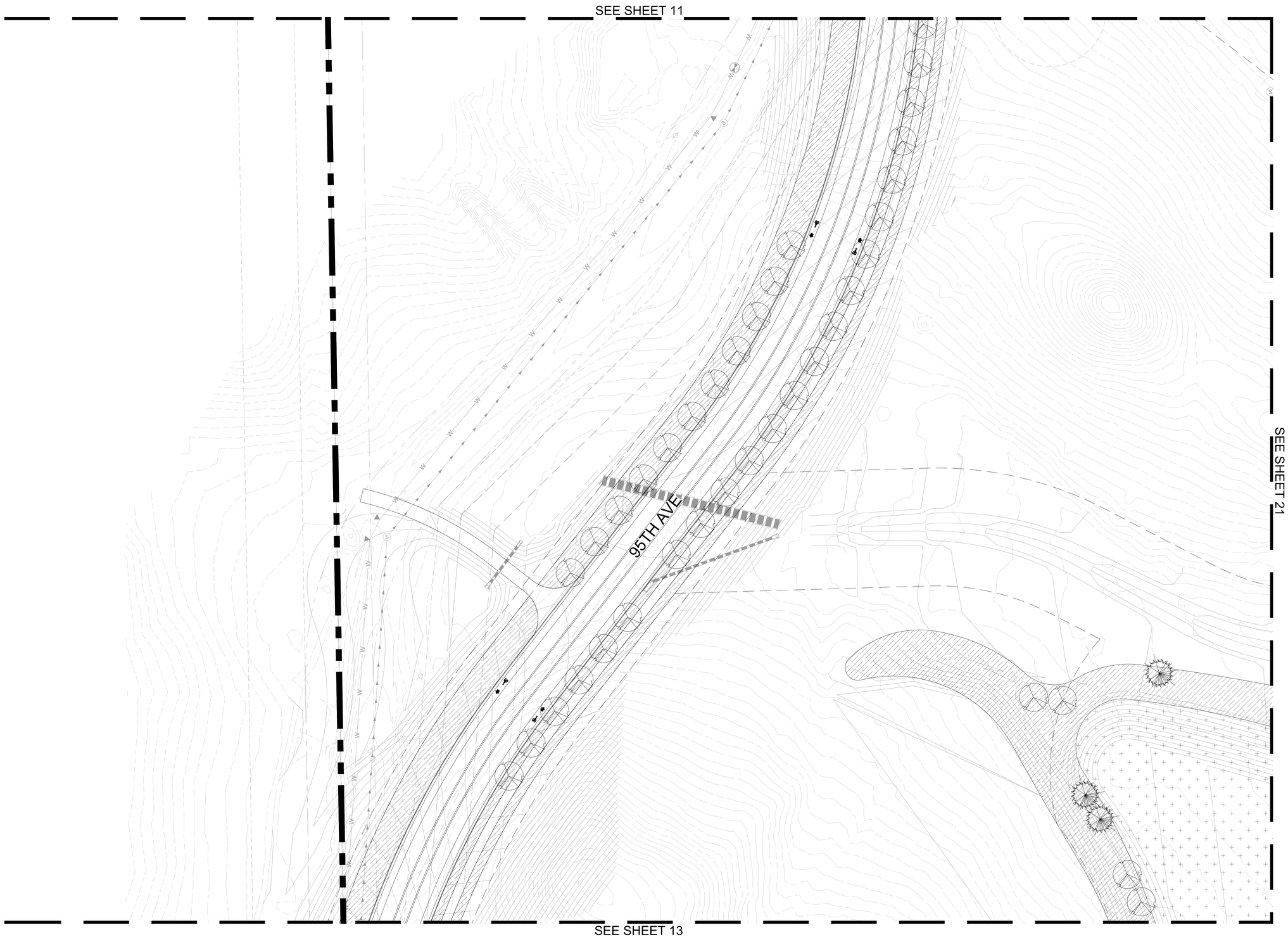


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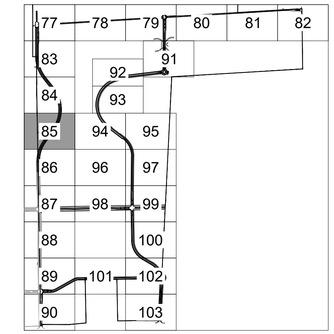


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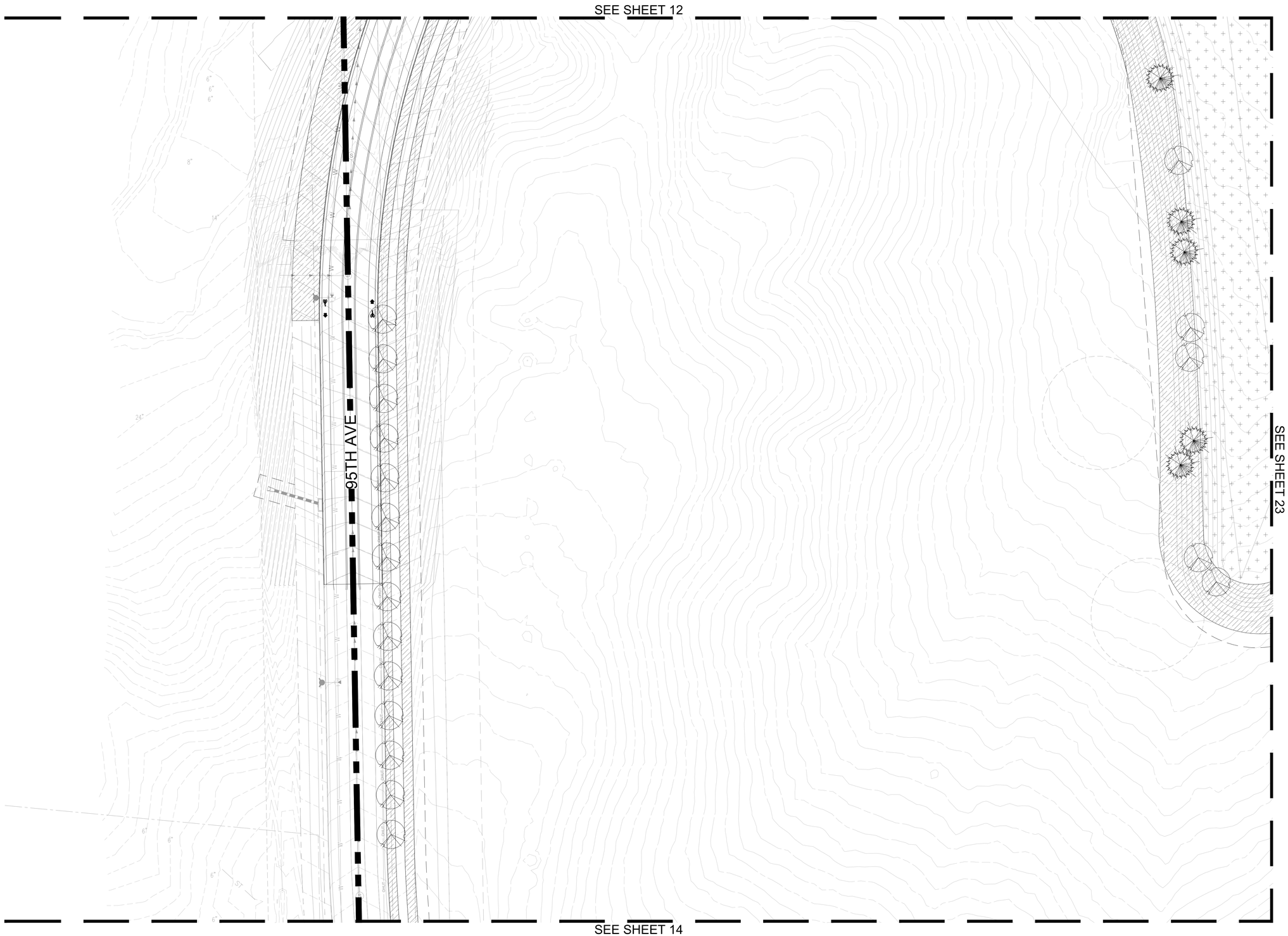


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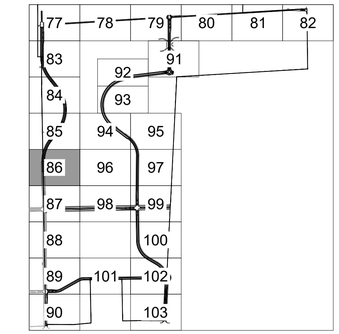


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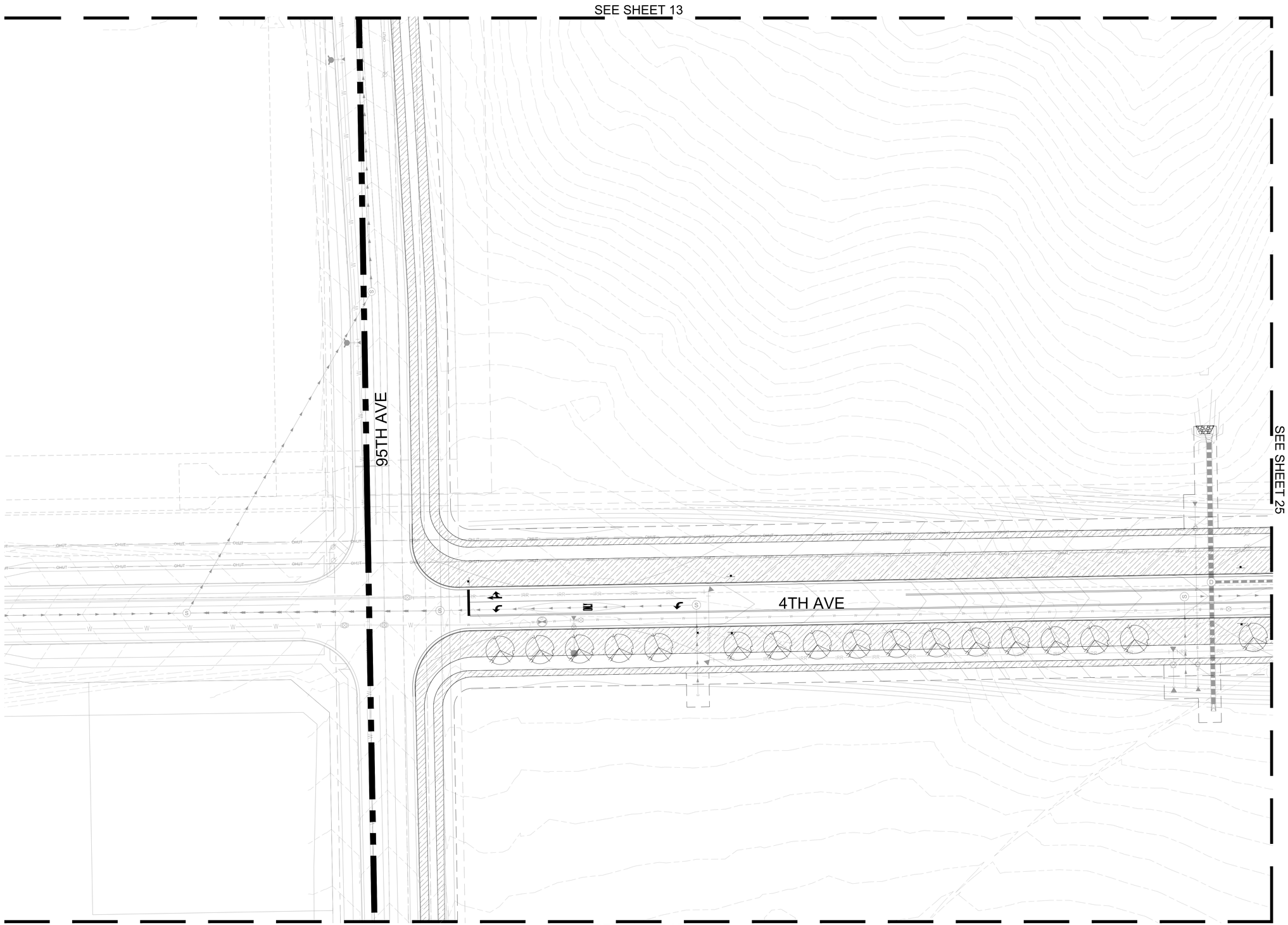


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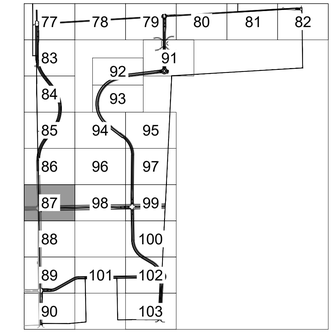


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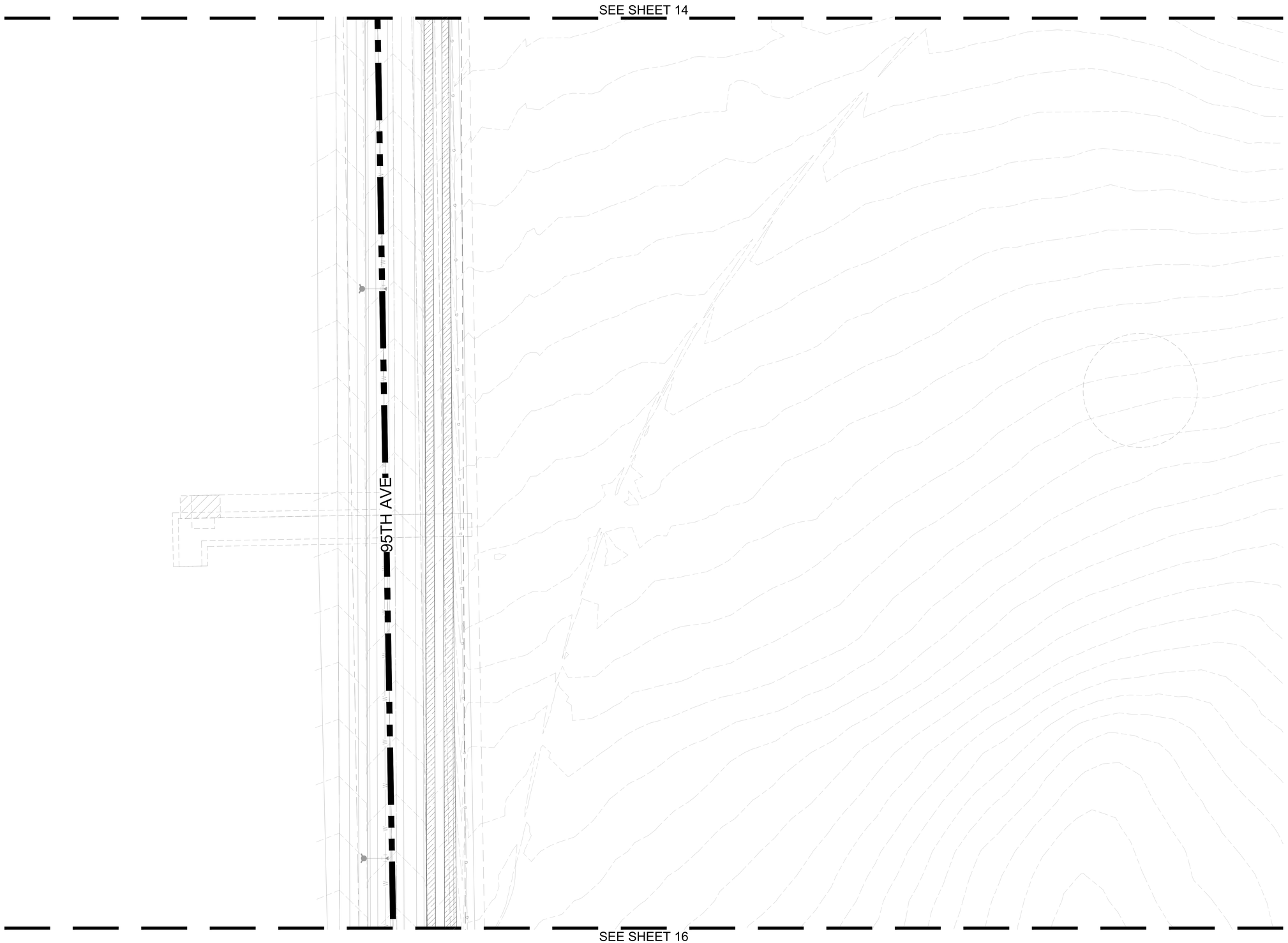


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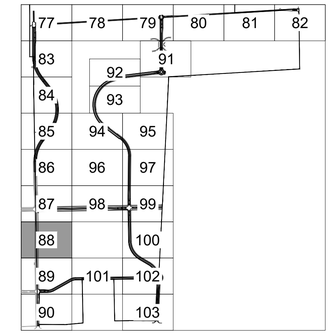


## GROUNDCOVER LEGEND

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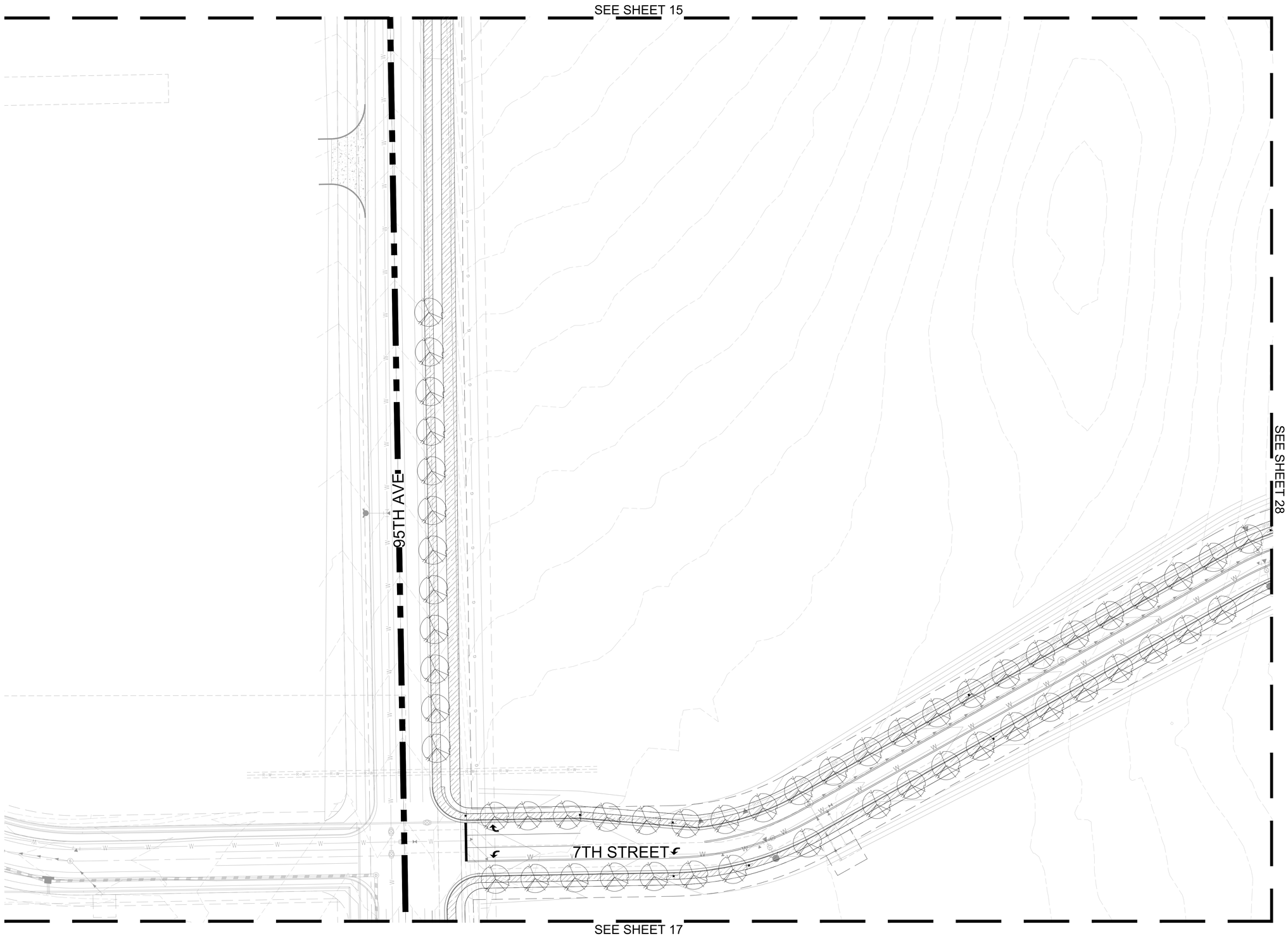


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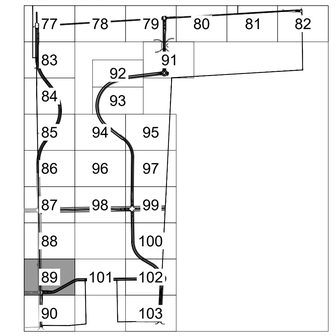


GROUNDCOVER LEGEND

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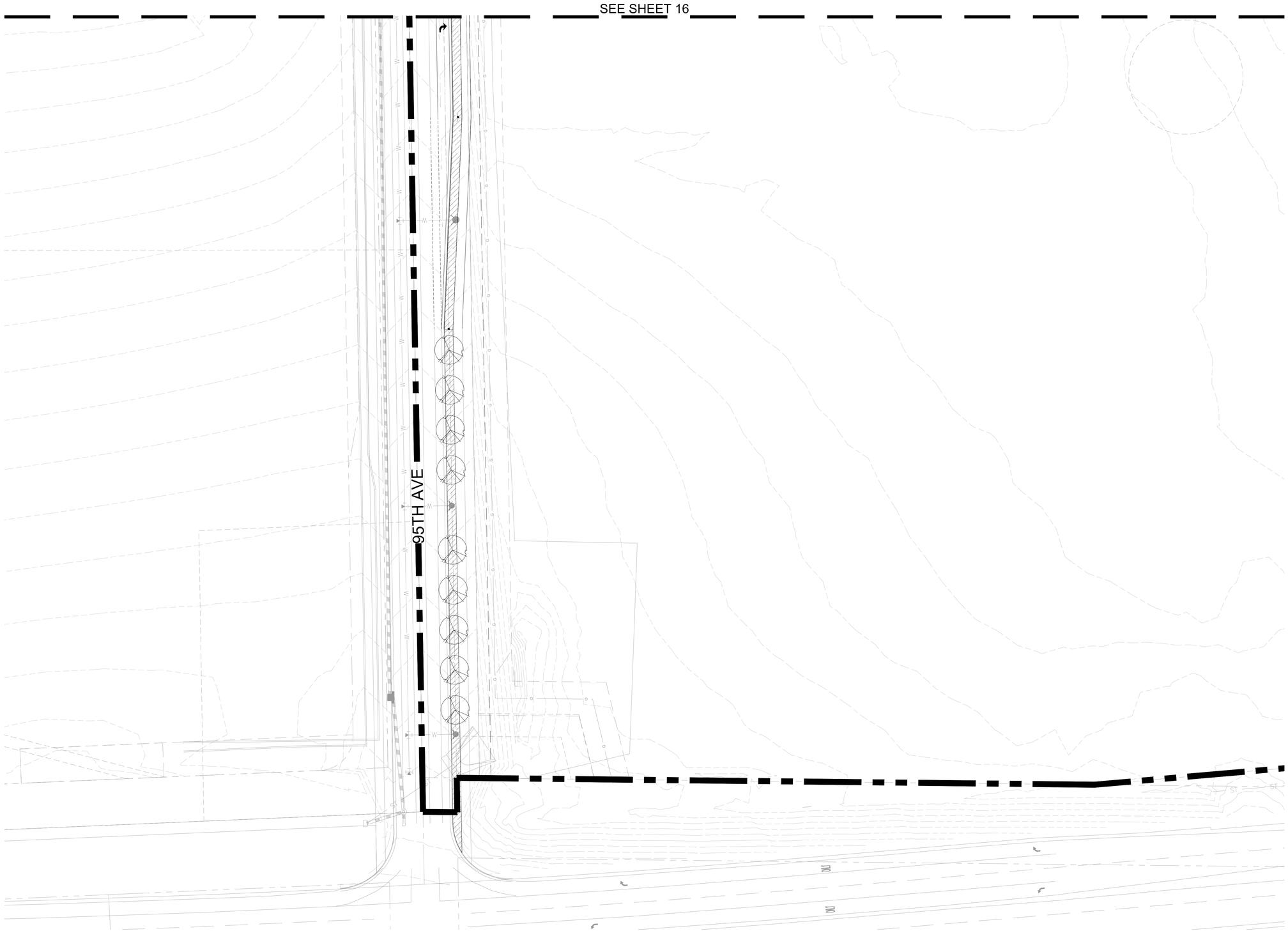


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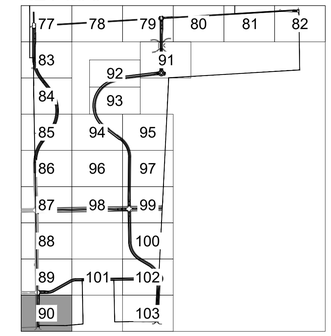


## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
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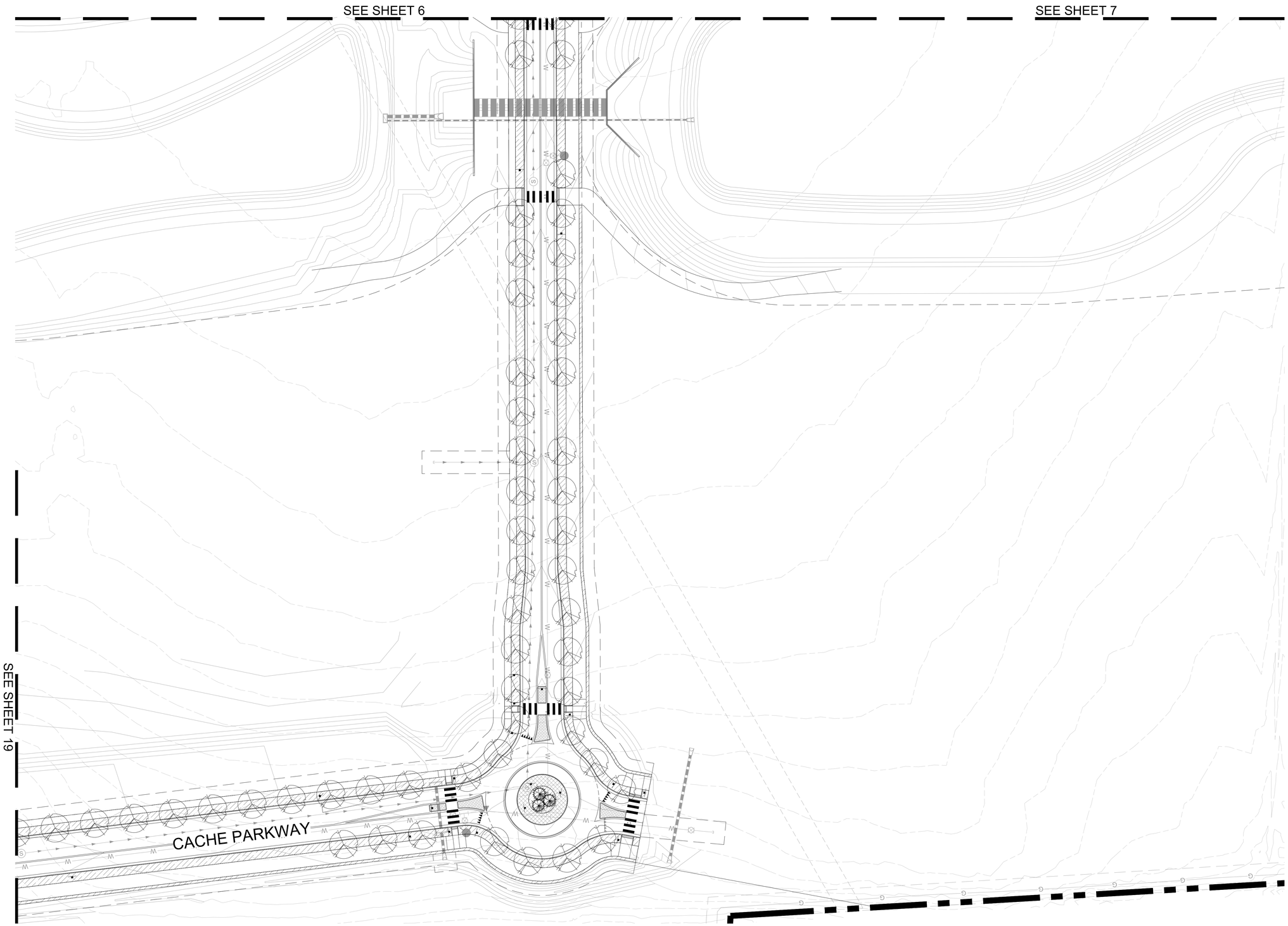


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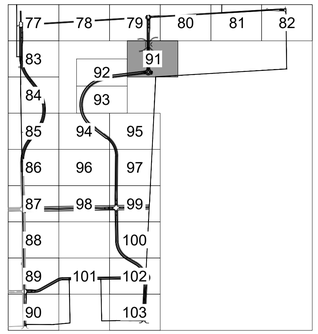


## GROUNDCOVER LEGEND

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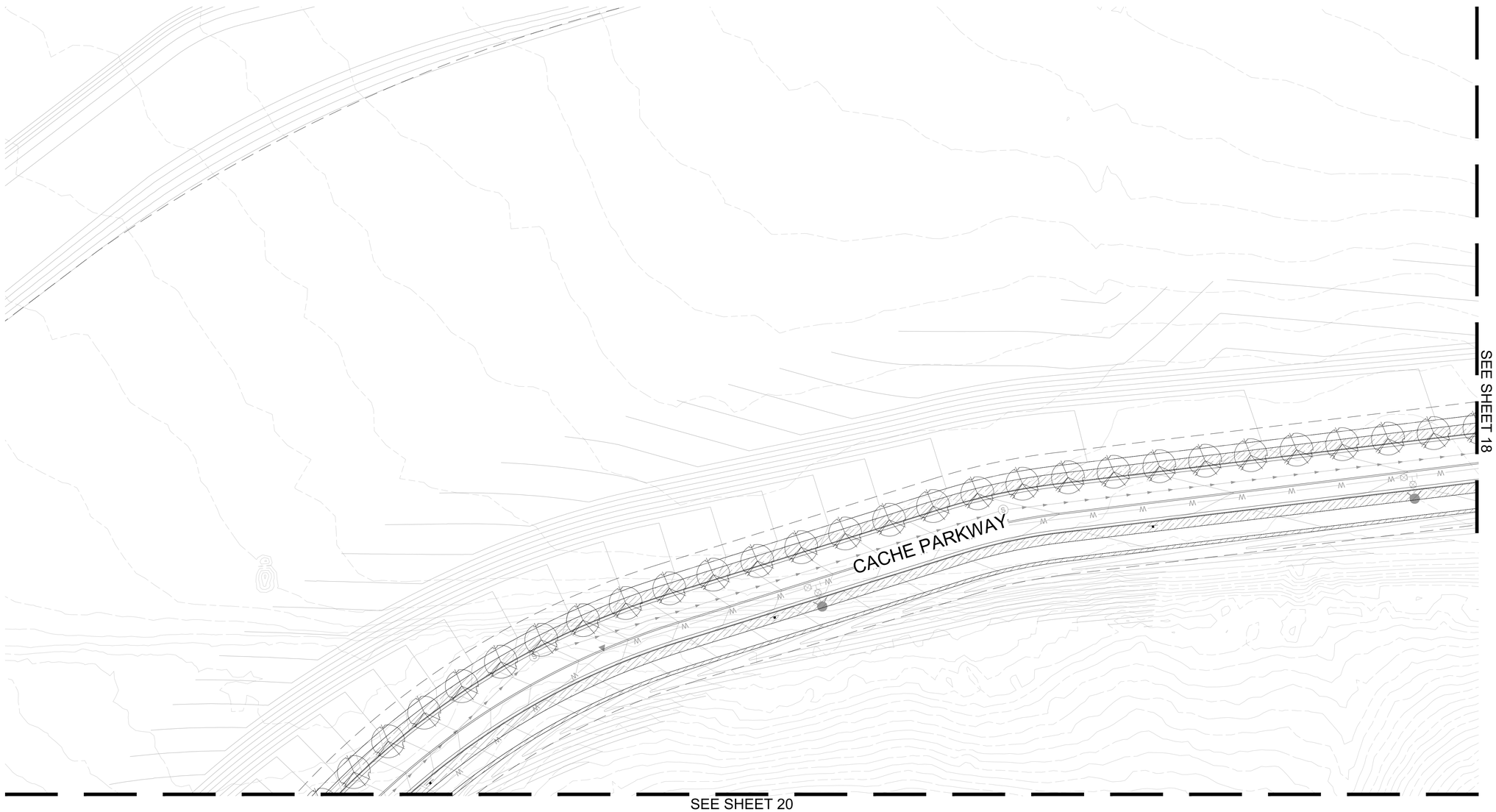


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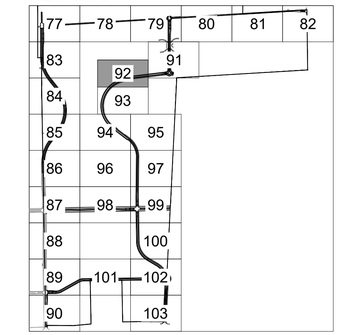


## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
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NORTH

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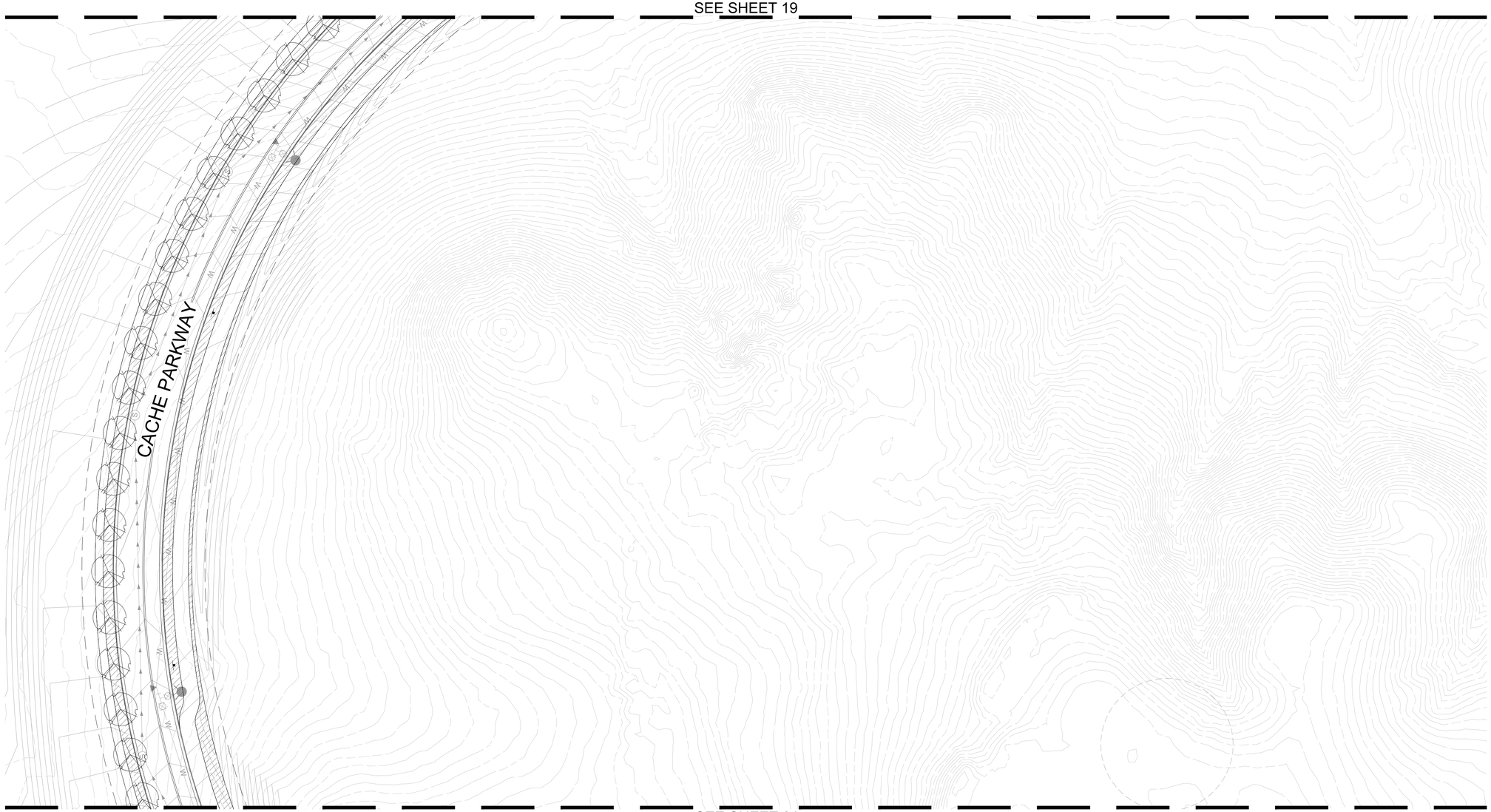


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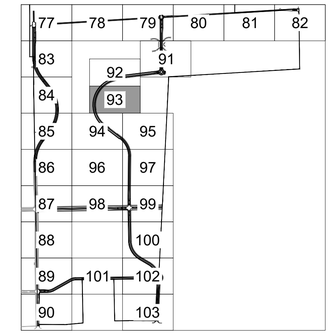
KEY MAP




GROUNDCOVER LEGEND

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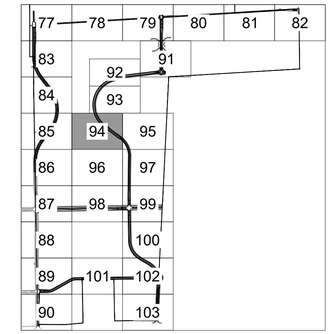
SEE SHEET 12

SEE SHEET 22

SEE SHEET 23

CACHE PARKWAY

## KEY MAP

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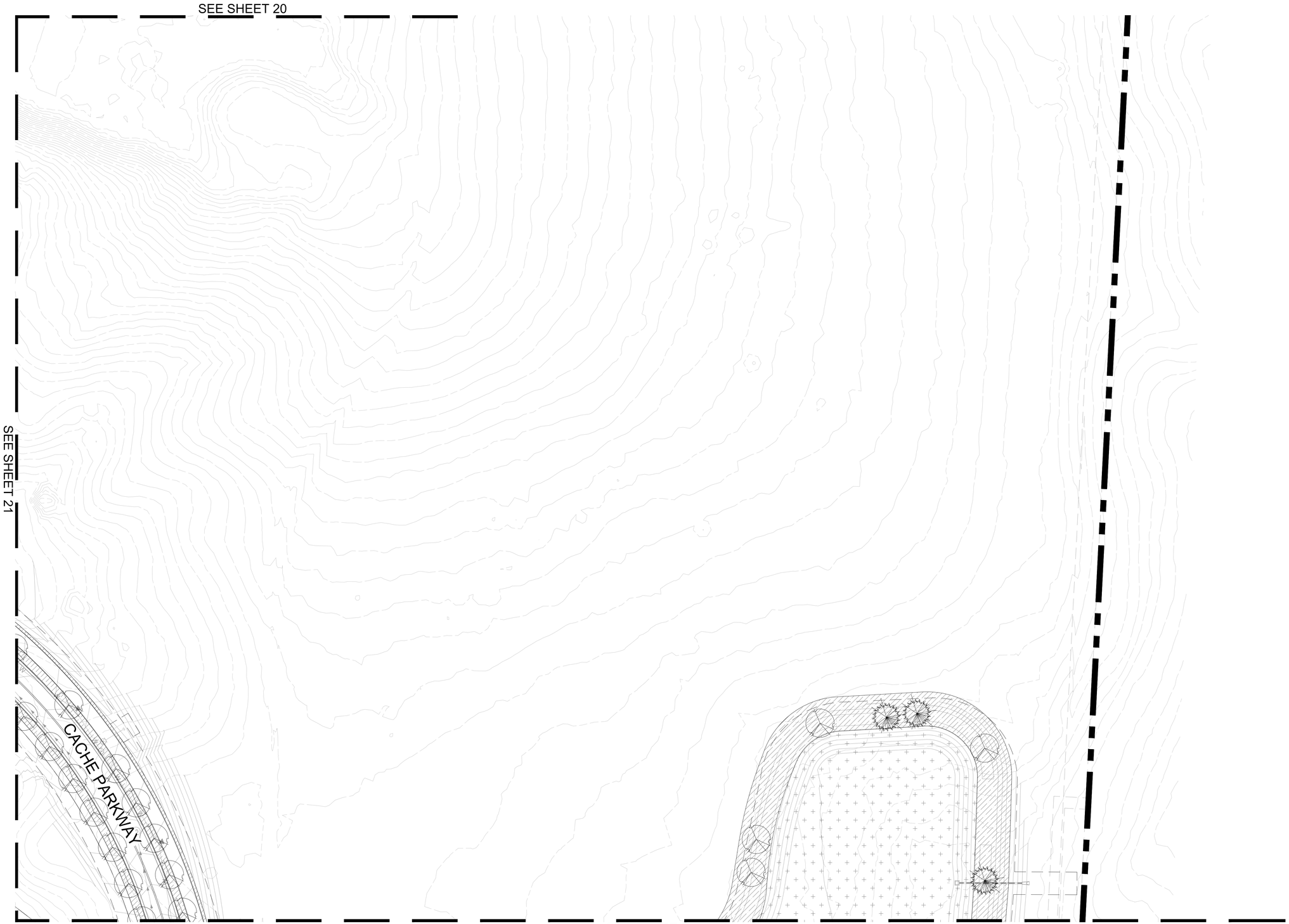


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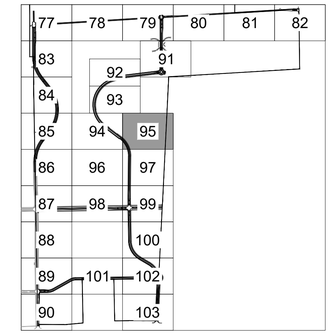


## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | SHRUB AND PERENNIAL PLANTING BED |
| | 1-1/2" COBBLE ROCK |
| | LOW GROW SEEDING |
| | POND SEEDING |

## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 40
SCALE

THE CACHE PA-B,C,D,E
METRO DISTRICT IMPROVEMENTS
PRELIMINARY LANDSCAPE PLAN
TITLE: LANDSCAPE PLAN

DATE: MARCH 20, 2024

HRGreen
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GREENWOOD VILLAGE, CO 80111
PHONE: 720.602.4999
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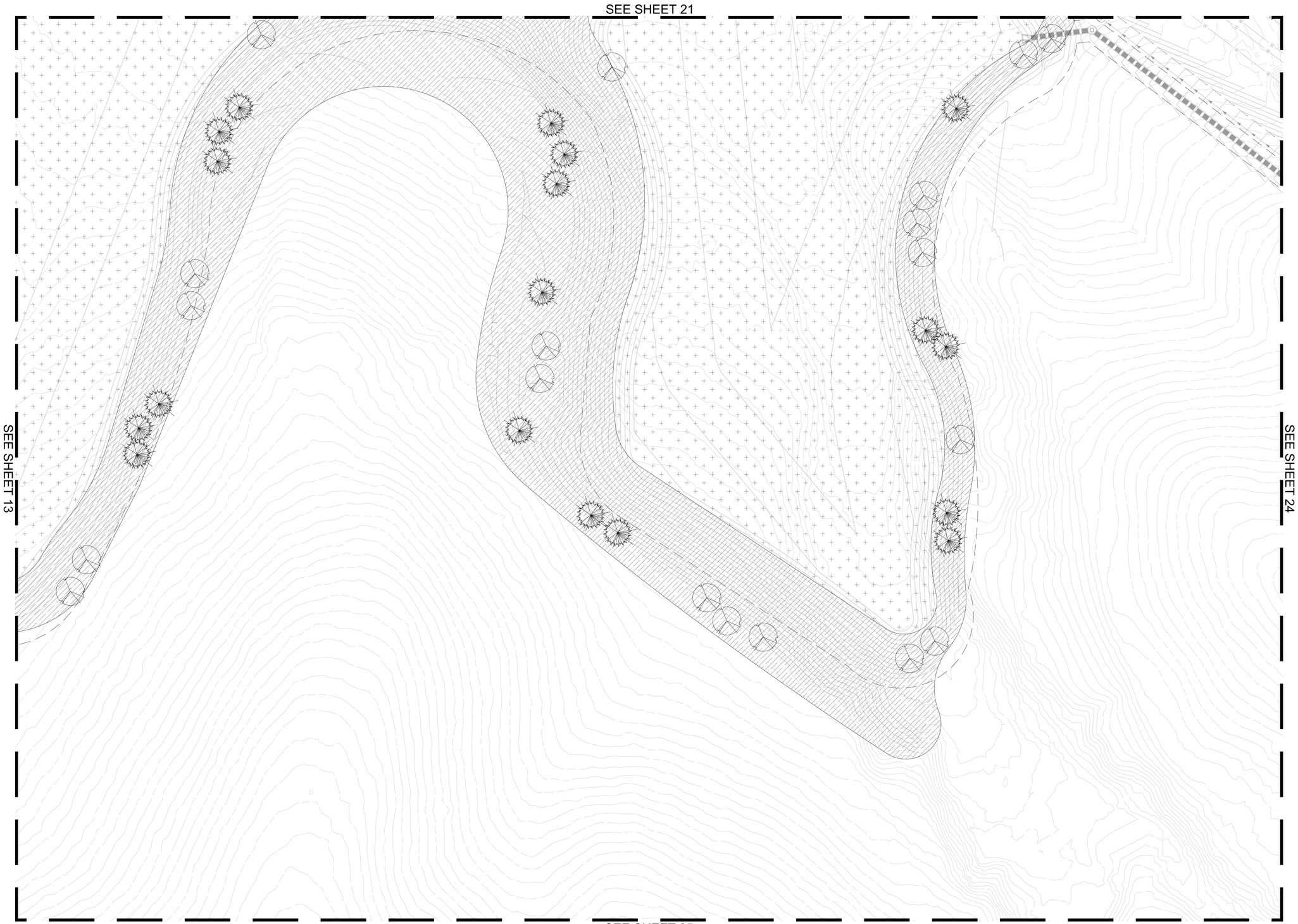


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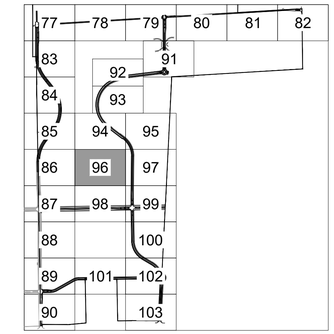


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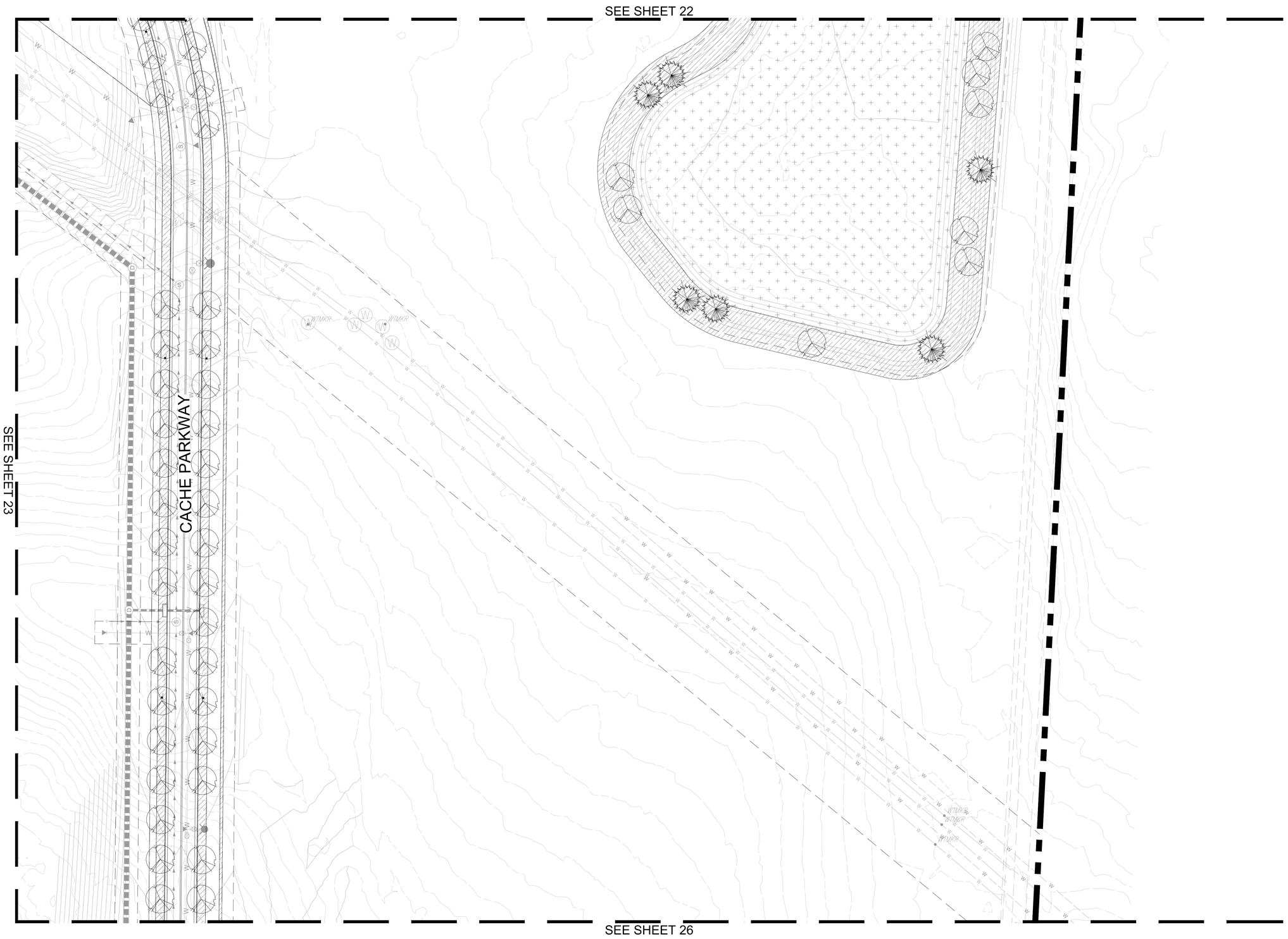


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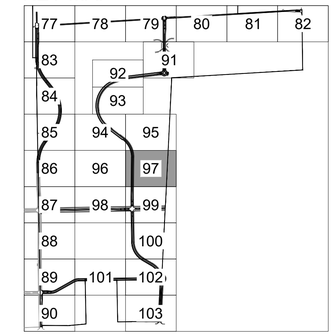


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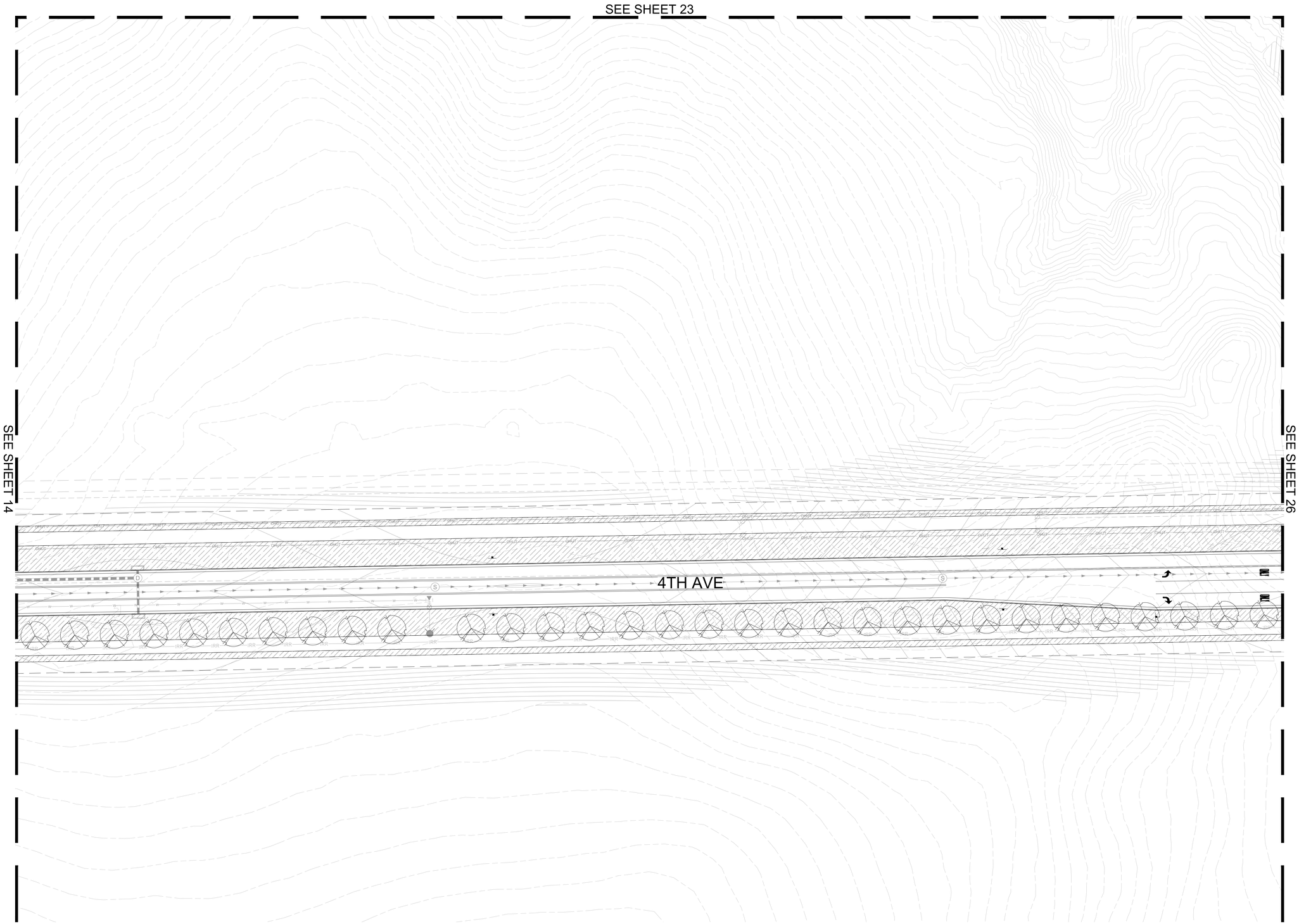


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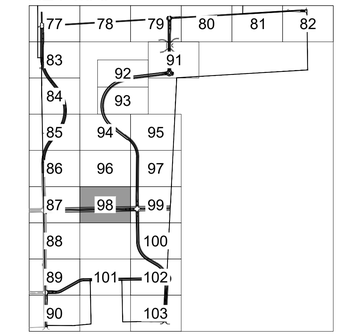


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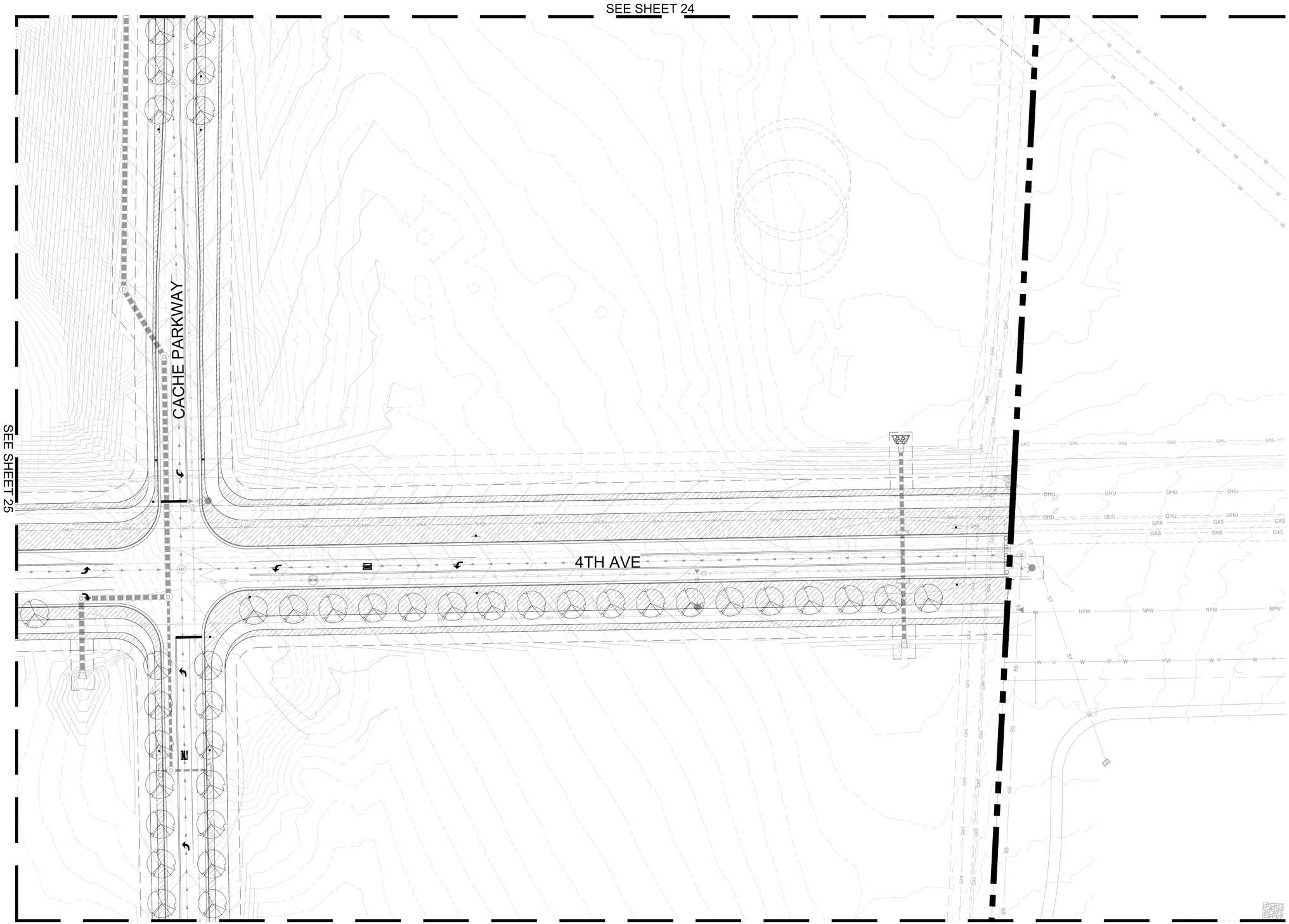


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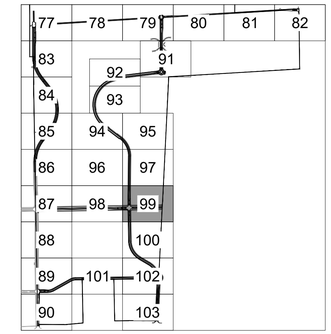


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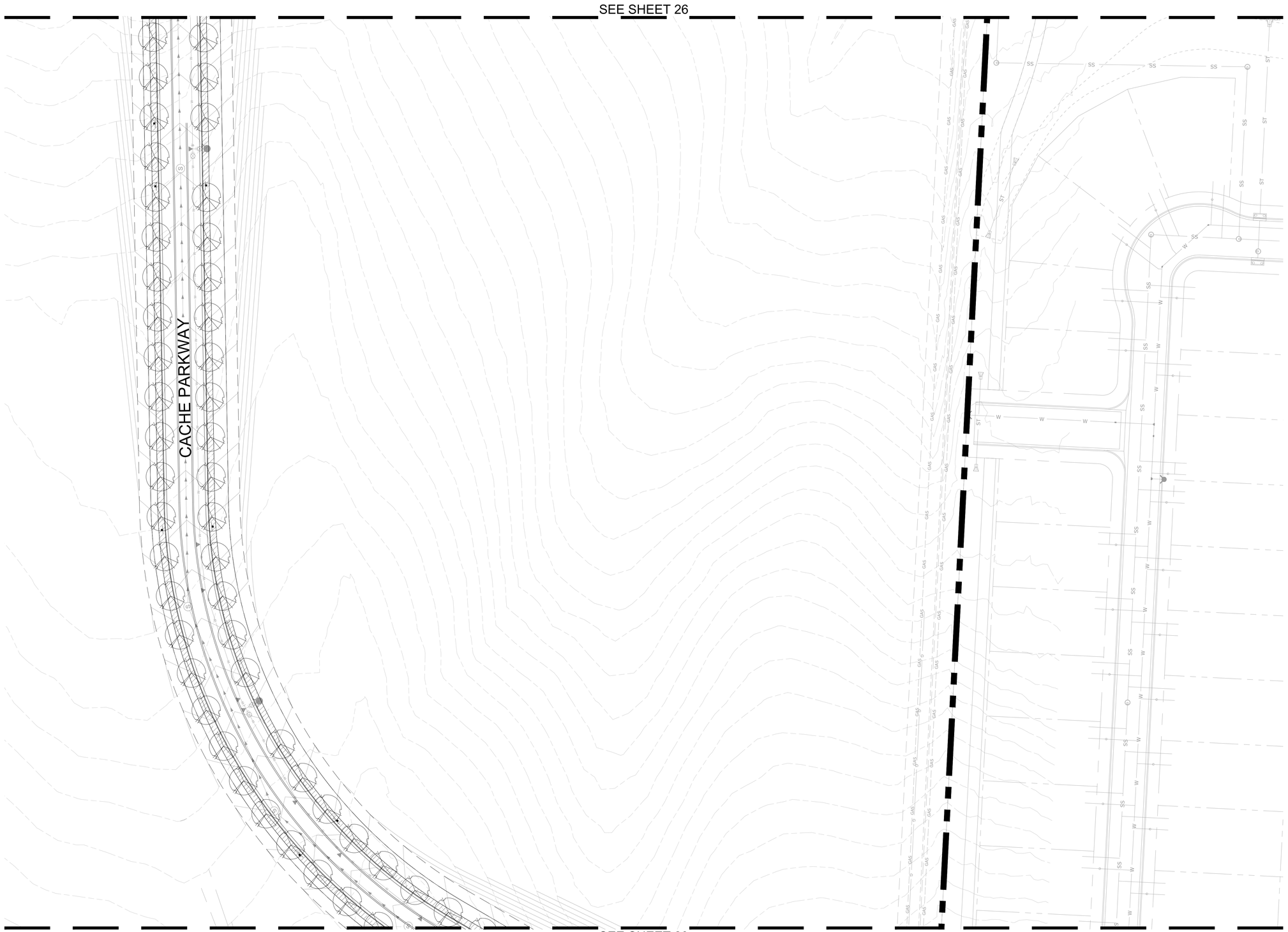


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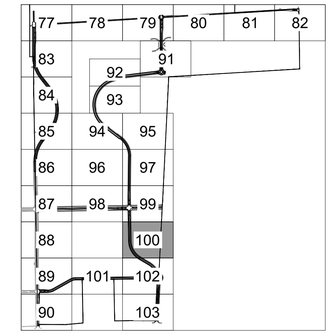


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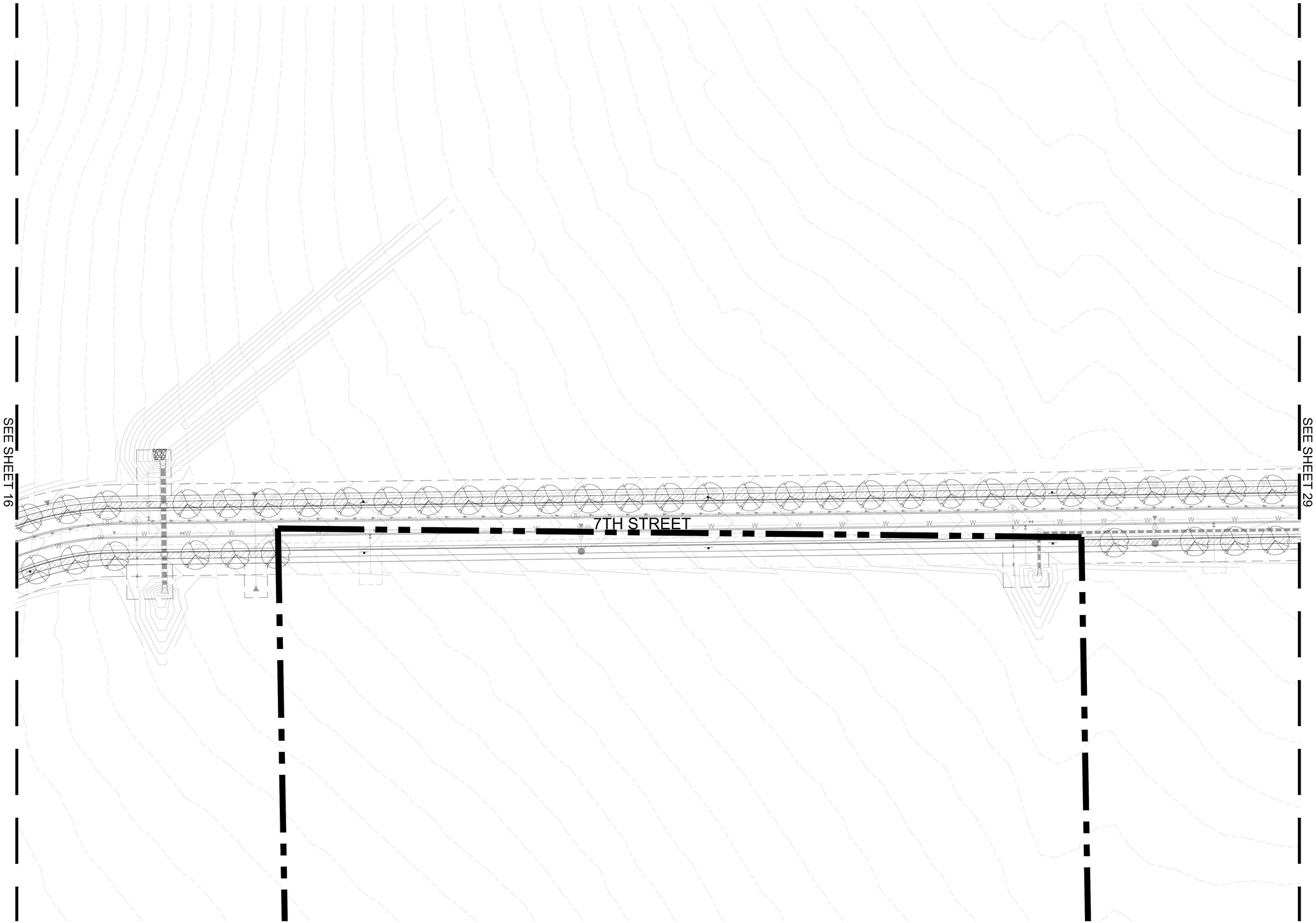


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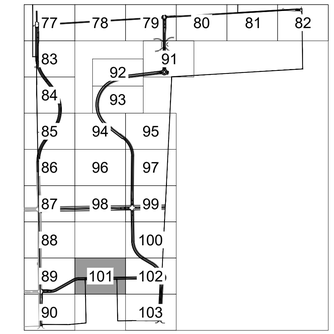


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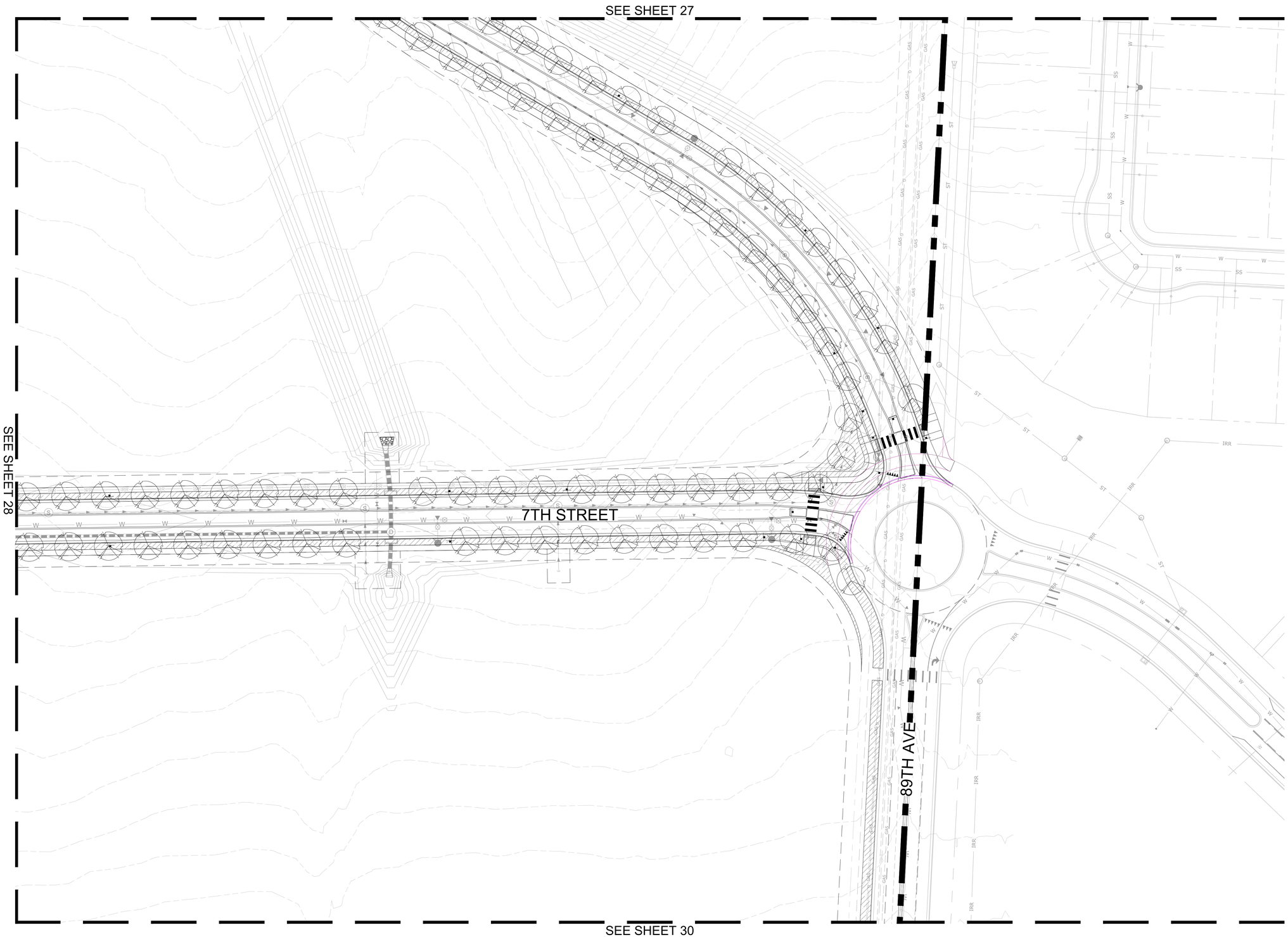


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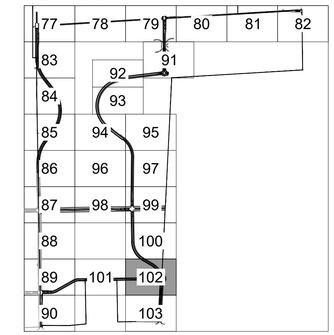


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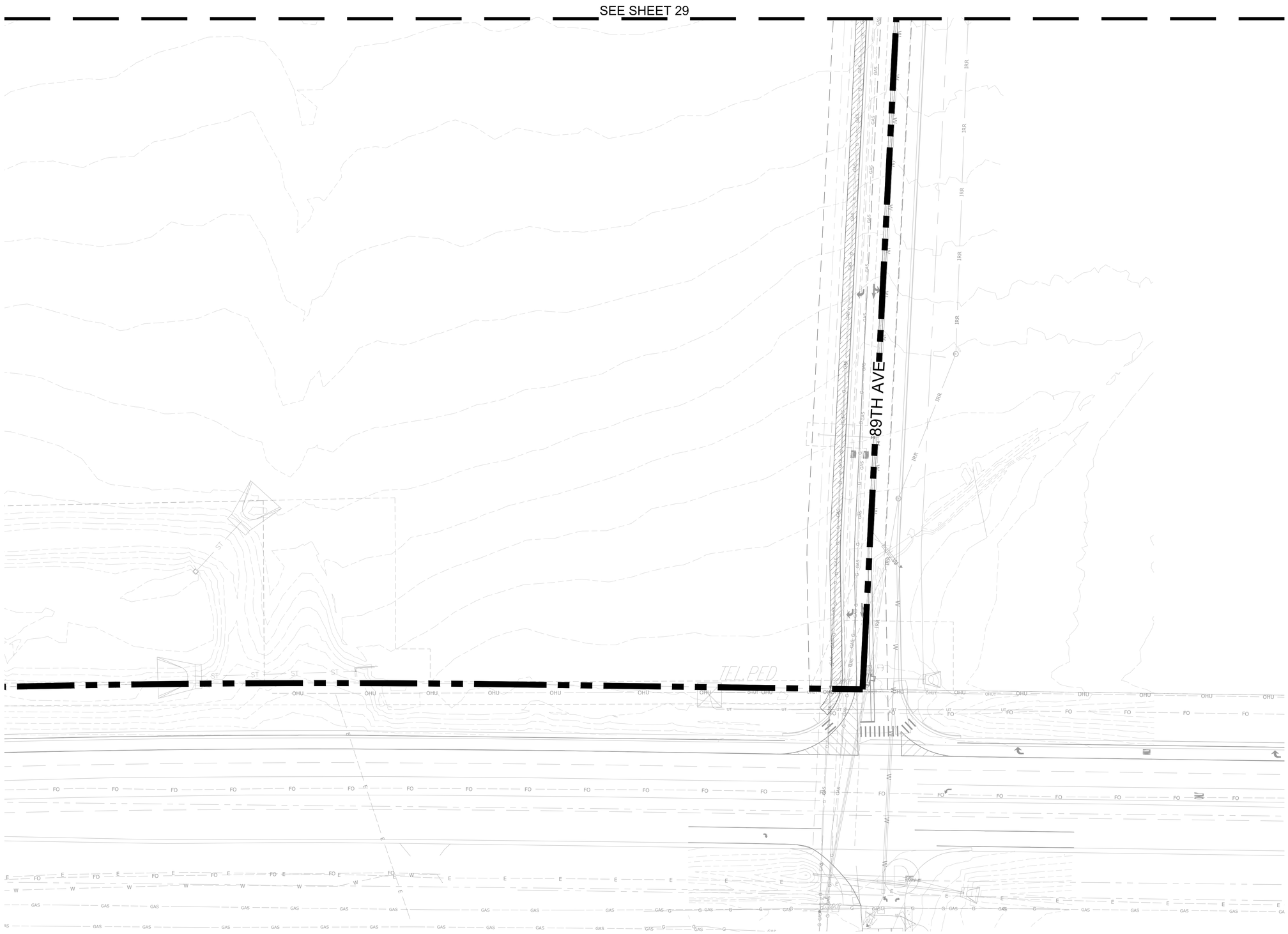


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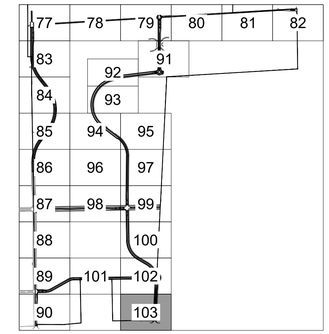


## GROUNDCOVER LEGEND

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| | 1-1/2" COBBLE ROCK |
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## PLANT LEGEND

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|---|---|
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| | EVERGREEN TREE |

NORTH

0 40
SCALE

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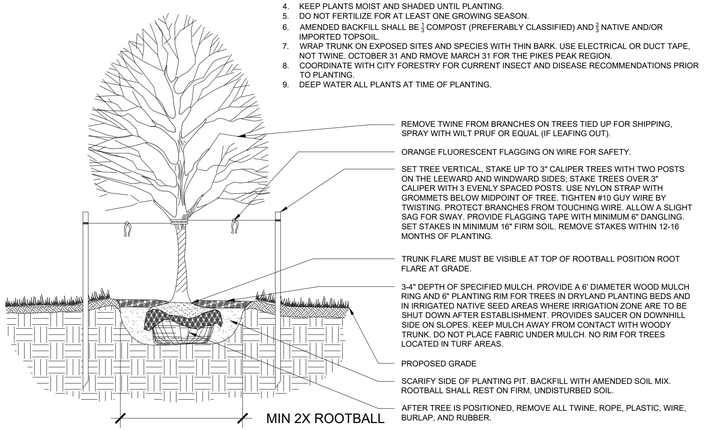
SHEET: 30 OF

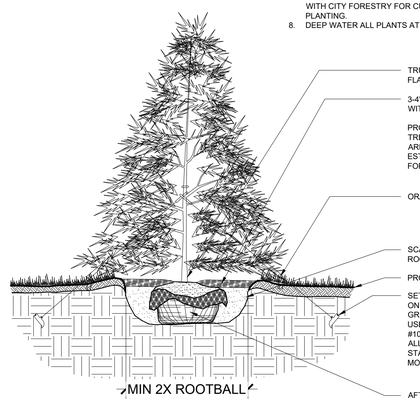
NOTES:
1. MARK THE NORTH SIDE OF TREE IN NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHENEVER POSSIBLE.
2. AT TIME OF PLANTING, DO NOT REMOVE OR CUT LEADER AND PRUNE ONLY DEAD OR BROKEN BRANCHES, CROSS OVER BRANCHES, AND WEEK OR NARROW CROTCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED. HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.
3. STRUCTURAL PRUNING SHOULD NOT BEGIN UNTIL AFTER ESTABLISHMENT PERIOD, USUALLY TWO GROWING SEASONS.
4. KEEP PLANTS MOIST AND SHADED UNTIL PLANTING.
5. DO NOT FERTILIZE FOR AT LEAST ONE GROWING SEASON.
6. AMENDED BACKFILL SHALL BE $\frac{1}{3}$ COMPOST (PREFERABLY CLASSIFIED) AND $\frac{2}{3}$ NATIVE AND/OR IMPORTED TOPSOIL.
7. WRAP TRUNK ON EXPOSED SITES AND SPECIES WITH THIN BARK. USE ELECTRICAL OR DUCT TAPE, NOT TWINE. OCTOBER 31 AND RMOVE MARCH 31 FOR THE PIKES PEAK REGION.
8. COORDINATE WITH CITY FORESTRY FOR CURRENT INSECT AND DISEASE RECOMMENDATIONS PRIOR TO PLANTING.
9. DEEP WATER ALL PLANTS AT TIME OF PLANTING.




## 1 TYP. DECIDUOUS TREE PLANTING DETAIL

SCALE: NTS

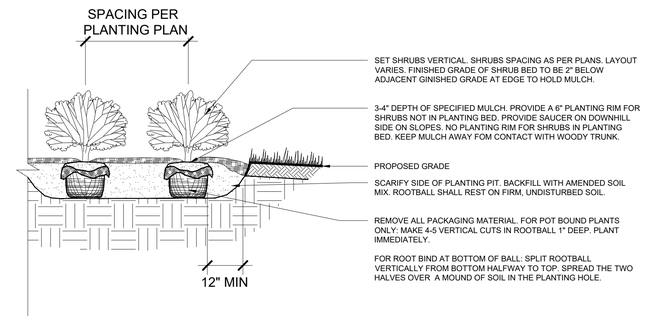
NOTES:
1. DO NOT REMOVE OR CUT LEADER.
2. PRUNE ONLY DEAD OR BROKEN BRANCHES IMMEDIATELY PRIOR TO PLANTING.
3. DO NOT REMOVE ANY DOUBLE LEADER, UNLESS OTHERWISE DIRECTED BY OWNERS REPRESENTATIVE.
4. KEEP PLANTS MOIST AND SHADED UNTIL PLANTING.
5. AMENDED BACKFILL SHALL BE $\frac{1}{3}$ COMPOST (PREFERABLY CLASSIFIED) AND $\frac{2}{3}$ NATIVE AND/OR IMPORTED TOPSOIL.
6. MARK THE NORTH SIDE OF TREE IN NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHENEVER POSSIBLE.
7. PINE AND SPRUCE TREES TO BE SPRAYED FOR IPS BARK BEETLE PRIOR TO PLANTING. COORDINATE WITH CITY FORESTRY FOR CURRENT INSECT AND DISEASE RECOMMENDATIONS PRIOR TO PLANTING.
8. DEEP WATER ALL PLANTS AT TIME OF PLANTING.




## 2 TYP. EVERGREEN TREE PLANTING DETAIL

SCALE: NTS

NOTES:
1. PRUNE ONLY DEAD OR BROKEN BRANCHES AND WEAK OR NARROW CROTCHES.
2. KEEP PLANTS MOIST AND SHADED UNTIL PLANTING.
3. DO NOT FERTILIZE FOR AT LEAST ONE GROWING SEASON.
4. AMENDED BACKFILL SHALL BE $\frac{1}{3}$ COMPOST (PREFERABLY CLASSIFIED) AND $\frac{2}{3}$ NATIVE AND/OR IMPORTED TOPSOIL.
5. ALL SHRUBS IN ROCK AREAS TO RECIEVE SHREDDED MULCH RINGS.
6. DEEP WATER ALL PLANTS AT TIME OF PLANTING.

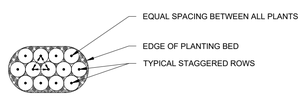


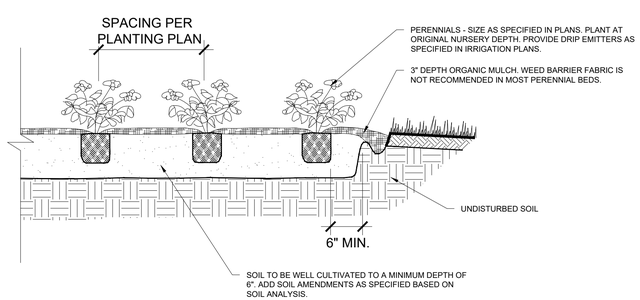

## 3 TYP. SHRUB PLANTING DETAIL

SCALE: NTS

NOTES:
1. KEEP PLANTS MOIST AND SHADED UNTIL PLANTING.
2. PLANTING GROUND COVERS AND PERENNIALS LEVEL AND AT GRADE.
3. PRUNE ALL DEAD OR BROKEN PARTS PRIOR TO PLANTING.
4. AMENDED BACKFILL SHALL BE $\frac{1}{3}$ COMPOST (PREFERABLY CLASSIFIED) AND $\frac{2}{3}$ NATIVE AND/OR IMPORTED TOPSOIL.
5. ALL PERENNIALS PLANTED IN ROCK MULCH AREAS TO HAVE ORGANIC MULCH RINGS AROUND THE BASE OF THE PLANT.

*WHEN PLANTING MASSES OF SHRUBS, GROUNDCOVER, PERENNIALS, AND ANNUALS, THIS DIAGRAM SHALL BE FOLLOWED.

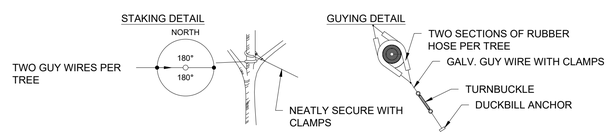



## 4 TYP. PERENNIAL PLANTING DETAIL

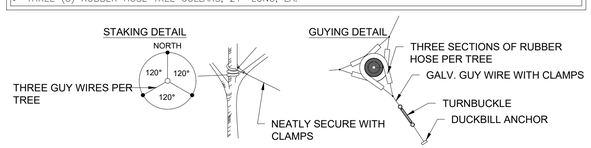
SCALE: NTS

GUYING STANDARDS
- TWO (2) MODEL 68 DUCKBILL ANCHORS (HOLDING CAPACITY 1100# PER ANCHOR IN NORMAL SOIL.
- 13' OF ⅛" 7x7 GALVANIZED STEEL CABLE WITH TURNBUCKLE ATTACHED MID-CABLE.
- ½" DIAMETER THIN WALL P.V.C. TUBING (WHITE) 48" MINIMUM LENGTH. ONE (1) REQUIRED/EACH GUY.
- TWO (2) TURNBUCKLES, EYE AND EYE TYPE, ⅜" THREAD DIAMETER WITH 3" TAKE-UP
- FOUR (4) ⅛" CABLE CLAMPS, ZINC PLATED (DR-2 STEEL DRIVE ROD 2' LONG WITH ¾" ROUND DRIVING TIP NEEDED TO INSTALL ANCHORS. ONE ROD, NOT INCLUDED IN KIT, DRIVES HUNDREDS OF ANCHORS)
- TWO (2) RUBBER HOSE TREE COLLARS, 21" LONG, EA.




*APPLIES TO SINGLE TRUNK DECIDUOUS TREES 3" CAL. AND LESS & EVERGREEN TREES 8' HT. AND LESS

GUYING STANDARDS
- THREE (3) MODEL 68 DUCKBILL ANCHORS (HOLDING CAPACITY 1100# PER ANCHOR IN NORMAL SOIL.
- 13' OF ⅛" 7x7 GALVANIZED STEEL CABLE WITH TURNBUCKLE ATTACHED MID-CABLE.
- ½" DIAMETER THIN WALL P.V.C. TUBING (WHITE) 48" MINIMUM LENGTH. ONE (1) REQUIRED/EACH GUY.
- THREE (3) TURNBUCKLES, EYE AND EYE TYPE, ⅜" THREAD DIAMETER WITH 3" TAKE-UP
- SIX (6) ⅛" CABLE CLAMPS, ZINC PLATED (DR-2 STEEL DRIVE ROD 2' LONG WITH ¾" ROUND DRIVING TIP NEEDED TO INSTALL ANCHORS. ONE ROD, NOT INCLUDED IN KIT, DRIVES HUNDREDS OF ANCHORS)
- THREE (3) RUBBER HOSE TREE COLLARS, 21" LONG, EA.

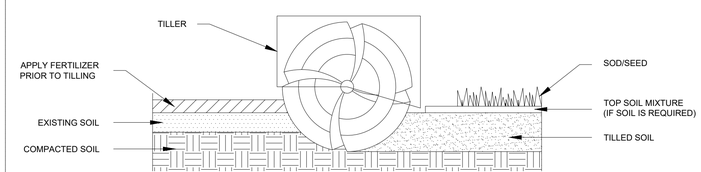



*APPLIES TO SINGLE TRUNK DECIDUOUS TREES GREATER THAN 3" CAL. & EVERGREEN TREES GREATER THAN 8' HT.

## 5 TYP. GUYING DETAIL

SCALE: NTS

NOTES:
1. TOPSOIL TO CONSIST OF DARK, LIGHT LOAM SOIL FREE OF ALL IMPURITIES SUCH AS ROCKS, ROOTS AND OTHER FOREIGN MATERIALS.
2. APPLY FERTILIZER WITHIN 2-3 DAYS OF PLANTINGS.
3. COMPOST TO CONSIST OF 1-YEAR OLD ORGANIC MATERIAL AND SHOULD NOT INCLUDE CHICKEN MANURE.
4. MATERIALS GREATER THAN 1" DIAMETER OR FROZEN SOIL SHALL BE REMOVED.
5. TILLED SOIL SHALL BE SMOOTHLY RAKED TO A FINISHED GRADE TO PROVIDE POSITIVE DRAINAGE.




## 6 TYP. SOIL PREPARATION (ALL AREAS)

SCALE: NTS

THE CACHE PA-B,C,D,E
METRO DISTRICT IMPROVEMENTS

TITLE: LANDSCAPE DETAILS

DATE: MARCH 20, 2024

HRGreen
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SHEET: 31 OF

# The Cache Subdivision Filing No.1 Preliminary Plat

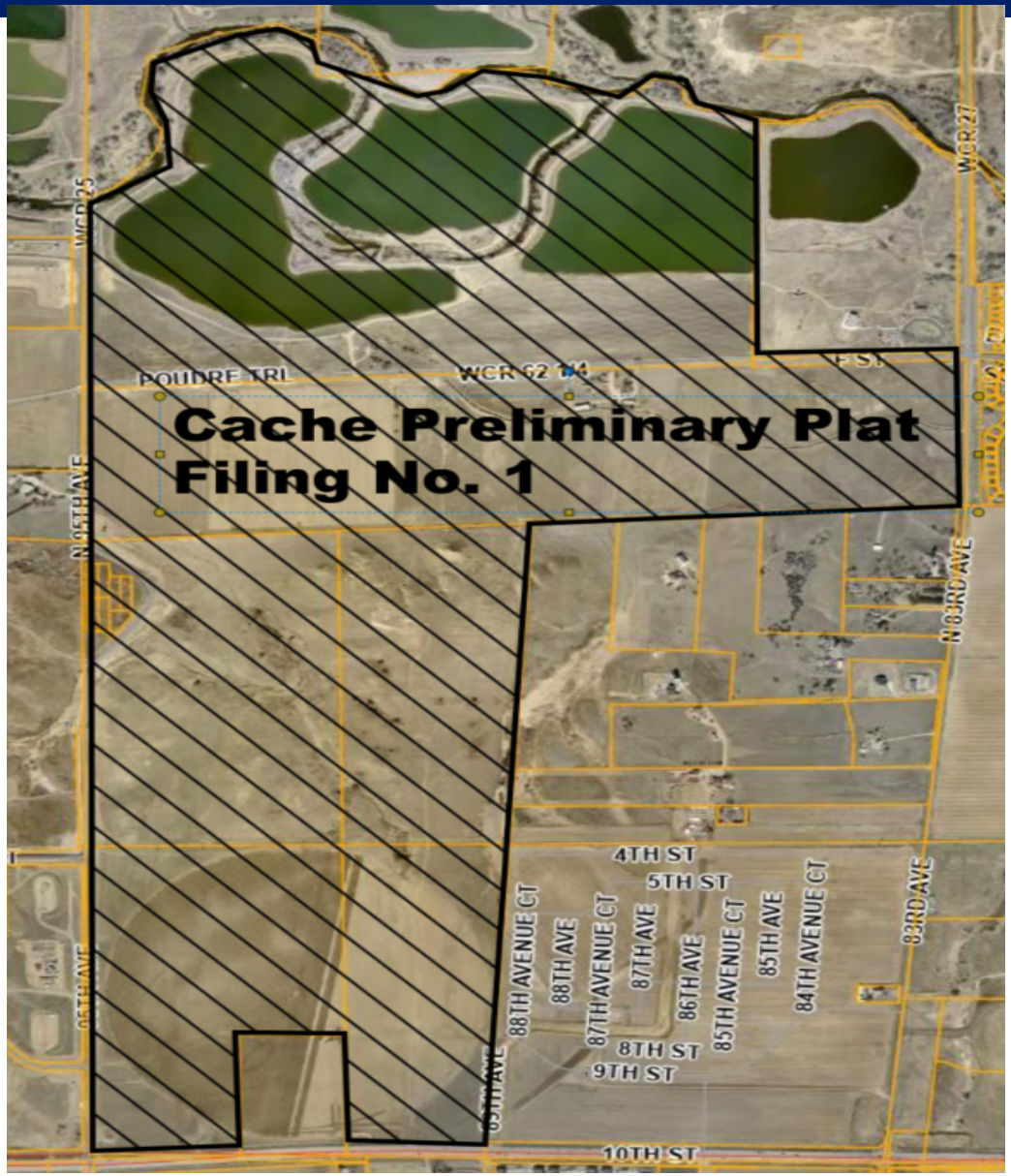
# SUB2023-0015

**Planning Commission**
**August 13, 2024**
**Jeffrey Woeber, Planner III**

# Request & Site Background

- Request:
  - Approval of a Preliminary Plat to create 13 Tracts, dedicate right-of-way
- Background:
  - 784.3 acres within The Cache PUD and annexation approved in 2021 allowing various residential and commercial uses, open space, park and school sites

# Location


Cache Preliminary Plat
Filing No. 1
POUDRE TRL
WCR 62 1/4
WCR 25
WCR 27
N 85TH AVE
N 83RD AVE
F ST
4TH ST
5TH ST
8TH ST
9TH ST
10TH ST
88TH AVENUE CT
88TH AVE
87TH AVENUE CT
87TH AVE
86TH AVE
85TH AVENUE CT
85TH AVE
84TH AVENUE CT
83RD AVE

N

- Thirteen Tracts, for development and open space
- Each Tract required further subdivision review to create developable lots
- Preliminary Plat has gone through extensive one-year review process

## Cache Preliminary Plat Filing No. 1

# Considerations

## Approval Criteria

- Preliminary Subdivision Criteria, 24-203(b)(1)

## Notification

- 76 notice letters mailed
- 500 ft notice boundary
- Three signs posted on the property
- Web notice

## Recommendation

- Staff recommends approval of Preliminary Plat based on compliance with Section 24-203(b)(1)
- Planning Commission is the Decision-Making Authority for a USR

# Recommended Motion

## Preliminary Subdivision, Section 24-203(b)(1)

Approval

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

# Alternative Motion

**Preliminary Subdivision, Section 24-203(b)(1)**

- Denial

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

# Review Criteria

| Subdivision Review Criteria, Section 24-203(b)(1) | |
|---|---|
| a) | **The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.** |
| | • The proposed subdivision is in conformance with the Imagine Greeley Comprehensive Plan and the Cache PUD.<br>• Staff notes that Comprehensive Plan recommendations are key considerations in the review and approval of a rezoning, and were considered when the site went through the PUD process. The PUD was found to generally be consistent with those recommendations. |
| b) | **The development and infrastructure is arranged in a manner to minimize impacts of geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.** |
| | • The proposed subdivision would be designed to be consistent with the approved PUD, which was designed to minimize impacts to the surrounding area. The design of the proposed plat has taken into account the river and riparian areas, and also existing “plugged and abandoned” oil and gas structures by providing the appropriate setbacks. Steep slopes and bluffs are located on the property, largely outside of developable areas. |

# Review Criteria

| Subdivision Review Criteria, Section 24-203(b)(1) | |
|---|---|
| c) | **The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations and are coordinated with existing or potential development on adjacent property.** |
| | The subdivision design is consistent with The Cache PUD plan development and design criteria. Staff notes the developable Tracts must go through an additional subdivision process to create lots and blocks prior to any development. In instances where the PUD plan is silent, or otherwise noted on the PUD plans, the City's Development Code regulations shall govern. |
| d) | **The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.** |
| | • The design is consistent with the PUD plan development and design criteria, and the Development Code criteria where the PUD plan does not govern. The Cache PUD plan establishes specific design criteria including lot sizes, setbacks, perimeter landscaping and parking. Those standards will be realized as the Tracts are subdivided further in the future. |

# Review Criteria

| Subdivision Review Criteria, Section 24-203(b)(1) | |
|---|---|
| e) | **The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.** |
| | • Preliminary Construction Plans have been found to be acceptable by applicable City staff for road and stormwater/drainage improvements associated with the preliminary plat. City staff and referral agencies have reviewed the preliminary construction plans and will work through final details and logistics as part of the final plat submittal if the preliminary plat is approved. |
| f) | **Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.** |
| | • The applicant will construct infrastructure as applicable for the 13 Tracts, with some access roads being constructed as part of this Filing No. 1. Further subdivision and ultimate buildout of The Cache project as a whole will likely be done fairly long term, with each future subdivision requiring detailed review and approval processes which will require meeting specified standards consistent with the approved PUD. As the Tracts are further subdivided, the timing, location, and construction of amenities would be identified and built as called out in the PUD. |

# Review Criteria

| Subdivision Review Criteria, Section 24-203(b)(1) | |
|---|---|
| g) | **Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.** |
| | • The application has undergone a lengthy and extensive review by City staff and referral agencies. All preliminary plans and studies associated with the project have been examined and applicable City staff are comfortable with the applicant moving forward in providing final studies and working through any minor comments as part of the final subdivision plat process. |

# Review Criteria

| Subdivision Review Criteria, Section 24-203(b)(1) | |
|---|---|
| h) | **The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development of adjacent property from meeting the goals and policies of the Comprehensive Plan.** |
| | The proposed subdivision would not impede any anticipated future public infrastructure. The applicant is required to construct on-site and appropriate off-site utility and roadway infrastructure to serve the development. The proposed infrastructure would be available for future development in the area. Staff is not aware of any other major infrastructure projects planned for this area. |
| | |
| i) | **The recommendations of professional staff or any other referral agencies authorized to review the subdivision plan.** |
| | Staff and referral agencies have reviewed all preliminary plans and studies associated with the project and the technical aspects of the subdivision are acceptable. The Colorado Parks and Wildlife (CPW) referral agency did express some concern with future development being in the vicinity of the eagle's nest across the Poudre River. The applicant will finalize all plans and studies as part of the final subdivision plat process if the preliminary plat is approved. |

**Jeff Woeber**

| | |
|---|---|
| **From:** | April Medeiros |
| **Sent:** | Tuesday, July 23, 2024 1:12 PM |
| **To:** | Darrell Gesick; Kelli Davis; Jeff Woeber; Sara Aragon |
| **Subject:** | FW: Resident Comments for Greeley Planning Commission Meeting 7/23 |
| **Attachments:** | Cache PUD.pdf; Cache-Master-Plan-wo-2023-04-05.pdf |

**From:** planning <planning@Greeleygov.com>
**Sent:** Tuesday, July 23, 2024 12:43 PM
**To:** April Medeiros <April.Medeiros@Greeleygov.com>
**Subject:** FW: Resident Comments for Greeley Planning Commission Meeting 7/23

**Meg Oren**
Planner III
Community Development | Long Range Planning Division
1100 10th Street
Greeley, CO 80631
P: 970.350.9824 | Meg.Oren@greeleygov.com
www.greeleygov.com

**From:** Naomi Gonzales <Naomi.Gonzales@Greeleygov.com>
**Sent:** Tuesday, July 23, 2024 12:06 PM
**To:** planning <planning@Greeleygov.com>
**Subject:** FW: Resident Comments for Greeley Planning Commission Meeting 7/23

Hello,

Please see the following email and attached documents regarding a Planning Commission Meeting Item.

Thank you,

Naomi Gonzales
Assistant City Clerk
City Clerk's Office
1000 10th Street
Greeley, CO 80631
o: 970-350-9741|naomi.gonzales@greeleygov.com
www.greeleygov.com

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**From:** Erin Brebis <erin@reddoortm.com>
**Sent:** Tuesday, July 23, 2024 10:01 AM
**To:** CityClerks <CityClerks@Greeleygov.com>
**Subject:** Resident Comments for Greeley Planning Commission Meeting 7/23

> You don't often get email from erin@reddoortm.com. Learn why this is important

Hello,

I am a resident that lives directly east of this development and would like these comments entered into the record. Our address is 217 83rd Avenue. Please reference the highlighted and red notes below. It appears the developer would like to place their largest building on the highest point of the plot which will greatly impact our views, and therefore, our property value. I understand the City of Greeley is excited about the prospect of yet another new development however, I'm hopeful they can balance the interests of the developer with the concerns of the residents bordering this proposed development. Our property is by far our largest asset and what is built around us can greatly impact us financially. The developer is clearly only considering their own self interest as no photos or perspectives from our vantage point are shown or presented. I am happy to have any city officials out to our property if they would be interested in seeing how this will impact all of us to the east.

SEE THE LOCATION

CLASSIC COUNTRY LIVING

*Along the Poudre River*

*Weld County*

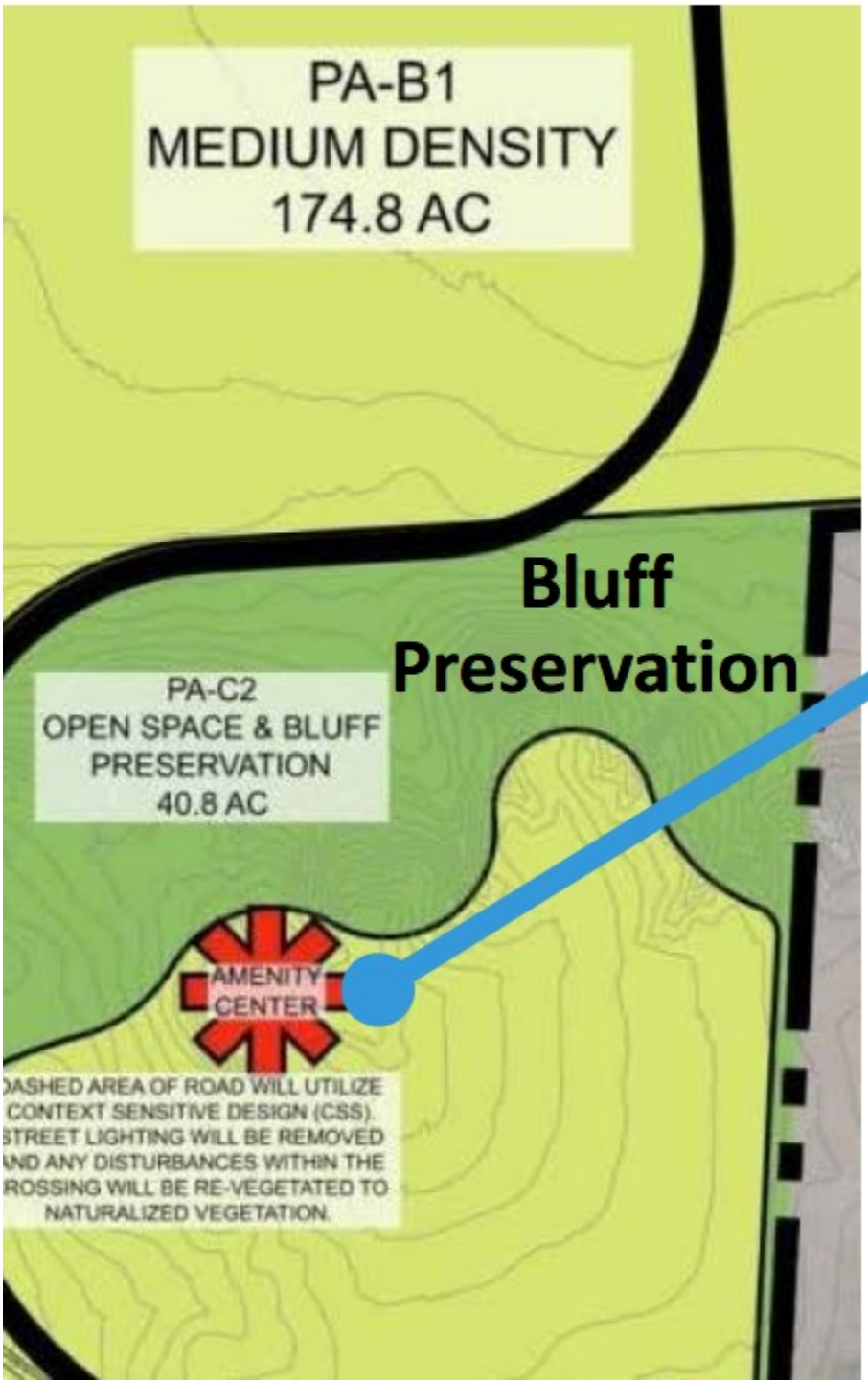
# WEST GREELEY

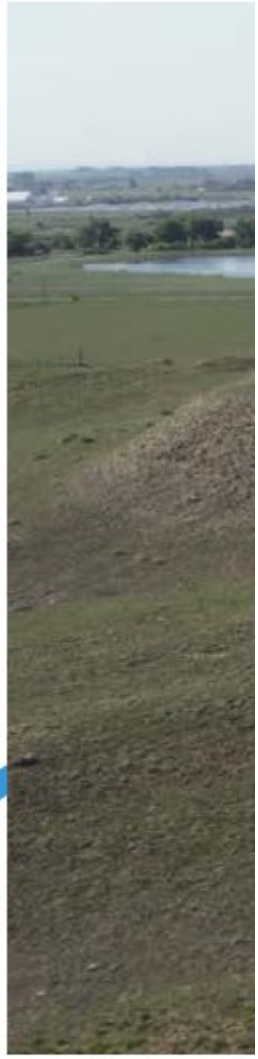
## CELEBRATE COMMUNITY

**The Cache is centered around both community and connectivity in one of the most beautiful landscapes in Northern Colorado. Here, you'll find welcoming neighbors, those who take pride in their work and in their homes. A community dedicated to showcasing the best of Colorado. Every aspect of The Cache, from the winding trails to the parks and community center, are designed to bring people together. At The Cache, you aren't just another homeowner—you're part of a growing community. Welcome home.**

Much emphasis on mountain views within their website – *but not for existing community members/residents – putting center/focal point on the high point of the parcel (See below):*

# L AREA



AMENITY CENTER

THE CACHE AMENITY CENTER WIL
ELEMENTS WILL ORIGINATE FROM
MONUMENTATION, LIGHTING AND
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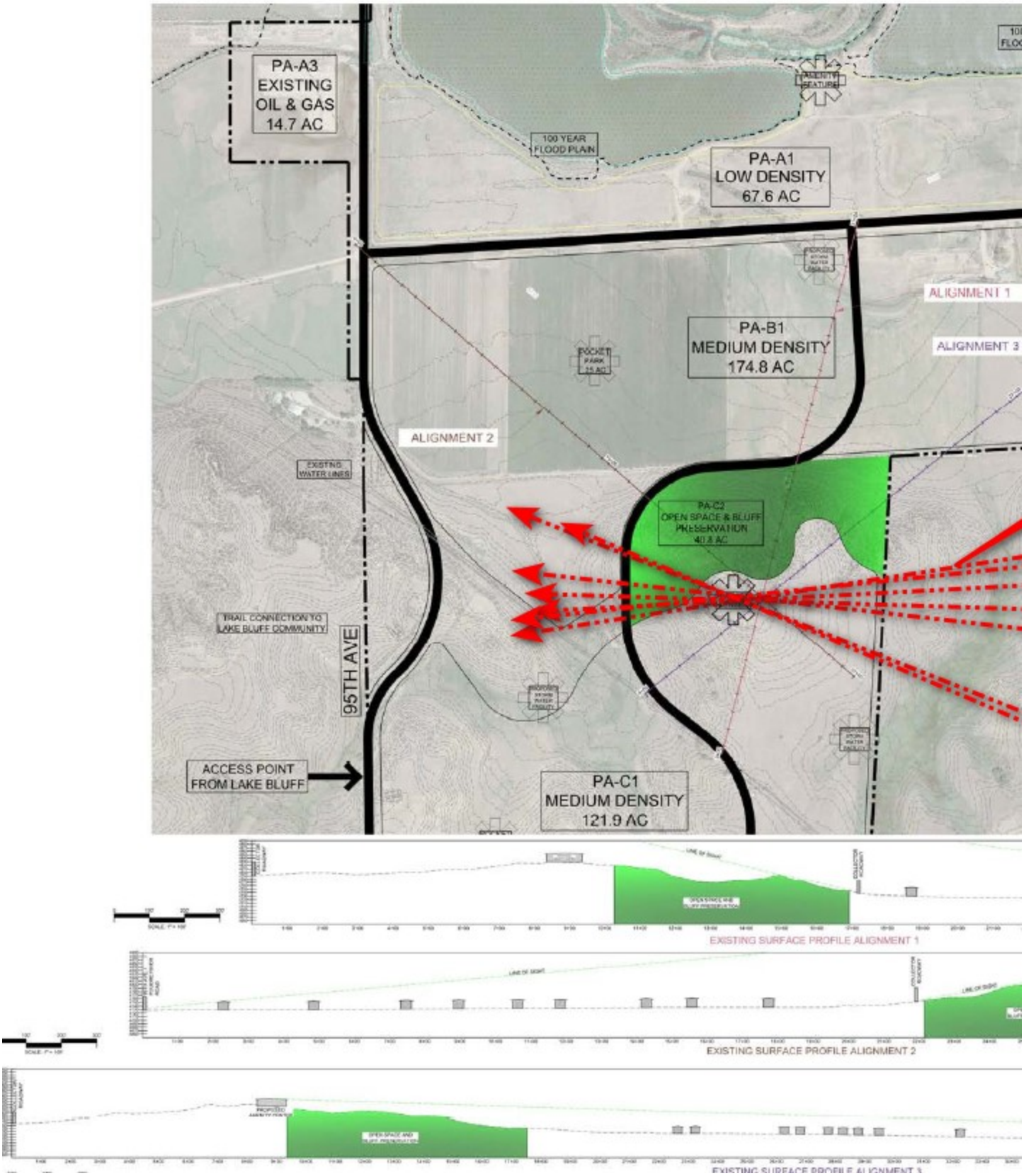
GREELEY AND COLORADO'S NATU

**Proposed**

# THE CACHE – CENTRAL BLUF



# Planning Commission Agenda Summary

August 13, 2024
Key Staff Contact: Jeff Woeber, Planner III

***Title:***

Case Number SUB2023-0014, The Cashe Preliminary Plat Filing 2

***Summary:***

A public hearing to consider a request by The Cache, LLC for approval of The Cache Subdivision No. 2 Preliminary Plat to create 122 residential lots on 65.9 acres within the Cache Planned Unit Development (PUD). The property is located west of the northwest corner of the intersection of 83rd Avenue and F Street. (Case number SUB2023-0014, The Cashe Preliminary Plat Filing 2)

***Recommended Action:***

Approval

***Attachments:***

1. Staff Report
2. Zoning Map
3. Project Narrative
4. Plan Set
5. Neighbor Notification Boundary Map
6. Preliminary Landscape Plan
7. Staff Presentation
8. Correspondence From Adjacent Owner

# PLANNING COMMISSION SUMMARY

**ITEMS:** Preliminary Subdivision of 65.937 acres of land to create 122 Lots Tracts, and Dedication of Rights-of-Way in a PUD (Planned Unit Development) Zone District

**FILE NUMBER:** SUB2023-0014

**PROJECT:** The Cache Subdivision Filing No. 2 – Preliminary Plat

**LOCATION:** West of the northwest corner of the intersection of 83rd Avenue and F Street

**APPLICANT:** Sarah Woodland on behalf of The Cache, LLC

**CASE PLANNER:** Jeffrey Woeber, Planner III

**PLANNING COMMISSION HEARING DATE:** August 13, 2024

**PLANNING COMMISSION FUNCTION:**
The Planning Commission shall consider the staff report, along with testimony and comments made by the applicant and the public and shall then make a motion to approve, approve with conditions, or deny the request in the form of a finding based on the review criteria in Section 24-203(b)(1) of the Development Code.

**EXECUTIVE SUMMARY**
The City of Greeley is considering a request for approval of a preliminary subdivision of 65.937 acres of land into 122 lots, 7 Tracts and dedication of rights-of-way. The subject property is located west of the northwest corner of the intersection of 83rd Avenue and F Street/Poudre River Road (see Attachment).

The property is the first subdivision creating lots/building sites within The Cache Planned Unit Development (PUD). The 122 lots are for residential uses, with 66 lower density lots proposed, being approximately 0.27 up to 0.65 acres, and 56 smaller "alley-loaded" lots proposed for patio/cottage homes, approximately 0.11 to 0.15 acres in size.

A "density transfer" is being requested for this subdivision, where some density can be transferred from one planning area/parcel to another, so long as the maximum number of units does not exceed the total number allowed within the PUD project. This is allowable per the approved PUD, and staff supports approval of this transfer. Staff will require this density transfer to be noted on the Final Plat.

Staff notes this application for Cache Subdivision Filing No. 2 – Preliminary Plat is being reviewed concurrently with The Cache Filing No. 1 – Preliminary Plat which precedes this

application on the agenda. Approval of Filing No. 1 is necessary to move forward with Filing No. 2, as Filing No. 1 would create Tract B which is being subdivided through this application process.

## A. REQUEST

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

## B. STAFF RECOMMENDATION

Approval (see Section J).

## C. LOCATION

The subject property is located west of the northwest corner of the intersection of 83rd Avenue and F Street/Poudre River Road (see Attachment).

**Current Zoning:** PUD (Planned Unit Development)

**Abutting Zoning:**

**North:** PUD (Planned Unit Development)
**South:** PUD (Planned Unit Development)
**East:** R-E (Residential Estate)
**West:** PUD (Planned Unit Development), Weld County A-AG (Agricultural)

**Abutting Land Use:**

**North:** Open Space, sand and gravel ponds, river
**South:** Undeveloped, Tracts H and C of The Cache Filing No. 1
**East:** Poudre Learning Center
**West:** Existing oil and gas, undeveloped area

**Site Characteristics:**

The site is undeveloped land with fairly flat topography. A proposed open space area (The Cache Filing No. 1 Tract A) is to the north, adjacent to the Cache la Poudre River. 95th Avenue borders the property to the west, and the Poudre Learning Center is to the northeast, and the Poudre River Ranch residential subdivision to the east. The Poudre Trail, adjacent to Poudre River Road, borders the property to the south (also, or previously known as F Street and Weld County Road 62 ¼).

## D. BACKGROUND

An overview and background of the site, and the Cache PUD Development as a whole is explained within the staff report for The Cache Subdivision Filing No. 1 – Preliminary Plat, to be presented to the Planning Commission immediately before this application. This Filing No. 2 is proposed Tract B of Filing No. 1. This application review and approval is contingent upon approval of Filing No. 1, which creates the Tracts. Upon the approval of the plat to create Tracts, further subdivision is required to create buildable lots.

## E. APPROVAL CRITERIA

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

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

Staff Comment: The City's *Imagine Greeley Comprehensive Plan* has a variety of recommendations that may be applicable to this Preliminary Plat. Staff notes that Comprehensive Plan recommendations are key in review and approval of a rezoning, and were considered when the site went through the PUD process. The PUD was found to be consistent with those recommendations.

The proposed subdivision is generally in conformance with the Imagine Greeley Comprehensive Plan and The Cache PUD.

The request complies with this criterion.

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

Staff Comment: The proposed subdivision would be designed to be consistent with the approved PUD, which was designed to minimize impacts to the surrounding area. See WILDLIFE, below.

There are plugged and abandoned oil and gas wells near the subdivision site, which will have setbacks applied per the Greeley Development Code.

The request complies with this criterion.

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

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

This request complies with this criterion.

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

Staff Comment: The design is consistent with the PUD plan development and design criteria, and the Development Code criteria where the PUD plan does not govern. The Cache PUD plan establishes specific design criteria including lot sizes, setbacks, perimeter landscaping and parking.

This request complies with this criterion.

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

Staff Comment: Preliminary Construction Plans have been found to be acceptable by applicable City staff for road and stormwater/drainage improvements associated with the preliminary plat. City staff and referral agencies have reviewed the preliminary construction plans and will work through final details and logistics as part of the final plat submittal if the preliminary plat is approved.

The request complies with this criterion.

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

Staff Comment: Phasing is not proposed for developing this Filing No. 2. An "Amenity Feature" is on the approved PUD plan. According to the applicant, an amenity will be processed under separate application, with the PUD requiring it to be constructed "by the 350$^{th}$ residential building certificate of occupancy." This subdivision proposes 122 lots so presumably in the next filing or a subsequent filing the Amenity Feature will be triggered.

The request complies with this criterion.

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

Staff Comment: The application has undergone a lengthy and extensive review by City staff and referral agencies. Construction plans and technical reports associated with the project have been reviewed and revised and found to be adequate to proceed with the subdivision and associated development. Staff is comfortable with the applicant moving forward in providing final studies and working through any minor comments as part of the final subdivision plat process.

The request complies with this criterion.

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

Staff Comment: The proposed subdivision would not impede any anticipated future public infrastructure. The applicant is required to construct on-site and appropriate utility and roadway infrastructure to serve the development, which will be planned for consistency and connection to new and existing infrastructure. Staff is not aware of any other infrastructure projects in the subdivision area that could lead to any potential conflict.

This request complies with this criterion.

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

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

The request complies with this criterion.

## F. PHYSICAL SITE CHARACTERISTICS

### 1. SUBDIVISION HISTORY

As mentioned previously in this report, The Cache Subdivision – Filing No. 1 is being processed concurrently with this application for Filing No. 2. Filing No. 1 involves creating Tracts on a large area encompassing the Cache PUD. This Filing No. 2 is a subdivision of Tract B of Filing No. 1.

### 2. HAZARDS

There are plugged and abandoned well sites within the proposed development. The Preliminary Plat depicts each. Construction/Site Plan documents associated with this Preliminary Plat depict required 50-foot setbacks from each well site as applicable to the lots being created. Staff will require these wells and setbacks to be clearly depicted on the Final Plat.

Staff is not aware of other hazards that could potentially impact development within the subdivision area.

### 3. WILDLIFE

There is some concern for development near an existing bald eagle nest near Tract A, with the subject property (The Cache Filing No. 2) being south of that. The subdivision and proposed future development are well outside of a buffer distance required by the United States Fish and Wildlife Service (USFWS), the federal agency that enforces regulations regarding bald eagles. Bald eagles are no longer endangered species, but are protected under the Federal Bald & Golden Eagle Protection Act. The federal regulations require "a 660-foot (0.125 mile) buffer around a nest when there is no similar activity within one mile of the nest." The applicant's Biologist Study depicts the nest being more than twice the 660-foot distance from the closest proposed lot.

Colorado Parks and Wildlife (CPW) provided recommendations for a buffer from the eagle's nest, with no occupancy within 0.25 mile of the nest (which is being met with the proposed subdivision) and no human encroachment activities within a 0.5-mile radius of the nest between December 1 through July 31. After some discussion with CPW and the applicant, where it was determined there has been considerable human encroachment activities in the past within the recommended CPW buffer area between 0.25 and 0.5 mile from the nest to the subdivision (primarily sand and gravel mining and oil and gas operations), with the eagles remaining in the nest. Note there are ponds and areas of cottonwood forest in a designated open space area located between the subdivision and the nest. This does provide a visual and noise buffer.

Staff is recommending a condition of approval that the applicant and any future developer of the subdivision take measures to keep noise and activity to a minimum, to the extent feasible, between the December 1 through July 31 time period.

4. **FLOODPLAIN**
   There are some areas of the subdivision within Flood Zone X and AE on the adopted Federal Emergency Management Administration (FEMA) flood data. Any building permit for areas within this Flood Zone will require signoff from the City's Floodplain Administrator within the Public Works Department.

5. **DRAINAGE AND EROSION**
   Increases in stormwater flows from development are addressed with on-site detention and other drainage improvements. Tract F of this Filing No. 2 is a 2.1-acre area designated as a drainage facility. Drainage will primarily be designed to limit runoff to historical flows in accordance with City of Greeley and State of Colorado requirements.

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

6. **TRANSPORTATION**
   Access is via a public right-of-way from Poudre River Road, into a new proposed public right-of-way into the subdivision and another within the subdivision. The 56 patio/cottage home lots in the eastern portion of the subdivision will be "alley loaded." 95th Avenue and Poudre River Road will be significantly improved in conjunction with Filing No. 1. Access roads associated with this project have been reviewed by appropriate City Engineering and Fire staff for compliance with standards.

**G. SERVICES**

1. **WATER**
   This property will be served by the City of Greeley for potable water. Extensive construction plans that include water infrastructure have been submitted by the applicant, reviewed by appropriate City utility and engineering staff, and revised. Although not in place to serve the subdivision, there are existing water lines and irrigation systems within that subdivision area, and appropriate easements and design considerations are in place and delineated on the Preliminary Plat and construction plans.

2. **SANITATION**
   This property will be served by the City of Greeley for sanitary sewer. Extensive construction plans that include sewer infrastructure have been submitted by the applicant, reviewed by appropriate City utility and engineering staff, and revised.

3. **EMERGENCY SERVICES**
   The property is served by the City of Greeley's Police and Fire Departments. Fire Station #7 is located on HW34/10th Street approximately 2.5 miles southeast of the Preliminary Plat site.

4. **PARKS AND OPEN SPACES**
   The approved PUD includes four "pocket parks" and a larger neighborhood park, with a significant trail system proposed as well. These are near the proposed Filing No. 2, but will be within future subdivision filings. This subdivision includes approximately 25 acres of open space area.

5. **SCHOOLS**
   The subject property is located within the Weld RE-4 School District. A school site is identified in the approved PUD, to the south of this proposed subdivision. That site, within Tract D of this Preliminary Plat, would be formalized once the Tract that the school is proposed to be located in subdivides.

6. **METROPOLITAN DISTRICT**
   The applicant would finance most of the subdivision improvements through the approved Metropolitan District. The Cache Metropolitan Districts were approved in September 2020 (File No. MD2020-0001). The applicant has submitted an application for an Amendment to The Cache Metropolitan Districts, currently in the review process (File No. MD2024-0003). This Amendment is to establish special improvement districts for each of the Cache Metropolitan Districts.

## H. NEIGHBORHOOD IMPACTS

1. **VISUAL**
   The applicant has provided a landscaping plan for the proposed subdivision consistent with the approved Cache PUD and Greeley Development Code (see Attachments). The intent of the landscaping plans will help mitigate any visual impacts created by the proposed development.

2. **NOISE**
   Any potential noise created by future development will be regulated by the Municipal Code. Noise violations are handled by the City Code Enforcement Department.

## I. PUBLIC NOTICE AND COMMENT

Neighborhood courtesy notices for the hearing were mailed to surrounding property owners and current residents within 500 feet of the subdivision boundary on June 28, 2024, and notice was published on the City's website per Development Code requirements. Six (6) notice letters were mailed to surrounding properties. One sign was posted on the site on July 2, 2024. The mineral rights notice requirements to mineral owners and lessee of interest of the property was satisfied by the applicant and mailed over 30 days prior to the public hearing. Staff has received one letter from an adjacent property owner regarding the proposed subdivision, noting that The Cache Filing No. 1 also involved notification to surrounding property owners. The same letter is included with the staff review for both Filing No. 1 and No. 2.

## J. PLANNING COMMISSION RECOMMENDED MOTIONS

Recommend Approval Motion

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

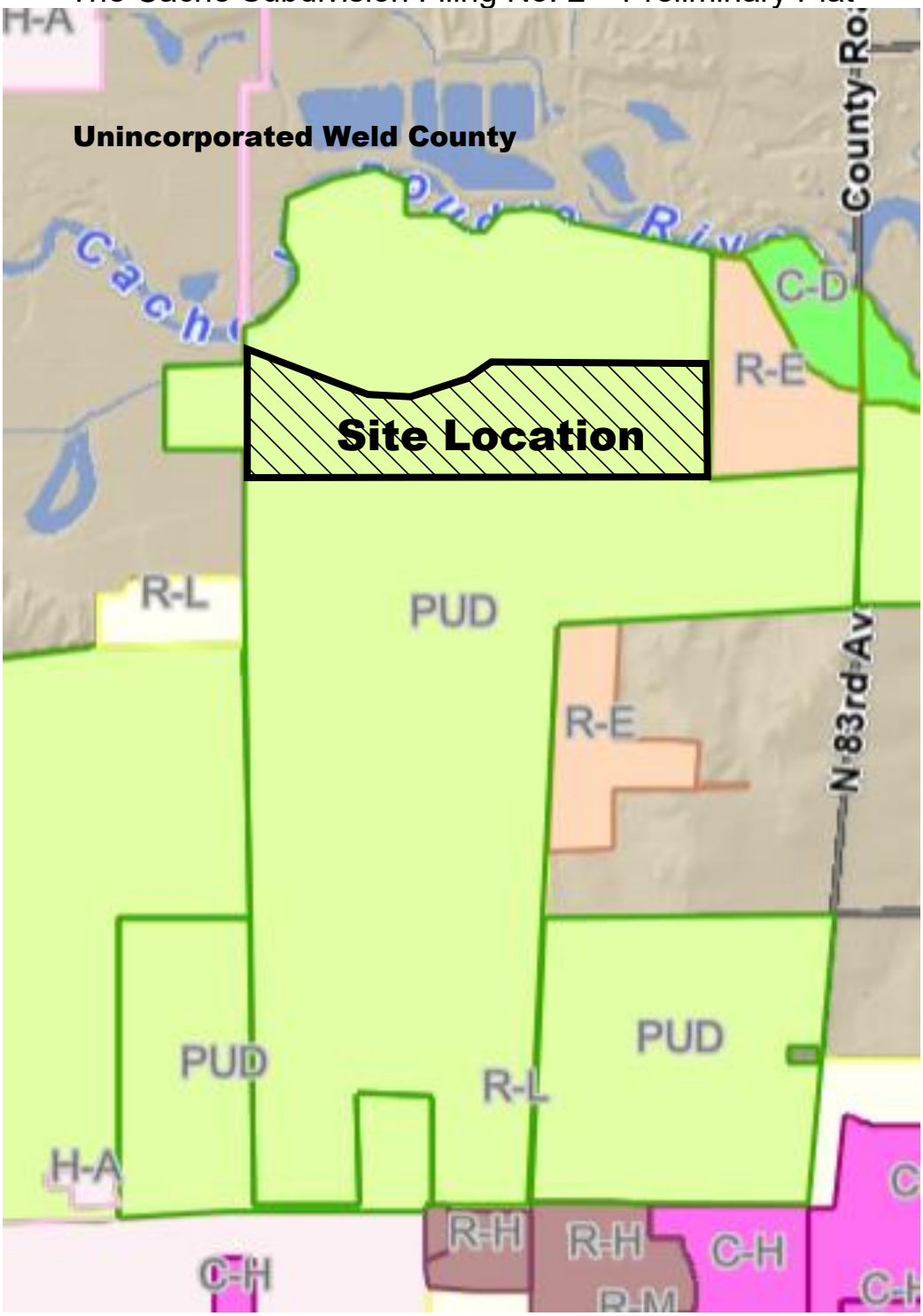
- Between December 1 and July 31 of any calendar year, the applicant shall ensure any development activity within the Cache Subdivision Filing No. 2 includes taking measures to reduce impacts to and disturbance of the bald eagle nest located to the north of the subdivision near the Poudre River.

Alternative Denial Motion:

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

## ATTACHMENTS

Zoning/Vicinity Map
Project Narrative
Preliminary Plat
Preliminary Landscaping Plan
Neighborhood Notice Boundary
Letter From Adjacent Property Owner




# ZONING

Zoning

ZONING

- Conservation District (C-D)
- Commercial Low Intesnity (C-L)
- Commercial High Intensity (C-H)
- Holding Agriculture (H-A)
- Industrial Low Intensity (I-L)
- Industrial Medium Intensity (I-M)
- Industrial High Intensity (I-H)
- Mixed Use High Intensity (MU-H)
- Planned Unit Development (PUD)
- Residential Estate (R-E)
- Residential Low Density (R-L)
- Residential Medium Density (R-M)
- Residential High Density (R-H)
- Residential Mobile Home (RMH)
- others

City of Greeley Colorado

HRGreen®
DEVELOPMENT

5613 DTC Parkway | Suite 950
Greenwood Village, CO 80111
**Main** 720.602.4999 + **Fax** 713.965.0044

HRGREEN.COM

March 2024

planning@greeleygove.com
City of Greeley
Planning and Zoning
1100 10th Street – 2nd Floor
Greeley, CO 80631

Re: The Cache – Planning Area A1 Subdivision

To Whom it May Concern,

We are pleased to submit the following information for PA-A1 at The Cache. We are looking forward to continuing to work with city staff on this exciting project.

**Description of Project**

This project is part of the approved The Cache Planned Unit Development (PUD). The area of this project corresponds to PA-A1 on the PUD. The zoning defined in the PUD for PA-A1 as a low-density residential development.

The first phase of the PUD is The Cache Subdivision Filing No. 1 (submitted separately). This project is defined in Filing No. 1 as Tract B, and is the first subdivision platting residential lots in the scope of a 788 acre PUD that will have numerous, subsequent subdivision plats, etc.

Planning Area A1 is located north of Poudre River Road, east of 95th Avenue, and west of The Poudre River Learning Center.
Per the approved PUD, Planning Area A1 characteristics are:

- Allowable use is Low Density Residential
- Approximately 67.6 acres
- 1.5 DU/acre
- 101 maximum unit count

The enclosed application includes:

- Approximately 65.9 acres
- 122 SFD units*
- 1.85 DU/acre*

  * A density "transfer-in" of 21 units is being requested. Per the approved PUD "Maximum allowable residential unit densities are shown for each parcel, however, the applicant is requesting density transfers so that units that are not constructed in a parcel can be transferred into other parcels within the project.". This is allowed as long as the maximum unit cap for the project does not exceed 3,741 units total. See page 5 (#4) note specifying the approved language allowing density transfers within this project.

It is currently zoned PUD (Planned Unit Development – The Cache) and the proposed uses include:

- 66 traditional lots, 85' x 140'(min.). Lots that back to the private lakes will have direct access to the lakes.
- 56 alley-loaded lots, 50' x 100' (min.) in the southeast corner of the planning area.

*Setbacks:*
The setbacks follow the approved PUD as follows:

| *Traditional Single Family Detached (LDR)* | | |
|---|---|---|
| Front | Side | Rear |
| 20' to front-load garage 15' to side-load garage 15' to living area | 5' | 15' |

Additional notes:
A 20' buffer will be maintained from the lots to Poudre River Road. A 20' buffer will be maintained from the lots to 95th Avenue.

| *Patio (Cottage) Single Family Detached (SLR)* | | |
|---|---|---|
| Front | *Side* | *Rear* |
| 5' from property line to 15' (minimum) open space tract | *3'* | *4' (road/ alley easement/ row to garage)* |

Additional notes:
A minimum of 30' tract for alleys/private roadways (measured garage to garage) will be maintained. A minimum of 15' open tract will be provided between rows of the patio homes (cottages).
A 20' buffer will be maintained from the patio homes (cottages) to Poudre River Road.

*Access:*
The planning area will be accessed from Poudre River Road. Directly north of the access will be a future amenity feature accessible to the public. This amenity will be processed under a separate application when the program is known.

A cross-section similar to the city's Low Volume Local Roadway cross-section is used within PA-A1 adjacent to the traditional SFD lots.
Pockets of off-street parking are provided both along the local roadway and the alleys.

Alleys and private roads within the patio home/cottage portion of the planning area will allow for adequate clearances for the various utilities and will be designed to accommodate the required first truck movements.

*Utilities:*
*Sanitary Sewer* – The site will be drain to the Poudre Trunk Sewer located in Poudre River Road that has been constructed by others.

*Potable Water* – The city's water system will need to be extended to service the proposed development. This work will be done by The Cache Metro District designed in a separate package. A 12-inch water line will be constructed in Poudre River Road connecting to the existing stub at 83rd Avenue and extending west to 95th Avenue. The 12-inch line will continue south in 95th Avenue where it will connect to a main being constructed by the Lake Bluff Subdivision.
Planning Area A1 will connect to the new 12-inch line in multiple locations in Poudre River Road to provide a looped system within the planning area.

*Non-potable Water* – Non-potable water is not an anticipated requirement for the development of Planning Area A1.

*Storm Drain* – storm water runoff will be conveyed to stormwater management facilities via roadside swales and storm sewer. To some extent, water quality will be achieved with the proposed roadside swales. Attenuation will

be provided onsite for the western portion of the filing. Runoff from the easter portion of the filing will drain to detention/water quality ponds designed and constructed by The Cache Metro District south of Poudre River Road. The runoff from the planning area will ultimately be conveyed to The Cache la Poudre River.

*Landscape:*
Implementing the vision for the community will include embracing an aesthetic, functional and xeric landscape design approach. Appropriately designed landscape treatments shall promote a quality development throughout the community common and open spaces. The landscape design, theme and approach will reflect the western high plains character of the region. Street trees have been contextually spaced to further compliment the context and character of the surrounding natural landscape.

Specifically in PA-A where the land planning transitions to a more rural, less suburban environment and features a rural, low volume local road section, street trees have been contextually spaced with one tree per lot and an additional tree per lot in the front yard. Type II buffers are required along the east, west and south perimeters with a minimum buffer width of 10'. Buffer widths are far exceeded and the requirement of 2 trees and 16 shrubs per 100 linear feet are being met as well. The buffer is also being enhanced through the addition of berms and decorative fencing. Detention pond landscaping requires 1 tree per 4,500 linear feet of detention area which is being exceeded.
The landscape approach is to create a cohesive landscape design that gives separation from adjacent roadways by the use of trees, shrubs, berms and fencing, connectivity to existing regional trails, and usable open space areas and amenities to the residents of the community.

*Adjacent Metro District Improvements:*
The following improvements by The Cache Metro District are required for the development of Planning Area A1:

- 12-inch (minimum) water line in Poudre River Road
- Improvements to / reconstruction of Poudre River Road from 95th Avenue to 83rd Avenue
- The existing Poudre River Trail will be maintained with the improvements to Poudre River Road.

**Major Subdivision Preliminary Plat Review Criteria**
The proposed Cache Subdivision application meets the following criteria as outlined in the City's Development Code 24-203.b.1.

- The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.
- The development and infrastructure is arranged in a manner to minimize impacts on geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.
- The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations and are coordinated with existing or potential development on adjacent property.
- The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.
- The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.
- Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.
- Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.

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

**Project Team**

| | | |
|---|---|---|
| *Owner:*<br>The Cache, LLC<br>1813 61st Avenue, Suite 200<br>Greeley, CO 80634 Ed Orr<br>edo@orrland.com | *Owner's Representative:*<br>Terra Forma Solutions, Inc. 3465<br>South Gaylord Court, A304<br>Englewood, CO 80113<br>Todd Johnson<br>todd@terraformas.com | *Planner:*<br>HR Green<br>5613 DTC Parkway, Suite 950<br>Greenwood Village, CO 80111 Phil<br>Stuepfert pstuepfert@hrgreen.com |
| *Landscape Architect:*<br>HR Green<br>5613 DTC Parkway, Suite 950<br>Greenwood Village, CO 80111<br>Jamie Ramos<br>jramos@hrgreen.com | *Civil Engineer:*<br>HR Green<br>5613 DTC Parkway, Suite 950<br>Greenwood Village, CO 80111<br>Ryan Littleton<br>rlittleton@hrgreen.com | |

**HR GREEN, INC.**

**Ryan Littleton**
Group Leader – Land Development

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# THE CACHE SUBDIVISION FILING NO. 2 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 31, TOWNSHIP 6 NORTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
65.937 ACRES

## SHEET INDEX

SHEET 1–2 = COVER SHEETS

SHEET 3 = OVERALL SHEET

SHEETS 4–10 = DETAIL SHEETS

## OWNERSHIP AND DEDICATION STATEMENT

KNOW ALL MEN BY THESE PRESENTS, THAT THE UNDERSIGNED POUDRE RIVER RANCH, LLC, A COLORADO LIMITED LIABILITY COMPANY AND THE CACHE LLC, A COLORADO LIMITED LIABILITY COMPANY, BEING THE SOLE OWNERS IN FEE OF:

TRACT B, THE CACHE SUBDIVISION FILING NO. 1
WELD COUNTY, COLORADO

MORE PARTICULARLY DESCRIBED AS FOLLOWS:

A PARCEL OF LAND BEING A PORTION OF PARCEL 1 AS DESCRIBED IN A QUIT–CLAIM DEED RECORDED AT RECEPTION NO. 4520928, RECORDED IN THE OFFICIAL RECORDS OF THE WELD COUNTY, COLORADO, CLERK AND RECORDER'S OFFICE, SITUATED THE SOUTH–HALF OF SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST. SIXTH PRINCIPAL MERIDIAN, SAID COUNTY AND STATE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID SECTION 31,

THENCE ALONG THE WEST LINE OF SAID SECTION 31, NORTH 00°02'18" WEST, A DISTANCE OF 2,471.32 FEET;

THENCE DEPARTING SAID WEST LINE, PERPENDICULAR TO SAID WEST LINE, SOUTH 89°57'42" WEST, A DISTANCE OF 50.00 FEET TO A LINE PARALLEL WITH AND DISTANT 50.00 FEET WEST OF SAID WEST LINE, AND THE POINT OF BEGINNING;

THENCE DEPARTING SAID PARALLEL LINE, SOUTH 58°31'59" EAST, A DISTANCE OF 1,239.12 FEET;

THENCE SOUTH 88°59'36" EAST, A DISTANCE OF 556.39 FEET;

THENCE NORTH 65°25'24" EAST, A DISTANCE OF 303.82 FEET;

THENCE NORTH 81°39'33" EAST, A DISTANCE OF 251.95 FEET;

THENCE NORTH 70°30'21" EAST, A DISTANCE OF 255.39 FEET;

THENCE NORTH 44°20'01" EAST, A DISTANCE OF 352.05 FEET;

THENCE NORTH 87°52'00" EAST, A DISTANCE OF 1,091.65 FEET;

THENCE SOUTH 89°27'54" EAST, A DISTANCE OF 685.19 FEET TO THE EAST LINE OF THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SAID SECTION 31;

THENCE ALONG SAID EAST LINE, SOUTH 00°28'20" WEST, A DISTANCE OF 719.90 FEET TO A LINE PARALLEL WITH AND DISTANT 40.00 FEET NORTH OF THE SOUTH LINE OF SAID NORTHWEST QUARTER OF THE SOUTHEAST QUARTER;

THENCE ALONG SAID LAST DESCRIBED PARALLEL LINE, SOUTH 86°34'31" WEST, A DISTANCE OF 1,279.00 FEET;

THENCE DEPARTING SAID LAST DESCRIBED PARALLEL LINE, NORTH 87°42'51" WEST, A DISTANCE OF 110.55 FEET TO A LINE PARALLEL WITH AND DISTANT 51.00 FEET NORTH OF SAID SOUTH LINE;

THENCE ALONG SAID LAST DESCRIBED PARALLEL LINE AND THE WESTERLY PROLONGATION THEREOF, SOUTH 86°34'31" WEST, A DISTANCE OF 35.98 FEET TO A LINE PARALLEL WITH AND DISTANT 51.00 FEET NORTH OF THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 31;

THENCE ALONG SAID LAST DESCRIBED PARALLEL LINE, SOUTH 86°32'48" WEST, A DISTANCE OF 306.11 FEET;

THENCE DEPARTING SAID LAST DESCRIBED PARALLEL LINE, SOUTH 80°50'10" WEST, A DISTANCE OF 110.55 FEET TO A LINE PARALLEL WITH AND DISTANT 40.00 FEET NORTH OF SAID LAST DESCRIBED SOUTH LINE;

THENCE ALONG SAID LAST DESCRIBED PARALLEL LINE, SOUTH 86°32'48" WEST, A DISTANCE OF 2,231.20 FEET;

THENCE DEPARTING SAID LAST DESCRIBED PARALLEL LINE, NORTH 87°44'34" WEST, A DISTANCE OF 110.55 FEET TO A LINE PARALLEL WITH AND DISTANT 51.00 FEET NORTH OF SAID LAST DESCRIBED SOUTH LINE;

THENCE ALONG SAID LAST DESCRIBED PARALLEL LINE, SOUTH 86°32'48" WEST, A DISTANCE OF 73.91 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHERLY HAVING A RADIUS OF 399.00 FEET;

THENCE DEPARTING SAID LAST DESCRIBED PARALLEL LINE, WESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 03°24'29", AN ARC LENGTH OF 23.73 FEET;

THENCE TANGENT TO SAID CURVE, SOUTH 89°57'16" WEST, A DISTANCE OF 107.07 FEET TO THE BEGINNING OF A TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 15.00 FEET;

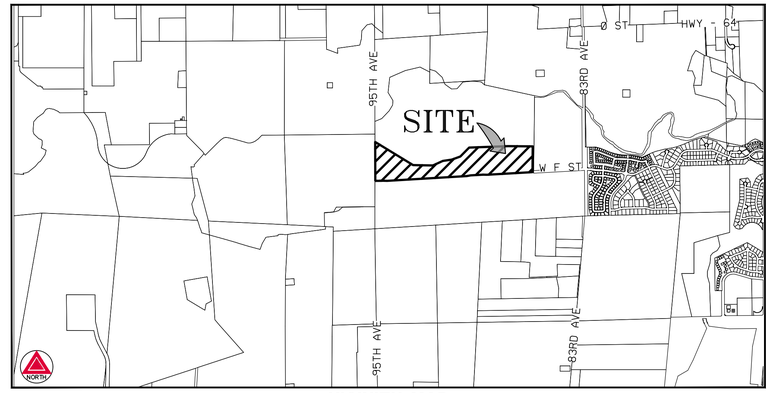
THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'26", AN ARC LENGTH OF 23.56 FEET TO A LINE PARALLEL WITH AND DISTANT 50.00 FEET EAST OF THE WEST LINE OF SAID SECTION 31 TO THE FIRST HEREINABOVE DESCRIBED PARALLEL LINE;

THENCE TANGENT TO SAID CURVE ALONG SAID LAST DESCRIBED PARALLEL LINE, NORTH 00°02'18" WEST, A DISTANCE OF 1,072.80 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 65.937 ACRES, (2,872,197 SQUARE FEET), MORE OR LESS.

ALL LINEAL DISTANCES ARE REPRESENTED IN U.S. SURVEY FEET.

WELD COUNTY, COLORADO, SHOWN ON THE ATTACHED MAP AS EMBRACED WITHIN THE HEAVY EXTERIOR LINES THEREON, HAS SUBDIVIDED THE SAME INTO LOTS AND BLOCKS AS SHOWN ON THE ATTACHED MAP; AND DOES HEREBY SET ASIDE SAID PORTION OR TRACT OF LAND AND DESIGNATE THE SAME THE CACHE SUBDIVISION FILING NO. 2; AND DOES DEDICATE TO THE PUBLIC, THE STREETS AND ALL EASEMENTS OVER AND ACROSS SAID LOTS AT LOCATIONS SHOWN ON SAID MAP; AND DOES FURTHER CERTIFY THAT THE WIDTH OF SAID STREETS, THE DIMENSIONS OF THE LOTS AND BLOCKS AND THE NAMES AND NUMBERS THEREOF ARE CORRECTLY DESIGNATED UPON SAID MAP.




**VICINITY MAP**
*SCALE 1" = 2000'*

## GENERAL NOTES

1. THE FIELD WORK FOR THIS SURVEY WAS PERFORMED BY AN AZTEC CONSULTANTS, INC. SURVEY CREW AND COMPLETED ON FEBRUARY 8, 2021.
2. PER C.R.S. 38–51–106, "ALL LINEAL UNITS DEPICTED ON THIS LAND SURVEY PLAT ARE U.S. SURVEY FEET. ONE METER EQUALS 39.37/12 U.S. SURVEY FEET, EXACTLY ACCORDING TO THE NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY."
3. THE SUBJECT PROPERTY CONTAINS A TOTAL OF 65.937 ACRES (2,872,197 SQ.FT.), MORE OR LESS.
4. ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACES ANY PUBLIC LAND SURVEY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18–4–508, C.R.S.

## OWNER

POUDRE RIVER RANCH, LLC, A COLORADO LIMITED LIABILITY COMPANY

BY: _____

AS: _____

NOTARIAL CERTIFICATE

STATE OF _____)
) SS.
COUNTY OF _____)

THE FOREGOING CERTIFICATION OF DEDICATION AND OWNERSHIP WAS ACKNOWLEDGED

BEFORE ME THIS _____ DAY OF _____, A.D. 20___,

BY _____, AS _____ OF POUDRE RIVER RANCH, LLC,

A COLORADO LIMITED LIABILITY COMPANY.

BY _____ WITNESS MY HAND AND SEAL
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

_____
NOTARY I.D. NUMBER

## BASIS OF BEARINGS

THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, ASSUMED TO BEAR NORTH 00°02'18" WEST, BETWEEN THE MONUMENTS SHOWN HEREON.

## FLOOD ZONE

THE SUBJECT PROPERTY SHOWN HEREIN LIES WITHIN ZONE AE, AREAS WITH NO BASE FLOOD ELEVATION DETERMINED, OTHER FLOOD AREAS – ZONE X, AREAS OF 0.2% ANNUAL CHANCE FLOOD AND OTHER AREAS – ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD INSURANCE RATE MAP INDEX NOS. 08123C1508F, 08123C1504F BOTH WITH AN EFFECTIVE DATE OF NOVEMBER 30, 20XX.

## PLANNING COMMISSION RECOMMENDATION

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

## OWNER

THE CACHE LLC, A COLORADO LIMITED LIABILITY COMPANY

BY: _____

AS: _____

NOTARIAL CERTIFICATE

STATE OF _____)
) SS.
COUNTY OF _____)

THE FOREGOING CERTIFICATION OF DEDICATION AND OWNERSHIP WAS ACKNOWLEDGED

BEFORE ME THIS _____ DAY OF _____, A.D. 20___,

BY _____, AS _____ OF THE CACHE LLC,

A COLORADO LIMITED LIABILITY COMPANY.

BY _____ WITNESS MY HAND AND SEAL
NOTARY PUBLIC

MY COMMISSION EXPIRES _____

_____
NOTARY I.D. NUMBER


OWNER:

THE CACHE LLC
1813 61ST AVE, SUITE 200
GREELEY, COLORADO 80634
970–351–8777
CONTACT:ED ORR
EDO@ORRLAND.COM

OWNER:

POUDRE RIVER RANCH, LLC
1813 61ST AVE, SUITE 200
GREELEY, COLORADO 80634
970–351–8777
CONTACT:ED ORR
EDO@ORRLAND.COM

OWNERS REPRESENTATIVE:

TERRA FORMA SOLUTIONS
303–257–7653
CONTACT: TODD A. JOHNSON, P.E.
TODD@TERRAFORMAS.COM

ENGINEER:

HR GREEN
5613 DTC PARKWAY, SUITE 950
GREENWOOD VILLAGE, COLORADO 80111
720–602–4937
CONTACT: RYAN LITTLETON, P.E.
RLITTLETON@HRGREEN.COM

SURVEYOR:

AZTEC CONSULTANTS, INC.
300 EAST MINERAL AVE., SUITE 1
LITTLETON, COLORADO 80122
303–713–1898
CONTACT: KARL SZYSZKOSKI
KSZYSZKOSKI@AZTECCONSULTANTS.COM


## SURVEYOR'S STATEMENT

THAT I, KARL D. SZYSZKOSKI, DO HEREBY CERTIFY THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE SURVEY OF THIS LAND, INCLUDING ALL EXISTING RIGHTS–OF–WAY AND EASEMENTS, AND THAT THE CORNER MONUMENTS SHOWN THEREON WERE PROPERLY PLACED UNDER MY SUPERVISION, IN ACCORDANCE WITH THE REGULATIONS OF THE STATE OF COLORADO.

FOR REVIEW

KARL D. SZYSZKOSKI
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR, NO. 38691
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.

NOTICE: ACCORDING TO COLORADO LAW, YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT, MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

NOTICE: PER THE STATE OF COLORADO BOARD OF LICENSURE FOR ARCHITECTS, PROFESSIONAL ENGINEERS, AND PROFESSIONAL LAND SURVEYORS RULE 1.6.B.2 THE WORD "CERTIFY" AS USED HEREON MEANS AN EXPRESSION OF PROFESSIONAL OPINION AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE, EXPRESSED OR IMPLIED. THE SURVEY REPRESENTED HEREON HAS BEEN PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION IN ACCORDANCE WITH APPLICABLE STANDARDS OF PRACTICE AND IS BASED UPON MY KNOWLEDGE, INFORMATION AND BELIEF.

## TITLE COMPANY CERTIFICATE

WE COMMONWEALTH LAND TITLE INSURANCE COMPANY, DULY QUALIFIED, INSURED OR LICENSED BY THE STATE OF COLORADO, DO HEREBY CERTIFY THAT WE HAVE EXAMINED THE TITLE OF ALL LANDS DEPICTED AND DESCRIBED HEREON AND THAT TITLE TO SUCH LAND IS OWNED IN FEE SIMPLE BY POUDRE RIVER RANCH, LLC, A COLORADO LIMITED LIABILITY COMPANY AND THE CACHE LLC, A COLORADO LIMITED LIABILITY COMPANY AT THE TIME OF THIS APPLICATION.

_____ _____
NAME OF AUTHORIZED OFFICIAL DATE

NAME OF COMPANY: _____

## CERTIFICATE OF APPROVAL BY THE COMMUNITY DEVELOPMENT DIRECTOR

APPROVED BY THE COMMUNITY DEVELOPMENT DIRECTOR ON _____ DAY OF _____, 20_____.

_____
DIRECTOR OF COMMUNITY DEVELOPMENT

## CERTIFICATE OF APPROVAL BY THE DEVELOPMENT REVIEW MANAGER

APPROVED BY THE DEVELOPMENT REVIEW MANAGER ON _____ DAY OF _____, 20_____.

_____
DEVELOPMENT REVIEW MANAGER

LAST REVISED: 02/20/2024


AZTEC CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com


AzTec Proj. No.: 153219-01 Drawn By: BAM

DEVELOPER
THE CACHE, LLC
1813 61ST AVE, SUITE 200
GREELEY, COLORADO 80634
970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 06–29–2023 |
| SCALE: | N/A |
| SHEET 1 OF 10 | |

# THE CACHE SUBDIVISION FILING NO. 2 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 31, TOWNSHIP 6 NORTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
65.937 ACRES

## RIGHT-TO-FARM STATEMENT

THIS CACHE PRELIMINARY PLAT FILING NO. 2 IS WITHIN THE CITY OF GREELEY, BUT ABUTS AREAS WITHIN UNINCORPORATED WELD COUNTY.

WELD COUNTY IS ONE OF THE MOST PRODUCTIVE AGRICULTURAL COUNTIES IN THE UNITED STATES, TYPICALLY RANKING IN THE TOP TEN COUNTIES IN THE COUNTRY IN TOTAL MARKET VALUE OF AGRICULTURAL PRODUCTS SOLD. THE RURAL AREAS OF WELD COUNTY MAY BE OPEN AND SPACIOUS, BUT THEY ARE INTENSIVELY USED FOR AGRICULTURE. PERSONS MOVING INTO A RURAL AREA MUST RECOGNIZE AND ACCEPT THERE ARE DRAWBACKS, INCLUDING CONFLICTS WITH LONG–STANDING AGRICULTURAL PRACTICES AND A LOWER LEVEL OF SERVICES THAN IN TOWN. ALONG WITH THE DRAWBACKS COME THE INCENTIVES WHICH ATTRACT URBAN DWELLERS TO RELOCATE TO RURAL AREAS: OPEN VIEWS, SPACIOUSNESS, WILDLIFE, LACK OF CITY NOISE AND CONGESTION, AND THE RURAL ATMOSPHERE AND WAY OF LIFE. WITHOUT NEIGHBORING FARMS, THOSE FEATURES WHICH ATTRACT URBAN DWELLERS TO RURAL WELD COUNTY WOULD QUICKLY BE GONE FOREVER.

AGRICULTURAL USERS OF THE LAND SHOULD NOT BE EXPECTED TO CHANGE THEIR LONG–ESTABLISHED AGRICULTURAL PRACTICES TO ACCOMMODATE THE INTRUSIONS OF URBAN USERS INTO A RURAL AREA. WELL–RUN AGRICULTURAL ACTIVITIES WILL GENERATE OFF–SITE IMPACTS, INCLUDING NOISE FROM TRACTORS AND EQUIPMENT; SLOW–MOVING FARM VEHICLES ON RURAL ROADS; DUST FROM ANIMAL PENS, FIELD WORK, HARVEST AND GRAVEL ROADS; ODOR FROM ANIMAL CONFINEMENT, SILAGE AND MANURE; SMOKE FROM DITCH BURNING; FLIES AND MOSQUITOES; HUNTING AND TRAPPING ACTIVITIES; SHOOTING SPORTS, LEGAL HAZING OF NUISANCE WILDLIFE; AND THE USE OF PESTICIDES AND FERTILIZERS IN THE FIELDS, INCLUDING THE USE OF AERIAL SPRAYING. IT IS COMMON PRACTICE FOR AGRICULTURAL PRODUCERS TO UTILIZE AN ACCUMULATION OF AGRICULTURAL MACHINERY AND SUPPLIES TO ASSIST IN THEIR AGRICULTURAL OPERATIONS. A CONCENTRATION OF MISCELLANEOUS AGRICULTURAL MATERIALS OFTEN PRODUCES A VISUAL DISPARITY BETWEEN RURAL AND URBAN AREAS OF THE COUNTY. SECTION 35–3.5–102, C.R.S., PROVIDES THAT AN AGRICULTURAL OPERATION SHALL NOT BE FOUND TO BE A PUBLIC OR PRIVATE NUISANCE IF THE AGRICULTURAL OPERATION ALLEGED TO BE A NUISANCE EMPLOYS METHODS OR PRACTICES THAT ARE COMMONLY OR REASONABLY ASSOCIATED WITH AGRICULTURAL PRODUCTION.

WATER HAS BEEN, AND CONTINUES TO BE, THE LIFELINE FOR THE AGRICULTURAL COMMUNITY. IT IS UNREALISTIC TO ASSUME THAT DITCHES AND RESERVOIRS MAY SIMPLY BE MOVED "OUT OF THE WAY" OF RESIDENTIAL DEVELOPMENT. WHEN MOVING TO THE COUNTY, PROPERTY OWNERS AND RESIDENTS MUST REALIZE THEY CANNOT TAKE WATER FROM IRRIGATION DITCHES, LAKES OR OTHER STRUCTURES, UNLESS THEY HAVE AN ADJUDICATED RIGHT TO THE WATER. WELD COUNTY COVERS A LAND AREA OF APPROXIMATELY FOUR THOUSAND (4,000) SQUARE MILES IN SIZE (TWICE THE SIZE OF THE STATE OF DELAWARE) WITH MORE THAN THREE THOUSAND SEVEN HUNDRED (3,700) MILES OF STATE AND COUNTY ROADS OUTSIDE OF MUNICIPALITIES. THE SHEER MAGNITUDE OF THE AREA BE SERVED STRETCHES AVAILABLE RESOURCES. LAW ENFORCEMENT IS BASED ON RESPONSES TO COMPLAINTS MORE THAN ON PATROLS OF THE COUNTY, AND THE DISTANCES WHICH MUST BE TRAVELED MAY DELAY ALL EMERGENCY RESPONSES, INCLUDING LAW ENFORCEMENT, AMBULANCE AND FIRE. FIRE PROTECTION IS USUALLY PROVIDED BY VOLUNTEERS WHO MUST LEAVE THEIR JOBS AND FAMILIES TO RESPOND TO EMERGENCIES. COUNTY GRAVEL ROADS, NO MATTER HOW OFTEN THEY ARE BLADED, WILL NOT PROVIDE THE SAME KIND OF SURFACE EXPECTED FROM A PAVED ROAD. SNOW REMOVAL PRIORITIES MEAN THAT ROADS FROM SUBDIVISIONS TO ARTERIALS MAY NOT BE CLEARED FOR SEVERAL DAYS AFTER A MAJOR SNOWSTORM. SERVICES IN RURAL AREAS, IN MANY CASES, WILL NOT BE EQUIVALENT TO MUNICIPAL SERVICES. RURAL DWELLERS MUST, BY NECESSITY, BE MORE SELF–SUFFICIENT THAN URBAN DWELLERS.

PEOPLE ARE EXPOSED TO DIFFERENT HAZARDS IN THE COUNTY THAN IN AN URBAN OR SUBURBAN SETTING. FARM EQUIPMENT AND OIL FIELD EQUIPMENT, PONDS AND IRRIGATION DITCHES, ELECTRICAL POWER FOR PUMPS AND CENTER PIVOT OPERATIONS, HIGH–SPEED TRAFFIC, SAND BURS, PUNCTURE VINES, TERRITORIAL FARM DOGS AND LIVESTOCK AND OPEN BURNING PRESENT REAL THREATS. CONTROLLING CHILDREN'S ACTIVITIES IS IMPORTANT, NOT ONLY FOR THEIR SAFETY, BUT ALSO FOR THE PROTECTION OF THE FARMER'S LIVELIHOOD.

## WELD COUNTY RIGHT TO EXTRACT MINERAL RESOURCES STATEMENT

THIS CACHE PRELIMINARY PLAT FILING NO. 2 IS WITHIN THE CITY OF GREELEY, BUT ABUTS AREAS WITHIN UNINCORPORATED WELD COUNTY.

WELD COUNTY HAS SOME OF THE MOST ABUNDANT MINERAL RESOURCES, INCLUDING, BUT NOT LIMITED TO, SAND AND GRAVEL, OIL, NATURAL GAS, AND COAL. UNDER TITLE 34 OF THE COLORADO REVISED STATUTES, MINERALS ARE VITAL RESOURCES BECAUSE (A) THE STATE'S COMMERCIAL MINERAL DEPOSITS ARE ESSENTIAL TO THE STATE'S ECONOMY; (B) THE POPULOUS COUNTIES OF THE STATE FACE A CRITICAL SHORTAGE OF SUCH DEPOSITS; AND (C) SUCH DEPOSITS SHOULD BE EXTRACTED ACCORDING TO A RATIONAL PLAN, CALCULATED TO AVOID WASTE OF SUCH DEPOSITS AND CAUSE THE LEAST PRACTICABLE DISRUPTION OF THE ECOLOGY AND QUALITY OF LIFE OF THE CITIZENS OF THE POPULOUS COUNTIES OF THE STATE. MINERAL RESOURCE LOCATIONS ARE WIDESPREAD THROUGHOUT THE COUNTY AND PEOPLE MOVING INTO THESE AREAS MUST RECOGNIZE THE VARIOUS IMPACTS ASSOCIATED WITH THIS DEVELOPMENT. OFTEN TIMES, MINERAL RESOURCE SITES ARE FIXED TO THEIR GEOGRAPHICAL AND GEOPHYSICAL LOCATIONS. MOREOVER, THESE RESOURCES ARE PROTECTED PROPERTY RIGHTS AND MINERAL OWNERS SHOULD BE AFFORDED THE OPPORTUNITY TO EXTRACT THE MINERAL RESOURCE.

## ADDITIONAL NOTES

1. SIGNS SHALL BE FURNISHED AND INSTALLED PER THE MOST CURRENT EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND CITY STANDARDS, AND SHOWN ON THE SIGNING AND STRIPING PLAN FOR THE DEVELOPMENT.
2. THE SHARK'S TOOTH WATERLINE IS LOCATED WITHIN A 20' EASEMENT THAT PROVIDES SHARK'S TOOTH PIPELINE COMPANY ACCESS FOR MAINTENANCE AND REPAIR OF THE WATERLINE.
3. LOTS 4–7 AND LOTS 46–49 SHALL NOT BEGIN CONSTRUCTION UNTIL THE SHARK'S TOOTH PIPELINE CONSTRUCTION IS COMPLETED AND ACCEPTED BY THE CITY OF GREELEY AND SHARK'S TOOTH PIPELINE.
4. ALL DEVELOPMENT WITHIN THE CACHE FILING NO. 2 SHALL COMPLY WITH APPLICABLE SITE DEVELOPMENT STANDARDS FROM THE APPROVED CACHE PUD.

## XCEL NOTE

1. UTILITY EASEMENTS ARE DEDICATED TO THE CITY OF GREELEY FOR THE BENEFIT OF THE APPLICABLE UTILITY PROVIDERS FOR THE INSTALLATION, MAINTENANCE, AND REPLACEMENT OF ELECTRIC, GAS, TELEVISION, CABLE, AND TELECOMMUNICATIONS FACILITIES (DRY UTILITIES). UTILITY EASEMENTS SHALL ALSO BE GRANTED WITHIN ANY ACCESS EASEMENTS AND PRIVATE STREETS IN THE SUBDIVISION. PERMANENT STRUCTURES, IMPROVEMENTS, OBJECTS, BUILDINGS, WELLS, WATER METERS AND OTHER OBJECTS THAT MAY INTERFERE WITH THE UTILITY FACILITIES OR USE THEREOF (INTERFERING OBJECTS) SHALL NOT BE PERMITTED WITHIN SAID UTILITY EASEMENTS AND THE UTILITY PROVIDERS, AS GRANTEES, MAY REMOVE ANY INTERFERING OBJECTS AT NO COST TO SUCH GRANTEES, INCLUDING, WITHOUT LIMITATION, VEGETATION. PUBLIC SERVICE COMPANY OF COLORADO (PSCO) AND ITS SUCCESSORS RESERVE THE RIGHT TO REQUIRE ADDITIONAL EASEMENTS AND TO REQUIRE THE PROPERTY OWNER TO GRANT PSCO AN EASEMENT ON ITS STANDARD FORM.

## DENSITY TRANSFERS BETWEEN LAND USE PARCELS

### RESIDENTIAL AREAS

THE CACHE COMMUNITY WILL INCLUDE A VARIETY OF RESIDENTIAL PRODUCT TYPES AND SIZES FROM DETACHED SINGLE–FAMILY AND MULTI–FAMILY. THE TOTAL NUMBER OF MAXIMUM RESIDENTIAL UNITS APPROVED WITHIN ALL PARCELS SHALL NOT BE EXCEEDED. THE TOTAL NUMBER OF UNITS DEVELOPED IN A LAND USE PARCEL MAY BE LESS THAN THE NUMBER ESTABLISHED ON THE PLANNED UNIT DEVELOPMENT MASTER PLAN. IF ALL UNITS ARE NOT UTILIZED FOR A PARTICULAR PARCEL, THE UNITS MAY BE TRANSFERRED TO OTHER PARCELS. FOR PARCELS THAT ARE COMMERCIAL/MIXED USE, DWELLING UNITS MAY BE TRANSFERRED IN UP TO A MAXIMUM DENSITY OF 25 DU/AC. THIS INCREASE IN THE NUMBER OF PERMITTED UNITS WITHIN THE COMMERCIAL/MIXED USE AREA MAY BE ACCOMPLISHED THROUGH THE CITY ADMINISTRATIVELY.

### NON-RESIDENTIAL AREAS

THE CACHE COMMUNITY WILL INCLUDE NON–RESIDENTIAL USES SUCH AS RETAIL, COMMERCIAL, RESTAURANTS, ENTERTAINMENT, OFFICE, AND WORSHIP. THE NON–RESIDENTIAL USES HAVE BEEN GROUPED INTO ONE NON–RESIDENTIAL CATEGORY, COMMERCIAL/MIXED USE, FOR THE PURPOSE OF DEFINING DVELOPMENT STANDARDS. A MAXIMUM OF 30,000 SQUARE FEET OF NON–RESIDENTIAL BUILDING SPACE WILL BE DEVELOPED WITHIN THE CACHE COMMUNITY.

| EASEMENT TYPE | USE | EASEMENT GRANT TO | SURFACE MAINTENANCE |
|---|---|---|---|
| DRAINAGE EASEMENT (D.E.) | DRAINAGE FACILITIES AND/OR CONVEYANCE | C/O GREELEY | PROPERTY OWNER |
| UTILITY EASEMENT (U.E.) | DRY UTILITIES | C/O GREELEY | PROPERTY OWNER |
| PUBLIC USE EASEMENT (P.U.E.) | PUBLIC USE | C/O GREELEY | PROPERTY OWNER |
| PERMANENT SANITARY SEWER EASEMENT (P.S.S.E.) | SANITARY SEWER | C/O GREELEY | PROPERTY OWNER |
| PERMANENT WATER EASEMENT (P.W.E.) | WATER LINES | C/O GREELEY | PROPERTY OWNER |
| PERMANENT WATER & SANITARY SEWER EASEMENT (P.W.S.S.E.) | SANITARY SEWER & WATER LINES | C/O GREELEY | PROPERTY OWNER |
| GAS EASEMENT (G.E.) | GAS LINES | C/O GREELEY | PROPERTY OWNER |
| FIRE ACCESS EASEMENT (F.A.E.) | FIRE TRUCK ACCESS | C/O GREELEY | PROPERTY OWNER |

**LAND USE SUMMARY CHART**

| TYPE | AREA (S.F.) | AREA (ACRES) | PERCENTAGE OF TOTAL AREA |
|---|---|---|---|
| TRACT A | 89,684 SF | 2.059 AC | 3.12% |
| TRACT B | 44,319 SF | 1.017 AC | 1.54% |
| TRACT C | 37,745 SF | 0.866 AC | 1.31% |
| TRACT D | 38,665 SF | 0.888 AC | 1.35% |
| TRACT E | 33,045 SF | 0.759 AC | 1.15% |
| TRACT F | 90,462 SF | 2.077 AC | 3.15% |
| TRACT G | 953,358 SF | 21.886 AC | 33.19% |
| LOTS (122) | 1,270,886 SF | 29.176 AC | 44.25% |
| ROW | 314,033 SF | 7.209 AC | 10.94% |
| TOTALS | 2,872,197 SF | 65.937 AC | 100.00% |

**TRACT TABLE**

| TRACT | PURPOSE | OWNERSHIP | MAINTENANCE | SIZE (SF & AC) |
|---|---|---|---|---|
| A | ACCESS | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 89,684 SF (2.059 AC) |
| B | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 44,319 SF (1.017 AC) |
| C | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 37,745 SF (0.866 AC) |
| D | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 38,665 SF (0.888 AC) |
| E | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 33,045 SF (0.759 AC) |
| F | LANDSCAPE & DRAINAGE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 90,462 SF (2.077 AC) |
| G | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 953,358 SF (21.886 AC) |
| | | | | TOTAL: 1,287,278 SF (29.552 AC) |

## STANDARD NOTES

1. STREET MAINTENANCE: IT IS MUTUALLY UNDERSTOOD AND AGREED THAT THE DEDICATED ROADWAYS SHOWN ON THIS PLAT WILL NOT BE MAINTAINED BY THE CITY UNTIL AND UNLESS THE STREETS ARE CONSTRUCTED IN ACCORDANCE WITH THE SUBDIVISION REGULATIONS IN EFFECT AT THE DATE CONSTRUCTION PLANS ARE APPROVED, AND, PROVIDED THAT CONSTRUCTION OF SAID ROADWAY IS STARTED WITHIN ONE YEAR OF THE CONSTRUCTION PLAN APPROVAL. THE OWNER, DEVELOPER AND/OR SUBDIVIDERS, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, SHALL BE RESPONSIBLE FOR STREET MAINTENANCE UNTIL SUCH TIME AS THE CITY ACCEPTS THE RESPONSIBILITY FOR MAINTENANCE AS STATED ABOVE.
2. DRIVES, PARKING AREAS AND UTILITY EASEMENT MAINTENANCE: THE OWNERS OF THIS SUBDIVISION, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, THE ADJACENT PROPERTY OWNER, HOMEOWNERS' ASSOCIATION OR OTHER ENTITY OTHER THAN THE CITY IS RESPONSIBLE FOR MAINTENANCE AND UPKEEP OF ANY AND ALL DRIVES, PARKING AREAS AND EASEMENTS (CROSS–ACCESS EASEMENTS, DRAINAGE EASEMENTS, ETC.).
3. DRAINAGE MAINTENANCE: THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL DRAINAGE FACILITIES INSTALLED PURSUANT TO THE DEVELOPMENT AGREEMENT. REQUIREMENTS INCLUDE, BUT ARE NOT LIMITED TO, MAINTAINING THE SPECIFIED STORMWATER DETENTION/RETENTION VOLUMES, MAINTAINING OUTLET STRUCTURES, FLOW RESTRICTION DEVICES AND FACILITIES NEEDED TO CONVEY FLOW TO SAID BASINS. THE CITY SHALL HAVE THE RIGHT TO ENTER PROPERTIES TO INSPECT SAID FACILITIES AT ANY TIME. IF THESE FACILITIES ARE NOT PROPERLY MAINTAINED, THE CITY SHALL NOTIFY THE PROPERTY OWNER IN WRITING AND SHALL INFORM THE OWNER THAT CORRECTIVE ACTION BY THE OWNER SHALL BE REQUIRED WITHIN TEN WORKING DAYS OF RECEIPT OF NOTIFICATION BY THE CITY, UNLESS AN EMERGENCY EXISTS, IN WHICH CASE CORRECTIVE ACTION SHALL BE TAKEN IMMEDIATELY UPON RECEIPT OF NOTIFICATION BY THE CITY. IF THE OWNER FAILS TO TAKE CORRECTIVE ACTION WITHIN TEN WORKING DAYS, THE CITY MAY PROVIDE NECESSARY MAINTENANCE AND ASSESS THE MAINTENANCE COST TO THE OWNER OF THE PROPERTY.
4. DRAINAGE LIABILITY: THE CITY DOES NOT ASSUME ANY LIABILITY FOR DRAINAGE FACILITIES IMPROPERLY DESIGNED OR CONSTRUCTED. THE CITY REVIEWS DRAINAGE PLANS BUT CANNOT, ON BEHALF OF ANY APPLICANT, OWNER OR DEVELOPER, GUARANTEE THAT FINAL DRAINAGE DESIGN REVIEW AND APPROVAL BY THE CITY WILL RELIEVE SAID PERSON, HIS SUCCESSORS AND ASSIGNS, FROM LIABILITY DUE TO IMPROPER DESIGN. CITY APPROVAL OF A FINAL PLAT DOES NOT IMPLY APPROVAL OF THE DRAINAGE DESIGN WITHIN THE PLAT.
5. LANDSCAPE MAINTENANCE. THE OWNERS OF THIS SUBDIVISION, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, THE ADJACENT PROPERTY OWNER, HOMEOWNERS' ASSOCIATION OR ENTITY OTHER THAN THE CITY IS RESPONSIBLE FOR MAINTENANCE AND UPKEEP OF PERIMETER FENCING OR WALLS, LANDSCAPING AND LANDSCAPED AREAS AND SIDEWALKS BETWEEN THE PROPERTY LINE AND ANY PAVED ROADWAYS. THE OWNERS OF THIS SUBDIVISION, THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST OR AN ENTITY OTHER THAN THE CITY, AGREE TO THE RESPONSIBILITY OF MAINTAINING ALL OTHER OPEN SPACE AREAS ASSOCIATED WITH THIS DEVELOPMENT.
6. SIGHT DISTANCE. THE CLEAR VISION ZONE OF A CORNER LOT SHALL BE FREE FROM SHRUBS, GROUND COVERS, BERMS, FENCES, SIGNS, STRUCTURES, PARKED VEHICLES OR OTHER MATERIALS OR ITEMS GREATER THAN 36 INCHES IN HEIGHT FROM THE STREET LEVEL.
7. PUBLIC SAFETY. ACCESS, WHETHER FOR EMERGENCY OR NONEMERGENCY PURPOSES, IS GRANTED OVER AND ACROSS ALL ACCESS WAYS FOR POLICE, FIRE AND EMERGENCY VEHICLES. IF ANY OR ALL OF THE ACCESS WAYS IN THIS SUBDIVISION ARE PRIVATE, THE HOMEOWNERS' ASSOCIATION WILL BE RESPONSIBLE FOR ENSURING THAT SUCH ACCESS WAYS ARE PASSABLE, AT ALL TIMES, FOR POLICE, FIRE AND EMERGENCY VEHICLES.
8. DRAINAGE MASTER PLAN. THE POLICY OF THE CITY REQUIRES THAT ALL NEW DEVELOPMENT AND REDEVELOPMENT SHALL PARTICIPATE IN THE REQUIRED DRAINAGE IMPROVEMENTS AS SET FORTH BELOW:
   i) DESIGN AND CONSTRUCT THE LOCAL DRAINAGE SYSTEM AS DEFINED BY THE FINAL DRAINAGE REPORT AND PLAN AND THE STORMWATER MANAGEMENT PLAN.
   ii) DESIGN AND CONSTRUCT THE CONNECTION OF THE SUBDIVISION DRAINAGE SYSTEM TO A DRAINAGE WAY OF ESTABLISHED CONVEYANCE CAPACITY, SUCH AS A MASTER PLANNED OUTFALL STORM SEWER OR MASTER PLANNED MAJOR DRAINAGE WAY. THE CITY WILL REQUIRE THAT THE CONNECTION OF THE MINOR AND MAJOR SYSTEMS PROVIDE CAPACITY TO CONVEY ONLY THOSE FLOWS (INCLUDING OFF–SITE FLOWS) LEAVING THE SPECIFIC DEVELOPMENT SITE. TO MINIMIZE OVERALL CAPITAL COSTS, THE CITY ENCOURAGES ADJACENT DEVELOPMENTS TO JOIN IN DESIGNING AND CONSTRUCTING CONNECTION SYSTEMS. ALSO, THE CITY MAY CHOOSE TO PARTICIPATE WITH A DEVELOPER IN THE DESIGN AND CONSTRUCTION OF THE CONNECTION SYSTEM.
   iii)EQUITABLE PARTICIPATION IN THE DESIGN AND CONSTRUCTION OF THE MAJOR DRAINAGE WAY SYSTEM THAT SERVES THE DEVELOPMENT AS DEFINED BY ADOPTED MASTER DRAINAGE WAY PLANS OR AS REQUIRED BY THE CITY AND DESIGNED IN THE FINAL DRAINAGE REPORT AND THE STORMWATER MANAGEMENT PLAN.
9. MAINTENANCE EASEMENTS. A MAINTENANCE EASEMENT IS REQUIRED FOR DEVELOPMENTS WITH ZERO SIDE SETBACKS, IF ONE STRUCTURE IS BUILT ON THE LOT LINE. IN ORDER TO MAINTAIN THE STRUCTURE WITH THE ZERO SIDE SETBACK, A MAINTENANCE EASEMENT MAY BE REQUIRED ON THE ADJACENT LOT TO ENABLE MAINTENANCE TO BE PERFORMED ON SAID STRUCTURE FROM THE ADJOINING PROPERTY. EACH LOT OWNER AGREES TO ALLOW ADJACENT LOT OWNERS ACCESS ACROSS THEIR LOT, WITHIN FIVE FEET OF THE COMMON LOT LINE, AS MAY BE NEEDED TO MAINTAIN AND REPAIR THE ADJACENT OWNER'S PRINCIPAL STRUCTURE. EACH ADJACENT OWNER AGREES TO REPAIR ANY DAMAGE WHICH MAY BE CAUSED TO THE LOT OWNER'S PROPERTY FROM THE ADJACENT OWNER'S USE OF THIS MAINTENANCE EASEMENT AND TO TAKE ALL NECESSARY STEPS TO AVOID CAUSING SUCH DAMAGE.
10. STREET LIGHTING. ALL LOTS ARE SUBJECT TO AND BOUND BY TARIFFS WHICH ARE NOW AND MAY IN THE FUTURE BE FILED WITH THE PUBLIC UTILITIES COMMISSION OF THE STATE RELATING TO STREET LIGHTING IN THIS SUBDIVISION, TOGETHER WITH RATES, RULES AND REGULATIONS THEREIN PROVIDED AND SUBJECT TO ALL FUTURE AMENDMENTS AND CHANGES THERETO. THE OWNERS OR THEIR SUCCESSORS AND/OR ASSIGNS IN INTEREST, SHALL PAY, AS BILLED, A PORTION OF THE COST OF PUBLIC STREET LIGHTING IN THE SUBDIVISION IN ACCORDANCE TO APPLICABLE RATES, RULES AND REGULATIONS, INCLUDING FUTURE AMENDMENTS AND CHANGES ON FILE WITH THE PUBLIC UTILITIES COMMISSION.
11. WATER OR SEWER MAIN EASEMENTS. THERE SHALL BE NO PERMANENT STRUCTURES, FENCES, DETENTION PONDS, LANDSCAPING (PLANTINGS OR BERMS) GREATER THAN THREE FEET, TALL MATURE GROWTH, OR OTHER ENCUMBRANCES LOCATED IN WATER OR SEWER MAIN EASEMENTS.
12. WATER OR SEWER MAINS IN PRIVATE ROADS OR EASEMENTS. FOR PUBLIC WATER AND SEWER MAINS LOCATED IN PRIVATE ROADS OR EASEMENTS, FUTURE REPAIR OF PAVING OR OTHER IMPROVED SURFACES SUBSEQUENT TO THE REPAIR OF A WATER OR SEWER MAIN SHALL BE THE RESPONSIBILITY OF THE HOMEOWNERS' OR CONDOMINIUM ASSOCIATION. THE WATER AND SEWER DEPARTMENT WILL SAFELY BACKFILL THE TRENCH TO THE SURFACE, BUT NOT REBUILD ANY SURFACE IMPROVEMENTS.

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC

AZTEC CONSULTANTS, INC.
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Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com

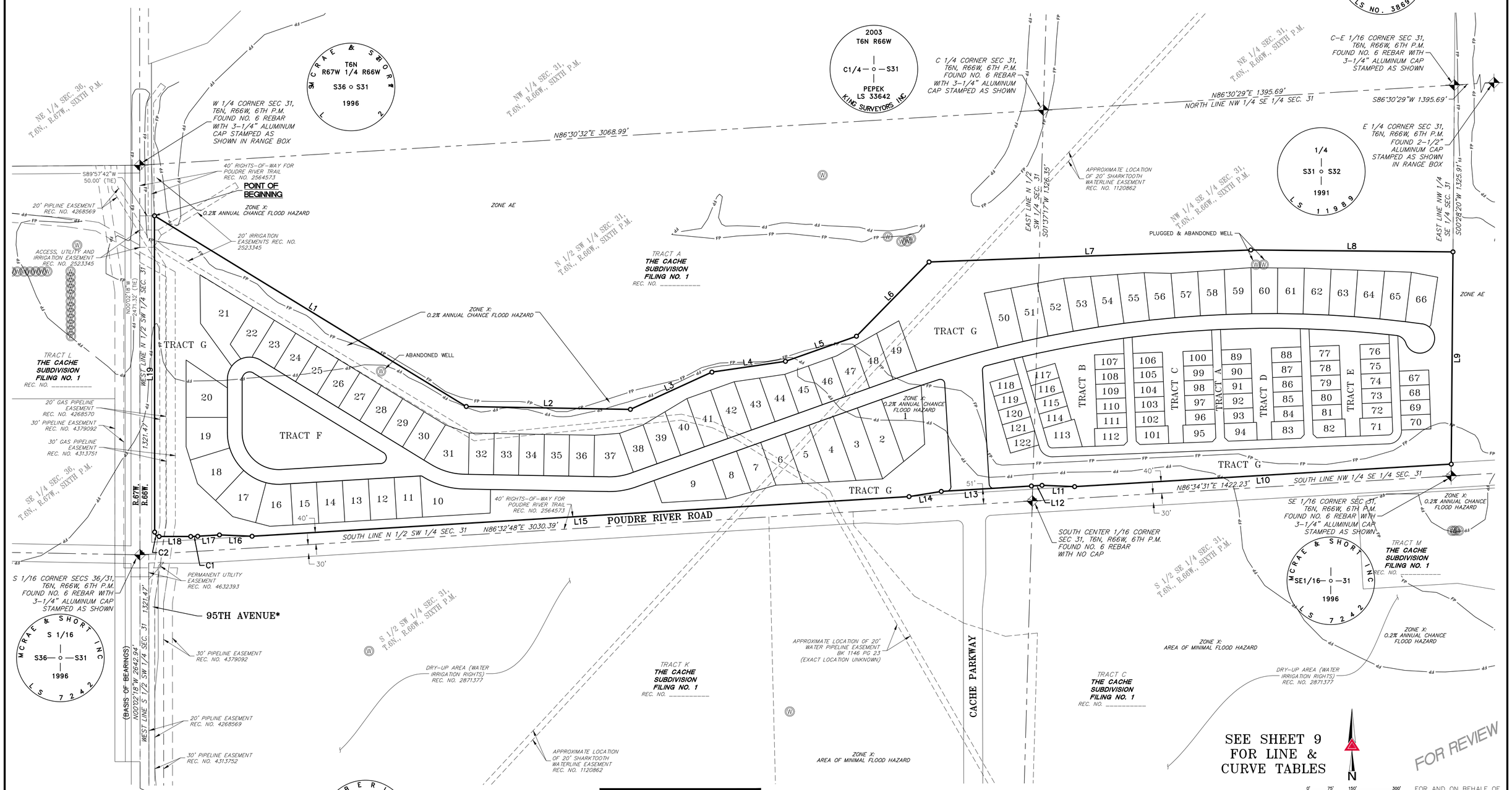
AzTec Proj. No.: 153219-01
Drawn By: BAM

DEVELOPER
THE CACHE, LLC
1813 61ST AVE, SUITE 200
GREELEY, COLORADO 80634
970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 06-29-2023 |
| SCALE: | N/A |

# THE CACHE SUBDIVISION FILING NO. 2 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 31, TOWNSHIP 6 NORTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
65.937 ACRES




**LEGEND**

- FOUND ALIQUOT CORNER AS SHOWN HEREON
- SET NO. 5 X 18" REBAR WITH 1-1/4" GREEN PLASTIC CAP STAMPED "AZTEC PLS 38691"
- FLOOD PLAIN LINE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| | |
|---|---|
| DATE OF PREPARATION: | 06-29-2023 |
| SCALE: | 1" = 150' |
| SHEET 3 OF 10 | |

# THE CACHE SUBDIVISION FILING NO. 2 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 31, TOWNSHIP 6 NORTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
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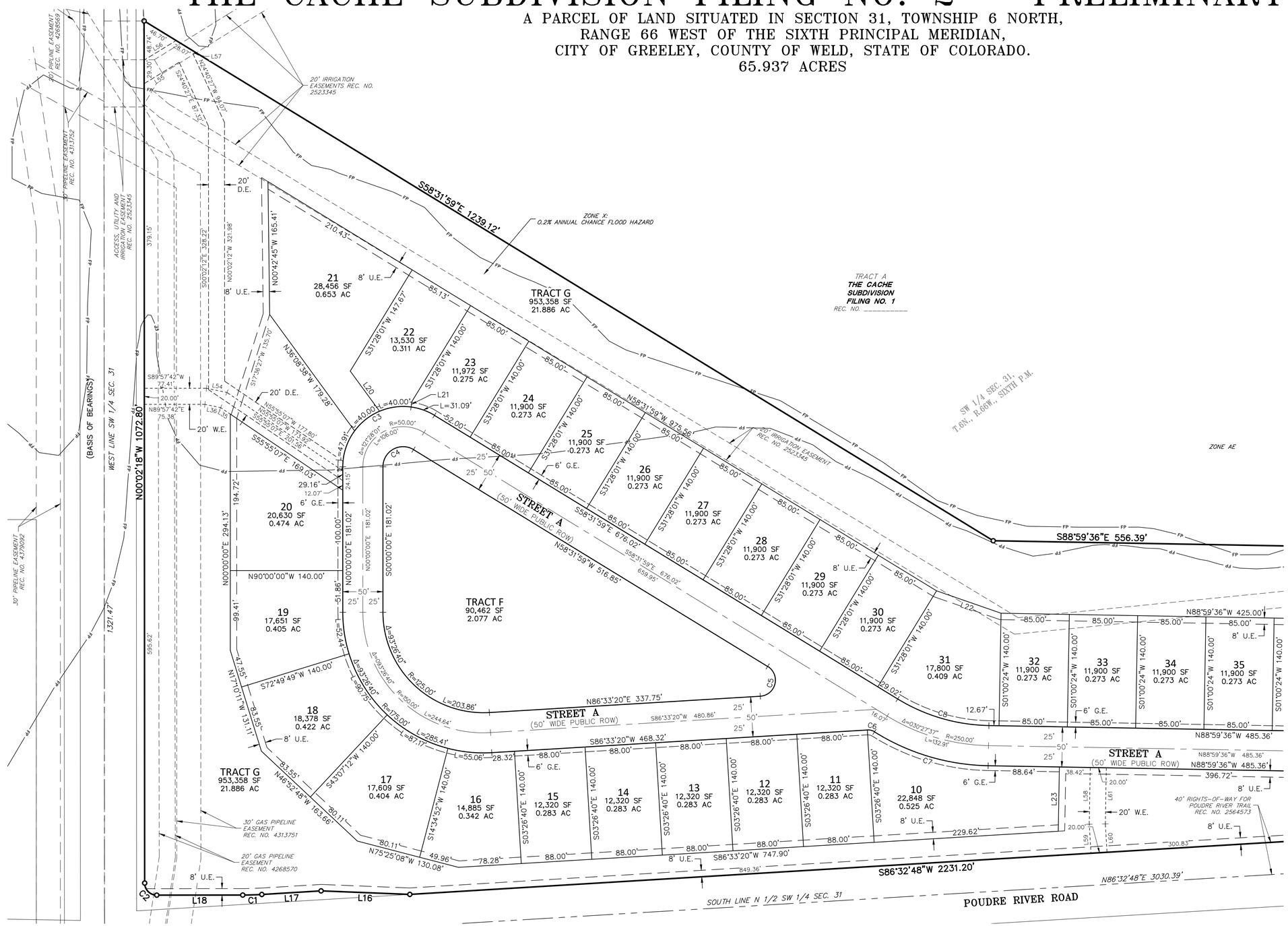


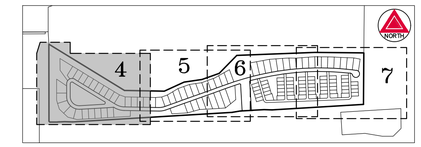


KEY MAP
SCALE: 1" = 1000'

## LEGEND

| | |
|---|---|
| ○ | SET NO. 5 X 18" REBAR WITH 1-1/4" GREEN PLASTIC CAP STAMPED "AZTEC PLS 38691" |
| D.E. | DRAINAGE EASEMENT |
| G.E. | GAS EASEMENT |
| U.E. | UTILITY EASEMENT |
| W.E. | WATER EASEMENT |
| (ROW) | RIGHT-OF-WAY |
| | FLOOD PLAIN LINE |

SEE SHEET 10
FOR LINE &
CURVE TABLES

N

0' 30' 60' 120'
SCALE: 1" = 60'

FOR REVIEW

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| | |
|---|---|
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| SCALE: | 1" = 60' |
| SHEET 4 OF 10 | |

# THE CACHE SUBDIVISION FILING NO. 2 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 31, TOWNSHIP 6 NORTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
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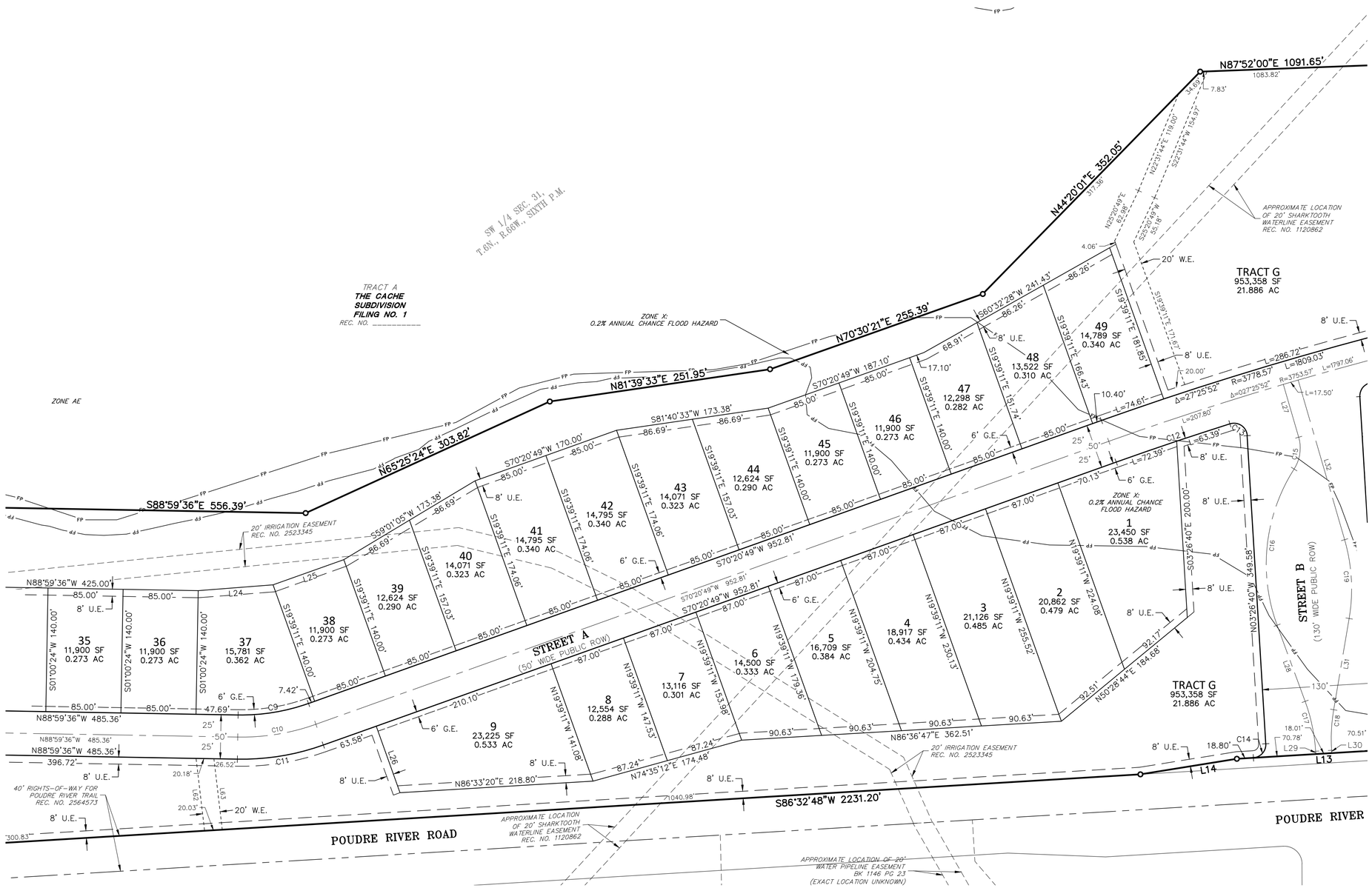


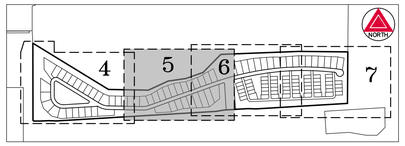


KEY MAP
SCALE: 1" = 1000'

## LEGEND

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| G.E. | GAS EASEMENT |
| U.E. | UTILITY EASEMENT |
| W.E. | WATER EASEMENT |
| (ROW) | RIGHT-OF-WAY |
| | FLOOD PLAIN LINE |

SEE SHEET 10 FOR LINE & CURVE TABLES

N

0' 30' 60' 120'
SCALE: 1" = 60'

FOR REVIEW

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| | |
|---|---|
| DATE OF PREPARATION: | 06-29-2023 |
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| SHEET 5 OF 10 | |

# THE CACHE SUBDIVISION FILING NO. 2 – PRELIMINARY PLAT

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RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
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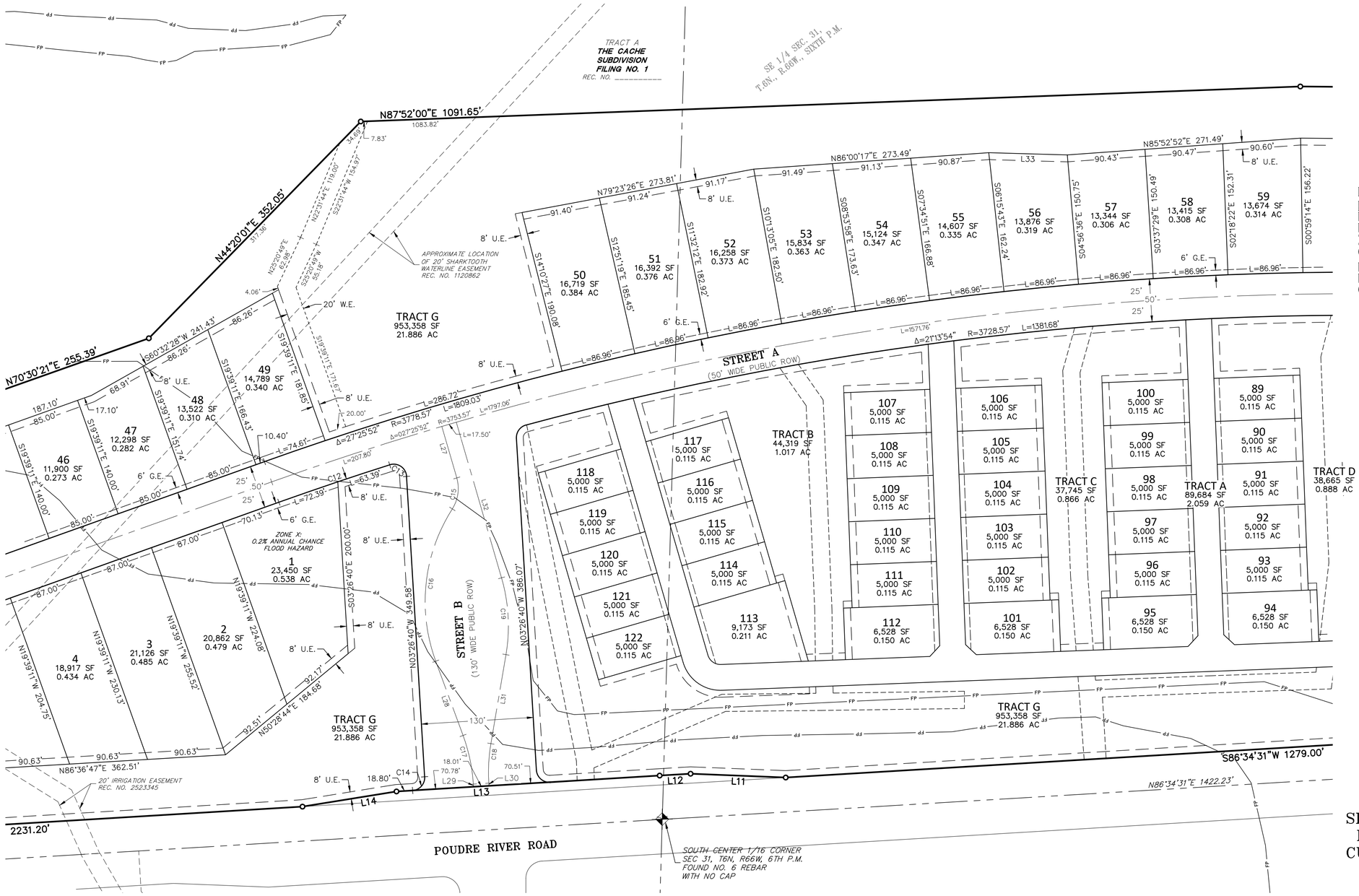


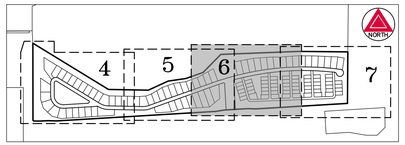


KEY MAP
SCALE: 1" = 1000'

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|---|---|
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| G.E. | GAS EASEMENT |
| U.E. | UTILITY EASEMENT |
| W.E. | WATER EASEMENT |
| (ROW) | RIGHT-OF-WAY |
| | FLOOD PLAIN LINE |

FOR LOTS 67 – 122 &
TRACTS A – E
SEE SHEETS 8 – 10

SEE SHEET 10
FOR LINE &
CURVE TABLES

N

0' 30' 60' 120'
SCALE: 1" = 60'

FOR REVIEW

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| SHEET 6 OF 10 | |

# THE CACHE SUBDIVISION FILING NO. 2 – PRELIMINARY PLAT

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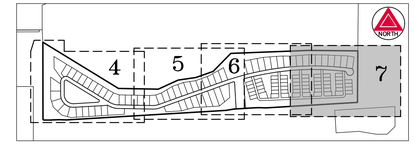
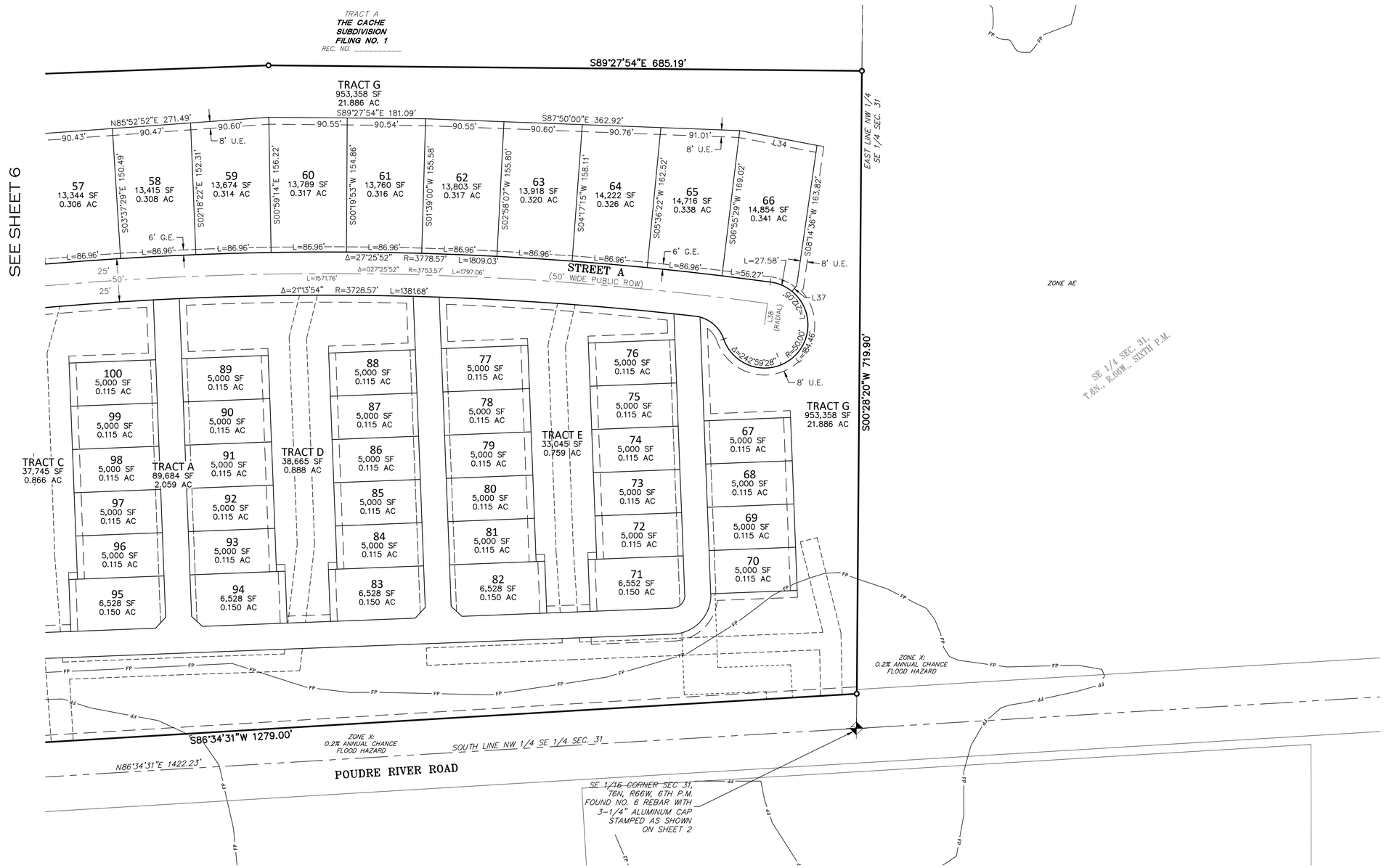
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
65.937 ACRES




KEY MAP
SCALE: 1" = 1000'




## LEGEND

| | |
|---|---|
| ○ | SET NO. 5 X 18" REBAR WITH 1-1/4" GREEN PLASTIC CAP STAMPED "AZTEC PLS 38691" |
| G.E. | GAS EASEMENT |
| U.E. | UTILITY EASEMENT |
| (ROW) | RIGHT-OF-WAY |
| | FLOOD PLAIN LINE |

FOR LOTS 67 – 122 &
TRACTS A – E
SEE SHEETS 8 – 10

SEE SHEET 10
FOR LINE &
CURVE TABLES

N

0' 30' 60' 120'
SCALE: 1" = 60'

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC


AZTEC CONSULTANTS, INC.
300 East Mineral Ave., Suite 1
Littleton, Colorado 80122
Phone: (303) 713-1898
Fax: (303) 713-1897
www.aztecconsultants.com


AzTec Proj. No.: 153219-01
Drawn By: BAM

DEVELOPER

THE CACHE, LLC
1813 61ST AVE, SUITE 200
GREELEY, COLORADO 80634
970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 06-29-2023 |
| SCALE: | 1" = 60' |
| SHEET 7 OF 10 | |

# THE CACHE SUBDIVISION FILING NO. 2 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 31, TOWNSHIP 6 NORTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
65.937 ACRES

## LEGEND

| | |
|---|---|
| o | SET NO. 5 X 18" REBAR WITH 1-1/4" GREEN PLASTIC CAP STAMPED "AZTEC PLS 38691" |
| D.E. | DRAINAGE EASEMENT |
| G.E. | GAS EASEMENT |
| U.E. | UTILITY EASEMENT |
| (ROW) | RIGHT-OF-WAY |
| | FLOOD PLAIN LINE |

SEE SHEET 10
FOR LINE &
CURVE TABLES

N

SCALE: 1" = 30'

FOR REVIEW

FOR AND ON BEHALF OF
AZTEC CONSULTANTS, INC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970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 06-29-2023 |
| SCALE: | 1" = 30' |

SHEET 8 OF 10

# THE CACHE SUBDIVISION FILING NO. 2 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 31, TOWNSHIP 6 NORTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
65.937 ACRES

**LEGEND**

| | |
|---|---|
| D.E. | DRAINAGE EASEMENT |
| G.E. | GAS EASEMENT |
| U.E. | UTILITY EASEMENT |
| (ROW) | RIGHT-OF-WAY |
| | FLOOD PLAIN LINE |

SEE SHEET 10
FOR LINE &
CURVE TABLES

N

SCALE: 1" = 30'

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1813 61ST AVE, SUITE 200
GREELEY, COLORADO 80634
970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 06-29-2023 |
| SCALE: | 1" = 30' |
| SHEET 9 OF 10 | |

# THE CACHE SUBDIVISION FILING NO. 2 – PRELIMINARY PLAT

A PARCEL OF LAND SITUATED IN SECTION 31, TOWNSHIP 6 NORTH,
RANGE 66 WEST OF THE SIXTH PRINCIPAL MERIDIAN,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO.
65.937 ACRES

## LEGEND

| | |
|---|---|
| ○ | SET NO. 5 X 18" REBAR WITH 1-1/4" GREEN PLASTIC CAP STAMPED "AZTEC PLS 38691" |
| D.E. | DRAINAGE EASEMENT |
| G.E. | GAS EASEMENT |
| U.E. | UTILITY EASEMENT |
| W.E. | WATER EASEMENT |
| (ROW) | RIGHT-OF-WAY |
| | FLOOD PLAIN LINE |

| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | LENGTH |
| L1 | S58°31'59"E | 1239.12' |
| L2 | S88°59'36"E | 556.39' |
| L3 | N65°25'24"E | 303.82' |
| L4 | N81°39'33"E | 251.95' |
| L5 | N70°30'21"E | 255.39' |
| L6 | N44°20'01"E | 352.05' |
| L7 | N87°52'00"E | 1091.65' |
| L8 | S89°27'54"E | 685.19' |
| L9 | S00°28'20"W | 719.90' |
| L10 | S86°34'31"W | 1279.00' |
| L11 | N87°42'51"W | 110.55' |
| L12 | S86°34'31"W | 35.98' |
| L13 | N86°32'48"E | 306.11' |
| L14 | S80°50'10"W | 110.55' |
| L15 | S86°32'48"W | 2231.20' |
| L16 | N87°44'34"W | 110.55' |
| L17 | S86°32'48"W | 73.91' |
| L18 | S89°57'16"W | 107.07' |
| L19 | N00°02'18"W | 1072.80' |
| L20 | S36°08'38"E | 61.88' |
| L21 | S07°43'07"W | 6.94' |
| L22 | N70°51'58"W | 85.00' |
| L23 | N01°00'24"E | 80.00' |
| L24 | S85°33'00"W | 85.00' |
| L25 | S70°20'49"W | 85.00' |
| L26 | N19°39'11"W | 80.00' |

| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | LENGTH |
| L27 | N16°12'50"W | 62.29' |
| L28 | N20°12'14"W | 91.92' |
| L29 | N03°36'14"W | 3.13' |
| L30 | S03°34'29"E | 3.19' |
| L31 | S09°36'51"W | 104.82' |
| L32 | S16°12'50"E | 188.27' |
| L33 | S88°22'24"E | 91.29' |
| L34 | S79°08'08"E | 90.94' |
| L35 | S55°55'07"E | 14.44' |
| L36 | S78°25'07"E | 19.99' |
| L37 | S39°23'17"W | 8.56' |
| L38 | S07°46'41"W | 25.00' |
| L39 | N73°47'10"E | 10.00' |
| L40 | S87°47'19"W | 10.00' |
| L41 | S42°47'19"W | 16.97' |
| L42 | N47°12'41"W | 16.97' |
| L43 | N87°47'19"E | 10.00' |
| L44 | S87°47'19"W | 10.00' |
| L45 | S42°47'19"W | 16.97' |
| L46 | S47°12'41"E | 16.97' |
| L47 | N87°47'19"E | 10.00' |
| L48 | S87°47'19"W | 10.00' |
| L49 | N42°47'19"E | 16.97' |
| L50 | S47°12'41"E | 16.97' |
| L51 | N87°47'19"E | 10.00' |
| L52 | S87°47'19"W | 10.00' |

| LINE TABLE | | |
|---|---|---|
| LINE | BEARING | LENGTH |
| L53 | S83°36'07"E | 22.71' |
| L54 | N78°25'07"W | 26.00' |
| L55 | N58°31'44"E | 51.10' |
| L56 | S58°31'44"W | 46.66' |
| L57 | N58°31'44"E | 3.48' |
| L58 | N01°00'24"E | 70.61' |
| L59 | N03°24'03"W | 36.18' |
| L60 | S03°24'03"E | 35.39' |
| L61 | S01°00'24"W | 69.84' |
| L62 | S06°41'09"E | 82.48' |
| L63 | N06°41'09"W | 80.91' |
| L64 | N02°05'43"W | 22.64' |
| L65 | S02°05'43"E | 13.56' |
| L66 | S00°00'00"E | 20.00' |
| L67 | S00°48'02"E | 8.20' |
| L68 | S00°48'02"E | 7.68' |
| L69 | N02°12'41"W | 8.00' |
| L70 | N04°14'12"W | 5.02' |
| L71 | S06°43'10"W | 5.61' |
| L72 | S06°43'10"W | 25.93' |
| L73 | S02°12'41"E | 20.00' |
| L74 | S03°53'29"E | 5.00' |
| L75 | N03°53'29"W | 4.99' |
| L76 | S75°58'22"W | 20.00' |
| L77 | N02°12'41"W | 8.00' |
| L78 | N03°29'09"W | 8.72' |

| CURVE TABLE | | | |
|---|---|---|---|
| CURVE | DELTA | RADIUS | LENGTH |
| C1 | 3°24'29" | 399.00' | 23.73' |
| C2 | 90°00'26" | 15.00' | 23.56' |
| C3 | 121°28'01" | 75.00' | 159.00' |
| C4 | 121°28'01" | 25.00' | 53.00' |
| C5 | 145°05'19" | 20.00' | 50.65' |
| C6 | 35°35'43" | 15.00' | 9.32' |
| C7 | 31°08'39" | 275.00' | 149.48' |
| C8 | 30°27'37" | 225.00' | 119.62' |
| C9 | 20°39'35" | 225.00' | 81.13' |
| C10 | 20°39'35" | 250.00' | 90.14' |
| C11 | 20°39'35" | 275.00' | 99.16' |
| C12 | 2°05'11" | 3728.57' | 135.78' |
| C13 | 104°07'20" | 15.00' | 27.26' |
| C14 | 90°38'46" | 15.00' | 23.73' |
| C15 | 48°50'12" | 44.00' | 37.50' |
| C16 | 52°49'35" | 200.00' | 184.40' |
| C17 | 16°35'59" | 200.00' | 57.94' |
| C18 | 13°11'21" | 200.00' | 46.04' |
| C19 | 25°49'42" | 200.00' | 90.16' |
| C20 | 78°24'36" | 15.00' | 20.53' |
| C21 | 92°02'19" | 15.00' | 24.10' |
| C22 | 75°59'51" | 45.00' | 59.69' |
| C23 | 75°59'51" | 15.00' | 19.90' |
| C24 | 62°55'26" | 40.00' | 43.93' |
| C25 | 90°00'00" | 15.00' | 23.56' |
| C26 | 90°00'00" | 45.00' | 70.69' |

N

0' 15' 30' 60'
SCALE: 1" = 30'

FOR REVIEW

FOR AND ON BEHALF OF
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DEVELOPER

THE CACHE, LLC
1813 61ST AVE, SUITE 200
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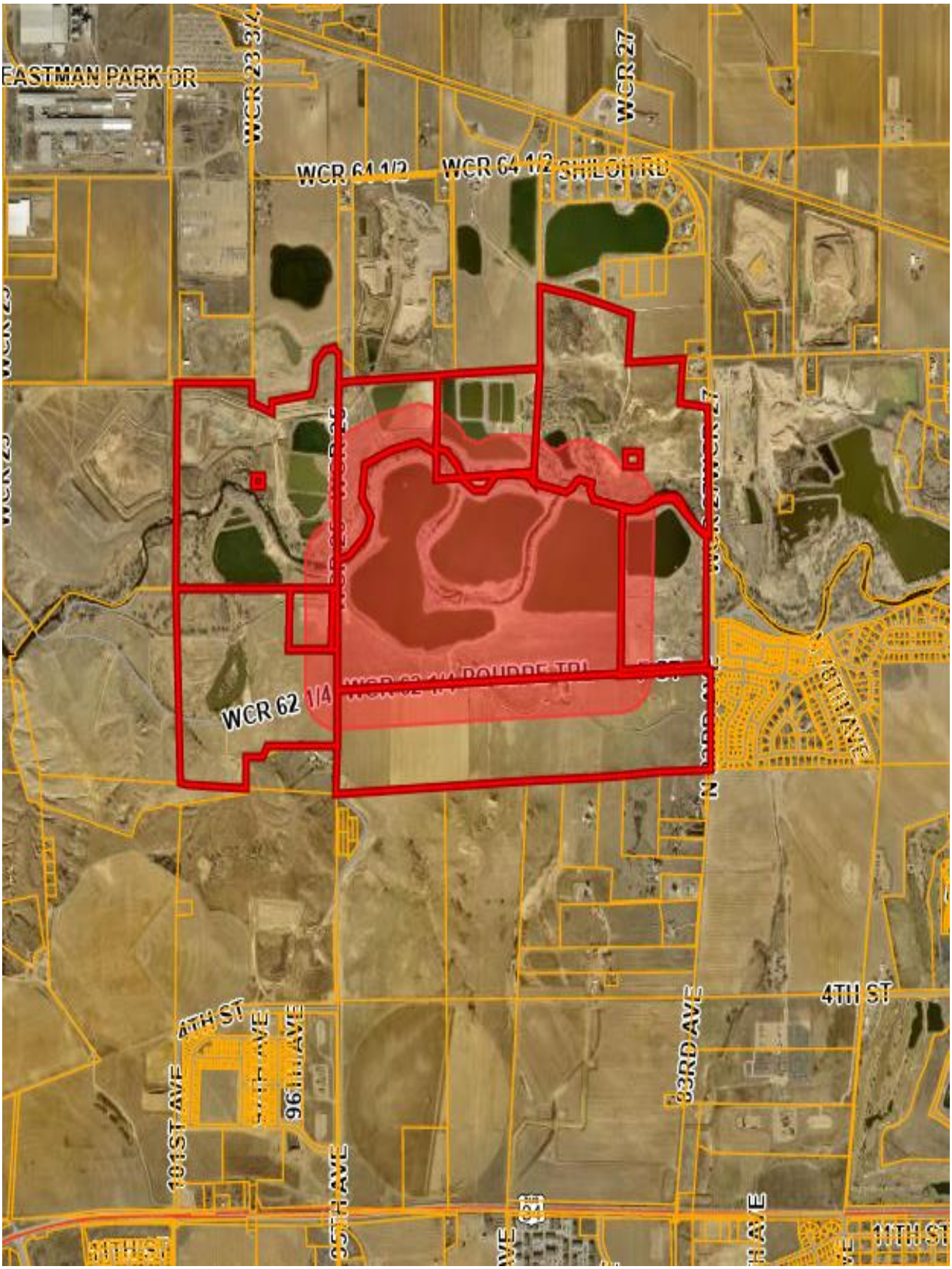
970.351.8777

| | |
|---|---|
| DATE OF PREPARATION: | 06-29-2023 |
| SCALE: | 1" = 30' |
| SHEET 10 OF 10 | |

**SUB2023-0014, THE CACHE SUBDIVISION NO. 2 PRELIMINARY PLAT**
**NEIGHBORHOOD NOTIFICATION BOUNDARY MAP**



# THE CACHE

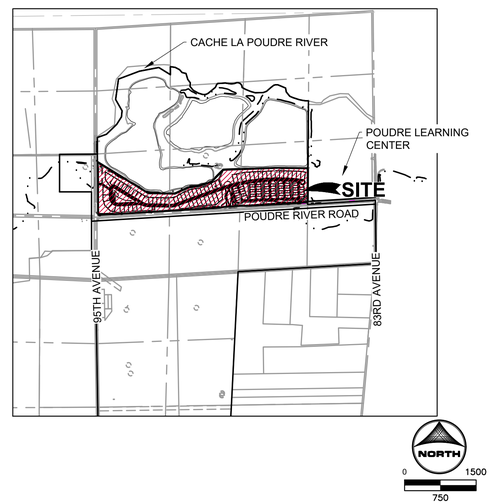
ESTD 2022

CLASSIC COUNTRY LIVING

*Along the Poudre River*

## THE CACHE SUBDIVISION FILING NO. 2, PRELIMINARY LANDSCAPE PLAN
## SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST OF THE 6TH P.M.
## CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
## 65.94 ACRES, 122 LOTS AND 7 TRACTS
## PLANNING AREA A-1 AND PROJECT NUMBER: PUD2020-0007
## PROJECT NUMBER: SUB2023-0014

| LAND USE SUMMARY CHART | | | |
|---|---|---|---|
| TYPE | AREA (S.F) | AREA (ACRES) | % OF TOTAL AREA |
| TRACT A | 89,684 SF | 2.059 AC | 3.12% |
| TRACT B | 44,319 SF | 1.017 AC | 1.54% |
| TRACT C | 37,745 SF | 0.866 AC | 1.31% |
| TRACT D | 38,665 SF | 0.888 AC | 1.35% |
| TRACT E | 33,045 SF | 0.759 AC | 1.15% |
| TRACT F | 90,462 SF | 2.077 AC | 3.15% |
| TRACT G | 953,358 SF | 21.886 AC | 33.19% |
| LOTS (122) | 1,270,886 SF | 29.176 AC | 44.25% |
| ROW | 314,033 SF | 7.209 AC | 10.94% |
| TOTALS | 2,872,197 SF | 65.937 AC | 100.00% |




## SHEET INDEX


| Sheet Number | Sheet Title |
|---|---|
| 1 | TITLE SHEET |
| 2 | LANDSCAPE NOTES |
| 3 | LANDSCAPE PLAN (OVERALL) |
| 4 - 9 | LANDSCAPE PLAN |
| 10 | LANDSCAPE DETAILS |


| TRACT TABLE | | | | |
|---|---|---|---|---|
| TRACT | PURPOSE | OWNERSHIP | MAINTENANCE | SIZE (SF&AC) |
| TRACT A | ACCESS | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 89,684 SF (2.059 AC) |
| TRACT B | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 44,319 SF (1.017 AC) |
| TRACT C | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 37,745 SF (0.866 AC) |
| TRACT D | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 38,665 SF (0.888 AC) |
| TRACT E | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 33,045 SF (0.759 AC) |
| TRACT F | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 90,462 SF (2.077 AC) |
| TRACT G | OPEN SPACE | HOMEOWNER'S ASSOCIATION | HOMEOWNER'S ASSOCIATION | 953,358 SF (21.886 AC) |
| | | | | TOTAL: 1,287,278 SF (29.552 AC) |

| EASEMENT TYPE | USE | EASEMENT GRANT TO | SURFACE MAINTENANCE |
|---|---|---|---|
| DRAINAGE EASEMENT (D.E.) | DRAINAGE FACILITIES AND/OR CONVEYANCE | C/O GREELEY | PROPERTY OWNER |
| UTILITY EASEMENT (U.E.) | DRY UTILITIES | C/O GREELEY | PROPERTY OWNER |
| PUBLIC USE EASEMENT (P.U.E.) | PUBLIC USE | C/O GREELEY | PROPERTY OWNER |
| PERMANENT SANITARY SEWER EASEMENT (P.S.S.E.) | SANITARY SEWER | C/O GREELEY | PROPERTY OWNER |
| PERMANENT WATER EASEMENT (P.W.E.) | WATER LINES | C/O GREELEY | PROPERTY OWNER |
| PERMANENT WATER & SANITARY SEWER EASEMENT (P.W.S.S.E.) | SANITARY SEWER & WATER LINES | C/O GREELEY | PROPERTY OWNER |
| GAS EASEMENT (G.E.) | GAS LINES | C/O GREELEY | PROPERTY OWNER |
| FIRE ACCESS EASEMENT (F.A.E.) | FIRE TRUCK ACCESS | C/O GREELEY | PROPERTY OWNER |

AMENDMENTS

### SITE BENCHMARK:
CITY OF GREELEY BENCHMARK NUMBER 88 BEING A 2-1/2" ALUMINUM ALLOY CAP IN A PLASTIC BOX LOCATED AT THE SOUTHEAST INTERSECTION OF JONES DITCH AND WELD COUNTY ROAD 25, 5.3 FEET EAST OF THE EDGE OF ASPHALT, 3.5 FEET NORTH OF THE SOUTHEAST CORNER OF GUARD RAIL I BEAM, AND 14.6 FEET WEST OF THE SOUTHEAST CORNER OF A CONCRETE STRUCTURE.

### BASIS OF BEARING:
THE WEST LINE OF THE SOUTHWEST QUARTER OF SECTION 31, TOWNSHIP 6 NORTH, RANGE 66 WEST OF THE 6TH PRINCIPAL MERIDIAN, ASSUMED TO BEAR NORTH 00°02'18" WEST, BETWEEN THE MONUMENTS SHOWN HERON.

### PROJECT CONTROL STATEMENT:
PROJECT COORDINATES ARE MODIFIED COLORADO STATE PLANE NORTH ZONE 83(2011) COORDINATES. PROJECT COORDINATES ARE DERIVED FROM STATE PLANE COORDINATES USING THE FOLLOWING FORMULAS:

PROJECT NORTHING = (STATE PLANE NORTHING * 1.0002616572) - 1000000.00'
PROJECT EASTING = (STATE PLANE EASTING * 1.0002616572) - 3000000.00'

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

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


PROJECT OWNER/APPLICANT:
THE CACHE, LLD
ED ORR
1813 61ST AVENUE, SUITE 200
GREELEY, CO 80634
EDO@ORRLAND.COM

PROJECT SURVEYOR:
AZTEC CONSULTANTS, INC
DANIEL DAVIS
300 E MINERAL AVE #1
LITTLETON, CO 80122

PROJECT ENGINEER:
HR GREEN DEVELOPMENT, LLC
RYAN LITTLETON, P.E.
5613 DTC PARKWAY, SUITE 950
GREENWOOD VILLAGE, CO 80111
PH: 720-602-4999
rlittleton@hrgreen.com

PROJECT PLANNER/ LANDSCAPE ARCHITECT:
HR GREEN DEVELOPMENT, LLC
JAMIE RAMOS
5613 DTC PARKWAY, SUITE 950
GREENWOOD VILLAGE, CO 80111
PH: 720-602-4999
JRAMOS@HRGREEN.COM


THE CACHE PUD, PA-A1
PRELIMINARY LANDSCAPE PLAN

TITLE: TITLE SHEET

DATE: MARCH 20, 2024


HRGreen
5613 DTC PARKWAY SUITE 950
GREENWOOD VILLAGE, CO 80111
PHONE: 720.602.4999
HRGREEN.COM

## GENERAL LANDSCAPE PLAN NOTES:

1. LANDSCAPE CONTRACTOR SHALL PROVIDE ALL LABOR, MATERIALS AND SERVICES NECESSARY TO FURNISH AND INSTALL LANDSCAPE ELEMENTS AND PLANTINGS AS SPECIFIED HEREIN AND AS SHOWN ON THESE PLANS.
2. NO MATERIAL SUBSTITUTIONS SHALL BE MADE WITHOUT LANDSCAPE ARCHITECT'S APPROVAL. ALTERNATE MATERIALS OF SIMILAR SIZE AND CHARACTER MAY BE CONSIDERED IF SPECIFIED PLANT MATERIALS CANNOT BE OBTAINED. OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REVISE PLANT LIST AS DEEMED NECESSARY.
3. QUANTITIES OF MATERIALS SHOWN ON THE PLANTING PLAN TAKE PRECEDENCE OVER QUANTITIES SHOWN ON THE PLANT MATERIAL SCHEDULE. LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL QUANTITIES ON THE PLANTING PLAN.
4. CONTRACTOR SHALL LOCATE ALL UTILITIES BEFORE WORK. UTILITIES HAVE BEEN SHOWN ON PLAN FOR ROUGH LOCATION OF SERVICES. LOCATE EXACT UTILITY LOCATIONS BY CONTACTING "CALL BEFORE YOU DIG" AT 811. CONTRACTOR WILL BE RESPONSIBLE FOR THE REPAIR OF ANY DAMAGE HE MAY CAUSE TO UTILITIES.
5. REMOVE ALL RUBBISH, EQUIPMENT, AND MATERIAL AND LEAVE THE AREA IN A NEAT, CLEAN CONDITION EACH DAY. MAINTAIN PAVED AREAS UTILIZED FOR HAULING EQUIPMENT AND MATERIALS BY OTHER TRADES IN A CLEAN AND UNOBSTRUCTED CONDITION AT ALL TIMES.
6. STORAGE OF ANY MATERIALS, BUILDINGS, VEHICLES OR EQUIPMENT, FENCING AND WARNING SIGNS SHALL BE MAINTAINED THROUGHOUT THE SITE WORK AND CONSTRUCTION PERIODS BY THE CONTRACTOR.

IRRIGATION:

1. ALL SHRUBS AND TREES SHALL BE DRIP IRRIGATED. ALL TREES LOCATED WITHIN SOD TURF OR IRRIGATED SEED AREAS SHALL BE WATERED BY ADJACENT SOD/SEED IRRIGATION SYSTEM.
2. ALL NATIVE LOW GROW SEEDING WITHIN THE RIGHT-OF-WAY AND DETENTION AREAS SHALL HAVE A PERMANENT IRRIGATION SYSTEM.
3. THE CONTRACTOR SHALL PROVIDE WATER, WATERING DEVICES, AND LABOR NEEDED TO IRRIGATE PLANT MATERIALS UNTIL AUTOMATIC IRRIGATION SYSTEMS ARE OPERATIONAL AND ACCEPTED. THE CONTRACTOR SHALL SUPPLY ENOUGH WATER TO MAINTAIN THE PLANT'S HEALTHY CONDITION BASED ON SEASONAL CONSIDERATIONS.

SHRUB/TREE PLANTING NOTES:

1. OWNER AND OWNER'S REPRESENTATIVE RESERVES THE RIGHT TO REJECT AT ANY TIME OR PLACE PRIOR TO FINAL ACCEPTANCE OF WORK, ANY AND ALL PLANTS WHICH, IN THEIR OPINION, FAIL TO MEET THE REQUIREMENTS OF THE SPECIFICATIONS.
2. ALL TREE AND SHRUB LOCATIONS ARE APPROXIMATE; ADJUST AS NECESSARY TO AVOID CONFLICTS. PLANTING LOCATIONS OF SHRUBS, GRASSES AND PERENNIALS AS SPECIFIED. OBTAIN OWNERS REPRESENTATIVE'S APPROVAL OF LOCATIONS PRIOR TO PLANTING TREES AND SHRUBS.
3. ALL PLANT MATERIAL SHALL BE WELL-FORMED AND DEVELOPED IN GOOD CONDITION, HEALTHY AND DISEASE FREE, AND BE TYPICAL OF THE SPECIES.
4. PLANTS SHALL COMPLY IN ALL APPLICABLE RESPECTS WITH ACCEPTABLE STANDARDS SET FORTH IN THE COLORADO NURSERY ACT OF 1965 - TITLE 35, ARTICLE 25, CRS 1974 (SEE LANDSCAPE THE NURSERY ACT).
5. AT THE COMPLETION OF PLANTING OPERATIONS ALL PLANTS SHALL BE INSPECTED BY THE OWNER AND OWNERS'S REPRESENTATIVE. CONTRACTOR SHALL REPLACE IMMEDIATELY ANY PLANTS NOT IN HEALTHY AND VIGOROUS CONDITION AT THAT TIME AT NO EXPENSE TO THE OWNER. ANY PLANT NOT IN HEALTHY CONDITION DURING THE WARRANTY PERIOD SHALL BE REPLACED AS PER THE ORIGINAL SPECIFICATIONS, AT NO CHARGE TO THE OWNER.
6. PLANTS ARE TO BE SELECTED AND SIZED AS SHOWN ON THE PLANT SCHEDULE.
7. PLANTS BED RECEIVING MULCH ARE TO BE FREE OF WEEDS AND GRASS. TREAT BEDS WITH A PRE-EMERGENT HERBICIDE PRIOR TO PLANTING AND MULCH PLACEMENT. APPLY IN ACCORDANCE WITH STANDARD TRADE PRACTICE. DO NOT APPLY HERBICIDE IN PERENNIAL BEDS.
8. POROUS WEED BARRIER FABRIC, AS NOTED IN THE SPECIFICATIONS, SHALL BE INSTALLED WHERE ROCK AREAS ARE PRESENT.
9. USE TRIANGULAR SPACING IN ALL GROUNDCOVER AND PERENNIAL BEDS.
10. ALL WORK ON TREES TO REMAIN, INCLUDING CROWN AND ROOT PRUNNING SHALL BE PERFORMED BY A TREE SERVICE LICENSED BY THE CITY FORESTER.

SODDING & SEEDING:

1. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING EXISTING EROSION CONTROL MEASURES DURING THE DURATION OF WORK ON-SITE.
2. ALL PROPOSED TURF AND PLANTING AREAS ARE TO BE ROTO-TILLED TO A DEPTH OF 8". FINE GRADE, AND REMOVE ALL CONSTRUCTION DEBRIS AND ROCKS OVER 1" IN DIAMETER FROM THE SITE.
3. AFTER TILLING APPLY SOIL AMENDMENTS & FERTILIZERS TO ALL TURF AND PLANTING AREAS. GRADE SHALL BE ADJUSTED FOR SOD THICKNESS. ALL FINISH GRADING SHALL BE PERFORMED BY LANDSCAPE CONTRACTOR.
4. FINE GRADE SOD AREAS TO ELIMINATE IRREGULARITIES ON THE SURFACE. ROLL OR PERFORM ADDITIONAL FINE GRADING.
5. ALL AREAS TO BE SEEDED SHALL BE TILLED AS SPECIFIED AND THEN HARROWED, RAKED OR ROLLED TO PRODUCE A FIRM SEED BED FOR PLANTING. IMPORTED TOPSOIL MAY BE REQUIRED TO PROVIDE AN ACCEPTABLE PLANTING MEDIUM. LARGE ROCKS (1" DIAMETER) AND DEBRIS THAT MAY IMPEDE SEEDING SHALL BE CLEARED FROM THE SITE. ANY REQUIRED EROSION CONTROL FEATURES (E.G., WATER BARS, BERMS, BASINS, TURNOUTS) SHALL BE CONSTRUCTED PRIOR TO SEEDING. SITES THAT ARE NOT ADEQUATELY PREPARED PRIOR TO SEEDING (E.G., COMPACTED SOIL, INSUFFICIENT TOPSOIL, ROCKY, ERODED SURFACE, ETC.) SHALL BE REJECTED.
6. ALL SPECIFIED SEED MIXES SHALL CONSIST OF CERTIFIED SEE VARIETIES THAT ARE FREE OF NOXIOUS WEEDS AND HAVE BEEN TESTED FOR PURITY AND GERMINATION WITHIN SIX MONTHS OF THE PLANTING DATE. CERTIFICATION LABELS WHICH INDICATE THE SPECIES, PURITY, GERMINATION, WEED CONTENT, ORIGIN, AND TEST DATE SHALL BE SUBMITTED FOR ALL SEED MATERIALS.
7. SEEDING SHALL OCCUR DEPENDING ON THE PROJECT SCHEDULE, IT IS PREFERABLE THAT SEEDING OCCUR DURING THE FALL (SEPTEMBER-NOVEMBER) OR SPRING (MARCH-MAY) TO MAXIMIZE PLANTING SUCCESS. IF THE PROJECT SCHEDULED DOES NOT COINCIDE WITH THE PREFERRED SEEDING PERIODS, OR THERE ARE UNSUITABLE SITE CONDITIONS (I.E. FROZEN GROUND), THEN SOIL STABILIZATION AND/OR STORM WATER BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED TO STABILIZE THE AREA UNTIL THE NEXT APPROPRIATE SEEING DATE.
8. ANY SEEDING CONDUCTED OUTSIDE THE PREFERRED MONTHS SHALL BE APPROVED BY THE OWNER.

GENERAL NOTES

1. BASE MAP INFORMATION IS ACCURATE AS OF THE DATE PRINTED ON THIS PACKAGE.
2. THE LANDSCAPE PLANS CONTAINED HEREIN ILLUSTRATE APPROXIMATE LOCATIONS OF ALL SITE CONDITIONS. REFER TO SURVEY, ARCHITECTURAL, CIVIL ENGINEERING, STRUCTURAL, ELECTRICAL, IRRIGATION AND ALL OTHER DRAWINGS, IF AVAILABLE, FOR ADDITIONAL DETAILED INFORMATION.
3. THE CONTRACTOR SHALL APPLY FOR AND PROCURE ALL REQUIRED PERMITS PRIOR TO COMMENCING WORK.
4. THE CONTRACTOR SHALL COMPLY WITH ALL CODES APPLICABLE TO THIS WORK.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATION WITH SUBCONTRACTORS AND OTHER CONTRACTORS OF RELATED TRADES, AS REQUIRED, TO ACCOMPLISH THE PLANTING AND RELATED OPERATIONS.
6. THE CONTRACTOR SHALL COORDINATE INSTALLATION OF ALL PLANT MATERIAL WITH THE INSTALLATION OF OTHER IMPROVEMENTS SUCH AS HARDSCAPE ELEMENTS AND RELATED STRUCTURES. ANY DAMAGE TO EXISTING IMPROVEMENTS IS THE RESPONSIBILITY OF THE CONTRACTOR.
7. THE CONTRACTOR IS RESPONSIBLE TO RESTORE ALL AREAS OF THE SITE, OR ADJACENT AREAS, WHERE DISTURBED BY OPERATIONS OF OR RELATED TO THE CONTRACTOR'S WORK.
8. LANDSCAPE EDGING SHALL BE REQUIRED BETWEEN WHERE ALL GROUND COVER TYPES CHANGE TO A DIFFERENT GROUND COVER. SEE SPECIFICATIONS DETAIL.
9. ALL AREAS DESIGNED TO RECEIVE SOLID SOD SHALL BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO GRASSING OPERATIONS. FINISH GRADE AT TURF AREAS SHALL BE 3/4"-1" BELOW TOP OF ADJACENT PAVEMENT OR CURBS.
10. CONTRACTOR SHALL FIELD ADJUST PLANT LOCATIONS TO ACCOMMODATE ALL LIGHTING AND ENSURE PLANTS WILL NOT INTERFERE WITH LIGHTING.
11. FERTILIZING, AS SPECIFIED, STAKING, WATERING AND ONE (1) YEAR PLANT WARRANTY FOR INSTALLED PLANT MATERIAL, SHALL BE CONSIDERED INCIDENTAL TO THE PLANT ITEMS.
12. WARRANTY: ONE (1) YEAR REPLACEMENT WARRANTY FOR ALL PLANT MATERIALS SHALL BE CONSIDERED INCIDENTAL TO THIS PROJECT. WARRANTY SHALL COVER PLANTS WHICH HAVE DIED OR PARTIALLY DIED (THEREBY RUINING THEIR NATURAL SHAPE), BUT SHALL NOT INCLUDE DAMAGE BY VANDALISM, BROWSING, HAIL, ABNORMAL FREEZES, DROUGHT OR NEGLIGENCE BY THE OWNER. THE WARRANTY IS INTENDED TO COVER CONTRACTOR NEGLIGENCE, INFESTATIONS, DISEASE AND DAMAGE OR SHOCK TO PLANTS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING AND WATERING THE PLANT MATERIAL AS NECESSARY, TO ENSURE GROWTH AND ESTABLISHMENT DURING THE 1-YEAR WARRANTY PERIOD. ANY PLANTS THAT ARE NOT IN A LIVE, HEALTHY, GROWING CONDITION AT THE END OF THE 1-YEAR WARRANTY PERIOD SHALL BE REPLACED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE. PLANTS REPLACED UNDER WARRANTY WILL BE WARRANTED FOR ONE (1) YEAR FOLLOWING REPLACEMENT.

## SHEET INDEX:


SHEET 2 - LANDSCAPE NOTES
SHEET 3 - LANDSCAPE PLAN (OVERALL)
SHEET 4 - LANDSCAPE PLAN
SHEET 5 - LANDSCAPE PLAN
SHEET 6 - LANDSCAPE PLAN
SHEET 7 - LANDSCAPE PLAN
SHEET 8 - LANDSCAPE PLAN
SHEET 9 - LANDSCAPE PLAN
SHEET 10 - LANDSCAPE DETAILS


## PLANT LEGEND

| SYMBOL | DESCRIPTION | QUANTITY | UNITS |
|---|---|---|---|
| | DECIDUOUS SHADE TREE | 192 | QTY. |
| | EVERGREEN TREE | 168 | QTY. |

## GROUNDCOVER LEGEND/QUANTITIES

| SYMBOL | DESCRIPTION | QUANTITY | UNITS |
|---|---|---|---|
| | SOD TURF | 73,268 | SQUARE FEET |
| | LOW NATIVE SEEDING | 267,346 | SQUARE FEET |
| | POND SEEDING | 86,830 | SQUARE FEET |
| | SLOPE SEEDING | 752,249 | SQUARE FEET |
| | ROCK MULCH | 15,510 | SQUARE FEET |

## ROW LANDSCAPE NOTES

IMPLEMENTING THE VISION FOR THE COMMUNITY WILL INCLUDE EMBRACING AN AESTHETIC, FUNCTIONAL AND XERIC LANDSCAPE DESIGN APPROACH. APPROPRIATELY DESIGNED LANDSCAPE TREATMENTS SHALL PROMOTE A QUALITY DEVELOPMENT THROUGHOUT THE COMMUNITY COMMON AND OPEN SPACES. THE LANDSCAPE DESIGN, THEME AND APPROACH WILL REFLECT THE WESTERN HIGH PLAINS CHARACTER OF THE REGION. STREET TREES HAVE BEEN CONTEXTUALLY SPACED TO FURTHER COMPLIMENT THE CONTEXT AND CHARACTER OF THE SURROUNDING NATURAL LANDSCAPE.

IN PA-A WHERE THE LAND PLANNING TRANSITIONS TO A MORE RURAL, LESS SUBURBAN ENVIRONMENT AND FEATURES A RURAL, LOW VOLUME LOCAL ROAD SECTION, STREET TREES HAVE BEEN CONTEXTUALLY SPACED WITH ONE TREE PER LOT AND AN ADDITIONAL TREE PER LOT IN THE FRONT YARD.

ROW LANDSCAPE WILL BE INSTALLED WITH APPROPRIATE PHASES OF PARCEL DEVELOPMENT WHEN WATER BECOMES AVAILABLE.
INSTALLATION AND MAINTENANCE WILL BE THE RESPONSIBILITY OF THE METRO DISTRICT OR HOMEOWNERS' ASSOCIATION.

## ORDINANCE LANDSCAPE REQUIREMENTS

### STREETSCAPE LANDSCAPING

| BUFFER ROAD NAME | TREE REQUIREMENT PER LOT | NUMBER OF LOTS ON NON-ALLEY ROAD | NO. OF TREES REQUIRED/PROVIDED |
|---|---|---|---|
| INTERNAL ROADS | 1 TREE / LOT | 66 | 66 / 72 |

### BUFFER LANDSCAPING

| BUFFER ROAD NAME | BUFFER TYPE | BUFFER WIDTH | PLANT REQUIREMENT PER LF OF BUFFER | LINEAR FEET OF BUFFER | NO. OF TREES REQUIRED/PROVIDED | SHRUB REQUIRED/ PROVIDED |
|---|---|---|---|---|---|---|
| POUDRE RIVER ROAD | TYPE II | 10' | 2 TREES & 16 SHRUBS / 100 FT | 4,387' | 88 / 97 | - / TBD |
| 95TH AVE | TYPE II | 10' | 2 TREES & 16 SHRUBS / 100 FT | 1,073' | 22 / 22 | - / TBD |
| EAST PROPERTY LINE | TYPE II | 10' | 2 TREES & 16 SHRUBS / 100 FT | 720' | 16 / 16 | - / TBD |

### DETENTION POND LANDSCAPING

| SQ. FT. OF DETENTION | TREE REQUIREMENT PER SQ. FT. OF DETENTION | NO. OF TREES REQUIRED/PROVIDED |
|---|---|---|
| 86,831 (2.0 AC) | 1 TREES / 4,500 SQ. FT. | 20 / 24 |

## PLANT SCHEDULE

| DECIDUOUS TREES | CODE | BOTANICAL / COMMON NAME | SIZE |
|---|---|---|---|
| | CS | CATALPA SPECIOSA / NORTHERN CATALPA | 2" CAL. |
| | CO | CELTIS OCCIDENTALIS / COMMON HACKBERRY | 2" CAL. |
| | GI | GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE' / SKYLINE® HONEY LOCUST | 2" CAL. |
| | GK | GYMNOCLADUS DIOICA / KENTUCKY COFFEETREE | 2" CAL. |
| | QR | QUERCUS RUBRA / RED OAK | 2" CAL. |
| | TA | TILIA AMERICANA / AMERICAN LINDEN | 2" CAL. |

| EVERGREEN TREES | CODE | BOTANICAL / COMMON NAME | SIZE |
|---|---|---|---|
| | AC | ABIES CONCOLOR / WHITE FIR | 6` HT. |
| | PL | PINUS FLEXILIS / LIMBER PINE | 6` HT. |

## SEEDING SPECIFICATIONS

NATIVE SEEDING

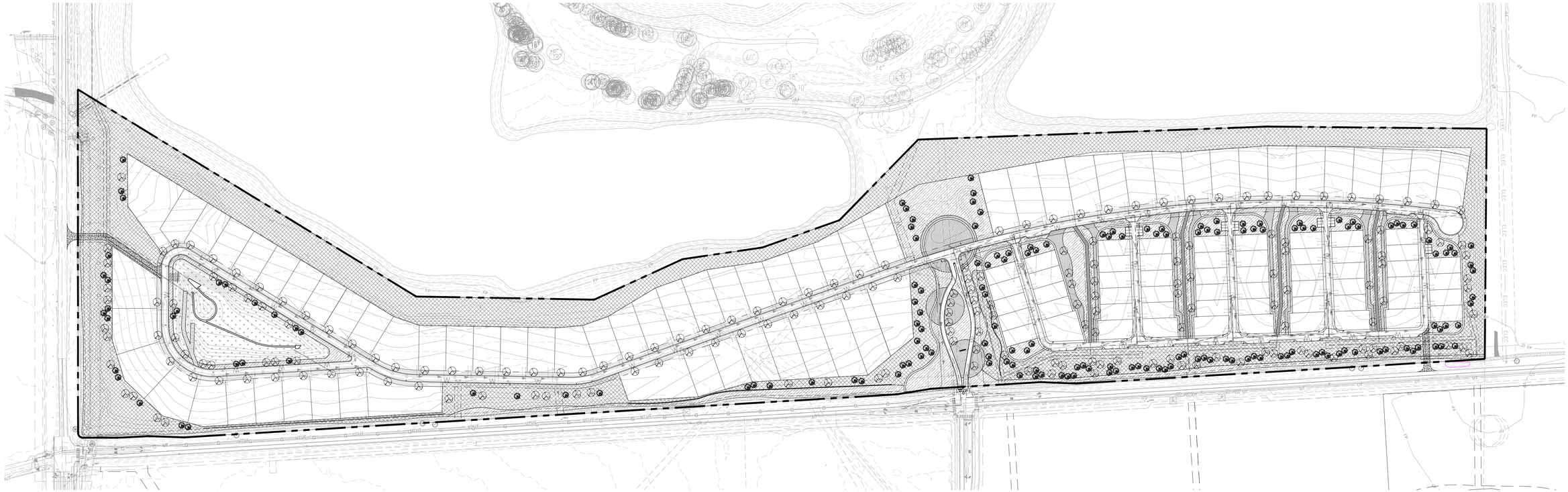
| | |
|---|---|
| LOW GROW MIX | |
| 8.0 LBS/ACRE | BUFFALOGRASS |
| 6.5 LBS/ACRE | BLUE GRAMMA |
| SLOPE MIX | |
| 4.0 LBS/ACRE | SIDE OATS GRAMMA |
| 4.0 LBS/ACRE | BLUE GRAMMA |
| 4.0 LBS/ACRE | LITTLE BLUESTEM |
| 0.12 LBS/ACRE | SAND DROPSEED |
| 8.0 LBS/ACRE | STREAM BANK GRASS |
| POND MIX | |
| 2.0 LBS/ACRE | LITTLE BLUESTEM |
| 2.0 LBS/ACRE | YELLOW INDIAN GRASS |
| 1.0 LBS/ACRE | SWITCHGRASS |
| 0.6 LBS/ACRE | BLUE GRAMMA |
| 3.0 LBS/ACRE | SIDE OATS GRAMMA |
| 1.5 LBS/ACRE | PRAIRIE SANDREED |
| 4.0 LBS/ACRE | WESTERN WHEATGRASS |
| 5.0 LBS/ACRE | STREAM BANK GRASS |

THE CACHE PUD, PA-A1
PRELIMINARY LANDSCAPE PLAN

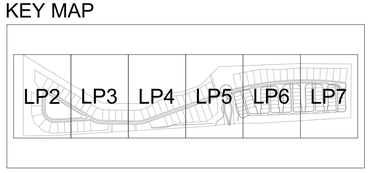
TITLE: LANDSCAPE NOTES

DATE: MARCH 20, 2024


HRGreen
5613 DTC PARKWAY SUITE 950
GREENWOOD VILLAGE, CO 80111
PHONE: 720.602.4999
HRGREEN.COM



## KEY MAP




## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | SOD TURF |
| | LOW NATIVE SEEDING |
| | POND SEEDING |
| | SLOPE SEEDING |

## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 150
SCALE

THE CACHE PUD, PA-A1
PRELIMINARY LANDSCAPE PLAN

TITLE: LANDSCAPE PLAN (OVERALL)

DATE: MARCH 20, 2024

HRGreen
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GREENWOOD VILLAGE, CO 80111
PHONE: 720.602.4999
HRGREEN.COM

SHEET: 3 OF 10

MATCH LINE - SEE SHEET 5

DETENTION POND

OPTIONAL SPLIT RAIL FENCING PER HOMEOWNER REQUEST

PRIVACY FENCING

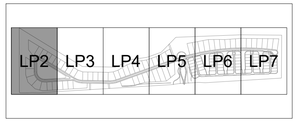
SPLIT RAIL FENCING

POUDRE RIVER TRAIL

PRIVACY FENCING

95TH AVE.

## KEY MAP




## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | SOD TURF |
| | LOW NATIVE SEEDING |
| | POND SEEDING |
| | SLOPE SEEDING |

## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 40
SCALE

THE CACHE PUD, PA-A1
PRELIMINARY LANDSCAPE PLAN

TITLE: LANDSCAPE PLAN

DATE: MARCH 20, 2024

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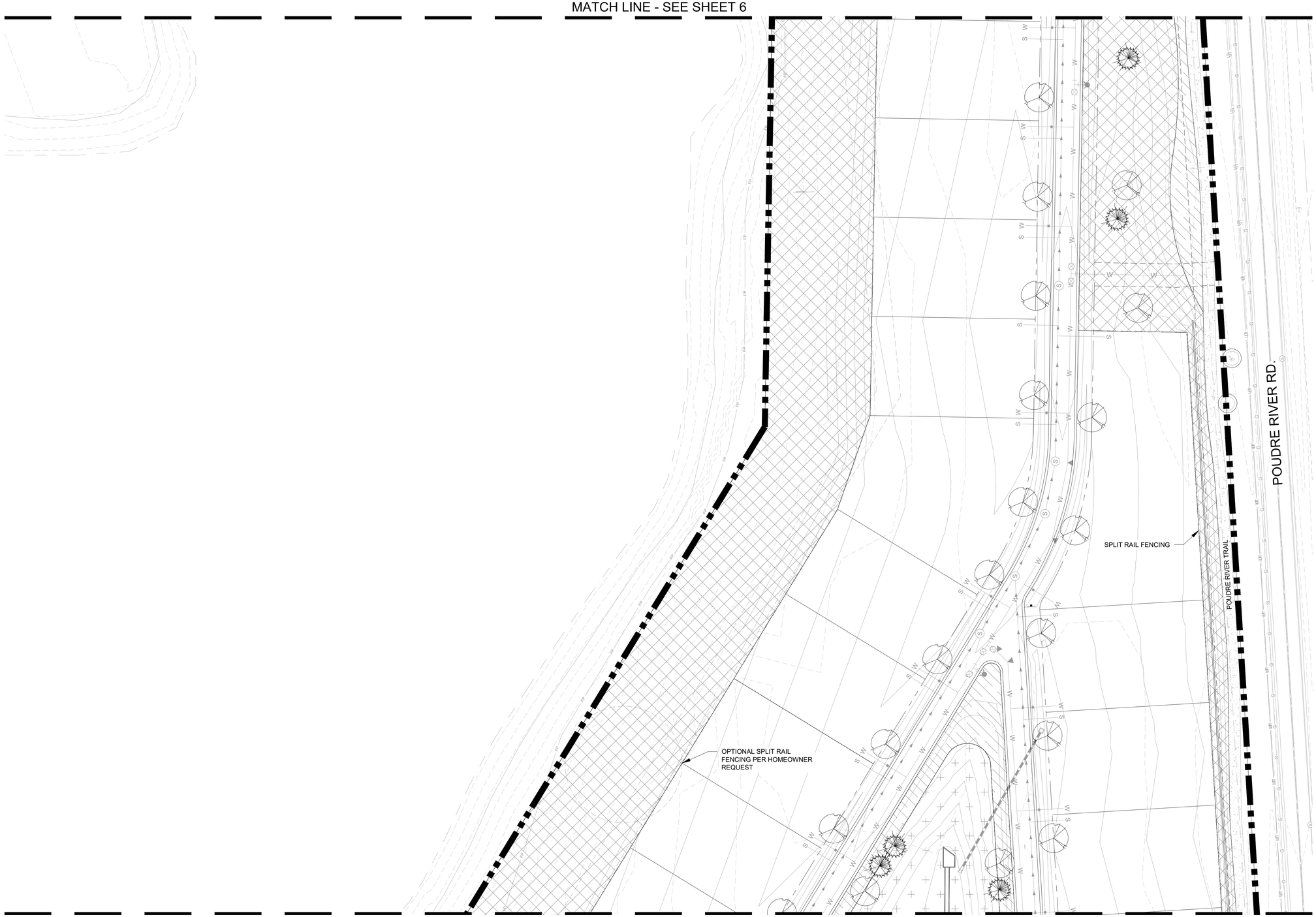
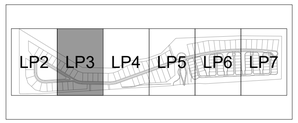
SHEET: 4 OF 10

MATCH LINE - SEE SHEET 6




MATCH LINE - SEE SHEET 4

## KEY MAP




## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | SOD TURF |
| | LOW NATIVE SEEDING |
| | POND SEEDING |
| | SLOPE SEEDING |

## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 40
SCALE

THE CACHE PUD, PA-A1
PRELIMINARY LANDSCAPE PLAN

TITLE: LANDSCAPE PLAN

DATE: MARCH 20, 2024

HRGreen
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GREENWOOD VILLAGE, CO 80111
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SHEET: 5 OF 10

MATCH LINE - SEE SHEET 7

POUDRE RIVER TRAIL

POUDRE RIVER RD.

SPLIT RAIL FENCING

OPTIONAL SPLIT RAIL FENCING PER HOMEOWNER REQUEST

MATCH LINE - SEE SHEET 5

## KEY MAP

| LP2 | LP3 | LP4 | LP5 | LP6 | LP7 |
|---|---|---|---|---|---|

## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | SOD TURF |
| | LOW NATIVE SEEDING |
| | POND SEEDING |
| | SLOPE SEEDING |

## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 40
SCALE

THE CACHE PUD, PA-A1
PRELIMINARY LANDSCAPE PLAN

TITLE: LANDSCAPE PLAN

DATE: MARCH 20, 2024

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MATCH LINE - SEE SHEET 8

MATCH LINE - SEE SHEET 6

## KEY MAP

| LP2 | LP3 | LP4 | LP5 | LP6 | LP7 |
|---|---|---|---|---|---|

## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | SOD TURF |
| | LOW NATIVE SEEDING |
| | POND SEEDING |
| | SLOPE SEEDING |

## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 40
SCALE

THE CACHE PUD, PA-A1
PRELIMINARY LANDSCAPE PLAN

TITLE: LANDSCAPE PLAN

DATE: MARCH 20, 2024

HRGreen
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PHONE: 720.602.4999
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MATCH LINE - SEE SHEET 9

OPTIONAL SPLIT RAIL FENCING PER HOMEOWNER REQUEST

POUDRE RIVER RD.

POUDRE RIVER TRAIL

OPTIONAL SPLIT RAIL FENCING PER HOMEOWNER REQUEST

MATCH LINE - SEE SHEET 7

## KEY MAP

## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | SOD TURF |
| | LOW NATIVE SEEDING |
| | POND SEEDING |
| | SLOPE SEEDING |

## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 40
SCALE

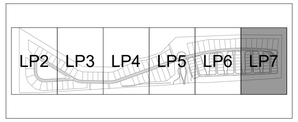
THE CACHE PUD, PA-A1
PRELIMINARY LANDSCAPE PLAN

TITLE: LANDSCAPE PLAN

DATE: MARCH 20, 2024

HRGreen
5613 DTC PARKWAY SUITE 950
GREENWOOD VILLAGE, CO 80111
PHONE: 720.602.4999
HRGREEN.COM

## KEY MAP




## GROUNDCOVER LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | SOD TURF |
| | LOW NATIVE SEEDING |
| | POND SEEDING |
| | SLOPE SEEDING |

## PLANT LEGEND

| SYMBOL | DESCRIPTION |
|---|---|
| | DECIDUOUS SHADE TREE |
| | EVERGREEN TREE |

NORTH

0 40
SCALE

THE CACHE PUD, PA-A1
PRELIMINARY LANDSCAPE PLAN

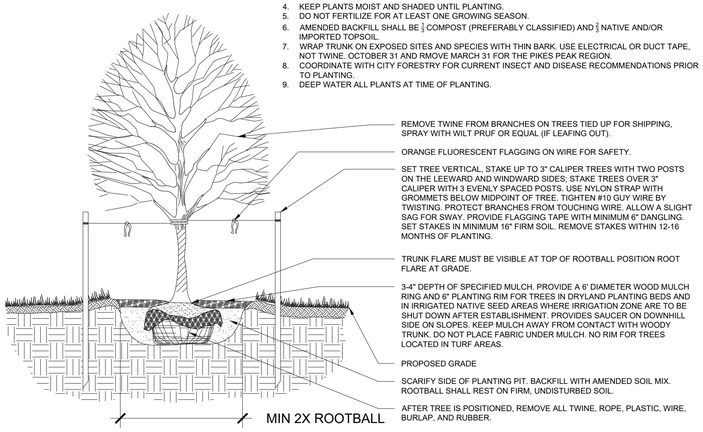
TITLE: LANDSCAPE PLAN

DATE: MARCH 20, 2024

HRGreen
5613 DTC PARKWAY SUITE 950
GREENWOOD VILLAGE, CO 80111
PHONE: 720.602.4999
HRGREEN.COM

SHEET: 9 OF 10

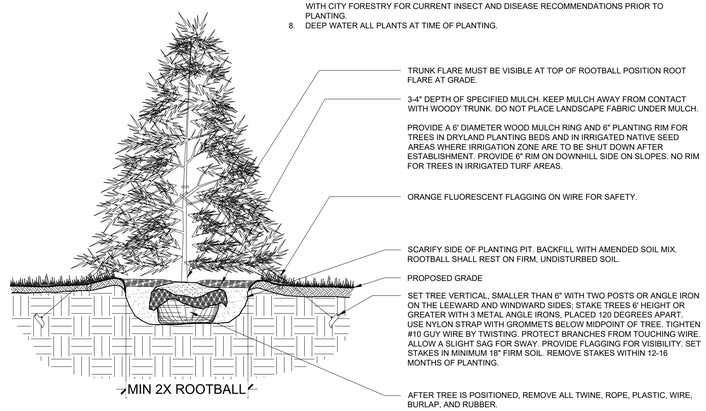
NOTES:
1. MARK THE NORTH SIDE OF TREE IN NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHENEVER POSSIBLE.
2. AT TIME OF PLANTING, DO NOT REMOVE OR CUT LEADER AND PRUNE ONLY DEAD OR BROKEN BRANCHES, CROSS OVER BRANCHES, AND WEEK OR NARROW CROTCHES. SOME INTERIOR TWIGS AND LATERAL BRANCHES MAY BE PRUNED. HOWEVER, DO NOT REMOVE THE TERMINAL BUDS OF BRANCHES THAT EXTEND TO THE EDGE OF THE CROWN.
3. STRUCTURAL PRUNING SHOULD NOT BEGIN UNTIL AFTER ESTABLISHMENT PERIOD, USUALLY TWO GROWING SEASONS.
4. KEEP PLANTS MOIST AND SHADED UNTIL PLANTING.
5. DO NOT FERTILIZE FOR AT LEAST ONE GROWING SEASON.
6. AMENDED BACKFILL SHALL BE $\frac{1}{3}$ COMPOST (PREFERABLY CLASSIFIED) AND $\frac{2}{3}$ NATIVE AND/OR IMPORTED TOPSOIL.
7. WRAP TRUNK ON EXPOSED SITES AND SPECIES WITH THIN BARK. USE ELECTRICAL OR DUCT TAPE, NOT TWINE. OCTOBER 31 AND RMOVE MARCH 31 FOR THE PIKES PEAK REGION.
8. COORDINATE WITH CITY FORESTRY FOR CURRENT INSECT AND DISEASE RECOMMENDATIONS PRIOR TO PLANTING.
9. DEEP WATER ALL PLANTS AT TIME OF PLANTING.




## 1 TYP. DECIDUOUS TREE PLANTING DETAIL

SCALE: NTS

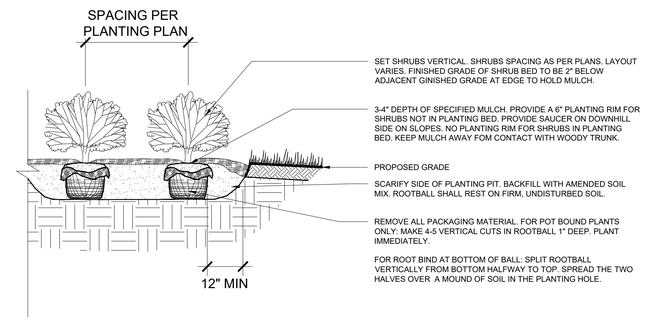
NOTES:
1. DO NOT REMOVE OR CUT LEADER.
2. PRUNE ONLY DEAD OR BROKEN BRANCHES IMMEDIATELY PRIOR TO PLANTING.
3. DO NOT REMOVE ANY DOUBLE LEADER, UNLESS OTHERWISE DIRECTED BY OWNERS REPRESENTATIVE.
4. KEEP PLANTS MOIST AND SHADED UNTIL PLANTING.
5. AMENDED BACKFILL SHALL BE $\frac{1}{3}$ COMPOST (PREFERABLY CLASSIFIED) AND $\frac{2}{3}$ NATIVE AND/OR IMPORTED TOPSOIL.
6. MARK THE NORTH SIDE OF TREE IN NURSERY, AND ROTATE TREE TO FACE NORTH AT THE SITE WHENEVER POSSIBLE.
7. PINE AND SPRUCE TREES TO BE SPRAYED FOR IPS BARK BEETLE PRIOR TO PLANTING. COORDINATE WITH CITY FORESTRY FOR CURRENT INSECT AND DISEASE RECOMMENDATIONS PRIOR TO PLANTING.
8. DEEP WATER ALL PLANTS AT TIME OF PLANTING.




## 2 TYP. EVERGREEN TREE PLANTING DETAIL

SCALE: NTS

NOTES:
1. PRUNE ONLY DEAD OR BROKEN BRANCHES AND WEAK OR NARROW CROTCHES.
2. KEEP PLANTS MOIST AND SHADED UNTIL PLANTING.
3. DO NOT FERTILIZE FOR AT LEAST ONE GROWING SEASON.
4. AMENDED BACKFILL SHALL BE $\frac{1}{3}$ COMPOST (PREFERABLY CLASSIFIED) AND $\frac{2}{3}$ NATIVE AND/OR IMPORTED TOPSOIL.
5. ALL SHRUBS IN ROCK AREAS TO RECIEVE SHREDDED MULCH RINGS.
6. DEEP WATER ALL PLANTS AT TIME OF PLANTING.

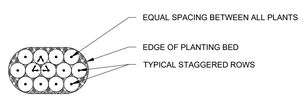


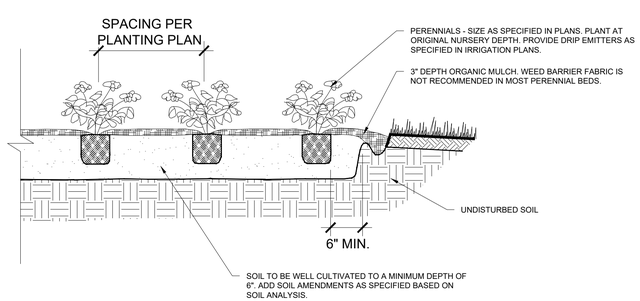

## 3 TYP. SHRUB PLANTING DETAIL

SCALE: NTS

NOTES:
1. KEEP PLANTS MOIST AND SHADED UNTIL PLANTING.
2. PLANTING GROUND COVERS AND PERENNIALS LEVEL AND AT GRADE.
3. PRUNE ALL DEAD OR BROKEN PARTS PRIOR TO PLANTING.
4. AMENDED BACKFILL SHALL BE $\frac{1}{3}$ COMPOST (PREFERABLY CLASSIFIED) AND $\frac{2}{3}$ NATIVE AND/OR IMPORTED TOPSOIL.
5. ALL PERENNIALS PLANTED IN ROCK MULCH AREAS TO HAVE ORGANIC MULCH RINGS AROUND THE BASE OF THE PLANT.

*WHEN PLANTING MASSES OF SHRUBS, GROUNDCOVER, PERENNIALS, AND ANNUALS, THIS DIAGRAM SHALL BE FOLLOWED.

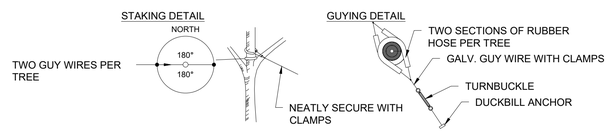



## 4 TYP. PERENNIAL PLANTING DETAIL

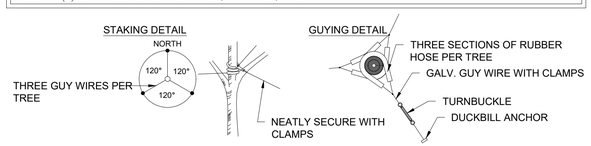
SCALE: NTS

GUYING STANDARDS
- TWO (2) MODEL 68 DUCKBILL ANCHORS (HOLDING CAPACITY 1100# PER ANCHOR IN NORMAL SOIL.
- 13' OF ⅛" 7x7 GALVANIZED STEEL CABLE WITH TURNBUCKLE ATTACHED MID-CABLE.
- ½" DIAMETER THIN WALL P.V.C. TUBING (WHITE) 48" MINIMUM LENGTH. ONE (1) REQUIRED/EACH GUY.
- TWO (2) TURNBUCKLES, EYE AND EYE TYPE, ⅜" THREAD DIAMETER WITH 3" TAKE-UP
- FOUR (4) ⅛" CABLE CLAMPS, ZINC PLATED (DR-2 STEEL DRIVE ROD 2' LONG WITH ¾" ROUND DRIVING TIP NEEDED TO INSTALL ANCHORS. ONE ROD, NOT INCLUDED IN KIT, DRIVES HUNDREDS OF ANCHORS)
- TWO (2) RUBBER HOSE TREE COLLARS, 21" LONG, EA.




*APPLIES TO SINGLE TRUNK DECIDUOUS TREES 3" CAL. AND LESS & EVERGREEN TREES 8' HT. AND LESS

GUYING STANDARDS
- THREE (3) MODEL 68 DUCKBILL ANCHORS (HOLDING CAPACITY 1100# PER ANCHOR IN NORMAL SOIL.
- 13' OF ⅛" 7x7 GALVANIZED STEEL CABLE WITH TURNBUCKLE ATTACHED MID-CABLE.
- ½" DIAMETER THIN WALL P.V.C. TUBING (WHITE) 48" MINIMUM LENGTH. ONE (1) REQUIRED/EACH GUY.
- THREE (3) TURNBUCKLES, EYE AND EYE TYPE, ⅜" THREAD DIAMETER WITH 3" TAKE-UP
- SIX (6) ⅛" CABLE CLAMPS, ZINC PLATED (DR-2 STEEL DRIVE ROD 2' LONG WITH ¾" ROUND DRIVING TIP NEEDED TO INSTALL ANCHORS. ONE ROD, NOT INCLUDED IN KIT, DRIVES HUNDREDS OF ANCHORS)
- THREE (3) RUBBER HOSE TREE COLLARS, 21" LONG, EA.

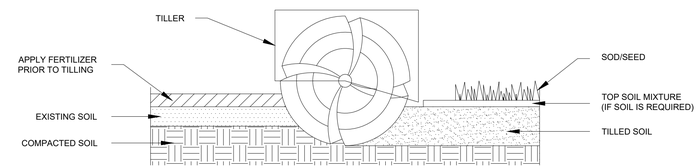



*APPLIES TO SINGLE TRUNK DECIDUOUS TREES GREATER THAN 3" CAL. & EVERGREEN TREES GREATER THAN 8' HT.

## 5 TYP. GUYING DETAIL

SCALE: NTS

NOTES:
1. TOPSOIL TO CONSIST OF DARK, LIGHT LOAM SOIL FREE OF ALL IMPURITIES SUCH AS ROCKS, ROOTS AND OTHER FOREIGN MATERIALS.
2. APPLY FERTILIZER WITHIN 2-3 DAYS OF PLANTINGS.
3. COMPOST TO CONSIST OF 1-YEAR OLD ORGANIC MATERIAL AND SHOULD NOT INCLUDE CHICKEN MANURE.
4. MATERIALS GREATER THAN 1" DIAMETER OR FROZEN SOIL SHALL BE REMOVED.
5. TILLED SOIL SHALL BE SMOOTHLY RAKED TO A FINISHED GRADE TO PROVIDE POSITIVE DRAINAGE.




## 6 TYP. SOIL PREPARATION (ALL AREAS)

SCALE: NTS

THE CACHE PUD, PA-A1
PRELIMINARY LANDSCAPE PLAN

TITLE: LANDSCAPE DETAILS

DATE: MARCH 20, 2024

HRGreen
5613 DTC PARKWAY SUITE 950
GREENWOOD VILLAGE, CO 80111
PHONE: 720.602.4999
HRGREEN.COM

# The Cache Subdivision Filing No.2 Preliminary Plat

# SUB2023-0014

**Planning Commission**
**August 13, 2024**
**Jeffrey Woeber, Planner III**

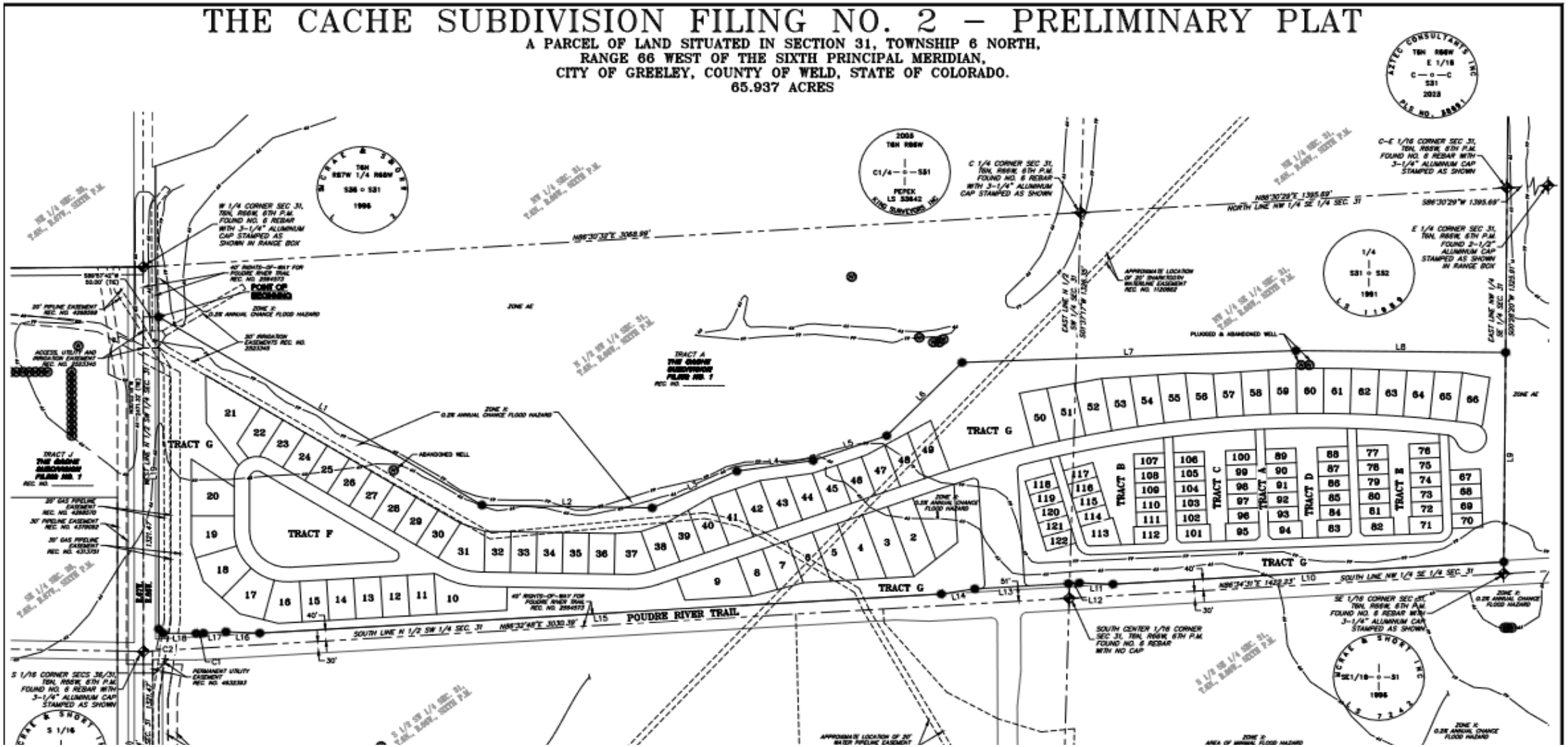
# Request & Site Background

- Request:
  - Approval of a Preliminary Plat to create 122 Lots, 7 Tracts, dedication of right-of-way
- Background:
  - 65.9 acres, Tract B of The Cache No. 1, 66 lower density lots, 56 smaller patio/cottage home lots

# Location

Cache Preliminary Plat
Filing No. 2
WCR 25
WCR 27
WCR 62 1/4
F ST
N 95TH AVE
95TH AVE
N 83RD AVE
83RD AVE
4TH ST
5TH ST
8TH ST
9TH ST
10TH ST
88TH AVENUE CT
88TH AVE
87TH AVENUE CT
87TH AVE
86TH AVE
85TH AVENUE CT
85TH AVE
84TH AVENUE CT
89TH AVE

N




# Cache Preliminary Plat Filing No. 2

# Considerations

## Approval Criteria

- Preliminary Subdivision Criteria, 24-203(b)(1)

## Notification

- 6 notice letters mailed
- 500 ft notice boundary
- One sign posted on the property
- Web notice
- Some concern regarding a bald eagle's nest (staff has recommended a condition of approval for this)

## Recommendation

- Staff recommends approval of Preliminary Plat based on compliance with Section 24-203(b)(1)
- Planning Commission is the Decision-Making Authority for a Preliminary Plat

# Recommended Motion

City of Greeley Colorado

**Preliminary Subdivision, Section 24-203(b)(1)**

## Approval

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

- Between December 1 and July 31 of any calendar year, the applicant shall ensure any development activity within the Cache Subdivision Filing No. 2 includes taking measures to reduce impacts to and disturbance of the bald eagle nest located to the north of the subdivision near the Poudre River.

# Alternative Motion

**Preliminary Subdivision, Section 24-203(b)(1)**

- Denial

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

# Review Criteria

| Subdivision Review Criteria, Section 24-203(b)(1) | |
|---|---|
| a) | **The application is in accordance with the Comprehensive Plan, or any other specific plan created under that plan, and in particular, the physical development patterns and design concepts of the plan.** |
| | The City's *Imagine Greeley Comprehensive Plan* has a variety of recommendations that may be applicable to this Preliminary Plat. Staff notes that Comprehensive Plan recommendations are key in review and approval of a rezoning, and were considered when the site went through the PUD process. The PUD was found to be consistent with those recommendations.<br><br>The proposed subdivision is generally in conformance with the Imagine Greeley Comprehensive Plan and The Cache PUD. |
| b) | **The development and infrastructure is arranged in a manner to minimize impacts of geologic hazards, environmentally sensitive areas, wildlife habitat, or other natural features of the land.** |
| | The proposed subdivision would be designed to be consistent with the approved PUD, which was designed to minimize impacts to the surrounding area. See WILDLIFE, below. |

# Review Criteria

| Subdivision Review Criteria, Section 24-203(b)(1) | |
|---|---|
| c) | **The arrangement and proposed design of streets, blocks, and open spaces meet the development and design standards of the subdivision regulations and are coordinated with existing or potential development on adjacent property.** |
| | The subdivision design is consistent with The Cache PUD plan development and design criteria. In instances where the PUD plan is silent, or otherwise noted on the PUD plans, the City's Development Code regulations shall govern. |
| d) | **The proposed blocks and lots are capable of meeting all development and site design standards under the applicable zoning district.** |
| | • Preliminary Construction Plans have been found to be acceptable by applicable City staff for road and stormwater/drainage improvements associated with the preliminary plat. City staff and referral agencies have reviewed the preliminary construction plans and will work through final details and logistics as part of the final plat submittal if the preliminary plat is approved. |

# Review Criteria

| Subdivision Review Criteria, Section 24-203(b)(1) | |
|---|---|
| e) | **The application demonstrates a preliminary likelihood of being able to meet the design, construction, performance, and maintenance requirements for all required improvements.** |
| | • Preliminary Construction Plans have been found to be acceptable by applicable City staff for road and stormwater/drainage improvements associated with the preliminary plat. City staff and referral agencies have reviewed the preliminary construction plans and will work through final details and logistics as part of the final plat submittal if the preliminary plat is approved. |
| f) | **Any phasing is clearly indicated and demonstrates a logical and coordinated approach to development, and the timing, location, and construction of amenities is consistent throughout phases.** |
| | • Phasing is not proposed for developing this Filing No. 2. An “Amenity Feature” is on the approved PUD plan. According to the applicant, an amenity will be processed under separate application, with the PUD requiring it to be constructed “by the 350th residential building certificate of occupancy.” This subdivision proposes 122 lots so presumably in the next filing or a subsequent filing the Amenity Feature will be triggered. |

# Review Criteria

| Subdivision Review Criteria, Section 24-203(b)(1) | |
|---|---|
| g) | **Any impacts identified by specific studies or technical reports, including a review of storm water, are mitigated with generally accepted and sound planning, engineering, and urban design solutions that reflect long-term solutions and sound fiscal investments.** |
| | The application has undergone a lengthy and extensive review by City staff and referral agencies. Construction plans and technical reports associated with the project have been reviewed and revised and found to be adequate to proceed with the subdivision and associated development. Staff is comfortable with the applicant moving forward in providing final studies and working through any minor comments as part of the final subdivision plat process. |

# Review Criteria

| Subdivision Review Criteria, Section 24-203(b)(1) | |
|---|---|
| h) | **The design does not impede the construction of anticipated or planned future public infrastructure within the area, or deter future development of adjacent property from meeting the goals and policies of the Comprehensive Plan.** |
| | The proposed subdivision would not impede any anticipated future public infrastructure. The applicant is required to construct on-site and appropriate utility and roadway infrastructure to serve the development, which will be planned for consistency and connection to new and existing infrastructure. Staff is not aware of any other infrastructure projects in the subdivision area that could lead to any potential conflict. |
| | |
| i) | **The recommendations of professional staff or any other referral agencies authorized to review the subdivision plan.** |
| | Staff and referral agencies have reviewed all preliminary plans and studies associated with the project and are comfortable with the application as presented. The applicant will finalize all plans and studies as part of the final subdivision plat process if the preliminary plat is approved. |

# Bald Eagle Nest

**Map Legend**

- Survey Area Boundary (84.8 ac)
- Bald Eagle USFWS Buffer - 660 feet
- Bald Eagle NSO Buffer - 1/4 mile
- Bald Eagle CPW Buffer - 1/2 mile
- Red-Tailed Hawk Buffer - 1/3 mile

CPW Species Nests

- Red-Tailed Hawk Nest - Active
- Bald Eagle Nest - Active

**Jeff Woeber**

| | |
|---|---|
| **From:** | April Medeiros |
| **Sent:** | Tuesday, July 23, 2024 1:12 PM |
| **To:** | Darrell Gesick; Kelli Davis; Jeff Woeber; Sara Aragon |
| **Subject:** | FW: Resident Comments for Greeley Planning Commission Meeting 7/23 |
| **Attachments:** | Cache PUD.pdf; Cache-Master-Plan-wo-2023-04-05.pdf |

**From:** planning <planning@Greeleygov.com>
**Sent:** Tuesday, July 23, 2024 12:43 PM
**To:** April Medeiros <April.Medeiros@Greeleygov.com>
**Subject:** FW: Resident Comments for Greeley Planning Commission Meeting 7/23

**Meg Oren**
Planner III
Community Development | Long Range Planning Division
1100 10th Street
Greeley, CO 80631
P: 970.350.9824 | Meg.Oren@greeleygov.com
www.greeleygov.com

**From:** Naomi Gonzales <Naomi.Gonzales@Greeleygov.com>
**Sent:** Tuesday, July 23, 2024 12:06 PM
**To:** planning <planning@Greeleygov.com>
**Subject:** FW: Resident Comments for Greeley Planning Commission Meeting 7/23

Hello,

Please see the following email and attached documents regarding a Planning Commission Meeting Item.

Thank you,

Naomi Gonzales
Assistant City Clerk
City Clerk's Office
1000 10th Street
Greeley, CO 80631
o: 970-350-9741|naomi.gonzales@greeleygov.com
www.greeleygov.com

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**From:** Erin Brebis <erin@reddoortm.com>
**Sent:** Tuesday, July 23, 2024 10:01 AM
**To:** CityClerks <CityClerks@Greeleygov.com>
**Subject:** Resident Comments for Greeley Planning Commission Meeting 7/23

> You don't often get email from erin@reddoortm.com. Learn why this is important

Hello,

I am a resident that lives directly east of this development and would like these comments entered into the record. Our address is 217 83rd Avenue. Please reference the highlighted and red notes below. It appears the developer would like to place their largest building on the highest point of the plot which will greatly impact our views, and therefore, our property value. I understand the City of Greeley is excited about the prospect of yet another new development however, I'm hopeful they can balance the interests of the developer with the concerns of the residents bordering this proposed development. Our property is by far our largest asset and what is built around us can greatly impact us financially. The developer is clearly only considering their own self interest as no photos or perspectives from our vantage point are shown or presented. I am happy to have any city officials out to our property if they would be interested in seeing how this will impact all of us to the east.

SEE THE LOCATION

CLASSIC COUNTRY LIVING

*Along the Poudre River*

*Weld County*

# WEST GREELEY

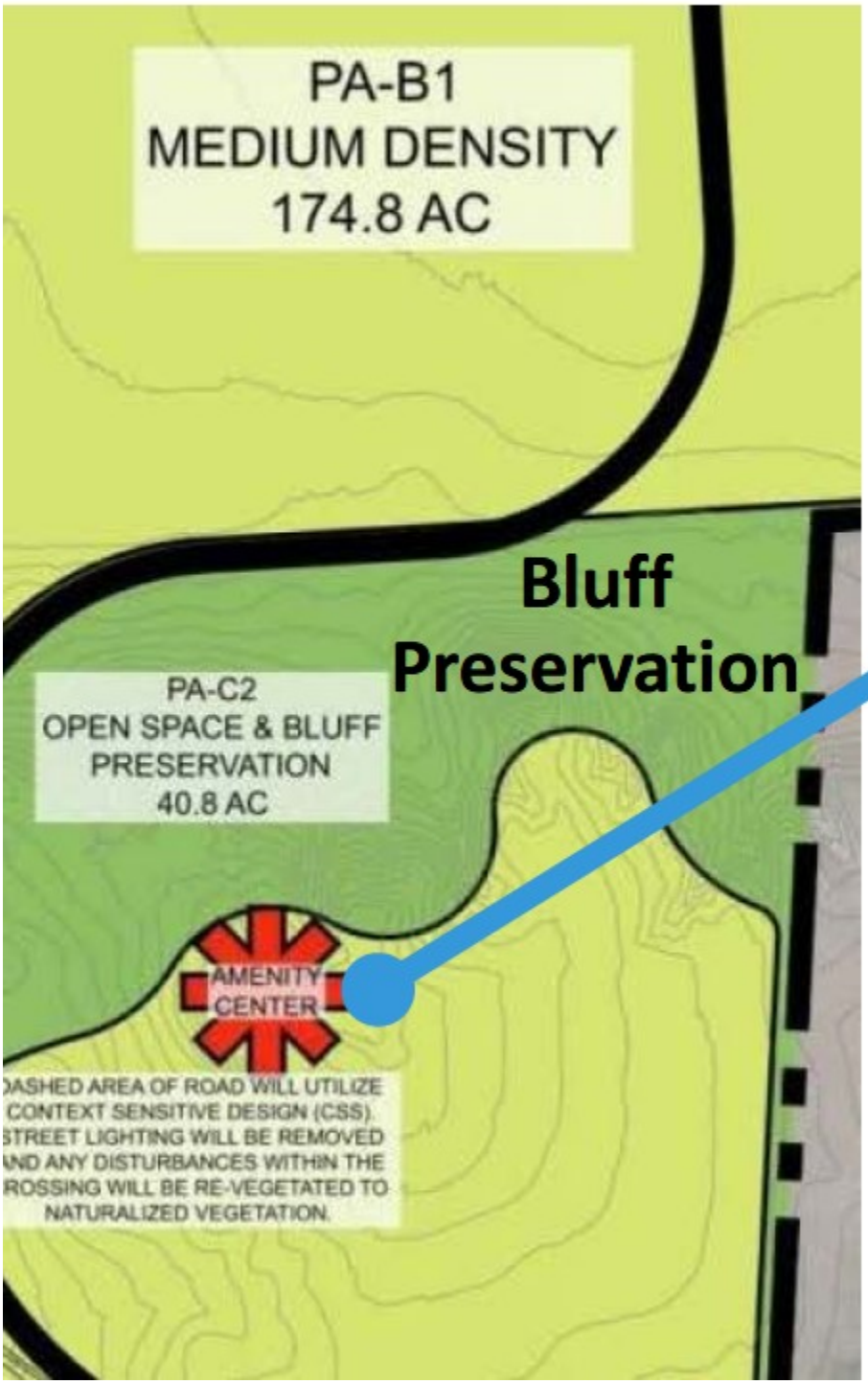
COLORAD

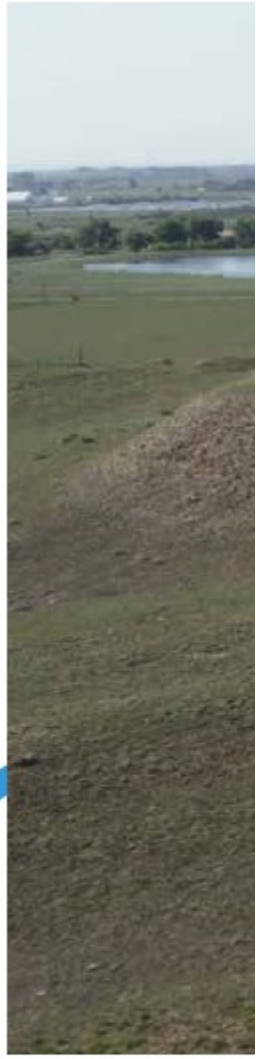
## CELEBRATE COMMUNITY

**The Cache is centered around both community and connectivity in one of the most beautiful landscapes in Northern Colorado. Here, you'll find welcoming neighbors, those who take pride in their work and in their homes. A community dedicated to showcasing the best of Colorado. Every aspect of The Cache, from the winding trails to the parks and community center, are designed to bring people together. At The Cache, you aren't just another homeowner—you're part of a growing community. Welcome home.**

Much emphasis on mountain views within their website – *but not for existing community members/residents – putting center/focal point on the high point of the parcel (See below):*

# L AREA



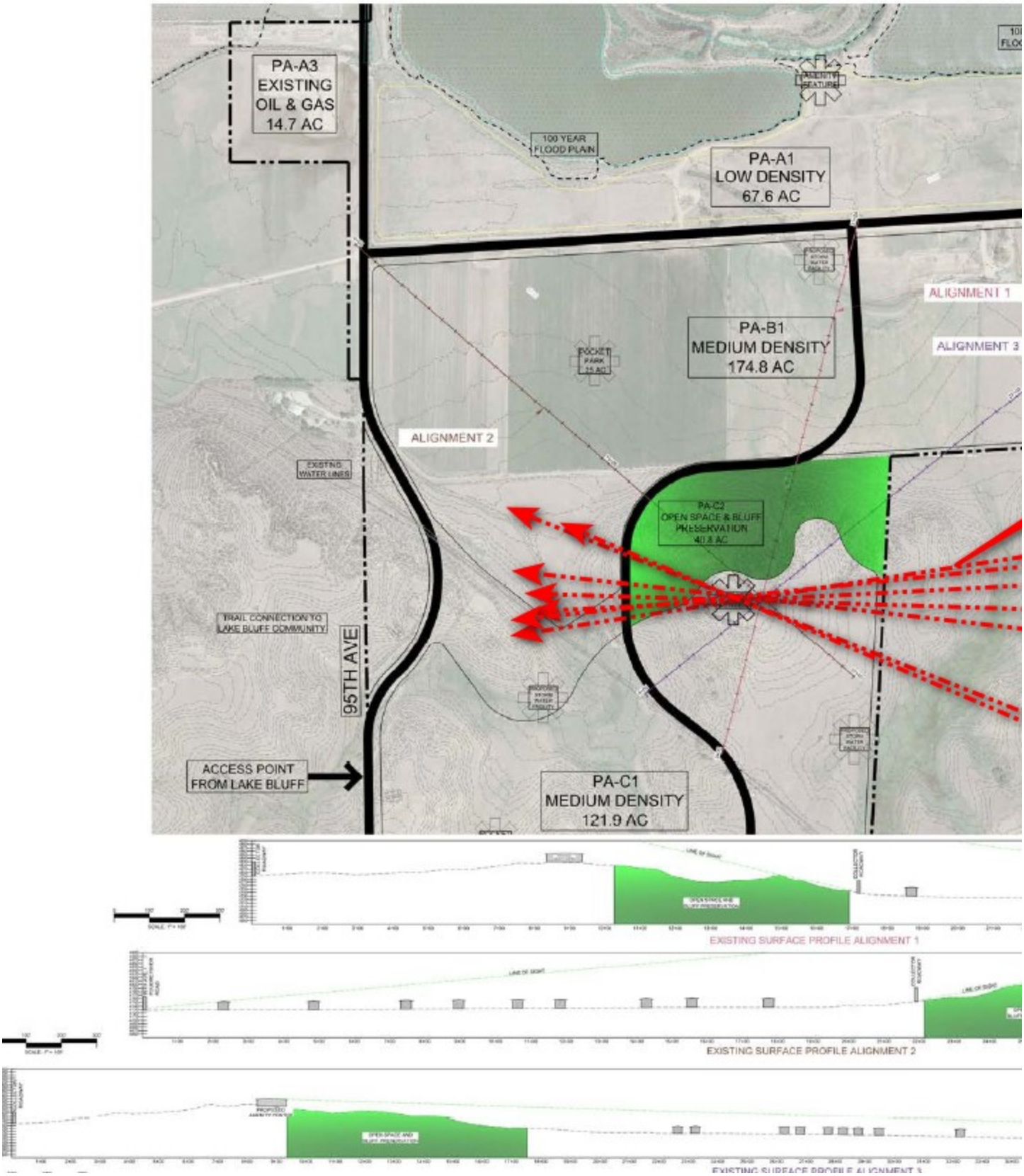



AMENITY CENTER

THE CACHE AMENITY CENTER WIL
ELEMENTS WILL ORIGINATE FROM
MONUMENTATION, LIGHTING AND
SOUTHERN HIGH POINT OF THE E
TO AREAS TO THE WEST BUT ALS
GREELEY AND COLORADO'S NATU

**Proposed**

# THE CACHE – CENTRAL BLUF



# Planning Commission Agenda Summary

August 13, 2024
Key Staff Contact: Michael Franke, Planning Technician

***Title:***

Case number ZON23023-0003, H-P Tract 3A Rezone

***Summary:***

A request for the Planning Commission to make a recommendation to City Council after hearing testimony from the applicant and public for a request from LaSalle Investors, LLC to rezone Tract 3A of the H-P Greeley 6th replat from I-L (Industrial Light), with DCMP (Development Concept Master Plan) zoning district to the R-H (Residential High) zoning district on approximately 16.192 acres of land. (Case number ZON23023-0003, H-P Tract 3A Rezone)

***Recommended Action:***

Approval

***Attachments:***

1. Staff Report-Revised
2. Vicinity & Zoning Map
3. Project Narrative
4. Plan Set
5. Neighbor Notification Boundary Map
6. City Council Minutes July 19 2022
7. Traffic Study
8. Boomerang Master Plan Design Guidelines
9. Staff Presentation
10. BizWest Article on H-P Site Status from Applicant
11. Letters of Support
12. Letters of Opposition

# PLANNING COMMISSION SUMMARY

**ITEM:** H-P Greeley Subdivision, Tract 3A Rezone

**FILE NUMBER:** ZON2023-0003

**PROJECT:** H-P Greeley Subdivision, Sixth Replat Rezoning from I-L (Industrial Low Intensity) to R-H (Residential High Density)

**LOCATION:** East of 71st Avenue, north of 8th Street, and northeast of 69th Avenue.

**APPLICANT:** Lasalle Investors, LLC.

**CASE PLANNER:** Michael Franke, AICP, Planner II

**PLANNING COMMISSION HEARING DATE:** August 13, 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 24-204.

---

## EXECUTIVE SUMMARY

**A.** The City is considering a request from LaSalle Investors LLC to rezone Tract 3A of the H-P Greeley 6th replat from I-L (Industrial Light), with DCMP (Development Concept Master Plan) zoning district to the R-H (Residential High) zoning district on approximately 16.192 acres of land.

## B. REQUEST

The applicant is requesting approval of the rezoning request of Tract 3A, Replat of Lot 3, H-P Greeley Subdivision Sixth Replat from I-L (Industrial Low Intensity) with DCMP to R-H (Residential High Density).

## C. STAFF RECOMMENDATION

Approval

## D. LOCATION

**Abutting Zoning:**

North: R-H (Residential High Density) w/ DCMP
South: C-H (Commercial High Intensity) w/ DCMP
East: R-H (Residential High Density) w/ DCMP
West: I-L (Industrial Low Intensity) w/ DCMP

**Surrounding Land Uses:**
North: Residential (City Center West 2nd Fg) and Vacant (Future City Park)
South: Undeveloped (Commercial Zoning) (current application for multifamily in for review)
East: Residential (City Center West 2nd Fg)
West: Institutional (Westridge Academy Charter School)

**Site Characteristics:**
The site is currently a vacant parcel with no natural, unique, or special topography, vegetation, wildlife, or other factors that could influence development options. This property consists of rolling terrain with some large mature trees established during the development of the former Hewlett Packard site. This property is included in the overall master drainage plan in place for the City Center West Development. All accepted utilities are sized to accommodate an R-H use and the traffic flow proposed for a residential use is accepted to fall within City of Greeley standard requirements for R-H zoning uses.

## E. BACKGROUND

This land was annexed into the City of Greeley through the North Sheep Draw Annexation on July 20, 1981, the subject property was designated with I-L (Industrial-Low Intensity) zoning district (*Rec. No. 0001863877*) [Case No. Z 14:80]; rezoned on September 29, 2005, dividing the 156 acre I-L (Industrial Low Intensity) zoning into a mix of C-D (Conservation District), C-H (Commercial High Intensity), R-H (Residential High Density), and I-L (Industrial Low Intensity) with DCMP and the Boomerang Master Plan Design Guidelines (*Ordinance No. 57, 2005, Rec No. 3327374*) [Case No. Z 3:05]. The Boomerang DCMP was developed to establish a list of permitted uses within the C-H, I-L, and R-H zone districts that would limit certain uses that are permitted by right, design reviews, and special reviews in the area, and establish specific design criteria through the Design Guidelines, that meet or exceed Development Code standards.

The existing area was also accepted by City Council to include an intergovernmental agreement between the City of Greeley and the City Center West Commercial Metropolitan District in December 2014 (*Ordinance No. 69, 2014*) [Case No. MD 1:14]. Later in 2016, a resolution for the Amendment and restated consolidated service plan for the City Center West Commercial Metropolitan District was accepted by City Council to consolidate the City Center West Commercial Metropolitan District and the City Center West Residential Metropolitan District No. 2. (*Rec. No. 4231159*) [Case No. MD 1:16].

In 2015, a minor subdivision application was accepted to adjust lot lines around the Hewlett-Packard property, H-P Greeley, 4th Replat (Rec No. 42704720) [Case No. 13:15], to accommodate the currently accepted Boomerang Self-Storage [Case No. DR 4:17], formerly called the West Side Commons Storage.

In 2017, a minor subdivision application was accepted to adjust lot lines around the Hewlett-Packard property, H-P Greeley 5th Replat [Case No. S 32-16] to accommodate Westridge Academy, a K-8 charter school that adjoins the western boundary of this property.

In 2022, a minor subdivision application was accepted to split Lot 3, H-P Greeley 5th Replat [Case No. SUB2021-0033] to establish a lot which is proposed to be sold to the adjacent contiguous property owner to the west and a tract.

The permitted uses currently allowed within the Boomerang Master Plan Design Guidelines (aka DCMP), in the R-H (Residential High-Density zone) include residential uses, boarding houses, farming, golf courses, open space, parks, and wireless telecommunications.

This property once housed a portion of the Hewlett Packard facility. Upon HP's exit from Greeley in 2003, this property became vacant and has endured repeated incidents of vandalism. In 2021, this property was acquired by the existing owner, who demolished the structures on-site, creating this vacant property for redevelopment.

In 2021 the applicant submitted the original request for the rezone from I-L to R-H. The original rezone request did have a development plan tied to the rezone for multifamily development. The original rezone request was recommended for approval by the Planning Commission on April 26, 2022, with a 4-0 vote favoring the rezone and recommending approval to City Council. The first reading of this rezoning request was heard before the City Council on 5/17/2022 with second reading and the public hearing being conducted on 6/7/2022. The City Council closed the public hearing for this request at their 6/7/2022 meeting and rescheduled said consideration to 7/19/2022. On July 19, 2022, the City Council heard the original rezone case at public hearing. Council deliberated and the Mayor recused himself from the vote. Council members spoke about confirmed uses under the I-L Zoning and how the uses were incompatible with the surrounding neighborhoods. The council additionally asked about traffic impacts with concerns of increased traffic potential with multifamily development. City staff commented that the traffic study showed that the multifamily traffic, at a worst-case scenario in terms of traffic impact, would be less than I-L zoning uses. Many members of the neighborhood showed up to the public hearing in opposition of the rezone. The neighborhood's main concerns with the request were traffic and having multifamily residential within proximity to their single-family neighborhood. Ultimately the City Council reached a tied 3-3 vote, which automatically defaulted the case to denial since rezones require majority vote by law.

The denial of the rezoning required the applicant to wait at least one calendar year from the denial to resubmit the rezone land use case request without substantial changes to the request. The applicant waited the appropriate amount of time to resubmit for the rezone request again by resubmitting in December 2023. It is important to note that there is no development proposal with this current rezone request. In the previous case that was denied, there was a development proposal for multifamily residential development. The new/current rezone case that is going back to public hearing does not have any development proposal tied to it. The applicant wishes to simply rezone the property from I-L to R-H, since R-H zoning is more compatible with the existing neighborhood zoning (the existing neighborhood is zoned R-H already) and adjacent land uses (mix of single-family detached, row/town homes, and multifamily residential). The end user of the property will

be required to go through the city land use process prior to any development established on the property. During the land use case review for development on the property, all impacts of development shall be mitigated through the review process by the applicant and city staff. The request to rezone this property from I-L to R-H is a rezone request only with no development proposal.

## F. APPROVAL CRITERIA

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

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

**Goal 4 – Prioritize Infill and Redevelopment**

***Objective GC-4.2 Reinvestment/Adaptive Reuse*** - Encourage reinvestment in established areas of Greeley to maximize the use of existing public infrastructure. Support the use of creative strategies to revitalize vacant, blighted, or otherwise underutilized structures and buildings through adaptive reuse.

***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.

Staff Comment: This proposal is in accordance with Goal 4, Prioritize Infill and Redevelopment, of the Imagine Greeley Comprehensive Land Use Plan. The rezoning request of this formerly vital site, which has over the years become a blighted property, specifically supports the following objectives of Goal 4. Other comprehensive plan goals met include GC-1.2 (compact growth), HO-1.1 & HO-2.1 (diversity of new & affordable housing options), and HO-2.2 (rental housing). Note, the rezone gives the ability to provide rental housing, there is no development plan proposed with the rezone. Additionally, the property sits within City Center West, a mixed-use master planned neighborhood located within the designated "Mixed-Use" section of the Land Use Guidance Plan. The overall approximately 160-acre development generally transitions from single-family residential on the north to high intensity commercial pad sites on the south. This parcel, sitting almost perfectly in the center of the development, is surrounded by Westridge Academy, a K-8 charter school on its western boundary, a to-be-built city park on its northern boundary and a single-family residential community to the east. A rezoning from I-L to R-H maintains the mixed-use characteristic of the neighborhood while providing a cohesive transitional of land uses.

The proposal complies with this criterion.

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

Staff Comment: The future development of the property can fulfill the intent of its proposed zoning district. Adequate public water and sewer facilities are provided for this property. As part of the City Center West masterplan, all engineering and utilities were originally designed to accommodate a large-scale industrial user, making them more than sufficient for use as a residential subdivision. A single-family residential community is currently being built adjacent to its eastern boundary. Objective GC-4.3 Infill Compatibility states that the City shall "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". Today the parcel sits in the middle of an otherwise cohesive "masterplan". Westridge Academy, a K-8 charter school adjoins its western boundary, a to-be-built city park adjoins its northern boundary, and a single-family residential community is currently being built adjoining its eastern boundary. The land uses within the area do not align with uses of the I-L zoning district but do align with uses of the R-H zoning district. R-H zoning provides better ability for transition of uses throughout the neighborhood that align with the existing development. The R-H zoning district allows for single-family, duplexes, triplexes, quadplexes, row housing, and multifamily residential development.

The proposal complies with this criterion.

**3. 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: This area has changed substantially over the years. When this zone was originally established, this site was on the periphery of City limits and was established to house a 160+ acre industrial campus for Hewlett Packard. That site was abandoned in the early 2000's, and since that time a school has been constructed to the west of this property and a residential subdivision has been permitted on its easterly boundary. There are other uses such as restaurants, hotel, car wash, auto-service, etc. existing in the area. Overall, the area

has changed from a large business site with no surrounding development to a vital mixed use node serving the west side of Greeley. The use of this property that would best serve the interests of the public and the interests of the adjacent uses and residences in the area in a compatible and cohesive fashion, is the use of this property for residential purposes. The rezone to R-H serves the public interest by permitting land uses that are compatible with existing development. The current I-L zoning permits uses that are not compatible with the existing residential and institutional uses.

The proposal complies with this criterion.

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

Staff Comment: The property's current zone was established 40 years ago. The property owner has tried for many years to market this property in hopes of attracting an industrial user to no avail. The establishment of R-H (Residential High Density) zoning on this property allows for more development options consistent with the area. Higher density residential can provide both an appropriate and desirable transition between the existing school site to the west of this property and the single-family homes, and commercial pads to the south of the property.

The proposal complies with this criterion.

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

Staff Comment: Currently to the west of this site is a school facility, to the east is a residential subdivision, to the north is a proposed park and to the south is vacant land zoned C-H (Commercial High Intensity), which presents an opportunity to provide convenient and vital commercial uses to residential property owners in this area. The residential portion of this area is already zoned R-H, so any future development on site would allow for uses compatible with existing residential and institutional. The adjacent uses will provide a transition to residential use on this site.

The proposal complies with this criterion.

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

Staff Comment: The south half of site was historically served by a dedicated 12"/15" sanitary sewer. During the construction of the City Center West Residential Subdivision 1st Filing, this existing sanitary sewer was abandoned and a new 15" sanitary sewer was installed to serve the site. This 15" sanitary sewer collects wastewater flow from the 8th Street commercial corridor and conveys it east through 8th Street. Ultimately, the sanitary sewer discharges into the 27" Sheep Draw interceptor.

The north half of the site would be served by an 8" sewer stub at the 68th Avenue dead end. This stub was designed with the City Center West 2nd Filing project and is currently under construction. This sewer ultimately discharges to the Sheep Draw interceptor.

An existing 12" water line on the southern portion of this property, adjacent to 8th Street, will provide adequate water services for this use.

A Traffic Impact Study was submitted as part of this request. This study indicates that the H-P Building in the original traffic study was previously thought to generate approximately 1,144 weekday daily vehicle trips, with 219 of these trips occurring during the morning peak hour, and 218 trips occurring during the afternoon peak hour. The currently proposed H-P Greeley Redevelopment Project, with 288 units of multifamily residential, is anticipated to generate 1,942 daily weekday trips with 115 trips occurring during the morning peak hour and 147 trips occurring during the afternoon peak hour. Therefore, the proposed rezone with redevelopment is anticipated to result in 104 fewer morning peak hour trips and 71 fewer afternoon peak hour trips than the use that previously occupied the site and was originally studied in the same development area. Furthermore, access to the site along 8th Street will be restricted to left-in movements only, and egress from the site at this location will be limited to right-out movements. The study also states that a future 6th Street, which connects the site to 71st Avenue to the east, will be constructed in accordance with the City Center West Master Traffic Study

(if required) at the time of Subdivision/Site Plan Review submittal.

The proposal complies with this criterion

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

Staff Comment: This zoning change would accommodate the development of a residential subdivision, which is not currently permitted within the Industrial Low Intensity (I-L) zone district. No new residential development is permitted within the I-L zoning district. The current zoning is a remnant from nearly 40 years ago when the site was part of an industrial campus that was located on the outskirts of town. Since then, the city has grown significantly, and the surrounding area has been redeveloped into a mixed-use development. Given the surrounding uses, this proposed zoning of Residential High Density (R-H) is a more appropriate zoning designation for the property at present time and will provide a transition from the single-family residential to the east.

The proposal complies with this criterion

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

Staff Comment: Any reasonably anticipated negative impacts on this area resulting from this rezoning would be mitigated as part of the development process by the consistent enforcement of Municipal Code requirements regarding landscaping, buffers, architectural features, and setbacks. A conceptual traffic study and drainage report were provided with this applicant and the final drainage and traffic needs will be further evaluated at the time of site plan or plat, as necessary. There is no development proposal at this time and all future development shall be upheld to all city development requirements which will mitigate any negative impacts to the area. The rezone only of this property does not create any physical or visual changes to the existing site. The rezoning simply sets up the land for future development that is more

compatible with the existing development in the area than the current I-L zoning district permits.

The proposal complies with this criterion.

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

Staff Comment: Staff recommends approval of this rezoning request**.**

## F. SITE CHARACTERISTICS

### 1. SUBDIVISION HISTORY

The subject site is part of the Replat of Lot 3, H-P Greeley Subdivision, Sixth Replat, which was a minor subdivision platted in April of 2022 (rec. no. 4820397).

### 2. HAZARDS

Not applicable to rezone. There are no hazards on site currently. Any potential hazards on site shall be mitigated in a future development review.

### 3. WILDLIFE

Not applicable to rezone. There are no hazards on site currently. Any potential hazards on site shall be mitigated in a future development review.

### 4. TRANSPORTATION

The City's Transportation Engineer and Engineering Development Review staff have reviewed the traffic compliance letter and traffic study submitted with this application. The traffic study indicates that additional traffic, if not routed along the local streets, would not create a significant impact on existing roadway systems and maintained compliance with city requirements standards for traffic and transportation.

Staff is concerned that about the additional daily flows generated with this zoning district. Public Works reserves the right to include any or all traffic improvements as part of the future development site plan to mitigate traffic issues.

No additional improvements were warranted based on projected traffic at the time of this rezone action. Further analysis would be conducted at the time of the land use action for future development once exact layouts are confirmed. Again, there is no development proposal tied to this rezoning.

### 5. DRAINAGE AND EROSION

Not applicable to rezone. There are no hazards on site currently. Any potential hazards on site shall be mitigated in a future development review.

## G. SERVICES

1. **WATER**
   Water services are available in the area and can adequately serve the subject site.

2. **SANITARY SEWER**
   Sanitation services are available in the area and can adequately serve the subject site.

3. **EMERGENCY SERVICES**
   Emergency services are available and can adequately serve the subject property. The subject site is within the City of Greeley's Fire Protection area and would be served by Fire Station 7, which is located approximately 700 feet southeast of this property. All public facilities are adequate to support the rezoning of this property.

4. **PARKS**
   Not applicable to the rezone. Rezoning of land does not merit impacts to parkland infrastructure. City of Greeley Parks Department will have opportunity to review future development land use cases where impact to parks will be assessed. Future development can choose to build park on site or provide cash-in-lieu for parkland development.

5. **SCHOOLS**
   Not applicable to the rezone. Rezoning of land does not merit impacts to schools. School capacity and District 6 staff will be reviewing future development proposals.

## H. NEIGHBORHOOD IMPACTS

1. **VISUAL**
   There are no proposed site changes corresponding to the rezoning currently. Any development plan application for the property would be reviewed for compliance with the City's Development Code requirements regarding visual impacts.

2. **NOISE**
   There are no proposed site changes corresponding to the rezoning currently. Any potential noise created by future development would be regulated by the Municipal Code.

## I. PUBLIC NOTICE AND COMMENT

A neighborhood meeting was held on July 31, 2024, at Westridge Academy. There were thirty-one (31) citizens in attendance at the neighborhood meeting. Neighborhood notices were mailed to surrounding property owners within 1,000 feet on June 27, 2024, per Development Code requirements. Additionally, a public notice sign was posted on the subject site on July 9, 2024. Notice was provided via the Greeley website per Development Code requirements. The City received five letters of support from adjacent property owners such as Westridge Academy, Hartford Homes, Boomerang Storage, District 6 and Westside Development. The City received thirty (30) letters of opposition for the project from citizens. The main opposition points include traffic concerns, parking, multifamily residential development, property values, and infrastructure. Please see letters of support and letters of opposition attached in this report.

## J. MINERIAL ESTATE OWNER NOTIFICATION

No mineral notice/surface development notice was sent due to no surface development occurring from the rezone request. A mineral notice/surface development notice shall be sent when development proposal occurs on the property in the future by separate land use process.

## K. PLANNING COMMISSION RECOMMENDED MOTION

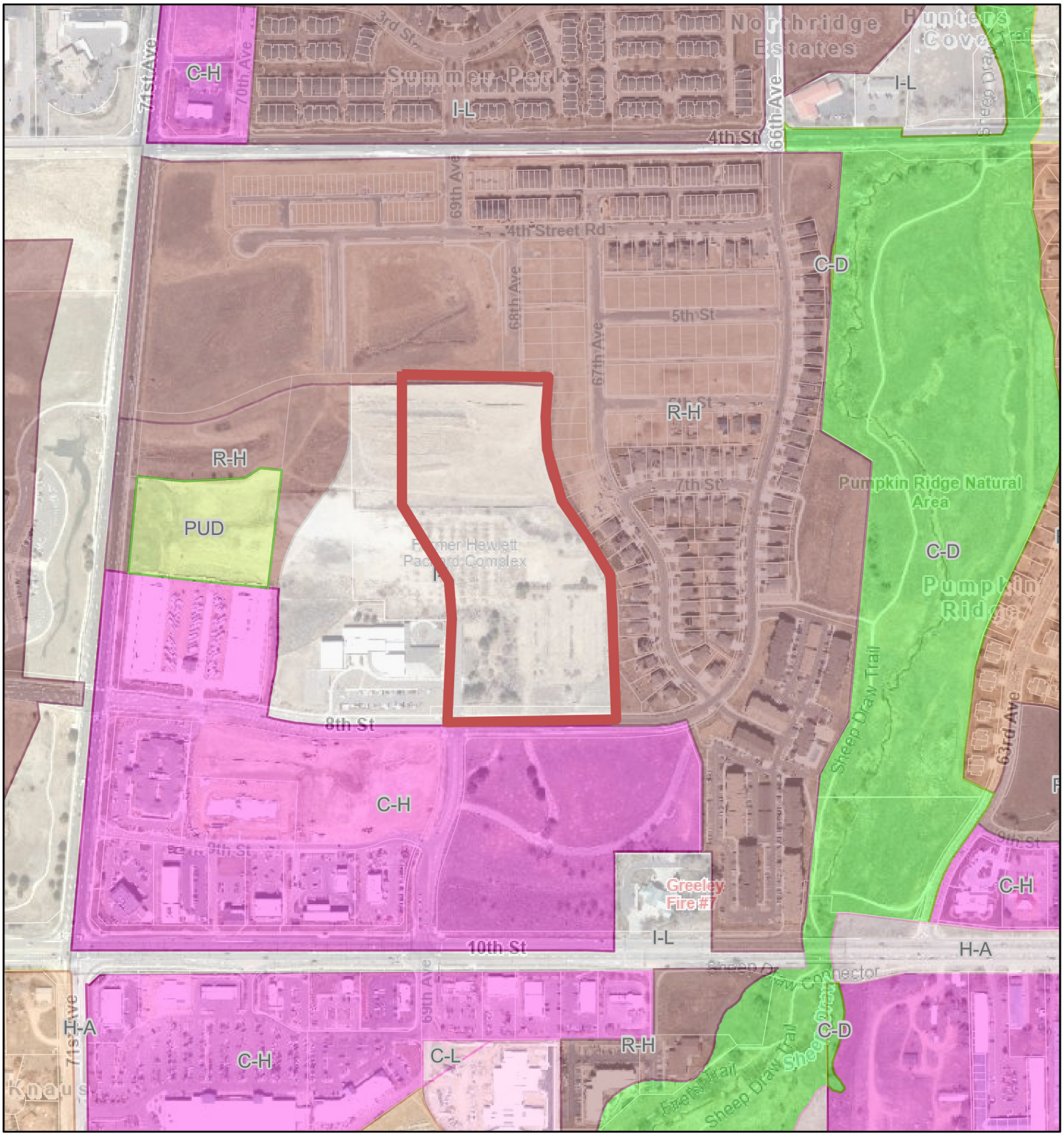
Based on the application received, the Project Summary and accompanying analysis, the Planning Commission finds that the proposed rezoning of Tract 3A of the Replat of Lot 3, H-P Greeley Subdivision Sixth Replat from I-L (Industrial Low Intensity) to R-H (Residential High Density) meets the applicable Development Code criteria, Sections 24-204 and therefore, recommends **approval** of the rezone to the City Council.

Alternative motion:
Based on the application received, the Project Summary and accompanying analysis, the Planning Commission finds that the proposed rezoning of Tract 3A of the Replat of Lot 3, H-P Greeley Subdivision Sixth Replat from I-L (Industrial Low Intensity) to R-H (Residential High Density) does not meet Development Code Section 24-204; and therefore, recommends **denial** of the rezone to the City Council.

## L. ATTACHMENTS

Vicinity/Zoning Map
Project Narrative
Development Application
Rezone Plan Set
Traffic Study
Letters of Support
July 19, 2022, City Council Minutes
Boomerang Master Plan Design Guidelines
Letters of Opposition
BizWest Article on H-P Site

# Attachment A - Vicinity & Zoning Map




7/1/2024, 1:46:16 PM

1:5,983

0 0.05 0.1 0.2 mi

0 0.07 0.15 0.3 km

Subject Site

Zoning

- Conservation District (C-D)
- Commercial Low Intesnity (C-L)
- Commercial High Intensity (C-H)
- Holding Agriculture (H-A)
- Industrial Low Intensity (I-L)
- Planned Unit Development (PUD)
- Residential Estate (R-E)
- Residential Low Density (R-L)
- Residential Medium Density (R-M)
- Residential High Density (R-H)
- Parcel Boundaries

ArcGIS Web AppBuilder

Weld County, Colorado. | City of Greeley | Federal Emergency Management Agency

# Attachment B

## Project Narrative for Rezone

Property: TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT

Current Owner (Applicant): LASALLE INVESTORS LLC

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### Background

Tract 3A is part of the historic Hewlett Packard facility, an approximately 160 acre R&D campus developed in 1982 that at one time housed 1,800 employees. Upon Hewlett Packard's exit of Greeley in 2003, the main building became vacant and the surrounding land was ultimately sold, subdivided and rezoned to become City Center West, a master-planned development containing a mixture of residential and commercial uses. The actual building site (an approximately 19.827 acre parcel upon which the main HP structure resided), however, remained unchanged in both its zoning and use as a multi-year search began for a new user for the building. Unfortunately after being vacant for more than 15 years and enduring many years of neglect and repeated bouts of vandalism, it became clear that the building itself had become much more of a public nuisance than a redeemable asset. As a result, in late 2021 the site was acquired by Applicant and the building was demolished creating a vacant parcel of land. Approximately 4.4 acres of the site was subsequently sold to the neighboring Westridge Academy charter school, leaving the approximately 15.433 acre site now known as Tract 3A, H-P Subdivision, Sixth Replat.

### Current Status and Appropriateness of Zoning

Today Tract 3A (still holding its original Industrial-Low zoning) sits in the middle of an otherwise cohesive masterplan. Westridge Academy, a K-8 charter school adjoins its western boundary, a to-be-built City park adjoins its northern boundary and a single family residential community is currently being built adjoining its eastern boundary. We believe industrial zoning for their proposed Tract 3A no longer represents a complimentary use to the development, and that Residential High (R-H) now provides the highest and best use for the property. R-H zoning allows for higher density residential to provide both an appropriate and desirable transition between the existing school site and the single family homes now under construction. Moreover, a rezoning of Tract 3A from I-L to R-H would represent the last step in transforming the original Hewlett Packard campus into a single harmonious development.

# Attachment B

Though the City Center West Development Concept Master Plan limits certain uses within the C-H zoned areas, it does not do so for any I-L zones areas. As such, all I-L uses listed within the City's Development Code are currently permitted as a use by right. These include:

**Permitted I-L Uses**

*Per Section 24-402 of the City of Greeley Development Code, Table 24-4-2*

*Residential Uses*

Farming
Residential Care — Assisted Living
Residential Care — General
Residential Care — Institutional

*Public & Civic Uses*

Assembly — Limited (up to 499 occupancy)
Assembly — General (500—1,500 occupancy)
Assembly — Large (1,501+ occupancy; or outside)
Cemeteries, Columbarium
Golf Course & Country Clubs (no lights)
Libraries, Museums, Public or Quasi-public
Police, Fire Stations, Ambulance Dispatch & Storage
Schools
Schools — Adult (Business, Trade)
Schools — Universities/Colleges
Transportation — Bus, Taxi, or Transit Station
Transportation — Public Parking
Transportation — Towing Services
Utilities — Limited (towers under heights permitted by zoned and accessory structures and cabinets)

*Commercial Uses*

Adult Businesses (subject to Sec. 24-1103)
Animal Care — Limited (indoor, < 5K GLA, no boarding)
Animal Care — General (indoor, 5K—20K GLA or boarding)
Animal Care — Large (outdoor or > 20K GLA)
Auction Houses (excludes livestock)
Automobile — Gas Station Limited (up to 8 pumps)
Automobile — Gas Station General (9—20 pumps)
Automobile Gas Station Large (21+ pumps)
Automobile — Repair/Service Limited (up to 3 service bays; < 0.5 acre)
Automobile — Repair/Service General (4—6 service bays; 0.5—1.0 acre)
Automobile — Repair/Service Large (7+ service bays; > 1 acre)
Automobile — Sales/Rental Limited (< 0.5 acre)
Automobile — Sales/Rental General (0.5—1.0 acre)
Automobile — Sales/Rental Large (> 1.0 acre)
Child Care Home (accessory/home occupation — See section 24-403.c)
Entertainment/Even Establishments
Food & Beverage — Bar Limited (< 3K GLA; < 100 seats)

# Attachment B

Food & Beverage — Brewery/Winery; Bar General
Food & Beverage — Restaurant Limited (< 5K GLA; < 100 seats)
Food & Beverage — Restaurant Quick Serve
Food & Beverage — Restaurant General (5K+ GLA)
Lodging — Short Term Rental
Lodging — Bed & Breakfast (up to 5 rooms)
Lodging — Inn (6 to 40 rooms)
Lodging — Hotel/Motel Small (41+ rooms)
Medical — Limited (< 5K GLA; no emergency service)
Medical — General (5K—20K GLA; no emergency service)
Medical — Hospitals
Mortuaries and Funeral Homes
Office — General (< 20K GLA)
Office — Large (20K+ GLA)
Pawn Shops
Personal Service — Limited (< 5K GLA, < 1.0 acre)
Personal Service — General (5K+ GLA; 1.0+ acre)
Recreation — Indoor Limited (< 5K GLA; < 0.5 acre)
Recreation — Indoor General (5K—20K GLA; 0.5—1.0 acre)
Recreation — Indoor Large (> 20K GLA; > 1.0 acre)
Recreation — Outdoor Limited (no lights; < 0.5 acre)
Recreation — Outdoor General (no lights; 0.5—1.0 acre)
Retail — Limited (< 3K GLA)
Retail — Outdoor Limited (> 25%; > 0.5 acre)
Retail — Outdoor General (25%—50%; 0.5—1.0 acre)
Retail — Outdoor Large (> 50%; > 1.0 acre)
Retail — Outdoor Nurseries and Greenhouse

*Industrial Uses*

Commercial Services — Limited (up to 9 vehicle fleet)
Commercial Services — General (11—20 vehicle fleet)
Crematoriums
Manufacturing — Limited/Artisan (< 5K GLA)
Manufacturing — General (5K—100K GLA)
Manufacturing — Food & Beverage Minor (up to 3 acres)
Research & Testing Labs
Warehousing/Storage — Indoor Limited (< 50K GLA; < 1.0 acre
Warehousing/Storage — Indoor General (50K—200K GLA; 1.0—5.0 acre)
Waste Management — Recycling Collection Small
Waste Management — Recycling Processing & Collection

At one time, such uses may have been appropriate for this parcel and this area. We believe that is no longer the case. Rather, the allowable uses under R-H (shown below) provide much more compatible options for the surrounding development.

# Attachment B

## Permitted R-H Uses

*Per Section 24-402 of the City of Greeley Development Code, Table 24-4-2*

*Residential Uses*

Single-family Dwelling
Two-family dwellings
Row House dwellings
Multi-family Dwellings
Accessory Dwelling Unit
Boarding House & Single Room Occupancies
Farming
Residential Care — Group Home

*Public & Civic Uses*

Assembly — Limited (up to 499 occupancy)
Golf Course & Country Clubs (no lights)
Schools
Schools — Universities/Colleges
Utilities — Limited (towers under heights permitted by zoned and accessory structures and cabinets)

*Commercial Uses*

Child Care Home (accessory/home occupation)
Lodging — Short Term Rental

## Infrastructure

As part of the City Center West's masterplan, all associated engineering and utilities were designed and sized to accommodate a large-scale industrial user on the original Lot 3, which is to say all utilities and engineering are more than sufficient for a residential use on Tract 3A. It is part of the overall master drainage plan already in place (please see attached approved plans from City Center West), all approved utilities are appropriately sized to accommodate an R-H use, and traffic flow would be significantly less than allowed under the original I-L use.

This request is solely for the rezone of the parcel from I-L to R-H. There are no development plans or proposals tied to this request. Any and all site-specific details, including pedestrian access and circulation, will necessarily be addressed at the site plan approval stage based upon future proposed layouts by a final end-user.

# Attachment B

**Previous Submittal**

In April of 2022, the Planning Commission heard a request to rezone the parcel to R-H and voted unanimously in favor. The request was subsequently presented to City Council at the July 19, 2022 meeting, at which there was a 4-4 tie vote thus resulting in a rejection of the request. The concerns raised at this meeting largely focused on increased traffic concerns from residents in the area.

We believe the fair metric in addressing traffic concerns is to compare the potential traffic impact generated from potential uses currently allowed under I-L zoning, with the potential uses allowed under the requested R-H zoning. As such, we have submitted a complete traffic study that not only addresses this, but also takes into account all adjacent uses surrounding the property. Since this request is purely a rezone with no current development proposal attached, this traffic study assumes the highest practical impacts allowed under R-H zoning (i.e. a "worst case scenario" as it applies to increased traffic). And even under this scenario, the study suggests a lesser traffic impact under R-H uses than the current I-L zoning allows.

Moreover, any future development proposal will require an additional updated Traffic Impact Study addressing the specific traffic generated by that proposed development. We believe any additional specific traffic concerns would be best addressed at that time.

In addition, since 2022 the City has met with residents of the area to discuss their traffic concerns and subsequently installed traffic calming measures and altered street parking guidelines to help address those neighborhood concerns.

**Review Criteria**

We believe the proposed rezoning of Tract 3A from I-L to R-H meets all of the review criteria established in Section 24-204 (Rezoning) of the City of Greeley Development Code for the review, recommendation and decisions for a proposed rezoning as addressed below:

***1) Is the proposal in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan?***

Yes. The parcel sits within City Center West, a mixed use master planned neighborhood located within the designated "Mixed-Use" section of the Land Use Guidance Plan. The overall approximately 160-acre development generally transitions from single-family residential on the north to high intensity commercial pad sites on the south. This parcel, sitting almost perfectly in the center of the development, is surrounded by Westridge Academy, a K-8 charter school on its western boundary, a to-be-built City park on its northern boundary and a single family residential community currently under

construction on its eastern boundary. A rezoning from I-L to R-H maintains the mixed-use characteristic of the neighborhood while also providing a more cohesive and natural transition from these adjacent low impact uses to the more high impact uses to the south.

Moreover, transitioning from the demolition of a vacant, deteriorating public nuisance of an abandoned industrial building to a rezoned R-H zoned parcel allowing for new residential development addresses numerous objectives of the Comprehensive Plan including: GC-4.1 Priority Infill/Redevelopment Areas; GC-4.2 Reinvestment/Adaptive Reuse; GC-4.3 Infill Compatibility; and GC-4.4 Sub-Area and Redevelopment Plans.

In addition, the ability of the proposed R-H parcel to access both the adjacent public park and charter school serves to foster increased walkability/bikability of the residential neighborhood, and providing more higher density residential to the area will increase the variety of affordable housing options and economic diversity in the area serve to address several main objectives of the Comprehensive Plan including the encouragement of "compact growth" (Objective GC-1.2 Form of Growth), diversity of new and affordable housing options (HO-1.1 Housing Strategy & HO-2.1 Diversity in New Development), and the ability to provide new, safe and well-maintained home rental options (HO-2.2 Rental Housing).

***2) Can the proposal fulfill the intent of the zoning district considering the relationship to surrounding areas?***

Yes. Today the parcel sits in the middle of an otherwise cohesive masterplan. Westridge Academy, a K-8 charter school adjoins its western boundary, a to-be-built City park adjoins its northern boundary and a single-family residential community is currently being built adjoining its eastern boundary. We believe industrial zoning no longer represents a complimentary use to the development, and that R-H zoning allows for higher density residential to provide both an appropriate and desirable transition between the existing school site and the single family homes now under construction.

***3) Has 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?***

***and***

***4) Has the existing zoning been in place for a substantial time without development, and does this indicate the existing zoning is inappropriate given development trends in the vicinity?***

Yes to both. The parcel's current zoning of I-L is a remnant from nearly 40 years ago when the larger overall 160-acre site came into existence as an R&D campus owned and operated by Hewlett Packard. In the early 2000s Hewlett Packard moved out of the facility and the land was ultimately sold, subdivided and rezoned to become City Center West, a master-planned development containing a mixture of residential and commercial uses. This parcel retained its original I-L zoning in hopes of attracting a new tenant to the main Hewlett Packard building. After nearly 20 years of vacancy and repeated bouts of vandalism, however, those hopes were abandoned and the building was demolished.

***5) Will the proposed zoning 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.***

Yes. This parcel sits in the middle of City Center West, and its rezoning represents the final piece to an overall cohesive masterplan. This parcel's remnant I-L zoning no longer represents a complimentary use to the development whereas an R-H zoning will provide both an appropriate and desirable transition between the existing school site and the single family homes now under construction.

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

Yes. The City Center West masterplan contemplated future development of this parcel and as such all approved infrastructure and utilities were sized to accommodate the parcel's development. Appropriate letters and/or studies from Northern Engineering and Kimley Horn addressing the necessary utility and traffic capacity for an R-H use will be provided with the rezone application.

***7) Will the change 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.***

Yes. The current zoning is a remnant from nearly 40 years ago when the site was part of an industrial campus that was located on the outskirts of town. Since then, the city has grown significantly and the surrounding area has been redeveloped into a mixed-use master planned development. This particular parcel sits adjacent to the existing residential section of said development making the proposed R-H rezoning both a more desirable and harmonious transition to the commercial uses to the south.

***8) Are there any reasonably anticipated negative impacts on the area or adjacent property that are not mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.***

No. On the contrary, for nearly 20 years a vacant deteriorating 200,000 square foot industrial building sat on this site inviting constant vandalism and increasingly producing a dangerous nuisance (and enormous eyesore) to the west entry of Greeley. The building has now been demolished and a rezone from industrial to residential will serve to harmonize the site with the surrounding like uses.

# TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

## BEING A REPLAT OF LOT 3, H-P GREELEY SUBDIVISION, FIFTH REPLAT
## LOCATED IN THE SW1/4 OF SECTION 4,
## TOWNSHIP 5 NORTH, RANGE 66 WEST, OF THE 6th P.M.,
## CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
## PROJECT ACRES: 16.192
## PROJECT NUMBER: ZON2023-0003

### OWNER DEDICATION STATEMENT

I, LASALLE INVESTORS LLC, BEING THE SOLE OWNER(S) IN FEE OF ALL THAT PART OF TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT, AS RECORDED AT RECEPTION NO. 4820397 OF THE RECORDS OF WELD COUNTY, COLORADO, LOCATED IN THE SW1/4 OF SECTION 4, T5N, R66W OF THE 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO, AS SHOWN ON THE ATTACHED MAP AS EMBRACED WITHIN THE HEAVY EXTERIOR LINES THEREON, HAS SUBDIVIDED THE SAME INTO LOTS AND BLOCKS AS SHOWN ON THE ATTACHED MAP; AND DOES HEREBY SET ASIDE SAID PORTION OR TRACT OF LAND AND DESIGNATE THE SAME H-P GREELEY SUBDIVISION, SIXTH REPLAT; AND DOES DEDICATE TO THE PUBLIC, THE STREETS AND ALL EASEMENTS OVER AND ACROSS SAID LOTS AT LOCATIONS SHOWN ON SAID MAP; AND DOES FURTHER CERTIFY THAT THE WIDTH OF SAID STREETS, THE DIMENSIONS OF THE LOTS AND BLOCKS AND THE NAMES AND NUMBERS THEREOF ARE CORRECTLY DESIGNATED UPON SAID MAP.

BY: _____ _____
LASALLE INVESTORS LLC DATE:

WITNESS MY HAND AND SEAL THIS _____, DAY OF _____, A.D. 20_____.

STATE OF COLORADO )
CITY OF GREELEY )
WELD COUNTY )

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS

_____ DAY OF _____ , 20_____,

MY COMMISSION EXPIRES: _____.
WITNESS MY HAND AND OFFICIAL SEAL.

_____.
NOTARY PUBLIC

### PLANNING COMMISSION APPROVAL

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

### CITY COUNCIL APPROVAL

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

### SURVEYOR'S CERTIFICATE

THAT I, LOREN K. SHANKS, DO HEREBY CERTIFY THAT I PREPARED THIS PLAT FROM AN ACTUAL AND ACCURATE SURVEY OF THIS LAND, INCLUDING ALL EXISTING RIGHTS-OF-WAY AND EASEMENTS, AND THAT THE CORNER MONUMENTS SHOWN THERON WERE PROPERLY PLACED UNDER MY SUPERVISION, IN ACCORDANCE WITH THE REGULATIONS OF THE STATE OF COLORADO.

_____
REGISTERED LAND SURVEYOR
REGISTRATION NO. 28285
STATE OF COLORADO

### REZONING 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) ALL EXISTING AND PROPOSED UTILITIES SHALL BE INSTALLED UNDERGROUND.
3) NO BUILDING PERMIT SHALL BE ISSUED FOR THE CONSTRUCTION OF A NEW BUILDING OR STRUCTURE UNLESS THE PROPERTY HAS BEEN PLATTED IN ACCORDANCE WITH THE CITY'S SUBDIVISION REGULATIONS (CHAPTER 3)
4) ALL ELEVATIONS SHOWN ON THESE PLANS ARE TIED TO NAVD 88 DATUM.

### SURVEYOR NOTES:

A) BEARINGS ARE REFERRED TO THE WEST LINE OF THE SW1/4 OF SECTION 4, T5N, R66W, 6th P.M., AS BEARING N05°12'33"E (GPS OBSERVATION).
B) ALL TITLE WORK WAS PROVIDED BY STEWART TITLE GUARANTY COMPANY, COMMITMENT No. 1822908, SEPTEMBER 12, 2022.

### PROPERTY DESCRIPTION:

TRACT 3A OF H-P GREELEY SUBDIVISION, SIXTH REPLAT, RECORDED APRIL 20, 2022, AS RECEPTION NO. 4820397 OF THE RECORDS OF WELD COUNTY, LOCATED IN THE SOUTHWEST QUARTER (SW1/4) OF SECTION FOUR (4), TOWNSHIP FIVE NORTH (T5N), RANGE SIXTY-SIX WEST (R66W) OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.) CITY OF GREELEY.

SAID DESCRIBED PARCEL OF LAND CONTAINS 15.433 ACRES, MORE OR LESS.

WELD COUNTY, COLORADO. SHOWN ON THE ATTACHED MAP AS EMBRACED WITHIN THE HEAVY EXTERIOR LINES THEREON HAS SUBDIVIDED THE SAME INTO LOTS 1 & 2 AS SHOWN ON THE ATTACHED MAP; AND DOES HEREBY SET ASIDE SAID PORTION OR TRACT OF LAND AND DESIGNATE THE SAME H-P GREELEY SUBDIVISION, SIXTH REPLAT TO THE CITY OF GREELEY, WELD COUNTY, COLORADO; AND DOES DEDICATE TO THE PUBLIC, THE STREETS AND ALL EASEMENTS OVER AND ACROSS SAID LOTS AT LOCATIONS SHOWN ON SAID MAP; AND DOES FURTHER CERTIFY THAT THE WIDTH OF SAID STREETS, THE DIMENSIONS OF THE LOTS AND BLOCKS AND THE NAMES AND NUMBERS THEREOF ARE CORRECTLY DESIGNATED UPON SAID MAP.

### FLOOD PLAIN NOTE

THE SUBJECT PROPERTY IS IN FLOOD ZONE "X" AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE OF FLOODPLAIN PER FEMA FLOOD MAP 08123C1516E REVISED JANUARY 20, 2016.

### PROJECT INTENT STATEMENT FOR REZONE

APPLICANT WISHES TO REZONE TRACT 3A FROM IS CURRENT I-L ZONING TO R-H ZONING.

### BACKGROUND

THE TRACT 3A IS PART OF THE HISTORIC HEWLETT PACKARD FACILITY, AN APPROXIMATELY 160 ACRE R&D CAMPUS DEVELOPED IN 1982 THAT AT ONE TIME HOUSED 1,800 EMPLOYEES. UPON HEWLETT PACKARD'S EXIT OF GREELEY IN 2003, THE MAIN BUILDING BECAME VACANT AND THE SURROUNDING LAND WAS ULTIMATELY SOLD, SUBDIVIDED AND REZONED TO BECOME CITY CENTER WEST, A MASTER-PLANNED DEVELOPMENT CONTAINING A MIXTURE OF RESIDENTIAL AND COMMERCIAL USES. THE ACTUAL BUILDING SITE (AN APPROXIMATELY 19.827 ACRE PARCEL UPON WHICH THE MAIN HP STRUCTURE RESIDED), HOWEVER, REMAINED UNCHANGED IN BOTH ITS ZONING AND USE AS A MULTI-YEAR SEARCH BEGAN FOR A NEW USER FOR THE BUILDING. UNFORTUNATELY AFTER BEING VACANT FOR MORE THAN 15 YEARS AND ENDURING MANY YEARS OF NEGLECT AND REPEATED BOUTS OF VANDALISM, IT BECAME CLEAR THAT THE BUILDING ITSELF HAD BECOME MUCH MORE OF A PUBLIC NUISANCE THAN A REDEEMABLE ASSET. AS A RESULT, IN LATE 2021 THE SITE WAS ACQUIRED BY APPLICANT AND THE BUILDING WAS DEMOLISHED CREATING A VACANT PARCEL OF LAND. APPROXIMATELY 4.4 ACRES OF THE SITE WAS SUBSEQUENTLY SOLD TO THE NEIGHBORING WESTRIDGE ACADEMY CHARTER SCHOOL, LEAVING THE APPROXIMATELY 15.433 ACRE SITE NOW KNOWN AS TRACT 3A, H-P SUBDIVISION, SIXTH REPLAT.

### CURRENT STATUS AND APPROPRIATENESS OF ZONING

TODAY TRACT 3A (STILL HOLDING ITS ORIGINAL INDUSTRIAL-LOW ZONING) SITS IN THE MIDDLE OF AN OTHERWISE COHESIVE MASTERPLAN. WESTRIDGE ACADEMY, A K-8 CHARTER SCHOOL ADJOINS ITS WESTERN BOUNDARY, A TO-BE-BUILT CITY PARK ADJOINS ITS NORTHERN BOUNDARY AND A SINGLE FAMILY RESIDENTIAL COMMUNITY IS CURRENTLY BEING BUILT ADJOINING ITS EASTERN BOUNDARY. WE BELIEVE INDUSTRIAL ZONING FOR THEIR PROPOSED TRACT 3A NO LONGER REPRESENTS A COMPLIMENTARY USE TO THE DEVELOPMENT, AND THAT RESIDENTIAL HIGH (R-H) NOW PROVIDES THE HIGHEST AND BEST USE FOR THE PROPERTY. R-H ZONING ALLOWS FOR HIGH DENSITY RESIDENTIAL TO PROVIDE BOTH AN APPROPRIATE AND DESIRABLE TRANSITION BETWEEN THE EXISTING SCHOOL SITE AND THE SINGLE FAMILY HOMES NOW UNDER CONSTRUCTION. MOREOVER, A REZONING OF TRACT 3A FROM I-L TO R-H WOULD REPRESENT THE LAST STEP IN TRANSFORMING THE ORIGINAL HEWLETT PACKARD CAMPUS INTO A SINGLE HARMONIOUS DEVELOPMENT.

AS PART OF THE CITY CENTER WEST'S MASTERPLAN, ALL ASSOCIATED ENGINEERING AND UTILITIES WERE DESIGNED AND SIZED TO ACCOMMODATE A LARGE-SCALE INDUSTRIAL USER ON THE ORIGINAL LOT 3, WHICH IS TO SAY ALL UTILITIES AND ENGINEERING ARE MORE THAN SUFFICIENT FOR A RESIDENTIAL USE ON TRACT 3A. IT IS PART OF THE OVERALL MASTER DRAINAGE PLAN ALREADY IN PLACE (PLEASE SEE ATTACHED APPROVED PLANS FROM CITY CENTER WEST), ALL APPROVED UTILITIES ARE APPROPRIATELY SIZED TO ACCOMMODATE AN R-H USE (PLEASE SEE ATTACHED LETTER FROM NORTHERN ENGINEERING), AND TRAFFIC FLOW WOULD BE SIGNIFICANTLY LESS THAN ALLOWED UNDER THE ORIGINAL I-L USE (PLEASE SEE LETTER ADDRESSING THE ORIGINAL TRAFFIC PROJECTIONS FROM KIMLEY-HORN).

ALL SITE-SPECIFIC DETAILS, INCLUDING PEDESTRIAN ACCESS AND CIRCULATION, WILL BE ADDRESSED AT THE SITE PLAN APPROVAL STAGE ONCE A FINAL LAYOUT FOR THE PROPERTY IS DETERMINED BY THE FINAL END-USER.

### TRACT 3A

AS PART OF THE CITY CENTER WEST'S MASTERPLAN, ALL ASSOCIATED ENGINEERING AND UTILITIES WERE DESIGNED AND SIZED TO ACCOMMODATE A LARGE-SCALE INDUSTRIAL USER ON LOT 3, WHICH IS TO SAY ALL UTILITIES AND ENGINEERING ARE MORE THAN SUFFICIENT FOR A RESIDENTIAL USE ON TRACT 3A. LOT 3 IS PART OF THE OVERALL MASTER DRAINAGE PLAN ALREADY IN PLACE (PLEASE SEE ATTACHED APPROVED PLANS FROM CITY CENTER WEST), ALL APPROVED UTILITIES ARE APPROPRIATELY SIZED TO ACCOMMODATE AN R-H USE (PLEASE SEE ATTACHED LETTER FROM NORTHERN ENGINEERING), AND TRAFFIC FLOW WOULD BE LESS THAN PROPOSED UNDER THE ORIGINAL I-L USE (PLEASE SEE LETTER ADDRESSING THE ORIGINAL TRAFFIC PROJECTIONS FROM KIMLEY-HORN).

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### COMMUNITY DEVELOPMENT DIRECTOR

_____ _____
DIRECTOR OF COMMUNITY DEVELOPMENT DATE

### TITLE COMPANY OR TITLE ATTORNEY

I/WE STEWART TITLE GUARANTY COMPANY, DULY QUALIFIED, INSURED OR LICENSED BY THE STATE OF COLORADO, DO HEREBY CERTIFY THAT I/WE HAVE EXAMINED THE TITLE OF ALL LANDS DEPICTED AND DESCRIBED HEREON AND THAT TITLE TO SUCH LAND IS OWNED IN FEE SIMPLE BY LASALLE INVESTORS LLC AT THE TIME OF THIS APPLICATION.

_____ _____
NAME OF AUTHORIZED OFFICIAL DATE

NAME OF COMPANY:

UELS DOES NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF THE CONTOURS AS SHOWN ON THIS DRAWING. THE EXISTING GROUND CONTOURS AS SHOWN ON THIS DRAWING WERE DERIVED FROM AVAILABLE LIDAR DATA AS PUBLISHED BY THE USGS WITH A FLIGHT DATE OF JUNE 12, 2018. FROM THE USGS METADATA: "THERE IS NO GUARANTEE OR WARRANTY CONCERNING THE ACCURACY OF THESE DATA. USERS SHOULD BE AWARE THAT TEMPORAL CHANGES MAY HAVE OCCURRED SINCE THESE DATA WERE COLLECTED AND THAT SOME PARTS OF THESE DATA MAY NO LONGER REPRESENT ACTUAL SURFACE CONDITIONS. USERS SHOULD NOT USE THESE DATA FOR CRITICAL APPLICATIONS WITHOUT A FULL AWARENESS OF ITS LIMITATIONS. ACKNOWLEDGEMENT OF THE ORIGINATING AGENCIES WOULD BE APPRECIATED IN PRODUCTS DERIVED FROM THESE DATA. ANY USER WHO MODIFIES THE DATA IS OBLIGATED TO DESCRIBE THE TYPES OF MODIFICATIONS THEY PERFORM. USER SPECIFICALLY AGREES NOT TO MISREPRESENT THE DATA, NOR TO IMPLY THAT CHANGES MADE WERE APPROVED OR ENDORSED BY THE USGS. PLEASE REFER TO HTTP://WWW.USGS.GOV/PRIVACY.HTML FOR THE USGS DISCLAIMER."

APPLICANT: LASALLE INVESTORS LLC
5801 W. 11th STREET, SUITE 201, GREELEY, CO. 80634
(970)-381-5166

PROPERTY OWNER: LASALLE INVESTORS LLC
5801 W. 11th STREET, SUITE 201, GREELEY, CO. 80634
(970)-381-5166

SURVEYOR: UELS, LLC, LOREN SHANKS, PLS 28285
3313 35th AVENUE, SUITE B, EVANS, CO 80620
(970)-506-1544

*NOTE*
THE LOCATION OF ALL UTILITY LINES AND RELATED INFRASTRUCTURE AS SHOWN ON THIS MAP ARE APPROXIMATE ONLY AND ARE BASED ON AVAILABLE INFORMATION FROM THE CITY OF GREELEY PROPERTY FACTS WEB VIEWER.

### SHEET INDEX


SHEET 1 of 8 - COVER SHEET

SHEET 2 of 8 - EXISTING CONDITIONS & SITE ANALYSIS MAP

SHEET 3 of 8 - EXISTING CONDITIONS & SITE ANALYSIS MAP

SHEET 4 of 8 - ZONING SUITABILITY MAP

SHEET 5 of 8 - PROJECT BOUNDARY MAP

SHEET 6 of 8 - GENERAL LAYOUT

SHEET 7 of 8 - PHASING OR IMPLEMENTATION

SHEET 8 of 8 - DETAIL PLANS


### LEGAL DESCRIPTION FOR REZONING AREA

PROPOSED TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT AND A PORTION OF ADJACENT 8TH STREET, TO BE REZONED FROM I-L TO R-H

ALL THAT PART OF LOT 3, H-P GREELEY SUBDIVISION, FIFTH REPLAT, AS RECORDED AT RECEPTION NO. 4272274 OF THE RECORDS OF WELD COUNTY, COLORADO, LOCATED IN THE SW1/4 OF SECTION 4, T5N, R66W OF THE 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 3, THENCE S00°01'37"E, 56.00 FEET TO A POINT ON THE CENTERLINE OF 8TH STREET;

THENCE S89°58'23"W 590.12 FEET ALONG THE CENTERLINE OF SAID 8TH STREET;

THENCE N00°01'37"W 56.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 3;

THENCE N00°01'37"W, 335.38 FEET ALONG A WESTERLY LINE AND A WESTERLY LINE EXTENDED NORTHERLY OF SAID LOT 3 TO A POINT OF CURVE TO THE LEFT;

THENCE NORTHWESTERLY, 174.33 FEET ALONG THE ARC OF SAID CURVE TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 300.00 FEET, A CENTRAL ANGLE OF 33°17'44" AND BEING SUBTENDED BY A CHORD THAT BEARS N16°40'29"W, 171.89 FEET;

THENCE N33°19'21"W, 150.00 FEET TO A POINT OF CURVE TO THE RIGHT;

THENCE NORTHWESTERLY, 156.36 FEET ALONG THE ARC OF SAID CURVE TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 270.00 FEET, A CENTRAL ANGLE OF 33°10'49" AND BEING SUBTENDED BY A CHORD THAT BEARS N16°43'57"W, 154.18 FEET;

THENCE N00°08'31"W, 406.77 FEET TO THE NORTH LINE OF SAID LOT 3;

THE FOLLOWING SEVEN (7) COURSES AND DISTANCES ARE ALONG THE NORTHERLY AND EASTERLY LINES OF SAID LOT 3:

THENCE S89°51'28"E, 282.19 FEET TO A POINT OF CURVE TO THE RIGHT;

THENCE EASTERLY, 254.21 FEET ALONG THE ARC OF SAID CURVE TO THE NORTHEAST CORNER OF SAID LOT 3, SAID ARC HAVING A RADIUS OF 3,045.00 FEET, A CENTRAL ANGLE OF 04°47'00" AND BEING SUBTENDED BY A CHORD THAT BEARS S87°45'02"E, 254.14 FEET;

THENCE S04°04'36"W, 195.58 FEET TO A POINT OF CURVE TO THE LEFT;

THENCE SOUTHEASTERLY, 270.77 FEET ALONG THE ARC OF SAID CURVE TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 420.00 FEET, A CENTRAL ANGLE OF 36°56'19" AND BEING SUBTENDED BY A CHORD THAT BEARS S14°23'34"E, 266.11 FEET;

THENCE S32°51'43"E, 217.59 FEET TO A POINT OF CURVE TO THE RIGHT;

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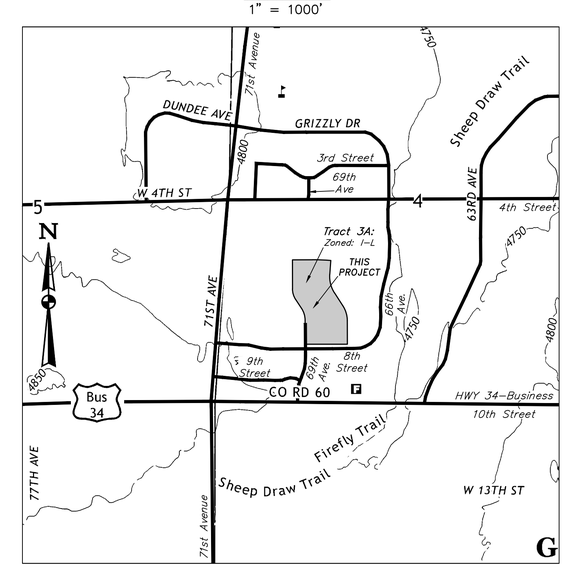
THENCE S00°01'37"E, 328.63 FEET TO THE SOUTHEAST CORNER OF SAID LOT 3 AND THE TRUE POINT OF BEGINNING.

AREA = 16.192 ACRES, MORE OF LESS

LEGAL DESCRIPTION PREPARED BY:
LOREN K. SHANKS, COLORADO PLS 28285
FOR AND ON BEHALF OF UELS, LLC
913 38th AVENUE COURT
GREELEY, COLORADO 80634
970-506-1544

VICINITY MAP
1" = 1000'




| SURVEYED BY: | DRAWN BY: | PROJECT: | FILE: | SCALE: | SHEET: |
|---|---|---|---|---|---|
| J.C. | L.K. | WAL02-21-0003 | W-2441 | N/A | 1 OF 8 |
| 11-05-21 | 01-30-24 | | | | |

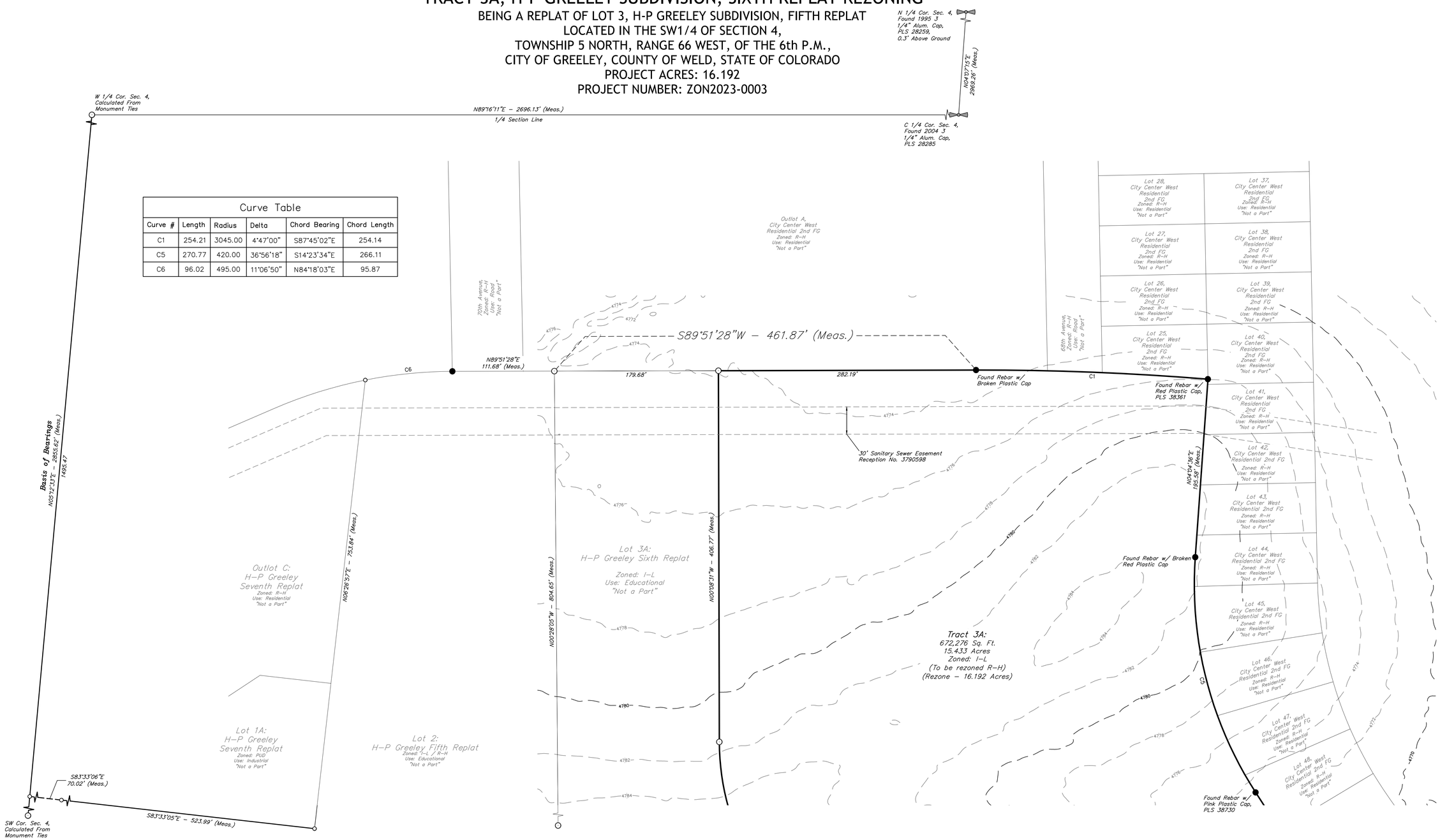
UINTAH
**UELS, LLC**
**Regional Office * 3313 35th Avenue, Suite B**
**Evans, Co 80620 * (970) 506-1544**
**Corporate Office * 85 South 200 East**
**Vernal, UT 84078 * (435) 789-1017**

**COVER SHEET**

TRACT 3A, H-P GREELEY SUBDIVISION,
SIXTH REPLAT REZONING

# TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

BEING A REPLAT OF LOT 3, H-P GREELEY SUBDIVISION, FIFTH REPLAT
LOCATED IN THE SW1/4 OF SECTION 4,
TOWNSHIP 5 NORTH, RANGE 66 WEST, OF THE 6th P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
PROJECT ACRES: 16.192
PROJECT NUMBER: ZON2023-0003




| Curve Table | | | | | |
|---|---|---|---|---|---|
| Curve # | Length | Radius | Delta | Chord Bearing | Chord Length |
| C1 | 254.21 | 3045.00 | 4°47'00" | S87°45'02"E | 254.14 |
| C5 | 270.77 | 420.00 | 36°56'18" | S14°23'34"E | 266.11 |
| C6 | 96.02 | 495.00 | 11°06'50" | N84°18'03"E | 95.87 |

*NOTE*
THE LOCATION OF ALL UTILITY LINES AND RELATED INFRASTRUCTURE AS SHOWN ON THIS MAP ARE APPROXIMATE ONLY AND ARE BASED ON AVAILABLE INFORMATION FROM THE CITY OF GREELEY PROPERTY FACTS WEB VIEWER.

**LEGEND OF SYMBOLS & ABBREVIATIONS**

- Meas. — MEASURED
- BOUNDARY LINE
- LOT LINES
- CORNER FOUND
- US PUBLIC LAND SURVEY QUARTER SECTION CORNER
- CALCULATED MONUMENT CORNER
- DIMENSION CORNER ONLY

N

50' 25' 0' 50'
SCALE 1" = 50'

| SURVEYED BY: | DRAWN BY: | PROJECT: | FILE: | SCALE: | SHEET: |
|---|---|---|---|---|---|
| J.C. | L.K. | WAL02-21-0003 | W-2441 | 1"=50' | 2 OF 8 |
| 11-05-21 | 01-30-24 | | | | |

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EXISTING CONDITIONS MAP & SITE ANALYSIS MAP

TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

# TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

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PROJECT ACRES: 16.192
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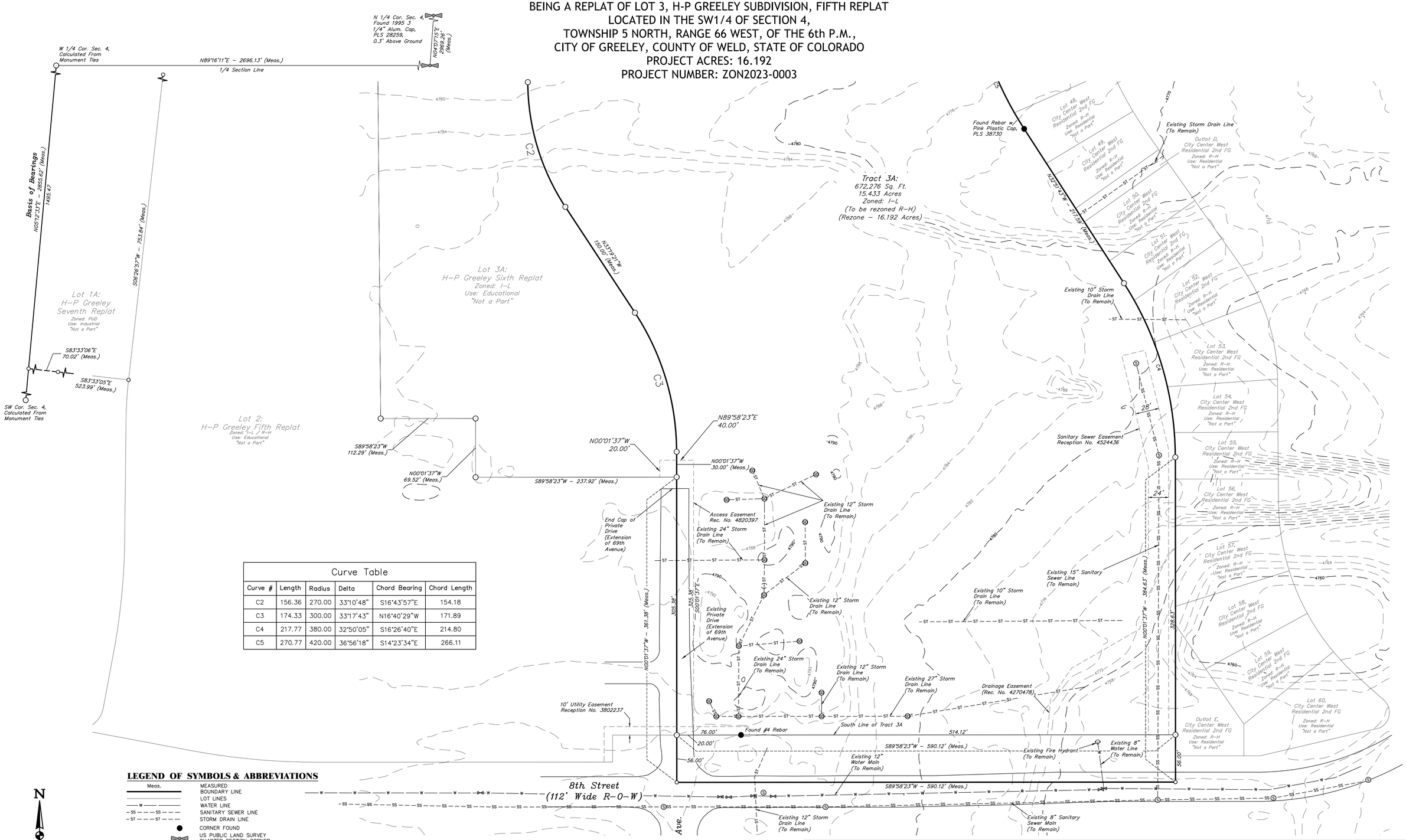


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|---|---|---|---|---|---|
| Curve # | Length | Radius | Delta | Chord Bearing | Chord Length |
| C2 | 156.36 | 270.00 | 33°10'48" | S16°43'57"E | 154.18 |
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## LEGEND OF SYMBOLS & ABBREVIATIONS

- Meas. — MEASURED
- BOUNDARY LINE
- LOT LINES
- WATER LINE
- SANITARY SEWER LINE
- STORM DRAIN LINE
- CORNER FOUND
- US PUBLIC LAND SURVEY QUARTER SECTION CORNER
- CALCULATED MONUMENT CORNER
- DIMENSION CORNER ONLY
- FIRE HYDRANT
- SEWER MANHOLE
- WATER VALVE
- STORM DRAIN MANHOLE

N

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| J.C. 11-05-21 | I.K. 01-30-24 | WAL02-21-0003 | W-2441 | 1"=50' | 3 OF 8 |

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EXISTING CONDITIONS MAP & SITE ANALYSIS MAP

TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

# TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

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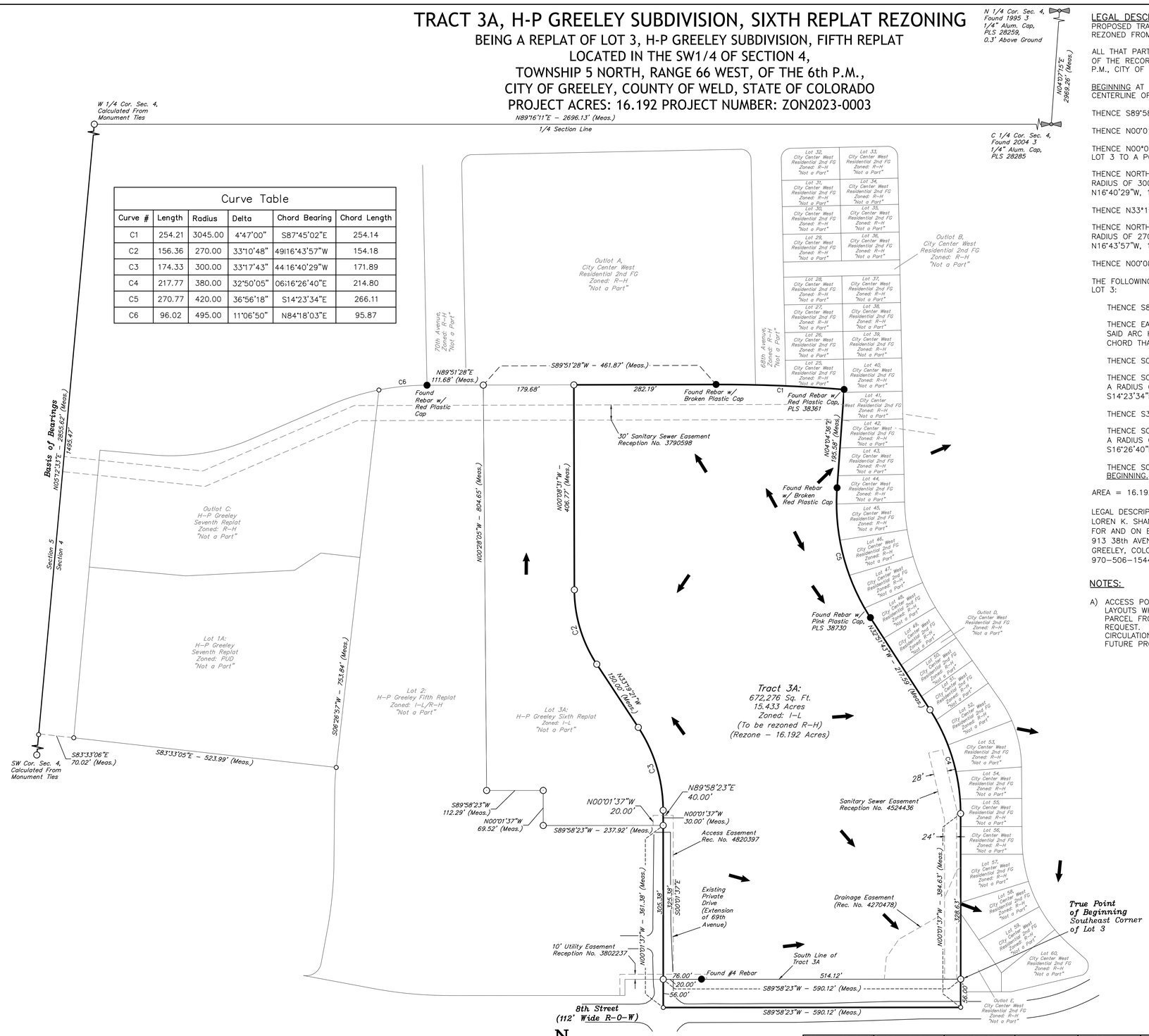


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LEGAL DESCRIPTION PREPARED BY:
LOREN K. SHANKS, COLORADO PLS 28285
FOR AND ON BEHALF OF UELS, LLC
913 38th AVENUE COURT
GREELEY, COLORADO 80634
970–506–1544

## NOTES:

A) ACCESS POINTS ARE NOT SHOWN. ACCESS POINTS WILL BE DECIDED BASED UPON PRELIMINARY LAYOUTS WHICH ARE YET TO BE DETERMINED. THIS REQUEST IS SOLELY FOR THE REZONE OF THE PARCEL FROM I–L TO R–H. THERE ARE NO DEVELOPMENT PLANS OR PROPOSALS TIED TO THIS REQUEST. ANY AND ALL SITE–SPECIFIC DETAILS, INCLUDING PEDESTRIAN & TRAFFIC ACCESS AND CIRCULATION, WILL NECESSARILY BE ADDRESSED AT THE SITE PLAN APPROVAL STAGE BASED UPON FUTURE PROPOSED LAYOUTS BY A FINAL END–USER.

| Zoning Summary | | | | |
|---|---|---|---|---|
| TRACT 3A | EXISTING ZONING: I-L | PROPOSED ZONING: R-H | 672,276 SQ. FT. / 15.433 AC. | 95% |
| 8th STREET | EXISTING ZONING: I-L | PROPOSED ZONING: R-H | 33,046 SQ. FT. / 0.759 AC. | 5% |
| TOTAL | | | 705,322 SQ. FT. / 16.192 AC. | 100% |

## LEGEND OF SYMBOLS & ABBREVIATIONS

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- BOUNDARY LINE
- LOT LINES
- CORNER FOUND
- US PUBLIC LAND SURVEY QUARTER SECTION CORNER
- CALCULATED MONUMENT CORNER
- DIMENSION CORNER ONLY
- EXISTING DRAINAGE FLOW DIRECTION ARROW

N

100' 50' 0' 100'

SCALE 1" = 100'

| SURVEYED BY: | DRAWN BY: | PROJECT: | FILE: | SCALE: | SHEET: |
|---|---|---|---|---|---|
| J.C. 11-05-21 | L.K. 01-30-24 | WAL02-21-0003 | W-2441 | 1"=100' | 4 OF 8 |

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ZONING SUITABILITY MAP

TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

# TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

BEING A REPLAT OF LOT 3, H-P GREELEY SUBDIVISION, FIFTH REPLAT
LOCATED IN THE SW1/4 OF SECTION 4,
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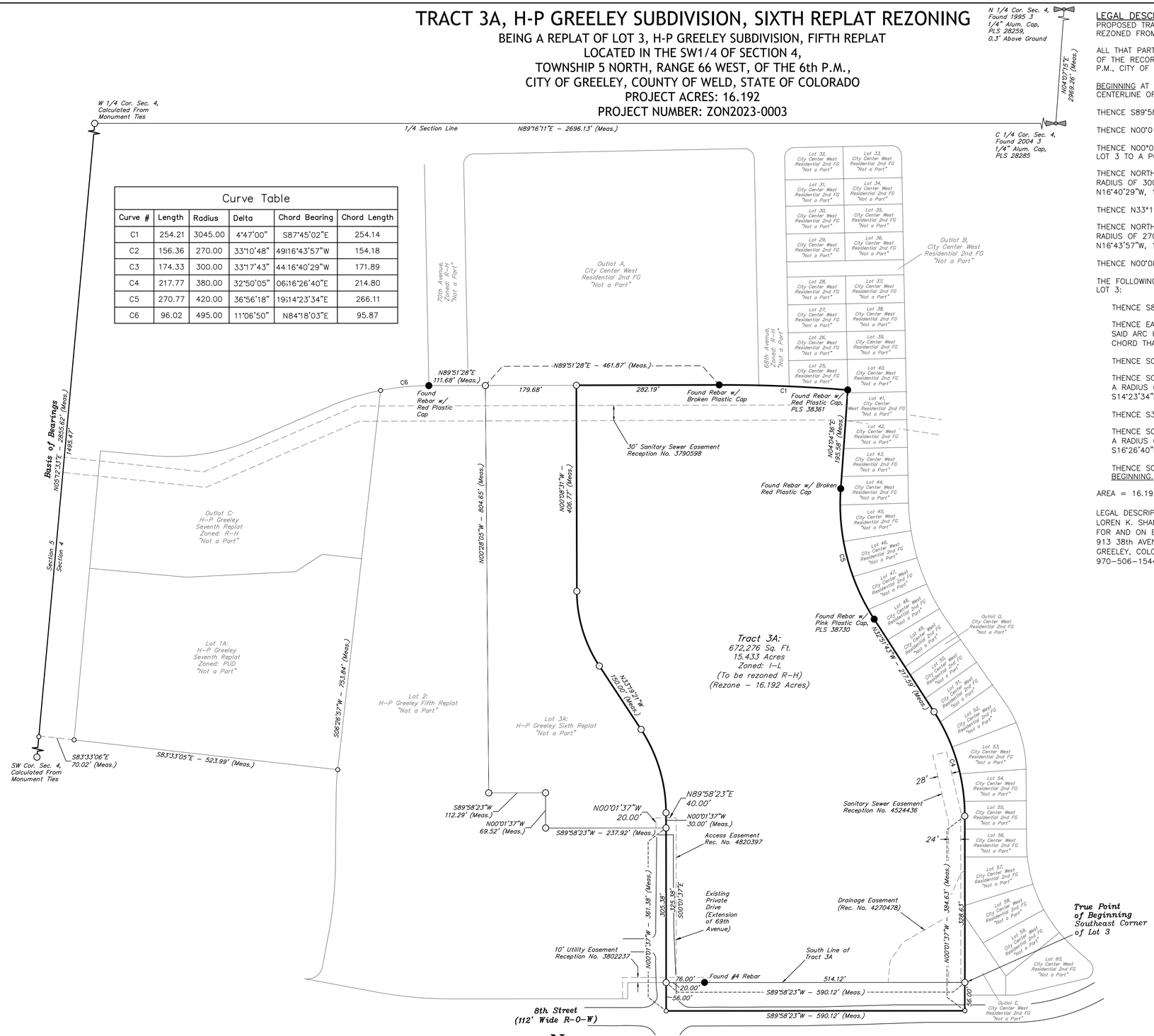
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
PROJECT ACRES: 16.192
PROJECT NUMBER: ZON2023-0003

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| C4 | 217.77 | 380.00 | 32°50'05" | 06°16'26"40"E | 214.80 |
| C5 | 270.77 | 420.00 | 36°56'18" | 19°14'23"34"E | 266.11 |
| C6 | 96.02 | 495.00 | 11°06'50" | N84°18'03"E | 95.87 |

## LEGAL DESCRIPTION FOR REZONING AREA

PROPOSED TRACT 3A, H–P GREELEY SUBDIVISION, SIXTH REPLAT AND A PORTION OF ADJACENT 8TH STREET, TO BE REZONED FROM I–L TO R–H

ALL THAT PART OF LOT 3, H–P GREELEY SUBDIVISION, FIFTH REPLAT, AS RECORDED AT RECEPTION NO. 4272274 OF THE RECORDS OF WELD COUNTY, COLORADO, LOCATED IN THE SW1/4 OF SECTION 4, T5N, R66W OF THE 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO, DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 3, THENCE S00°01'37"E, 56.00 FEET TO A POINT ON THE CENTERLINE OF 8TH STREET;

THENCE S89°58'23"W 590.12 FEET ALONG THE CENTERLINE OF SAID 8TH STREET;

THENCE N00°01'37"W 56.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 3;

THENCE N00°01'37"W, 335.38 FEET ALONG A WESTERLY LINE AND A WESTERLY LINE EXTENDED NORTHERLY OF SAID LOT 3 TO A POINT OF CURVE TO THE LEFT;

THENCE NORTHWESTERLY, 174.33 FEET ALONG THE ARC OF SAID CURVE TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 300.00 FEET, A CENTRAL ANGLE OF 33°17'44" AND BEING SUBTENDED BY A CHORD THAT BEARS N16°40'29"W, 171.89 FEET;

THENCE N33°19'21"W, 150.00 FEET TO A POINT OF CURVE TO THE RIGHT;

THENCE NORTHWESTERLY, 156.36 FEET ALONG THE ARC OF SAID CURVE TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 270.00 FEET, A CENTRAL ANGLE OF 33°10'49" AND BEING SUBTENDED BY A CHORD THAT BEARS N16°43'57"W, 154.18 FEET;

THENCE N00°08'31"W, 406.77 FEET TO THE NORTH LINE OF SAID LOT 3;

THE FOLLOWING SEVEN (7) COURSES AND DISTANCES ARE ALONG THE NORTHERLY AND EASTERLY LINES OF SAID LOT 3:

THENCE S89°51'28"E, 282.19 FEET TO A POINT OF CURVE TO THE RIGHT;

THENCE EASTERLY, 254.21 FEET ALONG THE ARC OF SAID CURVE TO THE NORTHEAST CORNER OF SAID LOT 3, SAID ARC HAVING A RADIUS OF 3,045.00 FEET, A CENTRAL ANGLE OF 04°47'00" AND BEING SUBTENDED BY A CHORD THAT BEARS S87°45'02"E, 254.14 FEET;

THENCE S04°04'36"W, 195.58 FEET TO A POINT OF CURVE TO THE LEFT;

THENCE SOUTHEASTERLY, 270.77 FEET ALONG THE ARC OF SAID CURVE TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 420.00 FEET, A CENTRAL ANGLE OF 36°56'19" AND BEING SUBTENDED BY A CHORD THAT BEARS S14°23'34"E, 266.11 FEET;

THENCE S32°51'43"E, 217.59 FEET TO A POINT OF CURVE TO THE RIGHT;

THENCE SOUTHEASTERLY, 217.77 FEET ALONG THE ARC OF SAID CURVE TO A POINT TANGENT, SAID ARC HAVING A RADIUS OF 380.00 FEET, A CENTRAL ANGLE OF 32°50'06" AND BEING SUBTENDED BY A CHORD THAT BEARS S16°26'40"E, 214.80 FEET;

THENCE S00°01'37"E, 328.63 FEET TO THE SOUTHEAST CORNER OF SAID LOT 3 AND THE TRUE POINT OF BEGINNING.

AREA = 16.192 ACRES, MORE OF LESS

LEGAL DESCRIPTION PREPARED BY:
LOREN K. SHANKS, COLORADO PLS 28285
FOR AND ON BEHALF OF UELS, LLC
913 38th AVENUE COURT
GREELEY, COLORADO 80634
970–506–1544

## LEGEND OF SYMBOLS & ABBREVIATIONS

Meas. — MEASURED
BOUNDARY LINE
LOT LINES
CORNER FOUND
US PUBLIC LAND SURVEY QUARTER SECTION CORNER
CALCULATED MONUMENT CORNER
DIMENSION CORNER ONLY

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UINTAH
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PROJECT BOUNDARY MAP

TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

# TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

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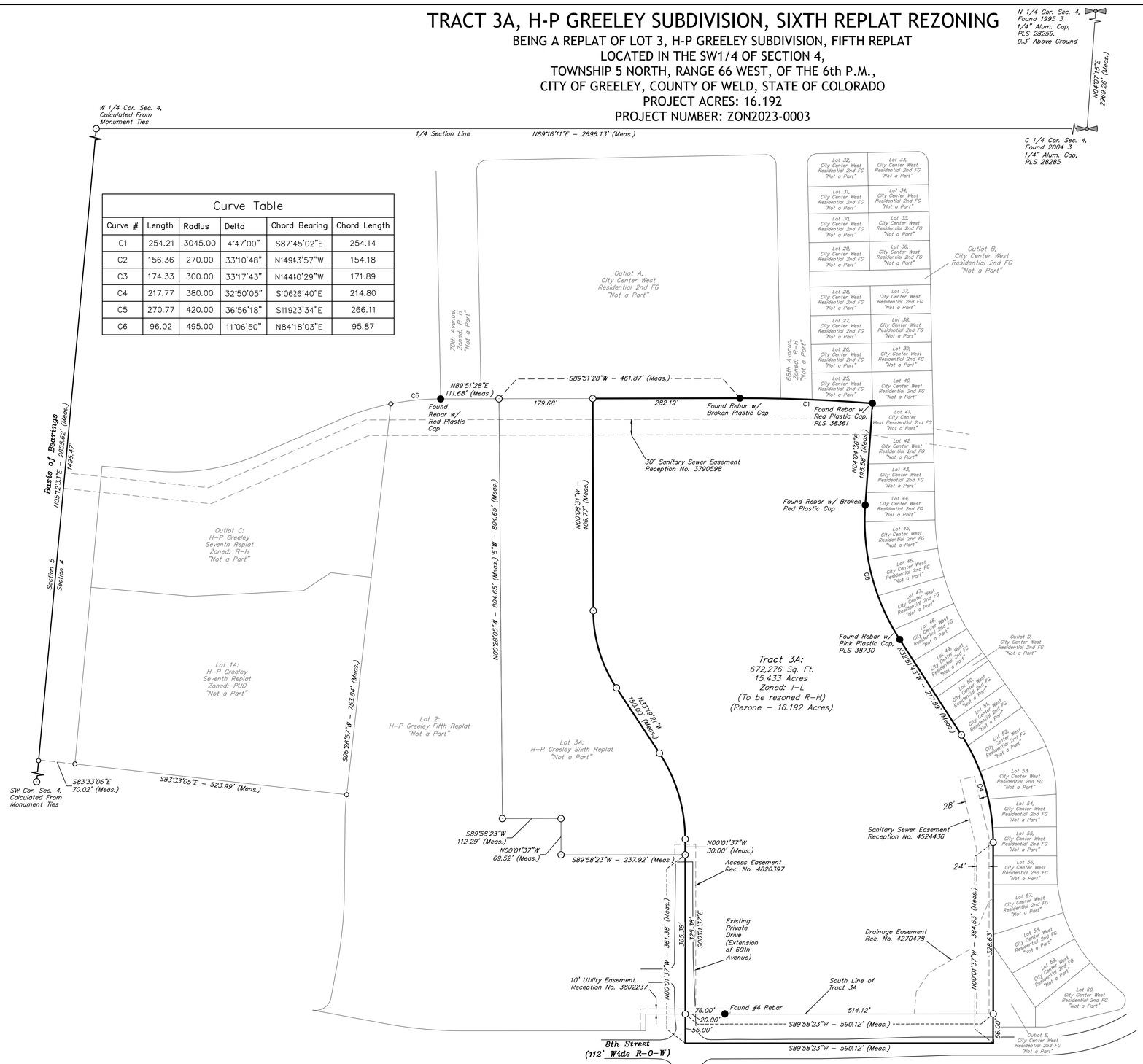


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| C5 | 270.77 | 420.00 | 36°56'18" | S11°23'34"E | 266.11 |
| C6 | 96.02 | 495.00 | 11°06'50" | N84°18'03"E | 95.87 |

GENERAL LAYOUT NOTES:

A) THIS REQUEST IS SOLELY FOR THE REZONE OF THE PARCEL FROM I-L TO R-H.
B) A CONCEPTUAL SITE PLAN HAS NOT BEEN CREATED. GENERAL SITE ARRANGEMENT, CHARACTER OF STREETS AND OPEN SPACES ARE UNKNOWN AT THIS TIME.
C) THE ANTICIPATED SCALE, INTENSITY, AND CHARACTER OF THE PROPOSAL ARE UNKNOWN AT THIS TIME.
D) PARCEL WILL NOT BE LOCATED WITHIN A MIXED-USE ZONE DISTRICT.
E) THERE ARE NO DEVELOPMENT PLANS OR PROPOSALS TIED TO THIS REQUEST. ANY AND ALL SITE-SPECIFIC DETAILS, INCLUDING PEDESTRIAN & TRAFFIC ACCESS AND CIRCULATION, WILL NECESSARILY BE ADDRESSED AT THE SITE PLAN APPROVAL STAGE BASED UPON FUTURE PROPOSED LAYOUTS BY A FINAL END-USER.

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GENERAL LAYOUT

TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

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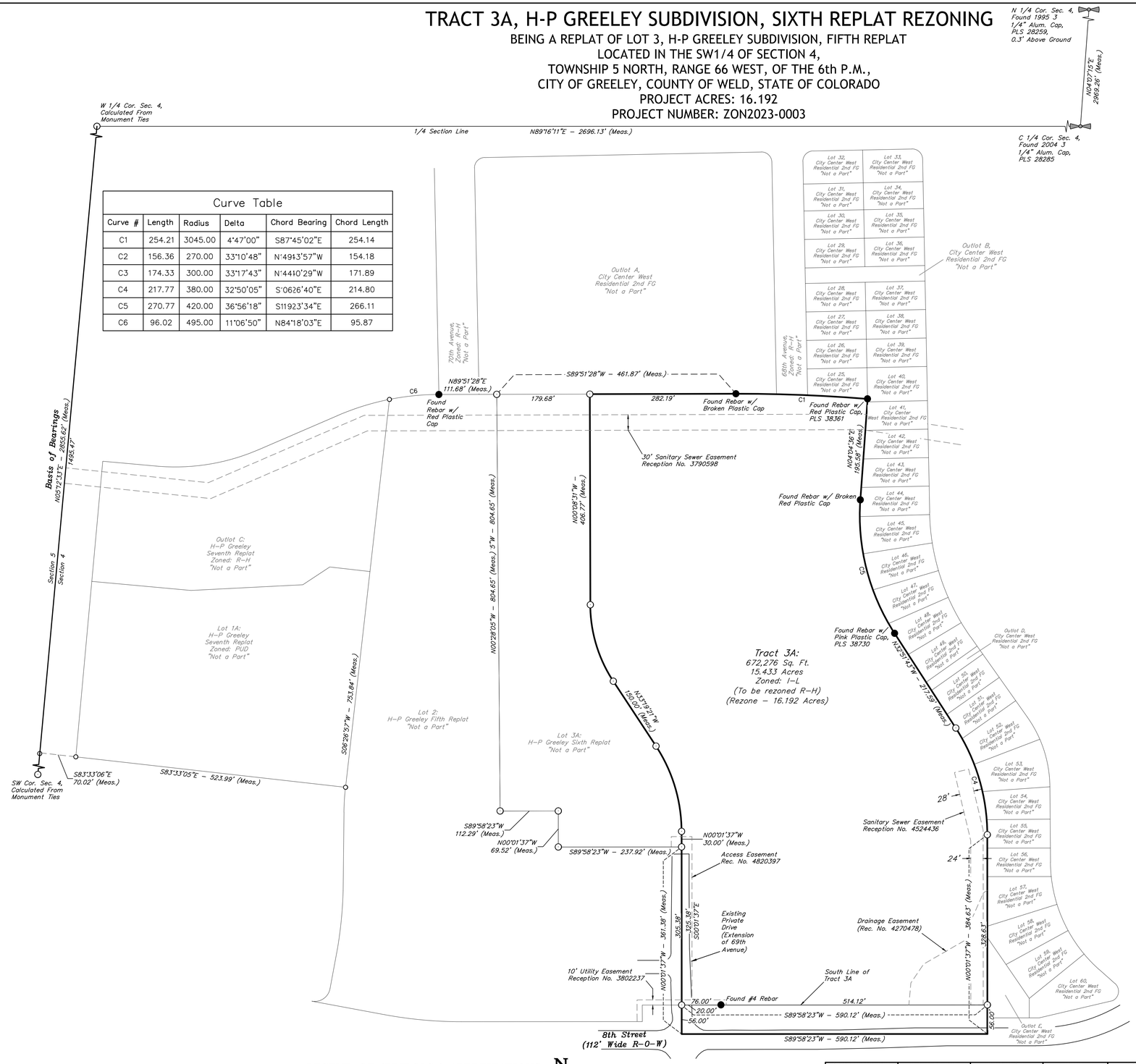


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PHASING OR IMPLEMENTATION NOTES:

A) THIS REQUEST IS SOLELY FOR THE REZONE OF THE PARCEL FROM I-L TO R-H.
B) PHASING OR IMPLEMENTATION PLAN HAS NOT BEEN CREATED.
C) PHASES AND COMMITMENTS FOR EACH PHASE ARE UNKNOWN AT THIS TIME.
D) THERE ARE NO PROPOSED IMPROVEMENTS TO BE CONSTRUCTED AT THIS TIME.
E) THERE ARE NO DEVELOPMENT PLANS OR PROPOSALS TIED TO THIS REQUEST. ANY AND ALL SITE-SPECIFIC DETAILS, INCLUDING PEDESTRIAN & TRAFFIC ACCESS AND CIRCULATION, WILL NECESSARILY BE ADDRESSED AT THE SITE PLAN APPROVAL STAGE BASED UPON FUTURE PROPOSED LAYOUTS BY A FINAL END-USER.

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PHASING OR IMPLEMENTATION

TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING

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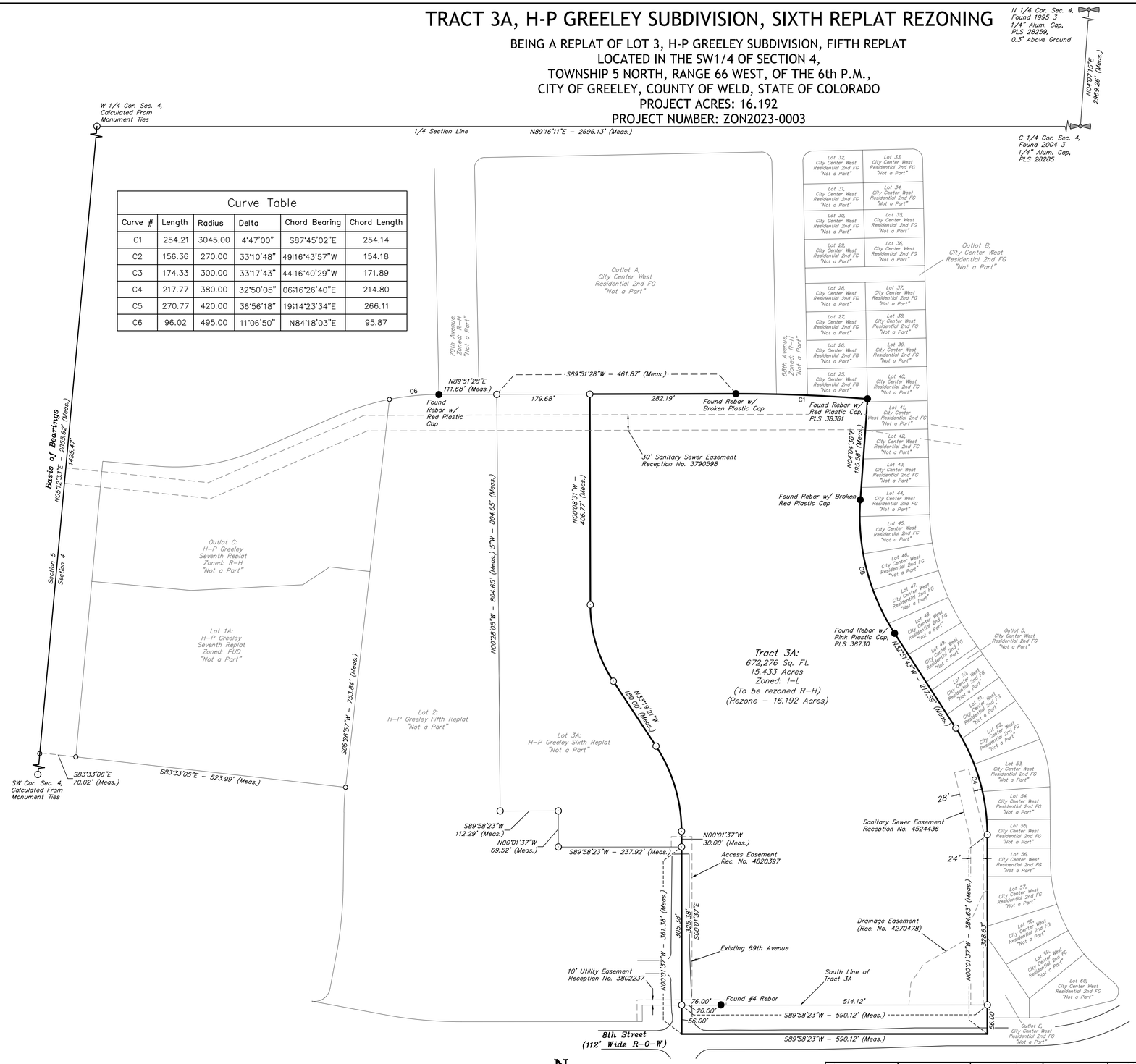


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DETAIL PLAN NOTES:

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B) NO DETAIL PLANS HAVE BEEN CREATED.
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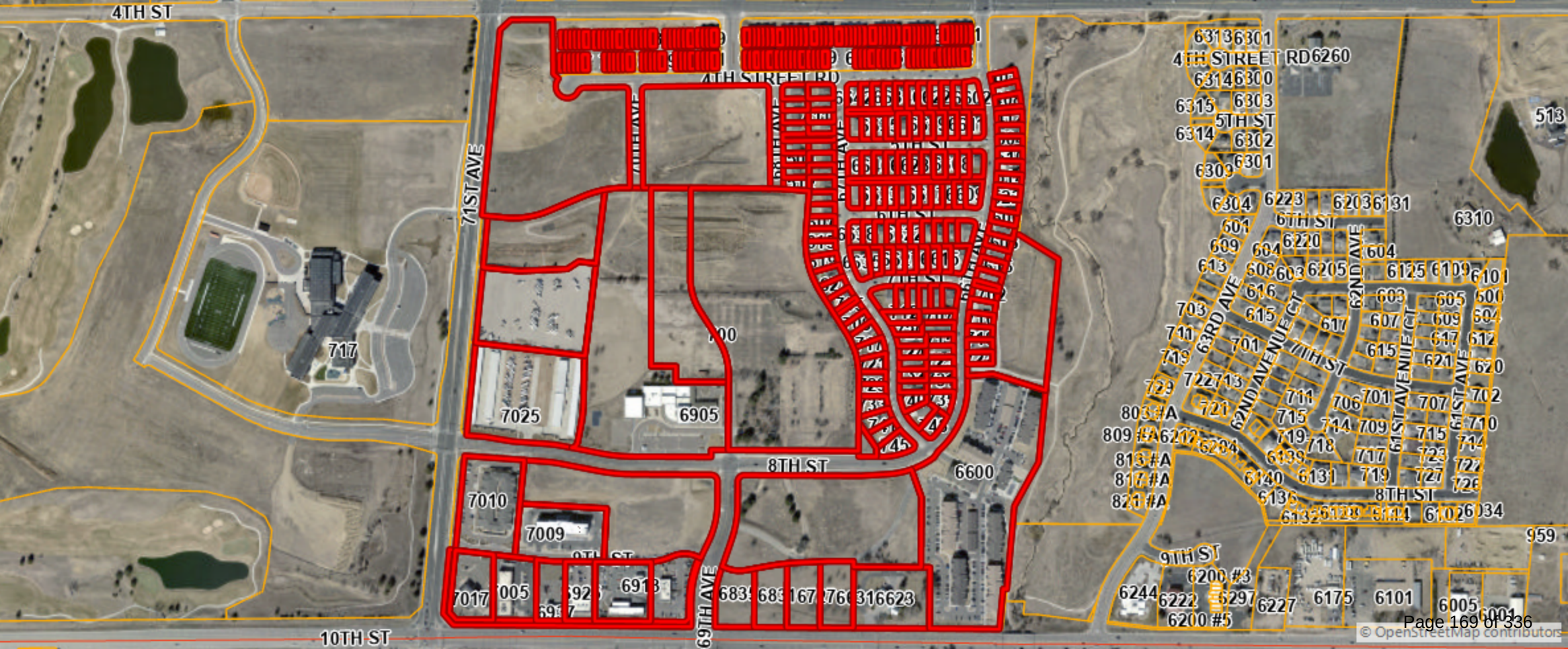
**DETAIL PLANS**

TRACT 3A, H-P GREELEY SUBDIVISION, SIXTH REPLAT REZONING


4TH ST
4TH STREET RD
71ST AVE
717
7025
6905
8TH ST
6600
7010
7009
7017
69TH AVE
10TH ST
9TH ST
5TH ST
6TH ST
7TH ST
8TH ST
63RD AVE
62ND AVE
62ND AVENUE CT
61ST AVENUE CT
61ST AVE
6310
513
959
© OpenStreetMap contributors

# Attachment G

City of Greeley, Colorado
**CITY COUNCIL PROCEEDINGS**
July 19, 2022

1. Call to Order

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

2. Pledge of Allegiance

   **Mayor Gates led the Pledge of Allegiance.**

3. Roll Call

   City Clerk Heidi Leatherwood called the roll.

   **Present:**
   **Mayor Pro Tem Payton**
   **Councilmember Tommy Butler**
   **Councilmember Deb DeBoutez**
   **Councilmember Dale Hall**
   **Councilmember Ed Clark**
   **Councilmember Johnny Olson**
   **Mayor John Gates**

4. Approval of the Agenda
   None.

5. Recognitions and Proclamations

   Council member Clark shared "What's Great About Greeley?"

   Harold Evans spoke at 6:04 p.m. to honor Norman Murdock Dean who recently passed away.

6. Citizen Input

   1. Harold Landsford spoke about flooding damage done to his home and improvements needed behind his house.

7. Reports from Mayor and Councilmembers

Council member DeBoutez spoke about the Promotion Ceremony at the Greeley Police Department announcing the appointments of Sergeant Samantha Brown, Commander Mike Heck, Deputy Police Chief Rafael Gutierrez, and Police Chief Adam Turk. Council member Butler spoke about the start of the infrastructure project on the 5th Street Sidewalk.

8. Initiatives from Mayor and Councilmembers

None.

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Consent Agenda

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City Clerk Leatherwood read the titles into the record and announced the recommended action.

9. Approval of the City Council Proceedings of June 7, 2022

The recommended action is to approve the proceedings as presented.

10. Acceptance of the Reports of the City Council Work Sessions of June 14, 2022, and June 28, 2022

The recommended action is to accept the reports as presented.

11. Approve a Resolution Authorizing Approval of a Grant Agreement and Offer of Funding for Airport Improvement Project Runway Rehabilitation Design at the Greeley-Weld County Airport

The recommended action is to approve the Resolution for Grant Agreement.

12. Introduction and First Reading of an Ordinance Amending Title 22, Buildings and Construction, Relating to the Adoption of the 2021 International Codes

The recommended action is to introduce the ordinance and schedule the public hearing for August 2, 2022.

13. Introduction and First Reading of an Ordinance Changing the Official Zoning Map of the City of Greeley, Colorado, from R-H (Residential High Density), C-H (Commercial High Intensity) and C-L (Commercial Low Intensity) to PUD (Planned Unit Development) for Approximately 43.42 Acres of Property Located at the Northeast Corner of 32nd Street and 29th Avenue, known as the Hope Springs PUD

The recommended action is to introduce the ordinance and schedule the public hearing for August 2, 2022.

14. Introduction and First Reading of an Ordinance authorizing Entry into an Intergovernmental Agreement Regarding Bellvue Water Transmission Line Tap Transfers and Emergency Water Interconnect Operations with West Fort Collins

Water District and Divestment of City-Owned Water Rights represented by Shares of Capital Stock in the North Poudre Irrigation Company

The recommended action is to introduce the ordinance and schedule the public hearing for August 2, 2022.

15. Introduction and First Reading of an Ordinance Authorizing the Sale of City-Owned Property Located in SE¼ of Section 18, Township 6 North, Range 66 West of the 6th P.M. in Weld County, Colorado (Thayer)

The recommended action is to introduce the ordinance and schedule the public hearing for August 2, 2022.

Council member Butler disclosed that he is currently on the Board of Directors for Habitat for Humanity. He has spoken with the City Attorney's Office and does not need to be recused.

**Mayor Pro Tem Payton moved to approve the Consent Agenda. Council member Butler seconded the motion. The motion passed 7-0 at 6:18 p.m.**

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**End of Consent Agenda**

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**16.** Pulled Consent Agenda Items

None.

17. Public Hearing and Second Reading of an Ordinance for Conveyance of Easements for the Loveland Centerra Trail at Boyd Lake Water Treatment Plant

Water and Sewer Director Sean Chambers introduced the item at 6:19 p.m. with a slide presentation.

Signs will be placed along the trail to include Safety and Security Warnings and Disclosures, Interpretive signage to educate trail users with history and photos.

Mayor Gates opened the Public Hearing at 6:23 p.m.
With no speakers, the Public Hearing closed at 6:23 p.m.

**Councilmember Hall moved to adopt the Ordinance for Conveyance of Easements for the Loveland Centerra Trail at Boyd Lake Water Treatment Plant. Council member Butler seconded the motion. The motion passed 7-0 at 6:25 p.m.**

18. Consideration of a Request to Rezone from I-L (Industrial Low Intensity) to R-H (Residential High Density), Changing the Underlying Land Use Designations for Approximately 15.433 Acres of Property Located East of 71st Avenue, North of 8th Street and Northeast of 69th Avenue (712 71st Avenue) and Final Reading of an Ordinance Changing the Official Zoning Map to Reflect the Same (HP Rezone), Continued from June 7, 2022

Mayor Gates recused himself at 6:25 p.m. since he was not present at the June 7, 2022, meeting.

Mayor Pro Tem Payton presided and noted that the Public Hearing was opened and closed during the June 7, 2022, City Council Meeting. Since that time, some written communication was received but Council would need to decide if it was appropriate to enter the new communication into the record.

There was no additional information from staff.

**Councilmember Butler moved to reopen the Public Hearing to receive the additional written communication and any additional oral testimony from persons who did not speak at the June 7, 2022, Public Hearing. Councilmember Hall seconded the motion. The motion passed 6-0 at 6:28 p.m. with Mayor Gates recused.**

City Clerk Leatherwood distributed packets containing the written communication to Council members and Applicant, Brian Bartel for review.

Mayor Pro Tem Payton reopened the Public Hearing at 6:32 p.m.

1. Jeff Richardson spoke in opposition.
2. James Powers spoke in opposition.
3. Taylor Myers read a letter that spoke in opposition.
4. Applicant Brian Bartels, spoke that he will work with either the I-L or R-H Zoning.

The Public Hearing closed at 6:43 p.m.

Council deliberated. Council members spoke about confirmed uses under the I-L Zoning and how the uses were incompatible with the surrounding neighborhoods. Council asked about the traffic study model and if traffic would increase with a potential R-H Zoning. Brittany Hathaway, Planner II, answered that this was a broad traffic analysis from 2018.

Council members were concerned about the neighborhood and the zoning of both I-L and R-H.

**Councilmember Butler moved to approve the Request to Rezone from I-L (Industrial Low Intensity) to R-H (Residential High Density), Changing the Underlying Land Use Designations for Approximately 15.433 Acres of Property Located East of 71st Avenue, North of 8th Street and Northeast of 69th Avenue (712 71st Avenue) and Final Reading of an Ordinance Changing the Official Zoning Map to Reflect the Same (HP Rezone), Continued from June 7, 2022. Councilmember DeBoutez seconded the motion. The motion failed 3-3 at 6:56 p.m. with Council members Hall, Clark and Olson voting nay and Mayor Gates recused.**

Mayor Gates returned to the meeting to preside at 6:56 p.m.

19. Appointment of applicants to the Downtown Development Authority, Historic Preservation Commission, Island Grove Park Advisory Board, Construction Trades Advisory & Appeals Board, and Youth Commission

City Clerk Leatherwood tallied the ballots and announced the names of the newly appointed board and commission members.

- Downtown Development Authority- **Brian Seifried, Matthew Estrin, Matthew Hortt**
- Historic Preservation Commission- None. (Applicant withdrew.)
- Youth Commission- **Peyton Shepherd**
- Construction Trades Advisory & Appeals Board-**Brian Persons, Jim Morris, Webdell Heyen**
- Island Grove Park Advisory Board-**Justin Watada**
- Youth Commission (Ex-Officio)- **Pedro Lopez**

20. Scheduling of Meetings, Other Events

No other meetings or events were scheduled.

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

**Mayor Pro Tem Payton moved to authorize 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 member Hall seconded the motion. The motion passed 7-0 at 6:58 p.m.**

22. Adjournment

**Mayor Gates adjourned the meeting at 6:59 p.m.**

John D. Gates, Mayor

Heidi Leatherwood, City Clerk

Attachment E

Traffic Impact Study

# HP Greeley Redevelopment

## Greeley, Colorado

Prepared for:

**Waltel Companies**

Kimley»Horn

Attachment E

T R A F F I C  I M P A C T  S T U D Y

# HP Greeley Redevelopment

Greeley, Colorado

**Prepared for**
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Greeley, Colorado 80634


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## TABLE OF CONTENTS

TABLE OF CONTENTS ..... i
LIST OF TABLES ..... ii
LIST OF FIGURES ..... ii
1.0 EXECUTIVE SUMMARY ..... 1
2.0 INTRODUCTION ..... 4
3.0 EXISTING AND FUTURE CONDITIONS ..... 6
3.1 Existing Study Area ..... 6
3.2 Existing Roadway Network ..... 6
3.3 Existing Traffic Volumes ..... 13
3.4 Unspecified Development Traffic Growth ..... 13
4.0 PROJECT TRAFFIC CHARACTERISTICS ..... 17
4.1 Trip Generation ..... 17
4.2 Trip Distribution ..... 19
4.3 Traffic Assignment ..... 19
4.4 Total (Background Plus Project) Traffic ..... 19
5.0 TRAFFIC OPERATIONS ANALYSIS ..... 24
5.1 Analysis Methodology ..... 24
5.2 Key Intersection Operational Analysis ..... 25
5.3 CDOT Turn Bay Length Analysis ..... 32
5.4 Vehicle Queuing Analysis ..... 32
5.5 Pedestrian, Bicycle, and Transit Evaluation ..... 33
5.6 West Ridge Academy Charter School Student Pick-up Evaluation ..... 34
5.7 Local Street Traffic Calming ..... 37
5.8 Improvement Summary ..... 37
6.0 CONCLUSIONS AND RECOMMENDATIONS ..... 40

**APPENDICES**

Appendix A – Base Assumptions
Appendix B – Intersection Count Sheets
Appendix C – Future Traffic Projections and Background Traffic Studies
Appendix D – Vehicle Trip Generation Worksheets
Appendix E – Intersection Analysis Worksheets
Appendix F – Signal Warrant Analysis Worksheets
Appendix G – Queue Analysis Worksheets
Appendix H – Pedestrian Trip Generation Worksheets

## LIST OF TABLES

Table 1 – HP Greeley Redevelopment Traffic Generation....17
Table 2 – HP Greeley Redevelopment Trip Generation Comparison....18
Table 3 – Level of Service Definitions....24
Table 4 – 4th Street & 69th Avenue (#1) LOS Results....26
Table 5 – 4th Street & 66th Avenue (#2) LOS Results....27
Table 6 – 8th Street & 71st Avenue (#3) LOS Results....28
Table 7 – 8th Street & 69th Avenue (#4) LOS Results....29
Table 8 – 10th Street & 69th Avenue (#5) LOS Results....30
Table 9 – Project Access Level of Service Results....31
Table 10 – Turn Lane Queuing Analysis Results....32
Table 11 – Pedestrian Trip Generation....33

## LIST OF FIGURES

Figure 1 – Vicinity Map....5
Figure 2 – Existing Geometry and Control....12
Figure 3 – 2023 Existing Traffic Volumes....14
Figure 4 – 2025 Background Traffic Volumes....15
Figure 5 – 2045 Background Traffic Volumes....16
Figure 6 – Project Trip Distribution....20
Figure 7 – Project Traffic Assignment....21
Figure 8 – 2025 Total Traffic Volumes....22
Figure 9 – 2045 Total Traffic Volumes....23
Figure 10 – 2025 Recommended Geometry and Control....38
Figure 11 – 2045 Recommended Geometry and Control....39

## 1.0 EXECUTIVE SUMMARY

Kimley-Horn has prepared this report to document the results of a Traffic Impact Study for the HP Greeley Redevelopment project proposed to be located on the northeast corner of the 8th Street and 69th Avenue intersection in Greeley, Colorado. For the purposes of this analysis, HP Greeley Redevelopment is anticipated to include approximately 288 multifamily housing units. It is expected that HP Greeley Redevelopment will be completed in the next couple years; therefore, analysis was conducted for the 2025 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study based on the City of Greeley requested scope:

- 4th Street & 69th Avenue (#1)
- 4th Street & 66th Avenue (#2)
- 8th Street & 71st Avenue (#3)
- 8th Street & 69th Avenue (#4)
- 10th Street (US-34B) & 69th Avenue (#5)

In addition, the proposed full movement access from the extension of 68th Avenue (#6) and the proposed left-in/right-out movement access along the north side 8th Street (#7) were evaluated.

Regional access to HP Greeley Redevelopment will be provided by US-34. Primary access will be provided by 4th Street, 71st Avenue, and 10th Street. Direct access will be provided by a proposed full movement access from the extension of 68th Avenue (#6) and a proposed left-in/right-out movement access along the north side of 8th Street (#7) to the east of 69th Avenue.

HP Greeley Redevelopment is expected to generate approximately 1,942 weekday daily trips, with 115 of these trips occurring during the morning peak hour and 147 of these trips occurring during the afternoon peak hour.

Based on the analysis presented in this report, Kimley-Horn believes HP Greeley Redevelopment will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

**2025 Recommendations:**

- With completion of the HP Greeley Redevelopment project, a full movement access is proposed from the extension of 68th Avenue (#6) and a second with left-in/right-out movements allowed is proposed along the north side of 8th Street (#7). The access along 8th Street should operate with stop control on the southbound approach for vehicles exiting the development, and it is recommended that a R1-1 "STOP" sign be installed on the southbound exiting approach. Additionally, it is recommended that single lane approaches be designated on all three approaches at the 8th Street Access. To restrict left-out movements from this access, an R3-2 No Left Turn sign should be posted underneath the "STOP" sign, while an R3-1 No Right Turn sign should be posted on the westbound approach to this access. Additionally, the access configuration and curb design could be constructed as such to further restrict the undesired left-out and right-in turning movements at this access. It is believed that with these restrictions at the 8th Street access that this will aid in preventing undesired additional traffic along 66th Avenue between 4th Street Road and 8th Street.

- Traffic calming measures proposed to be added to the local streets of 68th Avenue and 4th Street Road to the north of the proposed development include a raised crosswalk at the midblock crossing of 68th Avenue, south of 4th Street Road and intersection bump-outs at the 4th Street Road and 68th Avenue intersections. These two measures for traffic calming will help control the speed of traffic movements into and out of this development area. Further, it is understood that 6th Street may be provided as a connection to and from the west for this development area. If this were to occur based on developments occurring along the east of 71st Avenue, an additional street network connection would provide an overall street network benefit providing another way into and out of this area.

- The threshold for requiring an access permit along State of Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the

addition of project traffic on the north leg of 69th Avenue at US-34 Business (10th Street) intersection is not anticipated to increase existing access traffic volumes by more than 20 percent. Therefore, a CDOT access permit is not anticipated to be required in association with this project.

**2045 Recommendations:**

- If future traffic volumes are realized by 2045, it is recommended that a third eastbound and westbound through lane be designated along 10th Street at the intersection with 69th Avenue (#5). To accommodate the third through lane in each direction along 10th Street, the auxiliary right turn lanes along 10th Street could be absorbed with the outside lanes being converted to a shared through/right turn lane in each direction.

**General Recommendations:**

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Greeley, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

## 2.0 INTRODUCTION

The HP Greeley Redevelopment project is proposed to be located on the northeast corner of the 8th Street and 69th Avenue intersection in Greeley, Colorado. A vicinity map illustrating the HP Greeley Redevelopment project location is shown in **Figure 1**. For the purposes of this analysis, HP Greeley Redevelopment is anticipated to include approximately 288 multifamily housing units. It is expected that HP Greeley Redevelopment will be completed in the next couple years; therefore, analysis was conducted for the 2025 short-term buildout horizon as well as the 2045 long-term twenty-year planning horizon.

The purpose of this traffic study is to identify project traffic generation characteristics to determine potential project traffic related impacts on the local street system and to develop the necessary mitigation measures required for the identified traffic impacts. The following intersections were incorporated into this traffic study based on the City of Greeley requested scope:

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- 4th Street & 66th Avenue (#2)
- 8th Street & 71st Avenue (#3)
- 8th Street & 69th Avenue (#4)
- 10th Street (US-34B) & 69th Avenue (#5)

In addition, the proposed full movement access from the extension of 68th Avenue (#6) and the proposed left-in/right-out movement access along the north side 8th Street (#7) were evaluated.

Regional access to HP Greeley Redevelopment will be provided by US-34. Primary access will be provided by 4th Street, 71st Avenue, and 10th Street. Direct access will be provided by the proposed full movement access from the extension of 68th Avenue (#6) and the proposed left-in/right-out movement access along the north side of 8th Street (#7).

This traffic study was scoped with the City of Greeley staff and the approved base assumptions for this analysis are provided in **Appendix A** for reference.

# Attachment E

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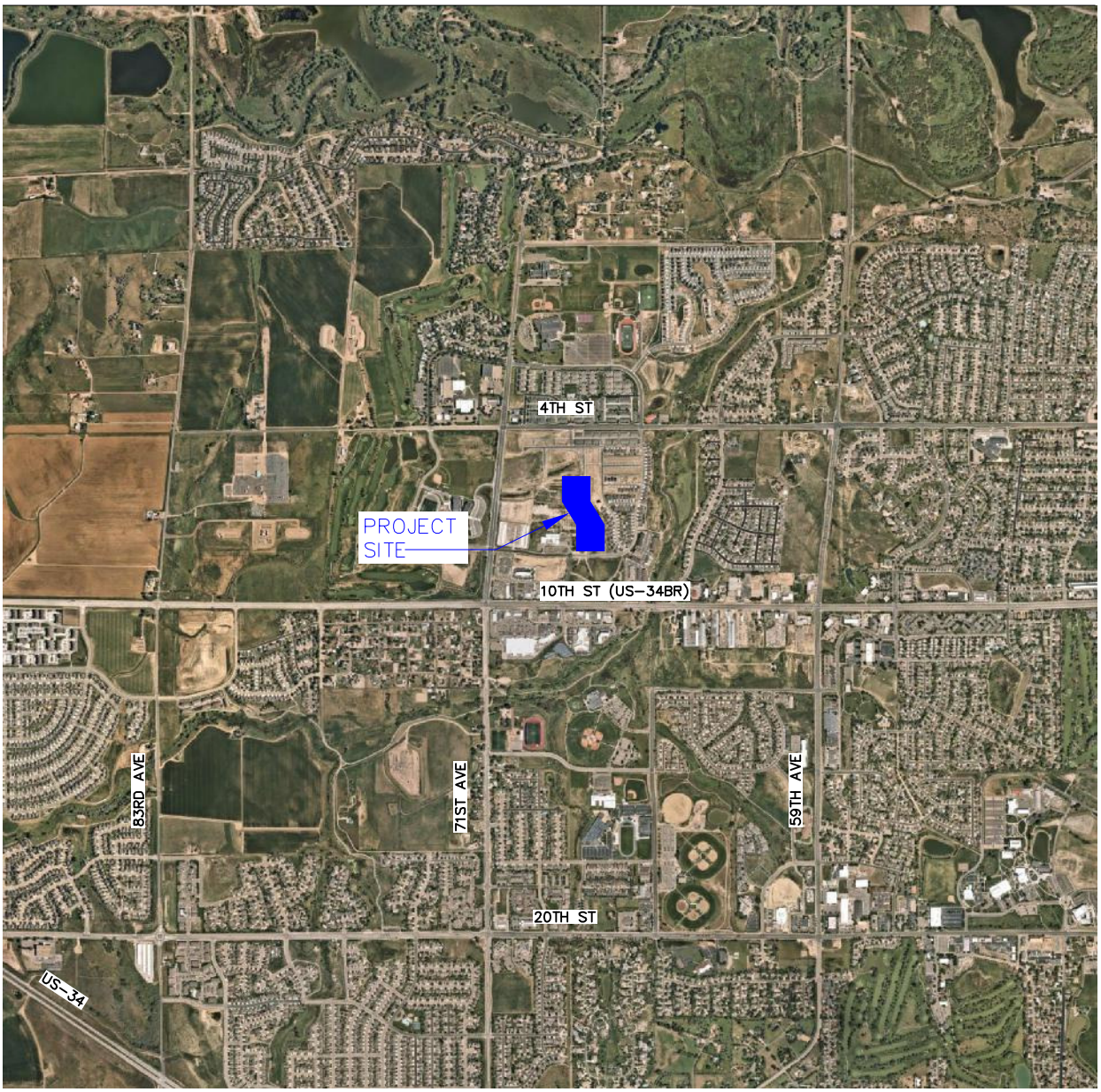


FIGURE 1
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
VICINITY MAP

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## 3.0 EXISTING AND FUTURE CONDITIONS

### 3.1 Existing Study Area

The existing site is comprised of vacant land previously occupied by the HP development. North of the project site are multifamily homes and Northridge High School. To the south of the project site is the West Ridge Academy Charter School and commercial land uses. West of the project is Tointon Academy and a golf course. East of the project site are single family homes.

### 3.2 Existing Roadway Network

4th Street extends east/west with two through lanes in each direction. The posted speed limit along 4th Street near the site is 40 miles per hour. 4th Street is classified as a minor arterial by the City of Greeley.

69th Avenue extends in the north/south direction as a two-lane roadway. 66th Avenue extends north/south with one through lane in each direction and has a posted speed limit of 30 miles per hour. 8th Street extends east/west as a two-lane roadway with a posted speed limit of 35 miles per hour.

71st Avenue extends northbound and southbound with two through lanes in each direction and has a posted speed limit of 40 miles per hour within the study limits. 71st Avenue is classified as a minor arterial roadway.

10th Street (US-34 Business) extends east/west with two through lanes in each direction and has a posted speed limit of 55 mile per hour. CDOT categorizes 10th Street (US-34 Business) as a NR-B: Non-Rural Arterial Roadway.

The unsignalized intersection of 4th Street and 69th Avenue (#1) operates with stop control on the northbound and southbound 69th Avenue approaches. The northbound approach of this intersection provides a left turn lane and a shared through/right turn lane while the southbound approach consists of one shared lane for all movements. The eastbound and westbound approaches consist of a shared left turn/through lane, one exclusive through lane, and a right turn lane. An aerial photo of the existing intersection configuration is below (north is up - typical).

*4th Street and 69th Avenue (#1)*

The signalized intersection of 4th Street and 66th Avenue (#2) operates with permissive-only left turn phasing on all four approaches. The northbound approach provides on shared lane for all movements. The southbound approach consists of one left turn lane and a shared through/right turn lane. The eastbound and westbound approaches consist of one left turn lane and two through lanes with the outside lane being a shared through/right turn lane. An aerial photo of the existing intersection configuration is below.

*4th Street and 66th Avenue (#2)*

The intersection of 8th Street and 71st Avenue (#3) operates signal control. The northbound approach of this intersection consists of one left turn lane and two through lanes with the outside lane being a shared through/right turn lane while the southbound approach provides one left turn lane, two through lanes, and a right turn lane. The eastbound approach consists of one left turn lane, one through lane, and one right turn lane. The westbound approach provides one left turn lane and a shared through/right turn lane. An aerial photo of the existing intersection configuration is below.

*8th Street and 71st Avenue (#3)*

The unsignalized intersection of 8th Street and 69th Avenue (#4) operates with stop-control on all four approaches. The northbound approach consists of one left turn lane and shared through/right turn lane. The southbound, eastbound, and westbound approaches consist of one shared lane for all movements. An aerial photo of the existing intersection configuration is below.

*8th Street and 69th Avenue (#4)*

The signalized intersection of 10th Street and 69th Avenue (#5) operates with protected-only left turn phasing on the northbound and southbound approaches and protected-permissive left turn phasing on the eastbound and westbound approaches. The northbound approach consists of one left turn lane, one through lane, and one right turn lane while the southbound approach provides dual left turn lanes, one through lane, and one right turn lane. The eastbound and westbound approaches consist of one left turn lane, two through lanes, and one right turn lane. An aerial photo of the existing intersection configuration is below.

*10th Street and 69th Avenue (#5)*

The intersection lane configuration and control for the study area intersections are shown in **Figure 2**.

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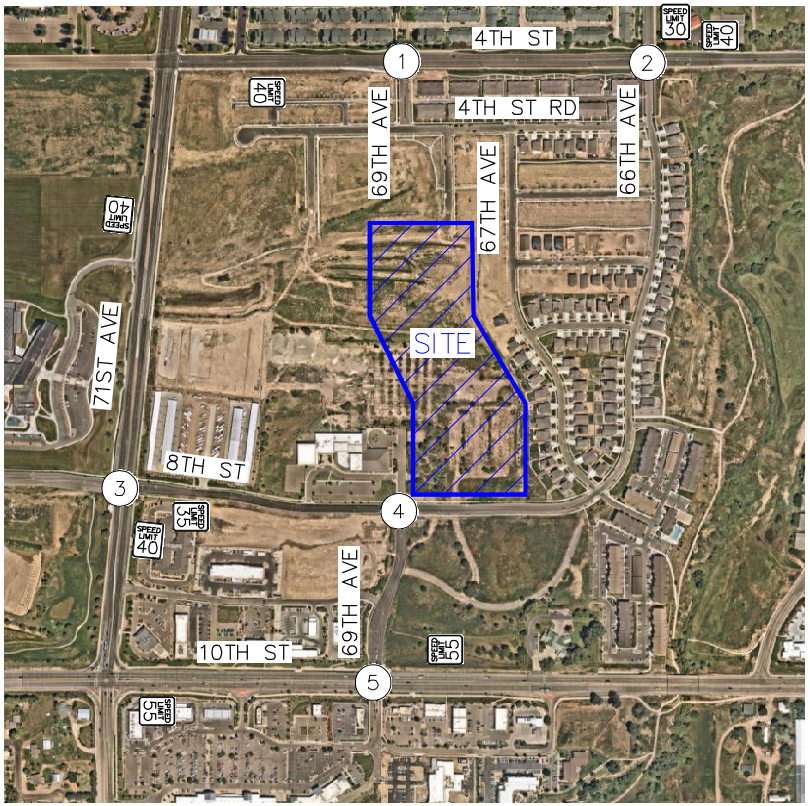


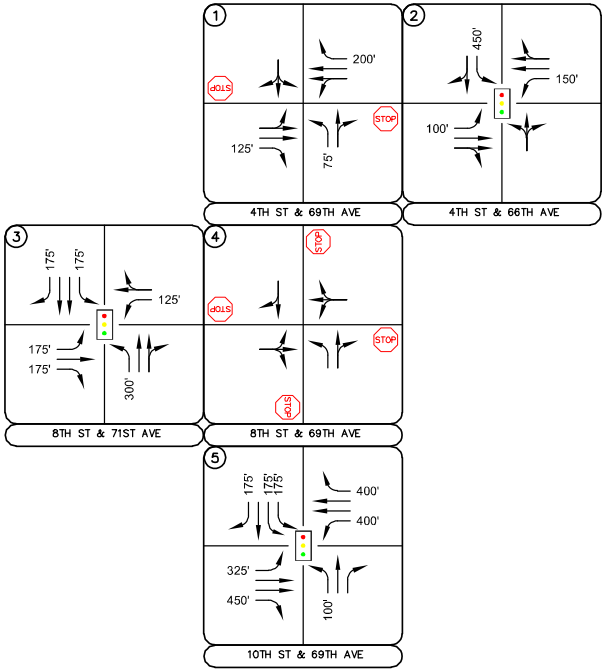


LEGEND
- Study Area Key Intersection
- Signalized Intersection
- Stop Controlled Approach
- Roadway Speed Limit
- 100' Turn Lane Length (feet)

FIGURE 2
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
EXISTING GEOMETRY AND CONTROL

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### 3.3 Existing Traffic Volumes

Existing turning movement counts were conducted at the study intersections on following dates during the weekday morning and afternoon peak hours:

- 4th Street/66th Avenue (#2), 8th Street/71st Avenue (#3), 10th Street/69th Avenue (#5) on Tuesday, May 16, 2023
- 8th Street/69th Avenue (#4) on Thursday, May 18, 2023
- 4th Street/69th Avenue (#1) on Wednesday, September 27, 2023

The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 3:00 PM to 6:00 PM on these count dates. The existing intersection traffic volumes are shown in **Figure 3** with count sheets provided in **Appendix B**.

### 3.4 Unspecified Development Traffic Growth

According to information provided on the website for the Colorado Department of Transportation (CDOT), the 20-year growth factor along US-34 Business (10th Street) in the vicinity of the site is 1.51. The 20-year growth factor equates to annual growth rate of 2.0 percent. Traffic information from the CDOT Online Transportation Information System (OTIS) website is included in **Appendix C**. This annual growth rate was used to estimate near-term 2025 and long-term 2045 traffic volume projections at the key intersections. Additionally, traffic volumes from the Avere at Northridge, Northridge Multifamily, Woodspring Suites, 10th Street Mixed-Use Development, and the remaining City Center West developments were added to the background traffic volumes. Applicable documents from the adjacent development are attached in **Appendix C**. Background traffic volumes for 2025 and 2045 are shown in **Figures 4** and **5**, respectively.

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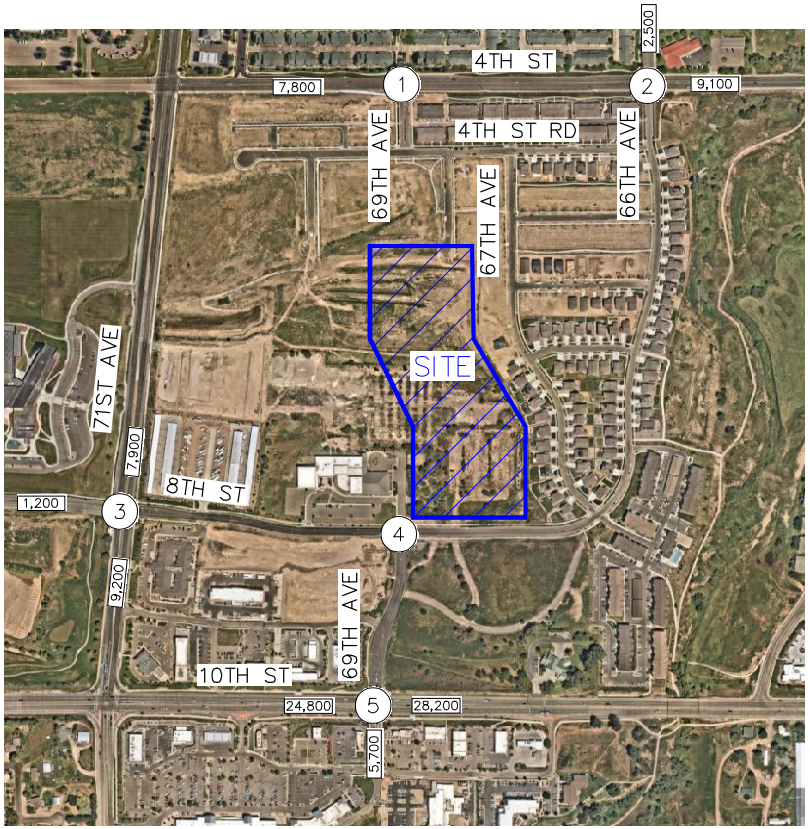


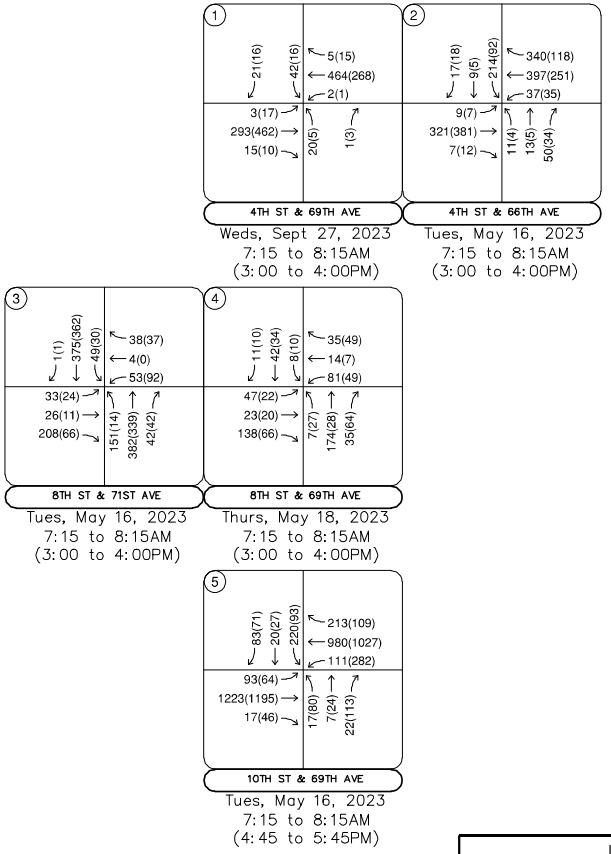


LEGEND

| | |
|---|---|
| (X) | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

FIGURE 3
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
2023 EXISTING TRAFFIC VOLUMES

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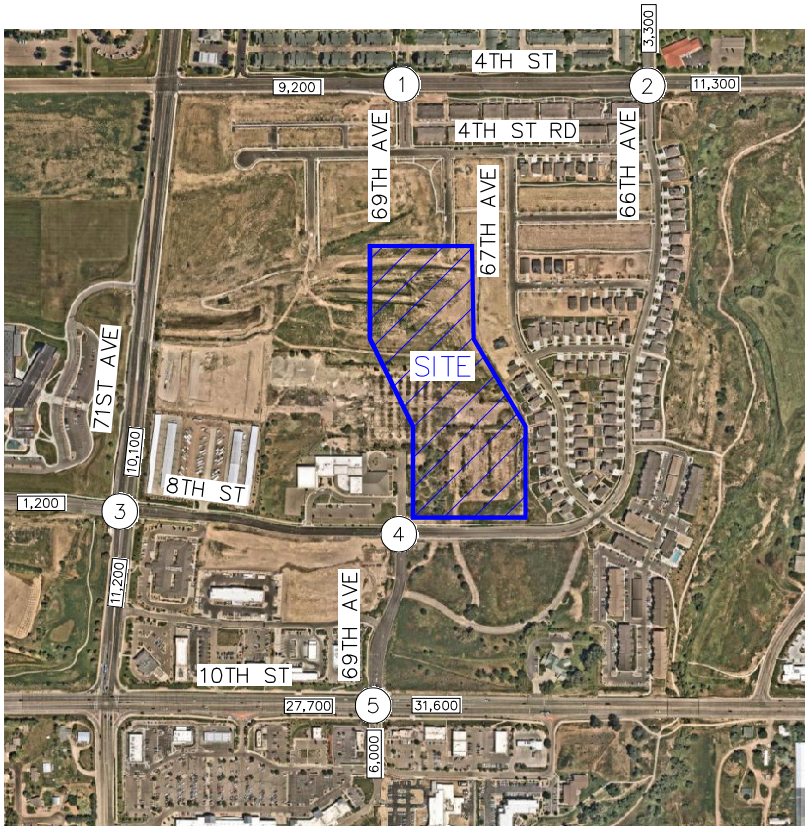


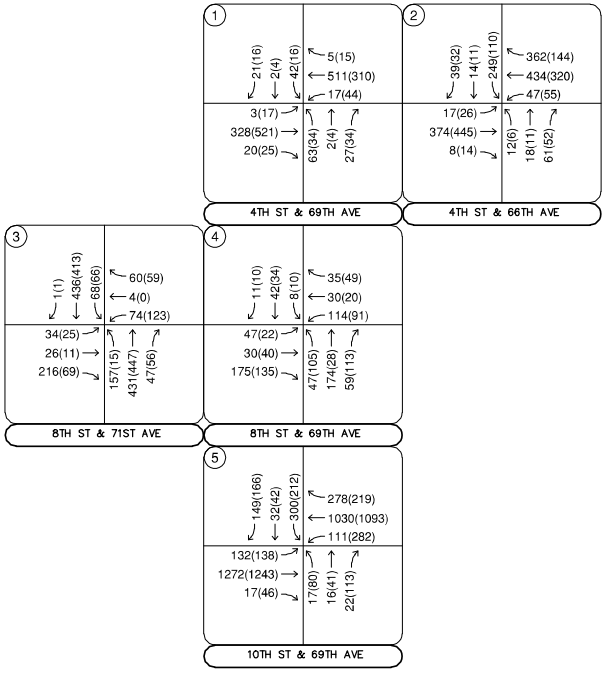


LEGEND

| | |
|---|---|
| (X) | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

FIGURE 4
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
2025 BACKGROUND TRAFFIC VOLUMES

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Attachment E

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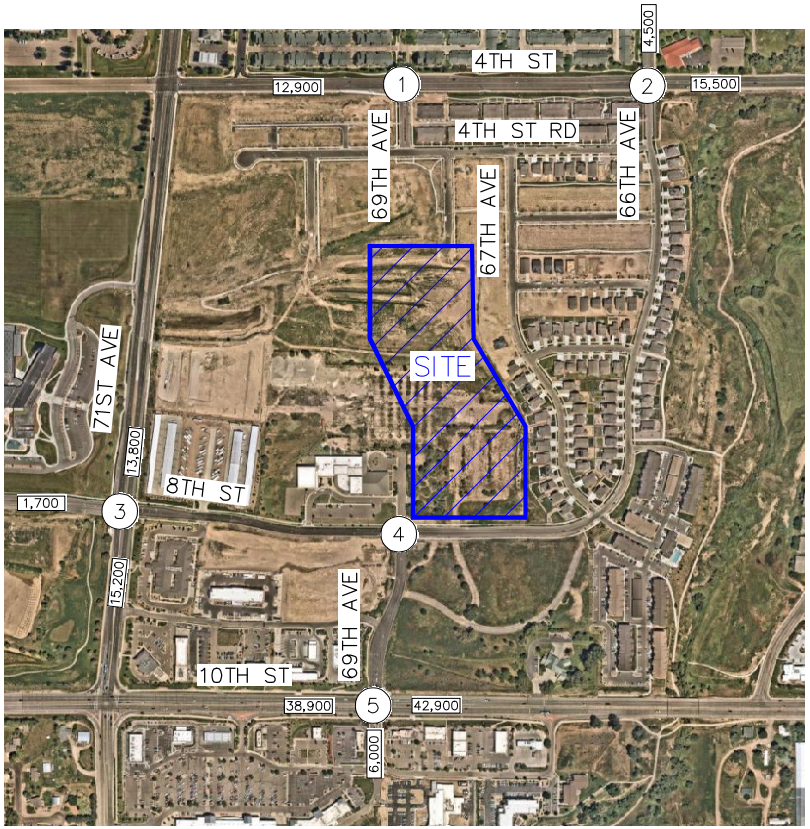


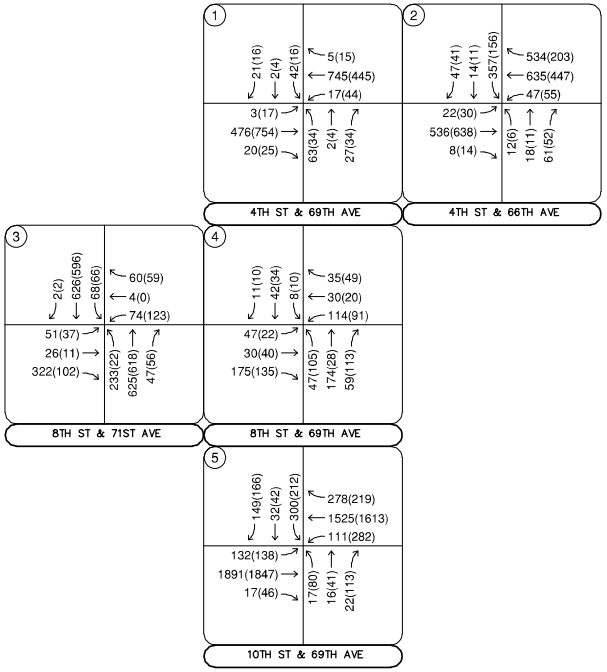


LEGEND

| | |
|---|---|
| (X) | Study Area Key Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

FIGURE 5
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
2045 BACKGROUND TRAFFIC VOLUMES

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# 4.0 PROJECT TRAFFIC CHARACTERISTICS

## 4.1 Trip Generation

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Report average rates that apply to Multifamily Low-Rise Housing (ITE Land Use Code 220) for traffic associated with the development.

HP Greeley Redevelopment is expected to generate approximately 1,942 weekday daily trips, with 115 of these trips occurring during the morning peak hour and 147 of these trips occurring during the afternoon peak hour. Calculations were based on the procedure and information provided in the ITE *Trip Generation Manual, 11th Edition – Volume 1: User's Guide and Handbook*, 2021. **Table 1** summarizes the estimated trip generation for the HP Greeley Redevelopment. The trip generation worksheets are included in **Appendix D**.

**Table 1 – HP Greeley Redevelopment Traffic Generation**

| Land Use and Size | Weekday Vehicle Trips | | | | | | |
|---|---|---|---|---|---|---|---|
| | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| Multifamily Low-Rise Housing (ITE 220) – 288 Dwelling Units | 1,942 | 28 | 87 | 115 | 93 | 54 | 147 |

A trip generation comparison for this HP Greeley Redevelopment project with the original City Center West Traffic Impact Study has been provided below in **Table 2**. The *City Center West Traffic Impact Study* was prepared by Kimley-Horn and Associates, Inc. and completed in July 2015. The location of current redevelopment proposal was previously evaluated as the HP building in the original traffic study which included 300,000 square feet of manufacturing space.

[1] Institute of Transportation Engineers, *Trip Generation Manual*, Eleventh Edition, Washington DC, 2021.

The trip generation of the proposed HP Greeley Redevelopment Project was compared to the land use as part of the original traffic study within the same development area (HP Building). The HP Building was originally considered to include 300,000 square feet of manufacturing space. Applicable documents from original *City Center West Traffic Impact Study* are included in **Appendix C.**

Trip generation was previously based on the ITE Trip Generation, 9th Edition (current edition at time of original study) equations for Manufacturing (ITE Code 140). The following **Table 2** summarizes the estimated trip generation for the proposed HP Greeley Redevelopment Project compared to the trips generated by the same development area in the original traffic study.

**Table 2 – HP Greeley Redevelopment Trip Generation Comparison**

| Land Use and Size | Weekday Vehicle Trips | | | | | | |
|---|---|---|---|---|---|---|---|
| | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | In | Out | Total | In | Out | Total |
| **Original City Center West Traffic Impact Study (HP Building) – ITE 9th Edition** | | | | | | | |
| Manufacturing (ITE 140) – 300,000 SF | 1,144 | 171 | 48 | 219 | 78 | 140 | 218 |
| **Current Proposal – ITE 11th Edition** | | | | | | | |
| Multifamily Low-Rise Housing (ITE 220) – 288 Dwelling Units | 1,942 | 28 | 87 | 115 | 93 | 54 | 147 |
| **Net Change** | **+798** | **-143** | **+39** | **-104** | **+15** | **-86** | **-71** |

As summarized in the **Table 2**, the HP Building in the original traffic study was previously expected to generate approximately 1,144 weekday daily vehicle trips, with 219 of these trips occurring during the morning peak hour, and 218 trips occurring during the afternoon peak hour. The currently proposed HP Greeley Redevelopment Project with 288 units of multifamily residential is anticipated to generate 1,942 daily weekday trips with 115 trips occurring during the morning peak hour and 147 trips occurring during the afternoon peak hour. Therefore, the proposed rezone with redevelopment is anticipated to generate 104 fewer morning peak hour trips and 71 fewer afternoon peak hour trips than the use that previously occupied the site and as originally studied in the same development area. This identifies that the proposed HP Greeley Redevelopment is in traffic compliance with the original traffic study by reducing traffic generated during the peak hours.

### 4.2 Trip Distribution

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding employment, school, and attraction information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The project trip distribution for the proposed development is illustrated in **Figure 6**.

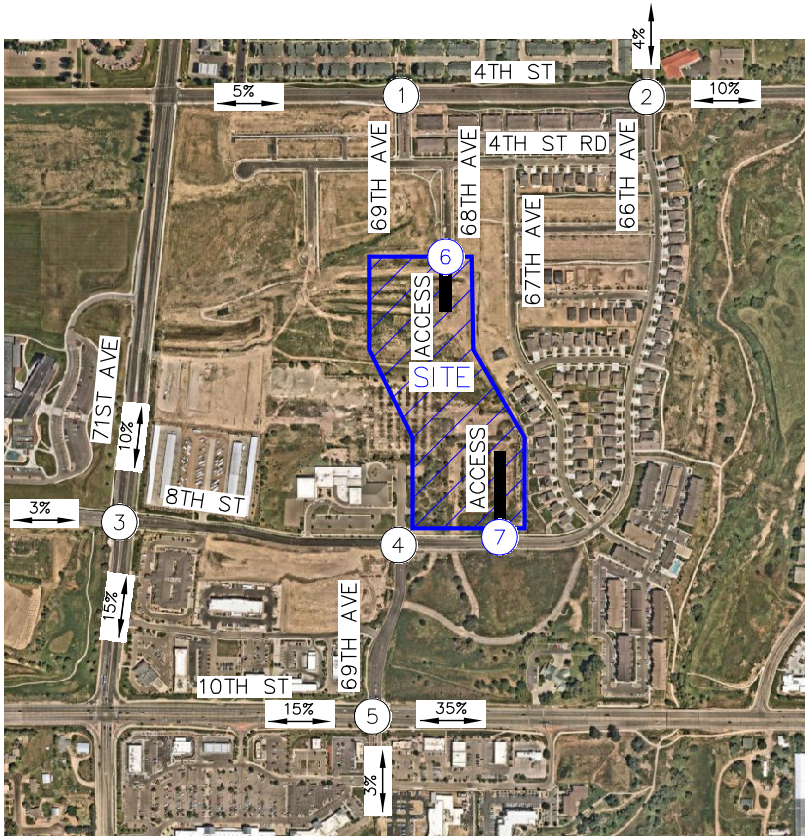
### 4.3 Traffic Assignment

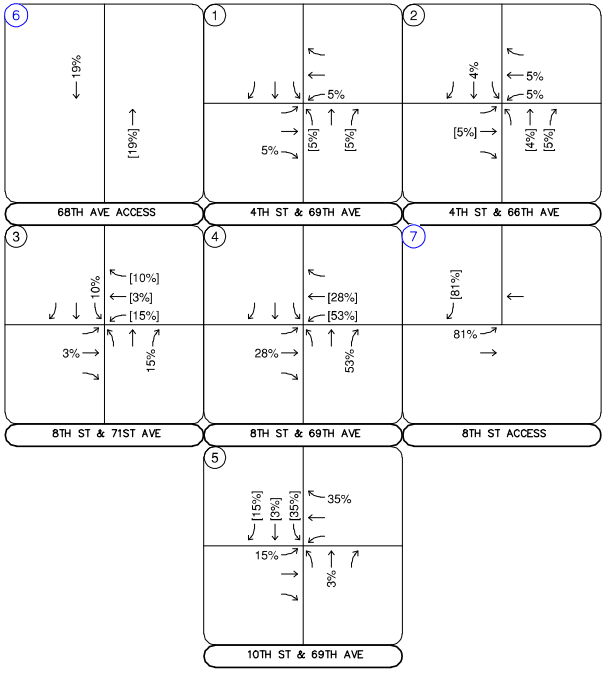
HP Greeley Redevelopment traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. Traffic assignment is shown in **Figure 7.** Of note, daily traffic volume assignment on the internal local and collector streets within City Center West has been shown on this figure as requested by the City of Greeley.

### 4.4 Total (Background Plus Project) Traffic

Site traffic volumes were added to the background volumes to represent estimated traffic conditions for the short-term 2025 buildout horizon and long-term 2045 twenty-year planning horizon. These total traffic volumes for the study area are illustrated for the 2025 and 2045 horizon years in **Figures 8** and **9**, respectively.

Attachment E



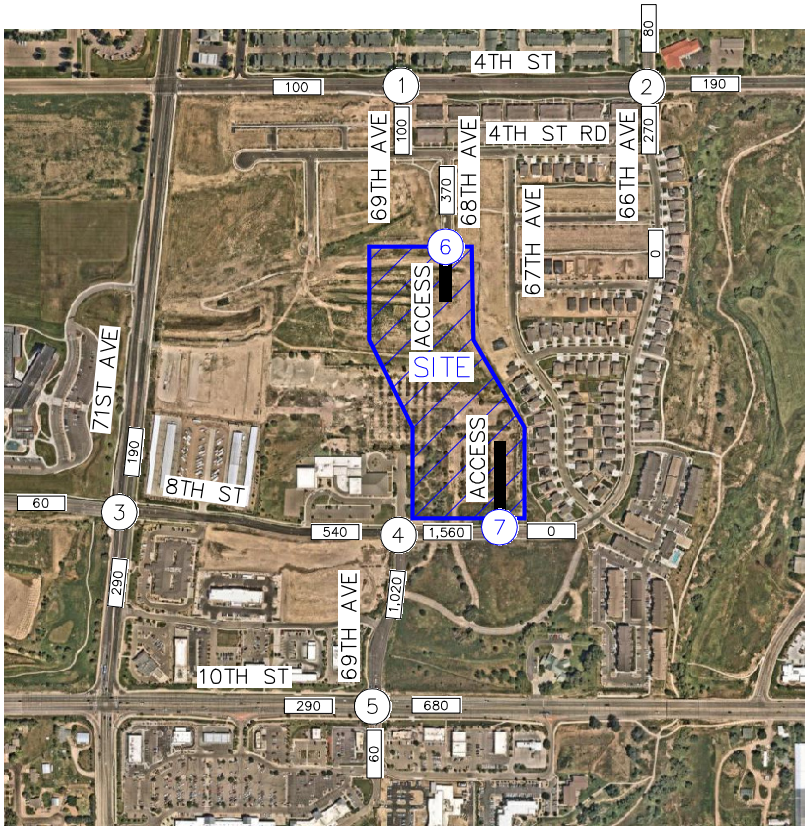



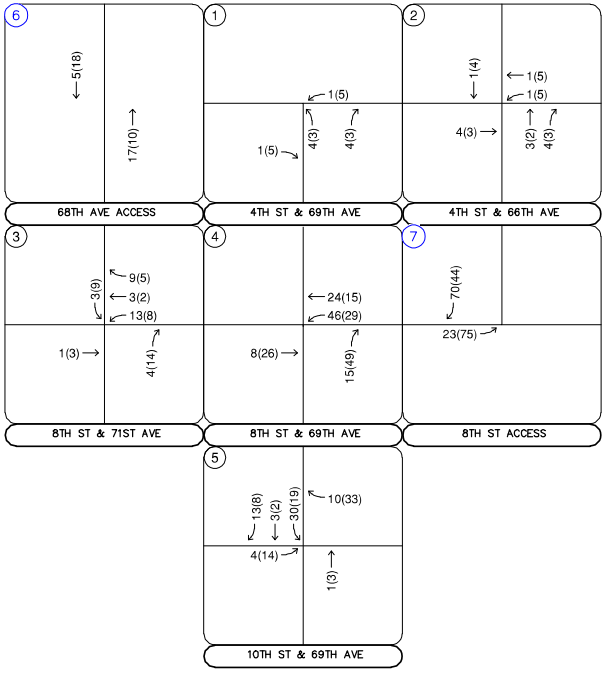

LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XX% External Trip Distribution Percentage
- XX%[XX%] Entering[Exiting] Trip Distribution Percentage

FIGURE 6
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
PROJECT TRIP DISTRIBUTION

Attachment E



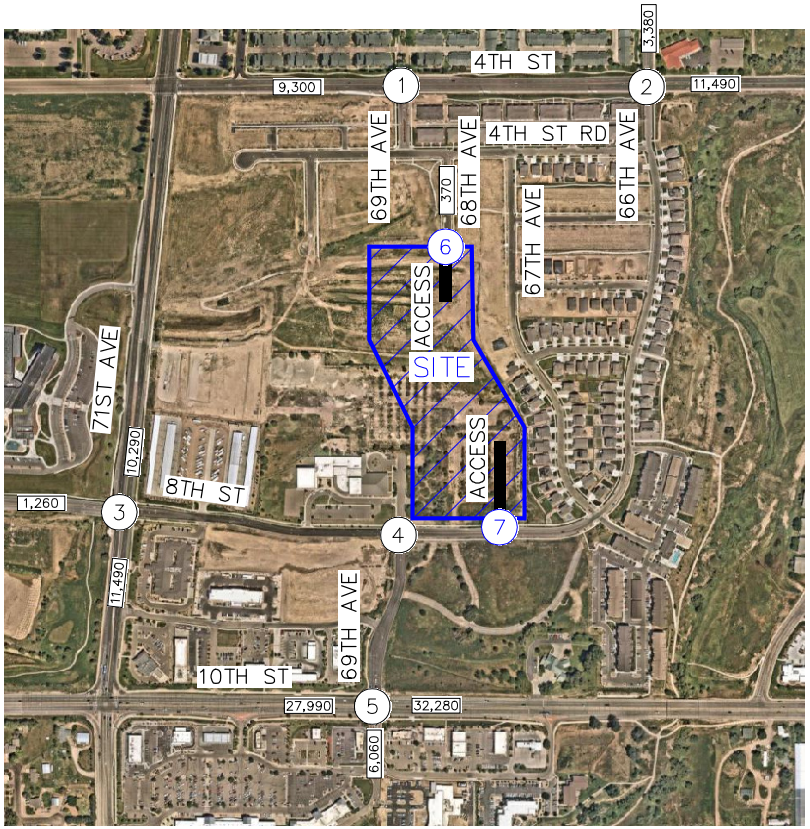



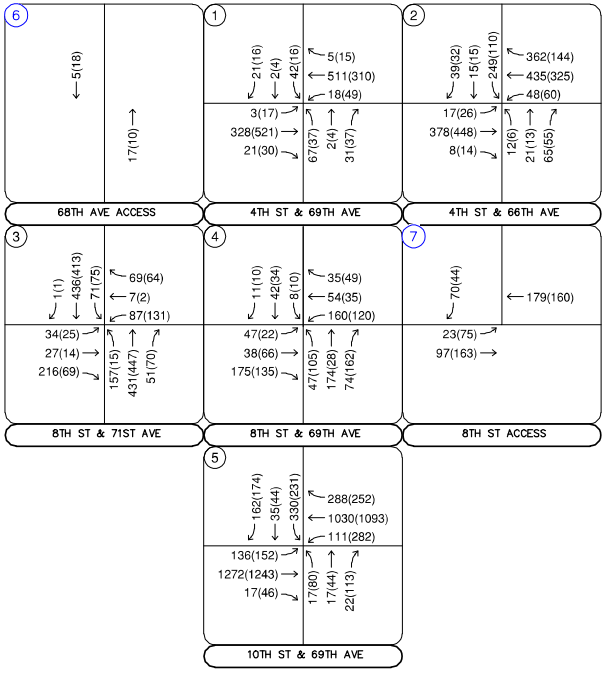

LEGEND

- (X) Study Area Key Intersection
- (X) Project Access Intersection
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 7
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
PROJECT TRAFFIC ASSIGNMENT

Attachment E



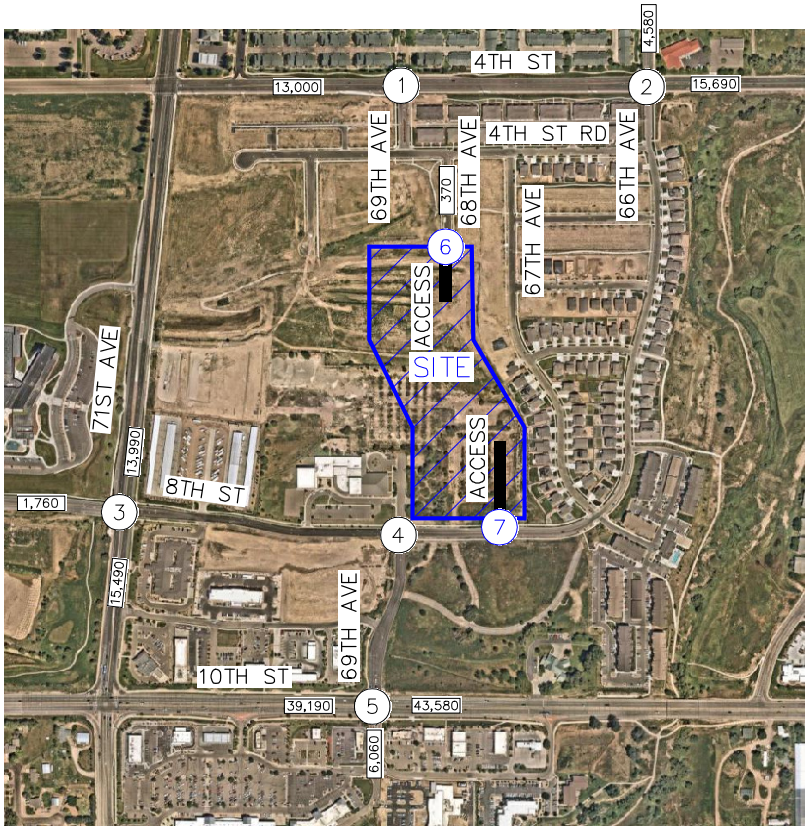

LEGEND

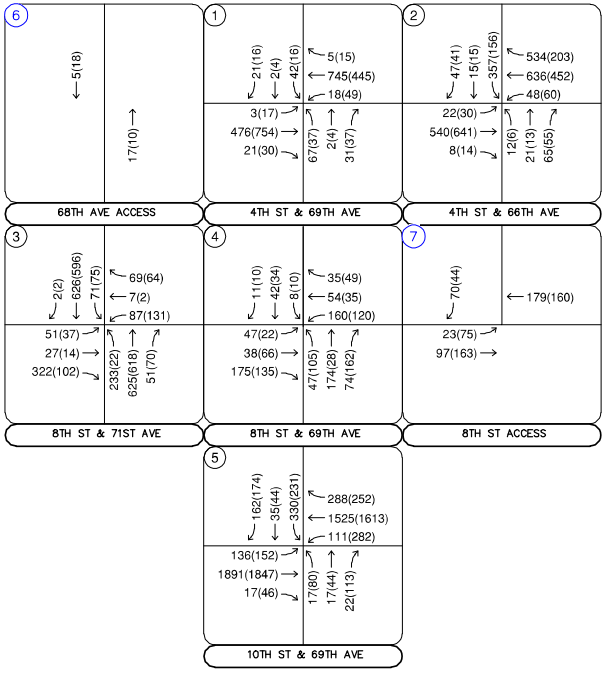
| | |
|---|---|
| (X) | Study Area Key Intersection |
| (X) | Project Access Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

FIGURE 8
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
2025 TOTAL TRAFFIC VOLUMES

Attachment E

Kimley»Horn
NORTH
NTS 196390001




LEGEND

| | |
|---|---|
| (X) | Study Area Key Intersection |
| (X) | Project Access Intersection |
| XXX(XXX) | Weekday AM(PM) Peak Hour Traffic Volumes |
| XX,X00 | Estimated Daily Traffic Volume |

FIGURE 9
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
2045 TOTAL TRAFFIC VOLUMES

Kimley»Horn

## 5.0 TRAFFIC OPERATIONS ANALYSIS

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies in the 2025 and 2045 development horizons at the identified key intersections. The acknowledged source for determining overall capacity is the *Highway Capacity Manual (HCM)*[2].

### 5.1 Analysis Methodology

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). The City of Greeley identifies overall LOS C for major intersections and minor intersections. The approach LOS threshold is LOS D for major intersections and LOS E for minor intersections. Of note, the acceptable overall intersection level of service for state and US highway intersections is LOS D. Therefore, 10th Street (US-34 Business) and 69th Avenue (#5) is identified as a major intersection along a CDOT roadway. All other signalized intersections are classified as major intersections. All unsignalized intersections in this study are classified as minor intersections. **Table 3** shows the definition of level of service for signalized and unsignalized intersections.

**Table 3 – Level of Service Definitions**

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

Definitions provided from the Highway Capacity Manual, Sixth Edition, Transportation Research Board, 2016.

[2] Transportation Research Board, *Highway Capacity Manual*, Sixth Edition, Washington DC, 2016.

Study area intersections were analyzed based on average total delay analysis for signalized and unsignalized intersections. Under the unsignalized analysis, the LOS for a two-way stop-controlled intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS for a two-way stop-controlled intersection is not defined for the intersection as a whole. LOS for signalized and all-way stop controlled intersections are defined for each approach and for the overall intersection.

### 5.2 Key Intersection Operational Analysis

Calculations for the operational level of service at the key intersections for the study area are provided in **Appendix E**. The existing year analysis is based on the lane geometry and intersection control shown in **Figure 2.** Existing peak hour factors were utilized in the existing, 2025, and 2045 horizon analysis years. The existing heavy vehicle percentages obtained from the turning movement counts were also used in each horizon year. Based on increased national attention given to establishing appropriate yellow and all-red clearance intervals to improve intersection safety, these have been calculated and are applied for approaches at the signalized intersections. The increase in yellow and all red time sacrifices intersection capacity for improved safety. Synchro traffic analysis software was used to analyze the signalized and unsignalized key intersections for HCM level of service.

### 4th Street & 69th Avenue (#1)

The unsignalized intersection of 4th Street and 69th Avenue (#1) operates with stop control on the northbound and southbound 69th Avenue approaches. The intersection movements operate acceptably at LOS B or better during both peak hours under existing conditions. With project traffic, all movements are anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 4** provides the results of the LOS analysis conducted at this intersection.

**Table 4 – 4th Street & 69th Avenue (#1) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2023 Existing** | | | | |
| Northbound Left | 10.6 | B | 14.9 | B |
| Northbound Through/Right | 9.3 | A | 10.0 | B |
| Eastbound Left | 7.8 | A | 7.7 | A |
| Westbound Left | 8.0 | A | 8.6 | A |
| Southbound Approach | 11.4 | B | 11.1 | B |
| **2025 Background** | | | | |
| Northbound Left | 12.0 | B | 21.3 | C |
| Northbound Through/Right | 10.1 | B | 12.0 | B |
| Eastbound Left | 7.8 | A | 7.7 | A |
| Westbound Left | 8.2 | A | 9.1 | A |
| Southbound Approach | 12.8 | B | 14.6 | B |
| **2025 Background Plus Project** | | | | |
| Northbound Left | 12.1 | B | 22.2 | C |
| Northbound Through/Right | 10.0 | B | 12.0 | B |
| Eastbound Left | 7.8 | A | 7.7 | A |
| Westbound Left | 8.2 | A | 9.1 | A |
| Southbound Approach | 12.8 | B | 15.0 | C |
| **2045 Background** | | | | |
| Northbound Left | 15.7 | C | 39.0 | E |
| Northbound Through/Right | 11.4 | B | 15.2 | C |
| Eastbound Left | 8.4 | A | 7.9 | A |
| Westbound Left | 8.8 | A | 10.3 | B |
| Southbound Approach | 18.1 | C | 21.0 | C |
| **2045 Background Plus Project** | | | | |
| Northbound Left | 15.9 | C | 41.9 | E |
| Northbound Through/Right | 11.3 | B | 15.2 | C |
| Eastbound Left | 8.4 | A | 7.9 | A |
| Westbound Left | 8.8 | A | 10.4 | B |
| Southbound Approach | 18.3 | C | 21.8 | C |

### 4th Street & 66th Avenue (#2)

The signalized intersection of 4th Street and 66th Avenue (#2) operates with permissive-only left turn phasing on all four approaches. The intersection operates acceptably at LOS C or better during both peak hours under existing conditions. With project traffic, this intersection is anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 5** provides the results of the LOS analysis conducted at this intersection.

**Table 5 – 4th Street & 66th Avenue (#2) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2023 Existing** | 24.8 | C | 17.5 | B |
| **2025 Background** | 26.0 | C | 18.3 | B |
| **2025 Background Plus Project** | 26.1 | C | 18.4 | B |
| **2045 Background** | 33.6 | C | 19.8 | B |
| **2045 Background Plus Project** | 33.8 | C | 19.9 | B |

### 8th Street & 71st Avenue (#3)

The signalized intersection of 8th Street and 71st Avenue (#3) currently operates acceptably at LOS C or better during both peak hours under existing conditions. With project traffic, this intersection is anticipated to continue operating at an acceptable level of service throughout the 2045 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic and this operational level of service analysis. **Table 6** provides the results of the LOS analysis conducted at this intersection.

**Table 6 – 8th Street & 71st Avenue (#3) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2023 Existing** | 20.5 | C | 13.1 | B |
| **2025 Background** | 20.9 | C | 13.9 | B |
| **2025 Background Plus Project** | 21.4 | C | 14.3 | B |
| **2045 Background** | 26.0 | C | 13.8 | B |
| **2045 Background Plus Project** | 26.3 | C | 14.3 | B |

**8th Street & 69th Avenue (#4)**

The unsignalized intersection of 8th Street and 69th Avenue (#4) operates with stop-control on all four approaches. The intersection operates acceptably at LOS B during both peak hours under existing conditions. However, while delays are technically acceptable at this intersection during the afternoon peak hour based on traffic volumes, vehicle queues are excessive due to the school pick-up and vehicles waiting to enter the pick-up area. To improve operations at this intersection the City of Greeley could consider implementing exclusive left turn lanes on the eastbound and westbound approaches and reconfiguring the south leg with a shared left turn/through lane and a right turn lane. There are other elements associated with the adjacent school identified later in Section 5.6 that will also support in relieving vehicle queues and congestion at this intersection. With left turn lanes on the eastbound and westbound approaches and a reconfigured south leg, the intersection is expected to operate at LOS D during the afternoon peak hour with the addition of project traffic. For minor intersections, the City of Greeley recommends overall LOS C. However, it is believed that to improving intersections to LOS C causes roadways to be overdesigned making the road less safe for bicyclists and pedestrians. Additionally, this intersection is anticipated to operate acceptably throughout the rest of the day as the peak 15-minutes is during student pick up at the West Ridge Charter Academy which is during the afternoon peak hour. Additionally, it is understood the school plans to further improve its pickup and drop-off operations in coming years with additional onsite roadway improvements, which will also be described further in Section 5.6. A peak hour signal warrant was conducted at this intersection, and it was found that a signal is not warranted based on 2045 total traffic volumes. Signal warrant analysis is attached in **Appendix F**. **Table 7** provides the results of the LOS analysis conducted at this intersection.

**Table 7 – 8th Street & 69th Avenue (#4) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2023 Existing** | 14.8 | B | 10.4 | B |
| **2025 Background** | 21.1 | C | 19.8 | C |
| **2025 Background Plus Project #** | 22.1 | C | 25.4 | D |
| **2045 Background** | 21.1 | C | 19.8 | C |
| **2045 Background Plus Project #** | 22.1 | C | 25.4 | D |

# = Includes Eastbound and Westbound Left Turn Lanes, and Reconfigured South Leg with Shared Northbound Left Turn/Through Lane and Northbound Right Turn Lane

**10th Street & 69th Avenue (#5)**

The signalized intersection of 10th Street and 69th Avenue (#5) operates with protected-only left turn phasing on the northbound and southbound approaches and protected-permissive left turn phasing on the eastbound and westbound approaches. The intersection operates acceptably at LOS C during both peak hours under existing conditions. With project traffic, this intersection is anticipated to continue operating at an acceptable level of service throughout the 2025 horizon. By 2045, with or without the addition of project traffic the intersection is anticipated to operate with long vehicle delays. For acceptable operations associated with the 2045 horizon, a third eastbound and westbound through lane would need to be designated along 10th Street. To accommodate the third through lane in each direction along 10th Street, the auxiliary right turn lanes along 10th Street would be absorbed with the outside lanes being converted to a shared through/right turn lane in each direction. Of note, this improvement is consistent with the City Center West Traffic Impact Study. **Table 8** provides the results of the LOS analysis conducted at this intersection.

**Table 8 – 10th Street & 69th Avenue (#5) LOS Results**

| Scenario | AM Peak Hour | | PM Peak Hour | |
|---|---|---|---|---|
| | Delay (sec/veh) | LOS | Delay (sec/veh) | LOS |
| **2023 Existing** | 29.5 | C | 31.4 | C |
| **2025 Background** | 34.7 | C | 36.9 | D |
| **2025 Background Plus Project** | 39.0 | D | 37.4 | D |
| **2045 Background** | 89.5 | F | 65.9 | E |
| **2045 Background Plus Project #** | 48.5 | D | 43.6 | D |

# = Three eastbound and westbound through lanes

**Project Accesses**

With completion of the HP Greeley Redevelopment project, a full movement access is proposed from the extension of 68th Avenue (#6) and a second access with left-in/right-out movements allowed is proposed along the north side of 8th Street (#7). The 68th Avenue Access (#6) will operate with no delays as this is an extension of the existing 68th Avenue. The access along 8th Street should operate with stop control on the southbound approach for vehicles exiting the development, and it is recommended that a R1-1 "STOP" sign be installed on the southbound exiting approach. Additionally, it is recommended that single lane approaches be designated on all three approaches at the 8th Street Access. To restrict left-out movements from this access, an R3-2 No Left Turn sign should be posted underneath the "STOP" sign, while an R3-1 No Right Turn sign should be posted on the westbound approach to this access. Additionally, the access configuration and curb design could be constructed as such to further restrict the undesired left-out and right-in turning movements at this access. It is believed that with these restrictions at the 8th Street access that this will aid in preventing undesired additional traffic along 66th Avenue between 4th Street Road and 8th Street.

**Table 9** provides the results of the level of service for the project access along 8th Street. As shown in the table, the project access intersection along 8th Street is anticipated to have all movements operating with acceptable LOS A during the peak hours in both the buildout year 2025 and the 2045 long-term horizons.

**Table 9 – Project Access Level of Service Results**

| Intersection | 2025 Total | | | | 2045 Total | | | |
|---|---|---|---|---|---|---|---|---|
| | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | |
| | Delay (sec/ veh) | LOS | Delay (sec/ veh) | LOS | Delay (sec/ veh) | LOS | Delay (sec/ veh) | LOS |
| **8th Street Access (#7)** | | | | | | | | |
| Eastbound Left | 7.7 | A | 7.7 | A | 7.7 | A | 7.7 | A |
| Southbound Right | 9.7 | A | 9.4 | A | 9.7 | A | 9.4 | A |

### 5.3 CDOT Turn Bay Length Analysis

The threshold for requiring an access permit along Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of 69th Avenue at US-34 Business (10th Street) (#5) intersection is not anticipated to increase existing access traffic volumes by more than 20 percent. Therefore, a CDOT access permit is not anticipated to be required in association with this project.

### 5.4 Vehicle Queuing Analysis

A vehicle queuing analysis was conducted for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 10** with calculations provided within the level of service sheets of **Appendix E** for unsignalized intersections and **Appendix G** for signalized intersections.

**Table 10 – Turn Lane Queuing Analysis Results**

| Intersection Turn Lane | Existing Turn Lane Length (feet) | 2025 Calculated Queue (feet) | 2025 Recommended Length (feet) | 2045 Calculated Queue (feet) | 2045 Recommended Length (feet) |
|---|---|---|---|---|---|
| **4th St & 69th Ave (#1)** | | | | | |
| Eastbound Right | 125’ | 25’ | 125’ | 25’ | 125’ |
| Westbound Right | 200’ | 25’ | 200’ | 25’ | 200’ |
| Northbound Left | 75’ | 25’ | 75’ | 50’ | 75’ |
| **4th St & 66th Ave (#2)** | | | | | |
| Eastbound Left | 100’ | 27’ | 100’ | 44’ | 100’ |
| Westbound Left | 150’ | 53’ | 150’ | 57’ | 150’ |
| Southbound Left | 450’ | 225’ | 450’ | 425’ | 450’ |
| **8th St & 71st Ave (#3)** | | | | | |
| Eastbound Left | 175’ | 56’ | 175’ | 77’ | 175’ |
| Eastbound Right | 175’ | 46’ | 175’ | 47’ | 175’ |
| Westbound Left | 125’ | 126’ | 125’ | 126’ | 125’ |
| Northbound Left | 300’ | 54’ | 300’ | 81’ | 300’ |
| Southbound Left | 175’ | 32’ | 175’ | 32’ | 175’ |
| Southbound Right | 175’ | 25’ | 175’ | 25’ | 175’ |
| **8th St & 69th Ave (#4)** | | | | | |
| Eastbound Left | DNE | 25’ | **150’** | 25’ | 150’ |
| Westbound Left | DNE | 125’ | **150’** | 125’ | 150’ |
| **10th St & 69th Ave (#5)** | | | | | |
| Eastbound Left | 325’ | 198’ | 325’ | 175’ | 325’ |
| Eastbound Right | 450’ | 25’ | 450’ | - | 450’ |
| Westbound Left | 400’ | 393’ | 400’ | 357’ | 400’ |
| Westbound Right | 400’ | 49’ | 400’ | - | 400’ |
| Northbound Left | 100’ | **116’** | 100’ | **116’** | 100’ |
| Southbound Left | 175’ DL | **187’** | 175’ DL | **187’** | 175’ DL |
| Southbound Right | 175’ | 60’ | 175’ | 79’ | 175’ |

DL = Dual Left Turn Lanes; **Red** Text = Storage Deficiency; **Blue** Text = Recommendation

Vehicle queues are all anticipated to remain within the existing or recommended turn lane lengths through 2045 except the northbound left turn and southbound dual left turn queues at the 10th Street and 69th Avenue (#5) intersection. These northbound left turn and dual southbound left turn lanes cannot be extended due to the constraint with the existing back-to-back left turns.

If the 8th Street and 69th Avenue (#4) intersection is reconfigured it is recommended that the eastbound and westbound left turn lanes be striped to a length of 150 feet.

### 5.5 Pedestrian, Bicycle, and Transit Evaluation

There are currently sidewalks provided on both sides of 4th Street, 71st Avenue, 10th Street, 69th Avenue, 66th Avenue, and 8th Street adjacent to the project site. Sidewalks are also provided on the residential streets adjacent to the development. On-street bicycle lanes are provided along 71st Avenue and 8th Street. Pedestrian attractions within a quarter mile of the site include the West Ridge Academy and Tointon Academy.

Of note, the City of Greeley plans to improve neighborhood safety along 66th Avenue by installing speed humps and raised crosswalks between 69th Avenue and 4th Street. It is believed that this form of speed control and multimodal transportation safety improvements will discourage project traffic from using 66th Avenue to access the site between 4th Street Road and 8th Street.

The ITE 11th Edition Trip Generation Manual was used to estimate the pedestrian trips associated with this development. **Table 11** summarizes the trips associated with pedestrians for the residential development. Pedestrian trip generation is provided in **Appendix H**.

**Table 11 – Pedestrian Trip Generation**

| Land Use and Size | Weekday Vehicle Trips | | | | | |
|---|---|---|---|---|---|---|
| | AM Peak Hour | | | PM Peak Hour | | |
| | In | Out | Total | In | Out | Total |
| Multifamily Low-Rise Housing (ITE 220) – 288 Dwelling Units | 4 | 5 | 9 | 4 | 5 | 9 |

As shown in the table above, the HP Greeley Redevelopment project is expected to generate nine (9) pedestrian trips during both the morning and afternoon peak hours.

Greeley Evans Transit Bus Route 1 runs eastbound along 71st Avenue with a stop to the east of 71st Avenue, northbound and southbound along 71st Avenue with stops along both sides of 71st Avenue, and eastbound and westbound along 10th Street with stops on both side of 10th Street. Additionally, the Poudre Express route extends eastbound and westbound along 10th Street with stops on both sides of 10th Street.

### 5.6 West Ridge Academy Charter School Student Pick-up Evaluation

Independent of this project and based on the City of Greeley requesting an evaluation of the West Ridge Academy Charter school pick-up, the intersection of 8th Street and 69th Avenue previously operated with long vehicle queues in 2021 during the peak school pick-up as lane blockages were occurring along both eastbound 8th Street (west of 69th Avenue) and northbound 69th Avenue (south of 8th Street). The school implemented a new student pick-up plan in August of 2021 that consisted of the following:

1. Parents/Guardians picking up students from only one location. Older siblings now join the youngest sibling at their pickup site.
2. Traffic exiting the school access along 8th Street will only be able to turn right during the peak pick-up hour.
3. Vehicles exiting the K/1 roundabout are prohibited from making southbound left turn movements at the 8th Street and 69th Avenue intersection.
4. Northbound traffic on 69th Avenue will only be allowed to turn right at 8th Street between 2:45 pm and 3:45 pm
5. Parents/Guardians should only use 8th Street from 71st Avenue or 8th Street from 4th Street when picking up students. 69th Avenue should not be used when picking up students.
6. Do not block the through lane on 8th Street.
7. No cars will be allowed to stop on 69th Avenue.
8. Do not block the driveways to residences or businesses.
9. Exiting vehicles will only be allowed on the north side of 8th Street.
10. Parents/Guardians must remain in vehicles on the south side of 8th Street.
11. Minimize space between parked cars.

Based on these implementation measures, vehicle queues have been significantly reduced vehicle queues northbound along 69th Avenue, south of 8th Street and eastbound along

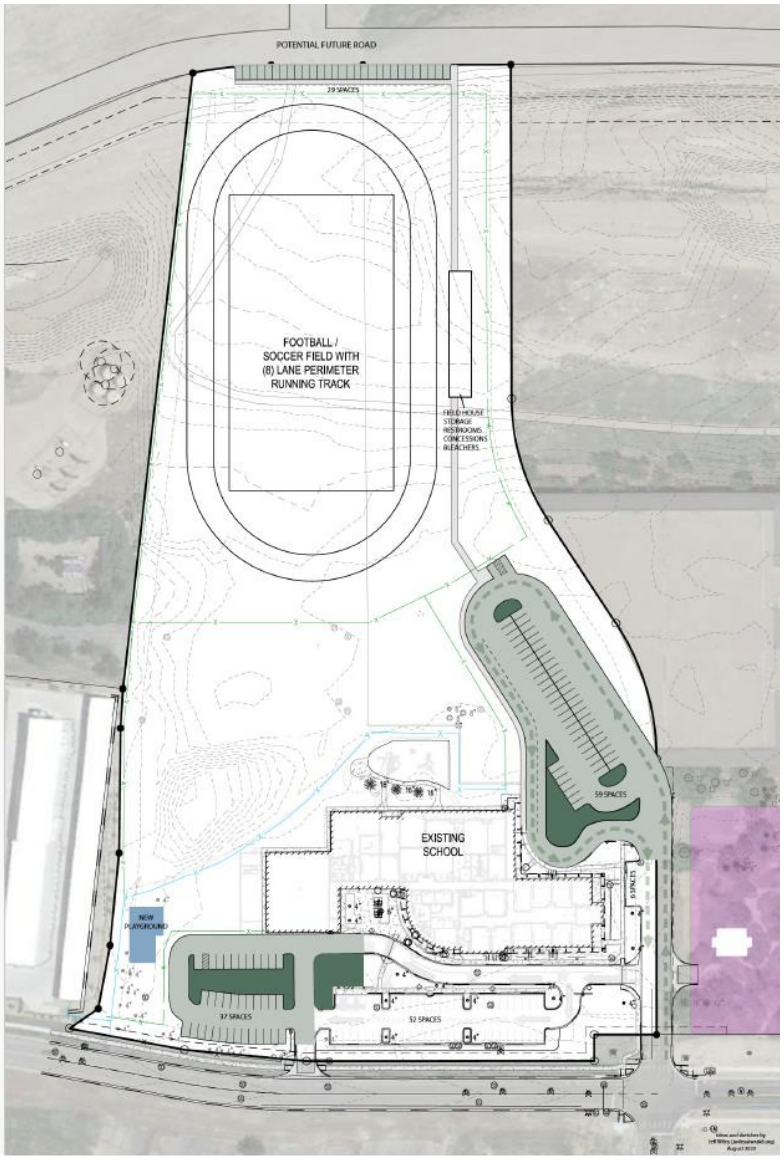
8th Street, west of 69th Avenue. Most drivers are adhering to the new school pick-up procedures; however, 28 vehicles were observed making northbound through movements (now prohibited) at the 8th Street and 69th Avenue intersection during the peak school pick-up period with a significant portion of these vehicles traveling northbound in the opposing southbound lane. These 28 vehicles were never queued more than three vehicles at time on 69th Avenue. Further, 27 vehicles were observed making northbound left turn movements and 10 vehicles were observed performing southbound left turn movements at the 8th Street and 69th Avenue intersection during this same hour. The traffic volumes associated with these prohibited movements are significantly lower than prior to the new procedures; however, illegal maneuvers continuing to occur indicate that the school should provide marshalling to regulate illegal movements at the 8th Street and 69th Avenue intersection. Further, flaggers should be provided to enforce the current pick-up procedures while also regulating any lane blockages.

To reduce vehicle delays, the City of Greeley could consider implementing exclusive left turn lanes on the eastbound and westbound approaches of the 8th Street and 69th Avenue intersection while also converting the south leg to include a shared left turn/through lane (that could be coned off during the peak pick-up period) and a right turn lane. As intended with the new procedures, long vehicle queues are now being experienced northbound along the north-south private road (north of 8th Street) and westbound along 8th Street (east of 69th Avenue). These vehicle queues surrounding the West Ridge Academy Charter School are independent of the HP Greeley Redevelopment project.

Even with the restriction of southbound left turn movements at the school access along 8th Street, entering and exiting vehicle paths to and from the school are still being crossed with the school pick-up circle on the west side of private north-south roadway northeast of the school. Further, the school could also coordinate with developments and landowners to the south to obtain a shared parking agreement to help relieve congestion and disperse the student pick-up areas. To reduce the number of vehicles arriving at the same time, the school could consider having staggered release times for student pick up.

In addition to these recommended improvements, it is understood that the school has plans to construct up to 96 additional parking spaces as well as several hundred feet of additional vehicle queueing storage onsite to alleviate the delay that occurs at the 8th Street & 69th Avenue (#4)

intersection. It is believed the improvement to the vehicle pickup and drop-off onsite will further improve overall roadway network operations in the area once constructed.




*Proposed West Ridge Academy Site Improvements*

### 5.7 Local Street Traffic Calming

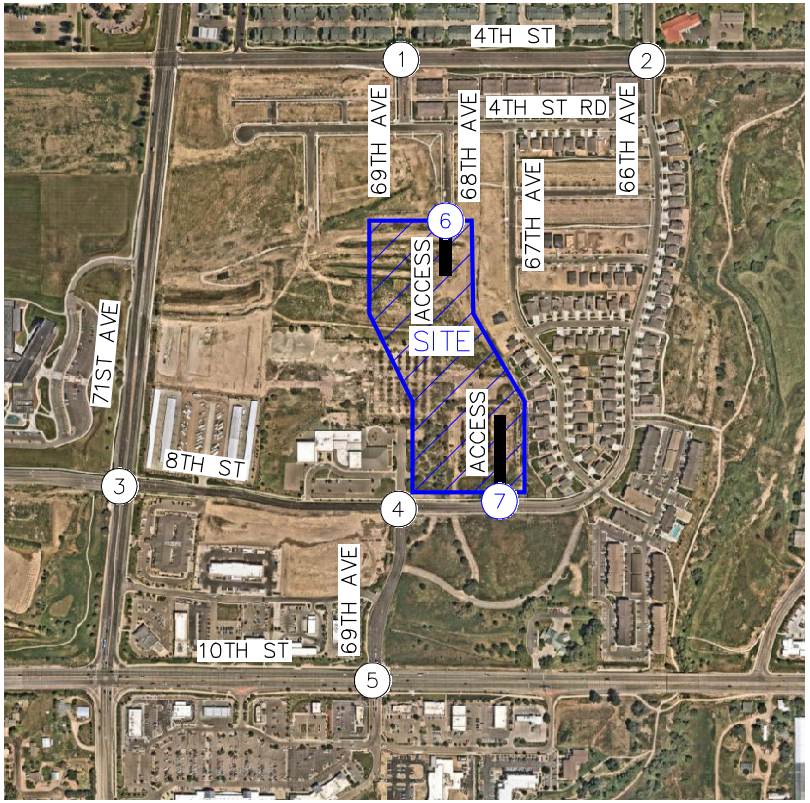
As requested by the City of Greeley, mitigation for the addition of project traffic from this HP Greeley Development was established. This is due to City of Greeley standards identifying that a local street should have traffic volumes of 1,500 vehicles per day or less. It is understood that 66th Avenue to the east of the project site could be reaching this threshold. Based on this, the proposed 8th Street access is recommended to provide only left turn entrance and right out exit movements to serve traffic to and from the west only on 8th Street. To restrict left-out movements from this access, an R3-2 No Left Turn sign should be posted underneath the "STOP" sign, while an R3-1 No Right Turn sign should be posted on the westbound approach to this access. Additionally, the access configuration and curb design could be constructed as such to further restrict the undesired left-out and right-in turning movements at this access. It is believed that with these restrictions at the 8th Street access that this will aid in preventing undesired additional traffic along 66th Avenue between 4th Street Road and 8th Street.

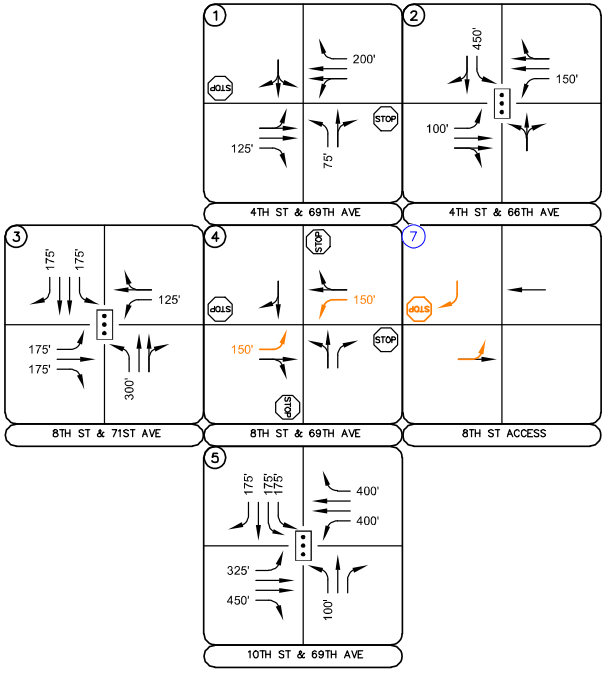
Traffic calming measures proposed to be added to the local streets of 68th Avenue and 4th Street Road to the north of the proposed development include a raised crosswalk at the midblock crossing of 68th Avenue, south of 4th Street Road and intersection bump-outs at the 4th Street Road and 68th Avenue intersections. These two measures for traffic calming will help control the speed of traffic movements into and out of this development area. Further, it is understood that 6th Street may be provided as a connection to and from the west for this development area. If this were to occur based on developments occurring along the east of 71st Avenue, an additional street network connection would provide an overall street network benefit providing another way into and out of this area.

### 5.8 Improvement Summary

Based on the results of the intersection operational and vehicle queuing analysis, the key intersection recommended improvements and control are shown in **Figure 10** for the 2025 horizon and **Figure 11** for the 2045 horizon.

Attachment E



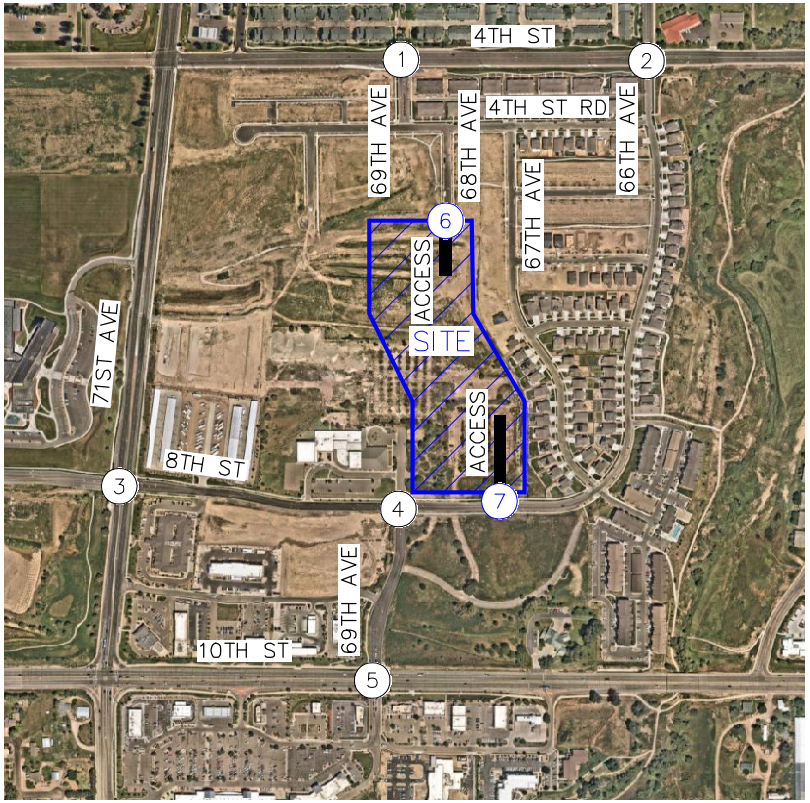



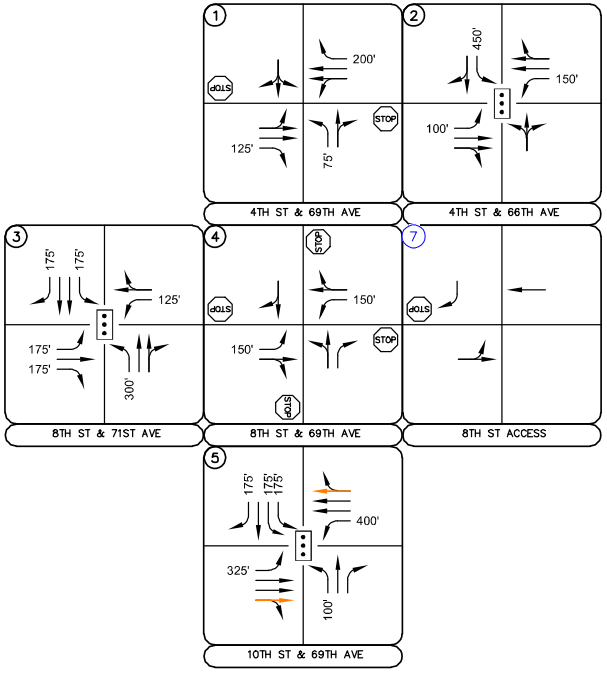

LEGEND

- Study Area Key Intersection
- Signalized Intersection
- Stop Controlled Approach
- Improvement
- 100' Turn Lane Length (feet)

FIGURE 10
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
2025 RECOMMENDED GEOMETRY AND CONTROL

Attachment E




LEGEND

- Study Area Key Intersection
- Signalized Intersection
- Stop Controlled Approach
- Improvement
- 100' Turn Lane Length (feet)

FIGURE 11
HP GREELEY REDEVELOPMENT
GREELEY, COLORADO
2045 RECOMMENDED GEOMETRY AND CONTROL

## 6.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the analysis presented in this report, Kimley-Horn believes HP Greeley Redevelopment will be successfully incorporated into the existing and future roadway network. Analysis of the existing street network, the proposed project development, and expected traffic volumes resulted in the following conclusions and recommendations:

**2025 Recommendations:**

- With completion of the HP Greeley Redevelopment project, a full movement access is proposed from the extension of 68th Avenue (#6) and a second with left-in/right-out movements allowed is proposed along the north side of 8th Street (#7). The access along 8th Street should operate with stop control on the southbound approach for vehicles exiting the development, and it is recommended that a R1-1 "STOP" sign be installed on the southbound exiting approach. Additionally, it is recommended that single lane approaches be designated on all three approaches at the 8th Street Access. To restrict left-out movements from this access, an R3-2 No Left Turn sign should be posted underneath the "STOP" sign, while an R3-1 No Right Turn sign should be posted on the westbound approach to this access. Additionally, the access configuration and curb design could be constructed as such to further restrict the undesired left-out and right-in turning movements at this access. It is believed that with these restrictions at the 8th Street access that this will aid in preventing undesired additional traffic along 66th Avenue between 4th Street Road and 8th Street.

- Traffic calming measures proposed to be added to the local streets of 68th Avenue and 4th Street Road to the north of the proposed development include a raised crosswalk at the midblock crossing of 68th Avenue, south of 4th Street Road and intersection bump-outs at the 4th Street Road and 68th Avenue intersections. These two measures for traffic calming will help control the speed of traffic movements into and out of this development area. Further, it is understood that 6th Street may be provided as a connection to and from the west for this development area. If this were to occur based on developments occurring along the east of 71st Avenue, an additional street network connection would provide an overall street network benefit providing another way into and out of this area.

- The threshold for requiring an access permit along State of Colorado Department of Transportation (CDOT) roadways occurs when project traffic is anticipated to increase the existing access traffic volumes by more than 20 percent. Based on traffic projections, the addition of project traffic on the north leg of 69th Avenue at US-34 Business (10th Street) intersection is not anticipated to increase existing access traffic volumes by more than 20 percent. Therefore, a CDOT access permit is not anticipated to be required in association with this project.

**2045 Recommendations:**

- If future traffic volumes are realized by 2045, it is recommended that a third eastbound and westbound through lane be designated along 10th Street at the intersection with 69th Avenue (#5). To accommodate the third through lane in each direction along 10th Street, the auxiliary right turn lanes along 10th Street could be absorbed with the outside lanes being converted to a shared through/right turn lane in each direction.

**General Recommendations:**

- Any onsite or offsite improvements should be incorporated into the Civil Drawings and conform to standards of the City of Greeley, CDOT, and the Manual on Uniform Traffic Control Devices (MUTCD) – 2009 Edition.

people creating spaces

pcs group inc. www.pcsgroupco.com

# BOOMERANG MASTER PLAN
# AMENDED DESIGN GUIDELINES

October 8, 2013

Developer:
City Center West, LP
7100 E. Belleview Ave.
Suite 350
Greenwood Village, Colorado 80111

Planner:
PCS Group, Inc
#3 B-180 Independence Plaza
1001 16th Street
Denver, CO, 80265

## TABLE OF CONTENTS


| ARCHITECTURE STANDARDS | Page Number |
|---|---|
| A 1.0 Design Principles | 2 |
| A 2.0 Building Entrances | 2 |
| A 2.10 Policy | 2 |
| A 2.20 Criteria | 2 |
| A 3.0 Façade Treatment | 3 |
| A 3.10 Variation in Massing | 3 |
| A 3.20 Awnings | 3 |
| A 4.0 Base Treatments | 3 |
| A 5.0 Roof and Top Treatments | 4 |
| A 5.10 Purpose | 4 |
| A 5.20 Top Treatment | 4 |
| A 6.0 Building Materials and Colors | 4 |
| A 6.10 Preferred Materials | 4 |
| A 6.20 Preferred Colors | 4 |
| A 6.30 Prohibited Colors | 5 |
| A 6.40 Accent Colors | 5 |
| A 7.0 Supplementary Standards | 5 |
| A 7.10 In-Line Retail Stores | 5 |
| A 7.20 Building Pad Sites | 5 |
| A 7.30 Convenience/Gas Stations | 5 |
| A 7.40 Standardized Architecture for Commercial Buildings | 5 |

**SITE DEVELOPMENT STANDARDS**

| | |
|---|---|
| S 1.0 Design Principles | 6 |
| S 2.0 Setbacks | 6-7 |
| S 3.0 Open Space Requirements | 7 |
| S 4.0 Parking Lot Screening | 8 |
| S 4.10 Purpose | 8 |
| S 4.20 Criteria | 8 |
| S 5.0 Landscaping | 8 |
| S 5.10 Policy | 8 |
| S 5.20 Plant Materials | 8 |
| S 6.0 Commercial High Intensity (C-H) Zoning | 9 |
| S 6.10 Permitted Uses | 9 |
| S 6.20 Design Review Uses | 9 |
| S 6.30 Special Review Uses | 9-10 |
| S 6.40 Excluded Uses | 10 |
| Development Concept Master Plan Exhibit | |

**Where provisions of these design guidelines are unclear or standards are not covered, the City of Greeley Development Code shall be considered the standard.**

## ARCHITECTURE STANDARDS

### A 1.0 Design Principles

The goal of these design guidelines is to provide design standards that provide a consistent architectural and landscape character through the design of an integrated development. The goal is to provide flexibility for architectural design and optimize site and building functions.

The following guidelines are intended to outline the basic standards for design intent that will create the sustained development. The following design aspects will be addressed with these guidelines:

- Building Entrances
- Façade Treatment
- Base Treatment
- Roof and Top Treatment
- Building Materials and Colors
- Supplementary Standards

### A 2.0 Building Entrances

### A 2.10 Policy

Primary building entrances shall be clearly defined and provide shelter from the summer sun and winter weather. Building materials shall be selected to provide greater visual and textural interest at building entries.

### A 2.20 Criteria

Primary entrances shall be easily identifiable to both the vehicular visitor as well as the pedestrian.

Building address (es) shall be clearly visible from the public right-of-way as well as at the entrance of each door.

Architectural articulation shall be evident at primary entrances. Textural and massing changes are required for visual interest as well as promoting the "human scale"

Primary entrances shall be protected from elements of weather.

Each principal building on a site shall have clearly defined, highly visible customer entrances featuring the following:

A. Customer entrances for "in-line retail" (or attached retail) shall feature no less than two of the items listed below:

B. Customer entrances for buildings of less than 25,000 gross square feet (excluding "in-line retail") shall include no less than three (3) of the items listed below:

C. Customer entrances for buildings having 25,000 gross square feet, or more, shall include no less than five (5) of the items listed below:

D. Where additional stores will be located in the principal building, each store shall have at least one (1) exterior customer entrance, which shall feature no less than two (2) of the items in the following list:

1. Canopies, overhangs, or porte cocheres.
2. Recesses/projections
3. Arcades, porticos
4. Raised cornice parapets over the door
5. Peaked roof forms at entryway
6. Arches
7. Color change
8. Texture change
9. Material change
10. Door(s) which provide a focal element at the entrance
11. Functional outdoor patios
12. Architectural details such as tile work, moldings, exposed trusses, columns and other similar details, which provide interest and are integrated into the building structure and design

**A 3.0 Façade Treatment**
These standards are designed to provide architectural interest and variety, and avoid the effect of a flat, long, or massive wall with no relation to human size.

**A 3.10 Variation in Massing**
A single, large, dominant building mass shall be avoided. Buildings with 100 foot or longer front facades shall comply with the standards listed below:

Horizontal masses shall not exceed a height/width ratio of 1 vertical to 3 horizontal without substantial variation in massing that includes a change in height and projecting or recessed elements.

No façade that faces a public street or public open space shall have a blank featureless wall without at least two (2) of the following:

A. Change in plane
B. Change in color
C. Change in texture, scoring, jointing, reveals or masonry pattern
D. Windows
E. Trellises, colonnades
F. Porticos, awnings, or canopies

Use of inferior or lesser quality materials for side or rear facades shall be prohibited except where facades are not visible from the public right of way or common open space

Service entrances shall be planned to be visually unobtrusive to site entries, building entrances, public right-of-ways, and common open space.

**A 3.20 Awnings**
Awnings shall be broken down to relate to individual structural building bays or window openings.

**A 4.0 Base Treatment**
Facades shall have a recognizable "base" consisting of three (3) or more of the following:

A. Thicker walls, ledges, or sills
B. Integrally textured materials such as stone, masonry, or aggregate concrete.
C. Integrally colored and patterned materials such as smooth finish stone or block.
D. Lighter or darker colored materials, mullions, or panels as compared to the upper façade.
E. Scoring/reveals.
F. Belly band.
G. Modular store front on first floor.
H. Change in window pattern on first floor as compared to upper floor(s).
I. Berming against base of building. 30" minimum height.

## A 5.0 Roof and top Treatment

### A 5.10 Purpose

Crown the building with a distinctive cap designed to terminate the top of the building.

Continuous flat parapets are prohibited, unless it can be demonstrated that façade massing breaks and other treatments create visual interest at the top of a building.

Rooftop mechanical units, dishes, and other miscellaneous equipment shall be screened or be an integral part of the building design. Screen material shall be of the same or compatible material texture and color to the building architecture.

### A 5.20 Top Treatments

Parapets shall conceal flat roofs and rooftop equipment such as HVAC units in accordance with City of Greely Development Code.

Non-residential buildings with a flat roof shall have a recognizable ”top” consisting of two (2) of the following:

A. Cornice treatment other than just colored “stripes” or “bands” with integrally textured materials, such as stone or other masonry or differently colored material.
B. Sloping Roof form
C. Stepped cornice treatment (min of 2 steps)
D. An equivalent element that provides a recognizable top as approved by the DRC and administratively by the City
E. A recognizable top treatment may not be required for buildings with a contemporary architectural style. Specific DRC and City approval is required in these instances.

## A 6.0 Building Materials and Colors

### A 6.10 Preferred Materials

A. Brick
B. Textured and/or ground face concrete block with integral color
C. Textured architectural precast panels, painted and/or cast-in textures
D. Site-cast or precast concrete panels , painted and/or cast-in textures
E. Wood
F. Natural stone and synthetic stone products
G. Architecturally integrated metal wall panels, for accent materials.
H. Synthetic Stucco
I. Glazing- less than 65% reflectivity
J. Smooth face concrete block, used in combination with other textured materials
K. Other similar high quality materials

Materials must be consistent within the development to present an overall design.

### A 6.20 Preferred Colors

Color palette should consider rich hues and a cohesive, unified theme throughout each planned development.

Monochromatic color schemes are discouraged.

The following colors families are encouraged to be used:

1. Grays- warm and cool
2. Greens/blues
3. Reds/browns
4. Other similar color families

**A 6.30 Prohibited Colors**
Color palettes consisting of high contrast and a dysfunctional theme as the predominant building color are prohibited.
The following are colors prohibited as the dominant theme:

1. Pastels
2. Metallic Colors
3. Other similar high contrast colors

**A 6.40 Accent Colors**
Accent colors are intended to compliment the primary building colors. They can be incorporated into shutters, window mullions, building trim, signs, light fixtures, awnings, etc. Bright/vivid colors shall be used sparingly. If used, accent colors shall be limited to 10-20% of the building façade.

**A 7.0 Supplementary Standards**
Individual types of commercial/retail projects have additional Design Guidelines associated with their use that are more specific in nature, as follows:

**A 7.10 In-line Retail Stores**
In-line, or attached retail stores, shall incorporate primary building elements that denote a place of entrance to the connecting pedestrian circulation patterns. These forms should be larger in scale than the entrances to the in-line retail components it addresses.

In-line retail uses shall incorporate building components, such as columns, arcades, covered walkways and trellises emphasis its connecting pedestrian circulation patterns.

In-line retail uses shall incorporate seating and pockets of outdoor living areas that provide resting areas.

**A 7.20 Building Pad Sites**
Retail/Commercial pad buildings shall be smaller in size than the retail anchor buildings to which they are adjacent.

Retail pad sites shall be separated from large parking lots by drive lanes and landscaping to delineate parking areas.

Utilitarian service areas shall not be placed adjacent to pedestrian pathways that lead to entrance areas. Utilitarian areas shall be fully screened with building components that are similar to or compatible with the building's wall materials and/ or colors.

**A 7.30 Convenience/Gas Stations**
Convenience stores and gas stations shall comply with the Greeley Municipal Code.

Canopies shall not exceed a 24 foot height. Canopies shall be architecturally integrated with the convenience store building and other accessory structures on the site through the use of the same or complementary materials, design motif, and colors.

**A 7.40 Architecture for Commercial Buildings**

Drive-up or drive-through facilities, whether attached or freestanding, shall be tied to the primary building with architectural forms, colors, and materials.

Ancillary structures, whether attached or freestanding, shall be of a design compatible with the primary building in materials/colors. Such structures shall be constructed of similar materials and designed for durability and easy maintenance.

Service areas and utilities shall be fully screened with walls, fences, landscaping or other forms which are to be compatible with the building in materials/ color. Such structures shall be constructed of similar materials and be designed for durability and easy maintenance.

## SITE DEVELOPMENT STANDARDS

### S 1.0 Design Principles

The goal of this section of the Design Guidelines is to provide additional design and landscaping standards for the development of the Boomerang Master Plan. The intent is to create a united site and landscape plan that will work with the existing structures on site while creating a compatible identity for each section of new development.

Standards not covered within these Design Guidelines shall be governed by the City of Greeley Development Code

### S 2.0 Setbacks

The building and parking setbacks within Boomerang Village shall be determined, along with available performance options, by the City of Greeley Development Code for the appropriate zone district under consideration.

"Setbacks" refer to the required unoccupied open space between the furthermost projection of a structure/parking lot and the property line of the lot on which the structure/parking lot is located.

See figure S 2.1 as an example of landscape screening within the required setback. On the west side of 69th Avenue and the east side of 70th Avenue, an attached sidewalk shall be permitted with a double row of shrubs for parking screening.

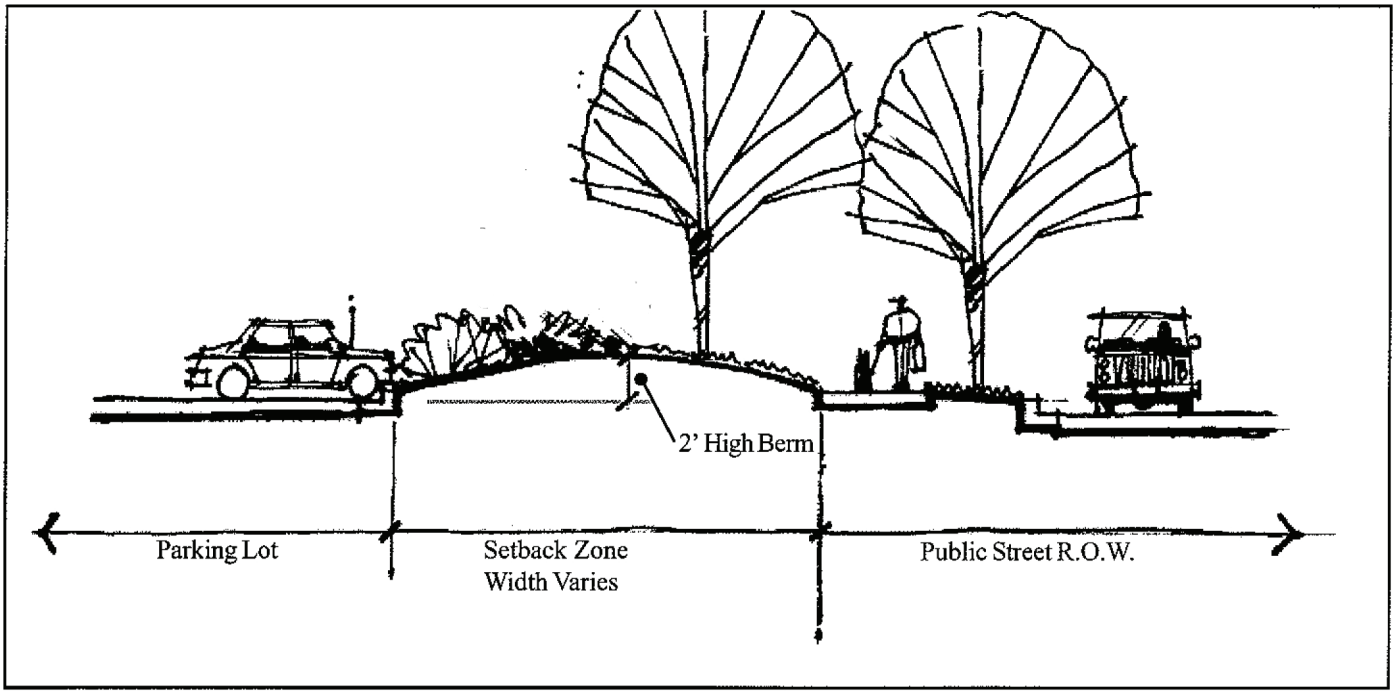



**Figure S 2.1 - Landscape Setback Character Sketch**

**S 3.0 Open Space requirements**

A minimum of 85% of the area defined as open space shall be vegetated landscaped areas. The intent is to create spaces which can be seen, used, and enjoyed by people, whether on foot, or in a vehicle.

Open space requirements for individual commercial lots can be reduced, if approved by the City of Greeley Planning Department, provided that the total percentage of open space within the commercial lots meets or exceeds the requirements of the Design Guidelines.

**Open Space Table**

| LAND USE | Open Space % Required |
|---|---|
| Commercial/Retail | 20 % |
| Industrial/Office | 10 % |
| Residential | 30 %-R-M |
| | 30 %-R-H |

**S 4.0 Parking Lot Screening**

**S 4.10 Policy**
Parking lots shall be screened from surrounding public streets, public sidewalks and trails, public parks and other properties that are used by the public.

**S 4.20 Criteria**

A. Whenever there are six (6) or more parking spaces on the property, the parking lot shall be screened where it abuts a public street.

B. Berms, walls, fences, plants, planters or similar means shall be used to create the parking lot screen. Where structures such as walls or fences are used to create a screen, plants shall be located on the side of the structure which can be seen from surrounding streets, walks, parks, trails, and other properties which are used by the public.

C. The screen around the parking shall be at least two (2) feet higher than the surface of the parking lot. Where plants are used to create a screen, the plants should create the screen within three years from the time planted.

D. Parking lot setbacks are provided to mitigate the visual impacts of parking areas from adjacent parcels and public rights of way (refer to Section S2.0 for setbacks). In addition, a berm, landscape or wall may be used for lots adjacent to 10th Street. The screen along 10th Street shall reach a minimum height of 3' in order to maintain the existing character and feel of 10th Street. Height of screen will be measured from the north edge of 10th Street.

**S 5.0 Landscaping**

**S 5.10 Purpose**
Landscaping is intended to unify the building and its site along with adjacent development areas.
The development shall be landscaped with regionally appropriate materials. Perimeter streetscapes shall have a mix of formal and informal groupings of trees with large groupings of shrubs for seasonal interest.

Where appropriate, turf will be low water requiring varieties with areas of longer, native species. Perennial and annual flowers will provide accent color. Landscaping and/or earth shaping shall be used to screen surface parking, to soften structures such as soft wall and to buffer sound adjacent to heavily traveled areas. Shrubs are encouraged to be used for low level buffers, enclosure, identity, and reinforcement of pathways, and to provide visual interest and display.

**S 5.20 Plant Materials**
Landscape design shall incorporate some or all of the following Xeriscape principle, including:

A. Grouping plants with similar water requirements together ;
B. Limiting high-irrigation and plantings to high-use and/or high visibility areas;
C. Use of low water demanding plants and turf where practical;
D. Use of indigenous plant materials, where appropriate and practical,
E. Use of efficient irrigation systems, including the potential use of non-potable irrigation water.
F. Use of mulches and soil improvements; and
G. Provision of programs for regular and attentive maintenance.
H. Trees and shrubs sizes, at the time of planting, shall comply with the following minimum sizes:
Deciduous Trees -2”caliper
Ornamental Trees -1 ½ “caliper
Evergreen Trees -6’height
Shrubs- 5 gallon

**S 6.0 Commercial High Intensity (C-H) Zoning Uses**

**S 6.10 Permitted Uses**
Farming
Churches
Libraries, Museums, etc.
Long-term care, Assisted Living
Police, Fire, and Ambulance Dispatch Stations
Schools (business, trade)
Art, Dance, Photo Studios, Galleries
Auto Uses- Under 1 acre
Auto Uses- Car & Truck wash (<1 acre & <3 bays)
Banks, Savings & Loans, Financial Institution (without drive- up windows)
Bars, Taverns, Lounges
Brew Pubs
Cleaning & Janitorial Services
Dry Cleaning (no on site cleaning)
Emissions Testing Center (<1 acre)
Golf Uses- Golf Course, range w/o lights
Golf Uses- Golf Course, range w/ lights
Golf Uses- Miniature Golf
Hospitals
Lodging- Hotels & Motels
Medical & Dental Offices & Clinics, Supplies
Mortuaries, Funeral Homes
Nurseries, Greenhouses, Garden Shops
Offices
Parking Lots & Structures
Personal Service Shops (beauty, barber, etc.)
Printing, Copying, Mail center
Radio & TV stations
Recreation Uses- Community Rec. Bldg.
Recreation Uses- Indoor, outdoor extensive
Recreation Uses- Membership/Health Clubs
Recreation Uses- Open Space
Recreation Uses-Parks (pocket, neighborhood, regional)
Rental Service (equipment, small tools, supplies, etc.) Not including vehicle rental or outdoor storage of rental equipment.
Restaurants - Cafes & Other eating establishments (includes outdoor seating areas)
Retail Repair Shops
Retail Sale- Up to 20,000 SF GFA
Theaters- Indoor, movie
Train, Shuttle, Bus Depots
Newspaper & Publishing Plants, Binderies
Research & Testing Labs
Utility Service Facilities-< 300 SF
Wireless Telecomm.- Co-location on existing tower

**S 6.20 Design Review Uses**

Animal Uses, Pet stores, Pet Grooming
Animal uses- Vet Clinic (no outdoor run)
Banks, Savings & Loans, Financial Institution (with drive- up windows)
Mixed Use (must include residential)
Secondary Dwelling
Child Care / Daycare Centers, Preschools
Convenience Store w/ Gas (1 acre or less)
Food & Beverage Processing Facility (minor)
Gas Stations (1 acre or less)
Group Homes with 8 or fewer residents
Lodging- Bed & Breakfast
Restaurants- Drive-in/ drive-thru
Restaurants- Drive-up Window
Retail Sales- Over 20,000 SF GFA
Warehousing- Self -serve under 5 acre in size
Telecommunications Uses- satellite antennas over 3' diameter
Utility, Comm. Tower & Cabinet>Bldg. Height
Wireless Telecomm.- Stealth design
Wireless Telecomm.- Roof-top mounted

**S 6.30 Special Review Uses**

Single-Family Dwelling
Two- Family Dwelling
Multi-Family Dwelling
Town House Dwellings
Boarding/Rooming Houses
Dormitories, Sororities, Fraternities
Group Homes with 8 or more residents
Schools (other than business & trade schools)
Universities, College

**S 6.30 Special Review Uses (con't)**

Gas Stations with Convenience (over 1 acre)
Auto Uses- Over 1 acre
Auto Uses – Auto Repair, Auto Sales (over 1 acre)
Auto Uses – Car & Truck wash over 3 bays
Retail Sales- Over 100,000 SF GFA
Warehousing- Self -serve over 5 acre in size
Oil & Gas Operations
Utility Service Facilities->300 SF
Utility Lines over 33 KVA
Wireless Telecomm.- Freestanding (non-stealth)

**S 6.40 Excluded Uses**
Emergency Shelters, Missions
Animal Uses- Kennels
Animal Uses- Vet Clinic w/ outdoor run
Auto Uses- Auto Rental
Auto Uses- Commercial Truck Wash
Auto Uses- Towing Service
Bingo Halls & Parlors
Builder/Contractor Supply Office & Yards
Drive-In Theaters
Exterminating Shops
Laundromats
Pawn Shops
RV & Travel Trailer Parks
Theaters- Outdoor (sports arenas, stadiums)
Theme or Amusement Parks, Zoos, Aquariums
Upholstery Shops
Recycling Centers- Small and Large

***COMPATIBILITY WITH COMPREHENSIVE PLAN***

The Development Concept Master Plan Amendment is not proposing to alter any of the zoned uses on the property, and as such, the this amendment remains compatible with the existing zoning. It is also consistent with the goals of the 2060 Comprehensive Plan, providing a mix of uses within a development, and encouraging walkability and promoting an healthy lifestyle.

This amendment is simply depicting the current plans for the commercial development along 10th Street, along with updating the Eastern portion of the 10th Street frontage to include the proposed Banner Health Site. The plan maintains the approved mix of uses with proposed residential and commercial uses, and the character and intensity of development remains reflective of the Comprehensive Plan principles and guidelines.

***PROPERTY SETTING***

The Boomerang Master Plan is located at the northeast corner of the intersection of 10th Street and 71st Avenue. The northern border of the property is 4th Street and the East boundary of the property runs along Sheep Draw. The property is approximately 156 acres of rolling terrain and large mature trees with the former Hewlett Packard building located in the central portion of the property.

The adjacent zoning along the north edge is R-H with a small portion at the west end zoned C-H. The adjacent zoning along the east edge of the property is C-D. The south edge of the property has adjacent zoning of C-H and R-H. The west side of the property is a mix of R-L and R-H zones along with the Boomerang Golf Course.

The zoning on the property has not changed and remains a mix of zoning throughout the property. The southern portion of the property is C-H zoning and the northern portion is a mix of R-M, R-H, C-H and I-L zoning. We feel that the zoning designations for the property remain compatible with the existing uses in the surrounding area.

***PEDSTRIAN CIRCULATION***

The challenge with pedestrian circulation for this property is creating easy access between large areas that will be easily identifiable and accessible for pedestrians. For the majority of the property the proposed streets with sidewalks and parkways will serve as the primary connection for pedestrians between parcels. The residential portion of the property on the north end is planned to have an open space connection through the developed areas that will lead to the Sheep Draw corridor. We feel the connection for pedestrians to the Sheep Draw corridor, and onto the existing trail is the most important connection for the site.

The commercial pad sites along 10th Street will provide safe and convenient pedestrian access for their clientele. At the same time, east-west pedestrian connections will be provided along both the front and rear of the pad sites, ensuring connectivity between the commercial uses and to the greater community. These connecting walks will ultimately lead to Sheep Draw via multiple connections north to 8th Street which facilitates this connection.

# H-P Greeley Sixth Replat Rezone

**Michael Franke, Planner II**
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**Planning Commission – August 13, 2024**

**Community Vitality**

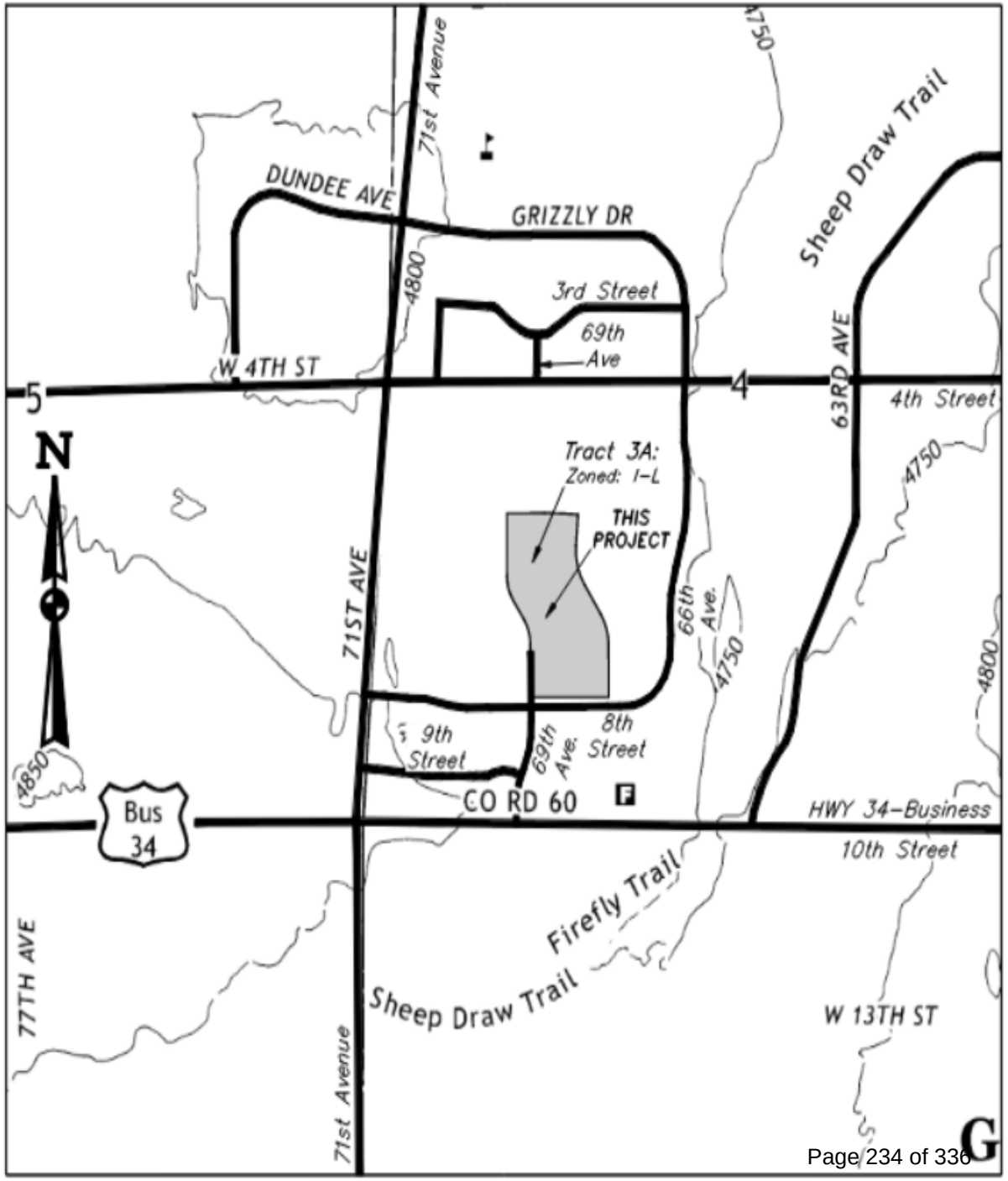
# Agenda

- Request:
  - Rezone 16.192 acres from I-L (Industrial Low Intensity) to R-H (Residential High Density)
  - Parcel is currently vacant. Was formerly a portion of the H-P Greeley site
- Background:
  - In 1981, the property was annexed and zoned through the North Sheep Draw annexation
  - Property was purchased in 2021 by the current owner and the existing buildings were removed
  - A minor subdivision was approved in 2021 to reconfigure this portion of the site
  - The case was originally heard by Council in 2022. Received denial due to tie 3-3 vote
- Planning Commission Recommendation to City Council

# Location

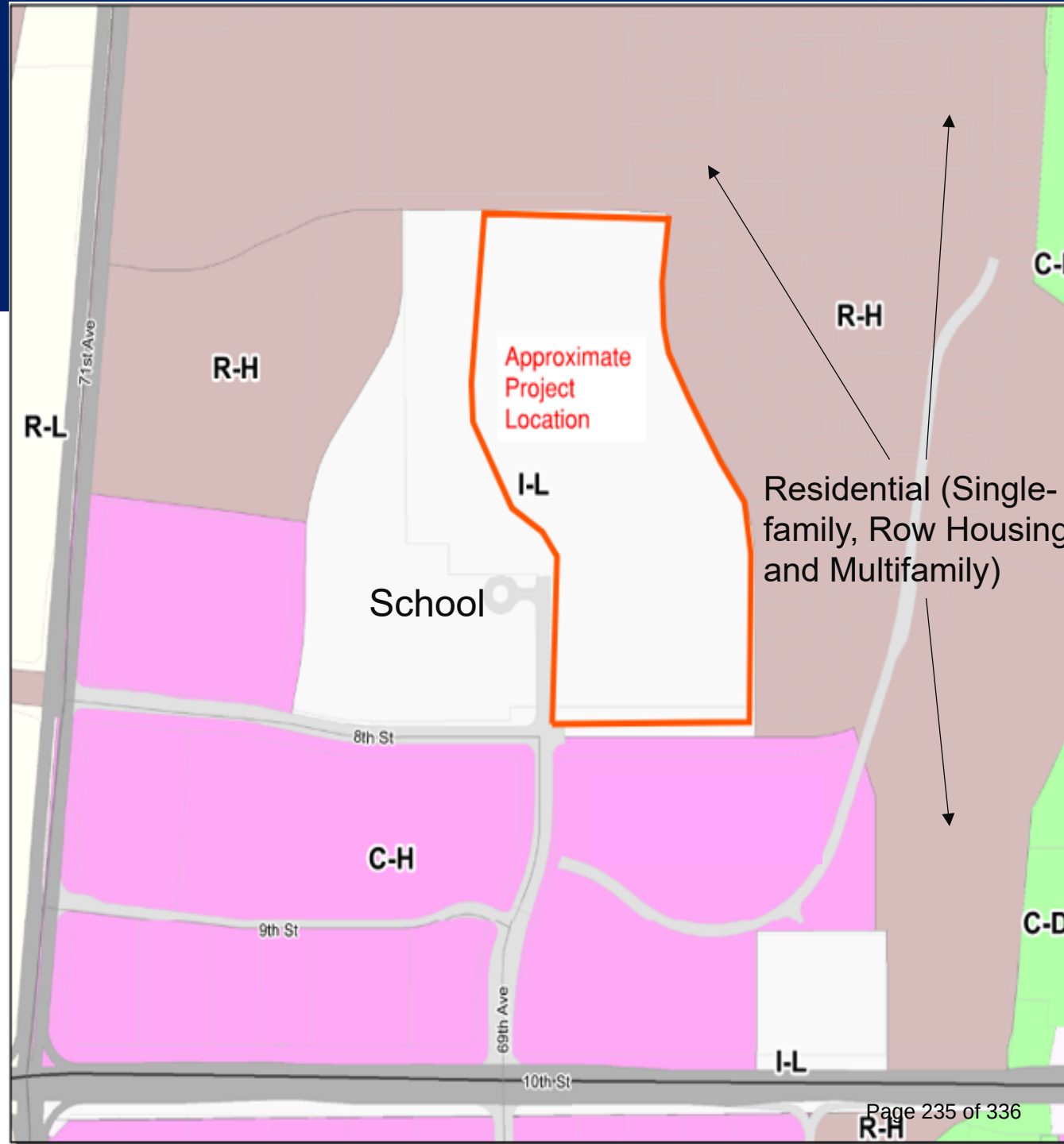
- East of 71st Avenue, north of 8th Street, and Northeast of 69th Avenue

- City Center West/Northridge Trails neighborhood



# Zoning Map and Surrounding Area

- East of 71st Avenue, north of 8th Street, and Northeast of 69th Avenue
- Surrounding Zoning and Land Uses:
  - North: R-H (Residential High Intensity)
  - East: R-H (Residential High Intensity) – Single-Family Dwellings
  - South: C-H (Commercial High Intensity)
  - West: I-L (Industrial Low Intensity) school site
- R-H zoning is compatible with existing development and zoning



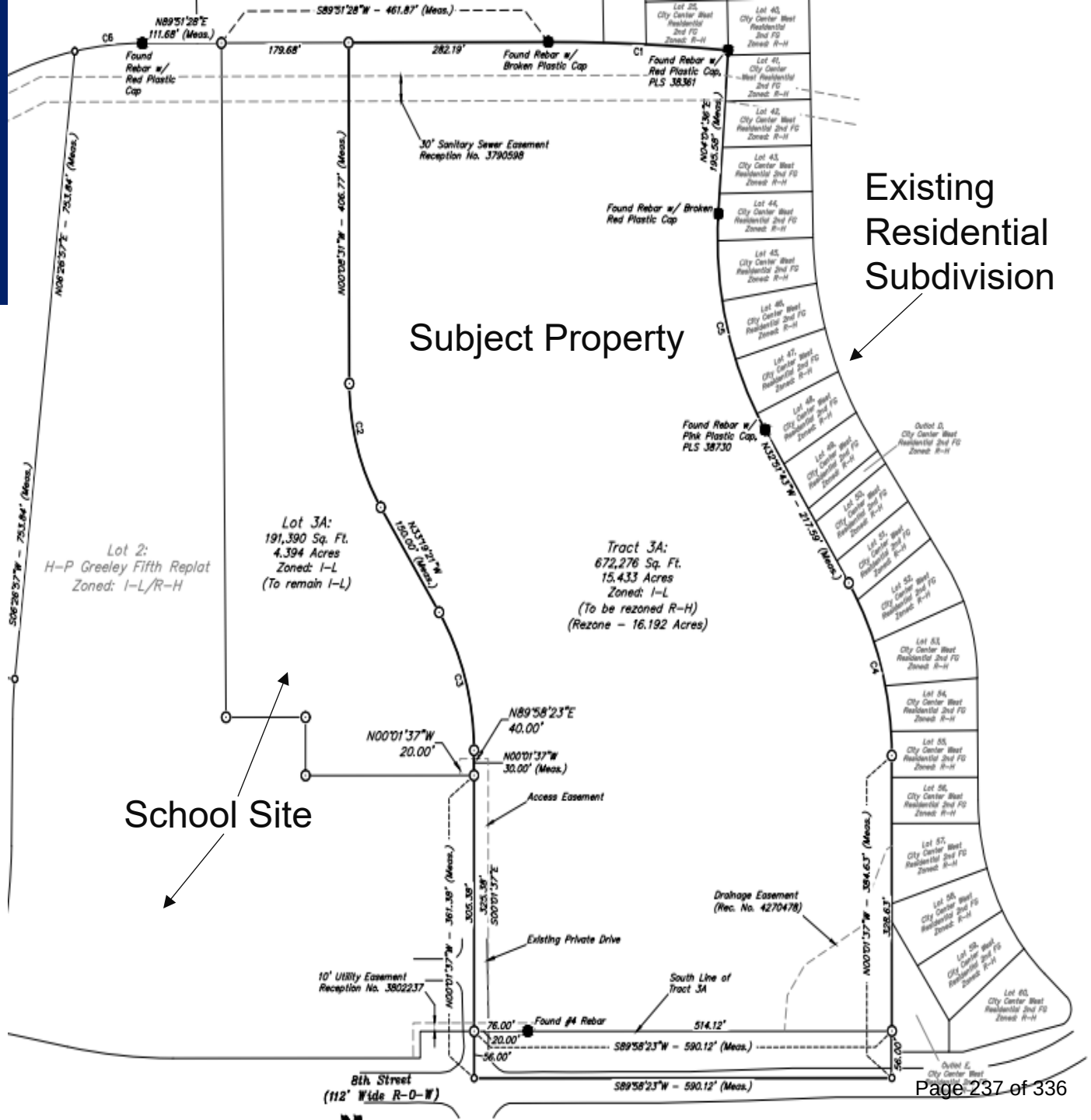
# Aerial Overview

- Westerly 4.39-acre lot deeded to school
- R-H zoned residential development (City Center West Residential 2nd Filing) east of the subject property
- Boomerang Storage Facility to west
- Future City Park directly to the north

N

# Rezone Boundary Map and Zoning Suitability Map

- Rezone boundary lines for the HP Rezone from I-L to R-H



# Zoning District Use Comparison

## I-L Permitted Uses

- Automobile - gas station
- Animal Care
- Automobile - repair
- Entertainment establishments
- Farming
- Food/Beverage
- Lodging
- Manufacturing - general
- Office
- Residential Care
- Waste management

## R-H Permitted Uses

- Single-family dwellings
- Multi-family dwellings
- Accessory dwelling units
- Farming
- Residential Care
- Assembly- limited
- Golf course
- Schools
- Childcare/home occupation

# Next Steps for Development…

- **Subdivision Process (if necessary)**
  - *The subdivision process provides the City the opportunity to review and coordinate the construction documents, dedication of easements, rights-of-way and public lands to ensure compliance with City Code requirements.*
    - **Requires submittal, review, and approval of** plat, construction plans for any proposed public improvements, including pavement marking and traffic signal plans.

- **Site Plan Review Process (for any future development)**
  - *The site plan process provides the City the opportunity to review development projects that propose a change to buildings and sites that may impact the relationship to the streetscape or adjacent property or may include a change of use or activity on the site.*
    - **Requires submittal, review, and approval of all portions of development. Application must include a Traffic Impact Study, landscape plans with required buffering, photometrics, elevation depiction, etc.…**

# Considerations

- **Approval Criteria**
  - Rezone Criteria – 24-204 – Criteria to Evaluate Rezone applications
  - The proposed Rezone is consistent with the criteria as outlined in the staff report

- **Recommendation**
  - Complies with Section 24-204
  - Recommend approval to City Council
  - History: In 2022, Planning Commission voted 4-0 to recommend approval of the rezone to City Council

- **Notification**
  - A total of 312 notice letters were mailed to property owners within 1,000 feet.
  - Signs posted on the property
  - Neighborhood Meeting hosted on July 31, 2024. 31 citizens in attendance.
  - 5 letters of support of the rezone from I-L to R-H have been received. See support letters attached in the report.
  - 30 letters of opposition of the rezone from I-L to R-H have been received. See opposition letters attached in the report.
    - Opposition included: Traffic, parking, multifamily development in Greeley, safety, and property values.

# Motions

## Recommended

- Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning from I-L (Industrial Low Intensity) to R-H (Residential High Density) does meet Development Code Section 24-204(b); and therefore, recommends approval to City Council.

## Alternative

- Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning from I-L (Industrial Low Intensity) to R-H (Residential High Density) does not meet Development Code Section 24-204(b); and therefore, recommends denial to the City Council.

# Thank you

City of Greeley Colorado

# Review Criteria

City of Greeley Colorado

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

| | |
|---|---|
| 1) | **The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.** |
| | *Land Use Guidance Map – Mixed Use Development, Neighborhood Center, Multi-Modal Corridors*<br>This proposal is in accordance with Goal 4, Prioritize Infill and Redevelopment, of the Imagine Greeley Comprehensive Land Use Plan. The rezoning request of this formerly vital site, which has over the years become a blighted property, specifically supports the following objectives of Goal 4. Other comprehensive plan goals met include GC-1.2 (compact growth), HO-1.1 & HO-2.1 (diversity of new & affordable housing options), and HO-2.2 (rental housing). Note, the rezone gives the ability to provide rental housing, there is no development plan proposed with the rezone. Additionally, the property sits within City Center West, a mixed-use master planned neighborhood located within the designated "Mixed-Use" section of the Land Use Guidance Plan. The overall approximately 160-acre development generally transitions from single-family residential on the north to high intensity commercial pad sites on the south. This parcel, sitting almost perfectly in the center of the development, is surrounded by Westridge Academy, a K-8 charter school on its western boundary, a to-be-built city park on its northern boundary and a single-family residential community to the east. A rezoning from I-L to R-H maintains the mixed-use characteristic of the neighborhood while providing a cohesive transitional of land uses.<br>***Objective GC-4.2 Reinvestment/Adaptive Reuse*** - Encourage reinvestment in established areas of Greeley to maximize the use of existing public infrastructure. Support the use of creative strategies to revitalize vacant, blighted, or otherwise underutilized structures and buildings through adaptive reuse.<br>***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. |
| 2) | **The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.** |
| | The future development of the property can fulfill the intent of its proposed zoning district. Adequate public water and sewer facilities are provided for this property. As part of the City Center West masterplan, all engineering and utilities were originally designed to accommodate a large-scale industrial user, making them more than sufficient for use as a residential subdivision. A single-family residential community is currently being built adjacent to its eastern boundary. Objective GC-4.3 Infill Compatibility states that the City shall "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". Today the parcel sits in the middle of an otherwise cohesive "masterplan". Westridge Academy, a K-8 charter school adjoins its western |

# Review Criteria

City of Greeley Colorado

| Rezoning Review Criteria, Section 24-204(b) | |
|---|---|
| 3) | **Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area.** |
| | This area has changed substantially over the years. When this zone was originally established, this site was on the periphery of City limits and was established to house a 160+ acre industrial campus for Hewlett Packard. That site was abandoned in the early 2000's, and since that time a school has been constructed to the west of this property and a residential subdivision has been permitted on its easterly boundary. Overall, the area has changed from a large business site with no surrounding development to a vital mixed use node serving the west side of Greeley. The use of this property that would best serve the interests of the public and the interests of the adjacent uses and residences in the area in a compatible and cohesive fashion, is the use of this property for residential purposes. The rezone to R-H serves the public interest by permitting land uses that are compatible with existing development. The current I-L zoning permits uses that are not compatible with the existing residential and institutional uses. |
| 4) | **Whether the existing zoning has been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity.** |
| | The property's current zone was established 40 years ago. The property owner has tried for many years to market this property in hopes of attracting an industrial user to no avail. The establishment of R-H (Residential High Density) zoning on this property allows for higher density residential, and all types of residential, to provide both an appropriate and desirable transition between the existing school site to the west of this property and the single-family homes, and commercial pads to the south of the property. |

# Review Criteria

City of Greeley Colorado

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

| | |
|---|---|
| 5) | **The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces, and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.** |
| | Currently to the east of this site is a school facility, to the west is a residential subdivision, to the north is a proposed park and to the south is vacant land zoned C-H (Commercial High Intensity), which presents an opportunity to provide convenient and vital commercial uses to residential property owners in this area. The residential portion of this area is already zoned R-H, so any future development on site would allow for uses compatible with existing residential and institutional. The adjacent uses will provide a transition to residential use on this site. |
| 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.** |
| | The south half of site was historically served by a dedicated 12”/15” sanitary sewer. During the construction of the City Center West Residential Subdivision 1st Filing, this existing sanitary sewer was abandoned and a new 15” sanitary sewer was installed to serve the site. This 15” sanitary sewer collects wastewater flow from the 8th Street commercial corridor and conveys it east through 8th Street. Ultimately, the sanitary sewer discharges into the 27” Sheep Draw interceptor.<br>The north half of the site would be served by an 8” sewer stub at the 68th Avenue dead end. This stub was designed with the City Center West 2nd Filing project and is currently under construction. This sewer ultimately discharges to the Sheep Draw interceptor.<br>An existing 12” water line on the southern portion of this property, adjacent to 8th Street, will provide adequate water services for this use.<br>A Traffic Impact Study was submitted as part of this request. This study indicates that the H-P Building in the original traffic study was previously thought to generate approximately 1,144 weekday daily vehicle trips, with 219 of these trips occurring during the morning peak hour, and 218 trips occurring during the afternoon peak hour. The currently proposed H-P Greeley Redevelopment Project, with 288 units of multifamily residential, is anticipated to generate 1,942 daily weekday trips with 115 trips occurring during the morning peak hour and 147 trips occurring during the afternoon peak hour. Therefore, the proposed rezone with redevelopment is anticipated to result in 104 fewer morning peak hour trips and 71 fewer afternoon peak hour trips than the use that previously occupied the site and was originally studied in the same development area. Furthermore, access to the site along 8th Street will be restricted to left-in movements only, and egress from the site at this location will be limited to right-out movements. The study also states that a future 6th Street, which connects the site to 71st Avenue to the east, will be constructed in accordance with the City Center West Master Traffic Study (if |

# Review Criteria

City of Greeley Colorado

| Rezoning Review Criteria, Section 24-204(b) | |
|---|---|
| 7) | **The change will serve a community need, provide an amenity, or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.** |
| | This zoning change would accommodate the development of a residential subdivision, which is not currently permitted within the Industrial Low Intensity (I-L) zone district. No new residential development is permitted within the I-L zoning district. The current zoning is a remnant from nearly 40 years ago when the site was part of an industrial campus that was located on the outskirts of town. Since then, the city has grown significantly, and the surrounding area has been redeveloped into a mixed-use development. Given the surrounding uses, this proposed zoning of Residential High Density (R-H) is a more appropriate zoning designation for the property at present time and will provide a transition from the single-family residential to the east. |
| 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.** |
| | Traffic impacts would be addressed with future improvements as outlined in the applicant's traffic impact study. Any reasonably anticipated negative impacts on this area resulting from this rezoning would be mitigated as part of the development process by the consistent enforcement of Municipal Code requirements regarding landscaping, buffers, architectural features, and setbacks. A conceptual traffic study and drainage report were provided with this applicant and the final drainage and traffic needs will be further evaluated at the time of site plan or plat, as necessary. There is no development proposal at this time and all future development shall be upheld to all city development requirements which will mitigate any negative impacts to the area. The rezone only of this property does not create any physical or visual changes to the existing site. The rezoning simply sets up the land for future development that is more compatible with the existing development in the area than the current I-L zoning district permits. |

# Review Criteria

| Rezoning Review Criteria, Section 24-204(b) | |
|---|---|
| 9) | **The recommendations of professional staff or advisory review bodies.** |
| Planning staff and the Administrative Review Team recommend approval. | |
| | |
| | |
| | |

# Potential Conditions of Approval

1. The density of any portion of residential development on the site is 10 dwelling units / acre or less (net density).

2. There shall be a minimum of 75’ buffer between any structure containing 4 or more units and any single-unit structure adjacent to the development.

## Michael Franke

**From:** Brian Bartels <brian@waltelcos.com>
**Sent:** Tuesday, August 6, 2024 10:13 AM
**To:** Michael Franke
**Cc:** 'Adam Wallace'
**Subject:** packets

**Good morning Michael,**

**I am preparing for next weeks meeting and trying to keep things short and to the point and leave time for Curtis to make his presentation and answer any questions. This article from Biz West is a great summary of the building(s) and why the current zoning no longer viable and the market and residential expansion as well as other uses geared around residential have taken over in west Greeley. If you think this is a good summary for both PZ and City Council could we include this in the packets ?**

**Let me know what you think,**

**Brian**

### Greeley's westward expansion

Why Greeley's HP facility faced such a different outcome than campuses in Fort Collins and Loveland can be attributed to a variety of factors.

First, the technology sector in Greeley has never developed to the scale of Fort Collins' or Loveland, which enjoy closer proximity to Colorado State University. Even before HP's closure, Greeley had seen the departure of home-grown printed-circuit-board manufacturer EFTC Corp., founded in Greeley as Electronic Fab Technology Corp., which left for the north Denver suburbs.

But the greatest factor seems to be the pattern of Greeley's residential and commercial growth, which has pushed inexorably westward for several decades.

Benjamin Snow, director of economic health and housing for the city of Greeley, said the area around "the core of the apple," meaning the HP building, has transformed.

HP's Greeley facility was once on the city's outskirts, with little nearby retail and far less residential development.

“When you look at what’s happened over the last 10 years out there, it has sort of defaulted to what I would describe as typical suburban growth,” Snow said, pointing to the King Soopers and other retail development across 10th Street, as well as retail and residential projects on former HP land surrounding the building.

He noted that for years, he and his predecessors in the economic-development community sought to preserve the industrial zoning for the building as a way to balance the city’s housing stock with a solid employment center.

“It just never took,” he said. “We never could get a secondary use in there … At some point, you have to listen to the market signals.”

Although many potential users toured the facility, one obstacle, he said, was that the building had fallen into disrepair.

“Once people went in, because that building essentially had been neglected and abandoned for so long … it was kind of a magnet for that kind of vandalism. There was evidence that people were inside the building at different times.”

“Greeley has tried for 20 years to get some industrial users to reinhabit, to reanimate that building, to no avail,” he said.
**Additional reading: “HP in Colorado,”** Measure (HP’s inhouse publication), November-December, 1982.

Boomerang Self Storage
7025 W. 8th Street
Greeley, CO 80634
Office: 970-451-5636

BOOMERANG SELF STORAGE

# Attachment F.1

TO: City of Greeley Planning and Zoning, City of Greeley City Council
FROM: Boomerang Self Storage
RE: Rezoning Parcel 095904309002

April 13, 2024

Dear City of Greeley Staff,

I am in favor of the rezoning from Industrial to Residential High for the property owned by LaSalle Investors LLC at 700 71st Avenue, Greeley, both as a business owner and as a long-time citizen. This area has changed significantly over the years as the city has grown west. The industrial zoning made sense when HP owned the property, but now the area is more residential. If you haven't visited the area lately, I suggest you should. Please approve the rezoning.

Regards,

Rob Stanley

Greeley-Evans | Weld County School District 6
Office of Facilities
2204 FIFTH AVENUE
GREELEY, COLORADO 80631
970-348-6400
WWW.GREELEYSCHOOLS.ORG

Attachment F.2

April 1, 2024

City of Greeley City Council and Planning and Zoning Committee,

It is not normal for the Greeley-Evans School District to make comments in support of any development within the City of Greeley. However, in the case of the "Old HP Site", it seems necessary that I write this letter on behalf of the Greeley-Evans School District.

Last year, during a public meeting regarding this site, someone made a comment that the Greeley-Evans School District was against development in this area due to student safety. Nobody from District 6 attended this meeting, nor was District 6 contacted about this development at that time. I did attend the meeting on 1.26.23, set up by the Greeley Public Works at West Ridge Academy. I made sure that Mr. Trombino was aware of these comments not having originated with District 6.

This development does fall within the walk boundary of the Tointon Academy of Pre-Engineering, which serves students from K-8th grade. During the construction of this school, the district worked with the City of Greeley Traffic Department to ensure that all foot traffic within the area was improved. District 6 was required to make the following improvements per the City of Greeley to ensure safety:

- Add a traffic light at the intersection of 8th Street and 71st Avenue.
- Add school zone flashing lights on both sides of 71st Avenue.
- Add or improve the cross walk along 8th Street across 71st Avenue.
- Add or improve the cross walk across 8th Street west of 71st Avenue.
- Add new or replace sidewalks along 8th Street and 71st Avenue.
- Add a new public transportation stop platform along 71st Avenue.

The safety of our families is of the utmost importance. District 6 paid for these safety improvements at the City of Greeley's request to make our school safe and accessible to the neighborhood. District 6 would always favor residential zoning improvements over industrial zoning in areas near schools.

Sincerely,

Kent Henson, Assistant Superintendent

# Attachment F.3

Greeley City Council
Greeley Planning & Zoning Commission

RE: Old HP Building Site Re-zone

Council Members and Commissioners:

Please accept this letter of support in favor of the application to re-zone the old HP Building site (H-P GREELEY 5TH RPLT BNONE L2) from IL to RH.

CCW Development is the developer of the North Ridge Trails community adjacent to the aforementioned site. Hartford Homes is one of the builders in the community. As manager of these entities, I want to express our support for the re-zone application. It is our opinion that RH is a good transition zoning from the single-family to the existing school and storage uses. Furthermore, I think the IL existing zoning is not compatible with adjacent single-family, and if developed would have a negative impact on home values.

So long as the developer follows the standard Land Use and Development Code requirements to ensure adequate public facilities, we see RH as a far more desirable zoning that protects our investment and our homeowner investment in this community.

Landon Hoover
Manager
Hartford Homes, LLC
CCW Development, LLC

HARTFORD HOMES

WESTSIDE INVESTMENT PARTNERS, INC.

4100 East Mississippi Avenue, Suite 500 Glendale, CO 80246 p 303.984.9800

May 8th, 2024

City of Greeley
Michael Franke
1100 10th Street, 2nd Floor
Greeley, CO 80631

RE: File Number: ZON2023-0003
Project: Former HP Site Rezoning
Location: East of 71st Ave., South of W 4th St., North of W 8th St.
Applicant: Waltel Companies/LaSalle Investors

Mr. Franke,

Westside Investment Partners, as master developer of the City Center West development, is submitting this letter in support of rezoning the former Hewlett Packard (HP) site in Greeley, CO to Residential High (RH) from its current Industrial Low (IL) designation.

Nearly twenty years ago, Westside purchased the 160-acre Hewlett Packard campus with the intent of developing the vacant land and repurposing the building. Throughout our ownership duration, we strived diligently to find end users for the building, including working with Greeley's economic development staff and additional stakeholders. As years went by, we were unable to secure a tenant for the building and the site became a victim to vandalism so substantial that repurposing of the building was no longer feasible. As the building's condition continued to deteriorate, Greeley staff expressed their strong desire for the building to be demolished to eliminate the eyesore from the community. At that time the City supported redeveloping the site into multi-family. Ultimately, Westside found a buyer with the means necessary to demolish the building and sold the HP site to Mr. Bartels and his partner, who we have known and worked with for over 20 years. Their intent was to remove the existing structure, rezone the property, and complete our vision of a cohesive development that would revitalize a previously underused parcel.

Westside fully supports the rezoning of this property to Residential High and strongly opposes the existing Industrial Low designation because we feel this is the highest and best use for the parcel based on the following reasons.

- High density residential compliments the existing mixed-use site that currently contains apartments, townhomes and single-family homes.

- High density residential is in close vicinity to multiple schools which increases the safety of students by reducing travel distances.
- Development as industrial use would likely mean integration of heavy truck traffic within a residential community which decreases traffic safety.
- An industrial user on this site would create more traffic during the morning and afternoon rush hours compared to a multifamily development. The combination of workers and trucks into and out of an industrial site would conflict more with the adjacent school vehicle and pedestrian traffic than multifamily residential.
- Industrial development on this site is not very likely meaning the existing zoning condemns this site to be barren and is a blemish on the West Greeley corridor.

Please support Mr. Bartels in his effort to rezone to Residential High. We believe that multifamily residential is a more comparable and appropriate use for this site.

Best Regards,

Michael T. Sandene

Vice President of Development

# West Ridge Academy

6905 8th Street • Greeley, CO 80634 • 970.330.3671 • Fax 970.330.3679

April 1, 2024

Greeley City of Council
Attn: Planning and Zoning Committee
1100 10th Street
Greeley, CO 80634

Dear Planning and Zoning Committee:

I am writing on behalf of the Board of Directors of West Ridge Academy Charter School and the administration. It was brought to our attention that the Greeley City Council Planning and Zoning Committee is considering the rezoning of the former HP site.

You may not be aware, but our school was next to the former HP manufacturing building that had been vacant for years. We personally experienced many occasions of unauthorized individuals and vandals during the 5 years since we bought and repurposed the original property. Because of the proximity of the dilapidated building, our school was also targeted several times and we had multiple safety concerns. Our leadership, and the families of the 350 plus students we represent, were relieved when the building was demolished. Also, because of the demolition, we had the opportunity to buy more property adjacent to our land-locked plat. If you are not aware, we are a charter school that receives funding solely through School District 6. We are diligently managing our financial resources to complete several projects on our property soon. Those include an additional parking lot for staff and event parking in the immediate future, as well as future track and field in the next several years.

Our desire is to be an anchor for the residential community surrounding the school. We are concerned that the city council is considering the adjacent property for industrial low intensity. We would urge the city council to consider rezoning the property to residential high density. This may supply affordable housing to future families, and we would love the opportunity to serve those families as they consider their children's education. We are also concerned with what businesses or industries that would be next to our school if zoned industrial low intensity. Understand that we want the highest level of safety and security for the families we serve at our school.

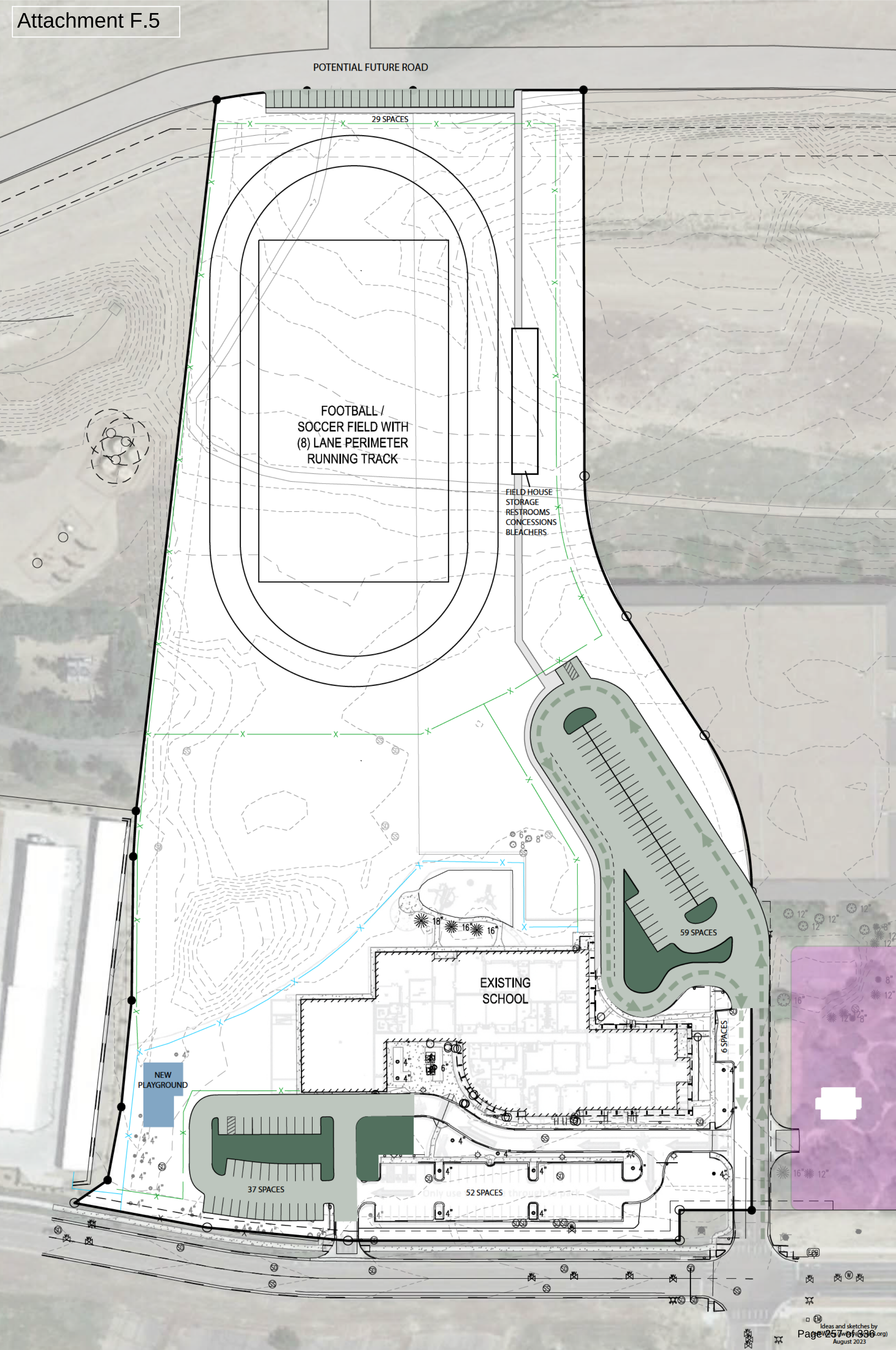
Thank you for your consideration.

Gratefully,

Kenneth W. Dyer

Ken Dyer, Chairman West Ridge Academy Charter School Board of Directors

Attachment F.5



Attachment F. 6

## Hartford Construction, LLC

**HP Disclosure**

This disclosure serves as a notice that Hartford Homes is located near an uninhabited building to the South East of the community.

Future plans are in the works to tear down this building, but Hartford Homes makes no representation of timing.

PROPERTY ADDRESS: 705 67th Ave

Chelsea Lott 12/28/2021

Purchaser Date

12/28/2021

Purchaser Date

# Attachment F. 7

## Michael Franke

**From:** Brian Bartels <brian@waltelcos.com>
**Sent:** Friday, May 10, 2024 1:23 PM
**To:** Michael Franke
**Subject:** FW: HP
**Attachments:** HP disclosure.docx

Hi Michael,

One of the neighbors had made a comment at the meeting that they had been told by Hartford Homes that more homes would be going behind them, not multi-family. Please see the comments from both Landon Hoover and the broker as well as the attached disclosure that was signed by anyone who bought a home at that time.

Please put this in the file for PZ and City Council.

I am sorry to be bombarding you with these letters, I am doing my best to prove any mistruths without having to call our anyone for lying and also showing sufficient support for the request.

Have a good weekend,
Brian

Thank you for the intro Landon!
Hey Brian, our message was always first and foremost that we did not own that land, so we made no guarantees as to what was to be built there in the future. In fact, we had a disclosure as part of our contract that buyers signed acknowledging this matter. I would have to do some digging but if needed, but I could send over the disclosure.
This was public knowledge, but we would also share that that parcel of land was zoned as light industrial up until April 2022 when it went up for rezoning and ultimately changed to high residential.
We were always transparent about our messaging and open to any questions.

Please let me know if this helps!

Thank you,

Emily Chess
Community Sales Manager

---

**From:** Landon Hoover <landon@hartfordco.com>
**Sent:** Thursday, May 9, 2024 12:13:10 PM
**To:** Emily Chess <echess@hartfordco.com>
**Cc:** Brian Bartels <brian@waltelcos.com>
**Subject:** RE: HP

Brian – Meet Emily Chess. Emily was the Sales Manager at North Ridge Trails for most of the project. Emily is a part of our in-house sales team. She is a true pro!

Emily – Brian owns the adjacent site (old HP building). Homeowners are claiming Hartford represented that single-family homes would be built on the old HP property. Can you provide an overview of how you described or would talk about future development of the HP site? Really, the hope is to clarify that we never promise anything, always let people know we don't control land we don't own, encourage people to research for themselves, etc.

Thank you.


**Landon Hoover**
**Owner / CEO**
<image008.png> **C:** 970.286.3329
<image009.jpg> <image010.jpg> <image011.jpg> <image012.jpg> <image013.jpg>


*Voted Best Builder in the Western US by AVID!!*
*<image014.png>*

# Attachment I.1

## Michael Franke

**From:** Trish Thompson <trish.thompson@ymail.com>
**Sent:** Wednesday, July 17, 2024 10:18 AM
**To:** Michael Franke
**Subject:** Northridge trails ZON2023-0003

[You don't often get email from trish.thompson@ymail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

Dear Planning Commission,

I am a resident of Northridge trails and have been for nearly three years. In addition to a resident, I'm a the communications representative for our Metro District. As both a resident, and a spokesperson for my neighbors, we strongly oppose the proposed rezoning of the parcel behind WestRidge Academy. We would love to see single family homes, townhomes, or businesses built there, but not apartments.
I have three main reasons for opposing this rezoning.
First, and most importantly, the safety of the community and children in the community. The amount of additional traffic that comes with an apartment complex is huge (we already deal with the traffic from 10 West). Drivers leaving apartment complexes drive cautiously through their complex, then exit on to the road and often take off at high speeds with disregard for traffic signs. My home is at the corner of 66th and 67th Ave, I have nearly been hit by a car running the stop sign and speeding at least 20 times. Adding additional apartments will not help this. We have such a problem that GPD often parks in front of my home to issue speeding and stop sign tickets. This location is near two elementary schools, there are children walking and biking everywhere. The proposed location of this new apartment complex has no direct access to a main street, so traffic would all go through the neighborhood where tons of children are riding bikes and playing outside. Please remember, a child has already been hit by a car in our neighborhood.
Second issue- street congestion. With the apartments that are already in place the residential streets are often lined with cars (which also presents a safety issue for kids playing). There are times when two cars traveling in opposite directions can barely pass each other because the street parking issues. The addition of another apartment complex in the middle of the neighborhood will just multiply this issue.
Third issue- schools- this neighborhood is zoned for Tointon Academy. The school is already over capacity, home that have already been approved are still being built, thus numbers growing. Where are the children who will move into these 500+ apartments attend school? Children from 30-50 homes are MUCH easier to accommodate than 500.

The first time this developer tried to get this parcel rezoned he tried to convince the residents and the counsel that his apartments would reduce traffic and we needed them. The city council saw through him then and voted against the rezoning. Please, for the safety and comfort of the children in the area and the residents, vote against the rezoning again.

Trish Thompson
480-577-6892

# Attachment I.2

## Michael Franke

**From:** Amairani Ramirez <amair1994@gmail.com>
**Sent:** Wednesday, July 17, 2024 2:53 PM
**To:** Michael Franke
**Subject:** proposed apartment complex behind Westridge. ZON2023-0003

> You don't often get email from amair1994@gmail.com. Learn why this is important

Dear Members of the City Council,

I am writing to express my concerns regarding the proposed apartment development in our neighborhood. While I understand the need for additional housing, I believe this particular location is not suitable for such a development due to several significant issues.

My primary concerns are as follows:

1. **Increased Crime**: With a higher volume of families moving into the neighborhood, there is a potential for an increase in crime. Larger populations often correlate with higher crime rates, which is a serious worry for our safety and well-being.

2. **Higher Volume of Families**: The influx of new families would lead to overcrowding in our neighborhood, straining our local resources and infrastructure such as schools, parks, and community services, which are already operating at full capacity.

3. **Children's Safety**: One of my main concerns is the safety of our children. With more families moving in, there will inevitably be an increase in the number of drivers in the area. This raises the risk of accidents, especially considering that many children play outside and walk to school.

Given these concerns, I urge you to find a different location for the proposed apartments, preferably in a more undeveloped area where the impact on existing communities would be less significant. Such areas would likely benefit more from new developments without posing the same risks to safety and infrastructure.

Thank you for your attention to this matter. I hope the council will take these concerns seriously and work towards a solution that balances the need for housing with the safety and well-being of our community.

Sincerely,
Amairani Gonzalez

# Attachment I.3

## Michael Franke

**From:** Christie <christie.penny24@gmail.com>
**Sent:** Tuesday, July 23, 2024 8:54 AM
**To:** Michael Franke
**Subject:** H-P Tract 3A Rezone

> You don't often get email from christie.penny24@gmail.com. Learn why this is important

Dear Michael Franke,

I am writing to express my strong opposition to the proposed rezone request for High Residential from Industrial Zoning and potential construction of more apartment complexes near my home at 713 67th Ave. As a resident of this community, I believe that such development would have several negative impacts on our neighborhood.

Firstly, the character of our residential area would be significantly altered by the introduction of additional high-density housing. Our community currently enjoys a peaceful and family-friendly environment, and the addition of apartment complexes would bring increased noise levels, traffic congestion, and several potential safety concerns. Living on 67th Avenue, there is a lot of traffic cutting through the neighborhood between 10th and 4th street. As we are the through route without any stop signs or speed bumps, I worry about my children playing out front with their friends. With additional apartment complexes potentially joining this area, especially without access to one of those two main roads, I feel the traffic through and around our existing neighborhood will grow substantially which is a safety risk for the families who currently reside here.

Secondly, I am concerned about the strain this development would place on our local infrastructure. Issues such as parking shortages, overcrowded schools which the neighboring schools are already at capacity, and increased demand for municipal services are all potential consequences that could negatively affect the quality of life for current residents. Depending on the apartment complex, parking availability could be limited, and residents might park in adjacent streets, causing congestion. While cars are allowed to park on the street in the neighborhood, I worry that anyone needing parking in that space will also be parking on our street which further perpetuates the concern for increased traffic and speeding which are already growing concerns. With the 10 West Apartment complexes, our neighborhood already has an influx of cars for those residents parking on the neighboring streets.

Furthermore, the aesthetics of our neighborhood could be compromised by the rezoning of this land to High Residential and potential apartment buildings. Our homes are primarily single-family dwellings, and the introduction of multi-story complexes could disrupt the visual harmony and diminish property values. My home currently backs up to the 16.192 acres for proposed rezoning and with apartment complexes already proposed near 10th street, from my back yard all you will see are multilevel apartment complexes in every direction. Additionally, it’s likely that any apartment buildings built will have windows facing directly into neighboring properties, potentially reducing privacy for all those living nearby. I personally would not choose to purchase a home with that view and lack of privacy, I feel our neighborhood and property values will suffer substantially from such construction.

Additionally, I am apprehensive about the potential economic impact on our community. While development can bring economic benefits, it is crucial that any new construction aligns with the existing character and needs of our neighborhood to ensure long-term sustainability and prosperity for all residents. Depending on the management of the potential complex, there could be issues with maintenance and upkeep that could affect neighboring properties as well. Furthermore, apartments often have a higher turnover of residents compared to single-family homes, which can lead to less stable or predictable neighborhood dynamics.

In conclusion, I respectfully urge you to reconsider the decision to proceed with allowing rezoning of this area to High Residential. With the growing city, apartment builders are inevitably going to purchase this land leaving our neighborhood and single-family homes surrounded by apartment complexes. I currently love my home and the neighborhood we've been blessed to become a part of. My children enjoy playing outside with all of their friends they have made. I believe that preserving the residential nature of our community and maintaining its quality of life should be priorities in any development plans. My husband and I chose to live in Greeley, and build our family home in this neighborhood because we wanted a safe, comfortable, peaceful and family-friendly environment for our children to grow up in. I truly hope that you can see how this change will negatively impact this and change that for us.

Thank you for considering my concerns. I would appreciate exploring alternative solutions that are more suitable for our neighborhood, such as rezoning this area for additional parks, outdoor space, or single-family homes instead of High Residential.

Sincerely,

Christie Penny

# Attachment I.4

## Michael Franke

**From:** Chaynee Kingsbury <chaynee.kingsbury@gmail.com>
**Sent:** Wednesday, July 17, 2024 5:39 PM
**To:** Michael Franke
**Subject:** Apartments in Northridge Trails

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

Hello,
This is Chaynee Lanckriet. My family and I are located in the Northridge Trails neighborhood specifically right beside where the plans for building new apartments are being discussed. (67th ave)

We would like to make a point and stand with many others in our neighborhood for this NOT to happen. We really enjoy the quiet and low traffic part of our neighborhood, especially with a new baby. The speed of traffic is already a serious hazard.

Thank you for taking the time to take our emails and take our thoughts into consideration.

**Chaynee Lanckriet**
**Kingsbury Family Ranch**

970-396-7202 | chaynee.kingsbury@gmail.com

# Attachment I.4

## Michael Franke

**From:** Christie <christie.penny24@gmail.com>
**Sent:** Tuesday, July 23, 2024 8:54 AM
**To:** Michael Franke
**Subject:** H-P Tract 3A Rezone

> You don't often get email from christie.penny24@gmail.com. Learn why this is important

Dear Michael Franke,

I am writing to express my strong opposition to the proposed rezone request for High Residential from Industrial Zoning and potential construction of more apartment complexes near my home at 713 67th Ave. As a resident of this community, I believe that such development would have several negative impacts on our neighborhood.

Firstly, the character of our residential area would be significantly altered by the introduction of additional high-density housing. Our community currently enjoys a peaceful and family-friendly environment, and the addition of apartment complexes would bring increased noise levels, traffic congestion, and several potential safety concerns. Living on 67th Avenue, there is a lot of traffic cutting through the neighborhood between 10th and 4th street. As we are the through route without any stop signs or speed bumps, I worry about my children playing out front with their friends. With additional apartment complexes potentially joining this area, especially without access to one of those two main roads, I feel the traffic through and around our existing neighborhood will grow substantially which is a safety risk for the families who currently reside here.

Secondly, I am concerned about the strain this development would place on our local infrastructure. Issues such as parking shortages, overcrowded schools which the neighboring schools are already at capacity, and increased demand for municipal services are all potential consequences that could negatively affect the quality of life for current residents. Depending on the apartment complex, parking availability could be limited, and residents might park in adjacent streets, causing congestion. While cars are allowed to park on the street in the neighborhood, I worry that anyone needing parking in that space will also be parking on our street which further perpetuates the concern for increased traffic and speeding which are already growing concerns. With the 10 West Apartment complexes, our neighborhood already has an influx of cars for those residents parking on the neighboring streets.

Furthermore, the aesthetics of our neighborhood could be compromised by the rezoning of this land to High Residential and potential apartment buildings. Our homes are primarily single-family dwellings, and the introduction of multi-story complexes could disrupt the visual harmony and diminish property values. My home currently backs up to the 16.192 acres for proposed rezoning and with apartment complexes already proposed near 10th street, from my back yard all you will see are multilevel apartment complexes in every direction. Additionally, it’s likely that any apartment buildings built will have windows facing directly into neighboring properties, potentially reducing privacy for all those living nearby. I personally would not choose to purchase a home with that view and lack of privacy, I feel our neighborhood and property values will suffer substantially from such construction.

Additionally, I am apprehensive about the potential economic impact on our community. While development can bring economic benefits, it is crucial that any new construction aligns with the existing character and needs of our neighborhood to ensure long-term sustainability and prosperity for all residents. Depending on the management of the potential complex, there could be issues with maintenance and upkeep that could affect neighboring properties as well. Furthermore, apartments often have a higher turnover of residents compared to single-family homes, which can lead to less stable or predictable neighborhood dynamics.

In conclusion, I respectfully urge you to reconsider the decision to proceed with allowing rezoning of this area to High Residential. With the growing city, apartment builders are inevitably going to purchase this land leaving our neighborhood and single-family homes surrounded by apartment complexes. I currently love my home and the neighborhood we've been blessed to become a part of. My children enjoy playing outside with all of their friends they have made. I believe that preserving the residential nature of our community and maintaining its quality of life should be priorities in any development plans. My husband and I chose to live in Greeley, and build our family home in this neighborhood because we wanted a safe, comfortable, peaceful and family-friendly environment for our children to grow up in. I truly hope that you can see how this change will negatively impact this and change that for us.

Thank you for considering my concerns. I would appreciate exploring alternative solutions that are more suitable for our neighborhood, such as rezoning this area for additional parks, outdoor space, or single-family homes instead of High Residential.

Sincerely,

Christie Penny

# Attachment I.5

## Michael Franke

**From:** Brandon Williams <b89williams@gmail.com>
**Sent:** Wednesday, July 17, 2024 10:54 AM
**To:** Michael Franke
**Subject:** Opposition of Apartments near WestRidge Academy

> You don't often get email from b89williams@gmail.com. Learn why this is important

To whom it may concern,

I am a resident of the Northridge Trails community and am strongly opposed to the development of apartments that is proposed behind WestRidge Academy. This will bring an insane amount of vehicles into our already overcrowded neighborhood and I feel would end up driving down the overall value of my property. Greeley is a great place to live but if these types of developments continue to be the priority then it is only satisfying large property investors and is driving out townhome and single family home owners in the area.

Again, I am respectfully strongly opposed to this development. While it may not directly impact many of the people making decisions on this change of zoning it will make a lot of residents very upset and look to leave the area.

For the better of our community, please do not allow this change to proceed.

Thank you,

Brandon Williams
6607 4th St Rd #5
Greeley, CO 80634

# Attachment I.6

## Michael Franke

**From:** Christina Keedy <ckeedy@gmail.com>
**Sent:** Wednesday, July 17, 2024 10:52 AM
**To:** Michael Franke
**Subject:** Case # ZON2023-0003

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

Dear Michael,

I hope this email finds you well. I am writing to express my strong opposition to the proposed rezoning of the land from Industrial Light to Residential High in our community.

One of the primary reasons for my opposition is the lack of adequate infrastructure to support such a significant change. Our community currently does not have the necessary facilities to accommodate a high-density residential area. Key concerns include:

1. **Parking**: The current parking infrastructure is insufficient to meet the demands that would arise from an influx of new residents. This could lead to overcrowding and parking issues that will affect both new and existing residents.
2. **Schools**: Our local schools are already operating at or near capacity. An increase in population due to Residential High zoning would place additional strain on these educational institutions, potentially compromising the quality of education for our children.

Furthermore, the proposed rezoning is likely to have a detrimental impact on the property values of current residents. The shift from Industrial Light to Residential High could alter the character of our neighborhood, leading to a decrease in property desirability and, consequently, property values.

I urge you to consider the long-term implications of this rezoning proposal on our community. Without adequate infrastructure in place before making such changes is crucial for maintaining the quality of life for all residents.

Thank you for your attention to this matter. I hope you will take our concerns into account and oppose the rezoning of this land.

Sincerely,

Christina Keedy

602-326-8227

620 66th Ave

Greeley, CO 80634

# Attachment I.7

## Michael Franke

**From:** Sean Thompson <smthomp4@gmail.com>
**Sent:** Thursday, July 18, 2024 10:07 AM
**To:** Michael Franke
**Subject:** H-P Tract 3-A rezone (Case# ZON2023-0003)

> You don't often get email from smthomp4@gmail.com. Learn why this is important

Hello,

My name is Sean Thompson and I'm a homeowner in the Northridge Trails Subdivision, my home is at 745 67th Avenue. I am reaching out to you to voice my concern with the proposed rezoning of the land that is directly behind my house from Industrial Low Intensity to Residential High Intensity. First and foremost if this were to be rezoned I am concerned for the over all safety of my children as well as all children in the neighborhood. 66th Avenue already gets quite congested with the Ten West Apartment residents parking along the street and to add to that the parent pickup line for West Ridge Academy also runs down 66th Avenue as well. Often times there are quite a few residents from these apartments that speed through the neighborhood and run the stop signs combine that with the very low visibility due to the street congestion that obviously creates a high pedestrian safety concern. I foresee this being an even greater issue if the land were to be rezoned as that will clearly intensify what is already a major issue as it stands currently. Furthermore, the public schools in this area are already at capacity so I don't see how adding even more residents in this area would work logistically for that issue. This proposal was previously declined for the above issues I had mentioned and at that time our Subdivision was not fully developed as it is now. So I strongly urge you do the same again. Thank you for your consideration in this matter.

Sincerely,

Sean Thompson

# Attachment I.8

## Michael Franke

**From:** Jazmyn Trujillo Martinez <jtrujillomartinez@weld.gov>
**Sent:** Thursday, July 18, 2024 4:24 PM
**To:** Michael Franke
**Subject:** ZON2023-0003

> You don't often get email from jtrujillomartinez@weld.gov. Learn why this is important

Good afternoon, Michael,

I live at 6631 7th Street and strongly oppose the rezoning of ZON2023-0003. The rezoning of the property to R-H will allow for apartments to be a use by right in an already highly dense residential area. Less than a block down on 8th Street is the already existing Ten West Apartments and directly across the street is another request in progress for another apartment complex to be approved. Also, on the other side along 4th Street are townhomes that a part of the residential subdivision.

Unfortunately, the subdivision homeowners are the ones who are having to endure the frustrations of the already existing apartment complex and it does not make sense to allow for more high-density residential uses with ZON2023-0003. Below are the reasons ZON2023-0003 should be denied by the Planning Commission and City Council:

- 8th Street is sandwiched between to major arterials, 4th Street and 10th Street, but ZON2023-0003 property does not have direct access to either arterial. It would be great if all the traffic would be required to head to 10th Street, but we know that will not happen, so all the traffic that wants to get to 4th Street for further dispersal will take the shortest route, thus driving directly through the neighborhood via 66th Avenue.
- 66th Avenue has had its share of issues with traffic and speeding that has led to the City installing 3-way stops and speed humps but unfortunately, that has not helped. Since the installation of these mechanisms, there are still anywhere between 25%-50% of users who still blow through the stop signs and/or fly over the speed humps. The installation of these mechanisms has also led to an increase of 67th Avenue being used since it is parrel to 66th and does not have stop signs or speed humps, allowing vehicles to fly through.
- The subdivision also has many young children who enjoy playing outside. The approval of ZON2023-0003 could potentially allow for a large increase in traffic, creating a potentially more dangerous situation for children playing outside. I have already mentioned how folks love to speed through the neighborhood and ignore stop signs, one little girl has already been hit while crossing the street to go to the mailbox. Even as an adult, I have had to jump out of the way when crossing 66th Avenue to get my mail because vehicles are speeding and driving distracted that they do not slow down and blow the stop signs. I purposely bought a home that is not on a collector or arterial road, I would hate to see 66th Avenue upgraded because of its high traffic volume.
- Parking is another issue that is already bad due to the Ten West Apartments but the approval of ZON2023-0003 will only make it worse. Since apartments limit the number of vehicles a unit is allowed, families with teen children or units with multiple drivers are having to park in the side streets of the neighborhood. The roads in the neighborhood are tight as is, so when there are parked cars along both sides of the street, two cars are not able to pass. Cars are playing chicken down the road until one finally decides to pull to the side so the other can squeeze by. These cars parking along the side also do not like to obey no parking signs. There have been several neighbors who have their driveways blocked by a parked car that ignored a city installed “No Parking” sign.
- Speaking of parking, folks in the Ten West Apartments have work vehicles that they need to take home. It seems that the apartment complex does not allow commercial vehicles to be parked in the complex. This has caused semi-trucks and trailers and heavy trucks to park along the street, taking multiple spots, in an area where people are already having an issue to park. I have even seen individuals park their semi-trucks and trailers at Westridge Academy and walk back to the apartments.
- With the property up for rezoning being directly next to a school, this can put the children walking to and from school in danger, danger from strangers to dangers from speeding cars. Also, along these lines, 8th Street during

the school year gets jam packed at drop-off and pick-up times for the school. The access for ZON2023-0003 will be right in the middle of this congestion zone and we all know this could create issues for the simple fact that so many individuals just no longer have patience or manners.

I know this email is long and sadly this does not sum up all the reasons ZON2023-0003 should be denied but these are the reasons that stand out at the top of my list. I will try to make it to the City Council hearing but in case I do not make it, I just want to make sure my concerns are part of the case file.

Thank you for your consideration,
Jazmyn Trujillo-Martinez


## Jazmyn Trujillo-Martinez

Development Review
Weld County Planning Services
*1402 North 17th Avenue*
*P.O. Box 758*
*Greeley, CO 80631*
*(970) 400-3711*



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# Attachment I.9

Wayne and Katie Langham
710 66th Avenue
Greeley, CO 80634
langham.crew@gmail.com
970-381-3303
7/17/2024

City Council
Greeley
1000 10th St
Greeley, CO 80631

Dear Members of the Planning Commission,

I am writing to express my opposition to the rezoning request from I-L (Industrial Light) to R-H (Residential High) in our neighborhood located at the Northeast Corner of 8th Street and 69th Ave.

While I understand the need for development and the possible benefits it can bring, I have several concerns regarding this particular project:

Increased Traffic and Safety Issues: Our neighborhood already faces significant traffic congestion, particularly during the school year. The addition of yet another apartment complex will exacerbate this problem, leading to more traffic jams and congestion, which will negatively impact the quality of life for current residents. Our neighborhood is already being regularly monitored by the GPD (Greeley Police Department) due to the unsafe driving on our residential streets.

During the school year Westridge Academy parents utilize the bike lane along 8th Street to pick up/drop off their children from school. This makes it so that children are unable to safely use the bike lanes to get to and from school. I believe that this is one of many examples that shows how congested this area already is.

Impact on Community Character: When adding a large number of rental units to an area you change the character of a community. In my opinion this means that the management team for a large rental property really needs to work closely with the neighboring community to keep the neighborhood clean. Unfortunately the management of the current neighboring apartment complex has left a sour taste in our mouth. Evidence of this can be seen in the form of trash spilling out into the natural areas from their dumpsters and dog waste from apartment residents everywhere (including public and private areas).
In an effort to combat the waste we have held several community clean up events. I love getting out as a community to make sure our neighborhood is a place that we are proud to live in, but the apartment management companies must be held accountable for the amount of trash and animal waste coming into the neighboring lots.

Because of the poor management of the neighboring apartment complex I am completely against another large capacity apartment being built nearby.

Property Values: Many residents, including myself, are concerned that the construction of a high-density apartment building could negatively impact property values in the neighborhood. This is particularly troubling for homeowners who have invested significantly in their properties.

I urge the City Council to reconsider this project in light of the negative impacts it will have on our community. It is crucial to seek development solutions that are in harmony with the needs and concerns of existing residents while promoting sustainable and thoughtful growth.

Thank you for considering my concerns. I am hopeful that the City Council will take the time to thoroughly review the implications of this project and explore alternative options that better align with the character and needs of our neighborhood.

Sincerely,

Wayne and Katie Langham

# Attachment I.10

Concerns Regarding Rezoning Proposal for 8th St and 69th Ave

Dear Mr. Franke and the Greeley Planning Commission,

I am writing to express my concerns regarding the proposed rezoning of the land at the Northeast Corner of 8th Street and 69th Avenue from industrial to high-density residential. As a resident of the Northridge Trails neighborhood, I believe this change will significantly impact our community and is ultimately not needed.

My main concern is for the safety of children and families in the area. The introduction of high-density residential zoning will likely lead to increased traffic congestion in our area which is already not equipped to handle the volume of vehicles using it, not to mention the additional traffic that would come with a substantial increase in population. This could result in heightened risk of accidents and a general decline in road safety in an area with two schools - Tointon and Westridge - with students who walk and bike to both. According to the National Highway Traffic Safety Administration, around 20% of child traffic fatalities occur during school commute hours. Additionally, the Safe Routes to School National Partnership has found that children are more likely to be struck by vehicles near schools with increased traffic. To add concern to the safety issues is that Tointon is currently at capacity and Westridge is also near it. There will be more traffic, less safety, and families who would move into the new apartments wouldn't even have access to the closest schools for their children to attend.

The reality is that the measures taken to control traffic in our neighborhood already have been met with indifference or outright negligence. It's been more than once that if not for watching carefully, my one-year-old son and I would have been hit by a car ignoring the stop signs in our neighborhood. More cars with the same measures would lead to inevitable harm at some point. Speed humps and stop signs are useful when traffic is moderate, but increase the traffic and the signs simply won't matter.

Moreover, the proposed rezoning does not adequately address the issue of parking. High-density residential developments typically require substantial parking space for both residents and visitors. The area in question, currently zoned for industrial use, lacks the infrastructure to support the increased demand for parking that such a development would bring. Insufficient parking space can lead to significant problems, including increased congestion on local streets as residents and visitors search for available spots. This can block emergency access routes which are already minimal in our neighborhood, school routes, and exacerbate traffic issues. Additionally, overflow parking on neighboring streets can reduce the availability of parking for current residents and visitors, leading to illegal parking practices and further congestion.

Furthermore, it is important to consider the current housing market in our area and the basic need for hundreds of new apartments. There are already several apartment buildings nearby that have vacancies including Ten West, Sheepdraw, and the yet to be built large complex just

east of Sheepdraw. This indicates that there is not an immediate demand for additional high-density residential units. Introducing more high-density housing in a market that is not fully occupied could lead to an over-saturation of the housing market, potentially driving down property values and creating a less stable housing environment.

The character of our neighborhood, which is currently community-focused, could be altered drastically. Many of us who purchased homes here did so under the impression that Greeley was working to create more family-focused neighborhoods to be a place for families much as Loveland, Windsor, or Fort Collins are. However, high-density residential developments often bring increased noise levels, reduced privacy, and a loss of the community atmosphere that many of us value and purchase our homes for.

While I understand the need for housing development, I believe there are more suitable housing types and locations within our city that would better meet the needs of future residents. I urge you to consider alternative ideas. This proposal feels to be more about gaining profit for LaSalle Investors than it is to serve the people of Greeley.

I am not alone in my concerns; many of my neighbors share these views and have expressed their reservations about this rezoning proposal. We collectively urge you to reconsider this plan and engage with the community to explore more balanced solutions that address the city's housing needs without compromising the quality of life in our neighborhood.

Thank you for your work to determine the best path forward. I am available to discuss this further and provide any additional information that may be helpful. I look forward to participating in future conversations.

Sincerely,
Ryan MacTaggart, Ph.D.

# Attachment I.11

## Michael Franke

**From:** Brian McBroom
**Sent:** Tuesday, July 23, 2024 6:02 PM
**To:** Michael Franke
**Subject:** Fwd: Greeley - Rezoning Application for Lot south of our neighborhood from I-L to R-Hl - near Northridge Trails development (previously Hartford homes who pulled out, now Journey home) *personal off clock*

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**From:** Raymond Lee <Raymond.Lee@Greeleygov.com>
**Sent:** Tuesday, July 23, 2024 5:33:44 PM
**To:** Rachel Flynn <Rachel.Flynn@Greeleygov.com>; Brian McBroom <Brian.McBroom@Greeleygov.com>; Paul Trombino <Paul.Trombino@Greeleygov.com>
**Cc:** Blair Snow <Blair.Snow@greeleygov.com>
**Subject:** FW: Greeley - Rezoning Application for Lot south of our neighborhood from I-L to R-Hl - near Northridge Trails development (previously Hartford homes who pulled out, now Journey home) *personal off clock*

FYI

**Raymond C. Lee III**
City Manager
City Manager's Office
1000 10th Street Greeley, CO 80631
970-518-2262 | raymond.lee@greeleygov.com
www.greeleygov.com

---

**From:** Aaron Browning <Aaron.Browning@pulte.com>
**Sent:** Tuesday, July 23, 2024 5:31 PM
**To:** John Gates <John.Gates@Greeleygov.com>; Dale Hall <Dale.Hall@Greeleygov.com>; Brett Payton <Brett.Payton@Greeleygov.com>; Melissa McDonald <Melissa.McDonald@Greeleygov.com>; Raymond Lee <Raymond.Lee@Greeleygov.com>
**Cc:** abrowning185@gmail.com
**Subject:** RE: Greeley - Rezoning Application for Lot south of our neighborhood from I-L to R-Hl - near Northridge Trails development (previously Hartford homes who pulled out, now Journey home) *personal off clock*

> You don't often get email from aaron.browning@pulte.com. Learn why this is important

To follow up:

**Limited application in suburban neighborhoods = R-HI.** We are a *suburban* neighborhood not a downtown area, it would be more prudent to provide **R-E or R-L** zoning to encourage home ownership, and the city could invest in programs to incentive a new builder etc. This would be more mindful of homeowners long-term goals to develop a forever home, vs. a transient setting that R-HI (high density) would encourage. I think the mindset of turning the middle-class into a rental class, is something that our politicians should discourage. Making home ownership more affordable with lower interest rates, inflation, etc should be the goal. Not conforming to problems at hand, simply because the short-term paycheck might be quicker. Long-term home ownership, is an investment that will result in more income for the city with forever residents and consumption of services/goods locally, and tax money in real estate taxs vs high density apartments.

land-use-sheets.pdf (greeleygov.com) : source.

Regards,

Aaron Browning

---

**From:** Aaron Browning
**Sent:** Tuesday, July 23, 2024 5:17 PM
**To:** john.gates@greeleygov.com; dale.hall@greeleygov.com; brett.payton@greeleygov.com; melissa.mcdonald@greeleygov.com; raymond.lee@greeleygov.com
**Cc:** abrowning185@gmail.com
**Subject:** Greeley - Rezoning Application for Lot south of our neighborhood from I-L to R-HI - near Northridge Trails development (previously Hartford homes who pulled out, now Journey home) *personal off clock*

Good afternoon team.

I hope you are doing well. I am reaching out to contest and discourage the re-zoning from I-L to R-H near Westridge Academy in Greeley CO. We built s new home the Northridge Trails community. The area is already surrounded by the Ten West apartment complex, and the parking has pushed into the neighborhood. We were successful in adding speedbumps to deter speeding/traffic into the community. It was zoned as I-L due to concerns over parking and traffic in the area adjacent to our neighborhood, and the request to re-zone already failed because of our concerns as homeowners. **The area is already suffering from a high density of rental homes, as the original builder Hartford pulled out of the community and did not finish the build out**. We were promised a park as well that is still vacant land by the city. With Hartford pulling out, Journey homes has sold some of the 6 unit plex complexes to large rental investors, and the area is already being impacted by this switch to rental vs homeowners. If this zoning is successful, it will create more traffic issues, for a neighborhood that has had its original builder (Hartford homes) pull out, and a large density of townhomes being turned into rental homes, and homes being rented too. The apartment complex Ten West is already basically in the neighborhood. To build more apartments behind the homes, we would be surrounded by apartments. **I do feel that the city council, and your members would also not want your home's backyard view to be an apartment complex, especially when the cost of homes/interest rates, etc are making home ownership hard to come by – we aren't wanting to go back to being an apartment complex by nature.**

In addition, the school nearby already has lines of cars – the area if zoned to high density apartments would be an absolute disaster for traffic, parking, and likely to bring down home values which have already been impacted by the current economic conditions and rising interest rates. I spent time investing in Greeley as a homeowner, if this planning continues I will be forced to sell in the future and look north towards Timnath or other residential areas that are prioritizing the neighborhood concerns over money for a quick apartment complex which can be moved to an area that doesn't truly surround the entire community.

**I would also discourage other family members who are considered moving/re-locating and investing in Greeley, CO as it appears the city is not interested in supporting the residential neighborhoods in favor of high density housing/profit.**

The area promised for the park should be a priority by Greeley to its residents. Life is stressful enough, my hope is that the zoning is left as I-L for the very reasons mentioned above, and for compassion as you are likely all homeowners, and value the space you have and peace as homeowners. One of the biggest concerns is that our community is turning into a parking lot, cars that are damaged being left on the streets in front of homes, and the apartment complex nearby is usually not following the signs to not park in front of homes. The expansion of a multi-plex apartment complex adjacent to our home will only further increase this issue.

Appreciate not only your time but compassion to this issue, as its not easy to move/re-locate when home values are already on, and interest rates are high. **This would however be a significant needle mover for I think most everyone to try to sell their homes/relocate in the future.**

Aaron Browning
Owner at 6717 4th Street RD Unit 2, Greeley CO 80634 (City Center West District board area) Northridge Trails townhomes
619-727-8696

---

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# Attachment I.12

## Michael Franke

**From:** Brian McBroom
**Sent:** Tuesday, July 23, 2024 6:03 PM
**To:** Michael Franke
**Subject:** Fwd: I-L to R-H Rezoning Objection for lot directly east of West Ridge Academy

Get Outlook for iOS

---

**From:** Raymond Lee <Raymond.Lee@Greeleygov.com>
**Sent:** Tuesday, July 23, 2024 5:29:58 PM
**To:** Brian McBroom <Brian.McBroom@Greeleygov.com>; Rachel Flynn <Rachel.Flynn@Greeleygov.com>; Paul Trombino <Paul.Trombino@Greeleygov.com>
**Cc:** Blair Snow <Blair.Snow@greeleygov.com>
**Subject:** FW: I-L to R-H Rezoning Objection for lot directly east of West Ridge Academy

FYI

**Raymond C. Lee III**
City Manager
City Manager's Office
1000 10th Street Greeley, CO 80631
970-518-2262 | raymond.lee@greeleygov.com
www.greeleygov.com

---

**From:** Sterling Jones <sj@sterlingj.com>
**Sent:** Tuesday, July 23, 2024 5:29 PM
**To:** John Gates <John.Gates@Greeleygov.com>; Dale Hall <Dale.Hall@Greeleygov.com>
**Cc:** Brett Payton <Brett.Payton@Greeleygov.com>; Melissa McDonald <Melissa.McDonald@Greeleygov.com>; Raymond Lee <Raymond.Lee@Greeleygov.com>; 'Marcquel Jones' <smhtjones@gmail.com>
**Subject:** I-L to R-H Rezoning Objection for lot directly east of West Ridge Academy

> You don't often get email from sj@sterlingj.com. Learn why this is important

Dear John and Dale,

I hope this message finds you well.

We recently had the pleasure of meeting Raymond at a neighborhood meeting regarding the proposed apartment complex at the northwest corner of 10th St. and 69th Ave. During this meeting, we expressed our concerns about the project, particularly regarding traffic, volume, and parking.

We are even more concerned about the latest rezoning request for the land right across the street (to the north), which could potentially lead to another high-density apartment complex in our neighborhood. While we believe that most of our neighbors would be open to a rezoning to for single-family homes, another set of high-density multi-family buildings does not seem feasible. Our current infrastructure, including streets, parking, and speed bumps, is already inadequate to manage the traffic from existing residences.

Please note our family's objection to this rezoning request. While we support growth and progress, we are opposed to further R-H zoning in our neighborhood.

Thank you for your attention to this matter.

Best regards,
Sterling Jones
Marcquel Jones
Holden Jones
Taylin Jones
303-888-3080
518 66th Ave.
Greeley, CO  80634

## Michael Franke

**From:** Brian McBroom
**Sent:** Tuesday, July 23, 2024 6:04 PM
**To:** Michael Franke
**Subject:** Fwd: H-P Tract 3A Rezone, Case number ZON2023-0003

Get Outlook for iOS

---

**From:** Raymond Lee <Raymond.Lee@Greeleygov.com>
**Sent:** Tuesday, July 23, 2024 5:29:11 PM
**To:** Brian McBroom <Brian.McBroom@Greeleygov.com>; Rachel Flynn <Rachel.Flynn@Greeleygov.com>; Paul Trombino <Paul.Trombino@Greeleygov.com>
**Cc:** Blair Snow <Blair.Snow@greeleygov.com>
**Subject:** FW: H-P Tract 3A Rezone, Case number ZON2023-0003

FYI

**Raymond C. Lee III**
City Manager
City Manager's Office
1000 10th Street Greeley, CO 80631
970-518-2262 | raymond.lee@greeleygov.com
www.greeleygov.com

---

**From:** James Powers <jim.jcpowers@gmail.com>
**Sent:** Tuesday, July 23, 2024 5:20 PM
**To:** John Gates <John.Gates@Greeleygov.com>; Dale Hall <Dale.Hall@Greeleygov.com>; Brett Payton <Brett.Payton@Greeleygov.com>; Melissa McDonald <Melissa.McDonald@Greeleygov.com>; Raymond Lee <Raymond.Lee@Greeleygov.com>; michael.granke@greeleygov.com
**Subject:** H-P Tract 3A Rezone, Case number ZON2023-0003

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

Hello,

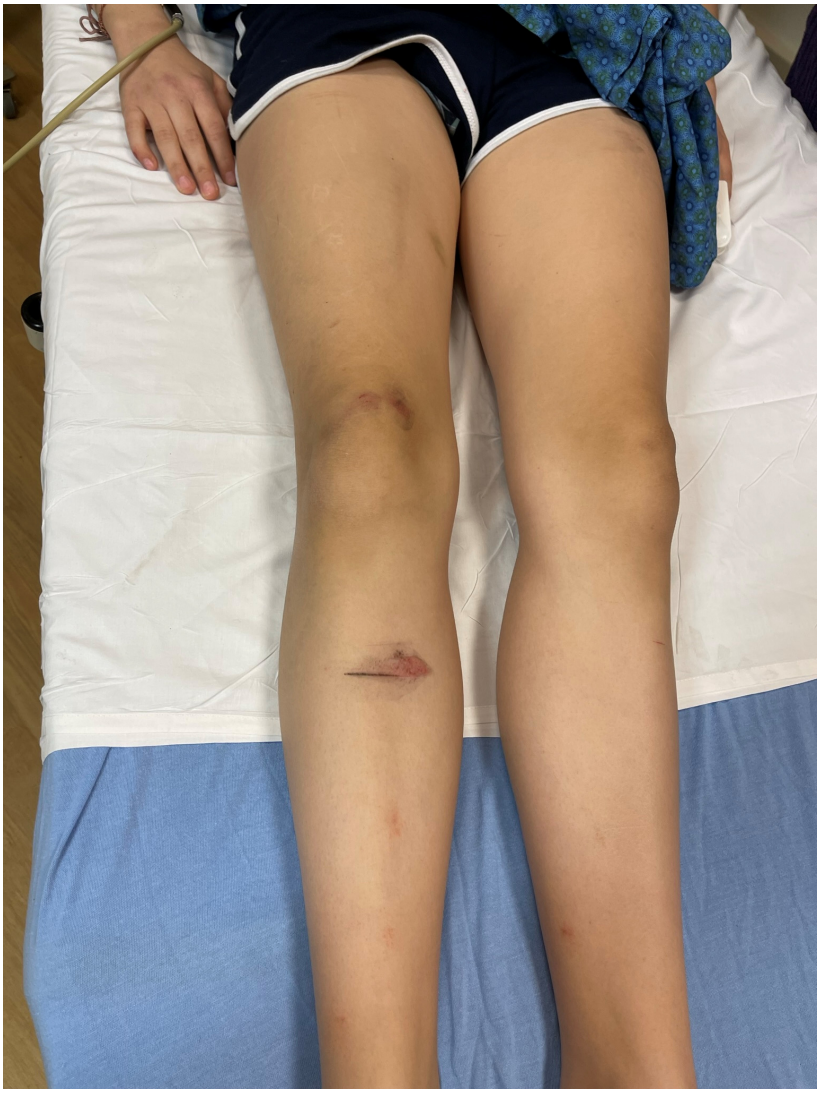
I am writing today regarding the rezoning application for the old HP property adjacent to the Northridge Trails neighborhood. I stand with my neighbors strongly opposing this rezoning from I-L to R-H. Please be

sure this email and attached photos are included in the planning commission packet for the August 13th meeting as well as the city council meeting packet for the September 7th meeting.

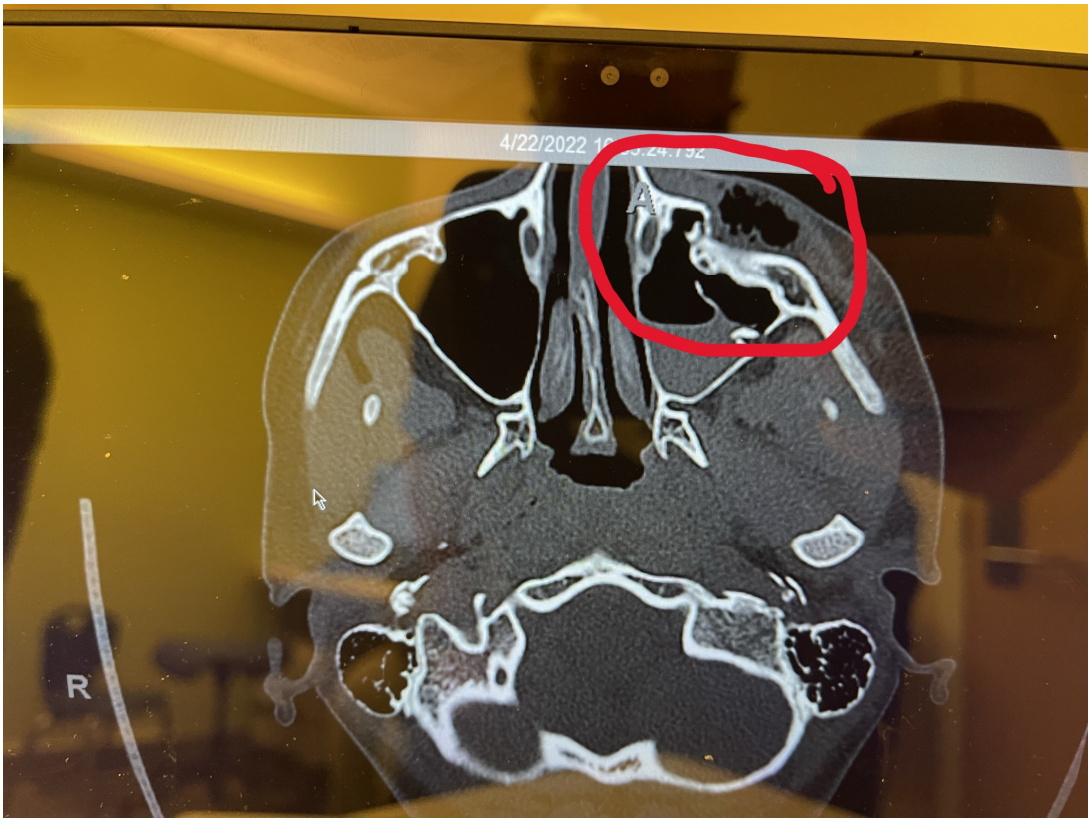
As the neighborhood is now almost built up, we can already see the increase in traffic and on-street parking in our neighborhood. There is already an apartment complex being proposed on the south side of 8th Street adjacent to the Ten West apartments that will have access off 8th Street into our neighborhood. During school days, all of 8th Street and portions of 66th Ave extending past 67th Ave are full of cars parked for student pick up and drop off. There is also another apartment complex that is being constructed at the corner of 71st Ave and 4th Street with access from 4th St Road. With the regulations of "No Minimum Parking", developers are NOT required to provide any parking within the apartment complexes if they so choose. What this means is more dense apartments and more off street parking along the neighborhood streets creating blind spots and traffic safety concerns. With access from 4th St Road for this other complex, traffic will increase dramatically reducing safety.

While the planning commission and developers have made a plan to "help" prevent apartment traffic from coming up into our neighborhood, it isn't enough. Apartment traffic MUST be completely blocked from entering our neighborhood. With Northridge High School and Winograd K-8 schools located just north of our neighborhood, these apartment dwellers will not go around to avoid coming through our neighborhood. They will take the shortest route which puts our children at significantly higher risks of injury or death. While I appreciate the addition of stop signs and speed humps, I watch people blow through them like they didn't exist. It ISN'T enough.

Traffic safety concerns are my highest concern in regards to more apartments. When traffic was high during construction, my daughter was hit by a careless driver and severely injured. We are thankful she didn't lose her life. Photos below are from the emergency room where she was initially evaluated.



As her eye continued to swell completely shut, this shows how bad the swelling was in her face and the cat scan image shows where the driver collapsed her cheekbone on the right side in the red circle. The dark spot is where the swelling was separating her skin from the bone.




Surgery was scheduled immediately and took more than 4 1/2 hours to complete because the damage was so extensive. She now has three plates and screws that were put in to repair the damage. These photos are from her two day stay in the hospital after surgery.

HIELO

ICE BAG
SAC À GLACE
BOLSA DE HIELO

Because the damage was so extensive and the swelling too great, the first surgery was not a complete success. She had to have a revision the following summer to fix remaining swelling in her eye.

Please burn these images into your minds when you consider this rezoning application. My daughter was 12 at the time and now, two years later at 14, she is still deathly afraid of crossing a street and won't do it without me or my wife being with her. Naturally, my concern is more for her but as our neighborhood has filled up, I see younger children out playing, often in the street darting around parked cars all of the time. As traffic increases, the probability of a fatality increases exponentially.

We all believe that the City was correct in zoning this parcel as an I-L, because any development that will classify under an I-L will a) need to provide adequate parking, b) will mostly be some commercial enterprises that will only have vehicles entering and exiting during the day time and c) will not lead to continuous parking on the neighborhood streets at all hours during the evening hours and weekends. Additionally, surrounding entire neighborhoods with apartment complexes is bad planning that will lead to lowering of home values. The generally accepted practice is to have a transition from single family to town homes to apartments, which unfortunately we do not see happening to the south or west of our neighborhood.

I implore you to reject this rezoning effort and completely block additional apartments from being built around our neighborhood. The developer can put single family homes on this property which would be a far better option for keeping our neighborhood safe. There is plenty of available land around the Sheep Draw apartments for more apartments if they are really needed.

--
Jim Powers

# Attachment I.14

## Michael Franke

**From:** Brian McBroom
**Sent:** Tuesday, July 23, 2024 6:23 PM
**To:** Michael Franke
**Subject:** Fwd: Opposition to H-P Rezone

---

**From:** Raymond Lee <Raymond.Lee@Greeleygov.com>
**Sent:** Tuesday, July 23, 2024 5:31:40 PM
**To:** Rachel Flynn <Rachel.Flynn@Greeleygov.com>; Brian McBroom <Brian.McBroom@Greeleygov.com>; Paul Trombino <Paul.Trombino@Greeleygov.com>
**Cc:** Blair Snow <Blair.Snow@greeleygov.com>
**Subject:** FW: Opposition to H-P Rezone

FYI

Raymond C. Lee III
City Manager
City Manager's Office
1000 10th Street  Greeley, CO  80631
970-518-2262 | raymond.lee@greeleygov.com
www.greeleygov.com

-----Original Message-----
From: Rob Walden <walden1986@gmail.com>
Sent: Tuesday, July 23, 2024 5:30 PM
To: Raymond Lee <Raymond.Lee@Greeleygov.com>
Subject: Opposition to H-P Rezone

[You don't often get email from walden1986@gmail.com. Learn why this is important at https://aka.ms/LearnAboutSenderIdentification ]

Dear Mr. Lee,

I'm writing to you today in regard to project H-P Rezone, project number ZON2023-0003. It concerns the rezoning of a parcel of land to residential high zone. I, and my neighbors, have opposed this project when it was first proposed and then subsequently rejected. It seems that the developer has decided to resubmit the request despite the clear voices of those that will be affected. I can personally attest to the problems that are associated with putting high density residential near single family homes without proper planning. The amount of traffic on the street I live on has increased dramatically. I watch residents of the 10 west apartments speed past my house every day as they enter and exit the complex. I distinctly remember the day a speeding resident of that apartment struck a young girl in my neighborhood, shattering her jaw. As a healthcare provider that works at NCMC, I am unfortunately all too aware of how devastating vehicle vs pedestrian injuries can be. As a father of a small toddler, I am especially committed to increasing the safety of this busy road. While speeding is not inherent to high density living, substantially increasing the amount of people concentrated in a small area will naturally mean more traffic and more speeding vehicles. On top of the traffic, the parking situation is poorly thought out as well. While no minimum parking might be good for the developers profit margin, it increases on street parking and decreases

visibility. I am not opposed to high density residential as I think it is needed. That said, it should be done with proper and careful planning. I moved to Greeley in 2017, and while that is a relatively short time, I have been able to watch this city grow and flourish. I love Greely, and am proud to call it my home. I appreciate all the hard work you have done to make this city a great place to raise a family. I simply ask that the safety of your residents is not jeopardized in the name of a developer seeking a quick profit.

Best regards,

Rob Walden

# Attachment I.15

## Michael Franke

**From:** Fernando Avalos Rivera <fernando.arivera@outlook.com>
**Sent:** Tuesday, July 23, 2024 7:15 PM
**To:** Michael Franke
**Subject:** DISAPPROVAL OF ADDITIONAL NORTHRIDGE TRAIL APARTMENTS

> You don't often get email from fernando.arivera@outlook.com. Learn why this is important

Michael,

I disapprove of the construction of the apartment complexes in the Northridge Trail area in Greeley, CO. I am a resident and I believe it would create more traffic in an already crowded area. I have witnessed countless vehicles have no regard for stop signs. Luckily a tragedy hasn't occurred yet. My fear is the death of a child and/or pet with the increase in traffic. When Hartford Homes and Journey Homes built the neighborhood; they built the neighborhood with respect of low-density/low-traffic zoning. I've witnessed firsthand the lack of infrastructure the neighborhood has for a dramatic increase in traffic. If the construction of the apartment complexes is approved, and God forbid a death occurs, it is in the hands of the City of Greeley for not hearing the residents of the Northridge Trail community.

When my wife and I were looking for a house, we looked all over Northern Colorado. We looked in Loveland, Severance, Windsor, and Fort Collins but we decided to stay in Greeley. Our second choice was Severance, but Greeley's selling point was the sense of community. I've heard the City cares about its residents, and I believe the City Council will prove why I decided to call Greeley my home.

Fernando Avalos Rivera
Cell: 970.405.0384

# Attachment I.16

## Michael Franke

**From:** Brian Bartels <brian@waltelcos.com>
**Sent:** Wednesday, July 24, 2024 2:02 AM
**To:** Michael Franke
**Subject:** Fwd: Call for Action: Rezoning Application for Lot south of our neighborhood from I-L to R-H

Hi Michael,
Please see the email sent out by an unnamed resident representative from the metro district. I feel there are some misrepresentations in this email regarding parking, property values, zoning practices and others. Could you please let me know if I am correct so I am prepared for our meetings. My goal is to be able to be completely up front about not only the rezone request but the existing IL zoning and don't feel that IL and it's associated uses has any place in this area. My question will be if it was currently zoned RH and I was coming in with a IL user would this get approved and it has always been absolutely no !

Thanks
Brian

Sent from my iPhone

Begin forwarded message:

> **From:** Brian Bartels <brian@waltelcos.com>
> **Date:** July 24, 2024 at 08:37:40 GMT+1
> **To:** Adam Wallace <adam@waltelcos.com>, Patrick Groom <pgroom@wobjlaw.com>, Curtis Rowe <curtis.rowe@kimley-horn.com>
> **Subject: Fwd: Call for Action: Rezoning Application for Lot south of our neighborhood from I-L to R-H**
>
> FYI
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** Landon Hoover <landon@hartfordco.com>
> > **Date:** July 23, 2024 at 23:09:58 GMT+1
> > **To:** Brian Bartels <brian@waltelcos.com>
> > **Cc:** Patrick McMeekin <patrick@hartfordco.com>
> > **Subject: Fwd: Call for Action: Rezoning Application for Lot south of our neighborhood from I-L to R-H**
> >
> > Brian -
> >
> > FYI, let us know how we help.

Thank you.

Landon Hoover
President/Owner
Hartford Homes
970.286.3329
Landon@hartfordco.com

Begin forwarded message:

> **From:** no-reply@eunify.net
> **Date:** July 23, 2024 at 3:58:55 PM MDT
> **To:** Landon Hoover <Landon@hartfordco.com>
> **Subject: Call for Action: Rezoning Application for Lot south of our neighborhood from I-L to R-H**
> **Reply-To:** info@citycenterwestmd.live
>
> Dear Fellow City Center West Neighbors,
>
> This is a CALL FOR ACTION.
>
> As you may be aware the City of Greeley has sent a couple of letters in the mail to most residents regarding a rezoning application for the parcel to the south of the neighborhood between the school and our neighborhood and just north of 8th Street. This lot is currently zoned I-L (Industrial Light) and the developer is seeking to rezone it to R-H (Residential High Density, which in other words means an apartment complex). The developer tried to do this in 2022 and residents in the neighborhood were successful in getting the City Council to deny the application. Unfortunately, city code allows the developer to resubmit the application again after a year and it appears they have chosen to do so.
>
> As the neighborhood is now almost built up, we can already see the increase in traffic and on-street parking in our neighborhood. There is already an apartment complex being proposed on the south side of 8th Street adjacent to the Ten West apartments that will have access off 8th Street. During school days, all of 8th Street and portions of 66th Ave extending past 67th Ave are full of cars parked for student pick up and drop off. There is also another apartment complex that is being constructed at the corner of 71st Ave and 4th Street with access from 4th St Road. With the new regulations of "**No Minimum Parking", developers are NOT required to provide any parking within the apartment complexes if they so choose.** What this

means is more dense apartments and more off street parking along the neighborhood streets creating blind spots and traffic safety concerns.

We believe that the City was correct in zoning this parcel as an I-L, because any development that will classify under an I-L will a) need to provide adequate parking, b) will mostly be some commercial enterprises that will only have vehicles entering and exiting during the day time and c) will not lead to continuous parking on the neighborhood streets at all hours during the evening hours and weekends. Additionally, surrounding entire neighborhoods with apartment complexes is bad planning that will lead to lowering of home values. The generally accepted practice is to have a transition from single family to town homes to apartments, which unfortunately we do not see happening to the south or west of the neighborhood.

The City Council has already once rejected the rezoning request and now it is time once again for the neighborhood to represent our concerns to the developer, City staff and City Council. As your Metro District Board members, we are requesting strong attendance from the neighborhood at all scheduled meetings to voice our opposition to this zoning request. Please mark your calendars for:

- July 31, 2024, 6pm, Westridge Academy, 6905 8th Street, CO

- August 13, 2024, 1:15pm, Planning Commission, City Council Chambers, 1001 11th Ave, Greeley, CO

- September 17, 2024, 6:00pm, City Council Meeting, City Council Chambers, 1001 11th Ave, Greeley, CO

Additionally, we encourage all residents to send emails to our elected Mayor and council members opposing this rezone application **preferably by July 26th**. Feel free to include information from this notice and/or include your own thoughts on why this rezoning is a bad idea for the neighborhood and for the City as well.

- Mayor John Gates, john.gates@greeleygov.com

- Mayor Pro Tem (representing Ward IV) Dale Hall, dale.hall@greeleygov.com

- Council Member, at large, Brett Payton, brett.payton@greeleygov.com

- Council Member, at large, Melissa McDonald, melissa.mcdonald@greeleygov.com

- City Manager, Raymond Lee, raymond.lee@greeleygov.com

It is up to each of us to determine the future of our neighborhood. Please feel free to reach out to your Metro District Board members copied on this email if you have any questions or need additional information.

Thank you for your time. We look forward to a strong attendance at these meetings.

City Center West Metro District Board

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# Attachment I.17

**Michael Franke**

**From:** Brian McBroom
**Sent:** Wednesday, July 24, 2024 7:34 AM
**To:** Michael Franke
**Subject:** FW: CALL FOR ACTION

**From:** Raymond Lee <Raymond.Lee@Greeleygov.com>
**Sent:** Wednesday, July 24, 2024 6:31 AM
**To:** Rachel Flynn <Rachel.Flynn@Greeleygov.com>; Brian McBroom <Brian.McBroom@Greeleygov.com>; Paul Trombino <Paul.Trombino@Greeleygov.com>
**Cc:** Blair Snow <Blair.Snow@greeleygov.com>
**Subject:** Fwd: CALL FOR ACTION

FYI


## Raymond C. Lee III

City Manager
City Manager's Office
1000 10th Street Greeley, CO 80631
970-518-2262 | raymond.lee@greeleygov.com


Begin forwarded message:

> **From:** SARAH MAGDALENO <sarahmagdaleno99@hotmail.com>
> **Date:** July 24, 2024 at 5:03:26 AM MDT
> **To:** John Gates <John.Gates@greeleygov.com>, Dale Hall <Dale.Hall@greeleygov.com>, Brett Payton <Brett.Payton@greeleygov.com>, Melissa McDonald <Melissa.McDonald@greeleygov.com>, Raymond Lee <Raymond.Lee@greeleygov.com>
> **Subject: CALL FOR ACTION**

> You don't often get email from sarahmagdaleno99@hotmail.com. Learn why this is important

Good Morning!

The City of Greeley has sent a couple of letters in the mail to most of us residents regarding a rezoning application for the parcel to the south of the neighborhood between the school and our neighborhood and just north of 8th Street. This lot is currently zoned I-L (Industrial Light) and the developer is seeking to rezone it to R-H (Residential High Density, which in other words means an apartment complex). The same developer tried to do this in 2022 and residents in the neighborhood were successful in getting the City Council to deny the application, why would

they try it again with **MORE TRAFFIC NOW.** Unfortunately, city code allows the developer to resubmit the application again after a year and it appears they have chosen to do so!!

As the neighborhood is now almost built up, we can already see the increase in traffic and on-street parking in our neighborhood. There is already an apartment complex being proposed on the south side of 8th Street adjacent to the Ten West apartments that will have access off 8th Street. During school days, all of 8th Street and portions of 66th Ave extending past 67th Ave are full of cars parked for student pick up and drop off. There is also another apartment complex that is being constructed at the corner of 71st Ave and 4th Street with access from 4th St Road. With the new regulations of "No Minimum Parking", developers are NOT required to provide any parking within the apartment complexes if they so choose. What this means is **more dense apartments and more off-street parking along the neighborhood streets creating blind spots and traffic safety concerns. Kids' safety should be a priority.**

**I see several cops already issuing citations right now in front of my house. People are running stop signs, speeding, and this problem is only going to get worse with another complex. Have you tried turning left out of where McDonalds is now, heading towards West Ridge Academy? It's almost impossible !**

We believe that the City was **correct** in zoning this parcel as an I-L, because any development that will classify under an I-L will a) need to provide adequate parking, b) will mostly be some commercial enterprises that will only have vehicles entering and exiting during the day time and c) will not lead to continuous parking on the neighborhood streets at all hours during the evening hours and weekends. Additionally, surrounding entire neighborhoods with apartment complexes is bad planning that will lead to lowering of home values. The generally accepted practice is to have a transition from single family to town homes to apartments, which unfortunately we do not see happening to the south or west of the neighborhood.

Please reconsider! A public swimming pool would have been a better option with a parking lot... OR even a decent sit-down restaurant.

Thank you,
Sarah and Dominic Magdaleno
504 66th Ave
Greeley Co 80634

# Attachment I.18

## Michael Franke

**From:** Brian McBroom
**Sent:** Wednesday, July 24, 2024 8:00 AM
**To:** Michael Franke
**Subject:** FW: Greeley - Rezoning Application for Lot south of our neighborhood from I-L to R-Hl - near Northridge Trails development (previously Hartford homes who pulled out, now Journey home) *personal off clock*

---

**From:** Raymond Lee <Raymond.Lee@Greeleygov.com>
**Sent:** Wednesday, July 24, 2024 7:59 AM
**To:** Rachel Flynn <Rachel.Flynn@Greeleygov.com>; Brian McBroom <Brian.McBroom@Greeleygov.com>; Paul Trombino <Paul.Trombino@Greeleygov.com>
**Cc:** Blair Snow <Blair.Snow@greeleygov.com>
**Subject:** FW: Greeley - Rezoning Application for Lot south of our neighborhood from I-L to R-Hl - near Northridge Trails development (previously Hartford homes who pulled out, now Journey home) *personal off clock*

FYI

**Raymond C. Lee III**
City Manager
City Manager's Office
1000 10th Street Greeley, CO 80631
970-518-2262 | raymond.lee@greeleygov.com
www.greeleygov.com

---

**From:** Aaron Browning <Aaron.Browning@pulte.com>
**Sent:** Tuesday, July 23, 2024 5:53 PM
**To:** John Gates <John.Gates@Greeleygov.com>; Dale Hall <Dale.Hall@Greeleygov.com>; Brett Payton <Brett.Payton@Greeleygov.com>; Melissa McDonald <Melissa.McDonald@Greeleygov.com>; Raymond Lee <Raymond.Lee@Greeleygov.com>
**Cc:** abrowning185@gmail.com
**Subject:** RE: Greeley - Rezoning Application for Lot south of our neighborhood from I-L to R-Hl - near Northridge Trails development (previously Hartford homes who pulled out, now Journey home) *personal off clock*

> You don't often get email from aaron.browning@pulte.com. Learn why this is important

Also team apologize for the book/emails but you can appreciate the passion, Greeley is a beautiful community, but Hartford who pulled out of our community Northridge Trails chose Johnstown for their investment, and you do

not see the level of high density apartment complexes going up directly adjacent to the neighborhoods being built in downtown Johnstown where Hartford left my development to build. **Hartford im sure invests a lot in analytics and market analysis, for them to pull out of this development and favor downtown Johnstown area to build is disheartening.** I do not want Greeley to become a 2-5 year pit stop for homeowners who then move to Timnath, Johnstown, Fort Collins. When you walk these areas at night, its beautiful – to become a parking lot of lights with large apartment complexes surrounding us Is not desirable. I appreciate your development with GTC nearby, and not building another apartment complex. This is a win in my opinion for the area and city, it deserves credit. I also appreciate what the city is doing to attract new businesses. I understand the need for apartments, but this is not the spot. We need apartments, but immediately building them in our backyard is not ideal. As politicians we must encourage home ownership, long-term investment, and incentive builders to bring that here. Losing Hartford Homes was big.

Thanks again for your consideration/time.

Aaron

---

**From:** Aaron Browning
**Sent:** Tuesday, July 23, 2024 5:31 PM
**To:** john.gates@greeleygov.com; dale.hall@greeleygov.com; brett.payton@greeleygov.com; melissa.mcdonald@greeleygov.com; raymond.lee@greeleygov.com
**Cc:** abrowning185@gmail.com
**Subject:** RE: Greeley - Rezoning Application for Lot south of our neighborhood from I-L to R-HI - near Northridge Trails development (previously Hartford homes who pulled out, now Journey home) *personal off clock*

To follow up:

**Limited application in suburban neighborhoods = R-HI.** We are a *suburban* neighborhood not a downtown area, it would be more prudent to provide **R-E or R-L** zoning to encourage home ownership, and the city could invest in programs to incentive a new builder etc. This would be more mindful of homeowners long-term goals to develop a forever home, vs. a transient setting that R-HI (high density) would encourage. I think the mindset of turning the middle-class into a rental class, is something that our politicians should discourage. Making home ownership more affordable with lower interest rates, inflation, etc should be the goal. Not conforming to problems at hand, simply because the short-term paycheck might be quicker. Long-term home ownership, is an investment that will result in more income for the city with forever residents and consumption of services/goods locally, and tax money in real estate taxs vs high density apartments.

land-use-sheets.pdf (greeleygov.com) : source.

Regards,

Aaron Browning

---

**From:** Aaron Browning
**Sent:** Tuesday, July 23, 2024 5:17 PM
**To:** john.gates@greeleygov.com; dale.hall@greeleygov.com; brett.payton@greeleygov.com; melissa.mcdonald@greeleygov.com; raymond.lee@greeleygov.com
**Cc:** abrowning185@gmail.com
**Subject:** Greeley - Rezoning Application for Lot south of our neighborhood from I-L to R-HI - near Northridge Trails development (previously Hartford homes who pulled out, now Journey home) *personal off clock*

Good afternoon team.

I hope you are doing well. I am reaching out to contest and discourage the re-zoning from I-L to R-H near Westridge Academy in Greeley CO. We built s new home the Northridge Trails community. The area is already surrounded by the Ten West apartment complex, and the parking has pushed into the neighborhood. We were successful in adding speedbumps to deter speeding/traffic into the community. It was zoned as I-L due to concerns over parking and traffic in the area adjacent to our neighborhood, and the request to re-zone already failed because of our concerns as homeowners. **The area is already suffering from a high density of rental homes, as the original builder Hartford pulled out of the community and did not finish the build out**. We were promised a park as well that is still vacant land by the city. With Hartford pulling out, Journey homes has sold some of the 6 unit plex complexes to large rental investors, and the area is already being impacted by this switch to rental vs homeowners. If this zoning is successful, it will create more traffic issues, for a neighborhood that has had its original builder (Hartford homes) pull out, and a large density of townhomes being turned into rental homes, and homes being rented too. The apartment complex Ten West is already basically in the neighborhood. To build more apartments behind the homes, we would be surrounded by apartments. **I do feel that the city council, and your members would also not want your home's backyard view to be an apartment complex, especially when the cost of homes/interest rates, etc are making home ownership hard to come by – we aren't wanting to go back to being an apartment complex by nature.**

In addition, the school nearby already has lines of cars – the area if zoned to high density apartments would be an absolute disaster for traffic, parking, and likely to bring down home values which have already been impacted by the current economic conditions and rising interest rates. I spent time investing in Greeley as a homeowner, if this planning continues I will be forced to sell in the future and look north towards Timnath or other residential areas that are prioritizing the neighborhood concerns over money for a quick apartment complex which can be moved to an area that doesn't truly surround the entire community.

**I would also discourage other family members who are considered moving/re-locating and investing in Greeley, CO as it appears the city is not interested in supporting the residential neighborhoods in favor of high density housing/profit.**

The area promised for the park should be a priority by Greeley to its residents. Life is stressful enough, my hope is that the zoning is left as I-L for the very reasons mentioned above, and for compassion as you are likely all homeowners, and value the space you have and peace as homeowners. One of the biggest concerns is that our community is turning into a parking lot, cars that are damaged being left on the streets in front of homes, and the apartment complex nearby is usually not following the signs to not park in front of homes. The expansion of a multi-plex apartment complex adjacent to our home will only further increase this issue.

Appreciate not only your time but compassion to this issue, as its not easy to move/re-locate when home values are already on, and interest rates are high. **This would however be a significant needle mover for I think most everyone to try to sell their homes/relocate in the future.**

Aaron Browning
Owner at 6717 4th Street RD Unit 2, Greeley CO 80634 (City Center West District board area) Northridge Trails townhomes
619-727-8696

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# Attachment I.19

## Michael Franke

**From:** Cindy Bonilla <cindybonilla14@gmail.com>
**Sent:** Wednesday, July 24, 2024 4:42 PM
**To:** Michael Franke
**Subject:** Case ZON2023-003 Concerns

> You don't often get email from cindybonilla14@gmail.com. Learn why this is important

To whom it may concern:

I am writing to express my concerns regarding project H-P Tract 3A Rezone (Case Number ZON2023-003) for the possible rezoning of the land located at the intersection of 69th Avenue and West 8th Street. I bought a home in this neighborhood with the hope that I could lay down some roots in Greeley and the neighborhood seemed like a quiet and safe place to build my family. My time as a homeowner in this neighborhood has proven that I made the right choice as I have enjoyed the peace I feel here.

By rezoning the land directly behind our neighborhood, I fear that the safety we moved here for will be compromised. Adding more traffic to this area is a recipe for disaster. On any given day, I've seen groups of children playing in their front yards so my neighbors and I know to keep an eye out and drive cautiously. Adding hundreds more families to the neighborhood would mean that many more cars who may not be as considerate will be driving through our streets posing the risk that a child could be injured. It was not too long ago that we had to have speed bumps installed due to drivers speeding through the neighborhood but it is still at least a few times a week that I have witnessed the running of stop signs on 8th Street. If the land is rezoned for high density residential properties, I fear I will have no other choice but to move my family out of this neighborhood and most likely out of Greeley altogether.

For these reasons, I ask that you please consider saying no to the request for rezoning and keep our neighborhood safe and peaceful.

Best Regards,

Cindy Bonilla

# Attachment I. 20

**Michael Franke**

**From:** Brian McBroom
**Sent:** Thursday, July 25, 2024 9:01 AM
**To:** Michael Franke
**Subject:** Fwd: Rezoning near Northridge Trails area

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**From:** Raymond Lee <Raymond.Lee@Greeleygov.com>
**Sent:** Thursday, July 25, 2024 8:33:43 AM
**To:** Rachel Flynn <Rachel.Flynn@Greeleygov.com>; Brian McBroom <Brian.McBroom@Greeleygov.com>; Paul Trombino <Paul.Trombino@Greeleygov.com>
**Cc:** Blair Snow <Blair.Snow@greeleygov.com>
**Subject:** Fwd: Rezoning near Northridge Trails area

FYI


## Raymond C. Lee III

City Manager
City Manager's Office
1000 10th Street Greeley, CO 80631
970-518-2262 | raymond.lee@greeleygov.com
www.greeleygov.com


Begin forwarded message:

> **From:** Lisa Sewitsky <lmsewit@yahoo.com>
> **Date:** July 24, 2024 at 7:26:26 AM MDT
> **To:** Raymond Lee <Raymond.Lee@greeleygov.com>
> **Subject: Rezoning near Northridge Trails area**
> **Reply-To:** Lisa Sewitsky <lmsewit@yahoo.com>

> You don't often get email from lmsewit@yahoo.com. Learn why this is important

ALL neighbors are in agreement that these streets are too narrow to handle apartment building that means too many cars, etc., will create a dangerous mess as there is no parking for this proposal. You okd these narrow Streets and we !lready have problems with parked cars in our neighborhood and trying to navigate driving g through this, because there is no room to normally drive without a passing car pull over, not to mention dangerous pedestrian walking. The planning of these neighborhoods is failing, and should not be worsened by cramming more densely populated apartments being added. With these higher taxes, regular city and metro, we deserve our voices heard. This is just common sense to not cram in more to an already overfilled neighborhood.
Lisa sewitsky
6609 4th st rd greeley

Yahoo Mail: Search, Organize, Conquer

# Attachment I. 21

## Michael Franke

**From:** Trish Trombino <trishtrombino@gmail.com>
**Sent:** Thursday, July 25, 2024 4:14 PM
**To:** Michael Franke; John Gates; Dale Hall; Brett Payton; Melissa McDonald
**Subject:** Opposition to Project No. ZON2023-0003/Project Name: H-P Rezone

> Some people who received this message don't often get email from trishtrombino@gmail.com. Learn why this is important

My name is Trish Trombino, I reside in the Northridge Trails neighborhood which is East of and adjacent to the proposed parcel for rezone that is scheduled to come before the Planning Commission on August 13 and City Council on September 17, which is further described below:

Project Name: H-P Rezone
Project Number: ZON2023-0003
Project Parcel ID: 095904309002
Project Location: North of 8th Street, East of 69th Avenue, South of 5th Street
Applicant: LaSalle Investors LLC

I am opposed to the rezone to Residential High Density. We already know, from the last time this parcel came up for rezoning, that the applicant, LaSalle Investors LLC, is working with developers to put apartments on this parcel. For them to claim that just because it is rezoned to H-D does not mean that there will be apartments is not accurate.

I would like to address some of the 9 rezoning criteria that this application is to be evaluated on:

1. The proposal is consistent with the City's Comprehensive Plan
   a. Rezoning this parcel to R-H is NOT consistent with the Comprehensive Plan Core Value of Sustainable Patterns of Growth and Development
   b. The rezone would result in >40 acres of apartments within a 100 acre residential neighborhood site. 10 West Apartment complex has over 260 units, Union Crossing (project number: USR2024-0003) will be 196 apartment units, the parcel at the southeast corner of 71st Avenue and 4th Street is to be developed with over 200 apartments and with likely over 200 apartments that will be developed on this site, that means over 78% of the residential units in this 100 acre site will be apartments. Is this sustainable development for all new developments in the city going forward? Why would the City even want this?
   c. The original plan for our City Center West Metro District No. 2 was for it to be a higher end, walkable community. I invite you to visit our community and see that this has been lost somewhere. Speeding cars that disregard speed limits, stop signs and traffic bumps along with parked cars from the existing apartments already congest our neighborhood and often make for unsafe street crossings for pedestrians.
2. The proposal can fulfill the intent of the zoning district, considering the relationship to surrounding uses
   a. The rezone does not provide any transition between residential densities. We will be surrounded by HIGH Density in every direction.

b. The rezone would not bring greater accessibility, it does not add amenities or bring higher level design to the neighborhood, which is required as a part of our Metro District and the higher property taxes we are paying.

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

a. Yes, the area has changed, but all those in the neighborhood that I have spoken with agree that there needs to be a better transition/buffer in housing density. Please stop allowing developers to dictate how the city develops and do what they want unchecked.

4. Whether the existing zoning that has been in place is obsolete

a. The applicant and their representatives have previously shared possible uses under the current I-L zoning that they say would not benefit the neighborhood. However, the following uses, approved under the current zoning, are better than apartments and would allow for a more walkable and diverse community:

i. Entertainment establishments
ii. Veterinary care
iii. Medical care
iv. Office space
v. Retail
vi. Recreation

b. All of these uses would bring more value to our community than apartments.

5. Will the proposed zoning enable development that is comparable with the area character and design

a. This rezone will enable the opposite

i. A neighborhood overwhelmed with over 40 acres of apartments
ii. It will not add any character or upscale design elements

6. Can the City or other agencies provide the services or facilities projected to be needed by the development

a. This parcel does not have access to 71st Avenue or 4th Street and shares an access easement with West Ridge Academy that is the school's main entrance for drop off and pick up. The lack of access is not conducive to R-H zoning and would further congest the streets making unsafe conditions for kids walking to school.

b. It will further crowd our streets with the parked cars of apartment residents because they do not want to pay the extra fee to park in their complex. This is already a problem in our neighborhood with those living at 10 West Apartments.

7. The change of zoning will serve a community need or provide an amenity or accommodate development not possible under the existing zoning

a. With over 40% of housing units in Greeley already rentals and over 15,000 apartment units in either the design, approved or construction phases within the city over the past couple of years, we need more ownership opportunities and not more high density rental units

b. This rezone would continue to reinforce Greeley as a bedroom community and does not add sustainable ownership opportunities

c. This rezone does not serve the community in any way

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

a. Rezoning will only intensify the traffic issues we have in the neighborhood today
b. Again, the parcel has no access to primary corridors
c. The negative impact on the single-family homes that would be surrounded by apartments cannot be denied

9. The recommendations of professional staff or advisory review bodies
   a. I would reiterate that the automatic rubber stamping of these rezones to Residential H-D need to stop. The City must demand better and take under consideration the voices and concerns of its citizens.

Finally, the Planning Commission and City Council said "No" to the Mountain Vista project of 120 townhomes, this is no different, but in fact far worse, as we would be surrounded by apartments. I respectfully request the Planning Commission and City Council to say "NO" to this rezone request.

Thank you,

Trish Trombino

# Attachment I. 22

## Michael Franke

**From:** Mara Watson <Mara.Watson@stewart.com>
**Sent:** Friday, July 26, 2024 11:42 AM
**To:** Michael Franke
**Subject:** H-P Tract 3A Rezone

> You don't often get email from mara.watson@stewart.com. Learn why this is important

To whom it may concern,

My name is Mara Watson, my husband Kell and I live at 725 67th Ave.I am writing to you to let you know of our concerns of the proposed rezoning of the HP Tract 3A. We have many concerns to have another apartment complex developed so closely to one that is already there. Now that the neighborhood is almost fully built up, we have an increase in traffic, not to mention the parking on the street is ridiculous. During school days, all of 8th Street and portions of 66th Ave extending past 67th Ave are full of cars parked for student pick up and drop off. There is also another apartment complex that is being constructed at the corner of 71st Ave and 4th Street with access from 4th St Road. With the new regulations of "No Minimum Parking", developers are NOT required to provide any parking within the apartment complexes if they so choose. What this means is more dense apartments and more off street parking along the neighborhood streets creating blind spots and traffic safety concerns. I am sure the Greeley Police department could spend their time elsewhere instead of watching for people speeding or not stopping. When the was defeated 2 years ago, I believe the City was correct in zoning this parcel as an I-L, because any development that will classify under an I-L will a) need to provide adequate parking, b) will mostly be some commercial enterprises that will only have vehicles entering and exiting during the day time and c) will not lead to continuous parking on the neighborhood streets at all hours during the evening hours and weekends. Additionally, surrounding entire neighborhoods with apartment complexes is bad planning that will lead to lowering of home values. The generally accepted practice is to have a transition from single family to town homes to apartments, which unfortunately we do not see happening to the south or west of the neighborhood. The City Council has already once rejected the rezoning request, we ask that they take into consideration the neighborhoods concerns and do not approve this request. We will be at the City Council meeting and our voices will be heard. Thank you so much for your time.

All Cash transactions must be in the form of a wire, please call the office for wiring instructions

# Attachment I. 23

To whom it may concern,

I hope this letter finds you well. I am writing to express my concerns regarding the proposed apartment complex development near Northridge Trails in Greeley, Colorado. As a resident of this community, I am deeply invested in maintaining the quality of life and character of our neighborhood.

While I understand the need for new housing developments, I believe that this proposal raises several significant issues that warrant careful consideration:

1. **Traffic and Congestion**: The increased population density from the apartment complex would likely exacerbate traffic congestion in our area, particularly along W 10th Street, W 8th/66th Avenue, and W 4th Street. According to the 2018 Weld County Regional Traffic Data, 10th Street already handles an average of 33,000 vehicles per day and 4th Street handles 8,400 per day [1]. Since 2018, urban development, shopping centers, and schools have substantially increased the number of cars on these main roads and the roads within Northridge Trails and its surroundings. Additionally, Greeley's population has continued to grow, further straining already busy streets.

   Adding an estimated 300-400 vehicles from the new developments could significantly increase commute times and the risk of accidents. Recent studies show a 15% increase in accidents on similarly congested roads after new developments were added [2].

   Furthermore, the neighborhood has already experienced safety concerns related to traffic. There has been a child hit by a car in our neighborhood, and a high volume of tickets have been issued for traffic violations. The increase in vehicles is anticipated to lead to a higher incidence of traffic violations and could further strain our already overwhelmed road infrastructure, posing a serious risk to the safety of residents. It is also important to note that this development will be next to multiple schools, thereby increasing the danger not only to neighborhood residents but also to young children. West 29th street in Greeley has a large number of apartments and has been known to be a problem in relation to speeding, careless driving, and accidents. Adding these apartments would create a similar situation already observed in other neighborhoods in the city. It also important to note nearly 50% of renters are under the age of 30 [3], and research shows that drivers in this age group are at a heightened risk of traffic violations and accidents [4].

2. **Parking**: The proposed development lacks sufficient parking for residents, leading to an overflow of parking in surrounding neighborhoods. This reduces the availability of public spaces for current residents and visitors and increases parking-related conflicts.

   The nearby 10 West apartment complex already causes congestion, blind spots, and safety concerns due to vehicles parked along neighborhood roads. A recent law (HB24-1007) signed by Governor Jared Polis in April 2024 prohibits limiting the number of people living in a single dwelling based on familial relationships [5], increasing the likelihood of multiple adults in a single unit. It is unlikely that the developer will provide enough parking spots for all residents and guests, making the parking space per-unit

estimate inadequate. Additionally, new "No Minimum Parking" regulations mean developers are not required to provide parking, exacerbating these issues.

3. **Proximity to Schools & Crime Rates**: The proposed apartments would be nearly adjacent to Northridge High School, Winograd K-8, Westridge Academy, and Tointon Academy of Pre-Engineering. Research indicates that high-density housing developments can sometimes correlate with higher crime rates [6]. This proximity to multiple schools raises significant safety concerns for students, not only related to crime but also increased traffic and accidents. It is crucial to consider the safety and well-being of our children when planning new developments.

   Many residents moved to this neighborhood for its perceived safety, and introducing a high-density apartment complex could undermine that. According to the Greeley Police Department's crime statistics [7] areas with higher population densities have seen more incidents of property crime and vandalism. Adding a large apartment complex could potentially increase these issues in our community, affecting our sense of safety and security.

4. **Environmental Impact**: The proposed development could have detrimental effects on local green spaces and wildlife. Northridge Trails is known for its proximity to open spaces and parks, such as Sheepdraw Trail and the Poudre River Trail, which are vital habitats for local wildlife. A study by the Environmental Department found that similar developments led to a 25% reduction in local wildlife populations due to habitat disruption and increased human activity [8]. Additionally, increased urban runoff from the development could harm local waterways, impacting both the environment and our community’s enjoyment of these natural spaces [9].

   Additionally, increased population density can lead to higher levels of air, noise, and light pollution. According to the Environmental Protection Agency, high-density housing developments often result in increased vehicle emissions, noise levels, and light pollution, all of which can negatively affect the health and well-being of residents [10]. Our community, which values its clean air and quiet nights, could see a decline in these aspects of our quality of life.

   Furthermore, Greeley, like many parts of Colorado, faces challenges with water supply and infrastructure. The addition of a high-density apartment complex could further strain our water resources. According to the Water and Sewer Department, our city is already working to balance water needs with available resources, and adding a large number of new residents could exacerbate water shortages, especially during dry seasons [11]. This increased demand could also lead to higher water rates for existing residents. Recently, the city of Greeley sent out a notice of non-compliance in checking all backflows. If the city is currently unable to keep up with demands, imagine the additional strain from a large apartment complex. This could create a scenario where the city continues to be non-

compliant with necessary checks, potentially leading to unsafe water conditions for the community.

5. **Community Character**: Our neighborhood has a unique character, defined by single-family homes and a close-knit community atmosphere. Introducing a large apartment complex could significantly alter this dynamic. According to a 2023 report by the Real Estate Association, similar developments in neighboring communities resulted in a 12% decrease in property values within a half-mile radius [12].

   Single-family neighborhoods often have higher levels of community involvement and cohesion compared to areas with large apartment complexes. In our neighborhood alone, we have organized block parties, community cookouts, environmental clean-ups, yard sales, and have community members on local boards. According to a study by the Urban Institute, residents of single-family homes are more likely to participate in local governance, community events, and neighborhood watch programs [13]. The introduction of a transient population in a large apartment complex could reduce the overall level of community engagement and weaken the social fabric of our neighborhood.

   Additionally, our neighborhood is adjacent to an assisted living facility for seniors and a group home for individuals with special needs. Increased traffic and population density could disrupt the peaceful environment these residents rely on, negatively impacting the overall appeal of our area. Current residents highly value the tranquil and cohesive environment [14].

6. **Impact on Metro District**: As residents of a metro district, we contribute to the maintenance and development of local infrastructure through additional taxes. The addition of a high-density apartment complex could place an undue burden on these resources, leading to increased costs and potentially reduced services for current residents. Metro districts are designed to support balanced development that enhances the community's quality of life, not projects that could lead to overcrowding and infrastructure strain [15].

7. **Lack of Need for Apartments**: Our city has experienced a significant increase in apartment complexes in recent years, yet there is a growing need for more single-family homes and commercial spaces that better align with the character and needs of our community. A recent housing market analysis revealed a higher demand for single-family homes compared to apartments, with a preference for developments that maintain Greeley’s suburban feel [16]. According to Zillow, there are currently 404 apartments for rent compared to just 202 homes for sale, indicating that we are not short on apartments in Greeley.

   The existing apartment developments do not match the desired character of our neighborhood. There is a pressing question as to why more single-family homes or commercial properties are not being prioritized.

Historically, the city first zoned this area for light industry use, reflecting a need that aligns with Greeley's economic health and housing needs. The City of Greeley's Economic Health and Housing Report for 2023 noted a 8.3% vacancy rate for multi-family housing, which is forecasted to rise to approximately 18% in 2024. In contrast, the retail market report showed a 3.4% vacancy rate, projected to increase to 4.5% in 2024. These figures suggest that adding more apartments may not be necessary or beneficial to our city's current needs.

8. **Public Services**: Our local schools, including Northridge High School, Winograd K-8, Westridge Academy, and Tointon Academy of Pre-Engineering, as well as healthcare facilities like North Colorado Medical Center, are already operating at near capacity. According to data from the Greeley-Evans School District 6, Northridge High School is currently at 110% capacity, and Winograd K-8 is at 105% [17]. The addition of approximately 500 new residents from the proposed apartment complex could further strain these resources, leading to overcrowded classrooms and extended wait times for medical services. Research indicates that overcrowded schools can negatively affect student performance and overall educational outcomes [18].

   Moreover, the increased population density will heighten the demand for emergency services, such as those provided by the Fire Department and Police Department, both of which are already operating at high capacity [19, 20]. An influx of new residents could lead to slower response times and a reduction in the quality of emergency services for current residents.

9. **Economic Impact**: While new housing can stimulate local economies, the type of housing matters. Studies have shown that single-family homes and small-scale commercial developments tend to have a more positive and sustainable economic impact on communities compared to large apartment complexes. According to the National Association of Home Builders, single-family homes contribute more significantly to local tax revenues and demand for local services and businesses [21].

10. **Long-Term Planning and Development**: The city of Greeley has long-term plans for sustainable and balanced development. According to the Comprehensive Plan, the city aims to promote developments that enhance the quality of life for all residents and preserve the character of established neighborhoods [22]. Approving this apartment complex may not align with these long-term goals and could set a precedent for future high-density developments.

11. **Quality of Life**: High-density developments can negatively impact the quality of life for existing residents by causing issues such as overcrowding, diminished privacy, and reduced access to community amenities. Research has shown that lower-density neighborhoods often report higher levels of life satisfaction [23]. The development of this community was envisioned in 2021/2022 as a collection of cohesive single-family homes, which contributes to a sense of community and local pride. Introducing a large apartment complex could lower property values and potentially discourage homeownership, as potential buyers may be deterred by the prospect of future high-density projects nearby. This could undermine the

investment and stability of current homeowners, creating a sense of insecurity about the future.

Additionally, high-density housing can be linked to increased public health risks, including elevated rates of respiratory issues from higher pollution levels and mental health challenges due to overcrowding and reduced green spaces [24]. Maintaining a healthy living environment for our community is essential. There are other areas in Greeley where such developments might be more appropriately situated, if necessary.

12. **Noise and Privacy**: The proximity of the new development could result in heightened noise levels and diminished privacy for current homeowners, impacting our daily lives and sense of security. The construction phase is expected to bring months of noise pollution, with studies showing that noise levels can surge by up to 30 decibels during peak times. Furthermore, the permanent rise in population density will likely exacerbate these issues, with increased foot and vehicle traffic contributing to ongoing noise disturbances [25].

In light of these concerns, I respectfully request that the city council/zoning board reconsider the approval of this apartment complex. I urge you to explore alternative locations for the development or consider scaling down the project to better align with the needs and capacity of our community.

I know that many of my neighbors have sent letters expressing their concerns and opposition to this plan. I urge you to consider their feedback along with the this letter and the supporting data that highlights the potential impact of this development.

Thank you for your time and attention to this matter. I trust that you will take our concerns seriously and act in the best interest of our community.

Sincerely,

Zvi & Taylor Wikum

506 66th Ave
Greeley, CO 80634
(970) 371-7691
Zvi.wikum@outlook.com

Sources:


1. Greeley Government. *Traffic Count Map, 2018*.
2. Federal Highway Administration. *Safety Research Publications*.
3. Statista. *Share of U.S. Renters by Age*.
4. AAA Foundation for Traffic Safety. *Rates of Motor Vehicle Crashes, Injuries, and Deaths by Driver Age, 2014-2015*.
5. Colorado General Assembly. *Prohibit Residential Occupancy Limits*.
6. *National Institute of Justice*. "Crime and Residential Density: A Study of High-Density Housing Developments." *Journal of Criminal Justice Studies*, vol. 28, no. 3, 2020, pp. 212-229. Greeley Police Department. *Crime Statistics*.
7. Weld County. *Environmental Health*.
8. Environmental Protection Agency. *Urban Runoff and Low Impact Development*.
9. Environmental Protection Agency. *Environmental Protection Agency*.
10. Greeley Government. *Water and Sewer Services*.
11. Greeley Real Estate. *Housing Market Analysis*.
12. Urban Institute. *Urban Institute*.
13. National Center for Biotechnology Information. *Effects of Noise Pollution on Health*.
14. Colorado Government. *Special District Information*.
15. Greeley Government. *Housing Market Analysis*.
16. Greeley-Evans School District 6. *Greeley-Evans School District 6*.
17. Edutopia. *Impact of Class Size on Student Performance*.
18. Greeley Government. *Fire Department Services*.
19. Greeley Government. *Police Department Services*.
20. National Association of Home Builders. *National Association of Home Builders*.
21. Greeley Government. *Comprehensive Plan*.
22. National Center for Biotechnology Information. *Effects of Noise Pollution on Health*.
23. World Health Organization. *Ambient (Outdoor) Air Quality and Health*.
24. Noise Pollution Clearinghouse. *Noise Pollution*.).

# Attachment I. 24

## Michael Franke

**From:** Brian McBroom
**Sent:** Friday, July 26, 2024 5:02 PM
**To:** Michael Franke
**Subject:** Fwd: Concern regarding Rezoning Application

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**From:** Dale Hall <Dale.Hall@Greeleygov.com>
**Sent:** Friday, July 26, 2024 6:28:50 AM
**To:** Brian McBroom <Brian.McBroom@Greeleygov.com>; Heidi Leatherwood <Heidi.Leatherwood@Greeleygov.com>
**Subject:** Fwd: Concern regarding Rezoning Application

Dale K Hall
Mayor Pro-tem
Councilmember Ward IV
City of Greeley

---

**From:** Wayne & Katie Langham <langham.crew@gmail.com>
**Sent:** Thursday, July 25, 2024 5:29:15 PM
**To:** Dale Hall <Dale.Hall@Greeleygov.com>
**Subject:** Concern regarding Rezoning Application

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

Hello Dale Hall,

I am writing to express my strong opposition to the rezoning application for the parcel located south of our neighborhood (Northridge Trails), between the school and 8th Street. As a concerned resident, I believe this proposed change from I-L (Industrial Light) to R-H (Residential High Density) is not in the best interest of our community.

Our neighborhood is already experiencing significant issues with increased traffic and on-street parking (including in no parking zones and bike lanes), exacerbated by recent and upcoming developments, including new apartment complexes. The current zoning as I-L provides a necessary buffer and mitigates the potential negative impacts on our residential area by requiring adequate parking and limiting commercial activities to daytime hours. Rezoning this parcel to R-H would likely lead to even more congestion and parking issues, potentially compromising both safety and property values in our community.

Furthermore, the increase in residential density will adversely affect our neighborhood's cleanliness and overall environment. We already see high amounts of littering due to our proximity between Northridge High School and the 10 West Apartment Complex. Higher-density housing often leads to more litter and debris, which can detract from the aesthetic appeal of our area and place an additional burden on local sanitation services.

The shift from I-L to R-H would also disrupt the planned transitional zoning approach, which typically progresses from single-family homes to townhomes and then to apartment complexes. This thoughtful progression helps maintain neighborhood stability and property values. The absence of such a transition in our area is concerning and may have long-term negative effects.

I urge you to consider these concerns seriously and support the preservation of the current I-L zoning designation. Our community's quality of life and safety should be prioritized, and I hope you will advocate for a solution that respects the needs and preferences of the residents.

Thank you for your attention to this matter. I would greatly appreciate the opportunity to discuss these concerns further and to explore possible alternatives that could better serve our neighborhood.

Sincerely,

Katherine and Wayne Langham

710 66th Ave Greeley

970-381-1937

# Attachment I. 25

## Michael Franke

**From:** Dee Ann Midcap <dee.ann@icloud.com>
**Sent:** Saturday, July 27, 2024 6:48 AM
**To:** Michael Franke
**Subject:** Re: "REZONING APPLICATION/2024"

> You don't often get email from dee.ann@icloud.com. Learn why this is important

July 26, 2024

To whom it may concern,

Thank you for your time in considering our concerns for our neighborhood. We moved into the Northridge Trails community 2 years ago and have since gotten to know our neighbors and neighborhood very well. Our number one concern for this neighborhood is safety for our children and the character of this area of Greeley.

First of all the added traffic and congestion would not be in support of our top priority for our children nor for the character of this community. Since we have been here a child as already been hit by a vehicle and there have been added "speed humps" to help slow down the traffic coming mainly from Northridge High School during the school year. Which, in all honestly , has not slowed many drivers down, nor do they stop at the stop signs. There are many young, inexperienced drivers using 66th Ave. to get to West 10th Street before, during and after school. There is already a LOT of traffic with the West Ridge Academy just being up the street. Adding even more traffic if an apartment complex is added to this area. I believe there is a reason this area has been designated as a low intensity development in the past.

Secondly, when we bought our home in Northridge Trails, one of the things that drew us to this location was the amount of "open space" there was. Especially with Poudre River Trail being so close to this area. Needing additional housing is one thing, if there were already not so many apartments being built all over the Greeley area. Is this really going to be the best plan for Greeley overall? I see it as an "overcrowding of our neighborhoods and infrastructure" that is not conducive to already crowded thorough fares to main roads coming into and out of Greeley.

Thirdly, will our public service entities be able to keep up with all the extra demands when they are already stretched to care for the population as it is now.

Fourthly, I do not see as this proposed project will promote what the city of Greeley has in mind of their long-term planning and development. How will it enhance the development that Greeley has already implemented. The "quality of life" that Greeley wants to promote will get lost in so many projects like this , just to bring in more population! Shouldn't it be "quality" over "quantity?"

These are just a few of our major concerns and I ask that you would strongly reconsider what a proposal like this would do to our neighborhood and to our city. I feel like the long-term plan and development would get lost by zoning this area to a "high-intensity" area. I strongly suggest to keep it zoned as is.

Sincerely,

Wayne Midcap
Dee Ann Midcap
706 66th Ave.
Greeley, CO 80634
(970) 768-5566
smidy@juno.com

Dee Ann Midcap
Family Consultant
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On Jul 26, 2024, at 4:00 PM, Michael Franke <Michael.Franke@greeleygov.com> wrote:

Good afternoon,

Apologies, I cannot access the document in the shared folder attached. Please email the document as a PDF document. Thank you!

Best,

<image001.png>

**Michael Franke, AICP**
Planner II
Community Development | Planning and Zoning
1100 10th Street, 2nd Floor
Greeley, CO 80631
P: (970) 350-9782 | E: michael.franke@greeleygov.com
Web: https://greeleygov.com/

---

**From:** Dee Ann Midcap <dee.ann@icloud.com>
**Sent:** Friday, July 26, 2024 3:46 PM
**To:** Michael Franke <Michael.Franke@Greeleygov.com>
**Subject:** Re: "REZONING APPLICATION/2024"

> You don't often get email from dee.ann@icloud.com. Learn why this is important

Dee Ann Midcap
Family Consultant
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On Jul 26, 2024, at 2:54 PM, Dee Ann Midcap <dee.ann@icloud.com> wrote:

Open my shared document:

<~WRD0002.jpg>

REZONING APPLICATION/2024
Pages

Dee Ann Midcap
Family Consultant
🧑 👱‍♀️ 💪 🏃 📝 ⚾ 🏀 🎀 🙇‍♀️

# Attachment I. 26

## Michael Franke

**From:** Brian McBroom
**Sent:** Monday, July 29, 2024 7:36 AM
**To:** Michael Franke
**Subject:** FW: Re-zoning on Northridge trails

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**From:** Dale Hall <Dale.Hall@Greeleygov.com>
**Sent:** Monday, July 29, 2024 7:35 AM
**To:** Brian McBroom <Brian.McBroom@Greeleygov.com>; Heidi Leatherwood <Heidi.Leatherwood@Greeleygov.com>
**Subject:** Fwd: Re-zoning on Northridge trails

Dale K Hall
Mayor Pro-tem
Councilmember Ward IV
City of Greeley

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**From:** Uriel Aragon <uaragon@hotmail.com>
**Sent:** Friday, July 26, 2024 10:11:11 PM
**To:** Raymond Lee <Raymond.Lee@Greeleygov.com>; Melissa McDonald <Melissa.McDonald@Greeleygov.com>; Brett Payton <Brett.Payton@Greeleygov.com>; Dale Hall <Dale.Hall@Greeleygov.com>; John Gates <John.Gates@Greeleygov.com>
**Subject:** Re-zoning on Northridge trails

> Some people who received this message don't often get email from uaragon@hotmail.com. Learn why this is important

To whom it may concern,

I am opposed to the idea of rezoning the commercial area to apartment complex. We already have very limited parking due to the apartments north of 10th st. Adding a new apartment complex would add parking complex and increase the traffic flow. We already have a speeding issue and this issue as a parent of two little ones is difficult.

# Attachment I. 27

## Michael Franke

**From:** Brian McBroom
**Sent:** Monday, July 29, 2024 7:36 AM
**To:** Michael Franke
**Subject:** FW: Rezoning application

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**From:** Dale Hall <Dale.Hall@Greeleygov.com>
**Sent:** Monday, July 29, 2024 7:36 AM
**To:** Brian McBroom <Brian.McBroom@Greeleygov.com>; Heidi Leatherwood <Heidi.Leatherwood@Greeleygov.com>
**Subject:** Fwd: Rezoning application

Dale K Hall
Mayor Pro-tem
Councilmember Ward IV
City of Greeley

---

**From:** Lana Volz <lanavolz@yahoo.com>
**Sent:** Monday, July 29, 2024 6:28:40 AM
**To:** Dale Hall <Dale.Hall@Greeleygov.com>
**Subject:** Rezoning application

> You don't often get email from lanavolz@yahoo.com. Learn why this is important

To whom it may concern,

I am a town home owner at Northridge trails.

I am writing to express my concerns about the proposed rezoning from a I L to an R H to the south of our neighborhood.

We already have an insufficient amount of parking and far too much traffic traveling through our Neighborhood. We have cars parked on the street day and night and it is very difficult to see oncoming traffic when turning onto 4th St Rd.

We also have nowhere for kids to play safely aside from a very small playground. They play in the streets and around parked vehicles posing another threat to their safety. I strongly oppose the reapplication and hope that we can prevent overgrowth of this area from happening.

Yahoo Mail: Search, Organize, Conquer

# Attachment I. 28

## Michael Franke

**From:** Brian McBroom
**Sent:** Monday, July 29, 2024 11:56 AM
**To:** Michael Franke
**Subject:** FW: Rezoning Application Near Northridge Trail Homes

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**From:** Raymond Lee <Raymond.Lee@Greeleygov.com>
**Sent:** Monday, July 29, 2024 11:45 AM
**To:** Brian McBroom <Brian.McBroom@Greeleygov.com>
**Cc:** Rachel Flynn <Rachel.Flynn@Greeleygov.com>; Blair Snow <Blair.Snow@greeleygov.com>
**Subject:** Fwd: Rezoning Application Near Northridge Trail Homes

FYI


## Raymond C. Lee III

City Manager
City Manager's Office
1000 10th Street Greeley, CO 80631
970-518-2262 | raymond.lee@greeleygov.com
www.greeleygov.com


Begin forwarded message:

> **From:** Adrian Loma <adrian.loma01@gmail.com>
> **Date:** July 29, 2024 at 11:35:47 AM MDT
> **To:** John Gates <John.Gates@greeleygov.com>
> **Cc:** Dale Hall <Dale.Hall@greeleygov.com>, Brett Payton <Brett.Payton@greeleygov.com>, Melissa McDonald <Melissa.McDonald@greeleygov.com>, Raymond Lee <Raymond.Lee@greeleygov.com>
> **Subject: Rezoning Application Near Northridge Trail Homes**

> You don't often get email from adrian.loma01@gmail.com. Learn why this is important

Good Day,

Allow me to introduce myself, my name is Adrian Loma and I am a homeowner in the Northridge Trail Homes area. I was raised in Greeley all my life and have seen the good, the bad and the ever changing city in which we live. I have a family of 4 and two small dogs which my wife and children love very much. We all were raised in Greeley and love this city!

My wife and I had a goal. That goal was to find a home here in greeley. No one knows the tremendous struggle we faced to purchase a home and the battles we fought, the increase of pricing for house, food and gas. Thank god after many many years we were able

to close on a house here in the northridge trail home area! We love it here! The addition of the apartment complexes would take away from what my wife and I fought for after so many years. These apartments would decrease the value of our home in a blink of an eye. How is that fair to us after all the money we invested into this home? That does not sit well with us nor other families here!

Throughout the week we go on walks, my 5 year old daughter rides her push scooter and my son rides his electric scooter. Streets are pleasant and the people are friendly. There have already been a few times where we get some crazy erratic drivers and as a parent gets me upset because the speed they have is too fast with not only my daughter but with many children around the neighborhood. Now I've had to wave down a few drivers due to speed or yell out as they drive past us. Having said and experienced that, I can only imagine the amount of times i will have to do such things or have to call the cops for crazy drivers. The amount of congestion that apartment complex would cause, is too much inconvenience to myself, all the home owners and family members that may visit and have nowhere to park.

With the congestion it brings, dangers of traffic, car speeds I do NOT want the apartment building and more to be zoned/built there. This will affect my family and many others walking about. If the increase of the percentage of dangers affects my family or those living in the Northridge Neighborhood, it will be on the hands and fault of those who approved this. We live in a time where all our voices need to be heard and not voided, listened to and understood! I know myself and other families will not stay silent. The neighborhood has already been built with respect to low-density/low-traffic zoning which as a homeowner enjoy! I will not stay silent if this gets approved and due to the dangers i've already listed that someday my family gets personally affected.

I appreciate your time and hope this email gets read with understanding - as a homeowner and a father who cares about his home and safety for his family.

- Regards,

Adrian Loma

# Attachment I. 29

**Michael Franke**

**From:** Brian McBroom
**Sent:** Friday, August 2, 2024 3:56 PM
**To:** Michael Franke
**Subject:** Fwd: rezoning application

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**From:** Raymond Lee <Raymond.Lee@Greeleygov.com>
**Sent:** Friday, August 2, 2024 3:15:46 PM
**To:** Brian McBroom <Brian.McBroom@Greeleygov.com>; Rachel Flynn <Rachel.Flynn@Greeleygov.com>
**Subject:** Fwd: rezoning application

FYI


## Raymond C. Lee III

City Manager
City Manager's Office
1000 10th Street Greeley, CO 80631
970-518-2262 | raymond.lee@greeleygov.com
www.greeleygov.com


Begin forwarded message:

> **From:** April Merk <aprilmerk2@gmail.com>
> **Date:** August 2, 2024 at 3:14:33 PM MDT
> **To:** John Gates <John.Gates@greeleygov.com>, Dale Hall <Dale.Hall@greeleygov.com>, Brett Payton <Brett.Payton@greeleygov.com>, Melissa McDonald <Melissa.McDonald@greeleygov.com>, Raymond Lee <Raymond.Lee@greeleygov.com>
> **Subject: rezoning application**

> You don't often get email from aprilmerk2@gmail.com. Learn why this is important

This email is in regards to a rezoning application for the parcel of land on the Southeast corner of 71st Ave and 4th St, just behind the new neighborhood, Northridge Trails, and north of West Ridge Academy.

As the neighborhood is now almost built up, we already see the increase in traffic and on-street parking in our neighborhood. There is already an apartment complex being proposed on the south side of 8th Street adjacent to the Ten West apartments that will have access off 8th Street. During school days, all of 8th Street and portions of 66th Ave extending past 67th Ave are full of cars parked for student pick up and drop off. My kids currently walk home from West Ridge Academy and I am very concerned about the amount of traffic between my house and the school; and, it's only about 0.4 miles. I feel like this many cars in and around our

neighborhood increase the risk of a child being run over (which has already happened in this neighborhood), assaulted, or taken.

We believe that the City was correct in zoning this parcel as an I-L, because any development that will classify under an I-L will a) need to provide adequate parking, b) will mostly be some commercial enterprises that will only have vehicles entering and exiting during the day time and c) will not lead to continuous parking on the neighborhood streets at all hours during the evening hours and weekends. Additionally, surrounding entire neighborhoods with apartment complexes is bad planning that will lead to lowering of home values. The generally accepted practice is to have a transition from single family to town homes to apartments, which unfortunately we do not see happening to the south or west of the neighborhood.

Please take into consideration our neighborhood, all the young families that live there, and our children's safety. We ask you to NOT CHANGE the zoning of this land unless it is to single family housing.

Sincerely,

Ryan & April Hettinger

# Attachment I. 30

## Michael Franke

**From:** Kevin Mitts <kevinm@pcgi.com>
**Sent:** Wednesday, August 7, 2024 5:08 PM
**To:** John Gates; Michael Franke
**Cc:** Dale Hall; Brett Payton; Melissa McDonald; Raymond Lee; Kieyesia Conaway; doleary@spencerfane.com; Christy McCutchen; Shannon McEvoy; Sarah Bromley
**Subject:** City Center West Residential Metropolitan District No. 2 - Opposition to Re-Zoning
**Attachments:** CCWRMD2 - 2024 08 06 - Regular Board Meeting Minutes - Final.pdf

> Some people who received this message don't often get email from kevinm@pcgi.com. Learn why this is important

To Whom It May Concern,

I hope this message finds you well. I am writing to formally express the City Center West Residential Metropolitan District No. 2 opposition to the proposed rezoning for the parcel to the West of the neighborhood between West Ridge Academy and our neighborhood and just north of 8th Street from **I-L (Industrial Light)** to **R-H (Residential High Density).**

Attached to this email are the Approved Minutes from our recent Regularly Scheduled Board Meeting, where the board of Directors discussed and voiced their opposition to the rezoning proposal. Similar to the concerns expressed by many residents at the latest informational meeting on July 31st, the Metro District Board does not feel that a High-Density Residential zoning is appropriate for this location. There is already heavy traffic through the neighborhood, as well as on-street parking from the current apartment complex (Ten West Apartments), neighboring schools, and businesses. There have been multiple incidents of drivers speeding, running stop signs, and endangering the numerous children who play in the area, with one child being hit by a car and severely injured.

This neighborhood has reached its capacity and cannot handle the addition of another apartment complex, bringing along hundreds of new residents, vehicles, and students for the over-capacity of local schools. We believe **any** zoning other than R-H would be more appropriate. We trust that you will consider our position and hope for a resolution that takes into account our community's concerns and feedback. We look forward to your response.

**Thank you,**

**Kevin Mitts**
**District Manager**
**City Center West Residential Metropolitan District No. 2**

PINNACLE CONSULTING GROUP, INC.

Loveland: (970) 669-3611 Ext. 140
Denver:(303) 333-4380
Fax: (970) 669-3612
kevinm@pcgi.com

Loveland
550 W Eisenhower Blvd.
Loveland CO, 80537

Denver
6950 E Belleview Avenue, Suite 200
Greenwood Village, Colorado 80111

www.pinnacleconsultinggroupinc.com

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# RECORD OF PROCEEDINGS

MINUTES OF THE REGULAR MEETING OF
CITY CENTER WEST RESIDENTIAL METROPOLITAN DISTRICT NO. 2

HELD
August 6, 2024

The Regular Meeting of City Center West Residential Metropolitan District No. 2 was held via Zoom and Teleconference on Tuesday, August 6, 2024, at 5:00 p.m.

ATTENDANCE

Directors in Attendance:
Melissa Kerr, Treasurer & Secretary
Aparna Karnik, Vice Chair, Assistant Treasurer & Secretary
Trish Trombino, Vice Chair, Assistant Treasurer & Secretary
Trish Thompson, Vice Chair, Assistant Treasurer & Secretary

Also in Attendance:
David O'Leary; Spencer Fane, LLP.
Kevin Mitts, Kieyesia Conaway, Tracie Kaminski, and Wendy McFarland; Pinnacle Consulting Group, Inc.
Shannon Fuller; Haynie & Company
Josh Vadel and Jacob; Members of the Public

ADMINISTRATIVE ITEMS

Call to Order: The Regular Meeting of the Board of Directors of the City Center West Residential Metropolitan District No. 2 was called to order by Mr. Mitts at 5:01 p.m.

Declaration of Quorum/Director Qualifications/Disclosure of Potential Conflicts of Interest: Mr. Mitts noted that a quorum was present, with four out of four Directors in attendance. All Board Members confirmed their qualifications to serve on the Board. Mr. O'Leary inquired whether there were any conflicts to disclose by Board members present, which have not already been adequately disclosed. There were no such conflicts to disclose. Mr. O'Leary advised the Board that pursuant to Colorado law, certain disclosures by Board Members might be required prior to taking official action at a meeting. The Board reviewed the agenda for the meeting, following which each Board Member present confirmed the contents of the written disclosures previously made stating the fact and summary nature of any matters as required under Colorado law to permit official action to be taken at the meeting. Additionally, the Board Members determined that the participation of the members present was necessary to obtain a quorum of otherwise enable the board to act.

Approval of Agenda: The Board considered the approval of the agenda. Following review and discussion, upon a motion duly made by Director Thompson, seconded by Director Trombino, and upon vote, unanimously carried, it was

**RESOLVED** to approve the agenda, as presented.

Appointment to fill Board Vacancy and Elect Officers: Mr. O'Leary and Mr. Mitts presented the Appointment to fill Board Vacancy and Elect Officers to the Board and answered questions. Following review and discussion, upon a motion duly made by Director Trombino, seconded by Director Kerr, and upon vote, unanimously carried, it was

**RESOLVED** to approve the Elect Officers as follows:
Trish Thompson – President & Chairperson
Melissa Kerr – Treasurer & Secretary
Aparna Karnik – Vice Chair, Asst. Treasurer & Secretary
Trish Trombino – Vice Chair, Asst. Treasurer & Secretary

Approval of Minutes: Mr. Mitts presented the May 7, 2024 Regular Meeting Minutes to the Board and answered questions. Following review and discussion, upon a motion duly made by Director Kerr, seconded by Director Trombino, and upon vote, unanimously carried, it was

**RESOLVED** to approve the May 7, 2024 Regular Meeting Minutes.

Public Comment: Mr. Vadel noted that mature trees in the District still have the supports around them, his landscaper told him to remove his after about a year and asked if the District's landscaper would be removing the ones around the District that need to be removed. Mr. Mitts noted that Mr. Powell would work with the landscaper to remove supports on mature trees.

Director Comment: There were no Director Comments received.

2023 Audited Financial Statements: Ms. Fuller presented the 2023 Audited Financial Statements to the Board and answered questions. Ms. Fuller reported that the audit received a clean unmodified opinion. Following review and discussion, upon a motion duly made by Director Kerr, seconded by Director Trombino, and upon vote, unanimously carried, it was

**RESOLVED** to approve the 2023 Audited Financial Statements, as presented.

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DISTRICT MANAGER ITEMS

District Managers' Report: Mr. Mitts presented the District Managers' Report to the Board and answered questions.

Streamline Platform – Subscription Agreement: Mr. Mitts presented the Streamline Platform – Subscription Agreement to the Board and answered questions. Following review and discussion, upon a motion duly made by Director Thompson, seconded by Director Trombino, and upon vote, unanimously carried, it was

**RESOLVED** to ratify the Streamline Platform – Subscription Agreement, as presented.

Board of Directors to Oppose the Newly Proposed Re-zoning by the City of Greeley: Ms. Karnik presented the Board of Directors to Oppose the Newly Proposed Re-zoning by the City of Greeley to the Board and answered questions. Following review and discussion, upon a motion duly made by Director Thompson, seconded by Director Trombino, and upon vote, unanimously carried, it was

**RESOLVED** to Formally Oppose the Newly Re-zoning by the City of Greeley to High Density Residential for HP Development Property, case number ZON2023-0003, as presented. Upon direction from the board, District Management is further authorized to provide executed minutes to the City of Greeley and provide direction from the board of their opposition.

Contract Modifications: Mr. Mitts presented the Contract Modifications to the Board and answered questions. Following review and discussion, upon a motion duly made by Director Trombino, seconded by Director Kerr, and upon vote, unanimously carried, it was

**RESOLVED** to ratify the Contract Modifications, as presented.

_____

FINANCIAL ITEMS

Ratification of Payment of Claims: Mr. Mitts presented the Payment of Claims to the Board and answered questions. Following review and discussion, upon a motion duly made by Director Kerr, seconded by Director Thompson, and upon vote, unanimously carried, it was

**RESOLVED** to ratify the Payment of Claims in the amount of $769,862.36, as presented.

Financial Managers Discussion: Ms. McFarland presented the Financial Managers Discussion to the Board and answered questions.

Approvers in Bill.com: Mr. Mitts presented the Approvers in Bill.com to the Board and answered questions. Following review and discussion, upon a motion duly made by Director Thompson, seconded by Director Trombino, and upon vote, unanimously carried, it was

**RESOLVED** to approve any elected Board Member to act as a back up approver in Bill.com while maintaining Director Kerr as the main Approver in Bill.com.

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LEGAL ITEMS

Legislative Updates Discussion: Mr. O'Leary discussed with the Board the Legislative Updates and answered questions.

_____

DIRECTOR MATTERS

Director Thompson requested that Mr. Powell request bids for new Landscaping Companies to provide services for the 2025 budget year, noting the information is needed by the November Budget Meeting to make a decision with a start date of January 1, 2025.

_____

OTHER MATTERS

There were no Other Matters to come before the Board.

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ADJOURNMENT

There being no further business to come before the Board, upon motion duly made by Director Trombino, seconded by Director Thompson, and upon unanimous vote, the meeting was continued to Wednesday, August 7, 2024 at 5:00 p.m.

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The foregoing constitutes a true and correct copy of the minutes of the above-referenced meeting.

Respectfully submitted,

Kieyesia Conaway

Kieyesia Conaway, Recording Secretary for the Meeting