Greeley City Council Agenda

Regular Meeting

Tuesday, January 21, 2025 at 6:00 PM

City Council Chambers at City Center South, 1001 11th Avenue, Greeley, CO 80631
via Zoom at: https://greeleygov.zoom.us/j/81477014770

NOTICE:

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

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

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

Watch Meetings:

Meetings are open to the public and can be attended in person by anyone.
Meetings are televised live on GTV8 on cable television.
Meetings are livestreamed on the City's website, Greeleygov.com as Youtube.com/CityofGreeley

Comment in Real Time:

During the public input portion of the meeting and public hearings:
In person attendees can address the Council in the Chambers.
The public can join the Zoom Webinar and comment from the remote meeting.

Submit Written Comments:

Email comments about any item on the agenda before Noon on the day of the meeting to cityclerk@greeleygov.com.
Written comments can be mailed or dropped off at the City Clerk's office at City Hall, at 1000 10th Street Greeley, CO 80631

Meeting agendas, minutes, and archived videos are available on the City's meeting portal at https://greeleyco.portal.civicclerk.com/ For more information about this meeting or to request reasonable accommodations, contact the City Clerk's Office at 970-350-9740 or by email at cityclerk@greeleygov.com
If you need the following documents in an alternative format for accessibility purposes, please contact the City Clerk's Office at cityclerks@greeleygov.com or 970-350-9740.

Mayor
John Gates
Councilmembers
Tommy Butler - Ward I
Deb DeBoutez - Ward II
Johnny Olson - Ward III
Dale Hall - Ward IV
Brett Payton - At-Large
Melissa McDonald - At-Large

City Council
Regular Meeting Agenda

Tuesday, January 21, 2025 at 6:00 PM

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via Zoom at: https://greeleygov.zoom.us/j/81477014770

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

Consent Agenda

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

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

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9. Motion to approve the Special City Council Work Session Proceedings of December 30, 2024
10. Motion to appoint Jason S. Maxey to the Greeley-Weld County Airport Authority as a Weld County representative for a term through December 31, 2028
11. Motion to appoint Kevin D. Ross to the Island Grove Park Advisory Board as a Weld County representative for a term through December 31, 2025
12. Resolution adopting the Greeley on the Go Vision Zero Goal, Action Plan, and Strategies

13. Resolution of the City Council of the City of Greeley, Colorado authorizing City staff to enter into a settlement agreement with Joyce Fred resolving all claims against the City of Greeley, its officers, and employees

14. Introduction and first reading of an ordinance amending Title 8, Article II, Chapter 13, of the Greeley Municipal Code regarding additional notices required for liquor license public hearings

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End of Consent Agenda

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15. Pulled Consent Agenda Items

16. Public Hearing and second reading of an ordinance changing the official Zoning Map of the City of Greeley, Colorado, to establish a Planned Unit Development (PUD) for approximately 42.53 acres located at the northwest intersection of 71st Avenue and 10th Street/Highway 34 Business (Case Number PUD2024-0002, Boomerang PUD)

17. Public hearing and second reading of an ordinance amending Title 2, Chapter 12 of the Greeley Municipal Code related to the retention of records for administrative proceedings

18. 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

19. Motion to go into Executive Session to receive instructions regarding negotiations on the development terms outlined in the Pre-Development Services and Financing Agreement for the West Greeley Project

20. Scheduling of Meetings, Other Events

21. Adjournment

Item: 5.

Council Agenda Summary

Title:
Recognitions and Proclamations

Summary:
Councilmember Olson will present the *What's Great about Greeley* Report.

Attachments:
Item 5 - Presentation

City of Greeley Colorado

greeleygov.com

City Council Meeting

January 21, 2025

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

Greeley West 2025 Colorado All-State Choir Honorees

- Kennedy Ader, Sara Arscott, Harrison Barnett and Fatima Lone.

Greeley's MERGE Project Receives Over $29 Million in U.S. Department of Transportation RURAL Funds

- MERGE – Mobility Expansion for Regional Growth and Equity
- RURAL – Rural Surface Transportation Grant
- New interchanges at 35th/47th Avenue and Highway 34, shared-use underpass, improved regional connectivity

City of Greeley Colorado

Amanda Fierro Named DoubleTree Hotel's Greeley-Evans Teacher of the Year

- Teacher at Greeley Central High School

City of Greeley Colorado

greeleygov.com

Council Agenda Summary

Title

Citizen Input

Summary

During this portion of the meeting, anyone may address the city council on any item of city business that is not already listed on tonight's agenda as a public hearing.

Comments should be statements, not questions. Public comment is not a question-and-answer session, unless the presiding officer thinks some clarification is warranted.

Please be considerate of fellow speakers. There should be no applause, booing, or other audible disruption to the proceedings. Your city council desires respect, dignity and a welcoming environment.

Please limit your comments to three minutes and provide your name and city of residence for the record. When you see the yellow light coming on the display, please begin to wrap up your comments. When the red light comes on, your three minutes is up.

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

Shape of Greeley (Evans)

Population About 50,000-60,000	Population Between 130,000-150,000
1986 = Average Grade 2.5 = C+	2024 = Average Grade 0.3 = F-
Transit/Transportation = D	Transit/Transportation = F--
Infrastructure = D-	Infrastructure = F--
Housing/Homeless = B	Housing/Homelessness = F--
Parks = B+	Parks = D-
Landscape = B+	Landscape = F--
No Pets in Business = A	No Pets in Business = F--
Water (Include Price) = B+	Water (Include Price) = D
Slow Growth (in Pop.) = B	Slow Growth (in Population) = F
Planning = C+	Planning = F--
Government Waste = C	Government Waste = F--
Government Hearing the People = C	Government Hearing the People = F--
Odor (Smell) of Greeley = F	Odor (Smell) = C+
Pollution/Ozone Layer = B+	Pollution/Ozone Layer = F--
Taxes = C	Taxes = F--

Steve Teets
CC Meeting 1/21/2025
Citizen Input

Item: 7.

Council Agenda Summary

Title

Reports from Mayor and Councilmembers

Summary

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

Item: 8.

Council Agenda Summary

Title

Initiatives from Mayor and Councilmembers

Summary

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

Initiatives will generally fall into three categories:

1. A policy item for Council deliberation and direction for a future Worksession, Committee meeting, or regular/special Council meeting;

2. A request to the City Manager for information or research;

3. A request involving administrative processes or procedures.

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

Attachments

Status Report of Council Initiatives and Related Information

Greeley City Council

Status Report of Council Initiatives

Initiative No.	Council Member Initiating	Council Request	Council Meeting or Work Session Date Requested	Next Steps & Schedule	Anticipated Deliverable & Date (Report, Council Presentation, etc.)	Assigned to:
04-2023	Hall	**Pumpkin Ridge - Bridge**	March 7, 2023 Council Meeting	•PW report provided to Council on March 24, 2023. Neighborhood meeting planned on June 29, 2023. •Included Raymond's 9/1/2023 Council Update	Project is under construction and is expected to be completed and open in January 2025	PW
11-2023	Clark/Butler	**Artificial turf and landscape standards**	August 1, 2023 Council Meeting	•Come back to Council with a draft ordinance	Scheduled for the February 11, 2025 Work Session	Brian McBroom
1-2020	Hall	**Follow-up on the Poudre River Trail- Narrows Project**	August 1, 2023 Council Meeting	•The grant application, which will be submitted in October, will complete baseline river modeling in addition to an alternative alignment analysis which will also look at the existing alignment, with high level cost estimates for each alternative. The scope will also include a 30% design of the preferred alignment. Working with existing consultants, we've established an estimated cost for the design process to get to a 30% of roughly $150,000. •Unless a new alignment comes out of the design process, utilizing the existing alignment or an alternative on the north side of the river identified by past studies will likely exceed $2 million to completed design/permitting and	The Natural Areas Team has finalized protocols and the scope of work for a monitoring program. Key Timelines:Short-Term (2025): Late January: Begin monitoring program. Throughout 2025: Execute design phase, with updates shared at key milestones. •Long-Term (2026): Early 2026: Begin construction. Late 2026: Anticipated completion of construction and opening of the new trail section. Staff will sharing information in the Friday memo to council soon	Diana Frick
4-2024	Butler	**Lincoln Park Redesign**	April 2, 2024 City Council Meeting	Requested Work Session for information on the Lincoln Park Redesign- to include status of project, timeline of project and overview of the coming outreach Work Session	Site concepts shared with stakeholders in October: including Project costs, Phasing options and integration with Downtown. Early 2025: Construction design drawings scheduled to begin, incorporating stakeholder input, alignment with redevelopment goals, and lessons from other urban parks. Late 2025 - 2026: Construction slated to begin at the end of 2025 and continue into 2026.	Diana Frick
5-2024	Hall	**Impact Fee Study Structure**	May 7, 2024 Council Meeting	Requested staff bring a report to a future work session explaining more in depth the Impact Fee Study Structure - how the ratio is calculated, review process, timeline of review, and development fees	Staff drafted RFP with tentative plan to send out in early January	Allena Portis/Robert Miller/Brian McBroom
7-2024	Butler	**Building Permit Fees**	September 17, 2024 Council Meeting	Would like staff to provide information to a work session relating to building permit fees for the last few years and what they are	Staff sent a memo to council on January 10, 2025 Pending follow up from Brian before closing	Brian McBroom
8-2024	Olson	**Code Compliance**	Oct 1, 2024 Council Meeting	Requested staff to present at a future work session on code compliance- what is compliant and what is not and to develop a plan to assist with low-income residents specifically relating to yards and vegetation	Tentatively scheduled work session February 11, 2025	Brian McBroom/Juliana

10 - 2024	Hall	**Legal Research**	Oct 15, 2024 Council Meeting	Asked staff to produce a report on Legal research for Home Rule Cities in response to the State Law regarding Occupancy, ADU's and Parking Minimums. Also would like included what the cost of challenging state law	Working on report to send to council.	Legal
11 - 2024	Butler	**HP Rezone Parking**	Oct 15, 2024 Council Meeting	There was a request for staff to provide a report to council on the HP Rezone area parking, traffic problems, and what has been done in the area. It was also requested that the design standards be included.	The traffic safety report completed and shared with CMO. CMO is planning to schedule a meeting to review the report with Councilmember Butler.	Public Works
12-2024	Butler	**Consulting Service**	Nov. 19, 2024 Council Meeting	Report on consulting services and the key departments depending on consulting services. He would like to have in the report what catergories are used for consulting services and a way that the budget can decipher what is a consulting service and what is in house service.	Report being reviewed. Memo to be prepared and reviewed by CMO in January 2025.	Allena Portis
13- 2024	Butler	**Audit of Development Code**	Dec 10, 2024 Council WS	Discrepancies in the code and would like an administrative fix of the R-M zoning issue if possible, and then a full audit of the Development Code.	RFQ is being finalized and will be issued in January 2025.	Brian McBroom

Council Agenda Summary

January 21, 2025
Key Staff Contact: Heidi Leatherwood, City Clerk

Title:
Motion to approve the Special City Council Work Session Proceedings of December 30, 2024

Summary:
A special meeting of the City Council was held in City Council Chambers on December 30, 2024.

The draft proceedings are presented for the Council's review and approval.

Fiscal Impact:
Does this item create a fiscal impact on the City of Greeley? No

Legal Issues:
Consideration of this matter is a legislative process

Other issues and Considerations:
None

Strategic Focus Area:
High-Performance Government

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

Council's Recommended Action:
Approve the motion.

Attachments:
1. December 30, 2024 Special Meeting Minutes Draft

City of Greeley, Colorado
CITY COUNCIL WORK SESSION
December 30, 2024

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

2. **Pledge of Allegiance**
   Mayor Gates led the Pledge of Allegiance.

3. **Roll Call**
   City Clerk Heid Leatherwood called the roll.
   The following were present:

   Councilmember Tommy Butler
   Councilmember Deb DeBoutez
   Mayor Pro Tem Dale Hall
   Councilmember Johnny Olson
   Councilmember Melissa McDonald
   Mayor John Gates

   Councilmember Brett Payton - Absent (Excused)

4. **Public hearing and second reading of an ordinance amending Title 24 of the Greeley Municipal Code relating to regulation of Natural Medicine Businesses**
   Chief Planner Caleb Jackson introduced the item at 6:01 p.m.

   Mr. Jackson explained that Colorado voters approved the Natural Medicine Health Act in November of 2022 which resulted in the adoption of state regulations for natural medicine businesses. The state will begin accepting applications for licensing natural medicine businesses effective December 31, 2024.

   Mr. Jackson noted that natural medicine does not include marijuana but includes psilocybin and psilocyn. These ingredients are infused into a consumable product and are naturally occurring psychedelics found in more than 200 species of mushrooms. Natural medicine businesses are prohibited from retail sales, but can facilitate psilocybin therapy, often lasting 6-8 hours. Participants must have a transportation plan to avoid driving while impaired. Additionally, businesses can cultivate, test, or manufacture the products.

   Natural medicine business cannot co-locate with a liquor or marijuana establishment, businesses must have 1000-foot setback from schools and childcare centers, and there can be no retail operations for take-home natural medicine.

Mr. Jackson explained that the City must allow natural medicine businesses and could not adopt regulations that are unreasonable or conflict with state law. The city can adopt regulations appropriate to the time, place, and manner, including required setbacks from additional uses.

Mr. Jackson provided information on other municipalities including several that were allowing natural medicine businesses in industrial zones and one that had imposed a temporary moratorium.

The proposed ordinance permits businesses in industrial medium and high intensity zones, establishing stricter setback requirements than the State, as well as spacing requirements, secured entrances, and operation hours. He provided a map showing the areas and setback buffers.

Councilmember Olson asked about the spacing requirements and security measures. Mr. Jackson said the setbacks would be 1,000 feet for lots or parcels and related business/facilities as noted in the zoning regulations. He also noted that all entrances had to be equipped with cameras, and customers had to be 21 to enter, with hours of operation from 7 a.m. to 7 p.m.

Councilmember DeBoutez inquired if healthcare providers had been contacted and noted her concern was this was a therapeutic operation but placed in a non-medical setting. Mr. Jackson replied that no discussions have taken place with healthcare providers, and they would continue to see how other municipalities handle the issue.

Councilmember Butler asked if anyone had expressed interest in setting up such a business. Mr. Jackson replied that they had not heard of any. Councilmember Butler asked for clarification on the setbacks, if it was from the end of the lot or the building. Mr. Jackson replied that the setbacks were from property line to property line.

Mayor Gates requested an explanation as to why Windsor responded with a temporary moratorium. Mr. Jackson said Windsor adopted a 60 or 90-day temporary moratorium and staff would watch to see if Windsor would be allowed to impose the moratorium.

Councilmember Olson inquired if the City would be issuing permits. Mr. Jackson noted that customers would apply through planning and zoning for a permit and enforcement would be monitored by code compliance.

Mayor Gates opened the public hearing at 6:12 p.m.
With no public comment, the hearing was closed at 6:13 p.m.

Mayor Pro Tem Hall moved to adopt the ordinance. Councilmember McDonald seconded the motion. The motion passed 6-0 with Councilmember Payton absent at 6:13 p.m.

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

   Councilmember Butler moved to approve the motion. Mayor Pro Tem Hall seconded the motion. The motion passed by voice vote 6-0 with Councilmember Payton absent at 6:14 p.m.

6. **Adjournment**
   With no further business to come before the Council, Mayor Gates adjourned the meeting at 6:14 p.m.

Approved

X _____

John Gates
Mayor

Attest

X _____

Heidi Leatherwood
City Clerk

Council Agenda Summary

January 21, 2025
Key Staff Contact: Heidi Leatherwood, City Clerk

Title:

Motion to appoint Jason S. Maxey to the Greeley-Weld County Airport Authority as a Weld County representative for a term through December 31, 2028

Summary:

The Greeley-Weld Airport Authority consists of seven (7) commissioners. Three (3) are recommended and appointed by the Greeley City Council, three (3) are recommended by the Weld County Board of Commissioners for appointment by the Greeley Mayor and one (1) is jointly recommended and appointed by both entities.

The Weld County Board of Commissioners adopted a resolution recommending an appointment of Jason S. Maxey to the Greeley-Weld Airport Authority to replace Commissioner Perry Buck for a term to expire December 31, 2028.

Fiscal Impact:

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

Legal Issues:

Consideration of this matter is a legislative process.

Other issues and Considerations:

None

Strategic Focus Area:

Community Vitality

Decision Options:

1. Approve the appointment of Jason S. Maxey; or
2. Deny the appointment

Council's Recommended Action:

Approve the motion.

Attachments:

1. Greeley-Weld Airport Authority County Resolution to Appointment Jason S. Maxey

Resolution

Approve Appointment of Commissioner Jason S. Maxey to Certain Advisory Boards

Whereas, the Board of County Commissioners of Weld County, Colorado, pursuant to Colorado statute and the Weld County Home Rule Charter, is vested with the authority of administering the affairs of Weld County, Colorado, and

Whereas, it has been recommended that Commissioner Jason S. Maxey be appointed to represent the Board of County Commissioners on the following boards:

- Federal Mineral Lease Act Board (Term ends 1/15/2028)
- Greeley-Weld County Airport Authority (Term ends 12/31/2028)
- Bright Futures Advisory Board

Whereas, the Board deems it advisable to appoint Commissioner Jason S. Maxey to said boards, with his terms to expire December 31, 2025, unless otherwise noted above.

Now, therefore, be it resolved by the Board of County Commissioners of Weld County, Colorado, that Commissioner Jason S. Maxey, be, and hereby is, appointed to the above listed boards, with his terms to expire December 31, 2025, unless otherwise noted above.

The Board of County Commissioners of Weld County, Colorado, adopted the above and foregoing Resolution, on motion duly made and seconded, by the following vote on the 6th day of January, A.D., 2025:

Perry L. Buck, Chair: Aye
Scott K. James, Pro-Tem: Aye
Jason S. Maxey: Aye
Lynette Peppler: Aye
Kevin D. Ross: Aye

Approved as to Form:

Bruce Barker, County Attorney

Attest:

Esther E. Gesick, Clerk to the Board

cc: Bacc(KF)
01/07/25

2025-0013
BC0059

Council Agenda Summary

January 21, 2025
Key Staff Contact: Heidi Leatherwood, City Clerk

Title:

Motion to appoint Kevin D. Ross to the Island Grove Park Advisory Board as a Weld County representative for a term through December 31, 2025

Summary:

The Island Grove Park Advisory Board, consists of seven (7) commissioners. Three (3) are recommended and appointed by the Greeley City Council to include a City Councilmember, three (3) are recommended by the Weld County Board of Commissioners to include a County Commissioner for appointment by the Greeley Mayor and one (1) additional member to be appointed by majority vote of the city council and county commissioners.

The Weld County Board of Commissioners adopted a resolution recommending Kevin D. Ross for an appointment to the Island Grove Park Advisory Board to replace Commissioner Perry Buck with a term to expire December 31, 2025.

Fiscal Impact:

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

Legal Issues:

Consideration of this matter is a legislative process.

Other issues and Considerations:

None

Strategic Focus Area:

Community Vitality

Decision Options:

1. Approve the appointment of Kevin D. Ross; or
2. Deny the appointment

Council's Recommended Action:

Approve the motion.

Attachments:

1. Weld-County Resolution Appointment to Island Grove Advisory Board

Resolution

Approve Appointment of Commissioner Kevin D. Ross to Certain Advisory Boards

Whereas, the Board of County Commissioners of Weld County, Colorado, pursuant to Colorado statute and the Weld County Home Rule Charter, is vested with the authority of administering the affairs of Weld County, Colorado, and

Whereas, it has been recommended that Commissioner Kevin D. Ross be appointed to represent the Board of County Commissioners on the following boards:

- Emergency Food and Shelter Program Board
- Extension Advisory Council
- Greeley-Weld County Airport Authority (Term ends 12/31/2026)
- Island Grove Park Advisory Board
- North Front Range Metropolitan Planning Organization – Alternate Member
- Upstate Colorado Economic Development Board

Whereas, the Board deems it advisable to appoint Commissioner Kevin D. Ross to said boards, with his terms to expire December 31, 2025, unless otherwise noted above.

Now, therefore, be it resolved by the Board of County Commissioners of Weld County, Colorado, that Commissioner Kevin D. Ross, be, and hereby is, appointed to the above listed boards, with his terms to expire December 31, 2025, unless otherwise noted above.

The Board of County Commissioners of Weld County, Colorado, adopted the above and foregoing Resolution, on motion duly made and seconded, by the following vote on the 6th day of January, A.D., 2025:

Perry L. Buck, Chair: Aye
Scott K. James, Pro-Tem: Aye
Jason S. Maxey: Aye
Lynette Peppler: Aye
Kevin D. Ross: Aye

Approved as to Form:

Bruce Barker, County Attorney

Attest:

Esther E. Gesick, Clerk to the Board

cc: Bocc (KF)
01/07/25

2025-0015
BC0059

Council Agenda Summary

January 21, 2025
Key Staff Contact: Paul Trombino, Public Works Director

Title:

Resolution adopting the Greeley on the Go Vision Zero Goal, Action Plan, and Strategies

Summary:

This resolution would adopt the Greeley on the GO Vision Zero Action Plan for the community to eliminate traffic deaths and serious injuries on our streets by the year 2045 and commit to utilizing it's data-driven strategies and implementation.

The Public Works Department has prepared the Greeley on the GO Vision Zero Action Plan as part of the Safe Streets for All (SS4A) Planning grant awarded to the City by the United States Department of Transportation. Public Works staff presented the draft plan to Council at the January 7th Work Session. This resolution is the last step in the process to meet grant agreement obligations.

Fiscal Impact:

1. Does this item create a fiscal impact on the City of Greeley? The plan itself does not, however, projects implemented as identified in the plan will create an fiscal impact.
2. If yes, what is the initial, or, onetime impact? Will be determined based on type of project being implemented.
3. What is the annual impact? TBD
4. What fund of the City will provide Funding? Fund 334 and Federal Grants
5. What is the source of revenue within the fund? Transportation Impact fees and FASTER funds.
6. Is there grant funding for this item? Yes
7. If yes, does this grant require a match? Yes
8. Is this grant onetime or ongoing? Onetime.
9. Additional Comments:

Legal Issues:

Consideration of this matter is a legislative process

Other issues and Considerations:

Strategic Focus Area:

Infrastructure and Mobility
Quality of Life
Safe and Secure Communities

Decision Options:

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

Council's Recommended Action:

Adopt the resolution.

Attachments:

1. Resolution No. 2, 2025 with Action Plan

CITY OF GREELEY, COLORADO
RESOLUTION NO. 2, 2025

A RESOLUTION ADOPTING A VISION ZERO GOAL, ACTION PLAN, AND STRATEGIES

WHEREAS, the City of Greeley is committed to ensuring the safety and well-being of all its residents and visitors; and

WHEREAS, in the past decade, 2014-2023, there have been 76 fatal crashes and 269 other crashes resulting in serious injury on City of Greeley streets; and

WHEREAS, traffic fatalities and severe injuries are preventable and no loss of life is acceptable; and

WHEREAS, Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all; and

WHEREAS, other communities nationwide and internationally have successfully implemented Vision Zero strategies with measurable progress; and

WHEREAS, adopting a Vision Zero policy reflects the city's dedication to creating safer streets for all road users, including pedestrians, micromobility users, and drivers; and

WHEREAS, the Greeley Vision Zero Action Plan is a comprehensive, data-driven strategy based on the Safe System Approach, emphasizing the shared responsibility of everyone to create a safe transportation system; and

WHEREAS, the plan outlines specific strategies and policies related to Safe Speeds by implementing measures to reduce speeds on Greeley's streets, such as setting safe speed limits, implementing traffic calming devices and lane reconfigurations, and comprehensive speed management plans; and

WHEREAS, the plan outlines specific strategies and policies related to Safe Users by supporting efforts to ensure safety for all road users, including pedestrians, micromobility users, and drivers through strategies, such as communication, outreach, enhanced police enforcement, and traffic safety education; and

WHEREAS, the plan outlines specific strategies and policies related to Safe Streets by enhancing the design of Greeley's streets to be safer for users of all travel modes, ages and abilities. Ensuring that design standards and criteria put proper weight on safety for the design of all City streets and intersections through a unified active mobility strategy. Safe street design is guided by the prioritized projects identified in the plan.

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

Section 1. That the Vision Zero goal to eliminate traffic deaths and serious injuries on our streets by the year 2045 is adopted.

Section 2. That the plan's strategies aimed at addressing and mitigating traffic safety issues, including safe speeds, safe users, and safe streets, are endorsed by City Council

Section 3. That the City of Greeley Vision Zero Action Plan is adopted and that City Council commits to utilizing data-driven strategies, transparency, and community engagement in executing the Plan, ensuring its alignment with City policies and goals.

Section 4. This Resolution shall take effect immediately upon its passage.

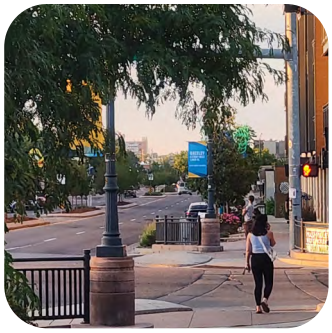
PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS _____ DAY OF _____ 2025.

ATTEST **THE CITY OF GREELEY, COLORADO**

By:_____ **By:_____**
City Clerk **Mayor**

GREELEY on the go

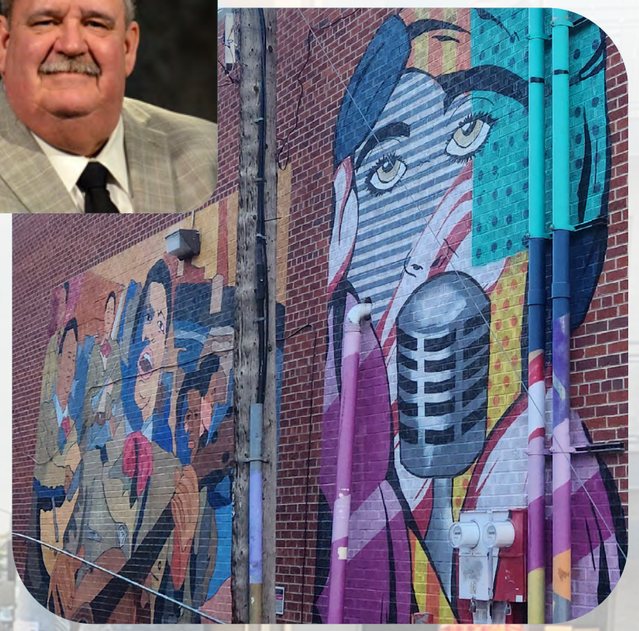
VISION ZERO



ACTION PLAN

FALL 2024

Letter from the Mayor



VISION ZERO PLEDGE

Greeley commits to eliminating traffic deaths and serious injuries on our streets by 2045.

We recognize that no loss of life is acceptable and strive to incorporate the Greeley on the Go Vision Zero Action Plan goals, principles, and values into all our efforts, as everyone deserves safe, accessible streets and sidewalks.

John Gates
Mayor

Tommy Butler
Ward I

Deb DeBoutez
Ward II

Johnny Olson
Ward III

Melissa McDonald
At Large

Dale Hall
Ward IV | Mayor Pro Tem

Brett Payton
At Large

ACKNOWLEDGMENTS

PROJECT TEAM

City of Greeley
Steven Younkin*
Bhooshan Karnik*
Hanna Feldmann*
Scott Logan*

**also on the Action Plan Advisory Committee*

WSP
Tim Adams
Kevin Carder
Josh Boehm
Le Zhang
Joe Milsap
Lauren Brown
Cameron Splichal

Ulteig
Myron Hora
Abdullah Kurkcu
Aracelli Gonzolez
Eric Milliken

ACTION PLAN ADVISORY COMMITTEE

Wade Corliss
City of Greeley-Evans School District 6

AnnaRose Cunningham
*North Front Range MPO***

Jay Dinges
University of Northern Colorado

Don Dunker
Weld County Public Works

Bianca Fisher
Greeley Downtown Development Authority

Shannon Dominguez
1888 Industrial Services

Katrina Kloberdanz
CDOT Region 4

Sgt. Stephen Fisher
City of Greeley Police Department

Olga M. Gonzalez
Weld County Public Health Clinic and Vital Records Office

Evan Pinkham
Weld County Public Works

Jim Riesberg
City of Greeley Citizens Transportation Advisory Board

Elisabeth Relford
Weld County Finance Department

Jeff Stranahan
***City of Greeley Fire Department*

Don Threewitt
City of Greeley Community Development

Kristen Wilkinson
City of Greeley Nature Areas and Trails (Parks)

Mykayla Marek
North Front Range MPO

Juliana Kitten
City of Greeley City Manager

*** Former Role*

GREELEY on the go VISION ZERO

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Mini-Glossery of Terms

Acronym	Description
HMVM	100 Million Vehicle Miles
FHWA	Federal Highway Administration
KSI	Killed or Seriously Injured
EJ	Environmental Justic Areas
HIN	High Injury Network
HII	High Injury Intersections
HRN	High Risk Network

EXECUTIVE SUMMARY

This plan includes several proven strategies for Greeley to achieve Vision Zero, including:

SAFE SPEEDS:

Reducing speeds on Greeley's streets is one of the most important things we can do to prevent traffic fatalities and serious injuries. The plan includes several strategies to reduce speeds, such as traffic calming devices, reconfiguring lanes, and speed management strategies.

SAFE USERS:

The plan includes several strategies to make Greeley's streets safer for drivers, pedestrians, cyclists, and other vulnerable road users. These strategies include supporting communication and outreach efforts, expanding multimodal transportation options, enhanced police enforcement, and traffic safety education.

SAFE STREETS:

These strategies are intended to make Greeley's streets themselves safer and more accessible to people of all ages and abilities. These strategies include improving road design with a more context-sensitive approach and addressing new and existing policies through the perspective of a Safe System Approach.

The City of Greeley recognizes that achieving real progress toward zero traffic fatalities and serious injuries requires moving beyond "safety" as merely a slogan and instead requires embedding safety into all its policies and practices.

This Vision Zero Action Plan outlines the City of Greeley's ongoing and authentic commitment to a systems-based and equitable safety approach for Greeley through a data-driven strategy to eliminate traffic fatalities and serious injuries among all road users.

1

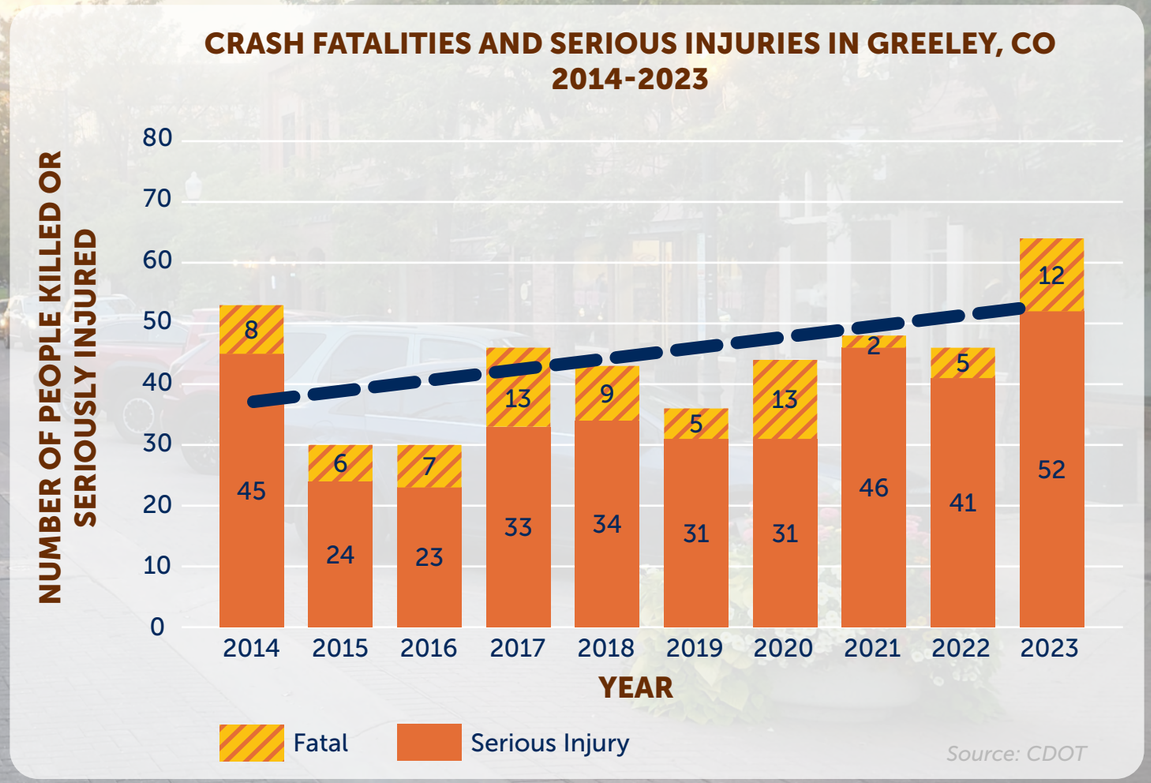
WHY VISION ZERO?

The City of Greeley recognizes that no loss of life on its streets is acceptable.

Greeley is committed to significantly reducing or eliminating fatal and serious injury crashes by 2045. This Vision Zero Action Plan sets out strategies and recommendations to maximize the City's potential to achieve this goal.

This plan will also allow the City of Greeley to become more competitive when applying for federal and state grant dollars for actions that support safety of all road users.

In the ten years from 2014-2023, 80 people were killed in traffic crashes in the City of Greeley and another 360 people were left with serious lifelong injuries. Like many other communities across the country, Greeley has experienced an upward trend in fatal and serious injury crashes in recent years; 2023 has been the harshest year yet, as 12 people were killed and 52 were seriously injured. With each of these crashes, there is a story of immense loss for the victims and their loved ones. Their loss stresses the urgency of taking action to minimize the likelihood of further deaths and serious injuries.



WHAT IS VISION ZERO

Vision Zero is a global traffic safety initiative that originated in Sweden in the late 1990s and is now endorsed by the U.S. Department of Transportation. The core principle of Vision Zero is the belief that all traffic fatalities and serious injuries are preventable, and that no loss of life is acceptable. The goal of Vision Zero is to create a transportation system that prioritizes safety above all else, using data-driven analysis to identify the root causes of traffic crashes and addressing them with comprehensive strategies rooted in a Safe System Approach.

TRADITIONAL APPROACH

Traffic deaths are **INEVITABLE**

PERFECT human behavior

Prevent **COLLISIONS**

INDIVIDUAL responsibility

Saving lives is **EXPENSIVE**

VS

VISION ZERO APPROACH

Traffic deaths are **PREVENTABLE**

Integrate **HUMAN FAILING** in approach

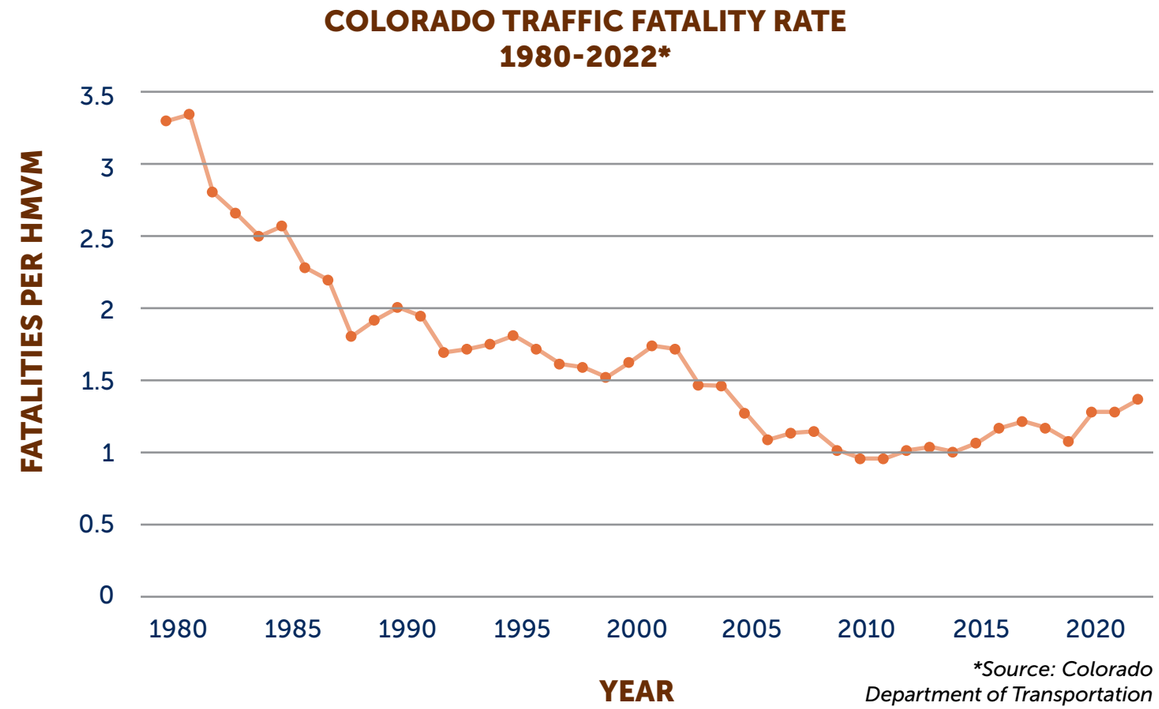
Prevent **FATAL** and **SEVERE CRASHES**

SYSTEMS Approach

Saving lives is **NOT EXPENSIVE**

The Safe System Approach

Over the previous four decades, traffic fatalities in Colorado decreased from 3.33 fatalities per 100 million vehicle miles (HMVM) in 1981 to 0.96 fatalities HMVM in 2011[1]. In those 30-years we should be proud of the lives saved, but the same strategies have either been exhausted or failed to adapt to the changing problems. This incredible progress has stagnated over the last decade, having ticked upward by 43% to 1.37 fatalities per HMVM in 2022[2]. The Safe System Approach is a new, holistic way of addressing transportation safety.



The Safe System Approach is a comprehensive strategy for managing road safety that is closely aligned with Vision Zero principles.

Developed by the Federal Highway Administration (FHWA), the goal of the Safe System Approach is to create a transportation system that is forgiving of human error and does not rely on individual road users to be perfect. Instead, the approach recognizes that people will make mistakes and transportation systems must be designed to the extent possible to protect the road user from the consequences of those mistakes.

Read more about the Safe System Approach on the next page!

1 https://coloradonewsline.com/2023/01/24/colorado-highest-traffic-death-toll/
2 https://www.iihs.org/topics/fatality-statistics/detail/state-by-state

VISION ZERO GUIDING PRINCIPLES

The Safe System Approach is based on six foundational principles*:

Deaths and serious injuries are unacceptable: A Safe System Approach prioritizes the elimination of crashes that result in death and serious injuries.

Humans make mistakes: People will inevitably make mistakes and decisions that can lead or contribute to crashes, but the transportation system can be designed and operated to accommodate certain types and levels of human mistakes and avoid death and serious injuries when a crash occurs.

Humans are vulnerable: Human bodies have physical limits for tolerating crash forces before death or serious injury occurs; therefore, it is critical to design and operate a transportation system that is human-centric and accommodates physical human vulnerabilities.

Responsibility is shared: All stakeholders—including government at all levels, industry, non-profit/advocacy, researchers, and the public—are vital to preventing fatalities and serious injuries on our roadways.

Safety is proactive: Proactive tools should be used to identify and address safety issues in the transportation system, rather than waiting for crashes to occur and reacting afterwards.

Redundancy is crucial: Reducing risks requires that all parts of the transportation system be strengthened, so that if one part fails, the other parts still protect people.

**Source: U.S. Department of Transportation*

Greeley's rate of people killed in crashes over the past 10 years puts it in the middle of the pack when compared to other cities in the surrounding region, but there is still significant room for improvement. By applying the Safe System Approach and proven safety countermeasures that have been successful in other communities, Greeley can effectively work toward the goal of significantly reducing and eventually eliminating traffic fatalities on its streets.

Crash Fatalities per 100,000 Population per Year:

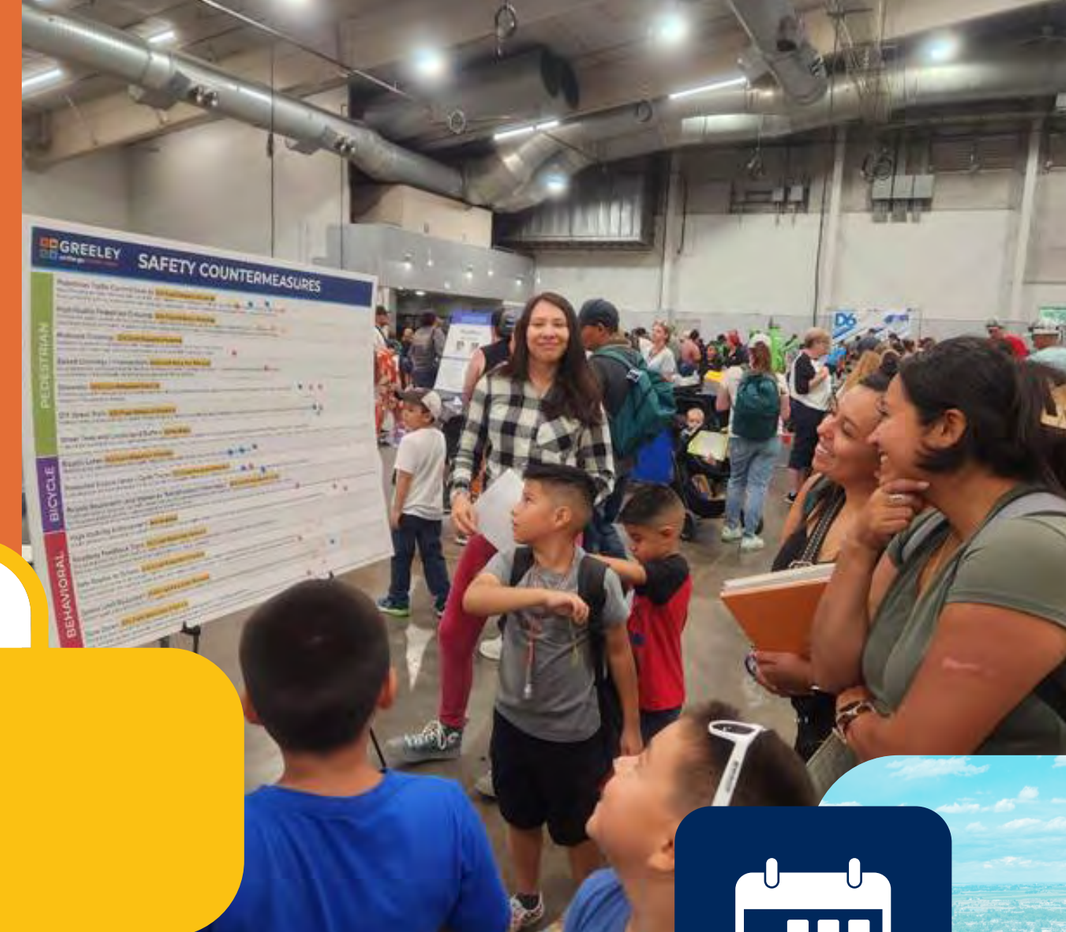
Boulder, CO	2.0
Berkeley, CA	2.8
Fort Collins, CO	4.7
Loveland, CO	5.6
Longmont, CO	5.8
Greeley, CO	**6.3**
Omaha, NE	6.3
Denver, CO	7.1
Cheyenne, WY	8.8
Kansas City, MO	13.6

Source: NHTSA, 2014-2022 Data

COMMUNITY ENGAGEMENT

Community engagement is the cornerstone of the Vision Zero Action Plan, its implementation, and long-term success.

Pop-up events were hosted at various community events, from farmers markets to a back-to-school backpack giveaway event. By listening to public opinions and incorporating this input into solutions, the plan can best address traffic safety issues for everyone who lives, works, and plays in the City of Greeley. Six pop-up events were held between May and August 2024 to share project information and receive public feedback, which was collected and incorporated into the plan's recommendations. In addition to these pop-up events, an online webpage was created on the "Speak Up Greeley" website to host project-related information as well as an online format for residents to comment on transportation safety in Greeley. Appendix A contains a comprehensive summary of all community and public engagement activities.



ACTION PLAN ADVISORY COMMITTEE

The Vision Zero Action Plan Advisory Committee (APAC) was formed to review data analysis and public input filter, as well as prioritize and implement recommendations from the public. The APAC is made up of City of Greeley department staff, partnering agencies representatives, and members of community advocacy groups. The committee's input was critical to the development of the Greeley's Vision Zero Action Plan.

Organizations of the APAC include:

- City of Greeley Citizens Transportation Advisory Board
- City of Greeley Community Development
- City of Greeley Downtown Development Authority
- City of Greeley-Evans School District 6
- City of Greeley Fire Department
- City of Greeley Nature Areas and Trails (Parks)
- City of Greeley Police Department
- City of Greeley Public Works
- North Front Range Metropolitan Planning Organization
- University of Northern Colorado
- Weld County Planning Department
- Weld County Public Health Clinic and Vital Records Office
- Weld County Public Works

POP-UP EVENTS

05/05/24:	Farmers Market
05/11/24:	71st Avenue King Soopers
06/26/24:	Bike to Work Day at Lincoln Park
08/03/24:	School District 6 Kick-off and Backpack Give-Away at Island Grove
08/13/24:	Friday Fest on the Downtown Plaza
08/24/24:	Farmers Market

ONLINE ENGAGEMENT

To ensure engagement activities for this project were accessible and transparent to as many City of Greeley residents as possible, the Creating a Safer Transportation System: Help Greeley Achieve "Vision Zero" webpage was launched in April 2024 to provide project information, project updates, and engagement opportunities. The site provides information and encourages the public to share their input through an online survey, which allows citizens to identify areas they feel unsafe driving, walking, or biking on Greeley streets.

LOCAL, STATE, AND NATIONAL RESOURCES

As a part of the planning process, the City of Greeley wanted to draw on the experiences of other municipalities (regionally and nationally) actively taking steps to achieve Vision Zero and understand what best practices are working within their communities. Additionally, Greeley wanted to review existing local, regional, state, and national plans to see the strengths within their plans and policies and where they had opportunities for improvements. The findings of both the Vision Zero action plans review and the policies and plans reviews are found in Appendix B.

PUBLIC INPUT

Over the course of the planning process, we received public input from six pop-up events and the project website.

Key Themes from Public Input

The following were common themes in the input provided by surveys (in-person and online) and through the dot plot activity:

- The majority of respondents have been impacted or know someone who has been impacted by crashes in Greeley.
- Respondents feel least safe walking/rolling/biking on main roadways and feel most safe driving in residential areas.
- Most respondents attribute crashes to the drivers, with distracted driving and driver error being the largest perceived contributing circumstances.
- Pedestrian countermeasures were the highest selected category of strategies, specifically high-quality pedestrian crossings and pedestrian traffic control devices (such as pedestrian hybrid beacons and rectangular rapid flashing beacons).
- Behavioral countermeasures—such as high visibility enforcement, Safe Routes to School, and speed limit reduction—and intersection-related countermeasures—such as roundabouts, traffic signal improvements, and all-way stop control—were also important countermeasures to respondents.

2

DATA AND FOCUS AREAS

Crash Mapping

Greeley's goal is to eliminate crashes that result in people being killed or seriously injured (KSI crashes) in the City of Greeley by 2045. Over the past ten years (2014-2023), a total of 345 crashes have resulted in people being killed or seriously injured, with another 3,725 crashes resulting in a non-incapacitating (minor) or possible injuries. Although non-injury crashes (aka property damage only crashes) account for three-quarters of all crashes in Greeley, the data analysis for the Vision Zero Acton Plan focuses on KSI crashes. KSI crashes are by far the most impactful and life-altering type of crashes.

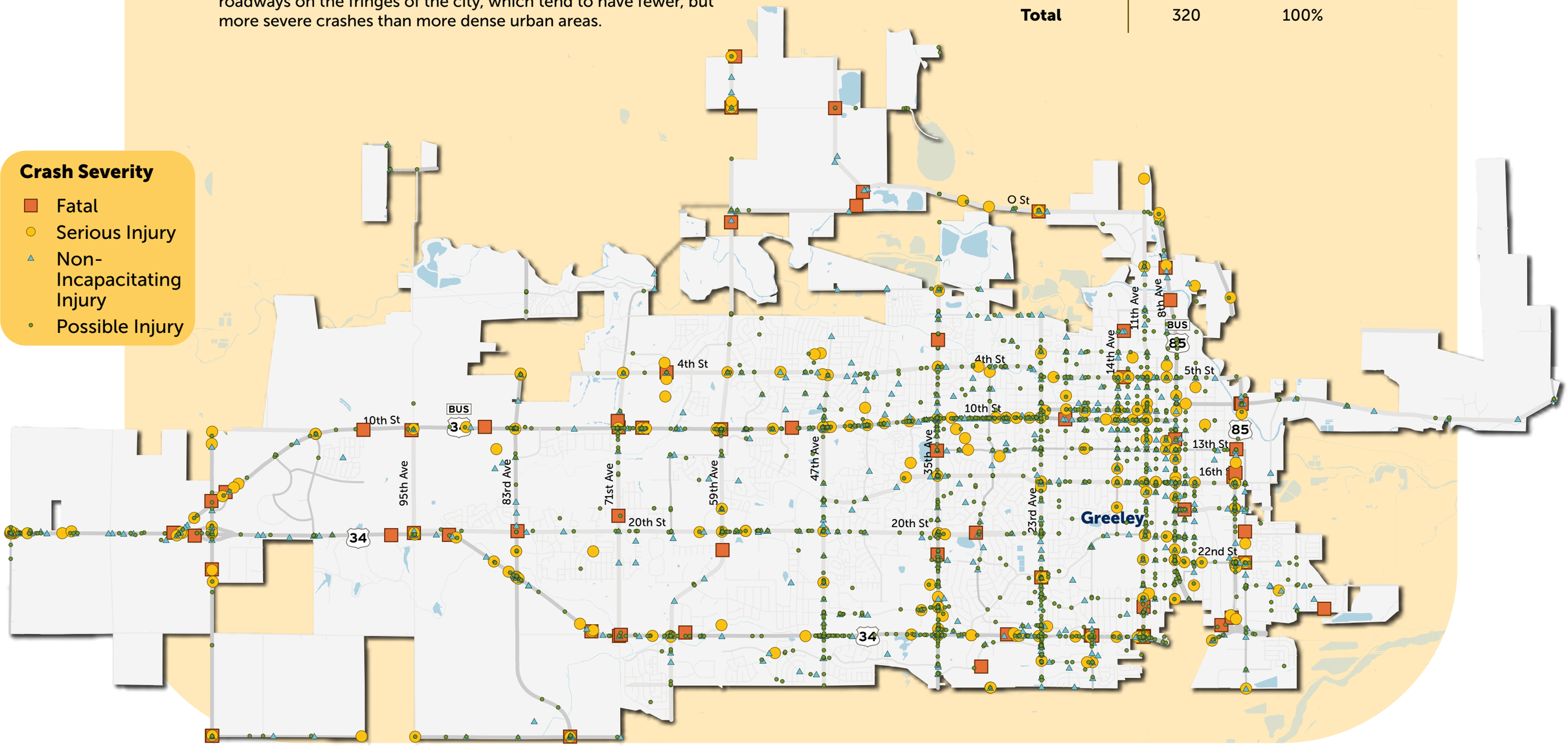
Greeley Crashes by Severity
(2014-2023)

Fatal	76
Serious Injury	269
Non-Incapacitating Injury	1,080
Possible Injury	2,645
Not Injured	12,551
Total	16,648

LOCAL VS. COUNTY VS. STATE ROADS

More than 473 miles of roadway exist within the City of Greeley. **State Highways account for 9% of these roadways but 54% of KSI crashes.** These highways generally have higher volumes and higher speeds, attributes that correlate to increased frequency and severity of crashes. Although there are more lane miles of City roads, these roadways tend to be urban, lower-speed roadways, where crashes can be less severe. County roads tend to be the lowest volume roadways on the fringes of the city, which tend to have fewer, but more severe crashes than more dense urban areas.

	KSI Crashes	
	#	%
City Roads	141	44%
County Roads	7	2%
State Highways	172	54%
Total	320	100%

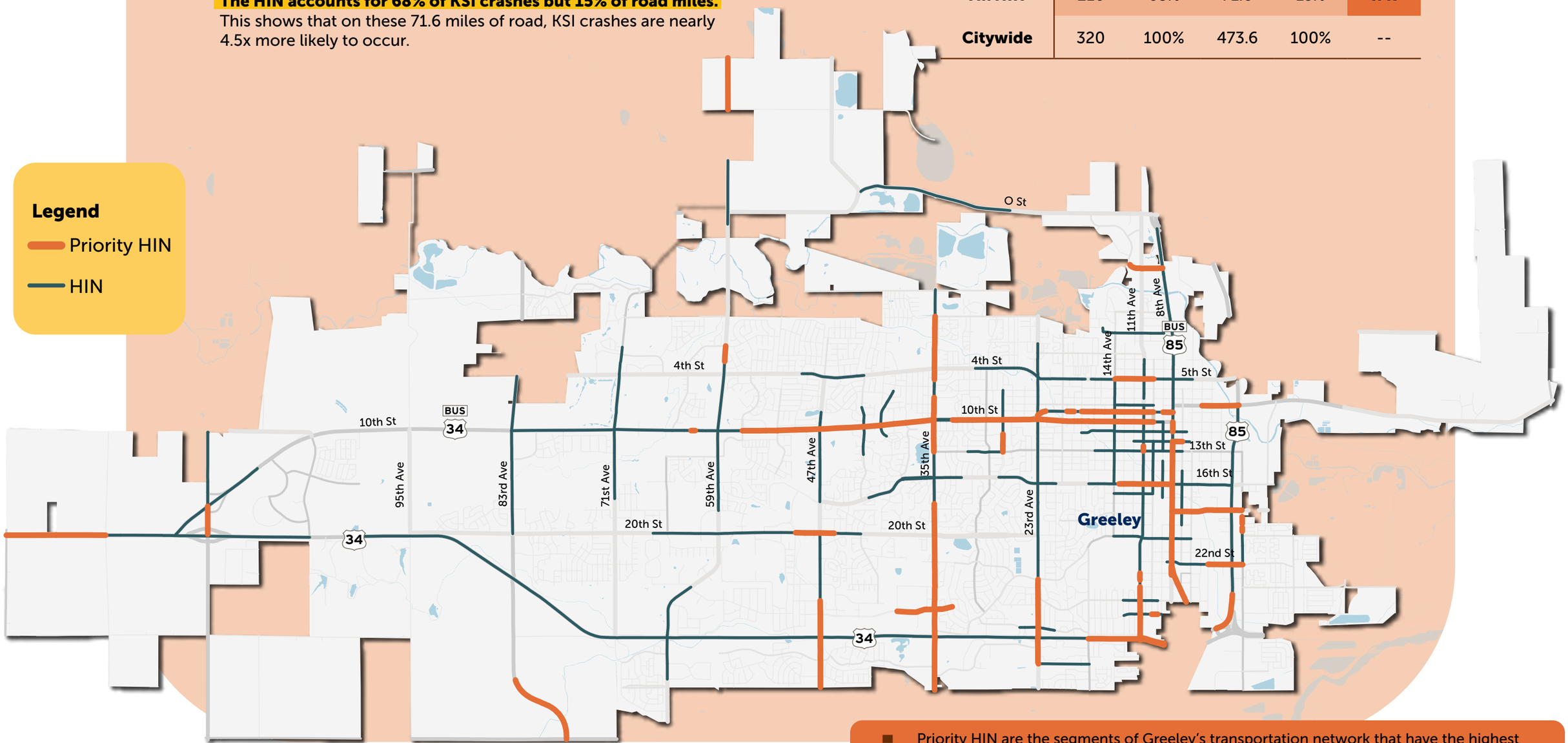


HIGH INJURY NETWORK

The High Injury Network (HIN) is a mapping tool to help identify where the highest number of people are being killed and seriously injured (KSI) on Greeley's transportation system. This data-driven approach helps Greeley focus resources in areas of most urgent need. The most recently available 9-years of crash data (2014–2022) was used to create the HIN.

The HIN accounts for 68% of KSI crashes but 15% of road miles. This shows that on these 71.6 miles of road, KSI crashes are nearly 4.5x more likely to occur.

	KSI Crashes		Road Miles		Rep. Ratio
	#	%	#	%	
Priority HIN	94	29%	20.0	4%	**6.97**
HIN	122	38%	51.6	11%	**3.50**
All HIN	216	68%	71.6	15%	**4.47**
Citywide	320	100%	473.6	100%	--



Priority HIN are the segments of Greeley's transportation network that have the highest number of KSI crashes per mile; they are distinguished from the rest of the HIN for consideration for priority projects.

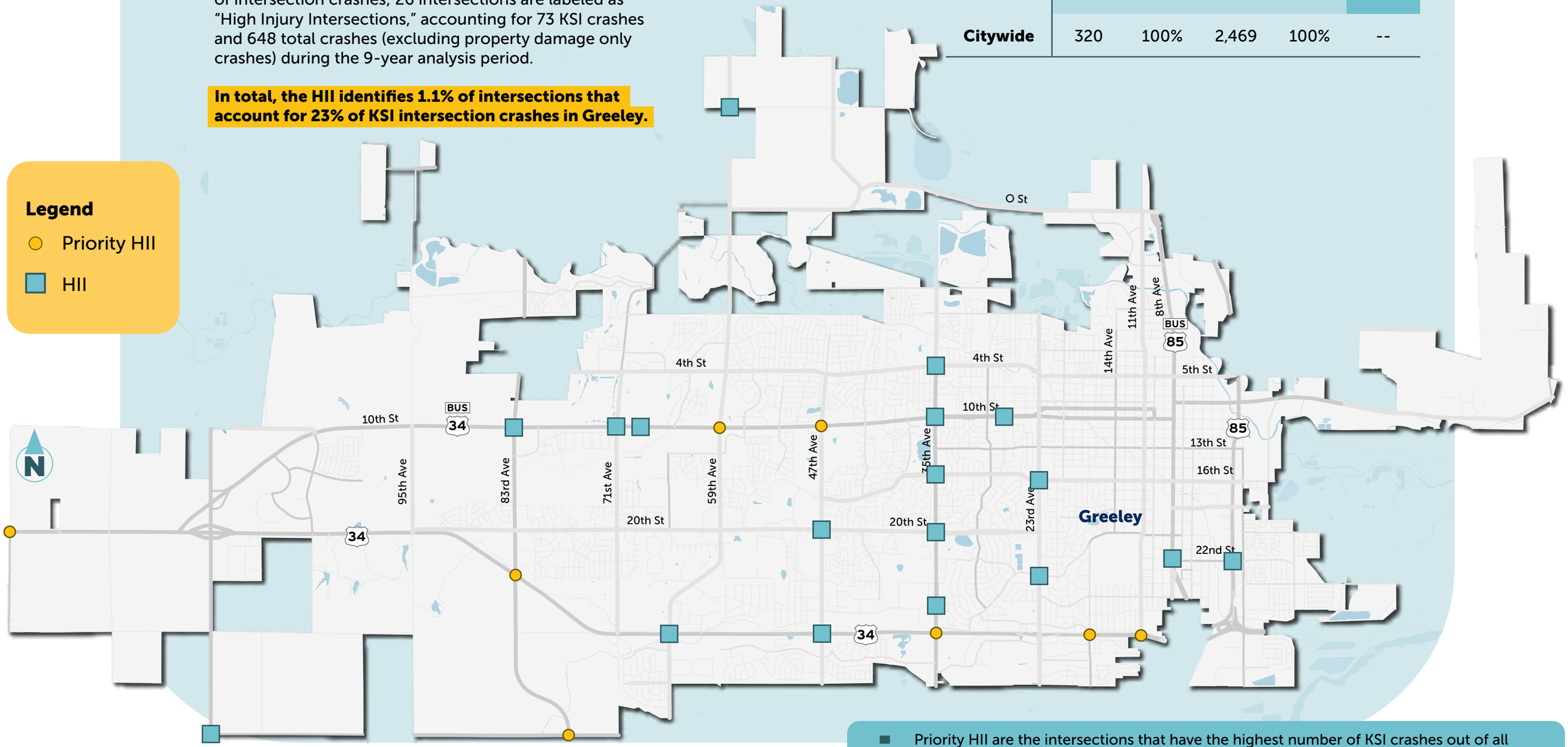
HIGH INJURY INTERSECTIONS

The High Injury Intersection (HII) is another key mapping tool in the Vision Zero toolbox. Like the HIN, the HII uses 9-years of injury crash data to identify the most dangerous intersections to most effectively allocate City resources and give context to transportation safety problems.

HII locations were identified by the highest concentration of intersection crashes; 26 intersections are labeled as "High Injury Intersections," accounting for 73 KSI crashes and 648 total crashes (excluding property damage only crashes) during the 9-year analysis period.

In total, the HII identifies 1.1% of intersections that account for 23% of KSI intersection crashes in Greeley.

	KSI Crashes		Intersections		Rep. Ratio
	#	%	#	%	
Priority HII	39	12%	8	0.3%	**37.61**
HII	34	11%	18	0.7%	**14.57**
All HII	73	23%	26	1.1%	**21.37**
Citywide	320	100%	2,469	100%	--

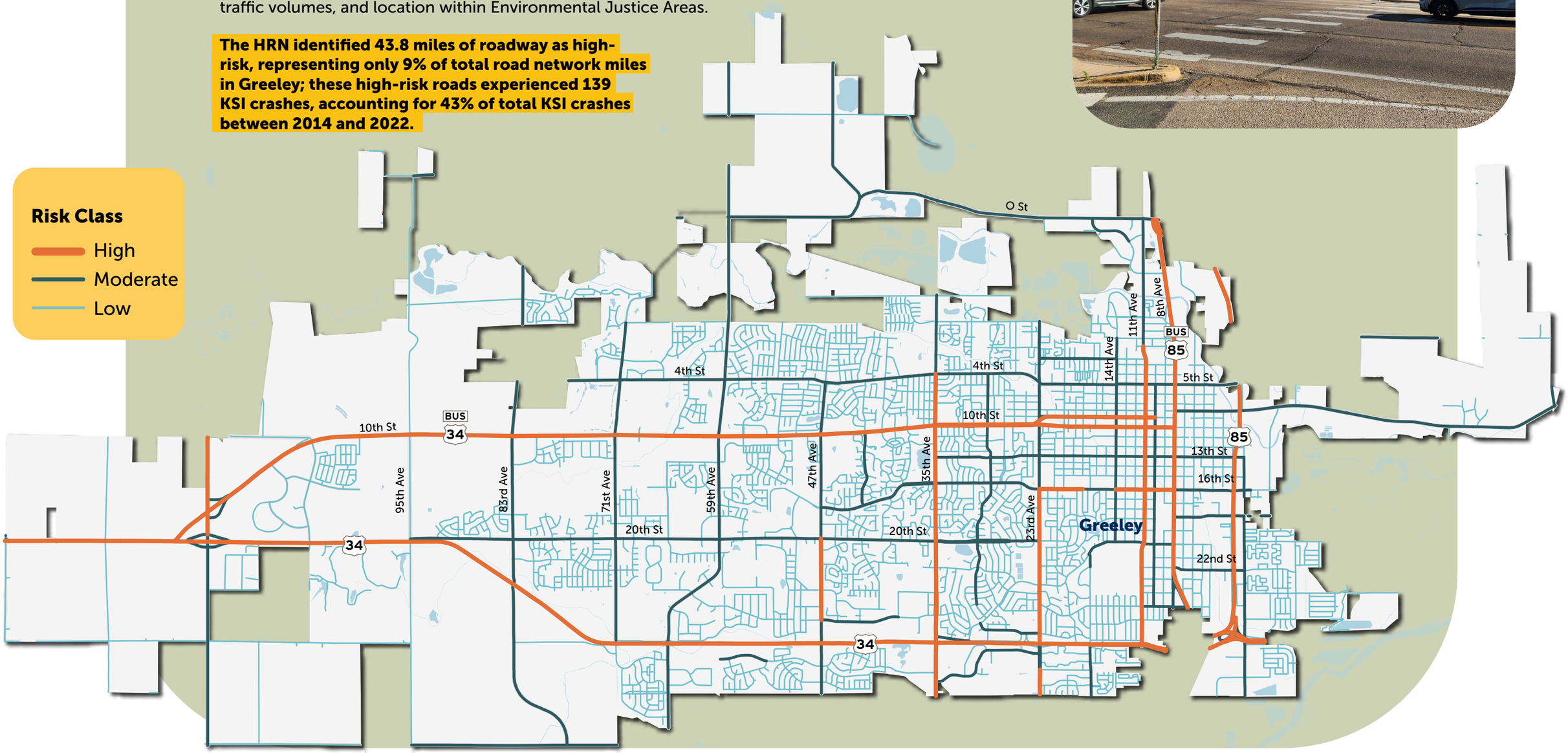


Priority HII are the intersections that have the highest number of KSI crashes out of all the high injury intersections identified; they are distinguished from the rest of the HII for consideration for priority projects.

HIGH RISK NETWORK

Both the HIN and HII are based on historical crash data, which are very useful in addressing existing problems; however, as KSI crashes are a small share of total vehicle interactions and near misses never get reported, some of the most dangerous roadways may not be represented in the HIN and HII data. Therefore, the High Risk Network (HRN) can be used to identify streets where KSI crashes are likely to occur based on existing attributes, such as number of lanes, traffic volumes, and location within Environmental Justice Areas.

The HRN identified 43.8 miles of roadway as high-risk, representing only 9% of total road network miles in Greeley; these high-risk roads experienced 139 KSI crashes, accounting for 43% of total KSI crashes between 2014 and 2022.



Focus Areas

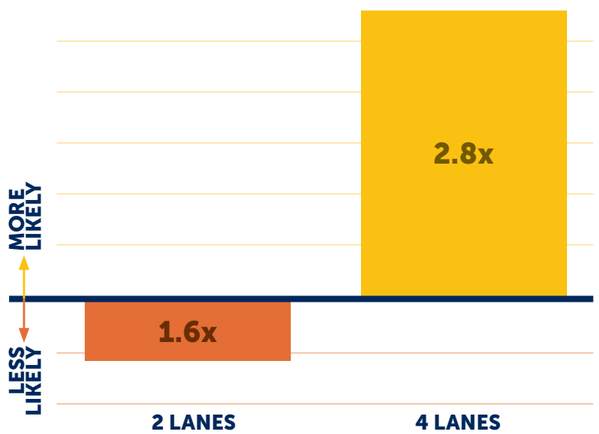
Throughout the data analysis process, several trends emerged that give insight into the current state of roadway safety in Greeley. These trends, discussed in the remainder of the chapter as focus areas, provide specific issues for the action plan to address. These focus area sections highlight the relationship between each focus area, KSI crashes, and their respective over-or under-representation in the data.

ARTERIALS

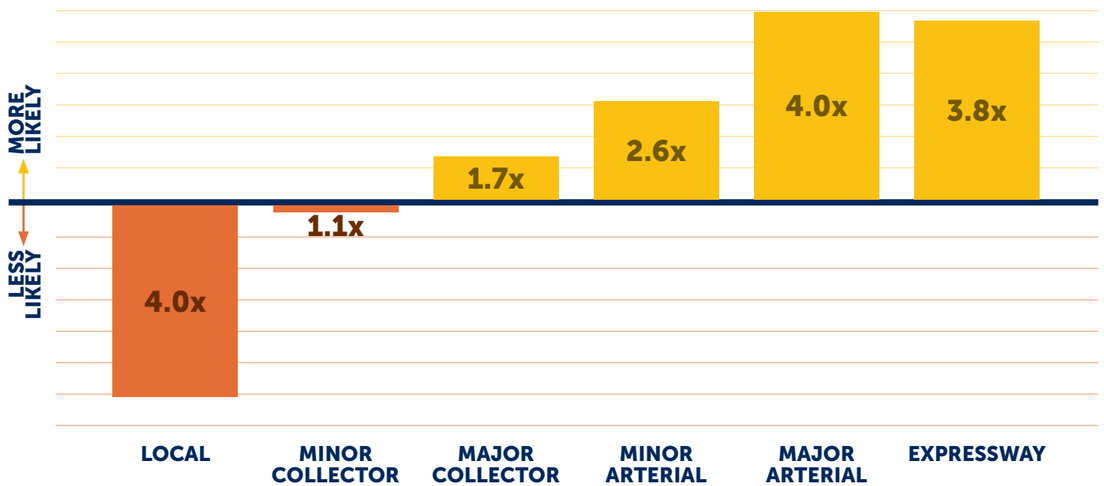
The type of roadways that road users are on can increase their risk of being involved in a KSI crash. As roadways get busier (i.e., the roadway volume increases) and get wider (i.e., the numbers of lanes increase), the risk of being involved in a KSI crash increases. Four-lane major arterials have the highest risk of resulting in a KSI crash.

**data regarding 1, 3, 5, and 6-laned roadways was limited and is therefore not shown here*

Likelihood of Severe or Injury Crash
(by Number of Through Lanes*)



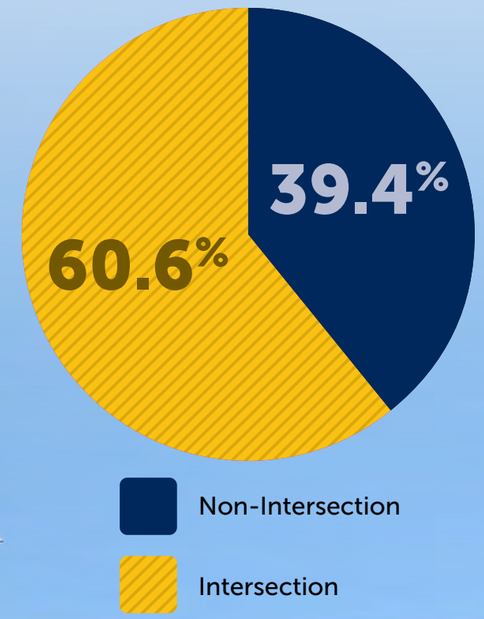
Likelihood of Severe or Injury Crash (by Functional Class)



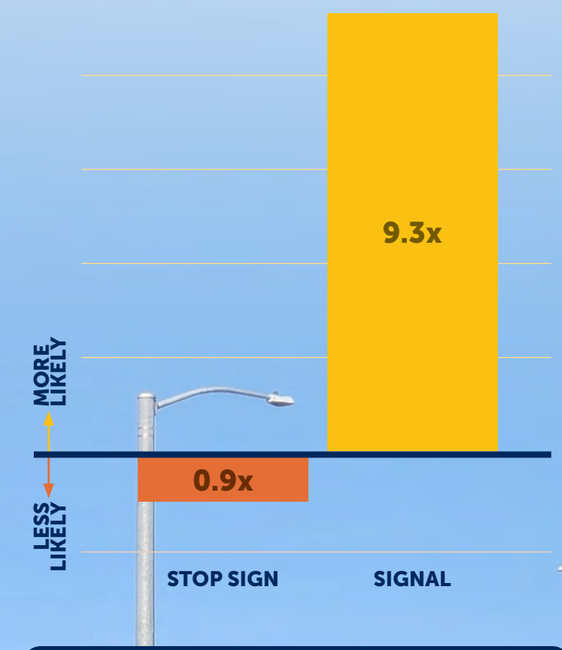
INTERSECTIONS

Most KSI crashes on Greeley's roads occur at intersections. Signalized intersections, as compared to other intersection control types, are more than 10x more likely to have a fatal or injury crash occur.

KSI Crashes by Road Segment or Intersection



Likelihood of Severe or Injury Crash
(by Traffic Control Type)*



* Roundabouts are not included in this chart due to limited data in Greeley. Studies of roundabouts in the US have found that they reduce fatal and injury crashes by approximately 80% and that they are the safest intersection control type.

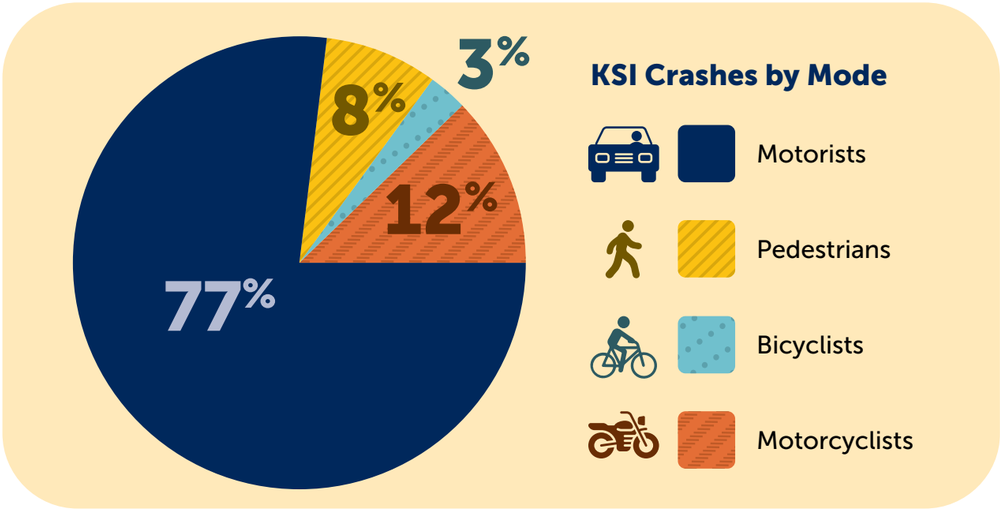
VULNERABLE ROAD USERS

In Greeley, driving (via cars, trucks, or vans) is the predominant mode of travel with 95% of residents traveling this way. Vulnerable road users, including pedestrians, bicyclists, and motorcyclists, make up the remaining 5% of Greeley's total commuting population. However, these users are overrepresented when it comes to KSI crashes.

Pedestrians are nearly **3x** as likely to be involved in a KSI crash.

Bicyclists are nearly **6x** as likely to be involved in a KSI crash.

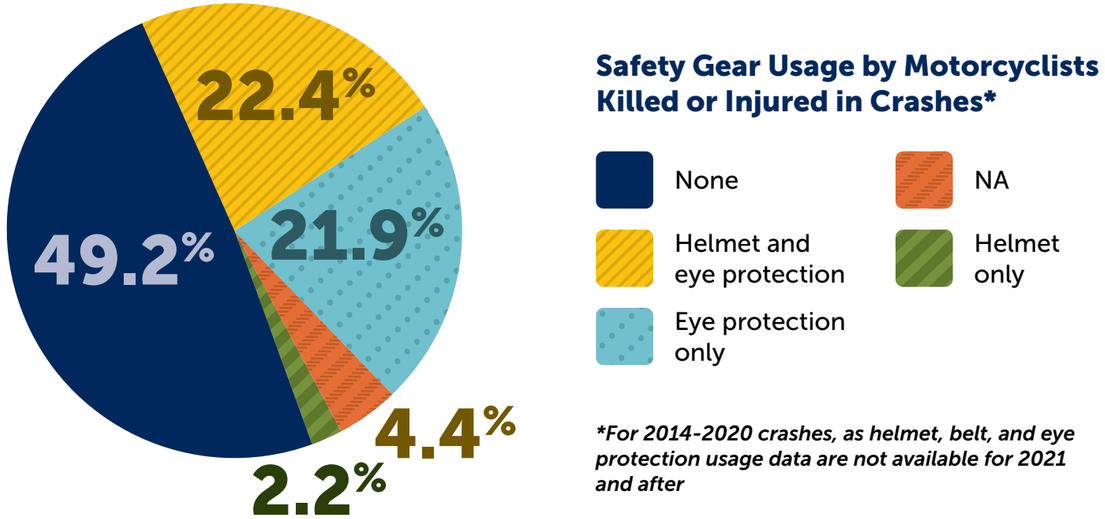
Motorcyclists are nearly **14x** as likely to be involved in a KSI crash.



Motorcyclists are the most overrepresented group involved in KSI crashes based on how residents of Greeley choose to travel.

One contributing factor to this overrepresentation could be low rates of helmet and safety gear usage by motorcyclists, as half of Greeley motorcyclists injured in crashes were not wearing any form of safety gear and over three-quarters were not wearing helmets. Currently, Colorado does not have a law requiring riders 18 and over to wear a helmet. Motorcycle helmet usage is estimated to reduce the risk of death by 42% and the risk of head injury by 69%[3].

Although Colorado legally requires all riders (driver or passenger) to use some form of eye protection, more than 55.7% of riders killed or injured in a crash were not wearing eye protection.



For 2014-2020 crashes, as helmet, belt, and eye protection usage data are not available for 2021 and after

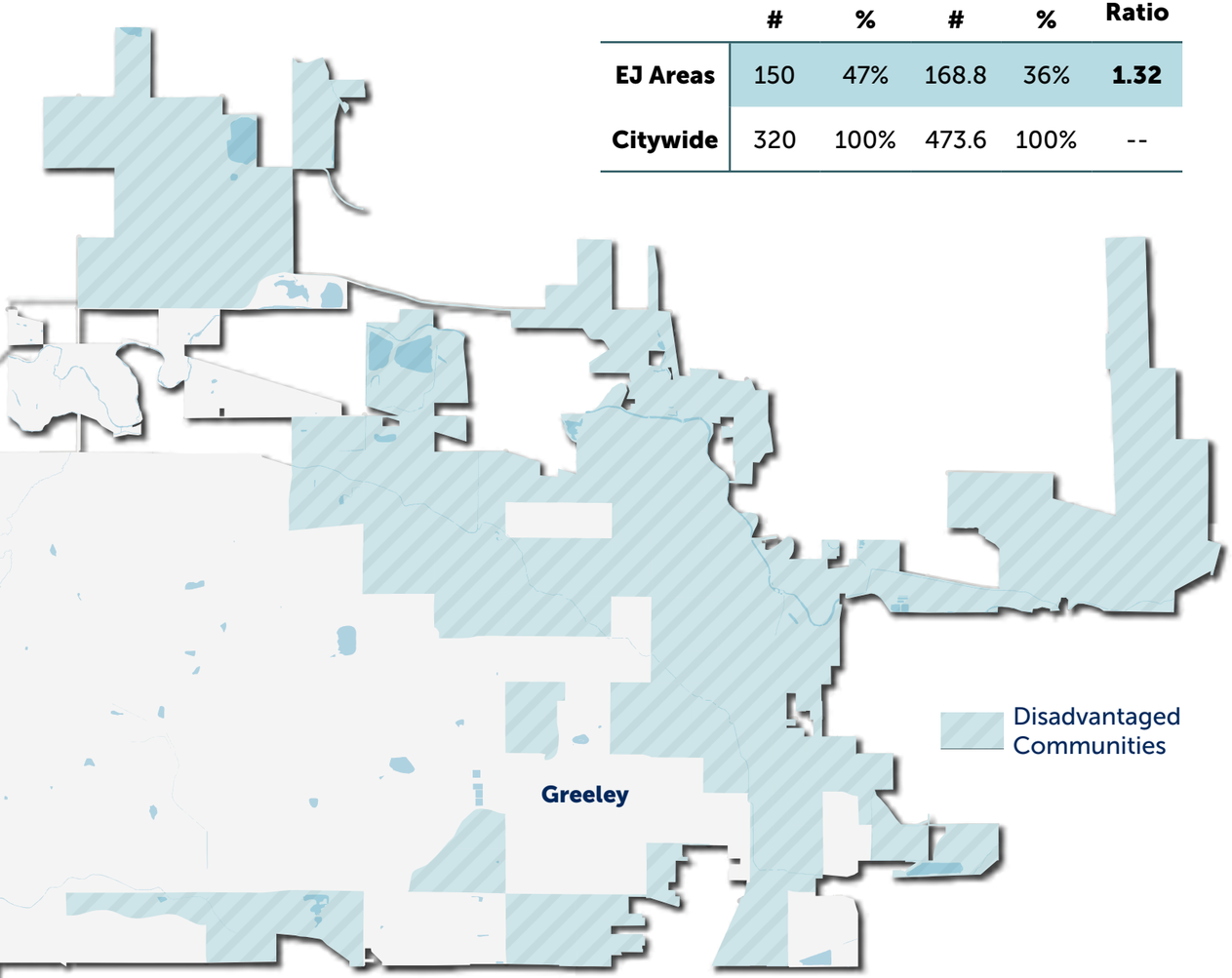
3 https://pubmed.ncbi.nlm.nih.gov/18254047/

DISADVANTAGED COMMUNITIES

Through this plan, Greeley can identify how to make the most impactful change as timely as possible with limited resources. With this goal in mind, the data indicates that significant priority should be given to projects in Environmental Justice (EJ) Areas as defined by socio-economic indicators identified by the North Front Range Metropolitan Planning Organization in 2021. EJ areas are determined using regional averages related to income and minority status; areas with percentages higher than the regional average for either or both populations are considered EJ.[4]

Environmental Justice Communities are more likely to be impacted by fatal and serious injury crashes: they account for 47% of KSI crashes but only 36% of the total street network mileage. By prioritizing the areas of greatest need, the disparities in KSI crash rates for EJ communities will be reduced. By simply following the data, we can start creating equitable solutions that get us to Zero.

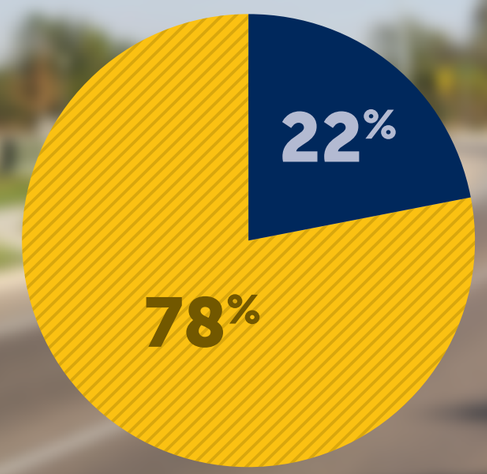
	KSI Crashes		Road Miles		Rep. Ratio
	#	%	#	%	
EJ Areas	150	47%	168.8	36%	**1.32**
Citywide	320	100%	473.6	100%	--



4 Environmental Justice - NFRMPO

IMPAIRED DRIVING

People make mistakes sometimes; should someone make a mistake, they should not have to pay with their life or have to suffer with a lifelong injury. Impairment, traveling on the roadway under the influence of alcohol or drugs, is a reckless, negligent choice that some people make. Impairment is involved in over 22% of Greeley's fatal crashes.



TITLE

Impaired

Not Impaired

38%
of impairment related crashes occur between 7PM-3AM

SPEED

Speed is a central factor in traffic deaths and serious injuries and is one of the most important factors that separates these from minor injury or property damage. In Greeley, 67% of KSI crashes occurred where the posted speed limits were 35 mph or higher.

The likelihood of fatality increases exponentially with vehicle speed; for every 10 mph increase, the likelihood of a fatality doubles[5]. Speed is such an impactful factor within crashes for several reasons, including:

- The higher the speed, the more **forceful the crash**
- The higher the speed, the **narrower field of vision** drivers have
- As speeds increase, the amount of time **drivers have to react** decreases
- As speeds increase, so do their **braking distances** (meaning, drivers may be unable to stop in time)

Greeley is not unique in these trends; as roadways have higher speeds, the likelihood of being involved in an injury crash or fatality increases. However, for roadways with a posted speed limit between 40 mph and 50 mph, the trend dips before increasing again. This is primarily due to most roadway facilities with higher speeds having increased safety infrastructure such as medians, separated pedestrian/bicycle paths, access management, and improved shoulders. It is the mismatch of higher speeds on local roads that contributes to the safety problem.

5 https://nacto.org/publication/city-limits/the-need/speed-kills/

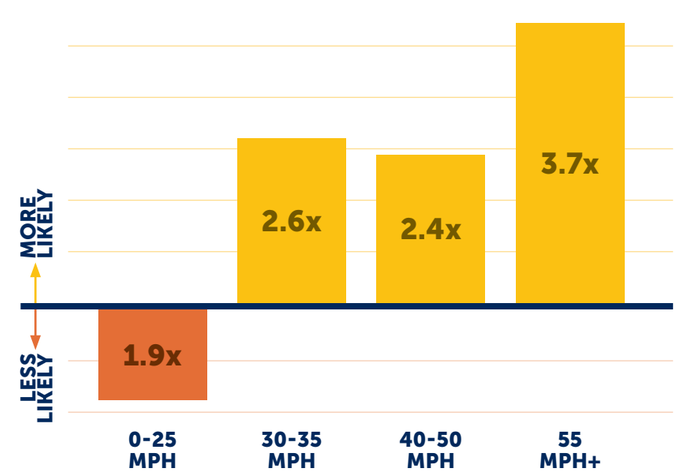
HIT BY A VEHICLE TRAVELING AT:
20 mph
8% RISK OF DEATH

HIT BY A VEHICLE TRAVELING AT:
30 mph
20% RISK OF DEATH

HIT BY A VEHICLE TRAVELING AT:
40 mph
46% RISK OF DEATH

Source: Tefft, B.C. (2011). Impact Speed and a Pedestrian's Risk of Severe Injury or Death. AAA Foundation for Traffic Safety

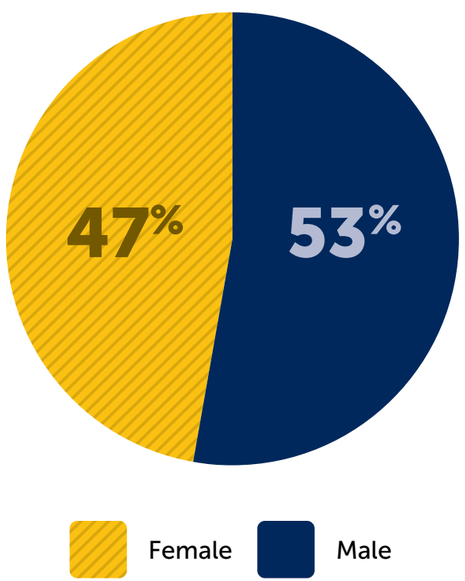
Likelihood of Severe or Injury Crash
(by Posted Speed Limit)



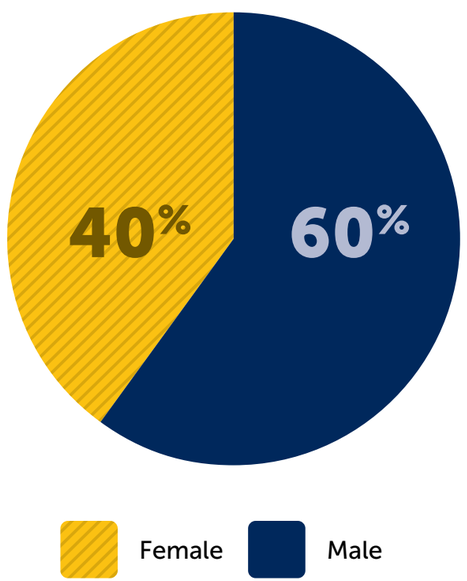
HIGH RISK USERS

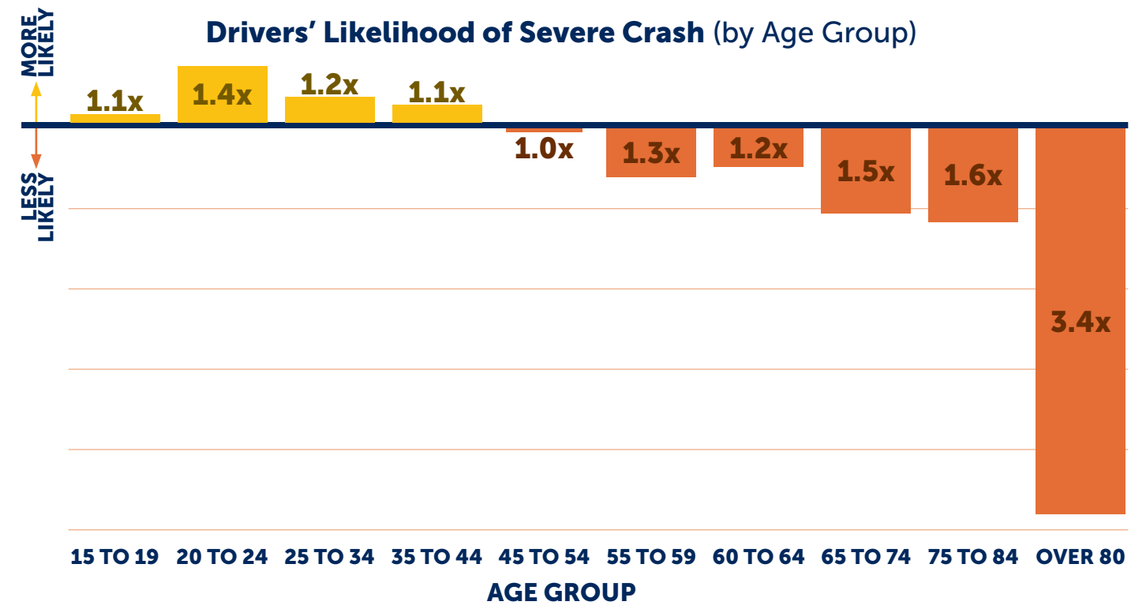
Male users, whether they are operating a motorized vehicle (car, truck, van, motorcycle, etc.) or are taking active modes of transportation (walking or biking), are involved in more fatal and injury crashes than female users. Data shows that males on average drive more vehicle miles than females and are more likely to participate in risky driving behaviors, including driving under the influence of alcohol, lack of seat belt use, and driving aggressively.

Vehicle Fatal and Injured Crashes by Sex Involved



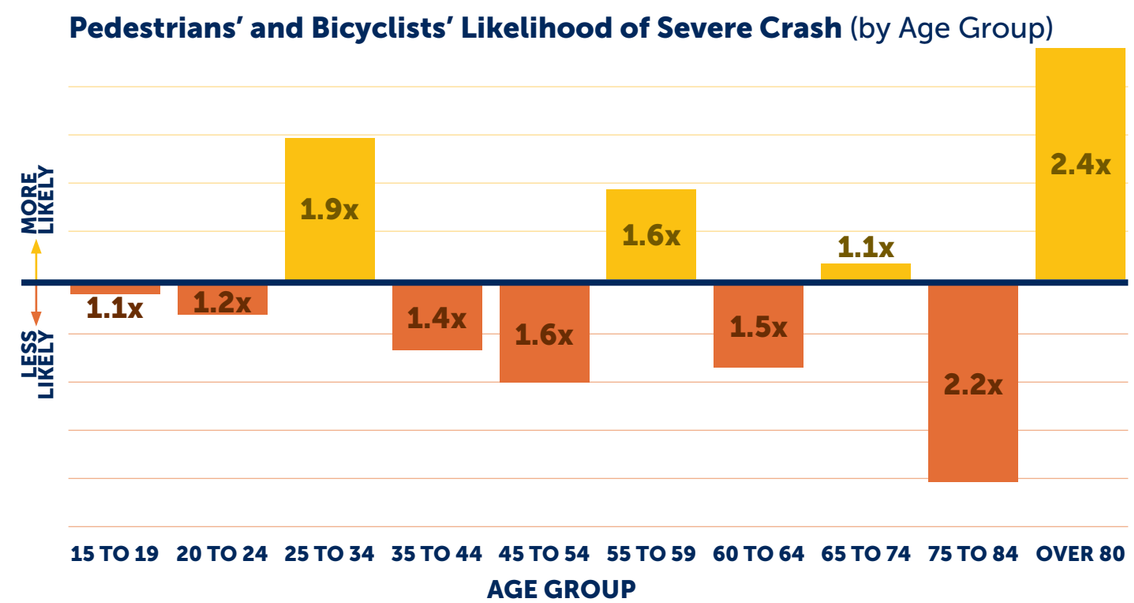
Pedestrian and Bicyclists KSI Crashes by Sex





Drivers between the ages of 20-24 are the most overrepresented in KSI crashes, relative to their share of the overall population. This group, young drivers, are more likely to engage in risky behaviors.

For pedestrians and bicyclists, the most overrepresented group is the 85 and older group as they are more than 144% more likely to be involved in a KSI crash. 85 and older pedestrians and bicyclists tend to be more vulnerable, as hearing, vision, and mobility declines with age.

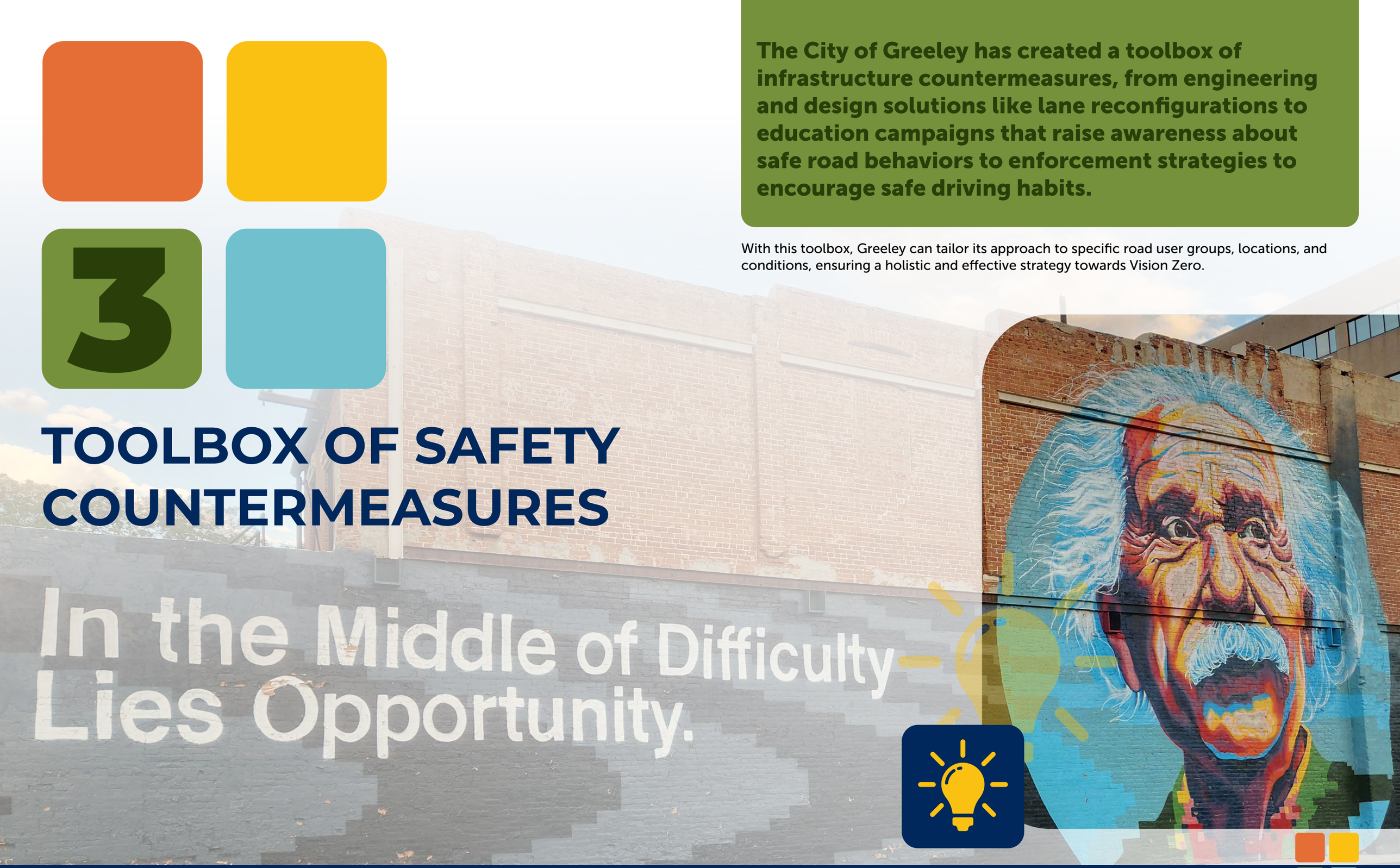


3

TOOLBOX OF SAFETY COUNTERMEASURES

The City of Greeley has created a toolbox of infrastructure countermeasures, from engineering and design solutions like lane reconfigurations to education campaigns that raise awareness about safe road behaviors to enforcement strategies to encourage safe driving habits.

With this toolbox, Greeley can tailor its approach to specific road user groups, locations, and conditions, ensuring a holistic and effective strategy towards Vision Zero.

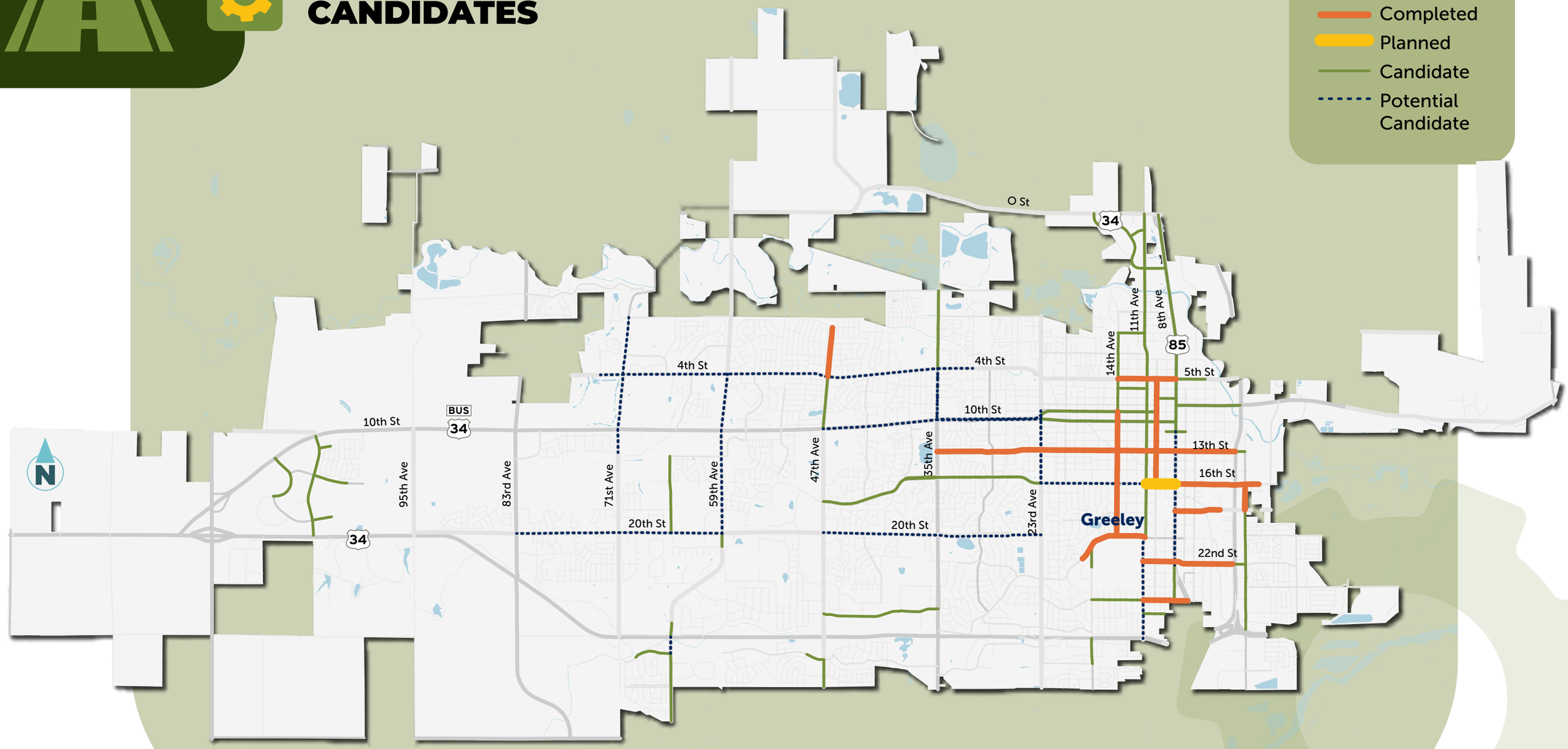


COUNTERMEASURES FOR ROADWAY SAFETY

Countermeasure	Description	Cost	Potential Crash Reduction
Lane Reconfiguration	Lane reconfiguration refers to any countermeasure that rearranges or repurposes existing roadway, including pavement reallocations ("road diets"), lane width reduction, or one-way to two-way conversion. Pavement reallocation is a context-sensitive strategy that reduces the number of lanes or the width of lanes, resulting in several safety benefits. One-way to two-way street conversions generally reduce speeds, reduce conflicts, and manage traffic patterns due to how traffic perceives their surrounding environment. Lower speeds provide improved conditions and access for all modes of transportation, especially vulnerable road users.	$$$	40%
Traffic Calming	Traffic calming is a deliberate set of design strategies and measures implemented on roadways to improve the safety of all users by slowing down vehicle speeds. Introducing physical changes to the road (such as speed humps, chicanes, raised crosswalks, and narrowed travel lanes) is a proven strategy to reduce speeds and enhance roadway safety between different users. Modal filters on neighborhood streets are another form of traffic calming that limits motorists from cutting throught traffic and having high speeds.	$$$	30%
Roadway Lighting	Street lighting enhances safety and accessibility by illuminating key areas and improving visibility. Improved visibility decreases crash risk. This tool is particularly effective at controlled and uncontrolled intersections, at midblock crossings, along sidewalks, and in areas with high pedestrian volumes like transit stops, commercial zones, schools, and parks.	$$	10%
Raised Medians and Access Management	Raised medians, medians built higher than the road level, offer VRU refuges mid-crossing, limit motor vehicle turns, and mitigate head-on collisions by separating opposing streams of traffic. These types of medians are applicable at intersections, along blocks, and midblock crossings for VRUs, particularly beneficial at intersections where left turns need restriction due to safety concerns like inadequate yielding or high speeds.	$$$$	45%
Curve Delineation Improvements	Installation of retroflective chevron signs and advance curve warning sign is shown to significantly reduce crashes along curves, especially nighttime crashes and in rural areas.	$	15%

Raised Median Refuge Island

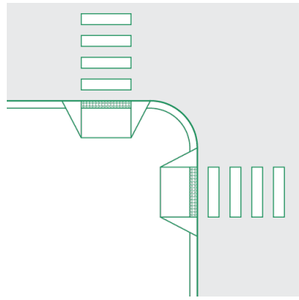
LANE RECONFIGURATION CANDIDATES



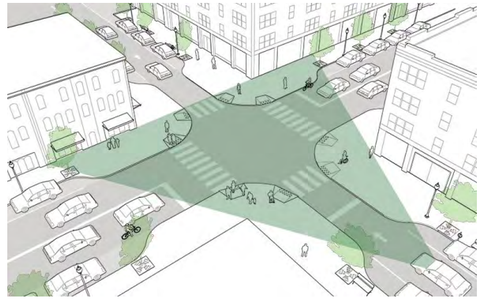
Streets were identified as lane reconfiguration candidates if they had enough excess capacity (extra lanes) or oversized lanes that could be repurposed to provide safety or mobility improvements. Generally, a road is considered to be a good candidate for a lane reconfiguration from a 4-lane configuration to 2-lane with a center-turn-lane configuration if it has an annual average daily traffic volume of under 12,000 vehicles per day, and it is considered a potential candidate (which may require further evaluation) if it has a volume of under 18,000 vehicles per day.

COUNTERMEASURES FOR INTERSECTIONS SAFETY: GEOMETRIC DESIGN

Countermeasure	Description	Cost	Potential Crash Reduction
Roundabouts	Roundabouts are a versatile tool that reduces the number of and the severity of crashes due to speed reduction, elimination of angle collisions, and reduced crossing distances for vulnerable road users (VRUs). Roundabouts can be customized by shape, size, and design to fit a variety of traffic conditions, creating a safer intersection among all modes of transportation. These can be built as mini-, single-lane, or multi-laned.	$$$$	80%
Curb Radius Reduction	A curb radius reduction reduces turning speeds, shortens crossing distance, and improves sight distance by sharpening the radius through temporary materials or by permanently changing the curb line, which increases yielding to pedestrians in the crosswalk and other roadway compliance that can reduce the number and severity of crashes.	$$	30%
Intersection Daylighting	Intersection daylighting improves the sight-distance for road users as they enter and navigate an intersection by restricting curb parking spaces leading up to an intersection. Restrictions can be accomplished through the use of pavement markings and flexible guideposts or through micromobility corrals.	$	30%
Curb Extensions/ Bulb Outs	Curb extensions and bulb-outs extend sections of sidewalks into the roadway, primarily at intersections and crossings, to decrease VRU crossing distances and enhance visibility and comfort. Curb extensions prove to be effective across various locations, ranging from mid-block crosswalks to signalized intersections and can be implemented within all-day parking lanes or spacious shoulders, particularly suited for transitioning into lower-speed zones.	$$	30%



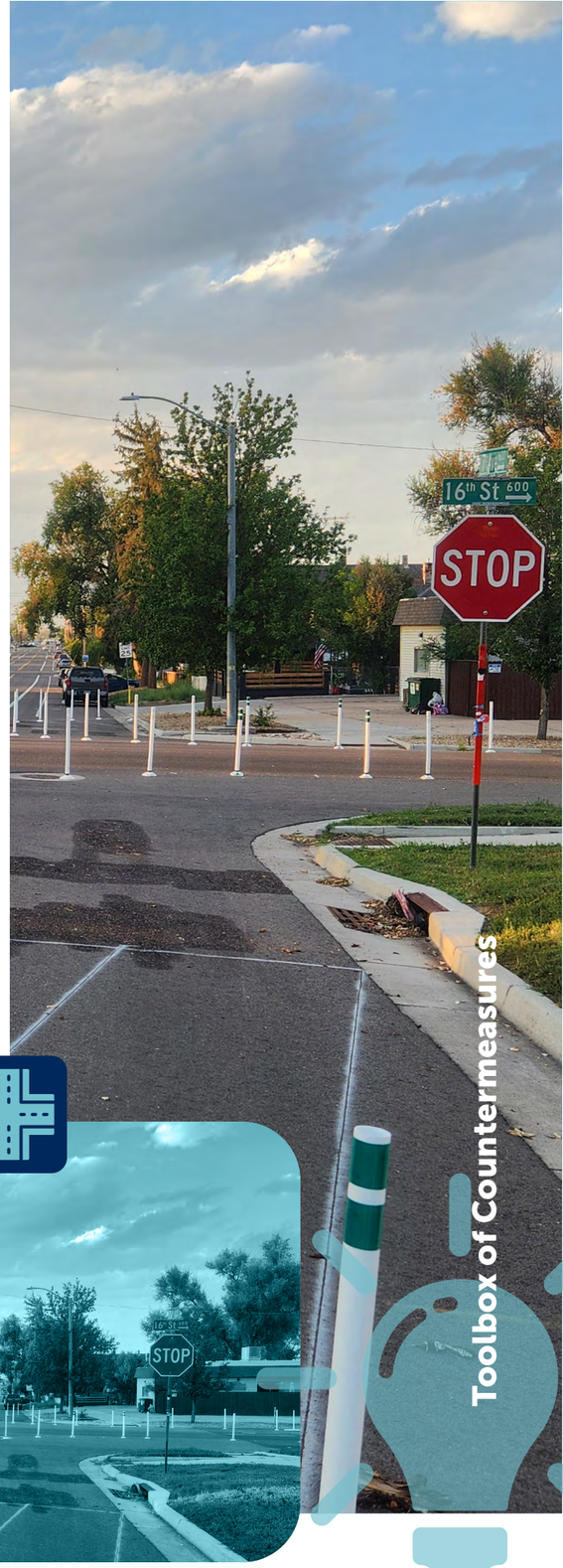
Curb Radius Reduction



Intersection Daylighting

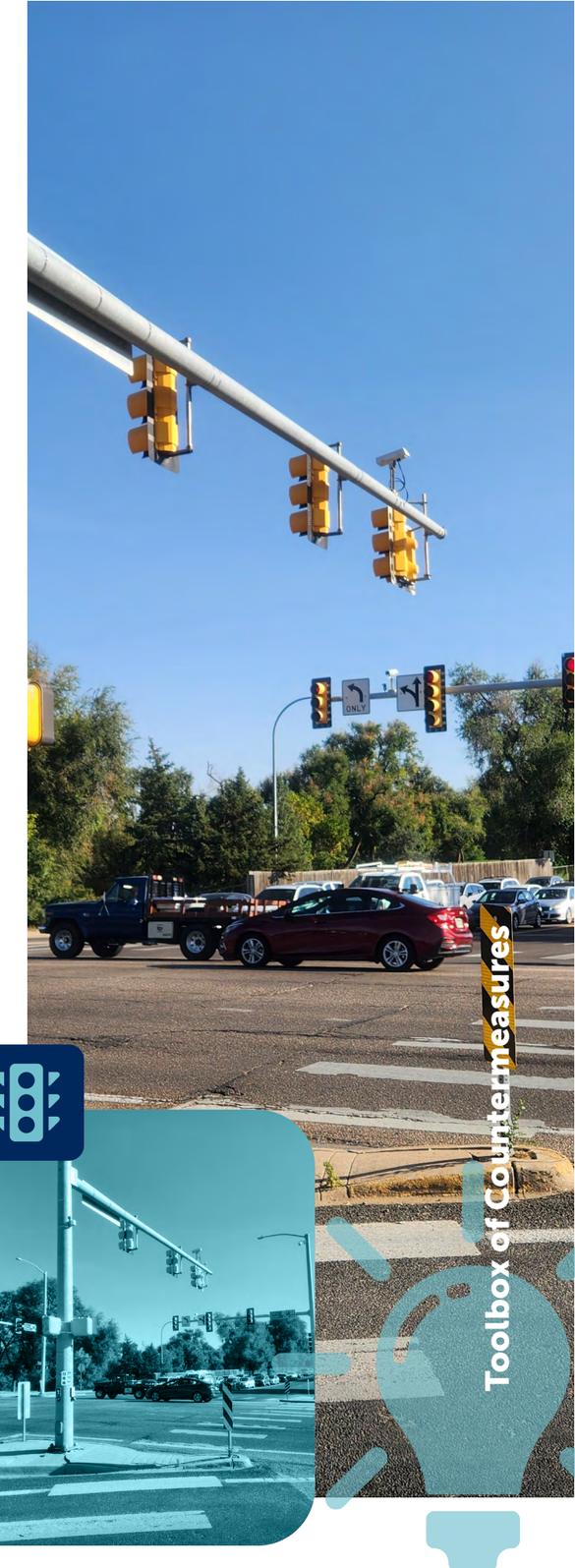
Curb Extensions/Bulb Outs

Raised Crosswalks/Bulb Outs



COUNTERMEASURES FOR INTERSECTIONS SAFETY: SIGNAL & SIGNAGE

Countermeasure	Description	Cost	Potential Crash Reduction
Systemic Traffic Signal Improvements	Systemic traffic signal improvements achieve a balance between safety and efficiency by adjusting motorist behaviors through smaller scale tools. These improvements include the adjustments to signal timings, protected left-turn phasing, installing flashing yellow arrows, adding retroreflective backplates to signal heads, and implementing Leading Pedestrian Intervals (LPIs).	$$	40%
Right-Turn-on-Red (RTOR) Restrictions	Right-turn-on-red (RTOR) restrictions prevent motorists from turning right at a red light for select periods or entirely and are especially beneficial for locations with higher pedestrian crossing activity, such as in downtown or near schools. Restricting RTOR improves safety for pedestrians by eliminating potential conflict with right-turning motorists.	$	15%
All-way Stop Control Conversion (from 2-way)	All-way stop control conversion is the conversion of a two-way stop-controlled intersection to be stop-controlled on all approaches. All-way stops, as compared to two-way stops, reduces the need for drivers to wait for a safe gap in traffic to go and are more predictable. This countermeasure can serve as a temporary solution for other, more expensive traffic control solutions, such as roundabouts.	$	60%
Reduced Left-turn Conflict Intersections	Reduced left-turn conflict intersection reconfigures left-turn only or left-turn and through movements by reducing the number or severity of vehicle-to-vehicle conflicts from cross-streets. By reducing the number of crossing conflict points, the opportunity for right-angle crashes also decreases, resulting in fewer severe injuries or fatalities.	$$$$	55%
Left-Turn Hardening	Left-turn hardening reduces vehicle turning speed and increases vehicle yielding to pedestrians by guiding left-turning vehicles to take wider turns. Rubber curbs, flexible delineator posts or bollards, and pavement markings are installed in line with the yellow centerline or at the interior corners of the intersection.	$	15%



COUNTERMEASURES FOR PEDESTRIAN SAFETY

Countermeasure	Description	Cost	Potential Crash Reduction*
Pedestrian Traffic Control Devices	Rectangular Rapid-Flashing Beacons (RRFB) and Pedestrian Hybrid Beacons (PHB) use flashing lights to improve vehicle stopping and yielding behavior to crossing pedestrians at unsignalized locations. RRFBs, which use a bright, rapid-pulsing flash rate, are most effective at multi-lane crossings with speed limits less than 40 mph; roadways with speeds higher than this are better suited for PHBs, which use flashing and solid-colored lights.	$$	55%
High Quality Pedestrian Crossings	This roadway feature prioritizes the safety, accessibility, and convenience of pedestrians of all ages and abilities by providing pedestrians with a secure and easily recognizable path to cross busy streets through the use of clearly marked crosswalks, ample lighting, and well-defined signage. By enhancing visibility and ensuring dedicated time for pedestrians to cross, high-quality pedestrian crossings contribute to reducing the risk of dangerous conflicts with vehicles that could result in a serious or fatal crash.	$	60%
Sidewalks	Utilizing sidewalks and paved shoulders as safety measures serves to enhance pedestrian and cyclist safety by providing designated spaces for their movement, separate from vehicular traffic. Integrating ADA-compliant features guarantees equitable access and promotes inclusivity, fostering a safer and more accommodating environment for all community members.	$$	65%
Off-Street Trails	Off-street trails contribute to enhanced safety and accessibility for active transportation and recreation by offering designated paths outside the curb and away from potential conflict with vehicles. These shared-use paths can accommodate two-way traffic and are often situated along railway or utility corridors, as well as public land areas.	$$$	65%
Midblock Crossing	Midblock crossings designate a space via a marked crosswalk for pedestrians to cross between major intersections, increasing connectivity within the existing transportation network. Through this designated space, other road users are warned of possible crossings and are better prepared to stop, decreasing the number of potential conflicts.	$$	15%
Raised Crossing	Raised crossings are flush with the sidewalk, encouraging motorists to yield to pedestrians in the crosswalk and reinforcing slower speeds. Accessibility of the crossing is improved with raised crosswalks, as it allows pedestrians to cross at the same height as the sidewalk. Raised crosswalks can be implenented at mid-block locations or at intersections in the form of a raised intersection.	$$	45%
Street Trees and Landscaped Buffers	Street trees and providing wider landscaped buffers between sidewalks and the roadway can significantly improve the pedestrian experience on urban streets. Mature tree canopy can visually narrow the roadway and potentially provide a traffic calming effect.	$$	NA

Pedestrian Hybrid Beacon

Rectangular Rapid Flashing Beacon

Sidewalks

Midblock Crosswalk

Raised Intersection

** Potential Crash Reductions for Ped and Bike are only applicable to Ped and Bike Crashes.*

Toolbox of Countermeasures

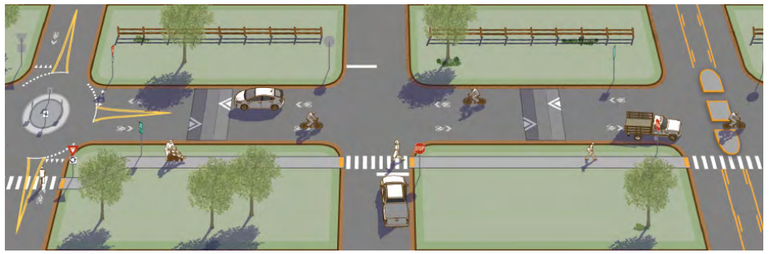
COUNTERMEASURES FOR BIKE SAFETY

Countermeasure	Description	Cost	Potential Crash Reduction
Bicycle Lanes	Bicycle lanes are dedicated facilities on or along roadways that make bicycling safer and more comfortable; they can mitigate or prevent interactions, conflicts, and crashes between bicyclists and motor vehicles. Bicycle lanes can be established through paint striping or separation by vertical elements like posts, curbs, or vegetation.	$$	60%
Protected Bicycle Lanes / Cycle Tracks	Protected bicycle lanes are integral to Vision Zero implementation as they establish physically separated spaces for pedal cyclists, substantially reducing cyclist-vehicle collisions. With a physical barrier, these lanes enhance safety by preventing risky interactions, thus curbing severe injuries and fatalities; the physical barrier also improves perceived safety, which may encourage more users to bike as a form of transportation.	$$$	70%
Protected Bicycle Intersections	Protected bicycle intersections, like protected bicycle lanes, establish physically separated spaces using curb extensions, corner islands, and colored paint for pedal cyclists at and through intersections; these dedicated paths eliminate weaving and merging patterns into mixed traffic, reducing potential conflicts to a single location. Protected bicycle intersections improve connectivity to the rest of the bicycle network, encouraging cycling as a mode of transportation.	$$$	NA
Bicycle Boulevards	Bicycle boulevards (also called "neighborhood greenways") are streets with low motorized traffic volumes and speeds, designed to offer priority for bicyclists operating within a roadway shared with motor vehicle traffic. Bicycle Boulevards use signs, pavement markings, and speed and volume management measures to create safe, convenient bicycle crossings of busy arterial streets.	$	60%

Bike Lane

Protected Bike Lane

Protected Bike Intersection


Bicycle Boulevard

Toolbox of Countermeasures

BEHAVIORAL COUNTERMEASURES FOR SAFETY

Countermeasure	Description	Cost	Potential Crash Reduction
Automated Enforcement	Automated enforcement detects and documents traffic violations, most commonly red light running and speed enforcement, through photographic evidence. The vehicle owner is identified by license plate and is notified of the infraction by mail. Automated speed enforcement is especially effective in reducing speeds in school zones and work zones.	$$	15%
Roadway Feedback Signs	Speed feedback signs, posted alongside the posted speed limit, register and display approaching drivers' speeds as they approach the sign to make them aware of their current speed. If the driver's speed is above the posted speed limit, the displayed speed numbers will flash. Speed Feedback Signs can be temporarily or permanently installed.	$	5%
Safe Routes to School	Safe routes to schools facilitates the planning, development, and implementation of projects that supports healthy, active, and safe walking and biking habits for children. Some example projects include: assemblies, poster contests, pedestrian safety walks, bike lessons and safety training (BLAST), bicycle rodeos, bicycle gardens, bicycle buses/trains, and relevant quick-build projects.	$$	30%
Speed Limit Reduction	Speed limit reductions are the systematic reduction of speed limits based on context, activity level, and conflict density, which reduces the number of and severity of crashes. Greater reductions in crash frequency and severity is possible when pairing this countermeasure with other traffic calming or speed management countermeasures	$	25%
Slow Zones	Slow zones are areas that designate lower speeds than other areas nearby to create safe spaces for vulnerable populations (e.g., children, seniors, pedestrians, and bicyclists) that frequent them, such as parks, school zones, work zones, senior areas, neighborhoods, and downtowns. These areas typically are signed for 15 or 20 miles per hour.	$	30%

4

ACTION PLAN

The Greeley on the Go Vision Zero Action Plan presents a bold, data-driven, and comprehensive roadmap toward safer streets and ultimately eliminating traffic-related fatalities and serious injuries.

In the final section of this transformative document, we shift our focus from understanding the challenges and setting the stage for change, to setting out specific **Action Steps**, a set of longer-term **Prioritized Projects**, and Short-Term and Quick-Build Projects that will guide us toward the realization of our Vision Zero goals.

As we turn the pages of this final chapter, it's important to remember that our work goes beyond just policies, strategies, and projects. It touches the lives of every resident, every family, and every person who travels Greeley's streets. The path forward will require collaboration, persistence, and a shared belief in the attainability of our Vision Zero goals.

ACTION STEPS

The following action step recommendations are based on discussions with the Action Plan Advisory Committee, public input, as well as review of the City's current policies, programs, and processes related to transportation safety.

This set of targeted action steps spans three crucial categories based on the Safe Systems Approach:

SAFE SPEEDS

will explore measures to curtail excessive speeds, a key contributor to the severity of traffic collisions.

SAFE USERS

will tackle education and awareness, fostering a culture of shared responsibility among all road participants.

SAFE STREETS

will underscore the need for well-designed infrastructure that accommodates diverse modes of travel.

Each action step is accompanied by a suggested lead implementation department or agency, as well as a recommendation on the timeline to begin implementing the action step.

SAFE SPEEDS

REDUCE THE STATUTORY SPEED LIMIT IN RESIDENTIAL DISTRICTS

The City will lower the statutory speed limit (the legal speed limit unless otherwise posted) to 25mph from the current 30mph on streets within a residential district, which account for the overwhelming majority of the City's local street network. A growing body of research shows that significant reductions in speeding and crashes can be achieved simply by lowering speed limits from 30mph to 25mph, even without increased enforcement or street design changes. For example, when New York City lowered its statutory speed limit form 30mph to 25mph, total crashes were reduced by an average of 39% on the affected streets.

START YEAR
Year 1

RESPONSIBLE PARTY
Public Works

SPEED MANAGEMENT PLAN

The City will conduct a speed management plan. This plan will review citywide posted, statutory speed limits, and actual prevailing driver speeds throughout the city. The plan will include a review of policies used in setting speed limits and will make recommendations to reducing speed limits in specific locations, identifying speed management areas, and designating areas for traffic calming implementation. The City will involve CDOT in the plan process and coordinate to have speed studies conducted along CDOT owned roadways. For CDOT roadways, the City will follow CDOT's Speed Management Policy when setting speed limits.

START YEAR
Year 1

RESPONSIBLE PARTY
Public Works

SAFE SPEED LIMITS

The City Engineer will adopt a policy outlining the process for setting posted speed limits on specific streets. The policy will follow updated federal guidance that de-emphasizes using the 85th percentile speed, and instead incorporates a range of factors including crash history, intersection spacing, driveway density, roadway geometry, roadside conditions, roadway functional classification, traffic volume, pedestrian and bicycle activity, land use context, and observed speeds. The City may use an expert tool such as the Corridor Speed Limits framework in the NACTO "City Limits" guide for setting speed limits.

START YEAR
Year 1

RESPONSIBLE PARTY
Public Works

DYNAMIC SPEED DISPLAY / FEEDBACK SIGNS

Speed feedback signs dynamically show the driver's speed alongside the posted speed limits and have been shown to slow overall speeds where deployed; they also can educate drivers on the importance of safe speeds. The City will expand its deployment of speed feedback signs (temporary/mobile or permanent) in locations determined through a data-driven process, targeting locations with high rates of speed-related crashes, a high rate of prevailing speeds, a high number of pedestrian and bicycle users, and based on public input. The City's recent Safe Streets for All Planning & Demonstration grant award includes funding for installing new dynamic speed feedback display signs.

START YEAR
Year 1

RESPONSIBLE PARTY
Public Works

SAFE SPEEDS

EXPAND THE NEIGHBORHOOD SPEED WATCH PROGRAM

The City of Greeley's Neighborhood Speed Watch Program involves residents in spreading education and awareness about the importance of safe driving speeds. To join the program, neighborhoods fill out an application and get at least 50% of residents to sign a ""Traffic Treaty"" pledging to:

- Follow posted speed limit signs
- Drive slowly and courteously
- Prioritize the safety of residents in the neighborhood

Speed Watch Neighborhoods receive yard signs, safety, and awareness brochures, and signs posted at neighborhood entrances.

The City should lower the barrier to entry into the program by reducing the 50% threshold for signatures to join the program. Traffic safety messaging similar to what has been developed for the Neighborhood Speed Watch Program could also be distributed citywide, such as with educational brochure inserts in utility bills or by placing decals with anti-speeding messaging on trash or recycling bins.

START YEAR
Year 2

RESPONSIBLE PARTY
Communication and Engagement Dept

AUTOMATED ENFORCEMENT STRATEGY

Automated enforcement is highly effective at curbing the most dangerous roadway behaviors, including running red lights and excessive speeding. Greeley's Municipal Code currently authorizes automated enforcement of speeding. The City should establish a data-driven policy and process for identifying locations for camera radar installation, with an emphasis on corridors with the highest concentrations of speeding-related and pedestrian and bicyclist injury crashes.

Greeley should evaluate the effectiveness of automated enforcement of red light running through a pilot project focused on a limited set of intersections or a single corridor with the highest concentration of red-light running related fatal and serious injury crashes, where the potential for design or traffic-control related solutions is limited.

The distribution of AE cameras and the messaging and awareness campaigns accompanying their deployment should reflect the program's goals, with an emphasis on how they contribute to reducing fatal and serious injury crashes.

START YEAR
Year 3

RESPONSIBLE PARTY
Police Dept

TRAFFIC CALMING PROGRAM

Traffic calming features such as speed humps, median islands, curb extensions, or mini-roundabouts are essential tools for reducing dangerous speeding on both local residential streets and collector streets. Traffic calming is especially important in Greeley, where many local and collector neighborhood streets are relatively wide, around 40 ft or even 50 ft in width, which encourages higher driving speeds.

The city should expand its traffic calming program and establish a project prioritization framework that takes into account crash and speed data analysis and the prioritization framework for traffic calming established in the Greeley on the Go 2045 Transportation Master Plan.

START YEAR
Year 3

RESPONSIBLE PARTY
Public Works

EMPHASIZE SAFETY & REPORT OBJECTIVE OPERATIONAL LEVEL OF SERVICE CRITERIA

Within any project prioritization process or development review process, the City will emphasize safety as the primary objective and prioritize both safety and optimizing project costs over traffic operations.

When measuring and reporting on traffic operations, the City will report the objective delay and speed figures only, rather than "Level of Service" grades A through F. This provides an objective report while removing value-bias.

The city will not create operational LOS minimums that need to be met as part of any project.

START YEAR
Year 2

RESPONSIBLE PARTY
Public Works

SAFE USERS

ENHANCED IMPAIRMENT ENFORCEMENT

Enforcement is highly effective in removing impaired drivers from the roads when paired with effective criminal justice and rehabilitation programs. The Greeley Police Department currently conducts impairment enforcement, but this enforcement should be expanded. The Traffic Unit dedicated to traffic safety and impairment enforcement may require additional officers or funding to conduct this. Alternate enforcement tactics such as high visibility saturation patrols and publicized sobriety checkpoints should be explored. Impairment enforcement locations should be determined through an equitable and data-driven process considering locations with high rates of impairment related crashes, a high number of pedestrian and bicycle users, the land use context, and public input.

START YEAR
Year 1

RESPONSIBLE PARTY
Police Dept

COMMUNICATIONS AND OUTREACH SUPPORTING ENFORCEMENT

To effectively promote traffic safety priorities and engage the public, communication campaigns should focus on curtailing speeding, red-light running, impaired driving, not wearing seatbelts, and distracted driving. These campaigns should emphasize the personal and human toll of these risky driving behaviors, employ persuasive marketing materials, and utilize carefully crafted messaging. The city should leverage outreach channels such as mailing lists, websites, public space signage, and coordinate with churches and schools (such as publishing safety campaign messaging in their newsletters) to ensure widespread dissemination of the messaging.

START YEAR
Year 2

RESPONSIBLE PARTY
City Manager's Office

STATEWIDE PRIMARY ENFORCEMENT SEAT BELT LAW AND MOTORCYCLE HELMET LOBBYING

Colorado currently has a secondary enforcement seat belt law, which means that a driver can only be cited for not wearing a seat belt if they are pulled over for another violation. Colorado has a lower seat belt usage rate (88.6%) than the national average (92%). Primary seat belt laws are a very effective countermeasure to increase seat belt usage and decrease severity of traffic crashes. In the event of a crash, being properly restrained reduces the risk of injury by 50% and death by up to 65%.

Similarly, primary motorcycle helmet usage is one of the best ways to decrease fatal motorcycle crashes. Unhelmeted riders are 3 to 4 times more likely to die in a crash. Colorado does not require motorcyclists over the age of 18 to wear helmets. Greeley cannot enact local ordinances for primary seat belt and motorcycle helmet usage. The City should lobby the Colorado General Assembly to enact these laws.

START YEAR
Year 1

RESPONSIBLE PARTY
Police Dept

Action Steps

UPDATE STREET DESIGN CRITERIA & CONSTRUCTION SPECIFICATIONS

The City of Greeley's Design Criteria and Construction Specifications document provides guidance for the design, review, and construction of all improvements in the public right-of-way. The document sets out the standards for new streets and for improvements along existing streets.

The City will update the document to further incorporate Vision Zero and Complete Streets design principles. This includes reviewing the design parameters for each Street Classification for opportunities to:

- Reduce minimum roadway widths - this is especially recommended for the Local Residential Street Classification, which could be reduced to 24'
- Reduce the recommended Design Speeds and Posted Speeds
- Reduce minimum lane widths where appropriate
- Increase separation of bike facilities along higher street classifications (e.g. recommend a separated/detached bikeway in lieu of bike lanes along Major Arterial, Minor Arterial, and Major Collector streets)

The City will also review the document's sidewalk standards and establish minimum buffer widths between a detached sidewalk and the curb for all Street Classifications, with the distance of separation increasing for higher Street Classifications. The city shall establish a minimum sidewalk offset from the travel lane (minimum 2-4 feet based on FHWA Guidance on Walkways, Sidewalks, and Public Spaces and a minimum of 5 feet to accommodate street trees). The document should also clarify the difference between actual and effective curb radius and specify that the minimum curb radii design criteria apply to the effective radius in order to ensure that curb radii are not encouraging excessive turning speeds.

The City will update its Standard Details to incorporate all of the above design parameter revisions.

START YEAR
Year 1

RESPONSIBLE PARTY
Public Works

UPDATE DEVELOPMENT REVIEW CHECKLISTS & TRAFFIC STUDY REQUIREMENTS

The City will update and clarify its traffic study requirements for private development as described in the Development Review Checklists in the City's *Design Criteria and Construction Specifications* document. Traffic studies should incorporate safety as a core evaluation criteria. A crash analysis should be performed in alignment with Vision Zero and Safe System principles and all improvements constructed in the public right-of-way by private entities should demonstrate a safety benefit through the use of the Highway Safety Manual methodology.

START YEAR
Year 1

RESPONSIBLE PARTY
Public Works

INTERSECTION CONTROL EVALUATION POLICY

There is no formal evaluation process currently in use in Greeley for determining how an intersection should be constructed as part of capital improvement project or new development. Various intersection control types exist including stop signs, various traffic signal configurations, roundabouts, and reduced conflict intersections. Greeley Public Works will adopt an Intersection Control Evaluation (ICE) process to evaluate the safety, traffic and transit operations, pedestrian and bicycle access, cost, right-of-way impact, and other factors. A benefit-to-cost ratio will be utilized to select the most appropriate control type. ICE reports should be conducted for all intersections in capital improvement projects and for collector and arterial street intersections that are constructed or reconstructed as part of private development projects. The ICE process and evaluation effort can be waived for improvements that choose roundabouts from the outset of the project.

START YEAR
Year 1

RESPONSIBLE PARTY
Public Works

SAFE STREETS

QUICK-BUILD AND DEMONSTRATION PROJECTS

The City of Greeley is establishing itself as a national leader in the deployment of quick-build and demonstration projects that improve safety for all road users, thanks to the nearly $8 million federal Safe Streets for All Planning & Demonstration Grant that was recently awarded to the City. The grant will help to develop a formalized program of implementing quick-build and demonstration safety improvements throughout the City, including installation of raised ped-crossings and speed tables, intersection turn modifications (e.g., tightening turn radii), traffic calming/ lane reconfigurations through paint and posts, and installation of midblock crosswalk lighting, high-visibility crosswalk markings, and adding rectangular rapid flashing beacon (RRFB) pedestrian crossing signs. As part of this effort, the City will employ a rigorous planning and before-after evaluation process for quick-build improvements.

The City will ensure that longer term funding and maintenance resources are in place to permanently construct and maintain the quick-build improvements which are proven effective by the evaluation and review process.

START YEAR
Year 1

RESPONSIBLE PARTY
Public Works

FATAL CRASH REVIEW COMMISSION

Studying the causes of fatal crashes by multidisciplinary groups can provide insight into systemic changes that could be deployed on Greeley streets or incorporated into future plans. Greeley should convene a commission including law enforcement, first responders, engineers, planners, and policy makers to review fatal crash circumstances and make recommendations on systemic changes within the Safe System framework to incorporate into future safety efforts. Indianapolis developed just such a group that has been praised by the NTSB as a potential model for other communities.

START YEAR
Year 1

RESPONSIBLE PARTY
City Manager's Office

SUPPORT TRANSIT USE EXPANSION

Increasing transit use is one of the best ways to achieve Vision Zero. **Public transit is the safest form of transportation.** To fully support the goals of the Vision Zero Action Plan (VZAP) in the City of Greeley, it is essential to make strategic investments in first-mile/last-mile pedestrian infrastructure connections to transit stops and to improve bus service quality and operations. By creating these integrated transportation networks, the City and Greeley-Evans Transit can encourage more individuals to choose public transportation as a safe and convenient mode of travel.

Every capital improvement and street resurfacing project that is located along or intersects with a bus route should incorporate transit stop improvements as well as first-and-last mile connection improvements (integration with sidewalks, bike lanes, and pedestrian crossings) consistent with recommendations in the NACTO Transit Street Design Guide. Projects should also consider ways to enhance transit operations through strategies such as transit signal priority (TSP) or dedicated bus lanes.

START YEAR
Year 2

RESPONSIBLE PARTY
Public Works

DEVELOP STANDARD DETAILS FOR SAFETY COUNTERMEASURES

The City will create Standard Details within its Design Criteria and Construction Specifications document for additional safety countermeasures (e.g. mini-roundabouts, curb extensions/bulb-outs, rectangular rapid flashing beacons, raised crossings, street tree planters, protected bicycle intersections, and protected bike lanes) including both their permanent and quick-build paint/post applications. Having standard details to refer to can increase efficiency, lower design costs, and helps to ensure consistent quality of implementation across both public and private development projects.

START YEAR
Year 2

RESPONSIBLE PARTY
Public Works

SAFE STREETS

UNIFIED ACTIVE MOBILITY STRATEGY

The City of Greeley has completed several plans that propose improvements to its bicycling, pedestrian, and trails network, including its Bicycle Plan completed in 2015, the Greeley on the Go 2045 Transportation Master Plan completed in 2023, and the Trails Master Plan Update completed in 2024. The City should create a Unified Active Mobility Strategy that incorporates and consolidates the recommendations of all of these recent plans and also addresses any gaps or deficiencies (such as upgrading corridors previously proposed for conventional striped bike lanes to an "all ages and abilities" facility such as a trail or separated bike lane, where feasible).

START YEAR
Year 2

RESPONSIBLE PARTY
Public Works

SAFE ROUTES TO SCHOOL PLAN

Safe Routes to School (SRTS) is a program that promotes walking and bicycling to school through technical assistance and through providing resources and project funding. Eligible projects include trails/paths, ADA/sidewalk upgrades, streetscape improvements, educational initiatives, and more. Federal funding exists for developing SRTS plans. Implementation of SRTS programs has shown 10% - 20% reduction in severe pedestrian and cyclist crashes around schools and has the added benefit of increasing walking and biking to school, thus reducing school vehicle traffic and providing active transportation opportunities for children.

The City of Greeley will develop a Safe Routes to School Plan that covers all elementary, middle, and high schools in the City. The City will also work with the Greeley-Evans School District and local schools to pursue SRTS funding opportunities, including CDOT's regular SRTS funding application cycles for both infrastructure and non-infrastructure projects.

START YEAR
Year 2

RESPONSIBLE PARTY
Public Works

ROAD SAFETY AUDITS

Road Safety Audits follow a formal process utilizing a multidisciplinary group that reviews street safety aspects and makes recommendations. Use of Road Safety Audits (RSA) has shown up to 60% decrease in crashes where recommendations were implemented. Greeley should include a RSA with every capital improvement and street resurfacing project. Additionally, the city should choose at least two locations in the city either on the High Injury Network or Highest Risk Network to perform a RSA each year. Each RSA should include an assessment of the roadway through the Safe Systems lens using an expert tool such as the FHWA Safe Systems Project-Based Alignment Framework.

START YEAR
Year 2

RESPONSIBLE PARTY
Public Works

VISION ZERO CAPACITY BUILDING

To enhance the integration of Vision Zero practices with various city departments, the City should develop a comprehensive training program for all city staff on Vision Zero issues, policies, and countermeasures. This training program will equip staff with the necessary knowledge and tools to incorporate Vision Zero principles into their work effectively. Additionally, the City should establish an internal communications strategy to ensure consistent messaging of the VZAP to promote its messaging and highlight successful outcomes throughout the City.

The City of Greeley is committed to progress and transparency, updating the ongoing measures of progress yearly and the plan at least every three years. Measuring progress over time will inform residents and the City of Greeley of their progress in significantly reducing or eliminating fatal and serious injury crashes by 2045.

START YEAR
Year 2

RESPONSIBLE PARTY
City Manager's Office

SAFE STREETS

BECOME A NACTO AFFILIATE MEMBER CITY

The National Association of City Transportation Officials (NACTO) is an association of 100 major North American cities and transit agencies formed to exchange transportation ideas, insights, and practices and cooperatively approach national transportation issues.

NACTO provides a Vision Zero and Safety peer network that supports its member city staffs in their commitment to reducing and eliminating traffic fatalities. The City of Greeley should take advantage of the technical assistance and peer-to-peer exchange opportunities that NACTO provides by becoming a NACTO Affiliate Member City.

START YEAR
Year 2

RESPONSIBLE PARTY
City Manager's Office

SIDEWALK INVENTORY AND PRIORITIZATION

One key step to improving pedestrian safety—and increasing the utility of the transportation system for pedestrians—is to inventory and prioritize existing gaps in the sidewalk network and where the existing sidewalk network needs to be improved. The City will complete an assessment of sidewalk conditions and develop a prioritization framework and implementation strategy for sidewalk improvements. The sidewalk inventory should be continuously updated as projects impact sidewalk conditions and new facilities are built. The prioritization framework should score network gaps based on proximity to schools and parks, roadway speed, project readiness, and constructibility. Prioritization for updating and improving existing facilities should be based on condition, estimated pedestrian activity, and ADA compliance.

START YEAR
Year 3

RESPONSIBLE PARTY
Public Works

PEDESTRIAN SAFETY ZONES

Pedestrian Safety Zones are geographic areas containing a high concentration of severe crashes involving pedestrians or in areas with high pedestrian usage where severe pedestrian crashes could occur. These locations should be identified, followed by creating a plan to systematically improve pedestrian safety and slow vehicle speeds in the area. Cities that have implemented pedestrian safety zones have seen severe pedestrian crashes reduced by up to 40% within them. Strategies for improving pedestrian safety should follow the Safe System approach, aiming to create safer roads, safer users, and safer/slower vehicle speeds through roadway countermeasures, public education, and active traffic enforcement.

START YEAR
Year 3

RESPONSIBLE PARTY
Public Works

SYSTEMIC SIGNAL IMPROVEMENT AND MANDATORY MINIMUM STANDARDS

All new and upgraded existing signals shall be required to install retroreflective backplates, intelligent transportation systems (ITS) sensors, pedestrian countdown timers, and future capability of red-light running detection. Additionally, all signalized intersections shall require high-visibility crosswalk striping and stop bars.

These improvements shall be factored into the benefit-to-cost calculation of the ICE process. For all existing signals and prior to implementing any signal equipment updates, the intersection should be evaluated based on signal warrants (for volume warrants in the MUTCD, only the 8-hr traffic volume warrant shall be used). Unwarranted signals should be evaluated for conversion to all-way stop signs or a roundabout design.

START YEAR
Year 1

RESPONSIBLE PARTY
Public Works

Prioritized Projects

A set of prioritized candidate projects was developed to help guide the City's future street improvement efforts and to maximize its progress toward eliminating deaths and serious injuries on its streets. A data-driven project identification and prioritization process was employed to systematically identify proposed safety improvements along the entirety of the High Injury Network, drawing on the tools summarized in the Safety Countermeasures Toolbox. In total, improvements at 146 intersections and along 161 roadway segments have been identified. These segments and intersections are grouped into 67 different candidate projects. The following pages outline the prioritization process and results, including maps of the prioritized projects.

Project Identification and Prioritization Process:

1. Project locations were initially identified by integrating the High Injury Network and High Injury Intersections, and then segmenting them into coherent projects based on their contextual locations.

2. The projects underwent further refinement with data from the High-Risk Network and the public input data.

3. Each 2014-2022 injury crash location was "joined" to the proposed projects. To avoid potential double-counting of crashes, an iterative process was employed. Understanding the specific types of crashes that typically occur along each project segment and intersection is critical for identifying the safety countermeasures that will be most effective at mitigating those crash patterns. The historic crash data is also used for projecting the future potential crash reduction and estimating overall safety benefits of each project.

4. Proposed countermeasures were linked to each project through a high-level planning analysis. Each proposed segment and intersection improvement location was assigned one of the generalized safety countermeasures listed in the tables at right.

5. A safety benefit-to-cost ratio (BCR) was calculated for each project based on the planning level-cost estimates of the countermeasures that make up the project and on their 20-year projected crash reduction benefit, using the latest FHWA guidance.

6. Projects were classified into five "tiers" based on their benefit-to-cost ratio.

4 Segment Countermeasures		
Countermeasure	**Potential Crash Reduction**	**Cost Estimate (per mile)**
Lane Reconfiguration	40%	$1,000,000
Raised Median and Access Management	45%	$3,500,000
Traffic Calming / VRU Improvements	30%	$1,000,000
Road Safety Audit & Improvements	25%	$5,000,000

4 Intersection Countermeasures		
Countermeasure	**Potential Crash Reduction**	**Cost Estimate (per location)**
Mini-Roundabout	80%	$1,500,000
Single-Lane Roundabout	80%	$3,000,000
Multi-Lane Roundabout	80%	$5,000,000
Restricted Crossing U-Turn Intersection	55%	$3,000,000
Systemic Traffic Signal Improvements	40%	$200,000
Traffic Calming / VRU Improvements	30%	$250,000
Road Safety Audit & Improvements	40%	$1,500,000

Project Prioritization Results

This data-driven approach reveals a widespread distribution of projects across Greeley. Each Voting Ward is associated with projects and improvements, all of which have an average BCR exceeding 1.0.

Priority 1 projects exhibit an average BCR above 2.5, solely from the perspective of safety enhancements. Projects of lower priority possess a BCR below 1.0, but this doesn't inherently categorize them as ineffective safety endeavors. Such projects demand more extensive resources to induce safety changes and might align well with economic development, rehabilitation, or operational objectives.

Identified Prioritized Projects

Priority	Project Count	Lives Saved	Serious Injuries Avoided	Benefit-to-Cost Ratio
1	22	22.0	81.0	3.41
2	14	9.6	46.7	2.13
3	13	13.3	44.8	1.48
4	5	11.0	26.4	1.24
5	13	3.0	11.4	0.57
Total	**67**	**59**	**210**	**1.74**

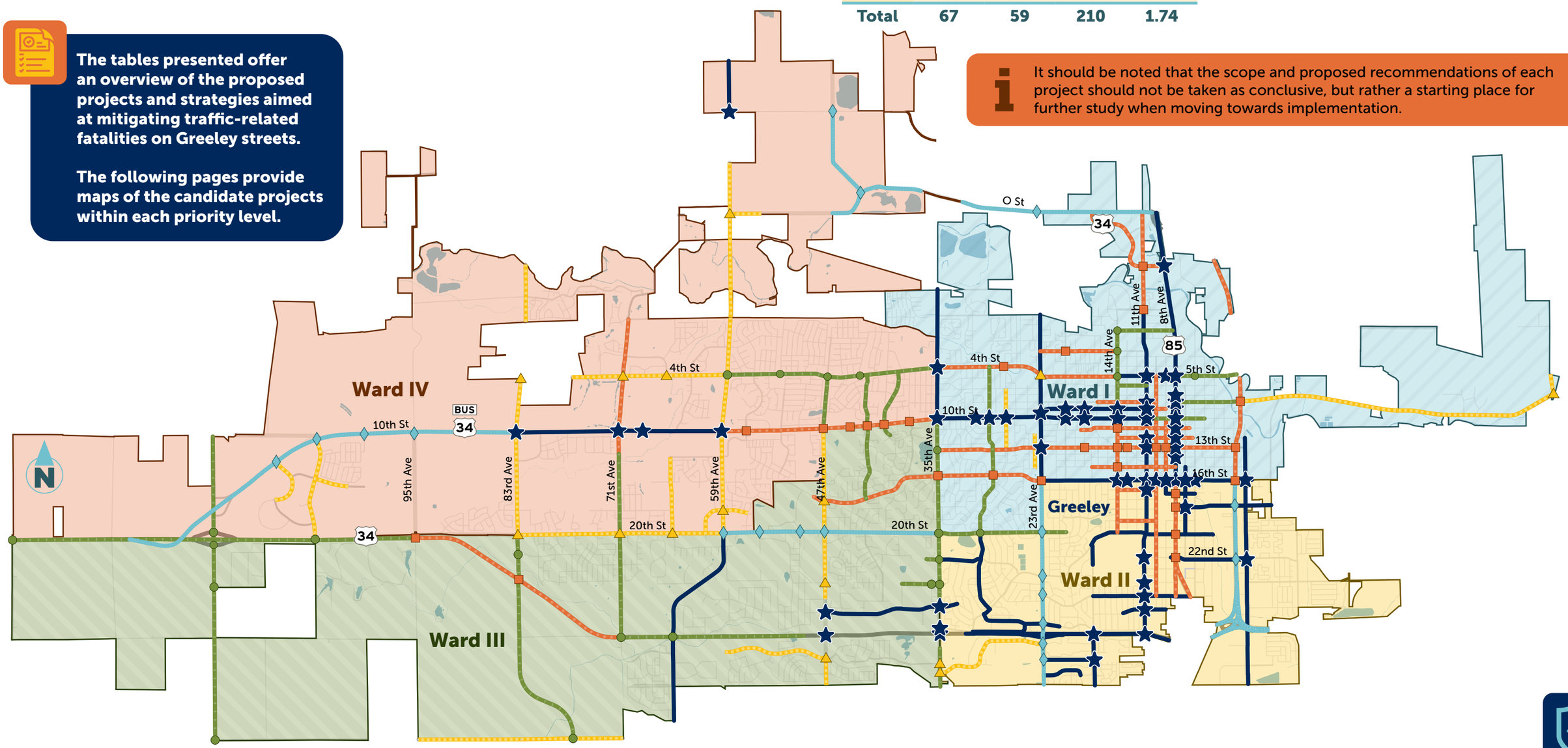
Prioritized Projects by Voting Ward

Voting Ward	Project Count	Lives Saved	Serious Injuries Avoided	Benefit-to-Cost Ratio
I	23	13.4	48.1	1.98
II	18	11.7	65.3	2.12
III	10	12.3	51.2	1.56
IV	15	21.4	45.7	1.75
Total	**67**	**59**	**210**	**1.83**

The tables presented offer an overview of the proposed projects and strategies aimed at mitigating traffic-related fatalities on Greeley streets.

The following pages provide maps of the candidate projects within each priority level.

It should be noted that the scope and proposed recommendations of each project should not be taken as conclusive, but rather a starting place for further study when moving towards implementation.

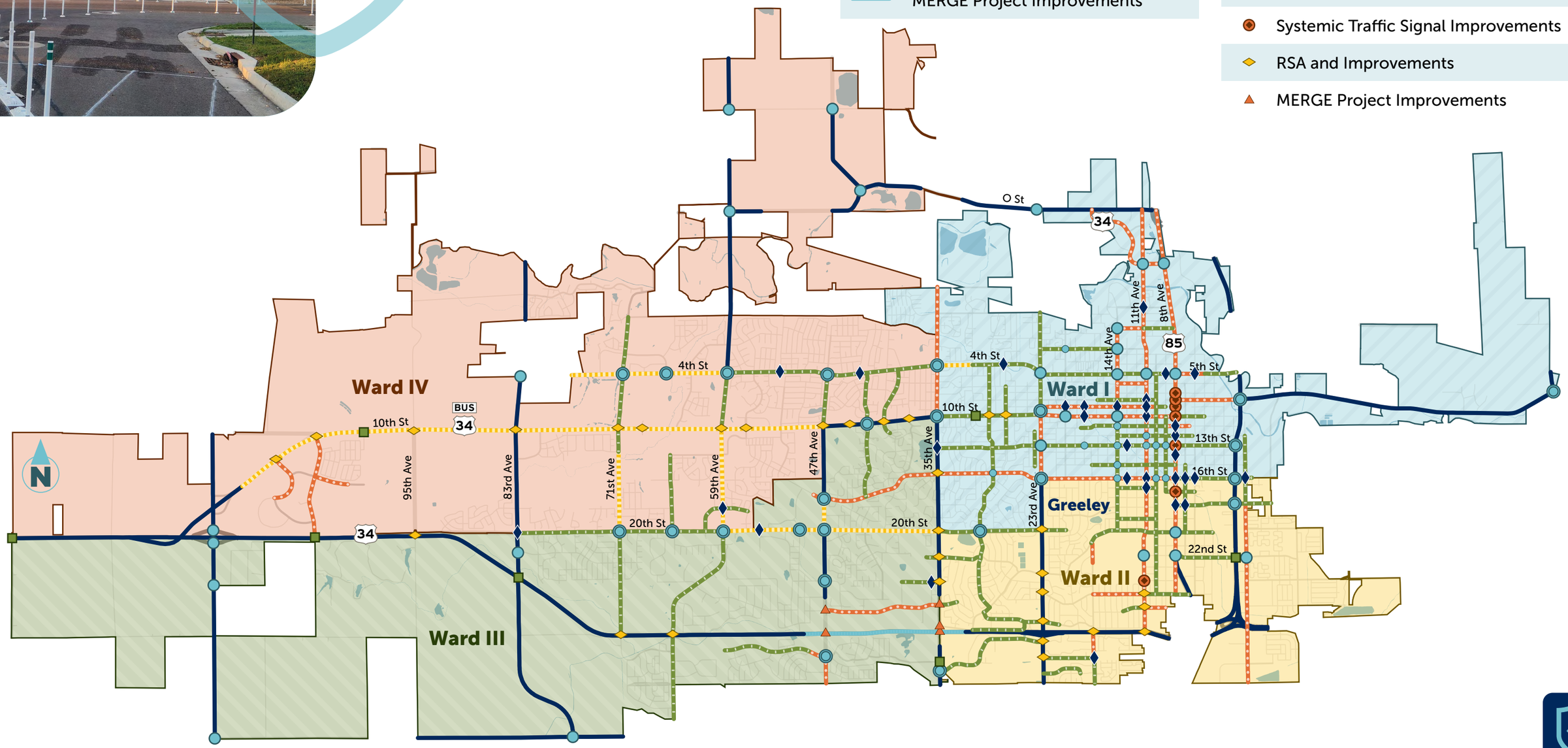


Prioritized Projects

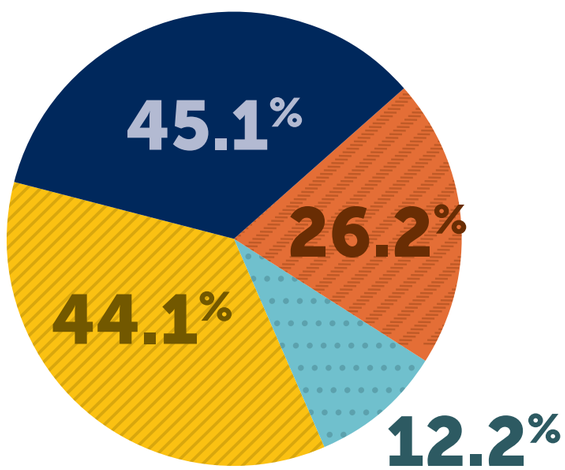
The prioritized projects include a wide range of different types of safety countermeasures, as shown in the map on this page and the charts on the next page.

Proposed Roadway Safety Countermeasures
Lane Reconfiguration
Median and Access Management
Traffic Calming / Vulnerable Road User Improvements
Road Safety Audit and Improvements
MERGE Project Improvements

Proposed Intersection Safety Countermeasures
Mini-Roundabout
Single-Lane Roundabout
Multi-Lane Roundabout
RCUT
Traffic Calming / VRU Improvements
Systemic Traffic Signal Improvements
RSA and Improvements
MERGE Project Improvements

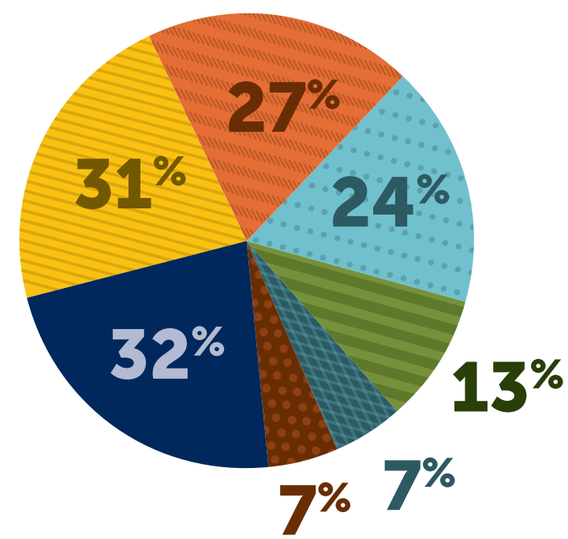


Prioritized Projects



Proposed Roadway Segment Improvements (# of Miles) by Safety Countermeasure Type

- Traffic Calming / VRU Improvements
- Road Safety Audit and Improvements
- Lane Reconfiguration
- Median & Access Management



Proposed Intersection Improvements (# of Intersections) by Safety Countermeasure Type

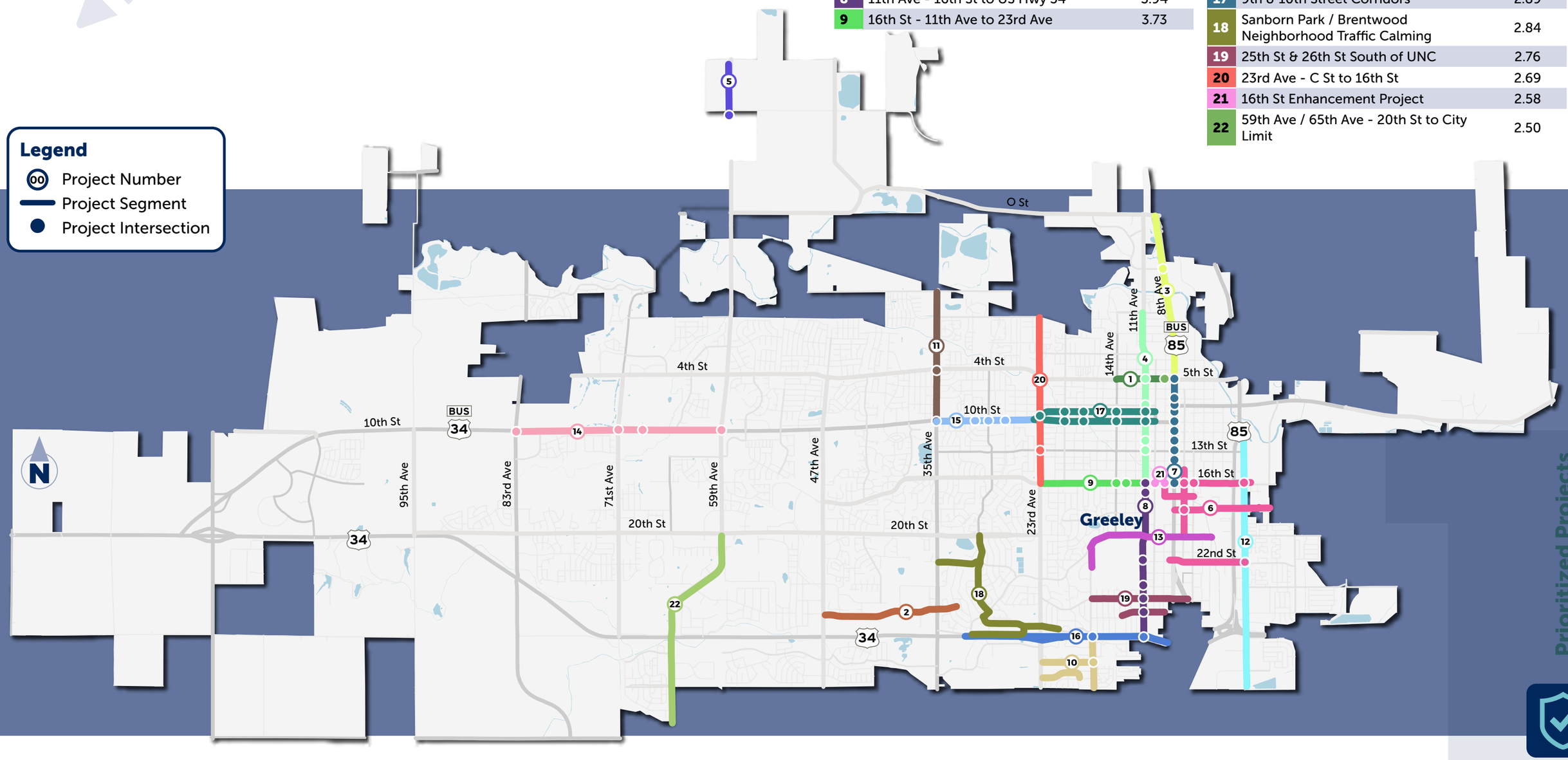
- Traffic Calming / VRU Improvements
- Road Safety Audit and Improvements
- Single-Lane Roundabout
- Multi-Lane Roundabouts
- Mini-Roundabout
- Restricted Crossing U-Turn Intersections
- Systemic Traffic Signal Improvements

VISION ZERO PROJECTS
PRIORITY TIER 1

1

	Project	Benefit-to-Cost Ratio
1	5th St - 8th Ave to 14th Ave	8.80
2	W 25th St - Mountair Lane to 47th Ave	5.78
3	8th Ave - O St to 5th St	4.61
4	11th Ave - 12th St to 31st St	4.35
5	County Rd 31 - State Hwy 392 to County Rd 66	4.26
6	East of UNC Traffic Calming	4.20
7	8th Ave - 5th St to 16th St	4.04
8	11th Ave - 16th St to US Hwy 34	3.94
9	16th St - 11th Ave to 23rd Ave	3.73

	Project	Benefit-to-Cost Ratio
10	John Evans Neighborhood Traffic Calming	3.56
11	35th Ave - F St to 10th St	3.53
12	1st Ave - D St to 16th St	3.27
13	20th St & 17th Ave - 4th Ave to 21st St	3.09
14	W 10th St - 59th Ave to 83rd Ave	3.07
15	W 10th St - 23rd Ave to 35th Ave	2.95
16	US Hwy 34 - 9th Ave to Reservoir Rd	2.93
17	9th & 10th Street Corridors	2.89
18	Sanborn Park / Brentwood Neighborhood Traffic Calming	2.84
19	25th St & 26th St South of UNC	2.76
20	23rd Ave - C St to 16th St	2.69
21	16th St Enhancement Project	2.58
22	59th Ave / 65th Ave - 20th St to City Limit	2.50



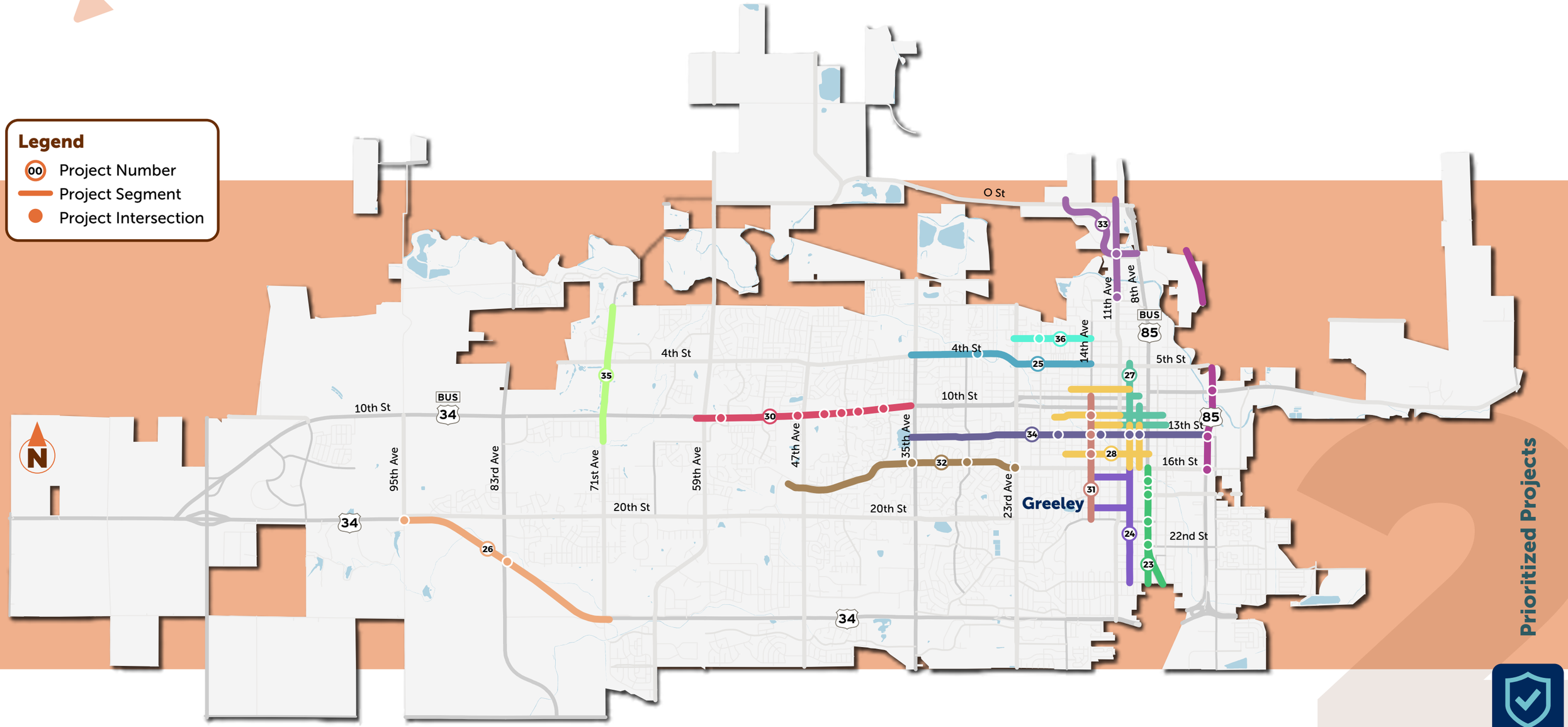
Prioritized Projects

VISION ZERO PROJECTS
PRIORITY TIER 2

2

Project		Benefit-to-Cost Ratio
23	8th Ave / US 85 Bus. - 16th St to 25th St	2.47
24	UNC Area Traffic Calming	2.45
25	5th St and 4th St - 14th Ave to 35th Ave	2.40
26	US Hwy 34 - 71st Ave to 95th Ave	2.30
27	Downtown Area	2.20
28	Central Greeley Neighborhood Traffic Calming	2.17

Project		Benefit-to-Cost Ratio
29	US Hwy 85 - 5th St to 16th St	2.11
30	W 10th St - 35th Ave to 59th Ave	2.06
31	14th Ave - 9th St to 20th St	2.03
32	16th St - 23rd Ave to 48th Ave	2.01
33	N 11th Ave, H St, N 17th Ave	1.99
34	13th St - US Hwy 85 to 35th Ave	1.93
35	71st Ave - C St to 12th St	1.81
36	2nd St - 14th Ave to 23rd Ave	1.77

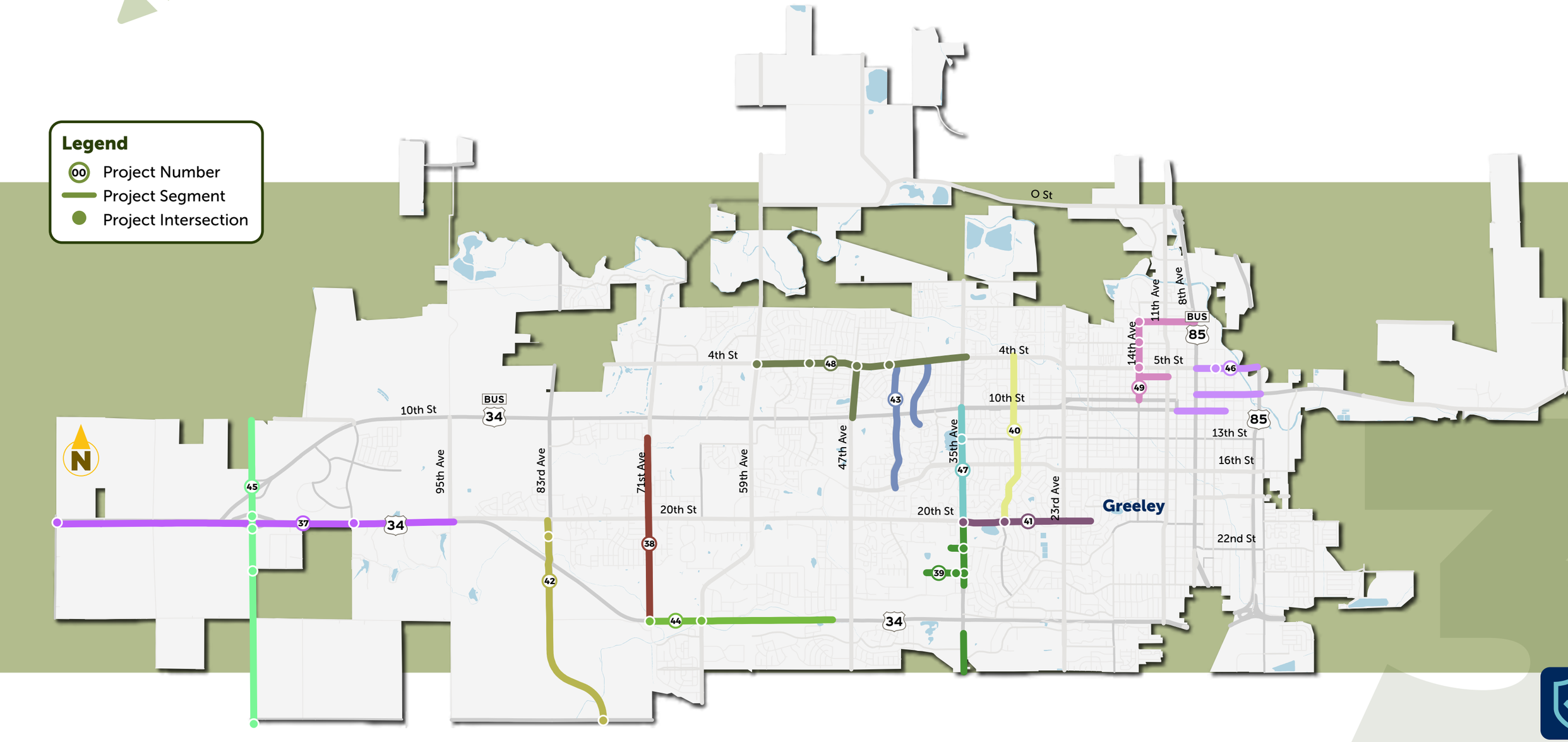


VISION ZERO PROJECTS
PRIORITY TIER 3

3

Project		Benefit-to-Cost Ratio
37	US Hwy 34 - 95th Ave to County Rd 17	1.71
38	71st Ave - 12th St to US Hwy 34	1.69
39	Greeley West High School Vicinity	1.66
40	28th Ave - 4th St to 20th St	1.56
41	20th St - Montview Dr to 35th Ave	1.51
42	83rd Ave / 77th Ave - 20th St to 37th St	1.49
43	39th Ave and 43rd Ave South of 4th St	1.42

Project		Benefit-to-Cost Ratio
44	US Hwy 34 - 50th Ave to 71st Ave	1.42
45	State Hwy 257 - Hwy 257 Spur to County Rd 54	1.39
46	Sunrise-Downtown Connectors	1.39
47	35th Ave - 10th St to 20th St	1.38
48	4th St, 35th Ave to 59th Ave + 47th Ave, 4th St to 10th St	1.35
49	North Central Greeley Lane Reconfigurations	1.35

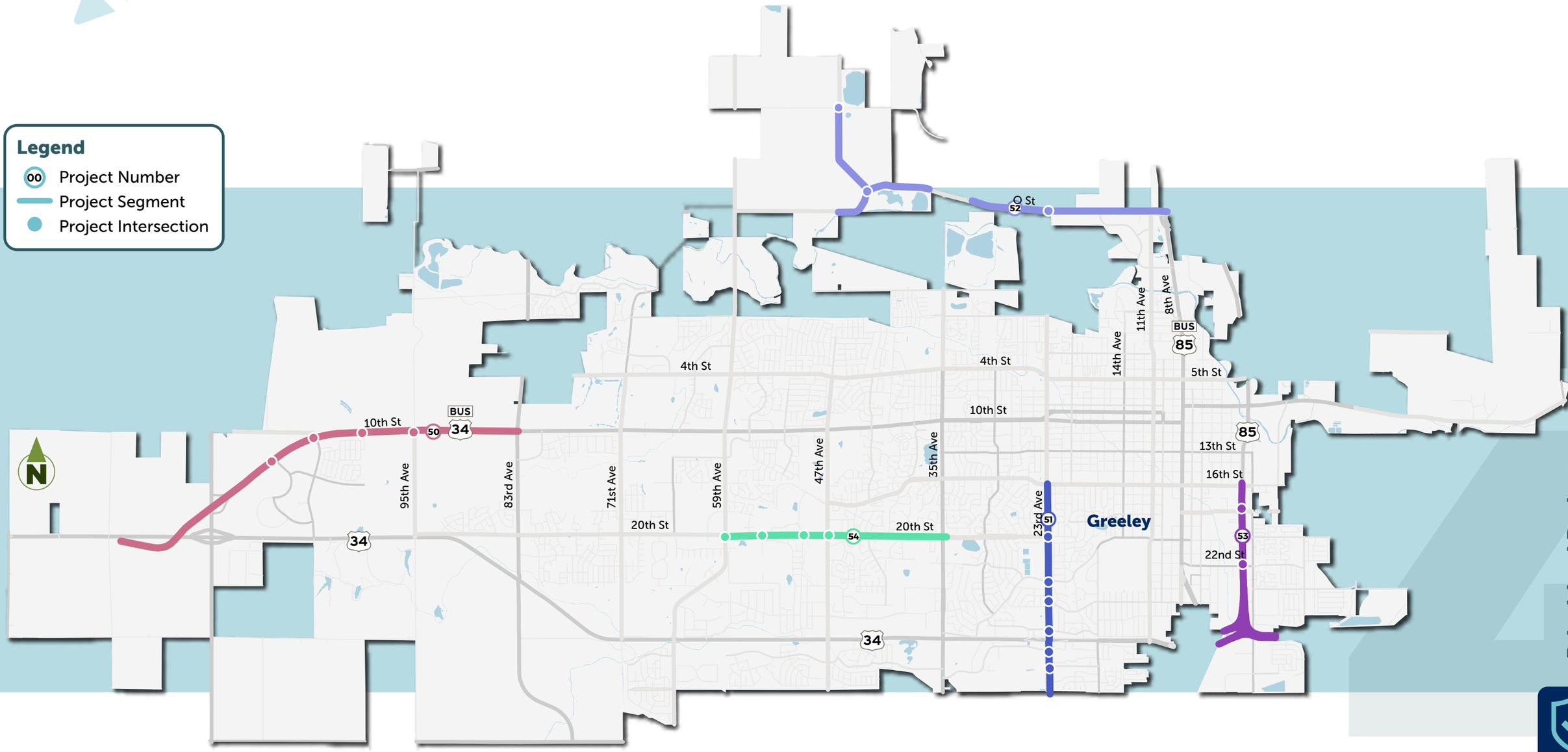


Prioritized Projects

VISION ZERO PROJECTS
PRIORITY TIER 4

4

Project		Benefit-to-Cost Ratio
50	W 10th St - 83rd Ave to US 34	1.35
51	23rd Ave - 16th St to 32nd St	1.31
52	O St & 47th Ave	1.23
53	US Hwy 85 - 16th St to US Hwy 34	1.17
54	20th St - 35th Ave to 59th St	1.14



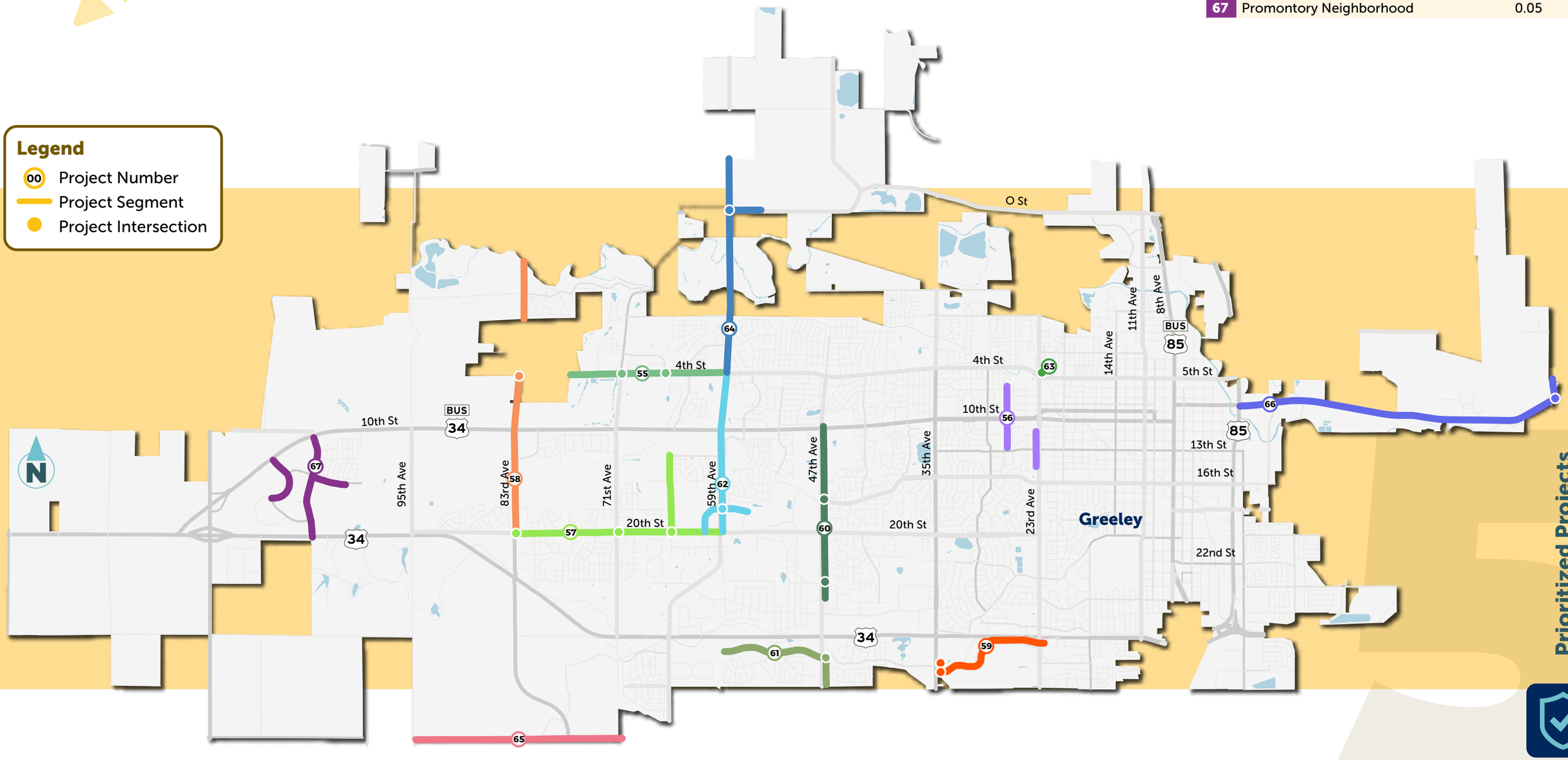
Prioritized Projects

VISION ZERO PROJECTS
PRIORITY TIER 5

5

Project		Benefit-to-Cost Ratio
55	4th St - 59th Ave to 77th Ave	1.11
56	Westview Neighborhood Traffic Calming	1.03
57	20th St, 59th Ave to 83rd Ave + 65th Ave, 13th to 20th St	0.82
58	83rd Ave / County Rd 27 - H St to 20th St	0.65
59	29th St and S 35th Ave	0.58
60	47th Ave - 10th St to 25th St	0.57

Project		Benefit-to-Cost Ratio
61	29th St - 47th Ave to 58th Ave + 47th Ave South of 29th St	0.55
62	59th Ave- 4th St to 20th St + 18th St Traffic Calming	0.54
63	5th St & 23rd Ave Intersection Improvement	0.52
64	N 59th Ave - 4th St to City Limit	0.51
65	37th St - 71st Ave to County Rd 25	0.26
66	8th St - County Rd 47 to US Hwy 85	0.22
67	Promontory Neighborhood	0.05



Prioritized Projects

Short-Term & Quick-Build Projects

Greeley has recently secured one of the largest federal Safe Streets for All demonstration grants in the country, enhancing its reputation as a pioneer in quick-build and demonstration projects aimed at improving road safety for everyone. Shorter-term or "quick-build" safety improvements that use materials like paint, flexible delineator posts, and signage can often provide quick-win safety benefits at a fraction of the cost of full "permanent" construction.

The Prioritized Projects detailed in the previous section assume full, permanent construction costs for purposes of providing apples-to-apples comparisons of project benefit-to-cost ratios. However, many of the proposed projects or portions of a project (particular segment or intersection improvements) could be improved through shorter-term countermeasures implemented with paint, posts, and signage.

Quick-Build Safety Countermeasure Examples:

Intersection bulb-outs, curb extensions, and turn radius reductions

Source: Denver Streets Partnership

Pedestrian midblock or median-refuge island crossings

Paint-and-post lane reconfigurations

Source: Smart Growth America

Stop sign visibility improvements or conversion to all-way stops

Source: Google Streetview

Installation of rectangular rapid flashing beacon pedestrian crossing signs

Source: PedBikeImages.org

Various modular traffic calming devices (e.g. roundabouts, speed tables, pedestrian median-refuge islands)

Source: Google Streetview, City of Omaha

Appendix C includes a list of Vision Zero Prioritized Project locations that may be good candidates for short-term or quick-build improvements, along with of suggested quick-build countermeasures for each location.

This list was developed through a high-level planning review of all the Priority Tier 1 & 2 project locations, as well as some additional locations that are components of a lower priority tier project, but have a high potential benefit-to-cost ratio for a specific intersection or segment along the project.

Council Agenda Summary

January 21, 2025
Key Staff Contact: Stacey Aurzada, City Attorney

Title:

Resolution of the City Council of the City of Greeley, Colorado authorizing City staff to enter into a settlement agreement with Joyce Fred resolving all claims against the City of Greeley, its officers, and employees

Summary:

Former City employee Joyce Fred filed a lawsuit in federal district court alleging that due to discriminatory and retaliatory conduct she suffered economic damages. Due to the significant cost of litigating this case, the City and Ms. Fred mediated the dispute with a qualified mediator in an effort to reach a settlement. The parties were able to successfully negotiate a settlement which is contingent upon approval of the City Council pursuant to Section 6-384(e) of the Greeley Municipal Code.

Fiscal Impact:

1. Does this item create a fiscal impact on the City of Greeley? Yes
2. If yes, what is the initial, or, onetime impact? $230,000 plus mediation fees
3. What is the annual impact? N/A
4. What fund of the City will provide Funding? Claims reserve fund
5. What is the source of revenue within the fund? Appropriated funds and interest as required by G.M.C. § 6-383
6. Is there grant funding for this item? N/A
7. If yes, does this grant require a match? N/A
8. Is this grant onetime or ongoing? N/A
9. Additional Comments:

Legal Issues:

A settlement agreement with the claimant would resolve all associated claims against the City of Greeley, its officers, and employees as provided in Greeley Municipal Code §6-384(e).

Other issues and Considerations:

None anticipated.

Strategic Focus Area:

Not applicable

Decision Options:

1. Adopt the resolution as presented; or
2. Amend the resolution and adopt as amended; or

3. Deny the resolution; or
4. Continue consideration of the resolution to a date certain.

Council's Recommended Action:

A motion to adopt the resolution.

Attachments:

1. Resolution No. 3, 2025 with Exhibit A

THE CITY OF GREELEY, COLORADO

RESOLUTION No. 3, 2025

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF GREELEY, COLORADO AUTHORIZING CITY STAFF TO EXECUTE A SETTLEMENT AGREEMENT WITH JOYCE FRED RESOLVING ALL CLAIMS AGAINST THE CITY OF GREELEY, ITS OFFICERS AND EMPLOYEES

WHEREAS, Joyce Fred filed a Charge of Discrimination with the Colorado Civil Rights Division against the City of Greeley, alleging that as a result of discriminatory and retaliatory actions she suffered economic damages; and

WHEREAS, the Colorado Civil Rights Division dismissed Ms. Fred's complaint and issued a Notice of Right to Sue on September 21, 2023; and

WHEREAS, Ms. Fred filed a lawsuit against the City in federal court on December 22, 2023; and

WHEREAS, the City of Greeley and Ms. Fred have negotiated and reached an agreement resolving all issues related to the lawsuit and all additional potential claims; and

WHEREAS, the settlement agreement is fully contingent upon Council's approval pursuant to Section 6-384(b)(4) of the Greeley Municipal Code; and

WHEREAS, settlement of the claim will include the full release of all claims against the City of Greeley, its officers, and employees as required by Section 6-384(e) of the Greeley Municipal Code; and

WHEREAS, due to the costs of litigation the City Attorney's Office believes it is in the best interests of the City of Greeley to approve a settlement of this litigation.

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

1. City Council authorizes City staff members to sign a Mutual Release and Settlement Agreement with Joyce Fred, and legal counsel of record that resolves all issues associated with Charge of Discrimination and all additional potential claims, a form of which is attached as Exhibit A.

2. The City Attorney is authorized to make changes to the Release and Settlement Agreement following review and approval by City Council as long as such changes do not change the substance of the agreement.

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

PASSED, AND ADOPTED, SIGNED AND APPROVED this ____ day of _____, 2025.

ATTEST: **THE CITY OF GREELEY, COLORADO**

By: _____ **By: _____**
City Clerk **Mayor**

RELEASE, SETTLEMENT AND NON-DISCLOSURE AGREEMENT

This Release, Settlement and Non-Disclosure Agreement (hereinafter "Agreement") is made this ____ day of January, 2025, by and between Joyce Fred (hereinafter referred to as "Employee") and the City of Greeley, its assigns, employees, former employees, agents, elected officials, appointed officials, former elected and appointed officials, successors, predecessors, attorneys, insurance carriers and self-insurance pools (hereinafter referred to collectively as "Employer" and/or "City").

For and in consideration of the mutual promises and covenants set forth below, the parties agree as follows:

WHEREAS, the Employee was a full-time employee of the Employer working in the capacity of a risk, benefits, and safety manager as of the date of her separation of employment from Employer; and

WHEREAS, the Employee separated employment from Employer on September 8, 2022.

WHEREAS, the Employee filed a lawsuit in the United States District Court for the District of Colorado, Civil Action No. 23-cv-03309-PAB-TPO ("the Lawsuit").

WHEREAS, Employee and Employer have agreed that this Agreement shall govern Employee's separation from employment at Employer.

NOW, THEREFORE, in consideration of the mutual benefits and advantages hereinafter contained, and further in consideration of the mutual promises and covenants hereinafter more specifically set forth, the parties hereto do stipulate and agree as follows:

A. OBLIGATIONS OF EMPLOYEE

1. The Employee's employment with City ended effective at 5:00 p.m. on September 8, 2022.

2. Employee has returned to the Employer any and all prox cards and keys to all buildings and facilities of the City that the Employee had in Employee's possession. Employee will also return any supplies, equipment, mobile phones, computers, uniforms, monies, checks, credit cards, manuals, documents, identification cards, and other property of the Employer.

3. Employee shall not, at any time, make statements or representations, or otherwise communicate, directly or indirectly, in writing, orally, or otherwise, or take any action which may, directly or indirectly, disparage City or any of its officers,

directors, employees, advisors, businesses or reputations related in any manner to the issues and circumstances related to her employment. Notwithstanding the foregoing, nothing in this Agreement shall preclude Employee from making truthful statements that are required by applicable law, regulation or legal process, or from exercising any rights guaranteed under the First Amendment of the United States Constitution and under Article II, Section 10 of the Colorado Constitution. Nothing herein prohibits Employee from speaking openly with her spouse or while seeking mental health treatment. Pursuant to Colorado Revised Statute § 24-34-407, disclosure pursuant to this provision, including disclosure of any underlying facts of any alleged unfair employment practice, does not constitute disparagement.

4. In consideration of the obligations of Employer set forth below, Employee, including Employee's successors, agents, and estate, hereby releases Employer, its current and former officers, employees, elected and appointed officials, agents, insurance companies, and attorneys (hereinafter referred to as "Releasees") from any and all claims, causes of action, liabilities, expenses, and/or damages which Employee may have or may assert against Employer for any acts by Employer which occurred prior to the effective date of this Agreement, or omissions by Employer to perform acts which should have been performed prior to the effective date of this Agreement, including, without limiting the generality of the foregoing, any act or omission of Employer arising out of or relating to Employee's employment with the City. Specifically, but not by way of limitation, this release includes claims under:

(a) Any federal, state or local law concerning employment, including but not limited to: the Constitution of the United States, Title VII of the Civil Rights Act of 1964, as amended, Age Discrimination in Employment Act ("ADEA") (29 U.S.C. 621 *et seq*.), as amended, Employee Retirement Income Security Act of 1974, Americans with Disabilities Act, Older Worker Benefit Protection Act, Civil Rights Acts of 1866, 1870, 1871 and 1991, Fair Labor Standards Act, Family and Medical Leave Act, Constitution of the State of Colorado, Colorado Anti-Discrimination Act, Workers' Compensation Act of Colorado, the Colorado Equal Work for Equal Pay Act, the Charter of the City of Greeley, and the Code of the City of Greeley;

(b) Claims based upon, relating to or arising out of the Employee's employment relationship with the City and/or the termination of that relationship;

(c) Claims of constructive discharge, wrongful discharge, hostile work environment, retaliation, or discrimination of any kind including discrimination based on sex, gender, religion, race, ancestry, color, marital

status, creed, age, sexual orientation, national origin, disability or disparate impact;

(d) Claims of breach of contract, quasi contract, promissory estoppel, and unjust enrichment;

(e) Claims based on the First Amendment to the United States Constitution and Article II, Section 10 of the Colorado Constitution; and

(f) Claims for attorneys' fees, costs of suit, interest and the like.

Without limiting the generality of the foregoing, this Release and Agreement applies to all matters asserted, or which could have been asserted, up to the effective date of this Release and Settlement Agreement.

5. By executing this Agreement, Employee agrees and authorizes her attorney to file a stipulation of dismissal of the Lawsuit, with prejudice, within five (5) days after the later of the date on which City Council approves this Agreement and the expiration of the seven (7) day period following Employee's execution of this Agreement without revocation by Employee. Employee agrees and understands the settlement payment contemplated by this Agreement is contingent on the filing of a stipulation of dismissal of the Lawsuit, with prejudice. This provision shall not be construed as precluding Employee from testifying, assisting, or otherwise participating in any proceeding before any governmental agency on behalf of herself or any third party.

6. Employee understands that with respect to any rights or claims she has or may have arising under the ADEA, all of those rights or claims are released by this Agreement. Employee agrees that she was provided a period of at least twenty-one days within which to consider this Agreement before she signed it, but waived that period by executing it on the date of this Agreement. Employee understands that she has seven days following her execution of this Agreement to revoke the Agreement. Employee understands that this Agreement is not effective or enforceable until after the seven-day period has expired. If Employee elects to revoke this Agreement within the seven-day period, she must advise Employer by delivering an email notice of revocation to Kendra K. Smith, Esq. of Hall & Evans, L.L.C., 1001 17th Street, Suite 300, Denver, Colorado 80202, at smithk@hallevans.com. For the revocation to be effective, the written notice must be received by Ms. Smith no later than 5:00 p.m. on the seventh calendar day after signing this Agreement. Such revocation shall not affect waiver or release of any rights or claims not arising under 29 U.S.C. 621 *et seq*.

7. Notwithstanding the above and foregoing, nothing within this Agreement shall be construed as a release or waiver by the Employee of any claim, defense, right of indemnification or immunity arising pursuant to the provisions of the Colorado Governmental Immunity Act (C.R.S. § 24-10-101), as amended, and/or any other like or similar statutory or municipal provision or any other like or similar provision of law which may be available to Employee by reason of employment with the City in the event any person brings an action against Employee for any act or omission of Employee occurring within the course and scope of employment with the City.

8. Employee further warrants and represents that Employee has made no assignment and will make no assignment of the claims, demands, or causes of action released herein. Employee agrees not to file, re-file, or institute legal proceedings of any kind based upon, arising out of, or relating to any claim, demand, or cause of action released herein. Employee further agrees to indemnify and hold harmless all Releasees against any loss or any other liability whatsoever, including reasonable attorneys' fees and costs, caused by any action or proceeding before any court or governmental agency, commission, division or department, whether federal, state or local, which is brought by Employee or her successors in interest, if such action or proceeding arises out of, is based upon, or is related to any of the claims, demands or causes of action released herein.

9. Employee does not waive any claims that cannot be waived as a matter of law, including any claims that may arise after the date of this Agreement. The parties agree that the consideration described herein is consideration to which they would not otherwise be entitled without signing this Agreement.

10. Employee understands and agrees she has no right to be re-employed by the City in the future. Employee agrees that should she knowingly or unknowingly apply for any position with the City, and if she is ever offered or accepts any position with the City any such offer may be withdrawn and Employee may be terminated without notice, cause, or legal recourse. Employee further agrees if she ever again attempts to secure employment with the City, the City may refuse to employ her without any resulting liability, and Employee agrees that she possesses no right or cause of action arising from any future refusal to rehire her.

11. Employee acknowledges that she is relying solely upon the contents of this Agreement and is not relying on any other representations whatsoever of the Employer or other Releasees as an inducement to enter into this Agreement. The Employee further acknowledges the following:

    a. That she has read and understands this Agreement; and

b. That she has been provided a full and ample opportunity to study it; and

c. That she has been advised to consult with an attorney prior to signing this Agreement; and

d. That she is signing it voluntarily with full knowledge that it is intended, to the maximum extent permitted by law, as a complete release and waiver of any and all claims; and

B. OBLIGATIONS OF EMPLOYER

1. Upon the approval by the City Council of the City of Greeley of this Agreement, the City shall, as complete settlement of all claims and for the release set forth in Section A.4. of this Agreement:

(a) Pay to the Employee the amount of Two-Hundred Thirty Thousand Dollars and No Cents ($230,000.00) in three checks:

i. To Joyce Fred for $61,600.00, less withholdings for all federal, state and local taxes, to be issued on a tax form W-2. No other withholdings will be made, and the Employee is not eligible for any benefits (including, but not limited to, PTO, health insurance, and retirement contributions) as the result of this payment. Employee will complete a W-4 form prior to issuance of this payment.

ii. To Joyce Fred for $92,400.00 (for alleged personal injury, emotional distress, and non-economic harm) issued as 1099 payment. Employee will complete a W-9 form prior to issuance of this payment.

iii. To Tava Employment Law for $ 76,000.00 (for attorney's fees and costs) issued as a 1099 payment. Employee's attorney will complete a W-9 form prior to issuance of this payment.

(b) These payments will be made twenty (20) days after the later of the date on which City Council approves this Agreement and the expiration of the seven (7) day period following Employee's execution of this Agreement without revocation by Employee. The settlement payments will be delivered to Employee's attorney, Daphne Shih Gebauer, Esq. of Tava Employment Law, 6 S. Tejon Street, #650, Colorado Springs, Colorado 80903.

(c) The City will not make any deferred compensation payments based on this payment.

2. The payments to be made by the City under Section B.1. are intended to compensate the Employee for the release of all claims referred to throughout this Agreement, and for all other provisions of this Agreement.

3. The City agrees to hereby release Employee, her successors, agents, and estate, from any and all claims, causes of action, liabilities, expenses, and/or damages which the City may have or may assert against Employee for any acts by Employee which occurred prior to the effective date of this Agreement, or omissions by Employee to perform acts which should have been performed prior to the effective date of this Agreement, including, without limiting the generality of the foregoing, any act or omission of Employee arising out of or relating to Employee's employment with the City.

4. The City agrees to pay all invoices of JAMS Denver related to the mediation before Kathleen Craigmile, Esq.

5. Upon execution of this Agreement, Employer shall direct its supervisory and management personnel, to refrain from disparaging or discussing the issues and circumstances of Employee's employment with any other person, agent, or entity. All inquiries made to any supervisory or management personnel concerning Employee's employment with the Employer shall be directed internally to the City's Chief People Officer, who shall respond in accordance with the terms and provisions of this Agreement. The Chief People Officer shall release Employee's dates of employment for the positions she held at the City, namely Risk, Benefits, and Safety Manager from September 24, 2020 until September 8, 2022, and also Interim Deputy Director of HR and Risk Officer from December 2020 to November 2021. Also, in accordance with the terms of this Agreement, Employee agrees to direct any such inquiry of the City solely to the Chief People Officer.

6. The City agrees to re-characterize Employee's termination of employment as a voluntary resignation.

7. In the event Employee executes a waiver for the release of information to a prospective employer, Employer shall release only that information which is identified for release and disclosure in writing and with specificity by Employee. This provision does not affect the City's response to such disclosure if ordered by a Court of competent jurisdiction or if such disclosure is required by the Colorado Open Records Act.

C. GENERAL PROVISIONS

1. All parties have specifically taken into account that there may be a mistake of fact or law in regard to the nature or extent of claimed injuries, damages or losses. The parties are specifically taking into account those potential mistakes of fact or law in reaching this particular settlement. All parties acknowledge that there may be unknown injuries, damages or losses of which they are not aware. It is the intent of all parties hereto that Employee releases Employer from any and all claims, whether those claims or damages are now known or unknown.

2. The City denies that it has violated any of its policies or procedures, any federal or state laws, or any City Charter or Code provision, or any other regulations with respect to the Employee's employment or the termination thereof. The Employee and the City expressly acknowledge and agree that this Agreement, the terms of this Agreement and the negotiation of this Agreement are not to be construed as an admission on the part of the City or anyone released by this Agreement of any wrongdoing or liability whatsoever, or be admissible as evidence in any proceeding other than to enforce this Agreement.

3. The parties expressly recognize and agree that neither the Employee's separation of employment, nor this Agreement, shall be construed as an admission of any wrongful conduct or violation of any law by either party. Each party expressly denies any wrongful conduct or violation of any law on its part and also expressly denies any liability to the other party. This Agreement is intended for the purpose of settlement only and may not be used for any purposes other than those described herein.

4. Nothing contained in this Agreement shall be construed to release the City from payment of benefits, if any, the Employee may be entitled to receive now or in the future under any retirement or pension plan that Employee is a participant of pursuant to his employment with the City.

5. To the extent allowed by law, this Agreement, the specific terms and provisions hereof, shall not be disclosed to any person not a party hereto. Further details of the settlement or the terms of this Agreement, as well as the underlying facts of any alleged unfair employment practice, may be disclosed if such information is necessary, only (1) to comply with legal obligations or as required by law by any local, state, or federal agency for any reason, (2) in response to valid legal process, such as a subpoena to testify at a deposition or in arbitration or court, (3) for the purpose of enforcing this Agreement, (4) when needed to consult with tax, financial, or legal advisors, or (5) to Employee's immediate family members, any spouse or significant other residing with her, and medical or mental health providers.

6. That the parties hereto do further stipulate and agree as follows:

(a) That no promise, inducement or agreement has been offered, negotiated or accepted except as herein more specifically set forth, and this Agreement is not executed in reliance upon any statements or representations not contained herein;

(b) That each of the parties hereto is legally competent to execute this Agreement and accepts full responsibility therefore and has consulted with legal counsel;

(c) That the terms of this Agreement are contractual in nature and not mere recitals except to the extent this Agreement is required by law to be released;

(d) That the acceptance of the terms and conditions of the within Agreement are in accord and satisfaction of disputed matters relating to the employment relationship of the parties, and neither of the parties' acceptance of the within terms shall be construed in any way as an admission of guilt or liability on their part to the within Agreement;

(e) That each party has had the opportunity to cooperate in the drafting and preparation of this Agreement, and therefore the Agreement is not to be construed for or against one party based upon attribution of drafting;

(f) That each of the parties has executed this Agreement after carefully reading the contents hereof and signing the same in his or her or its free will and as a voluntary act without coercion or distress by any party or entity whatsoever; and

(g) That the within Agreement is binding upon the parties individually and their respective heirs, devisees, agents, employees, personal representatives, administrators, attorneys, guardians, conservators, trustees, fiduciaries, grantees, donees, successors, and assigns.

7. In the event of breach or threatened breach by Employee of any of the provisions of this Agreement, Employee hereby agrees that the City shall be entitled to seek, in addition to other available remedies, a temporary or permanent injunction or other equitable relief against such breach or threatened breach from any court of competent jurisdiction, without the necessity of showing actual damages or that money damages would not afford an adequate remedy. The parties agree that the harm caused by a breach by Employee would be impossible or very difficult to accurately estimate at the time of the breach.

8. This Agreement contains the entire understanding of the parties hereto with respect to its subject matter and supersedes all prior oral and written understandings and agreements between the parties. Any modification to this Agreement must be made in writing and signed by both parties. This Agreement shall also be binding upon and inure to the benefit of the successors and assigns of City and to the heirs, personal representatives, successors and assigns of Employee.

9. This Agreement shall be interpreted according to the laws of the State of Colorado.

10. If any one or more of the provisions of this Agreement are found to be invalid, illegal or unenforceable in any respect, the validity, legality and enforceability of the remaining provisions contained herein shall not in any way be affected or impaired thereby. Further, any provision found to be invalid, illegal or unenforceable shall be deemed, without further action on the part of the parties hereto, to be modified, amended and/or limited to the extent necessary to render such provisions valid and enforceable.

11. That the terms and provisions of the within Agreement shall be maintained by the parties in strictest confidence and shall be subject to those limitations as more specifically set forth herein.

12. This Agreement may be executed in two or more counterparts, each of which shall be deemed an original but all of which together shall constitute one and the same document. This Agreement may be executed and delivered by electronic signature by any of the parties and all parties consent to the use of electronic signatures.

EMPLOYEE UNDERSTANDS THAT THIS AGREEMENT IS A FINAL AND BINDING WAIVER OF ANY CLAIMS AGAINST THE CITY INCLUDING CLAIMS FOR AGE DISCRIMINATION UNDER THE AGE DISCRIMINATION IN EMPLOYMENT ACT.

THE ONLY PROMISES MADE TO CAUSE EMPLOYEE TO SIGN THIS AGREEMENT ARE THOSE STATED IN THIS AGREEMENT. EMPLOYEE ACKNOWLEDGES THAT EMPLOYER HAS ADVISED HER TO CONSULT WITH AN ATTORNEY PRIOR TO SIGNING THIS AGREEMENT.

EMPLOYEE AFFIRMS THAT THIS AGREEMENT HAS BEEN FULLY EXPLAINED BY EMPLOYEE'S ATTORNEY(S), OR THAT EMPLOYEE HAS WAIVED CONSULTATION WITH AN ATTORNEY, CONTRARY TO THE CITY'S RECOMMENDATION.

EMPLOYEE ACKNOWLEDGES THAT EMPLOYEE HAS THE RIGHT TO REVOKE

THIS AGREEMENT FOR SEVEN (7) DAYS AFTER SIGNING IT. THIS AGREEMENT WILL NOT BE EFFECTIVE UNTIL THAT TIME HAS PASSED.

IN WITNESS WHEREOF, the parties hereto have executed this Release, Settlement and Non-Disclosure Agreement and Release as of the date first above written and agree to and accept the terms set forth herein.

Employee:

_____ _____

DATE Joyce Fred
Employee

Employer:
CITY OF GREELEY, COLORADO

APPROVED AS TO SUBSTANCE:

By:_____
Raymond Lee
City Manager

APPROVED AS TO FUNDS AVAILABILITY:

By: _____
Tyra Litzau
Director of Finance

APPROVED AS TO LEGAL FORM:

By:_____
Stacey Aurzada
City Attorney

By: _____

Kendra K. Smith
Hall & Evans, L.L.C.

By:_____
Daphne Shih Gebauer
Tava Employment Law

Addendum Required by C.R.S. § 24-34-407(f)

The Parties hereby attest that they have complied with C.R.S. § 24-34-407(1):

EMPLOYEE	EMPLOYER
By: _____	By: _____
Print Name: Joyce Fred	Name: City of Greeley, Colorado Title: City Manager
Date: _____	Date: _____

Council Agenda Summary

January 21, 2025
Key Staff Contact: Jennifer Middleton, Deputy City Clerk, Heidi Leatherwood, City Clerk

Title:

Introduction and first reading of an ordinance amending Title 8, Article II, Chapter 13, of the Greeley Municipal Code regarding additional notices required for liquor license public hearings

Summary:

Colorado Revised Statute 44-3-311 requires that when a liquor license application is received, except a renewal or transfer of ownership application, a notice (sign) must be posted on the proposed premises and publication submitted to the newspaper as the official notice to the neighborhood and community. Signs and publication in the newspaper include license type, application date, applicant name/address, public hearing information, and how to submit comments to the clerk, and other information to fully apprise the community of the nature of the application.

When such a liquor license application is received in the Greeley City Clerk's Office, serving as the secretary to the Liquor Licensing Authority (LLA), a notice (sign) is created for the applicant and publication sent to the local paper with necessary details to inform the public of the request. In addition, Title 8, Article II, Chapter 13, Section 8-459 of the Greeley City Code requires the Clerk to mail courtesy notices of the public hearing to property owners within approximately 500 feet of the proposed site. This requirement exceeds the Colorado Statutory requirements.

The total amount spent on postage for the Notification Letters in 2024 was $526.47. This amount does not include staff time, or the cost of materials needed. No additional comments have been received in response to the letter and no additional attendees have participated in the hearing due to the mailing of these notices. The City Clerk's Office requests that the code be amended to match the state regulations. This will provide cost savings to the department in postage, staff time, and materials while maintaining compliance with state standards.

Fiscal Impact:

1. Does this item create a fiscal impact on the City of Greeley? Minimal
2. If yes, what is the initial, or, onetime impact? N/A
3. What is the annual impact? TBD
4. What fund of the City will provide Funding? N/A
5. What is the source of revenue within the fund? N/A

Legal Issues:

Consideration of this matter is a legislative process.

Other issues and Considerations:

Strategic Focus Area:

Business Growth
Community Vitality
High-Performance Government

Decision Options:

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

Council's Recommended Action:

A motion to introduce the ordinance and schedule the public hearing and second reading for February 4, 2025.

Attachments:

1. Ordinance No. 3, 2025 with Appendix A
2. 500 ft. Notification Report

CITY OF GREELEY, COLORADO
ORDINANCE NO. 3, 2025

AN ORDINANCE AMENDING
TITLE 8, ARTICLE II, CHAPTER 13, OF THE GREELEY MUNICIPAL CODE REGARDING ALCOHOL BEVERAGES

WHEREAS, the City Council of the City of Greeley is charged with the responsibility of providing for the health, safety, and welfare of its residents; and

WHEREAS, applicants for liquor licenses within the City of Greeley, must obtain approval from the City's local liquor licensing authority prior to submission to the state of Colorado for approval of a liquor license; and

WHEREAS, pursuant to Colorado statutes, C.R.S. 44-3-311, certain liquor license applications require a public hearing to consider issuance of such license, for which public notice is required prior to such hearing, including the posting of a sign on the proposed premises and publication in a newspaper of general circulation; and

WHEREAS, pursuant to the Greeley Municipal Code, in addition to the state of Colorado's posting and publication requirements, the City is required to mail courtesy notices of any public hearing for new liquor license applications or applications for a change of location to property owners within approximately 500 feet of the proposed site; and

WHEREAS, this past year this additional mailing requirement resulted in 30% of the notices being returned to the City and no public comments; and

WHEREAS, the additional mailing requirement imposed by the municipal code is time and cost intensive with little to no return for the investment; and

WHEREAS, the City's compliance with the state of Colorado requirements for posting and publication of public hearings for applicable liquor license applications provides sufficient notice to the public of upcoming liquor license applications.

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

Section 1. That Article II, Chapter 13, Alcohol Beverages, of Title 8, Business Taxes, Licenses and Regulations, shall be amended as shown on Appendix A, attached hereto and incorporated herein.

Section 2. This Ordinance shall take effect on the fifth day following its final publication, as provided by Section 3-16 of the Greeley City Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS ____ DAY OF_____, 2025.

ATTEST **THE CITY OF GREELEY, COLORADO**

By: _____ **By:_____**
City Clerk **Mayor**

APPENDIX A
ORDINANCE AMENDING TITLE 8, CHAPTER 13
GREELEY MUNICIPAL CODE

Section 1. Chapter 13, Alcohol Beverages, of Title 8, Business Taxes, Licenses and Regulations shall be amended to read as follows:

Sec. 8-459. ~~Public hearing notice.~~ Reserved.

~~(a) In addition to following the posting and publication requirements of state law, the city will make all reasonable attempts to mail a courtesy notice of any public hearing at which a new or change of location application is to be considered to those property owners within approximately 500 feet of the proposed site.~~

~~(b) The information typically provided in the courtesy notice shall contain the same information as that required for posting and publication and a statement that additional information about the application is available at the city clerk's office.~~

~~(c) Failure of the city to provide a courtesy notice as provided herein shall not affect the validity of any hearing or determination by the licensing authority.~~

(Code 1994, § 6.16.095; Ord. No. 29, 2000, § 3, 8-1-2000; Ord. No. 1, 2003, § 5, 1-7-2003; Ord. No. 34, 2007, § 1, 7-17-2007; Ord. No. 7, 2019, § 6.16.095, 2-19-2019)

500 Ft. Liquor Notification Data Report

By: Shelby Fletcher
Senior Assistant City Clerk
January 9, 2025

2024 Liquor License 500 Ft. Notification Data	
# of LLA Hearings	18
# of Notification Letters Sent	763
# of Returned Letters	242
% Returned	32%
# of Public Comments	0
Postage	$526.47

Analysis

The total amount spent on postage for the Notification Letters in 2024 was $526.47. This amount does not include staff time, or the cost of materials needed. Average staff time is at least one to two hours per license dedicated to creation of the letter, retrieving and vetting addresses, creation of labels/envelopes, printing the letters, stuffing the previously made envelopes, and affixing postage. Over the course of the years provided, it can be estimated that 41 to 82 hours were spent on this process. An additional hour is dedicated to each license when sorting and scanning all returned mail.

The City of Greeley has almost 200 establishments with a Liquor License, all of which would have followed the process outlined for Notification Letters.

Council Agenda Summary

Title:

Pulled Consent Agenda Items

Summary:

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

Council Agenda Summary

January 21, 2025
Key Staff Contact: Brian McBroom, Community Development Director, Jeff Woeber, Planner III

Title:
Public Hearing and second reading of an ordinance changing the official Zoning Map of the City of Greeley, Colorado, to establish a Planned Unit Development (PUD) for approximately 42.53 acres located at the northwest intersection of 71st Avenue and 10th Street/Highway 34 Business (Case Number PUD2024-0002, Boomerang PUD)

Summary:

The applicant proposes to establish Planned Unit Development (PUD) zoning on approximately 42.53 acres currently zoned R-L (Residential Low Density) and R-H (Residential High Density). There is a small drainage/pond area at the northernmost area of the property that is zoned C-D (Conservation District) which will not be developed and not included in the PUD. The Boomerang PUD includes two planning areas.

Planning area A is 25.2 acres and would allow residential use including single-family dwellings, duplexes and small apartments above garages. The density would be limited to 15 dwelling units per acre. Planning Area A is proposed as a "for-rent" development where single-family and duplex residences will not be on separate, platted lots but on one lot under common ownership.

Planning area B is 17.3 acres, and would allow relatively higher density residential development, as well as commercial/non-residential uses permitted in the Greeley Development Code's C-H Commercial Zoning District. Density for Planning Area B is up to 25 units per acre.

Staff notes the density limitations within the PUD are considerably less than that allowed under R-H zoning, which may be as high as 45 dwelling units per acre. The maximum building height in both Boomerang PUD Planning Areas is 35 feet, where R-H zoning is up to 60 feet.

The applicant's narrative states there will be "common lots and tracts" within the PUD (with the residential rentals not on individually platted lots under individual ownership). Residential and commercial development as applicable will require Site Plan Review processes. These will involve landscaping plans, outdoor lighting plans and shall be consistent with architectural and other specific residential and non-residential development standards as required by the Greeley Development Code.

A neighborhood meeting was held on October 11, 2024, with no members of the public attending. 74 notice letters were sent to property owners within 1000 feet of the property, web notice was posted, and signs were posted at the property. Staff have not received any inquiries about the case and are unaware of any opposition.

Council approved the ordinance on first reading and set the public hearing and second reading for

January 21, 2025.

Staff recommends consideration and final adoption of the ordinance following the public hearing. The ordinance will then be published with reference to title only.

Fiscal Impact:

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

Legal Issues:

Consideration of this matter is a legislative process.

Other issues and Considerations:

None

Strategic Focus Area:

Community Vitality

Decision Options:

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

Council's Recommended Action:

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

Attachments:

1. Ordinance No. 1 , 2025 with Appendix A
2. PC Summary Report
3. PC Summary Report Attachment A- Vicinity Map
4. PC Summary Report Attachment B- Zoning Map
5. PC Summary Report Attachment C- Project Narrative
6. PC Summary Report Attachment D - PUD Plan Set
7. PC Summary Report Attachment D - Plan Set REVISED
8. PC Summary Report Attachment E- Notice Boundary Map
9. Boomerang PUD Opposition Public Comments
10. Draft Planning Commission Minutes November 12, 2024
11. Item 16 - Staff Presentation
12. Item 16 - Applicant Presentation

CITY OF GREELEY, COLORADO
ORDINANCE NO. 1, 2025
CASE NUMBER PUD2024-0002

AN ORDINANCE CHANGING THE OFFICIAL ZONING MAP OF THE CITY OF GREELEY, COLORADO, TO ESTABLISH A PLANNED UNIT DEVELOPMENT (PUD) FOR APPROXIMATELY 42.53 ACRES LOCATED AT THE NORHTWEST CORNER OF 71ST AVENUE AND 10TH STREET.

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

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

Legal Description
See Appendix A, attached hereto, and incorporated herein.

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

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

PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS ____ DAY OF_____, 2025.

ATTEST **THE CITY OF GREELEY, COLORADO**

By:_____ **By:_____**
City Clerk **Mayor**

APPENDIX A
ORDINANCE NO. 1, 2025
CASE NUMBER PUD2024-0002

AN ORDINANCE CHANGING THE OFFICIAL ZONING MAP OF THE CITY OF GREELEY, COLORADO, TO ESTABLISH A PLANNED UNIT DEVELOPMENT (PUD) FOR APPROXIMATELY 42.53 ACRES LOCATED AT THE NORHTWEST CORNER OF 71ST AVENUE AND 10TH STREET.

LEGAL DESCRIPTION FOR REZONING AREA:

AN AREA OF LAND BEING LOT FOUR (4) OF TOINTON ACADEMY SUBDIVISION FINAL PLAT RECORDED JANUARY 3, 2022 AT RECEPTION NO. 4790585, WITHIN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER, TOGETHER WITH PORTIONS OF THE SOUTHEAST QUARTER (SE1/4) OF SECTION FIVE (5) AND THE SOUTHWEST QUARTER (SW1/4) OF SECTION FOUR (4), TOWNSHIP FIVE NORTH (T.5N.), RANGE SIXTY-SIX WEST (R.66W.) OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.), CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 5 AND ASSUMING THE EAST LINE OF THE SE1/4 OF SAID SECTION 5, AS MONUMENTED BY A #6 REBAR WITH A 3.25" ALUMINUM CAP STAMPED LS 22098 AT THE SOUTH END AND BY A #6 REBAR WITH A 3.25" ALUMINUM CAP STAMPED LS 34990 AT THE NORTH END, AS BEARING NORTH 05°12'34" EAST, BEING A GRID BEARING OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983, A DISTANCE OF 2855.63 FEET, WITH ALL OTHER BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO.

THE LINEAL DIMENSIONS AS CONTAINED HEREIN ARE BASED UPON THE "U.S. SURVEY FOOT."

THENCE SOUTH 89°02'42" WEST ALONG THE SOUTH LINE OF THE SE1/4 OF SAID SECTION 5 A DISTANCE OF 920.88 FEET TO THE SOUTHERLY EXTENSION OF THE WESTERLY LINE OF SAID LOT 4;

THENCE ALONG SAID SOUTHERLY EXTENSION AND THE WESTERLY LINE OF SAID LOT 4 BY THE FOLLOWING TWENTY-ONE (21) COURSES AND DISTANCES:

THENCE NORTH 00°57'08" WEST A DISTANCE OF 118.11 FEET;
THENCE NORTH 63°10'35" EAST A DISTANCE OF 183.05 FEET;
THENCE NORTH 11°48'12" EAST A DISTANCE OF 112.46 FEET;
THENCE NORTH 05°32'30" EAST A DISTANCE OF 167.58 FEET;

THENCE NORTH 27°10'44" WEST A DISTANCE OF 66.68 FEET;
THENCE NORTH 58°40'54" WEST A DISTANCE OF 147.53 FEET;
THENCE NORTH 76°05'21" WEST A DISTANCE OF 141.51 FEET;
THENCE NORTH 88°21'26" WEST A DISTANCE OF 539.34 FEET;
THENCE SOUTH 87°34'49" WEST A DISTANCE OF 141.35 FEET;
THENCE SOUTH 76°49'31" WEST A DISTANCE OF 393.77 FEET;
THENCE NORTH 00°00'00" WEST A DISTANCE OF 370.87 FEET A POINT OF CURVATURE (PC);
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST A DISTANCE OF 185.43 FEET, SAID CURVE HAS A RADIUS OF 130.00 FEET, A
DELTA ANGLE OF 81°43'28", AND IS SUBTENDED BY A CHORD BEARING NORTH 40°51'44" EAST A DISTANCE OF 170.10 FEET;
THENCE NORTH 81°43'28" EAST A DISTANCE OF 101.84 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST A DISTANCE OF 167.77 FEET, SAID CURVE HAS A RADIUS OF 200.00 FEET, A
DELTA ANGLE OF 48°03'46", AND IS SUBTENDED BY A CHORD BEARING NORTH 57°41'35" EAST A DISTANCE OF 162.89 FEET;
THENCE NORTH 33°39'42" EAST A DISTANCE OF 160.63 FEET;
THENCE NORTH 19°49'30" EAST A DISTANCE OF 362.34 FEET;
THENCE NORTH 27°14'10" EAST A DISTANCE OF 270.73 FEET;
THENCE NORTH 16°56'18" EAST A DISTANCE OF 392.44 FEET;
THENCE NORTH 84°26'18" EAST A DISTANCE OF 137.88 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST A DISTANCE OF 117.73 FEET, SAID CURVE HAS A RADIUS OF 100.00 FEET, A
DELTA ANGLE OF 67°27'15", AND IS SUBTENDED BY A CHORD BEARING NORTH 50°42'40" EAST A DISTANCE OF 111.05 FEET;
THENCE NORTH 16°59'04" EAST A DISTANCE OF 30.09 FEET;
THENCE NORTH 81°10'52" EAST ALONG THE NORTHERLY LINE OF SAID LOT 4 AND ALONG THE EASTERLY EXTENSION THEREOF A DISTANCE OF 263.50
FEET TO A POINT ON A CURVE (POC) AND TO THE CENTERLINE OF DUNDEE AVENUE PER SAID TOINTON ACADEMY SUBDIVISION FINAL PLAT;

THENCE ALONG THE CENTERLINE OF SAID DUNDEE AVENUE BY THE FOLLOWING FIVE (5) COURSES AND DISTANCES:
THENCE ALONG THE ARC OF CURVE CONCAVE TO THE WEST AND BEING NON-TANGENT TO THE AFORESAID LINE A DISTANCE OF 263.48 FEET, SAID
CURVE HAS A RADIUS OF 250.00 FEET, A DELTA ANGLE OF 60°23'06", AND IS SUBTENDED BY A CHORD BEARING SOUTH 18°19'39" WEST A DISTANCE
OF 251.45 FEET;

THENCE SOUTH 48°31'12" WEST A DISTANCE OF 140.29 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST A DISTANCE OF 129.88 FEET, SAID CURVE HAS A RADIUS OF 250.00 FEET, A

DELTA ANGLE OF 29°45'55" AND IS SUBTENDED BY A CHORD BEARING SOUTH 33°38'15" WEST A DISTANCE OF 128.42 FEET;
THENCE SOUTH 18°45'17" WEST A DISTANCE OF 567.66 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO NORTHWEST A DISTANCE OF 181.64 FEET, SAID CURVE HAS A RADIUS OF 1000.00 FEET, A DELTA
ANGLE OF 10°24'26", AND IS SUBTENDED BY A CHORD BEARING SOUTH 23°57'30" WEST A DISTANCE OF 181.39 FEET TO THE CENTERLINE OF EIGHTH
(8TH) STREET PER SAID TOINTON ACADEMY SUBDIVISION FINAL PLAT;

THENCE ALONG THE CENTERLINE OF SAID 8TH STREET BY THE FOLLOWING FIVE (5) COURSES AND DISTANCES:
THENCE SOUTH 61°21'58" EAST NON-TANGENT FROM THE AFORESAID CURVE A DISTANCE OF 460.53 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE NORTH A DISTANCE OF 478.92 FEET, SAID CURVE HAS A RADIUS OF 1000.00 FEET, A DELTA
ANGLE OF 27°26'25", AND IS SUBTENDED BY A CHORD BEARING SOUTH 75°05'10" EAST A DISTANCE OF 474.36 FEET;
THENCE SOUTH 88°48'23" EAST A DISTANCE OF 207.68 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTH A DISTANCE OF 70.08 FEET, SAID CURVE HAS A RADIUS OF 1000.00 FEET, A DELTA
ANGLE OF 04°00'56", AND IS SUBTENDED BY A CHORD BEARING SOUTH 86°47'55" EAST A DISTANCE OF 70.07 FEET;
THENCE SOUTH 84°47'27" EAST A DISTANCE OF 248.25 FEET TO THE CENTERLINE OF SEVENTY-FIRST (71ST) AVENUE PER CORRECTED STREET AND
EASEMENT DEDICATION PLAT OF HEWLETT-PACKARD PROPERTY RECORDED MARCH 2, 1983 AT RECEPTION NO. 1919075, WITHIN THE RECORDS OF
THE WELD COUNTY CLERK AND RECORDER;
THENCE SOUTH 05°12'34" WEST ALONG A LINE THAT IS PARALLEL WITH AND TEN (10) FEET EAST AS MEASURED AT A RIGHT ANGLE TO THE EAST LINE
OF THE SE1/4 OF SECTION 5 A DISTANCE OF 885.08 FEET TO THE SOUTH LINE OF THE SW1/4 OF SECTION 4;
THENCE NORTH 89°55'12" WEST ALONG THE SOUTH LINE OF SAID SW1/4 A DISTANCE OF 10.04 FEET TO THE POINT OF BEGINNING;

SAID DESCRIBED AREA OF LAND CONTAINS 42.53 ACRES (+/-1,852,661 SQ.FT.) AND IS SUBJECT TO ANY RIGHTS-OF-WAY OR OTHER EASEMENTS OF
RECORD AS NOW EXISTING ON SAID DESCRIBED AREA OF LAND.

PLANNING COMMISSION SUMMARY

ITEM: Rezone 42.53 acres from an R-L (Residential Low Density) and R-H (Residential High Density) Zoning District to a PUD (Planned Unit Development)

FILE NUMBER: PUD2024-0002

PROJECT: Boomerang PUD

LOCATION: Northwest corner of the intersection of 71st Avenue and 10th Street/HW 34

APPLICANT: Ryan McBreen on behalf of Hartboom, LLC

CASE PLANNER: Jeffrey Woeber, Planner III

PLANNING COMMISSION HEARING DATE: November 12, 2024

PLANNING COMMISSION FUNCTION:
The Planning Commission shall consider the staff report, along with testimony and comments made by the applicant and the public and shall then make a recommendation to the City Council regarding the application in the form of a finding based on the review criteria in Section 24-205(c) and 24-204(b) of the Development Code.

EXECUTIVE SUMMARY

The City of Greeley is considering an application for a Planned Unit Development (PUD) with two Planning areas. One of the two Planning Areas allows residential uses, and the other allows mixed use commercial and residential. The property is approximately 42.53 acres and is located at the northwest corner of the intersection of 71st Avenue and 10th Street/Highway 34 Business.

A. REQUEST

The applicant proposes to establish Planned Unit Development (PUD) zoning on approximately 42.53 acres currently zoned R-L (Residential Low Density) and R-H (Residential High Density). There is a small drainage/pond area at the northern-most area of the property that is zoned C-D (Conservation District) which would not be developed and not included in the PUD. The Boomerang PUD includes two planning areas.

Planning Area A is 25.2 acres and would allow residential uses including single-family dwellings, duplexes and small apartments above garages. The density would be limited to 15 dwelling units per acre. Planning Area A is proposed as a "for-rent" development where single-family and duplex residences will not be on separate, platted lots but on one lot under common ownership.

Planning Area B is 17.3 acres, and would allow relatively higher density residential development, as well as commercial/non-residential uses permitted in the *Greeley Development Code's* C-H Commercial Zoning District. Density for Planning Area B is up to 25 units per acre.

Staff notes the density limitations within the PUD are considerably less than that allowed under R-H zoning, which may be as high as 45 dwelling units per acre. Maximum building height in both Boomerang PUD Planning Areas is 35 feet, where R-H zoning is up to 60 feet.

The applicant's narrative states there will be "common lots and tracts" within the PUD (with the residential rentals not on individually platted lots under individual ownership). Residential and commercial development as applicable will require Site Plan Review processes. These will involve landscaping plans, outdoor lighting plans and shall be consistent with architectural and other specific residential and nonresidential development standards as required by the *Greeley Development Code.*

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning

North: R-H, C-D (Residential High Density, Conservation District)
South: R-H and R-E (Residential High Density and Residential Estate)
East: R-H and R-L (Residential High Density and Residential Low Density)
West: R-H (Residential High Density)

Abutting Land Uses

North: Golf Course, Residential
South: Golf Course, 10th Street, Residential
East: Tointon Academy School, Commercial
West: Golf Course

Site Characteristics:

The subject property is currently undeveloped and is 42.53 acres in size. It is relatively flat, with a manmade detention pond located along the northern boundary of the parcel.

D. BACKGROUND

The subject property is described as Lot 4, Tointon Academy Subdivision. The plat for Tointon Academy is recorded in the records of the Weld County Clerk and Recorded at Reception No. 4790585, on 01/03/2022. The school to the east was constructed in 2021, and the golf course bordering the site to the west, north and south was established in 1991. Lot 4 was within property involved in a land swap/IGA between the City of Greeley and Greeley-Evans School District 6 in 2021. The School District then sold Lot 4, which was acquired by the current owner/applicant in late 2023.

E. APPROVAL CRITERIA

Rezoning Review Criteria, Section 24-204(b):

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

Staff Comment: The subject area is categorized as "Mixed Use" on the Land Use Guidance Map in the *Imagine Greeley Comprehensive Plan*. A "Neighborhood Center" is identified for the intersection of 10th Street at 71st Avenue, with Planning Area B being at the northwest corner of this intersection.

Mixed Use, according to the Plan, includes "…higher density housing types such as duplexes, townhomes/row homes, and smaller scale apartment buildings, as well as accessory dwelling units are encouraged to provide a range of housing options." The Plan recommends commercial, retail and service uses in the Mixed Use areas.

A Neighborhood Center "offers opportunities for smaller scale commercial nodes that serve the surrounding neighborhood. They support a range of commercial, retail and service uses…"

Additionally, the following comprehensive plan goals support the subject application:

Goal ED-3: Attract and maintain employed, skilled, and adaptable workforce.
The Boomerang development would establish rental housing other than a high-density apartment scenario, adding housing options attractive to Greeley's existing and future workforce.

Goal GC-2: Promote a balanced mix and distribution of land uses.
The two proposed planning areas promote a mixture of various residential and potential commercial uses. One primary benefit of a PUD is the ability to allow a balanced mix and distribution of uses.

Goal HO-1: Improve access to housing for all income levels, ages, and physical abilities and Goal HO:2 Encourage a broad diversity of housing options
The residential development within the Boomerang PUD would provide options that are not widely available in Greeley at this time, with single-family and duplex rentals, as well as small apartments available over garages all in a centralized setting. This will provide a diversity of options, with access by various income levels, ages and physical abilities.

Staff finds the proposed PUD is in accordance with the goals and objectives of the Comprehensive Plan, and the PUD does not conflict with that or other Plans or policies adopted by the City.

2. **The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.**
   Staff Comment: The intent of the Planned Unit Development is to provide a mixed use and suburban neighborhood that is compatible with the area. The proposal is consistent with other planned development in the vicinity.

   The request complies with this criterion.

3. **Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area.**
   Staff Comment: It is in the public interest to provide the uses that would be possible through the Boomerang PUD. This general area of Greeley has changed and developed significantly in recent years and the PUD will provide flexible and attractive options.

   The request complies with this criterion.

4. **Whether the existing zoning has been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity.**
   Staff Comment: The site has been zoned R-H and R-L, and was recently considered for residential development under that zoning as is now being proposed. The *Greeley Development Code* did not provide zoning standards under regular non-PUD zoning to provide for the single-lot for-rent project. The PUD is seen by Planning staff as the best option to allow the development to move forward.

   The request complies with this criterion.

5. **The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces, and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.**
   Staff Comment: The proposal would enable development compatible with character of the area. The conceptual plans in the PUD show streets, buildings, etc. are consistent with development in this area of the City. Comments by Greeley Parks indicate "cash in lieu" of a park within the PUD is appropriate for this project as it is within the service area of future, planned neighborhood parks.

The request complies with this criterion.

6. **The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.**
   Staff Comment: Services and facilities are available for anticipated uses. Staff has worked closely with City and other utilities, Public Works, the Greeley Fire Department and other agencies to ensure availability of services and facilities.

   The request complies with this criterion.

7. **The change will serve a community need, provide an amenity, or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.**
   Staff Comment: Development of this site will help fulfill a need for rental housing, as well as mixed use development that is not feasible under the existing zoning. The PUD zoning is more appropriate for serving the community than the current zoning.

   The request complies with this criterion.

8. **Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.**
   Staff Comment: Planning staff and review agencies have worked to minimize impacts from the proposed development, with access, traffic and drainage being considered. There will be fencing and buffering adjacent to the golf course to the west. These impacts have been considered at the PUD review stage, and staff notes a Site Plan Review will be required where specific landscaping and exterior lighting plans and architectural standards will be reviewed for compliance the Greeley Development Code standards.

   The request complies with this criterion.

9. **The recommendations of professional staff or advisory review bodies.**
   Staff Comment: Planning staff and the Administrative Review Team recommend approval.
   The request complies with this criterion.

Planned Unit Development Review Criteria, Section 24-205(c):

1. **The plan reflects greater consistency with or more specificity in implementing the Comprehensive Plan than what could be accomplished under application of general zoning districts and development standards.**

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

   The request complies with this criterion.

2. **The benefits from any flexibility in the proposed plan:**
   (1) promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;
   (2) involves innovative concepts that were not anticipated by the development code; or
   (3) apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards.

   Staff comment: The proposed PUD plan provides flexibility that will not have potential negative impact on the community's health, safety and welfare. The residential for-rent concept is fairly innovative and unique in Greeley, and it appears likely this type of rental development will become more prevalent in the future. The PUD does have a design that is both innovative and fits with the purpose of the existing residential zoning districts. The PUD proposes at least four residential building types and will include single-family cottages (some with detached garages and some with an Accessory Dwelling Unit (ADU) above the garage, as well as paired home/duplexes.

   The request complies with this criterion.

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

   Staff comment: The request is consistent sound planning principles and is consistent with applicable goals and objectives of the Comprehensive Plan.

   The request complies with this criterion.

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

   Staff comment: The request complies with Section 24-204, Review Criteria for Rezoning as detailed above.

   The request complies with this criterion.

F. PHYSICAL SITE CHARACTERISTICS

1. SUBDIVISION HISTORY

The subject property is described as Lot 4, Tointon Academy Subdivision. The plat for Tointon Academy is recorded in the records of the Weld County Clerk and Recorded at Reception No. 4790585, on 01/03/2022.

2. HAZARDS

According to the City's GIS the subject property is not within or near any FEMA Flood Zones, nor is it within an "Ecologically Sensitive Area" according to the City's maps. Topography is fairly flat, with no apparent hazardous slope areas.

3. WILDLIFE

The applicant provided a required Biologist's Report, which does have some recommendations for the subject property regarding the pond to the north of the site, raptor nesting season, and tree removal during nesting the season. These recommendations have been applied to the PUD (see page 1 of PUD Plan Set, attached).

4. FLOODPLAIN

None of the subject property is within any designated FEMA floodplain.

5. DRAINAGE AND EROSION

The existing drainage patterns are expected to continue to follow the existing lay of the land. Conceptual stormwater facilities were considered in review of the PUD. Drainage and erosion control will be examined in greater detail through any future land use requests including required Subdivision and Site Plan Review processes.

6. TRANSPORTATION

The subject site would be accessed via 71st Avenue into 8th Street, which intersects with Dundee Avenue that then extends north to 4th Street. Access and traffic have been considered and reviewed by the City's Public Works and EDR Departments. Plans for any required access improvements will require review and approval with a future Site Plan Review, with improvements to be implemented with development of the PUD property.

G. SERVICES

1. **WATER**
   Water mains exist in proximity to the site (in 8th Street and Dundee Avenue). The applicant is responsible to install necessary extensions to serve development on the site.

2. **SANITATION**
   Water mains exist in proximity to the site (in 8th Street and Dundee Avenue). The applicant is responsible to install necessary extensions to serve development on the site.

3. **EMERGENCY SERVICES**
   The site is served by the Greeley Fire and Police Department. Fire Station #7 being on 10th Street approximately 0.4 mile east of the subject site.

4. **PARKS AND OPEN SPACES**
   Comments by Greeley Parks indicate "cash in lieu" is appropriate for this project as it Is within the service area of future, planned neighborhood parks. Minimum open space for each of the two Planning Areas is 30 percent.

5. **SCHOOLS**
   The subject site is within the Greeley Evans School District 6 (D6). The Tointon Academy is located adjacent to the PUD site to the east, with the West Ridge Academy Charter School east of that, across 71st Avenue. Frontier Academy High School is approximately ¾ mile southeast of the PUD site. Land dedication or cash-in-lieu for schools would be required with future residential development on the site per D6 standards and formulas.

6. **METROPOLITAN DISTRICT**
   N/A

H. NEIGHBORHOOD IMPACTS

1. **VISUAL**
   No significant negative visual impacts are anticipated as a result of development associated with the PUD. Development of the site must comply with perimeter landscaping and architectural standards.

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

I. PUBLIC NOTICE AND COMMENT

Notices were mailed on October 11, 2024, to 74 surrounding property owners and residents located within 1000 feet of the subjects property boundary. One sign was posted on the site per the Development Code noticing requirements. A notice was posted to the City of Greeley website per the Development Code noticing requirements. A neighborhood meeting was held at the West Ridge Academy School on September 26, 2024, with no attendees from the public. Staff has received no inquiries at this writing and is aware of no opposition.

J. MINERAL ESTATE OWNER NOTIFICATION

Staff has determined the statutory requirement for mineral notices does not apply if no additional lots are being created, which is the case with this PUD. Subdivision and/or Site Plan Review processes will require such notice as applicable.

K. PLANNING COMMISSION RECOMMENDED MOTIONS

Recommended (Approval)

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council approval.

Alternative (Denial)

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is not in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council denial.

ATTACHMENTS

Attachment A – Vicinity Map
Attachment B – Zoning Map
Attachment C – Project Narrative
Attachment D – PUD Plan Set
Attachment E – Neighborhood Notification Boundary Map

Vicinity Map, PUD2024-0002 Boomerang PUD
City of Greeley Planning Commission November 12, 2024

City of Greeley Colorado

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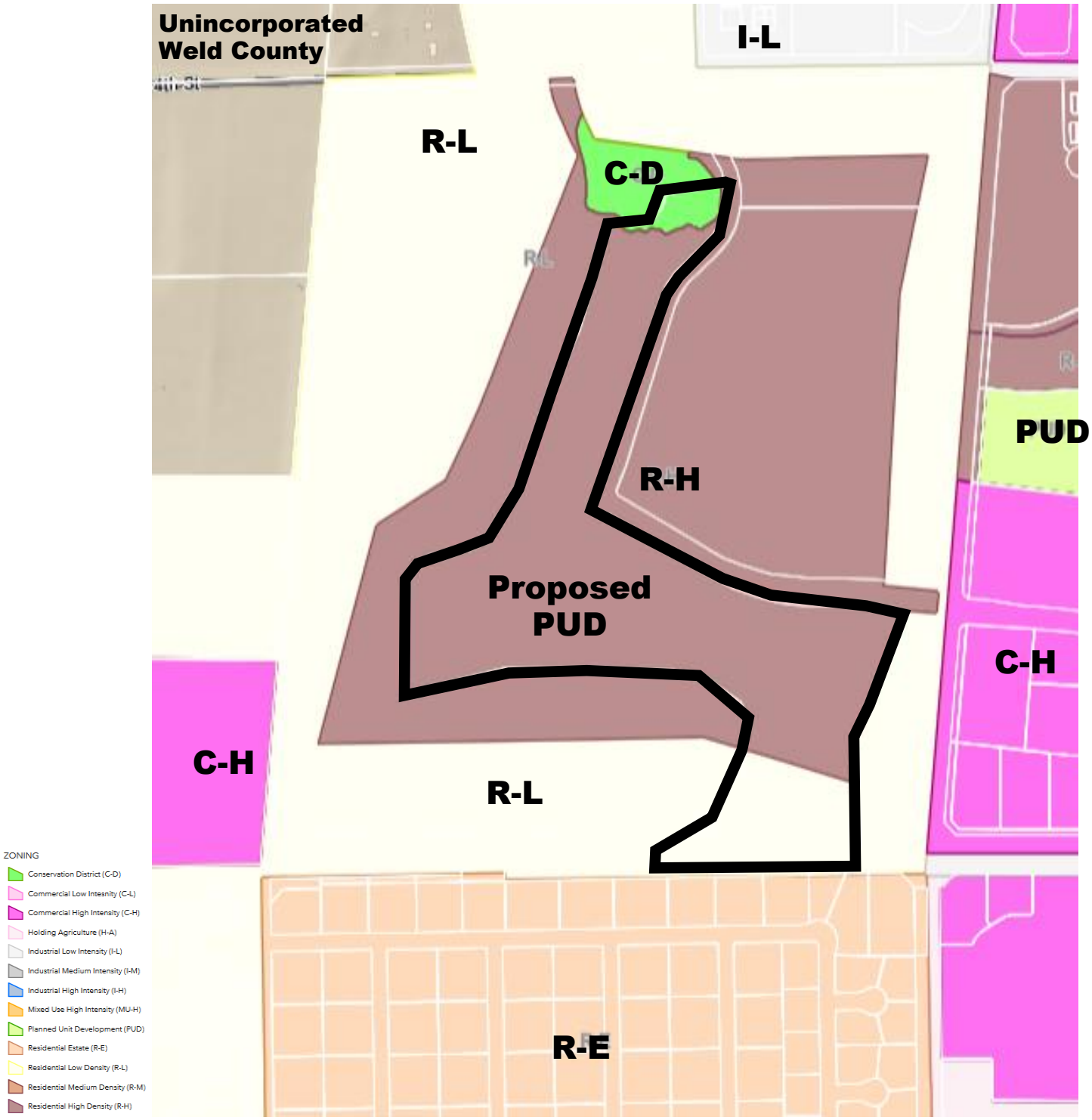
Zoning Map, PUD2024-0002 Boomerang PUD
City of Greeley Planning Commission November 12, 2024



(Not to Scale)

NORRIS DESIGN
PEOPLE + PLACEMAKING
244 North College Avenue #165
Fort Collins, Colorado 80524
970.409.3414

October 21, 2024

Mr. Jeff Woeber
City of Greeley– Planning & Zoning
1100 10th Street - 2nd Floor
Greeley, CO 80631

Re: Boomerang PUD
Planned Unit Development - Letter of Intent

Dear Mr. Woeber:

On behalf of the applicant, Hartboom, LLC, Norris Design is pleased to provide the following materials for a planned unit development within the City of Greeley. Please find enclosed the required application materials for a Planned Unit Development submittal, as required by the City of Greeley. The proposed development is generally located to the northwest of the corner of 71st Avenue and 10th Street, adjacent to Tointon Academy and Boomerang Trails Golf Course. This application has been prepared by and for the following parties:

Applicant
Hartboom, LLC
4801 Goodman Rd
Timnath, Colorado
dderbes@hartfordco.com
Contact: Dave Derbes

Planner / Landscape Architect
Norris Design
244 North College Ave. #165
Fort Collins, Colorado 80524
rmcbreen@norris-design.com
Contact: Ryan McBreen

Civil Engineer
United Civil
19 Old Town Square #238
Fort Collins, CO 80524
kbrazelton@unitedcivilTED.com
Contact: Kevin Brazelton

Architect
DTJ Design
3101 Iris Ave Ste. 130
Boulder, CO 80301
olopez@dtjdesign.com
Contact: Omar Lopez

In addition to this Letter of Intent, the following items, as confirmed with Staff, are included in this Planned Unit Development submittal package:

- Development Application
- Letter of Authorization from Property Owner
- Title Commitment
- PUD Plan Set
- Drainage Report
- Traffic Impact Study
- Hydraulic Analysis
- Biological Report

Introduction

This Boomerang PUD is an exciting and innovative mixed-use development proposed in the City of Greeley. Hartford Homes and its selected development team are intimately aware of the housing needs in northern

Colorado and have identified this site as an ideal location for mixed-use, mixed-density infill development. This PUD seeks to create two distinct planning areas;

- Planning Area A – Proposed is a single-family for-rent community to include a mix of single-family cottages, duplexes, and small apartments above garages all located within several common lots and tracts. These new homes are supported by a centrally located pool and clubhouse and other amenities strategically located throughout. Parking is provided by a mix of surface and garage parking options. A conceptual layout is depicted within the PUD documents presented as part of this application. Most of the proposed standards drafted as part of this PUD relate to this proposed use and the unique development challenges it proposes.
- Planning Area B – This PUD Master Plan proposes establishing the zoning for this planning area that permits commercial/non-residential uses consistent with the C-H zone designation, while also permitting limited residential uses that can include additional single-family for rent product, such as what is proposed on Planning Area A, as well as multi-family residential at up to 25 du/ac.

The property is currently zoned with a mixed of Residential Low (R-L), Residential High (R-H), and a small area of Conservation District (C-D). The areas denoted as R-L and R-H are being rezoned to PUD, with the small area of C-D remaining unchanged with no development planned.

The development of these distinct planning areas will allow for concurrent and future mixed-use development that addresses the needs of the community, objectives of the comprehensive plan, and the existing environment near the site, both natural and built.

Planned Unit Development Review Criteria

As addressed below, the Applicant believes this proposed Planned Unit Development meets the applicable Planned Unit Development Review Criteria found in *Section 24-205 – Planned Unit Development* of the City of Greeley Development Code.

Review Criteria.

1. *Generally.* Review, recommendations, and decisions for new PUDs shall be based on the following criteria:

    a) The plan reflects greater consistency with or more specificity in implementing the Comprehensive Plan than what could be accomplished under application of general zoning districts and development standards.

    Response: This planned unit development meets the long-range planning goals established in the Comprehensive Plan and provides additional specificity to the development code guidelines for a project of this type. This planned unit development proposes a residential development that is not considered in the development code, but one that is not expressly prohibited; this PUD seeks to create a planning approach to permit new housing solutions in the City of Greeley. This planned unit development will address the following objectives stated in the Imagine Greeley Comprehensive Plan:

    - *Objective GC-1.2 Form of Growth - Encourage a compact urban form over sprawl or leap-frog development.*

      Response: This project proposes a mixture of medium to high density residential uses which promote a compact urban form on this infill site. The utilization of an infill site with existing infrastructure and resources helps to combat sprawl.

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

  Response: The project proposes a variety of medium to high-density residential units, including a single-family for-rent product, which addresses the acute need for missing middle housing.

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

  Response: Safe, attractive new construction is proposed which addresses the scarcity of rental housing in Greeley, while also offering renters the ability to choose from several different types of residential living.

b) The benefits from any flexibility in the proposed plan:

1) Promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;

2) Involves innovative concepts that were not anticipated by the Development Code; or

3) Apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards.

Response: The planning approach and housing solutions addressed through this planned unit development involve innovative residential housing concepts and involve a uniquely shaped and positioned parcel of land, ripe for in-fill development. The contents of this planned unit development will further address the concept, the approach, the design, and how this project will further benefit the welfare of the community per 1), above. A mix of densities, and housing types, provide an innovative approach to in-fill housing in this market. Currently, prospective renters in the City of Greeley are constrained to a market of aging housing or more traditional garden-level multi-family, with limited selection regarding density, housing type, and price point. The planned unit development seeks to make change by facilitating the construction of a diversity of housing resources, including missing middle housing, with a design approach that addresses the challenges of this uniquely shaped and positioned piece of property. This PUD will plan for single-family for rent, multi-family, and commercial use in proximity to each other. The applicant team understands that such a unique planning approach requires creative thinking, and collaboration with staff as the proposed development does not fit neatly into the zoning and development regulations as currently written. This planned unit development application will be pursued to address the unique planning constraints and create opportunities on the site.

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

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Fort Collins, Colorado 80524
970.409.3414

Response: The Comprehensive Plan identifies this area as a mixed-use neighborhood. Mixed Use Neighborhoods are defined by a mixture of uses including residential uses between 4 and 20 du/acre with "higher-density housing types such as duplexes, townhomes/row homes, and smaller-scale apartment buildings, as well as accessory dwelling units" encouraged (Imagine Greeley, page 102). Small-scale commercial, retail, and service uses are encouraged in this area, with amenities such as schools, parks, and religious institutions encouraged as well. Public recreation amenities border the property to the north and west, with the newly constructed Tointon Academy located to the northeast. This planned unit development will align with the use cases outlined in the Mixed Neighborhood Comprehensive Plan area.

d) The plan meets all of the review criteria for zoning map amendments in section 24-204. Review Criteria (Section 24-204 b. 1.):

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.

   Response: As described previously within this letter, the development team has read, referenced, and designed with the comprehensive plan and zoning documents for the City of Greeley in mind. A planned unit development has been pursued to establish standards for a design that does not currently exist in the City of Greeley, particularly regarding mixed-use and single-family for-rent typologies.

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

   Response: Per the Development Code, Section 24-401:

   "The R-H district provides multifamily residential living in a moderate-density pattern in suburban neighborhoods or higher-density, and larger-scale projects in strategic locations for walkable and urban neighborhoods. It is located in areas that have transitions between lower-density neighborhoods or more intense nonresidential uses and where a high level of accessibility, public amenity, and support services are immediately available."

   This proposal allows a diversity of residential opportunities, including multi-family in a moderate density pattern in a suburban neighborhood of the City of Greeley. This parcel is characterized by proximity to lower-density neighborhoods, with proximity to arterial roads including 10th Street and 71st Avenue, as well as proximity to non-residential uses including a school (public amenity) across the street, and opportunities for support services and supporting commercial both on-site and in adjacent development areas. Once again, this PUD does not seek to circumvent City standards but rather provide an opportunity to develop a residential use that does not fit cleanly within current City requirements and create a area in Planning Area B that is conducive to development.

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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.

   Response: With the realignment of the Boomerang Golf Course, the development of Tointon Academy, the area has changed and the property, specifically at the corner of 10th and 71st requires rezoning to accommodate the type of development that the City is pursuing in this area. With the type of residential development proposed for Planning Area A, and the need to zone Planning Area B to accommodate further development, the PUD was the correct route to get the type of zoning that meets the goals and objectives laid for this part of the City.

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

   Response: The planned unit development is not being pursued because the development proposal does not conform to the existing zoning, but rather, the development and design standards for the proposed use case do not exist. The proposed PUD proposes standards more conducive to the type of development proposed, while generally consistent with the underlying zoning, minor modifications are required to allow this use unique development type.

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.

   Response: The planned unit development will permit development that complements the existing and future land uses in the vicinity. The proposed planned unit development will not significantly differ from the standards in the existing RH and CH zone districts and will continue to help this property grow in the vision that the City saw for this property.

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.

   Response: Being an infill development, Boomerang is located with the ability for the City and other agencies to provide the necessary services and facilities. Ongoing conversations with Staff and interested agencies have confirmed the ability to serve development in this area.

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.

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Response: The objective of this PUD is to provide a residential type that fits the missing middle category, in such, a certain level of density must be achieved to make the project marketable and attainable for future residents. Additionally, being located at a high visibility corner such as 10th and 71st, a certain level of consistency and flexibility will be required to attract the right users for the future developable areas.

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.

Response: In the applicant's opinion, this PUD is being pursued to achieve more sound planning, design, and engineering practices and does not foresee negative impacts to the surrounding area, quite the opposite shall be achieved. This PUD will allow the development of more attainable, missing middle housing that the City has proclaimed is needed, as well as providing the opportunity for more residential and non-residential development that is consistent with the ongoing growth seen in the 10th Street corridor.

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

Response: This PUD was carefully crafted following extensive discussions with Staff, we believe our objectives are in line with the City's goals and visions for this property and will be bringing a new community that is a net positive for the City of Greeley.

We look forward to collaborating with the City of Greeley on the review and development of this PUD. Feel free to contact me directly 970.409.3414 or at rmcbreen@norris-design.com should you have any comments, questions, or requests for additional information.

Sincerely,
Norris Design

Ryan F. McBreen
Principal

BOOMERANG

PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002

LEGAL DESCRIPTION

AN AREA OF LAND BEING LOT FOUR (4) OF TOINTON ACADEMY SUBDIVISION FINAL PLAT RECORDED JANUARY 3, 2022 AT RECEPTION NO. 4790585, WITHIN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER, TOGETHER WITH PORTIONS OF THE SOUTHEAST QUARTER (SE1/4) OF SECTION FIVE (5) AND THE SOUTHWEST QUARTER (SW1/4) OF SECTION FOUR (4), TOWNSHIP FIVE NORTH (T.5N.), RANGE SIXTY-SIX WEST (R.66W.) OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.), CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 5 AND ASSUMING THE EAST LINE OF THE SE1/4 OF SAID SECTION 5, AS MONUMENTED BY A #6 REBAR WITH A 3.25" ALUMINUM CAP STAMPED LS 22098 AT THE SOUTH END AND BY A #6 REBAR WITH A 3.25" ALUMINUM CAP STAMPED LS 34990 AT THE NORTH END, AS BEARING NORTH 05°12'34" EAST, BEING A GRID BEARING OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983, A DISTANCE OF 2855.63 FEET, WITH ALL OTHER BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO.

THE LINEAL DIMENSIONS AS CONTAINED HEREIN ARE BASED UPON THE "U.S. SURVEY FOOT."

THENCE SOUTH 89°02'42" WEST ALONG THE SOUTH LINE OF THE SE1/4 OF SAID SECTION 5 A DISTANCE OF 920.88 FEET TO THE SOUTHERLY EXTENSION OF THE WESTERLY LINE OF SAID LOT 4;
THENCE ALONG SAID SOUTHERLY EXTENSION AND THE WESTERLY LINE OF SAID LOT 4 BY THE FOLLOWING TWENTY-ONE (21) COURSES AND DISTANCES:
THENCE NORTH 00°57'08" WEST A DISTANCE OF 118.11 FEET;
THENCE NORTH 63°10'35" EAST A DISTANCE OF 183.05 FEET;
THENCE NORTH 11°48'12" EAST A DISTANCE OF 112.46 FEET;
THENCE NORTH 05°32'30" EAST A DISTANCE OF 167.58 FEET;
THENCE NORTH 27°10'44" WEST A DISTANCE OF 66.68 FEET;
THENCE NORTH 58°40'54" WEST A DISTANCE OF 147.53 FEET;
THENCE NORTH 76°05'21" WEST A DISTANCE OF 141.51 FEET;
THENCE NORTH 88°21'26" WEST A DISTANCE OF 539.34 FEET;
THENCE SOUTH 87°34'49" WEST A DISTANCE OF 141.35 FEET;
THENCE SOUTH 76°49'31" WEST A DISTANCE OF 393.77 FEET;
THENCE NORTH 00°00'00" WEST A DISTANCE OF 370.87 FEET A POINT OF CURVATURE (PC);
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST A DISTANCE OF 185.43 FEET, SAID CURVE HAS A RADIUS OF 130.00 FEET, A DELTA ANGLE OF 81°43'28", AND IS SUBTENDED BY A CHORD BEARING NORTH 40°51'44" EAST A DISTANCE OF 170.10 FEET;
THENCE NORTH 81°43'28" EAST A DISTANCE OF 101.84 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST A DISTANCE OF 167.77 FEET, SAID CURVE HAS A RADIUS OF 200.00 FEET, A DELTA ANGLE OF 48°03'46", AND IS SUBTENDED BY A CHORD BEARING NORTH 57°41'35" EAST A DISTANCE OF 162.89 FEET;
THENCE NORTH 33°39'42" EAST A DISTANCE OF 160.63 FEET;
THENCE NORTH 19°49'30" EAST A DISTANCE OF 362.34 FEET;
THENCE NORTH 27°14'10" EAST A DISTANCE OF 270.73 FEET;
THENCE NORTH 16°56'18" EAST A DISTANCE OF 392.44 FEET;
THENCE NORTH 84°26'18" EAST A DISTANCE OF 137.88 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST A DISTANCE OF 117.73 FEET, SAID CURVE HAS A RADIUS OF 100.00 FEET, A DELTA ANGLE OF 67°27'15", AND IS SUBTENDED BY A CHORD BEARING NORTH 50°42'40" EAST A DISTANCE OF 111.05 FEET;
THENCE NORTH 16°59'04" EAST A DISTANCE OF 30.09 FEET;
THENCE NORTH 81°10'52" EAST ALONG THE NORTHERLY LINE OF SAID LOT 4 AND ALONG THE EASTERLY EXTENSION THEREOF A DISTANCE OF 263.50 FEET TO A POINT ON A CURVE (POC) AND TO THE CENTERLINE OF DUNDEE AVENUE PER SAID TOINTON ACADEMY SUBDIVISION FINAL PLAT;
THENCE ALONG THE CENTERLINE OF SAID DUNDEE AVENUE BY THE FOLLOWING FIVE (5) COURSES AND DISTANCES:
THENCE ALONG THE ARC OF CURVE CONCAVE TO THE WEST AND BEING NON-TANGENT TO THE AFORESAID LINE A DISTANCE OF 263.48 FEET, SAID CURVE HAS A RADIUS OF 250.00 FEET, A DELTA ANGLE OF 60°23'06", AND IS SUBTENDED BY A CHORD BEARING SOUTH 18°19'39" WEST A DISTANCE OF 251.45 FEET;
THENCE SOUTH 48°31'12" WEST A DISTANCE OF 140.29 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST A DISTANCE OF 129.88 FEET, SAID CURVE HAS A RADIUS OF 250.00 FEET, A DELTA ANGLE OF 29°45'55" AND IS SUBTENDED BY A CHORD BEARING SOUTH 33°38'15" WEST A DISTANCE OF 128.42 FEET;
THENCE SOUTH 18°45'17" WEST A DISTANCE OF 567.66 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO NORTHWEST A DISTANCE OF 181.64 FEET, SAID CURVE HAS A RADIUS OF 1000.00 FEET, A DELTA ANGLE OF 10°24'26", AND IS SUBTENDED BY A CHORD BEARING SOUTH 23°57'30" WEST A DISTANCE OF 181.39 FEET TO THE CENTERLINE OF EIGHTH (8TH) STREET PER SAID TOINTON ACADEMY SUBDIVISION FINAL PLAT;
THENCE ALONG THE CENTERLINE OF SAID 8TH STREET BY THE FOLLOWING FIVE (5) COURSES AND DISTANCES:
THENCE SOUTH 61°21'58" EAST NON-TANGENT FROM THE AFORESAID CURVE A DISTANCE OF 460.53 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE NORTH A DISTANCE OF 478.92 FEET, SAID CURVE HAS A RADIUS OF 1000.00 FEET, A DELTA ANGLE OF 27°26'25", AND IS SUBTENDED BY A CHORD BEARING SOUTH 75°05'10" EAST A DISTANCE OF 474.36 FEET;
THENCE SOUTH 88°48'23" EAST A DISTANCE OF 207.68 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTH A DISTANCE OF 70.08 FEET, SAID CURVE HAS A RADIUS OF 1000.00 FEET, A DELTA ANGLE OF 04°00'56", AND IS SUBTENDED BY A CHORD BEARING SOUTH 86°47'55" EAST A DISTANCE OF 70.07 FEET;
THENCE SOUTH 84°47'27" EAST A DISTANCE OF 248.25 FEET TO THE CENTERLINE OF SEVENTY-FIRST (71ST) AVENUE PER CORRECTED STREET AND EASEMENT DEDICATION PLAT OF HEWLETT-PACKARD PROPERTY RECORDED MARCH 2, 1983 AT RECEPTION NO. 1919075, WITHIN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER;
THENCE SOUTH 05°12'34" WEST ALONG A LINE THAT IS PARALLEL WITH AND TEN (10) FEET EAST AS MEASURED AT A RIGHT ANGLE TO THE EAST LINE OF THE SE1/4 OF SECTION 5 A DISTANCE OF 885.08 FEET TO THE SOUTH LINE OF THE SW1/4 OF SECTION 4;
THENCE NORTH 89°55'12" WEST ALONG THE SOUTH LINE OF SAID SW1/4 A DISTANCE OF 10.04 FEET TO THE POINT OF BEGINNING;

SAID DESCRIBED AREA OF LAND CONTAINS 42.53 ACRES (+/-1,852,661 SQ.FT.) AND IS SUBJECT TO ANY RIGHTS-OF-WAY OR OTHER EASEMENTS OF RECORD AS NOW EXISTING ON SAID DESCRIBED AREA OF LAND.

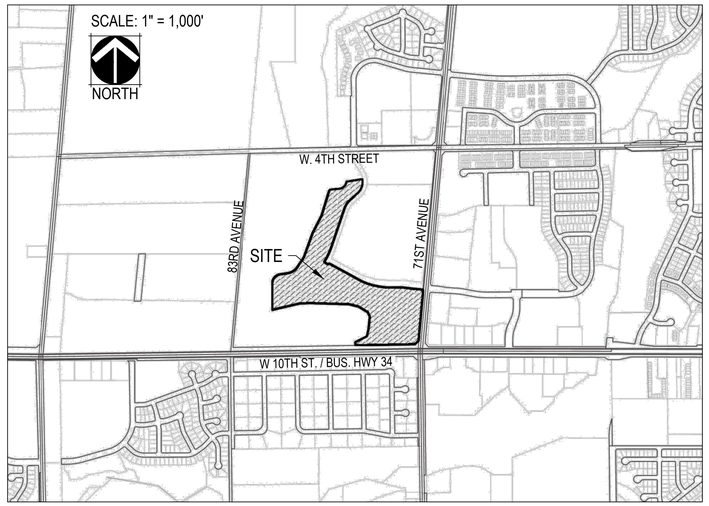
INTENT STATEMENT

THIS BOOMERANG PUD ESTABLISHES THE ZONING FOR A 42.53 ACRE PARCEL LOCATED WITHIN THE CITY OF GREELEY. PROPOSED ARE DEVELOPMENT STANDARDS FOR LOWER DENSITY, MIXED-RESIDENTIAL DEVELOPMENT WITHIN PLANNING AREA 'A', AND THE ESTABLISHMENT OF A MIXED ZONING PERMITTING RESIDENTIAL AND/OR NONRESIDENTIAL DEVELOPMENT WITHIN PLANNING AREA 'B'.

GENERAL NOTES

1. APPROVAL OF SITE CONSTRUCTION PLANS BY THE CITY OF GREELEY SHALL BE REQUIRED (AS APPLICABLE) PRIOR TO ISSUANCE OF BUILDING PERMITS.
2. SIGNAGE SHOWN ON THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. A SEPARATE SIGN PERMIT SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL.
3. ALL EXISTING AND PROPOSED UTILITIES SHALL BE INSTALLED UNDERGROUND.
4. NO BUILDING PERMIT SHALL BE ISSUED FOR THE CONSTRUCTION OF A NEW BUILDING OR STRUCTURE UNLESS THE PROPERTY HAS BEEN PLATTED IN ACCORDANCE WITH THE CITY'S SUBDIVISION REGULATIONS (CHAPTER 3).
5. ALL ELEVATIONS SHOWN ON THESE PLANS ARE TIED TO NAVD 88 DATUM.

VICINITY MAP



ADMINISTRATIVE CHANGES

THE GRAPHIC DRAWINGS AND CONCEPTUAL SITE PLAN LAYOUT DEPICTED WITHIN THIS PUD PLAN ARE INTENDED TO DEPICT GENERAL LOCATIONS AND ILLUSTRATIVE CONCEPTS EXPRESSED IN THE NARRATIVE AND DEVELOPMENT STANDARDS PROVISIONS OF THIS PUD. THEY ARE NOT INTENDED TO BE FINAL NOR DO THEY REPRESENT THE ULTIMATE BUILD OUT OF THIS PROJECT, BUT RATHER THEY ARE INCLUDED TO DEPICT POTENTIAL DESIGN SOLUTIONS THAT MAY EVOLVE WITHIN THE COMMUNITY AS IT DEVELOPS.

IT IS THE GOAL OF THIS PUD TO SERVE AS A GUIDING DOCUMENT FOR THE APPROPRIATE BUILDOUT OF THIS PROJECT. GIVEN THE SCALE OF THIS PROJECT AND THE ASSOCIATED TIMELINE IT WILL TAKE TO DEVELOP, IT IS ESSENTIAL THAT THIS PUD BE APPROVED WITH AN UNDERSTANDING OF INHERENT FLEXIBILITY. IN GRANTING FINAL SITE PLAN AND/OR PLAT APPROVAL, THE CITY OF GREELEY SHALL HAVE FINAL APPROVAL OF VARIATIONS FROM THE PURPOSE OF ESTABLISHING:

- FINAL ROAD ALIGNMENT
- FINAL CONFIGURATION OF LOT AND TRACT SIZES AND SHAPES
- FINAL BUILDING ENVELOPES
- FINAL ACCESS AND PARKING LOCATIONS
- FINAL PARCEL DEFINITIONS
- FINAL DETENTION
- FINAL SIGNAGE / MONUMENTATION DESIGN AND LOCATION
- LANDSCAPING ADJUSTMENTS
- ANY OTHER SIMILAR DESIGN ITEMS ENCOUNTERED THROUGH THE FUTURE DEVELOPMENT OF THIS PROJECT THAT DO NOT CONTRADICT THE INTENT OF THIS PUD

BIOLOGISTS REPORT RECOMMENDATIONS

- SWCA RECOMMENDS THAT BEFORE CONSTRUCTION, DEVELOPER INSTALL BARRIER FENCING ALONG THE LIMITS OF DISTURBANCE AROUND THE POND AND ASSOCIATED WETLAND IN THE NORTHERN PORTION OF THE PROJECT AREA. BARRIER FENCING WILL MINIMIZE THE POTENTIAL FOR SEDIMENTATION FROM PROPOSED CONSTRUCTION ACTIVITIES FROM ENTERING THOSE WATERBODIES.
- IF CONSTRUCTION IS PROPOSED TO TAKE PLACE DURING RAPTOR NESTING SEASON (TYPICALLY FEBRUARY 15 TO JULY 31), SWCA RECOMMENDS A PRECONSTRUCTION NEST SURVEY TO CONFIRM THAT NO NEW RAPTOR NESTS HAVE BECOME ESTABLISHED WITHIN THE PROJECT AREA. IF AN ACTIVE NEST IS IDENTIFIED, THE DEVELOPER SHOULD ADHERE TO CPW'S RECOMMENDED BUFFER ZONES AND SEASONAL STIPULATIONS FOR COLORADO RAPTORS (CPW 2020)
- IF TREES REQUIRE REMOVAL, THEY SHOULD BE CUT OUTSIDE THE SONGBIRD NESTING SEASON (TYPICALLY APRIL 1 TO AUGUST 31) TO AVOID ANY POTENTIAL LOSS OF ACTIVE NESTS WITH YOUNG, WHICH WOULD BE IN VIOLATION OF THE MBTA. IF TREE REMOVAL IS PROPOSED TO START WITHIN THE NESTING SEASON FOR SONGBIRDS, SWCA RECOMMENDS THAT PRECONSTRUCTION CLEARANCE SURVEYS TAKE PLACE NO EARLIER THAN SEVEN DAYS PRIOR TO TREE REMOVAL .
- THIS STUDY ASSUMES THAT ALL DELINEATED AQUATIC RESOURCES WILL BE AVOIDED AND THAT NO USACE SECTION 404 CLEAN WATER ACT PERMITTING IS REQUIRED. AS THE SITE DESIGN PROGRESSES, HARTFORD HOMES SHOULD EVALUATE POTENTIAL IMPACTS TO WATERS OF THE UNITED STATES TO MAINTAIN COMPLILANCE WITH THE CLEAN WATER ACT.

CONSULTANTS

APPLICANT

HARTBOOM, LLC.
4801 GOODMAN STREET
TIMNATH, CO 80534
DAVE DERBES
DDERBES@HARTFORDCO.COM

PLANNER / LANDSCAPE ARCHITECT

NORRIS DESIGN
244 NORTH COLLEGE AVE. #165
FORT COLLINS, CO 80521
RYAN MCBREEN
RMCBREEN@NORRIS-DESIGN.COM

CIVIL ENGINEER

UNITED CIVIL
19 OLD TOWN SQUARE
SUITE 238
FORT COLLINS, CO 80524
KEVIN BRAZELTON
KBRAZELTON@UNITEDCIVIL.COM

ARCHITECT

DTJ DESIGN
3101 IRIS AVENUE
SUITE 130
BOULDER, CO 80301
OMAR LOPEZ
OLOPEZ@DTJDESIGN.COM

CERTIFICATION OF OWNERSHIP

THE UNDERSIGNED AS THE OWNER OR OWNER'S REPRESENTATIVE OF THE LANDS DESCRIBED HEREIN HEREBY AGREE ON BEHALF OF ITSELF, ITS SUCCESSORS AND ASSIGNS TO DEVELOP AND MAINTAIN THE PROPERTY DESCRIBED HEREON IN ACCORDANCE AND COMPLIANCE WITH THIS APPROVED SITE PLAN AND THE CITY OF GREELEY DEVELOPMENT CODE.

FOR HARTBOOM, LLC.

BY: _____
(SIGNATURE)

TITLE: _____ DATE: _____

PLANNED UNIT DEVELOPMENT CERTIFICATION

THIS PLANNED UNIT DEVELOPMENT (PUD) HAS BEEN REVIEWED AND FOUND TO BE COMPLETE AND IN ACCORDANCE WITH THE CITY OF GREELEY DEVELOPMENT CODE REGULATIONS. THIS PLANNED UNIT DEVELOPMENT APPROVAL SHALL BE VALID FOR 3 YEARS FROM THE DATE OF THE APPROVAL BY CITY COUNCIL.

FOR HARTBOOM, LLC.

BY: _____
(SIGNATURE)

TITLE: _____

DATE: _____

ATTEST: _____
SECRETARY / TREASURER

PLANNING COMMISSION

RECOMMENDED BY THE GREELEY PLANNING COMMISSION ON THIS _____ DAY OF _____ , 20 _____ .

CITY COUNCIL APPROVAL

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

COMMUNITY DEVELOPMENT DIRECTOR

DIRECTOR OF COMMUNITY DEVELOPMENT DATE

DEVELOPMENT REVIEW MANAGER

DEVELOPMENT REVIEW MANAGER DATE

SHEET INDEX

1 COVER
2 COMMITMENT MATRIX
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8 MASTER DEVELOPMENT PLAN
9-13 CONCEPTUAL SITE LAYOUT
14-15 DEVELOPMENT STANDARDS

NORRIS DESIGN
PEOPLE + PLACEMAKING
244 NORTH COLLEGE AVENUE
#165
FORT COLLINS, CO 80524
P 970.409.3414
NORRIS-DESIGN.COM

BOOMERANG P.U.D.
8TH STREET & DUNDEE
GREELEY, CO 80634

OWNER:
HARTBOOM, LLC
4801 GOODMAN ST
TIMNATH, CO 80547

DATE:
SUB 01 06-27-2024
SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
COVER

CHECKED BY:
DRAWN BY:

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002

COMMITMENT MATRIX

IMPROVEMENT OR COMMITMENT	PLAN PREPARATION & APPROVAL	CONSTRUCTION TIMING	CONSTRUCTION RESPONSIBILITY	MAINTENANCE RESPONSIBILITY	OWNERSHIP
DETENTION PONDS & RELATED FACILITIES	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT. ADDITIONAL IMPROVEMENTS WITHIN PLANNING AREA B THAT MAY BE REQUIRED FOR PLANNING AREA A SHALL BE CONSTRUCTED WITH PLANNING AREA A, AND VICE VERSA.	PRIVATE DEVELOPER	OWNER	PRIVATE
DRAINAGE CHANNELS	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
INTERNAL COMMUNITY TRAILS	SITE PLAN	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
LANDSCAPE TRACTS	SITE PLAN	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
PUBLIC RIGHT-OF-WAY IMPROVEMENTS	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	CITY OF GREELEY	CITY OF GREELEY
PRIVATE DRIVES, ALLEYS AND SIDEWALKS	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
PRIVATE STORM SEWER FACILITIES	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
UTILITIES - DRY	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	UTILITY PROVIDER	UTILITY PROVIDER
PUBLIC UTILITIES - WET (INCLUDING POTABLE WATER, NON-POTABLE WATER, SANITARY SEWER, ETC.)	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT. ADDITIONAL IMPROVEMENTS WITHIN PLANNING AREA B THAT MAY BE REQUIRED FOR PLANNING AREA A SHALL BE CONSTRUCTED WITH PLANNING AREA A, AND VICE VERSA.	PRIVATE DEVELOPER	CITY OF GREELEY	CITY OF GREELEY
PRIVATE UTILITIES - WET (INCLUDING POTABLE WATER, NON-POTABLE WATER, SANITARY SEWER, ETC.)	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT. ADDITIONAL IMPROVEMENTS WITHIN PLANNING AREA B THAT MAY BE REQUIRED FOR PLANNING AREA A SHALL BE CONSTRUCTED WITH PLANNING AREA A, AND VICE VERSA.	PRIVATE DEVELOPER	OWNER	PRIVATE
FENCE ALONG BOOMERANG GOLF COURSE	SITE PLAN	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
TRAFFIC CALMING 1) TRAFFIC CALMING DEVICES, I.E. SPEED HUMPS AND/OR RAISED CROSSWALKS ALONG DUNDEE BETWEEN 4TH AND 8TH STREET MUST BE DESIGNED IN ACCORDANCE WITH CITY OF GREELEY STANDARDS. 2) "NO PARKING" SIGNAGE WILL BE REQUIRED ON THE SOUTH SIDE OF 8TH STREET (DUNDEE AVENUE TO 71ST AVENUE) AND THE WEST SIDE OF DUNDEE AVENUE (4TH STREET TO 8TH STREET). 3) CROSSWALK MARKINGS SHALL BE INSTALLED AT THE DUNDEE AVENUE / 8TH STREET INTERSECTION WITH STOP BARS.	SITE PLAN	IMPROVEMENTS TO BE INSTALLED AS PART OF INITIAL PHASE OF DEVELOPMENT.	PRIVATE DEVELOPER	CITY OF GREELEY	CITY OF GREELEY

NORRIS DESIGN
PEOPLE + PLACEMAKING
244 NORTH COLLEGE AVENUE
#165
FORT COLLINS, CO 80524
P 970.409.3414
NORRIS-DESIGN.COM

BOOMERANG P.U.D.
8TH STREET & DUNDEE
GREELEY, CO 80634

OWNER:
HARTBOOM, LLC
4801 GOODMAN ST
TIMNATH, CO 80547

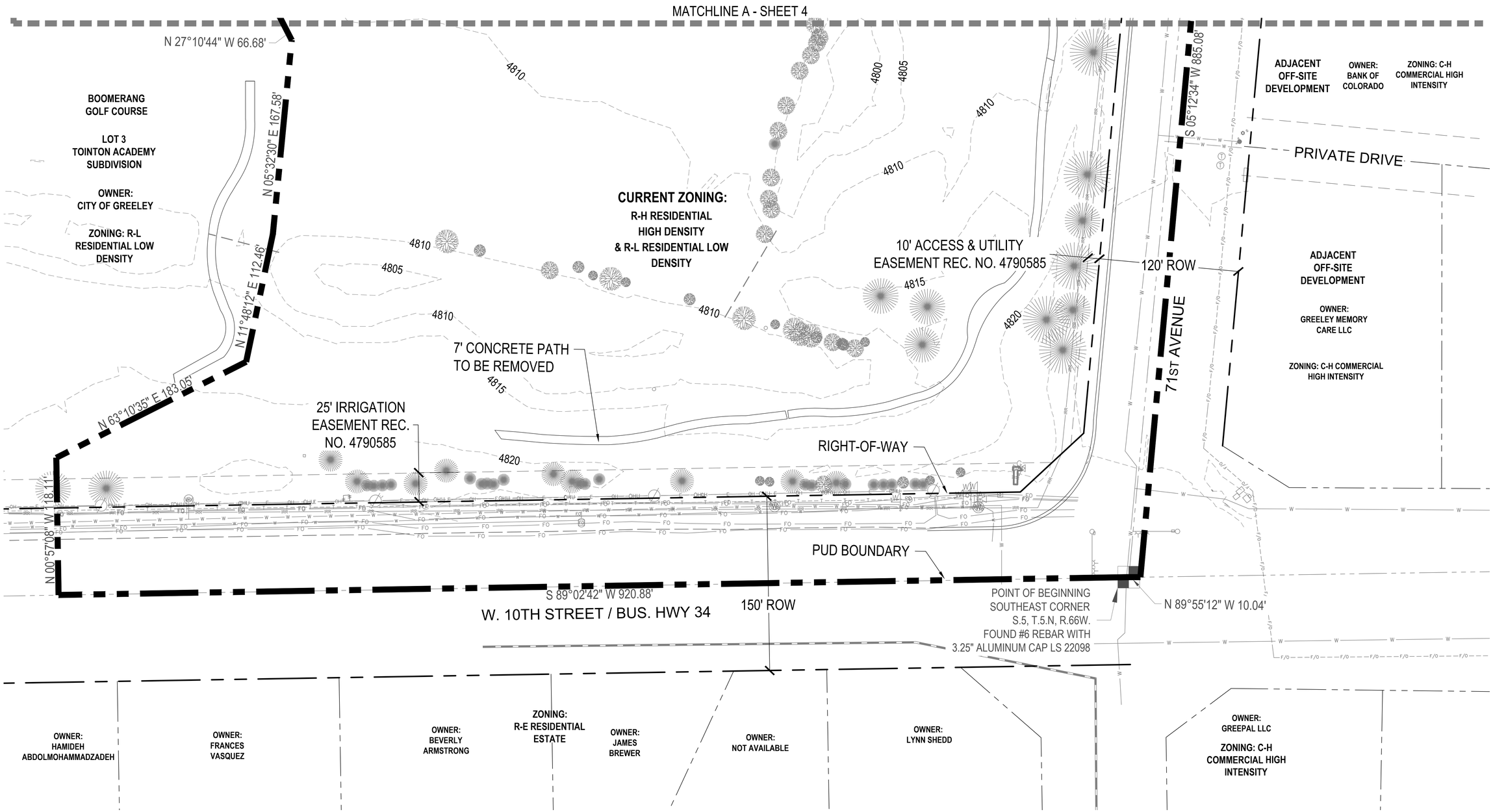
DATE:
SUB 01 06-27-2024
SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
COMMITMENT MATRIX

CHECKED BY:
DRAWN BY:

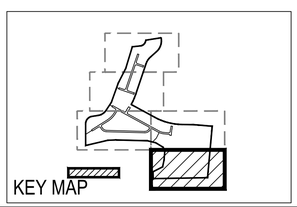
BOOMERANG
PLANNED UNIT DEVELOPMENT

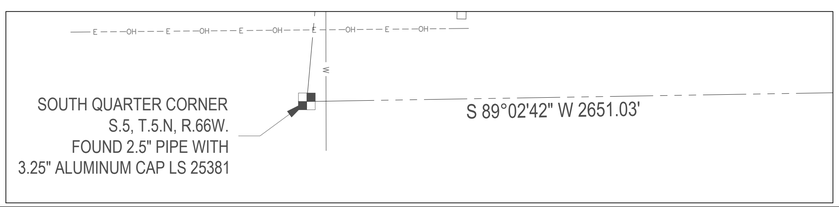
PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002



LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- EASEMENT
- 4810 — 5' CONTOUR
- SECTION LINE
- EXISTING TREE





BOUNDARY CURVE TABLE

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	185.43'	130.00'	81°43'28"	N 40°51'44" E	170.10'
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NORTH

0 20' 40' 80'
SCALE: 1" = 40'

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DRAWN BY:

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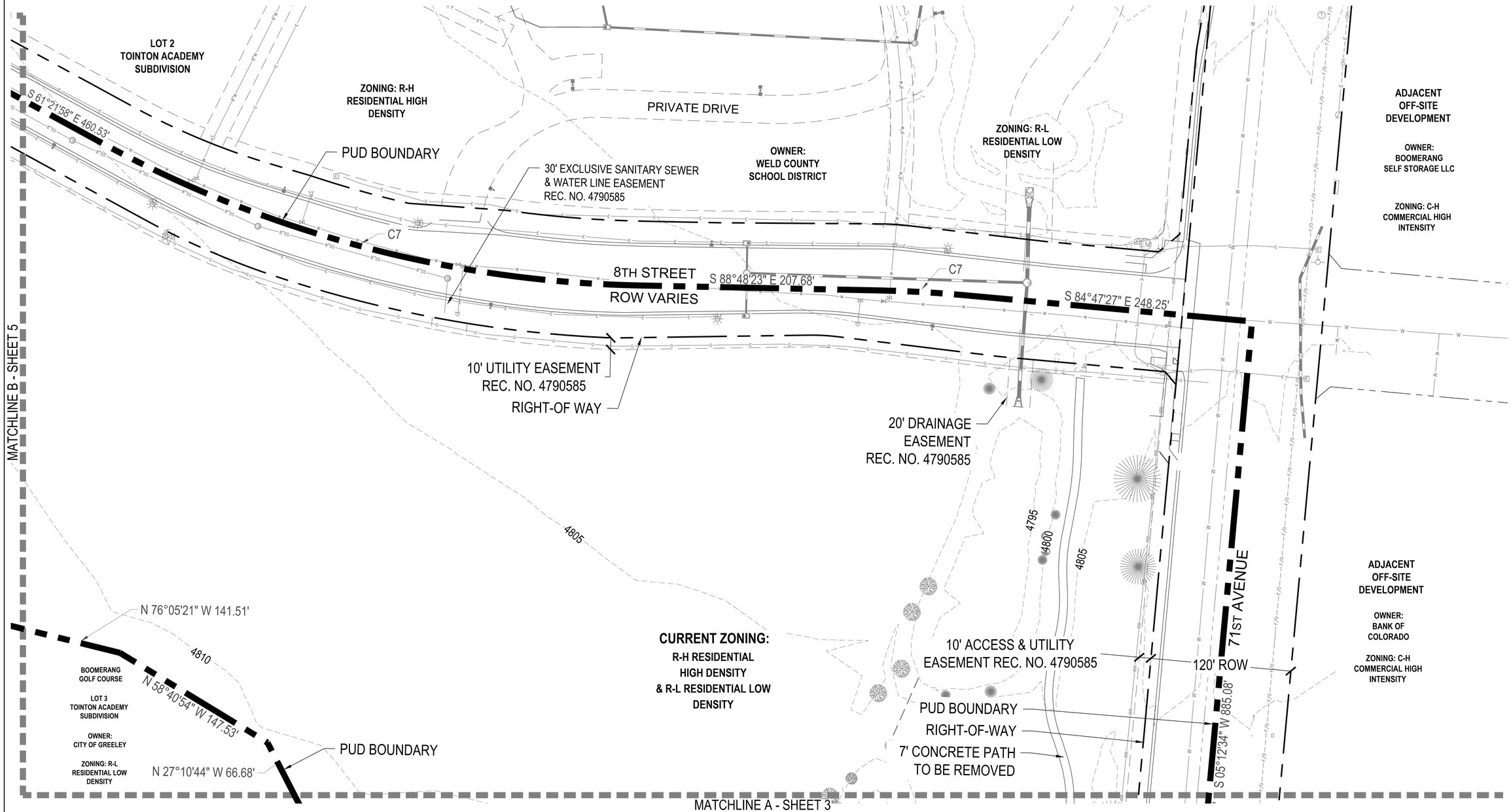
SHEET TITLE:
EXISTING CONDITIONS

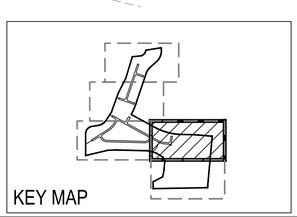
BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002



LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- EASEMENT
- 4810 — 5' CONTOUR
- SECTION LINE
- EXISTING TREE



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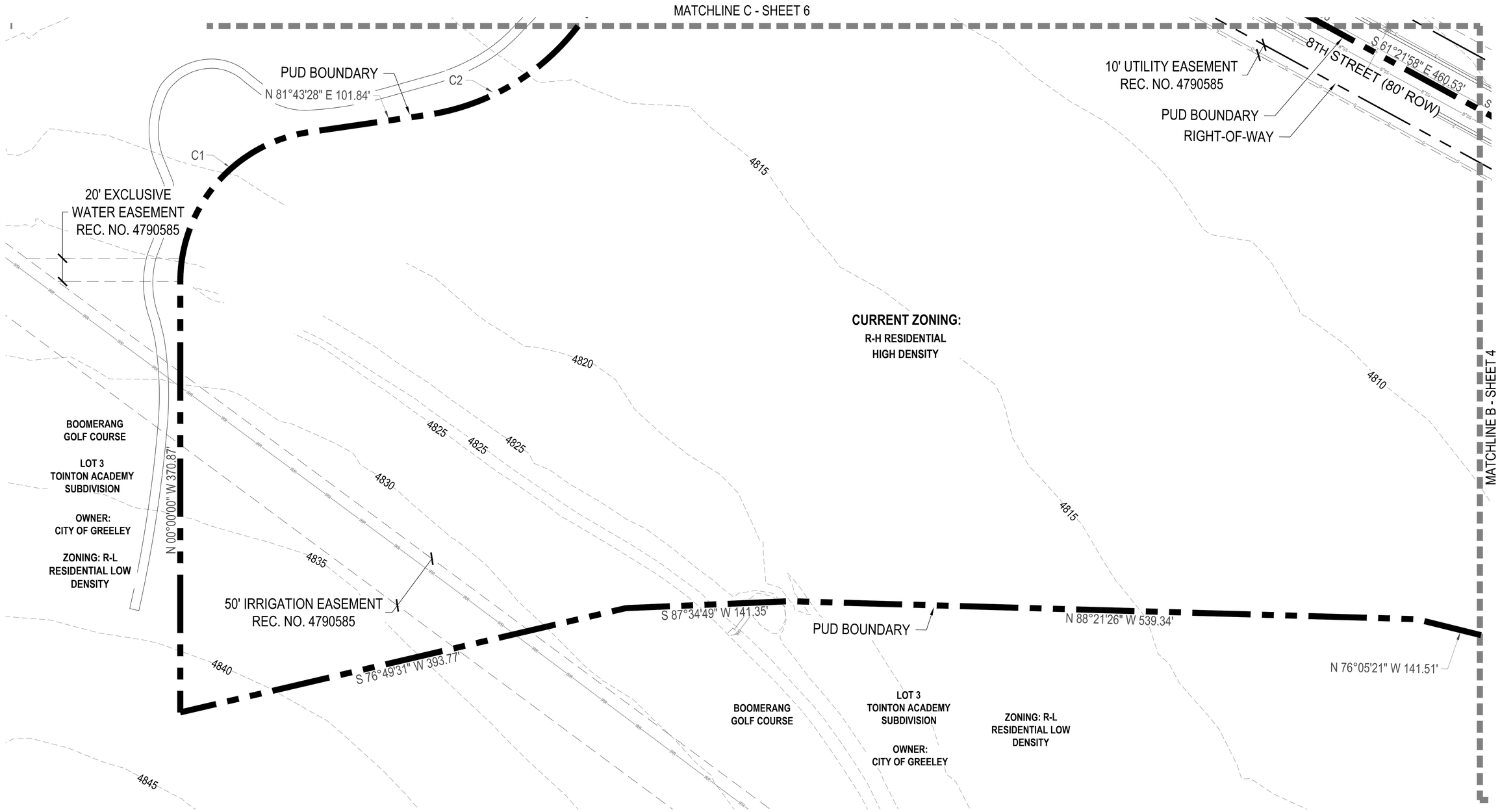
SUB 03 10-09-2024

SHEET TITLE:
EXISTING CONDITIONS

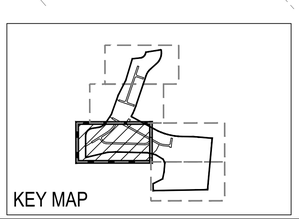
BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002



LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- EASEMENT
- 4810 — 5' CONTOUR
- SECTION LINE
- EXISTING TREE



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DRAWN BY:

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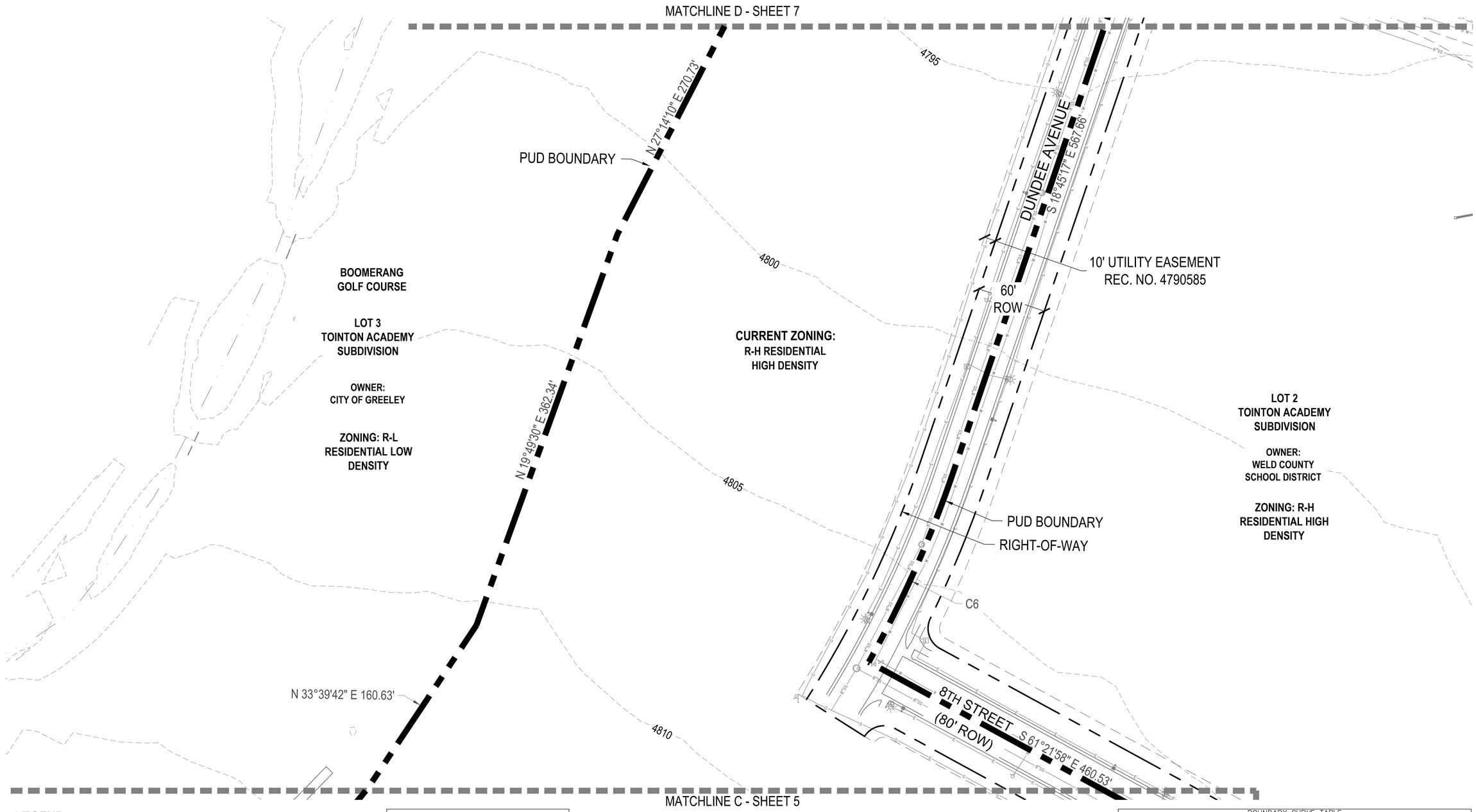
TIMNATH, CO 80547

DATE:
SUB 01 06-27-2024
SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
EXISTING CONDITIONS

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002



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LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- EASEMENT
- 4810 — 5' CONTOUR
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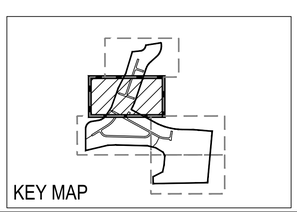

NORTH

0 20' 40' 80'
SCALE: 1" = 40'

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BOOMERANG P.U.D.
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GREELEY, CO 80634

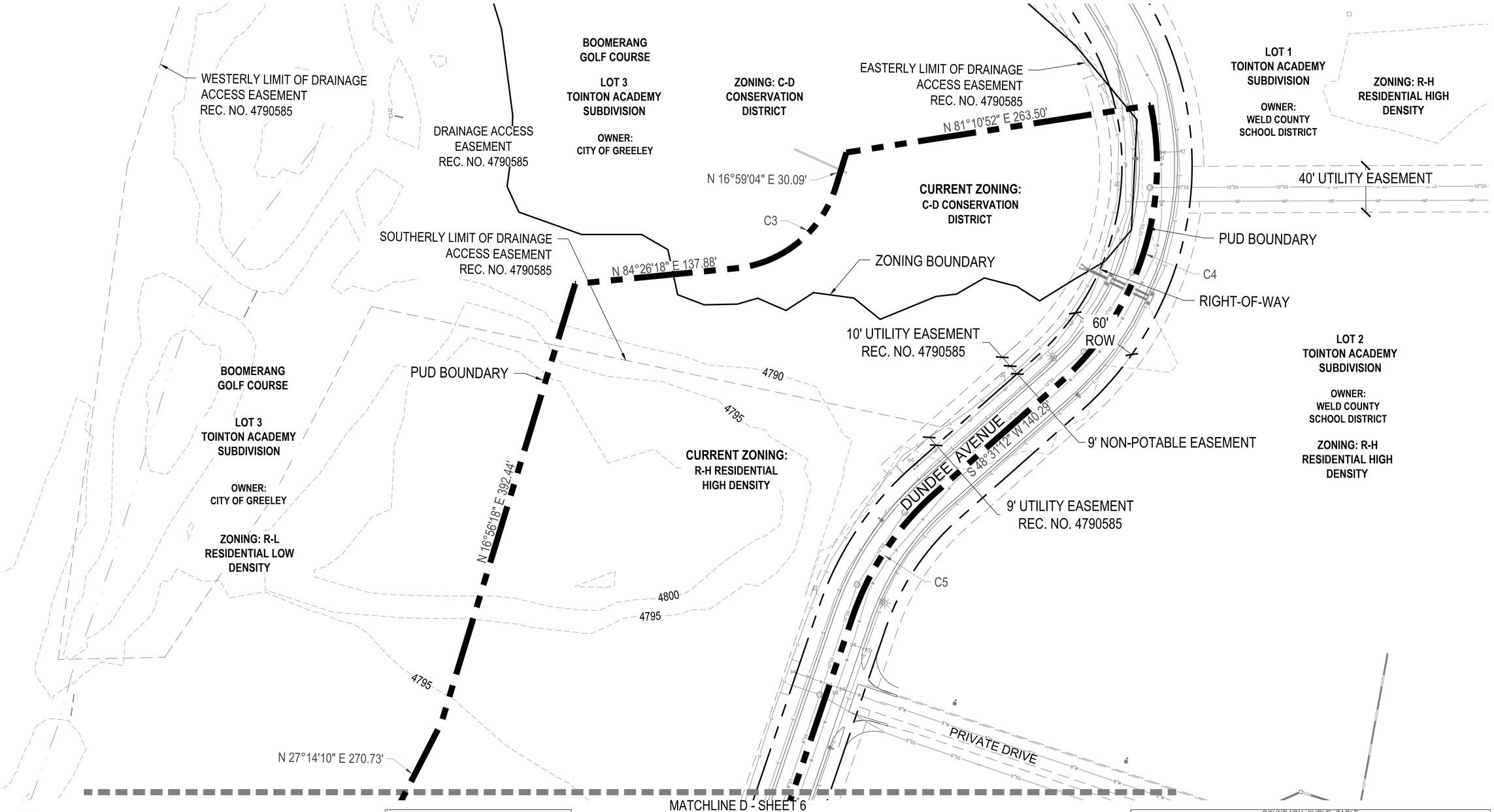
OWNER:
HARTBOOM, LLC
4801 GOODMAN ST
TIMNATH, CO 80547

DATE:
SUB 01 06-27-2024
SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
EXISTING CONDITIONS

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002



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LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- EASEMENT
- 4810 — 5' CONTOUR
- SECTION LINE
- EXISTING TREE

KEY MAP

NORTH

SCALE: 1" = 40'

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PEOPLE + PLACEMAKING
244 NORTH COLLEGE AVENUE
#165
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SHEET TITLE:
EXISTING CONDITIONS

BOOMERANG

PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002

SITE SUMMARY

PLANNING AREA	USE	ACRES	MAXIMUM PERMITTED DENSITY	MAXIMUM RESIDENTIAL UNITS	FAR	% OF TOTAL AREA
A	RESIDENTIAL	25.2	15 DU/AC	378	N/A	59.3%
B	RESIDENTIAL - COMMERCIAL	17.3	25 DU/AC	432	AS PERMITTED PER C-H COMMERCIAL HIGH INTENSITY	40.7%
TOTAL		42.5		810		100%

LANDSCAPE AND OPEN SPACE REQUIREMENTS

LANDSCAPING THROUGHOUT THE PROJECT (INCLUDING, BUT NOT LIMITED TO, STREETSCAPE, FRONTAGE AND FOUNDATION, PARKING, PERIMETER TREATMENT, CIVIL, COMMON AND OPEN SPACES) SHALL COMPLY WITH THE CURRENT APPLICABLE CITY OF GREELEY DEVELOPMENT CODE. ADDITIONALLY, LANDSCAPE DESIGN SHALL INCORPORATE WATER CONSERVATION PRACTICES IN DESIGN, INSTALLATION, AND MANAGEMENT TO REDUCE WATER DEMAND, REDUCE WATER LOSS, LIMIT EROSION, MINIMIZE HIGH-IRRIGATION TURF AND PLANTINGS, AND UTILIZE NATIVE AND ADAPTED PLANTS APPROPRIATE FOR THE LOCAL CLIMATIC AND SOIL CONDITIONS.

COMMUNITY FACILITIES

A PRIVATE, CENTRALIZED COMMUNITY AMENITY IS PROPOSED WITH PLANNING AREA A, TO BE LOCATED AS DENOTED ON THE ADJOINING PUD CONCEPT PLAN. THIS AMENITY SHALL FUNCTION TO PROVIDE A RECREATION AND SOCIAL ACTIVITY SPACE FOR RESIDENTS AND GUESTS. THIS AMENITY MAY INCLUDE ANY OF THE FOLLOWING: (THIS LIST IS NOT ALL ENCOMPASSING AND ALL THE ITEMS ARE NOT REQUIRED.)

- CLUBHOUSE (MAY INCLUDE: LEASING OFFICE, MEETING ROOMS, RESTROOMS/CHANGING ROOMS, WORKOUT FACILITY, BIKE REPAIR SPACE, DOG WASH STATION, MAKER SPACE, AND/OR OTHER SIMILAR AMENITIES)
- POOL
- OUTDOOR GATHERING SPACE(S) (MAY INCLUDE FIRE PIT, SEATING AREAS, TABLES, OUTDOOR KITCHEN, GAME SPACE, ETC.)
- PARKING
- TRAILS / WALKS
- MULTI-USE SPACE

ADDITIONAL COMMUNITY FACILITIES SHALL BE DEVELOPED AT A SMALLER SCALE THROUGHOUT PLANNING AREA A, AND MAY INCLUDE ANY OF THE FOLLOWING OR SIMILAR:

- OUTDOOR GATHERING SPACES
- SEATING AREAS
- SHELTERS
- OUTDOOR KITCHEN
- TABLES
- TRAILS / WALKS
- MULTI-USE LAWNS
- FLEX LAWN

NOTE: AT TIME OF SITE DEVELOPMENT FOR PLANNING AREA B, COMMUNITY FACILITIES, IF NEEDED, AND USES WITHIN PLANNING AREA B SHALL BE IDENTIFIED AND DEVELOPED DURING FUTURE APPLICATIONS.

PHASING

PLANNING AREA A IS ANTICIPATED TO BE DEVELOPED FIRST, WITH INTERNAL PHASING, IF APPLICABLE, TO BE DETERMINED AS PART OF THE FUTURE PLANNING AREA A SITE PLAN SUBMITTAL.

PLANNING AREA B IS ANTICIPATED TO BE DEVELOPED AT A TO BE DETERMINED FUTURE TIME; AND PHASING, IF ANY, WILL BE DETERMINED AT THAT TIME. PHASING IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE AS DEVELOPMENT MOVES FORWARD.

IMPROVEMENTS WITHIN PLANNING AREA B THAT MAY BE REQUIRED FOR PLANNING AREA A SHALL BE CONSTRUCTED WITH PLANNING AREA A, AND VICE VERSA.

LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- PLANNING AREA
- LOT LINE
- PROPOSED ACCESS POINT

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DRAWN BY:

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PEOPLE + PLACEMAKING
244 NORTH COLLEGE AVENUE
#165
FORT COLLINS, CO 80524
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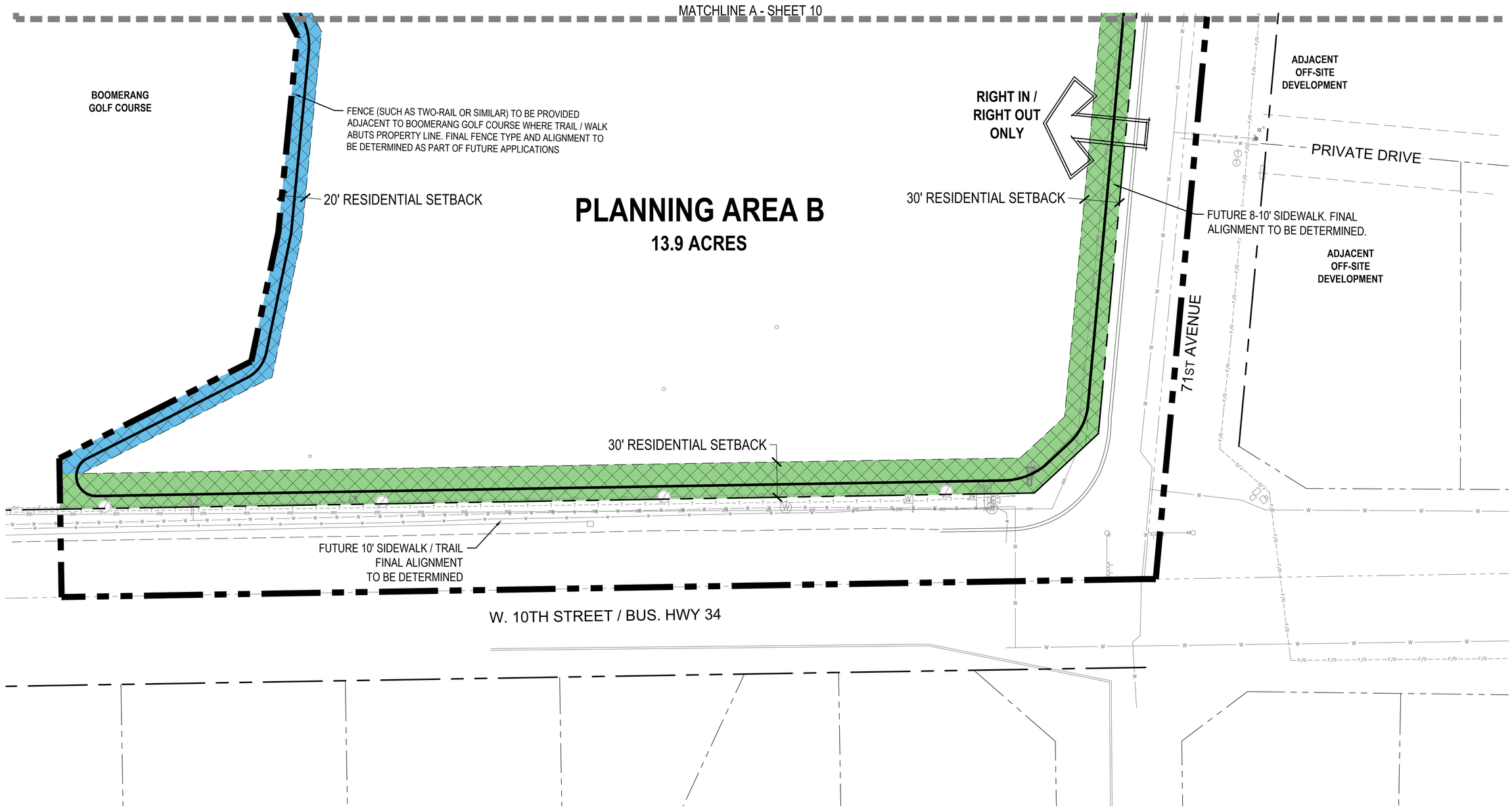
TIMNATH, CO 80547

DATE:
SUB 01 06-27-2024
SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
MASTER
PUD PLAN

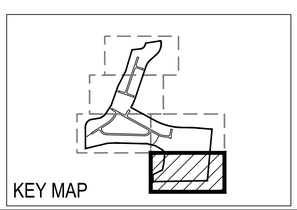
BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002



LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- LOT LINE
- SETBACK LINE
- 5' COTTAGE HOME SETBACK AREA
- 10' COTTAGE HOME SETBACK AREA
- 20' COTTAGE HOME SETBACK AREA
- 30' COTTAGE HOME SETBACK AREA



NORTH

0 20' 40' 80'
SCALE: 1" = 40'

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SHEET TITLE:
CONCEPTUAL SITE LAYOUT

BOOMERANG
PLANNED UNIT DEVELOPMENT

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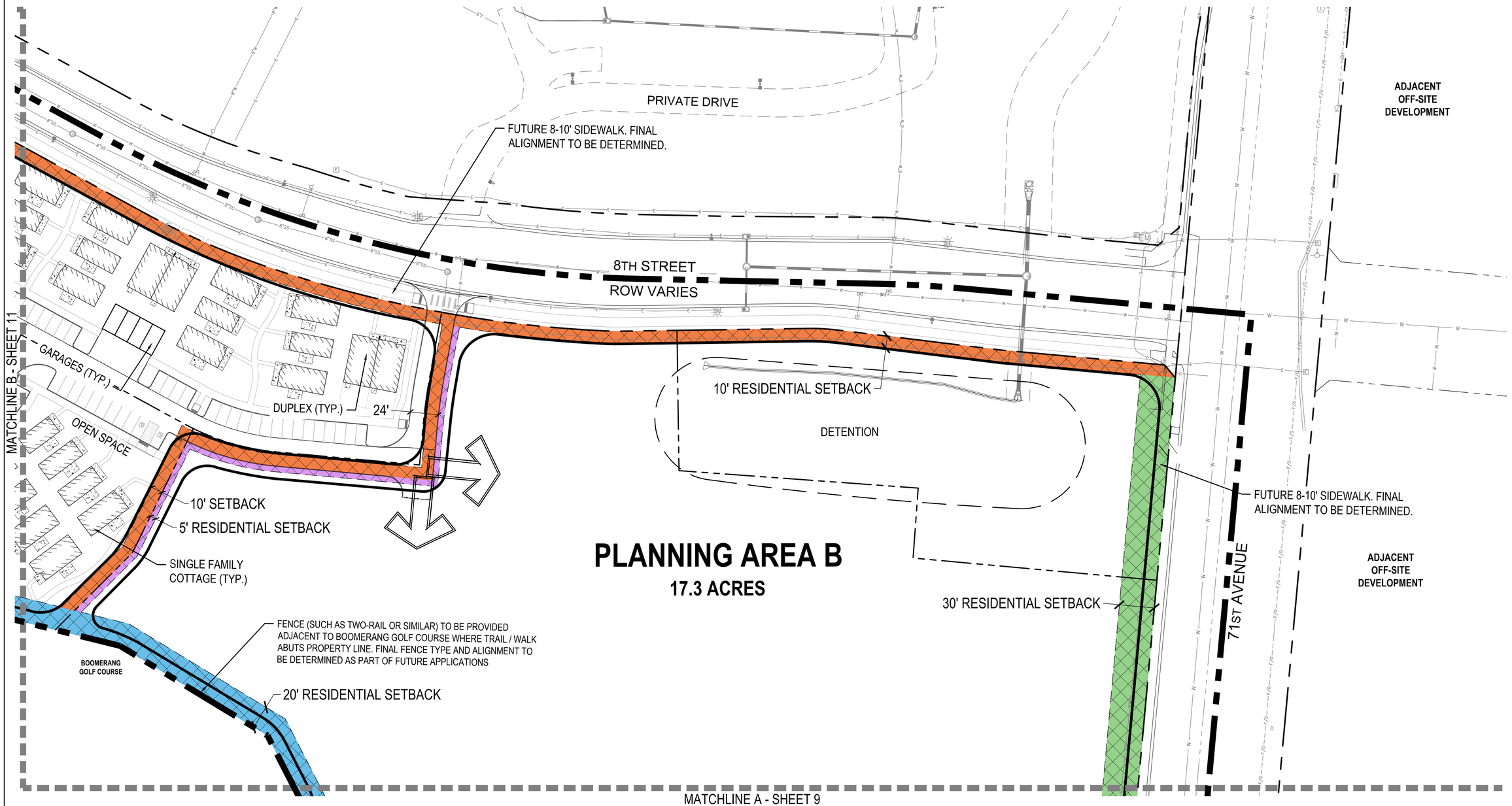
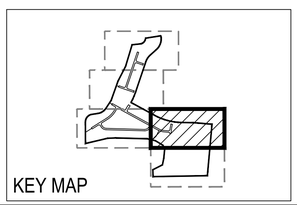
42.53 ACRES
PROJECT NUMBER: PUD2024-0002



LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- LOT LINE
- SETBACK LINE
- 5' COTTAGE HOME SETBACK AREA
- 10' COTTAGE HOME SETBACK AREA
- 20' COTTAGE HOME SETBACK AREA
- 30' COTTAGE HOME SETBACK AREA



NORTH

0 20' 40' 80'
SCALE: 1" = 40'

CHECKED BY:
DRAWN BY:

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PEOPLE + PLACEMAKING
244 NORTH COLLEGE AVENUE
#165
FORT COLLINS, CO 80524
P 970.409.3414
NORRIS-DESIGN.COM

BOOMERANG P.U.D.
8TH STREET & DUNDEE
GREELEY, CO 80634

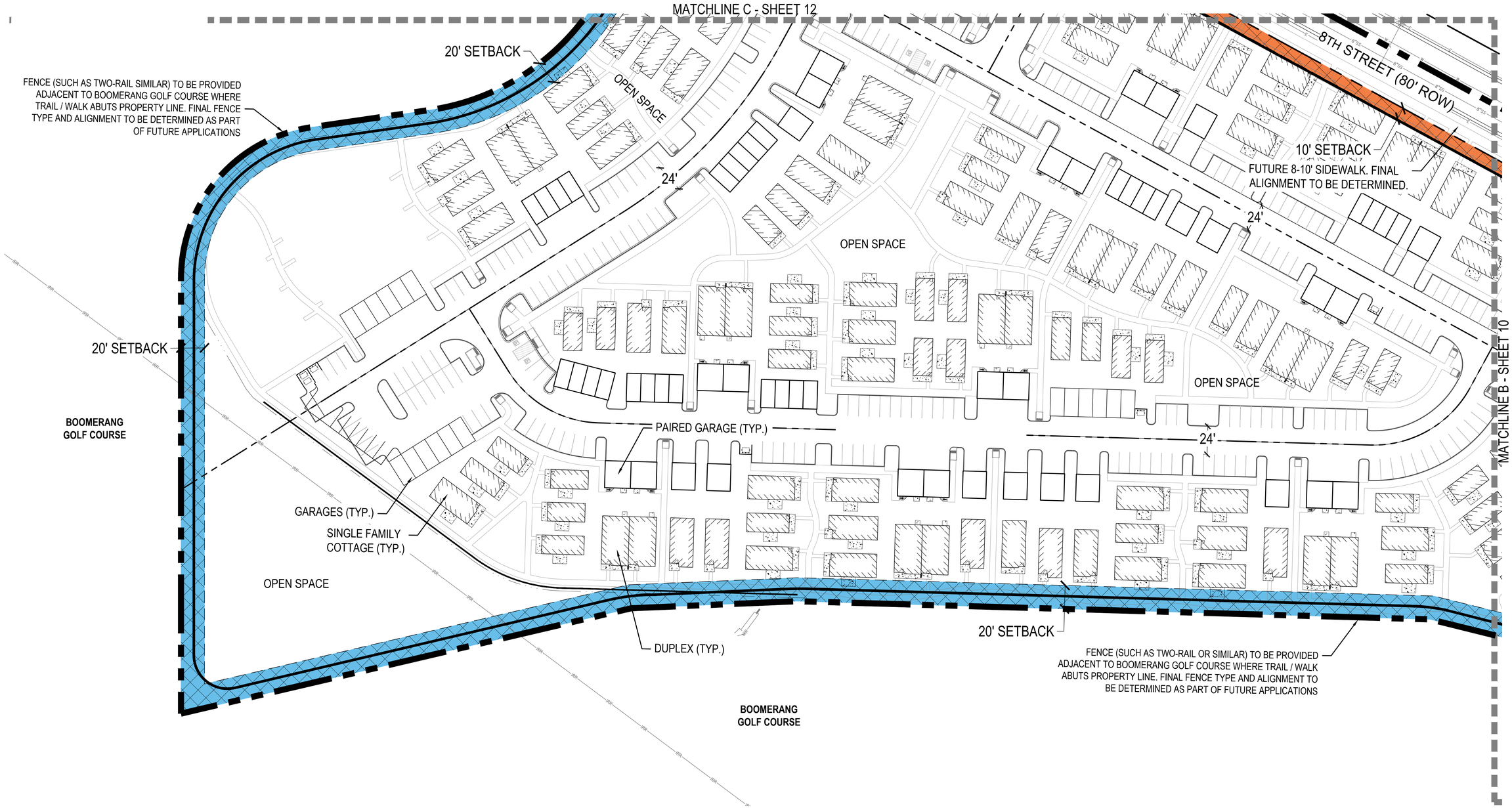
OWNER:
HARTBOOM, LLC
4801 GOODMAN ST
TIMNATH, CO 80547

DATE:
SUB 01 06-27-2024
SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
CONCEPTUAL SITE LAYOUT

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002



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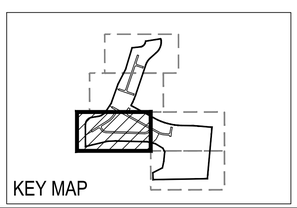

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42.53 ACRES
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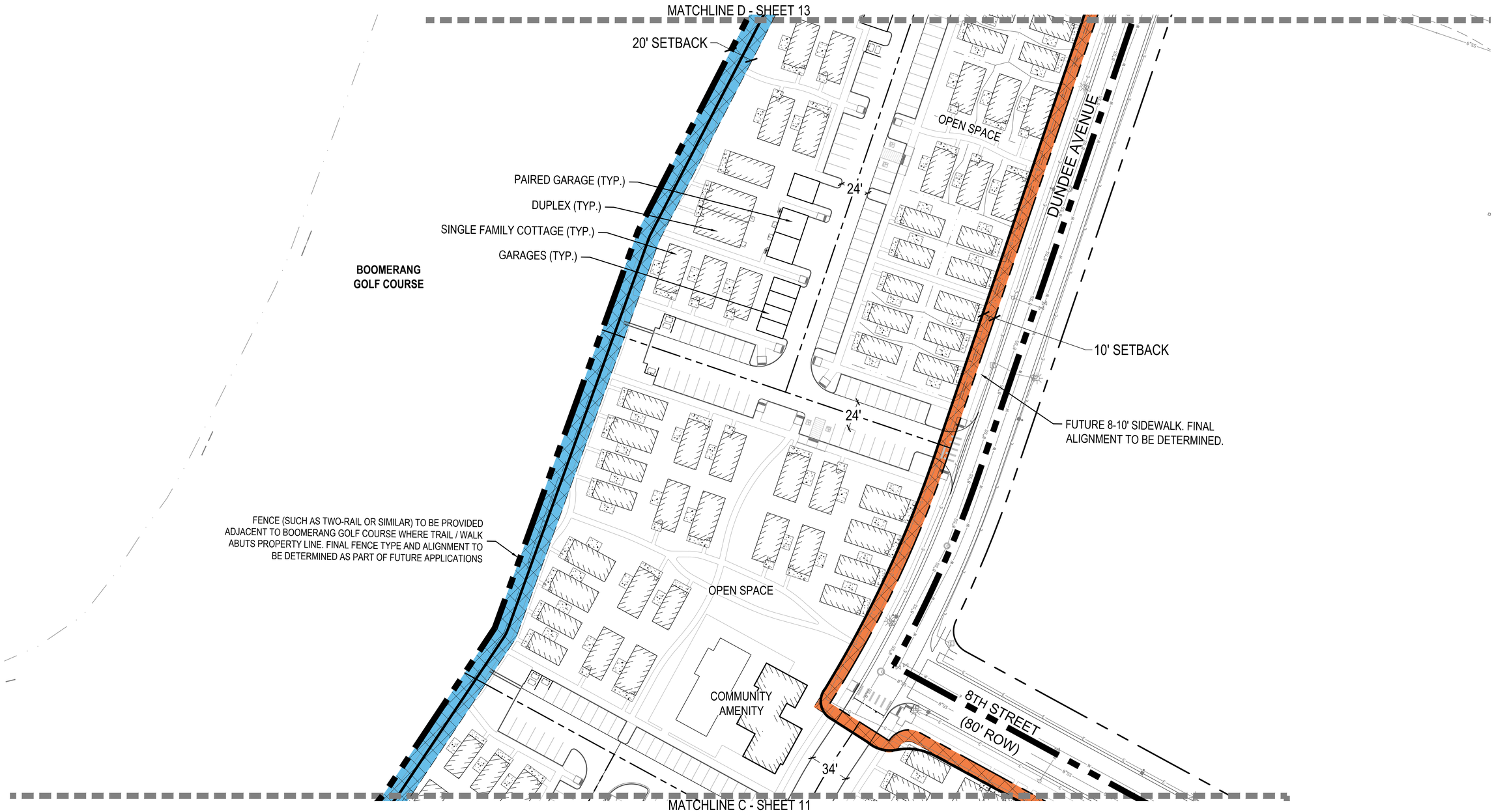

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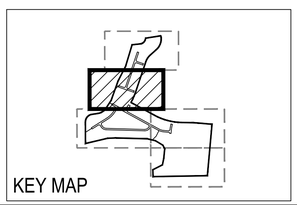

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CONCEPTUAL SITE LAYOUT

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
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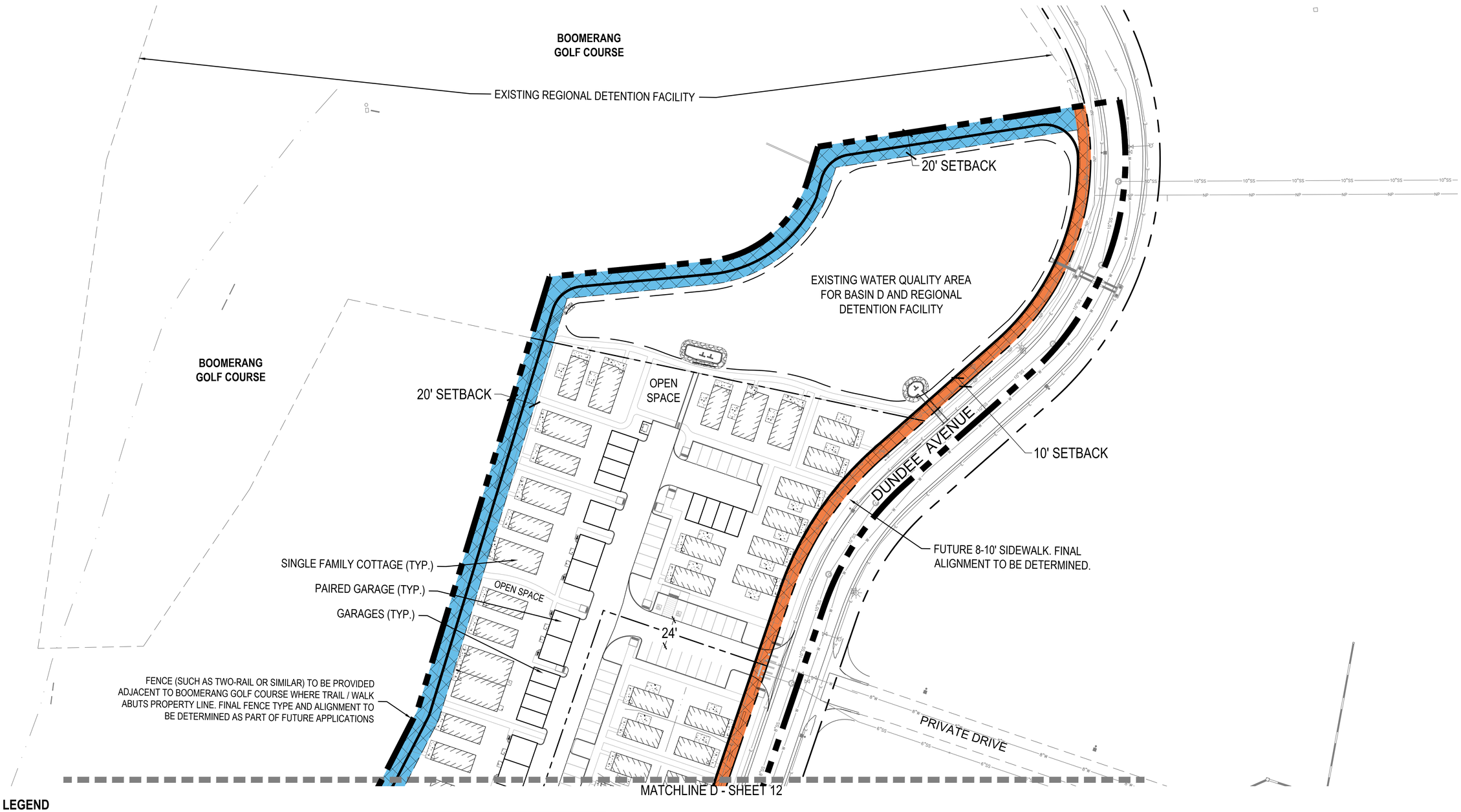

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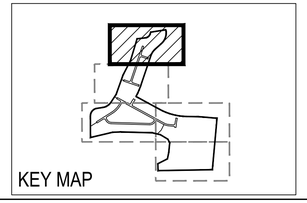

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CONCEPTUAL
SITE LAYOUT

13 OF 15

BOOMERANG

PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002

Development Standards

The following standards, as applicable, supersede those within those in the City of Greeley Land Use Code. Where this PUD falls silent the City of Greeley Land Use Code shall prevail.

Overall Standards

Section 24-502.d. Housing Diversity. This section shall be updated as follows:

- Housing diversity housing types may be satisfied across the entire area of the Boomerang PUD, regardless of the timing of development within Planning Areas A and B.

- Table 24-5-4: Housing Diversity, as applicable, shall be updated as follows:

Project Mix	Required Mix
151-300 units	▪ At Least 3 Building Types ▪ At least 20 % Category II: Missing Middle
301+ Units	▪ At least 4 Building Types ▪ At Least 30% from Category II: Missing Middle

As proposed per this Boomerang PUD, Planning Area A provides 3 Housing Types:

- Detached House – Compact/Small Lot (Single-Family Cottages (Category II: Missing Middle)
- Multi-Unit House – Small Lot (Paired Homes) (Category II: Missing Middle)
- Apartment – Small (Units over Garage) (Category II: Missing Middle)

If Residential Uses Develop within Planning Area B, only one housing type is required from any category, though more may be provided.

Residential Definition:
Per this PUD, the residential uses depicted in this PUD within Planning Area A shall be referred to "Cottage Homes." These "Cottage Homes" may be further described as follows:

- Cottage Homes may include any of the following housing types, or mix thereof:
  - Single-family homes with attached or detached garages (which may or may not be on the same lot)
  - Multi-unit home (2-4 units) with attached or detached garages (which may or may not be on the same lot)
  - Apartment (small) or units located above garages, also known as ADUs or carriage units
- Homes may grouped on common lots of any size
- Parking may be provided via attached garages, detached garages, surface parking or a mix thereof

Planning Area A Standards

Residential uses developed within Planning Area 'A' shall follow the applicable standards for R-H Residential High Density found within the City of Greeley Development Code with the following exception:

Residential Uses as depicted within this Boomerang PUD, shall develop per the following Development Standards:

Description		Proposed	
Permitted Uses		Cottage Homes as defined within this PUD	All residential uses as permitted within R-H Residential High Density zone district
Density (maximum)		15 du/ac (gross)	
Lot Area (minimum)		No Minimum Lot Area	All residential uses as permitted within R-H Residential High Density zone district shall follow the development standards as found within Title 24 of the City of Greeley Development Code, as applicable.
Building Coverage		N/A	
Drive, parking, and walks		N/A	
Open Space (minimum)		30%	
Maximum Lot Coverage		N/A	
Parking - Bicycle	1 bedroom/studio/efficiency	0.5 per unit	
	2+ bedroom	1.5 per unit	
Parking - Vehicular	Studio/Efficiency	1.25 /unit	
	1 bedroom	1.5 / unit	
	2 bedroom	1.75 / unit	
	3 bedroom	2 / unit	
	4+ bedroom	3 / unit	
	Guest	+ 1 space per 10 required spaces	
Minimum Setbacks*	Adjacent to Public ROW (8th St. & Dundee Ave.), and PA-B	10'	
	Internal to PA-A	0'	
	Adjacent to Golf Course	20'	
Accessory Structure Setbacks		Per standards found in section 24-502.c	
Encroachments		Per standards found in section 24-502.b	
Building Height	Principal Structure	35'	
	Accessory Structure	Per standards found in section 24-502.c	
Sign Standards		Per standards found in Chapter 9. - Sign Standards	
Other		See "Additional Development Standards" below	

*Notes:
1.) See Plan Sheets 9-13 for delineation of setback application for Cottage Homes.
2.) Minimum building separation shall be 10', excluding permitted encroachments.

Development Standards (cont.)

Planning Area A (cont.)

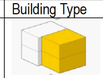
Additional Development Standards that apply to Cottage Homes depicted within this PUD.

- Section 24-503. Residential Design Standards
  - Table 24-5-7: Residential Frontage Types and Frontages Standards, as applicable, shall be updated as follows:
    - Shall follow "Terrace Frontage" Standards.
    - Frontage Standards shall only apply when adjacent to the public right-of-way (8th St. and Dundee Ave.)
    - Front Building Line shall be no less than 10'. There is no maximum.

  - Table 24-5-8: Front Entry Features, as applicable, "Porch" shall be updated as follows:

Design Element	Width	Depth	Details and Ornamentation
Porch	8' minimum	5' minimum	• If not roofed, a canopy, pediment, transom windows, enlarged trim and molding or other similar accents accompany the front entrance.

  - Table 24-5-9: Building Design Standards, as applicable, shall be updated as follows:

Design Detail	Building Type	Residential Uses
Wall Plan Limits Maximum wall plane without a massing variation of 4'+ on at least 25% of the elevation		• 70 linear feet
Blank Wall Limits Maximum wall plane without modulation on at least 20% of the wall plane.		• 70 linear feet.
Roof Plane Limits Maximum roof plane without offset of at least 2', complex planes, dormers, or gables		• 70 linear feet • Does not apply to flat roofs, provided there is a parapet, cornice or other defined edge at the roofline.
Transparency Minimum window and door openings per elevation (includes decorative trim, molding, and casing)		• *Front – 20%* • *Side – N/A* • *Street Side – 10%* • *Rear – 8%* • Exterior walls of any allowed garage may be excluded from this requirement, provided other architectural details and materials are used to meet any applicable modulation requirements
Materials		Building materials may make up to 100% of a style as long as no similar styles are adjacent to each other when fronting the same block.

- Section 24-505. Courtyard Pattern
  - This section shall not be applicable.

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DATE:
SUB 01 06-27-2024
SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
DEVELOPMENT STANDARDS

CHECKED BY:
DRAWN BY:

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
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CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002

Development Standards (cont.)

Planning Area B Standards

Planning Area B may develop as non-residential uses, limited residential uses or a mix thereof.

Description		Proposed		
		Residential Uses		Non-Residential Uses
Permitted Uses		Cottage Homes as defined within this PUD	Row House dwellings and Multifamily dwellings as defined per City of Greeley Land Use Code	All Commercial Uses as permitted within the C-H Commercial High Intensity zone district
Density (maximum)		25 du/ac (gross)		
Lot Area (minimum)		No Minimum Lot Area	All Row House and Multifamily dwelling uses as permitted within R-H Residential High Density zone district shall follow the development standards as found within Title 24 of the City of Greeley Development Code, as applicable.	All commercial / non-residential uses as permitted within C-H Commercial High Intensity zone district shall follow the development standards as found within Title 24 of the City of Greeley Development Code, as applicable.
Building Coverage		N/A		
Drive, parking, and walks		N/A		
Open Space (minimum)		30%		
Maximum Lot Coverage		N/A		
Parking - Bicycle	1 bedroom/studio/efficiency	0.5 per unit		
	2+ bedroom	1.5 per unit		
Parking - Vehicular	Studio/Efficiency	1.25 /unit		
	1 bedroom	1.5 / unit		
	2 bedroom	1.75 / unit		
	3 bedroom	2 / unit		
	4+ bedroom	3 / unit		
	Guest	+ 1 space per 10 required spaces		
Minimum Setbacks*	Adjacent to Public ROW - 8th St	10'		
	Adjacent to Public ROW 71st Ave and 10th St	30'		
	Adjacent PA-A	5'		
	Internal to PA-B Cottage Homes	0'		
	Adjacent to Golf Course	20'		
Accessory Structure Setbacks		Per standards found in section 24-502.c		
Encroachments		Per standards found in section 24-502.b		
Building Height	Principal Structure	35'		
	Accessory Structure	Per standards found in section 24-502.c		
Sign Standards		Per standards found in Chapter 9. - Sign Standards		
Other		See "Additional Residential Development Standards" below		

*Notes:
1.) See Plan Sheets 9-13 for delineation of setback application for Cottage Homes.
2.) Cottage Home minimum building separation shall be 10', excluding permitted encroachments.

Development Standards (cont.)

Planning Area B (cont.)

Additional Development Standards.

All permitted residential uses shall follow the applicable residential standards found within Title 24 of the City of Greeley Land Development Code with the exception of the development of Cottage Homes (as described within this PUD), in which the following standards shall supersede:

- Section 24-503. Residential Design Standards
  - Table 24-5-7: Residential Frontage Types and Frontages Standards, as applicable, shall be updated as follows:
    - Shall follow "Terrace Frontage" Standards.
    - Frontage Standards shall only apply when adjacent to the public right-of-way (8th St., 71st Ave. and 10th St.)
    - Front Building Line shall be no less than 10' along 8th Street; and no less than 30' along 71st Ave. and 10th St.. There is no maximum.
  - Table 24-5-8: Front Entry Features, as applicable, "Porch" shall be updated as follows:

Design Element	Width	Depth	Details and Ornamentation
Porch	8' minimum	5' minimum	• If not roofed, a canopy, pediment, transom windows, enlarged trim and molding or other similar accents accompany the front entrance.

  - Table 24-5-9: Building Design Standards, as applicable, shall be updated as follows:

Design Detail	Building Type	Residential Uses
Wall Plan Limits Maximum wall plane without a massing variation of 4'+ on at least 25% of the elevation		• 70 linear feet
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Roof Plane Limits Maximum roof plane without offset of at least 2', complex planes, dormers, or gables		• 70 linear feet • Does not apply to flat roofs, provided there is a parapet, cornice or other defined edge at the roofline.
Transparency Minimum window and door openings per elevation (includes decorative trim, molding, and casing)		• *Front – 20%* • *Side – N/A* • *Street Side – 10%* • *Rear – 8%* • Exterior walls of any allowed garage may be excluded from this requirement, provided other architectural details and materials are used to meet any applicable modulation requirements
Materials		Building materials may make up to 100% of a style as long as no similar styles are adjacent to each other when fronting the same block.

- Section 24-505. Courtyard Pattern
  - This section shall not be applicable.

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SHEET TITLE:
DEVELOPMENT STANDARDS

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DRAWN BY:

BOOMERANG

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42.53 ACRES
PROJECT NUMBER: PUD2024-0002

LEGAL DESCRIPTION

AN AREA OF LAND BEING LOT FOUR (4) OF TOINTON ACADEMY SUBDIVISION FINAL PLAT RECORDED JANUARY 3, 2022 AT RECEPTION NO. 4790585, WITHIN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER, TOGETHER WITH PORTIONS OF THE SOUTHEAST QUARTER (SE1/4) OF SECTION FIVE (5) AND THE SOUTHWEST QUARTER (SW1/4) OF SECTION FOUR (4), TOWNSHIP FIVE NORTH (T.5N.), RANGE SIXTY-SIX WEST (R.66W.) OF THE SIXTH PRINCIPAL MERIDIAN (6TH P.M.), CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS;

BEGINNING AT THE SOUTHEAST CORNER OF SECTION 5 AND ASSUMING THE EAST LINE OF THE SE1/4 OF SAID SECTION 5, AS MONUMENTED BY A #6 REBAR WITH A 3.25" ALUMINUM CAP STAMPED LS 22098 AT THE SOUTH END AND BY A #6 REBAR WITH A 3.25" ALUMINUM CAP STAMPED LS 34990 AT THE NORTH END, AS BEARING NORTH 05°12'34" EAST, BEING A GRID BEARING OF THE COLORADO STATE PLANE COORDINATE SYSTEM, NORTH ZONE, NORTH AMERICAN DATUM 1983, A DISTANCE OF 2855.63 FEET, WITH ALL OTHER BEARINGS CONTAINED HEREIN BEING RELATIVE THERETO.

THE LINEAL DIMENSIONS AS CONTAINED HEREIN ARE BASED UPON THE "U.S. SURVEY FOOT."

THENCE SOUTH 89°02'42" WEST ALONG THE SOUTH LINE OF THE SE1/4 OF SAID SECTION 5 A DISTANCE OF 920.88 FEET TO THE SOUTHERLY EXTENSION OF THE WESTERLY LINE OF SAID LOT 4;
THENCE ALONG SAID SOUTHERLY EXTENSION AND THE WESTERLY LINE OF SAID LOT 4 BY THE FOLLOWING TWENTY-ONE (21) COURSES AND DISTANCES:
THENCE NORTH 00°57'08" WEST A DISTANCE OF 118.11 FEET;
THENCE NORTH 63°10'35" EAST A DISTANCE OF 183.05 FEET;
THENCE NORTH 11°48'12" EAST A DISTANCE OF 112.46 FEET;
THENCE NORTH 05°32'30" EAST A DISTANCE OF 167.58 FEET;
THENCE NORTH 27°10'44" WEST A DISTANCE OF 66.68 FEET;
THENCE NORTH 58°40'54" WEST A DISTANCE OF 147.53 FEET;
THENCE NORTH 76°05'21" WEST A DISTANCE OF 141.51 FEET;
THENCE NORTH 88°21'26" WEST A DISTANCE OF 539.34 FEET;
THENCE SOUTH 87°34'49" WEST A DISTANCE OF 141.35 FEET;
THENCE SOUTH 76°49'31" WEST A DISTANCE OF 393.77 FEET;
THENCE NORTH 00°00'00" WEST A DISTANCE OF 370.87 FEET A POINT OF CURVATURE (PC);
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST A DISTANCE OF 185.43 FEET, SAID CURVE HAS A RADIUS OF 130.00 FEET, A DELTA ANGLE OF 81°43'28", AND IS SUBTENDED BY A CHORD BEARING NORTH 40°51'44" EAST A DISTANCE OF 170.10 FEET;
THENCE NORTH 81°43'28" EAST A DISTANCE OF 101.84 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST A DISTANCE OF 167.77 FEET, SAID CURVE HAS A RADIUS OF 200.00 FEET, A DELTA ANGLE OF 48°03'46", AND IS SUBTENDED BY A CHORD BEARING NORTH 57°41'35" EAST A DISTANCE OF 162.89 FEET;
THENCE NORTH 33°39'42" EAST A DISTANCE OF 160.63 FEET;
THENCE NORTH 19°49'30" EAST A DISTANCE OF 362.34 FEET;
THENCE NORTH 27°14'10" EAST A DISTANCE OF 270.73 FEET;
THENCE NORTH 16°56'18" EAST A DISTANCE OF 392.44 FEET;
THENCE NORTH 84°26'18" EAST A DISTANCE OF 137.88 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE NORTHWEST A DISTANCE OF 117.73 FEET, SAID CURVE HAS A RADIUS OF 100.00 FEET, A DELTA ANGLE OF 67°27'15", AND IS SUBTENDED BY A CHORD BEARING NORTH 50°42'40" EAST A DISTANCE OF 111.05 FEET;
THENCE NORTH 16°59'04" EAST A DISTANCE OF 30.09 FEET;
THENCE NORTH 81°10'52" EAST ALONG THE NORTHERLY LINE OF SAID LOT 4 AND ALONG THE EASTERLY EXTENSION THEREOF A DISTANCE OF 263.50 FEET TO A POINT ON A CURVE (POC) AND TO THE CENTERLINE OF DUNDEE AVENUE PER SAID TOINTON ACADEMY SUBDIVISION FINAL PLAT;
THENCE ALONG THE CENTERLINE OF SAID DUNDEE AVENUE BY THE FOLLOWING FIVE (5) COURSES AND DISTANCES:
THENCE ALONG THE ARC OF CURVE CONCAVE TO THE WEST AND BEING NON-TANGENT TO THE AFORESAID LINE A DISTANCE OF 263.48 FEET, SAID CURVE HAS A RADIUS OF 250.00 FEET, A DELTA ANGLE OF 60°23'06", AND IS SUBTENDED BY A CHORD BEARING SOUTH 18°19'39" WEST A DISTANCE OF 251.45 FEET;
THENCE SOUTH 48°31'12" WEST A DISTANCE OF 140.29 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTHEAST A DISTANCE OF 129.88 FEET, SAID CURVE HAS A RADIUS OF 250.00 FEET, A DELTA ANGLE OF 29°45'55" AND IS SUBTENDED BY A CHORD BEARING SOUTH 33°38'15" WEST A DISTANCE OF 128.42 FEET;
THENCE SOUTH 18°45'17" WEST A DISTANCE OF 567.66 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO NORTHWEST A DISTANCE OF 181.64 FEET, SAID CURVE HAS A RADIUS OF 1000.00 FEET, A DELTA ANGLE OF 10°24'26", AND IS SUBTENDED BY A CHORD BEARING SOUTH 23°57'30" WEST A DISTANCE OF 181.39 FEET TO THE CENTERLINE OF EIGHTH (8TH) STREET PER SAID TOINTON ACADEMY SUBDIVISION FINAL PLAT;
THENCE ALONG THE CENTERLINE OF SAID 8TH STREET BY THE FOLLOWING FIVE (5) COURSES AND DISTANCES:
THENCE SOUTH 61°21'58" EAST NON-TANGENT FROM THE AFORESAID CURVE A DISTANCE OF 460.53 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE NORTH A DISTANCE OF 478.92 FEET, SAID CURVE HAS A RADIUS OF 1000.00 FEET, A DELTA ANGLE OF 27°26'25", AND IS SUBTENDED BY A CHORD BEARING SOUTH 75°05'10" EAST A DISTANCE OF 474.36 FEET;
THENCE SOUTH 88°48'23" EAST A DISTANCE OF 207.68 FEET TO A PC;
THENCE ALONG THE ARC OF A CURVE CONCAVE TO THE SOUTH A DISTANCE OF 70.08 FEET, SAID CURVE HAS A RADIUS OF 1000.00 FEET, A DELTA ANGLE OF 04°00'56", AND IS SUBTENDED BY A CHORD BEARING SOUTH 86°47'55" EAST A DISTANCE OF 70.07 FEET;
THENCE SOUTH 84°47'27" EAST A DISTANCE OF 248.25 FEET TO THE CENTERLINE OF SEVENTY-FIRST (71ST) AVENUE PER CORRECTED STREET AND EASEMENT DEDICATION PLAT OF HEWLETT-PACKARD PROPERTY RECORDED MARCH 2, 1983 AT RECEPTION NO. 1919075, WITHIN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER;
THENCE SOUTH 05°12'34" WEST ALONG A LINE THAT IS PARALLEL WITH AND TEN (10) FEET EAST AS MEASURED AT A RIGHT ANGLE TO THE EAST LINE OF THE SE1/4 OF SECTION 5 A DISTANCE OF 885.08 FEET TO THE SOUTH LINE OF THE SW1/4 OF SECTION 4;
THENCE NORTH 89°55'12" WEST ALONG THE SOUTH LINE OF SAID SW1/4 A DISTANCE OF 10.04 FEET TO THE POINT OF BEGINNING;

SAID DESCRIBED AREA OF LAND CONTAINS 42.53 ACRES (+/-1,852,661 SQ.FT.) AND IS SUBJECT TO ANY RIGHTS-OF-WAY OR OTHER EASEMENTS OF RECORD AS NOW EXISTING ON SAID DESCRIBED AREA OF LAND.

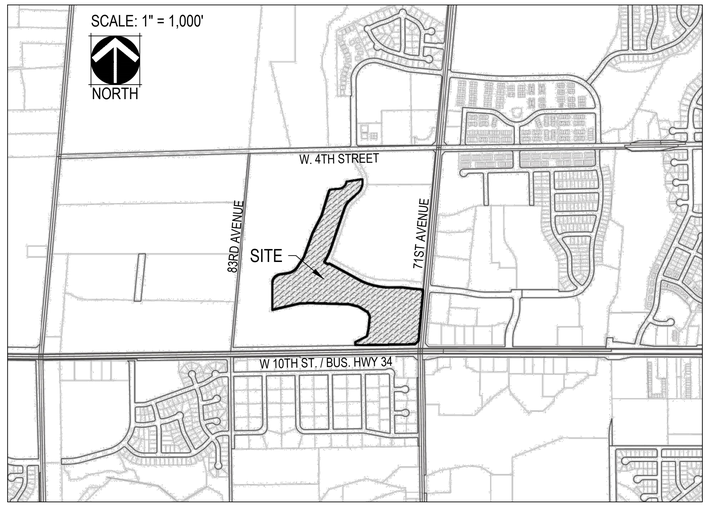
INTENT STATEMENT

THIS BOOMERANG PUD ESTABLISHES THE ZONING FOR A 42.53 ACRE PARCEL LOCATED WITHIN THE CITY OF GREELEY. PROPOSED ARE DEVELOPMENT STANDARDS FOR LOWER DENSITY, MIXED-RESIDENTIAL DEVELOPMENT WITHIN PLANNING AREA 'A', AND THE ESTABLISHMENT OF A MIXED ZONING PERMITTING RESIDENTIAL AND/OR NONRESIDENTIAL DEVELOPMENT WITHIN PLANNING AREA 'B'.

GENERAL NOTES

1. APPROVAL OF SITE CONSTRUCTION PLANS BY THE CITY OF GREELEY SHALL BE REQUIRED (AS APPLICABLE) PRIOR TO ISSUANCE OF BUILDING PERMITS.
2. SIGNAGE SHOWN ON THIS PLAN IS FOR ILLUSTRATIVE PURPOSES ONLY. A SEPARATE SIGN PERMIT SHALL BE SUBMITTED TO THE CITY FOR REVIEW AND APPROVAL.
3. ALL EXISTING AND PROPOSED UTILITIES SHALL BE INSTALLED UNDERGROUND.
4. NO BUILDING PERMIT SHALL BE ISSUED FOR THE CONSTRUCTION OF A NEW BUILDING OR STRUCTURE UNLESS THE PROPERTY HAS BEEN PLATTED IN ACCORDANCE WITH THE CITY'S SUBDIVISION REGULATIONS (CHAPTER 3).
5. ALL ELEVATIONS SHOWN ON THESE PLANS ARE TIED TO NAVD 88 DATUM.

VICINITY MAP



ADMINISTRATIVE CHANGES

THE GRAPHIC DRAWINGS AND CONCEPTUAL SITE PLAN LAYOUT DEPICTED WITHIN THIS PUD PLAN ARE INTENDED TO DEPICT GENERAL LOCATIONS AND ILLUSTRATIVE CONCEPTS EXPRESSED IN THE NARRATIVE AND DEVELOPMENT STANDARDS PROVISIONS OF THIS PUD. THEY ARE NOT INTENDED TO BE FINAL NOR DO THEY REPRESENT THE ULTIMATE BUILD OUT OF THIS PROJECT, BUT RATHER THEY ARE INCLUDED TO DEPICT POTENTIAL DESIGN SOLUTIONS THAT MAY EVOLVE WITHIN THE COMMUNITY AS IT DEVELOPS.

IT IS THE GOAL OF THIS PUD TO SERVE AS A GUIDING DOCUMENT FOR THE APPROPRIATE BUILDOUT OF THIS PROJECT. GIVEN THE SCALE OF THIS PROJECT AND THE ASSOCIATED TIMELINE IT WILL TAKE TO DEVELOP, IT IS ESSENTIAL THAT THIS PUD BE APPROVED WITH AN UNDERSTANDING OF INHERENT FLEXIBILITY. IN GRANTING FINAL SITE PLAN AND/OR PLAT APPROVAL, THE CITY OF GREELEY SHALL HAVE FINAL APPROVAL OF VARIATIONS FROM THE PURPOSE OF ESTABLISHING:

- FINAL ROAD ALIGNMENT
- FINAL CONFIGURATION OF LOT AND TRACT SIZES AND SHAPES
- FINAL BUILDING ENVELOPES
- FINAL ACCESS AND PARKING LOCATIONS
- FINAL PARCEL DEFINITIONS
- FINAL DETENTION
- FINAL SIGNAGE / MONUMENTATION DESIGN AND LOCATION
- LANDSCAPING ADJUSTMENTS
- ANY OTHER SIMILAR DESIGN ITEMS ENCOUNTERED THROUGH THE FUTURE DEVELOPMENT OF THIS PROJECT THAT DO NOT CONTRADICT THE INTENT OF THIS PUD

BIOLOGISTS REPORT RECOMMENDATIONS

- SWCA RECOMMENDS THAT BEFORE CONSTRUCTION, DEVELOPER INSTALL BARRIER FENCING ALONG THE LIMITS OF DISTURBANCE AROUND THE POND AND ASSOCIATED WETLAND IN THE NORTHERN PORTION OF THE PROJECT AREA. BARRIER FENCING WILL MINIMIZE THE POTENTIAL FOR SEDIMENTATION FROM PROPOSED CONSTRUCTION ACTIVITIES FROM ENTERING THOSE WATERBODIES.
- IF CONSTRUCTION IS PROPOSED TO TAKE PLACE DURING RAPTOR NESTING SEASON (TYPICALLY FEBRUARY 15 TO JULY 31), SWCA RECOMMENDS A PRECONSTRUCTION NEST SURVEY TO CONFIRM THAT NO NEW RAPTOR NESTS HAVE BECOME ESTABLISHED WITHIN THE PROJECT AREA. IF AN ACTIVE NEST IS IDENTIFIED, THE DEVELOPER SHOULD ADHERE TO CPW'S RECOMMENDED BUFFER ZONES AND SEASONAL STIPULATIONS FOR COLORADO RAPTORS (CPW 2020)
- IF TREES REQUIRE REMOVAL, THEY SHOULD BE CUT OUTSIDE THE SONGBIRD NESTING SEASON (TYPICALLY APRIL 1 TO AUGUST 31) TO AVOID ANY POTENTIAL LOSS OF ACTIVE NESTS WITH YOUNG, WHICH WOULD BE IN VIOLATION OF THE MBTA. IF TREE REMOVAL IS PROPOSED TO START WITHIN THE NESTING SEASON FOR SONGBIRDS, SWCA RECOMMENDS THAT PRECONSTRUCTION CLEARANCE SURVEYS TAKE PLACE NO EARLIER THAN SEVEN DAYS PRIOR TO TREE REMOVAL .
- THIS STUDY ASSUMES THAT ALL DELINEATED AQUATIC RESOURCES WILL BE AVOIDED AND THAT NO USACE SECTION 404 CLEAN WATER ACT PERMITTING IS REQUIRED. AS THE SITE DESIGN PROGRESSES, HARTFORD HOMES SHOULD EVALUATE POTENTIAL IMPACTS TO WATERS OF THE UNITED STATES TO MAINTAIN COMPLILANCE WITH THE CLEAN WATER ACT.

CONSULTANTS

APPLICANT

HARTBOOM, LLC.
4801 GOODMAN STREET
TIMNATH, CO 80534
DAVE DERBES
DDERBES@HARTFORDCO.COM

PLANNER / LANDSCAPE ARCHITECT

NORRIS DESIGN
244 NORTH COLLEGE AVE. #165
FORT COLLINS, CO 80521
RYAN MCBREEN
RMCBREEN@NORRIS-DESIGN.COM

CIVIL ENGINEER

UNITED CIVIL
19 OLD TOWN SQUARE
SUITE 238
FORT COLLINS, CO 80524
KEVIN BRAZELTON
KBRAZELTON@UNITEDCIVIL.COM

ARCHITECT

DTJ DESIGN
3101 IRIS AVENUE
SUITE 130
BOULDER, CO 80301
OMAR LOPEZ
OLOPEZ@DTJDESIGN.COM

CERTIFICATION OF OWNERSHIP

THE UNDERSIGNED AS THE OWNER OR OWNER'S REPRESENTATIVE OF THE LANDS DESCRIBED HEREIN HEREBY AGREE ON BEHALF OF ITSELF, ITS SUCCESSORS AND ASSIGNS TO DEVELOP AND MAINTAIN THE PROPERTY DESCRIBED HEREON IN ACCORDANCE AND COMPLIANCE WITH THIS APPROVED SITE PLAN AND THE CITY OF GREELEY DEVELOPMENT CODE.

FOR HARTBOOM, LLC.

BY: _____
(SIGNATURE)

TITLE: _____ DATE: _____

PLANNED UNIT DEVELOPMENT CERTIFICATION

THIS PLANNED UNIT DEVELOPMENT (PUD) HAS BEEN REVIEWED AND FOUND TO BE COMPLETE AND IN ACCORDANCE WITH THE CITY OF GREELEY DEVELOPMENT CODE REGULATIONS. THIS PLANNED UNIT DEVELOPMENT APPROVAL SHALL BE VALID FOR 3 YEARS FROM THE DATE OF THE APPROVAL BY CITY COUNCIL.

FOR HARTBOOM, LLC.

BY: _____
(SIGNATURE)

TITLE: _____

DATE: _____

ATTEST: _____
SECRETARY / TREASURER

PLANNING COMMISSION

RECOMMENDED BY THE GREELEY PLANNING COMMISSION ON THIS _____ DAY OF _____ , 20 _____ .

CITY COUNCIL APPROVAL

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

COMMUNITY DEVELOPMENT DIRECTOR

DIRECTOR OF COMMUNITY DEVELOPMENT DATE

DEVELOPMENT REVIEW MANAGER

DEVELOPMENT REVIEW MANAGER DATE

SHEET INDEX

1 COVER
2 COMMITMENT MATRIX
3-7 EXISTING CONDITIONS
8 MASTER DEVELOPMENT PLAN
9-13 CONCEPTUAL SITE LAYOUT
14-15 DEVELOPMENT STANDARDS

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TIMNATH, CO 80547

DATE:
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SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
COVER

CHECKED BY:
DRAWN BY:

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002

COMMITMENT MATRIX

IMPROVEMENT OR COMMITMENT	PLAN PREPARATION & APPROVAL	CONSTRUCTION TIMING	CONSTRUCTION RESPONSIBILITY	MAINTENANCE RESPONSIBILITY	OWNERSHIP
DETENTION PONDS & RELATED FACILITIES	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT. ADDITIONAL IMPROVEMENTS WITHIN PLANNING AREA B THAT MAY BE REQUIRED FOR PLANNING AREA A SHALL BE CONSTRUCTED WITH PLANNING AREA A, AND VICE VERSA.	PRIVATE DEVELOPER	OWNER	PRIVATE
DRAINAGE CHANNELS	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
INTERNAL COMMUNITY TRAILS	SITE PLAN	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
LANDSCAPE TRACTS	SITE PLAN	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
PUBLIC RIGHT-OF-WAY IMPROVEMENTS	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	CITY OF GREELEY	CITY OF GREELEY
PRIVATE DRIVES, ALLEYS AND SIDEWALKS	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
PRIVATE STORM SEWER FACILITIES	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
UTILITIES - DRY	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	UTILITY PROVIDER	UTILITY PROVIDER
PUBLIC UTILITIES - WET (INCLUDING POTABLE WATER, NON-POTABLE WATER, SANITARY SEWER, ETC.)	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT. ADDITIONAL IMPROVEMENTS WITHIN PLANNING AREA B THAT MAY BE REQUIRED FOR PLANNING AREA A SHALL BE CONSTRUCTED WITH PLANNING AREA A, AND VICE VERSA.	PRIVATE DEVELOPER	CITY OF GREELEY	CITY OF GREELEY
PRIVATE UTILITIES - WET (INCLUDING POTABLE WATER, NON-POTABLE WATER, SANITARY SEWER, ETC.)	CONSTRUCTION DOCUMENTS	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT. ADDITIONAL IMPROVEMENTS WITHIN PLANNING AREA B THAT MAY BE REQUIRED FOR PLANNING AREA A SHALL BE CONSTRUCTED WITH PLANNING AREA A, AND VICE VERSA.	PRIVATE DEVELOPER	OWNER	PRIVATE
FENCE ALONG BOOMERANG GOLF COURSE	SITE PLAN	IMPROVEMENTS FOR PLANNING AREA A TO BE BUILT AS PART OF PLANNING AREA A DEVELOPMENT. IMPROVEMENTS FOR PLANNING AREA B TO BE BUILT AS PART OF PLANNING AREA B DEVELOPMENT.	PRIVATE DEVELOPER	OWNER	PRIVATE
TRAFFIC CALMING 1) TRAFFIC CALMING DEVICES, I.E. SPEED HUMPS AND/OR RAISED CROSSWALKS ALONG DUNDEE BETWEEN 4TH AND 8TH STREET MUST BE DESIGNED IN ACCORDANCE WITH CITY OF GREELEY STANDARDS. 2) "NO PARKING" SIGNAGE WILL BE REQUIRED ON THE SOUTH SIDE OF 8TH STREET (DUNDEE AVENUE TO 71ST AVENUE) AND THE WEST SIDE OF DUNDEE AVENUE (4TH STREET TO 8TH STREET). 3) CROSSWALK MARKINGS SHALL BE INSTALLED AT THE DUNDEE AVENUE / 8TH STREET INTERSECTION WITH STOP BARS.	SITE PLAN	IMPROVEMENTS TO BE INSTALLED AS PART OF INITIAL PHASE OF DEVELOPMENT.	PRIVATE DEVELOPER	CITY OF GREELEY	CITY OF GREELEY

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PEOPLE + PLACEMAKING
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GREELEY, CO 80634

OWNER:
HARTBOOM, LLC
4801 GOODMAN ST
TIMNATH, CO 80547

DATE:
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SUB 02 08-29-2024
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SHEET TITLE:
COMMITMENT MATRIX

CHECKED BY:
DRAWN BY:

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
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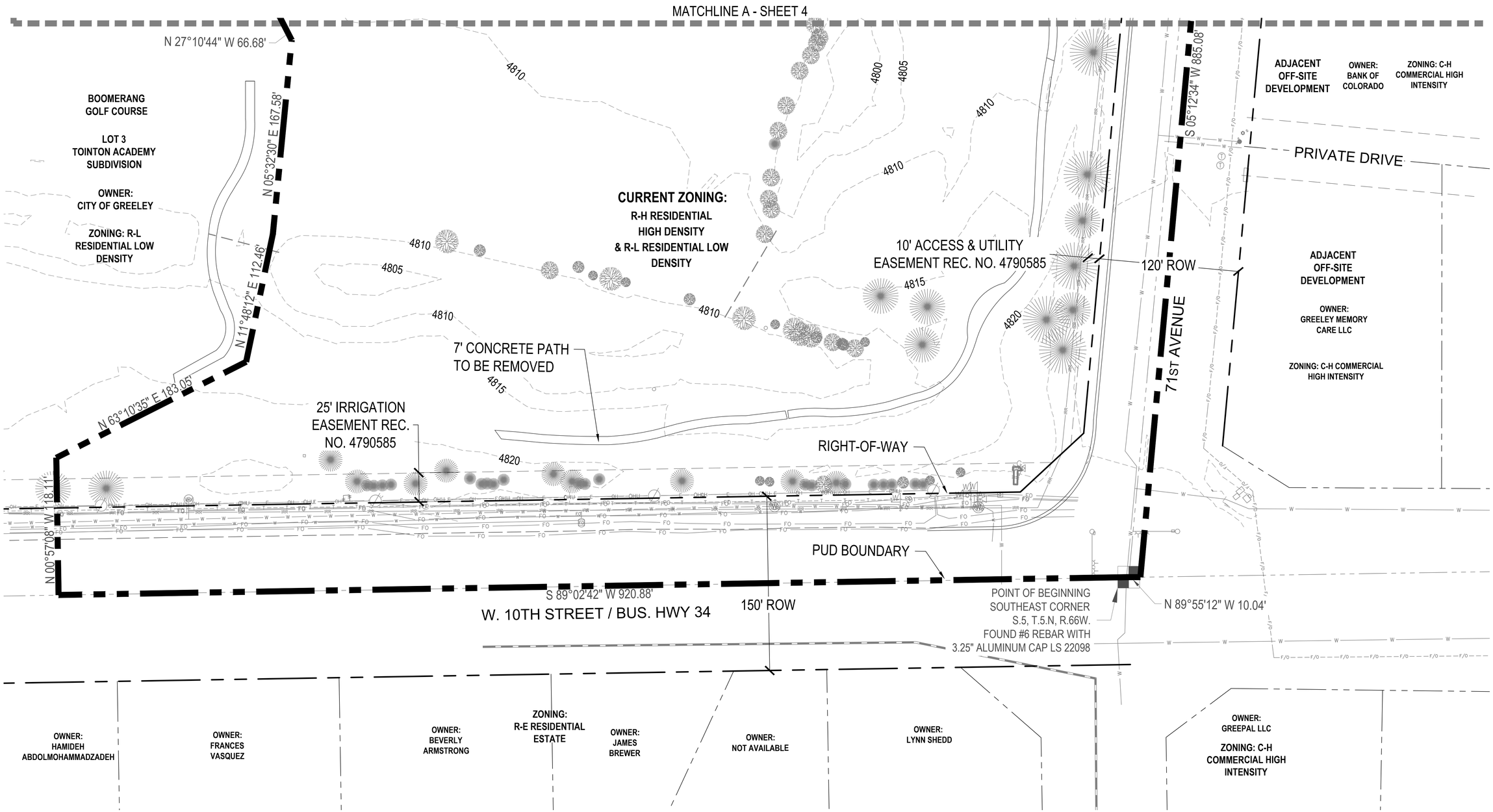
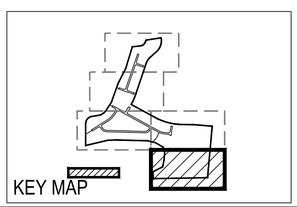
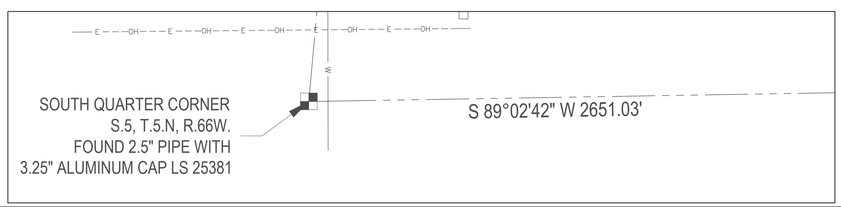


LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- EASEMENT
- 4810 — 5' CONTOUR
- SECTION LINE
- EXISTING TREE





BOUNDARY CURVE TABLE

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	185.43'	130.00'	81°43'28"	N 40°51'44" E	170.10'
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C3	117.73'	100.00'	67°27'15"	N 50°42'40" E	111.05'
C4	263.48'	250.00'	60°23'06"	S 18°19'39" W	251.45'
C5	129.88'	250.00'	29°45'55"	S 33°38'15" W	128.42'
C6	181.64'	1000.00'	10°24'26"	S 23°57'30" W	181.39'
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0 20' 40' 80'
SCALE: 1" = 40'

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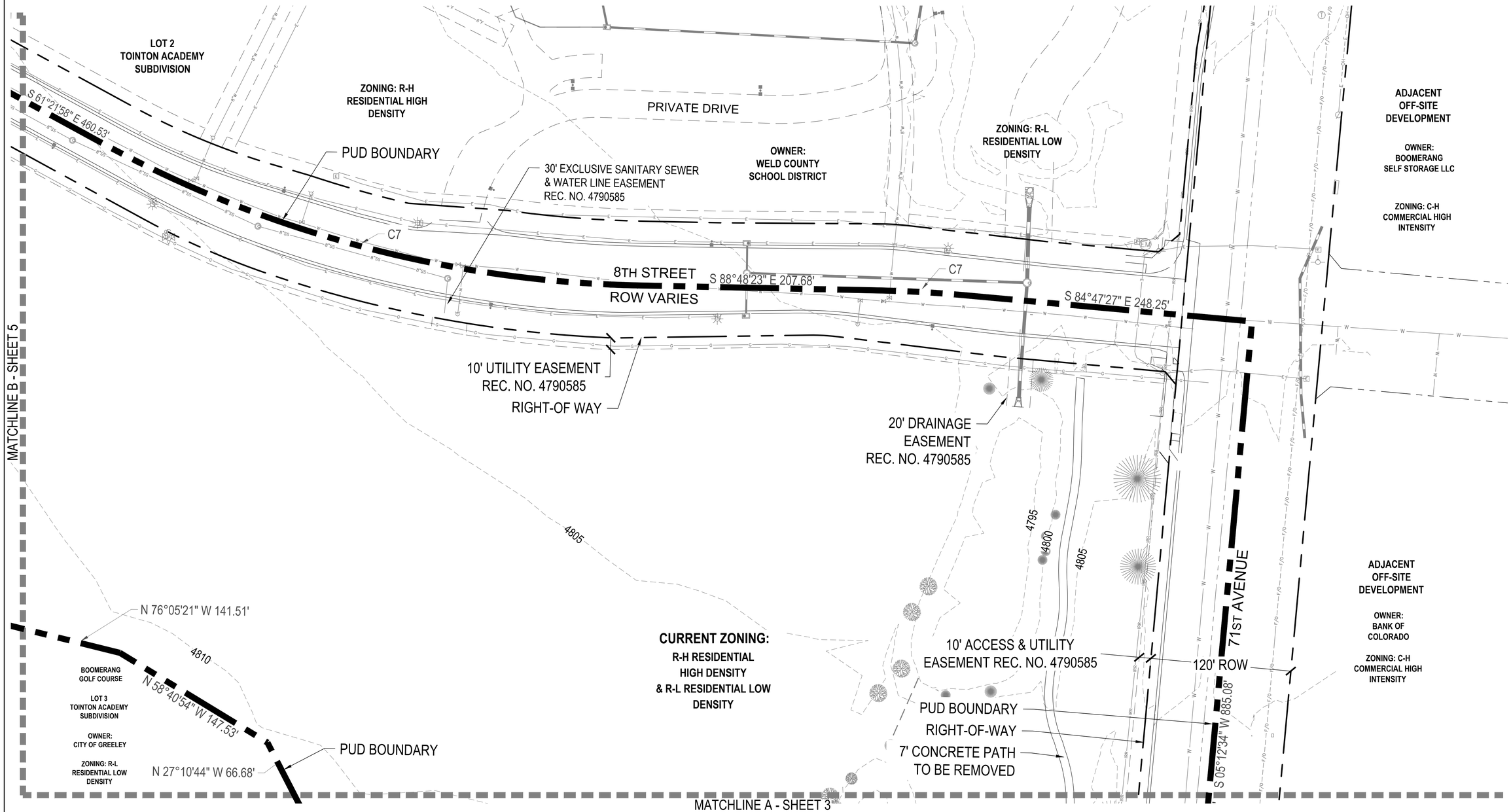

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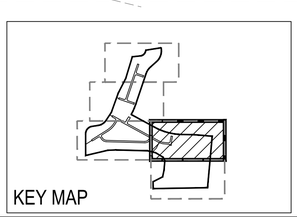

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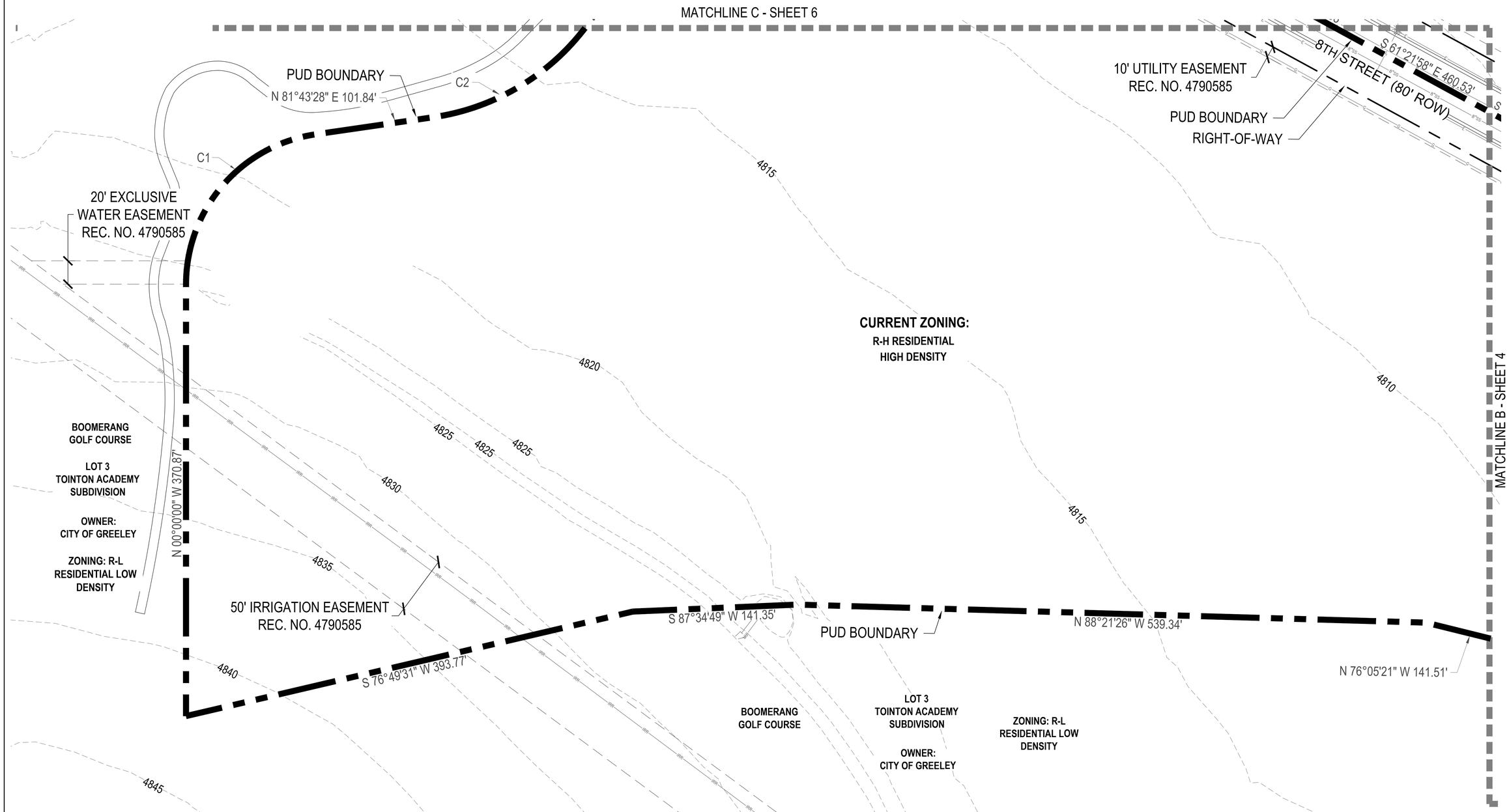

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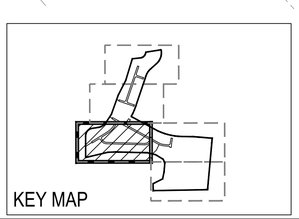

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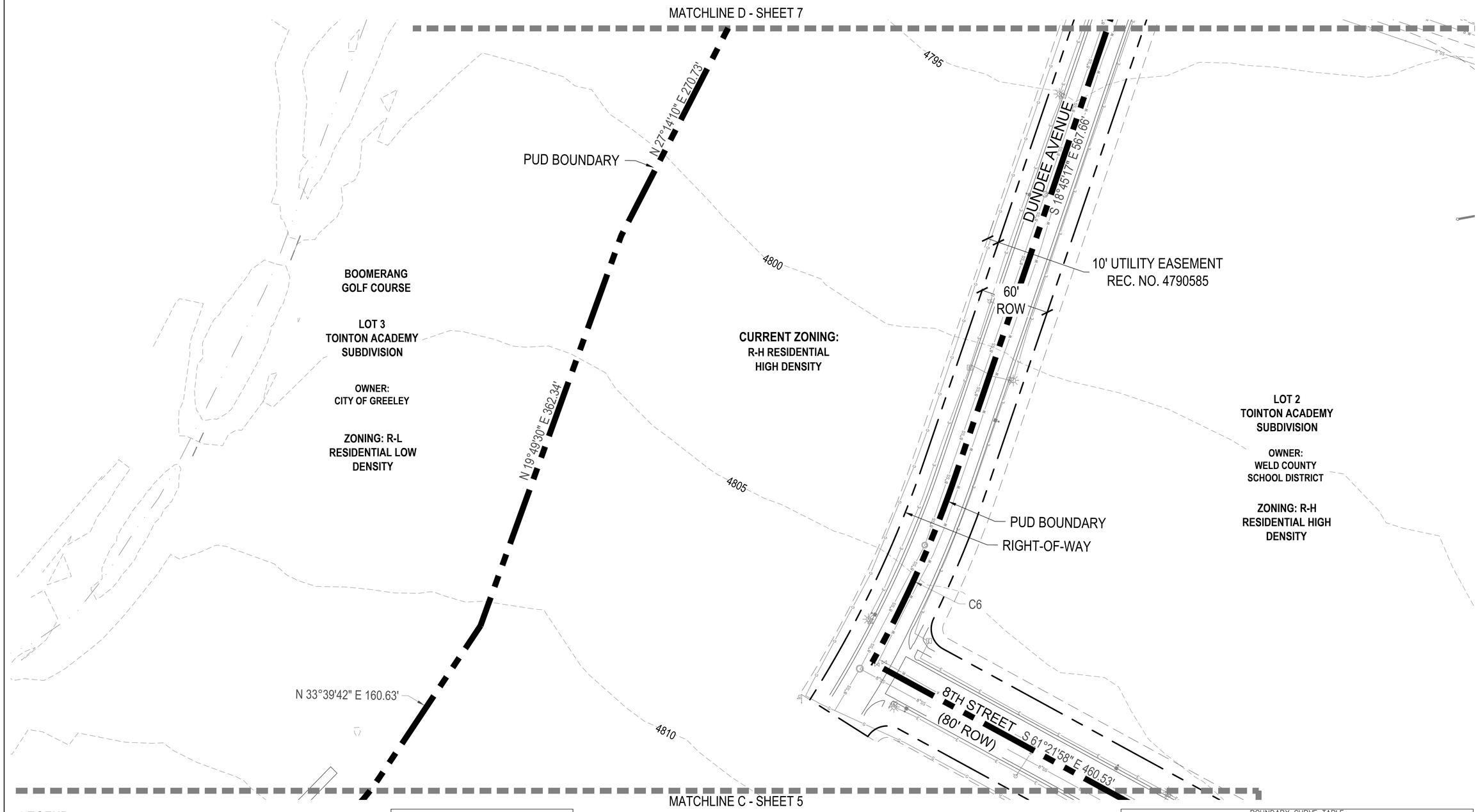

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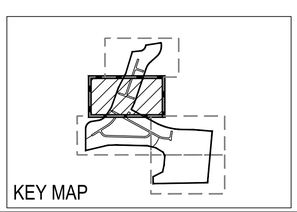
- EXISTING TREE



BOUNDARY CURVE TABLE

CURVE	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	185.43'	130.00'	81°43'28"	N 40°51'44" E	170.10'
C2	167.77'	200.00'	48°03'46"	N 57°41'35" E	162.89'
C3	117.73'	100.00'	67°27'15"	N 50°42'40" E	111.05'
C4	263.48'	250.00'	60°23'06"	S 18°19'39" W	251.45'
C5	129.88'	250.00'	29°45'55"	S 33°38'15" W	128.42'
C6	181.64'	1000.00'	10°24'26"	S 23°57'30" W	181.39'
C7	478.92'	1000.00'	27°26'25"	S 75°05'10" E	474.36'
C8	70.08'	1000.00'	4°00'56"	S 86°47'55" E	70.07'

NORTH

0 20' 40' 80'
SCALE: 1" = 40'

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8TH STREET & DUNDEE
GREELEY, CO 80634

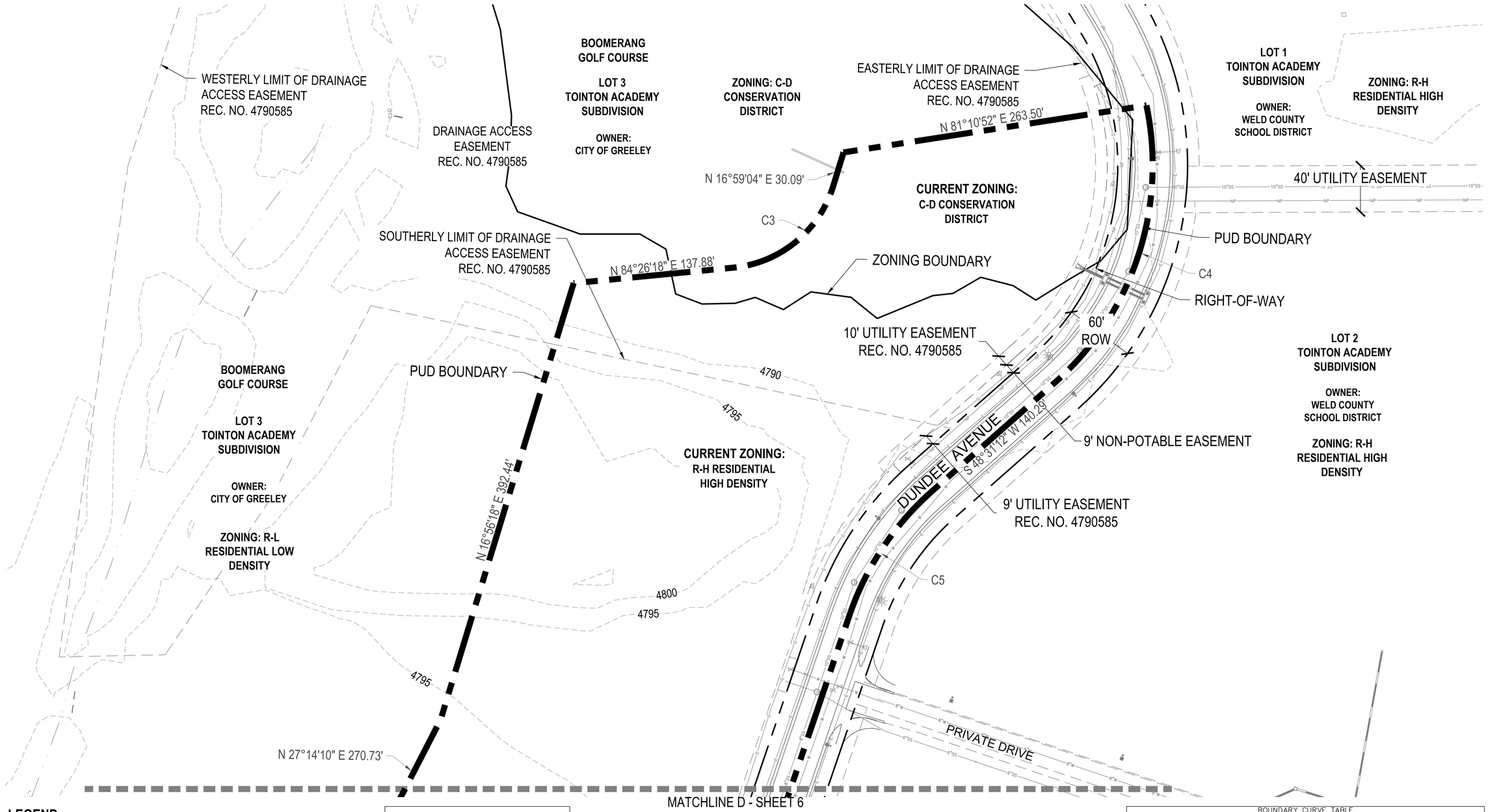
OWNER:
HARTBOOM, LLC
4801 GOODMAN ST
TIMNATH, CO 80547

DATE:
SUB 01 06-27-2024
SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
EXISTING CONDITIONS

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002



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LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- EASEMENT
- 4810 — 5' CONTOUR
- SECTION LINE
- EXISTING TREE

KEY MAP

NORTH

SCALE: 1" = 40'

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SITE SUMMARY

PLANNING AREA	USE	ACRES	MAXIMUM PERMITTED DENSITY	MAXIMUM RESIDENTIAL UNITS	FAR	% OF TOTAL AREA
A	RESIDENTIAL	25.2	15 DU/AC	378	N/A	59.3%
B	RESIDENTIAL - COMMERCIAL	17.3	25 DU/AC	432	AS PERMITTED PER C-H COMMERCIAL HIGH INTENSITY	40.7%
TOTAL		42.5		810		100%

LANDSCAPE AND OPEN SPACE REQUIREMENTS

LANDSCAPING THROUGHOUT THE PROJECT (INCLUDING, BUT NOT LIMITED TO, STREETSCAPE, FRONTAGE AND FOUNDATION, PARKING, PERIMETER TREATMENT, CIVIL, COMMON AND OPEN SPACES) SHALL COMPLY WITH THE CURRENT APPLICABLE CITY OF GREELEY DEVELOPMENT CODE. ADDITIONALLY, LANDSCAPE DESIGN SHALL INCORPORATE WATER CONSERVATION PRACTICES IN DESIGN, INSTALLATION, AND MANAGEMENT TO REDUCE WATER DEMAND, REDUCE WATER LOSS, LIMIT EROSION, MINIMIZE HIGH-IRRIGATION TURF AND PLANTINGS, AND UTILIZE NATIVE AND ADAPTED PLANTS APPROPRIATE FOR THE LOCAL CLIMATIC AND SOIL CONDITIONS.

COMMUNITY FACILITIES

A PRIVATE, CENTRALIZED COMMUNITY AMENITY IS PROPOSED WITH PLANNING AREA A, TO BE LOCATED AS DENOTED ON THE ADJOINING PUD CONCEPT PLAN. THIS AMENITY SHALL FUNCTION TO PROVIDE A RECREATION AND SOCIAL ACTIVITY SPACE FOR RESIDENTS AND GUESTS. THIS AMENITY MAY INCLUDE ANY OF THE FOLLOWING: (THIS LIST IS NOT ALL ENCOMPASSING AND ALL THE ITEMS ARE NOT REQUIRED.)

- CLUBHOUSE (MAY INCLUDE: LEASING OFFICE, MEETING ROOMS, RESTROOMS/CHANGING ROOMS, WORKOUT FACILITY, BIKE REPAIR SPACE, DOG WASH STATION, MAKER SPACE, AND/OR OTHER SIMILAR AMENITIES)
- POOL
- OUTDOOR GATHERING SPACE(S) (MAY INCLUDE FIRE PIT, SEATING AREAS, TABLES, OUTDOOR KITCHEN, GAME SPACE, ETC.)
- PARKING
- TRAILS / WALKS
- MULTI-USE SPACE

ADDITIONAL COMMUNITY FACILITIES SHALL BE DEVELOPED AT A SMALLER SCALE THROUGHOUT PLANNING AREA A, AND MAY INCLUDE ANY OF THE FOLLOWING OR SIMILAR:

- OUTDOOR GATHERING SPACES
- SEATING AREAS
- SHELTERS
- OUTDOOR KITCHEN
- TABLES
- TRAILS / WALKS
- MULTI-USE LAWNS
- FLEX LAWN

NOTE: AT TIME OF SITE DEVELOPMENT FOR PLANNING AREA B, COMMUNITY FACILITIES, IF NEEDED, AND USES WITHIN PLANNING AREA B SHALL BE IDENTIFIED AND DEVELOPED DURING FUTURE APPLICATIONS.

PHASING

PLANNING AREA A IS ANTICIPATED TO BE DEVELOPED FIRST, WITH INTERNAL PHASING, IF APPLICABLE, TO BE DETERMINED AS PART OF THE FUTURE PLANNING AREA A SITE PLAN SUBMITTAL.

PLANNING AREA B IS ANTICIPATED TO BE DEVELOPED AT A TO BE DETERMINED FUTURE TIME; AND PHASING, IF ANY, WILL BE DETERMINED AT THAT TIME. PHASING IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE AS DEVELOPMENT MOVES FORWARD.

IMPROVEMENTS WITHIN PLANNING AREA B THAT MAY BE REQUIRED FOR PLANNING AREA A SHALL BE CONSTRUCTED WITH PLANNING AREA A, AND VICE VERSA.

LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- PLANNING AREA
- LOT LINE
- PROPOSED ACCESS POINT

BOOMERANG P.U.D.
8TH STREET & DUNDEE
GREELEY, CO 80634

OWNER:
HARTBOOM, LLC
4801 GOODMAN ST
TIMNATH, CO 80547

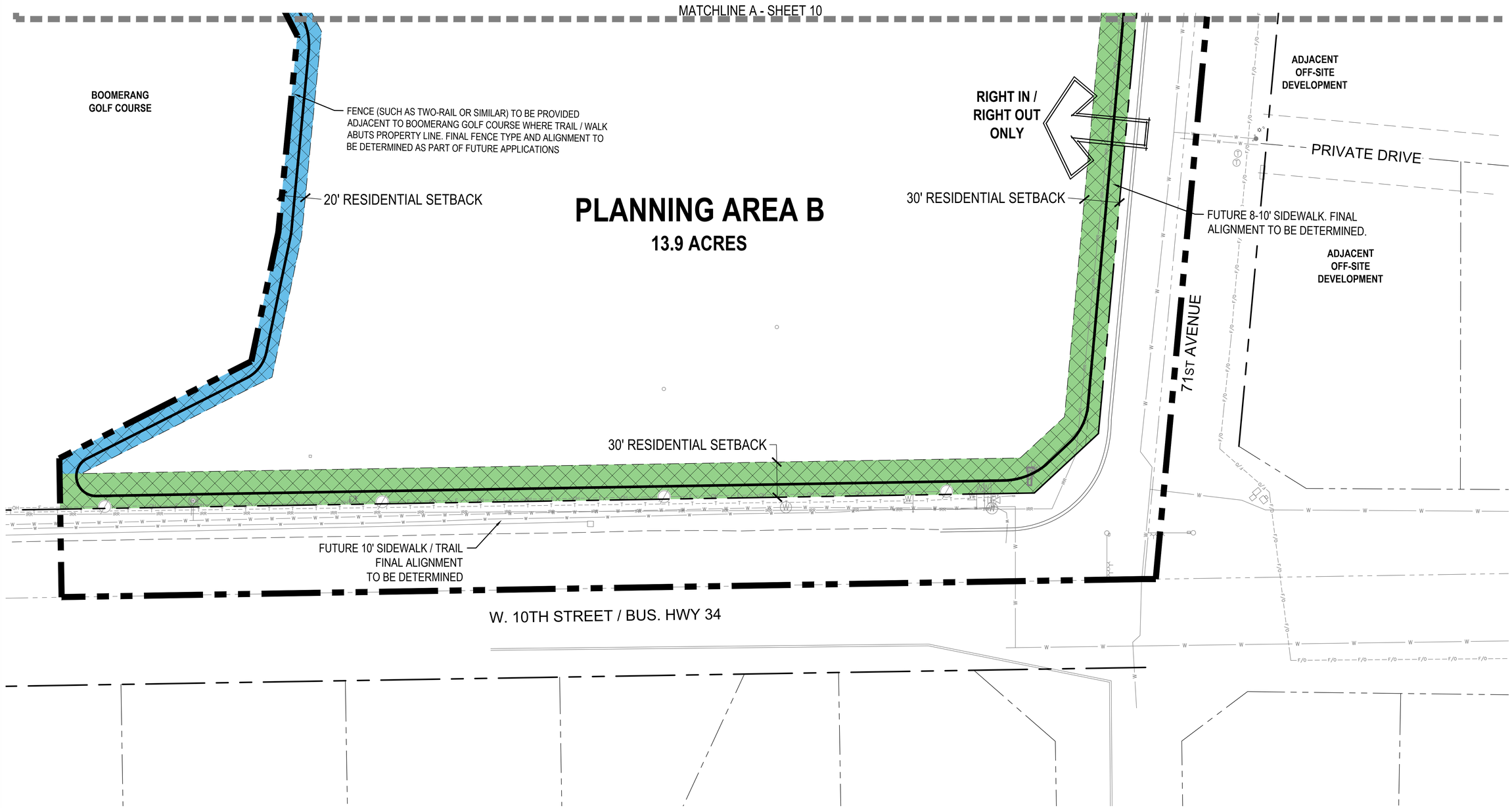
DATE:
SUB 01 06-27-2024
SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
MASTER PUD PLAN

CHECKED BY:
DRAWN BY:

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002



LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- LOT LINE
- SETBACK LINE
- 5' COTTAGE HOME SETBACK AREA
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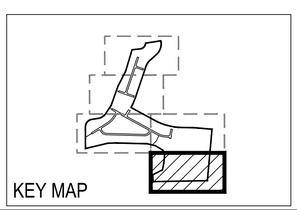

NORTH
0 20' 40' 80'
SCALE: 1" = 40'

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SHEET TITLE:
CONCEPTUAL SITE LAYOUT

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
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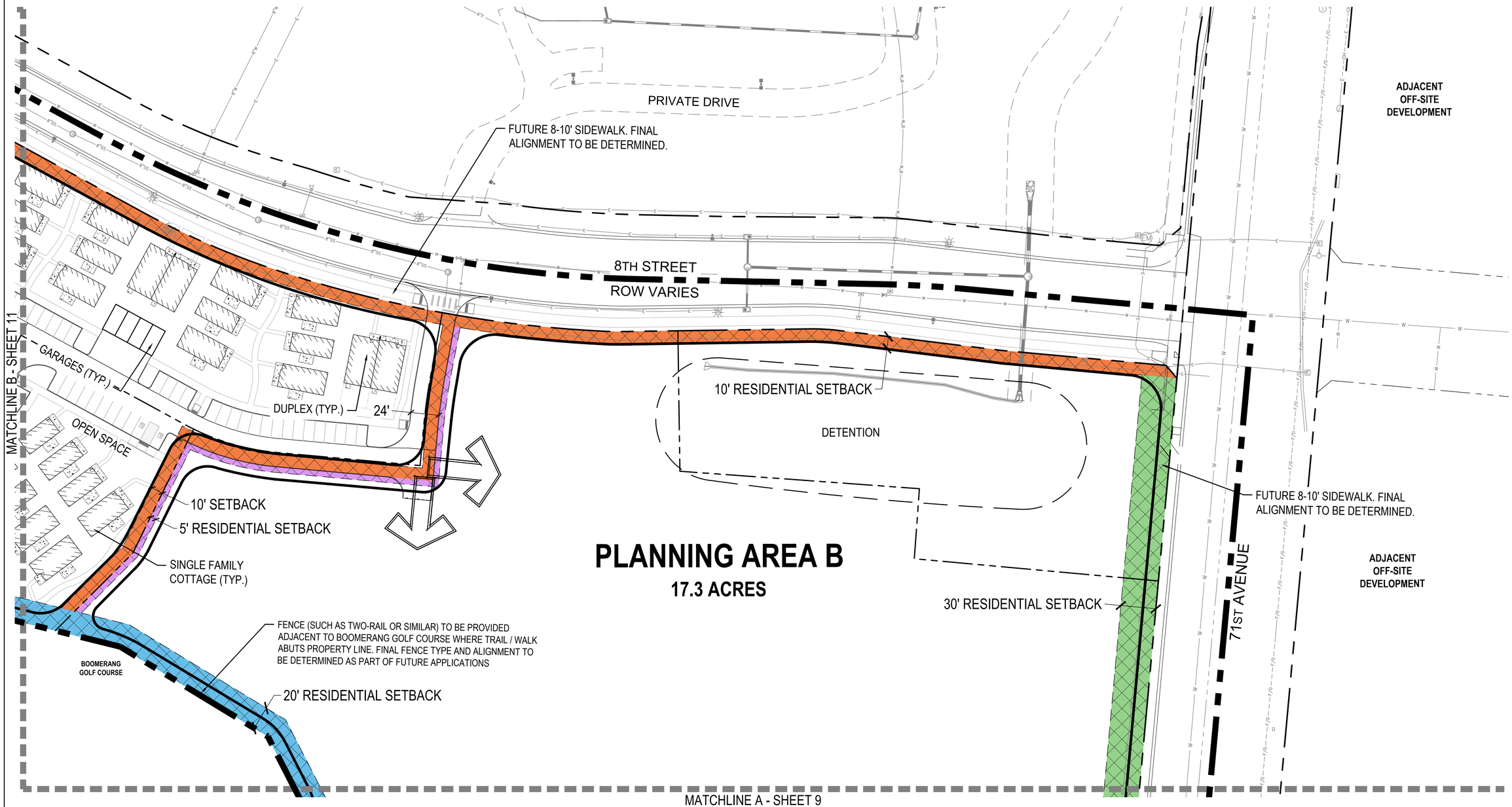

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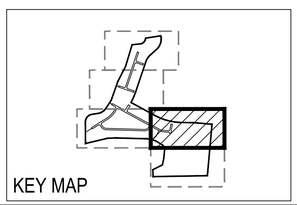

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BOOMERANG
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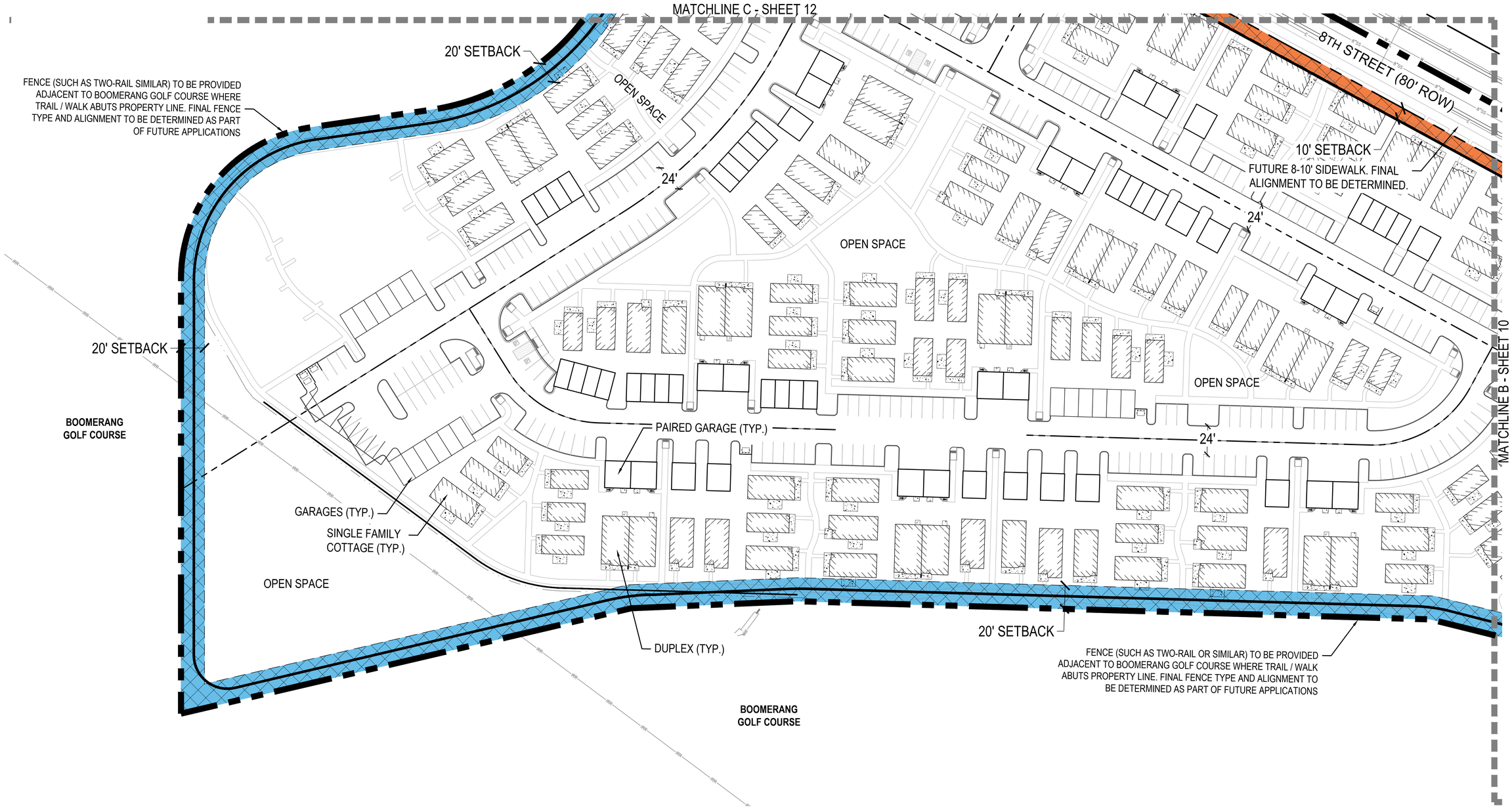

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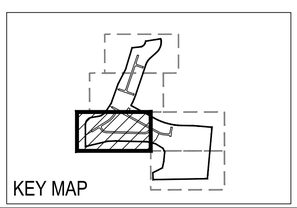

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BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
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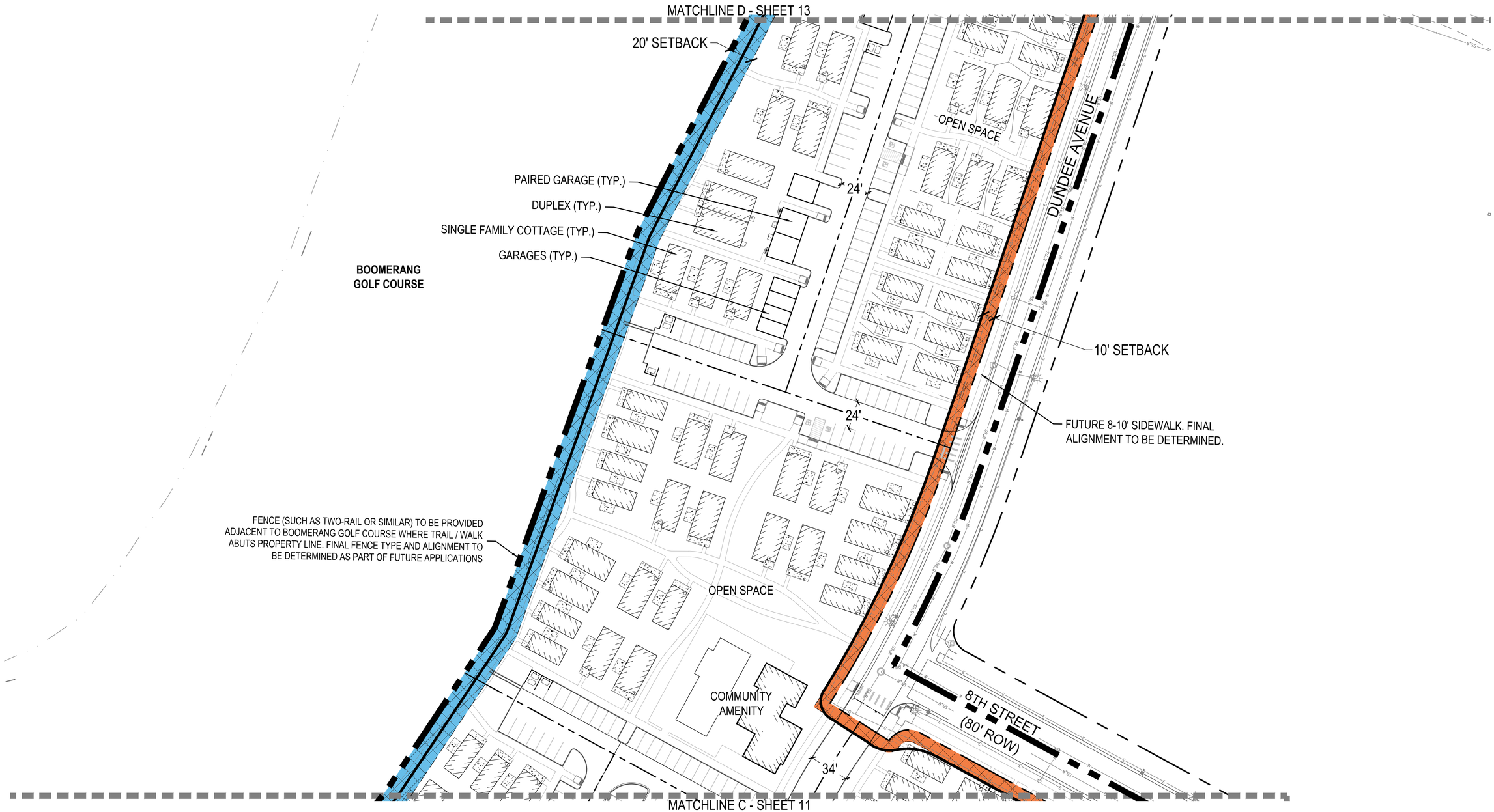

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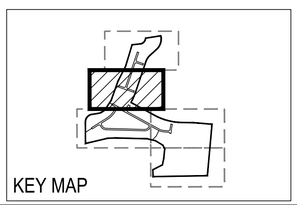

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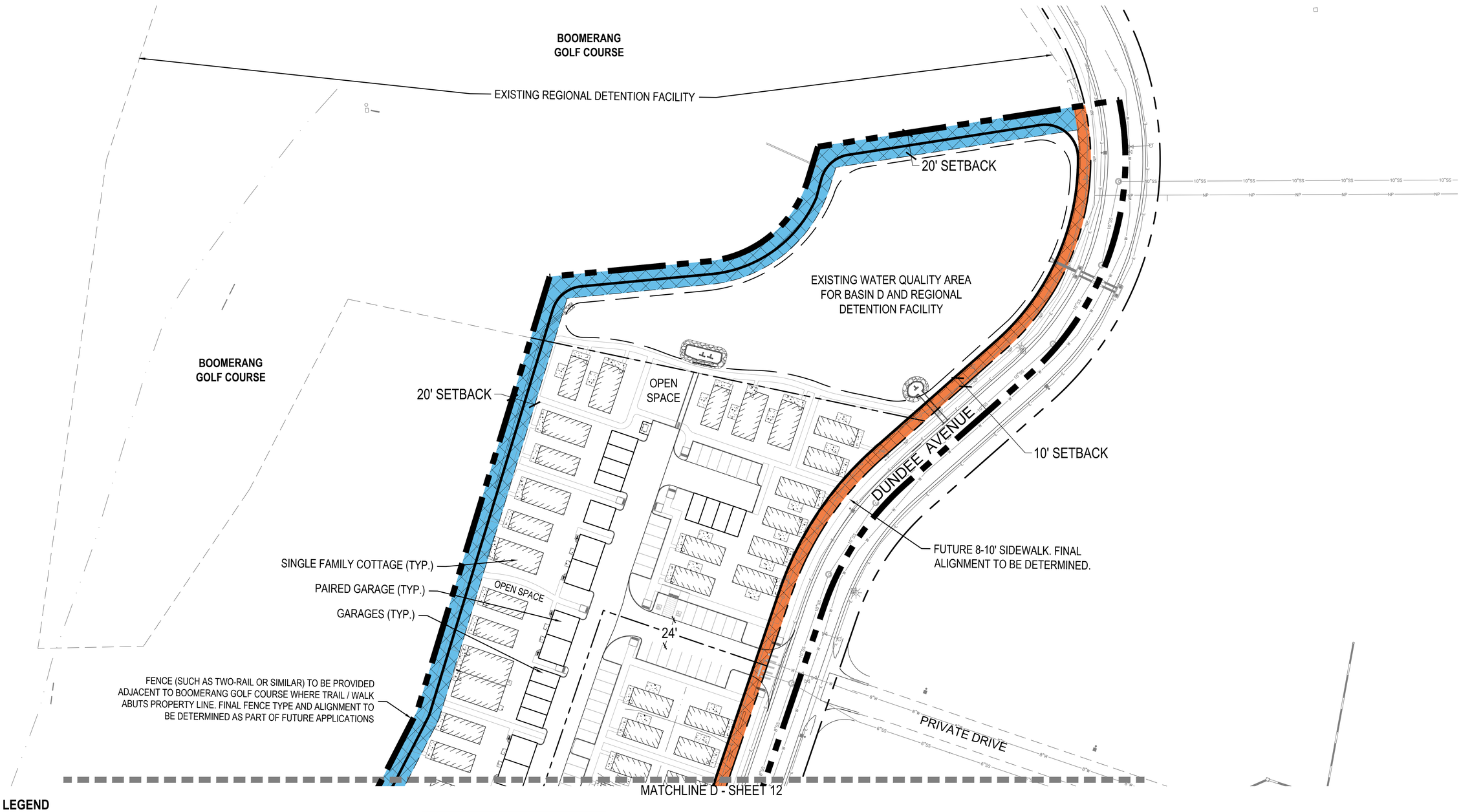

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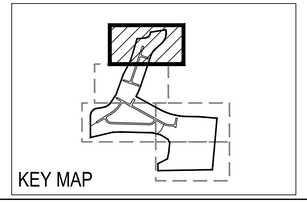

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13 OF 15

BOOMERANG
PLANNED UNIT DEVELOPMENT

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Development Standards

The following standards, as applicable, supersede those within those in the City of Greeley Land Use Code. Where this PUD falls silent the City of Greeley Land Use Code shall prevail.

Overall Standards

Section 24-502.d. Housing Diversity. This section shall be updated as follows:

- Housing diversity housing types may be satisfied across the entire area of the Boomerang PUD, regardless of the timing of development within Planning Areas A and B.

- Table 24-5-4: Housing Diversity, as applicable, shall be updated as follows:

Project Mix	Required Mix
151-300 units	▪ At Least 3 Building Types ▪ At least 20 % Category II: Missing Middle
301+ Units	▪ At least 4 Building Types ▪ At Least 30% from Category II: Missing Middle

As proposed per this Boomerang PUD, Planning Area A provides 3 Housing Types:

- Detached House – Compact/Small Lot (Single-Family Cottages (Category II: Missing Middle)
- Multi-Unit House – Small Lot (Paired Homes) (Category II: Missing Middle)
- Apartment – Small (Units over Garage) (Category II: Missing Middle)

If Residential Uses Develop within Planning Area B, only one housing type is required from any category, though more may be provided.

Residential Definition:
Per this PUD, the residential uses depicted in this PUD within Planning Area A shall be referred to "Cottage Homes." These "Cottage Homes" may be further described as follows:

- Cottage Homes may include any of the following housing types, or mix thereof:
  - Single-family homes with attached or detached garages (which may or may not be on the same lot)
  - Multi-unit home (2-4 units) with attached or detached garages (which may or may not be on the same lot)
  - Apartment (small) or units located above garages, also known as ADUs or carriage units
- Homes may grouped on common lots of any size
- Parking may be provided via attached garages, detached garages, surface parking or a mix thereof

Planning Area A Standards

Residential uses developed within Planning Area 'A' shall follow the applicable standards for R-H Residential High Density found within the City of Greeley Development Code with the following exception:

Residential Uses as depicted within this Boomerang PUD, shall develop per the following Development Standards:

Description		Proposed	
Permitted Uses		Cottage Homes as defined within this PUD	All residential uses as permitted within R-H Residential High Density zone district
Density (maximum)		15 du/ac (gross)	
Lot Area (minimum)		No Minimum Lot Area	All residential uses as permitted within R-H Residential High Density zone district shall follow the development standards as found within Title 24 of the City of Greeley Development Code, as applicable.
Building Coverage		N/A	
Drive, parking, and walks		N/A	
Open Space (minimum)		30%	
Maximum Lot Coverage		N/A	
Parking - Bicycle	1 bedroom/studio/efficiency	0.5 per unit	
	2+ bedroom	1.5 per unit	
Parking - Vehicular	Studio/Efficiency	1.25 /unit	
	1 bedroom	1.5 / unit	
	2 bedroom	1.75 / unit	
	3 bedroom	2 / unit	
	4+ bedroom	3 / unit	
	Guest	+ 1 space per 10 required spaces	
Minimum Setbacks*	Adjacent to Public ROW (8th St. & Dundee Ave.), and PA-B	10'	
	Internal to PA-A	0'	
	Adjacent to Golf Course	20'	
Accessory Structure Setbacks		Per standards found in section 24-502.c	
Encroachments		Per standards found in section 24-502.b	
Building Height	Principal Structure	35'	
	Accessory Structure	Per standards found in section 24-502.c	
Sign Standards		Per standards found in Chapter 9. - Sign Standards	
Other		See "Additional Development Standards" below	

*Notes:
1.) See Plan Sheets 9-13 for delineation of setback application for Cottage Homes.
2.) Minimum building separation shall be 10', excluding permitted encroachments.

Development Standards (cont.)

Planning Area A (cont.)

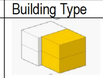
Additional Development Standards that apply to Cottage Homes depicted within this PUD.

- Section 24-503. Residential Design Standards
  - Table 24-5-7: Residential Frontage Types and Frontages Standards, as applicable, shall be updated as follows:
    - Shall follow "Terrace Frontage" Standards.
    - Frontage Standards shall only apply when adjacent to the public right-of-way (8th St. and Dundee Ave.)
    - Front Building Line shall be no less than 10'. There is no maximum.

  - Table 24-5-8: Front Entry Features, as applicable, "Porch" shall be updated as follows:

Design Element	Width	Depth	Details and Ornamentation
Porch	8' minimum	5' minimum	• If not roofed, a canopy, pediment, transom windows, enlarged trim and molding or other similar accents accompany the front entrance.

  - Table 24-5-9: Building Design Standards, as applicable, shall be updated as follows:

Design Detail	Building Type	Residential Uses
Wall Plan Limits Maximum wall plane without a massing variation of 4'+ on at least 25% of the elevation		• 70 linear feet
Blank Wall Limits Maximum wall plane without modulation on at least 20% of the wall plane.		• 70 linear feet.
Roof Plane Limits Maximum roof plane without offset of at least 2', complex planes, dormers, or gables		• 70 linear feet • Does not apply to flat roofs, provided there is a parapet, cornice or other defined edge at the roofline.
Transparency Minimum window and door openings per elevation (includes decorative trim, molding, and casing)		• *Front – 20%* • *Side – N/A* • *Street Side – 10%* • *Rear – 8%* • Exterior walls of any allowed garage may be excluded from this requirement, provided other architectural details and materials are used to meet any applicable modulation requirements
Materials		Building materials may make up to 100% of a style as long as no similar styles are adjacent to each other when fronting the same block.

- Section 24-505. Courtyard Pattern
  - This section shall not be applicable.

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#165
FORT COLLINS, CO 80524
P 970.409.3414
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BOOMERANG P.U.D.
8TH STREET & DUNDEE
GREELEY, CO 80634

OWNER:
HARTBOOM, LLC
4801 GOODMAN ST
TIMNATH, CO 80547

DATE:
SUB 01 06-27-2024
SUB 02 08-29-2024
SUB 03 10-09-2024

SHEET TITLE:
DEVELOPMENT STANDARDS

CHECKED BY:
DRAWN BY:

BOOMERANG
PLANNED UNIT DEVELOPMENT

PART OF THE SOUTHEAST QUARTER OF SECTION 5, TOWNSHIP 5 NORTH,
RANGE 66 WEST OF THE 6TH P.M.,
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.53 ACRES
PROJECT NUMBER: PUD2024-0002

Development Standards (cont.)

Planning Area B Standards

Planning Area B may develop as non-residential uses, limited residential uses or a mix thereof.

Description		Proposed		
		Residential Uses		Non-Residential Uses
Permitted Uses		Cottage Homes as defined within this PUD	Row House dwellings and Multifamily dwellings as defined per City of Greeley Land Use Code	All Commercial Uses as permitted within the C-H Commercial High Intensity zone district
Density (maximum)		25 du/ac (gross)	All Row House and Multifamily dwelling uses as permitted within R-H Residential High Density zone district shall follow the development standards as found within Title 24 of the City of Greeley Development Code, as applicable.	All commercial / non-residential uses as permitted within C-H Commercial High Intensity zone district shall follow the development standards as found within Title 24 of the City of Greeley Development Code, as applicable.
Lot Area (minimum)		No Minimum Lot Area		
Building Coverage		N/A		
Drive, parking, and walks		N/A		
Open Space (minimum)		30%		
Maximum Lot Coverage		N/A		
Parking - Bicycle	1 bedroom/studio/efficiency	0.5 per unit		
	2+ bedroom	1.5 per unit		
Parking - Vehicular	Studio/Efficiency	1.25 /unit		
	1 bedroom	1.5 / unit		
	2 bedroom	1.75 / unit		
	3 bedroom	2 / unit		
	4+ bedroom	3 / unit		
	Guest	+ 1 space per 10 required spaces		
Minimum Setbacks*	Adjacent to Public ROW - 8th St	10'		
	Adjacent to Public ROW 71st Ave and 10th St	30'		
	Adjacent PA-A	5'		
	Internal to PA-B Cottage Homes	0'		
	Adjacent to Golf Course	20'		
Accessory Structure Setbacks		Per standards found in section 24-502.c		
Encroachments		Per standards found in section 24-502.b		
Building Height	Principal Structure	35'		
	Accessory Structure	Per standards found in section 24-502.c		
Sign Standards		Per standards found in Chapter 9. - Sign Standards		
Other		See "Additional Residential Development Standards" below		

*Notes:
1.) See Plan Sheets 9-13 for delineation of setback application for Cottage Homes.
2.) Cottage Home minimum building separation shall be 10', excluding permitted encroachments.

Development Standards (cont.)

Planning Area B (cont.)

Additional Development Standards.

All permitted residential uses shall follow the applicable residential standards found within Title 24 of the City of Greeley Land Development Code with the exception of the development of Cottage Homes (as described within this PUD), in which the following standards shall supersede:

- Section 24-503. Residential Design Standards
  - Table 24-5-7: Residential Frontage Types and Frontages Standards, as applicable, shall be updated as follows:
    - Shall follow "Terrace Frontage" Standards.
    - Frontage Standards shall only apply when adjacent to the public right-of-way (8th St., 71st Ave. and 10th St.)
    - Front Building Line shall be no less than 10' along 8th Street; and no less than 30' along 71st Ave. and 10th St.. There is no maximum.
  - Table 24-5-8: Front Entry Features, as applicable, "Porch" shall be updated as follows:

Design Element	Width	Depth	Details and Ornamentation
Porch	8' minimum	5' minimum	• If not roofed, a canopy, pediment, transom windows, enlarged trim and molding or other similar accents accompany the front entrance.

  - Table 24-5-9: Building Design Standards, as applicable, shall be updated as follows:

Design Detail	Building Type	Residential Uses
Wall Plan Limits Maximum wall plane without a massing variation of 4'+ on at least 25% of the elevation		• 70 linear feet
Blank Wall Limits Maximum wall plane without modulation on at least 20% of the wall plane.		• 70 linear feet.
Roof Plane Limits Maximum roof plane without offset of at least 2', complex planes, dormers, or gables		• 70 linear feet • Does not apply to flat roofs, provided there is a parapet, cornice or other defined edge at the roofline.
Transparency Minimum window and door openings per elevation (includes decorative trim, molding, and casing)		• *Front – 20%* • *Side – N/A* • *Street Side – 10%* • *Rear – 8%* • Exterior walls of any allowed garage may be excluded from this requirement, provided other architectural details and materials are used to meet any applicable modulation requirements
Materials		Building materials may make up to 100% of a style as long as no similar styles are adjacent to each other when fronting the same block.

- Section 24-505. Courtyard Pattern
  - This section shall not be applicable.

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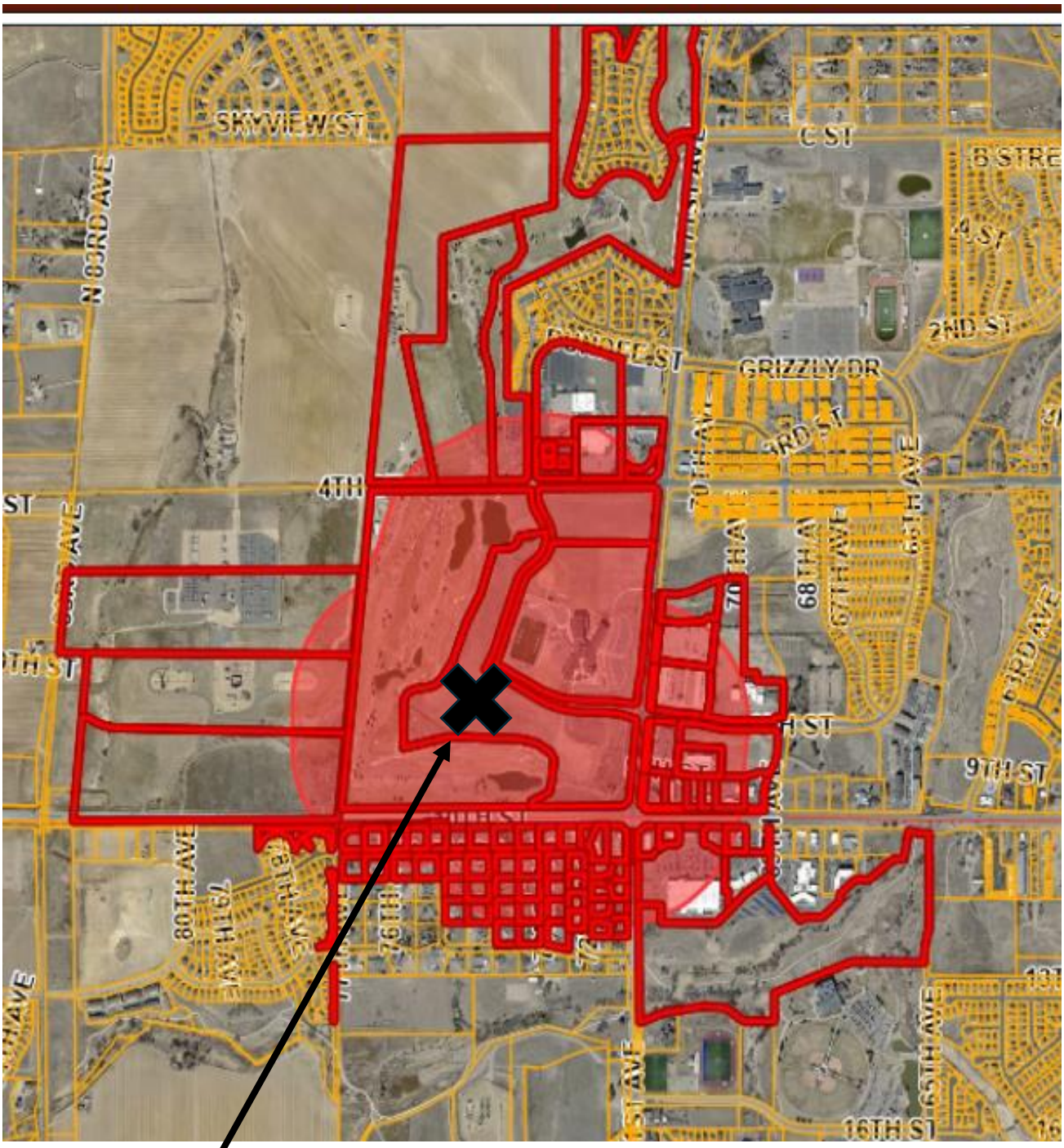
NOTICE BOUNDARY MAP, BOOMERANG PUD2024-0002



PUD Site Location

Jeff Woeber

From: Deanna Meinke <dkmeinke@outlook.com>
Sent: Friday, January 10, 2025 6:32 PM
To: Jeff Woeber
Subject: Case Number: PUD2024-0002 Boomerang PUD Written Comment

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

Dear Mr. Woeber,

This email is intended to communicate our STRONG OPPOSITION to the proposed rezoning of 42.53 acres from R-L (residential low-density), R-H (Residential High Density) and C-D (Conservation District) zonings districts to a PUD (Planned Unit Development to allow residential and commercial uses for the property located in the Southeast ¼ of Section 5, Township 5 North, Range 66 West of the 6th P.M., City of Greeley.

The previous Zoning of this location was thoughtfully undertaken by citizens in the current zoning and should not be changed. The Conservation District should not be sacrificed for business development.

I realize this hearing is not about traffic issues, but further development that promotes more people and more business destinations will only exacerbate the intolerable traffic issues that exist now at 71st Avenue and 10th Street.
The existing commercial development on the northeast and southeast corners of Business 34 (10th Street) and 71st Avenue has already created traffic nightmares. I no longer can exit my neighborhood (Knaus) at 12th Street and 71st Avenue. during several multi-hour windows each day. I have to backtrack West in order to go east into town now and cannot exit my neighborhood to go West on 10th street due to traffic volume that is unrelenting in the early mornings, school times and evening off-work times. Today, at 4PM, I sat through the light at 10th and 71st Avenue through 3 cycles to make a left turn south due to high traffic volume. The stoplight backed up west-bound traffic in the left turn lane through the stoplight into NorthGate Shopping Center, which then impacted that intersection. It is already at ridiculous volumes of cars. When We moved to Knaus (73rd Avenue and 11th Street), 71st Avenue was a gravel road, and we were assurred during previous development that 71st Avenue would remain a "neighborhood road".

Lastly, 71st Avenue and Westboad 10th Streets are drag strips at night which prevent me from having windows open at night in good weather. Adding more traffic will only increase the risk of motor vehicle accidents.

Our neighborhood deserves thoughtful development that does not continue to exacerbate existing issues and conserve our natural resources and quality of life.

Thank you for reading our concerns,
Gary and Deanna Meinke

City of Greeley, Colorado
PLANNING COMMISSION PROCEEDINGS

November 12, 2024
Greeley Planning Commission- November 12, 2024- YouTube

1. Call to Order

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

2. Roll Call

The hearing clerk called the roll.

PRESENT
Vice Chair Erik Briscoe
Commissioner Louisa Andersen
Commissioner Jeff Carlson
Commissioner Brian Franzen
Commissioner Larry Modlin

ABSENT
Chair Justin Yeater
Commissioner Christian Schulte

3. Approval of Agenda

There were no changes to the agenda.

4. Approval of the October 08, 2024, Planning Commission Meeting Minutes

Commissioner Andersen moved to approve the minutes dated October 08, 2024. Commissioner Modlin seconded the motion.

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

5. A public hearing continuance request by the applicant to subdivide 69.74± acres located west of the intersection of 71st Avenue and 16th Street into 57 lots, 6 outlots and 3 tracts (Case Number SUB2024-0008, Triple Creek PUD Preliminary Plat).

Vice Chair Briscoe introduced the item as published and asked the Commission for a motion to continue this item as requested. Commissioner Franzen moved to continue this item to December 10th 2024. Commissioner Andersen seconded the motion.

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

6. A public hearing to consider a request by Hartboom, LLC, to rezone 42.53 acres located at the northwest corner of the intersection of 71st Avenue and 10th Street/Highway 34 Business from R-L (Residential Low Density) and R-H (Residential High Density) to PUD (Planned Unit Development) zone district (Case Number PUD2024-0002, Boomerang PUD).

Vice Chair Briscoe introduced the item as published. He asked if there were any members of the Commission or the public that wished to see a presentation. Commissioner Andersen requested to see the presentation.

Jeff Woeber (Planner III) began his presentation by introducing himself and the case as published. He shared background information about the parcel as well as zoning and land use information for the lots surrounding the parcel. Mr. Woeber shared the proposed uses for the project and what the intent was for the project and its uses if approved. He shared that the packet included various plans for the PUD (Planned Unit Development) and shared the overview of them. He provided a comparison of allowable uses in various residential zone districts compared to what the proposed PUD would allow.

He continued, stating the proposal complies with Sections 24-204(b) and 24-205(c) of the Greeley municipal code. Proper notification has been made for the project and staff recommends approval. Mr. Woeber concluded his presentation, and he shared that the applicant was in attendance and available if needed. Some discussion took place between Mr. Woeber and the Commission regarding how it was selected that a PUD was the best zoning type for this district as well as traffic impacts for development in this area. Tina Close (City Engineer) provided more technical information regarding traffic and the study that was for this parcel.

Ryan McBreen (Norris Design) began his presentation by sharing information on the intent of the development is to allow for flexibility in design, particularly in the build to rent model. The neighborhood is designed to create a community orientated feel. He shared examples of other developments like the one being proposed and information on how it would benefit the community. Some discussion took place between the Commission and the applicant regarding the zoning and what different options were available for this project. There were concerns voiced for Planning Area B not being proposed with a plan like Planning Area A. The applicant agreed that they would be willing to bring a more defined plan before the Commission for approval before proceeding with construction for Planning Area B. Mr. McBryan introduced Dave Dervis (Hartford Homes), he is the head of multifamily development for Hartford Homes. He shared more information on the different Planning Areas and why only Planning Area A was fully designed at this point. They shared some slides that showed images of what the homes would look like. They answered further questions regarding build to rent, the garages and access points.

With no further questions for staff or the applicant Chair Briscoe opened the Public Hearing at 1:45 p.m., seeing no request for public comment he closed the Public Hearing at 1:45 p.m. and asked the Commission to take action.

Some discussion took place, the Commission was in overall support of Planning Area A they did not like the “blanket” approval for Planning Area B without a site plan being presented. They discussed approving the project with conditions put in place requiring Planning Area B to be required to have a Site Plan approved by the Commission before it could proceed with construction. Discussion continued regarding the process of both Planning Areas and what is needed for subsequent development to proceed.

Commissioner Carlson based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning and Planned Unit Development is in compliance with Sections 24-204(b) and 24-205(c) of the Development Code and therefore recommends City Council approval. Commissioner Andersen seconded the motion.

Motion carried 4-1 (Vice Chair Briscoe Opposed)

7. Staff Report

Brian McBroom (Community Development Director) began by sharing that the East Sub Area Plan, comprehensive planning work is planned to begin early next year, staff is providing City Council with an update in a work session regarding a proposed project on the northside of Highway 34. Concluding, he shared that there is a virtual meeting for property owners is scheduled for November 21, 2024 for the Downtown Overlay District expansion, there will also be a formal Public Hearing as part of the Code Amendment Process.

8. Adjournment

With no further business before the Commission, Chair Yeater adjourned the meeting at 2:20 p.m.

_____

Erik Briscoe, Vice Chair

_____

Brian McBroom, Community Development Director

Boomerang Planned Unit Development PUD2024-0002

Brian McBroom, Community Development Director
City Council Meeting – January 21, 2025

Agenda

Purpose: Consideration of approval to change zoning of the subject property.

Request: Rezone from Residential Low Density (R-L) and Residential High Density (R-H) to Planned Unit Development (PUD).

PUD Overview

Background: 42.5 acre property currently undeveloped - Lot 4 of Tointon Academy Subdivision

- **Uses Proposed**:
  - Planning Area A – 25.2 acres, residential “for rent” product under single ownership, with single-family, duplexes and detached garages with Accessory Dwelling Units (ADUs)
  - Planning Area B – 17.3 acres, higher-density residential and commercial uses

PUD Overview

- **Total Number of Units (Maximum)**:
  - Planning Area A: 378 units
  - Planning Area B: 432 (Possibly lower, depending on potential commercial development)
  - Residential uses on Planning Area A are “cottage homes,” including single family, 2 – 4 unit homes, all of which may include garages. Apartment units (ADUs) may be above garages
- **Parking**
  - Between 1.25 spaces for studio unit up to 3 spaces/unit for 4 bedroom, plus 1 space per 10 required spaces for guest parking
- **Amenities**
  - Clubhouse, pool, outdoor gathering space, trails, multi-use space
  - 30% open space

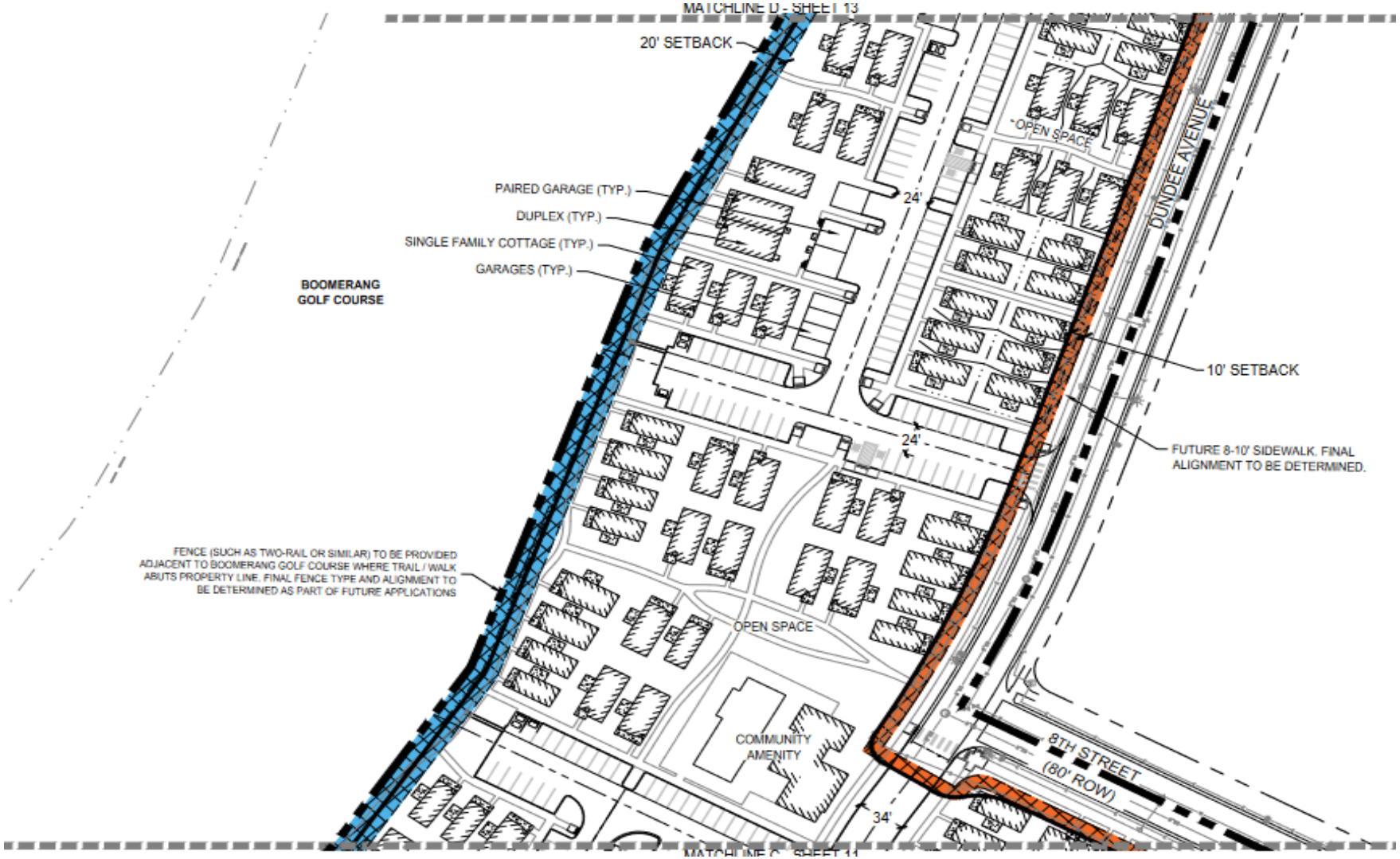
Location

- Northwest corner 71st Ave/10th St
- Surrounding Zoning and Land Uses:
  - North: R-H, C-D | Golf Course, Residential
  - East: R-H and R-L | School, Commercial
  - South: R-H, R-E | Golf Course, Residential
  - West: R-H | Golf Course

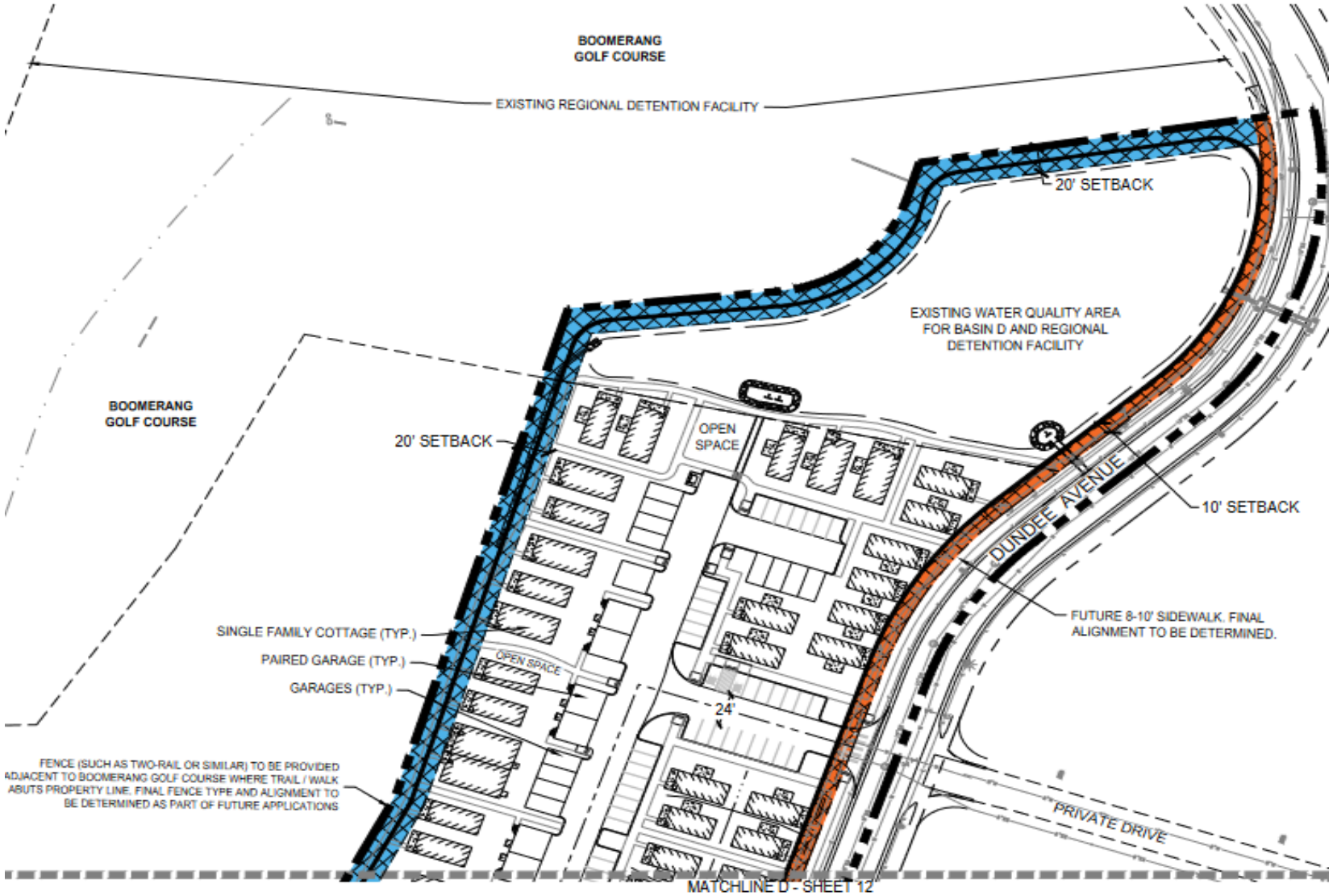
Boomerang PUD

Boomerang PUD

Boomerang PUD



Boomerang PUD



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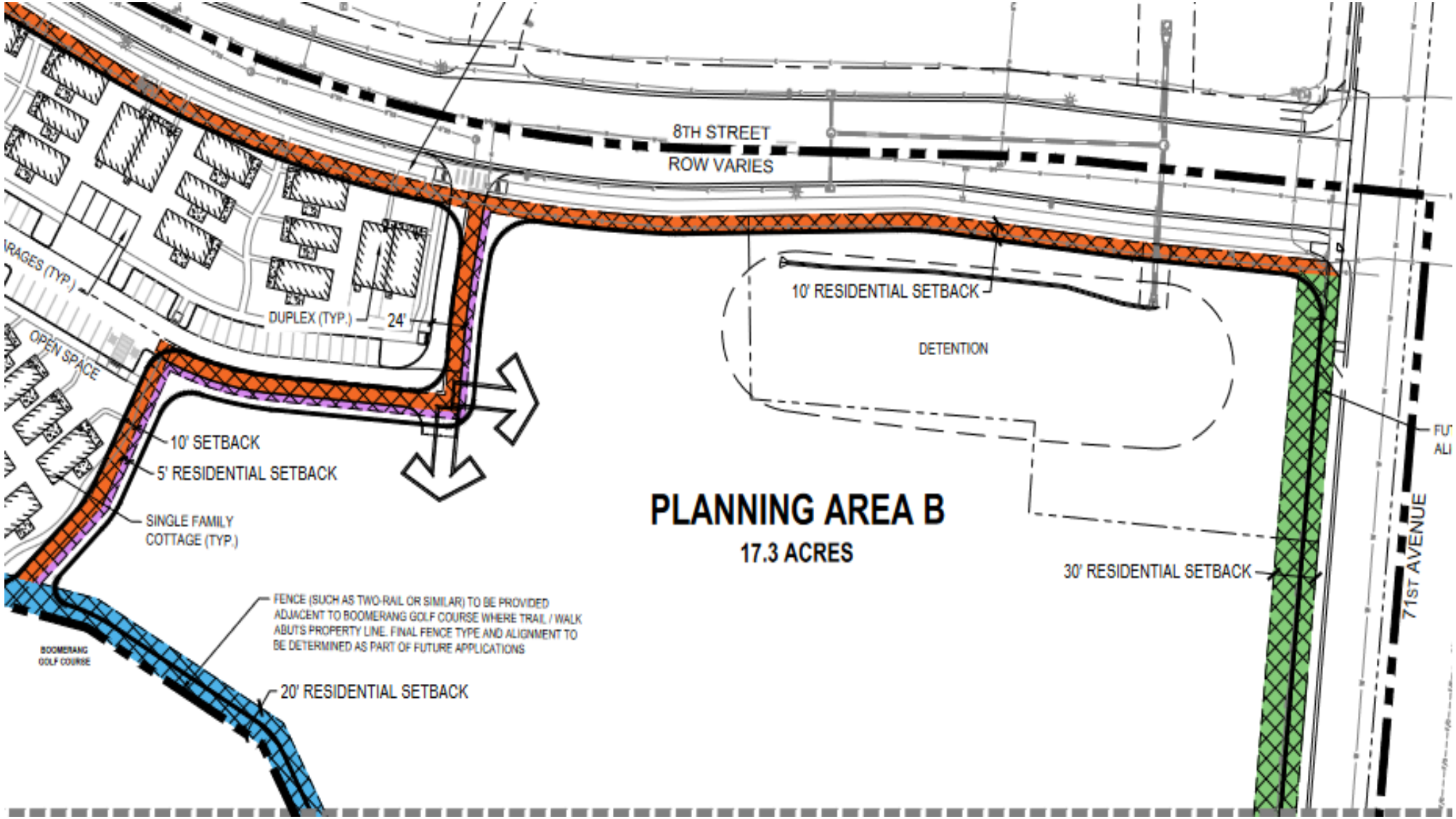
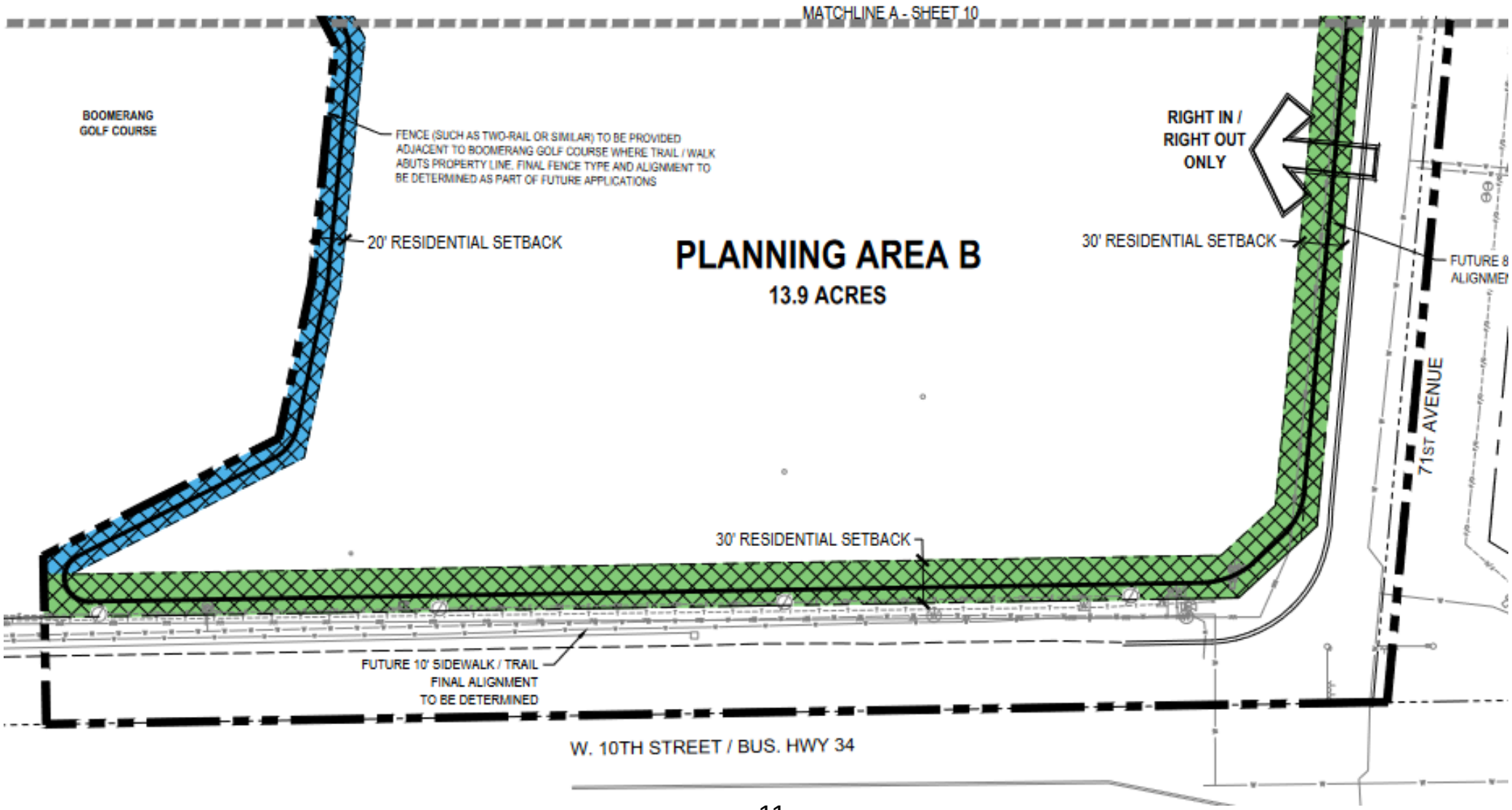


Boomerang PUD



Applicant Proposed Architectural Rendering

Boomerang PUD – PA-A Cottages

Images conceptual and subject to change per PUD

Considerations

Approval Criteria

- Rezoning Criteria, 24-204(b) Nine Criteria Used to Evaluate Rezoning Applications
- PUD Criteria, 24-205(c) Four Criteria Used to Evaluate PUD Applications
- The proposal is consistent with the criteria as outlined in Summary

Notification

- Neighborhood meeting held on October 11, 2024 - no members of public attended
- Mailed notification to within 1000 feet of property boundary
- 74 notice letters
- Staff has received no inquiries and is aware of no opposition
- Sign posted on the property
- Web notice

Recommendation

- Planning Commission recommended approval on November 12, 2024
- City staff recommends approval of the PUD as submitted

Request

This is a request for City Council approval of the Boomerang PUD

Thank you

City of Greeley Colorado

Review Criteria

Rezoning Review Criteria, Section 24-204(b)	
1)	**The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.**
	The subject area is categorized as "Mixed Use" on the Land Use Guidance Map in the *Imagine Greeley Comprehensive Plan*. A "Neighborhood Center" is identified for the intersection of 10th Street at 71st Avenue, with Planning Area B being at the northwest corner of this intersection. Mixed Use, according to the Plan, includes "…higher density housing types such as duplexes, townhomes/row homes, and smaller scale apartment buildings, as well as accessory dwelling units are encouraged to provide a range of housing options." The Plan recommends commercial, retail and service uses in the Mixed Use areas. A Neighborhood Center "offers opportunities for smaller scale commercial nodes that serve the surrounding neighborhood. They support a range of commercial, retail and service uses…"

Criterion 1, Continued

Goal ED-3: Attract and maintain employed, skilled, and adaptable workforce.
The Boomerang development would establish rental housing other than a high-density apartment scenario, adding housing options attractive to Greeley's existing and future workforce.

Goal GC-2: Promote a balanced mix and distribution of land uses.
The two proposed planning areas promote a mixture of various residential and potential commercial uses. One primary benefit of a PUD is the ability to allow a balanced mix and distribution of uses.

Goal HO-1: Improve access to housing for all income levels, ages, and physical abilities and Goal HO:2 Encourage a broad diversity of housing options
The residential development within the Boomerang PUD would provide options that are not widely available in Greeley at this time, with single-family and duplex rentals, as well as small apartments available over garages all in a centralized setting. This will provide a diversity of options, with access by various income levels, ages and physical abilities.

Review Criteria

Rezoning Review Criteria, Section 24-204(b)	
2)	**The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.**
	• The intent of the Planned Unit Development is to provide a mixed use and suburban neighborhood that is compatible with the area. The proposal is consistent with other planned development in the vicinity.

Review Criteria

Rezoning Review Criteria, Section 24-204(b)	
3)	**Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area.**
	It is in the public interest to provide the uses that would be possible through the Boomerang PUD. This general area of Greeley has changed and developed significantly in recent years and the PUD will provide flexible and attractive options.
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 site has been zoned R-H and R-L, and was recently considered for residential development under that zoning as is now being proposed. The *Greeley Development Code* did not provide zoning standards under "straight" or non-PUD zoning to provide for the for-rent project. The PUD is seen by Planning staff as the best option to allow the development to move forward.

Review Criteria

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.**
	The proposal would enable development compatible with character of the area. The conceptual plans in the PUD show streets, buildings, etc. are consistent with development in this area of the City. Comments by Greeley Parks indicate “cash in lieu” of a park within the PUD is appropriate for this project as it is within the service area of future, planned neighborhood parks.
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.**
	Services and facilities are available for anticipated uses. Staff has worked closely with City and other utilities, Public Works, the Greeley Fire Department and other agencies to ensure availability of services and facilities.

Review Criteria

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.**
	Development of this site will help fulfill a need for rental housing, as well as mixed use development that is not feasible under the existing zoning. The PUD zoning is more appropriate for serving the community than the current zoning.
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.**
	Planning staff and review agencies have worked to minimize impacts from the proposed development, with access, traffic and drainage being considered. There will be fencing and buffering adjacent to the golf course to the west. These impacts have been considered at the PUD review stage, and staff notes a Site Plan Review will be required where specific landscaping and exterior lighting plans and architectural standards will be reviewed for compliance the Greeley Development Code standards.

Review Criteria

Rezoning Review Criteria, Section 24-204(b)	
9)	**The recommendations of professional staff or advisory review bodies.**
	Planning staff and the Administrative Review Team recommend approval.

Planned Unit Development Review Criteria, Section 24-205(c)	
1)	**The plan reflects greater consistency with or more specificity in implementing the Comprehensive Plan than what could be accomplished under application of general zoning districts and development standards.**
	Staff comment: The proposal allows a mix of uses to be incorporated into the area in a way that achieves greater consistency and more specificity than standard zones would allow.

Review Criteria

Planned Unit Development Review Criteria, Section 24-205(c)	
2)	**The benefits from any flexibility in the proposed plan:** **(1) promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;** **(2) involves innovative concepts that were not anticipated by the development code; or** **(3) apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards.**
	The proposed PUD plan provides flexibility that will not have potential negative impact on the community's health, safety and welfare. The residential for-rent concept is fairly innovative and unique in Greeley, and it appears likely this type of rental development will become more prevalent in the future. The PUD does have a design that is both innovative and fits with the purpose of the existing residential zoning districts. The PUD proposes at least four residential building types and will include single-family cottages (some with detached garages and some with an Accessory Dwelling Unit (ADU) above the garage, as well as paired home/duplexes.

Review Criteria

Planned Unit Development Review Criteria, Section 24-205(c)	
3)	**The plan reflects generally accepted and sound planning and urban design principles with respect to applying the goals and objectives of the Comprehensive Plan to the area.**
	The request is consistent sound planning principles and is consistent with applicable goals and objectives of the Comprehensive Plan.
4)	**The plan meets all of the review criteria for zoning map amendments in Section 24-204.**
	The request complies with Section 24-204, Review Criteria for Rezoning as detailed above.

NORRIS DESIGN
PEOPLE + PLACEMAKING

HARTFORD HOMES

City of Greeley - City Council– January 21, 2025

Boomerang PUD

Boomerang PUD – PA-A Cottages

Images conceptual and subject to change per PUD

What is "missing middle" housing?

Characteristics* of missing middle housing types/designs:

Neighborhood scale
Scale falling *between* single-family homes and mid-rise multifamily housing . . .
and generally compatible in *height and bulk* with housing in single-family neighborhoods

More than one dwelling unit per lot, such as
- a single-family home with accessory dwelling
- a duplex or "mansion home" with two or more units
- stacked townhomes
- small rental or condo building

Affordable
Smaller unit sizes + modest amenities ➜ potential to keep prices/rents down naturally ➜ feasible options for middle-income buyers/renters

Can be built incrementally
. . . on small or modest-sized lots without large land consolidation

Why is it missing?

Zoning codes restrict most residential neighborhoods to single-family homes or townhomes. Other small- and mid-scale types, like duplexes or four-plexes are very rarely allowed.

Many zones set **limits on units per acre**, but place restrictions on the size and bulk of what can be built. This creates an incentive for developers to maximize unit size and price per unit.

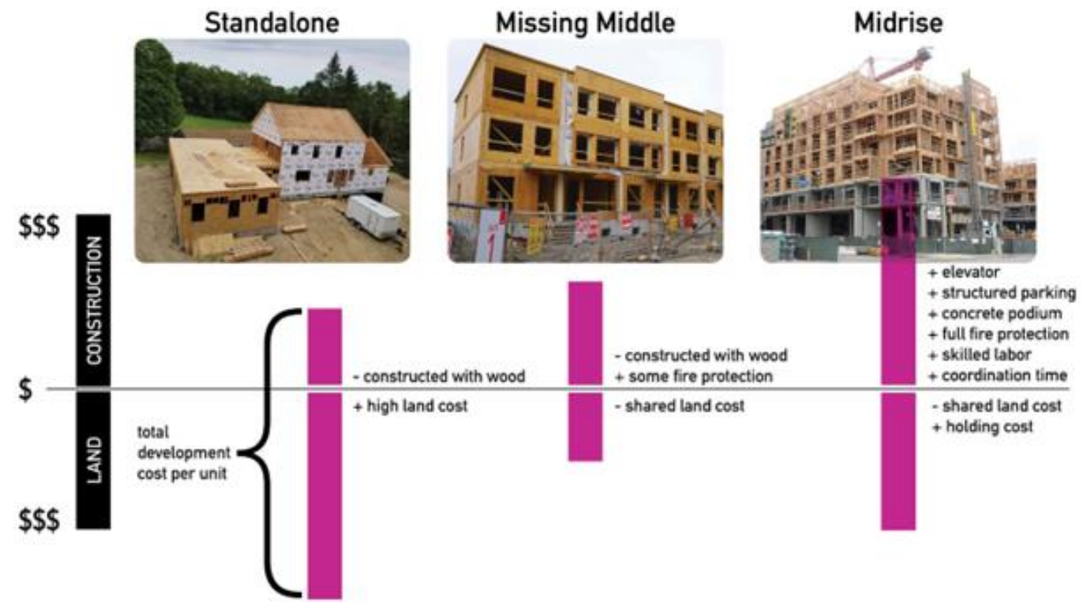
Off-street **parking requirements** make it difficult to fit a small- to mid-sized building *and* required parking on the same lot. Undergrounding parking can run $60,000/unit.

Residents often oppose any development that they think will affect neighborhood character, and may assume that multi-unit buildings would not blend in well with single-family homes.

*This working definition may adjust as we learn more about these housing options.

The Alliance for Housing Solutions

Missing Middle



Missing Middle: Affordability

Affordable
- Affordable by Subsidy

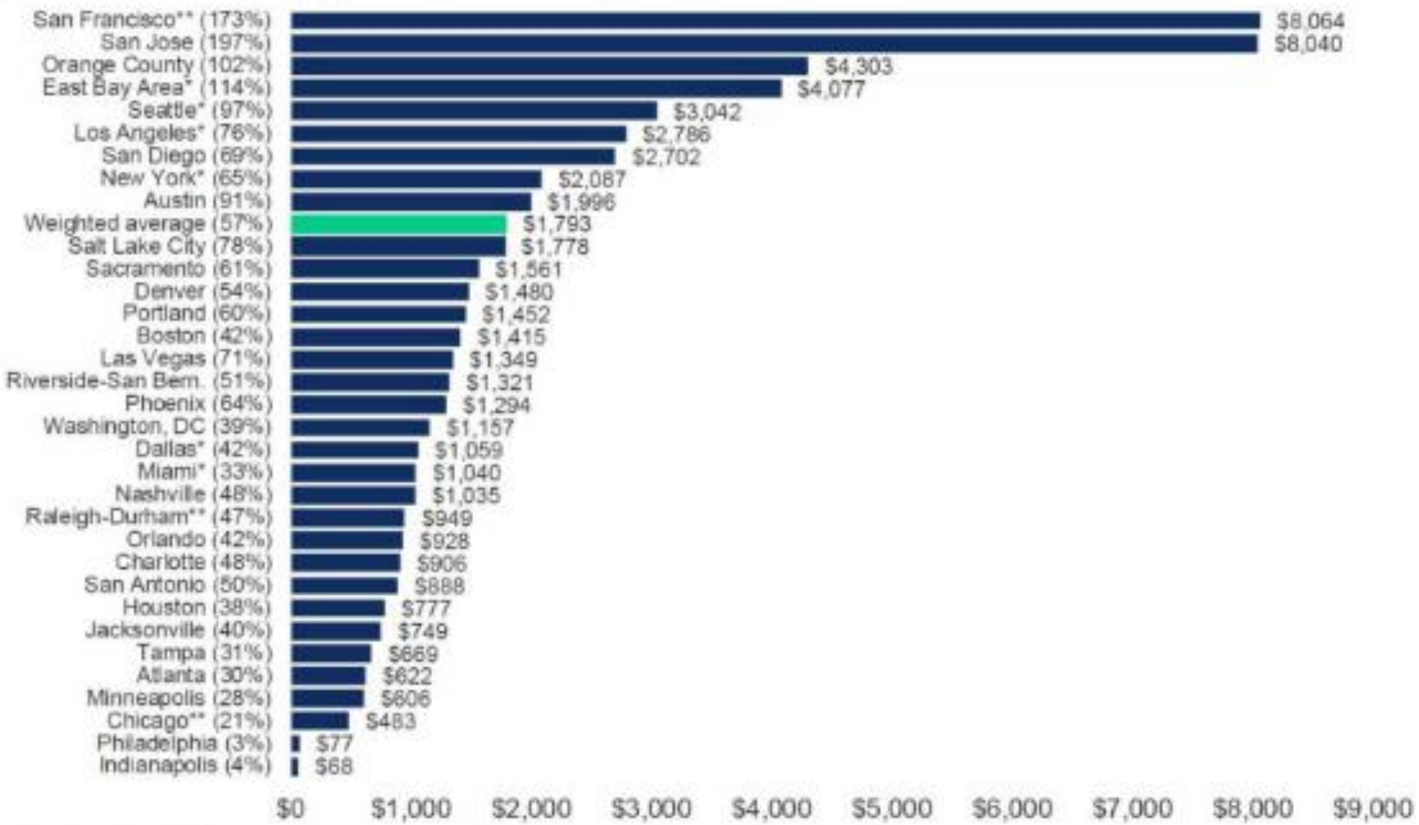
Middle
- Affordable by Design
  - Smaller Units and Shared (Lower) Land Costs
  - Simple Construction
  - Less Parking

Luxury
- Affordable to Higher Income Households

It's more affordable to rent a home than buy in all major markets.

Cost to Purchase vs. Single Family Rent, Entry-Level Home

(%) denotes homeownership premium versus renting, June-24



*Metro division **combination of metro divisions (except Raleigh-Durham, which is a combination of metros)

Home payment, entry-level home (mortgage): 5% down payment, 30-year fixed-rate mortgage, PITI payment, plus mortgage insurance payment. Housing costs: Monthly home payment plus annual maintenance costs ranging from 0.85% to 1.25% of the home price set in 2014 and historically adjusted for inflation, factored in monthly.

Source: John Burns Research and Consulting, LLC. (Data: Jun-24, Pub: Aug-24)

On average, in top metros, the cost to purchase and maintain an entry-level home is $1,793 more per month than renting a single-family home.

Housing payment (cost of purchasing): We base the housing costs on 80% of the market's median detached resale price, a 5% down payment, 30-year FRM, PITI payment plus mortgage insurance, and maintenance costs ranging from 0.85% to 1.25% of the home price set in 2014 and historically adjusted for inflation, factored in monthly. Our analysis assumes no tax deduction.

Single-family rent: We assume a home valued at 80% of the current median-priced existing home. We look for homes in current single-family for-rent listings at this valuation and then collect the asking rents.

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JOHN BURNS RESEARCH & CONSULTING

Boomerang PUD

Planning Area A

- 25.2 acres
- Max 15 du/ac
- Permitted Uses:
  - Residential – High Density (R-H)
  - Cottage Homes

Planning Area B

- 17.3 acres
- Max 25 du/ac
- Permitted Uses:
  - Commercial – High Intensity (C-H)
  - Residential:
    - Cottages
    - Row Houses
    - Multi-family

Not to Scale

Planning Area A

- Cottages Homes on shared lots, include:
  - Single-family homes
  - Paired Homes
  - Garage Apartments
  - Approx 250 units
- Central Amenity (Pool & Clubhouse)
- Parking – Garage and Surface
- Open Space and Trail/Walk Network
- Professionally Managed and Maintained

Planning Area B

- Future Development may include:
  - Commercial, or
    - Consistent with 10th St corridor
  - Residential, or
    - Cottages (continuation of PA-A)
    - Row Houses
    - Multi-family
  - Mix of Commercial and Residential

Image conceptual and subject to change per PUD

Not to Scale

Boomerang PUD

Why : PA - A

- Clarifies uses and standards to accommodate unique housing option that doesn't fit neatly into a single code category.
    - Setbacks
    - Parking requirements
    - Design elements

- Not quite SFD or MF

- Permits mix of uses that code doesn't contemplate
    - A mix of common lot SFD, Paired, and Over Garage Units to be developed at a neighborhood scale.

Boomerang PUD

Why : PA - B

- Inefficient existing zoning based on old Boomerang Golf Course Layout
- Allows C-H Uses
  - Commercial
  - Retail
- Allows Limited Residential
  - Continuation of Cottages, RowHouses and MF
- Zoning consistent with 10th St Corridor Zoning
- Consistent with Imagine Greeley "Mixed Use" Designation

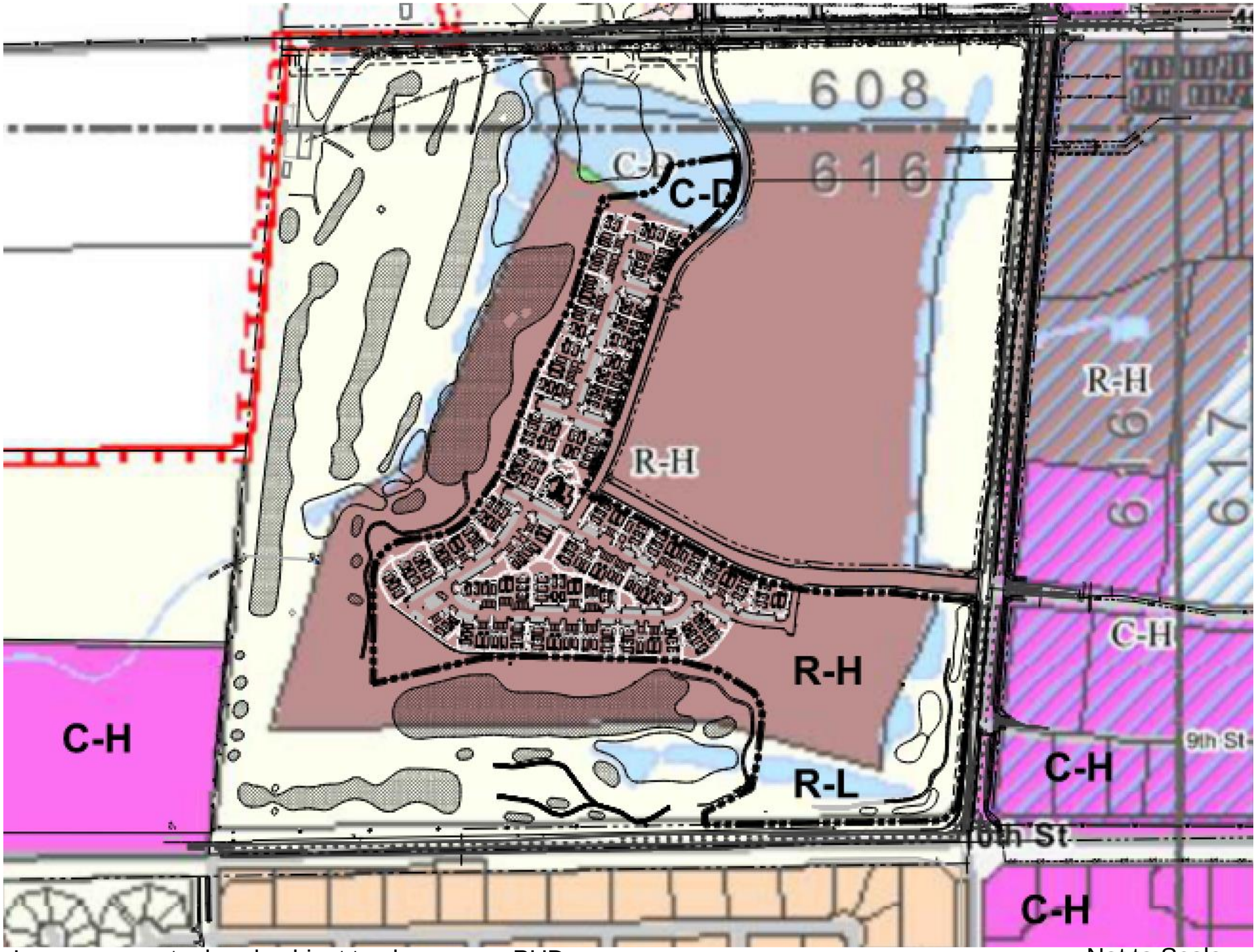


Image conceptual and subject to change per PUD

Not to Scale

Meets City of Greeley PUD Review Criteria:

a. The plan reflects greater consistency with or more specificity in implementing the Comprehensive Plan than what could be accomplished under application of general zoning districts and development standards.

b. The benefits from any flexibility in the proposed plan:
   1. Promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;
   2. Involves innovative concepts that were not anticipated by the Development Code; or
   3. Apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards.

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

d. The plan meets all of the review criteria for zoning map amendments in section 24-204.Review Criteria (Section 24-204 b. 1.):

City of Greeley – Housing Objectives

- Allows for the development of missing middle housing
- Works to achieve objectives of recent Land Use Code Updates and Strategic Plan Housing Plan
- Reimagined PUD process with Land Use Code works!

HOW THE UPDATED CODE WOULD ADDRESS PUD'S

The new standards in *Section 24-205* would simplify the PUD process by:

- Creating a one-step PUD process and treating a PUD as a zone district.
- Including smaller lots and other housing types in some of the residential zone districts, along with adjusting the setback standards to account for the smaller lot sizes. These additional housing types would provide additional options in the standard zone districts to encourage options for a diverse housing mix.

(COG – PUD Quick Facts)

CITY OF GREELEY
STRATEGIC HOUSING PLAN

An Element of the Imagine Greeley Comprehensive Plan

Rising cost of construction and development related costs

Costs for construction of all kinds are escalating for a variety of reasons including the increased scarcity of qualified labor, depletion of raw materials, impacts of international trade, and other factors.

Other land planning techniques and housing products such as zero lot line homes, tiny homes, or construction technology such as factory built housing, manufactured components, or other proven technology should be encouraged.

1 STRATEGY I
Amend the Development Code to Promote Housing Choice

Encourage complete neighborhoods

4 STRATEGY IV
Improve the Product Housing Mix

Encourage diversity in housing types

Promote housing innovation

Large-scale master planning for complete neighborhoods

Encourage a range in housing choices

Boomerang PUD

Conclusion:

- Meets City of Greeley Land Use Code
- Conforms with Imagine Greeley Comprehensive Plan
- Helps meet objectives of Greeley Strategic Housing Plan
- Staff Recommends Approval
- Planning Commission Recommends Approval

Not to Scale

Images conceptual and subject to change per PUD

Thank You!

Development Standards

The following standards, as applicable, supersede those within those in the City of Greeley Land Use Code. Where this PUD falls silent the City of Greeley Land Use Code shall prevail.

Overall Standards

Section 24-502.d. Housing Diversity. This section shall be updated as follows:

- Housing diversity housing types may be satisfied across the entire area of the Boomerang PUD, regardless of the timing of development within Planning Areas A and B.

- Table 24-5-4: Housing Diversity, as applicable, shall be updated as follows:

Project Mix	Required Mix
151-300 units	▪ At Least 3 Building Types ▪ At least 20 % Category II: Missing Middle
301+ Units	▪ At least 4 Building Types ▪ At Least 30% from Category II: Missing Middle

As proposed per this Boomerang PUD, Planning Area A provides 3 Housing Types:

- Detached House – Compact/Small Lot (Single-Family Cottages (Category II: Missing Middle)
- Multi-Unit House – Small Lot (Paired Homes) (Category II: Missing Middle)
- Apartment – Small (Units over Garage) (Category II: Missing Middle)

If Residential Uses Develop within Planning Area B, only one housing type is required from any category, though more may be provided.

Residential Definition:
Per this PUD, the residential uses depicted in this PUD within Planning Area A shall be referred to "Cottage Homes." These "Cottage Homes" may be further described as follows:

- Cottage Homes may include any of the following housing types, or mix thereof:
  - Single-family homes with attached or detached garages (which may or may not be on the same lot)
  - Multi-unit home (2-4 units) with attached or detached garages (which may or may not be on the same lot)
  - Apartment (small) or units located above garages, also known as ADUs or carriage units
- Homes may grouped on common lots of any size
- Parking may be provided via attached garages, detached garages, surface parking or a mix thereof

Planning Area A Standards

Residential uses developed within Planning Area 'A' shall follow the applicable standards for R-H Residential High Density found within the City of Greeley Development Code with the following exception:

Residential Uses as depicted within this Boomerang PUD, shall develop per the following Development Standards:

Description		Proposed	
Permitted Uses		Cottage Homes as defined within this PUD	All residential uses as permitted within R-H Residential High Density zone district
Density (maximum)		15 du/ac (gross)	
Lot Area (minimum)		No Minimum Lot Area	All residential uses as permitted within R-H Residential High Density zone district shall follow the development standards as found within Title 24 of the City of Greeley Development Code, as applicable.
Building Coverage		N/A	
Drive, parking, and walks		N/A	
Open Space (minimum)		30%	
Maximum Lot Coverage		N/A	
Parking - Bicycle	1 bedroom/studio/efficiency	0.5 per unit	
	2+ bedroom	1.5 per unit	
Parking - Vehicular	Studio/Efficiency	1.25 /unit	
	1 bedroom	1.5 / unit	
	2 bedroom	1.75 / unit	
	3 bedroom	2 / unit	
	4+ bedroom	3 / unit	
	Guest	+ 1 space per 10 required spaces	
Minimum Setbacks*	Adjacent to Public ROW (8th St. & Dundee Ave.), and PA-B	10'	
	Internal to PA-A	0'	
	Adjacent to Golf Course	20'	
Accessory Structure Setbacks		Per standards found in section 24-502.c	
Encroachments		Per standards found in section 24-502.b	
Building Height	Principal Structure	35'	
	Accessory Structure	Per standards found in section 24-502.c	
Sign Standards		Per standards found in Chapter 9. - Sign Standards	
Other		See "Additional Development Standards" below	

*Notes:
1.) See Plan Sheets 9-13 for delineation of setback application for Cottage Homes.
2.) Minimum building separation shall be 10', excluding permitted encroachments.
3.) Detached Garages with or without attached residential units, amenity buildings, trash enclosures, and similar buildings associated with the development of residential uses shall follow the standards for "Minimum Setbacks" and are not considered "Accessory Structures".

Development Standards (cont.)

Planning Area A (cont.)

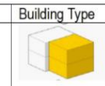
Additional Development Standards that apply to Cottage Homes depicted within this PUD.

- Section 24-503. Residential Design Standards
  - Table 24-5-7: Residential Frontage Types and Frontages Standards, as applicable, shall be updated as follows:
    - Shall follow "Terrace Frontage" Standards.
    - Frontage Standards shall only apply when adjacent to the public right-of-way (8th St. and Dundee Ave.)
    - Front Building Line shall be no less than 10'. There is no maximum.

  - Table 24-5-8: Front Entry Features, as applicable, "Porch" shall be updated as follows:

Design Element	Width	Depth	Details and Ornamentation
Porch	8' minimum	5' minimum	• If not roofed, a canopy, pediment, transom windows, enlarged trim and molding or other similar accents accompany the front entrance.

  - Table 24-5-9: Building Design Standards, as applicable, shall be updated as follows:

Design Detail	Building Type	Residential Uses
Wall Plan Limits Maximum wall plane without a massing variation of 4'+ on at least 25% of the elevation		• 70 linear feet
Blank Wall Limits Maximum wall plane without modulation on at least 20% of the wall plane.		• 70 linear feet.
Roof Plane Limits Maximum roof plane without offset of at least 2', complex planes, dormers, or gables		• 70 linear feet • Does not apply to flat roofs, provided there is a parapet, cornice or other defined edge at the roofline.
Transparency Minimum window and door openings per elevation (includes decorative trim, molding, and casing)		• *Front – 20%* • *Side – N/A* • *Street Side – 10%* • *Rear – 8%* • Exterior walls of any allowed garage may be excluded from this requirement, provided other architectural details and materials are used to meet any applicable modulation requirements
Materials		Building materials may make up to 100% of a style as long as no similar styles are adjacent to each other when fronting the same block.

- Section 24-505. Courtyard Pattern
  - This section shall not be applicable.

Development Standards (cont.)

Planning Area B Standards

Planning Area B may develop as non-residential uses, limited residential uses or a mix thereof.

Description		Proposed		
		Residential Uses		Non-Residential Uses
Permitted Uses		Cottage Homes as defined within this PUD	Row House dwellings and Multifamily dwellings as defined per City of Greeley Land Use Code	All Commercial Uses as permitted within the C-H Commercial High Intensity zone district
Density (maximum)		25 du/ac (gross)	All Row House and Multifamily dwelling uses as permitted within R-H Residential High Density zone district shall follow the development standards as found within Title 24 of the City of Greeley Development Code, as applicable.	All commercial / non-residential uses as permitted within C-H Commercial High Intensity zone district shall follow the development standards as found within Title 24 of the City of Greeley Development Code, as applicable.
Lot Area (minimum)		No Minimum Lot Area		
Building Coverage		N/A		
Drive, parking, and walks		N/A		
Open Space (minimum)		30%		
Maximum Lot Coverage		N/A		
Parking - Bicycle	1 bedroom/studio/efficiency	0.5 per unit		
	2+ bedroom	1.5 per unit		
Parking - Vehicular	Studio/Efficiency	1.25 /unit		
	1 bedroom	1.5 / unit		
	2 bedroom	1.75 / unit		
	3 bedroom	2 / unit		
	4+ bedroom	3 / unit		
	Guest	+ 1 space per 10 required spaces		
Minimum Setbacks*	Adjacent to Public ROW - 8th St	10'		
	Adjacent to Public ROW 71st Ave and 10th St	30'		
	Adjacent PA-A	5'		
	Internal to PA-B Cottage Homes	0'		
	Adjacent to Golf Course	20'		
Accessory Structure Setbacks		Per standards found in section 24-502.c		
Encroachments		Per standards found in section 24-502.b		
Building Height	Principal Structure	35'		
	Accessory Structure	Per standards found in section 24-502.c		
Sign Standards		Per standards found in Chapter 9. - Sign Standards		
Other		See "Additional Residential Development Standards" below		

*Notes:
1.) See Plan Sheets 9-13 for delineation of setback application for Cottage Homes.
2.) Cottage Home minimum building separation shall be 10', excluding permitted encroachments.
3.) Detached Garages with or without attached residential units, amenity buildings, trash enclosures, and similar buildings associated with the development of residential uses shall follow the standards for "Minimum Setbacks" and are not considered "Accessory Structures".

Development Standards (cont.)

Planning Area B (cont.)

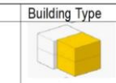
Additional Development Standards.

All permitted residential uses shall follow the applicable residential standards found within Title 24 of the City of Greeley Land Development Code with the exception of the development of Cottage Homes (as described within this PUD), in which the following standards shall supersede:

- Section 24-503. Residential Design Standards
  - Table 24-5-7: Residential Frontage Types and Frontages Standards, as applicable, shall be updated as follows:
    - Shall follow "Terrace Frontage" Standards.
    - Frontage Standards shall only apply when adjacent to the public right-of-way (8th St., 71st Ave. and 10th St.)
    - Front Building Line shall be no less than 10' along 8th Street; and no less than 30' along 71st Ave. and 10th St.. There is no maximum.
  - Table 24-5-8: Front Entry Features, as applicable, "Porch" shall be updated as follows:

Design Element	Width	Depth	Details and Ornamentation
Porch	8' minimum	5' minimum	• If not roofed, a canopy, pediment, transom windows, enlarged trim and molding or other similar accents accompany the front entrance.

  - Table 24-5-9: Building Design Standards, as applicable, shall be updated as follows:

Design Detail	Building Type	Residential Uses
Wall Plan Limits Maximum wall plane without a massing variation of 4'+ on at least 25% of the elevation		• 70 linear feet
Blank Wall Limits Maximum wall plane without modulation on at least 20% of the wall plane.		• 70 linear feet.
Roof Plane Limits Maximum roof plane without offset of at least 2', complex planes, dormers, or gables		• 70 linear feet • Does not apply to flat roofs, provided there is a parapet, cornice or other defined edge at the roofline.
Transparency Minimum window and door openings per elevation (includes decorative trim, molding, and casing)		• *Front – 20%* • *Side – N/A* • *Street Side – 10%* • *Rear – 8%* • Exterior walls of any allowed garage may be excluded from this requirement, provided other architectural details and materials are used to meet any applicable modulation requirements
Materials		Building materials may make up to 100% of a style as long as no similar styles are adjacent to each other when fronting the same block.

- Section 24-505. Courtyard Pattern
  - This section shall not be applicable.

Council Agenda Summary

January 21, 2025
Key Staff Contact: Heidi Leatherwood, City Clerk

Title:

Public hearing and second reading of an ordinance amending Title 2, Chapter 12 of the Greeley Municipal Code related to the retention of records for administrative proceedings

Summary:

The City Clerk's Office Records Division conducted an inventory of administrative proceeding records and recordings for possible destruction. In the process, staff noticed there was an inconsistency between the Greely Municipal Code (GMC) and the Colorado Municipal Records Retention Schedule (CMRRS).

The GMC retention period of administrative proceeding records was listed as 35 calendar days, while CMRRS requires records to be retained for three (3) years. Staff could find no exception filed with the State relating to these records, and therefore would like to remedy the inconsistency with the state schedule.

Being compliant with the state retention schedule is not only required by the statutes relating to Colorado Open Records Act (CORA) requests for responsiveness to our community, but is congruent with our strategic priority High Performance Government.

The purpose of this item is to seek City Council's approval to amend the GMC and update the retention period of administrative hearing records to three (3) years to comply with State law.

Council approved the ordinance on first reading and set the public hearing and second reading for January 21, 2025.

Staff recommends consideration and final adoption of the ordinance following the public hearing. The ordinance will then be published with reference to title only.

Fiscal Impact:

Does this item create a fiscal impact on the City of Greeley? No.

Legal Issues:

Consideration of this matter is a legislative process.

Other issues and Considerations:

Compliance with state records retention schedule.

Strategic Focus Area:

High-Performance Government

Decision Options:

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

Council's Recommended Action:

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

Attachments:

1. Ordinance No. 2, 2025
2. Colorado Municipal Records Retention Schedule No. 40
3. Item 17 - Presentation

CITY OF GREELEY, COLORADO
ORDINANCE NO. 2, 2025

AN ORDINANCE AMENDING TITLE 2, CHAPTER 12 OF THE GREELEY MUNICIPAL CODE RELATING TO THE RETENTION OF RECORDS OF ADMINISTRATIVE PROCEEDINGS

WHEREAS, the Greeley Code of Ordinances provides a legislative framework for managing records and information; and

WHEREAS, it is necessary from time to time to modify sections of the Code to better clarify its provisions or update processes; and

WHEREAS, sections of the Code relating to records and information management are in need of updating for consistency and alignment with modern management practices.

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

Section 1. That Section 2-1039 contained in Chapter 12 of Title 2 of the Greeley Municipal Code shall be amended as follows:

Sec. 2-1039. Record of administrative proceedings.
A record of hearing or other administrative proceedings shall be made by recording and shall be maintained by the administrative hearing officer. The record shall contain the name of the respondent, the date of the appearance before the administrative hearing officer, the case number, the date, place and type of alleged code violation and the findings, rulings and orders of the administrative hearing officer. The records and recordings regarding proceedings before the administrative hearing officer shall be maintained by the city clerk's office and shall be retained for ~~35 calendar days~~ three years following the final order of the administrative hearing officer if no appeal is filed. In the event an appeal is filed, the records and recordings shall be maintained until final resolution of the matter.

Section 2. This ordinance shall become effective five (5) days following its final publication, as provided by Section 3-16 of the Greeley City Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS ____ DAY OF_____, 2025.

ATTEST **THE CITY OF GREELEY, COLORADO**

By: _____ **By: _____**
City Clerk **Mayor**

SCHEDULE NO. 40

GENERAL ADMINISTRATIVE RECORDS

General Description: This schedule addresses common records that are found across the organization, such as correspondence, agreements and contracts or project records.

No record may be destroyed under this Retention Schedule if it is pertinent to any current, pending or anticipated investigation, audit or legal proceeding. ***The minimum retention periods specified in this schedule apply to the information contained within the record copy, regardless of the physical format of the record copy (paper, microfilm, electronic).*** Each municipality must decide on the physical format for each type of record, ensuring authenticity, readability and accessibility for the entire retention period. **Duplicate Copies:** Retain duplicated copies until no longer needed but not longer than the record copy.

40.010 ADMINISTRATIVE PROCEEDINGS RECORDS

Records of formal administrative proceedings conducted by staff or an administrative hearing officer (possibly subject to appeal to the governing body or the courts) to make administrative rulings or determinations regarding a variety of matters (examples: sales tax exemptions, nuisance abatements, stormwater appeals, minor personnel matters not otherwise covered by the retention manual).

Retention: 3 years after proceeding concludes, provided that all rights of appeal have expired

40.020 AFFIDAVITS OF PUBLICATION

Proof of publication provided by newspapers regarding legal publications. Affidavits of publication are also sometimes known as "legals" or "proofs."

A. Affidavits of Publication - Ordinances

Affidavits of publication of ordinances of a general or permanent nature and those imposing any fine, penalty or forfeiture.

Retention: 6 years or until ordinance is repealed or reenacted, whichever is later

B. Other Affidavits of Publication

Affidavits of publication other than those relating to ordinances.

Retention: 6 years

40.030 AGREEMENTS AND CONTRACTS

Agreements and contracts of various kinds that document some form of agreement that is enforceable by law, including but not limited to intergovernmental agreements, memoranda of understanding, franchise agreements, lease agreements, professional services agreements, cancelled agreements and contracts, etc. See also 40.230.A, Activities and Events - Short-Term Agreements, Contracts and Supporting Documentation.

Retention: 6 years after expiration or cancellation, fulfillment of all terms of agreement or contract or resolution of any disputes, whichever is later, provided that audit has been completed and agreement or contract no longer has any binding effect; *except* prior to destruction, evaluate for continuing legal, administrative or historical value

Amending Title 2, Chapter 12 of the Greeley Municipal Code

Related to the Retention of Records for Administrative Proceedings

Heidi Leatherwood, City Clerk

City Council Meeting – January 21, 2025

Council Strategic Priority - High Performance Government

City of Greeley Colorado

COLORADO
State Archives

Agenda

- Background
- Reasons for the Update
- Staff Recommendation
- Purpose: Adopt the ordinance and publish with reference to title only

Background

During an inventory of City records involving Administrative Hearing proceedings, staff discovered an inconsistency between the Colorado Municipal Records Retention Schedule (CMRRS) and the Greeley Municipal Code (GMC)

- **State: 3 years after proceeding concludes, provided that all rights of appeal have expired**
- **Greeley Code: 35 calendar days following the final order of the administrative hearing officer, if no appeal was filed**

Reasons for the Update

- The City adopted the CMRRS as the official retention schedule for maintaining and destroying records.

- If the City were to exercise a different retention period, an exception must be filed with the State. No exception was filed.

- Amending the GMC establishes compliance with State regulations, supports other departments, and supports Council's strategic priority of High-Performance Government.

Staff Recommendation

Amend the GMC to retain administrative hearing proceedings for three (3) years in accordance with the CMRRS

Recommended Action:
Adopt the ordinance and publish by reference to title only

Thank you

City of Greeley Colorado

Council Agenda Summary

Title:

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

Council Agenda Summary

January 21, 2025
Key Staff Contact: Blair Snow, Assistant to the City Manager

Title:

Motion to go into Executive Session to receive instructions regarding negotiations on the development terms outlined in the Pre-Development Services and Financing Agreement for the West Greeley Project

Summary:

The Executive Session will focus on discussing the terms and conditions of the Pre-Development Services and Financing Agreement with The Water Valley Company for the West Greeley Project. This discussion will evaluate strategic opportunities to optimize economic growth, enhance public amenities, and ensure the project aligns with the City's goals for community development and long-term sustainability.

Fiscal Impact:

1. Does this item create a fiscal impact on the City of Greeley? NA

Legal Issues:

Consideration of this matter is a legislative process

Other issues and Considerations:

Strategic Focus Area:

High-Performance Government

Decision Options:

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

Council's Recommended Action:

A motion to go into executive session to receive instructions regarding negotiations, as provided for in C.R.S. § 24-6-402(4)(a) and § 24-6-402(4)(e)(I) and Greeley Municipal Code § 2-151 (a)(1) and § 2-151 (a)(5)

Attachments:

None

Council Agenda Summary

Title:

Scheduling of Meetings, Other Events

Summary:

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

Attachments:

Council Meetings and Other Events Calendars
Council Meeting and Work Session Schedule/Planning Calendar

Council Meetings and Other Events Calendars

January 19 – February 15, 2025

Tuesday, January 21, 2025

- City Council Meeting 6 p.m. (1001 11th Ave Greeley CO 80631) City of Greeley Council Chambers

Wednesday, January 22, 2025

- Greeley/Weld Quarterly Breakfast 7 a.m. Doug's Diner (801 9th St, Greeley, CO 80631)

Thursday, January 23, 2025

- Poudre River Trail Meeting 7:30 a.m. Poudre Learning Center (8813 W. F Street Greeley CO 80631)

Monday, January 27, 2025

- Greeley Chamber of Commerce 11:30 a.m.

Tuesday, January 28, 2025

- City Council Work Session Meeting 6 p.m. (1001 11th Ave Greeley CO 80631) City of Greeley Council Chambers

Wednesday, January 29, 2025

- Upstate Colorado Economic Development 7 a.m. (822 7th Street Greeley CO 80631) Upstate Colorado Conference Room

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Tuesday, February 4, 2025

- City Council Meeting 6 p.m. (1001 11th Ave Greeley CO 80631) City of Greeley Council Chambers

Thursday, February 6, 2025

- Island Grove Advisory Board 3:30 p.m. (600 N. 14th Ave Greeley CO 80631)

- North Front Range MPO Meeting 6 p.m. Fort Collins Colorado River Community Room (222 LaPorte Avenue Fort Collins, CO 80521)

Tuesday, February 11, 2025

- City Council Work Session Meeting 6 p.m. (1001 11th Ave Greeley CO 80631) City of Greeley Council Chambers

Wednesday, February 12, 2025

- Leadership of Weld County Event 1 p.m. (1001 11th Ave Greeley CO 80631) City of Greeley Council Chambers

2025 Council Meeting/Work Session Agenda Items Schedule

1/14/2025

This schedule is subject to change

Date/Type	Description	Sponsor Presenter/Director or Project Manager	Placement/Time
January 21, 2025 Council Meeting	Minutes- Dec 30 SM;	Heidi Leatherwood	Consent
	Motion - Appointing Jason S. Maxey to Greeley-Weld County Airport Authority	Heidi Leatherwood	Consent
	Motion - Appointing Kevin D. Ross to Island Grove Park Advisory Board	Heidi Leatherwood	Consent
	Resolution - Adopting Safe Streets for All -Vision Zero Action Plan	Steven Younkin/Paul Trombino	Consent
	Resolution - Authorizing settlement agreement	Stacey Aurzada	Consent
	Intro & 1st Rdg Ord - Amending Liquor Code to align with State notifications	Jennifer Middleton	Consent
	PH & 2nd Rdg Ord - Changing official Zoning Map - Boomerang PUD	Brian McBroom	Regular
	PH & 2nd Rdg Ord - Amending GMC retention period - Administrative proceedings	Heidi Leatherwood	Regular
	Executive Session - West Greeley	Blair Snow	ES
January 28, 2025 City Council Work Session	General Fund Revenue Stabilization Mechanism	Caleb Weitz	WS
	MERGE Project	Bhooshan Karnik/Rachel Flynn	WS
	Execuiive Session - West Greeley	Blair Snow	WS
February 04, 2025 Council Meeting	Minutes- Jan 7 RM; Jan 14 WS	Heidi Leatherwood	Consent
	Resolution - Reimbursement for Expenses in Advance of 2025 Water Revenue Bonds	Robert Miller/Tyra Litzau	Consent
	Resolution - Reimbursement for Expenses in Advance of 2025 Sewer Revenue Improvement Bonds	Robert Miller/Tyra Litzau	Consent
	Resolution - amending Council Policies and Protocol	Heidi Leatherwood	Consent
	PH & 2nd Rdg Ord - Amending Liquor Code to align with State notifications	Jennifer Middleton	Regular
	Hold - Eagles Lease	John Hall/Blair Snow	
	Hold - Business Incentive Agreement	John Hall/Blair Snow	
	Hold - Water Valley Pre-Development Agreement	John Hall/Blair Snow	
February 11, 2025 City Council Work Session	Trails Master Plan Update (short presentation)	Justin Scharton/Diana Frick	WS
	Lincoln Park Master Plan Update	Diana Frick	WS
	Poudre River Restoration Initiative Master Plan Update	Victoria McKennan/Paul Trombino	WS
	Overview and Discussion of the Residential Code Compliance Program	Brian McBroom/ Juliana Kitten	WS
	Amendments to Landscaping Codes Artificial Turf	Don Threewitt/Brian McBroom	WS
February 18, 2025 Council Meeting	Minutes- Jan 21 RM, Jan 28 WS	Heidi Leatherwood	Consent
	Intro & 1st Rdg Ord - Village at Greeley	Brian McBroom	Consent
	Intro & 1st Rdg Ord - West Greeley Funding Approvals	Blair Snow	Consent
	Intro & 1st Rdg Ord - West Greeley Line of Credit	Blair Snow	Consent
	Hold - West Greeley Obligation	John Herge	Regular
	B&C Appointments	Jennifer Middleton	Regular
February 25, 2025 City Council Work Session	Ballot Measure Planning & Food Tax Rebate Update	Kalen Myers/Caleb Weitz	WS
	Xcel Distribution System Update	(Xcel Area Manager) Hans Rodvik/Peter Perez	WS
March 04, 2025 Council Meeting	Minutes- Feb 4 RM, Feb 11 WS	Heidi Leatherwood	Consent
	Resolution - 3 Mile Annexation Boundary (Tentative)	Doug May/Brian McBroom	Consent
	Intro & 1st Rdg Ord - Amendments to Landscape Code - Artificial Turf	Don Threewitt/Brian McBroom	Consent
	PH & 2nd Rdg Ord - Village at Greeley	Brian McBroom	Regular
	PH & 2nd Rdg Ord - West Greeley Funding Approvals	Rachel Flynn	Regular
	PH & 2nd Rdg Ord - West Greeley Line of Credit	Rachel Flynn	Regular
March 11, 2025 City Council Work Session	Homeless Solutions -and Camping Ban Update	Mandy Shreve, Will Jones, PD	WS
	Five Year Housing for All Strategic Plan Update	Deb Callies	WS
	Mobility Development Plan	Will Jones/Paul Trombino	WS
	Parking & Transit-Oriented Communities	Caleb Jackson/Brian McBroom	WS

Council Agenda Summary

Title
Adjournment