

Greeley City Council Agenda

Regular Meeting
Tuesday, March 18, 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/83135643687>

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 Meeting Portal <https://greeleyco.portal.civicclerk.com/>

Comment in Real Time:

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

In person attendees can address the Council in the Chambers.

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

Submit Written Comments:

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

Written comments can be mailed or dropped off at the City Clerk's office at City Hall, at 1100 10th Street Greeley, CO 80631

For more information about this meeting, to request reasonable accommodations for accessibility purposes in an alternative format, or for meeting agendas, minutes, and archived videos, 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, March 18, 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/83135643687>

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Approval of the Agenda

*The applicant has requested that Item 19 (Public hearing and second reading ordinance for the Village at Greeley PUD) be continued to the May 6, 2025, Council Meeting.

5. Recognitions and Proclamations

Brain Injury Awareness Month Proclamation

American Red Cross Month Proclamation

National Developmental Disabilities Awareness Month Proclamation

What's Great About Greeley?

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.

9. Motion to approve the City Council Meeting Proceedings of February 18, 2025, and the City Council Work Session Proceedings of February 25, 2025
10. Motion to call a Special Meeting of the Greeley City Council on March 24, 2025, for the purpose of completing the annual performance review of the City Council Appointee - City Manager, Raymond Lee
11. Resolution establishing a General Fund Revenue Stabilization Reserve
12. Resolution authorizing filing of Federal Transit Administration Applications
13. Resolution authorizing the City Attorney's Office to institute legal action against the Town of Windsor for material breaches of an Intergovernmental Agreement
14. Introduction and first reading of an ordinance appropriating additional sums to defray the expenses and liabilities of the City of Greeley for the balance of the fiscal year of 2025 and for funds held in reserve for encumbrances through December 31, 2024
15. Introduction and first reading of an ordinance amending Title 10, Chapters 1 and 3 of the Greeley Municipal Code relating to animals
16. Introduction and first reading of an ordinance authorizing the acquisition of interests in real property located in the City of Greeley, Weld County, Colorado, by purchase or exercise of the power of eminent domain, for the construction of potable water infrastructure pursuant to Section 7 of Article XVI, Section 15 of Article II, and Sections 1 and 6 of Article XX of the Colorado Constitution and Colorado Revised Statutes §§ 31-15-101 and 38-1-101, et seq. (Greeley Mall Potable Water Infrastructure)
17. Introduction and first reading of an ordinance authorizing the acquisition of interests in real property located in Weld County, Colorado, by purchase or exercise of the power of eminent domain, for the development of the Terry Ranch Potable Water Treatment Plant and Additional Water Transmission Lines and Associated Facilities, pursuant to Section 7 of Article XVI, Section 15 of Article II, and Sections 1 and 6 of Article XX of the Colorado Constitution and Colorado Revised Statutes §§ 31-15-101 and 38-1-101, et seq. (Terry Ranch Water Supply Project)

End of Consent Agenda

18. Pulled Consent Agenda Items
19. Public hearing and second reading ordinance changing the official zoning map of the City of Greeley, Colorado, to establish a Planned Unit Development (PUD) for approximately 49.056 acres located at the Northwest corner of 71st Avenue and 25th Street
20. Mobility Development Plan (Informational)
21. Appointments to Boards and Commissions - Citizen Budget Advisory Committee, Commission on Disabilities, Greeley Art Commission, Housing for All Advisory Board, Museum Advisory Board, and Parks and Recreation Advisory Board

22. 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
23. Motion to go into Executive Session for the purpose of completing the Annual Performance review of the City Council Appointee - City Attorney, Stacey Aurzada
24. Scheduling of Meetings, Other Events
25. Adjournment



Council Agenda Summary

Item: 5.

Title:

Recognitions and Proclamations

Summary:

Mayor Gates will present the following proclamations:

- Brain Injury Awareness Month
- American Red Cross Month
- National Developmental Disabilities Awareness Month

Councilmember Butler will present the *What's Great about Greeley* Report.

Attachments:

Brain Injury Awareness Month Proclamation

American Red Cross Month Proclamation

National Developmental Disabilities Awareness Month Proclamation

Item 5 – Presentation



Brain Injury Awareness Month Proclamation

WHEREAS, acquired brain injury is often overlooked and underfunded, and affects over 5,000 Coloradan each year; and

WHEREAS, a traumatic brain injury is caused by a bump, blow, or jolt to, or penetration of, the head that disrupts the normal function of the brain; and

WHEREAS, Colorado ranks ninth in the nation for deaths due to traumatic brain injury; and

WHEREAS, falls are a leading cause of brain injury-related injuries in Colorado; they can also be the result of motor vehicle crashes, assaults, sports-related injuries, occupational-injuries, or opioid overdoses; and

WHEREAS, an injury happens in an instant but can bring a lifetime of physical, cognitive, and behavioral challenges; and

WHEREAS, adequate intervention and support greatly increases and the quality of life and enables individuals with brain injuries to live healthy, happy lives connected to a caring community like Greeley, Colorado; and

WHEREAS, March has been designated as National Brain Injury Awareness Month to promote awareness of the consequences, causes, treatments, and prevention of acquired brain injuries; and

WHEREAS, the citizens of Greeley and organizations like Adeo Colorado are dedicated to raising awareness of brain injury and supporting joy-filled, connected lives for adults living with the long-term impacts of a brain injury,

NOW, THEREFORE, I, John D. Gates, by virtue of the authority vested in me as Mayor of the City of Greeley, do hereby proclaim March 2025, as ***Brain Injury Awareness Month***.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the official seal of the City of Greeley to be affixed, this 18th Day of March 2025.

John Gates, Mayor



American Red Cross Month 2025

WHEREAS, we celebrate American Red Cross Month by recognizing the compassionate acts of people in Greeley and by renewing our commitment to lend a helping hand to our neighbors in need; and

WHEREAS, since Clara Barton founded the American Red Cross more than 140 years ago, generation after generation has stepped up to deliver relief and care across our country and around the world, bringing out the best of humanity in times of crisis. Advancing this noble mission, the volunteers, donors and community advocates who now give back through the Northern Colorado Chapter of the American Red Cross remain unwavering in their commitment to prevent and alleviate human suffering in the face of today's emergencies; and

WHEREAS, their voluntary and generous contributions shine a beacon of hope in people's darkest hours – whether it's delivering shelter, food and comfort during disasters; providing critical blood donations for hospital patients; supporting service members, veterans and their families; saving lives with first aid, CPR, AED and other skills; or delivering international aid and reconnecting loved ones separated by global crises; and

WHEREAS, the work to uplift our community is truly made possible by those who selflessly answer the call to help, whenever and wherever it's needed. We hereby recognize this month of March in honor of their remarkable service, and we ask everyone to join in their commitment to care for one another.

NOW, THEREFORE, I, John D. Gates, by virtue of the authority vested in me as Mayor of the City of Greeley, do hereby proclaim March 2025 as ***Red Cross Month***. I encourage all citizens of Greeley, Colorado to reach out and support its humanitarian mission.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the official seal of the City of Greeley to be affixed, this 18th day of March 2025.

John Gates
Mayor



NATIONAL DEVELOPMENTAL DISABILITIES AWARENESS MONTH

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

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

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

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

NOW, THEREFORE, I, John Gates, by virtue of authority vested in me as Mayor of the City of Greeley, Colorado, do hereby proclaim the month of March 2025 as ***Developmental Disabilities Awareness Month*** in the City of Greeley and urge all citizens to support programs that serve people with Developmental Disabilities and to ensure that all people with disabilities are treated with the dignity and respect that they so deserve.

IN WITNESS WHEREOF, I have hereunto set my hand and caused to be affixed the official seal of the City of Greeley, this 18th day of March 2025.

John Gates
Mayor



City Council Meeting
March 18, 2025

An aerial photograph of a city, likely Denver, with a large white banner overlaid in the center. The banner has a torn, paper-like edge. The background shows a vast cityscape with green trees, buildings, and parking lots, leading up to a range of mountains under a clear sky.

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

- Athenian Oath

Aims Community College Receives \$71,198 CDHE Open Educational Resource Grant

- Fosters development of a zero textbook-cost degree, called a Z-Degree.



Greeley Central's Unified Basketball Team Wins State Championship



UNC Women's Swimming Relay Team Breaks School Record and Takes First at Championships

- 800-yard freestyle relay team
- Western Athletic Conference Championships
- Beat record by 2 seconds



UNC Men's Basketball Wins Big Sky Conference Regular Season







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.



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.



Council Agenda Summary

Item: 8.

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:
11-2023	Clark/Butler	Artificial turf and landscape standards	August 1, 2023 Council Meeting	•Come back to Council with a draft ordinance	March 18 Council Meeting first reading and April 1 Council Meeting PH and second reading	Brian McBroom
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	The RFP was published on 2/3/25. to complete the study. Staff will follow up with any updates	Allena Portis/Robert Miller
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 currently	Staff sent a memo to council on January 10, 2025 Pending follow-up reagrding communication to Councilmember Butler Raymond to follow-up with Mayor to see if work session is needed	Brian McBroom
8-2024	Olson	Code Compliance	Oct 1, 2024 Council Meeting	Part 1 - 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 Part 2 - More information needed on specific options on landscaping; enhancing voluntary compliance ticketing system	Part 1 was presented Feb. 11 and staff will be following up on next steps	Juliana/ Kelli Johnson/Buxton Demers
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
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.	Recieved proposals on 2/13 and now in the evaluation and selection process anticiapte making a selection by mid March	Brian McBroom

2- 2025	Butler	Voter Polling	February 18, 2025 Council Meeting	Mayor Gates requested that staff come back with a cost analysis prior to Councilor Butler's request. Request: a voter poll to investigate the desire to support Public Safety and Open Space tax measures. In addition he asked for potential Poudre River Restoration projects that could be part of the Open Space tax.		Kalen Myers
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Council Agenda Summary

March 18, 2025

Key Staff Contact: Heidi Leatherwood, City Clerk

Title:

Motion to approve the City Council Meeting Proceedings of February 18, 2025, and the City Council Work Session Proceedings of February 25, 2025

Summary:

Fiscal Impact:

Fiscal Impact:

If approved, will this item result in a Positive, Negative, or No impact on the budget?

No Impact

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 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. February 18, 2025 Regular Meeting Minutes - Draft
2. February 25, 2025 Work Session Minutes -Draft

City of Greeley, Colorado
CITY COUNCIL MEETING
February 18, 2025

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

Heid Leatherwood, City Clerk called the roll.

The following were present:

Councilmember Tommy Butler

Councilmember Deb DeBoutez

Mayor Pro Tem Dale Hall attended via Zoom

Councilmember Brett Payton

Councilmember Johnny Olson

Councilmember Melissa McDonald

Mayor John Gates

4. Approval of the Agenda

No changes were requested.

5. Recognitions and Proclamation

Mayor Gates read the Youth Art Month 2025 Proclamation at 6:01 p.m.

Lauren Thurman and Joni Wilson were present to accept the proclamation.

Mayor Gates read the Black History Month 2025 Proclamation at 6:05 p.m.

Greeley West High School Counselors Marlene Rich and Sydney Dhillan were present to accept the proclamation.

Councilmember DeBoutez presented the “What’s Great about Greeley?” report at 6:09 p.m.

6. Citizen Input

1. Bill Gillard spoke about changes in Citizen Input participation indicating that patrons are no longer able to ask questions during this time. He also spoke about traffic lights at 35th Ave.

(Mayor Gates commented that he would ask staff to check the light at that location.)

2. James Smith thanked staff for helping with homelessness. He spoke in support of the West Greeley Project and asked that road improvements be made along Highway 34.
3. Pam Bricker spoke about concerns for the West Greeley Project. She felt that Mr. Lind's company should be putting more money into the project so that the City could allocate resources to downtown improvements.
4. Khalil Bhanji spoke in support of the West Greeley Project. He noted that he had applied for membership on multiple boards and commissions. Mayor Gates appreciated his enthusiasm and mentioned that it is possible for an individual to serve on multiple boards and commissions.
5. Edwin Grant spoke about the 8th Avenue and 8th Street intersection, foreign aid and new court building for Weld County.
6. Kimber Watson supported Mr. Bhanji's desire to serve on multiple boards. She invited Council to attend the Historic Preservation Commission and Commission on Disabilities upcoming meetings.
7. Nicole Eaton spoke about revitalization in the downtown area. She was concerned about higher rent and gentrification as well as the homeless.

Councilmember Butler wanted to let citizens know that Councilmembers can be contacted by email for further comments and concerns.

7. Reports from Mayor and Councilmembers

Councilmember McDonald served as a judge for the Greeley West High School Flower Bed Design contest. The winner will plant their design downtown. She attended a Weld County meeting discussing the possibilities of court buildings.

Councilmember Olson reported on the North Front Range Transportation meeting and explained both projects that Council submitted were listed Tier 1 priorities.

Mayor Pro Tem Hall attended the Leadership Weld County event.

8. Initiatives from Mayor and Councilmembers

Councilmember Butler asked for a community polling to determine potential tax increases (Public Safety and Open Space) on the ballot this year. Mayor Gates asked if a cost analysis could be completed first to provide more information. Council reached consensus to have a cost analysis done to determine the expense for polling.

Consent Agenda

9. A motion to approve the City Council Meeting Proceedings of January 21, 2025, and City Council Work Session Proceedings of January 28, 2025

10. Resolution appointing the Citizen Budget Advisory Committee to review food tax expenditures

11. Resolution appointing the Citizen Budget Advisory Committee to review expenditures from low interest federal financing for transportation projects

End of Consent Agenda

Councilmember Olson moved to approve the Consent Agenda Items 9-11.
Councilmember DeBoutez seconded the motion. The motion passed 7-0 at 6:41 p.m.

12. Pulled Consent Agenda Items

None.

13. Initiative 11-2023 - Landscape Standards and Artificial Turf

Deputy Director of Community Development, Don Threewitt, introduced the item at 6:41 p.m.

Mr. Threewitt explained the potential code amendment addressing artificial turf and landscape standards from a Council work session directive in October of 2023. He also provided a brief overview of SB24-005 prohibiting artificial turf for commercial properties, effective January 1, 2026.

Existing definitions were provided from Chapter 8 of the Greeley City Code for artificial turf, ground cover, lawn, maintenance of landscaping, functional turf and nonfunctional turf, and plant requirements. Mr. Threewitt spoke on credits for vegetation and provided Council with a chart of existing city programs for landscape, including “Share the Shade”, “Life after Lawn”, “Plants for Greeley”, and “Waterwise Landscaping”, “Neighborhood Improvement Grants”, “Neighbor Labor”, and “Garden in a Box”.

Mr. Threewitt asked Council for direction on the following proposed artificial turf code update:

- Option 1 - allow up to 25% artificial turf in a front yard, subject to design standards, permitting, and inspection.
- Option 2 - allow artificial turf up to 50% in a front yard, also with design, permitting and inspection.
- Option 3 - allow turf up to 50% subject to city standards, but without permitting.

Councilmember Butler asked if the City allowed artificial turf, would it be exempt from the state law. City Attorney Stacey Aurzada mentioned that the current state law preempts local authority, but she was not sure about any new proposed legislation.

Councilmember McDonald asked if artificial turf was more flammable and would burn hotter than natural grasses. Mr. Threewitt said he did not know for sure, but it would certainly release chemicals. Councilmember McDonald said she would like to make sure anything approved would line with insurance changes and at a safe distance from homes.

Councilmember Olson noted the definition of ground cover height did not include field corn. Mr. Threewitt said there was legislation that prohibits HOA's from restricting vegetables in front yards, but residents need to meet the height requirements for the purpose of safety and sight lines for pedestrians and vehicles.

Councilmember DeBoutez spoke that the environmental impacts were concerning. She suggested keeping the code "as is".

Councilmember Payton preferred Option 3 and thought all concerns could be addressed. He pointed out that they do not currently permit or inspect other types of landscape, and he was not in favor of permitting.

Mayor Gates noted that he would likely be in support of artificial turf.

Councilmember Olson said he was in favor of the turf and leaning towards inspection. He was frustrated the state could make it a statewide initiative.

After some discussion, Council reached consensus to move forward with Option 2.

Mayor Gates thanked staff.

14. Appointments to Boards and Commissions - Citizen Budget Advisory Committee, Citizen Transportation Advisory Board, Golf Course Advisory Board, Judicial Review Board, Parks and Recreation Advisory Board, Stormwater Board and Youth Commission.

City Clerk Heidi Leatherwood announced the appointments.

- Citizen Budget Advisory Committee- Khalil N Bhanji – 3-Year Term
- Citizen Transportation Advisory Board – Eva C Maines – 3-Year Term
- Golf Course Advisory Board – Jeff Collins, Pat Gilliam – 3-Year Terms
- Judicial Review Board – Shane W Borah – 3-Year Terms
- Parks and Recreation Advisory Board – Ben Christiansen, Savanna Bennett – 3-Year Terms
- Stormwater Board – James Freville – 3-Year Term
- Youth Commission – Damian Sanchez – 2-Year Term

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

Councilmember Olson moved to approve the motion. Councilmember Butler seconded the motion. The motion passed 7-0 at 7:14 p.m.

16. Scheduling of Meetings, Other Events

None.

17. Adjournment

With no further business to come before the Council, Mayor Gates adjourned the meeting at 7:14 p.m.

Approved

X

John Gates
Mayor

Attest

X

Heidi Leatherwood
City Clerk

City of Greeley, Colorado
CITY COUNCIL WORK SESSION
February 25, 2025

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

Heid Leatherwood, City Clerk called the roll.

The following were present:

Councilmember Tommy Butler

Councilmember Deb DeBoutez

Mayor Pro Tem Dale Hall

Councilmember Brett Payton

Councilmember Johnny Olson

Councilmember Melissa McDonald

Mayor John Gates

4. Reports from Mayor and Councilmembers

Councilmember McDonald attended the Youth Commission meeting and reported that the 2025 National Youth Day Service Award nominations were open. She noted that the Youth Commission was very excited and wants to start meeting twice a month. She attended the Northern Colorado Leadership meeting on behalf of Mayor Gates.

Councilmember Butler attended a Habitat for Humanity house dedication and the Weld County Commission meeting discussing the downtown court buildings.

Councilmember Olson asked if it were possible to receive a presentation from the County on the downtown court buildings. Mr. Lee confirmed that a presentation was forthcoming in March.

5. Initiative 1 - 2025 - Build to Rent Housing Trend

Housing Director, Deb Callies, and Community Development Director, Brian McBroom, presented this item at 6:05 p.m.

Mr. McBroom and Ms. Callies provided information on the Build-to-Rent (BTR) housing market in response to a Council initiative in January. BTR is a new housing development

style where homes are built to be rented at market rates instead of sold. She discussed the affordability spectrum based on Area Median Income (AMI), noting that affordable housing is typically for households at 30-80% AMI. BTR developments fall into the 55%-90% AMI range, making them an affordable option for residents.

Ms. Callies highlighted the benefits of BTR, including long-term rental opportunities with community designs and amenities, and no need for down payments or interest rates. Mr. McBroom further discussed various housing styles and the hybrid nature of BTR developments, which combine elements of single-family and multi-family homes. He also shared examples of BTR projects in Colorado and noted that Greeley is considering more BTR projects, with another slated for discussion in March.

Councilmember Olson supported homeownership but preferred BTR developments over traditional apartment complexes, believing they were similar in nature. Mr. Lee explained that, unlike BTR developments, Journey Homes' rental properties are sold and then turned into rentals by the owners.

Mayor Pro Tem Hall raised the possibility of allowing smaller BTR developments in infill projects on vacant lots.

Councilmembers discussed ways to incentivize builders to make these BTR developments convertible to ownership, suggesting this could be a more affordable option for first-time homebuyers or rent-to-own opportunities. Concerns about construction defects and legislation to address such issues were also raised. Ms. Callies pointed out that BTR developers already have a clear understanding of their revenue over time.

Councilmember DeBoutez spoke about the lack of green space in these developments.

Councilmember Butler had reservations about the potential impact on the housing market but supported finding ways to transition these projects to homeownership.

Councilmember McDonald supported the concept, noting the appeal for younger families who may not be able to afford a down payment but still want to enjoy a community feel in smaller homes. She believed many younger people prefer renting over being tied down by homeownership due to financial constraints.

Mayor Gates expressed support for the BTR model but emphasized the need to ensure such developments don't dominate the community.

Mayor Gates thanked staff for the information.

6. General Improvement District Overview

Community Development Director, Brian McBroom, presented this item at 6:38 p.m.

Mr. McBroom provided an in-depth explanation of the General Improvement District (GID) as part of the financial model for the West Greeley Project, aiming to clarify its

role in supporting the City's economic development goals. GID funds would support essential infrastructure like water, sewer, and other utilities for the project, which are also needed for future developments in the area.

A GID is a local taxing entity that funds specific public improvements within a district, with the City Council acting as the governing board. It can generate revenue through property taxes, special assessments, and other fees, and can finance improvements through various bonds.

Mr. McBroom explained that a GID functions similarly to a metro district, helping large infrastructure projects fund themselves without relying on the general fund. Future GIDs are anticipated for East Greeley and North along the river. Mr. McBroom concluded by noting that the GID would be part of negotiations with the Water Valley Company and would be incorporated into the financial model, with a petition and ordinance to come before the City Council after the pre-development services agreement was approved.

Councilmember DeBoutez asked about tax generation during the initial phases of the project. Mr. Lee said the key to the GID was the geographic size and negotiating the radius of it. It could encompass some properties that are already developed, and the infrastructure would be an incentive for other properties to join.

Councilmember Butler asked if they knew what the mill levy would be. Ms. Portis responded that the current model was aimed at 10 for debt and 2 for operations and maintenance for a total of 12.

Councilmember Butler said that would be in addition to a probably metro district and asked if there would be a PIP (Public Improvement Plan). Mr. Lee said they were doing sensitivity studies to see what the market would support.

Mayor Gates thanked staff for the information.

7. Mobility Expansion for Regional Growth and Equity (MERGE) Project Update
City Manager, Raymond C. Lee III, presented this item at 6:57 p.m.

Public Works Director Paul Trombino and Deputy Director of Public Works Bhooshan Karnik were also available for questions.

Mr. Lee reminded Council that the MERGE project, which has been a top priority for over a year, would consist of three main elements: interchanges at US Highway 34 and 47th and 35th Avenues, and a central mobility hub between these interchanges.

The interchanges were funded by the Federal Rural Innovation Stronger Economy (RISE) and Multimodal Project Discretionary Grant Opportunity (MPDG) grants, while the

mobility hub would be funded by federal pass-through dollars from the North Front Range Metropolitan Planning Organization (NFRMPO). Additional funding from the United States Department of Transportation (USDOT) allows the project to proceed under the Federal Highway Administration (FHWA), except for the mobility hub.

The project had history dating back to 2015. As of January 2025, the City secured \$51.7 million in federal grants. The City was committed to being the direct recipient of all grants and certified ability to handle the technical, legal, and financial aspects of the project.

Mr. Lee said the key statutory obligation date for the project is September 30, 2028. The first construction package must be ready by early 2028 to meet this deadline. Financial projections were shared, with the total estimated project cost at \$131 million and the potential for up to a 20% increase due to project complexities. A cost comparison from CDOT was also presented, showing an additional \$13.2 million, if CDOT manages the project.

Three delivery options were discussed:

- **Option 1:** CDOT delivers the entire project.
- **Option 2:** The City of Greeley delivers the project under a local agency agreement with CDOT.
- **Option 3:** The City of Greeley delivers the project under a permit process with CDOT, which Mr. Lee recommended as the best option to manage costs, schedule, risk, and accountability.

Due to the grants involved, performance measures would need to be tracked and reported. A public-facing dashboard would monitor the project's progress according to the grant performance matrix.

Mr. Lee concluded the presentation by introducing Project Manager Roch Labossiere, Design Lead Hugo Lacerda, and Construction Lead Jacob Felix.

Mayor Gates asked why this project has taken so long. Mr. Lee replied that the environmental impacts, design, and right-of-way (ROW) have all been factors. Mr. Trombino added that while the project has been around for a long time, the funding was a key component. They were now working on the design elements, the environmental clearance, and the ROW acquisitions. Mr. Trombino noted that the projected completion date was 2029.

Mr. Karnik said the mobility hub would begin in the first quarter of 2027. Mayor Gates asked if that meant one intersection would open while the other was still under construction. Mr. Karnik said confirmed that was the plan.

Councilmember Olson reported that he was involved in project since 2015. The first contract for design had been halted in 2022, along with the contract with CDOT, resulting in delays. He felt the environmental and design aspects could have continued and asked why they had stopped. Mr. Trombino said the City asked the design contractor and CDOT to stop because there was no financial strategy after the 30% design was completed. Councilmember Olson said he did not think the environmental part required financing and this had left the project two years behind.

Councilmember DeBoutez said she remembered several community meetings in 2017 and 2018. She thought the project looked much different, much more intense, bigger, faster, and better.

Councilmember Butler stated that they could not change the past. He was concerned about the current timeline and would like to see it move faster. Mr. Trombino said they expect to have some creative processes to accelerate it.

Mayor Pro Tem Hall asked when dirt would start moving. Mr. Karnik said they were aiming to begin 4th of 2027.

Councilmember DeBoutez noted that not breaking ground for two years was concerning. Mr. Lee reminded them this will be a huge disruption, and it was important to talk with business owners, so they have time to plan.

Councilmember Butler asked if the environmental process moved quicker, could they break ground sooner. Mr. Karnik said they could once they have a contractor on board. Mr. Trombino said they would be working on community engagement soon.

Councilmember Olson asked if the agreements were signed. Mr. Karnik replied that agreements were in process but not signed. Councilmember Olson reported that CDOT had 4 projects on hold due to possible issues with grants. He thanked staff and other partners for putting together the financing. He went through each slide with several questions. He expressed disappointment that the relationship with CDOT wasn't better.

Further discussion ensued about the cost and timeline of the project, and Councilmember Olson said he felt the project would be more efficient, meet funding requirements, and reduce risk, if Option 2 were selected.

Several Councilmember mentioned that using CDOT for project management might be a good option for stability and longevity purposes.

Mayor Gates thought it was important to have CDOT involved and agreed the relationship was not great. He thanked Councilmember Olson for his expertise and said he trusted staff to handle the project. He felt he had much better answers and the timeline was the worst-case scenario.

Councilmember Payton asked if the permitting process was moving forward with CDOT. Mr. Trombino confirmed it was. Councilmember Payton agreed the project needed to be moved up.

Mayor Gates thanked staff for the information.

8. Motion to go into Executive Session for the purpose of reviewing market data regarding the Council appointee compensation, to include City Manager Raymond Lee, City Attorney Stacey Aurzada and Municipal Judge Gonzales

A motion to go into an Executive Session to discuss the following matter as provided under C.R.S. Section 24-6-402(4)(f) and Greeley Municipal Code Section 2.151(a)(6): To discuss the compensation market data, recommendations by the Department of Human Resources, and related personnel matters.

Councilmember Payton made the motion. Councilmember McDonald seconded the motion. The motion passed 7-0 at 8:01 p.m.

9. Motion to go into an executive session for the purposes of obtaining legal advice and to determine positions relative to matters that may be subject to litigation or negotiations related to an intergovernmental agreement dispute with the Town of Windsor

A motion to go into an executive session for the purposes of receiving legal advice pursuant to C.R.S. § 24-6-402(4)(b) and Greeley Municipal Code § 2-151(a)(2), and to determine positions relative to matters that may be subject to litigation or negotiations, develop strategy for litigation or negotiations, and instruct negotiators pursuant to C.R.S. § 24-6-402(4)(e)(1) and Greeley Municipal Code § 2-151(a)(5).

Councilmember Payton made the motion. Councilmember McDonald seconded the motion. The motion passed 7-0 at 8:02 p.m.

10. Scheduling of Meetings, Other Events

None.

11. Adjournment

With no further business to come before the Council, Mayor Gates adjourned the meeting at 8:03 p.m.

8. Executive Session for Council Appointee Evaluations

Mayor John Gates called the Executive session to order at 8:15 p.m. The session was recorded as required by Open Meetings Law.

Present for participation in this executive session, which was convened in person in the Colorado room of City Center South were all of City Council with the following persons:

- Human Resources Director Martha Lanaghan
- Chief Human Capital Officer Kimberly Southern-Weber

This executive session was to discuss personnel who report to Council as provided for under C.R.S. Section 24-6-402(4)(f) and Greeley Municipal Code Section 2-151 (6)(a).

This was the first discussion regarding the Annual Review of City Manager Raymond Lee, City Attorney Stacey Aurzada and Municipal Judge Mark Gonzales.

City Manager Lee, City Attorney Aurzada and Judge Gonzales were informed of the executive session and have not requested that this discussion be held in open session.

Mayor Gates cautioned each participant in this executive session to confine discussion to these stated purposes and remind all present that no formal action may occur in executive session. He asked if at any point in the executive session any participant believed that the discussion was going outside the proper scope of the executive session, to please interrupt the discussion and raise an objection.

At 8:40 pm the executive session concluded.

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

9. Executive Session for Discussion of IGA with Windsor

Mayor Gates called this executive session to order at 8:43 p.m. The session was recorded as required by Open Meetings Law.

Present for participation in this executive session, which was convened in the Colorado Room in City Center South were all members of City Council plus with the following persons:

- City Attorney Stacey Aurzada
- City Manager Raymond Lee
- Daniel Biwer, Senior Assistant Environmental and Water Resources Attorney
- Sean Chambers, Water and Sewer Director
- Rachel Flynn, Deputy City Manager

This executive session was for the following purposes:

- conferral with City Attorney to receive legal advice and to determine positions, develop strategies, and provide instructions to negotiators regarding disputes arising under the 2008 IGA with Windsor.
- as provided in C.R.S. 24-6-402(4)(b) and 24-6-402(4)(e)(I), and Greeley Municipal Code 2-151(a)(2) and 2-151(a)(S).

Mayor Gates caution each participant in the executive session to confine discussion to these stated purposes, and reminded all participants that no formal action may occur in executive session. Mayor Gates asked if at any point in the executive session any participant believed that the discussion is going outside the proper scope of the executive session, to please interrupt the discussion and raise an objection.

The City Attorney made an announcement regarding privileged communication and asked the Mayor to turn off the tape at 8:58 p.m.

At 9:15 p.m. Mayor Gates turned the recorder on because the confidential attorney-client privileged conversation had ended.

Mayor Gates concluded the executive session at 9:16 p.m. The recording of this executive session will be retained as provided in the City's records retention policy and in conformity with Colorado Open Meetings Law for a period of 90 days.

Approved

X

John Gates
Mayor

Attest

X

Heidi Leatherwood
City Clerk



Council Agenda Summary

March 18, 2025

Key Staff Contact:

Title:

Motion to call a Special Meeting of the Greeley City Council on March 24, 2025, for the purpose of completing the annual performance review of the City Council Appointee - City Manager, Raymond Lee

Summary:

This special meeting is requested for the sole purpose of the City Manager's annual performance evaluation.

Fiscal Impact:

Fiscal Impact: Not Applicable

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 approve as amended; or
3. Deny the motion; or
4. Continue consideration of the motion to a certain date.

Council's Recommended Action:

Approve the motion.

Attachments:

None



Council Agenda Summary

March 18, 2025

Key Staff Contact: Caleb Weitz, Budget and Policy Director

Title:

Resolution establishing a General Fund Revenue Stabilization Reserve

Summary:

During the past few years, the City's main General Fund revenue sources, Sales and Use Tax and Property Tax, have increased in volatility. As part of the 2025 budget development process, staff contracted with a consultant, PFM Consulting Group, LLC (PFM), to analyze the level of volatility of General Fund revenues and make recommendations on best practices to mitigate and provide predictability in the annual budget process. PFM found that the City of Greeley's General Fund revenues experience a higher level of volatility than averages for local governments in both the United States and Colorado. The analysis also found the volatility has recently grown due to increasing mineral extraction activity and development activity.

PFM recommended the City establish a revenue stabilization reserve to complement the existing General Fund reserve (two months of operational expenditures) to be used as a tool to provide additional protection from revenue volatility and predictability for expenditure growth in the annual budget process. PFM recommended that the revenue stabilization reserve be sized at 3-12% of General Fund Sales and Use Tax and Property Tax, which is \$3-13 million in the 2025 Budget.

At the July 17, 2024, Council Budget Retreat staff introduced the concept of the General Fund revenue stabilization reserve. Following a positive reaction from the Council at that meeting, the 2025 budget was prepared anticipating the implementation of this reserve. There is \$4.8 million available in the 2025 General Fund budget for revenue stabilization.

The Council achieved consensus on this proposal at the January 28, 2025, work session. This resolution is to formalize the policy to establish a General Fund revenue stabilization reserve supplemental to the current existing reserve to be sized at 3-12% of budgeted Sales and Use Tax and Property Tax.

Fiscal Impact:

Fiscal Impact:

No Impact: There is no budgetary impact to approving this resolution. The 2025 budget already has \$4.8 million set aside for General Fund revenue stabilization, which is above the policy minimum set forth in this resolution.

Legal Issues:

Consideration of this matter is a legislative process

Other issues and Considerations:

Strategic Focus Area:

High-Performance Government

Decision Options:

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

Council's Recommended Action:

Adopt the resolution.

Attachments:

1. Resolution No. 11, 2025

**CITY OF GREELEY, COLORADO
RESOLUTION NO. 11, 2025**

**A RESOLUTION TO ESTABLISH A GENERAL FUND REVENUE STABILIZATION
RESERVE**

WHEREAS, Sec. 5-5 of the Greeley City Charter provides that all revenues of the City shall be accounted for under a general fund and one (1) or more special funds; and

WHEREAS, the City of Greeley's primary General Fund revenue sources, Sales and Use Tax and Property Tax, have become increasingly volatile; and

WHEREAS, during the 2025 budget development process, the City engaged PFM Consulting Group, LLC (PFM) to analyze the level of volatility in General Fund revenues and recommend best practices for improving budget predictability and stability; and

WHEREAS, PFM's analysis found that the City of Greeley's General Fund revenues experience a higher level of volatility than averages for local governments in both Colorado and the United States, driven primarily by fluctuations in mineral extraction and development activity; and

WHEREAS, PFM recommended that the City establish a Revenue Stabilization Reserve to complement the existing General Fund Reserve, which is currently set at a minimum of 16.7% (two months of operating expenditures), including the 3% TABOR requirement, to mitigate revenue volatility and improve budget stability; and

WHEREAS, the Revenue Stabilization Reserve is intended to smooth peaks and valleys in revenue collections caused by the City's unpredictable primary revenue sources, serving as a stabilizer during periods of reduced revenue collections and ensuring the continued delivery of essential City services without drawing down the 16.7% General Fund Reserve; and

WHEREAS, the intended outcomes and benefits of establishing this new reserve include:

- Continuation of a Conservative Budgeting Approach: Providing a measured response to the City's growing revenue volatility.
- Smoothing Year-to-Year Revenue Swings: Balancing fluctuations caused by market conditions and development activity.
- Increased Available Reserves: Adding a net increase in the City's total available reserves, beyond the existing General Fund Reserve.

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

Section 1. A General Fund Revenue Stabilization Reserve is hereby established to mitigate revenue volatility and provide budgetary stability.

Section 2. The Revenue Stabilization Reserve shall be sized at a target level of 3% to 12% of General Fund Sales and Use Tax and Property Tax revenues, with the specific level to be determined and adjusted annually during the budget process.

Section 3. The Revenue Stabilization Reserve shall be funded through multiple sources, including but not limited to:

- Ongoing revenues collected above budgeted amounts;
- Expenditure savings; and
- One-time revenues.

Section 4. Funds from the Revenue Stabilization Reserve may be used to address revenue shortfalls in the General Fund. Permitted uses shall be tied to overall General Fund performance.

Section 5. Access to the Revenue Stabilization Reserve shall occur either through the annual budget planning process, or with City Council notification through quarterly financial updates or as necessary to address significant revenue shortfalls.

Section 6. The Revenue Stabilization Reserve shall be replenished to maintain a minimum balance of 3% of General Fund Sales and Use Tax and Property Tax revenues. The target timeframe for replenishment is within three (3) budget years when the reserve balance falls below the minimum threshold.

Section 7. The City Manager shall periodically review policies and procedures for the management, utilization, and replenishment of the Revenue Stabilization Reserve to ensure its long-term effectiveness and sustainability and make recommendations to the City Council as appropriate.

Section 8. This Resolution shall take effect immediately upon its adoption.

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

ATTEST

THE CITY OF GREELEY, COLORADO

By: _____
City Clerk

By: _____
Mayor



Council Agenda Summary

March 18, 2025

Key Staff Contact: William Jones, Deputy Public Works Director

Title:

Resolution authorizing filing of Federal Transit Administration Applications

Summary:

The Federal Transit Administration (FTA), is an operating administration of the United States Department of Transportation.

The City is required to provide annual certifications and assurances and other documents to the FTA before they award a federal assistance grant or cooperative agreement. The FTA utilizes an electronic system for submitting documents, approving grants and requesting drawdown of grant awards, and the City has historically authorized staff, via an authorizing resolution on July 17, 2012, to utilize the FTA's electric system.

The following resolution authorizes the filing of all applications with the Federal Transit Administration for Federal Transportation Assistance.

Fiscal Impact:

Fiscal Impact:

If approved, this item result in No impact on the budget.

No Impact: This is an approval resolution. There are no dollars associated with resolution.

Legal Issues:

Consideration of this matter is a legislative process

Other issues and Considerations:

None

Strategic Focus Area:

Infrastructure and Mobility

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. 12, 2025

THE CITY OF GREELEY, COLORADO
RESOLUTION No. 12, 2025

**A RESOLUTION AUTHORIZING THE FILING OF ALL APPLICATIONS WITH THE
FEDERAL TRANSIT ADMINISTRATION FOR FEDERAL TRANSPORTATION
ASSISTANCE**

WHEREAS, the Federal Transit Administration, an operating administration of the United States Department of Transportation, has been delegated authority to award federal financial assistance for transportation assistance authorized by 49 U.S.C. Chapter 53, Title 23 United States Code and other federal statutes administered by the Federal Transit Administration; and

WHEREAS, the grant or cooperative agreement for federal financial assistance will impose certain obligations upon the City, and may require the City to provide the local share of the project cost; and

WHEREAS, the City is required to provide annual certifications and assurances to the Federal Transit Administration; and

WHEREAS, the Federal Transit Administration utilizes an electronic system for submitting documents, approving grants, and requesting drawdowns of grant awards; and

WHEREAS, the City has historically authorized staff, via an authorizing resolution, to utilize the Federal Transit Administration's electronic system; and

WHEREAS, Section 2-186 of the City of Greeley Municipal Code requires the City Council to approve by resolution agreements with other governmental entities; and

WHEREAS, City Council authorizes the receipt of Federal Transit Administration grant funding and provides for the local share through approval of the City's budget; and

WHEREAS, use of the Federal Transit Administration's electronic process is an effective tool for managing grant funding and submitting required documents; and

WHEREAS, City Council has determined that it is appropriate for staff to memorialize City Council's approval of financial assistance from the Federal Transit Administration by submitting required documents and reports via use of the Federal Transit Administration's electronic system.

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

Section 1. That the Mobility Manager and the Mobility Coordinator from the Mobility Division of the Public Works Department of the City of Greeley, Colorado are designated as the authorized employees to work with the Federal Transit Administration for federal assistance

authorized by 49 U.S.C. Chapter 53; Title 23, United States Code and other federal statutes authorizing a project administered by the Federal Transit Administration.

Section 2. That the Mobility Manager and the Mobility Coordinator from the Mobility Division of the Public Works Department of the City of Greeley, Colorado are authorized to execute and file with the City's annual certifications and assurances and other documents the Federal Transit Administration requires before awarding a federal assistance grant or cooperative agreement.

Section 3. That the Mobility Manager and the Mobility Coordinator from the Mobility Division of the Public Works Department of the City of Greeley, Colorado are authorized to execute the grant and cooperative agreements with the Federal Transit Administration on behalf of the City of Greeley, Colorado.

Section 4. This resolution shall become effective immediately upon its passage, as provided by the Greeley City Charter.

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

ATTEST:

THE CITY OF GREELEY, COLORADO

By: _____
City Clerk

By: _____
Mayor



Council Agenda Summary

March 18, 2025

Key Staff Contact: Stacey Aurzada, City Attorney, Sean Chambers, Water & Sewer Director

Title:

Resolution authorizing the City Attorney's Office to institute legal action against the Town of Windsor for material breaches of an Intergovernmental Agreement

Summary:

On May 6, 2008, the City of Greeley ("Greeley") and the Town of Windsor ("Windsor") executed the First Amendment to the Intergovernmental Agreement by and between the City of Greeley and the Town of Windsor, which set forth the terms and conditions by which Greeley and Windsor agreed to coordinate on planning, land use, utilities, and other general development matters for land adjacent to the municipalities within the U.S. Highway 34 corridor ("Highway 34 IGA").

Windsor has unfortunately breached several provisions of the Highway 34 IGA, which breaches have seriously jeopardized proposed commercial and residential development of properties located within the City of Greeley. In an effort to resolve this ongoing dispute with a crucial and valued regional partner, City management, elected officials, and legal counsel have engaged in good-faith discussions with Windsor representatives on numerous occasions since Windsor breached the Highway 34 IGA. Despite the best good faith efforts of City management, elected officials, and legal counsel in such discussions, Windsor has been unwilling to negotiate a reasonable resolution to this dispute that acknowledges and upholds the promises made by Windsor under the Highway 34 IGA.

The enclosed resolution will authorize the City Attorney to institute appropriate legal action on behalf of the City of Greeley, including, without limitation, legal action seeking injunctive relief, recovery of monetary damages, and all other remedies necessary and appropriate for breaches of the Highway 34 IGA committed by Windsor.

Fiscal Impact:

Fiscal Impact:

If approved, will this item result in a Positive, Negative, or No impact on the budget?

1. No Impact.

Legal Issues:

Section 6-3 of the Greeley City Charter authorizes and requires the City Attorney to institute any suit, action, or proceeding on behalf of the municipal government, or agency thereof, when so directed by the City Council.

Other issues and Considerations:

None.

Strategic Focus Area:

Business Growth

Infrastructure and Mobility

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. 13, 2025

THE CITY OF GREELEY, COLORADO

RESOLUTION NO. 13, 2025

**A RESOLUTION AUTHORIZING THE CITY ATTORNEY'S OFFICE
TO INSTITUTE LEGAL ACTION AGAINST THE TOWN OF WINDSOR
FOR MATERIAL BREACHES OF AN INTERGOVERNMENTAL AGREEMENT**

WHEREAS, the City of Greeley ("Greeley") and the Town of Windsor ("Windsor") on May 6, 2008 executed that certain First Amendment to the Intergovernmental Agreement by and between the City of Greeley and the Town of Windsor, which set forth the terms and conditions by which Greeley and Windsor agreed to coordinate on planning, land use, utilities, and other general development matters for land adjacent to the municipalities within the U.S. Highway 34 corridor ("Highway 34 IGA"); and

WHEREAS, among other promises made under the Highway 34 IGA, Windsor agreed to treat the wastewater originating within an identified Cooperative Land Use, Annexation, and Utility Area ("CLUA"), including wastewater originating from properties annexed to and located within the City of Greeley; and

WHEREAS, more specifically and without limitation, Windsor agreed (i) to sell Greeley capacity in the Windsor Wastewater Treatment Plant ("WWTP") in 100,000 gallons-per-day blocks to facilitate its treatment of the wastewater originating from CLUA properties annexed to and located within the City of Greeley, (ii) to reserve wastewater treatment capacity for Greeley once the WWTP reached eighty percent (80%) of its operating capacity, and (iii) to begin construction on an expansion of the WWTP once the WWTP reached ninety percent (90%) of its operating capacity; and

WHEREAS, Windsor has unfortunately breached several provisions of the Highway 34 IGA related to its promise to treat the wastewater originating within the CLUA, including those provisions described above, which breaches have seriously jeopardized proposed commercial and residential development of CLUA properties located within the City of Greeley; and

WHEREAS, among other promises made under the Highway 34 IGA, Greeley and Windsor also agreed to share equally the costs of any and all general improvements and maintenance to Weld County Road 17 between U.S. Highway 34 and Weld County Road 60, and to negotiate in good faith concerning an improved road interchange at the intersection of Weld County Road 17 and U.S. Highway 34; and

WHEREAS, Windsor has unfortunately committed an anticipatory breach of additional provisions of the Highway 34 IGA by communicating to Greeley representatives that it has no intention whatsoever of contributing funds to general improvements and maintenance to Weld County Road 17 between U.S. Highway 34 and Weld County Road 60, or to an improved road interchange at the intersection of Weld County Road 17 and U.S. Highway 34; and

WHEREAS, Greeley City management, elected officials, and legal counsel have engaged in good faith discussions with Windsor representatives on numerous occasions since Windsor breached the Highway 34 IGA, in an effort to resolve this ongoing dispute with a crucial and valued regional partner; and

WHEREAS, despite the best good faith efforts of Greeley City management, elected officials, and legal counsel in such discussions, Windsor has been unwilling to negotiate a reasonable resolution to this dispute that acknowledges and upholds the promises made by Windsor under the Highway 34 IGA; and

WHEREAS, Windsor has accordingly left Greeley with no option other than to institute appropriate legal action to protect its rights under the Highway 34 IGA; and

WHEREAS, Section 6-3 of the Greeley City Charter authorizes and requires the City Attorney to institute any suit, action, or proceeding on behalf of the municipal government, or agency thereof, when so directed by City Council; and

WHEREAS, it is in the best interests of the citizens of the City of Greeley for City Council to authorize and direct the City Attorney to initiate appropriate legal action for the purposes described in this Resolution.

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

Section 1. The City Council hereby authorizes the City Attorney to institute appropriate legal action on behalf of the City of Greeley for the purposes described in this Resolution, including, without limitation, legal action seeking injunctive relief, recovery of monetary damages, and all other remedies necessary and appropriate for breaches of the Highway 34 IGA committed by the Town of Windsor, and to undertake any other action reasonably necessary to protect the interests of the City of Greeley and its citizens associated with the subject matter described herein.

Section 2. The City Council hereby ratifies any actions associated with the subject matter described herein taken by City staff and legal counsel prior to the passage of this Resolution.

Section 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: _____
City Clerk

By: _____
Mayor



Council Agenda Summary

March 18, 2025

Key Staff Contact: Caleb Weitz, Budget and Policy Director

Title:

Introduction and first reading of an ordinance appropriating additional sums to defray the expenses and liabilities of the City of Greeley for the balance of the fiscal year of 2025 and for funds held in reserve for encumbrances through December 31, 2024

Summary:

This is the first supplemental appropriation ordinance modifying the 2025 budget. This appropriation ensures that existing commitments that were in progress at 2024 year-end can be completed in 2025, designates resources for additional priorities and commitments, and appropriates funding to support various capital improvement projects.

This appropriation includes 75 requests that are outlined in more detail on the attached Detail Supporting Schedule. Listed below are highlights of the requests included in the requested appropriation:

- \$60.7 million to appropriate previously approved requests.
- \$5.5 million to support a contract to replace three fire engines.
- \$4.6 million to move expenditure authority in the new MERGE Fund.
- \$2.8 million for street expansion at the Greeley Airport.
- \$2.8 million to support the Real Time Information Center.
- \$1.5 million for Carestream Property Due Diligence.
- \$500 thousand to support 9 months of the phase one housing department build-out.

The attached ordinance includes the proposed budget increases to ensure the City meets the requirements of the charter that expenditures do not exceed what has been appropriated by Council. Council may adjust or remove any of the budget requests prior to adoption at the proposed second reading on April 1, 2024.

Fiscal Impact:

Fiscal Impact:

If approved, will this item result in a Positive, Negative, or No impact on the budget?

Negative Impact: What is the onetime and/or ongoing amount?

This appropriation, excluding transfers, adds \$98,667,683 in expenditures to the 2025 budget. The following funding sources will be used to cover the appropriations made by this ordinance.

Source	Total
Fund Balance	\$ 85,524,330
Grant Revenue	12,288,959
Damage Recoveries	203,480
Ticket Sales	200,000
Intergovernmental Agreement	171,987
Program Income	107,343
Private Contribution	70,000
Cash in Lieu	50,000
Expense Reimbursement	31,152
Cable TV Franchise Fees	11,432
Bag Fees	9,000
Grand Total	\$ 98,667,683

Are there any long-term financial impacts?

The majority of items on the appropriation are one-time impacts. The following are ongoing budget commitments being added in this appropriation:

New Ongoing Commitment	Estimated Annual Impact	Note
Housing Department Build-Out	\$ 680,000	Addition of 4 full-time employees and department operating increases
Downtown Supplies & Median Maintenance	216,000	Pending retention of the Clean, Safe, Beautiful initiative in the 2026 budget
Mosquito Management	76,000	Additional ongoing costs to adequately resource this public health service
GROW Center Lease	60,000	Annual commitment until an alternative cityowned property is identified
Annual Software Maintenance	45,000	Election Petition Verification Software and Emergency Management Softwar
Carestream Property	TBD	The appropriation includes one-time due diligence dollars to assess the Carestream property. Ongoing O&M related to the potential property purchases are still to-be-determined.
Grand Total	\$ 1,077,000	

Legal Issues:

City Charter prohibits actual expenditures from exceeding appropriations at the fund level. This ordinance will ensure that this does not occur.

Other issues and Considerations:

N/A

Strategic Focus Area:

Business Growth
Community Vitality
High-Performance Government
Housing For All
Infrastructure and Mobility
Quality of Life
Safe and Secure Communities

Decision Options:

1. 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 April 1, 2025.

Attachments:

1. Ordinance No. 5, 2025
2. 2025 Appropriation 1 - Detail Supporting Schedule

CITY OF GREELEY, COLORADO
ORDINANCE NO. 5, 2025

**AN ORDINANCE APPROPRIATING ADDITIONAL SUMS TO DEFRAY THE EXPENSES
AND LIABILITIES OF THE CITY OF GREELEY FOR THE BALANCE OF THE FISCAL
YEAR OF 2025 AND FOR FUNDS HELD IN RESERVE FOR ENCUMBRANCES AT
DECEMBER 31, 2024.**

WHEREAS, the City of Greeley has or will incur expenses for certain activities described below during the 2025 fiscal year; and

WHEREAS, the revenues received in the City of Greeley in 2024, exceeded the amount of revenues estimated in the 2024 Budget by more than the total amount of the expenditures in the same year.

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

Section 1. In accordance with section 5-17 of the Greeley Charter, from actual and anticipated revenues which exceed the revenue estimates in the 2025 budget and amounts held in fund balance reserves from 2024, there is hereby appropriated the following designated sums to be allocated for use during the remainder of 2025:

Fund	Amount	Transfers	Total
100 - GENERAL FUND	\$ 4,179,076	\$ 920,270	\$ 5,099,346
103 - HUD GRANTS	-	855,350	855,350
104 - STREETS AND ROADS	505,785	-	505,785
109 - HOUSING	686,487	-	686,487
116 - BAG FEE	9,000	-	9,000
121 - PUBLIC SAFETY .16%	3,215,803	-	3,215,803
120 - DESIGNATED REVENUE	183,432	50,000	233,432
170 - GRANTS	1,012,822	-	1,012,822
300 - PUBLIC IMPROVEMENT	7,839,111	-	7,839,111
304 - FOOD TAX	589,558	125,000	714,558
318 - QUALITY OF LIFE	1,250,000	-	1,250,000
321 - STREET INFRASTRUCTURE IMPROVEMENTS	2,165,000	-	2,165,000
323 - MERGE	4,600,000	-	4,600,000
330 - DEVELOPMENT FUNDS	11,570,638	900,000	12,470,638
400 - CEMETERY	86,861	-	86,861
410 - SEWER	10,034,851	-	10,034,851
420 - WATER	20,346,997	-	20,346,997
430 - STORMWATER	26,238,827	-	26,238,827
502 - LIABILITY	1,000,000	-	1,000,000
510 - EQUIPMENT & FLEET	2,728,435	-	2,728,435
520 - INFORMATION TECHNOLOGY	425,000	-	425,000
Grand Total	\$ 98,667,683	\$ 2,850,620	\$ 101,518,303

Section 2. All actions heretofore taken (not inconsistent with the provisions of this ordinance) by the officers, agents and employees of the City in connection with this appropriation are hereby ratified, approved and confirmed.

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

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

ATTEST

THE CITY OF GREELEY, COLORADO

By: _____
City Clerk

By: _____
Mayor



City of Greeley
2025 Appropriation
City Council Meetings: Mar 18th & Apr 1st

Fund	Item	Department	Type	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
R = Reappropriation, N = New									
100 - GENERAL FUND									
	1	CAO/CE/HH/FIN	R	Fund Balance	Unencumbered General Fund Carryover Items - Several items were unable to be encumbered by the 2024 procurement deadline, and the respective departments still need to have the funding available in 2025 to move forward with the intended uses. This includes Legal Matter Software for CAO, a 24-month termed CSIII position for C&E, Affordable Housing Consultants Contract General Fund portion, Cold Weather Shelter funding for Homeless Solutions as well as three Finance initiatives including a Cost Allocation Study, a Development Impact Fee Study and Polling and Public Outreach work.	1,075,535	-	1,075,535	-
	2	CCO	N	Fund Balance	Election Petition Verification Software - The City Clerk's Office (CCO) is responsible for facilitating the annual elections process which includes verifying signatures for multiple petitions each year. For each petition, a minimum of approximately 4,400 signatures must be submitted for verification. Our current software is outdated and no longer supported by the vendor. We are requesting \$20,000 left over from our 2024 elections budget to be appropriated for purchase of a new software from Tenex.	20,000	-	20,000	-
	3	CD	N	Fund Balance/Program Income	Local Planning Capacity Grant - The City of Greeley was awarded grant funds to hire two staff to implement affordable housing measures. The \$195,783 award funds 80% FTE costs for a limited-term Development Review Planner in the Community Development Department and a limited-term Housing Development Program Manager in the Housing Solutions Department. The \$48,946 match is split, 40% Community Development and 60% Housing. The Planner will coordinate and supplement a streamlined review process, act as an affordable housing liaison to facilitate the development review applications, responses, and timeline management, and document the reduction in gross review time. The Housing Development Program Manager would develop and maintain any incentive programs.	19,612	225,117	244,729	-
	4	CD	N	Grant	Spanish Colony Historic Resource Survey Grant - The History Colorado State Historical Fund awarded \$50,000 funding to the City of Greeley for a Historic Resource Survey of the Spanish Colony, with no required match. This project will include a reconnaissance level survey of up to 64 properties, completion of a survey report and up to 5 oral histories.	-	50,000	50,000	-
	5	CPRD	N	Operating Transfer: Cash in Lieu	Share the Shade - The requested funds from the Cash in Lieu of Landscaping fund are to be spent on Share the Shade and parkway tree plantings in 2025. Share the Shade is our discounted tree replacement program providing citizens with new or replacement right of way, front yard and backyard trees. The program also provides our residents the ability to volunteer within their community.	-	50,000	50,000	-
	6	CPRD	N	Grant	Rails to Trails Grant - Grant funds will be spent to hire a consultant to conduct a trail accessibility audit and to reimburse task force members for their time and related supplies. Remaining funds will be spent on a pilot accessibility improvement, such as a new bench. Rails to Trails Conservancy is contributing \$15,000 in grant funds, and the city is contributing \$2,000 cash from existing operating funds as well as \$1,500 of in-kind staff time.	-	15,000	15,000	-
	7	CPRD	N	Ticket Sales	Island Grove Special Event - This is a revenue neutral request for a self promoted event at Island Grove. Expenses will include talent fees, production fees, equipment rentals, advertising, security, staffing and other miscellaneous expenses involved with booking a large production. If the event does not get booked, these expenditures will not be spent. Revenue will include ticket sales, percentage of food and beverage sales, vendor booth sales, parking fees, sponsorships, etc.	-	200,000	200,000	-
	8	HR	N	Fund Balance	Rewards & Recognition Program - In 2024 the City had a Rewards and Recognition budget of \$275,000 to be used for recognizing individuals and teams that were doing excellent work for the City. \$232,000 was spent on this initiative last year, but due to budget constraints, we have only \$75,000 dedicated to the program in 2025. Human Resources is requesting \$125,000 additional dollars be added to the budget this year using 2024 expenditure savings from other HR programs.	125,000	-	125,000	-
	9	POLICE	N	Grant	Various PD Grants - The request appropriates funding for Police Department grants including: the 2025 Victims of Crime Act grant for \$104,871. The 2024 Law Enforcement Mental Health & Wellness Act Grant for \$50,000. The 2024 Edward Byrne Justice Assistance State and Federal Grant for \$60,434. The 2025 Victims Assistance Law Enforcement grant for \$190,000. The 2024 COPS Hiring Program grant for \$166,667. The 2024 LEWRT Grant for \$10,320.	-	628,613	628,613	-
	10	POLICE	N	Fund Balance	Police Sgt PEHP Catch Up - 2024 Police salary savings was identified as an option to fund a needed Post Employment Health Plan (PEHP) catch-up payment for Sergeant and Commander staff.	639,000	-	639,000	-
	11	OEM	N	Fund Balance	Emergency Mgmt Software and Radios - \$50,000 is requested for an emergency management software that will provide us the ability to track incidents, provide for command and control of planned events like the Greeley Stampede, and collectively organize our emergency plans and procedures in a central location for the emergency operations center staff. \$30,000 is requested to purchase public safety radios for the office of emergency management.	80,000	-	80,000	-
	12	PW	N	Fund Balance	Mosquito Management Program - This request is to bring the 2025 Mosquito Management budget in alignment with 2024 expenditures. Treatment needs have outpaced the budget in the past two consecutive years. Aligning the budget with anticipated expenses will allow the City to continue to mitigate mosquitos and reduce the risk of community members contracting the West Nile disease that mosquitos carry.	76,199	-	76,199	-
	13	CD	N	Fund Balance	East Greeley Subarea Plan - Community Development is requesting \$475,000 to develop a comprehensive vision for the East Greeley area with goals, policies, and implementation strategies. The planning effort will incorporate existing foundational plans and policies, and provide clear, actionable steps to accomplish our near and long-term vision. Major sewer infrastructure, 160MW new power, an airport plan, pressure for available industrial/commercial land, and workforce housing needs are driving this effort. Community Development's unspent 2024 funds are requested to fund this effort.	475,000	-	475,000	-
	14	CD	N	Fund Balance	West Greeley Subarea Plan - Community Development is requesting \$500,000 to develop a West Greeley Community Subarea Plan. Originally programmed for 2026 but new substantial development is creating a need to accelerate the project. The main purpose of this plan is to develop an area-specific comprehensive plan with goals, policies, and implementation strategies. It will also develop an alternative code and review process for higher-quality development (similar to Raindance and Water Valley). This project will be phased starting in 2025 through 2026	500,000	-	500,000	-
100 - GENERAL FUND						3,010,346	1,168,730	4,179,076	-

Fund	Item	Department	Type	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
R = Reappropriation, N = New									
104 - STREETS AND ROADS FUND									
	15	PW	N	Grant/Expense Reimbursement	Downtown Alley Trash Service - This request uses \$150,000 of grant funds to build and install dumpster enclosures in selected downtown alleyways. The City will receive revenue from businesses and residents paying for trash collection services, and will contract with Waste Management to carry out the service. The project aims to improve cleanliness, deter illegal dumping, reduce odors, and promote urban beautification.	-	181,152	181,152	-
	16	PW	N	Operating Transfer: General Fund Balance	Downtown Supplies & Median Maintenance - This request will fund the operational and maintenance supplies necessary to continue the beautification efforts for Downtown Greeley and the City's medians. While the personnel associated with this work was funded in the 2025 budget process, funding for operational supplies such as flowers, mulch, and other maintenance materials was inadvertently excluded. This work includes purchasing flowers/grasses/shrubbery and landscaping materials, as well as carrying out maintenance activities (power washing sidewalks, removing graffiti, and maintaining irrigation systems).	216,400	-	216,400	-
	17	PW	N	Operating Transfer: General Fund Balance	GROW Center Lease - The Greeley Organic Waste (GROW) Center has been temporarily operating at Island Grove after the land it originally operated on was sold. The Center has needed to relocate to a more suitable location and found a site in Fall 2024. This request will cover the annual lease cost of the Center's new location which will work well until a new permanent home is identified on City property.	60,000	-	60,000	-
	18	PW	R	Operating Transfer: General Fund Balance	NFRMPO Rollover - This request will allow the City to pay both 2024 and 2025 invoices for the NFRMPO local match. Funds were budgeted in 2024, but the invoice was not received until 2025.	48,233	-	48,233	-
104 - STREETS AND ROADS FUND						324,633	181,152	505,785	-
109 - HOUSING									
	19	HOU	R	Fund Balance	Affordable Housing Consultants Contract Housing Fund - The Affordable Housing Consultants Inc was contracted to train staff, make programmatic and financial recommendations for compliance and quality control, and assist the Housing Solutions department in obtaining entitlement funds. Funding for this consultant work was approved in '24 from dollars in Housing Admin fund 109 and General Nondepartmental fund 100. We missed the 2024 PO deadline therefore funds were not encumbered. We are requesting these dollars be carried into '25 so that we may continue the consultant work.	39,500	-	39,500	-
	20	HOU	N	Operating Transfer: General Fund Program Income	PILOT Program Revenue Housing Fund - Housing receives PILOT funds from the Housing Authority for two properties that were granted payment in lieu of taxes for historical funding agreements. These funds are available for housing activities. The City was awarded the LPC Staffing Grant which requires a local match. Housing Solutions benefits from this grant by adding the Housing Development Program Manager as a liaison between developers and our development review process. We would like to appropriate the PILOT dollars to cover the local match required by the LPC Staffing Grant.	-	78,009	78,009	-
	21	HOU	N	Fund Balance	Strategic Housing Plan - This request is to increase the strategic housing plan contract by \$51,350. This will allow the consultant an extra trip to Greeley, where they will plan for 2.5 days and host a series of roundtable discussions and a summit on the near-final plan for the council. The goal is to engage key partners and the larger community to understand, support, and champion the housing strategic plan.	51,350	-	51,350	-
	22	HOU	N	Operating Transfer: General Fund Balance	Housing Department Build Out - This appropriation request is for \$517,000 in 2025 general funding to begin building-out the Housing Department. The request includes supplies and services funding for the team and will support the hiring of four new positions - an Affordable Housing Manager, an Executive Housing Manager, a Housing Development Specialist and a Business Analyst/Grant Specialist. These positions will oversee the Housing for All initiatives/programs developed from the Strategic Housing Plan including developing a dedicated local funding source, and development incentives for affordable, middle income, and executive housing development. Additional positions will be requested during the 2026 budget process to continue building out the team.	517,628	-	517,628	-
109 - HOUSING						608,478	78,009	686,487	-
116 - BAG FEE									
	23	CE	N	Bag Fees	Reusable Bag Program - The fee for plastic bags went into effect in Colorado to reduce waste. Greeley receives about \$300,000 in revenue annually from these fees which is restricted for specific uses including education and outreach related to the reduction of single-use plastics such as grocery bags. C&E would like to produce reusable bags made from 100% recycled materials and feature art from a local Greeley artist. This initiative meets the city's desire to actively engage the community and supports our local economy and talent. These reusable bags would be distributed at select community events.	-	9,000	9,000	-
116 - BAG FEE						-	9,000	9,000	-
121 - PUBLIC SAFETY .16%									
	24	FIRE	N	Fund Balance	Fire Station 6 Non-Personnel Expenses - This is a clean-up item to move operating expenses for Fire Station 6 from the General Fund to the Public Safety Fund where the personnel expenses are funded.	361,717	-	361,717	-
	25	POLICE	N/R	Private Contribution, Public Safety Fund Balance, & Operating Transfer: Police Development Fund Balance	RTIC 2024 Rollover and Remodel Funds - In 2024 City Council appropriated \$2.4 million for the creation of a Real Time Information Center (RTIC). During the course of 2024, four RTIC technicians were hired, a temporary building renovation was completed, and technology software and hardware were purchased. One of two RFP's was executed, but the second RFP was not executed or encumbered by the end of 2024. Approximately \$1.95 million was remaining at year-end and we are respectfully requesting 2024 funds roll into the 2025 RTIC budget. In addition, we would like to request an additional \$900,000 from the police development fund to cover the remaining cost needed to complete the new RTIC building renovation. This request also appropriates a \$70,000 contribution from the DDA.	2,784,086	70,000	2,854,086	-
121 - PUBLIC SAFETY .16%						3,145,803	70,000	3,215,803	-

Fund	Item	Department	Type	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
R = Reappropriation, N = New									
122 - CABLE FRANCHISE PEG FUNDS									
	26	CE	R	Cable TV Franchise Fees	PEG Castus Payout Server - This request is to roll funds from 2024 for the purchase of a new payout server used to broadcast meetings and programs on GTV8. Contract redlines were not completed by the procurement end of year deadline. Communications and Engagement are requesting the funds be carried into '25 so this critical upgrade can move forward.	-	11,432	11,432	-
	27	CE	N	Cable TV Franchise Fees	PEG Grant Award to D6 - School District 6, as a Designated Access provider, is eligible to submit a PEG Grant application to the City requesting Public, Educational, and Government (PEG) funds. Per the application guidelines, the annual grant cannot exceed \$15,000. Applications are due to the city in the spring, and awarded 50% at approval and 50% at project completion. Documentation is required for final payment. The Comcast Franchise Agreement stipulates that we support Designated Access providers. This appropriation request will fund the D6 grant award.	-	15,000	15,000	-
122 - CABLE FRANCHISE PEG FUNDS						-	26,432	26,432	-
140 - MUSEUMS									
	28	CPRD	N	Fund Balance	Union Colony Company Grant Funds - Museums would like to appropriate \$17,000 in received grant revenue to support a new part-time museum volunteer coordinator position.	17,000	-	17,000	-
	29	CPRD	R	Fund Balance	Centennial Village Upgrades - This appropriation will reallocate \$55,000 from a 2022 Leprino grant to support Centennial Village. The money will be used to create a new native High Plains prairie habitat and Native American interpretation experience at Centennial Village.	55,000	-	55,000	-
	30	CPRD	N	Fund Balance	Design Consultant for Museum Masterplan - This request is to hire an established museum design consultancy for the purpose of delivering an Interpretive Masterplan. City Museum's 4 sites are in need of renewal, both thematically and physically, in order to meet the experience needs of modern museum goers. This Masterplan will provide a roadmap to allow us to use our existing assets to better educate and converse with the public about the rich cultural heritage of Greeley and Weld County.	85,000	-	85,000	-
140 - MUSEUMS						157,000	-	157,000	-
176 - HOMELESSNESS OTHER GRANTS									
	31	HOM	R	Grant	PSH Grant Carryover - Permanent Supportive Housing Grant (PSH Grant). This grant term expires 9/30/2025. We are asking to appropriate the estimated carry over in 2025 of \$72,000. The department has developed a spend down plan that will ensure funds will be expended by the grant expiration date.	-	72,000	72,000	-
	32	HOM	R	Grant	ESG Grant Carryover - This grant term expires 4/1/2025. We are asking to appropriate the estimated carry over in 2025 of \$85,472. The department has developed a spend down plan that will ensure funds will be expended by the grant expiration date.	-	85,472	85,472	-
176 - HOMELESSNESS OTHER GRANTS						-	157,472	157,472	-
177 - THR GRANT									
	33	HOM	N	Operating Transfer: HUD Grants	THR Grant Match - This funding was approved by the Housing Department in 2023 when the Transformational Homelessness Response (THR) grant was awarded but the transfer did not take place. We are asking to appropriate the THR grant match of \$855,350 from Housing's HOME ARP dollars.	-	855,350	855,350	-
177 - THR GRANT						-	855,350	855,350	-
301 - PUBLIC IMPROVEMENT									
	34	CPRD	N	Operating Transfer: Food Tax Fund Balance	Golf Short Course Additional Funds - Additional funding, beyond the funds attributed from the City's allocation of American Rescue Plan Act funding, is required for the completion of the short course at Boomerang Links Golf Course. Additional funding is required to source fill dirt material, course supplies, and provide contingency for the project completion. Funding is available from savings on the Boomerang Golf Clubhouse Deck Extension Project that is in final stages of completion.	125,000	-	125,000	-
	35	PW	N	Grant	SMART Street Lighting Pilot - The City plans to use the SIPA grant It was awarded to fund the Smart City Pilot project. This involves installing smart streetlights at the intersections of 10th St and 47th Ave as well as 10th St and 35th Ave. The lighting system detects crashes and near misses, with the goal of reducing traffic incidents, improving emergency response times and crash clearance times. The project (fully funded by the grant) also includes all components of the program - equipment, permits, installation, implementation, support, and post-delivery feedback.	-	226,700	226,700	-
	36	PW	R	Grant	Public Improvement PW Projects Timing Out - Public Works is requesting to appropriate funding for the Phase 3 Fiber (grant funded) and Citywide Signal Timing (grant funded) projects that have exceeded three years of Public Improvement funding.	-	809,299	809,299	-
	37	PW	N	Fund Balance	Carestream Site Public Works Due Diligence - This appropriation request funds a comprehensive analysis of the Carestream site to determine its viability for potential purchase. This analysis includes, but is not limited to, an appraisal to assess the property's market value, a Phase II Environmental Site Assessment (ESA) to identify any potential contamination or environmental liabilities, and other due diligence studies.	875,000	-	875,000	-
	38	PW	N	Intergovernmental Agreement	Downtown Lighting - This request will allow for the use of additional funds received from the DDA to proceed with removing the existing tree lighting from downtown Greeley, and re-installing new canopy lighting, trunk wrapping, and tree uplighting. The work includes securing power cords and installing locking outlets to ensure our utility lines will be safe and tamper free to the general public.	-	75,000	75,000	-
301 - PUBLIC IMPROVEMENT						1,000,000	1,110,999	2,110,999	-

Fund	Item	Department	Type	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
R = Reappropriation, N = New									
304 - FOOD TAX									
	39	PW	N	Fund Balance	UCCC Baseboard Heat - This appropriation request will fund a cost increase to an existing project which is removing the current baseboard heating systems at UCCC which are all original and past their assumed end-of-service life. The project will supply and install a new baseboard heating system with new controls. Bids to complete the work far exceeded the estimated budget. Scheduling the construction in the summer of 2025 (rather than including this request in the 2026 budgeting process) will minimize the construction impact on currently scheduled UCCC events.	300,000	-	300,000	-
	40	PW	N	Fund Balance	Bestway Electric Project - This request will fund the electrical upgrade at the Bestway site for the brine tank. The work includes purchasing materials, installing electrical upgrades and panel boxes as well as block heaters, pole lights, outlets, and installing an electrical connection to the brine tank.	92,000	-	92,000	-
	41	PW	R	Fund Balance	11th Ave Traffic Signal Upgrade Timing Out - This project has exceeded the three-year limit. This request rolls the remaining balance to 2025 to finish up the project. These traffic signal projects at the four intersections along 11th Avenue serve 50,000 vehicles per day collectively. The project has consisted of installing new underground conduit/cable, video detection, signal cabinets, and ADA push button assemblies that will accommodate fully actuated signal operations. These traffic signal projects are among the top ranked projects identified as part of the Traffic Service Division's Traffic Signal Master Plan.	197,558	-	197,558	-
304 - FOOD TAX						589,558	-	589,558	-
306 - FIRE EQUIPMENT ACQUISITION/REPLACEMENT									
	42	FIRE	N	Fund Balance	Fund 306 Fire Apparatus - This appropriation request will advance \$3.7M in budgeted dollars in Fund 306 to support a 2025 contract to replace 3 fire engines. While the contract is being entered into in 2025, the dollars will be expended over four years based on a documented payment schedule. Delivery of the engines is expected by 2029. The request also includes a \$1.8 million rollover for the purchase of Quint 1 (scheduled for delivery November 2025) which has reached it's 3-Year appropriation limit.	5,528,112	-	5,528,112	-
306 - FIRE EQUIPMENT ACQUIS						5,528,112	-	5,528,112	-
318 - QUALITY OF LIFE									
	43	CPRD	R	Fund Balance	Arroyos Del Sol - The City was awarded \$1.25M for the acquisition of the Shurview/Arroyos del Sol Natural Area property in 2022 by Colorado Parks and Wildlife using federal Land and Water Conservation Fund dollars. The original appropriation has expired and a new appropriation must be approved for the funds to be received by the City in March 2025 after the property closing to fund the final property acquisition.	1,250,000	-	1,250,000	-
318 - QUALITY OF LIFE						1,250,000	-	1,250,000	-
320 - FASTER									
	44	PW	N	Fund Balance	Fence 8th Avenue & US 34 - This request will fund the installation of a fence along 8th Ave and the US 34 Bypass near 8th Ave to enhance pedestrian safety. This project supports the Safe Streets for All (SS4A) program and will partner with the City of Evans to construct a fence that will direct pedestrians to cross the street only at signalized intersections where crosswalks exist, reducing the risk of accidents.	200,000	-	200,000	-
320 - FASTER						200,000	-	200,000	-
321 - STREET INFRASTRUCTURE IMPROVEMENTS									
	45	PW	R	Fund Balance	Keep Greeley Moving 2024 Balance - This request will allow the City to utilize unused KGM dollars from 2024 in the 2025 KGM efforts. The KGM projects in 2025 will cover an increased area and work.	2,000,000	-	2,000,000	-
	46	PW	R	Fund Balance	Pavement Software - This request is to use the 2024 pavement software budget (which was unused in 2024 due to contracting hurdles) in 2025 to purchase the software and pay for implementation and a consultant to collect /update accompanying road condition data.	165,000	-	165,000	-
321 - STREET INFRASTRUCTURE IMPROVEMENTS						2,165,000	-	2,165,000	-
323 - MERGE									
	47	PW	N	Fund Balance	This request will appropriate \$4.6M into the new MERGE Fund. Existing transfers from Quality of Life (\$1.9M) and Transportation Development (\$2.7M) will be adjusted and transferred into the new fund.	4,600,000	-	4,600,000	-
323 - MERGE						4,600,000	-	4,600,000	-

Fund	Item	Department	Type	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
R = Reappropriation, N = New									
334 - TRANSPORTATION DEVELOPMENT									
	48	PW	N	Fund Balance	59th & O St Project Cost Increase - This project is constructing a roundabout at 59th Ave and O St. Design work began in 2019 and was essentially completed in 2022 before a redesign in 2023. Funding includes a CDOT grant, and share set by an IGA with Weld County. Initially construction was planned for 2022. After the decision was made to redesign the roundabout, this was changed to 2024. However, this has been delayed by ongoing negotiations for new utility crossings of the railroad. Currently construction is planned for 2025. The extent of widening on 59th Avenue was reduced during redesign; however, the scope reduction is not sufficient to offset rising construction costs since project inception.	400,000	-	400,000	-
	49	PW	N	Fund Balance	95th Avenue Bridge - This request is for additional funding to complete the rehabilitation of the 95th Ave bridge over the Cache la Poudre River. The project's scope has increased beyond its original budget due to designer recommendations of using different materials to replace each part of the structure which has increased the project cost. The project will mitigate weight restrictions on the bridge and includes removal and replacement of bridge deck, superstructure, pier cap, and abutment caps.	350,000	-	350,000	-
	50	PW	N	Fund Balance	Airport Transportation Development- These funds will be used to complete design work for the street extension on the east side of the GXY Airport. Additionally, the construction funds will be used to construct the new street extension, serving the planned corporate jet expansion at the airport. This work is being done in coordination with the IGA between the City of Greeley and Weld County.	2,831,320	203,480	3,034,800	-
	51	PW	R	Fund Balance/Intergovernmental Agreement	Transportation Development Projects Timing Out - all projects are currently "in progress," and appropriating the funds will allow them to continue/complete the work. Projects include: 12435 - 10th Street & 35th Avenue Intersection Improvements; 12465 - 83rd Ave.:12th St. to 10th St. - Road Widening; 12466 - 83rd Avenue - 10th Street to O Street; 12467 - 8th Ave Improvements; 12507 - C-Street - 59th to 66th Avenue - Phase 1 and 2; 12531 - Dynamic Advanced Warning Flashers; 12533 - East Greeley Trail Connections; 12634 - New Sidewalk 63rd Ave to Sheepdraw Trail; 12658 - US 34 & CR 17 Design; 12679 - Downtown Improvements.	7,688,851	96,987	7,785,838	-
334 - TRANSPORTATION DEVELOPMENT						11,270,171	300,467	11,570,638	-
400 - CEMETERY									
	52	CPRD	R	Fund Balance	Cemetery Columbarium Plaza - The Columbarium Plaza project at Linn Grove Cemetery was approved and funded in the 2024 operating budget. However, due to conflicts arising from the installation of a new irrigation system and a temporary staffing shortage at the cemetery, the planned concrete and groundwork could not be completed within the year. As a result, the allocated funds were returned to the cemetery fund balance at the end of 2024. With the irrigation installation now finalized and staffing levels fully restored, we are re-appropriating the remaining funds from the fund balance to complete the project in 2025.	86,861	-	86,861	-
400 - CEMETERY FUND						86,861	-	86,861	-
411 - SEWER OPERATIONS									
	53	W&S	N	Fund Balance	Wastewater Legal Expenses - An additional \$100k is being requested to fund unanticipated legal expense related to wastewater treatment.	100,000	-	100,000	-
411 - SEWER OPERATIONS						100,000	-	100,000	-
412 - SEWER CONSTRUCTION									
	54	W&S	N	Fund Balance	The North Greeley Sewer Phase II - A project is necessary to build a large sewer interceptor that will serve areas north of the Cache La Poudre River along O Street, from 23rd Avenue to 95th Avenue, for future growth and development. This appropriation is for additional dollars to complete the construction of the North Greeley Sewer Phase II project in 2025. This will use the remaining budget not spent as part of the Poudre Trunk Line Phase 2 project #12612, as oversizing costs left approximately \$1M in the 2024 budget.	820,000	-	820,000	-
	55	W&S	N	Fund Balance	W&S Carestream Wastewater Due Diligence - To facilitate the purchase of the Carestream site, the Water and Sewer Department will need to complete a Phase I Environmental Site Assessment (ESA) and a limited Phase II ESA.	575,000	-	575,000	-
	56	W&S	N	Fund Balance	West Greeley Wastewater Treatment Planning - Wastewater Treatment Master Plan for the Greeley West Development will be completed to determine the long-term plan for the treatment of wastewater. As the long term plan is being completed, design and construction will be completed for a short-term plan for the handling of wastewater. Construction currently needs to be completed by middle of 2027 to allow operation of the new West Greeley development.	1,120,560	-	1,120,560	-
	57	W&S	R	Fund Balance	Poudre Trunk Phase 2 Timing Out - Water & Sewer is requesting to appropriate funding for the Poudre Trunk Phase 2 project. The developer will build the trunk line that will transport the basins wastewater to our treatment plant. This project has reached the end of it's three-year funding limit.	745,000	-	745,000	-
412 - SEWER CONSTRUCTION						3,260,560	-	3,260,560	-
413 - SEWER CAPITAL REPLACEMENT									
	58	W&S	N	Fund Balance	Highland Hills 47th Ave Capacity Improvements - The Highland Hills 47th Avenue Capacity Project is a sewer line upgrade to alleviate the undersized 8-inch sewer line in 47th Avenue between 20th Street and 26th Street. Replacement of the existing main in 47th Avenue would have a large impact on traffic, so this proposed sewer main is routed through Monfort Park and 49th Avenue, to the west of 47th Avenue. Construction is planned for July 2025 through February 2026. This appropriation will use the remaining budget not spent as part of the Sewer Collection System Rehabilitation Project #12631, as there was approximately \$570,000 left unspent in the 2024 budget.	390,528	-	390,528	-
	59	W&S	R	Fund Balance	Sewer Capital Replacement Projects Timing Out - 12549 - Highland Hills Sewer 47th Ave Capacity Expansion: The sewer collection system in 47th Avenue near the Highland Hills neighborhood has been identified as undersized. Project will expand the capacity of the system here and resolve this issue. Will prevent future issues as further infill development happens in the area. Project design continuing in 2025. 12666 - WTRF Generator Replacements: Project has been impacted by exceptionally long lead times for equipment and once it was clear it would be overlapping the Primary Treatment Phase 2 project it was delayed further so the work could be done concurrently with that project saving some costs.	6,283,763	-	6,283,763	-
413 - SEWER CAPITAL REPLACEMENT						6,674,291	-	6,674,291	-

Fund	Item	Department	Type	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
R = Reappropriation, N = New									
421 - WATER OPERATIONS									
	60	W&S	N	Fund Balance/Grant	2025 Cameron Peak Fire Mitigation - To continue mitigating the ongoing impacts of the Cameron Peak Fire. These include water quality concerns affecting raw water processed at the Bellvue and Boyd water treatment plants, as well as sedimentation and erosion issues impacting five reservoirs serving the City of Greeley. The city is the lead entity on three ongoing grant agreements to protect the watershed, especially life and property. The city's lobbying efforts have been successful in securing these external funds and in reducing the local cost match required for all of the agreements. The use of fund balance is for 48K used in lobbying efforts to continue to secure these funds, 100K for unfunded expenses that are part of the project, and a \$32,500 local match.	186,486	9,190,742	9,377,228	-
	61	W&S	N	Grant	SWPP CDPHE Grant - The purpose of this appropriation is for the Source Water Protecting Plan for the Upper Cache la Poudre River Watershed. The City will be collaborating and developing this plan with the City of Fort Collins, Thornton, Solder Canyon Water Treatment Authority, and Northern Colorado Water Conservancy District. The City acknowledges potential threats to the water supply and aims to develop and implement a plan to prevent source water contamination. This project is being funded by the Source Water Protection Planning Grant (no cash match required) from the Colorado Department of Public Health and Environment.	-	10,000	10,000	-
421 - WATER OPERATIONS						186,486	9,200,742	9,387,228	-
422 - WATER CONSTRUCTION									
	62	W&S	N	Fund Balance	C Street Waterline Extension - This is 1000' of new 12" waterline with crossing to Sheep Draw. Extension of water line along C St from 66th Ave to 59th Ave to connect the waterline to facilitate connectivity, to improve water quality, and fire flows. Project was originally pushed to 2026 to align with Public Works for the extension of C Street phase 1 and 2. Public Works has accelerated their schedule, and construction is now anticipated to begin in early summer 2025. This adjustment ensures coordination with Public Works' updated plans and allows for earlier project implementation.	422,500	-	422,500	-
	63	W&S	R	Fund Balance	Water Construction Projects Timing Out - This request is to reappropriate the Non-Potable Waterline & Expansion, Distribution Line Extension & Oversizing, Boomerang Non-Potable Overflow and Stormwater, O Street and 59th Roundabout Waterline, and the N Weld Water System Purchase. These funds are needed to continue work for 2025-2027.	3,825,732	-	3,825,732	-
422 - WATER CONSTRUCTION						4,248,232	-	4,248,232	-
423 - WATER CAPITAL REPLACEMENT									
	64	W&S	R	Fund Balance	Water Capital Replacement Projects Timing Out - This request is to reappropriate the Boyd Sedimentation Basin Repair, SCADA Master Plan, Distribution System Optimization, Boyd Flocculator Replacement, Advanced Metering Infrastructure, and the Transmission Line Customer Re-Route. These funds are needed to continue work for 2025-2027.	4,019,031	-	4,019,031	-
	65	W&S	N	Fund Balance	Water Treatment Master Plan - This master plan serves as a crucial tool for establishing priorities among CIP projects, ensuring that available funds are allocated in a manner that optimizes efficiency and achieves the best possible results. An internal evaluation has been conducted since the 2025 budget was finalized and it has been determined that additional scope of work needs to be added.	410,000	-	410,000	-
423 - WATER CAPITAL REPLACEMENT						4,429,031	-	4,429,031	-
424 - WATER RIGHTS ACQUISITION									
	66	W&S	R	Fund Balance	Water Rights Acquisition Project Timing Out - 12523 – Development of Parcel B, Poudre Ponds: Budget is needed for final landscaping of the pond site, and finishing the refill of pond A. A payment to the seller is needed in 2025 after the pond A slurry wall passed its inspection and test.	1,768,490	-	1,768,490	-
424 - WATER RIGHTS ACQUISITION						1,768,490	-	1,768,490	-
425 - WATER DEBT SERVICE									
	67	W&S	N	Fund Balance	Drinking Water Revolving Fund Loan Repayment - This request is for the Drinking Water Revolving Fund Loan Repayment (DWRFF). The Drinking Water Revolving Fund Loan Program will partially fund Phases 2-4 of the Lead Service Inventory and Replacement Project. These phases focus on the city's highest-risk areas and encompass the majority of planned inspection and replacement activities for 2024 and 2025.	514,016	-	514,016	-
425 - WATER DEBT FUND						514,016	-	514,016	-
432 - STORMWATER CONSTRUCTION									
	68	PW	R	Fund Balance	Stormwater Construction Projects Timing Out - all projects are currently "in progress," and appropriating the funds will allow them to continue/complete the work. Includes: 12th Street Storm Trunk Line Phases 1B, 2, 3, and 4.	25,716,827	-	25,716,827	-
432 - STORMWATER CONSTRUCTION						25,716,827	-	25,716,827	-
433 - STORMWATER CAPITAL REPLACEMENT									
	69	PW	N	Fund Balance	Apricot Ave Stormwater Improvements - The Apricot Avenue Improvements Project includes constructing a portion of Apricot Avenue north of 18th Street to 16th Street including the removal of a portion of existing street within this segment. The construction included the installation of potable water, sanitary sewer, storm sewer and roadway improvements. The completed local industrial street will have curb, gutter, sidewalks and landscape area.	200,000	-	200,000	-
	70	PW	N	Fund Balance	T-Bone Ranch Detention Pond - This request will allow for the completion of the T-Bone Ranch detention pond work. Remaining tasks include invasive vegetation cleanup and silt removal.	322,000	-	322,000	-
433 - STORMWATER CAPITAL REPLACEMENT						522,000	-	522,000	-

Fund	Item	Department	Type	Funding Source	Description	Fund Balance	Revenue	Expenditures	Net Impact
R = Reappropriation, N = New									
502 - LIABILITY									
	71	HR	N	Fund Balance	Risk Liability Appropriation - This request will appropriate \$1M into the Liability Fund. Within the first several weeks of 2025, the City has had two high dollar claims impact the Claims Reserve Fund. This funding will ensure the City has the ability to handle any further claims in 2025.	1,000,000	-	1,000,000	-
502 - LIABILITY						1,000,000	-	1,000,000	-
512 - FLEET REPLACEMENT									
	72	PW	R	Fund Balance	Fleet Replacement Additions - This appropriation is for vehicles that were scheduled for 2024 replacement, that were not replaced and were unable to be encumbered in time. This will move their replacement schedules to 2025.	2,728,435	-	2,728,435	-
512 - FLEET REPLACEMENT						2,728,435	-	2,728,435	-
521 - IT OPERATIONS									
	73	IT	N	Fund Balance	Master Planning for Traffic Network - The city is looking for assistance and guidance on a long term traffic network and architecture development and management plan. This will include fiber optic infrastructure, networking equipment, CCTV, signaling, redundancy and scalability.	200,000	-	200,000	-
	74	IT	N	Fund Balance	Metaformers Supplemental Services - Request to appropriate funding for ERP supplemental support from Metaformers.	150,000	-	150,000	-
	75	IT	N	Fund Balance	Professional Services for City Works Upgrade - \$75K will be needed for professional services to fund the City Works upgrade. This upgrade is preventing our GIS upgrade as well as critical work that PW is trying to manage.	75,000	-	75,000	-
521 - IT OPERATIONS						425,000	-	425,000	-
TOTAL (Less Additional Operating Expenditures Between Funds)						\$ 85,509,330	\$ 13,158,353	\$ 98,667,683	\$ -
OPERATING TRANSFERS									
	5	CPRD		Cash in Lieu	Share the Shade Operating Transfer of Cash in Lieu Cash in Lieu to General Fund	-	50,000	50,000	-
	16	PW		Fund Balance	Downtown Supplies & Median Maintenance Operating Transfer of Fund Balance General Fund to Streets and Roads Fund	-	216,400	216,400	-
	17	PW		Fund Balance	GROW Center Lease Operating Transfer of Fund Balance General Fund to Streets and Roads Fund	-	60,000	60,000	-
	18	PW		Fund Balance	NFRMPO Match Rollover Operating Transfer of Fund Balance General Fund to Streets and Roads Fund	-	48,233	48,233	-
	20	HOU		Program Income	PILOT Program Revenue - Housing Fund Operating Transfer of Program Income General Fund to Housing Fund	-	78,009	78,009	-
	22	HOU		Fund Balance	Housing Department Build Out Operating Transfer of Fund Balance General Fund to Housing Fund	-	517,628	517,628	-
	25	POLICE		Fund Balance	RTIC 2024 Rollover and Remodel Funds Operating Transfer of Fund Balance Police Development Fund to Public Safety .16% Fund	-	900,000	900,000	-
	33	HOM		Grant Revenue	THR Grant Match Operating Transfer of Grant Revenue HUD Grants to THR Grant Fund	-	855,350	855,350	-
	34	CPRD		Fund Balance	Golf Short Course Additional Funds Operating Transfer of Fund Balance Food Tax Fund to Public Improvement Fund	-	125,000	125,000	-
						-	2,850,620	2,850,620	-
						\$ 85,509,330	\$ 16,008,973	\$ 101,518,303	\$ -



Council Agenda Summary

March 18, 2025

Key Staff Contact: Adam Turk, Police Chief

Title:

Introduction and first reading of an ordinance amending Title 10, Chapters 1 and 3 of the Greeley Municipal Code relating to animals

Summary:

In July, City Council received a citizen request to pass an ordinance banning dog and cat sales in public. The intent of the ordinance is to limit the opportunities for people running “puppy mills” to sell their dogs.

The Greeley Police Department facilitated meetings with the concerned citizen to learn more about the proposed ordinance. In the meeting, a recently passed Fort Collins Ordinance was provided as an example. The ordinance included two prohibitions. One of the prohibitions banned the sale of cats and dogs in retail stores and the other banned the sale of cats and dogs in public spaces.

The City Attorney’s Office and Greeley Police Department collaborated on research. Currently, the City of Greeley does not have any retail businesses that sell cats or dogs. There would not be any businesses impacted if retail sales of cats and dogs were prohibited. However, there are people selling dogs at Greeley shopping centers on a regular basis. The Centerplace shopping center is a commonly used public space for these sales.

Due to poor living conditions and inhumane treatment, puppies from “puppy mills” are at a higher risk of health problems and disease. Citizens that buy from these vendors are unwittingly saddled with the additional vet expenses and the puppy may not survive to adulthood.

This item was presented at an Informational Session on March 4, 2025, to City Council. Based on questions and comments from the Council, the draft Ordinance was updated and is being presented to Council for the first reading.

Fiscal Impact:

Fiscal Impact:

If approved, will this item result in a Positive, Negative, or No impact on the budget?

1. No Impact: If approved, this ordinance will give the Greeley Police Department personnel the legal backing to combat public sales of dogs and cats with no impact to the budget.

Legal Issues:

Consideration of this matter is a legislative process which includes the following public hearing steps:

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

Other issues and Considerations:

Strategic Focus Area:

Quality of Life

Safe and Secure Communities

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 April 1, 2025

Attachments:

1. Ordinance No. 6, 2025 with Appendix A

CITY OF GREELEY, COLORADO
ORDINANCE NO. 6, 2025

**AN ORDINANCE AMENDING TITLE 10, CHAPTERS 1 AND 3 OF THE GREELEY
MUNICIPAL CODE RELATING TO ANIMALS**

WHEREAS, the City of Greeley has an interest in maintaining the public safety and welfare of the community;

WHEREAS, in addition to state and federal laws, the City has a local responsibility to promote animal welfare and encourage best practices in the breeding and purchasing of dogs and cats;

WHEREAS, the sale of dogs and cats in public places poses a risk of the spread of disease to the detriment of the public health and welfare of people and/or animals;

WHEREAS, the sale of dogs and cats sourced from large-scale commercial breeding facilities where the health and welfare of the animals is disregarded to maximize profits (“puppy mills” and “kitten mills,” respectively) is a business practice that is not in the best interest of the public welfare of the City; and

WHEREAS, this Ordinance would not affect a consumer’s ability to obtain a dog or cat of their choice from an animal rescue, animal shelter, or small, reputable, in-home breeders within the City.

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

Section 1. That Section 10-1 of Chapter 1, Definitions, of Title 10, Animals, of the Greeley Municipal Code shall be amended by the addition of the following definitions, to be added alphabetically:

Sec. 10-1. ~~Applicability~~ Definitions.

Animal rescue organization means any not-for-profit organization which has tax exempt status under Section 501(c)(3) of the United States Internal Revenue Code, whose mission and practice is, in whole or in significant part, the rescue and placement of animals in permanent homes. This term does not include an entity that is a breeder or broker or one that obtains animals from a breeder or broker for profit or compensation.

Cat means any animal of the species Felis catus or any hybrid thereof.

Dog means any animal of the family Canidae including, without limitation, those related to the wolf, fox, coyote, or any other domestic canid hybrid thereof.

PACFA means the Pet Animal Care Facilities Act, C.R.S. § 35-80-101 et seq. PACFA is a licensing and inspection program dedicated to protecting the health and well-being of those animals in pet care facilities throughout Colorado.

Section 2. That Section 10-1 of Chapter 1, Definitions, of Title 10, Animals, of the Greeley Municipal Code the following definitions shall be amended to read as follows:

Animal shelter means a premises operated by the city or another entity, including ~~the~~ NOCO Humane Society of Weld County, for the purpose of housing and caring for animals held under the authority of the laws, regulations or ordinances of the city. An animal shelter may also be an impound agency.

Impound agency means a premises operated by the city or another entity, including ~~the~~ NOCO Humane Society of Weld County, and designated for the confinement of animals taken into custody under this title. An impound agency may also be an animal shelter.

Section 3. That Sections 10-68 and 10-69 shall be added to Chapter 3, Violations, of Title 10, Animals, to read as follows:

Sec. 10-68. Sale of Dogs and Cats in Public Places Prohibited.

(a) It is unlawful to display any dog or cat in a public place for the purpose of selling or giving the animal away. "Public place" shall include but not be limited to a street, public right-of-way, parkway, median, park, recreation area, outdoor market, sidewalk, area exterior to a shop or business, or parking lot regardless of whether such access is authorized by the owner.

(b) This prohibition shall not apply to PACFA licensed organizations such as animal rescues, humane societies or animal shelters.

(c) A violation of this section is a misdemeanor offense and, upon conviction thereof, shall be punished pursuant to chapter 9 of title 1.

Sec. 10-69. Retail Sale or Display of Dogs and Cats in Stores Prohibited.

(a) It is unlawful for any retail store, owner, operator or employee to sell, display, exchange, offer for sale or adoption, advertise, auction, barter, trade, deliver, give away, lease, or otherwise transfer ownership or dispose of any dog or cat, except for a dog or cat obtained from PACFA licensed organizations such as animal shelters, pet animal rescues or humane societies.

(b) A retail store that offers space for the adoption of dogs or cats shall post, in a conspicuous location at the store and on the enclosure of each animal, a sign listing the name of the organization licensed by the State of Colorado from which the store acquired the dog or cat.

(c) A violation of this section is a misdemeanor offense and, upon conviction thereof, shall be punished pursuant to chapter 9 of title 1.

Section 4. That the existing section of the Greeley Municipal Code to be amended in this Ordinance are attached hereto in Appendix A.

Section 5. 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
COLORADO**

THE CITY OF GREELEY,

**By: _____
City Clerk**

**By: _____
Mayor**

APPENDIX A

EXISTING SECTION 10-1 OF TITLE 10 OF THE GREELEY MUNICIPAL CODE

Sec. 10-1. Applicability.

As used in this title, the following words have the meanings ascribed to them in this chapter.

Animal means any vertebrate creature that has been bred or raised to live with or near humans and is dependent on humans for food, water and shelter. The term "animal" includes pets and livestock. The term "animal" does not include fowl, service animals, wild animals and wild birds, all of which are separately defined herein. The term "animal" does not include human beings.

Animal control officer means any person who is employed by the city and authorized by the chief of police to administer and enforce this title. Any officer of the city police department can act as an animal control officer.

Animal establishment means any premises, including kennels and stables, used in whole or in part for the keeping of animals for the purpose of adoption, breeding, boarding, grooming, handling, selling, sheltering, trading or otherwise transferring animals. The term "animal establishment" does not mean veterinary facilities, licensed research facilities or facilities operated by government agencies, including an animal shelter or impound agency.

Animal shelter means a premises operated by the city or another entity, including the Humane Society of Weld County, for the purpose of housing and caring for animals held under the authority of the laws, regulations or ordinances of the city. An animal shelter may also be an impound agency.

Dangerous animal means an animal that has attacked or bitten a person, attacked or bitten another animal and thereby killed or caused bodily injury, chased a person on property not the premises of the owner or keeper such that the person is reasonably in fear of attack, or acted in a manner that causes or should cause the owner or keeper to know that the animal may be dangerous. The term "dangerous animal" does not mean an animal that merely growls, snarls or bares its teeth and has not attacked, bitten or chased.

Days means calendar days, including Saturdays, Sundays and legal holidays. In computing any period of time prescribed or allowed by this title, the day of the event from which the period of time begins to run is not included. The last day of the computed period is included, unless it is a Saturday, Sunday or legal holiday, in which case the last day is the next day which is not a Saturday, Sunday or legal holiday.

Disposition or *disposal* means adoption, donation, release of an animal to a rehabilitator licensed by the state division of wildlife or the United States Fish and Wildlife Service or humane destruction.

Finding of violation means a determination by the municipal court or entry of a stipulation that a violation of this title has been committed.

Fowl means any bird not kept as a pet, but customarily used in the market or household for food consumption, such as a chicken, duck, goose and turkey, and includes wild birds such as guinea fowl and pheasants.

Guard dog means any dog trained or used to protect persons or property by attacking or threatening to attack any person found within the area patrolled by the dog.

Impound agency means a premises operated by the city or another entity, including the Humane Society of Weld County, and designated for the confinement of animals taken into custody under this title. An impound agency may also be an animal shelter.

Keeper means a person, within the city, who has custody of or exercises control over an animal, the occupant of the premises where the animal is usually kept or a person who, for a period of at least five consecutive days, possesses, harbors or allows an animal to remain about the person's premises.

Owner means a person, within the city, who owns an animal or who is named on the licensing records of an animal as the owner.

Premises means real property owned, rented, leased, used, kept or occupied by a person. The term "premises" does not include common areas of multiple household dwelling units.

Restrained means physically controlled by use of a leash, rope, chain or cable not more than six feet in length held by a person of sufficient size and physical ability to restrict the animal's movement, properly tethering the animal or keeping it within an enclosure restricting the animal to a particular premises.

Service animal means a dog or miniature horse that has been trained to do work or perform tasks for an individual with a disability. The tasks performed by the service animal must be directly related to the person's disability. Animals that provide emotional support, therapy or comfort or are pets are not considered service animals.

Sufficient food means a quantity of food sufficient to maintain an adequate level of nutrition for the animal's age, size, physical condition, health condition, species and breed, provided at least once every 24 hours from a clean receptacle.

Sufficient water means clean, fresh, potable water adequate for the animal's age, size, physical condition, health condition, species and breed, accessible to the animal at all times.

Wild animal means prosimians or other nonhuman primates; venomous or poisonous snakes or venomous or poisonous reptiles; felids (including, but not limited to, jaguars, cheetahs, mountain lions, wildcats, panthers, margays or any other species of cat other than ordinarily domesticated house cats); ursids (including, but not limited to, bears); wild birds as defined herein; nonpoisonous snakes longer than six feet; reptiles (other than snakes) longer than one foot; mustelids (including, but not limited to, badgers, prairie dogs, skunks, beavers and muskrats); bats; procyonids (including, but not limited to, raccoons and coatis); elephants; marine mammals (including, but not limited to, seals, sea lions, dolphins and sea otters); hyenas; edentates (including, but not limited to, anteaters, sloths and armadillos); viverrids (including, but not limited to, mongooses, civets and genets); marsupials; undomesticated ungulates (including, but not limited to, deer, hippopotamuses, rhinoceroses, giraffes, camels and zebras); crocodilians (including, but not limited to, alligators and crocodiles); or canids (including, but not limited to, wolves, coyotes, foxes or other species of canine other than ordinarily domesticated dogs). For purposes of this title, an animal in use for bona fide scientific research by a university or college shall not be treated as a wild animal.

Wild bird means a bird of prey, a game bird (excluding fowl) or any other undomesticated bird not customarily kept as a pet. For purposes of this title, neither the house sparrow nor the European starling shall be treated as a wild bird.

(Code 1994, §§ 7.04.010—7.04.210; Ord. No. 33, 2019, ch. 7.04, 8-6-2019)



Council Agenda Summary

March 18, 2025

Key Staff Contact: Adam Prior, Chief Engineer

Title:

Introduction and first reading of an ordinance authorizing the acquisition of interests in real property located in the City of Greeley, Weld County, Colorado, by purchase or exercise of the power of eminent domain, for the construction of potable water infrastructure pursuant to Section 7 of Article XVI, Section 15 of Article II, and Sections 1 and 6 of Article XX of the Colorado Constitution and Colorado Revised Statutes §§ 31-15-101 and 38-1-101, et seq. (Greeley Mall Potable Water Infrastructure)

Summary:

This ordinance authorizes the acquisition of property interests by purchase or by exercise of power of eminent domain, if deemed necessary, required to construct the Greeley Mall Co LLC Water System Replacement.

The Greeley Mall property is currently served by a private water and sewer system that has not been adequately maintained or operated since it was first installed more than 50 years ago. The Greeley Mall water system's condition of disrepair, lack of control valves, and direct uncontrolled interconnections with the City's potable water distribution system are a real and growing public health risk to Greeley residents. The private water system serving the Greeley Mall property located immediately south of Highway 34 Bypass between 17th and 23rd Avenues ("Greeley Mall Property") is out of compliance with several regulatory standards concerning public health and safety, and the property owner, Greeley Mall CO LLC, has been notified by the Water & Sewer Department that they must take immediate corrective action to address the serious public health issue with immediate urgency.

The private water system serving the Greeley Mall Property does not meet the current City of Greeley ("City") standards or Colorado Department of Public Health & Environment ("CDPHE") regulations for domestic water or sanitary sewer service, including, without limitation, standards and regulations concerning cross connection control and backflow prevention. The history of water main and fire line breaks in the Greeley Mall private water system have shown that the deteriorating condition of the private water system at the Greeley Mall poses a variety of threats to public health and safety, including, without limitation, the following:

- Risk of contamination of the treated water provided to users and customers at the Greeley Mall
- Risk of uncontrolled backflow of contaminated water from the Greeley Mall private system to the Greeley public water system
- Lack of a reliable water supply for fire protection in the event of an emergency to ensure that life and property are not subject to unnecessary risk
- Lack of certified operators for the Greeley Mall private system to ensure that the system is being adequately operated and maintained in accordance with industry standards

The Water & Sewer Department has notified Greeley Mall Co LLC about Non-Compliance and issued a

Demand for Corrective Action related to the potable water infrastructure located on the property. The requirements set forth in the notice include the timelines for design and construction of new waterlines and facilities throughout the property to address the concerns noted above. If the property owner fails to complete the required corrective actions, then the City will need the ability and authority to acquire property easements, complete designs, and construct adequate potable water infrastructure on the property.

Fiscal Impact:

Fiscal Impact:

If approved, will this item result in a Positive, Negative, or No impact on the budget? Negative, If required, the Department will fund the design and replacement of the private water system.

Negative Impact: What is the onetime and/or ongoing amount? No ongoing amount.

Is it budgeted? No

If not, will it require a new appropriation? Yes

If yes, what source and fund will be used? Plant investment fees and water rates; 423-Water Replacement

(If yes, please notify the budget of the process.)

Are there any long-term financial impacts? No ongoing annual impact

Is there grant funding for this item? No

Legal Issues:

Consideration of this matter is a legislative process

Other issues and Considerations:

At their February 19, 2025 meeting, the Greeley Water & Sewer Board adopted a Resolution making the determinations and authorizing the acquisition of real property interests set forth in this ordinance, and recommended that City Council do the same.

Strategic Focus Area:

Infrastructure and Mobility

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 April 1, 2025

Attachments:

1. Ordinance No. 7, 2025 with Exhibit A
2. Greeley Mall Private System Hazard Letter

3. Greeley Mall-Existing Water Map
4. Greeley Mall-Potential Waterline Alignment

**THE CITY OF GREELEY, COLORADO
ORDINANCE NO. 7, 2025**

**AN ORDINANCE AUTHORIZING THE ACQUISITION OF INTERESTS IN REAL
PROPERTY LOCATED IN THE CITY OF GREELEY, WELD COUNTY, COLORADO, BY
PURCHASE OR EXERCISE OF THE POWER OF EMINENT DOMAIN, FOR THE
CONSTRUCTION OF POTABLE WATER INFRASTRUCTURE PURSUANT TO SECTION 7
OF ARTICLE XVI, SECTION 15 OF ARTICLE II, SECTIONS 1 AND 6 OF ARTICLE XX OF
THE COLORADO CONSTITUTION, AND C.R.S. §§ 31-15-101 AND 38-1-101, *ET SEQ.*
(GREELEY MALL POTABLE WATER INFRASTRUCTURE)**

WHEREAS, the City of Greeley (“City”) is a Colorado home-rule municipality empowered, pursuant to Sections 1 and 6 of Article XX of the Colorado Constitution, to, *inter alia*, construct, purchase, acquire, lease, add to, maintain, conduct, and operate water works and everything required therefor, within or without its territorial limits, for the use of the City, including through exercise of the power of eminent domain; and

WHEREAS, Section 15 of Article II and Section 7 of Article XVI of the Colorado Constitution further authorize the City to acquire property to convey water for domestic, irrigation, drainage, and other purposes; and

WHEREAS, C.R.S. §§ 31-15-101, *et seq.*, and 38-1-101, *et seq.*, provide the statutory framework within which the City may exercise the power of eminent domain; and

WHEREAS, the City of Greeley Water and Sewer Board on February 19, 2025 made the determinations and authorized the acquisition of real property interests set forth in this ordinance, and recommended that City Council do the same; and

WHEREAS, the City Council has determined that the development of adequate potable water infrastructure that meets the regulatory standards set by the City and the Colorado Department of Public Health and Environment (“CDPHE”) related to domestic water service, is needed for the public purpose of ensuring a safe and reliable potable water supply to the City’s citizens and thereby protecting their public health, safety, and general welfare; and

WHEREAS, accordingly, the acquisition of interests in the real property located in the City of Greeley and identified on Exhibit A, whether by purchase or through exercise of the City’s power of eminent domain, is necessary.

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

Section 1. The City Council hereby determines that it is necessary for the City to acquire, either by purchase or through exercise of the power of eminent domain, permanent easements and temporary construction easements across the real property identified on Exhibit A for the installation, operation, maintenance, repair, replacement, and improvement of potable water infrastructure, including, without limitation, distribution lines, hydrants, and associated facilities, to ensure a safe and reliable potable

water supply to the City's citizens.

Section 2. The City Council hereby determines that such acquisition of permanent easements and temporary construction easements across the real property identified on Exhibit A for the installation, operation, maintenance, repair, replacement, and improvement of potable water infrastructure, will serve the public purpose of ensuring a safe and reliable potable water supply to the City's citizens and thereby protecting their public health, safety, and general welfare.

Section 3. City staff, consultants, and legal counsel are hereby authorized and directed to continue with the acquisition of the above-described interests in real property, either by purchase or through exercise of the power of eminent domain. Nothing in this ordinance is intended or shall be construed to preclude good faith efforts by City staff, consultants, and legal counsel to negotiate a voluntary purchase of the necessary interests in real property.

Section 4. The City Council hereby ratifies any previous actions taken by City staff, consultants, and legal counsel to negotiate the acquisition of such interests in real property, and in providing notice of the City's intent to acquire such interests, in accordance with C.R.S. § 38-1-101, *et seq.*

Section 5. This ordinance shall take effect five (5) days after its final publication, as contemplated by Section 3-16 of the City Charter.

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

ATTEST:

THE CITY OF GREELEY, COLORADO

By: _____

By: _____

ORDINANCE NO. 7, 2025
Exhibit A

PROJECT PARCEL NUMBER	ASSESSOR PARCEL NUMBER	Owner Name	Attn	OWNER ADDRESS	PROPERTY ADDRESS	Legal
1	096119218001	Greeley Mall CO LLC		9101 ALTA DR UNIT 1801 LAS VEGAS, NV 89145-8546	2050 GREELEY MALL Greeley, CO 80631	19-5N-65W
2	096119218004	Greeley Mall CO LLC		9102 ALTA DR UNIT 1801 LAS VEGAS, NV 89145-8546	2051 GREELEY MALL Greeley, CO 80631	19-5N-65W



**Greeley Mall CO LLC
9101 Alta Dr. Unit 1801
Las Vegas, NV 89145**

**RE: Notice of Non-Compliance and Demand for Corrective Action
Greeley Mall Private Water & Sewer System**

To Whom it May Concern:

This letter serves as formal notice that the private water system serving the Greeley Mall property located immediately south of Highway 34 Bypass between 17th and 23rd Avenues ("Greeley Mall Property") is out of compliance with several regulatory standards concerning public health and safety, and that Greeley Mall CO LLC must take immediate corrective action. The Greeley Mall Property, is currently served by a private water and sewer system that has not been adequately maintained or operated since it was first installed more than 50 years ago. The Greeley Mall water system's condition of disrepair, lack of control valves, and direct uncontrolled interconnections with the City's potable water distribution system are a real and growing public health risk to Greeley residents. Greeley Mall CO LLC must address this serious public health issue with immediate urgency.

Water System Deficiencies:

The private water system serving the Greeley Mall Property does not meet current City of Greeley ("City") standards or Colorado Department of Public Health & Environment ("CDPHE") regulations for domestic water or sanitary sewer service, including, without limitation, standards and regulations concerning cross connection control and backflow prevention. The history of water main and fire line breaks in the Greeley Mall private water system have shown that the deteriorating condition of the private water system at the Greeley Mall poses a variety of threats to public health and safety, including, without limitation, the following:

- Risk of contamination of the treated water provided to users and customers at the Greeley Mall
- Risk of uncontrolled backflow of contaminated water from the Greeley Mall private system to the Greeley public water system
- Lack of a reliable water supply for fire protection in the event of an emergency to ensure that life and property are not subject to unnecessary risk
- Lack of certified operators for the Greeley Mall private system to ensure that the system is being adequately operated and maintained in accordance with industry standards

Immediate Corrective Actions:

By this letter (“Notice and Demand”), the City is requiring that Greeley Mall CO LLC complete an immediate replacement of failing valves and water mains at the Greeley Mall Property, and that Greeley Mall CO LLC design and install new water infrastructure that meets the current City Code requirements, design standards, criteria and specifications, along with all other applicable CDPHE technical, managerial, and financial capacity regulations. Thereto, at a minimum the following specific actions are required:

- Within 120 days of the date of this Notice and Demand, Greeley Mall CO LLC must provide to the City a 30% design of the replacements and upgrades necessary to bring the Greeley Mall private water system into compliance with all applicable local, state, and federal regulations.
- Within 210 days of the date of this Notice and Demand, Greeley Mall CO LLC must provide to the City a 90% design, stamped by a professional civil engineer with a license to practice in Colorado, of the replacements and upgrades described above that complies with all applicable local, state, and federal regulations, including, without limitation, the City’s published design criteria standards and specifications. Further, this deliverable must include an engineer’s opinion of estimated construction costs, and a letter of credit or other demonstration of financial ability on the part of Greeley Mall CO LLC to finance the required water system improvements.
- Upon acceptance of the final construction plans by the City, construction shall begin within 90 days.
- Construction of the public water system shall be completed by no later than 210 days after the City’s acceptance of final construction plans.
- Upon review, inspection, and acceptance by the City of the replacements and repairs described above, Greeley Mall CO LLC will dedicate to the City all water mains serving the Greeley Mall Property, along with standard municipal utility easements against the Greeley Mall Property for all water infrastructure
- Upon review, inspection, and acceptance by the City of the replacements and repairs described above, Greeley Mall CO LLC must transfer the water services for any and all properties served by the Greeley Mall private system, other than those serving the contiguous Greeley Mall structure to City of Greeley.
- Within 120 days of this Notice and Demand, Greeley Mall CO LLC must repair and/or replace all fire hydrants in accordance with the City’s published design criteria standards and specifications. These fire hydrants shall be transferred to City of Greeley upon final acceptance of public water main lines and their associated easements.
- Within 60 days of this Notice and Demand, Greeley Mall CO LLC must inventory, inspect, and provide the City of Greeley with verification that there are no uncontrolled cross connections. This verification shall include passed tests for all required backflow prevention assemblies on all domestic, fire, and irrigation service connections to the Greeley Mall water system.

If Greeley Mall CO LLC does not undertake action as described above towards curing the deficiencies of the Greeley Mall private water system, the City will pursue any remedies necessary and available under law to ensure the safety of the City’s public water system and citizens, including, without limitation, turning off the water supply to the Greeley Mall private system at the existing connection points to the Greeley public water system and seeking civil or criminal penalties, as provided by the Greeley Municipal Code and other applicable law.

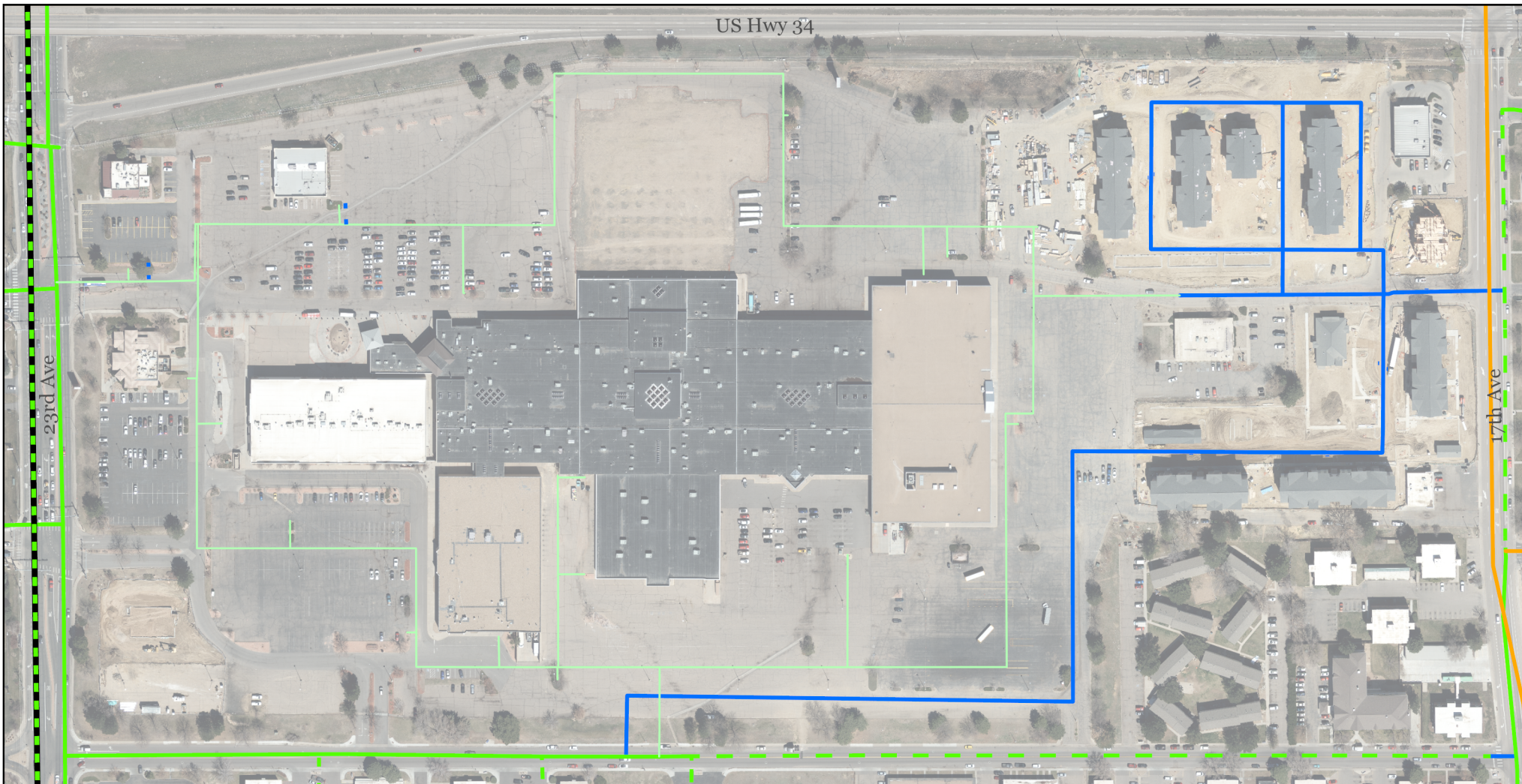
Sanitary Sewer System

The private sanitary sewer system serving the Greeley Mall Property does not meet current City development code and design criteria requirements but does not pose an equivalent immediate threat to public health and safety. As such, the existing sanitary sewer system at the Greeley Mall Property may continue to be used so long as it does not pose such a threat. However, any redevelopment of properties connected to the private sanitary sewer system will require that such properties connect to the public sanitary sewer system, as provided in the Greeley Municipal Code.

The infrastructure standards and requirements outlined in this letter will remain applicable regardless of the properties' total water and sewer demands or any changes in end use. For any additional information about these requirements, please contact Derek Hannon with Greeley Water & Sewer at Derek.Hannon@greeleygov.com or (970) 336-4120.

City of Greeley Water & Sewer Department

Sean Chambers, Director of Water & Sewer Department



Greeley Mall Water Map

0 250 500 Feet



Pipe Diameter

- < 8"
- 8" - 16"
- > 16"

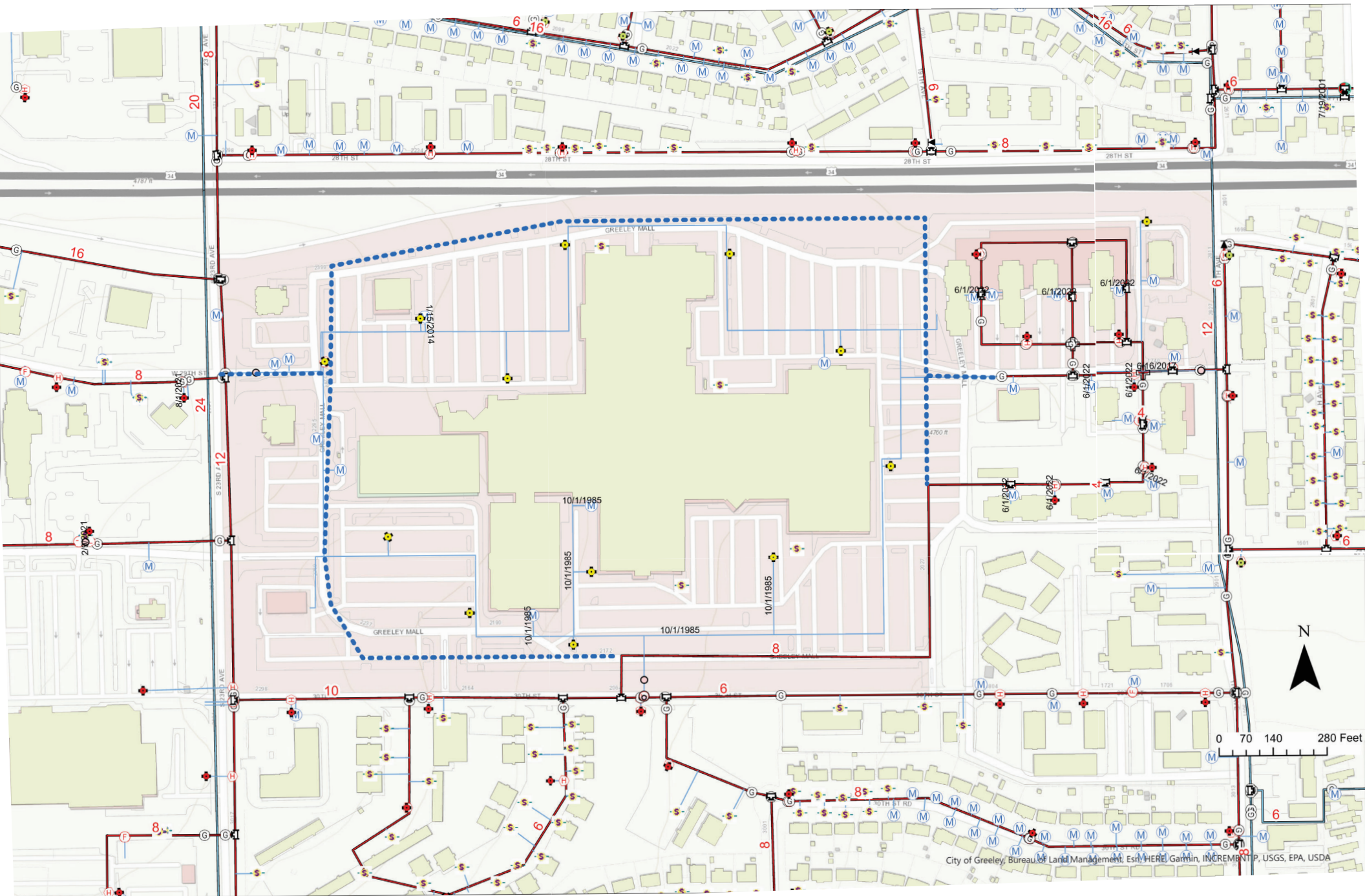
Pipe Install Year

- After 1999
- Between 1968-1999
- Between 1940-1968
- Unknown install date

The City makes no representation or warranty as to its accuracy or completeness, and in particular, its accuracy in labeling or displaying dimensions, contours, property boundaries, or placement or location of any map features thereon. THE CITY OF GREELEY MAKES NO WARRANTY FOR FITNESS OF USE FOR A PARTICULAR PURPOSE, EXPRESSED OR IMPLIED.



Greeley Mall-Potential Waterline Alignment





Council Agenda Summary

March 18, 2025

Key Staff Contact: Adam Prior, Chief Engineer

Title:

Introduction and first reading of an ordinance authorizing the acquisition of interests in real property located in Weld County, Colorado, by purchase or exercise of the power of eminent domain, for the development of the Terry Ranch Potable Water Treatment Plant and Additional Water Transmission Lines and Associated Facilities, pursuant to Section 7 of Article XVI, Section 15 of Article II, and Sections 1 and 6 of Article XX of the Colorado Constitution and Colorado Revised Statutes §§ 31-15-101 and 38-1-101, et seq. (Terry Ranch Water Supply Project)

Summary:

This ordinance authorizes the acquisition of property interests by purchase or by exercise of power of eminent domain, if deemed necessary, required to construct the Terry Ranch Water Supply Project.

The Terry Ranch Water Supply Project is a water supply and storage project that will help fulfill the water needs of the City's growing population. The project will develop approximately 1.2 million acre-feet of non-tributary groundwater from an underground aquifer located in northwest Weld County. A critical component of this project is the construction of a by-directional transmission pipeline from the Terry Ranch aquifer location to the City's existing water transmission line located near Windsor.

The City began construction of the first phase of this project, which includes the southern seven miles of the pipeline, starting in 2024. The future phases of the project, encompassing the remaining 23 miles, are anticipated to reach final design and construction during 2025 to 2040.

The Project will require the acquisition of tracts of fee simple land, permanent easements, and temporary construction easements from properties along the pipeline alignment. City staff have begun discussions with owners within the project area. As the Project progresses, staff will continue to work with owners to meet the goals of the project, address site considerations, and acquire the property interests necessary for the project. Staff fully intend to negotiate in good faith and follow a uniform acquisition process for all affected owners. Authorization for the acquisition of property interests by purchase or by exercise of power of eminent domain, if deemed necessary, is needed to meet the schedule and budget requirements of the project. The Greeley Water Board considered a Resolution at their December meeting and recommended Council approval.

The alignment of the potable waterline has shifted after the 30% design to avoid potential environmental issues on a parcel used for sewage disposal, avoid discrepancies with Weld Co Right of Way (ROW) on CR 19 where the road is not within the ROW. The new proposed alignment will instead align across multiple parcels with the same owners who have already been engaged with, seemed amenable, and recommended the avoidance.

Fiscal Impact:

Fiscal Impact:

If approved, will this item result in a Positive, Negative, or No impact on the budget? Negative

Negative Impact: What is the onetime and/or ongoing amount? To be negotiated, based on fair market evaluation.

Is it budgeted? No

If not, will it require a new appropriation?

If yes, what source and fund will be used? 422 - Water Construction

(If yes, please notify the budget of the process.)

Are there any long-term financial impacts? No ongoing annual impact

Is there grant funding for this item? No

Legal Issues:

Consideration of this matter is a legislative process

Other issues and Considerations:

The Colorado Constitution and the Greeley Municipal Code authorize the City to acquire interests in real property for public purposes, including by eminent domain when deemed necessary.

At their March 19, 2025 meeting of the Board, the Greeley Water & Sewer Board will review a Resolution recommending City Council approval authorizing the acquisition of interests in real property necessary for the construction of facilities necessary for the development of the Terry Ranch Project.

Strategic Focus Area:

Infrastructure and Mobility

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 April 1, 2025.

Attachments:

1. Ordinance No. 8, 2025 with Exhibit A

**THE CITY OF GREELEY, COLORADO
ORDINANCE NO. 8, 2025**

**AN ORDINANCE AUTHORIZING THE ACQUISITION OF INTERESTS IN REAL
PROPERTY LOCATED IN WELD COUNTY, COLORADO, BY PURCHASE OR EXERCISE
OF THE POWER OF EMINENT DOMAIN, FOR THE DEVELOPMENT OF THE TERRY
RANCH POTABLE WATER TREATMENT PLANT AND ADDITIONAL WATER
TRANSMISSION LINES AND ASSOCIATED FACILITIES, PURSUANT TO SECTION 7 OF
ARTICLE XVI, SECTION 15 OF ARTICLE II, AND SECTIONS 1 AND 6 OF ARTICLE XX
OF THE COLORADO CONSTITUTION AND CRS §§ 31-15-101, *et seq.*; 38-1-101, *et seq.*
(TERRY RANCH WATER SUPPLY PROJECT)**

WHEREAS, the City of Greeley (“City”) is a Colorado home-rule municipality empowered, pursuant to Sections 1 and 6 of Article XX of the Colorado Constitution, to, inter alia, construct, purchase, acquire, lease, add to, maintain, conduct, and operate water works and everything required therefor, within or without its territorial limits, for the use of the City, including through exercise of the power of eminent domain; and

WHEREAS, Section 15 of Article II and Section 7 of Article XVI of the Colorado Constitution further authorize the City to acquire property to convey water for domestic, irrigation, drainage, and other purposes; and

WHEREAS, C.R.S. §§ 31-15-101, *et seq.*, and 38-1-101, *et seq.*, provide the statutory framework within which the City may exercise the power of eminent domain; and

WHEREAS, the City Council previously adopted Ordinance No. 05, 2022, by which it authorized the acquisition of certain real property interests for the development of a potable water treatment plant located on the former Terry Ranch and related additional water transmission lines and associated facilities; and

WHEREAS, the City of Greeley Water and Sewer Board on March 19, 2025 made the determinations and authorized the acquisition of real property interests set forth in this ordinance, and recommended that City Council do the same; and

WHEREAS, the City Council has determined that the acquisition of additional interests in real property for the development of a potable water treatment plant located on the former Terry Ranch and related additional water transmission lines and associated facilities is needed for the public purpose of ensuring an improved, safe, and reliable potable water supply to the City’s citizens and thereby protecting their public health, safety, and general welfare; and

WHEREAS, accordingly, the acquisition of interests in the real property located in Weld County and identified on Exhibit A, whether by purchase or through exercise of the City’s power of eminent domain, is necessary.

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

Section 1. The City Council hereby determines that it is necessary for the City to acquire, either by purchase or through exercise of the power of eminent domain, interests in the real property identified on Exhibit A for the development of a potable water treatment plant located on the former Terry Ranch and related additional water transmission lines and associated facilities, to ensure an improved, safe, and reliable potable water supply to the City's citizens.

Section 2. The City Council hereby determines that such acquisition of interests in the real property identified on Exhibit A for the development of a potable water treatment plant located on the former Terry Ranch and related additional water transmission lines and associated facilities will serve the public purpose of ensuring an improved, safe, and reliable potable water supply to the City's citizens and thereby protecting their public health, safety, and general welfare.

Section 3. City staff, consultants, and legal counsel are hereby authorized and directed to continue with the acquisition of the above-described interests in real property, either by purchase or through exercise of the power of eminent domain. Nothing in this ordinance is intended or shall be construed to preclude good faith efforts by City staff, consultants, and legal counsel to negotiate a voluntary purchase of the necessary interests in real property.

Section 4. The City Council hereby ratifies any previous actions taken by City staff, consultants, and legal counsel to negotiate the acquisition of such interests in real property, and in providing notice of the City's intent to acquire such interests, in accordance with C.R.S. § 38-1-101, *et seq.*

Section 5. Nothing in this ordinance is intended or shall be construed to limit or otherwise modify the determinations and authorizations set forth in Ordinance No. 05, 2022.

Section 6. This ordinance shall take effect five (5) days after its final publication, as contemplated by Section 3-16 of the City Charter.

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

ATTEST:

THE CITY OF GREELEY, COLORADO

By: _____
City Clerk

By: _____
Mayor

ORDINANCE NO. 8, 2025
Exhibit A

PROJECT PARCEL NUMBER	ASSESSOR PARCEL NUMBER	Owner Name	Attn	OWNER ADDRESS	PROPERTY ADDRESS	Legal
1	045334200020	Barnes Roger Alan Dynasty Trust				
	045334200020	Barnes William Richard Dynasty Trust				
	045334200020	Barnes James Loren Dynasty Trust (1/3)	C/O Paul J Kenny	19 Old Town Square Ste 238 Fort Collins, CO 80524- 2486	Section: 34, Township: 9N, Range: 67W	34-9N-67W
2	020134200001	Sullivan Cynthia Sullivan Kevin		PO Box 1288 Longmont, CO 8050- 1288	Section: 34, Township: 11N, Range: 67W	34-11N-67W
3	020134300003	Lukens Philip D Lukens Bree		9378 County Road 124 Carr, CO 80612- 9425	Section: 34, Township: 11N, Range: 67W	34-11N-67W



Item:18. Council Agenda Summary

Title:

Pulled Consent Agenda Items

Summary:

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



Council Agenda Summary

March 18, 2025

Key Staff Contact: Brian McBroom, Community Development Director

Title:

Public hearing and second reading ordinance changing the official zoning map of the City of Greeley, Colorado, to establish a Planned Unit Development (PUD) for approximately 49.056 acres located at the Northwest corner of 71st Avenue and 25th Street

Summary:

The City of Greeley is considering an application for a Planned Unit Development (PUD) with two Planning areas. Two Planning Areas, both allowing for-lease single-family and duplex residential uses. The property is 49.056 acres in size and is located at the northwest corner of the intersection of 71st Avenue and 25th Street.

The applicant proposes to establish Planned Unit Development (PUD) zoning on 49.056 acres currently zoned H-A (Holding Agriculture). The Village at Greeley PUD includes two Planning Areas, to be on separate lots created by a future subdivision process. The Planning Areas will be bisected by a north-south extension of 74th Avenue.

Planning Area 1 is 29.41 acres and Planning Area 2 is 17.18 acres in size. Both would allow residential uses, specifically single-family dwellings and duplexes. The project is a for-lease development, with residential units not on individual lots under separate ownership. The project will be managed and leased under a professional management company. The net density for Planning Area 1 is 9.9 dwelling units per acre, for Planning Area 2 is 10.47 units per acre. Upon approval of the PUD, the development would require a Site Plan Review (SPR) and a subdivision process. An SPR involves review and approval of landscaping plans, outdoor lighting plans and other standards, required to comply with architectural and other specific residential and nonresidential development standards as required by the PUD and Greeley Development Code as applicable.

The subject property is zoned H-A (Holding Agriculture) which, according to the Greeley Development Code, are properties that are "...either being used for agricultural purposes or have little or no immediate development potential." Staff notes that with the development to the north (Homestead Heights, subdivided in 2015) and to the south (Westgate, subdivided in 2021), the potential for development has changed significantly since the H-A zoning was established. Staff notes that under the current H-A zoning, the uses allowed in the Greeley Development Code are fairly limited, with very low density due to a minimum allowable lot area of 40 acres. Commercial type uses are extremely limited in H-A as well.

On March 4, 2025, Council approved the first reading ordinance and set the public hearing date for March 18, 2025.

On March 12, the applicant requested that the public hearing and second reading be continued to the May 6, 2025, Council meeting.

Fiscal Impact:

Fiscal Impact:

If approved, will this item result in a positive, negative, or no impact on the budget?

No Impact

Legal Issues:

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

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

Other issues and Considerations:

None

Strategic Focus Area:

Community Vitality

Housing For All

Quality of Life

Safe and Secure Community

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. 4, 2025 with Appendix A
2. PC Summary Report
3. Vicinity & Zoning Map
4. Plan Set
5. Neighbor Comment Letters
6. Neighbor Notification Boundary Map
7. Project Narrative
8. Memo in lieu of draft minutes Village at Greeley PUD
9. Item 19 - Presentation

**CITY OF GREELEY, COLORADO
ORDINANCE NO. 4, 2025
CASE NO. PUD2024-0001**

**AN ORDINANCE CHANGING THE OFFICIAL ZONING MAP OF THE CITY OF GREELEY,
COLORADO, TO ESTABLISH A PLANNED UNIT DEVELOPMENT (PUD) FOR
APPROXIMATELY 49.056 ACRES LOCATED AT THE NORTHWEST CORNER OF 71ST
AVENUE AND 25TH 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 become effective five (5) days after its final publication as provided by the Greeley City Charter.

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

ATTEST:

THE CITY OF GREELEY, COLORADO

By: _____
City Clerk

By: _____
Mayor

APPENDIX A
**AN ORDINANCE CHANGING THE OFFICIAL ZONING MAP OF THE CITY OF GREELEY,
COLORADO, TO ESTABLISH A PLANNED UNIT DEVELOPMENT (PUD) FOR
APPROXIMATELY 49.056 ACRES LOCATED AT THE NORTHWEST CORNER OF 71ST
AVENUE AND 25TH STREET**

LEGAL DESCRIPTION FOR REZONING AREA:

A PARCEL OF LAND, LOCATED IN THE SOUTHEAST QUARTER OF SECTION 17, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO DESCRIBED AS FOLLOWS:

COMMENCING AT THE EAST QUARTER OF SAID SECTION 17, MONUMENTED WITH NO. 6 REBAR OF UNKNOWN LENGTH WITH AN ILLEGIBLE 3 ¼" ALUMINUM CAP;

THENCE S89°06'07"W, A DISTANCE OF 30.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF 71ST AVENUE, MONUMENTED BY A NO. 4 REBAR OF UNKNOWN LENGTH WITH 1" YELLOW PLASTIC CAP STAMPED KSI LS 23098 AND POINT OF BEGINNING;

THENCE S00°30'05E, A DISTANCE OF 765.38 FEET ON SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF WESTGATE FIRST FILING, RECORDED AT RECEPTION NO. 4789621 IN THE WELD COUNTY CLERK AND RECORDER'S OFFICE, MONUMENTED WITH A NO. 5 REBAR OF UNKNOWN LENGTH WITH A 1 ¼" RED PLASTIC CAP STAMPED AZTEC PLS38258;

THENCE ON THE NORTHERLY LINES OF SAID WESTGATE FIRST FILING FOR THE FOLLOWING FOUR (4) COURSES;

1. S89°03'49"W, A DISTANCE OF 709.04 FEET TO A NO. 4 REBAR OF UNKNOWN LENGTH WITH 1" PURPLE CAP STAMPED NORTHERN PLS 38730;
2. S45°47'57"W, A DISTANCE OF 144.94 FEET TO A BENT NO. 4 REBAR OF UNKNOWN LENGTH;
3. N88°41'59"W, A DISTANCE OF 898.97 FEET TO A SET 24' NO. 5 REBAR WITH A 1 ¼" ORANGE PLASTIC CAP, STAMPED PLS 37911;
4. N89°26'33"W, A DISTANCE OF 908.86 FEET TO A NO. 5 REBAR OF UNKNOWN LENGTH WITH 2 ½" ALUMINUM CAP STAMPED D.B. & CO PLS 32435;

THENCE N00°52'54"W, A DISTANCE OF 807.67 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 17, MONUMENTED WITH NO. 6 REBAR OF UNKNOWN LENGTH WITH 3 ¼" ALUMINUM CAP STAMPED PLS 10855, 1997;

THENCE N89°06'07"E, A DISTANCE OF 2626.45 FEET ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 17 TO THE POINT OF BEGINNING.
PARCEL CONTAINS 2,136,865 SQUARE FEET OR 49.056 ACRES, MORE OR LESS.

PLANNING COMMISSION SUMMARY

ITEM: Rezone 49.056 acres from an H-A (Holding Agriculture) Zoning District to a PUD (Planned Unit Development)

FILE NUMBER: PUD2024-0001

PROJECT: The Village at Greeley PUD

LOCATION: Northwest corner of the intersection of 71st Avenue and 25th Street

APPLICANT: Todd Hager on behalf of ENFR Management LLC

CASE PLANNER: Jeffrey Woeber, Planner III

PLANNING COMMISSION HEARING DATE: January 14, 2025

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. Two Planning Areas, both allowing for-lease single-family and duplex residential uses. The property is 49.056 acres in size and is located at the northwest corner of the intersection of 71st Avenue and 25th Street.

A. REQUEST

The applicant proposes to establish Planned Unit Development (PUD) zoning on 49.056 acres currently zoned H-A (Holding Agriculture). The Village at Greeley PUD includes two Planning Areas, to be on separate lots created by a future subdivision process. The Planning Areas will be bisected by a north-south extension of 74th Avenue. Planning Area 1 is 29.41 acres and Planning Area 2 is 17.18 acres in size. Both would allow residential uses, specifically single-family dwellings and duplexes. The project is a for-lease development, with residential units not on individual lots under separate ownership. The project will be managed and leased under a professional management company. The net density for Planning Area 1 is 9.9 dwelling units per acre, for Planning Area B is 10.47 units per acre.

Upon approval of the PUD, the development would require a Site Plan Review (SPR) and a subdivision process. An SPR involves review and approval of landscaping plans, outdoor lighting plans and other standards, required to comply with architectural and other specific

residential and nonresidential development standards as required by the PUD and *Greeley Development Code* as applicable.

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning

North: R-L (Residential Low Density)
South: PUD (Planned Unit Development)
East: R-E (Residential Estate)
West: H-A (Holding Agriculture)

Abutting Land Uses

North: Residential
South: Residential
East: 71st Avenue, Residential
West: City of Greeley Open Space Area

Site Characteristics:

The subject property is currently two separate metes and bounds parcels, each containing a residence and outbuildings (to be removed for the Village at Greeley project). It is relatively flat and has previously been used for agricultural purposes.

D. BACKGROUND

The subject property is zoned H-A (Holding Agriculture) which according to the Greeley Development Code are properties that are "...either being used for agricultural purposes or have little or no immediate development potential." Staff notes that with the development to the north (Homestead Heights, subdivided in 2015) and to the south (Westgate, subdivided in 2021), the potential for development has changed significantly since the H-A zoning was established.

Staff notes that under the current H-A zoning, the uses allowed in the Greeley Development Code are fairly limited, with very low density due to a minimum allowable lot area of 40 acres. Commercial type uses are extremely limited in H-A as well.

E. APPROVAL CRITERIA

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

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

Staff Comment: The subject area is identified as a "Suburban Neighborhood" on the Land Use Guidance Map in the *Imagine Greeley Comprehensive Plan*. The PUD proposal supports the vision for a Suburban Neighborhood, which are "Neighborhoods and residential subdivisions primarily

made up of single-family detached homes.” Special Considerations for Suburban Neighborhood areas include “opportunities to create a wider range of housing options.” These Special Considerations also recommend single family, ADUs and rental housing.

The following are among the goals recommended by the *Imagine Greeley Comprehensive Plan* that support the proposed PUD:

Goal ED-2: Promote desired economic sectors and a diverse local economy.

The Village at Greeley is a development that provides a new approach for those desiring to live in Greeley, set up with a layout with amenities and an environment that can result in residents living and working in a varied and diverse local economy.

Goal GC-2: Promote a balanced mix and distribution of land uses.

The Village at Greeley PUD and development provides a new approach to for lease residential development beyond the more typical multi-family apartment configuration. This provides a balance as far as the type of rental options within the significant areas of residential development within the City of Greeley.

Goal PS-3: Develop and maintain a safe, aesthetically pleasing, and livable community.

The Village at Greeley development, within the proposed PUD plan, does provide for a safe, aesthetically pleasing and livable community through planned and required public improvements, design standards, and careful compliance with development standards within the *Greeley Development Code* in the required Site Plan Review process.

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. The request complies with this criterion.

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

Staff Comment: The intent of the Planned Unit Development is to provide a residential, suburban neighborhood that is compatible with the area. The proposal is consistent with other 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 for-lease residential use that would be possible through the Village at Greeley 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: Staff notes that with the development to the north (Homestead Heights, subdivided in 2015) and to the south (Westgate, subdivided in 2021), the potential for development has changed significantly since the H-A zoning was established.

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 plans in the PUD show streets, buildings, etc. are consistent with development in this area of the City.

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 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 landscape buffering required, in compliance with *Greeley Development Code* landscaping standards. 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 type of residential use 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 uniqueness and 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 proposes four different residential building type/models and will include detached single-family homes 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 with 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 has not been subdivided and is legally described as two metes and bounds parcels. A subdivision will be required upon PUD approval and would be required prior to approval of an SPR. These would need to be finalized and in place prior to submittal of building permits for the development.

2. HAZARDS

According to the City's GIS the subject property is not within or near any FEMA Flood Zones, nor are there any hazardous slopes according to the City's maps. Topography is fairly flat.

3. WILDLIFE

As the property is within an area that was predominantly farmland, with no forested areas or riparian corridors nearby, it does not appear to be particularly valuable wildlife habitat. It is not within an “Ecologically Sensitive Area” based on the available City map. Staff will address wildlife habitat in more detail with the required Site Plan Review process.

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 primary access to the Village at Greeley development is via 71st Avenue into 25th Street. A required extension of 74th Avenue within the PUD site would intersect with 25th Avenue to the south, and up to 22nd Street to the north which also connects back to 71st Avenue. 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 of a Site Plan Review, with improvements to be implemented with development of the PUD property.

G. SERVICES

1. WATER

Water mains exist in 71st Avenue, 74th Avenue, and 73rd Avenue to the north of the site. The applicant will be required to provide all necessary extensions and any infrastructure improvements to serve the site.

2. SANITATION

Sanitary sewer mains exist in 73rd Avenue to the north and south of the site. The applicant will be required to provide all necessary extensions and any infrastructure improvements to serve the site.

3. EMERGENCY SERVICES

The site is served by the Greeley Fire and Police Department. Fire Station #5 is on 47th Street approximately 2 miles east of the subject site.

4. PARKS AND OPEN SPACES

Comments by Greeley Parks indicate “cash in lieu” is appropriate for this project, payment of which will be required prior to recordation of the subdivision. A 27-acre City of Greeley community park is proposed directly west of the subject property, with the required extension of 25th Street providing access from the Village at Greeley development. The PUD proposes a system of sidewalk/trail connections, lawn areas, dog

park, and a large detention pond area that will involve landscaping to City standards with Site Plan Review.

5. SCHOOLS

The subject site is within the Greeley Evans School District 6 (D6). Frontier Academy High School and University Schools are to the northeast of the PUD site. Cash-in-lieu for schools would be required with required future subdivision of 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 December 11, 2024, to 367 surrounding property owners and residents located within 1000 feet of the subject 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 Greeley Family FunPlex on October 22, 2024. At that meeting, the applicant and staff answered numerous general questions regarding the proposed development. Concerns were raised for traffic increases, with assurance by staff that traffic impacts were being carefully considered in the PUD and any forthcoming subdivision and SPR process. Meeting attendees noted that rental properties often are not maintained to the same standards as owner occupied homes. The applicant stated that a professional management company would ensure that all units are well maintained. It was also noted that contracts and lease agreements for the rentals would not allow excessive numbers of people to occupy a unit, to avoid overcrowding and parking issues. Attendees did also voice support for the residential project, noting it is preferable to a commercial type development at this location.

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

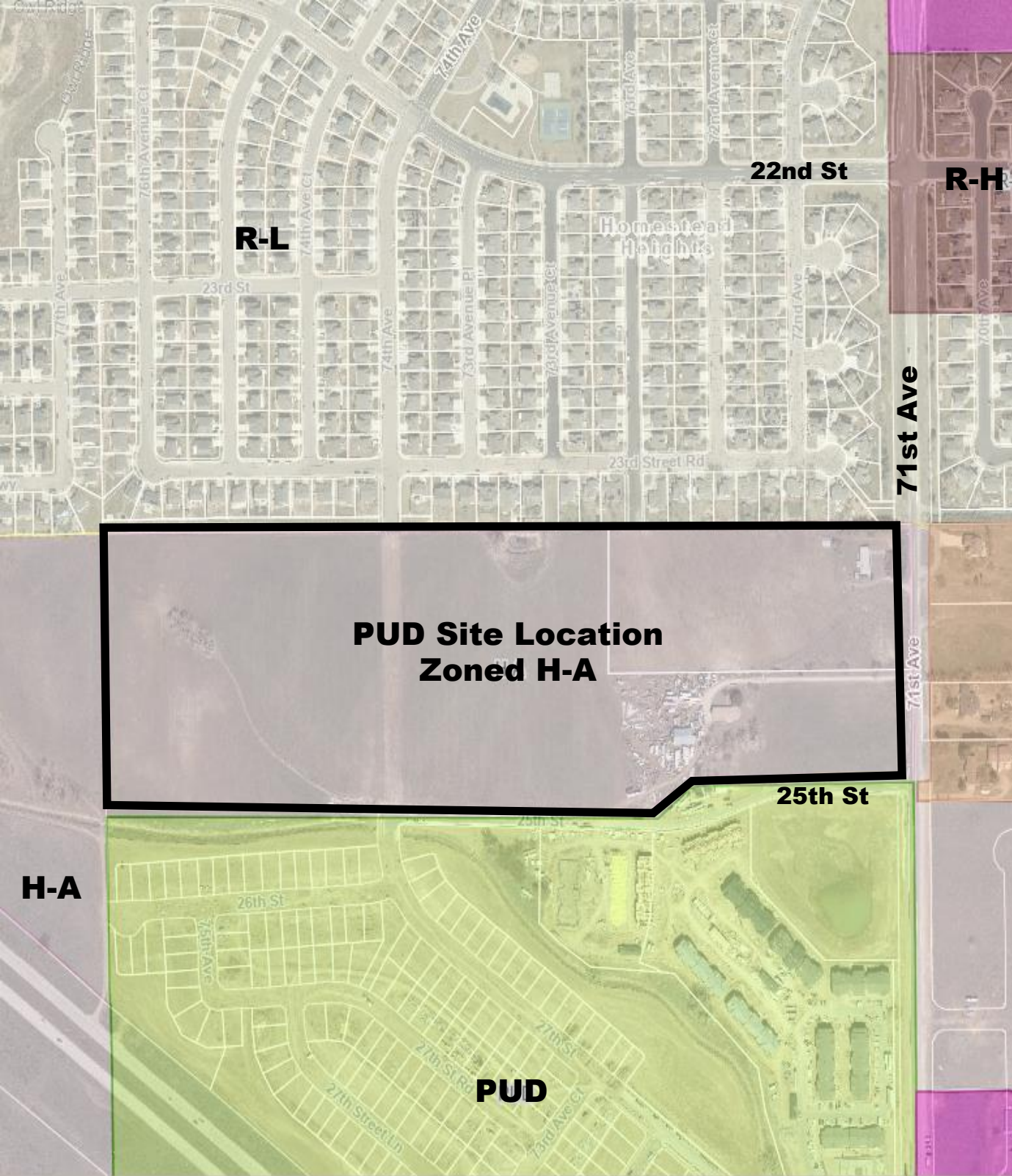
Vicinity/Zoning Map

Project Narrative

PUD Plan Set

Neighborhood Notification Boundary Map

Staff PowerPoint Slides



THE VILLAGE AT GREELEY COMMUNITY PLANNED UNIT DEVELOPMENT

LOCATED IN THE SE 1/4 OF SECTION 17, TOWNSHIP 5 NORTH, RANGE 66
WEST OF 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO

49.056 ACRES

PROJECT NUMBER: PUD2024-0001

PROJECT CONTACTS

PROPERTY OWNER

JIM L. ELLS
2435 71ST AVENUE
GREELEY, CO 80634

APPLICANT

ENFR MANAGEMENT, LLC
6617 N. SCOTTSDALE ROAD, SUITE 101
SCOTTSDALE, AZ 85250
TEL: (480) 951-2207
CONTACT: BRYAN J. FREEL

CIVIL ENGINEER

GALLOWAY & COMPANY, INC.
5500 GREENWOOD PLAZA BLVD., SUITE 200
GREENWOOD VILLAGE, CO 80111
TEL: (303) 770-8884
CONTACT: JESSICA K. GREENOUGH, PE

SURVEYOR

BLEW & ASSOCIATES, P.A.
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FAVETTESVILLE, AR 72703
TEL: (479) 443-4506
CONTACT: JASON M. PAGE, PLS

TRAFFIC ENGINEER

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

LEGAL DESCRIPTION

A PARCEL OF LAND, LOCATED IN THE SOUTHEAST QUARTER OF SECTION 17, TOWNSHIP 5 NORTH, RANGE 67 WEST OF THE 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO DESCRIBED AS FOLLOWS:
COMMENCING AT THE EAST QUARTER OF SAID SECTION 17, MONUMENTED WITH NO. 6 REBAR OF UNKNOWN LENGTH WITH AN ILLEGIBLE 3-1/4" ALUMINUM CAP;

THENCE S89°06'07"W, A DISTANCE OF 30.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF 71ST AVENUE, MONUMENTED BY A NO. 4 REBAR OF UNKNOWN LENGTH WITH 1" YELLOW PLASTIC CAP STAMPED KSI LS 23098 AND POINT OF BEGINNING;

THENCE S00°30'05"E, A DISTANCE OF 765.38 FEET ON SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF WESTGATE FIRST FILING, RECORDED AT RECEPTION NO. 4788621 IN THE WELD COUNTY CLERK AND RECORDER'S OFFICE, MONUMENTED WITH A NO. 5 REBAR OF UNKNOWN LENGTH WITH A 1-1/4" RED PLASTIC CAP STAMPED AZTEC PLS 38258;

THENCE ON THE NORTHERLY LINES OF SAID WESTGATE FIRST FILING FOR THE FOLLOWING FOUR (4) COURSES;

1. S89°03'49"W, A DISTANCE OF 709.04 FEET TO A NO. 4 REBAR OF UNKNOWN LENGTH WITH 1" PURPLE CAP STAMPED NORTHERN PLS 38730;
2. S45°47'57"W, A DISTANCE OF 144.94 FEET TO A BENT NO. 4 REBAR OF UNKNOWN LENGTH;
3. N88°41'59"W, A DISTANCE OF 888.97 FEET TO A SET 24" NO. 5 REBAR WITH A 1-1/4" ORANGE PLASTIC CAP, STAMPED PLS 37911;
4. N89°26'33"W, A DISTANCE OF 908.86 FEET TO NO. 5 REBAR OF UNKNOWN LENGTH WITH 2-1/2" ALUMINUM CAP STAMPED D.B. & CO PLS 32435;

THENCE N00°52'54"W, A DISTANCE OF 807.67 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 17, MONUMENTED WITH NO. 6 REBAR OF UNKNOWN LENGTH WITH 3-1/4" ALUMINUM CAP STAMPED PLS 10855, 1997;

THENCE N89°06'07"E, A DISTANCE OF 2628.45 FEET ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 17 TO THE POINT OF BEGINNING.

PARCEL CONTAINS 2,136,865 SQUARE FEET OR 49.056 ACRES, MORE OR LESS.

ZONING

THE VILLAGE AT GREELEY IS CURRENTLY ZONED AS HOLDING AGROICULTURAL (H-A) AND IS PROPOSED TO BE REZONED AS PLANNED UNIT DEVELOPMENT (PUD). THE PROPOSED DEVELOPMENT WILL CONSIST OF FOR-LEASE SINGLE FAMILY AND DUPLEX HOMES WITH PRIVATE BACKYARDS IN A PROFESSIONALLY MANAGED COMMUNITY WITH LUXURY AMENITIES. THE PRIMARY REASON BEHIND THE ZONE CHANGE TO PUD IS TO ALLOW FOR DEVELOPMENT OF A UNIQUE PRODUCT TYPE THAT DOES NOT EASILY FIT INTO ANY OF THE CITY OF GREELEY'S EXISTING ZONING CLASSIFICATIONS. THE PRODUCT FITS UNDER THE CITY OF GREELEY'S HOUSING CATEGORY I: MISSING MIDDLE HOUSING.

DEVELOPMENT SUMMARY

LAND USE	ACRES
RESIDENTIAL (PLANNING AREA 1)	25.74
RESIDENTIAL (PLANNING AREA 2)	16.14
OPEN SPACE (PLANNING AREA 1)	2.15
OPEN SPACE (PLANNING AREA 2)	1.66
STORMWATER DETENTION (PLANNING AREA 1)	2.98
PUBLIC RIGHT-OF-WAY	4.19
TOTAL	49.06

USABLE OPEN SPACE	
PLANNING AREA 1	5.13
PLANNING AREA 2	1.66
TOTAL USABLE OPEN SPACE	6.79

INCLUDES TRAILS, DRAINAGE, LANDSCAPE TRACTS, PARKS, DETENTION POND

PARKS DEDICATION REQUIREMENTS

PARK DEDICATION REQUIREMENTS WILL BE SUBJECT TO THE FOLLOWING CALCULATIONS

REQUIRED DEDICATION = 9.75 ACRES PER 1,000 PEOPLE

PEOPLE = 2.7 PER UNIT*424 UNITS = 1,145 PEOPLE

PARK LAND DEDICATION = 9.75*1,145 = 11.16 ACRES

PARK LAND DEDICATION WILL BE MET WITH CASH IN LIEU

BASIS OF BEARING

BEARINGS ARE BASED ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 17. BEARING IS ASSUMED TO BEAR N89°06'07"E, MONUMENTED ON THE WEST BY A NO. 6 REBAR OF UNKNOWN LENGTH WITH A 3-1/4" ALUMINUM CAP AND WITH ALL BEARINGS RELATIVE THERETO.

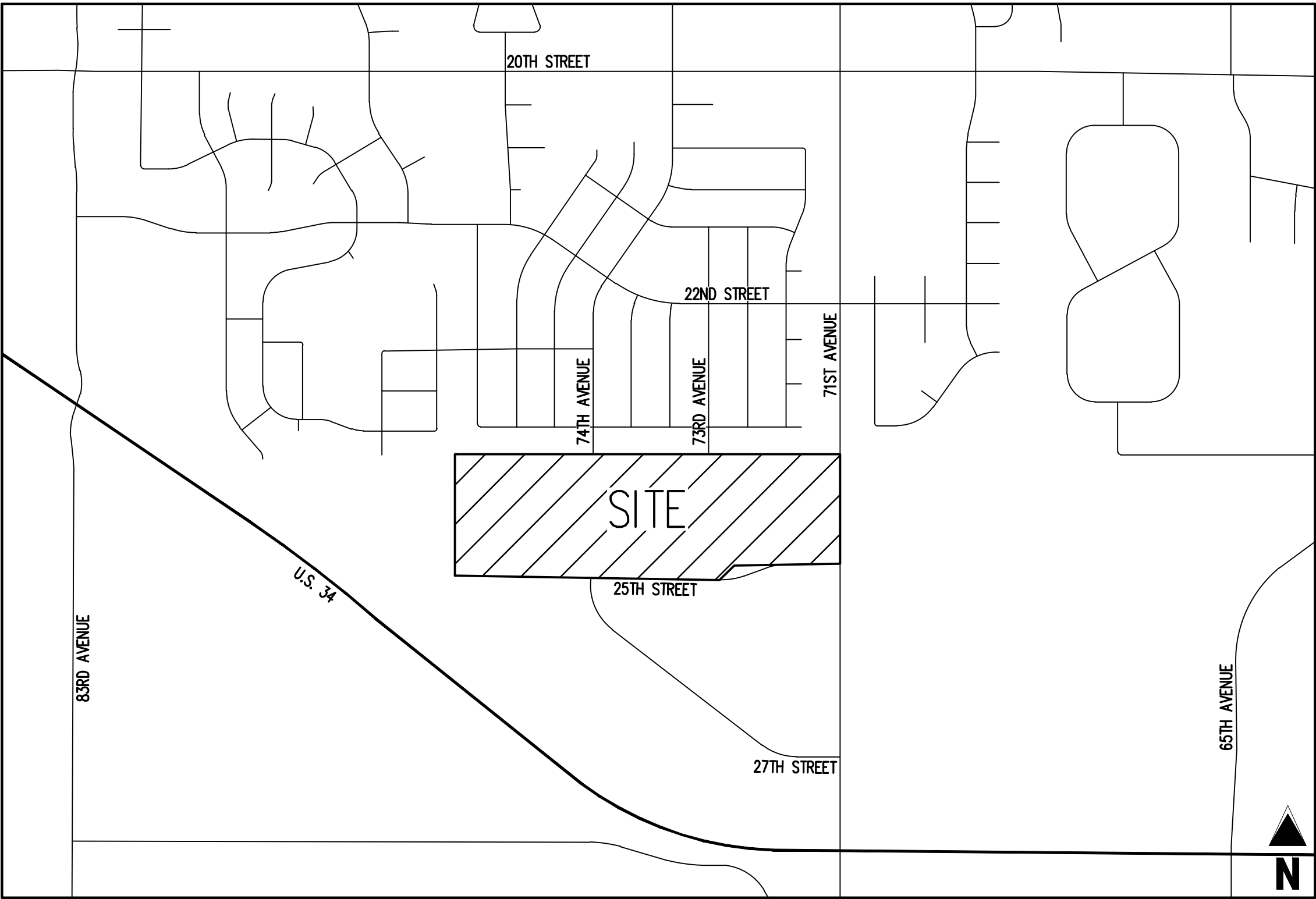
BENCHMARK

CITY OF GREELEY CONTROL NETWORK BENCHMARK #64, CAP ID GPS-LL, PIN ID UNKNOWN, NAVD 88 ELEVATION 4973.33

FLOOD INFORMATION

BY GRAPHIC PLOTTING ONLY, THIS PROPERTY IS ENTIRELY LOCATED IN ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 0812301518E, WHICH BEARS AN EFFECTIVE DATE OF 01/20/2016 AND IS NOT LOCATED IN A FLOOD HAZARD ZONE.

ZONE "X" - AREA OF MINIMAL FLOOD HAZARD, USUALLY DEPICTED ON FIRMS AS ABOVE THE 500-YEAR FLOOD ZONE X IS THE AREA DETERMINED TO BE OUTSIDE THE 500-YEAR FLOOD AND PROTECTED BY LEVEE FROM 100-YEAR FLOOD.



VICINITY MAP

NOT TO SCALE

PROJECT NARRATIVE

THE VILLAGE AT GREELEY SEEKS TO CREATE A NEW RESIDENTIAL COMMUNITY THAT OFFERS FOR-LEASE, SINGLE FAMILY HOMES WITH PRIVATE OUTDOOR PATIO SPACES TO SUPPORT THE SURROUNDING NEIGHBORHOOD AND EMPLOYMENT CENTERS. THIS COMMUNITY PROVIDES A STRONGLY DESIRED HOUSING OPTION IN A PROFESSIONALLY MANAGED COMMUNITY WITH LUXURY AMENITIES. VILLAGE AT GREELEY WILL OFFER 1, 2, AND 3-BEDROOM HOMES WITH FLOOR PLANS RANGING FROM 655 SQUARE FEET TO 1,313 SQUARE FEET. THE 2-BEDROOM AND 3-BEDROOM HOMES WITHIN THE COMMUNITY WILL BE DETACHED, AND THE 1-BEDROOM HOMES WILL BE DUPLEXES. EVERY HOME IN THE COMMUNITY WILL BE SINGLE-STORY IN A MODERN, OPEN FLOOR PLAN DESIGN WITH VAULTED CEILINGS, ABUNDANT NATURAL LIGHT, AND A PRIVATE OUTDOOR PATIO AND BACKYARD. VILLAGE AT GREELEY WILL BE DEVELOPED IN THREE PHASES WITH PHASE I(A) CONSTRUCTING 150 UNITS, PHASE I(B) CONSTRUCTING 101 UNITS, AND PHASE II CONSTRUCTING 173 UNITS. A TOTAL OF 424 UNITS WILL BE CONSTRUCTED.

THE VILLAGE AT GREELEY IS DESIGNED WITH A "NEIGHBORHOOD COMMUNITY" THEME, WHERE RESIDENTS CAN ENJOY A FRIENDLY NEIGHBORHOOD ENVIRONMENT. THE HOMES ARE ARRANGED IN ARCHITECTURAL CLUSTERS TO ENCOURAGE INTERACTION, WHILE ALSO MAINTAINING PERSONAL PRIVACY. THIS STYLE INCLUDES A VARIETY OF PITCHED ROOFS COMPLEMENTING THE ARCHITECTURAL STYLE TO CREATE ENHANCED MASSING, FINISHES, AND TEXTURES. EACH FLOOR PLAN WILL FEATURE THREE DIFFERENT ARCHITECTURAL ELEVATION STYLES, HELPING CREATE THE ARCHITECTURALLY THEMED CLUSTERS. THE CLUSTERS ARE LAID OUT TO PREVENT ARCHITECTURAL THEMES FROM BEING ADJACENT TO EACH OTHER. THE PROPOSED BUILDING ELEVATIONS INCORPORATE DESIGN ELEMENTS SUCH AS METAL AWNINGS, BOARD AND BATTEN, VARIOUS MASONRY VENEERS, AND A VARIETY OF DECORATIVE ELEMENTS TO PROVIDE A UNIQUE AND ATTRACTIVE DETAIL TO ALL ELEVATIONS. WHEREVER POSSIBLE, EACH CLUSTER IS DESIGNED WITH ARCHITECTURAL FEATURES AND COLORIZATION TO PROVIDE DIFFERENTIATION, RESIDENT WAYFINDING, WHILE ALSO ACHIEVING A COHESIVE AESTHETIC.

THE VILLAGE AT GREELEY DISTINGUISHES ITSELF FROM OTHER SIMILAR COMMUNITIES BY OFFERING A HIGH QUALITY OF LIFE THROUGH THE EXTENSIVE AMENITIES SUCH AS RESORT-STYLE COMMUNITY POOLS AND SPAS, BARBECUE AREAS, A DOG PARK, MULTIPLE COMMUNITY OPEN AREAS FOR RECREATIONAL ACTIVITIES AND STAND-ALONE COMMUNITY CENTERS OUTFITTED WITH STATE-OF-THE-ART FITNESS CENTERS AND GATHERING SPACES FOR COMMUNITY AND/OR PRIVATE EVENTS. MOST IMPORTANTLY, THE DEVELOPER (THROUGH ITS ON-SITE REPRESENTATIVES) WILL BE RESPONSIBLE FOR ALL MAINTENANCE OF AMENITIES AND LANDSCAPING INCLUDING INDIVIDUAL PATIOS AND BACKYARD AREAS. OTHER AMENITIES WILL INCLUDE A CAR WASH STATION, CAR-CHARGING STATIONS, PET GROOMING AREA AND VALET TRASH PICKUP SERVICE COMBINED WITH TRASH COMPACTORS TO MINIMIZE REFUSE CONTAINER EYESORES. EVERY HOME WILL INCLUDE A DOGGY-DOOR ACCESS TO THE BACKYARD FOR THOSE BELOVED FAMILY FOUR-LEGGED FRIENDS.

THE VILLAGE AT GREELEY WILL IMPLEMENT INTERIOR PROJECT CONNECTIVITY THROUGH VARIOUS OPEN SPACES THAT ARE BOTH ACTIVE AND PASSIVE, AND WITH CAREFUL CONSIDERATION FOR BOTH PEDESTRIAN AND VEHICULAR CIRCULATION WITHIN THE PROJECT. LANDSCAPED WALKWAYS CONNECT THE RESIDENTS TO THE INTERIOR OF THE PROJECT WHERE ACTIVE AMENITIES AND THE COMMUNITY CENTER/POOL ARE LOCATED. IN ADDITION TO THE COMMON OPEN SPACE FOR ALL RESIDENTS - EACH RESIDENCE WILL HAVE THEIR PRIVATE BACKYARD WITH GREEN SPACE AND PATIO TO ENJOY. ALL WHILE MAINTAINING GREEN FIELDS OR WATER CONSERVATION AND XERISCAPE STYLE LANDSCAPING. PARKING THROUGHOUT THE COMMUNITY INCLUDES UNCOVERED, COVERED, GARAGE AND ACCESSIBLE SPACES. GARAGE STRUCTURES ARE DESIGNED TO COMPLEMENT THE HOMES - IN ARCHITECTURAL STYLE AND COLORIZATION. STORAGE UNITS AVAILABLE FOR RESIDENTS TO RENT ARE DESIGNED AT THE ENDS OF THE GARAGE BUILDINGS. STEEL PARKING SHADE CANOPIES ARE PAINTED TO COMPLEMENT THE PROJECT COLOR SCHEME.

THE VILLAGE AT GREELEY LUXURY HOMES ARE A UNIQUE PRODUCT THAT PROVIDE AN ALTERNATIVE TO TYPICAL LARGE BUILDING MULTIFAMILY STRUCTURES BY CREATING INDIVIDUAL HOMES WITH PRIVATE YARDS UNDER A LEASING STRUCTURE WITH NO RESIDENT MAINTENANCE REQUIREMENTS. THIS HYBRID HOUSING PRODUCT WILL SERVE THE GROWING POOL OF RESIDENTS WHO ARE LOOKING FOR AN ALTERNATIVE TO TRADITIONAL MULTIFAMILY HOUSING THAT OFFERS THE BENEFITS AND FUNCTION OF PRIVATE HOME OWNERSHIP, BUT WITHOUT THE OBLIGATIONS ATTENDANT TO OWNERSHIP.

GENERAL NOTES

1. TOPOGRAPHIC INFORMATION SHOWN IS DERIVED FROM A SURVEY COMPLETED BY PIVIS, LLC AND DATED AUGUST 10, 2022. ALL ELEVATIONS SHOWN HEREIN ARE TIED TO NAVD 88 DATUM.
2. ALL REFERENCES TO THE CITY OF GREELEY DEVELOPMENT CODE SHALL REFERENCE THE CODE DATED OCTOBER 1, 2021, AS AMENDED.
3. PHASING SHALL BE ALLOWED WITHIN THIS PUD. ALL PUBLIC IMPROVEMENTS TO BE DEDICATED TO THE CITY OF GREELEY (25TH STREET EXTENSION, 74TH AVENUE, ETC.) SHALL BE CONSTRUCTED WITH THE INITIAL PHASE OF DEVELOPMENT.
4. RAW WATER SHALL BE DEDICATED AT THE TIME OF SUBDIVISION FOR ANY PUBLIC RIGHTS-OF-WAY IRRIGATION REQUIREMENTS. IN ALL OTHER CASES, RAW WATER ACCEPTABLE IN FORM TO THE CITY OF GREELEY SHALL BE DEDICATED TO THE CITY IN ACCORDANCE WITH SECTION 20-254 OF THE GREELEY MUNICIPAL CODE, AS AMENDED.
5. ALL RECOMMENDED IMPROVEMENTS FROM THE TRANSPORTATION IMPACT STUDY, PREPARED BY GALLOWAY & COMPANY, INC. AND DATED XXXX SHALL BE REQUIRED AT THE TIME OF CONSTRUCTION.
6. ALL DEVELOPMENT MASTER DRAINAGE BASINS SHOWN WITHIN THIS PUD ARE BASED ON EXISTING TOPOGRAPHY OF THE PROPERTY. NO BASIN TRANSFER WILL BE ALLOWED BETWEEN THE MAJOR BASINS PER THE CITY OF GREELEY AND STATE OF COLORADO REQUIREMENTS.
7. THE DEVELOPMENT IS REQUIRED BY THE CITY OF GREELEY AND THE STATE OF COLORADO TO PROVIDE STORMWATER QUALITY PRIOR TO RELEASE OF RUNOFF FROM ANY DEVELOPMENT AREA OF THE PROPERTY.
8. APPROVAL OF SITE CONSTRUCTION PLANS BY THE CITY OF GREELEY SHALL BE REQUIRED (AS APPLICABLE) PRIOR TO ISSUANCE OF BUILDING PERMITS.
9. ALL EXISTING AND PROPOSED UTILITIES SHALL BE INSTALLED UNDERGROUND.
10. 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 OF GREELEY'S SUBDIVISION REGULATIONS (CHAPTER 3).

SHEET INDEX

PAGE NUMBER	SHEET NUMBER	SHEET TITLE
1	1.0	COVER SHEET
2	2.1	EXISTING CONDITIONS MAP
3	2.2	EXISTING CONDITIONS MAP
4	2.3	EXISTING CONDITIONS MAP
5	2.4	EXISTING CONDITIONS MAP
6	3.0	ZONING SUITABILITY MAP
7	4.0	PROJECT BOUNDARY MAP
8	5.0	OVERALL LAYOUT
9	5.1	SITE DISTRIBUTION PLAN
10	6.0	PLANNING AREA PLAN
11	7.0	TRAFFIC PLAN
12	8.0	DEVELOPMENT STANDARDS
13	8.1	DEVELOPMENT STANDARDS

PLANNED UNIT DEVELOPMENT CERTIFICATION BLOCK

THIS PLANNED UNIT DEVELOPMENT (PUD) HAS BEEN REVIEWED AND FOUND TO BE COMPLETE AND IN ACCORDANCE WITH THE CITY OF GREELEY DEVELOPMENT CODE REGULATIONS. THIS PUD SHALL BE VALID FOR 15 YEARS FROM THE DATE OF THE APPROVAL BY CITY COUNCIL.

THE VILLAGE AT GREELEY

BY: _____

TITLE: _____

DATE: _____

COMMUNITY DEVELOPMENT DIRECTOR

COMMUNITY DEVELOPMENT DATE

PLANNING COMMISSION RECOMMENDATION

RECOMMENDED / NOT RECOMMENDED BY THE CITY OF GREELEY PLANNING COMMISSION THE

____ DAY OF _____, 2024.

PLANNING COMMISSION

AMENDMENT HISTORY

CTY FILE NUMBER	DATE APPROVED	AMENDMENT DESCRIPTION
PUD2024-0001		

Galloway

5500 Greenwood Plaza Blvd., Suite 200
Greenwood Village, CO 80111
303.770.8884
GallowayUS.com

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

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EMPIRE GROUP
ENFR MANAGEMENT, LLC
VILLAGE AT GREELEY

SWC 23RD STREET ROAD AND 71ST AVENUE
GREELEY, COLORADO

#	Date	Issue / Description	Init.
A	12/12/23	1ST PUD SUBMITTAL	JKG
B	06/05/24	2ND PUD SUBMITTAL	JKG
C	08/28/24	3RD PUD SUBMITTAL	JKG
D	10/11/24	4TH PUD SUBMITTAL	JKG
E	12/19/24	5TH PUD SUBMITTAL	SMB
F			
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Z			

Project No:	EMP000001
Drawn By:	MNS
Checked By:	JKG
Date:	NOVEMBER 2024

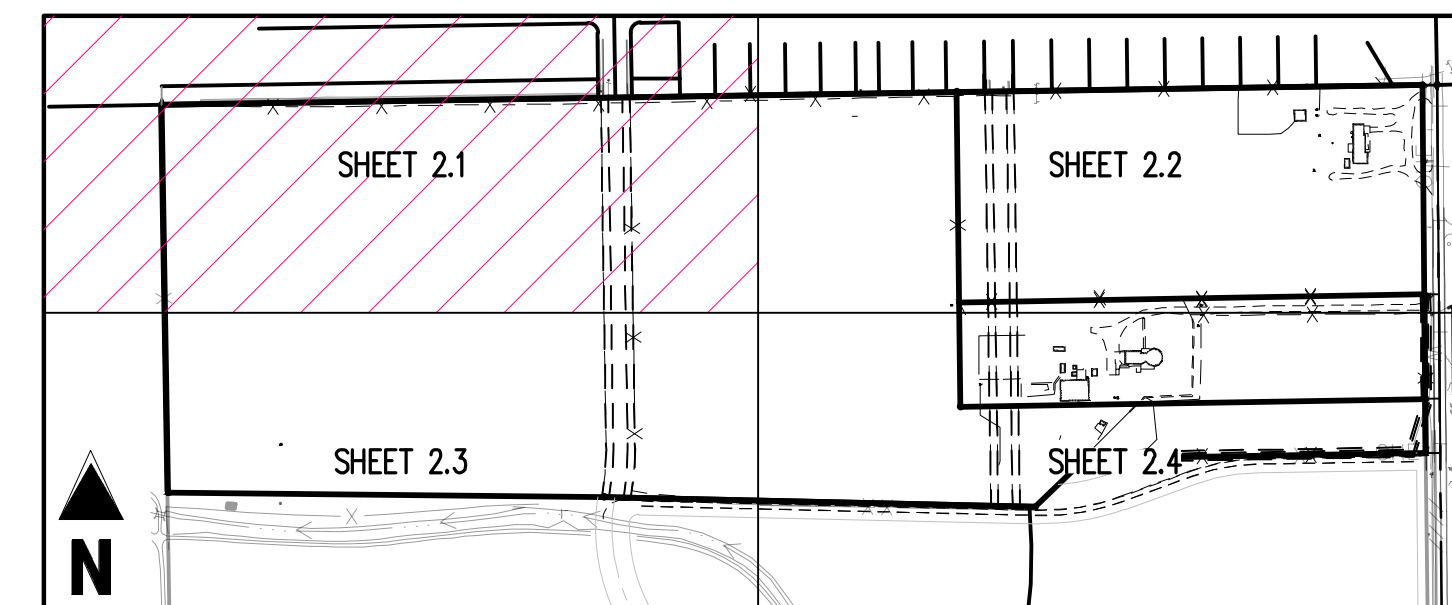
COVER SHEET

1.0

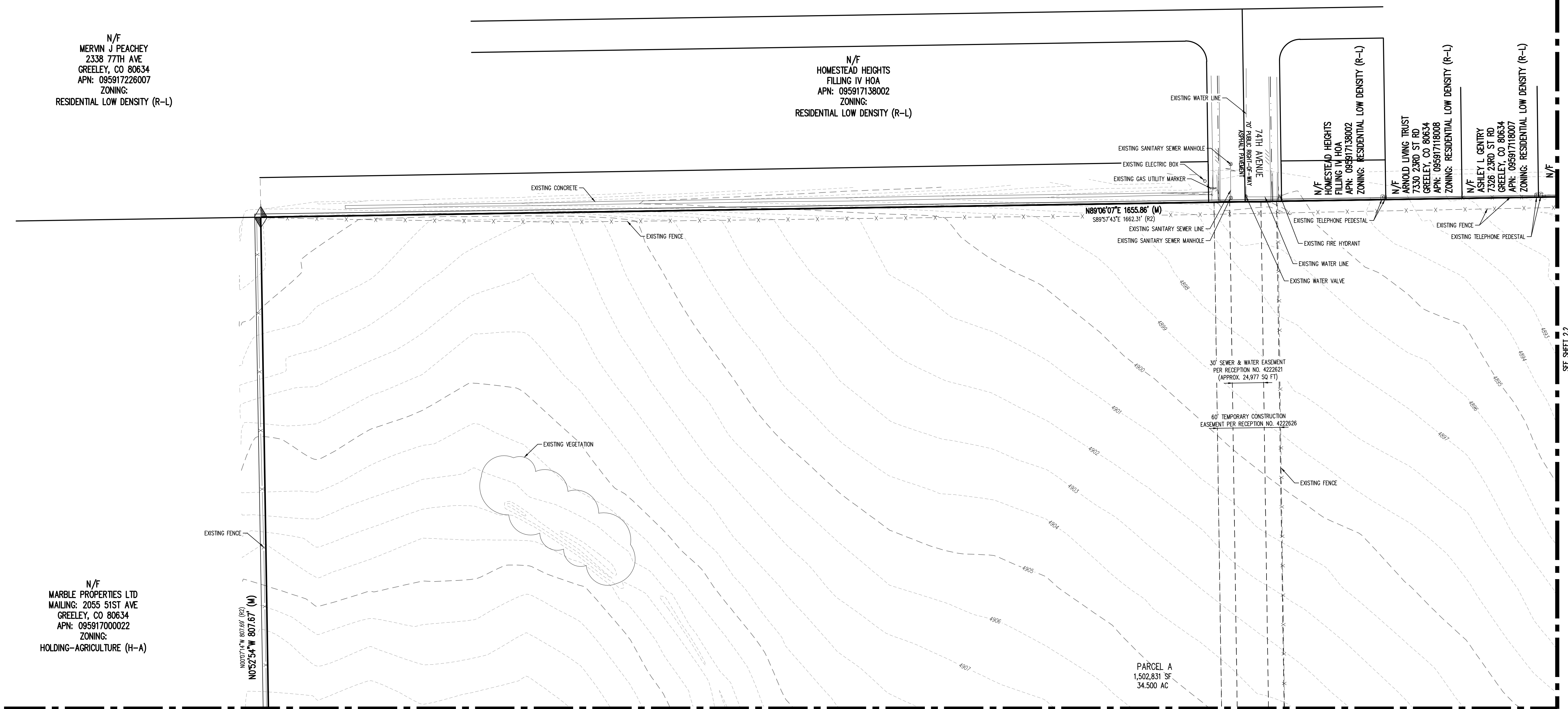
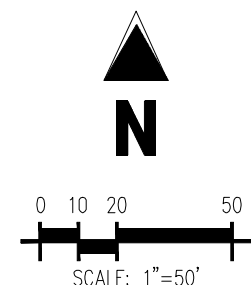
PAGE 1 OF 13

PROJECT NUMBER: PUD2024-0001

SITE LEGEND					
	EXISTING PROPERTY LINE		EXISTING FLARED END SECTION		ALQUOT CORNER (AS DESCRIBED)
	ADJACENT PROPERTY LINE		EXISTING FIRE HYDRANT		FOUND NO. 4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS 31169 UNLESS OTHERWISE NOTED
	RIGHT-OF-WAY		EXISTING WATER METER		SET 24" NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP, STAMPED "PLS 37911" UNLESS OTHERWISE NOTED
	SECTION LINE		EXISTING WATER VALVE		
	ROAD CENTERLINE		EXISTING WATER WELL		
	EXISTING EASEMENT		EXISTING WATER SPOGOT	REC. NO.	RECEPTION NUMBER
	EXISTING CURB AND GUTTER		EXISTING SANITARY SEWER MANHOLE	(M)	MEASURED
	EXISTING CULVERT		EXISTING SANITARY SEWER CLEANOUT	(R)	RECORDED = DEED RECORDED AT REC. NO. 4972411
	EXISTING STORM DRAIN LINE		EXISTING ELECTRIC BOX	(R1)	RECORDED = WESTGATE FIRST FLUNG RECORDED AT REC. NO. 4789621
	EXISTING WATER LINE		EXISTING UTILITY POLE	(R1)	RECORDED = DEED RECORDED AT REC. NO. 2460739
	EXISTING SANITARY SEWER LINE		EXISTING GUY WIRE	(R2)	
	EXISTING OVERHEAD ELECTRIC LINE		EXISTING TELEPHONE PEDESTAL		
	EXISTING FIBER OPTIC LINE		EXISTING FIBER OPTIC MANHOLE		
	EXISTING GAS LINE		EXISTING FIBER OPTIC MARKER		
	EXISTING SIGN		EXISTING GAS UTILITY MARKER		
	EXISTING GATE POST		EXISTING MISCELLANEOUS MANHOLE		
	EXISTING STORM DRAIN INLET		ECOLOGICALLY SENSITIVE AREAS		



KEY MAP
SCALE: 1"=400'



SEE SHEET 2.3

BASIS OF BEARING

BEARINGS ARE BASED ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 17.
BEARING IS ASSUMED TO BEAR N89°06'07"E, MONUMENTED ON THE WEST BY A NO. 6 REBAR OF
UNKNOWN LENGTH WITH A 3-1/4" ALUMINUM CAP AND WITH ALL BEARINGS RELATIVE THERETO.

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ENFR MANAGEMENT, LLC
VILLAGE AT GREELEY

SWC 23RD STREET ROAD AND 71ST AVENUE
GREELEY, COLORADO

[illegible]

Project No:	EMP000001
Drawn By:	MNS
Checked By:	JKG
Date:	NOVEMBER 2024

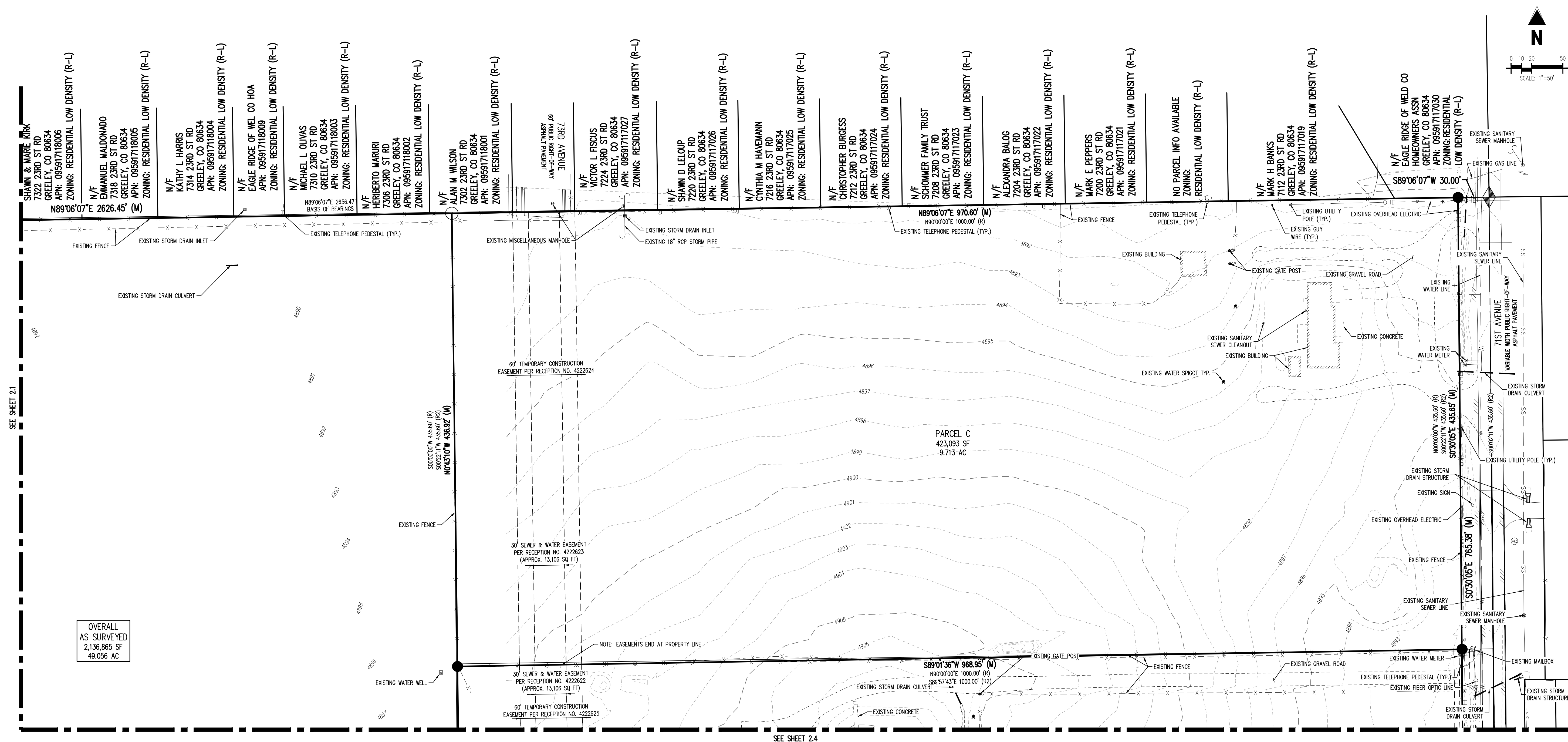
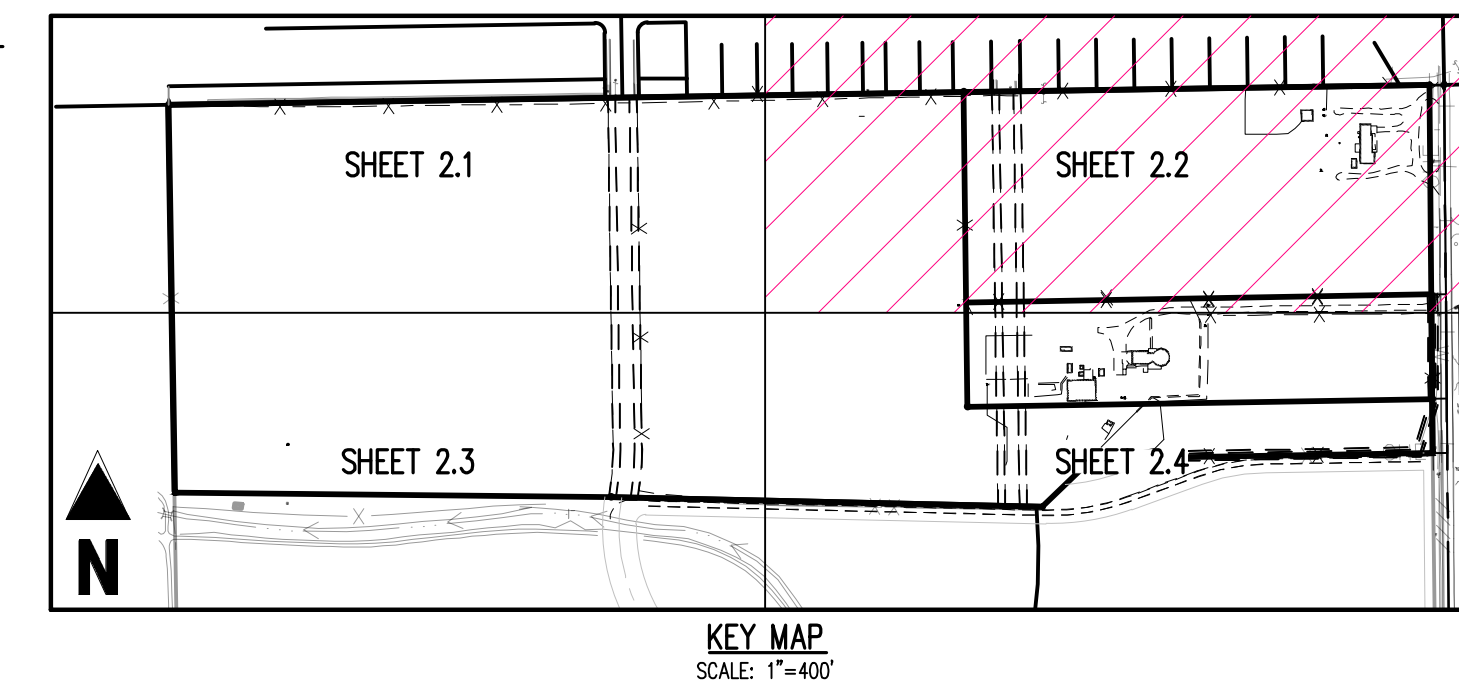
EXISTING CONDITIONS MAP

2.1

PAGE 2 OF 13

PROJECT NUMBER: PUD2024-0001

SITE LEGEND					
---	EXISTING PROPERTY LINE	==	EXISTING FLARED END SECTION	◆	ALIQUOT CORNER (AS DESCRIBED)
---	ADJACENT PROPERTY LINE	==	EXISTING FIRE HYDRANT	●	FOUND NO. 4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS 3169" UNLESS OTHERWISE NOTED
---	RIGHT-OF-WAY	==	EXISTING WATER METER	○	SET 24" NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP, STAMPED "PLS 37911" UNLESS OTHERWISE NOTED
---	SECTION LINE	==	EXISTING WATER VALVE		
---	ROAD CENTERLINE	==	EXISTING WATER WELL		
---	EXISTING EASEMENT	==	EXISTING WATER SPIGOT	REC. NO.	RECEPTION NUMBER
---	EXISTING CURB AND GUTTER	==	EXISTING SANITARY SEWER MANHOLE	(M)	MEASURED
---	EXISTING CULVERT	==	EXISTING SANITARY SEWER CLEANOUT	(R)	RECORDED = DEED RECORDED AT REC. NO. 4812411
---	EXISTING STORM DRAIN LINE	==	EXISTING ELECTRIC BOX	(R1)	RECORDED = WESTGATE FIRST FILING RECORDED AT REC. NO. 4789621
---	EXISTING WATER LINE	==	EXISTING UTILITY POLE	(R2)	RECORDED = DEED RECORDED AT REC. NO. 2460739
---	EXISTING SANITARY SEWER LINE	==	EXISTING GUY WIRE		
---	EXISTING OVERHEAD ELECTRIC LINE	==	EXISTING TELEPHONE PEDESTAL		
---	EXISTING FIBER OPTIC LINE	==	EXISTING FIBER OPTIC MANHOLE		
---	EXISTING GAS LINE	==	EXISTING FIBER OPTIC MARKER		
---	EXISTING SIGN	==	EXISTING GAS UTILITY MARKER		
---	EXISTING GATE POST	==	EXISTING MISCELLANEOUS MANHOLE		
---	EXISTING STORM DRAIN INLET	==	ECOLOGICALLY SENSITIVE AREAS		

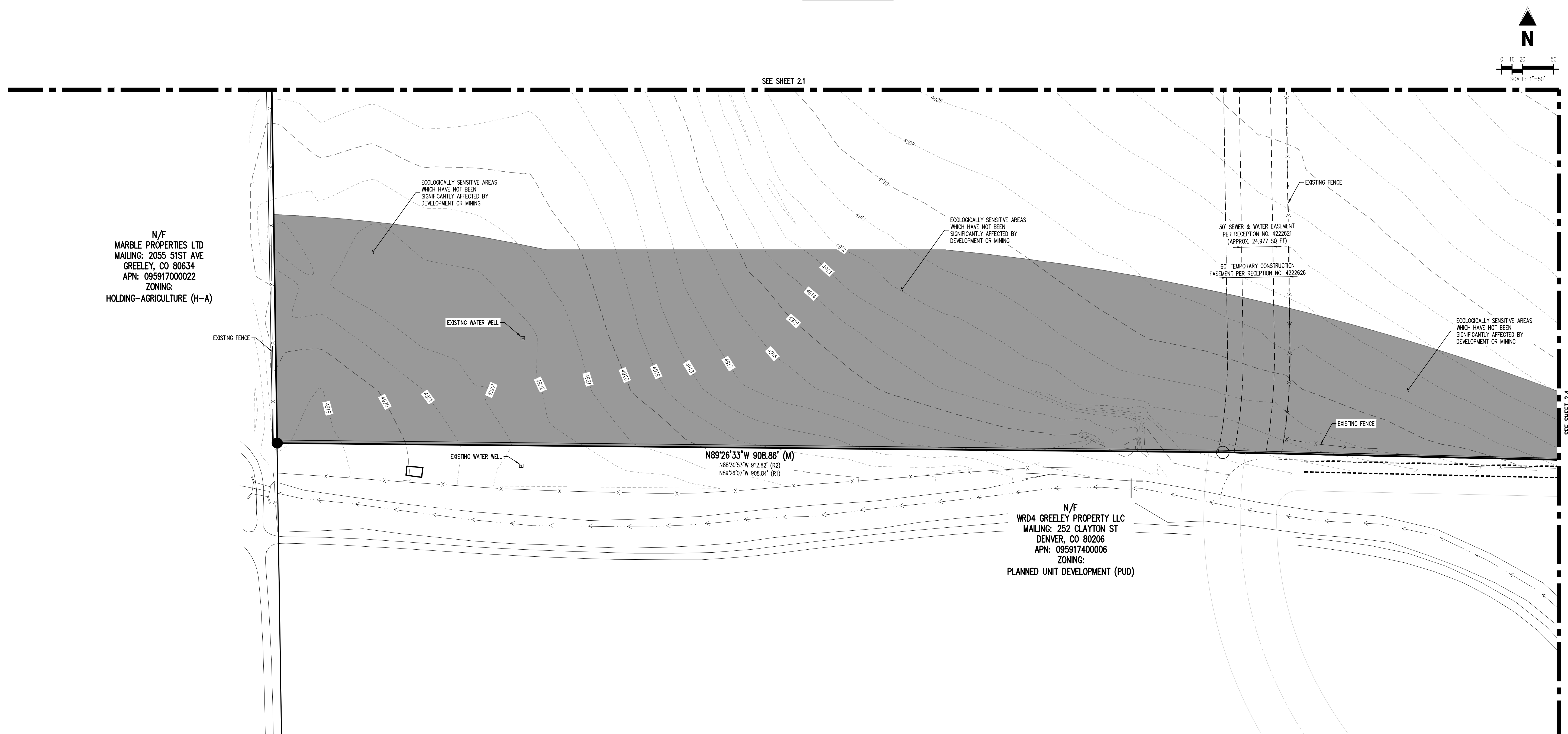
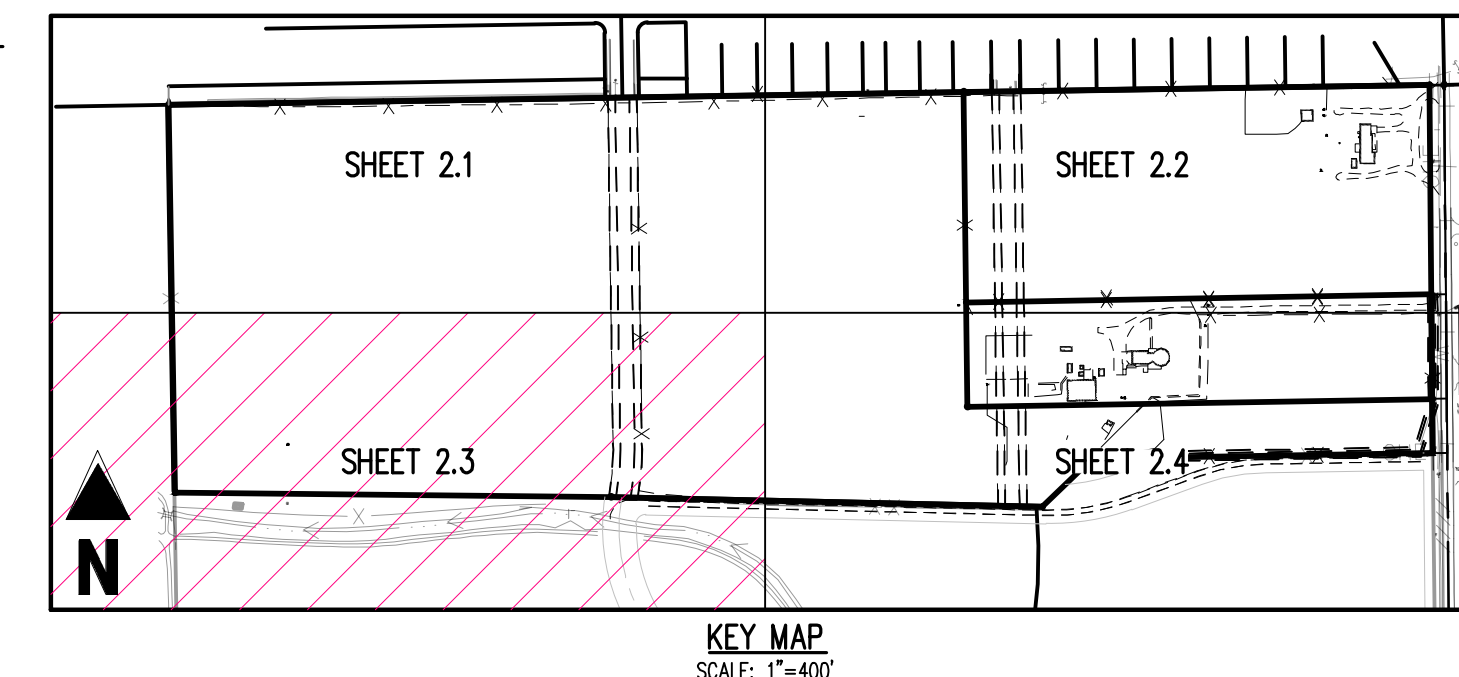


BASIS OF BEARING

BEARINGS ARE BASED ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 17.
BEARING IS ASSUMED TO BEAR N89°06'07"E, MONUMENTED ON THE WEST BY A NO. 6 REBAR OF UNKNOWN LENGTH WITH A 3-1/4" ALUMINUM CAP AND WITH ALL BEARINGS RELATIVE THERETO.

PROJECT NUMBER: PUD2024-0001

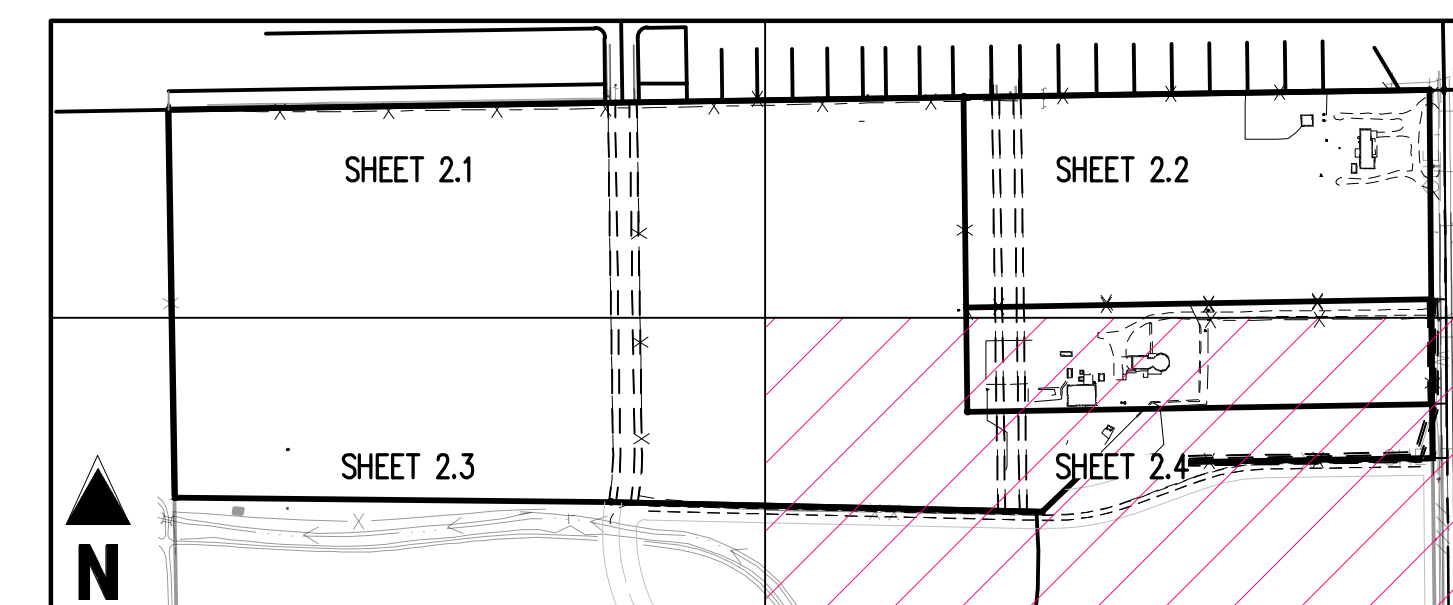
SITE LEGEND				
=====	EXISTING PROPERTY LINE	==	EXISTING FLARED END SECTION	◆
=====	ADJACENT PROPERTY LINE	==	EXISTING FIRE HYDRANT	●
-----	RIGHT-OF-WAY	==	EXISTING WATER METER	○
-----	SECTION LINE	==	EXISTING WATER VALVE	○
-----	ROAD CENTERLINE	==	EXISTING WATER WELL	○
-----	EXISTING EASEMENT	==	EXISTING WATER SPOUT	REC. NO.
=====	EXISTING CURB AND GUTTER	==	EXISTING SANITARY SEWER MANHOLE	(M)
=====	EXISTING CULVERT	==	EXISTING SANITARY SEWER CLEANOUT	(R)
-----SD-----	EXISTING STORM DRAIN LINE	==	EXISTING ELECTRIC BOX	(R1)
-----W-----	EXISTING WATER LINE	==	EXISTING UTILITY POLE	(R2)
-----SS-----	EXISTING SANITARY SEWER LINE	==	EXISTING GUY WIRE	
-----OHE-----	EXISTING OVERHEAD ELECTRIC LINE	==	EXISTING TELEPHONE PEDESTAL	
-----FO-----	EXISTING FIBER OPTIC LINE	==	EXISTING FIBER OPTIC MANHOLE	
-----G-----	EXISTING GAS LINE	==	EXISTING FIBER OPTIC MARKER	
-----CS-----	EXISTING SIGN	==	EXISTING GAS UTILITY MARKER	
-----GCP-----	EXISTING GATE POST	==	EXISTING MISCELLANEOUS MANHOLE	
=====	EXISTING STORM DRAIN INLET	=====	ECOLOGICALLY SENSITIVE AREAS	



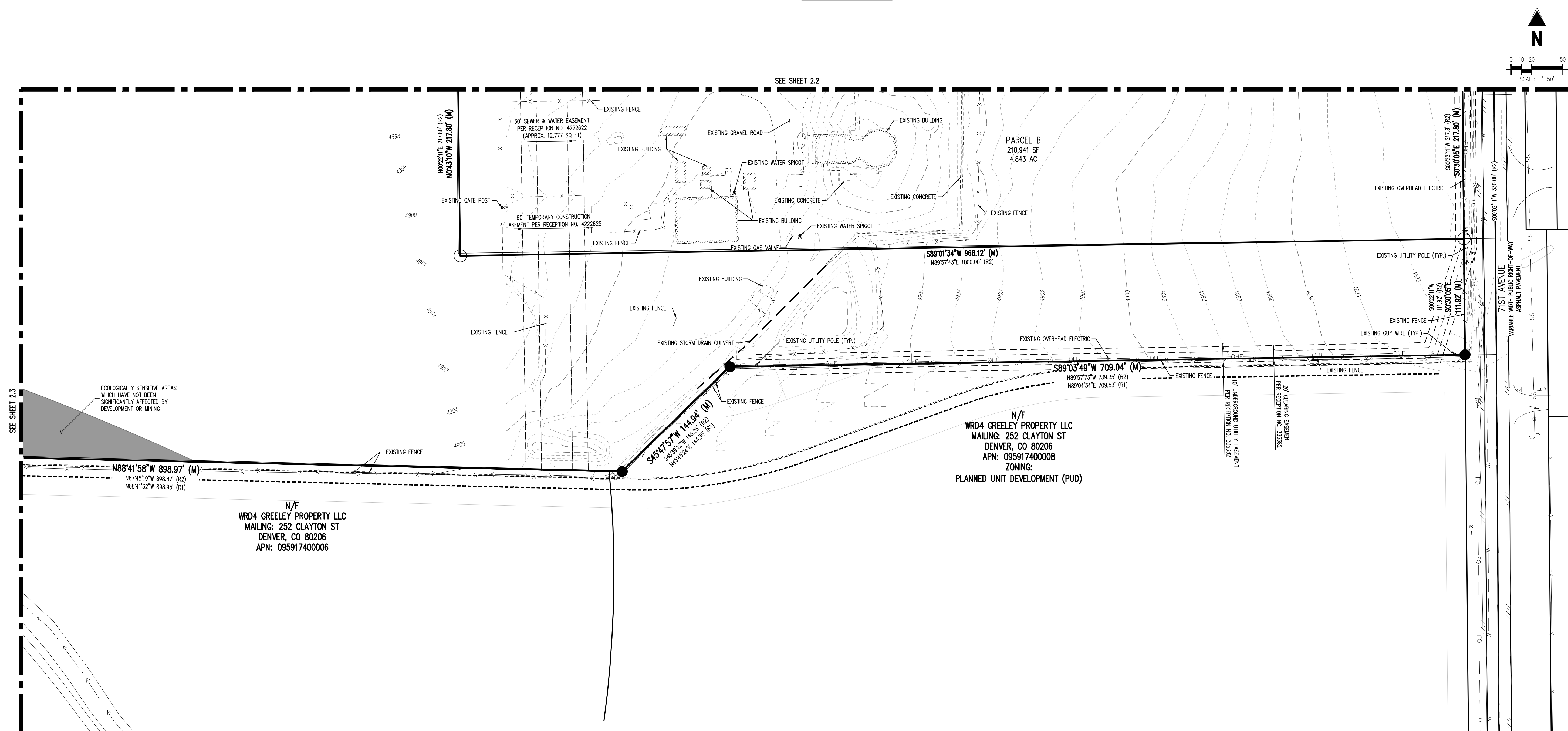
BEARINGS ARE BASED ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 17.
BEARING IS ASSUMED TO BEAR N89°06'07"E, MONUMENTED ON THE WEST BY A NO. 6 REBAR OF
UNKNOWN LENGTH WITH A 3-1/4" ALUMINUM CAP AND WITH ALL BEARINGS RELATIVE THERETO.

PROJECT NUMBER: PUD2024-0001

SITE LEGEND					
	EXISTING PROPERTY LINE		EXISTING FLARED END SECTION		ALIQUOT CORNER (AS DESCRIBED)
	ADJACENT PROPERTY LINE		EXISTING FIRE HYDRANT		FOUND NO. 4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS 3169" UNLESS OTHERWISE NOTED
	RIGHT-OF-WAY		EXISTING WATER METER		
	SECTION LINE		EXISTING WATER VALVE		SET 24" NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP, STAMPED "PLS 37911" UNLESS OTHERWISE NOTED
	ROAD CENTERLINE		EXISTING WATER WELL		
	EXISTING EASEMENT		EXISTING WATER SPIGOT	REC. NO.	RECEPTION NUMBER
	EXISTING CURB AND GUTTER		EXISTING SANITARY SEWER MANHOLE	(M)	MEASURED
	EXISTING CULVERT		EXISTING SANITARY SEWER CLEANOUT	(R)	RECORDED = DEED RECORDED AT REC. NO. 4817411
	EXISTING STORM DRAIN LINE		EXISTING ELECTRIC BOX	(R1)	RECORDED = WESTGATE FIRST FILING RECORDED AT REC. NO. 4789821
	EXISTING WATER LINE		EXISTING UTILITY POLE	(R2)	RECORDED = DEED RECORDED AT REC. NO. 2460739
	EXISTING SANITARY SEWER LINE		EXISTING GUY WIRE		
	EXISTING OVERHEAD ELECTRIC LINE		EXISTING TELEPHONE PEDESTAL		
	EXISTING FIBER OPTIC LINE		EXISTING FIBER OPTIC MANHOLE		
	EXISTING GAS LINE		EXISTING FIBER OPTIC MARKER		
	EXISTING SIGN		EXISTING GAS UTILITY MARKER		
	EXISTING GATE POST		EXISTING MISCELLANEOUS MANHOLE		
	EXISTING STORM DRAIN INLET		ECOLOGICALLY SENSITIVE AREAS		



KEY MAP
SCALE: 1"=400'

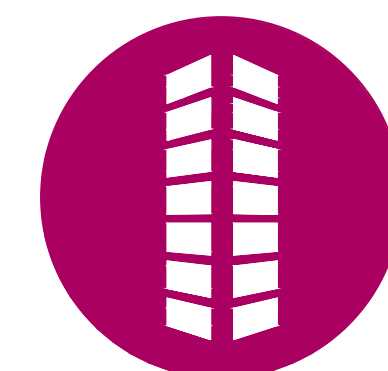


BASIS OF BEARING

BEARINGS ARE BASED ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 17.
BEARING IS ASSUMED TO BEAR N89°06'07"E, MONUMENTED ON THE WEST BY A NO. 6 REBAR OF
UNKNOWN LENGTH WITH A 3-1/4" ALUMINUM CAP AND WITH ALL BEARINGS RELATIVE THERETO.

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GREELEY, COLORADO

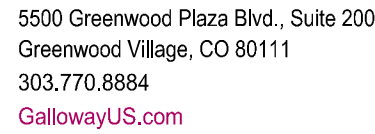
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Project No:	EMP000001
Drawn By:	MNS
Checked By:	JKG
Date:	NOVEMBER 2024

EXISTING CONDITIONS MAP

2.4

49.056 ACRES
PROJECT NUMBER: PUD2024-0001



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ENFR MANAGEMENT, LLC
VILLAGE AT GREELEY

SWC 23RD STREET ROAD AND 71ST AVENUE
GREELEY, COLORADO

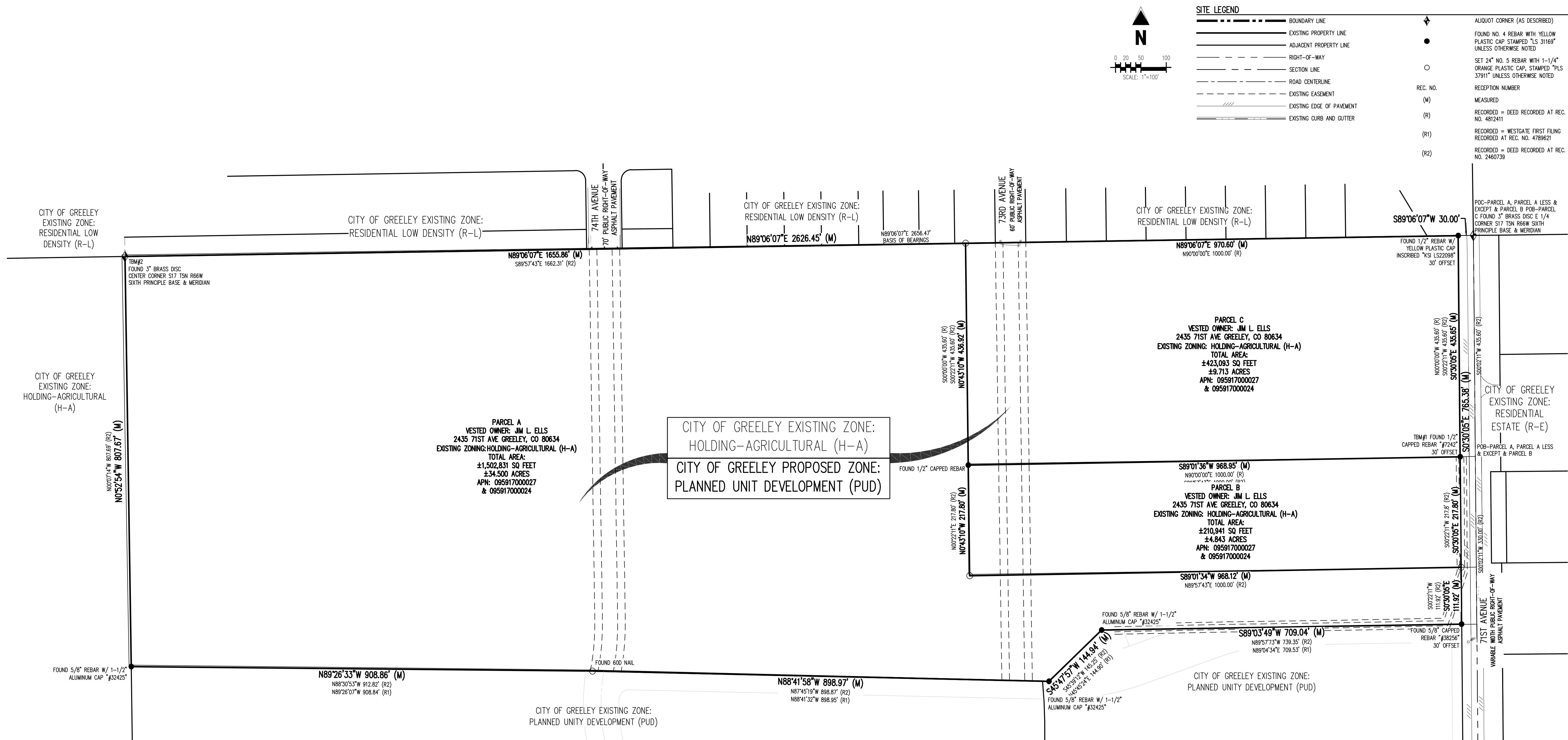
A	Date	Issue / Description	Init.
B	12/12/23	1ST PUD SUBMITTAL	JKG
C	06/05/24	2ND PUD SUBMITTAL	JKG
D	08/28/24	3RD PUD SUBMITTAL	JKG
E	10/11/24	4TH PUD SUBMITTAL	JKG
F	12/19/24	5TH PUD SUBMITTAL	SMB
G			
H			
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Y			
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Project No:	EMP000001
Drawn By:	MNS
Checked By:	JKG
Date:	NOVEMBER 2024

ZONING SUITABILITY MAP

3.0

PAGE 6 OF 13



A PARCEL OF LAND, LOCATED IN THE SOUTHEAST QUARTER OF SECTION 17, TOWNSHIP 5 NORTH., RANGE. 67 WEST OF THE 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO DESCRIBED AS FOLLOWS:
COMMENCING AT THE EAST QUARTER OF SAID SECTION 17, MONUMENTED WITH NO. 6 REBAR OF UNKNOWN LENGTH WITH AN ILLEGIBLE 3-1/4" ALUMINUM CAP;

THENCE S89°06'07"W, A DISTANCE OF 30.00 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF 71ST AVENUE, MONUMENTED BY A NO. 4 REBAR OF UNKNOWN LENGTH WITH 1" YELLOW PLASTIC CAP STAMPED KSI LS 23098 AND POINT OF BEGINNING;

THENCE S00°30'05"E, A DISTANCE OF 765.38 FEET ON SAID WESTERLY RIGHT-OF-WAY LINE TO THE NORTHEAST CORNER OF WESTGATE FIRST FILING, RECORDED AT RECEPTION NO. 4789621 IN THE WELD COUNTY CLERK AND RECORDER'S OFFICE, MONUMENTED WITH A NO. 5 REBAR OF UNKNOWN LENGTH WITH A 1-1/4" RED PLASTIC CAP STAMPED AZTEC PLS 38258;

THENCE ON THE NORTHERLY LINES OF SAID WESTGATE FIRST FILING FOR THE FOLLOWING FOUR (4) COURSES;

1. S8903.49"W, A DISTANCE OF 709.04 FEET TO A NO. 4 REBAR OF UNKNOWN LENGTH WITH 1" PURPLE CAP STAMPED NORTHERN PL3 38730;
2. S4547.57"W, A DISTANCE OF 144.94 FEET TO A BENT NO. 4 REBAR OF UNKNOWN LENGTH;
3. N8841.59"W, A DISTANCE OF 898.97 FEET TO A SET 24" NO. 5 REBAR WITH A 1-1/4" ORANGE PLASTIC CAP, STAMPED PL3 37911 ;
4. N8926.33"W, A DISTANCE OF 908.86 FEET TO NO. 5 REBAR OF UNKNOWN LENGTH WITH 2-1/2" ALUMINUM CAP STAMPED D.B. & CO PL3 32435;

THENCE N00°52'54"W, A DISTANCE OF 807.67 FEET TO THE CENTER QUARTER CORNER OF SAID SECTION 17, MONUMENTED WITH NO. 6 REBAR OF UNKNOWN LENGTH WITH 3-1/4" ALUMINUM CAP STAMPED PLS 10B55, 1997;

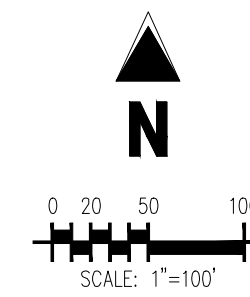
THENCE N89°06'07"E, A DISTANCE OF 2626.45 FEET ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 17 TO THE POINT OF BEGINNING.

PARCEL CONTAINS 2,136,865 SQUARE FEET OR 49.056 ACRES, MORE OR LESS.

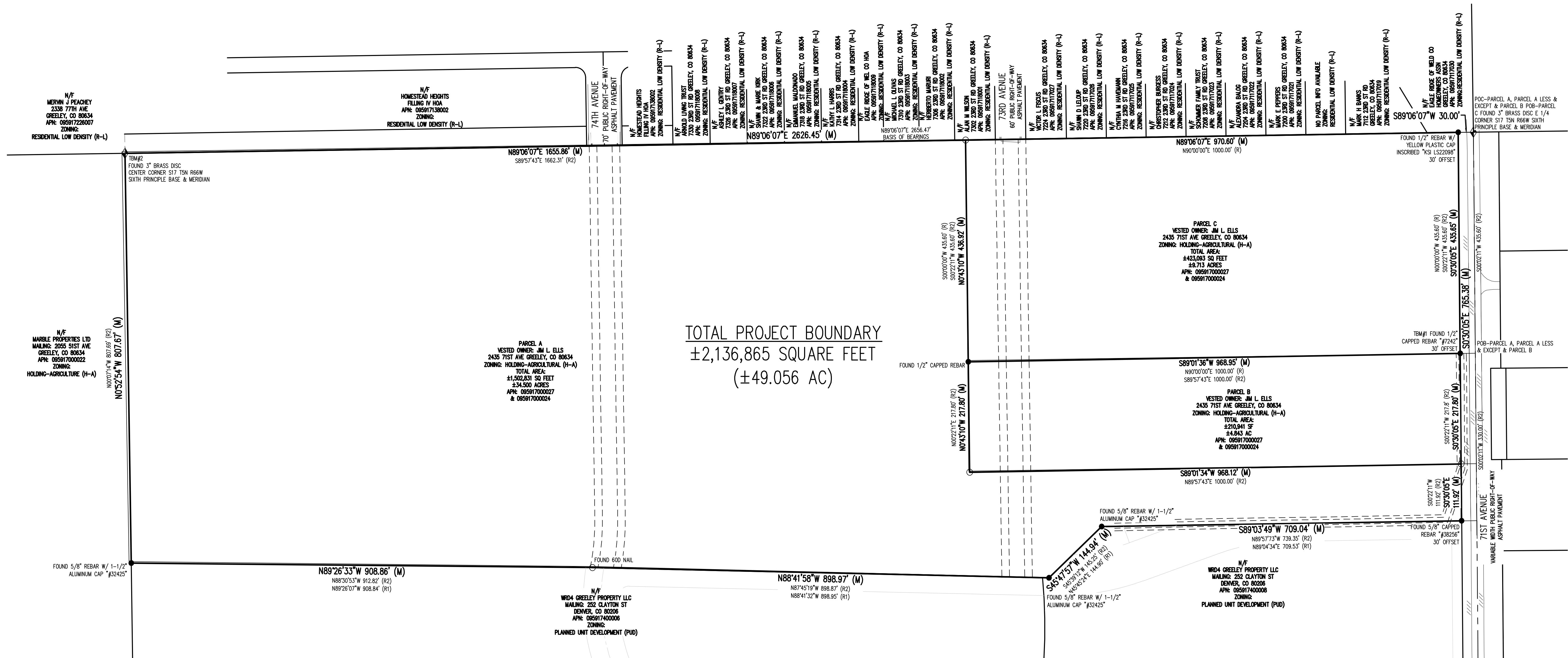
ZONING SUMMARY		
EXISTING ZONING	PROPOSED ZONING	AREA (S.F. AND ACREAGE)
HOLDING-AGRICULTURAL	PUD	±2,163,991 S.F. (±215,957 S.F., MEASURED) ±49,678 ACRES (±49.586 ACRES, MEASURED)
TOTALS		±2,163,991 S.F. (±215,957 S.F., MEASURED) ±49,678 ACRES (±49.586 ACRES, MEASURED)

BEARINGS ARE BASED ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 17.
BEARING IS ASSUMED TO BEAR N89°06'07"E, MONUMENTED ON THE WEST BY A NO. 6 REBAR OF
UNKNOWN LENGTH WITH A 3-1/4" ALUMINUM CAP AND WITH ALL BEARINGS RELATIVE THERETO.

49.056 ACRES
PROJECT NUMBER: PUD2024-0001



SITE LEGEND			
---	BOUNDARY LINE	↓	ALIQUOT CORNER (AS DESCRIBED)
---	EXISTING PROPERTY LINE	●	FOUND NO. 4 REBAR WITH YELLOW PLASTIC CAP STAMPED "LS 31169" UNLESS OTHERWISE NOTED
---	ADJACENT PROPERTY LINE	○	SET 24" NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP, STAMPED "PLS 37911" UNLESS OTHERWISE NOTED
---	RIGHT-OF-WAY		
---	SECTION LINE		
---	ROAD CENTERLINE	REC. NO.	RECEPTION NUMBER
---	EXISTING EASEMENT	(M)	MEASURED
---	EXISTING EDGE OF PAVEMENT	(R)	RECORDED = DEED RECORDED AT REC. NO. 481241
---	EXISTING CURB AND GUTTER	(R1)	RECORDED = WESTCOTE FIRST FILING RECORDED AT REC. NO. 4789621
		(R2)	RECORDED = DEED RECORDED AT REC. NO. 2460739



BASIS OF BEARING

BEARINGS ARE BASED ON THE NORTH LINE OF THE SOUTHEAST QUARTER OF SECTION 17.
BEARING IS ASSUMED TO BEAR N89°06'07"E, MONUMENTED ON THE WEST BY A NO. 6 REBAR OF UNKNOWN LENGTH WITH A 3-1/4" ALUMINUM CAP AND WITH ALL BEARINGS RELATIVE THERETO.

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ENFR MANAGEMENT, LLC
VILLAGE AT GREELEY

SWC 23RD STREET ROAD AND 71ST AVENUE
GREELEY, COLORADO

[illegible]

Project No:	EMP000001
Drawn By:	MNS
Checked By:	JKG
Date:	NOVEMBER 2024

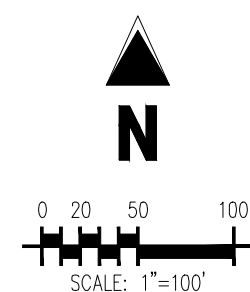
PROJECT BOUNDARY MAP

4.0

PROJECT NUMBER: PUD2024-0001

UNITS	TYPE	QTY
PLANNING AREA 1		
MODEL 1	DUPLEX/1 BR	40 BLDGS/80 UNITS
MODEL 2	SINGLE FAMILY/2 BR	113
MODEL 3	SINGLE FAMILY/3 BR	30
MODEL 4	SINGLE FAMILY/1 BR	32
PLANNING AREA 2		
MODEL 1	DUPLEX/1 BR	26 BLDGS/52 UNITS
MODEL 2	SINGLE FAMILY/2 BR	75
MODEL 3	SINGLE FAMILY/3 BR	20
MODEL 4	SINGLE FAMILY/1 BR	22

AMENITY LEGEND	
①	CLUBHOUSE/COMMUNITY POOL
②	DOG PARK
③	BARBEQUE AREA
④	PAVILLION
⑤	CAR AND DOG WASH
⑥	FIRE PIT
⑦	LAWN AMENITY AREAS
⑧	TRASH/RECYCLING
⑨	LEASING OFFICE



SITE LEGEND			
—————	BOUNDARY LINE		EXISTING EDGE OF PAVEMENT
—————	EXISTING PROPERTY LINE		EXISTING CURB AND GUTTER
—————	PROPOSED PROPERTY LINE/ROW BOUNDARY		CURB AND GUTTER BY OTHERS
—————	ADJACENT PROPERTY LINE		PROPOSED UNIT TYPE 1
—————	RIGHT-OF-WAY		PROPOSED UNIT TYPE 2
—————	SECTION LINE		PROPOSED UNIT TYPE 3
—————	ROAD CENTERLINE		PROPOSED UNIT TYPE 4
—————	EXISTING EASEMENT		PROPOSED OPEN SPACE
			ALIQUOT CORNER (AS DESCRIBED)
			FOUND NO. 4 REBAR WITH YELLOW PLASTIC CAP STAMPED "S 37189" UNLESS OTHERWISE NOTED
			SET 24" NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP, STAMPED "PLS 37911" UNLESS OTHERWISE NOTED
		REC. NO.	RECEPTION NUMBER
		(M)	MEASURED
		(R)	RECORDED = DEED RECORDED AT REC. NO. 4812411
		(R1)	RECORDED = WESTGATE FIRST FILING RECORDED AT REC. NO. 4789621
		(R2)	RECORDED = DEED RECORDED AT REC. NO. 2460778

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ENFR MANAGEMENT, LLC
VILLAGE AT GREELEY

SWC 23RD STREET ROAD AND 71ST AVENUE
GREELEY, COLORADO

[illegible]

Project No:	EMP000001
Drawn By:	MNS
Checked By:	JKG
Date:	NOVEMBER 2024

OVERALL LAYOUT

5.0

PAGE 8 OF 13

PLAN 1	# OF BUILDINGS	PLAN 2	# OF BUILDINGS	PLAN 3	# OF BUILDINGS	PLAN 4	# OF BUILDINGS
1A	24	2A	64	3A	17	4A	18
1B	19	2B	63	3B	15	4B	19
1C	23	2C	61	3C	18	4C	17
GARAGE W/STORAGE GA	18	COMMUNITY CENTER A	2	LEASING OFFICE LA	1	OVERSIZED GARAGE OGA	1



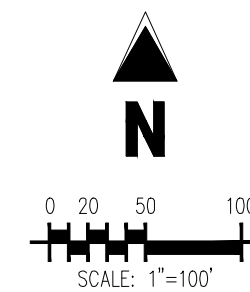
SITE PLAN
NTS

SITE DISTRIBUTION PLAN | VILLAGE AT GREELEY | GREELEY, COLORADO

8-12-2024

PROJECT NUMBER: PUD2024-0001

AMENITY LEGEND	
①	CLUBHOUSE/COMMUNITY POOL
②	DOG PARK
③	BARBEQUE AREA
④	PAVILLION
⑤	CAR AND DOG WASH
⑥	FIRE PIT
⑦	LAWN AMENITY AREAS
⑧	TRASH/RECYCLING
⑨	LEASING OFFICE



SITE LEGEND			
	BOUNDARY LINE		PLANNING AREA 1
	EXISTING PROPERTY LINE		PLANNING AREA 2
	PROPOSED PROPERTY LINE/ROW BOUNDARY		PROPOSED UNIT TYPE 1
	ADJACENT PROPERTY LINE		PROPOSED UNIT TYPE 2
	RIGHT-OF-WAY		PROPOSED UNIT TYPE 3
	SECTION LINE		PROPOSED UNIT TYPE 4
	ROAD CENTERLINE		
	EXISTING EASEMENT		
	EXISTING EDGE OF PAVEMENT		
	EXISTING CURB AND GUTTER		
	CURB AND GUTTER BY OTHERS		

	ALIQUOT CORNER (AS DESCRIBED)
	FOUND NO. 4 REBAR WITH YELLOW PLASTIC CAP, STAMPED "LS 31169" UNLESS OTHERWISE NOTED
	SET 24" NO. 5 REBAR WITH 1-1/4" ORANGE PLASTIC CAP, STAMPED "PLS 37911" UNLESS OTHERWISE NOTED

REC. NO.	RECEPTION NUMBER
(M)	MEASURED
(R)	RECORDED = DEED RECORDED AT REC. NO. 4812411
(R1)	RECORDED = WESTGATE FIRST FILING RECORDED AT REC. NO. 4799621
(R2)	RECORDED = DEED RECORDED AT REC. NO. 2465730

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GREELEY, COLORADO

[illegible]

Project No:	EMP000001
Drawn By:	MNS
Checked By:	JKG
Date:	NOVEMBER 2024

PLANNING AREA PLAN

6.0

PAGE 10 OF 13

Page 108 of 208

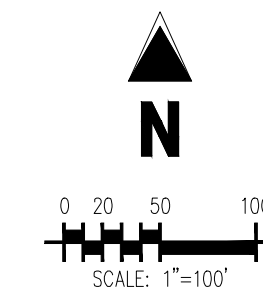
PLANNING AREA PHASING COMMITMENTS

- **PLANNING AREA 1 PHASE:**
 - CONSTRUCT ALL INTERIOR ROADWAYS, UTILITIES, AND PERMETER FENCING BETWEEN 71ST AVENUE AND 74TH AVENUE.
 - CONSTRUCT THE NEW ACCESS POINT ON 21ST AVENUE.
 - CONSTRUCT UTILITY MAIN EXTENSIONS FROM 73RD AVENUE TO 25TH STREET UNDER THE NEW 73RD AVENUE EXTENSION.
 - CONSTRUCT UTILITY MAIN EXTENSIONS FROM 74TH AVENUE TO 25TH STREET UNDER THE NEW 74TH AVENUE EXTENSION.
 - CONSTRUCT 73RD AVENUE AND 74TH AVENUE SURFACE IMPROVEMENTS, INCLUDING PAVEMENT, CURB AND GUTTER, SIDEWALK, AND STRIPING.
 - CONSTRUCT ACCESS DRIVES TO PLANNING AREA 1 OF THE DEVELOPMENT FROM 73RD AVENUE AND 74TH AVENUE.
 - CONSTRUCT ACCESS DRIVES UP TO PC TO PLANNING AREA 1 OF THE DEVELOPMENT FROM 73RD AVENUE AND 74TH AVENUE.
 - CONSTRUCT UTILITY MAIN STUBS FROM 74TH AVENUE TO PLANNING AREA 2 (WATER, SANITARY SEWER). STUB WATER MAIN TO NEW ACCESS DRIVE IN PLANNING AREA 2 ACROSS 74TH AVENUE.
 - CONSTRUCT STORM SEWER OUTFALL FROM PLANNING AREA 1 TO THE PROPOSED DETENTION POND.
- CONSTRUCT THE REGIONAL DETENTION POND, INSTALL PLANNING AREA 1 PLATES (ORIFICE, RESTRICTOR) BASED ON PLANNING AREA 1 DRAINAGE CALCULATIONS.
- CONSTRUCT IRRIGATION MAIN FROM IRRIGATION POND AT THE SOUTHWEST CORNER OF 25TH STREET AND 73RD AVENUE THROUGH PLANNING AREA 1 DEVELOPMENT.

- CONSTRUCT ACCESS DRIVES TO PLANNING AREA 2 OF THE DEVELOPMENT FROM 74TH AVENUE.
- CONSTRUCT THE REGIONAL DETENTION POND, INSTALL PLATES (ORIFICE, RESTRICTOR) BASED ON DRAINAGE CALCULATIONS FOR THE ENTIRE DEVELOPMENT.
- CONSTRUCT IRRIGATION MAIN FROM PLANNING AREA 1 SUBD THROUGH PLANNING AREA 2 DEVELOPMENT.
- CONNECT TO WATER MAIN SUBD FROM 74TH AVENUE, LOOP WATER MAIN THROUGH PLANNING AREA 2. SUBD WATER TO NEW ACCESS DRIVE IN PLANNING AREA 2 ACROSS 74TH AVENUE.

	LOT WIDTH (E-W)	LOT LENGTH (N-S)	BLOCK SIZE (SF, AC)
PLANNING AREA 1	1,652'	863'	1,281,369 SF 29.41 AC
PLANNING AREA 2	915'	832'	748,584 SF 17.18 AC

LOCATED IN THE SE 1/4 OF SECTION 17, TOWNSHIP 5 NORTH, RANGE 66
WEST OF 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
49.056 ACRES
PROJECT NUMBER: PUD2024-0001



SITE LEGEND

	BOUNDARY LINE		EXISTING EDGE OF PAVEMENT
	EXISTING PROPERTY LINE		EXISTING CURB AND GUTTER
	PROPOSED PROPERTY LINE/ROW BOUNDARY		CURB AND GUTTER BY OTHERS
	ADJACENT PROPERTY LINE		PROPOSED UNIT TYPE 1
	RIGHT-OF-WAY		PROPOSED UNIT TYPE 2
	SECTION LINE		PROPOSED UNIT TYPE 3
	ROAD CENTERLINE		PROPOSED UNIT TYPE 4
	EXISTING EASEMENT		PROPOSED OPEN SPACE

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

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EMPIRE GROUP
ENFR MANAGEMENT, LLC
VILLAGE AT GREELEY

SWC 23RD STREET ROAD AND 71ST AVENUE
GREELEY, COLORADO

	Date	Issue / Description	Init.
A	12/12/23	1ST PUD SUBMITTAL	JKG
B	06/05/24	2ND PUD SUBMITTAL	JKG
C	08/28/24	3RD PUD SUBMITTAL	JKG
D	10/11/24	4TH PUD SUBMITTAL	JKG
E	12/19/24	5TH PUD SUBMITTAL	SMB
F			
G			
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U			
V			
W			
X			
Y			
Z			

Project No:	EMP000001
Drawn By:	MNS
Checked By:	JKG
Date:	NOVEMBER 2024

TRAFFIC PLAN

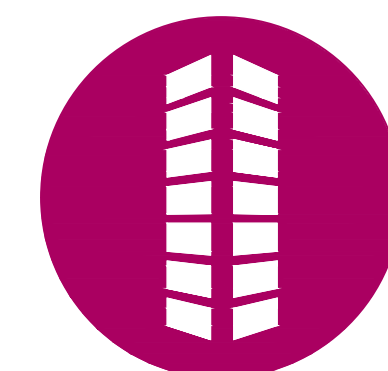
7.0

PAGE 11 OF 13

LOCATED IN THE SE 1/4 OF SECTION 17, TOWNSHIP 5 NORTH, RANGE 66
WEST OF 6TH P.M., CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
49.056 ACRES
PROJECT NUMBER: PUD2024-0001

[illegible]

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EMPIRE GROUP
ENFR MANAGEMENT, LLC
VILLAGE AT GREELEY

SWC 23RD STREET ROAD AND 71ST AVENUE
GREELEY, COLORADO

#	Date	Issue / Description	Init.
A	12/12/23	1ST PUD SUBMITTAL	JKG
B	06/05/24	2ND PUD SUBMITTAL	JKG
C	08/28/24	3RD PUD SUBMITTAL	JKG
D	10/11/24	4TH PUD SUBMITTAL	JKG
E	12/19/24	5TH PUD SUBMITTAL	SMB
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Project No:	EMPD000001
Drawn By:	MNS
Checked By:	JKG
Date:	NOVEMBER 2024

DEVELOPMENT STANDARDS

December 24, 2024

Jeffrey Woeber, The Greeley Planning Division

1001 11th Av

Greeley, Co 80631

RE: Planning Commission Hearing January 14, 2025

Mr. Woeber and The Greeley Planning Division

In response to the document I received regarding any responses reference the Village of Greeley PUD. What is the plan for additional water runoff from the Village of Greeley PUD. I don't believe building so many dwellings on fifty acres will not be adding to the property values of us long term residences.

I live at 2530 71st Av, Greeley and in the spring of 2023 experienced firsthand damage to my property and home due to the poor planning. The City of Greeley allowed construction of the Authentix Greeley Apartments with an overflow that was grossly undersized. There was no plan for the overflow that occurred. The water flooded 71st Av to the south and north of my residence causing flooding to at least one neighbor's property. When I was able to make contact with someone from the city a worker from the Public Works department came out. Long story short, I did not get any help with repairs or loss on my property.

This all leads to my concerns about the future building of such a large complex. Will I unnecessary expenses as a result of the poor planning like I have delt with previously from the City of Greeley.

Regards,

A handwritten signature in cursive script that reads "Patricia Bethel".

Patricia Bethel

From: [Jeff Woeber](#)
To: [Kelli Davis](#)
Subject: FW: March 4th meeting minute submission
Date: Thursday, February 13, 2025 4:14:38 PM

-----Original Message-----

From: Qortney Walker <q@qwealthmanagement.com>
Sent: Thursday, February 6, 2025 8:13 AM
To: Jeff Woeber <Jeff.Woeber@Greeleygov.com>; Amanda Heaston <mandyheaston@gmail.com>
Subject: March 4th meeting minute submission

[You don't often get email from q@qwealthmanagement.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

City Counsel,

I am requesting that this request be added to the minutes of the March 4th meeting for the village at Greeley PUD.

Two things I would like addressed.

1.) does the city think that two for lease only communities within blocks of each other is really a good idea for our community and its citizens.

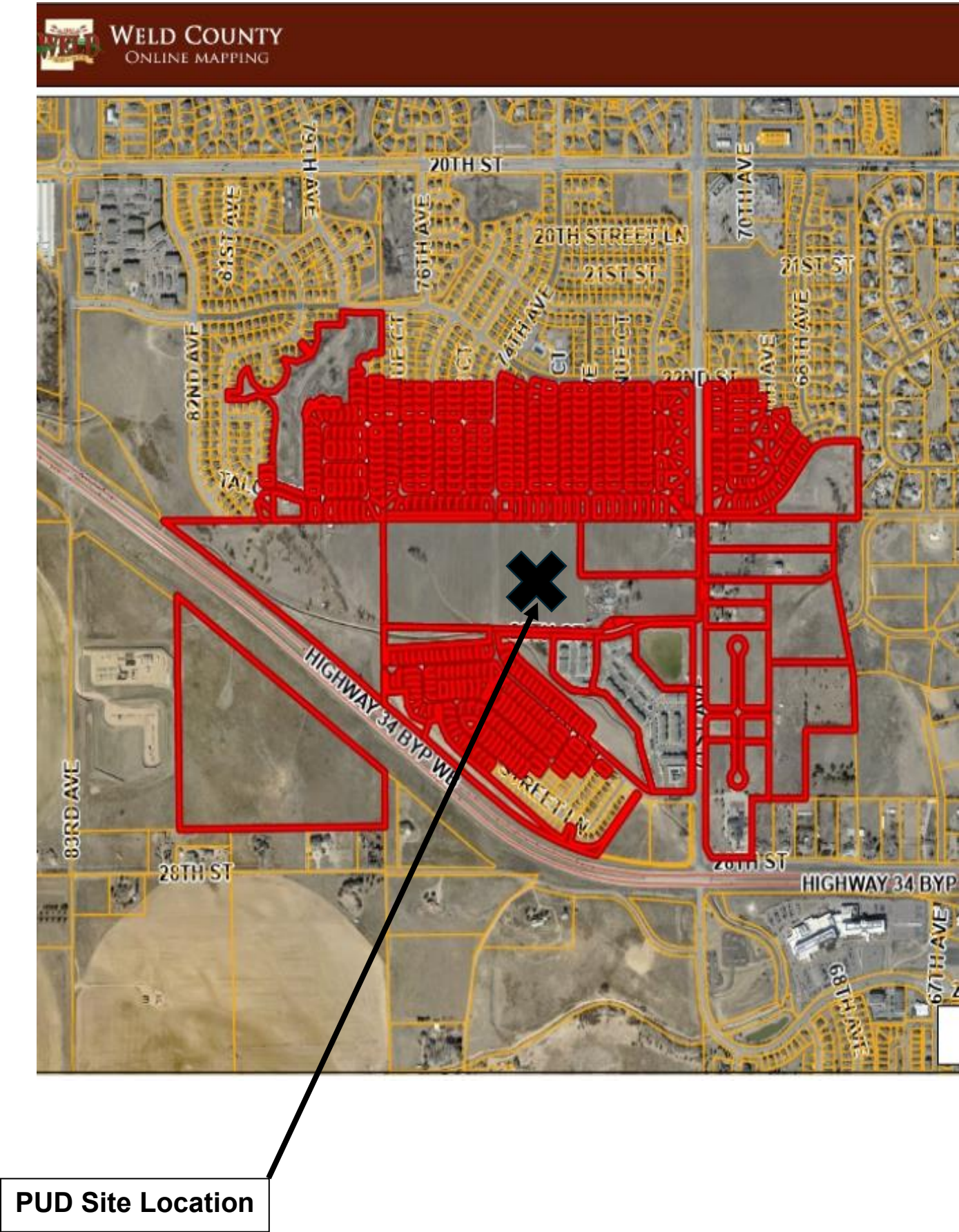
I have 4 kids and am very stressed of how they are going to go into the world and find stability and success.

Purchasing a home is at the top of those stresses. Why would we build not one but two communities that don't allow its citizens to purchase these lower cost type homes. This doesn't help your and my kids. It only helps a corporation get rich. Please explain to the city how this is best for its people and our cities future?

2.) There are 3 homes that this new build will greatly effect. I request that privacy walls be provided for the 3 remaining homes on 71st. Similar to the homes north of this project on 71st ave. This would allow congruity for the homes off 71st and would protect our personal homes from the increase of crime that we are already experiencing. We understand that building will happen and we aren't trying to stop the building on this land. But we are wanting the same protections that have been allowed to other citizens in similar situation

Thank you for these considerations.

Qortney Walker.
Sent from my iPhone



To: City of Greeley
Planning and Zoning Department

From: Galloway & Company, Inc
Jessica Greenough, Civil Technical Project Manager

Date: June 26, 2024

Re: **Empire Group Rezoning Submittal for 49.58 Acres, SWC 23rd Street and 71st Avenue**

Project Description:

This is a proposed rezoning of land currently zoned Holding Agricultural to Planned Unit Development (PUD). The property is 49.58 acres at the Southwest Corner of 23rd Street and 71st Avenue.

The Parcel Nos. for the properties subject to the rezoning request are:

- 095917000024
- 095917000027

The Village at Greeley seeks to create a new residential community that offers for-lease, single family homes with private outdoor patio spaces to support the surrounding neighborhood and employment centers. This community provides a strongly desired housing option in a professionally managed community with luxury amenities. Village at Greeley will offer 1, 2, and 3-bedroom homes with floor plans ranging from 655 square feet to 1,313 square feet. The 2-bedroom and 3-bedroom homes within the community will be detached, and the 1-bedroom homes will be duplexes. Every home in the community will be single-story in a modern, open floor plan design with vaulted ceilings, abundant natural light, and a private outdoor patio and backyard. Village at Greeley will be developed in three phases with Phase IA constructing 150 units, Phase IB constructing 101 units, and Phase II constructing 173 units. A total of 424 units will be constructed.

The Village at Greeley is designed with a “neighborhood community” theme, where residents can enjoy a friendly neighborhood environment. The homes are arranged in architectural clusters to encourage interaction, while also maintaining personal privacy. This style includes a variety of pitched roofs complementing the architectural style to create enhanced massing, finishes, and textures. Each floor plan will feature three different architectural elevation styles, helping create the architecturally themed clusters. The clusters are laid out to prevent architectural themes from being adjacent to each other. The proposed building elevations incorporate design elements such as metal awnings, board and batten, various masonry veneers, and a variety of decorative elements to provide a unique and attractive detail to all elevations. Wherever possible, each cluster is designed with architectural features and colorization to provide differentiation, resident wayfinding, while also achieving a cohesive aesthetic.

The Village at Greeley distinguishes itself from other similar communities by offering a high quality of life through the extensive amenities such as resort-style community pools and spas, barbeque areas, a dog park, multiple community open areas for recreational activities and stand-alone community centers outfitted with state-of-the-art fitness centers and gathering spaces for community and/or private events. Most importantly, the developer (through its on-site representatives) will be responsible for all maintenance of amenities and landscaping including individual patios and backyard areas. Other amenities will include a car wash station, car-charging stations, pet grooming area and valet trash pickup service combined with trash compactors to minimize refuse container eyesores. Every home will include a doggy-door access to the backyard for those beloved family four-legged friends.



The Village at Greeley will implement interior project connectivity through various open spaces that are both active and passive and with careful consideration for both pedestrian and vehicular circulation within the project. Landscaped walkways connect the residents to the interior of the project where active amenities and the community center/pool are located. In addition to the common open space for all residents – each residence will have their private backyard with green space and patio to enjoy, all while maintaining keen focus on water conservation and xeriscape style landscaping. Parking throughout the community includes uncovered, covered, garage and accessible spaces. Garage structures are designed to complement the homes – in architectural style and colorization. Storage units available for residents to rent are designed at the ends of the garage buildings. Steel parking shade canopies are painted to complement the project color scheme.

The Village at Greeley luxury homes are a unique product that provide an alternative to typical large building multifamily structures by creating individual homes with private yards under a leasing structure with no resident maintenance requirements. This hybrid housing product will serve the growing pool of residents who are looking for an alternative to traditional multifamily housing that offers the benefits and function of private home ownership, but without the obligations attendant to ownership.

The developer will submit a Site Plan and Civil Construction Documents following approval of the rezoning. Included with this rezoning application are the following: (a) Concept Site Plan; (b) Existing Conditions Map; (c) Zoning Suitability Map; (d) Project Boundary Map; (e) Traffic Impact Study; (f) Preliminary Drainage Report; and (g) Preliminary Hydraulic Analysis.

The following is a description of how the application meets the criteria for PUDs:

Review Criteria:

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.

Per the general comments received during the first submittal of the rezoning (ZON2022-0024 2/16/2023) City Staff highly recommended proposing a PUD zone district as the proposed residential product type did not fit in with a straight zone district. The proposed PUD is consistent with the Comprehensive Plan as it is within the Long Range Expected Growth Area.

2. The benefits from any flexibility in the proposed plan:

- a. 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;

The general public health, safety, and welfare of the community will be upheld for the areas immediately near or within the proposed project. The PUD was created out of the necessity to fit the proposed residential product type into a zoning document that could capture all the necessary regulations and design criteria that was offered within existing zone districts.

- b. Involves innovative concepts that were not anticipated by the development code;
The innovative concept is built directly from the type of residential product the development proposes. The concept follows a multifamily/ high to medium density housing product typically seen with apartments, townhomes, or condominiums but as single family detached and duplex products. The existing city code does not have this housing type defined and therefore innovative concepts to introduce it are within the PUD document. or

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

The project has used existing zone district regulations and code such as Residential High Density and Residential Medium Density zone districts while making its own unique context in the residential product it is developing.

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 PUD is designed to mitigate any potential adverse impacts while promoting sound planning and urban design principles. The limited additions that qualify this PUD are in line with the existing zone districts, especially the Residential High Density zone district. The PUD was crafted to complement the goals and objectives of the Comprehensive Plan. The PUD will offer a housing mix missing in the general area while promoting walkable neighborhoods as seen to the north of the subject property.*
4. The plan meets all of the review criteria for zoning map amendments in Section 24-204. *The review criteria for zoning map amendments are listed below with responses to how each criterion is being met.*

Review Criteria for Zoning Map Amendments in Section 24-204:

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 proposed for lease cottage style community is consistent with Growth and City Form Goal 2 to "Promote a balanced mix and distribution of land uses," as well as Objective GC 2.2 Jobs Housing Balance, which is to "support zoning and development patterns that expand opportunities for people who live in Greeley to also work in Greeley (or vice versa)." The project is also consistent with Growth and City Form Goal 6 to "Maintain and enhance the character and interconnectivity of Greeley's neighborhoods" as well as Objective GC-6.3 Neighborhood Character, which is to "Maintain, enhance, and protect the character of established neighborhoods while recognizing the need for established neighborhoods to evolve to meet community needs."*
2. The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas. *The surrounding neighborhoods have been, and will be, developed as single family and multi-family residential and this rezoning to Planned Unit Development is consistent with the intent of the City to provide a diverse housing mix in residential neighborhoods.*
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. *The area is developing and rezoning from Holding Agricultural to residential zoning is consistent with the transition of this area to suburban development within Greeley City limits.*
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 existing zoning Holding Agricultural has been in place since this property was annexed. Given the development trends, it is appropriate to rezone this property to residential.*
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 proposed zoning to Planned Unit Development will be complementary to the surrounding residential neighborhoods with street connections and a diverse housing mix.*
6. The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district. *The proposed residential use of this*

property can be served by the adjacent street network as demonstrated in the submitted traffic study.

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. *The current zoning, Holding Agricultural, is a transition zoning put in place at the time of annexation until the property is ready for development. The proposed Planned Unit Development zoning will allow for development in a suburban residential land use pattern. The cottage style for lease product offers diversity to the housing products currently available in this part of the City, a need made evident by the incorporation of this new zoning classification by the City.*
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. *This proposed development associated with this rezoning request provides a diverse housing type in a well-planned master development. This housing product offers the community a unique opportunity that is not currently available in this part of the City. Given the product's design, layout and single-story nature, there are no foreseen negative impacts to the neighboring properties or the City as a whole.*
9. The recommendations of professional staff or advisory review bodies. *The planning staff recommended Planned Unit Development as being best suited for this housing type. This is a new zone district intended to provide smaller residential units and this project is specifically situated to serve the needs identified by the creation of this new zoning district.*

Statement of Commitments:

Area / Improvement	Plan Preparation And Approval	Construction	Maintenance Responsibility	Ownership
74 th Avenue	ENFR Management, LLC	ENFR Management, LLC	City Of Greeley	City Of Greeley
73 rd Avenue Utilities (Water And Sanitary Sewer)	ENFR Management, LLC	ENFR Management, LLC	City Of Greeley	City Of Greeley
Partial Extension Of 73 rd Avenue From 25 th Street	ENFR Management, LLC	ENFR Management, LLC	ENFR Management, LLC	ENFR Management, LLC
Right-Of-Way, Sidewalk, And Tree Lawn Along West Side Of 71 st Avenue	E ENFR Management, LLC	ENFR Management, LLC	City Of Greeley	City Of Greeley
25 th Street Widening, Trail, And Tree Lawn	ENFR Management, LLC	ENFR Management, LLC	City Of Greeley	City Of Greeley
Extend 25 th Street Full Section To West Property Boundary	ENFR Management, LLC	ENFR Management, LLC	City Of Greeley	City Of Greeley
Detention Pond	ENFR Management, LLC	ENFR Management, LLC	ENFR Management, LLC	ENFR Management, LLC
Trail From Phase 1a Through Phase 1b To Phase 2 (Along North Side Of Detention Pond)	ENFR Management, LLC	ENFR Management, LLC	ENFR Management, LLC	ENFR Management, LLC
Intersection At 74 th Avenue & 25 th Street (Includes Left Turn Lanes In East And West Travel Directions)	ENFR Management, LLC	ENFR Management, LLC	City Of Greeley	City Of Greeley



MEMORANDUM

TO: Mayor John Gates
Greeley City Councilors

Cc: Raymond C. Lee III, City Manager
Heidi Leatherwood, City Clerk

FROM: Donald Threewitt, AICP, Community Development Deputy Director

DATE: February 25, 2025

RE: Planning Commission recommendation for Village at Greeley Planned Unit Development
Link to Planning Commission Meeting:
<https://greeleyco.portal.civicclerk.com/event/2479/media>

Draft minutes from the Planning Commission aren't available at the time of submission. This memo verifies action taken at the January 14, 2025 regular meeting of the Greeley Planning Commission.

Commissioners voted 6-0 in favor of a recommendation to approve: Commissioners voted 6-0 in favor of a recommendation to approve the Village at Greeley Planned Unit Development.



Village at Greeley Planned Unit Development PUD2024-0001

Brian McBroom, Community Development Director
City Council Meeting – March 18, 2025



Agenda

- PUD Overview
- Location
- Request
- Considerations
- Recommendation
- **Purpose:** Consideration of approval to change zoning of the subject property

PUD Overview



Background: 49.056 acre property currently undeveloped, has not been subdivided

Uses Proposed:

- Planning Area 1 – 29.41 acres
- Planning Area 2 – 17.18 acres

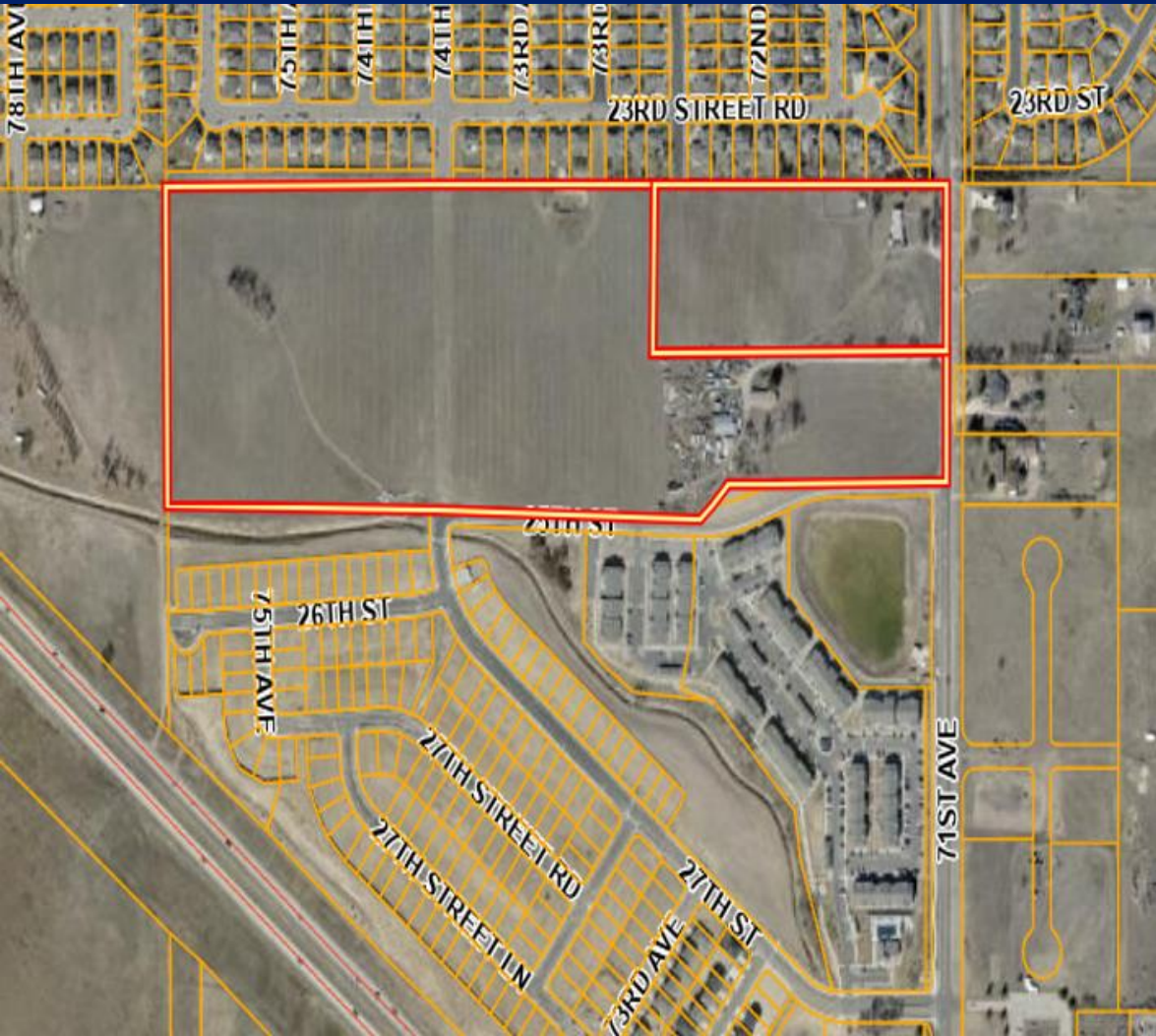
The two Planning Areas are to be bisected by an extension of 74th Avenue. Both Planning Areas allow single-family and duplex residential uses as for-lease “build to rent” (BTR)

PUD Overview



- **Total Number of Units (Maximum):**
 - Planning Area 1: 255 units comprised of 175 single-family units, 40 duplexes (80 units)
 - Planning Area 2: 169 units comprised of 117 single-family units, 26 duplexes (52 units)
- **Parking**
 - 2 spaces per unit (single family and per duplex unit)
- **Amenities**
 - Community center, pool, dog park, open community areas, car wash/car charging stations, trails, multi-use space

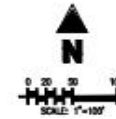
Location



- Northwest corner 71st Ave/25th St
- Surrounding Zoning and Land Uses:
 - North: R-L | Residential
 - East: R-E | Residential
 - South: PUD | Residential
 - West: H-A | Open Space/Park

Village at Greeley PUD

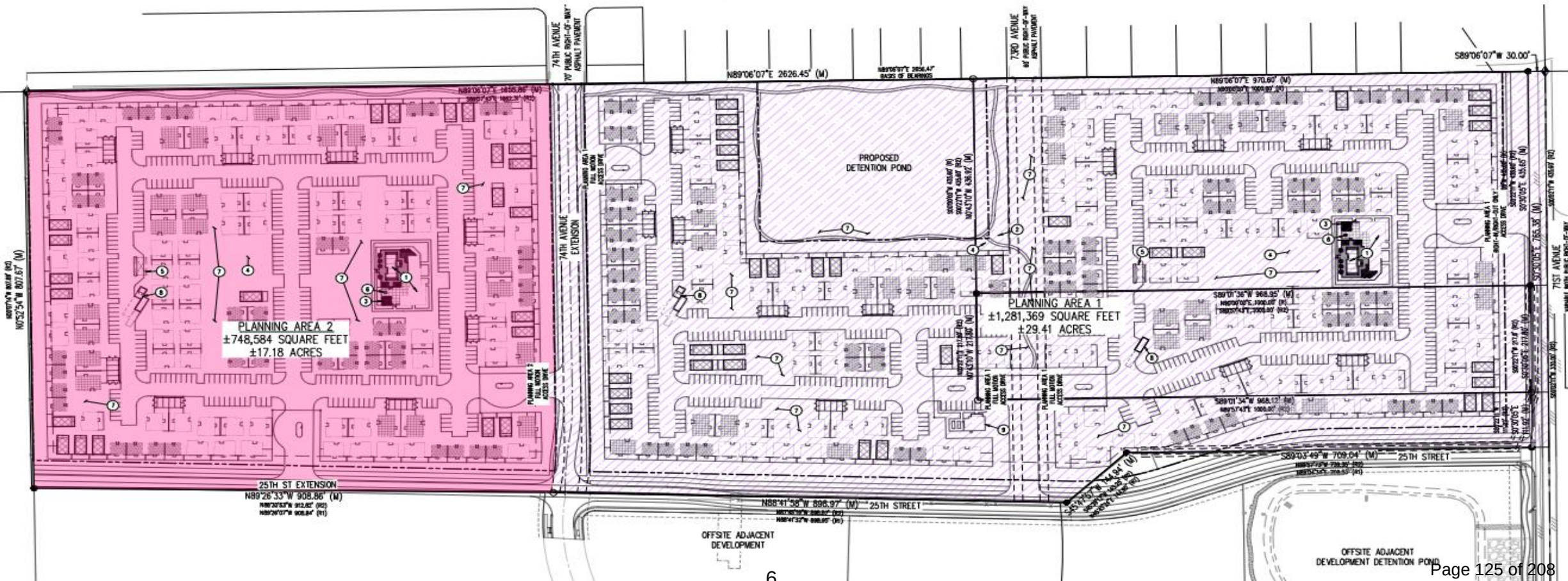
AMENITY LEGEND	
1	CLUBHOUSE/COMMUNITY POOL
2	DOG PARK
3	BARBECUE AREA
4	PAVILION
5	CHW AND DOG WASH
6	FIRE PIT
7	LAWN AND/OR PLAY AREAS
8	TRASH/RECYCLING
9	LEADING OFFICE



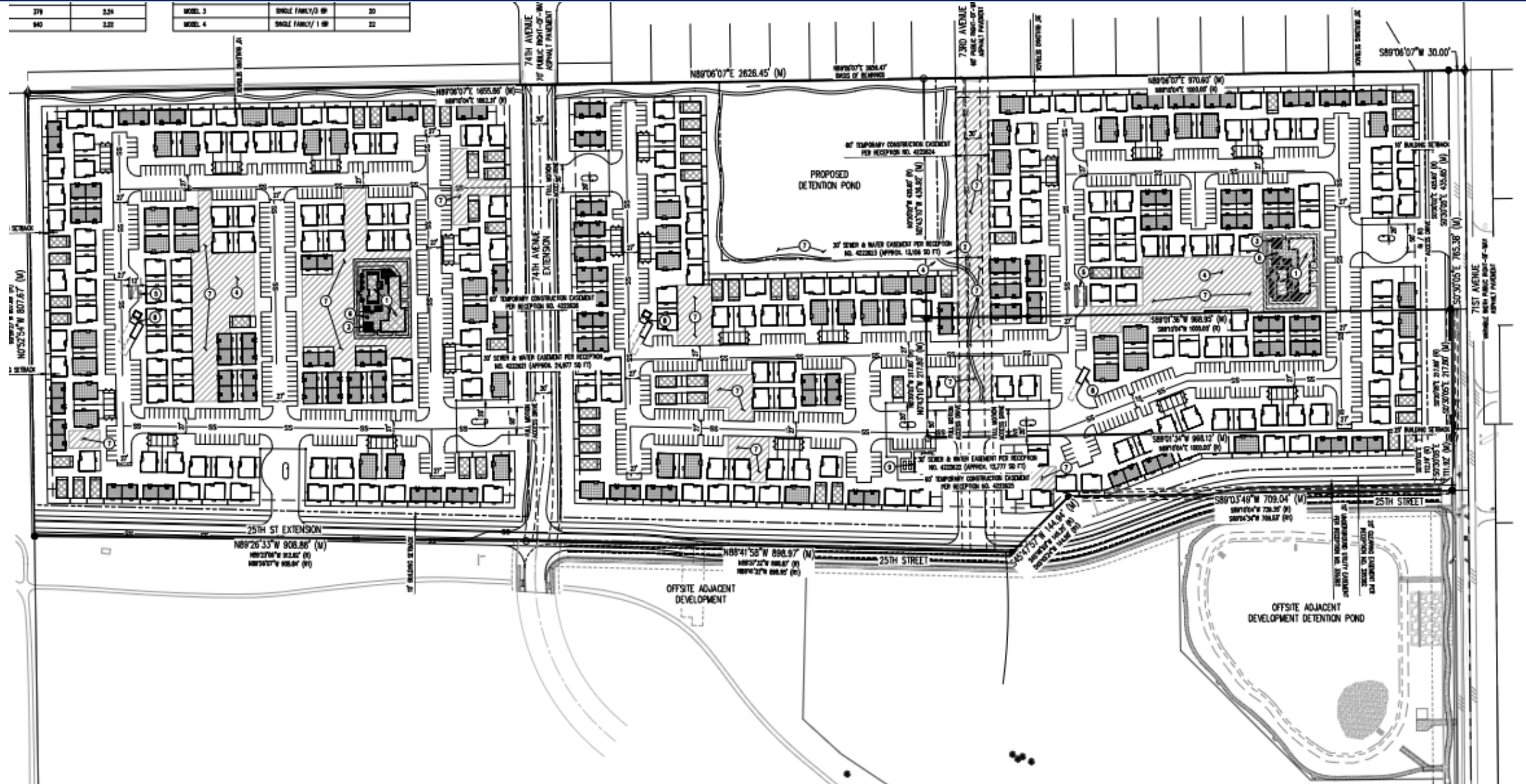
SITE LEGEND

BOUNDARY LINE	PLANNING AREA 1	ALIAS
EXISTING PROPERTY LINE	PLANNING AREA 2	FOUND NO
PROPOSED PROPERTY LINE/ROW BOUNDARY	PROPOSED UNIT TYPE 1	PLANNING
ADJACENT PROPERTY LINE	PROPOSED UNIT TYPE 2	UNLESS
POINT-OF-WAY	PROPOSED UNIT TYPE 3	SET 34"
SECTION LINE	PROPOSED UNIT TYPE 4	ORANGE #
ROAD CENTERLINE		3091" BY
EXISTING EXEMPT		
EXISTING EDGE OF PAVEMENT		
EXISTING CURB AND GUTTER		
CURB AND GUTTER BY OTHERS		

REC. NO.	RECEIVED
(0)	MEASURE
(0)	RECORDED
(0)	NO. 4820
(0)	RECORDED
(0)	RECORDED
(0)	NO. 2460



Village at Greeley PUD



AS ARCHITECTURAL EXAMPLES
THE COLORS AND MATERIALS SHOWN BELOW ARE PROVIDED AS AN EXAMPLE ONLY AND ARE NOT
EXCLUSIVELY REQUIRED AS THE ONLY ALLOWABLE COLORS AND MATERIALS.



Applicant Proposed Architectural Rendering



Request



This is a request for City Council approval of the Village at Greeley PUD

Considerations

Approval Criteria

- Rezoning Criteria, 24-204(b) Nine Criteria Used to Evaluate Rezoning Applications
- PUD Criteria, 24-205(c) Four Criteria Used to Evaluate PUD Applications
- The proposal is consistent with the criteria as outlined in your summary

Notification

- Neighborhood meeting held on October 22, 2024 - Discussion with some concerns raised and some voicing support
- Mailed notification to within 1000 feet of property boundary
- 367 notice letters
- Sign posted on the property
- Web notice

Recommendation

- Based on Compliance with Code Sections 24-204(b) and 24-205(c)
- Staff recommends approval
- Greeley Planning Commission recommended approval
January 14, 2025

Thank you



Review Criteria



Rezoning Review Criteria, Section 24-204(b)

- | | |
|----|--|
| 1) | <p>The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.</p> |
| | <p>The subject area is identified as a “Suburban Neighborhood” on the Land Use Guidance Map in the <i>Imagine Greeley Comprehensive Plan</i>. The PUD proposal supports the vision for a Suburban Neighborhood, which are “Neighborhoods and residential subdivisions primarily made up of single-family detached homes.” Special Considerations for Suburban Neighborhood areas include “opportunities to create a wider range of housing options.” These Special Considerations also recommend single family, ADUs and rental housing.</p> |
| | |
| | |

Criterion 1, Continued



Goal ED-2: Promote desired economic sectors and a diverse local economy.

The Village at Greeley is a development that provides a new approach for those desiring to live in Greeley, set up with a layout with amenities and an environment that can result in residents living and working in a varied and diverse local economy.

Goal GC-2: Promote a balanced mix and distribution of land uses.

The Village at Greeley PUD and development provides a new approach to for lease residential development beyond the more typical multi-family apartment configuration. This provides a balance as far as the type of rental options within the significant areas of residential development within the City of Greeley.

Goal PS-3: Develop and maintain a safe, aesthetically pleasing, and livable community.

The Village at Greeley development, within the proposed PUD plan, does provide for a safe, aesthetically pleasing and livable community through planned and required public improvements, design standards, and careful compliance with development standards within the *Greeley Development Code* in the required Site Plan Review process.

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 residential, suburban neighborhood that is compatible with the area. The proposal is consistent with other 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 for-lease residential use that would be possible through the Village at Greeley 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.**

Staff notes that with the development to the north (Homestead Heights, subdivided in 2015) and to the south (Westgate, subdivided in 2021), the potential for development has changed significantly since the H-A zoning was established.

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 plans in the PUD show streets, buildings, etc. are consistent with development in this area of the City. |
| 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 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 landscape buffering required, in compliance with *Greeley Development Code* landscaping standards. 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) | <p>The benefits from any flexibility in the proposed plan:</p> <ul style="list-style-type: none">(1) promote the general public health, safety and welfare of the community, and in particular, that of the areas immediately near or within the proposed project, and is not strictly to benefit the applicant or a single project;(2) involves innovative concepts that were not anticipated by the development code; or(3) apply to a unique or specific context in a manner that allows the project to better meet the intent or design objectives of the base zoning districts and standards. |
| | <p>The proposed PUD plan provides uniqueness and 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 proposes four different residential building type/models and will include detached single-family homes as well as paired home/duplexes.</p> |

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. |



Council Agenda Summary

March 18, 2025

Key Staff Contact: Victoria Leonhardt, Senior Urban Transportation Planner, William Jones, Deputy Public Works Director

Title:

Mobility Development Plan (Informational)

Summary:

In 2023, the City of Greeley adopted the *Greeley on the Go Transportation Master Plan*, which set a high-level strategic direction for the City's transportation approach. A critical next step outlined in the master plan was the development of the Mobility Development Plan (MDP), which provides a detailed roadmap for implementing the master plan's Mobility Umbrella. After a year-long planning process led by the consulting team of Felsburg Holt & Ullevig (FHU) and Fehr & Peers, and incorporating valuable community feedback alongside expert input from both internal and external partners, the MDP is now complete and ready for adoption.

This informational item will provide City Council with an overview of the plan's objectives, key components, and implementation strategies. It also offers an opportunity for council members to engage in discussions regarding the MDP framework and opportunities related to Greeley's approach to mobility, especially as our population grows and the demand for diverse transportation options increases. Staff will gather final feedback from the council and address any questions prior to the official adoption of the MDP.

Fiscal Impact:

Fiscal Impact:

If approved, will this item result in a Positive, Negative, or No impact on the budget?

1. No Impact

Adopting the Mobility Development Plan (MDP) itself will not result in a financial impact. The plan outlines a funding strategy that identifies potential funding sources, including competitive grant opportunities, operational refinements, and capital investments over the next 10 years. These funding strategies are designed to support the implementation of the plan's goals without creating immediate costs at the time of adoption. Any future financial impacts related to the implementation of the MDP will be addressed through the City's Capital Improvement Plan (CIP) and the regular budgeting processes.

4. Is there grant funding for this item? Competitive grant opportunities are documented in the MDP

Legal Issues:

N/A

Other issues and Considerations:

Strategic Focus Area:

Business Growth
Community Vitality
Infrastructure and Mobility
Quality of Life

Decision Options:

Informational

Council's Recommended Action:

Informational

Attachments:

1. Greeley Mobility Development Plan
2. Item 20 - Presentation

Greeley Mobility Development Plan

Draft | March 2025



Acknowledgments

Greeley Mobility

Development Plan Steering Committee

Name	Organization
Sylvia M. Berry	Top Tier Consulting and Training, LLC
Robin Blakely	60+ Rides of Weld County
Deb Callies	City of Greeley
Wade Corrilis	School District 6
Jediah Cummins	University of Northern Colorado/GURA
Jay Dinges	University of Northern Colorado
Bianca Fisher	Downtown Development Authority
John Hall	City of Greeley
Aaron Hull	North Front Range Metropolitan Planning Organization
Mike Millsapps	Aims Community College
Garrett Mumma	Colorado Department of Labor and Employment - Division of Vocational Rehabilitation
Mark Oberschmidt	City of Evans
Meg Oren	City of Greeley
Evan Pinkham	Weld County
Sueann Swetzig	UC Health
Wendi Young	Citizens Transportation Advisory Board

Greeley-Evans Transit Project Team

Name	Organization
Michelle Johnson	City of Greeley (Project Manager)
Hanna Feldmann	City of Greeley
Becca Vaclavik	City of Greeley
Paul Trombino	City of Greeley
Will Jones	City of Greeley
Bhooshan Karnik	City of Greeley
Victoria Leonhardt	City of Greeley

Consultant Team

Name	Organization
Cady Dawson	Felsburg Holt & Ullevig (Project Manager)
Sebastian Montenegro	Felsburg Holt & Ullevig
Rocio Ramirez	Felsburg Holt & Ullevig
Amanda Denning	Felsburg Holt & Ullevig
Jason Miller	Fehr & Peers
Maggie Ostwald	Fehr & Peers
Andy Meger	Fehr & Peers



The Greeley Mobility Development Plan

The Greeley Mobility Development Plan (MDP) is a forward-looking roadmap designed to guide the city in enhancing mobility options, and connecting local and regional communities. Building on the foundation of the city's Transportation Master Plan, Greeley on the Go, the MDP takes a deeper dive into transit and addresses specific local and regional mobility challenges and opportunities. As Greeley continues to grow, mobility services must be thoughtfully aligned to meet both current and future needs.

The MDP emphasizes the intrinsic connection among economic development, land use, and transportation, highlighting how mobility must evolve alongside these factors. The City of Greeley's investment in mobility reflects its commitment to continuously adapt its transportation system to serve the city's diverse communities. The MDP outlines the current state of the system, sets forth a mobility vision and strategic goals, analyzes employment and population trends, and evaluates potential scenarios. It also advances a recommended scenario with actionable steps to create an improved transit and mobility system for the next 10 years.

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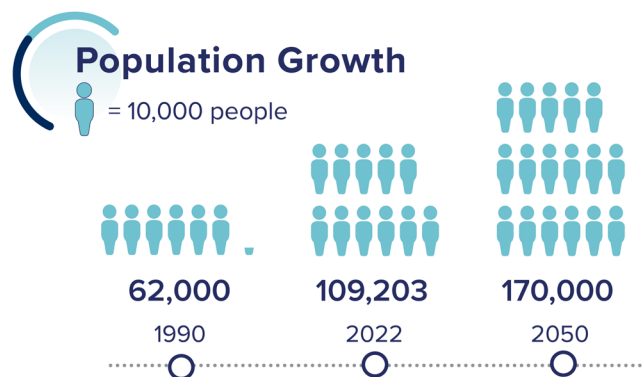
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01

State of the System

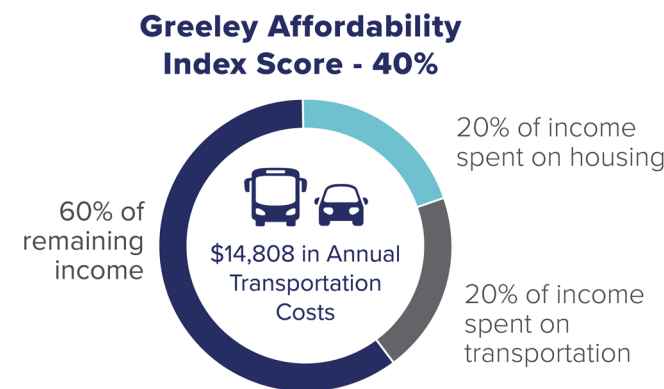
Understanding the City of Greeley’s existing conditions is important to identify the critical elements that should guide both public outreach and the development of mobility scenarios. Important factors to highlight include the city’s anticipated population growth, its relative affordability, and the high number of short trips made within the city. These elements, along with other factors outlined in this section, provide a comprehensive picture of a growing community with evolving mobility needs. The City of Greeley requires transportation solutions that not only address local travel demands but also integrate seamlessly with regional transportation patterns to support future growth, provide connectivity, and expand accessibility.

Key Takeaways



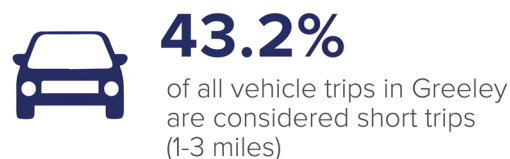
Source: U.S. Census Bureau American Community Survey (2018–2022)

Housing and Transportation Affordability Index



Source: Housing and Transportation (H+T®) Affordability Index (Center for Neighborhood Technology)

Short Trips and Key Destinations



Community Profile

Situated within the Front Range urban corridor and surrounded by expansive agricultural land, the City of Greeley has become one of the fastest growing areas in the region and in the State of Colorado. The city is also characterized by its young demographic makeup as it is home to the University of Northern Colorado (UNC) and Aims Community College. The estimated population in Greeley and the Greeley metro area stands at 109,203 and 350,176, respectively. Since 1990, the city has nearly doubled its population, and it now boasts a relatively young median age of 31.5 years old (compared to 34.4 for Weld County and 36.7 statewide). The city is made up of a broad range of communities with nearly half of the population (47 percent) identifying as a Person of Color. Based on data from the North Front Range Metropolitan Planning Organization (NFRMPO), the city’s population is expected to grow to almost 170,000 people by 2050.

Greeley’s public transportation services connect to nearby cities and towns, fostering connectivity through local and regional services. Notable among these are Evans, with a population of 22,000 and Garden City, home to approximately 250 people. Greeley’s regional transportation services also extend to nearby cities such as Windsor, Loveland, and Fort Collins, all sizable population centers with 34,000, 76,500, and 169,000 residents, respectively.

Household and Employment Trends



Greeley’s diverse economy is anchored in education, health care, and manufacturing.



The city is adding multifamily housing at a faster rate than single-family development.

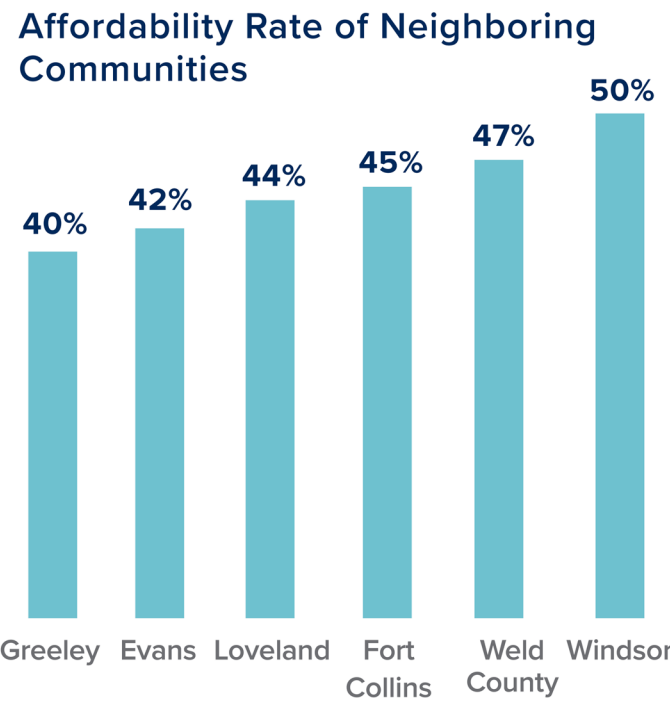


Major transportation routes and supporting mobility services are critical to Greeley’s economic growth, as access to these routes influences development and job opportunities in key employment areas.

Housing and Transportation

Based on the most recently available U.S. Census Bureau data (2022), the median household income in the City of Greeley is \$69,338, compared to \$91,565 in Weld County and \$89,302 in the State of Colorado. The Housing and Transportation (H+T) Affordability Index is a valuable measure used to understand how transportation and housing costs impact communities and how communities can plan for more equitable and affordable options.

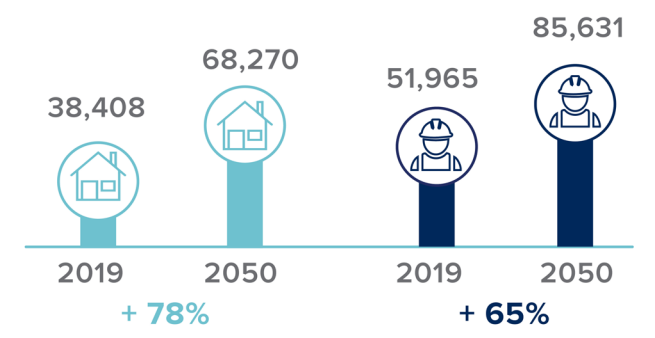
The share of income a household allocates to both housing and transportation expenses serves as a valuable indicator for gauging a community’s affordability. Communities where this combined expense exceeds 45 percent of income are considered financially overburdened. Transportation, including the costs of travel and the costs of vehicle ownership, is typically the second largest expenditure for households. In Greeley, transportation costs account for 20 percent of residents’ spending, while housing expenses also make up an average of 20 percent of an individual’s income. This combined affordability rate of 40 percent is favorable when compared to neighboring areas like Evans, Loveland, Fort Collins, Weld County, and Windsor, where the respective expenditure ratios for housing and transportation are 42, 44, 45, 47, and 50 percent, respectively.



Socioeconomic Trends

In alignment with Imagine Greeley’s Land Use Guidance Map, most new households are forecasted on the west and southwest side of the city, while employment is forecasted to be split between downtown and along the US 85 and US 34 corridors.

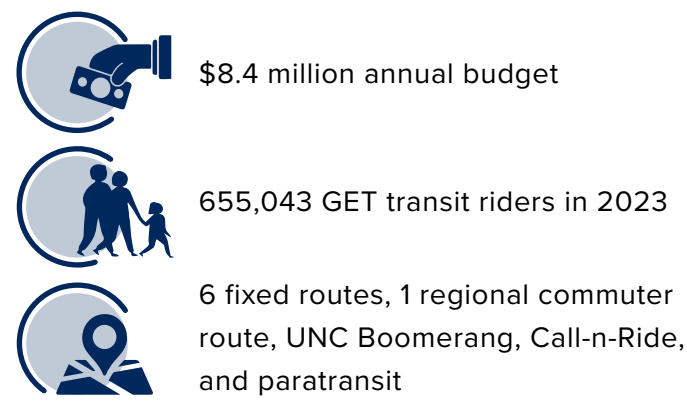
Household and Employment Growth



Greeley-Evans Transit Overview

Greeley-Evans Transit (GET) is a public transportation provider that operates fixed-route bus service within Greeley, Garden City, and Evans, including UNC (UNC Boomerang). GET also operates the Poudre Express, a regional commuter bus service connecting Greeley to Windsor and Fort Collins. Paratransit service associated with fixed route service, as well as a Call-n-Ride service is also provided by GET.

GET Snapshot



US 34 Transit

The NFRMPO is currently working on a US 34 Transit Plan that will identify scenarios, capital investments, and phasing options for premium transit along US 34 between Loveland and UNC. The study also aims to evaluate the potential for bus lanes, queue jumps, transit signal priority, and/or other transit investments to complement the new service. Future service and infrastructure improvements will be vital investments for this southern corridor to better connect Greeley communities.

Community Connectivity

Assessing how effectively transit serves a community involves evaluating how well it covers and connects key activity centers. In Greeley, 10 locations have been identified as key activity centers to understand origin and destination patterns of travelers. Evaluating

the extent to which the key activity centers are accessible by transit and how efficiently they are linked to one another provided insights into transit performance and opportunities for improvement for the GET system.

Travel Connectivity Comparison

Available traffic data was used to develop a travel connectivity matrix to understand travel times by car between the 10 activity centers in Greeley. The comparison showed that most car trips within Greeley take 15 minutes or less. To evaluate transit travel times, the project team used Google Maps’ transit trip planner to determine the fastest weekday transit routes during peak hours. Transit travel times were compared to car travel times as ratios (e.g., 2.0 = twice as long, 3.0 = three times as long, 4.0 = four times as long).

Findings reveal significant disparities, with transit trips generally taking much longer in Greeley. The best-case transit scenario is 1.6 times longer than by car (five minutes by car vs. eight minutes by bus), while the worst case is 13.5 times longer (two minutes by car vs. 27 minutes by bus). These results highlight the challenges of transit connectivity within Greeley and emphasize the need for improvements to make public transportation a more viable and competitive alternative to car travel.

GET Opportunities



Evaluate opportunities to implement Mobility Oriented Development (MOD) to integrate land use and mobility solutions



Rebuild post-pandemic ridership



Provide more direct routes between key points



Pursue pilot programs for new mobility service types



Develop regional transit connections



Explore transitioning to alternative fuels and technologies

Mobility Hubs

The I-25 North Express Lanes project is implementing mobility hubs along the I-25 corridor to enhance multimodal access and promote regional transit connectivity in northern Colorado. The Centerra Loveland Mobility Hub is located along a new section of Kendall Parkway, north of US 34, within a transit-oriented development in Loveland. The Loveland Mobility Hub features center loading for more efficient travel, multimodal access, parking, and stops for local transit

services. The introduction of mobility hubs and their supporting infrastructure is crucial for connecting transit services and communities along the Front Range. The Mobility Enhancements for Regional Growth and Equity (MERGE) project is also currently underway. This project will establish a regional mobility hub between two grade-separated interchanges at 35th Avenue and 47th Avenue, enabling safe and convenient pedestrian and micromobility connections between the north and south sides of Greeley. These elements together will shape both near- and long-term transportation scenarios, driving the recommendations for improved mobility, accessibility, and connectivity in the region.

The city plans to leverage mobility hubs so that they play a larger role in the development of future service to act as both anchor points for routes and catalysts for multimodal travel throughout the city (e.g., 131st Ave. and US 34 Mobility Hub).

Emerging Technology

The City of Greeley is introducing several emerging technology projects to enhance its transportation services. All of which will play a significant role in shaping mobility improvements over the next 10 years.

A key initiative is the upcoming 12-month micromobility pilot, introducing bikeshare and scooter-share options to key areas such as UNC and downtown. Additionally, Greeley has launched a Mobility on Demand (MoD) pilot program aimed at exploring microtransit solutions. This pilot will address operational challenges while expanding transit access to communities east of US 85 near 1st Avenue. Further enhancing mobility options, the city plans to launch a MaaS app that will integrate all mobility modes, to ensure a seamless interaction with other transportation choices.



02

Community and Stakeholder Engagement

Collaborating with community members and stakeholders is essential in shaping the foundation and direction of any planning project. MDP engagement with the Greeley community included online and in-person formats, and used tools like comment maps, surveys, and open discussions. Insights from the three engagement phases allowed the development of context-sensitive recommendations, and resulted in a plan that outlines mobility improvements for the next decade. This roadmap, developed and informed by community members and stakeholders, will guide Greeley in expanding mobility services, enhancing local and regional transit, and improving connectivity across the city.

Key Takeaways

Phase 1 Engagement Themes



- Improve multimodal connections
- Enhance local and regional connectivity
- Offer additional accessible mobility options
- Improve service frequency

Phase 2 Engagement Themes



- Improve service frequency
- Expand evening and weekend service
- Increase availability of mobility options (e.g., e-bikes/e-scooters) to connect to nearby destinations
- Provide regional connectivity to destinations outside Greeley, including other parts of the Front Range

Engagement Overview and Objectives

The outreach approach for the Greeley MDP consisted of three phases aimed at identifying transportation barriers and opportunities for mobility improvements in Greeley and surrounding areas. The strategy also sought to raise awareness of the city’s commitment to enhancing connectivity to support a better quality of life. To ensure broad community participation, outreach efforts included the use of various accessible tools, such as a project-specific webpage, social media, online comment maps, in-person events, surveys, and interactive activities, that offered multiple avenues for feedback and engagement.

Phase 1

The first phase of engagement, spanning from April to June 2024, built on the dialogue established during Greeley on the Go, laying the groundwork for a broader conversation on how mobility will evolve alongside the growing community. This phase focused on creating a strong digital presence by using online platforms, interactive virtual comment maps, press releases, video content, and social media. In-person strategies included advertising on GET buses and attendance at local events such as Bike to Work Day. A key component of the first phase was the formation of a Steering Committee, made up of representatives from various organizations, agencies, and institutions, to provide local insights and guide engagement and project efforts. The Steering Committee’s

first meeting, held on April 16, 2024, helped develop an overall vision and identify metrics for plan development. Additionally, the Greeley MDP was introduced to the Greeley Citizens Transportation Advisory Board in late June 2024, with a brief presentation on project progress and a summary of initial feedback received during the first phase of engagement.

The City of Greeley’s Facebook posts during the first phase of engagement garnered 8,367 impressions, with community comments highlighting the need for bike lanes, improved sidewalk connectivity, better roadway and pothole maintenance, enhanced traffic safety at intersections, speed limit changes, and a proposed shuttle program along busy corridors. Nearly 370 people visited the Speak-Up Greeley site, which featured an interactive commenting map for users to drop pins indicating transportation challenges and opportunities. The map, organized into five commenting categories, including transit, biking, walking, micromobility, and mobility devices, received 87 total contributions (35 for walking, 33 for transit, 12 for biking, 4 for mobility devices, and 3 for micromobility.)

Key themes to emerge from the interactive commenting map during Phase 1 engagement include a desire for improved regional and local connectivity, with calls for expanded connections to Loveland and Denver International Airport, and better links to medical facilities, major corridors, and the City of Evans.

Other themes include a clear demand for increased transit service frequency, coverage, and weekend service. Accessibility and safety were major concerns, with feedback highlighting the need for more accessible transit options, strategically located mobility hubs and bus stops, and better pedestrian infrastructure for people with disabilities, including enhanced lighting, crossings, and regular maintenance. Respondents also expressed the need for improved pedestrian and bike crossings, and safer routes across major roads and around key areas such as hospitals and schools.

Phase 1: By the Numbers

- 8,367 Social media post impressions
- 368 Speak-Up Greeley site visits
- 87 Commenting map contributions
- 70 Newsletter distributions

Commenting Map Results by Mode



Phase 2

The second phase of engagement, spanning September and October 2024, focused more heavily on in-person engagement, featuring five in-person pop-up events, flyering, a second Steering Committee meeting, a presentation with the Weld County Mobility Committee, and

plan update to City Council. These activities were in addition to the continued use of the project-specific webpage, social media, surveys, and interactive activities.

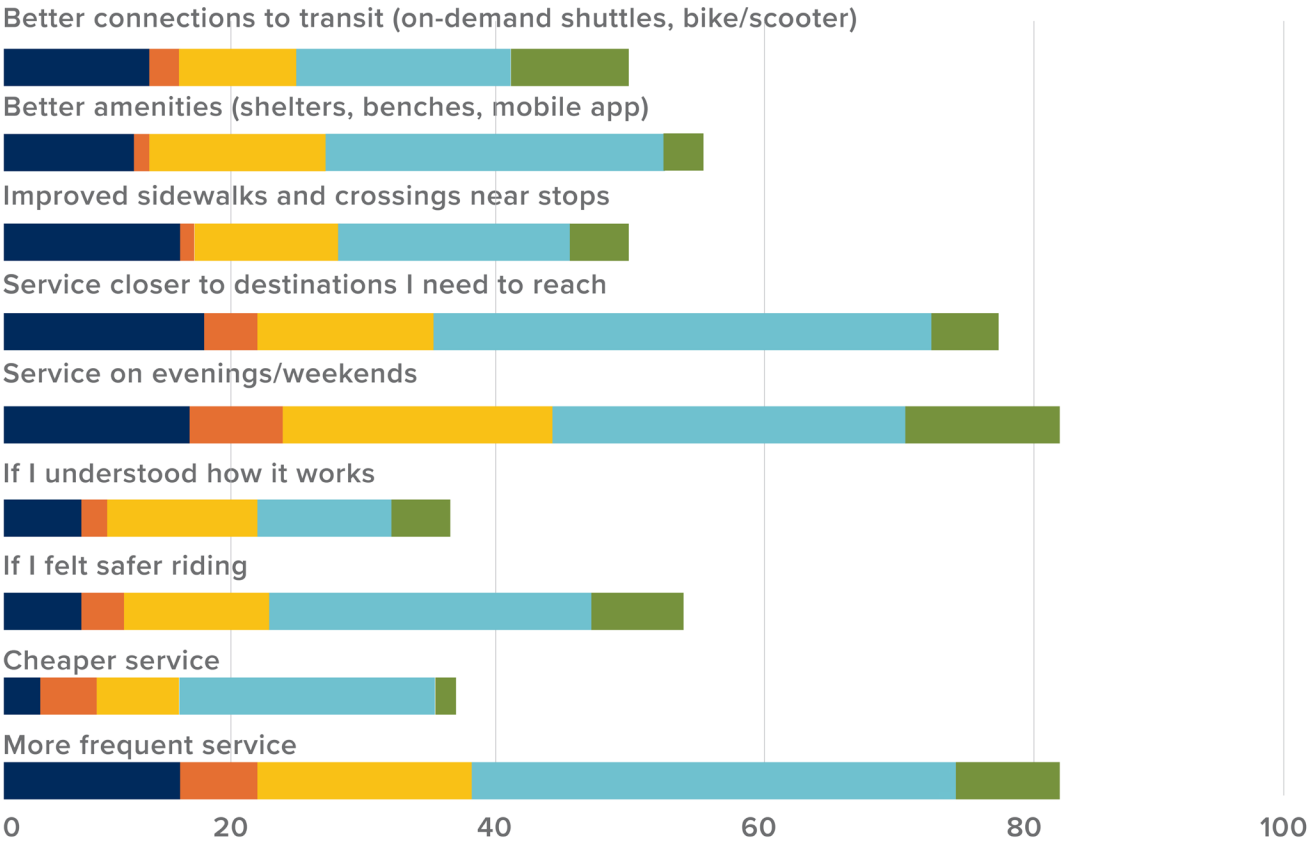
The second phase of engagement asked community members to review near- (0-2 years) and long-term (3-10 years) mobility scenarios featuring phased service improvements. The project team developed the scenarios in collaboration with GET and Greeley staff, using the Mobility Umbrella developed as a part of the Greeley on the Go transportation plan, community feedback, and analysis of the current GET system. The near-term scenario (0-2 years) showed a modified network focused on bus routing improvements, enhanced service frequency, and additional microtransit options. The long-term scenario presented a completely updated network focused on enhanced transit service corridors, improved micromobility options, and microtransit zones across the city. Phase 2 engagement focused on obtaining feedback through an in-person and digital survey, inviting community members to prioritize tradeoffs and provide more detailed input on direct routing changes for the GET system.

Phase 2 In-Person Results

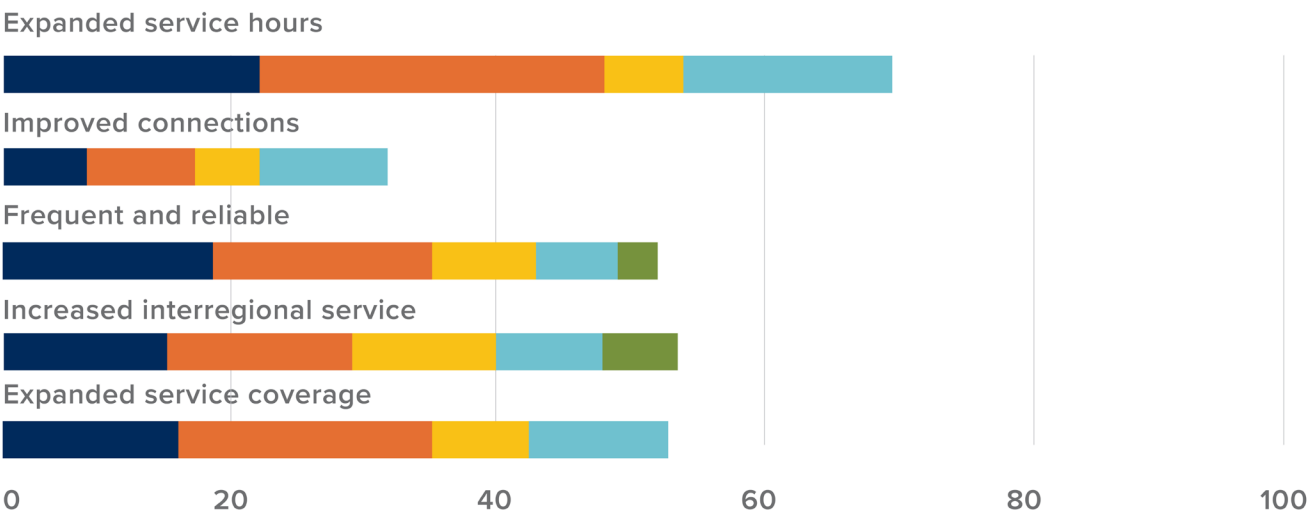
- In-person feedback centered on two key questions related to the near- and long-term scenarios:
- How services can be adjusted to better address community needs
 - Whether potential changes could encourage more people to use GET services and other mobility options

The results from the five pop-up events are shown on the right.

Would any of the options below encourage you to use transit more often?



Which types of improvements are most important to you?



Pop-ups held in September and October 2024 included events at Friday Fest, the Greeley Evans Regional Transit Center, Greeley Recreation Center, Greeley Family FunPlex, and Farmers Market. In total 240 people were reached at in-person events. When community members were asked what would encourage them to use transit service, many noted that more frequent service, service on evenings and weekends, and service closer to specific destinations would be helpful. Community members also noted that the most helpful improvement for current service would be to expand service hours. Other key takeaways from Phase 2 engagement are highlighted below.

In-Person Engagement Takeaways

-  Expand service hours to later in the evening to accommodate late work schedules
-  Enhance service efficiency and more frequency
-  Improve and expand connectivity to local and regional destinations
-  Expand service on weekends
-  Provide additional mobility options (e.g., e-bikes/e-scooters) to complete shorter trips

Phase 2 Online Engagement Online

Online engagement focused on a prioritization survey mirroring the in-person activity, with added educational components. Using this approach enabled participants to respond to more detailed questions about potential service changes, new mobility services, and the development of mobility hubs.

Phase 2: By the Numbers

- 420 Social media post impressions
- 463 Speak-Up Greeley site visits
- 87 Survey contributions

Survey Results

-  Frequent and reliable service was selected as the most important transit improvement
-  Expanding fixed-route service coverage was prioritized over adding microtransit service to connect to fixed-route service
-  Bicycle and pedestrian access to mobility hubs, bus shelters/benches, and real-time information were ranked as the top three components needed at mobility hubs
-  More frequent service, evening service, service to desired destinations were ranked as top improvements that would encourage more transit use

Phase 3

Phase 3 engagement, spanning February and March 2025, focused on promoting the review of the draft MDP for public feedback. The draft plan was posted on Speak Up Greeley and promoted through community newsletters and social media. The Speak Up Greeley page provided a commenting tool for the community to share feedback on the plan to ensure that it reflects the values and needs of the Greeley community.

Another key component of Phase 3 engagement was meeting with stakeholders to review the draft MDP and requesting feedback on areas for improvement, outstanding opportunities, or missing ideas in the draft plan. As a part of the stakeholder outreach, the project team shared the draft plan with the Steering Committee for review and distribution and presented the draft to the Citizen’s Transportation Advisory Board, Greeley Planning Commission, and Greeley City Council.

Approximately 60 public comments were submitted to the city about the draft MDP. The public comments and input from stakeholders echoed ideas provided in Phase 1 and Phase 2 engagement and concepts included in the draft plan.

Phase 3: By the Numbers

- 420 Social media accounts reached
- 463 Speak-Up Greeley site visits
- 87 Mobility Development Plan downloads
- 60 Public comments

Phase 3 Engagement Themes

- Expand days and hours of service to support evening and weekend mobility needs
- Desire for regional connectivity to other cities and key activity centers
- Expand coverage to areas that currently do not have transit or other mobility solutions
- Provide additional information about cost and operations of microtransit service
- Support for BRT on key corridors to improve speed and reliability of transit service

03

Vision and Goals

The Greeley on the Go transportation planning effort developed a cohesive transportation vision and framework, the Mobility Umbrella, through a collaborative process with city staff, stakeholders, and community members. This vision and framework was advanced and used for the Greeley MDP to ensure alignment with previous transportation initiatives. Additionally, the mobility goals from Greeley on the Go were adapted to support this effort, enabling the development of consistent objectives. By maintaining a unified vision and clear goals, recommendations for enhanced mobility will be strategically aligned to meet community needs across various planning efforts.

Greeley on the Go Vision

An ample, easy, and connected transportation system providing seamless mobility to enrich lives and promote economic vitality.

Multimodal System & Community Access



1.

A safe, accessible, and reliable mobility network that fosters transportation choice and enables access to social, recreational, and economic opportunities.

2.

A well-connected and inviting transportation network that provides seamless and integrated local, regional, and interregional mobility options.

Environment & Technology



1.

An innovative, flexible, and adaptive mobility network that embraces change and integrates new and emerging technologies.

2.

Mobility solutions that improve air quality and reduce transportation greenhouse gas emissions while improving health outcomes.

Funding & Strategic Investments



1.

An economically vibrant and resilient mobility network built on strategic investments while fostering community trust through transparent and inclusive decision-making.

2.

A strategically planned and funded mobility network operating in a state of good repair that leverages existing and advances new mobility infrastructure investments.

Information & Education



1.

A well-informed and engaged community where residents can easily access information about mobility options and real-time information, empowering them to access their preferred transportation options.

Greeley on the Go
Mobility Development Plan

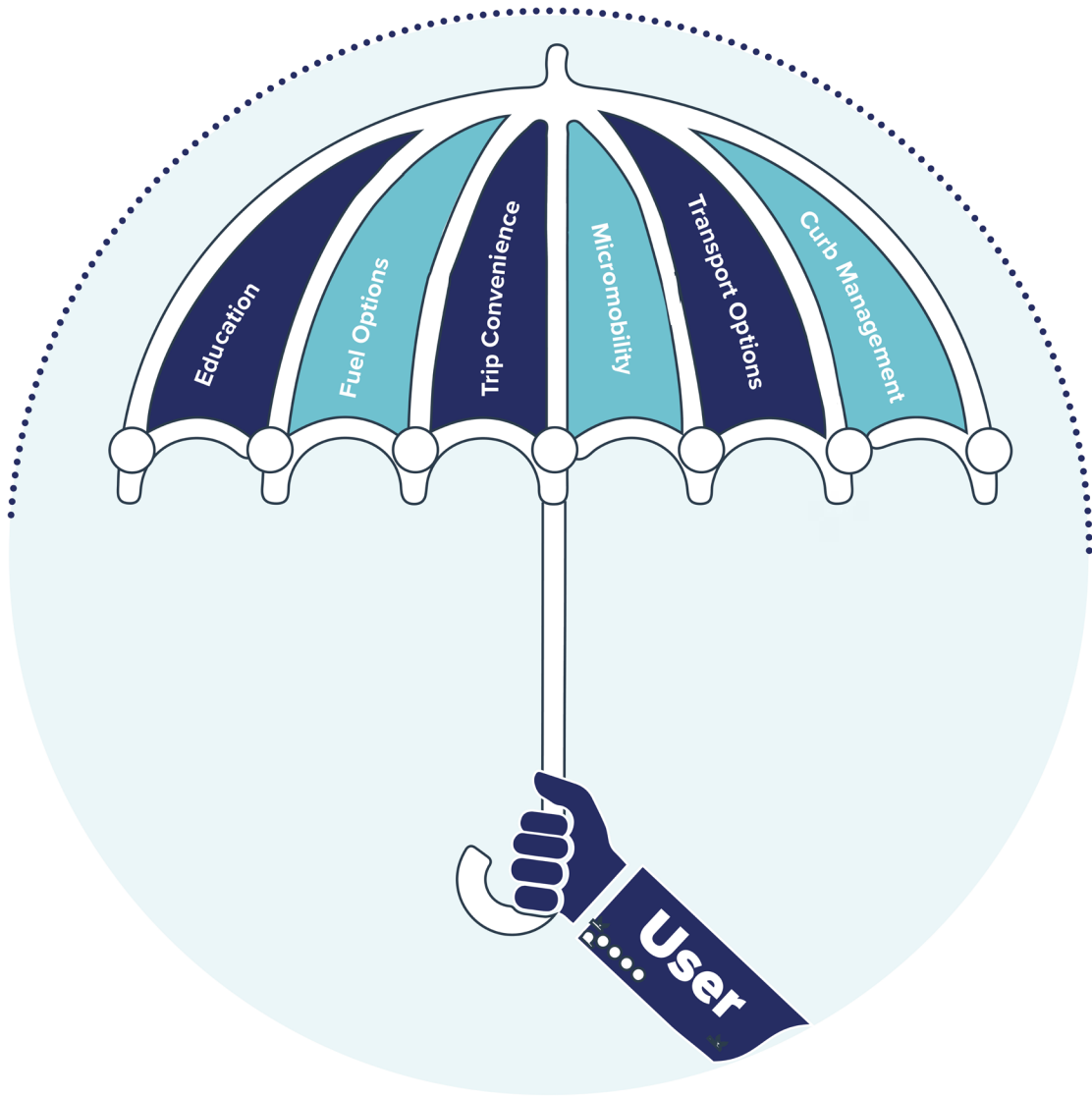
The Mobility Umbrella framework serves as a comprehensive approach for organizing transit services and mobility programs under a unified initiative. Its purpose is to expand the definition of transit, incorporating a variety of mobility options offered by GET. The Mobility Umbrella incorporates transit, on-demand services, shared mobility, e-mobility, curb management, and micromobility (e.g., bikes and scooters) to create a comprehensive, user-centered transportation network.

The Greeley on the Go plan identified several reasons for adopting this framework, including evolving community needs, the growing diversity of mobility options, and the necessity to approach transit in a more comprehensive way to improve access, equity, and service efficiency.

The MDP leverages the Mobility Umbrella framework as a foundational approach to identify solutions for Greeley's mobility services. Together with the MDP Vision and goals, this framework fosters the development of integrated mobility focused on the user. It emphasizes access to a variety of connected mobility options, enabling various trip types. Education, Fuel Options, Trip Convenience, Micromobility, Transport Options, and Curb Management make up the key elements of the Mobility Umbrella, shown on the right.



Greeley on the Go - Mobility Umbrella

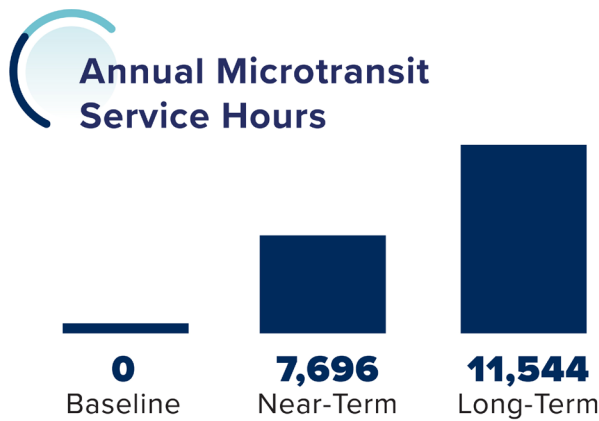
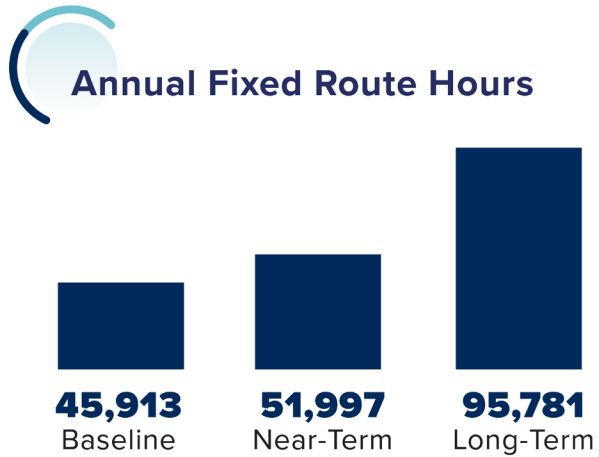


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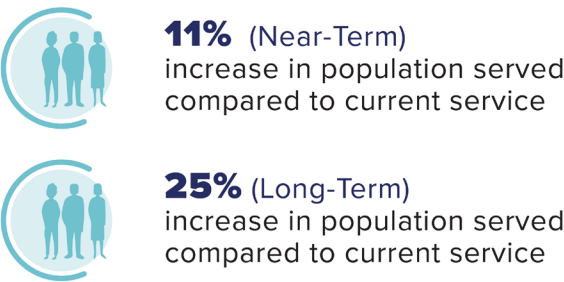
Mobility
Analysis and
Recommendations

GET initially explored three route types—Core (high-frequency in high-demand areas), Community (local coverage-focused), and Connect (interregional and first-mile/last-mile connections). The project team developed three scenarios based on these route types for potential 10-year implementation: a modified network with minimal changes, a reimagined core-focused network, and a reimagined network emphasizing growth and redevelopment. As the scenarios were refined, they were restructured to fit within a framework of near- (0-2 years) and long-term (3-10 years) plans, while still advancing the original route principles for guidance.

Key Takeaways



Population Served by Near- and Long-Term Recommendations



Mobility Scenario Objectives

The near- and long-term scenarios provide a roadmap for immediate improvements to the GET network, with a gradual transition over 10 years as needs grow and resources become available. The near-term scenario focuses on operational improvements, connections to Centerplace, and a microtransit pilot within a 2-year timeline. Building on this foundation, the long-term scenario spans between 3 and 10 years and emphasizes network expansion, increased service hours and frequency, and targeted microtransit zones to support Greeley’s rapidly developing areas.

Mobility Scenario Considerations

- Use consistent frequency intervals, such as 15, 20, 30, or 60 minutes, to provide a dependable transit schedule
- Ensure every route has a layover opportunity to provide driver relief time
- Simplify the directionality of routes to improve route planning
- Relocate Transfer Center from the Greeley Mall to Centerplace

Near-Term Scenario Considerations and Recommendations

The near-term scenario was developed through collaboration with Greeley and GET staff, stakeholders, and community members. This iterative process refined a fixed-route network

designed to deliver reliable, frequent transit tailored to community needs. Community input highlighted necessary route modifications, extended service hours, and increased frequency. Equity improvements for East Greeley, school-age mobility needs, and shifting the transit anchor to the Centerplace area were addressed through further refinement of the near-term recommendation. These insights, combined with feedback on current mobility pilots, shaped the final near-term recommendation.

Long-Term Scenario Considerations and Recommendations

The long-term scenario, like the near-term, was developed through a collaborative and iterative process. Community and stakeholder input continued to emphasize the importance of expanded service hours, as well as increased frequency, and noted that stronger regional transit connections may be needed over the next 10 years. Long-term recommendations include converting Routes 1 and 5 to bus rapid transit (BRT) service with extended evening hours and improved frequency. Additional improvements focus on expanding coverage into West Greeley to accommodate future development and introducing a West Greeley microtransit service to support the growing population in this area. These modifications aim to provide greater connectivity throughout the City of Greeley, continue to build the mobility hub network, and help foster greater transit use for local and regional travel needs.

Near-Term Recommendations

Mobility Hubs

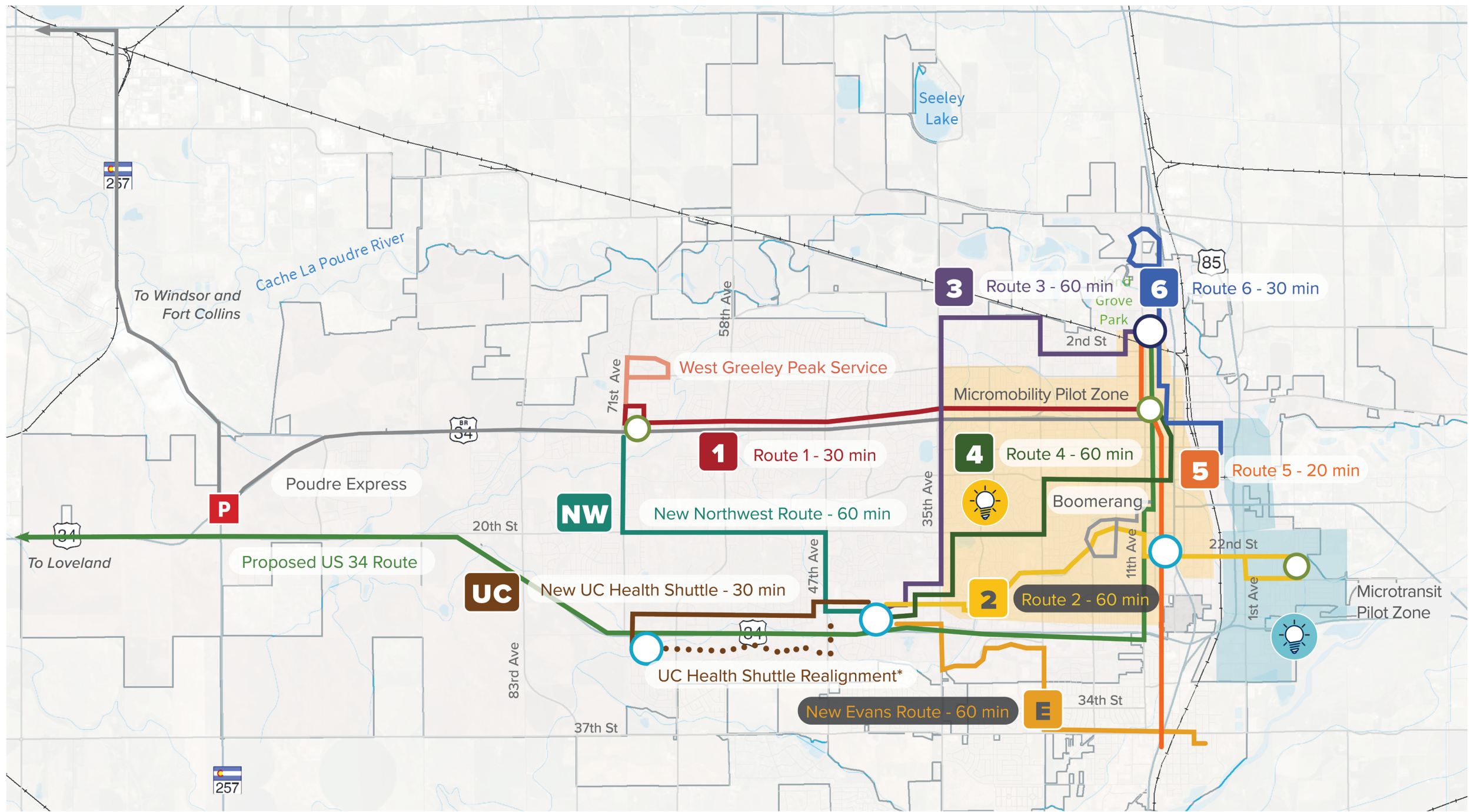
- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub

New Service

Covering central Greeley, this area currently serves as the "Micromobility Pilot Zone". Here, electric scooters, bicycles, and other devices are available for short-term use within a defined geographic boundary. Riders can rent shared e-bikes and e-scooters through a smartphone app, supporting convenient and sustainable transportation options. The zone will be evaluated when the pilot program concludes to determine expansion opportunities.

New Service

Microtransit is an on-demand service using small shuttles within designated areas with trips typically requested through a smartphone app. Microtransit service can connect neighborhoods to fixed-route transit and address mobility needs in areas like East Greeley, where fixed routes are currently unavailable. It offers a flexible, near-term solution that can evolve into fixed-route service as demand increases and infrastructure expands.



* Roadway improvements are anticipated in the near term, and the route will be realigned when construction is complete.

Long-Term Recommendations

Mobility Hubs

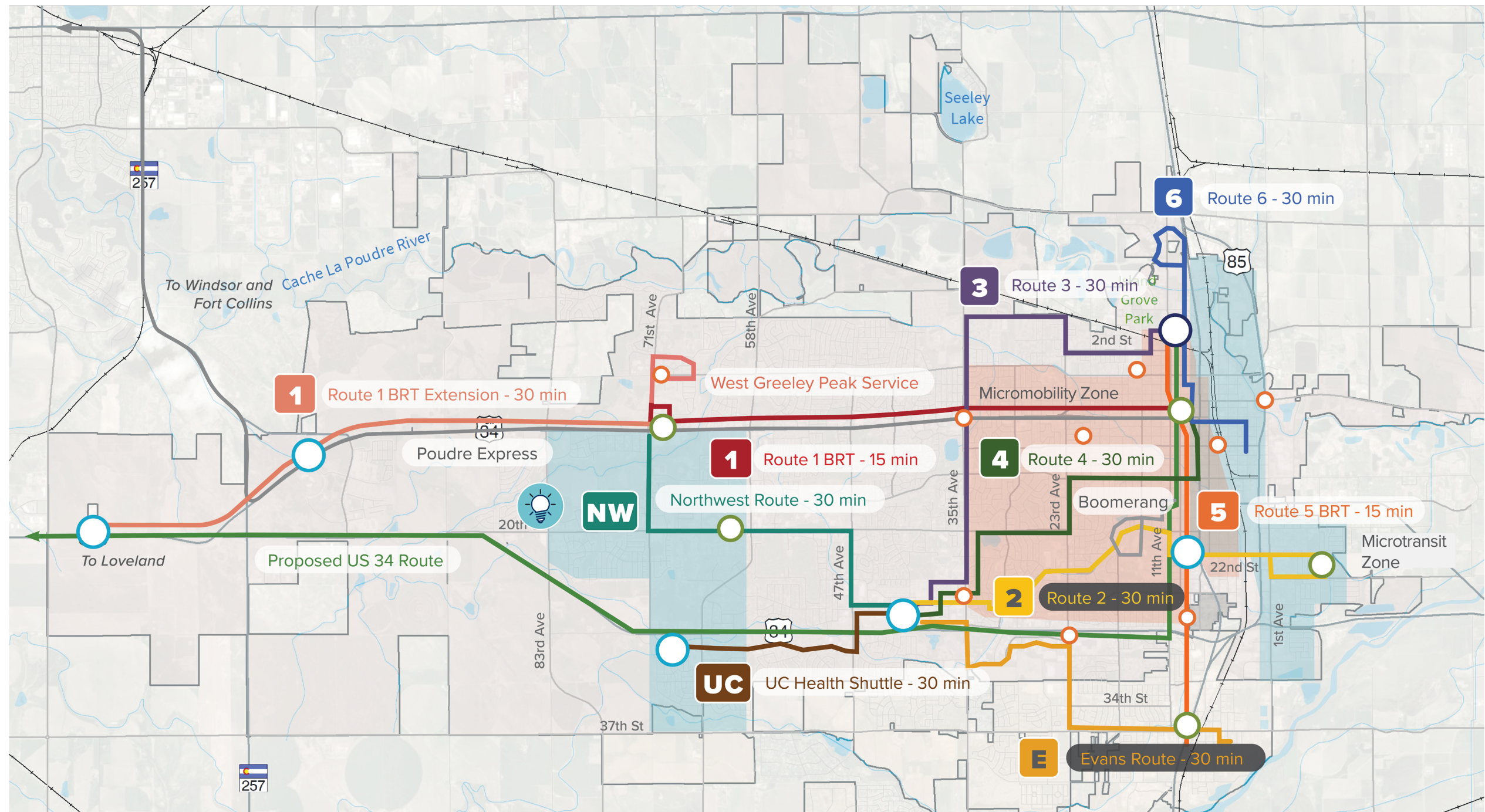
- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub
- Proposed Neighborhood Hub

New Service

Another microtransit zone will be established in West Greeley to provide mobility options for new and growing areas of the city. Exact extents for the zone have not been determined and will depend on future development and community needs in this area.

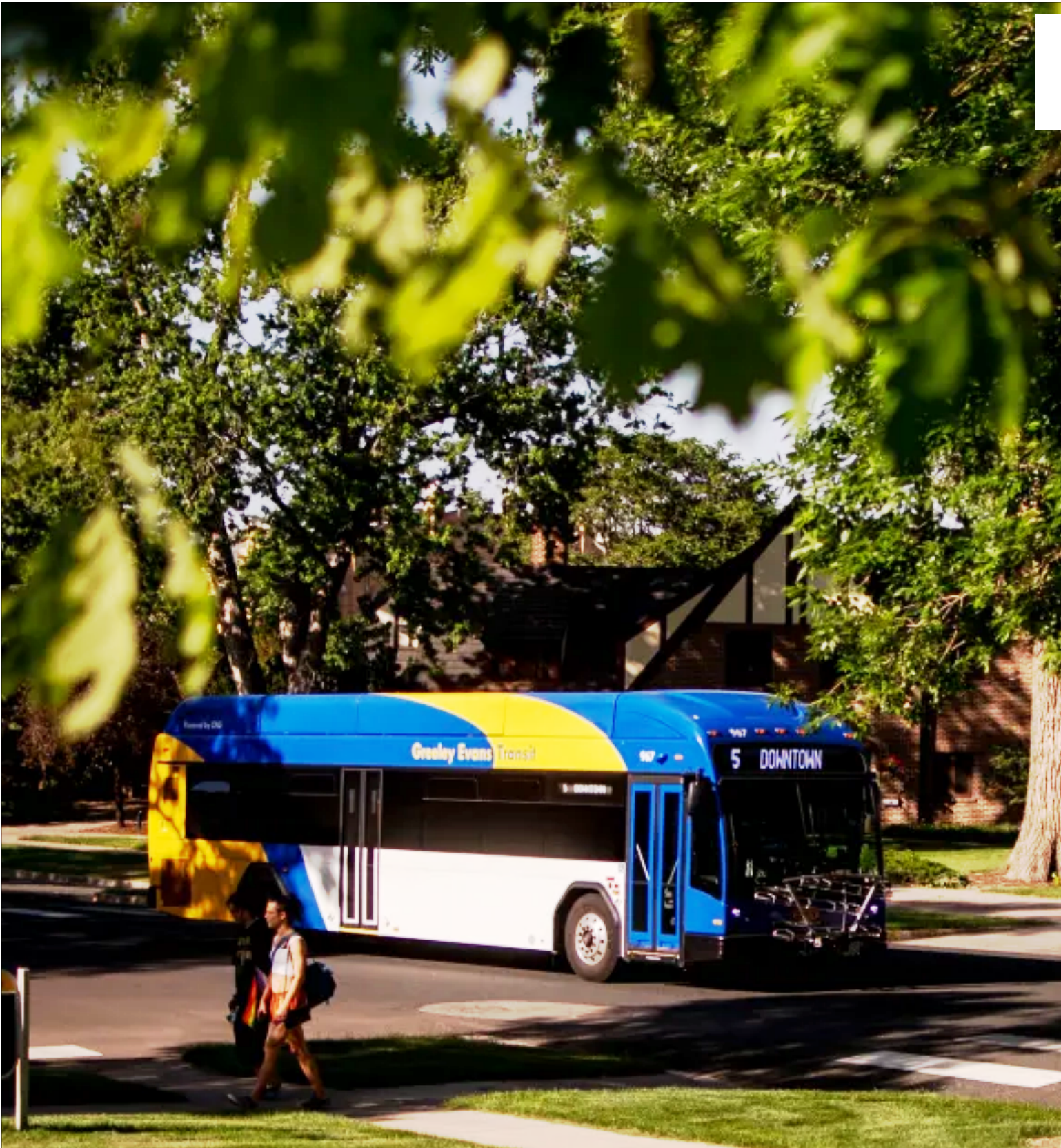
Neighborhood Hubs

Neighborhood hubs are not spatially located in the near- and long-term maps. However, the proposed locations for the three tiers of mobility hubs, Regional, Community, and Neighborhood, are provided on pages 34 and 35. These locations were identified with consideration for neighborhood contexts and potential future development.



Recommended Service Improvement Concepts

Route	Near (0-2 Years)	Mid (2-6 Years)	Long (6-10 Years)
1	Split into two routes	Increase frequency, and extend weekday service hours	Extend route alignment, and extend weekend service hours
2	New route alignment	Increase frequency	Extend weekday service hours
3	Change endpoint	Increase frequency	Extend weekday service hours
4	New route alignment	N/A	Increase frequency
5	Change endpoint	Extend weekday service hours	Increase frequency
6	Extend route alignment	N/A	N/A
UC New UC Health Route	New route	N/A	N/A
NW New Northwest Route	Split from Route 1	N/A	N/A
E New Evans Route	New route	N/A	N/A
Boomerang	N/A	N/A	N/A
Poudre Express	N/A	N/A	N/A
East Greeley Microtransit	New service zone	N/A	N/A
West Greeley Microtransit	N/A	N/A	New service zone



Mobility Framework

The new strategic direction for Greeley aims to extend beyond traditional transit by offering an integrated mobility system, referred to as the Mobility Umbrella, first introduced in the Greeley on the Go Plan. This framework focuses on providing users with seamless access to various interconnected mobility options.

To better understand the potential locations for these services, the project team developed a methodology to identify areas where mobility solutions are most likely to succeed, as well as how and where they can provide opportunities for connectivity across different modes. This methodology outlines various mobility services, along with an analysis of potential demand, that consider residential and commercial development, historically underserved populations, areas with a high number of short trips, and existing infrastructure.

Mobility Hubs

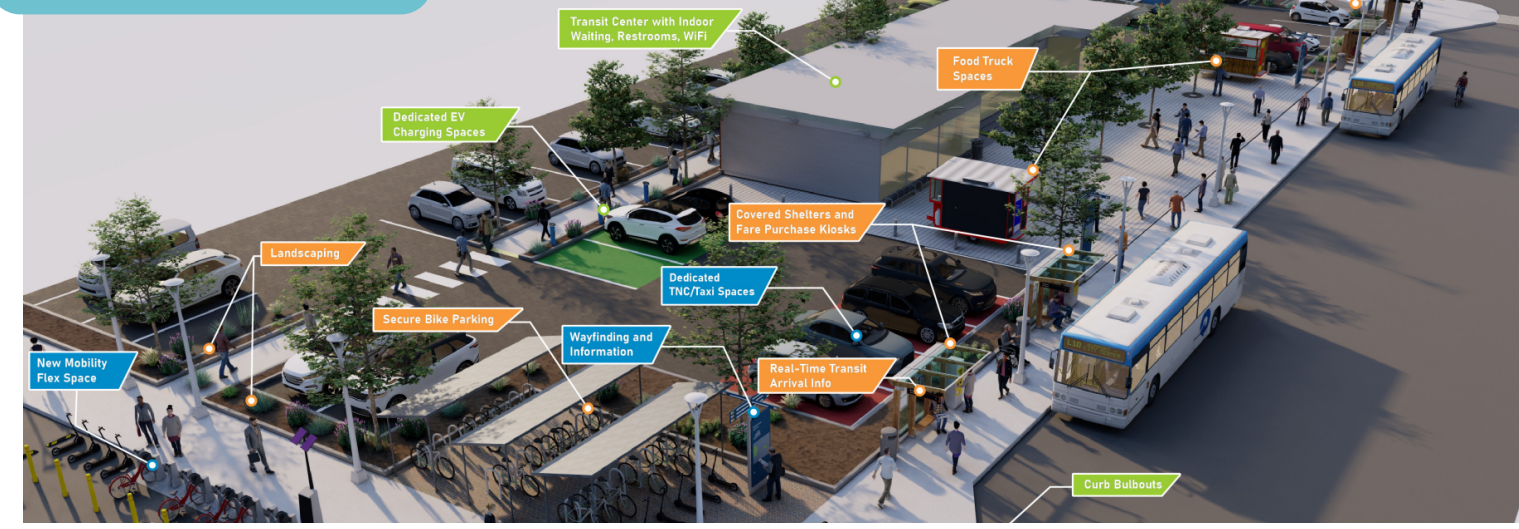
Greeley aims to use mobility hubs as key elements in future transportation services, functioning as anchor points for transit routes and providing an opportunity to expand mobility access and local and regional connectivity. Mobility hubs will integrate GET with various shared mobility options (e.g., micromobility, carshare, ridehailing) and improved infrastructure (e.g., sidewalks, bicycle facilities) to

create vibrant community centers and neighborhood spaces. Mobility hubs will simplify transfers between different modes of transport, fostering a more efficient and accessible transportation network. This project developed tiers of mobility hubs that align with mobility scenarios, route changes, and potential future growth, as highlighted below.

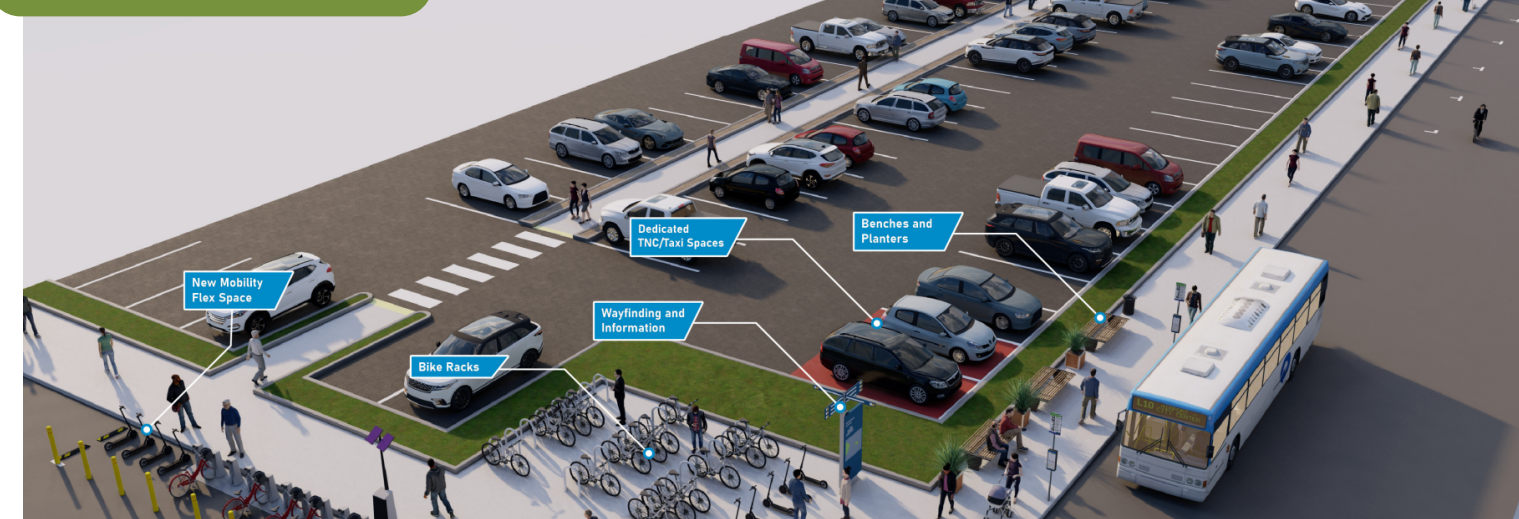
Mobility Hub Typologies

- Regional Hub:** Provides connections to local, regional, and interregional transit systems, regional trails, mobility options and first/last mile service. Regional hubs focus on a broader scale, integrating services such as Bustang, Bustang Outrider, GET regional routes, NFRMPO Vanpool/Carpool, Park-n-Ride, and/or Denver Airport shuttle services.
- Community Hub:** Connects the local transit system with first/last-mile services and provides community-focused mobility options. The aim is to serve the larger community by connecting major transit routes with appropriate amenities and services.
- Neighborhood Hub:** Primarily focuses on providing first/last-mile connectivity to local or regional transit systems, with context-appropriate mobility services. These hubs operate at a smaller, neighborhood-scale and offer links to other services like micromobility or microtransit.

Regional Hub



Community Hub



Neighborhood Hub



Mobility hubs can vary in size, programming, and design to respond to the context and function of each location. Factors that influence the investment level in a mobility hub include existing transit service, land use characteristics, and population and employment densities. Regional, Community, and Neighborhood hubs in Greeley will not only be tailored to their locations and the communities they serve, but guided by a general framework to identify needed amenities. Potential mobility hub components are categorized under mobility options, information, infrastructure, and amenities and programs. The type of mobility hub helps determine which amenities are appropriate for its classification. While it is important to follow the guidance on amenities for mobility hubs, each mobility hub will also be adapted to address the specific needs of its surrounding area and anticipated growth, ensuring each hub is well-equipped to support current and future mobility demands.

In tailoring each mobility hub, the project team developed a methodology based on demographic and mobility data collected at the initiation of the project. Methodologies included factors such as population and employment density, activity centers, short trips, transit connections, microtransit/ridehailing services, micromobility, carshare options, and park-and-ride locations. The project team then used the data points to determine the most suitable locations for future Regional, Community, or Neighborhood mobility hubs. Greeley staff will assess the identified factors during development and redevelopment to ensure appropriate mobility services are integrated. When a site meets the criteria, a mobility hub with the proper classification will be implemented to meet community needs effectively.

Mobility Hub Typologies

	Mobility Options						Information				Infrastructure			Amenities and Programs									
							V - Vital				P - Preferred			O - Optional									
	Transit (Local/Regional)	Microtransit	Bike Share/Parking	Scooter Share/Parking	Carshare	Taxi/Ridehailing (Uber, Lyft)	Wayfinding Signage	Wi-Fi /Smartphone Connectivity	Information Kiosk	Real Time Mobility Information	Bicycle & Pedestrian Access and Connectivity	Passenger Loading Zone	Parking	Dedicated Carpool/Vanpool Parking	Placemaking/Landscaping	EV Charging	Shelters	Benches/Trash Receptacles	Retail/Delivery	Restrooms/Driver Relief	Safety & Security	Development/ Equitable TOD	Greenway Connectivity
Regional Hub	V	V	V	V	V	V	V	V	V	V	V	V	P	P	V	V	V	V	P	P	V	V	O
Community Hub	V	P	P	P	P	P	V	P	P	V	P	V	O	P	P	P	P	V	O	P	V	P	O
Neighborhood Hub	V	O	O	O	O	O	P	P	O	P	P	O	O	O	O	O	O	P	O	O	V	O	O



Proposed Mobility Hub Typologies and Locations

Type	#	Mobility Hub	Population Density	Employment Density	Activity Center (retail, recreation, etc.)	Short Trips	Transit Connections	Microtransit/ Ridehailing	Micromobility	Carshare	Park-n-Ride
Mobility Hub Type - R: Regional Propensity - H: High			C: Community M: Medium			N: Neighborhood L: Low					
R	1	Greeley Transfer Center	L	M	H	L	H	H	L	L	M
R	2	Centerplace	H	H	H	H	H	L	M	M	H
R	3	University of Northern Colorado	M	H	H	H	H	L	H	H	L
R	4	UC Health	L	H	H	L	M	H	L	L	L
R	5	Promontory	M	H	M	L	L	M	L	L	L
R	6	Cascadia (West of SH 257)	H	M	M	L	L	M	L	M	H
C	7	Greeley City Hall	L	M	H	H	H	L	H	H	M
C	8	East Greeley	M	L	L	H	L	H	L	M	L
C	9	Twin Rivers (W 10th St and 71st Ave)	M	M	M	L	M	H	L	M	M
C	10	Evans City Hall*	L	M	M	L	L	M	H	L	L
C	11	Aims Community College	M	M	M	L	L	H	L	L	L
N	12	Greeley Mall	M	M	M	H	M	M	H	M	L
N	13	Banner Medical Center	L	H	M	M	M	L	M	H	L
N	14	Garden City* (11th Ave and 27th St)	M	M	L	H	L	L	M	L	L

*Identified as a potential mobility hub need. Financial planning and oversight will fall under the responsibilities of the City of Evans and Garden City. GET will collaborate closely with both cities to ensure effective coordination for future planning and implementation needs.

Type	#	Mobility Hub	Population Density	Employment Density	Activity Center (retail, recreations, etc.)	Short Trips	Transit Connections	Microtransit/ Ridehailing	Micromobility	Carshare	Park-n-Ride
N	15	Downtown (16th St and 8th St)	M	M	L	H	H	M	H	H	L
N	16	Bittersweet Plaza (10th St and 35th Ave)	M	M	L	H	M	H	M	L	M
N	17	Sunrise Park (12th St and 4th Ave)	M	L	L	M	L	L	M	L	L
N	18	Jefferson High School	M	L	L	M	L	L	M	M	L
N	19	Northridge High School	M	L	L	M	L	M	L	L	L
N	20	West High School	M	M	L	H	L	L	M	L	L

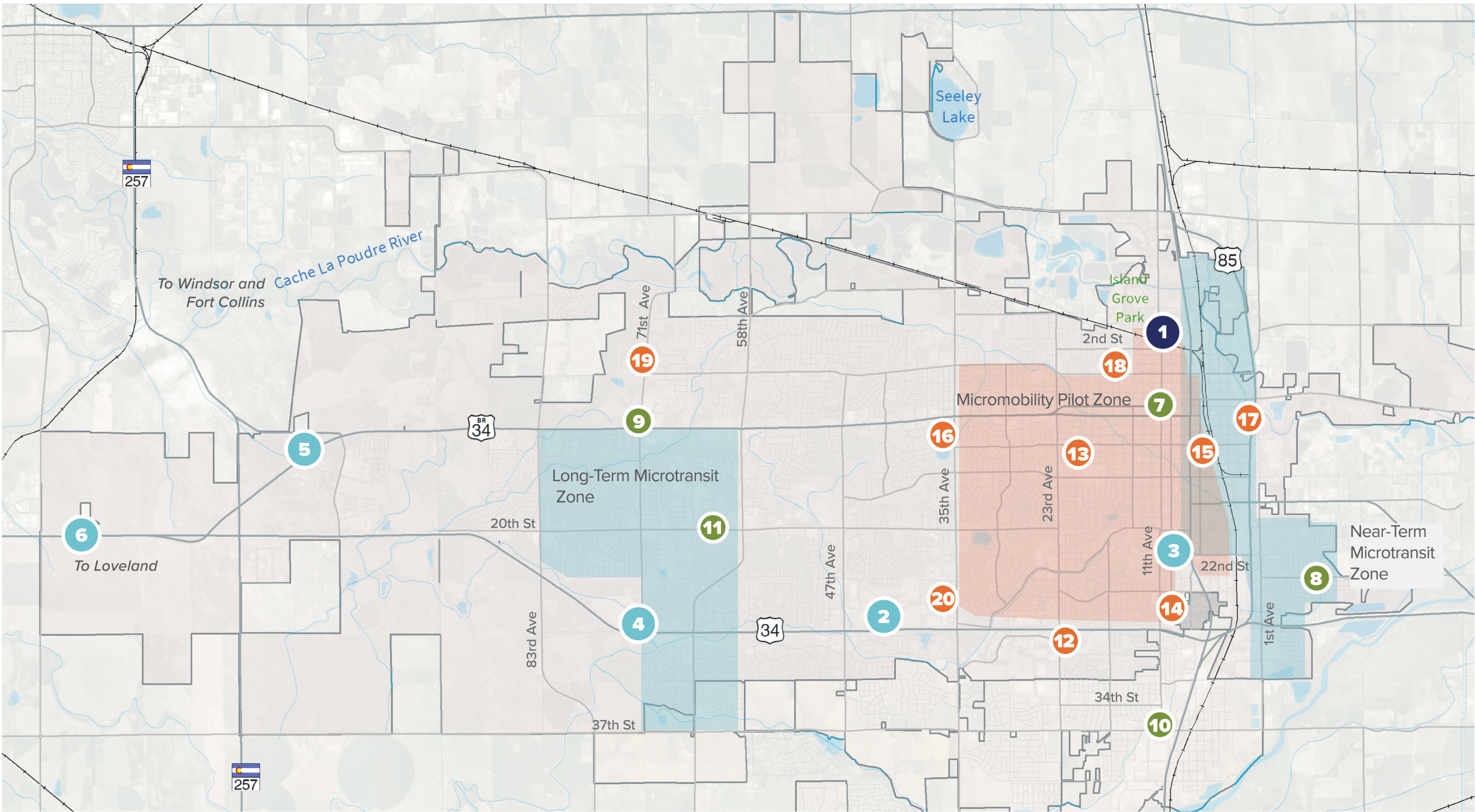
Mobility Hub Location Recommendations

Mobility Hubs

- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub
- Proposed Neighborhood Hub

Bus Stop Guidelines and Systemwide Modifications

Over the past few years, GET staff have been working to create Bus Stop Design Standards and Guidelines. This resource will guide staff, developers, local partners, and private property owners in the placement and design of bus stops and associated amenities within the GET service area. In collaboration with a Technical Advisory Committee and the Transit Management Team, GET has established key principles through an analysis of safety, traffic patterns, intersection geometry, passenger needs, pedestrian accessibility, route design, and available space to inform stop modifications and upgrades. As routes are modified in the near and long term, further refinement will be needed to guide systemwide stop modifications to meet community needs.



05

Implementation Plan



Multimodal System & Community Access



Funding & Strategic Investments



Environment & Technology



Information & Education



Implementation Plan Development

Developing a comprehensive set of recommendations for future route adjustments, transit infrastructure upgrades, and other mobility changes in Greeley requires a detailed implementation plan. Prioritizing which improvements to undertake first and estimating the overall costs of future projects are critical steps. This approach ensures that resources are allocated efficiently and improvements are planned in a phased manner. The Implementation Plan will help coordinate efforts, align with the city’s broader goals, and provide a structured framework to advance Greeley’s transit and mobility vision effectively.

Early Actions

Several targeted improvements can be achieved within the current GET budget to enhance service reliability and efficiency before implementing the full near-term scenario. Improvements such as field verification and updates to existing fixed-route timetables will provide schedules that better reflect traffic conditions, preserve operator breaks, and ensure predictability for users, even if scheduled frequency is temporarily reduced.

Efficiency can also be improved by relocating or removing bus stops with low ridership or those causing traffic delays. Stops serving fewer than 20 boardings and alightings per week, or those located inconveniently could be

considered for adjustments or removal. Near-term route adjustments requiring minimal resources, such as optimizing existing routes without adding new stops, can be implemented to deliver immediate benefits.

Near-Term and Long-Term Recommendations

Near- and long-term recommendations are organized under the four goals established at the onset of the MDP: Multimodal System and Community Access, Funding and Strategic Investment, Environment and Technology, and Information and Education. Subgoals provide additional context for each main goal, helping to organize objectives and clarify how each recommendation aligns with the Greeley on the Go vision. Information related to strategies, performance measures, timeframes, and cost are detailed in the following tables.



Goal Area #1:
Multimodal System & Community Access

- 1. A safe, accessible, and reliable mobility network that fosters transportation choice and enables access to social, recreational, and economic opportunities.
- 2. A well-connected and inviting transportation network that provides seamless and integrated local, regional, and interregional mobility options.

Key: Near-Term: 0-2 Years, Long-Term: 3-10+ Years Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: >			
Performance Measure	Objective 1.1 Maintain and expand mobility services to accommodate growth and development and increase user choice.	Timeframe	Cost
1.1.1 Implement new routes/services as viable and in alignment with service standards			
Service hours per capita • Baseline: 0.41 • Target: 1.0 • Desired Trend: Up	Route 1	Near-Term, Long-Term	Medium High
	Route 2	Near-Term, Long-Term	Medium High
	Route 3	Near-Term, Long-Term	Medium
	Route 4	Near-Term, Long-Term	High
	Route 5	Near-Term, Long-Term	Low
	Route 6	Near-Term, Long-Term	Medium
	New UC Health Shuttle (Route 7)	Near-Term, Long-Term	Medium High
	New Northwest Route (Route 8)	Near-Term, Long-Term	Medium High
	New Evans Route (Route 9)	Near-Term, Long-Term	High
	East Greeley Microtransit	Near-Term, Long-Term	Medium
	West Greeley Microtransit	Near-Term, Long-Term	Low
	Boomerang	Near-Term, Long-Term	Low
	Poudre Express	Near-Term, Long-Term	High

Key: Near-Term: 0-2 Years, Long-Term: 3-10+ Years Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: >			
Performance Measure	Objective 1.1 Maintain and expand mobility services to accommodate growth and development and increase user choice.	Timeframe	Cost
Service hours per capita • Baseline: 0.41 • Target: 1.0 • Desired Trend: Up	1.1.2 Monitor and procure new vehicles to support service expansion	Near-Term, Long-Term	High
	1.1.3 Complete study to determine facility expansion opportunities, costs, and potential timelines at the A Street maintenance and administration building (existing Greeley Evans Regional Transit Center) to support service growth and expansion	Near-Term, Long-Term	Low
	1.1.4 Monitor the new Micromobility Pilot Program (launched in late 2024) to evaluate usage, community perception, and costs; assess the potential for expanding the service throughout Greeley or in specific locations that align with the mobility hub framework	Near-Term, Long-Term	Low
	1.1.5 Expand micromobility service areas based on pilot assessment (assumes one expansion area) and determine viability for subsidizing service for targeted populations	Near-Term, Long-Term	Low
	1.1.6 Coordinate with Public Works to prioritize active transportation improvements in the CIP within 1/2 mile of all identified mobility hubs ((e.g., sidewalks, bicycle facilities, ADA improvements)	Ongoing	Low
Performance Measure	Objective 1.2 Improve connectivity and transportation network integration to provide seamless access to mobility options.	Timeframe	Cost
1.2.1 Plan for and construct mobility hub framework to provide regional, community, and neighborhood connections			
Percent of population within ½ mile of transit • Baseline: 92% • Target: 100% • Desired Trend: Up	Regional - Greeley Evans Regional Transit Center (improvements at existing facility)	Near-Term	Low
	Regional - Centerplace	Near-Term	High
	Regional - University of Northern Colorado	Near-Term	Low
	Regional - UC Health	Near-Term	Low
	Regional - Promontory	Long-Term	Low



Goal Area #1: Multimodal System & Community Access

1. A safe, accessible, and reliable mobility network that fosters transportation choice and enables access to social, recreational, and economic opportunities.
2. A well-connected and inviting transportation network that provides seamless and integrated local, regional, and interregional mobility options.

Key: Near-Term: 0-2 Years, Long-Term: 3-10+ Years Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: >			
Performance Measure	Objective 1.2 Improve connectivity and transportation network integration to provide seamless access to mobility options.	Timeframe	Cost
1.2.1 Plan for and advance mobility hubs to provide regional, community, and neighborhood connections			
Percent of population within ½ mile of transit • Baseline: 92% • Target: 100% • Desired Trend: Up	Regional - Cascadia (West of SH 257)	Long-Term	Low
	Community - Greeley City Hall	Long-Term	Low
	Community - East Greeley (24th St. & 1st Ave.)	Long-Term	Low
	Community - Twin Rivers (10th St. & 71st Ave.)	Long-Term	Low
	Community - Evans City Hall (Partner funding required for implementation)	Near-Term	Low
	Community - Aims Community College	Near-Term	Low
	Neighborhood - Bittersweet Plaza (10th St. & 35th Ave)	Near-Term	Low
	Neighborhood - Greeley Mall	Near-Term	Low
	Neighborhood - Downtown Greeley (16th St. & 8th Ave.)	Long-Term	Low
	Neighborhood - West Greeley (US 34 and County Road 17)	Long-Term	Low
	Neighborhood - Banner Medical Center	Long-Term	Low
	Neighborhood - Garden City (11th Ave. & 27th St — partner funding required for implementation)	Long-Term	Low

Key: Near-Term: 0-2 Years, Long-Term: 3-10+ Years Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: >			
Performance Measure	Objective 1.2 Improve connectivity and transportation network integration to provide seamless access to mobility options.	Timeframe	Cost
1.2.1 Plan for and advance mobility hubs to provide regional, community, and neighborhood connections			
Percent of population within ½ mile of transit • Baseline: 92% • Target: 100% • Desired Trend: Up	Neighborhood - Sunrise Park (12th St. & 4th Ave.)	Long-Term	Low
	Neighborhood - Jefferson High School	Long-Term	Low
	Neighborhood - Northridge High School	Long-Term	Low
	Neighborhood - West High school	Long-Term	Low
	1.2.2 Coordinate with regional partners to improve regional connectivity and mobility integration (e.g., US 34 Regional Service, Bustang)	Near-Term; Ongoing	Low
	1.2.3 Explore the development of a Regional Transportation Authority/ District with regional partners to determine feasibility of transitioning to a regional system, understand funding opportunities, consider rebranding, service modifications, etc.	Near-Term	Low
	1.2.4 Work with Community Development to transition from Traffic Impact Studies for new development to a more comprehensive approach such as a Mobility Impact Studies	Near-Term	Low
	1.2.5 Refine bus stop design standards to ensure consistency across stops and stations to address complete streets, improve mobility integration, and align with routes/service needs	Near-Term	Low
	1.2.6 Complete an Active Transportation Study for the City of Greeley	Near-Term	Low
	1.2.7 Conduct feasibility study and complete conceptual design for BRT on 10th St.; evaluation to include route alignment, station locations, dedicated lane configurations, operational and capital costs, ridership projections, and environmental and community impacts (Route 1)	Long-Term	Medium
	1.2.8 Advance funding, design, and construction of Bus Rapid Transit on 10th Street from Downtown to the Loveland Mobility Hub (Route 1)	Long-Term	High
	1.2.9 Advance feasibility study and complete conceptual design for BRT on 10th & 11th Avenues; evaluation to include route alignment, station locations, dedicated lane configurations, operational and capital costs, ridership projections, and environmental and community impacts (Route 5)	Long-Term	Medium



Goal Area #1: Multimodal System & Community Access

1. A safe, accessible, and reliable mobility network that fosters transportation choice and enables access to social, recreational, and economic opportunities.
2. A well-connected and inviting transportation network that provides seamless and integrated local, regional, and interregional mobility options.

Key: Near-Term: 0-2 Years, Long-Term: 3-10+ Years Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: >			
Performance Measure	Objective 1.2 Improve connectivity and transportation network integration to provide seamless access to mobility options.	Timeframe	Cost
Percent of population within ½ mile of transit • Baseline: 92% • Target: 100% • Desired Trend: Up	1.2.10 Advance funding, design, and construction of Bus Rapid Transit on 10th Avenue from Downtown to Evans (Route 5)	Long-Term	High
	1.2.11 Partner with the new US 34 Transportation Management Organization (TMO) to advance US 34 Express Transit Service, identify stops/stations, transportation demand management strategies for the corridor	Ongoing	Low
	1.2.12 Coordinate with human services transportation providers and identify opportunities for increased efficiency (e.g., cost sharing, vehicle sharing, shared maintenance facilities)	Ongoing	
	1.2.13 Partner with private airport shuttle providers serving DEN, to maximize integration of service providers at mobility hubs	Ongoing	Low
	1.2.14 Coordinate with other city departments to identify locations for right-of-way preservation for future mobility improvements in the development process	Ongoing	Low
	1.2.15 Advance bus stop consolidation program and stop improvements to support near-term and long-term service changes	Ongoing	Low

Key: Near-Term: 0-2 Years, Long-Term: 3-10+ Years Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: >			
Performance Measure	Objective 1.3 Provide safe and secure mobility options	Timeframe	Cost
Number of miles driven between preventable accidents • Baseline: 110,000 • Target: 120,000 • Desired Trend: Up	1.3.1 Continue safety and security training and drug and alcohol screening to meet or exceed FTA standards	Ongoing	Low
	1.3.2 Continue to track incidents and miles between preventable accidents and take corrective action as needed	Ongoing	Low
	1.3.3 Implement Transit Asset Management, SMS, and Capital Improvement programs/projects	Ongoing	Low
	1.3.4 Continue to advance the safety and security program across the system on vehicles, at stops, at transfer centers, and future mobility hubs (e.g., security cameras, lighting, public space activation)	Ongoing	Medium



Goal Area #2: Funding & Strategic Investments

1. An economically vibrant and resilient mobility network built on strategic investments while fostering community trust through transparent and inclusive decision-making.
2. A strategically planned and funded mobility network operating in a state of good repair that leverages existing and advances new mobility infrastructure investments.

Key:

Near-Term: 0-2 Years, Long-Term: 3-10+ Years

Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: >

Performance Measure	Objective 2.1 Increase access to transit	Timeframe	Cost
Percent of jobs within 1/2 mile of transit • Baseline: 87% • Target: 95% • Desired Trend: Up	2.1.1 Conduct a pilot study to assess the viability of transitioning to a fare free transit system; document and report findings to understand costs and potential implications and potential next steps	Near-Term	Medium
	2.2.2 Work with other city departments (e.g. Public Works, Community Development) to develop guidance for mobility oriented development and identify incentives to encourage this type of development	Ongoing	Low
	2.2.3 Coordinate with rideshare providers (e.g., Lyft, Uber) to maximize availability of service and ensure adequate curb space at mobility hubs and other activity centers for pick up and drop off and integrate with Greeley's integrated app (Mobility as a Service)	Ongoing	Low

Performance Measure	Objective 2.2 Leverage strategic partnerships to efficiently deliver mobility solutions	Timeframe	Cost
Number of new partnerships to expand mobility options Baseline: 13 Target: 1 new partnership/year Desired Trend: Up	2.2.1 Continue to monitor and track operational performance to report to elected officials, stakeholders, the community, and to support funding applications	Ongoing	Low
	2.2.2 Identify and evaluate potential funding options including public, private, contract, and other revenue sources to support mobility growth and expansion over the planning horizon	Ongoing	Low
	2.2.3 Continue partnerships for shared cost service provision with educational institutions (e.g., UNC, AIMS, public schools)	Ongoing	Low



Goal Area #3: Environment & Technology

1. An innovative, flexible, and adaptive mobility network that embraces change and integrates new and emerging technologies.
2. Mobility solutions that improve air quality and reduce transportation greenhouse gas emissions while improving health outcomes.

Key:

Near-Term: 0-2 Years, Long-Term: 3-10+ Years

Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: >

Performance Measure	Objective 3.1 Increase testing and implementation of new and emerging technologies	Timeframe	Cost
Number of mobility solutions tested and implemented • Baseline: 0 • Target: 3 over the 10-year planning horizon • Desired Trend: Up	3.1.1 Develop an FTA/CDOT compliant low- or no-emissions fleet transition plan an alignment with other City alternative fuel efforts to position Greeley for funding and to support the State's ZEV transition goals	Near-Term	Low
	3.1.2 Develop strategic partnerships to pilot autonomous vehicles as technologies advance and policies allow; identify funding opportunities to support implementation	Ongoing	Medium
	3.1.3 Assess the need for updated rules and regulatory considerations for new and emerging mobility solutions (e.g., micromobility, autonomous vehicles)	Ongoing	Low
	3.1.4 Position the city to promote itself nationally by implementing cutting edge, innovative mobility solutions in alignment with TSMO Innovation & Testing and Integration Systems	Ongoing	Low



Goal Area #4: Information & Education

1. A well-informed and engaged community where residents can easily access information about mobility options and real-time information, empowering them to access their preferred transportation options.

Key:
Near-Term: 0-2 Years, Long-Term: 3-10+ Years
Low: \$0-\$500,000, Medium: \$500,001 - \$3,000,000, Medium-High: \$3,000,001 - \$8,000,000, High: >

Performance Measure	Objective 4.1 Increase ridership across mobility services	Timeframe	Cost
Ridership increase by mode year-over year Baseline: Fixed-route ridership growth - 23% (2022-2023) Microtransit - TBD Micromobility - TBD Target: 10% year-over year growth Desired Trend: Up	4.1.1 Purchase and launch a Mobility as a Service (Maas) model to provide integrated trip planning and fare payment enabled by smart technology	Near-Term	Medium
	4.1.2 Invest in employee training to ensure correct and consistent service with a positive attitude (problem solving, public relations, complaint response)	Ongoing	Low
	4.1.3 Hire and train the right people and retain them through competitive wages, quality health benefits, and a positive work environment	Ongoing	Low
	4.1.4 Continue to provide travel training	Ongoing	Low
	4.1.5 Develop regular marketing campaigns to educate the community about various aspects of transit, including things such as rider comfort and safety (see something, say something), benefits of public transit	Ongoing	Low



06

Implementation Considerations

Introduction

This final chapter focuses on key implementation considerations necessary to bring the plan’s vision to life. As Greeley continues to grow and evolve, it is important to have a roadmap for advancing mobility initiatives that address the city’s specific challenges and opportunities. This chapter delves into critical areas such as growth and development planning, policy updates, and investment in essential infrastructure and technologies, ensuring the plan remains adaptable to future demands and needs.

This chapter outlines strategies for enhancing Greeley’s transit and transportation network, including planning for fleet and facility expansions, introducing BRT service, and prioritizing active transportation projects. It also provides a review of innovative approaches like transitioning to zero emission vehicles (ZEVs), mobility on demand, and integrating intelligent transportation systems (ITS) with fiber infrastructure. This chapter also provides guidance on securing funding and leveraging emerging technologies to create a sustainable and connected mobility system. Together, these elements form a strategic blueprint for Greeley’s future mobility network.

Growth & Development

Greeley, Colorado, is experiencing significant growth and development as one of the fastest growing cities in the state. Driven by an expanding population and a robust local economy, the city has seen substantial investments in housing, infrastructure, and commercial projects. Key areas of growth include downtown Greeley, where revitalization efforts are creating a vibrant urban core, and the Centerplace neighborhood, which is evolving into a major hub for shopping, dining, and residential living. Multifamily housing developments, particularly along 10th Street and 11th Avenue, are helping to address the demand for urban living options, while new developments west of 83rd Avenue and future projects west of State Highway 257 highlight the importance of planning for efficient transportation networks to connect these dense housing clusters with key destinations and services.

Future growth is expected to bring challenges and opportunities, particularly in balancing development with sustainability and community needs. The city is investing in thoughtful urban planning and focusing on MOD policies to create cohesive neighborhoods, support economic development, and ensure accessibility for residents across all income levels.

Policy Updates Mobility Development Impact Fee

Impact fees and/or overlay districts for mobility hubs or transit funding can be effective ways for cities like Greeley to support transportation infrastructure development and ensure that new growth contributes to the costs of providing transportation services. These fees are typically charged to developers during the permitting process and can be used to fund projects such as mobility hubs, transit stations, bike-sharing and scooter-sharing systems, and active mobility (bike and pedestrian) improvements.

Given Greeley’s growth trajectory, impact fees could be targeted to areas experiencing high-density development, such as downtown, Centerplace, and the neighborhoods west of 83rd Avenue. These fees might fund mobility hubs strategically located near multifamily housing developments or major employment centers.

Mobility Development Impact Fee (continued)

Transit-specific impact fees could also help Greeley enhance its bus network and explore partnerships with other regional transit providers like Transfort, COLT, and Bustang. Funds could be allocated to expanding service coverage, increasing frequency, or introducing new routes that connect residential areas to key destinations. Such fees could also support infrastructure investments like bus shelters, mobility-oriented development, and enhanced pedestrian access to transit stations.

Challenges and Considerations

While impact fees are a valuable tool, they must be carefully balanced to avoid discouraging development. Greeley would need to conduct a thorough impact fee study to determine equitable rates based on the projected costs of transportation improvements. Additionally, stakeholder engagement, particularly with developers and community stakeholders, would be essential to ensure buy-in and alignment with broader city goals.

Asset Management Fleet and Facilities

The Federal Transit Administration (FTA) requires agencies receiving federal funds to develop a Transit Asset Management (TAM) plan every four years, inventorying assets, assessing conditions, and prioritizing projects. GET should continue updating its fleet replacement plan and plan for facility improvements or expansion to

support service growth identified in the MDP. This includes a Facility Needs Assessment that evaluates current and emerging fuel technologies, like battery electric and hydrogen, ensuring readiness for future advancements and maintaining compliance with FTA requirements.

Bus Rapid Transit

The City of Greeley’s Greeley on the Go vision for **an ample, easy, and connected transportation system providing seamless mobility to enrich the lives and promote economic vitality** recommends premium transit corridors where BRT can be developed. GET and key partners, including the NFRMPO and the Colorado Department of Transportation (CDOT), have established common goals on improving the efficiency of travel in the region. The development of US 34 premium transit service between Loveland and Greeley is an example of a plan coming to fruition to provide fast, reliable, and efficient transit in the region. 10th Street and 10th/11th Avenue in Greeley and Evans provide opportunities to explore BRT systems given current ridership, transit demand, and existing and future development.

BRT projects can look different depending on the specific needs and constraints of each corridor. Specific decisions about the the feasibility, design, and operation of BRT on 10th Street and 10th/11th Avenue will require subsequent BRT-specific planning efforts for each corridor.

Corridor Snapshots

The project team closely examined key corridors in Greeley to assess how transit connections, future mobility hubs, upgraded bus stops, and projects from Greeley on the Go could integrate in the future. The following pages focus on 10th Street and 10th/11th Avenue, illustrating how transit, active transportation, and community needs will merge to create a seamless, connected mobility system. The route analysis includes details such as service span, frequency, route length, and annual service hours, comparing the near-term recommendation for the next 2 years and the long-term recommendation over 3 to 10+ years. A more detailed study is recommended to determine where and how the travel lane can be improved for a proper BRT system along the corridors.

10th Street Corridor

The 10th Street Corridor Fact Sheet (pages 52-53) shows the near- and long-term route recommendations, with several proposed regional, community, and neighborhood hubs to be implemented in the next 10+ years. Also, shown on the fact sheet map are the 10-year multimodal, bike, and trail projects (identified in Greeley on the Go) along intersecting corridors and 10th Street itself. Community feedback along this corridor consistently noted the need for more efficient transit travel time along the corridor, with specific interest in BRT service. Many respondents also noted a need for improved and additional protected bicycle and pedestrian facilities, both along the corridor and into the corridor. A review of existing transit infrastructure and amenities

along 10th Street shows that about half of all existing stops have shelters, benches, signage, schedules, trash bins, lighting, a concrete pad, and bike racks. The route analysis between the near- and long-term will have the same service span; however, service frequency will be improved from 30 minutes to 15 minutes. The route length will more than double, while annual route hours will increase to three times their current coverage, significantly enhancing service availability and connectivity.

10th/11th Avenue Corridor

The 10th/11th Avenue Corridor Fact Sheet (pages 54-55) follows the same general outline, with information detailing the near- and long-term recommendations, proposed mobility hubs, and 10-year multimodal, bike, and trail projects. Input provided for this corridor focused on the expanded service hours and increased frequency. Further analysis of the transit infrastructure along 10th Street and 11th Avenue shows that all bus stops are in good condition, with all stops having shelters, benches, signage, schedules, trash bins, lighting, a concrete landing pad, and bike racks. While service span remains the same, frequency will be improved from 20 minutes to 15 minutes. The route length will not be changed. Annual service hours will increase by 68 percent compared to current service.

While this initial scan of the corridors is insightful, as noted previously, additional in-depth analysis and planning are needed to further define BRT for each corridor, identify infrastructure improvements, develop detailed cost estimates, and position the corridors for funding.

Route 1 - 10th Street Corridor Fact Sheet

Community Feedback

Community members noted a need for:

- More efficient transit travel time along the corridor; interest in Express or BRT service
- Improved and additional bicycle and pedestrian facilities along and connecting to the corridor

Bus Stop Analysis

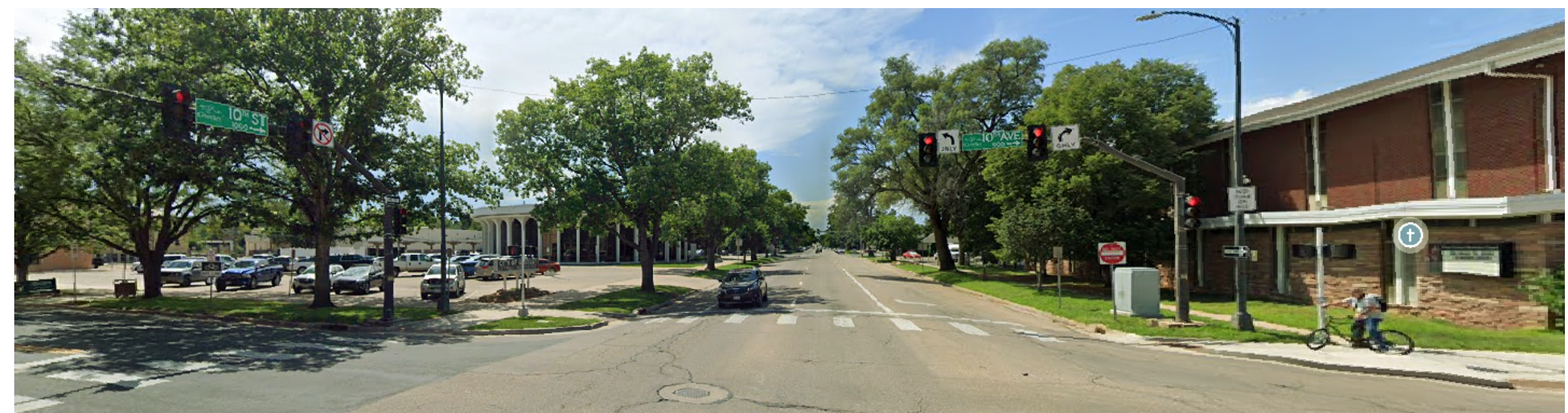
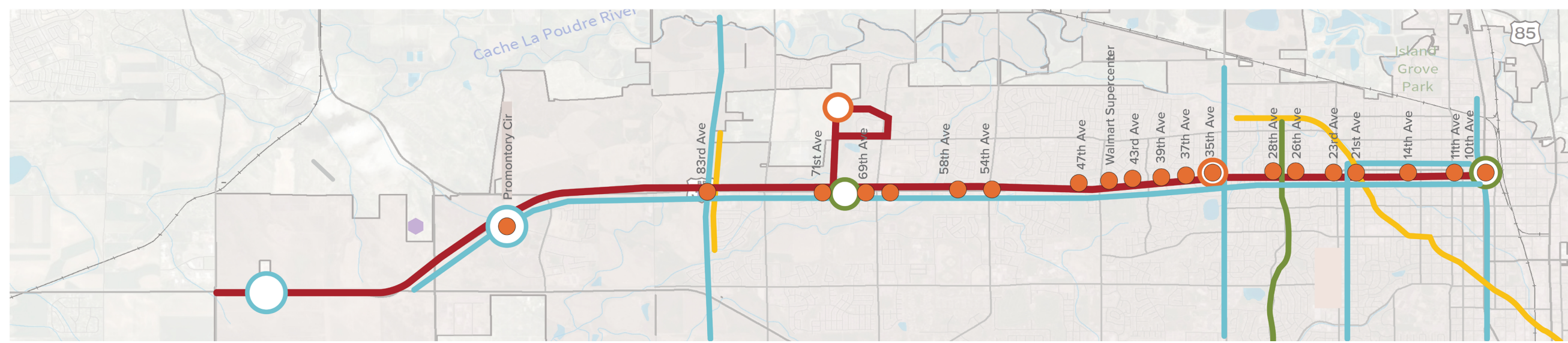
About half of all stops along Route 1 have shelters, benches, signs, schedules, trash bins, lighting, a concrete pad, and bike racks.

Legend

- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub
- Proposed Neighborhood Hub
- Traffic Light/Ped Crossing
- 10-Year Multimodal Project*
- 10-Year Bike Project*
- 10-Year Trail Project*

*Identified in Greeley on the Go

Route	Service Span	Frequency	Route Length	Annual Service Hours
Route 1 (Near-Term)	6:00am - 7:00pm	30 minutes	5.7 miles	7,696
Route 1 BRT (Long-Term)	6:00am - 7:00pm	15-30 minutes	12.3 miles	29,016



Route 5 - 10th/11th Avenue Corridor Fact Sheet

Community Feedback

Community members noted a need for:

- Expanded service hours and increased frequency

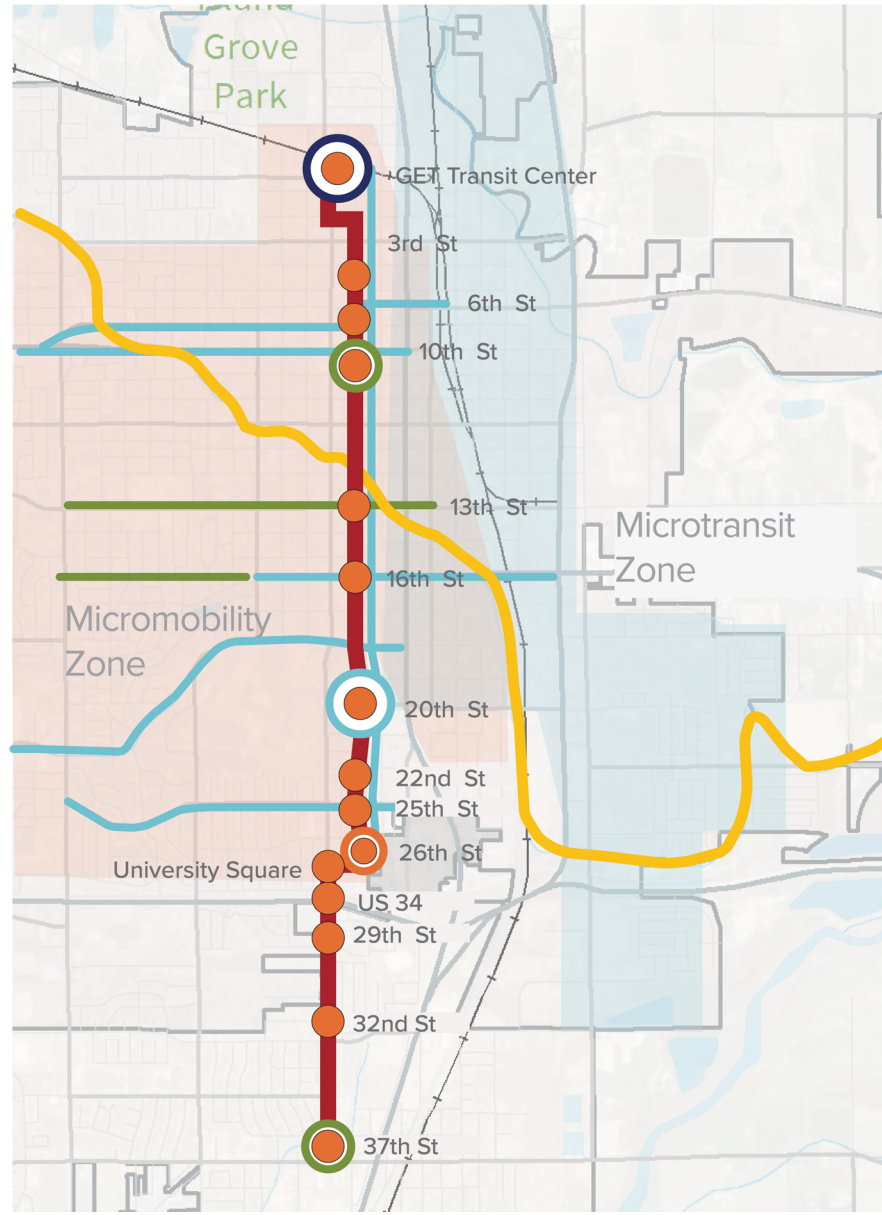
Bus Stop Analysis

All stops along Route 5 have shelters, benches, signs, schedules, trash bins, lighting, a concrete pad, and bike racks.

Legend

- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub
- Proposed Neighborhood Hub
- Traffic Light/Ped Crossing
- 10-Year Multimodal Project*
- 10-Year Bike Project*
- 10-Year Trail Project*

*Identified in Greeley on the Go



Route	Service Span	Frequency	Route Length	Annual Service Hours
Route 5 (Near-Term)	6:00am - 7:00pm	20 minutes	4.3 miles	11,544
Route 5 BRT (Long-Term)	6:00am - 7:00pm	15 minutes	4.3 miles	19,344



Active Transportation

Critical to expanding transit and mobility services and developing a mobility hub network are planning for and integrating active transportation options throughout the city to ensure a connected transportation system. Greeley on the Go identified multimodal, trail, bicycle, and other infrastructure projects that would help to improve, enhance, and expand the active transportation network in Greeley over the next 10+ years. Using a half-mile buffer around the location of each proposed mobility hub, the project team inventoried Greeley on the Go projects to ensure alignment with the larger transportation plan. The half-mile analysis also developed additional projects that should be considered. The additional projects focused on a wide range of needs, including connectivity to existing facilities, wayfinding, bicycle and pedestrian focused requirements for future developers, and Americans with Disabilities Act focused improvements to the sidewalk network. Ensuring connectivity across all modes is a critical step in ensuring everyone has the options they want to get to the places they need. Completing improvements around the proposed mobility hubs will require city staff to coordinate with public works and community development to ensure improvements are prioritized.

Zero Emission Vehicle Transition Planning

Colorado’s recently updated 2023 EV Plan identifies several specific programs, strategies, and targets for achieving transit-related emissions goals in tandem with the broader electrification goals for Colorado’s transportation system as a whole. As part of a high-level target of complete electrification for the state’s medium- and heavy-duty vehicle sectors, the 2023 EV Plan establishes a goal of transitioning 100 percent of transit vehicles to ZEVs by no later than 2050 and sets an interim target of at least 1,000 transit ZEVs by 2030. In 2021, DOT developed a Transit Zero Emission Roadmap. The Roadmap outlines a transit electrification strategy that works to stage, support, and incentivize transit agencies to transition toward approaches that produce the greatest fuel economy, minimize greenhouse gas emissions and local air pollutants, and set the stage for a zero emission future.

While GET’s fleet currently includes compressed natural gas vehicles and has more on order, a next step for the city would be to develop a Zero Emission Vehicle Transition Plan that complies with state and federal requirements. Doing so will allow the city to apply for low- or no-emission funding for its fleet and facilities. The development of this plan will position the city for the future and align with state goals for a zero emission future.

New & Emerging Technologies Connected and Autonomous Vehicles

With the advancement of connected and autonomous vehicles, the city has an opportunity to serve as an innovator as it develops an integrated mobility network. The city should support the installation of connected vehicle technologies along the public street system. These technologies will likely be installed by private manufacturers and vendors along roadsides and in traffic signal infrastructure for demonstration purposes. Installation of these technologies will likely expand as more motor vehicles include connected technologies and as state or federal funding provides the means for system expansion.

The following are ways that local governments can address automation and support mobility goals:

- Facilitate safe testing and operation of automated vehicles on local streets.
- Consider how land use and curb space could be impacted and/or dictate where automation occurs first.
- Explore automation as a solution to existing mobility challenges, with an emphasis on shared automation to enhance and integrate with the city’s current mobility services.
- Engage community members to understand concerns and confirm that automation efforts support local needs.
- Assess automation’s potential to offer a low-cost alternative to single-occupant vehicle trips while mitigating risks of increased congestion through targeted policy measures.

ITS Applications and Fiber Infrastructure

ITS uses various technologies to improve transportation operations and functions. The concept of ITS has been around for more than 40 years and was included in visions of the future before that time, even if not then identified by the ITS name.

Today, the United States Department of Transportation (USDOT) National ITS Architecture program defines a product-agnostic framework to provide consistent support for the planning and deployment of various types of ITS devices by jurisdictions and others to the ultimate benefit of the public. The common basis of terminology, service packages, and structure supports a wide variety of community users, including transportation practitioners (planners and engineers), system developers, and technology specialists.

The City of Greeley should consider ITS as it advances its mobility system to maximize system speed and reliability and to fully integrate modal options. ITS solutions can support the implementation of BRT, integrate active modes, and improve safety. Testing and integration of all modes provides an opportunity to advance key concepts identified in the city’s 2024 Transportation Systems Management & Operations Plan.

Mobility on Demand

Mobility on Demand, as defined by USDOT, is a relatively new concept based on the principle that transportation is a commodity where modes have economic values distinguishable in terms of cost, travel time, wait time, number of connections, convenience, and attributes. In simple terms, Mobility on Demand refers to a network of safe, affordable, and reliable transportation options. Mobility on Demand enables users to access mobility, goods, and services on demand by using shared mobility, delivery services, and public transportation options. The Mobility on Demand ecosystem of service providers includes:

- Public transportation
- Microtransit (shuttles, vans)
- Transportation network companies (ridehailing)
- Ridesharing (carpool, vanpool)
- Carsharing / Car rental
- Shared micromobility (bikeshare, scooter share)
- Courier network services (food delivery)
- Robotic delivery
- Aerial delivery (drone)

The city should continue to support the interconnectivity, affordability, safety, and reliability of a network that supports Mobility on Demand.

Funding

The City of Greeley has been very successful in securing competitive grants to support the advancement of its mobility system. This includes USDOT RAISE funding for the Centerplace mobility hub, Federal Transit Administration (FTA) Buses and Bus Facilities funding to support service expansion, and Communities Sparking Investment in Transformative Energy to implement its new microtransit pilot service. Additionally, the city receives formula funds from FTA annually, which supports ongoing transit service operations. In addition to funding the city has already received to advance its mobility priorities, other funding sources are available through CDOT’s Division of Transportation Development (DTD), Office of Innovative Mobility (OIM), and Colorado Energy Office (CEO). Federal funding is also available through several divisions of the USDOT, including the Federal Highway Administration (FHWA) and FTA. The U.S. Department of Energy (USDOE) also offers several funding opportunities that can support advancements in ZEV initiatives in the city. A table of potential funding opportunities relevant to Greeley’s initiatives is provided on the right.

By leveraging these opportunities, maintaining and developing partnerships, and exploring innovative funding strategies, Greeley can implement projects and programs outlined in this MDP to advance mobility and transportation improvements throughout the city.

Competitive Grant Opportunities and Funding Agency

Funding Agency	Competitive Grant Opportunities
CDOT DTD	Multimodal Transportation and Mitigation Options Fund (MMOF)
CDOT DTD	Revitalizing Main Streets
CDOT DTD	Transportation Alternatives Program (TAP)
CDOT OIM	ZEV Planning Grants
CDOT OIM	CDOT Office of Innovative Mobility
CDOT OIM	E-Mobility Education and Awareness Grant
CDOT OIM	TDM Innovation Grant
CDOT OIM	Volkswagen Settlement Trust - Transit Bus Replacement
CDOT OIM	ZEV Workforce Development Grant
Colorado Energy Office	Charge Ahead Colorado
Colorado Energy Office	Community Accelerated Mobility Project (CAMP)
Colorado Energy Office	Direct Current Fast-Charging Plazas Grant
Colorado Energy Office	E-Cargo Bike Grant
Colorado Energy Office	Fleet-Zero EV Charging Grant
FHWA	Advanced Transportation Technologies and Innovative Mobility Development
FHWA	Carbon Reduction Program
FHWA	Safe Routes to Schools
FTA	Accelerating Innovative Mobility
FTA	Better Utilizing Investments to Leverage Development
FTA	Enhancing Mobility Integration
FTA	Grants for Buses & Bus Facilities Program
FTA	Low- or No-Emission Grant Program
FTA	Mobility on-Demand Sandbox Demonstration Program
FTA	Pilot Program for Transit-Oriented Development
FTA	Public Transportation Innovation
FTA	Integrated Mobility Innovation
NFRMPO	Congestion Mitigation and Air Quality Improvement Program
USDOT	Consolidated Rail Infrastructure and Safety Improvements
USDOT	Infrastructure for Rebuilding America
USDOE	Vehicle Technologies Office Grants
USDOT	Charging and Fueling Infrastructure Grant Program
USDOT	Rebuilding American Infrastructure with Sustainability and Equity
USDOT	Reconnecting Communities Pilot (RCP) Program
USDOT	Strengthening Mobility and Revolutionizing Transportation
USDOT	Congressionally Designated Spending





Mobility Development Plan

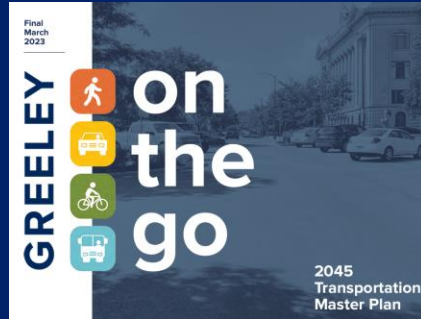
Victoria Leonhardt, Planning Manager
Hanna Feldmann, Transportation Planner
City Council Meeting - March 18, 2025

Agenda



- Greeley on the Go Vision & Background
- Share information about community and stakeholder engagement
- Outline recommendations from Mobility Development Plan
- **Purpose: Provide an update on plan development and public review, answer questions, and prepare City Council to vote on adopting the plan in April**

Mobility Development Plan (MDP) Vision & Goals



Vision

An ample, easy, and connected transportation system providing seamless mobility to enrich lives and promote economic vitality.

MDP Goal Areas

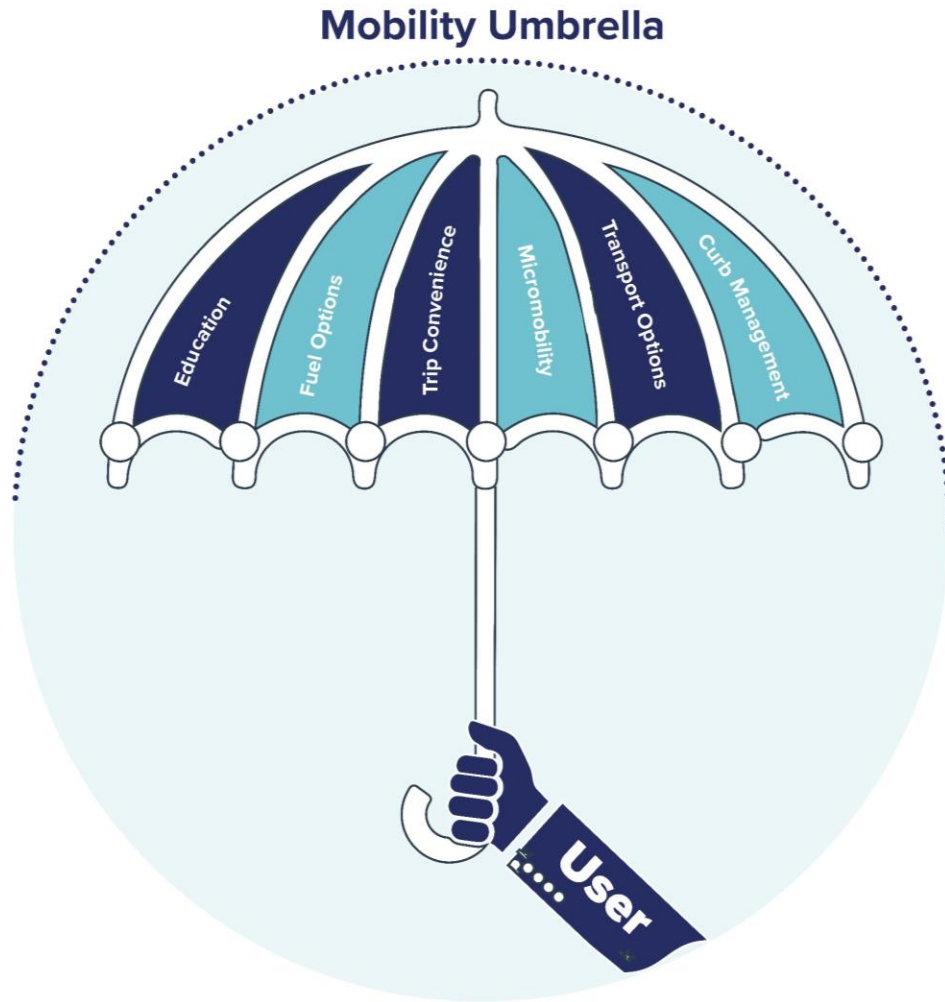
Mobility System & Community Access

Funding & Strategic Investment

Environment & Technology

Information & Education

Mobility Development Plan Objectives



- **Advance the Mobility Umbrella** concept created as a part of Greeley on the Go
- Provide a 10-year **implementation-focused** Mobility Development Plan
- Position city staff and stakeholders with a roadmap to **continue developing an integrated mobility network**

Community & Stakeholder Engagement

**Phase 1:
Listen
(Apr-Jun)**



**Phase 2:
Feedback
(Sept-Oct)**



**Phase 3:
Validate
(Feb-Mar)**



Phase 1 Engagement Themes



- Improve multimodal connections
- Enhance local and regional connectivity
- Offer additional accessible mobility options
- Improve service frequency

Phase 2 Engagement Themes



- Improve service frequency
- Expand evening and weekend service
- Increase availability of mobility options (e.g., e-bikes/e-scooters) to connect to nearby destinations
- Provide regional connectivity to destinations outside Greeley, including other parts of the Front Range



Public Comment: 2/10-3/3



CTAB 2/24



Planning Commission 3/11



City Council Presentation 3/18



City Council Vote: April

Short-Term (0-2 Years) Mobility Updates



Shared Micromobility Pilot Study



Fixed Route Adjustments



Mobility App + CAD Software Update



Microtransit Pilot



US-34 Transit to Loveland



MERGE Mobility Hub



Explore Mobility-Oriented Development

Short-Term Scenario (0-2 Years)

Mobility Hubs

- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub



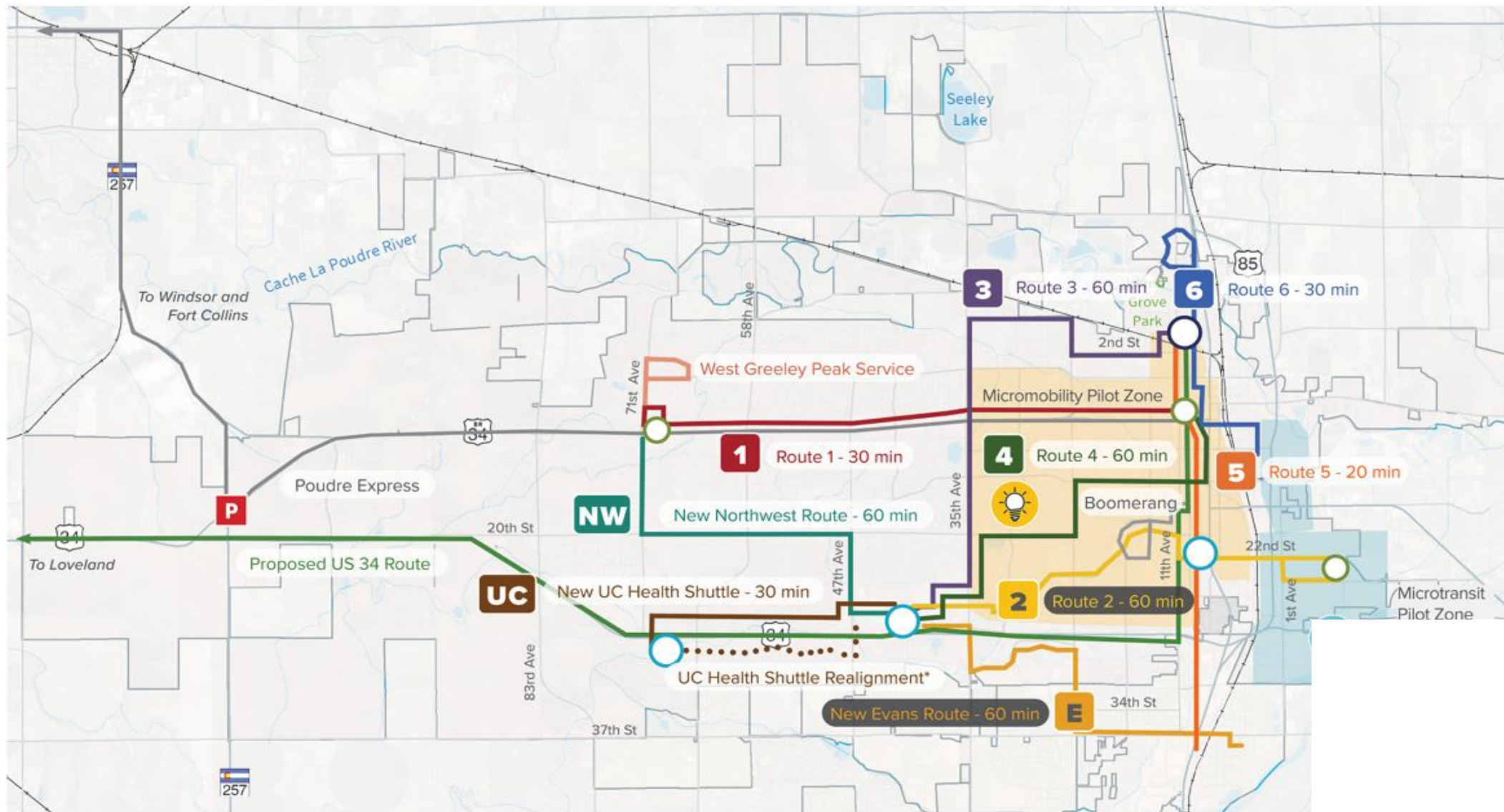
New Service

Covering central Greeley, this area currently serves as the "Micromobility Pilot Zone". Here, electric scooters, bicycles, and other devices are available for short-term use within a defined geographic boundary. Riders can rent shared e-bikes and e-scooters through a smartphone app, supporting convenient and sustainable transportation options. The zone will be evaluated when the pilot program concludes to determine expansion opportunities.



New Service

Microtransit is an on-demand service using small shuttles within designated areas with trips typically requested through a smartphone app. Microtransit service can connect neighborhoods to fixed-route transit and address mobility needs in areas like East Greeley, where fixed routes are currently unavailable. It offers a flexible, near-term solution that can evolve into fixed-route service as demand increases and infrastructure expands.



* Roadway improvements are anticipated in the near term, and the route will be realigned when construction is complete.

Long-Term Mobility Updates (2+ Years)



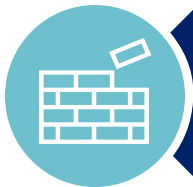
Increase Service Frequency



Implement Premium Transit Corridors on 10th St



Expand New Mobility Options



Build Additional Mobility Hubs



Pilot Mobility-Oriented Development Policy

Long-Term Scenario (3-10 Years)

Mobility Hubs

- Existing Regional Hub
- Proposed Regional Hub
- Proposed Community Hub
- Proposed Neighborhood Hub

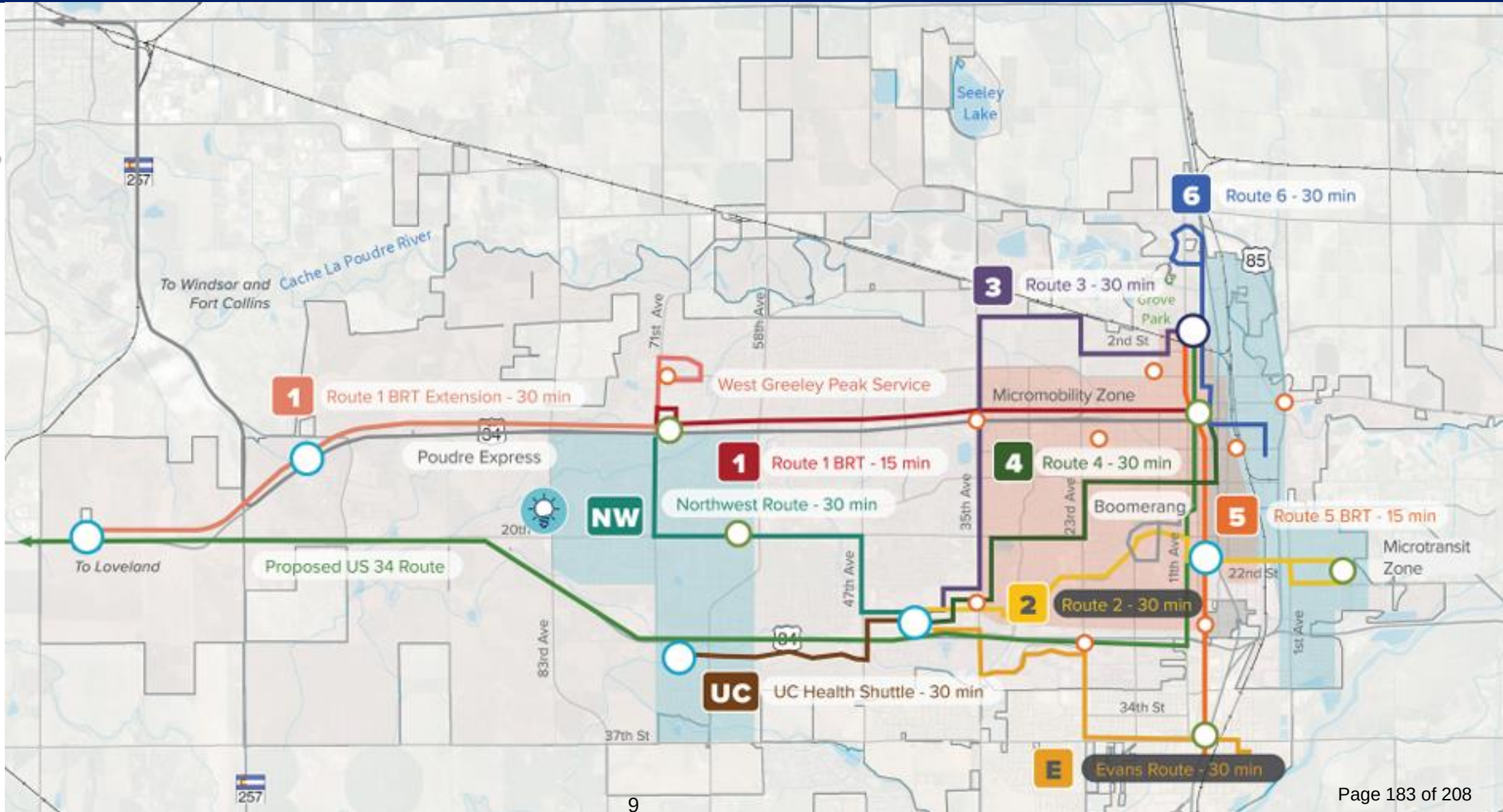


New Service

Another microtransit zone will be established in West Greeley to provide mobility options for new and growing areas of the city. Exact extents for the zone have not been determined and will depend on future development and community needs in this area.

Neighborhood Hubs

Neighborhood hubs are not spatially located in the near- and long-term maps. However, the proposed locations for the three tiers of mobility hubs, Regional, Community, and Neighborhood, are provided on pages 34 and 35. These locations were identified with consideration for neighborhood contexts and potential future development.



Next Steps



Begin Implementation of Short-Term Roadmap:
Summer 2025



10th St Transit Vision Planning Process:
2025-2026



Present Shared Micromobility Pilot Findings:
Fall/Winter 2025



Include Budget Recommendations as Part of
FY26 Council Considerations: Fall 2025



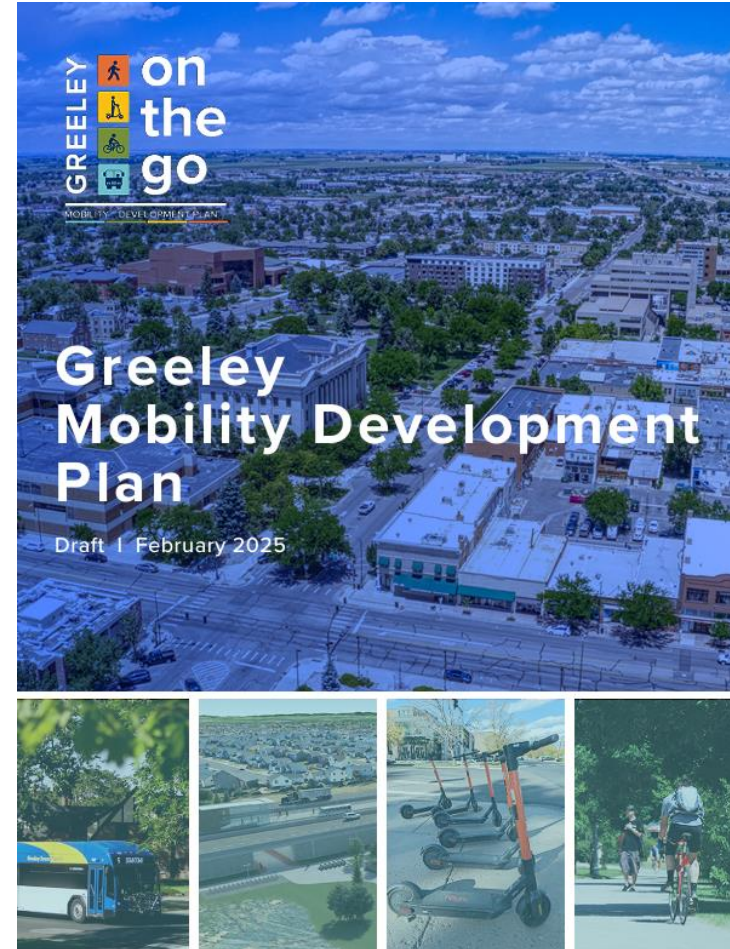
Explore Mobility Oriented Development

Greeley Mobility Development Plan

The City of Greeley is experiencing population growth and continued commercial and residential development



In response, a **Mobility Development Plan** links transit, micromobility, first and final mile access, technology, and user education/information into one integrated mobility strategy to provide an ample, easy and connected transportation system.



Purpose: Solicit feedback and answer questions about the Mobility Development Plan to prepare City Council to vote on adoption of the plan in April.

Thank you



APPENDIX



State of the System

On the Go Today

Mobility Landscape

Previous studies, grants, projects, policies, design standards and planning efforts serve as a foundation for the Mobility Development Plan. Findings and key takeaways will inform this current planning effort and help the project team to better understand the City's mobility needs.

- 23** Statewide, regional, and local plans reviewed
- 5** Local policy and design standard documents reviewed
- 5** Local projects reviewed
- 4** Federal grants reviewed

Key Takeaways

- Expand transit for local trips and regional connectivity.
- Enhance efficiency and accessibility through pilot programs that emphasize emerging technologies.
- Align future growth, economic development, and multimodal transportation for short- and long-term needs.
- Provide a balanced approach to connectivity, modal options, accessibility, and reliability.

State of the System

Understanding the current state of public transportation and all other mobility options within the City of Greeley lays a foundation for informed decision-making and strategic planning.

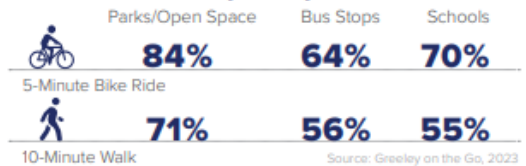
Population Growth



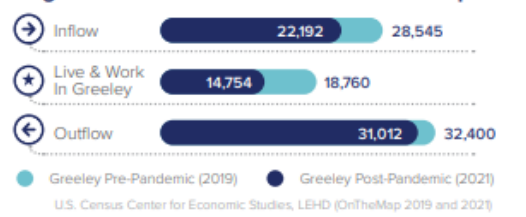
Housing & Transportation Affordability Index*



Household Proximity to Key Destinations



Origin and Destination for Commuter Trips



On the Go Tomorrow



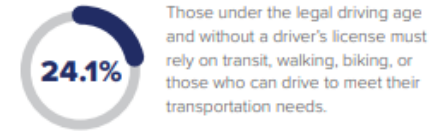
Mobility Solutions for Everyone

Transportation access refers to the availability and ease of reaching transportation options. It encompasses transportation infrastructure, but also the availability, affordability, and physical accessibility of all transportation, including public transportation services. Provided below is a summary of various communities in the City of Greeley, with a particular focus on those likely to depend on public transit as their primary means of transportation.

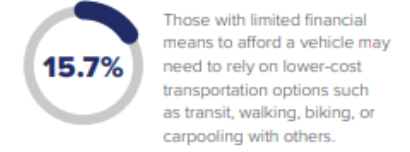
Communities of Color



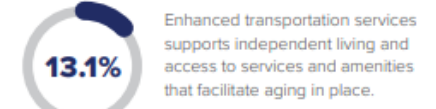
Youth



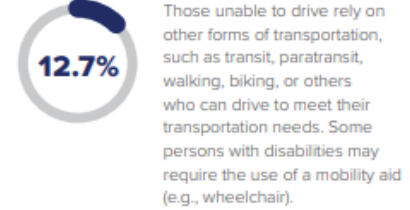
Low-Income Populations



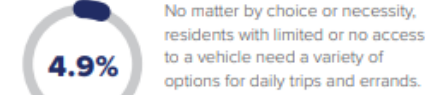
Older Adults



People with Disabilities



Zero-Vehicle Households



Source: U.S. Census Bureau American Community (2018–2022)

State of the System: Greeley-Evans Transit

Greeley-Evans Transit by the Numbers



Operating Budget (2024)
\$8.4 million



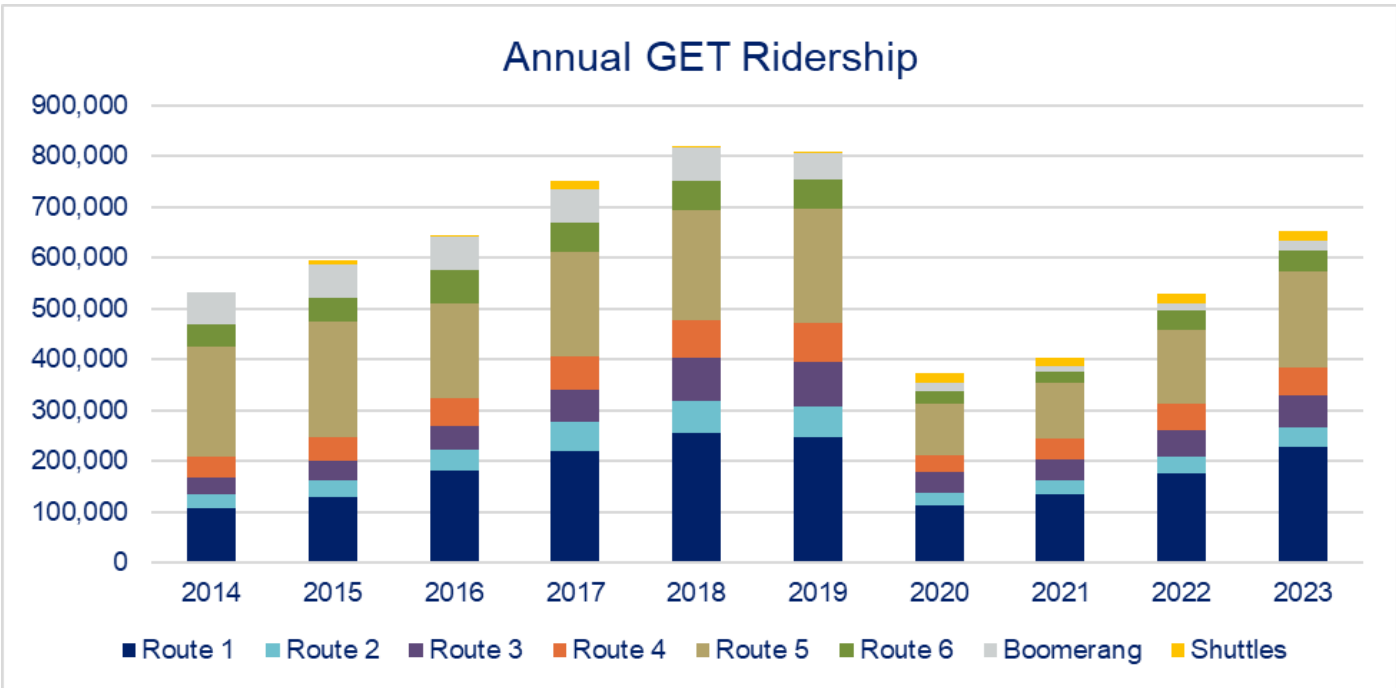
Annual Ridership (2023)
655,043



Operated as a division of the City of Greeley,
providing service to Evans, Garden City, and others



6 city fixed routes, 1 regional commuter route, plus
UNC Boomerang, Call-n-Ride, and paratransit



Why Does This Matter?

GET is a firmly established system with regional reach and varied funding sources. There is both room for growth and desire for improvements.

Why Does This Matter?

Transit use in Greeley was impacted by the pandemic in 2020, but ridership is gradually climbing back to pre-pandemic levels.

Mobility Development Plan Goals

Mobility System & Community Access

A safe, accessible, and reliable mobility network that fosters transportation choice and enables access to more and varied opportunities.

A well-connected and inviting transportation network that provides seamless and integrated local, regional, and interregional mobility options.

Funding & Strategic Investment

An economically vibrant and resilient mobility network built on strategic investments that fosters community trust through transparent and inclusive decision-making.

A well-maintained mobility network operating in a state of good repair that is strategically planned and funded while bolstering infrastructure resilience.

Environment & Technology

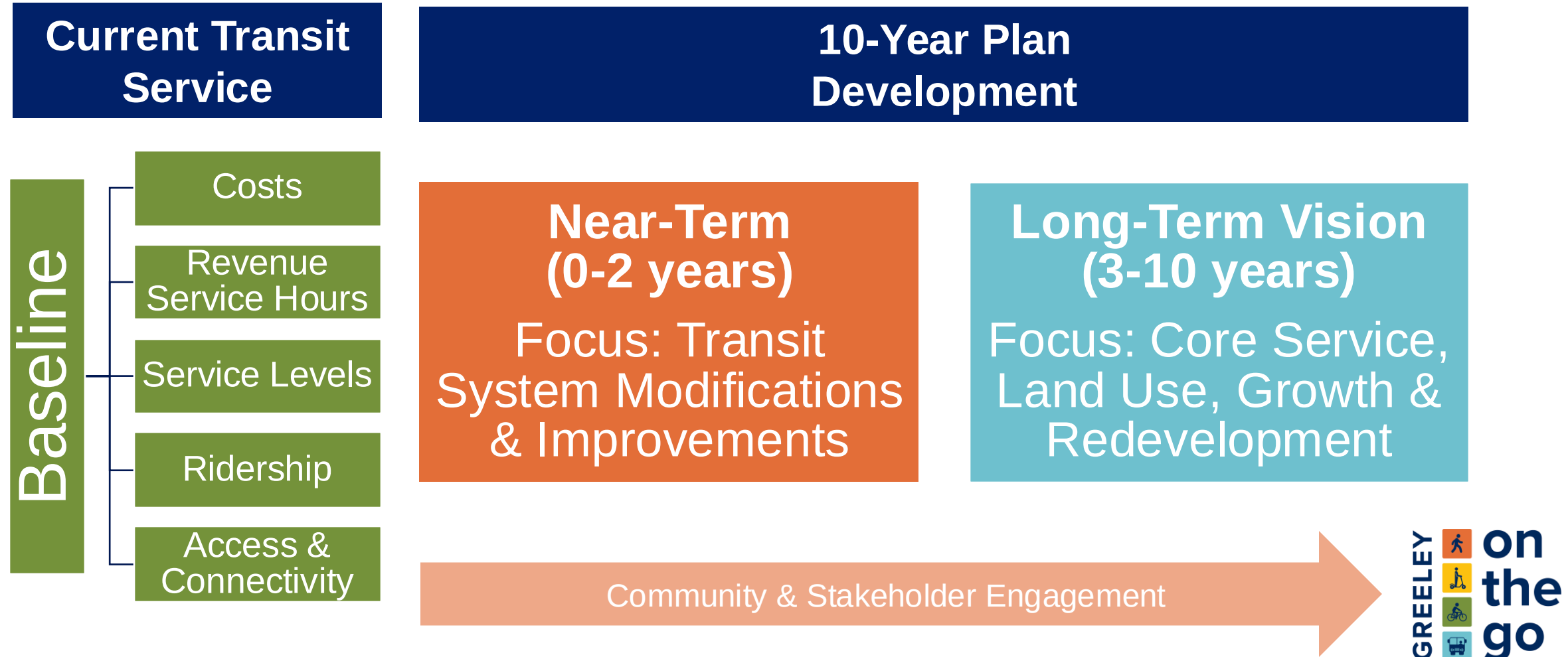
An innovative, flexible, resilient, and adaptive mobility network that embraces change and integrates new and emerging technologies.

Mobility solutions that improve air quality and reduce transportation greenhouse gas emissions while improving health outcomes.

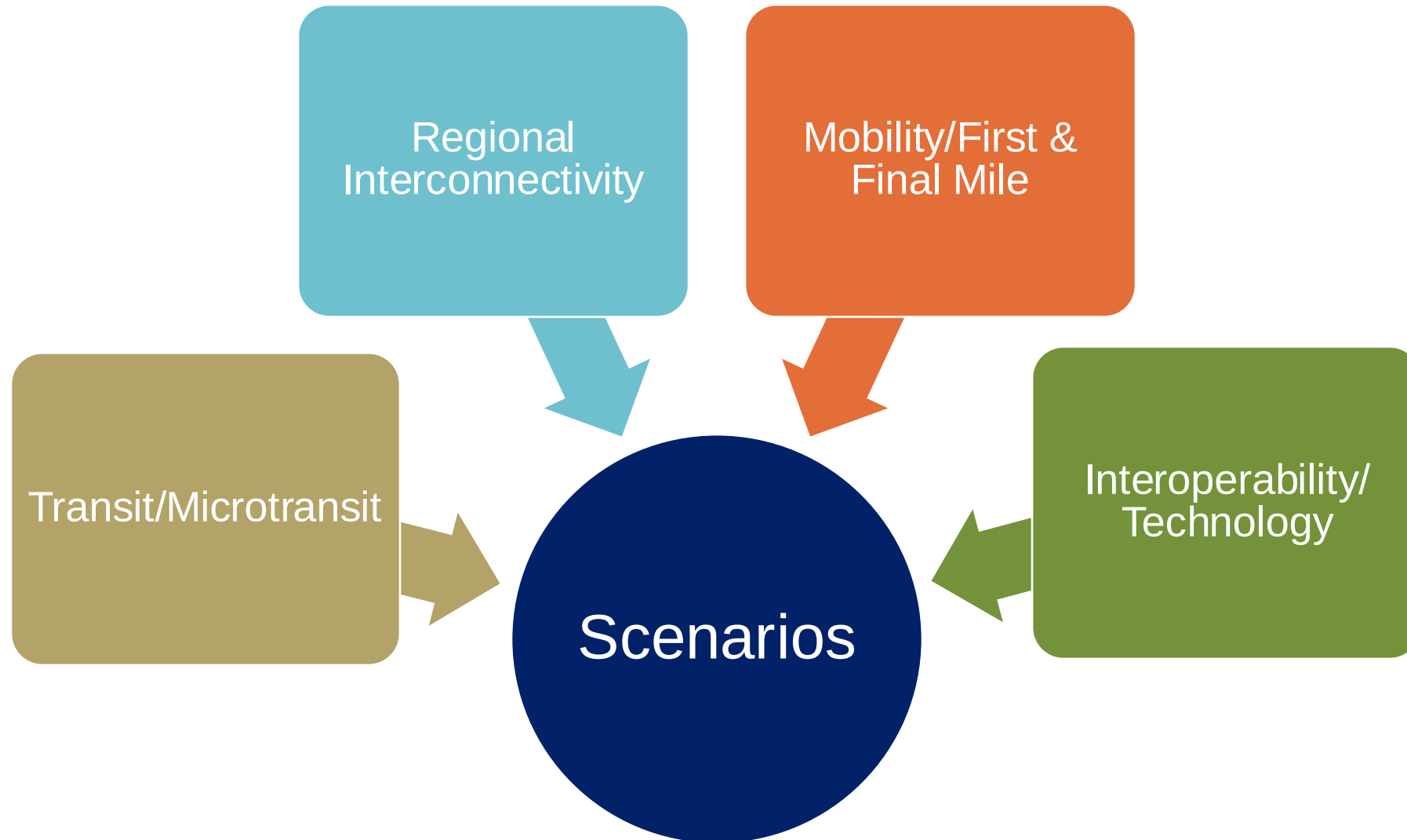
Information & Education

A well-informed and engaged community where residents can easily access information about mobility options and real-time information, empowering them to access their preferred transportation options.

Scenario Development Process



Scenario Development Inputs



Mobility Hub Typologies

Greeley Mobility Development Plan - Mobility Hub Typologies

 Vital
  Preferred
  Optional

	Mobility Options						Information			Infrastructure				Amenities and Programs									
Alternative Options	Transit (Local/Regional)	Microtransit	Bike Share/Parking	Scooter Share/Parking	Carshare	Taxi/Ridehailing (Uber, Lyft)	Wayfinding Signage	Wi-Fi /Smartphone Connectivity	Information Kiosk	Real Time Mobility Information	Bicycle and Pedestrian Access and Connectivity	Passenger Loading Zone	Parking	Dedicated Carpool/Vanpool Parking	Placemaking/Landscaping	EV Charging	Shelters	Benches/Trash Receptacels	Retail/Delivery	Restrooms/Driver Relief	Safety & Security	Development/ Equitable TOD	Greenway Connectivity
																							
																							
																							

Integrated Mobility Vision Elements

Neighborhood

Community

Regional

Each Mobility Hub Typology provides guidance on connections, the types and number of amenities, and resources at each hub. Transit acts as the spine of the system.

Mobility Options

Bike Share/Parking



Scooter Share/Parking



Carshare



Taxi/Ridehailing



Amenities & Programs

Placemaking/
Landscaping

EV Charging

Shelters/Benches/
Trash Receptacles

Retail/Delivery



Information

Wayfinding



Information Kiosk



Infrastructure

Bicycle & Pedestrian Access & Connectivity



Passenger
Loading Zone



Safety/Security



Development/Equitable TOD

Greenway
Connectivity

Neighborhood - Mobility Hub Examples



Focused on connecting to the local/regional transit system via first/final mile services and context appropriate mobility options including micromobility and micro transit

Community - Mobility Hub Examples



Connects with the local transit system and provides first/final mile connections and context appropriate mobility options to important community resources

Regional - Mobility Hub Examples



Provides connections to local, regional, and interregional transit systems, first/final mile connections and other appropriate mobility options



Council Agenda Summary

March 18, 2025

Key Staff Contact: Heidi Leatherwood, City Clerk

Title:

Appointments to Boards and Commissions - Citizen Budget Advisory Committee, Commission on Disabilities, Greeley Art Commission, Housing for All Advisory Board, Museum Advisory Board, and Parks and Recreation Advisory Board

Summary:

Council appointments are needed due to vacancies and expiring terms for the Citizen Budget Advisory Committee, Commission on Disabilities, Greeley Art Commission, Housing for All Advisory Board, Museum Advisory Board and Parks and Recreation Advisory Board.

New applicants were interviewed by two council members on March 7.

Fiscal Impact:

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

Legal Issues:

The City Attorney's Office reviewed the applications and advised of potential conflicts of interest. It should be noted that there is a possibility that the applicants currently serve as a volunteer on a board or commission besides the one they are applying to. It is also important to point out to the applicants that there are always potential conflicts that exist with business and investments, current jobs or relatives and family members coming before the Board or Commission. Should such conflicts arise, the Board or Commission member simply recuses themselves from that particular item. Such a potential conflict does not preclude anyone from serving on a Board or Commission in general, just that particular agenda item.

Other issues and Considerations:

None

Strategic Focus Area:

Business Growth
Community Vitality
High-Performance Government
Housing For All
Infrastructure and Mobility
Quality of Life
Safe and Secure Communities

Decision Options:

1. Appoint or reappoint the individuals to serve on an applicable board or commission
2. Direct staff to re-advertise applicable vacancy

Council's Recommended Action:

No motion is necessary. The City Council's Policies and Protocol authorize appointment of Board and Commission members by written ballot, which can be used in lieu of a motion or voice vote for individual or multiple appointments. This policy was adopted by Council as a time-savings measure. Accordingly, a ballot is attached for Council's use in making appointments. Candidates receiving a majority vote (at least 4 votes) are appointed with no further action needed by Council.

Attachments:

1. Sample Ballot
2. B&C Transmittal



Applicants for the boards and/or commissions listed below are in alphabetical order and recommendations from the interview team are shown in bold. Virtual interviews are customarily held on the second week of each month, and appointments are decided during the second City Council meeting (third week of the month).

***** BALLOT *****

Citizen Budget Advisory Committee
<i>1 Position: 3 Year Term</i>
☐ WILLIAM D. GILLARD ☐ Kirsten L Daniel ☐ (Recruit for Additional Applicants)

Museum Advisory Board
<i>4 Positions: 3 Year Term</i>
☐ GEORGE H. JUNNE JR. (I) ☐ MARCUS EMBRY (I) ☐ MICHAEL WEILAND (I) ☐ (Recruit for Additional Applicants)

Commission on Disabilities
<i>3 Positions: 3 Year Term</i>
☐ CARL ERICKSON (I) ☐ (Recruit for Additional Applicants)

Parks and Recreation Advisory Board
<i>2 Positions: 3 Year Term</i>
☐ KIRSTEN L. DANIEL ☐ John T Hamer ☐ SHARON WRIGHT (I) ☐ (Recruit for Additional Applicants)

Greeley Art Commission
<i>2 Positions: 3 Year Term</i>
☐ KENDRA L. ALBEE ☐ (Recruit for Additional Applicants)

Housing for All Advisory Board
<i>4 Positions: 1 for 3yrs, 1 for 2yrs, 2 for 1yr,</i>
☐ Crystal A Johnson ☐ ELIZABETH ELSTON ☐ (Recruit for Additional Applicants)

Comments: (I) = Incumbent
yr/yrs = Year/Years

Boards & Commissions Transmittal

February 18, 2025

Key Staff Contact: Finn Foster 970-336-4000

Interview Date

Council Interview Team

Council Appointment Date

March 7, 2025

Councilmembers Olson and Payton

March 18, 2025

Boards and Commissions Being Interviewed

- **Citizen Budget Advisory Committee**
- **Commission on Disabilities**
- **Greeley Art Commission**
- **Housing for All Advisory Board**
- **Museum Advisory Board**
- **Parks and Recreation Advisory Board**

Council's Recruitment and Qualifications Policy

General recruitment efforts shall be made with special measures being taken to balance ward representation and attract minority and special population applicants. Generally, volunteers will be limited to serving on one board or commission at a time. (14.2. (c)(2) City Council, Policies and Protocol).

Demographic information of existing board members and any specialty requirements are contained within the attached Membership Rosters.

Legal Issues

The City Attorney's Office reviewed the applications and the attached memorandum addresses any potential conflicts of interest.

It should be noted that there is a possibility that the applicants currently serve as a volunteer on a board or commission besides the one they are applying to. It is also important to point out to the applicants that there are always potential conflicts that exist with business and investments, current jobs or relatives and family members coming before the Board or Commission.

Should such conflicts arise, the Board or Commission member simply excuses themselves from that particular item but such a potential conflict does not preclude anyone from serving on a Board or Commission in general, just that particular agenda item.

Applicable Council Goal or Objective

Infrastructure & Growth – Establish the capital & human infrastructure to support & maintain a safe, competitive, appealing, and dynamic community.

Decision Options

1. Recommend candidates for appointment; or
2. Direct staff to re-advertise applicable vacancy.

Attachments

1. Interview Schedule
2. Conflict Memorandum from City Attorney's Office
3. Sample Ballot
4. Membership Rosters from above mentioned Boards and Commissions
5. Applications of those being considered for interview and/or considered for appointment

Transmittal reviewed by: RL^{DS} Raymond Lee, City Manager HL^{Initial} Heidi Leatherwood, City Clerk



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

March 18, 2025

Key Staff Contact: Martha Lanaghen, Human Resources Director, Kimberly Southern, Chief People Officer

Title:

Motion to go into Executive Session for the purpose of completing the Annual Performance review of the City Council Appointee - City Attorney, Stacey Aurzada

Summary:

An executive session is needed to enable the City Council to complete the annual performance review for City Council Appointee, City Attorney Stacey Aurzada.

Fiscal Impact:

No Fiscal Impact.

Legal Issues:

No Legal Considerations.

Other issues and Considerations:

No other considerations.

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:

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

Attachments:

None



Council Agenda Summary

Item:24.

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 Calendar

Council Meeting and Work Session Schedule

Council Meetings and Other Events Calendars

March 16 – April 12, 2025

Tuesday, March 18, 2025

- City Council Meeting 6 p.m. City of Greeley Council Chambers (1001 11th Ave Greeley CO 80631)

Wednesday, March 19, 2025

- Water & Sewer Board Meeting 2 p.m. (1001 11th Ave Greeley CO 80631) City of Greeley Council Chambers

Thursday, March 20, 2025

- Downtown Development Authority 7:30 a.m. (802 9th Street, Greeley CO 80631)
- Airport Authority 3:30 p.m. Greeley-Weld Airport (600 Airport Road, Greeley CO 80631)

Monday, March 24, 2025

- Greeley Chamber of Commerce 11:30 a.m.

Tuesday, March 25, 2025

- City Council Work Session Meeting 6 p.m. City of Greeley Council Chambers (1001 11th Ave Greeley CO 80631)

Wednesday, March 26, 2025

- Upstate Colorado Economic Development 7 a.m. Upstate Colorado Conference Room (822 7th Street Greeley CO 80631)
- Proclamation - Brain Injury Awareness Month Breakfast 7:45 a.m. FMS Bank (2425 35th Ave. Greeley)

Thursday, March 27, 2025

- Dream Team Honors Awards Banquet 6 p.m. University of Northern Colorado Ballroom (2101 10th Ave Greeley CO, 80631)

Tuesday, April 1, 2025

- City Council Meeting 6 p.m. City of Greeley Council Chambers (1001 11th Ave Greeley CO 80631)

Thursday, April 3, 2025

- Poudre River Trail Meeting 7:30 a.m. Poudre Learning Center (8813 W. F Street Greeley CO 80631)
- 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, April 8, 2025

- City Council Work Session Meeting 6 p.m. City of Greeley Council Chambers (1001 11th Ave Greeley CO 80631)

2025 Council Meeting/Work Session Agenda Items Schedule

	3/11/2025		
	This schedule is subject to change		
Date/Type	Description	Sponsor Presenter/Director or Project Manager	Placement/Time
March 25, 2025 City Council Work Session	2024 End of Year Financial Review	Robert Miller/Tyra Litzau	WS
	Monetary Sponsorship Policy	Caleb Weitz	WS
	Downtown Discussion	Kelli Johnson	WS
	West Greeley Project Update	John Herge	Regular
	Executive Session - Municipal Judge Review	Kimberly Southern-Weber	ES
April 01, 2025 Council Meeting	Proclamation - Holocaust Remembrance	Mayor	Intro
	Minutes- Mar 4 RM; Mar 11 WS	Heidi Leatherwood	Consent
	Intro & first reading ord - City Manager Salary Increase	Kimberly Southern-Weber	Consent
	Intro & first reading ord- City Attorney Salary Increase	Kimberly Southern-Weber	Consent
	Intro & first reading ord - Municipal Judge Salary Increase	Kimberly Southern-Weber	Consent
	Intro & first reading ord - Eagles Lease (Hold)	John Herge	Consent
	Intro & first reading ord - Business Incentive Agreement (Hold)	John Herge	Consent
	Intro & first reading ord - Water Valley Pre-Development Agreement (Hold)	John Herge	Consent
	PH & second reading ord - First Supplemental Appropriation for 2025	Caleb Weitz	Regular
	PH & second reading - Sammy's Law - Puppy Mill	Adam Turk	Regular
	PH & second reading ord - Acquire Real Property at Greeley Mall	Sean Chambers	Regular
	PH & second reading ord - Acquire Real Property for Terry Ranch Pipeline	Sean Chambers	Regular
April 08, 2025 City Council Work Session	Economic Development Strategic Plan Update	John Hall	WS
	Ballot Measure Planning & Food Tax Rebate Update	Kalen Myers/Caleb Weitz	WS
	Housing Authority Update	Vincent Ornelas/CAO	WS
April 15, 2025 Council Meeting	Proclamation - National Youth Service Day Award	Mayor	Intro
	Minutes - March 18 RM; March 25 WS	Heidi Leatherwood	Consent
	Resolution - amending Council Policies and Protocol	Heidi Leatherwood	Consent
	Intro and first reading Ord - Water Revenue Improvement Bonds, Series 2025	Robert Miller/Tyra Litzau	Consent
	Intro and first reading Ord - First-Lien Sewer Improvement Revenue Bonds, Series 2025	Robert Miller/Tyra Litzau	Consent
	Intro & first reading Ord - Two Rivers Garden Rezoning	Brian McBroom	Consent
	PH & second reading Ord - City Manager Salary Increase	Kimberly Southern-Weber	Regular
	PH & second reading Ord City Attorney Salary Increase	Kimberly Southern-Weber	Regular
	PH & second reading Ord - Municipal Judge Salary Increase	Kimberly Southern-Weber	Regular
	PH & second reading ord - Eagles Lease (Hold)	John Herge	Regular
	PH & second reading ord - Business Incentive Agreement (Hold)	John Herge	Regular
	PH & second reading ord - Water Valley Pre-Development Agreement (Hold)	John Herge	Regular
	B&C Appointments	Jennifer Middleton	Regular
April 22, 2025 City Council Work Session	East Subarea Plan Update (Tentative)	Brian McBroom	WS
	Waste Diversion Follow-up	Will Jones/Paul Trombino	WS
	UCCC Naming Discussion	Diana Frick	WS
May 06, 2025 Council Meeting	Proclamation - Small Business Week	Mayor	Intro
	Minutes - April 1 RM; April 8 WS	Heidi Leatherwood	Consent
	PH & second reading ord- Water Revenue Improvement Bonds, Series 2025	Robert Miller/Tyra Litzau	Regular
	PH & second reading ord - First-Lien Sewer Improvement Revenue Bonds, Series 2025	Robert Miller/Tyra Litzau	Regular
	PH & second reading ord- Two Rivers Garden Rezoning	Brian McBroom	Regular
	Continued PH & second reading ord - Village at Greeley PUD	Brian McBroom	Regular
May 13, 2025 City Council Work Session	Analysis of the Homeless Response System and Intervention Strategies for Unhoused	Mandy Shreve	WS
	Overview and Discussion of the Small Business Land Use Center Program (Hold)	Brian McBroom	WS
	Development Review Process Update	Brian McBroom	WS



Council Agenda Summary

Item:25.

Title

Adjournment