



BOARDS & COMMISSIONS

## Planning Commission Meeting Minutes

April 28, 2026, at 1:15pm

**1. Call to Order**

Chair Yeater called the meeting to order at 1:15pm.

**2. Roll Call - Present**

Chair Justin Yeater  
Vice Chair Louisa Andersen  
Commissioner Erik Briscoe  
Commissioner Jeff Carlson  
Commissioner Brian Franzen  
Commissioner Larry Modlin  
Commissioner Christian Schulte

**Absent**

None

**3. Approval of the agenda**

There were no changes to the agenda, Chair Yeater proceeded with the agenda as published.

**4. Approval of the April 14, 2026, Planning Commission Meeting Minutes**

**Motion by:** Commissioner Andersen

She moved to approve the April 14, 2026, Planning Commission Meeting Minutes as presented.

**Second:** Commissioner Franzen

**Vote:** Motion passed 7-0

**5. Expedited Item: A public hearing to consider a request to establish zoning for approximately 219.221 acres generally located east of Weld County Road 17, north of Weld County Road 60 and west of State Highway 257 known as the Schmerge Annexation Establishment of Zoning (ZON2026-0002).**

Chair Yeater introduced the item as published and asked if the Commission wished to see a presentation. Finding none, he asked if anyone in attendance or online wished to see a presentation. Finding none, Chair Yeater turned it over to the Commission for action.

**Motion by:** Commissioner Andersen

She moved that based on the application received and the preceding analysis, the Planning Commission finds that the proposed Schmerge Establishment of Zoning, File number ZON2026-0002 meets the required Development Code criteria of Section 24-204.b(1-9); and recommend approval of the H-A (Holding Agriculture) zone district to the City Council.

**Second:** Commissioner Schulte

**Vote:** Motion passed 7-0

**6. Expedited Item: A public hearing to consider a request to establish zoning for approximately 73.3 acres as part of the Kinnison Annexation, generally located east of 131st Avenue, north of US Highway 34, and west of State Highway 257 (ZON2026-0003).**

Chair Yeater introduced the item as published and asked if the Commission wished to see a presentation. Finding none, he asked if anyone in attendance or online wished to see a presentation. Finding none, Chair Yeater turned it over to the Commission for action.

**Motion by:** Commissioner Andersen

She moved that based on the application received and the preceding analysis, the Planning Commission finds that the proposed Kinnison Establishment of Zoning, File number ZON2026-0003 meets the required Development Code criteria of Section 24-204.b(1-9); and recommends approval of the H-A (Holding Agriculture) zone district to the City Council.

**Second:** Commissioner Franzen

**Vote:** Motion passed 7-0

**7. Staff Report:**

Mr. Jackson shared that there will be no Planning Commission Meeting on May 12, 2026.

**8. Adjournment:**

Chair Yeater adjourned the meeting at 1:20pm.

**Work Session**

**9. East Greeley Area Plan, Doug May**

Doug May (Principal Planner) introduced the item and their consultant Britt Palmberg from Rick Engineering. Mr. Palmberg proceeded with his presentation.

Commissioner Briscoe asked which specific projects should be prioritized within a three-to-five-year timeframe. Mr. Palmberg stated City staff may wish to weigh in, but he identified two key near-term opportunities: improving multimodal east-west connectivity between East Greeley and downtown and advancing industrial development to the north and east of the city.

Don Threewitt (Interim Community Development Director) reinforced the two primary near-term priorities: reconnecting the Western Sugar area to the city through multimodal links that overcome barriers like the railroad and Highway 85 and advancing industrial development. Efforts are focused on detailed planning to achieve connectivity within two to three years, while also addressing the shortage of shovel-ready industrial sites and securing long-promised electrical infrastructure for the east side. The broader vision includes developing a transitional employment corridor, integrating air, rail, and highway access, extending toward the airport, with early project implementation already underway despite planning delays.

Commissioner Modlin asked as economic development efforts move forward, whether there will be a clearer focus on how projects contribute to the city's revenue stream, shifting attention from private development outcomes to the financial returns received by the city. Mr. Palmberg stated that financial analysis was part of the plan, with the most shovel-ready projects receiving the greatest cost-benefit

scrutiny. They noted that the multimodal connection between the Western Sugar area and the Civic Campus, along with the industrial areas to the north and east, would likely receive focused fiscal evaluation.

Commissioner Modlin asked if grant funding was available to support development in these areas, and has that been explored. Additionally, with a project anticipated in the next 18 months, are there funds identified to support this initial phase. Mr. Threewitt explained that much of the East Subarea fell within existing or planned urban renewal districts, allowing tools like tax increment financing to support development. They added that federal, state, and job-creation funding sources were also available, resulting in a diverse mix of funding mechanisms needed to complete these projects. Housing will come at a later date.

Commissioner Andersen asked if the Poudre River Trail is involved in this, and how so. Mr. May indicated that the Poudre River Trail would play a key role in the plan and had been identified as a high priority. They noted that future efforts would include engagement with external agencies and groups, along with exploring opportunities to fund potential trail extensions.

Commissioner Andersen asked whether plans for private property and right-of-way would focus on the north side or the south side. Mr. May stated that the plan would not address specific right-of-way or land negotiations for the Poudre Trail. Instead, it would provide general land use guidance showing the corridor and adjacent conservation areas for recreation and flood management, while coordination with the Poudre Trail would focus on understanding priorities rather than determining exact alignments.

Commissioner Andersen noted that this had already occurred and asked whether the intent was to continue with existing plans, revise them, or discontinue consideration of them altogether. She also noted that existing right-of-way on the north side may need to be revised or reconsidered, potentially requiring negotiations with southern property owners. Commissioner Andersen highlighted significant logistical and cost challenges related to utilities, the 12th Street outfall, and major barriers such as the highway and river crossings for the Poudre River Trail. She added that accommodating the trail could involve complex coordination with CDOT, underscoring the overall complexity of the issue. Mr. May thanked Commissioner Andersen and stated they look forward to working with them to understand their plans and incorporation of their vision into this plan.

Commissioner Andersen expressed skepticism about the feasibility of a proposed railroad spur north of town, citing steep grades along Cherry Avenue that would likely deter rail use for decades. She also noted that nearby industrial uses and gravel operations along the 8th Street corridor would need careful consideration in any rezoning or gateway planning. Concerns were raised about airport constraints, including runway limitations and proximity to Denver airspace, making commercial passenger service unlikely. Commissioner Andersen emphasized the need for more detailed analysis and coordination with the airport authority before advancing plans, suggesting that the current vision had significant gaps for both near- and mid-term implementation. She voiced support for the 85 Business corridor greenway concept, particularly if CDOT cooperation could be secured. She sought clarification on multimodal transport, if that included the bus crossing the highway or what that would look like to cross highway 85. Mr. May stated that the eastern multimodal approach primarily focused on pedestrians, bicyclists, and microtransit, while also incorporating bus service as part of the overall system. He noted that multiple design options were being considered to improve pedestrian and bicyclist safety, depending on available funding, and that no single solution had been finalized. Potential measures included pedestrian islands to break up long crossings, improved signaling, lane reconfiguration, and physical barriers to better separate pedestrians from vehicle traffic, allowing safer, staged crossings.

Commissioner Carlson asked if they could briefly discuss downtown and the consideration that went into the vibrancy of downtown as they thought about planning for this area in general. Mr. Palmberg stated that no separate downtown plan was being developed, but rather that East Greeley's growth was intended to support and energize downtown through improved connections. He noted that increased housing and population in East Greeley would help sustain local services and contribute to downtown activity. While downtown was not a primary focus of the study area, Mr. Palmberg indicated openness to feedback on improving the transition between downtown and East Greeley, particularly along the eastern edge.

Commissioner Carlson expressed the opinion that downtown should have been a central component of the plan, noting that maintaining a vibrant downtown was a key concern. They suggested that the planning effort presented an opportunity to strengthen and advance that objective. Mr. May noted that the Downtown Plan, A Path Forward, adopted several years earlier, had guided downtown development and that the current plan was intended to complement it. He added that, consistent with prior comments, there was openness to further incorporating downtown considerations into the plan if stakeholders felt it was appropriate.

With no other questions or suggestions Chair Yeater ended the work session at 2:07pm.

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**Justin Yeater – Chair**

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**Don Threewitt – Interim Community Development Director**