



# Planning Commission

**January 10, 2023 at 1:15 PM**

**1001 11th Avenue, City Center South, Greeley, CO 80631**

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## Agenda

1. Call to Order.
2. Roll Call.
3. Approval of the Agenda.
4. Approval of October 25, 2022, November 8, 2022, and December 13, 2022, Planning Commission Meeting Minutes.

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### EXPEDITED AGENDA

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

5. A public hearing to request a Use by Special Review (USR) request from Darin Spitzer, on behalf of PDC Energy, to allow for an oil and gas operation on a 16.21 acre area within a 253 acre H-A (Holding Agriculture) zoned parcel of land at 27027 CR 25, which is located South of Highway 34 Bypass, West of CR 25 (95th Avenue), and North of CR 56(USR2022-0015).

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### END OF EXPEDITED AGENDA

6. A public hearing to consider a request from Jodi Hartmann, on behalf of High Plains Housing Development Corp., to rezone approximately 7.8 acres of land located at 123 9th Avenue from I-L (Industrial Low Intensity) to MU-H (Mixed Use High Intensity) zoning district (ZON2022-0012).
7. A public hearing to consider various amendments to the Greeley Municipal Code including, clarifying the notice requirements, updating the allowance for childcare centers/pre-schools by USR in R-E, R-L, R-M and R-H zone [Table 24-4-4], changing the square footage allowances as they pertain to accessory buildings [Table 24-5-2], and making various minor corrections of errors and omissions to Municipal Code.
8. Public Hearing to Consider the Downtown 2032 – The Path Forward, Greeley Downtown Plan Update.
9. Staff Report.
10. Adjournment.

City of Greeley, Colorado  
**PLANNING COMMISSION PROCEEDINGS**  
October 25, 2022

**1. Call to Order**

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

**2. Roll Call**

The hearing clerk called the roll.

**PRESENT**

Chair Justin Yeater  
Commissioner Erik Briscoe  
Commissioner Jeff Carlson  
Commissioner Brian Franzen  
Commissioner Larry Modlin

**ABSENT**

Commissioner Louisa Andersen  
Commissioner Christian Schulte

**3. Approval of Agenda**

There were no corrections or additions to the agenda. It was approved as presented.

**4. Approval of September 27, 2022, and October 11, 2022, Minutes**

Commissioner Briscoe moved to approve the minutes dated September 27, 2022.  
Commissioner Franzen seconded the motion.  
Motion carried 5-0. (Commissioner Andersen and Schulte absent.)

Commissioner Briscoe moved to approve the minutes dated October 11, 2022.  
Commissioner Carlson seconded the motion.  
Motion carried 5-0. (Commissioner Andersen and Schulte absent.)

**5. A public hearing to consider a request by Kerr-McGee Oil & Gas Onshore LP (KMOG) for an oil and gas development, consisting of 12 oil and gas wells and associated production facility pad site on approximately 12.62 acres of a 160-acre parcel/ The property is located south of County Road 56, east of County Road 19, and west of State Highway 257 (USR2022-0010).**

Michael Franke, Planner I, discussed the background of the proposed Blue Chip project and the location of the site. He also touched on the size of the area and current uses of surrounding zones. Mr. Franke then explained the need for the project and the details explaining how it will be carried out if approved. Eight notice letters were mailed to the property owners within 1,000 feet of the subject parcel and signs were posted regarding the public hearing. He reported that staff had received no communication from any citizen expressing concerns or opposition for the project.

Commissioner Briscoe asked what the design guidelines are for screening. Becky Safarik, Interim Community Development Director, explained that it varies depending upon adjacent land uses and views into the site, with a goal of buffering the use from adjacent uses at grade where the impacts are most directly experienced. And although there are several different ways that screening and buffering are provided, the screening proposed by the applicant is within the range of what seems to be commonly acceptable.

Commissioner Franzen then asked if this would be the permanent screen. Mr. Franke stated that it would.

Commissioner Modlin question whether or not there would be landscaping on the berm. Mr. Franke replied that there would be no landscaping due to the rural nature of the site, so it's not anticipated to cause detrimental visual impact.

Commissioner Modlin queried if the site will be accessible from County Road 17 and from Highway 257. Mr. Franke said that access is not planned from County Road 17, only highway 257 to County Road 56. He also stated that there is already an existing access road currently used for oil and gas that goes directly into the site.

Commissioner Franzen wondered if the requirements for landscaping will change years down the road when everything gets fully developed. Mr. Franke said that the landscaping will eventually be essential.

Tracy Colling with Kerr-McGee oil and gas described her role and introduced a backup team of Engineers that would be available to answer and help with any questions. She began by stating that their group is one of the largest producers of oil and gas in the State of Colorado. They plug and drill wells but are also experienced with horizontal drilling. In addition, they are a team who is committed to reducing greenhouse gas and carbon emissions. Ms. Colling stated that they will only be doing twelve wells and will only be drilling west in the location for the Blue Chip property. They expect to be on the location 20-25 years or less. They'd like to start construction in December and end in the middle part of 2024.

Commissioner Modlin asked how far west this development was going since it would tell what the next plan for development would be. Ms. Colling didn't have that kind of information in front of her. She said she'll be able to get back to him about that.

Chair Yeater opened the public hearing at 1:38 PM. Seeing no one present who wished to address the Commission on this item, he closed at 1:38 PM.

Commissioner Briscoe moved that based on the application received and the preceding analysis, the Planning Commission find that the proposed Use by Special Review for an oil and gas operation that consists of 12 oil and gas wellheads and associated production facility equipment on 3.03 acres (permanent) of the 160 acre site, in a H-A (Holding Agriculture) Zone District is consistent with the Development Code criteria of Section 24-206 (Items a through d) and the proposed oil and gas operations will meet the provisions contained in Section 24-1102, Oil and Gas; and therefore, approve the Use by Special Review. Commissioner Carlson seconded the motion.

Commissioner Franzen wanted to clarify the motion. He questioned if it should be "items a through d" or "items 1 through 8".

Mr. Franke stated that it should actually state "items 1 through 8". Commissioner Briscoe then stated that "items 1 through 8" is now read as corrected for the record.

Commissioner Carlson seconded again for the corrected item. Motion carried 5-0. (Commissioners Andersen and Schulte absent).

**6. A public hearing to consider a request by Kerr-McGee Oil & Gas Onshore LP (KMOG) for an oil and gas development, consisting of 28 oil and gas wells and associated production facility pad site on approximately 26.26 acres of a 237-acre parcel. The property is located north of US Highway 34, east of County Road 19, and west of 131st Avenue (USR2022-0009).**

Mr. Franke began presenting on the background of the Rainbow project. He also discussed the location and size of the site compared to the surrounding zones. He discussed the need for this project and explained how it will be carried out if approved by the Commission. He also stated that this project complies with all setback requirements. There was a neighborhood meeting held on September 15, 2022. There were no citizens in attendance and no public participation occurred. Mr. Franke also stated that a total of nine notice letters were mailed to all property owners within 1,000 feet of the parcel and signs were posted near and around the site for the public hearings today. Thus far staff has received no communication regarding any opposition or concerns from the citizens regarding this project.

Commissioner Carlson stated that he didn't understand Mr. Franke's description of the berm and fencing. Mr. Franke described the topsoil berm would be at an increased height than the berm at the Blue Chip project so the well pad facility will sit a total of eight feet below where the berm is and then the solid steel fence will be installed on top of the berm to ensure the overall design is consistent.

Chair Yeater wondered if any of the development, as it pertains to the master traffic plan for 4th Street, will affect any of the changes as 4th Street moves through there.

Becky Safarik, Interim Community Development Director, replied that it shouldn't impact 4th Street because this site would not use that route to access or exit the property.

Ms. Colling presented again on behalf of Kerr-McGee Oil and Gas Onshore. She stated that they were asked by the staff at the pre-application meeting to consolidate the plans. They were then able to combine the two pads into one pad. Also, because they own the land they were able push it north to get it from Highway 34.

Commissioner Modlin wondered what the depth of drilling was, and the formations being used. Ms. Colling told him that most of what they drill goes between 5,000 to 7,000 feet deep. She stated that they are targeting the Niobrara and Codell formations which would mean they are drilling 2 1/2 miles West and 1 1/2 miles East.



Of those 28 wells, 14 are going east and 14 are going West in the formations at that same depth.

Commissioner Briscoe touched on the fact that he is all for oil and gas drilling in Weld County, but he wanted to make sure that as the years go by that the solid steel fence and landscaping don't get neglected as has happened in the past.

Chair Yeater opened the public hearing at 1:52 PM. Seeing no one present who wished to address the Commission on this item, he closed at 1:52 PM.

Commissioner Carlson moved that based on the application received and the preceding analysis, the Planning Commission find that the proposed Use by Special Review for an oil and gas operation that consists of 28 oil and gas wellheads and associated production facility equipment on 8.83 acres (permanent) of the 237 acre site, in a H-A (Holding Agriculture) Zone District is consistent with the Development Code criteria of Section 24-206 (Items 1 through 8) and the proposed oil and gas operations will meet the provisions contained in Section 1 on 24-1102, Oil and Gas; and therefore, approve the Use by Special Review. Commissioner Briscoe seconded the motion.

Chair Yeater added that he appreciated the applicant's consideration and willingness to push the site back and that it helps in the evaluation.

Motion carried 5-0. (Commissioners Andersen and Schulte absent).

## **7. Staff Report**

Ms. Safarik stated there were no items for the staff report.

## **8. Adjournment**

With no further business before the Commission, Chair Yeater adjourned the meeting at 1:54 PM.

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Justin Yeater, Chair

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Becky Safarik, Secretary

City of Greeley, Colorado  
**PLANNING COMMISSION PROCEEDINGS**  
November 8, 2022

**1. Call to Order**

Chair Yeater called the meeting to order at 1:18 PM.

**2. Roll Call**

The hearing clerk called the roll.

**PRESENT**

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

**ABSENT**

Commissioner Jeff Carlson

**3. Approval of Agenda**

There were no corrections or additions to the agenda. It was approved as presented.

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**EXPEDITED AGENDA**

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**4. Public Hearing to consider a Use by Special Review request to allow for up to 23 oil and gas wells to be constructed on one pad with associated production facility equipment, known as the Bypass 1-23 Oil and Gas facility. The proposed subject site is located south of US Highway 34, approximately  $\frac{3}{4}$  mile west of 83rd Avenue, and east of 95th Avenue in the Holding Agriculture zoning district (USR2022-0006).**

The Commission had no questions of staff or requested a staff presentation of the application. The Chair invited comment from this applicant, if desired.

The applicant, Paul Mottville on behalf of PDC Energy, spoke about the plans for the oil and gas project and discussed the background and location of the site. He touched on the size of the area and current uses of surrounding zones. Mr. Mottville then explained the need for the project and the details explaining how it will be carried out if approved.

Commissioner Modlin asked how this project compared to the size of the site at 83<sup>rd</sup> Avenue and business 10<sup>th</sup> Street. Mr. Mottville stated he isn't familiar enough to know the exact well count but speculated the sizes are very similar.

Commissioner Modlin wanted to know what the next five years for oil and gas in Weld County would look like. Mr. Mottville believes there is a strong future. He also said that solid oil and gas development plans with the State have already been laid out.

Commissioner Modlin then asked about the timeline for this project. Mr. Mottville explained that the Bypass project will kick everything off for their group. Then, depending on the rate this project moves, it's projected to have at least 7-10 years of constant activity.

Commissioner Schulte asked what steps they are taking to mitigate the dangers from increase truck traffic entering and leaving the worksite. Mr. Mottville stated that they will not be allowing any northbound to westbound traffic. There will only be right turns coming in and going out for Highway 34 traffic. The rest will be split 50/50 inbound and outbound on the westbound side of 54.

Chair Yeater opened the public hearing at 1:33 PM. Seeing no one present who wished to address the Commission on this item, he closed the public hearing at 1:33 PM.

Commissioner Andersen moved that based on the application received and the preceding analysis, the Planning Commission find that the proposed Use by Special Review for an oil and gas operation that consists of 23 oil and gas wellheads and associated production facility equipment in the H-A (Holding Agriculture) zoning district is consistent with the Development Code criteria of Section 24-206 (Items 1-8) and the proposed oil and gas operations will meet the provisions contained in Section 24-1102, Oil and Gas; and therefore, approve the Use by Special Review. Commissioner Modlin seconded the motion.

Motion carried 6-0. (Commissioner Carlson absent).

**5. Public hearing to consider a request for a Preliminary Subdivision to plat 212 Lots, 10 Outlots, and dedication of Rights-of-Way on 51.436 acres of land, known as the Lake Bluff Subdivision Filing No. 1. The property is located north of 10th Street (US Highway 34 Business), West of 95th Avenue, and East of Missile Silo Road (SUB2022-0015).**

The Commission had no questions of staff or requested a staff presentation of the application. The Chair invited comment from this applicant, if desired.

Commissioner Modlin wondered how the traffic flow was planned for this project.

Dylan Belanger, Civil Engineer II, said that this project is going to rely heavily on the infrastructure backbone set up of previous projects. For traffic counts they are looking at 551 trips per day and when it comes time for those signals to be installed, they will already have triggers set up on 101<sup>st</sup> and 95<sup>th</sup> Avenues.

Chair Yeater opened the public hearing at 1:38 pm. Seeing no one present who wished to address the Commission on this item, he closed the public hearing at 1:38 pm.

Commissioner Modlin wanted to comment he personally doesn't believe that overall, this traffic plan will end up benefitting the community. He stated that although putting lights in that area seem to be the only way we can manage the traffic flow, it makes for inefficiencies regarding timing, amount of emissions, and how people travel the highway to make the next light.

Commissioner Schulte moved that based on the application received and the preceding analysis, the Planning Commission find that the proposed preliminary subdivision plat is in compliance with Development Code Section 24-203(b)(1), and therefore, approves the preliminary subdivision plat as presented. Commissioner Andersen seconded the motion.

Motion carried 6-0. (Commissioner Carlson absent.)

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**END OF EXPEDITED AGENDA**

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**6. Public hearing to consider an update to the Water & Sewer Design Standards and Specifications - Chapter 6 commercial landscape criteria**

Adam Prior, Chief Engineer, stated there are six sections they'd like to discuss. The biggest update they'd like to achieve is aligning everything with current development codes and processes, which will support having accurate as-builts and better planning overall. He explained they would also like to reduce the amount of water per person by adding more clarification on different water uses. This will help developers understand how much they'll really need. The water budget cap went from 100 gallons per person per day, to 60 gallons. Mr. Prior further stated that there was a lot of criteria added for lift stations and touched on best practices that were learned over the last 20 to 30 years. Lastly, the increase in technology has changed a lot so they wanted to include all of that in their updates.

Dena Egenhoff, Water Conservation Manager, began to explain section 6 in a lot of detail but after much back and forth it was soon agreed upon by the water and sewer staff and the Planning Commission that much more discussion would be needed off record before any decision could be made regarding the Water and Sewer Design Standards and Specifications.

Commissioner Anderson moved that they vote to continue this item to the next scheduled meeting for further discussion. Commissioner Briscoe seconded the motion.

Motion carried 6-0. (Commissioner Carlson absent.)

**7. Staff Report**

Becky Safarik, Interim Community Development Director, stated there were no items for the staff report. However, she made sure to acknowledge two of the Planning staff members that are resigning to further their careers. Kristen Cote, Planner II, will be taking a position in Longmont and Mike Garrott, Planning Manager, will be taking a new job in Thornton. Ms. Safarik recognized their work ethic and contributions to the city and stated their talents will be missed.

**8. Adjournment**

With no further business before the Commission, Vice Chair Briscoe adjourned the meeting at 2:13 PM.

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Justin Yeater, Chair

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Becky Safarik, Secretary

City of Greeley, Colorado  
**PLANNING COMMISSION PROCEEDINGS**  
December 13, 2022

**1. Call to Order**

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

**2. Roll Call**

The hearing clerk called the roll.

**PRESENT**

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

**ABSENT**

None

**3. Approval of Agenda**

There were no corrections or additions to the agenda. It was approved as presented.

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**EXPEDITED AGENDA**

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- 4.** A public hearing to consider a request from DCP Midstream for a natural gas compressor station with various compression equipment on approximately 15.38 acres in the Holding Agriculture zoning district (USR2022-0011).

The Commission had no questions of staff or requested a staff presentation of the application. The Chair invited comment from this applicant, if desired.

Patrick Groom, attorney representative for the applicant at DCP Operating Company, stated that the compressor station for the project is designed to collect and compress gas in that area. Mr. Groom said that in order to get the gas to a natural processing plant the proposed facility will need to house one compressor station. The plan is to construct that station within a steel insulated building. This will reduce sound and impact on surrounding property areas. It was also noted that this station will be designed to upgrade to two compressors at some point.

Chair Yeater opened the public hearing at 1:18 PM. Seeing no one present who wished to address the Commission on this item, the hearing was closed at 1:18 PM.

Commissioner Andersen moved that, based on the application received and the preceding analysis, the Planning Commission find that the proposed Use by Special Review for compressor station with associated facility equipment in the H-A (Holding

Agriculture) zoning district is consistent with the Development Code criteria of Section 24-206 (Items 1-8) and the proposed operation meets the provisions contained in Section 24-1102, Oil and Gas; and therefore, approve the Use by Special Review. Commissioner Schulte seconded the motion.

Motion carried 7-0.

5. A public hearing to consider a request from Jeff and Kelly Cook, to rezone approximately 1.722 acres of land located at 1603, 1611, 1613, and 1619 7th Avenue from R-H (Residential High Density) to MU-H (Mixed Use High Intensity) zone district (ZON2022-0008).

The Commission had no questions of staff or requested a staff presentation of the application. The Chair invited comment from this applicant, if desired.

The applicant, Kelly Cook, stated that she and her husband recently purchased the subject property that consisted of church building, parking lot and accessory buildings. Their intent is to convert the building to house a mix of commercial uses. At the time of purchase, they were not informed the area was zoned as residential low, which would not allow their proposed commercial uses. Because of this, they are looking to rezone the area to mixed-use. Ms. Cook noted that the building is in ill repair at the moment, but they would like to fix it up with some small spaces that would coordinate nicely with the new apartment buildings in the area.

Chair Yeater opened the public hearing at 1:22 PM. Seeing no one present who wished to address the Commission on this item, the hearing was closed at 1:22 PM

Commissioner Franzen commented that this project is a great way to increase complementary uses in this district and he is happy there will be more activity in the downtown area.

Commissioner Schulte agreed.

Commissioner Franzen moved that, based on the application received and the preceding analysis, the Planning Commission find that the proposed rezoning from R-H (Residential High Density) Zone District to the MU-H (Mixed-Use High Intensity) Zone District meets the Development Code criteria, Sections 24-204 and therefore, recommends approval of the rezone to the City Council. Commissioner Carlson seconded the motion.

Motion carried 7-0.

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#### **END OF EXPEDITED AGENDA**

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6. Consideration of the 2022 Water Efficiency Plan Update

Dena Egenhoff, City of Greeley Water Conservation Manager, explained that for the City of Greeley to qualify for funding from the State of Colorado the City needs to have a water efficiency plan in place, which must be updated at least every seven years. Ms. Egenhoff described a variety of approaches that were used to formulate the updated plan. She also described the due diligence outreach with the community, on social

media, via open houses and with focused efforts targeted to local businesses and communities.

Ms. Egenhoff proposed that this water efficiency plan be approved and incorporated into the City of Greeley Imagine Greeley Comprehensive Plan.

Commissioner Briscoe moved that the Planning Commission endorse the adoption of the 2022 Water Efficiency Plan and recommend its incorporation by reference into the City's 2018 Comprehensive Plan motion. Commissioner Andersen seconded.

Motion carried 7-0.

## **7. Consideration of proposed Water and Sewer Design Criteria and Construction Specifications.**

Adam Prior, Chief Water and Sewer Engineer, explained the process used to obtain input to formulate the proposed Water and Sewer Design Criteria, which included incorporating input from developers, planners, departments, and the Commission. He noted the goal is to have a comprehensive set of standards for water and sewer, non-potable, landscape, and irrigation. He stated there are six sections in the plan. The first section covers general requirements, the second describes submittal requirements, the third section relates to potable water distribution requirements, the fourth section refers to sanitary sewer collection system design, the fifth section covers non-potable water irrigation system design, and the sixth section contains landscape and irrigation criteria, which would be further discussed by Ms. Egenhoff.

Ms. Egenhoff explained that section six is dealing with landscaping irrigation which has a new criteria, that pertains more to commercial properties. She noted that the goal is to provide for a viable community with healthy landscapes and tree canopy for current and future Greeley residents. They are also focusing on protecting the Colorado River capacity which has about 40% of the water demands originating in Greeley.

She noted section six also mentions four hydrazones that support different types of vegetation. Ms. Egenhoff stated that a water budget chart was created to illustrate pipe sizes, tap fees, etc. This guide helps calculate how much demand is needed for those plants and for the landscape to remain healthy. She stated they are also doing irrigation maintenance to support compliance, best management practices, and annual checkups as far as repairing leaks.

Ms. Egenhoff stated that since the last meeting they have made many corrections, refinements, and adjustments to the criteria via one-on-one meetings with Chair Yeater, who gave valuable guidance.

Commissioner Modlin asked if the new metering system applies to non-potable water and if the no-leaks detector works effectively as a measuring tool and alert system. Mr. Prior said that the meter replacement project will include non-potable water. The meter will be like most others that have the same online connection that helps monitor use. He said this will help with real time use if there is a leak. This system also looks at use in a 24-hour period which are dependent on the individual's personal settings.

Commissioner Modlin asked how the system notifies owners and if there is an audit trail.

Ms. Egenhoff stated that they usually notify customers through e-mail or a text message. They also complete an internal weekly review to ensure everyone has been notified if

necessary. If they discover that a large user hasn't been notified, then they send out a letter.

Chair Yeater suggested that the Water and Sewer department add all of that into section six for future reference.

Ms. Egenhoff stated that one of the changes was for an automatic notification to go out in order to get things solved in a quicker fashion.

Chair Yeater opened the public hearing at 1:47PM. Seeing no one present who wished to address the Commission on this item, the hearing was closed at 1:47 PM

Commissioner Anderson moved that the Planning Commission recommend to the City Council the adoption of the January 2023 Water and Sewer Design Criteria and Construction Specifications. Modlin seconded the motion.

Chair Yeater commended the Water and Sewer department for putting this together and hearing the voice of the community. He stated he's excited to see how the new code will help lead Northern Colorado into the future. Mr. Yeater also noted that he will speak to the City Council about the Water and Sewer Design Criteria and Construction Specifications in detail.

Motion carried 7-0.

## **8. Staff Report**

Ms. Safarik introduced the new Interim Planning Manager, Don Threewitt. Mr. Threewitt gave a little background about his experience and stated he was happy to be a part of this team and looks forward to the future with the City of Greeley.

## **9. Adjournment**

With no further business before the Commission, Chair Yeater adjourned the meeting at 1:51 PM.

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Justin Yeater, Chair

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Becky Safarik, Secretary



# Planning Commission Agenda Summary

January 10, 2023

Key Staff Contact: Darrell Gesick, Planner III, (970) 350-9822

## Title:

Public Hearing to consider a Use by Special Review (USR) request to allow for up to 23 oil and gas wells to be constructed on one pad with associated production facility equipment, known as the Denali Oil and Gas facility. The proposed subject site is located at 27027 CR 25, which is south of US Highway 34 Bypass, west of 95<sup>th</sup> Avenue, and north of CR 56 in the Holding Agriculture zoning district. (Project: USR2022-0015).

## Summary:

The City of Greeley is considering a request by the applicant, Darin Spitzer, on behalf of PDC Energy, for approval of a USR (Use by Special Review) to allow for a new oil and gas development containing up to 23 wells with associated production facility equipment on one pad in the H-A (Holding Agriculture) zoning district. The subject site is located at 27027 CR 25, which is south of US Highway 34 Bypass, west of 95<sup>th</sup> Avenue, and north of CR 56. The subject site parcel is 253-acres in size, with the pad site taking up 16.21-acres. The subject site is currently used for other oil and gas well production and farmland. The operation plan for the proposed development consists of a construction & drilling phase, completion phase, production phase, and plugging and abandonment phase. The City of Greeley Development Code states oil and gas development is permitted within all zoning districts upon approval of the USR process due to the highly regulated nature for oil and gas production.

## Recommended Action:

### **Approval:**

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed Use by Special Review for an oil and gas operation that consists of 23 oil and gas wellheads and associated production facility equipment in the H-A (Holding Agriculture) zoning district is consistent with the Development Code criteria of Section 24-206 (Items 1-8) and the proposed oil and gas operations will meet the provisions contained in Section 24-1102, Oil and Gas; and therefore, approve the Use by Special Review.

### **Denial:**

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed Use by Special Review for an oil and gas operation that consists of 23 oil and gas wellheads and associated production facility equipment in the H-A (Holding Agriculture) zoning district is not consistent with the Development Code criteria of Section 24-206 (Items 1-8) and the proposed oil and gas operations will not meet the provisions contained in Section 24-1102, Oil and Gas; and therefore, deny the Use by Special Review.

**Attachments:**

Staff Report

Attachment A – Zoning & Vicinity Map

Attachment B – Photo Aerial Map

Attachment C – Narrative, Operations, and Safety Plan

Attachment D – Site Plan

Attachment E – Drilling, Completion, and Production Plans

Attachment F – Traffic Impact Study

Attachment G – Tactical Response Plan

Attachment H – Noticing Boundary Area

## PLANNING COMMISSION SUMMARY

**ITEM:** Use by Special Review (USR) for Oil and Gas Production Facility in the H-A (Holding-Agriculture) Zoning District

**FILE NUMBER:** USR2022-0015

**PROJECT:** Denali Oil and Gas Use by Special Review

**LOCATION:** 27027 CR 25 - South of US Hwy 34 Bypass, West of 95<sup>th</sup> Avenue and North of CR 56

**APPLICANT:** Darin Spitzer, on behalf of PDC Energy

**CASE PLANNER:** Darrell Gesick, Planner III

**PLANNING COMMISSION HEARING DATE:** January 10, 2023

### PLANNING COMMISSION FUNCTION:

Review the proposal for compliance with Section 24-1102, Oil and Gas Operations, and Section 24-206, Review Criteria/Uses by Special Review, of the City of Greeley Development Code and either approve, approve with conditions, or deny the request.

### EXECUTIVE SUMMARY

The City of Greeley is considering a request by Darin Spitzer, on behalf of PDC Energy, for approval of a Use by Special Review (USR) to allow for up to 23 horizontally drilled oil and gas wells and other associated equipment needed for supporting drilling, completion, and production operations, on a property located south of US Highway 34 Bypass, west of 95<sup>th</sup> Avenue, and north of CR 56 (see Attachments A, B, and C). The operation would occur on a 16.21-acre area which is located on an overall 253-acre site. The subject site is zoned H-A (Holding Agriculture).

### A. REQUEST

The applicant is requesting approval of a USR to allow for an oil and gas operation for up to 23 horizontally drilled oil and gas wells and other associated equipment (see Attachment C).

### B. STAFF RECOMMENDATION

Approval.

### C. LOCATION

#### Current Zoning:

H-A (Holding Agriculture)

#### Abutting Zoning:

North: H-A (Holding Agriculture)

South: H-A (Holding Agriculture) and Weld County A (Agricultural)

East: H-A (Holding Agriculture)

West: H-A (Holding Agriculture)

**Surrounding Land Uses:**

North: Farming, Oil and Gas, and Residential

South: Farming, and Oil and Gas

East: Farming, Oil and Gas, and Public Utilities

West: Farming, Oil and Gas, and Residential

**Site Characteristics:**

The site is primarily utilized for farming with one single-family residential use. There are six plugged and abandoned wells in addition to a few producing wells on the subject site.

**D. BACKGROUND**

The subject site was annexed into the City of Greeley and zoned H-A, in 2001, as part of the Lundvall Annexation (File No. A 35:00 and Z 8:01). The subject site has been used as farming, with some oil and gas operations on the site, and with one single-family residential use.

**E. OPERATION PLAN**

The Operating Plan is divided into the Drilling Phase and Protection of Water Formations, the Completion Phase, the Production Phase, and the Plugging and Abandonment Phase.

All phases of operations, including drilling, completion, production, abandonment, and reclamation are designed to adhere to the Rules and Regulations of the COGCC, especially COGCC 300 Series (Permitting Process), 400 Series (Operations and Reporting), 600 Series (Safety and Facility Operations), 900 Series (Environmental Impact Prevention), 1000 Series (Reclamation), 1100 Series (Flowlines), and 1200 Series (Protection of Wildlife Resources). Enclosed flares would be utilized during the drilling, completion, recompletion, reworking, production, repair, and maintenance of the pad site. PDC would use Best Management Practices during all phases of operations.

PDC Energy intends to horizontally drill 23 proposed wells on approximately 253 acres of land, with a footprint for the drilling operation on approximately 16.21 acres for the operation (see Attachment C).

**Drilling Phase and Protection of Water Formations:**

The proposed drill site would be approximately 16.21 acres in size, and construction of this site would include leveling the pad to accommodate the drilling rig. Sound walls to mitigate sound and light would be installed after the pad is constructed, prior to the commencement of drilling. Once the pad is completed, a small surface drilling rig would be brought onto location to drill the surface portion for the 23 wells on the pad and take approximately 24 hours per well. Drilling operations, which run twenty-four (24) hours a day until completed, would commence after the rig is “rigged up”. A 13-1/2-inch surface hole would be drilled to approximately 1,750 feet using fresh water. Surface casing 9-5/8 inches in diameter would then be run and cemented to surface to protect any shallow freshwater zones. Surface casing setting depth is determined from subsurface ground water maps prepared by the State Engineer and supplemented by the latest data available from offsetting wells. A baseline water sample would be obtained from water wells within 1/2 mile of the proposed location to ensure water quality. When all 23 wells have surface casing set, the surface rig would move off the subject site. It is estimated to take one day per well to drill and set surface casing.

Once the location is clear from the surface rig, a liner is set on the pad where the drilling rig would be rigged up to contain and prevent any potential fluid from hitting the ground. In addition, wooden matting boards would be placed over the liner as a secondary containment for fluids and stability for the drilling rig. Once the location is prepped, the drilling rig would move in and rig up on the first well on location. The Blowout Preventer Equipment (BOPE) would be installed and tested prior to drilling. After testing, the drilling of the production hole would commence. A bit and directional tools comprise the bottomhole assembly (BHA) (see Attachments C, D, and E).

The directional tools are placed behind the bit to steer the assembly, and continuously survey and send data to the surface to monitor the wellbores 3D position spatially, and to track in the targeted formation. The 8-1/2-inch bit and BHA would drill-out of the surface casing shoe and drill the “vertical” portion of the hole in which angle is built to separate wells into their planned slots. Once the vertical portion of the hole is drilled, the curve would be initiated. The curve would take approximately 1,000 feet to drill and would then place the wellbore at approximately 90° in order to enter the targeted hydrocarbon bearing zone. The wells would be drilled horizontally or parallel to the surface for approximately 1.5 miles at a vertical depth of 6,800-7,200 feet below the ground. The total Measured Depth (MD) for the proposed wells is approximately 15,000 feet.

Once the horizontal section of the wellbore is drilled, a string of production casing would be run into the wellbore. This casing would be 5-1/2 inches in outer diameter and weigh 20 pounds per linear foot. The cement sheath would isolate the entire casing string from the total depth of the well back to surface.

#### Completion Phase:

The completion phase typically begins when the drilling equipment is transported off the location. There would be no intentional rest period between drilling and completion operations. Lag time could be encountered dependent on vendor availability. Completion operations are conducted twenty-four (24) hours per day intermittently over a period of several weeks. The site may be regraded to accommodate the completion operations and anchors may be set for the completion operations. For horizontal wells, multiple fracture stages are induced along the length of the wellbore in the respective formation that the well has been drilled.

During hydraulic fracturing, water and some additives are pumped at high rates and pressures that exceed the minimum in-situ rock stresses and hydraulically fracture the formation. Sand is then pumped into the created fracture to allow gas and oil to flow freely from the formation into the well bore. The fracturing equipment would consist of one Modular Large Volume Tank (MLVT) for freshwater storage that would fully comply with COGCC’s MLVT policy, multiple flowback tanks, pressure pumps, blending and bulk material trucks with other necessary equipment. After fracturing is completed, the mobile equipment is removed, excluding tanks that are used to retain the water that is produced during flowback and testing operations. No water is allowed to accumulate or be disposed of on the surface. All water is hauled to approved disposal sites or recycled for stimulation use. The flowback tanks would remain on location until the well is rerouted through standard production equipment.

It takes approximately 2-3 days to hydraulically fracture each well for a total of 45-60 days on this location COGCC regulations give the operator three months to complete restoration activities, but restoration may occur sooner than three months (see Attachments C, D, and E).

#### Production Phase:

The production equipment for the proposed operation would be located adjacent to the wells. The equipment on this site would consist of the following components: 6 temporary oil tanks, 6 temporary water tanks, 2 permanent maintenance tanks, 2 permanent steel water tanks, 1 permanent partially buried water vault, 8 combustors, 1 temporary water tank combustor, 3 tank/surge vapor recovery unit, (2) 2-phase vertical separator, 1 unloading separator, 3 separator LP vapor recovery units, (1) 2-phase separator, 1 communication tower, 3 instrument air skids, 3 surge vessels, 3 oil LACT, 2 water LACT, 23 production separators, 1 meter area.

If needed, a temporary generator would be used before connecting to electric lines; a short noise control fence would be installed or other agreeable measures to mitigate the noise from this generator. Tanks and facilities shall be painted per COGCC Rules. The steel berm ring around the facility would hold 150% of the capacity of the largest tank within the berm. Flowlines would be installed but would not leave the oil and gas operations area. Additionally, all flowlines would be pressure tested at least annually to verify integrity and would remain in full compliance with COGCC 1100 Series Rules.

Connecting the well pad to pipeline is anticipated by 3rd quarter 2025. An PDC employee or contractor called a “lease operator,” then begins monitoring the well on a scheduled basis. The lease operator reports the tank measurements of the oil, gas sales, and pressure readings. Much of this production information is compiled and submitted to the COGCC monthly. In addition, the lease operator would inspect the site for hazards and weed control, maintaining the appearance of the subject operation. For the first few months, water and oil would be hauled daily from the location. As volumes decline, water and oil hauling would also decline (see Attachments C, D, and E).

#### Plugging / Abandonment Phase:

At the time the wells become sub-economic to operate, PDC or PDC’s successors would engage the services of a plugging rig to remove production equipment from the wellbores and plug the productive zones with a combination of bridge plugs and cement plugs in accordance with COGCC Rules and Regulations. If the separators and tanks on the surface of the land are no longer needed for other wells, they would be removed. Surface restoration would involve removal of any above-ground casing and the installation of regulation markers that would not interfere with subsequent surface use.

After all production equipment is removed, the surface would be restored to the original grade with reseeded in accordance with COGCC Rules and Regulations. This may be waived with the permission of the surface owner at the time of final restoration if there has been further land engineering that would conflict with the drill site being restored as described herein.

All transmission and/or flow lines shall be completely removed from the ground upon entering the abandonment phase. No underground lines that can or may contain any flammable product shall remain in the ground after the facility is abandoned (see Attachments C and E).

## APPROVAL CRITERIA

**Use by Special Review:** Uses by Special Review possess characteristics which require a public hearing to determine if a proposed use has the potential to adversely affect other land uses, transportation systems, public facilities, or the like in the surrounding neighborhood. The Planning Commission may require conditions of approval necessary to eliminate or mitigate, to an acceptable level, any potentially adverse effects of the proposed use.

Section 24-206.b of the Development Code contains eight criteria that are used to evaluate Uses by Special Review:

### 1. All criteria for site plan review in Section 24-207

Staff Comment: The proposed project satisfies the requirements of Section 24-207 of the Development Code. The applicant has addressed all staff comments and included all required materials to satisfy the criteria for a Site Plan Review and for the Use by Special Review.

The proposal complies with this criterion.

### 2. The application furthers the intent of the proposed zoning district, does not conflict with the intent of any abutting districts, and is otherwise determined to be consistent with the Comprehensive Plan.

The following Imagine Greeley Comprehensive Plan policies apply to this request:

#### ▪ **NR-3.6 Resource Extraction**

*To the extent possible, minimize negative impacts from the extraction of sand, gravel, oil and gas, and other natural resources on the environment and surrounding land uses. Encourage the thoughtful reclamation of land that has been mined.*

#### ▪ **NR-3.11 Oil and Gas Operations**

*Encourage the co-location of oil and gas facilities, where possible, to minimize the overall footprint of affected areas and impacts on adjacent land uses and the environment.*

#### ▪ **TM-4.1 Truck Impacts**

*Establish and enforce appropriate truck routes to and through the city, including for hazardous materials. Encourage the co-location of oil and gas facilities in order to minimize impacts of transporting these resources on the community.*

Staff Comment: The Comprehensive Plan encourages the colocation of oil and gas well facilities. PDC Energy proposes to cluster 23 wells onto one pad site, complying with co-location standards of item NR-3.11. Both the cluster concept and the horizontal drilling, allow the operator to reach resources desired, while reducing the



oil and gas footprint on the surface. The drilling operations would allow the owner or lessee of the mineral estate to recover hydrocarbons prior to surface development. This site, because of horizontal drilling, has the potential to reduce the cumulative number of smaller independent sites and plug and abandon sites throughout the area. The proposal allows for access to below-grade mineral rights in a larger geographic area where surface development has already been completed.

PDC would utilize access road, 95<sup>th</sup> Ave/County Road 25, off US Highway 34 Bypass for all traffic associated with construction and production of the wells proposed for the subject site. The access roads would be constructed to accommodate local emergency vehicles. The drill pad would have one access road during drilling and completion phases of the project. The access would be constructed as shown on the construction plans. The road would be required to be maintained for access.

The proposal complies with this criterion.

**3. Any associated site development or construction complies with requirements of this code, including any conditions or additional requirements identified for the particular use.**

Staff Comment: The proposed project complies with all development code requirements for site development and construction standards. Additional requirements, such as visual, noise, air quality, environmental, etc. mitigation have been provided within the narrative, operation plans, and submitted studies. Various city departments, external agencies, and abutting municipalities have reviewed the project proposal and have expressed no concern with the proposal as it meets all requirements for site design, site construction, and production of oil and gas goods.

The proposal complies with this criterion.

**4. Compatibility with the area in terms of operating characteristics such as hours of operation, visible and audible impacts, traffic patterns, intensity of use, and other potential impacts on adjacent property. The cumulative impact of a concentration of similar existing uses may be considered as part of the impact of a particular use.**

Staff Comment: The operating characteristics of the proposed project are within normal standards for the site location and abutting properties. The surrounding uses of crop farmland, oil and gas production, create similar impacts to the proposed project and are not unusual for this area of the city.



PDC Energy has conducted several studies and submitted each to the city for review, such as an Emergency Action Plan (EAP and Tactical Response Plan (TRP), Traffic Study, Final Drainage and Erosion Control Reports and Plans, Light Mitigation Plan, and Environmental Study. PDC Energy must continuously monitor conditions of the site to comply with various mitigation standards. Upon review, city staff found all submitted mitigation and response plans to be in compliance with City, County, State, and COGCC requirements.

Traffic impacts would be the greatest during the construction and drilling phases. PDC Energy would utilize the lease access road, 95<sup>th</sup> Avenue and US Highway 34 Bypass for all traffic associated with construction and production of the wells proposed for the project. Ninety-fifth Avenue is design for oil and gas production traffic, as well as farming equipment traffic. US Highway 34 Bypass is equipped for large travel volumes and truck travel. PDC Energy is required to obtain all required Colorado Department of Transportation (CDOT) permits. One hundred percent (100%) of the incoming traffic would be from US Highway 34 split 50% coming from the east and 50% coming from the west. The same goes for outgoing traffic, 50% would be routed north to US Highway 34 and 50% would be routed south on 95th Avenue. The project does not propose any traffic impacts unusual to the site and abutting properties

The proposal complies with this criterion.

**5. The site is physically suitable for the proposed use, and whether any additional site specific conditions are necessary for the use to be appropriate and meet these criteria.**

Staff Comment: The subject site has one single-family use and is used as crop farmland. There are some oil and gas wells and storage tank facilities on the subject site as well. The site is adjacent to unoccupied parcels to the east, west, and south, that have recently had approvals for other oil and gas operations. To the north of the subject site, there are two single-family dwellings that are on agricultural farmland. The closest structure is approximately 2,000 feet from the pad site.

All wellheads and on-site production equipment are required to be at least 150 feet from any rights-of-way and other wells or associated production equipment in the low-density areas of the city and at least 200 feet from any occupied building. The proposed wells are located at least, if not more than, 150 feet from any occupied building. The proposed project complies with the COGCC regulations. Staff has not received any

concerns from the property owner regarding the proposed project. There is other existing oil and gas operations nearby, so this proposal does not alter the site suitability. The site is physically suitable for oil and gas operation and the proposed development meets or exceeds the setback requirements required by the City and the COGCC

The proposal complies with this criterion

**6. Whether a limited time period for the permit is reasonably necessary to either limit the duration of the use, assess the use against changing conditions in the area, or ensure periodic reporting and ongoing enforcement of the permit.**

Staff Comment: It is not necessary to limit the duration of the use. A limited time period for the permit operation is not proposed, other than the natural timeline proposed for the project. After the production phase begins, wells and production equipment would likely continue to operate until deemed economically unviable. At such time, the wells would be plugged and abandoned as appropriate. Once all wells are plugged and abandoned, including flowline abandonment, permanent and final reclamation of the land shall take place. Currently, there are no development plans in this area that would propose changing conditions in the area.

Periodic reporting and ongoing enforcement are required to be provided by PDC Energy to agencies such as the COGCC for compliance with mitigation regulations. If necessary, the City of Greeley Fire Department shall work with the applicant to address any issues violating municipal requirements for oil and gas operations. PDC Energy must continuously monitor the project site. A PDC Energy employee is required to visit the site daily. PDC Energy staff shall address any aspects of the project that may fall out of compliance to meet regulatory requirements at the local, state, and federal levels.

The proposal complies with this criterion.

**7. The long-range plans for the surrounding area are not negatively impacted considering the permanence of the proposed use, the permanence of existing uses in the area, and any changes in character occurring in the area.**

Staff Comment: The subject area is proposed as a suburban use intensity area, surrounded by mixed-use and community separator land according to Greeley's Land Use Guidance Map within the Imagine Greeley Comprehensive Plan. At this time, there are not any anticipated development plans that would occur in this area to cause changing conditions. Existing uses in the area are

similar and suitable for oil and gas development, including dry crop farmland, vacant land, and other existing oil and gas operations. Mitigation measures are proposed to reduce impacts, or the cumulative effects associated with continuous oil and gas development within the area.

In general, staff has seen an increase in oil and gas activity on the western and southern sides of the city as operators look to identify locations that support multiple wells, meet COGCC setback and spacing requirements, and provide accessibility to resources located under the developed portions of the city. As these sites would operate for several years, staff has encouraged operators to locate away from tracts with potential for residential development and provide some improvements based on the nexus of rough proportionality for each site, which staff finds to be applicable for the subject project.

The proposal complies with this criterion.

**8. The recommendations of professional staff or other technical reviews associated with the application.**

Staff Comment: The City of Greeley sent out referrals to potentially impacted agencies and did not receive any concerns or comments regarding the proposal. CDOT has no objections or concerns regarding the proposed development.

Various agencies and city departments have been involved in the review of the proposed project as planned due to compliance with required standards of local, state, and federal policies for oil and gas development and production. The proposed project has been submitted to the COGCC for review and hearing approval.

The Colorado Department of Parks and Wildlife (CPW) does have a concern about an eagles nest, located within an approximate half-mile buffer, as identified by CPW. The applicant is working with the CPW to determine mitigation methods to not disturb the nest during the operation.

The proposal complies with this criterion.

## **Oil and Gas Operations**

Applications for Uses by Special Review for oil and gas operations are subject to the provisions of Section 24-1102, Oil and Gas. Sections 24-1102.c through Section 24-1102.h address well and production facility setbacks, disposal of production waste, seismic operations, signage, access roads, environmental requirements, recordation of flow lines, reclamation of the site, abandonment and plugging of wells, well operations in high density areas, compliance with COGCC review criteria, and inspection requirements.

Staff Comment: A review of information submitted by the applicant indicates compliance with Sections 24-1102.c through 24-1102.h. These design and operational requirements are reflected in the site plan, landscape plan and standards attached for potential approval.

This proposal complies with this criterion.

## **F. PHYSICAL SITE CHARACTERISTICS**

### **1. SUBDIVISION HISTORY**

The subject site is not part of any formal subdivision at this time.

### **2. HAZARDS**

There are two existing oil and gas wells on the subject parcel. Staff is unaware of any additional hazardous conditions or events that have occurred on the site to date.

### **3. WILDLIFE**

The subject site is not within the City's Ecological Significance Areas. For this reason, the applicant was not required to submit an Environmental Report of the site; however, the applicant did submit an Environmental Study for review. The applicant has been in contact with the Colorado Department of Parks and Wildlife (CPW) regarding a nearby eagle nest to determine if the nest is occupied and/or active. The CPW indicated that there should be no surface occupancy (NSO) and no ground disturbance (NGD) year-round within 0.25 miles of an active nest. The proposed project site is beyond the 0.25-mile buffer of a nesting site and causes no disturbance to the nest. CPW is also requesting that no permitted or authorized human activities within 0.5 miles of an active nest from December 1st, through July 31st. Pre-construction surveys would be conducted by the applicant (oil and gas operator in this case) prior to any surface disturbance/occupancy.

The Development Code indicates that if there are black-tailed prairie dogs inhabiting portions of the site, they must be properly removed as indicated in Section 24-1102 (e) (2) and destruction of prairie dog towns many do not occur during the nesting season (May 15 – September 15) due to the potential presence of the burrowing owl. If burrowing owls are actively nesting on the site or brood-rearing is present, a plan shall be developed by the applicant, approved by the City and/or the Colorado Division of Wildlife, and implemented before development occurs. Staff finds the applicant has worked with appropriate agencies and coordinated strategies for ecological mitigation. No activity for the proposed project shall disturb any ecologically significant lands nearby. The applicant shall work to mitigate against any impacts to ecologically significant areas.

#### **4. FLOODPLAIN**

The subject site is not located in the floodplain or floodway according to Federal Emergency Management Administration (FEMA) flood data.

#### **5. DRAINAGE AND EROSION**

A drainage report was submitted by the applicant and reviewed by the Engineering Development Review Division, which indicates Changes in natural drainage patterns are not anticipated. The well site would be monitored during the drilling and completion phases for any stormwater erosion or sedimentation concerns. Necessary measures would be required to be taken to correct any problems, immediately in most cases. Once the drilling and completion phases are complete, the drill site is required to be restored as near as practical, to its original grade and vegetation planted as required by COGCC regulations and surface use agreements. PDC must continue to monitor the site until all applicable regulatory requirements for revegetation have been met. PDC uses a closed loop or “pitless” system for drilling and fluid management and does not construct a reserve pit. The drilling company would actively manage the area around the rig equipment such that any minor fluid spills would be diverted and drained to small pumps strategically located and from there, if only water, would be pumped into the drilling fluid system. If the fluid is contaminated by fluids other than water, it would be required to be pumped into a separate container and removed from the site to an approved disposal facility.

#### **6. TRANSPORTATION**

PDC would utilize access road, 95<sup>th</sup> Ave/County Road 25, off US Highway 34 Bypass for all traffic associated with construction and production of the wells proposed for the Bypass State Pad. The access road must be constructed at a minimum of 30 foot wide, with a minimum 13.5 feet of overhead clearance. All access roads are required to be constructed of 1 and ½ in crushed road base over 6 inches of 95% compacted subgrade and aggregate base course. The access roads would be properly graded for adequate drainage and maintained to prevent dust and mud; culverts shall be utilized where necessary. PDC has submitted an access permit application to CDOT and is working through the permit requirements. A transportation study/memo has been prepared by a traffic consultant (see Attachment F).

### **G. SERVICES**

#### **1. WATER**

All of the water used for drilling and completion operations would be fresh water. The optimum water source during drilling operations would be determined by PDC prior to drilling of the wells. It is anticipated that the water used during the completion operations for fracture stimulation would be provided by Noble Midstream Partners and would be transferred to location by means of pipes and pumps and not delivered from an offsite source by means of tanker trucks. It is estimated that for each of the horizontal wells, the estimated number of truckloads of water and associated truck traffic that can be eliminated by virtue of transferring water by pipe and pumps could be up to approximately 1,300 truckloads per well. If all 23 horizontal wells are drilled that could mean the elimination of over 30,000 truckloads.

## **2. SANITATION**

Portable sanitary facilities that comply with COGCC Rules and Regulations would be provided and maintained on the location during the drilling and completion phases of the operation. Because no personnel are on the location for an extended period of time, no city services or sanitary services of any kind would be required or provided after the well begins to produce. An PDC employee or contractor must visit the site every day and would be responsible for picking up and disposing of any debris.

## **3. EMERGENCY SERVICES**

The property would be served by the City of Greeley's Police and Fire Departments. The nearest fire station to the site is Greeley Fire Department Station No. 6, approximately one (1) mile from the site. Additionally, an Emergency Response and Fire Protection Plan (ERFPP), also called a Tactical Response Plan, was reviewed by the Greeley Fire Department, and complies with City standards.

As the emergency response agency that would be called to mitigate an incident, the Greeley Fire Department has implemented strategies to mitigate the risks associated with potential incidents related to oil and gas facilities, just as they do with the vast array of other risks in the community. These strategies consist of identifying the hazards associated with oil and gas drilling/operations, developing a mitigation strategy, updating the strategy as the risks change, implementing the plan when necessary (response), and then reviewing and making corrections as necessary after an incident.

Some highlights of this strategy include the Greeley Fire Department being actively involved in the review and permitting of oil and gas operations; training and equipping members of their department to be prepared to fight flammable liquids fires; command staff attending courses on handling oil and gas well emergencies; incorporating oil and gas well response into the required training program for all firefighters; reviewing local incidents outside the Department's response area; and sharing critique information with all personnel. The Fire Department uses a fire suppression foam trailer to improve flammable liquid fire mitigation response time.

## **4. PARKS/OPEN SPACES**

The City of Greeley's *Parks, Trails, and Open Lands Master Plan* (PTOL) does not identify the area having any future parks or trails that would intersect the proposed project parcel or site. No open space or parks is required with this development; however, sufficient open space (not usable) would be present during the production phase.

## **5. SCHOOLS**

This project would have no impact on area schools. No schools are proposed or located within the site.



## **H. NEIGHBORHOOD IMPACTS**

### **1. VISUAL**

The production facilities would be painted in accordance with the COGCC Rule 804 regarding Visual Mitigation, which states: “Production facilities, regardless of construction date, which are observable from any public highway shall be painted with uniform, non-contrasting, non-reflective color tones (similar to the Munsell Soil Color Coding System), and with colors matched to, but slightly darker than, the surrounding landscape”. PDC has reduced the overall size of the disturbance, moving the location further away from both residential and highway sight lines. With the reduction in size and rural landscape of the surrounding area, PDC believes recontouring to natural grade and seeding with native grasses would adequately mitigate any potential visual impacts associated with the location. No additional landscaping is proposed due to the remoteness of the site location and visual mitigation efforts

During drilling, lighting would be utilized onsite to facilitate a 24-hour drilling schedule. A temporary sound wall would be installed around the northerly and westerly edges of the well pad. The walls are 32 feet high, with LED lights placed 8-10 feet below the top of the wall. These lights are placed every 200-300 feet along the wall, directed downward to mitigate any outside exposure to unwanted lighting. The drilling phase includes 8 lights around the walls while the completion phase would require 14 lights to be installed. These are only temporary and not permanent. During the drilling and completions phases lights would be pointed inward and downward and screened by sound walls. During the production phase, lights are required to be pointed inward and downward and would be switch-controlled and only in use while PDC personnel are present on location

### **2. NOISE**

Any operations involving the use of a drilling rig, workover rig, or fracking, and any equipment used in the drilling, completion, or production of a well are subject to, and must comply with, the noise regulations set forth by the City of Greeley, wherein compliance would be met by abiding by state environmental and noise requirements set forth in COGCC Rule 423. PDC’s contract drilling company would comply with COGCC Rules and Regulations for noise abatement. In addition to following the COGCC Rules and Regulations, PDC, whenever possible, would schedule deliveries and construction traffic to and from the site during daylight hours. PDC would perform all of the following to mitigate noise from the operation:

- A noise model from a qualified third-party noise consultant would be conducted on the drilling and hydraulic fracturing equipment prior to commencing operations to determine potential sensitive areas, which includes an ambient survey. Additional source-based noise mitigation would be implemented as required to address the results of the model.
- Sound walls are required to be installed around the edges of the well pad in order to mitigate sound and light. Installation would be after the pad is constructed, prior to the commencement of operations. Sound walls would remain in place approximately eight (8) months, more or less, and taken down after the completion phase, prior to production.

- An internal process has been developed to quickly address any potential noise issues that arise during operations.
- In addition to sound walls, the operator would further reduce noise from completions operations by using a frac fleet consisting of the latest sound mitigation technology available to the operator. Containerized sand delivery and storage would also be used for further noise reduction.

Mitigation of potential impacts, such as noise, would be handled in accordance with COGCC regulations, along with applicable Municipal Code standards. Staff finds the project plans as proposed provide adequate noise mitigation in relation to the surrounding land uses and oil and gas development.

## **I. PUBLIC NOTICE AND COMMENT**

A neighborhood meeting took place on November 14, 2022, at 6:00 PM. The meeting was held virtually due to the remoteness of the proposed project site, existing land uses, and minimal impacts to the surrounding area. The virtual platform provides greater accessibility for public participation through flexibility of participation. No members of the community attended the meeting. No phone calls, emails, or letters were received by the City of Greeley or PDC Energy expressing concerns regarding the project.

Letters, per Development Code requirements, regarding the public hearing for the proposed Use by Special Review were mailed on December 14, 2022, to property owners within 1,000 feet of the site. Signs were posted on the site on December 14, 2022. No comments have been received (see Attachment H).

## **J. MINERAL ESTATE OWNER NOTIFICATION**

Mineral notice is required for a public hearing. The applicant is the sole owner of the minerals for the subject site; therefore, a thirty (30) days' notice was not required.

## **K. PLANNING COMMISSION RECOMMENDED MOTION**

### **Approval:**

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed Use by Special Review for an oil and gas operation that consists of 23 oil and gas wellheads and associated production facility equipment in the H-A (Holding Agriculture) zoning district is consistent with the Development Code criteria of Section 24-206 (Items 1-8) and the proposed oil and gas operations will meet the provisions contained in Section 24-1102, Oil and Gas; and therefore, approve the Use by Special Review.

### **Denial:**

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed Use by Special Review for an oil and gas operation that consists of 23 oil and gas wellheads and associated production facility equipment in the H-A (Holding Agriculture) zoning district is not consistent with the Development Code criteria of Section 24-206 (Items 1-8) and the proposed oil and gas operations will not meet the provisions contained in Section 24-1102, Oil and Gas; and therefore, deny the Use by Special Review.



## **ATTACHMENTS**

Attachment A – Zoning and Vicinity Map

Attachment B – Photo Aerial Map

Attachment C – Narrative, Operations, and Safety Plan

Attachment D – Site Plan

Attachment E – Drilling, Completion, and Production Plans

Attachment F – Traffic Impact Study

Attachment G – Tactical Response Plan

Attachment H – Noticing Boundary Area

**CITY OF GREELEY  
LAND USE APPLICATION/USE BY SPECIAL REVIEW**

APPLICANT:



**1775 SHERMAN STREET, SUITE 3000  
DENVER, COLORADO 80203**

**PROPOSED OIL AND GAS LOCATION AND WELLS:  
[USR2022-0015](#)**

**DENALI STATE 05N67W13 1-23 PAD/FACILITY  
SESW SECTION 13, TOWNSHIP 5 NORTH, RANGE 67 WEST, 6<sup>TH</sup> P.M.  
WELD COUNTY, COLORADO**

**DENALI STATE 01N, DENALI STATE 02N, DENALI STATE 03N, DENALI STATE 04N,  
DENALI STATE 05N, DENALI STATE 06N, DENALI STATE 07N, DENALI STATE 08N,  
DENALI STATE 09N, DENALI STATE 10N, DENALI STATE 11N, DENALI STATE 12N,  
DENALI STATE 13N, DENALI STATE 14N, DENALI STATE 15N, DENALI STATE 16N,  
DENALI STATE 17N, DENALI STATE 18N, DENALI STATE 19N, DENALI STATE 20N,  
DENALI STATE 21N, DENALI STATE 22N, DENALI STATE 23N  
23 WELLS**

**SUBMITTAL AUGUST 18, 2022  
RESUBMITTAL OCTOBER 7, 2022  
[RESUBMITTAL DECEMBER 14, 2022](#)**

SUBMITTED BY:



**8620 Wolff Court  
Westminster, Colorado 80031**

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# CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

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**PDC ENERGY, INC.  
DENALI STATE 05N67W13 1-23 PAD/FACILITY**

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## CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

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**PDC ENERGY, INC.  
DENALI STATE 05N67W13 1-23 PAD/FACILITY**

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- Submittal 2\_CPW Consultation\_10-07-2022

<b>Project Narrative: Overview of Use by Special Review</b>
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### Description of Intended Use

PDC Energy, Inc. (PDC) submits this application for a Use by Special Review for the proposed Denali State 05N67W13 1-23 Pad/Facility, located in the southeast quarter of the southwest (SESW) of Section 13, Township 5 North, Range 67 West of the 6<sup>th</sup> P.M. within the City of Greeley limits. More specifically, the proposed project is located approximately a quarter of a mile east of the intersection of WCR 56 and 107<sup>th</sup> Avenue, on the southern end of the 253.127-acre parcel of land owned by Matthew J Chismar Irrevocable Trust. Please refer to the Construction Drawings for the exact location. PDC proposes to drill twenty-three (23) horizontal wells and construct temporary and permanent facilities needed to support drilling, completion, and production operations.

In general, the proposed project is a multiple oil and gas well and a facilities pad, located on the southern edge of the parcel and will be operated by PDC. The proposed well and facility pad will include 23 horizontally drilled wells, 23 separators, 2 permanent water tanks, 2 maintenance tanks, and other equipment. These wells and production facilities will be built in a cluster arrangement. This layout allows for a smaller footprint with centralized facilities for the proposed 23 wells. The cluster concept and horizontal drilling essentially eliminate the need to develop additional well pads, thus reducing the footprint on the surface.

A pre-application meeting with City of Greeley personnel was held on May 12, 2022, and the preliminary siting of the project was given approval to move forward with the USR process.

This application for a Use by Special Review permit pursuant to Greeley, Colorado – Municipal Code / Title 24- Development Code / Chapter 11.-Supplemental Standards / Sec. 24-1102. -Oil and gas. includes a full description of the drilling, completion, production, and maintenance processes related to the 23 proposed wells.

### **Familiarity with City of Greeley and State of Colorado Regulations**

PDC is familiar with the Colorado Oil and Gas Conservation Commission (COGCC) Rules and Regulations as well as the City of Greeley's regulations as they relate to oil and gas operations. PDC is aware of the drilling, operation maintenance, and abandonment procedures that are established by the COGCC and the City of Greeley.

It is PDC's intent to develop the Denali State 05N67W13 1-23 Pad/Facility in a manner that is not detrimental to the public health, safety, welfare, the environment, and wildlife resources, or detrimental to the character of the surrounding area. The proposed use shall be consistent with the Imagine Greeley Comprehensive Plan. The location, site, design, and operation characteristics of the proposed use shall be compatible with the existing and future land uses within the general area in which the proposed use is to be located, and will not create significant noise, traffic or other conditions or situations that may be objectionable or detrimental to other permitted uses in the vicinity. PDC understands that reasonable conditions may be placed on uses by special review to protect public health, safety, welfare, the environment, and wildlife resources. The site shall be physically suitable for the type and intensity of the proposed land use. The proposed land use shall not adversely affect traffic flow or parking in the neighborhood.

PDC is a responsible operator and will abide by all setbacks by placing wellheads, production tanks and/or associated on-site production equipment at the required distance per COGCC Rules and Regulations, and City of Greeley Code standards.

All exploration and production waste, including drilling mud or other drilling fluids, will be stored, handled, transported, treated, recycled, or disposed of in accordance with COGCC regulations, to prevent any significant adverse environmental impact on air, water, soil, or biological resources. (Ord. 27, 1998 §1).

PDC will abide by State law and regulations concerning noise abatement (Title 25, Article 12, C.R.S.), together with applicable local government ordinances, rules, or regulations. PDC has detailed its plans in this Land Use Application for addressing all nuisance impacts in Section III. Environmental and Safety Plan, and all safety impacts in Section IV. Emergency Response and Fire Protection Plan.

### **Imagine Greeley Comprehensive Plan**

The proposed use shall be consistent with the Imagine Greeley Comprehensive Plan. PDC has and will continue to demonstrate responsible stewardship of natural resources and the environment within the City of Greeley limits, as well as Weld County and the State of Colorado. PDC acknowledges the City of Greeley's wish to continue to build and expand upon existing efforts as they relate to the environment and protection of natural resources, as well as its continuing efforts to develop new ways to preserve open lands. PDC's focus on water and air quality is consistent with the City of Greeley's in the face of the City's future growth.

PDC designed the Denali State 05N67W13 1-23 Pad/Facility in an effort to stay consistent with other use by special review locations within the City of Greeley. PDC will be reseeded the entire location with Native Seed Mix or will consult with the surface owner to plant the type of crop that is planned for the crop season after interim reclamation is complete. No landscaping is proposed for this site. Through a recent re-design of this location, PDC has reduced the overall size of the disturbance, moving the location further

## CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

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away from both residential and highway sight lines. With the reduction in size and rural landscape of the surrounding area, PDC believes recontouring to natural grade and seeding with native grasses will adequately mitigate any potential visual impacts associated with the location.

## CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

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### List of Property Owners within 500 feet of the Proposed Well Site

CHISMAR MATTHEW J IRREVOCABLE TRUST  
3051 TALIESIN WAY  
FORT COLLINS, COLORADO 805249383  
WELD COUNTY PARCEL 095713000013

SHUPE BROS CO  
PO BOX 1447  
GREELEY, COLORADO 806321447  
WELD COUNTY PARCEL 095713000012

DUKE & ELEANOR PHILLIPS FAMILY LLLP  
1402 NUNN CREET CT  
FORT COLLINS, COLORADO 805263465  
WELD COUNTY PARCEL 095724000017

GOLDBERG ELAINE ROSAMOND LIVING TRUST  
15343 HERITAGE CIR  
THORNTON, COLORADO 806029214  
WELD COUNTY PARCEL 095724000016

LEI INVESTMENTS LLC / STEVE S LUNDVALL  
2015 CLUBHOUSE DRIVE, SUITE 101  
GREELEY, COLORADO 806343651  
WELD COUNTY PARCEL 095713101002

#### **WELL SITE SURFACE OWNER:**

CHISMAR MATTHEW J IRREVOCABLE TRUST  
3051 TALIESIN WAY  
FORT COLLINS, COLORADO 805249383



**Operator and Surface Owner Information**

Operator:

PDC Energy, Inc.  
1775 Sherman Street  
Suite 3000  
Denver, Colorado 80203

Surface Owner

Chismar Matthew J Irrevocable Trust  
3051 Taliesin Way  
Fort Collins, Colorado 80524

Project Plan prepared by:

Ascent Geomatics Solutions  
8620 Wolff Court  
Westminster, Colorado 80031  
(303) 928-7128

### Operating Plan

The Operating Plan is divided into the Drilling Phase and Protection of Water Formations, the Completion Phase, the Production Phase, and the Plugging and Abandonment Phase.

This location is not considered an Urban Mitigation Area, as described by the Colorado Oil and Gas Conservation Commission (COGCC) Rules and Regulations – Definitions (100 Series).

All phases of operations including drilling, completion, production, abandonment, and reclamation are designed to adhere to the Rules and Regulations of the COGCC, especially COGCC 300 Series (Permitting Process), 400 Series (Operations and Reporting), 600 Series (Safety and Facility Operations), 900 Series (Environmental Impact Prevention), 1000 Series (Reclamation), 1100 Series (Flowlines), and 1200 Series (Protection of Wildlife Resources).

Enclosed flares shall be utilized during the drilling, completion, recompletion, reworking, production, repair, and maintenance of the pad site.

PDC will use Best Management Practices during all phases of operations.

Routine fire inspections are required during the different phases of operation and, at a minimum, an annual inspection, upon completion of the wells and production facilities. The Greeley Fire Department will coordinate and schedule these inspections.

### Drilling Phase and Protection of Water Formations

The proposed oil and gas location will be approximately 16.21 acres in size and construction of this site will include leveling the pad to accommodate the drilling rig. **Sound walls to mitigate sound and light will be installed after the pad is constructed, prior to the commencement of drilling.** Once the pad is completed, a small surface drilling rig will be brought onto location and rigged up to drill the surface portion of the well for the 23 wells on the pad. This will take approximately twenty-four (24) hours per well.

Drilling operations, which run 24 hours a day until completed, will commence after the rig is “rigged up”. A 13-1/2-inch surface hole will be drilled to approximately 1750 feet using fresh water. Surface casing 9-5/8 inches in diameter will then be run and cemented to surface to protect any shallow freshwater zones. Surface casing setting depth is determined from subsurface ground water maps prepared by the State Engineer and supplemented by the latest data available from offsetting wells. A baseline water sample will be obtained from water wells within ½ mile of the proposed location to ensure water quality. When all 23 wells have surface casing set, the surface rig will move off the Denali location. It is estimated to take one day per well to drill and set surface casing.

Once the location is clear from the surface rig, a liner is set on the pad where the drilling rig will be rigged up to contain and prevent any potential fluid from hitting the ground. In addition, wooden matting boards will be placed over the liner as a secondary containment for fluids and stability for the drilling rig. Once the location is prepped, the drilling rig will move in and rig up on the first well on location. The Blowout Preventer Equipment (BOPE) will be installed and tested prior to drilling. After testing, the drilling of the

production hole will commence. A bit and directional tools comprise the bottomhole assembly (BHA). The directional tools are placed behind the bit to steer the assembly, and continuously survey and send data to the surface to monitor the wellbores 3D position spatially, and to track in the targeted formation. The 8-1/2-inch bit and BHA will drill-out of the surface casing shoe and drill the “vertical” portion of the hole in which angle is built to separate wells into their planned slots. Once the vertical portion of the hole is drilled, the curve will be initiated. The curve will take approximately 1,000 feet to drill and will then place the wellbore at approximately 90° in order to enter the targeted hydrocarbon bearing zone. The wells will be drilled horizontally or parallel to the surface for approximately 1.5 miles west (Denali State 01N-11N) and approximately 2.0 miles east (Denali State 12N-23N), at a vertical depth of 6,800-7,200 feet below the ground. The total Measured Depth (MD) for the proposed wells is approximately 15,000 feet.

Once the horizontal section of the wellbore is drilled, a string of production casing will be run into the wellbore. This casing will be 5-1/2 inches in outer diameter and weigh 20 pounds per linear foot. The grade will be P110IC, which has a collapse rating of 12,100 psi and an internal yield rating of 12,630 psi. This casing will be cemented into place to isolate the productive zones of the reservoir. The cement sheath will isolate the entire casing string from the total depth of the well back to surface.

PDC’s drilling rigs are equipped with a closed loop system, therefore, the drilling mud is recycled and re-used, and reserve pits will not be constructed. The drilling rig will be on location for approximately 4-5 days per horizontal well for a total of approximately 90-110 days. At the end of the drilling phase, the drilling rig will be moved off location.

Best industry practices shall be utilized during drilling operations to prevent fluids from reaching the flare during a “kick” or upset conditions.

### **Completion Phase**

The completion phase typically begins when the drilling equipment is transported off the location. There will be no intentional rest period between drilling and completion operations. Lag time could be encountered dependent on vendor availability. Completion operations are conducted twenty-four (24) hours per day intermittently over a period of several weeks. The site may be regraded to accommodate the completion operations and anchors may be set for the completion operations. For horizontal wells, multiple fracture stages are induced along the length of the wellbore in the respective formation that the well has been drilled.

During hydraulic fracturing, water and some additives are pumped at high rates and pressures that exceed the minimum in-situ rock stresses and hydraulically fracture the formation. Sand is then pumped into the created fracture to allow gas and oil to flow freely from the formation into the well bore. The fracturing equipment will consist of multiple flowback tanks, pressure pumps, blending and bulk material trucks with other necessary equipment. After fracturing is completed, the mobile equipment is removed, excluding tanks that are used to retain the water that is produced during flowback and testing operations. No water is allowed to accumulate or be disposed of on surface. All water is hauled to approved disposal sites or recycled for stimulation use. The flowback tanks will remain on location until the well is rerouted through standard production equipment.

It takes approximately 2-3 days to hydraulically fracture each well for a total of 45-60 days on this location.

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COGCC regulations give the operator three months to complete restoration activities, but restoration may occur sooner than three months.

### **Production Phase**

The production equipment for the Denali State 05N67W13 1-23 Well Pad/Facility will be located adjacent to and south of the wells. The equipment on this site will consist of the following components:

2 permanent water tanks, 6 temporary water tanks, 2 maintenance tanks, 1 partially buried water vault, 8 combustors, 1 temporary water combustor, 3 surge vessels, 2-2 phase vertical separators, 5 OCDs, 1 unloading separator, 3 separator LP vapor recovery units, 1 automation tower, 3 instrument air skids, 3 oil LACT, 2 water LACT, 23 separators, 1 meter area.

If needed, a temporary generator will be used before connecting to electric lines; a short noise control fence will be installed or other agreeable measures to mitigate the noise from this generator. Tanks and facilities shall be painted per COGCC Rules. The steel berm ring around the facility will hold 150% of the capacity of the largest tank within the berm.

Flowlines will be installed but will not leave the oil and gas operations area. Additionally, all flowlines will be pressure tested at least annually to verify integrity and will remain in full compliance with COGCC 1100 Series Rules.

Connecting the well pad to pipeline is anticipated by 3rd quarter 2025. A PDC employee or contractor called a "lease operator," then begins monitoring the well on a scheduled basis. The lease operator reports the tank measurements of the oil, gas sales, and pressure readings. Much of this production information is compiled and submitted to the COGCC on a monthly basis.

In addition, the lease operator will inspect the site for hazards and weed control, maintaining the appearance of the Denali State 05N67W13 1-23 Pad/Facility. For the first few months, water and oil will be hauled daily from the location. As volumes decline, water and oil hauling will also decline.

### **Plugging and Abandonment Phase**

At the time the wells become sub-economic to operate, PDC or PDC's successors will engage the services of a plugging rig to remove production equipment from the wellbores and plug the productive zones with a combination of bridge plugs and cement plugs in accordance with COGCC Rules and Regulations. If the separators and tanks on the surface of the land are no longer needed for other wells, they will be removed. Surface restoration will involve removal of any above-ground casing and the installation of regulation markers that will not interfere with subsequent surface use.

After all production equipment is removed, the surface will be restored to the original grade with reseeded in accordance with COGCC Rules and Regulations. This may be waived with the permission of the surface owner at the time of final restoration if there has been further land engineering that would conflict with the drill site being restored as described herein.

All transmission and/or flow lines shall be completely removed from the ground upon entering the abandonment phase. No underground lines that can or may contain any flammable product shall remain in the ground after the facility is abandoned.

### **Water Resources for Drilling Activities**

All of the water used for drilling and completion operations will be fresh water. The optimum water source during drilling operations will be determined by PDC prior to drilling of the wells. It is anticipated that the water used during the completion operations for fracture stimulation will be provided by Noble Midstream Partners (Sheet 11 of the Construction Drawings references Laramie River Devco LP water line – this water line was acquired by Noble Midstream Partners. Laramie River Devco LP, Laramie River LLC, and Noble Midstream Partners are part of Chevron Power and Pipeline. Please refer to the Water Assurance document) and will be transferred to location by means of pipes and pumps and not delivered from an offsite source by means of tanker trucks. It is estimated that for each of the horizontal wells, the estimated number of truckloads of water and associated truck traffic that can be eliminated by virtue of transferring water by pipe and pumps could be up to approximately 1,300 truckloads per well. This process will eliminate approximately 30,000 truckloads throughout PDC's operations.

### **Compatibility with Surrounding Property Uses**

The site does not interfere with the existing use of the area. The parcel is zoned as agricultural and remains compatible with the area as surrounding parcels are zoned Agricultural (H-A) and vacant land.

Above-ground equipment will be painted a neutral brown "sand" or similar color to best blend in with the surroundings.

### **Employees and Hours of Operation**

There are no permanent employees on this site. The site will be visited by a PDC pumper on a daily basis. The employee is typically not on site for longer than one to two hours at a time.

The location will produce oil and gas 24 hours a day 7 days a week. On average one employee will visit the site once each day in a pick-up truck. Trucks will haul product from the location as needed and will steadily decline.

### **Site Maintenance**

All disturbed areas shall be kept free of noxious weeds and debris. If necessary, a third party weed control service will be contracted annually to prevent and control the reoccurrence of noxious or excessive weed growth. Weeds that cannot be controlled by this method will be sprayed as needed with a systemic herbicide. Any additional weed control required to maintain the site free of weeds will be implemented if the standard plan is not sufficient.

### Description of Water and Sewer

This is an unmanned facility; therefore, no water or sewer will be needed. Due to the lack of employees permanently on site, a water connection is not necessary. Bottled water will be available during construction and operations.

### Proposed Landscaping

PDC will be reseeded the entire location with Native Seed Mix or will consult with the surface owner to plant the type of crop that is planned for the crop season after interim reclamation is complete. No landscaping is proposed for this site. Through a recent re-design of this location, PDC has reduced the overall size of the disturbance, moving the location further away from both residential and highway sight lines. With the reduction in size and rural landscape of the surrounding area, PDC believes recontouring to natural grade and seeding with native grasses will adequately mitigate any potential visual impacts associated with the location.

### Timing/Phases of Operations:

#### Denali Pad/Wells

- |                        |           |                        |
|------------------------|-----------|------------------------|
| • Construction Phase 1 | 2/1/2024  | Lasting +/- 60 days    |
| • Drilling Phase       | 6/9/2024  | Lasting +/- 80-90 days |
| • Completion Phase     | 1/1/2025  | Lasting +/- 80-90 days |
| • Flowback Phase       | 2/30/2025 | Lasting +/- 45-60      |
| • Production Phase     | 3/15/2025 |                        |

\*Dates referenced above are subject to change depending on drilling schedule and rig availability

The Drilling Phase, Completion Phase, and Production Phase will operate with two 12-hour shifts.

## Environmental and Safety Plan

### Setbacks

The proposed Denali State 05N67W13 1-23 Pad/Facility will comply with City of Greeley setback standards and COGCC Rules and Regulations for cultural setbacks.

### Air and Water Quality

Emission Control System: Test separators and associated flow lines and sand traps shall be installed on-site to accommodate green completions techniques pursuant to COGCC Rules and Regulations. In the anticipated absence of a viable gas sales line, the flowback gas shall be thermally oxidized in a combustor, which will be installed and kept in operable condition for at least the first ninety (90) days of production pursuant to CDPHE rules. The ECD shall have an adequate capacity for 1.5 times the largest flowback within a 10-mile radius, will be flanged to route gas to other or permanent oxidizing equipment, and shall be provided with the equipment needed to maintain combustions where non-combustible gases are present. A closed-loop system will be utilized at this site.

In an effort to continue to reduce and mitigate the impacts of installing tanks, PDC is committed to using Lease Automatic Custody Transfer (LACT) Units. Advantages to utilizing LACT Units include: LACT pumps are electric and enclosed, reducing noise; less likely to have spills because of improved connections; truck loading times are two times faster, reducing the amount of time a truck is on location; truck vent lines are sent to the enclosed combustion devices, which are 95% efficient destruction of VOCs; and oil haulers no longer need to climb to the top of tanks and open thief hatches to gauge tanks, thus eliminating emissions from blowing down tanks and exposure to tank vapors.

The COGCC sets forth specific requirements for casing setting depths necessary to protect ground water sources, and all drilling permits ensure that those setting depths are achieved.

In order to ensure the protection of all freshwater resources, 9-5/8" steel surface casing will be set to a depth at least fifty (50) feet below the base of the deepest water well within one mile of the surface location as required by the COGCC and will be cemented from the bottom of the pipe up to surface. The COGCC reviews all drilling permits for adequate surface casing setting depths and cementing programs based on subsurface ground water maps prepared by the State Water Engineer and offset well data.

### Noise Control

Any operations involving the use of a drilling rig, workover rig, or fracking, and any equipment used in the drilling, completion, or production of a well are subject to and will comply with the noise regulations set forth by the City of Greeley, wherein compliance will be met by abiding by state environmental and noise requirements set forth in COGCC Rule 423. PDC's contract drilling company will comply with COGCC Rules and Regulations for noise abatement. In addition to following the COGCC Rules and Regulations, PDC, whenever possible, will schedule deliveries and construction traffic to and from the site during daylight hours. PDC will perform all of the following to mitigate noise from the operation:

- A noise model from a qualified third-party noise consultant will be conducted on the drilling and hydraulic fracturing equipment prior to commencing operations to determine potential sensitive areas, which includes an ambient survey. Additional source-based noise mitigation will be implemented as required to address the results of the model.
- **Sound walls will be installed around the entire perimeter of the well pad in order to mitigate sound and light. Installation will be after the pad is constructed, prior to the commencement of operations. Sound walls will remain in place approximately 8 months, more or less, and taken down after the completion phase, prior to production.**
- An internal process has been developed to quickly address any potential noise issues that arise during operations.
- **In addition to sound walls**, PDC will further reduce noise from completions operations by using a frac fleet consisting of the latest sound mitigation technology available to the operator. Containerized sand delivery and storage will also be used for further noise reduction.
- Due to the topography and distance to the nearest residential building unit being 2,300 feet from the proposed location and being owned by the surface owner under the Surface Use Agreement, it is not anticipated that noise mitigation in the form of sound walls will be necessary at the proposed location. After construction is completed, equipment installed and production begins, noise levels will be assessed to determine if mitigation measures will be required.

### Visual Impacts

The production facilities will be painted in accordance with COGCC Rule 425 regarding Visual Mitigation, which states: "...all permanent equipment at new and existing Oil and Gas Facilities, regardless of construction date, which are observable from any public highway, road, or publicly-maintained trail, will be painted with uniform, non-contrasting, non-reflective color tones (similar to the Munsell Soil Color Coding System), and with colors matched to but slightly darker than the surrounding landscape."

### Lighting

During drilling, lighting will be utilized on site to facilitate a 24-hour drilling schedule. **A temporary sound wall will be installed around the entire perimeter of the well pad. The walls are 32 feet high, with LED lights placed 8-10 feet below the top of the wall. These lights are placed every 200-300 feet along the wall, directed downward to mitigate any outside exposure to unwanted lighting. The drilling phase includes 8 lights around the walls while the completion phase will require 14 lights to be installed. These are only temporary and not permanent.** During the drilling and completions phases lights will be pointed inward and downward **and screened by sound walls**. During the production phase, lights will be pointed inward and downward and will be switch-controlled and only in use while PDC personnel are present on location. Due to the topography and distance to the nearest residential building unit being 2,300 feet from the proposed location and being owned by the surface owner under the Surface Use Agreement, it is not anticipated that additional light mitigation will be necessary at the proposed location.

### Odor and Dust

All requirements applicable in COGCC regulations related to odor and dust will be adhered to by PDC. No noxious, prolonged, or unusually high amounts of odor are expected from the proposed drilling of the wells. Oil and gas facilities and equipment shall be operated in such a manner that odors and dust do not



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constitute a nuisance or hazard to public welfare. PDC shall employ practices for controlling fugitive dust caused by operations, which may include but are not limited to treating roads and location with water, the use of speed restrictions, regular road maintenance, and silica dust controls when handling sand used in hydraulic fracturing operations.

### **Access Roads**

PDC will maintain all access roads in compliance with the City of Greeley Municipal Code and Weld County regulations. The access roads will be constructed to accommodate local emergency vehicles. The roads will be maintained for access at all times. Traffic will be routed to minimize local interruption. Please see the Construction Drawings for ingress/egress location. The location shall have one access road coming from County Road 25/95<sup>th</sup> Avenue during drilling and completion phases of the project as depicted on Sheet 10 of 25 of this exhibit.

### **Waste Disposal**

PDC will dispose of all wastes in accordance with COGCC and/or the Colorado Department of Public Health and Environment rules and regulations. For exploration and production waste, the COGCC requires that a waste management plan be included with the Form 2A Oil and Gas Location Assessment permit application. PDC can provide the City of Greeley with copies of all waste management reports, if requested. PDC will be utilizing offsite/commercial disposal methods on this site.

### **Sanitary Facilities**

Portable sanitary facilities that comply with COGCC Rules and Regulations will be provided and maintained on the location during the drilling and completion phases of the operation. Because no personnel are on the location for an extended period of time, no city services or sanitary services of any kind will be required or provided after the well begins to produce. A PDC employee or contractor will visit the site every day and will be responsible for picking up and disposing of any debris.

### **Well Site Restoration**

Interim Reclamation for the Denali State 05N67W13 1-23 Pad/Facility will be approximately 8.6 acres. Reclamation will be conducted under company supervision in accordance with COGCC Rules and Regulations. Following drilling operations, all drilling mud and cuttings will be removed from any reserve/retention area using trucks, pumps, and mechanical squeezing with a dozer. The mud and cuttings will be trucked offsite to an approved commercial disposal site, per COGCC regulations. The pad will be backfilled with soils in the reverse order removed and capped with the separated topsoil. Subsoils will be mechanically compacted while backfilling.

All tanks and equipment, lines and roads will be removed from the entire Denali State 05N67W13 1-23 Pad/Facility. All reseeding shall be done with grasses consistent with the Rocky Mountain native mix or other grasses reasonably requested by the surface owner and during planting period suggested by owner. When the area is no longer farmed, the seed mixture will be planted. All surface restoration shall be accomplished and completed to the reasonable satisfaction of the surface owner, as soon as practical

after installation (weather permitting), and in accordance with regulatory agencies' standards. All site reclamation will be in conformance with the City of Greeley as well as COGCC regulations.

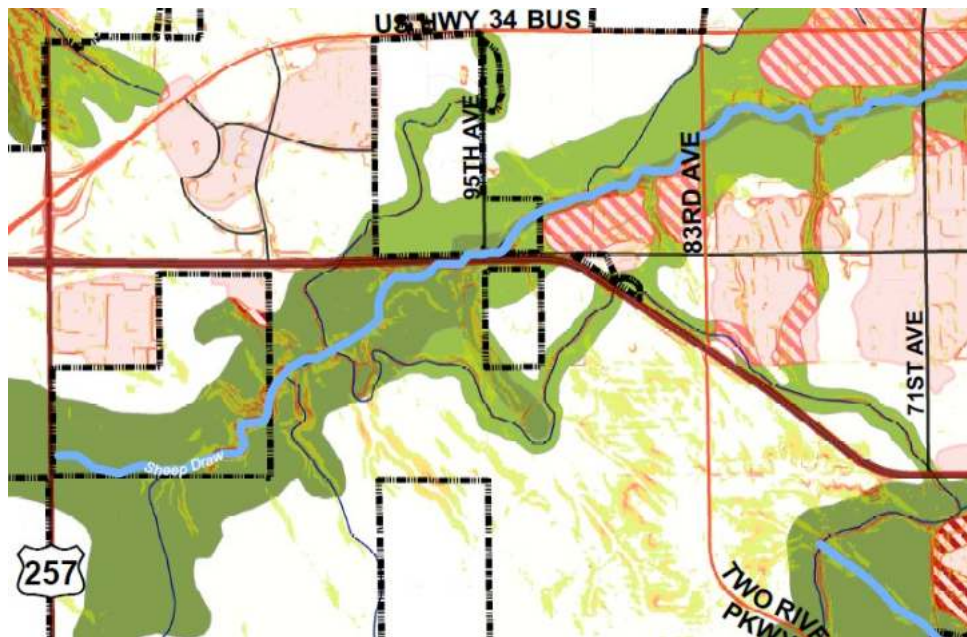
### **Weed Control**

All disturbed areas shall be kept reasonably free of noxious weeds and undesirable species as practicable. When a well is completed for production, all disturbed areas no longer needed will be restored and re-vegetated as soon as practicable. A third party weed control service will be contracted annually, if necessary, to prevent and control the reoccurrence of noxious or excessive weed growth. PDC will drag the lease roads and the production site as needed with a "drag" designed to remove weeds. Weeds that cannot be controlled with this method will be sprayed as needed with a systemic herbicide. Any additional weed control required to maintain the site free of weeds will be implemented if the standard plan is not sufficient. PDC will comply with COGCC Rules and Regulations regarding weed control.

### **Area of Ecological Significance**

PDC has consulted with Colorado Parks and Wildlife (CPW) on the nearby eagle nest and both parties are aware of the nest location. PDC is currently drafting a wildlife mitigation plan that will outline surveys conducted, mitigation efforts and BMPs needed to limit impacts. PDC will follow wildlife guidance documents and continue to engage the CPW during plan development. Approved plans will be included in the Denali State USR. The Denali site is outside of any Area of Ecological Significance.

Imagine Greeley Ecologically Sensitive Areas Map:



# CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

## Emergency Response and Fire Protection Plan

A comprehensive and complete Emergency Response Plan will be submitted to the City of Greeley, which is a site-specific review of the risks to structures and land uses in the immediate vicinity, and addresses the risks presented by the proposed facility while considering the setbacks or distances. PDC will comply with all applicable sections of the 2018 International Fire Code, as amended and adopted by the City of Greeley and Greeley Fire Protection District:

Section 5706.1	General	Section 5706.3.2	Waste Control
Section 5706.3	Well Drilling and Operating	Section 5706.3.3	Sumps
Section 5706.3.1	Location	Section 5706.3.4	Prevention of Blowouts
Section 5706.3.1.1	Storage tanks and sources of Ignition	Section 5706.3.5	Storage Tanks
Section 5706.3.1.2	Streets and Railways	Section 5706.3.6	Soundproofing
Section 5706.3.1.3	Buildings	Section 5706.3.7	Signs
COGCC Rule 912	Spills and Releases	Section 5706.3.8	Field Loading Racks

Per the Greeley Fire Department:

- **City of Greeley Code Section 18.56.110: Sound walls or similar acoustical insulating materials shall be of a non-combustible material.**
- Greeley, Colorado – Municipal Code / Title 24- Development Code / Chapter 11.-Supplemental Standards / Sec. 24-1102.c.5.(c) Adequate blowout prevention equipment shall be provided for drilling operations and well servicing operations.
- Enclosed flares shall be utilized during the drilling, completion, recompletion, reworking, production, repair, and maintenance of the pad site.
- Routine fire inspections are required during the different phases of operation and, at a minimum, an annual inspection, upon completion of the wells and production facilities. The Greeley Fire Department will coordinate and schedule these inspections.

The road leading to the Denali State 05N67W13 1-23 Pad/Facility and those contained within the pad will be designed and maintained to support fire apparatus and shall be provided with a surface to accommodate all weather driving capabilities. A circular turnaround shall be provided on site that is capable of allowing the turning around of all fire apparatus.

In addition to the above-referenced rules and regulations, PDC is also subject to COGCC Rules and Regulations pertaining to Fire Prevention and Protection.

PDC has support personnel in the field or on call at all times to provide technical assistance in fire prevention and elimination.

The following individuals may be notified at these numbers:

DESIGNATED OPERATOR  
PDC Energy, Inc.

PDC 24 Hour Emergency Hot Line (877) 350-0169  
Brian DeRose, Surface Land Supervisor (970) 342-0135

### (A) GENERAL INFORMATION

## CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

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The purpose of the Emergency Response Plan is to provide procedures to cover emergency conditions that may arise during the development of oil and gas resources. The procedures contain the policies applicable to facility emergencies.

The following information can be vital during emergencies. It may be used by outside agencies as well as company employees and contract labor to help secure a speedy recovery from an emergency situation:

### PDC Office Address

PDC Energy, Inc.  
1775 Sherman Street, Suite 3000  
Denver, Colorado 80203

### Landman, Operations Manager, Safety Manager

Brian DeRose, Surface Land Supervisor (970) 342-0135  
Darin Spitzer, Surface Landman (970) 459-7766  
Wes Hudkins, Production Manager (970) 573-0408  
Jason Thron, EH&S Manager (303) 831-3900

### Type of Facility

Oil and Gas Production Facility

### Location

SESW SECTION 13, TOWNSHIP 5 NORTH, RANGE 67 WEST, 6TH P.M  
Weld County, Colorado

### The location will be accessed as follows:

Traffic for drilling, completions, flowback, and initial production operations will be routed 50% to the north and 50% to the south from the access point on County Road 25/95<sup>th</sup> Avenue.

### Operator

PDC Energy, Inc.  
1775 Sherman Street, Suite 3000  
Denver, Colorado 80203  
Brian DeRose, Surface Land Supervisor  
Cell: (970) 342-0135

### Corporate Manager in Charge of Facility

PDC Energy, Inc.  
1775 Sherman Street, Suite 3000  
Denver, Colorado 80203  
Wes Hudkins  
(970) 573-0408

### Tank and Piping Inspections

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PDC Energy, Inc.

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## CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

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All tanks and above ground piping are visually inspected on a daily basis for leakage, malfunction of seals, and other problems. Inspections of all storage tanks are made by PDC personnel or contractors and reported to its headquarters. All storage tank material and construction comply with API specifications for hydrocarbon storage. All tanks shall be appropriately labeled indicating the material contained within the tank(s).

### Spill Containment

Tank berms are steel berm rings and are sized to contain 150% of the volume of the largest tank in the containment area. The inside of the tank berms are lined with impermeable and sealed material to prevent any leaks from leaving the containment. PDC operators or contract operators are equipped with spill cleanup kits for minor spills. Minor and major spills will be immediately reported to the Operations Superintendent and President of PDC in accordance with the SPCC plan. Berms will be inspected on a weekly basis and within forty-eight (48) hours of a precipitation event.

### Entrance/Exit Driveways

The access to the Denali State 05N67W13 1-23 Pad/Facility will serve as both the entrance and exit. The fire code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

The access road, with one permanent access point from County Road 25, is 30 feet in width. The lease access road will be constructed of a compacted class 6 road base with a minimum depth of 4 inches at 80% compaction and surfaced so as to provide all-weather driving capabilities. The turnaround for the tank battery will be approximately 30 feet on the north side, 60 feet on the east side, 30 feet on the south side and 60 feet on the west side. These dimensions allow for safe access of tanker trucks and emergency equipment. The access road shall be graded to provide simple drainage from the roadway and allow for cross drainage by means of an adequate culvert pipe. The lease road shall be maintained so as to provide a roadway passable for emergency vehicles and shall be generally rut free. Measures will be taken to control mud on local roadways.

Signs will be posted in accordance with the City of Greeley, the Greeley Fire District, and the COGCC.

### Security

All proper warning signs and equipment guards will be installed. At this time there are no plans to have locked security gates. If the need should arise in the future a lockbox with a key will be on location so that the fire district has access in an emergency.

## (B) TRAINING

All facility personnel are trained in the operation and maintenance of equipment to prevent or control spills and are versed in the applicable pollution control laws, rules, and regulations. Company vehicles that visit the location will be equipped with shovels and materials necessary to contain spills.

## (C) EMERGENCY CONTACT LIST

## CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

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Following is a list of PDC personnel and emergency organizations that may be contacted in the event of an emergency occurring at the proposed Denali State 05N67W13 1-23 Pad/Facility.

All emergencies shall be reported immediately to the appropriate Supervisor. In the event the Manager(s) cannot be reached, any of the following may be notified at their office number during normal working hours or at their home/cell number if during other than normal working hours.

<b><u>Name</u></b>	<b><u>Phone</u></b>
PDC Emergency Hotline	(877) 350-0169 – 24 Hour
Brian DeRose	(970) 342-0135

<b><u>City and County Agencies</u></b>	<b><u>Emergency</u></b>
Greeley Fire Department	911
Non-Emergency (970) 350-9504	

Greeley Police Department	911
Non-Emergency (970) 350-9600	

To report emergencies, call 911 for fires or spills that cannot be contained by employees.

Weld County Office of Emergency Management	911
(970) 304-6540	

Weld County Sheriff Department	911 - Contact as emergencies dictate.
Non-Emergency (970) 356-4015	

Tri-County Health Department	Product or Wastewater Spill
Office: (303) 220-9200	

<b><u>State Agencies</u></b>	<b><u>Emergency</u></b>
Colorado Oil & Gas Conservation Commission	As needed
(303) 894-2100	

Colorado Department of Public Health and Environment	As needed
Office: (303) 377-6326	
Emergency: (877) 518-5608	

Division of Oil and Public Safety	As needed
Office: (303) 318-8547	

Colorado Public Utilities Commission Gas Pipeline	As needed
Safety Division	
Office: (303) 894-2851	

Colorado State Highway Patrol	911
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## CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

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Non-Emergency (970) 506-4999

<b><u>Federal Agencies</u></b>	<b><u>Emergency</u></b>
Environmental Protection Agency - Region VIII Emergency Response Number: (303) 293-1788 (24 hours)	As needed
National Response Center Emergency Response Number: (800) 424-8802	As needed

### (D) EMERGENCY RESPONSE PROCEDURES

PDC has an Emergency Plan. A copy is available at their Headquarters. The Safety Supervisor and the Operations Manager are to assume full responsibility for implementing the Emergency Response Plan. Implementation will depend upon the type of emergency.

### (E) CONTINGENCY PROCEDURES/SPCC PLANS

A Spill Prevention Control and Countermeasure (SPCC) Plan is maintained at PDC's Headquarters. This would be referred to if a major product or produced water release occurs.

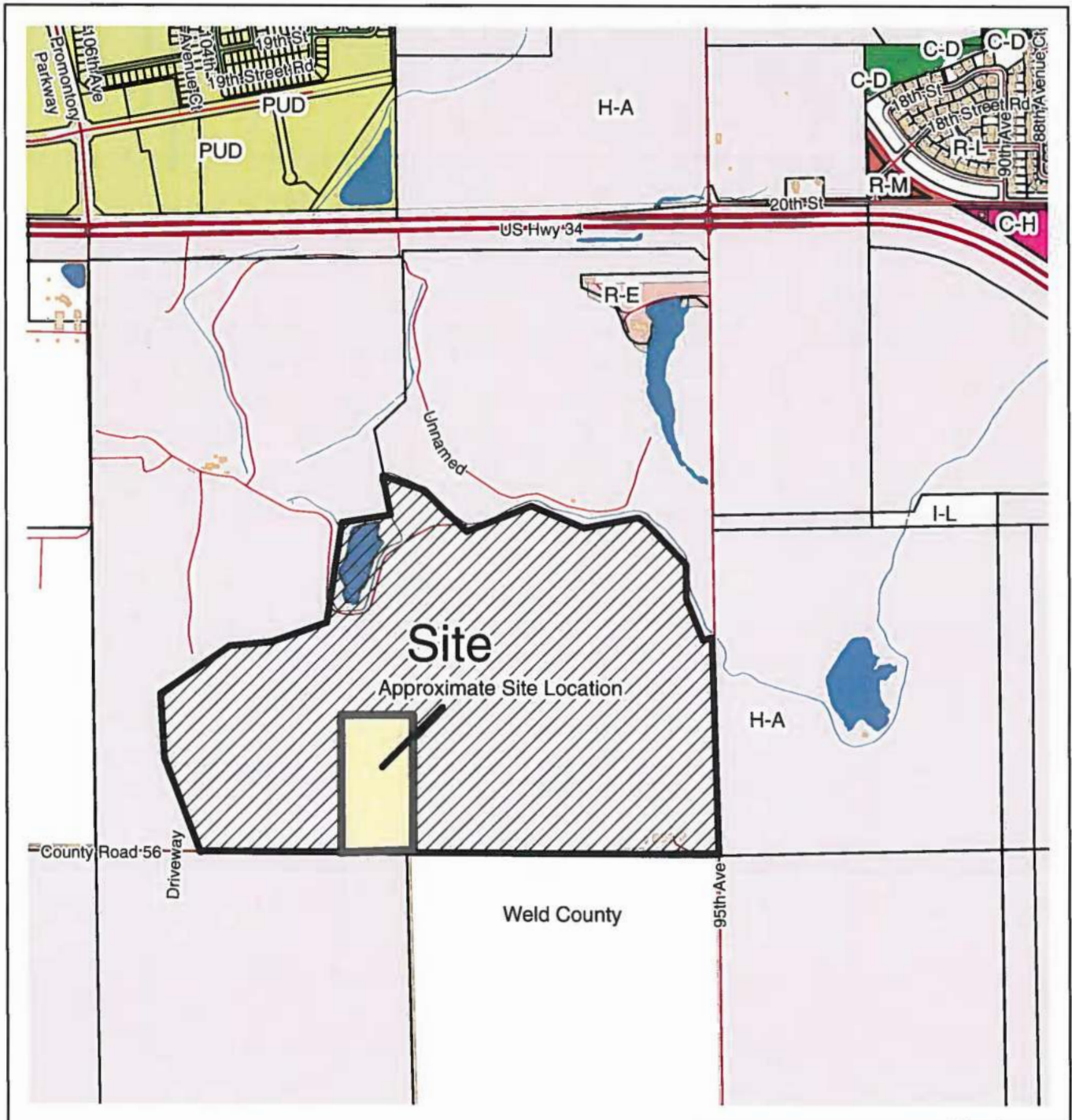
### (F) RELEASE OF INFORMATION

Release of information is the responsibility of PDC's Headquarters.

<u>Name</u>	<u>Office Phone</u>
Brian DeRose	(970) 342-0135



# Zoning/Vicinity Map Denali Oil and Gas USR



## Legend

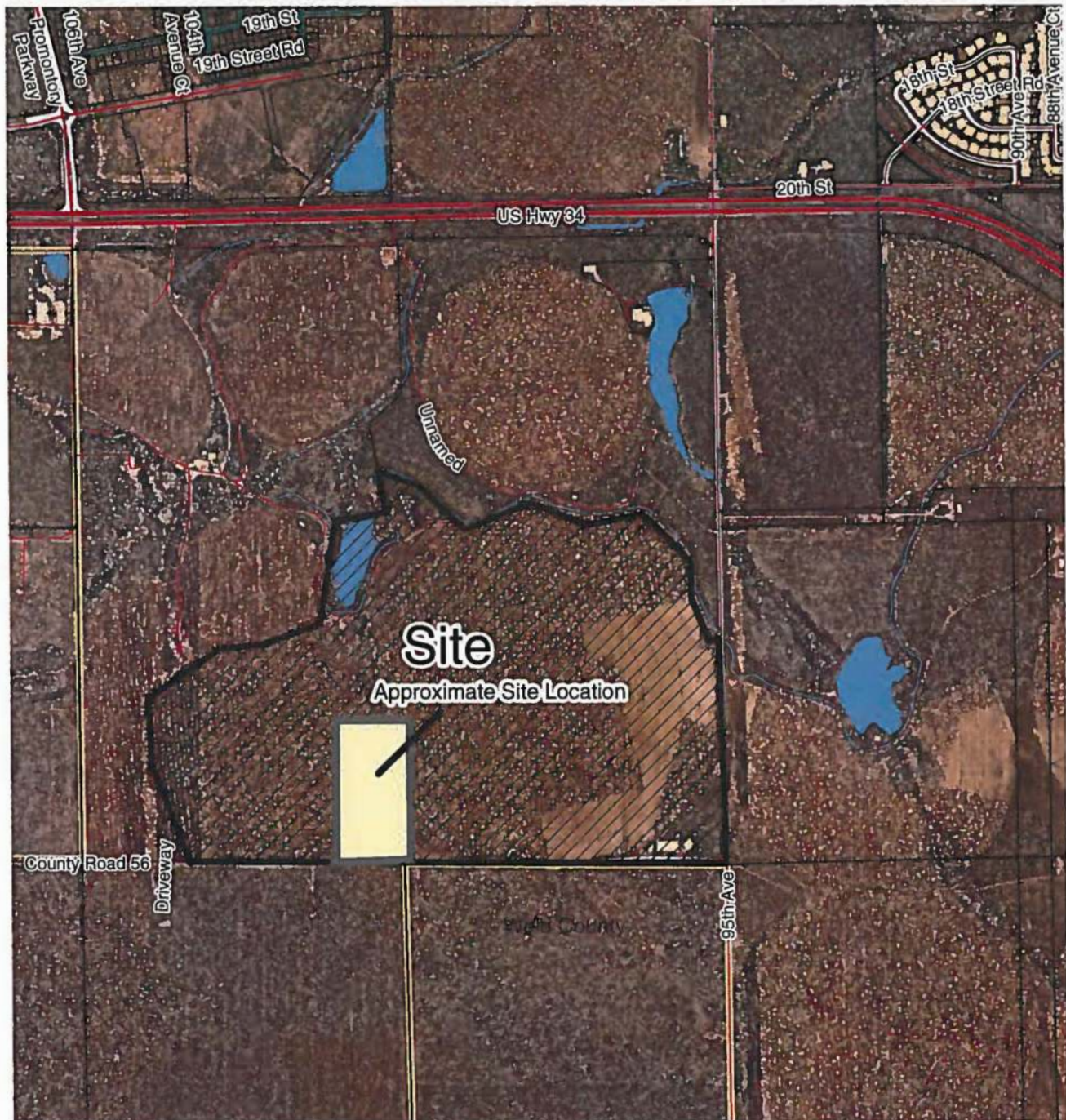
- Structure
- FEATURE SUBTYPE**
- Water Body
- Weld Parcels
- Road Centerline
- Roads

USR2022-0015





# Zoning/Vicinity Map Denali Oil and Gas USR



## Legend

Structure

## FEATURE\_SUBTYPE

Water Body

Weld Parcels

Road Centerline

Roads

Origin Cache Mask

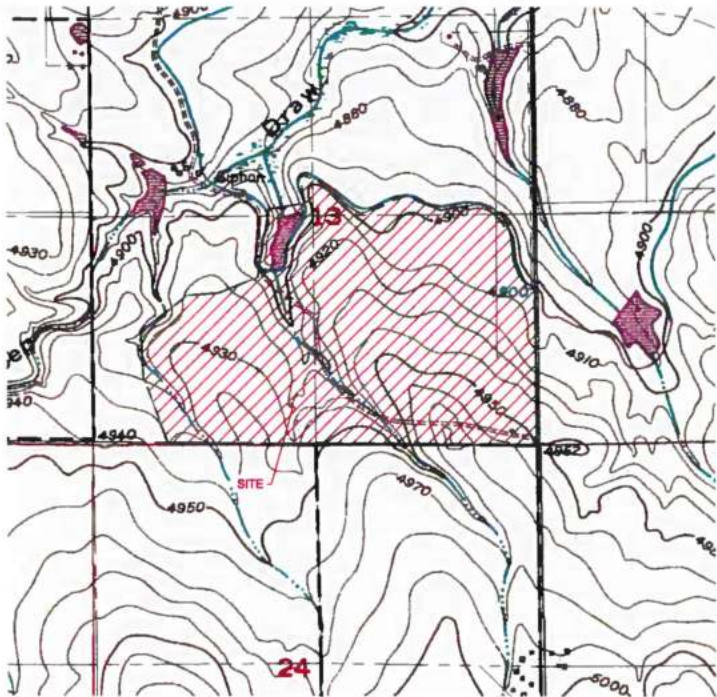
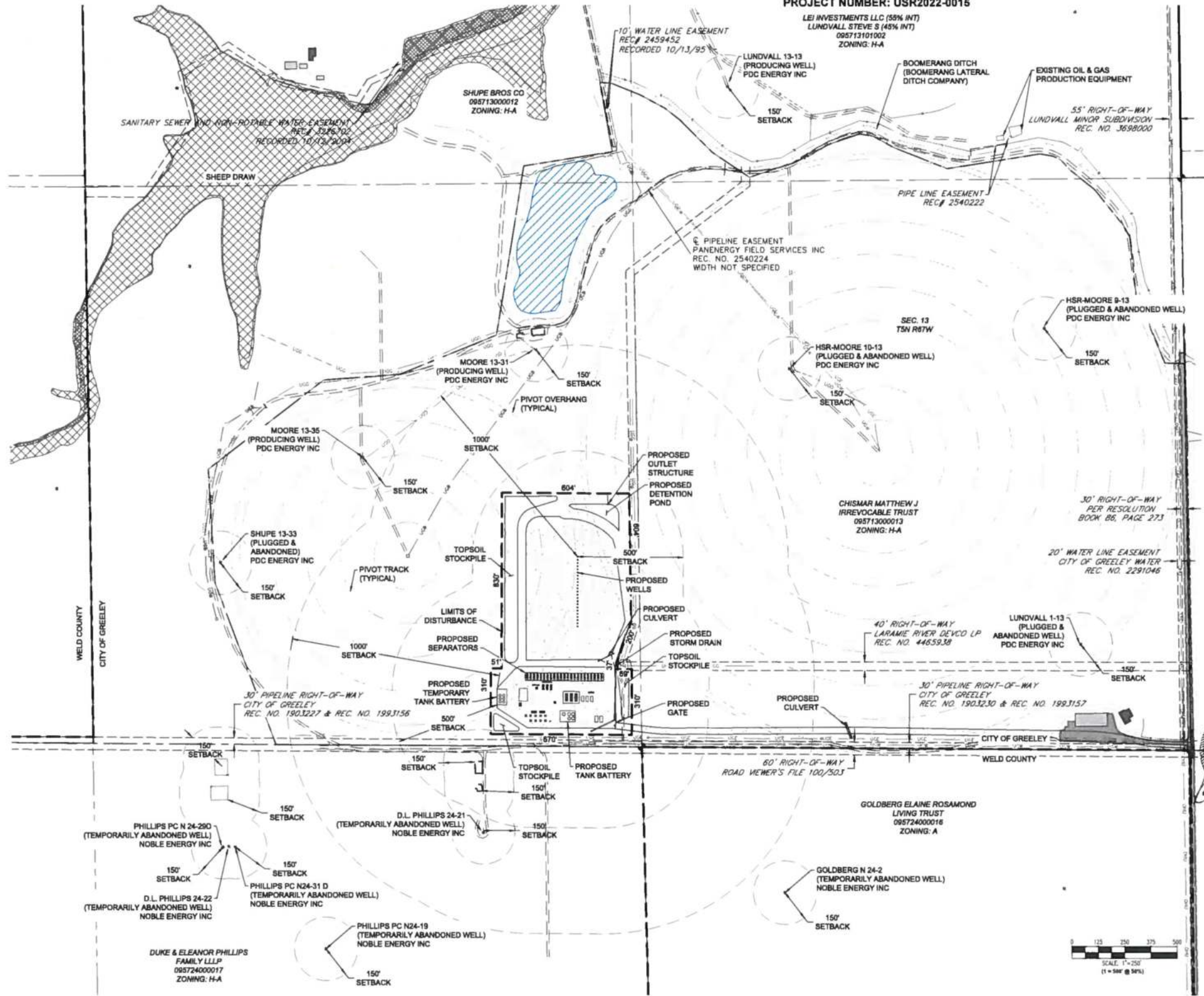
USR2022-0015





DENALI STATE 05N67W13 1-23 PAD  
USE BY SPECIAL REVIEW AND CONSTRUCTION DRAWINGS  
TOWNSHIP 5 NORTH, RANGE 67 WEST, 6TH P.M., SECTION 13  
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO  
16.21 ACRES  
PROJECT NUMBER: USR2022-0015

LEI INVESTMENTS LLC (58% INT)  
LUNDVALL STEVE S (42% INT)  
095713101002  
ZONING: H-A






- LEGEND**
- RESIDENCE
  - UNOCCUPIED BUILDING (UTILITY SHED, EQUIPMENT BUILDING)
  - OPERATIONS AREA
  - COMPACTED CLASS 6 ROAD BASE
  - SUBJECT PARCEL
  - SETBACK - PROPOSED OIL & GAS FACILITY
  - EXISTING FACILITY
  - EXISTING FLOODPLAIN
  - EXISTING POND
  - EXISTING PAVED ROAD
  - EXISTING UNDERGROUND GAS LINE
  - EXISTING UNDERGROUND OIL LINE
  - EXISTING UNDERGROUND WATER LINE
  - EXISTING OVERHEAD UTILITY LINE
  - EXISTING UNDERGROUND ELECTRIC LINE
  - PARCEL LINE
  - MUNICIPAL BOUNDARY
  - SECTION LINE
  - PROPOSED EDGE OF ROAD
  - EXISTING EDGE OF ROAD
  - EXISTING DITCH
  - PROPOSED FENCE
  - EXISTING FENCE
  - EXISTING PIPELINE CENTERLINE
  - PROPOSED WELL
  - EXISTING WELL
  - EXISTING MONUMENT
  - PROPOSED GATE



THIS PLOT DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON TO DETERMINE BOUNDARY LINES, PROPERTY OWNERSHIP OR OTHER PROPERTY INTERESTS. PARCEL LINES, IF DEPICTED HAVE NOT BEEN FIELD VERIFIED AND MAY BE BASED UPON PUBLICLY AVAILABLE DATA THAT ALSO HAS NOT BEEN INDEPENDENTLY VERIFIED.

DATA SOURCES:  
- PARCELS: WELD COUNTY ASSESSOR  
- TOPO IMAGERY: USGS  
- EXISTING WELLS: COGCC  
- FLOODPLAIN: FEMA

PUBLICLY AVAILABLE DATA SOURCES HAVE NOT BEEN INDEPENDENTLY VERIFIED BY ASCENT.

DIG SAFELY BEFORE YOU DIG CALL: 1-800-922-1987 UTILITY NOTIFICATION CENTER OF COLORADO	NOTES	REFERENCE DRAWINGS		REVISIONS						  8620 Wolff Court Westminster, CO 80031 (303) 928-7128 www.ascentgeomatics.com	SITE PLAN			
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				NO	DESCRIPTION		B1	7.6.1T	B1	7.6.1T	B1	7.6.1T		
SCALE: 1" = 250'														
DRAWN BY: D. POLVERARI										CHECKED BY: K. HARTER		APPROVED: K. HARTER		
CREATION DATE: 11/4/2022										CHECKED DATE: 11/4/2022		APPROVED DATE: 11/4/2022		
PROJECT No.: B20 PDC 0011										DWG. No.: 101		SHEET No.: 02 OF 25		
														

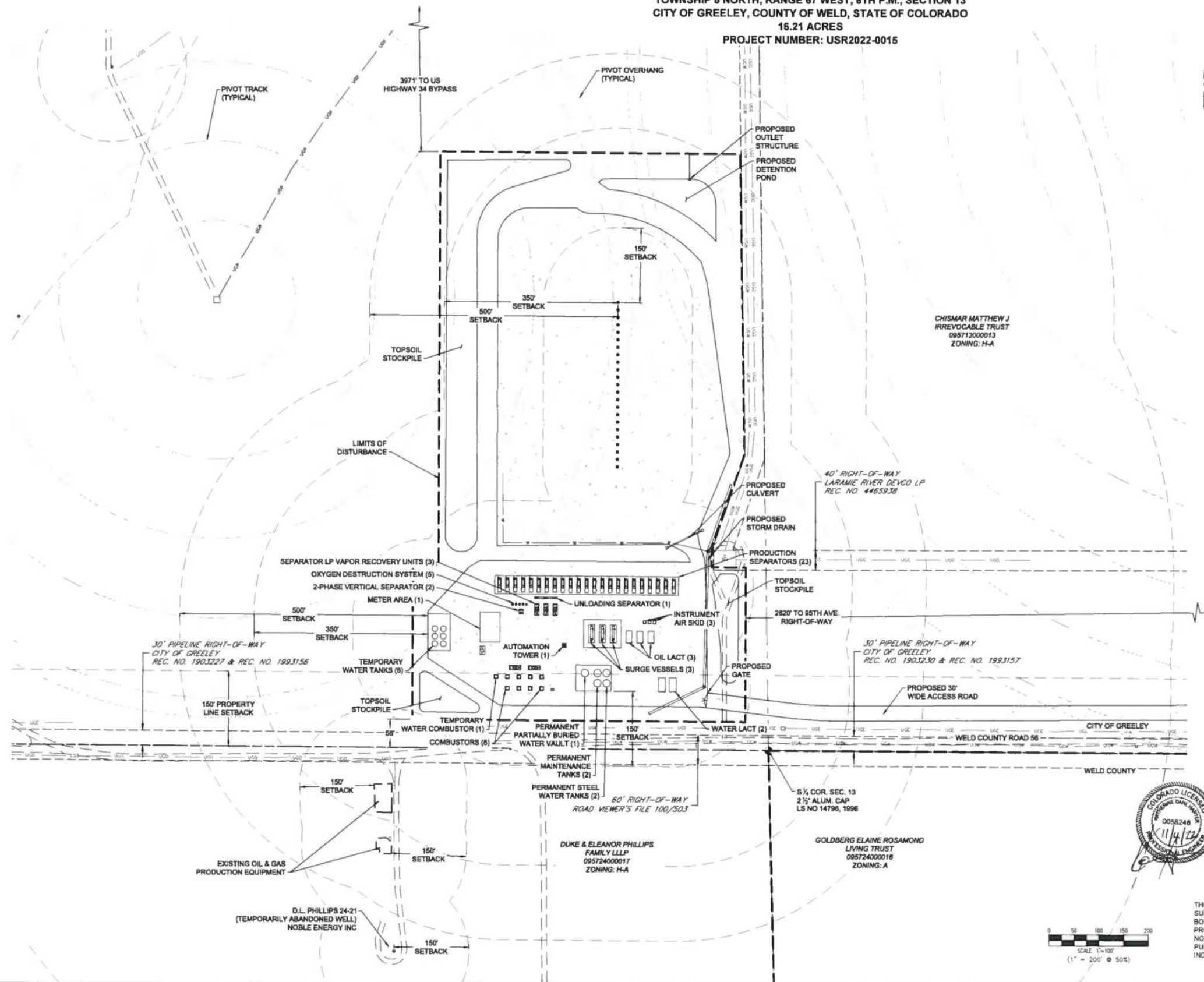


**DENALI STATE 05N67W13 1-23 PAD**  
**USE BY SPECIAL REVIEW AND CONSTRUCTION DRAWINGS**  
 TOWNSHIP 5 NORTH, RANGE 67 WEST, 6TH P.M., SECTION 13  
 CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO  
 16.21 ACRES  
 PROJECT NUMBER: USR2022-0015

- LEGEND**
- ▬ OPERATIONS AREA
  - ▬ COMPACTED CLASS 6 ROAD BASE
  - ▬ SUBJECT PARCEL
  - ▬ SETBACK - PROPOSED OIL & GAS FACILITY
  - ▬ MUNICIPAL BOUNDARY
  - ▬ EXISTING UNDERGROUND GAS LINE
  - ▬ EXISTING UNDERGROUND WATER LINE
  - ▬ EXISTING UNDERGROUND ELECTRIC LINE
  - ▬ PARCEL LINE
  - ▬ PROPOSED EDGE OF ROAD
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  - ▬ EXISTING FENCE
  - ▬ EXISTING DITCH
  - ▬ EXISTING EDGE OF EASEMENT
  - PROPOSED WELL
  - EXISTING WELL
  - PROPOSED GATE
  - EXISTING MONUMENT

**BEST MANAGEMENT PRACTICES**

1. THE OPERATION MUST COMPLY WITH THE CITY OF GREELEY NOISE REGULATIONS, IN ACCORDANCE WITH TITLE 12, CHAPTER 6 OF THE CITY OF GREELEY MUNICIPAL CODE.
2. THE OPERATION SHALL CONFORM TO THE MAXIMUM PERMISSIBLE NOISE LEVELS PURSUANT TO COGCC RULE 423 NOISE.

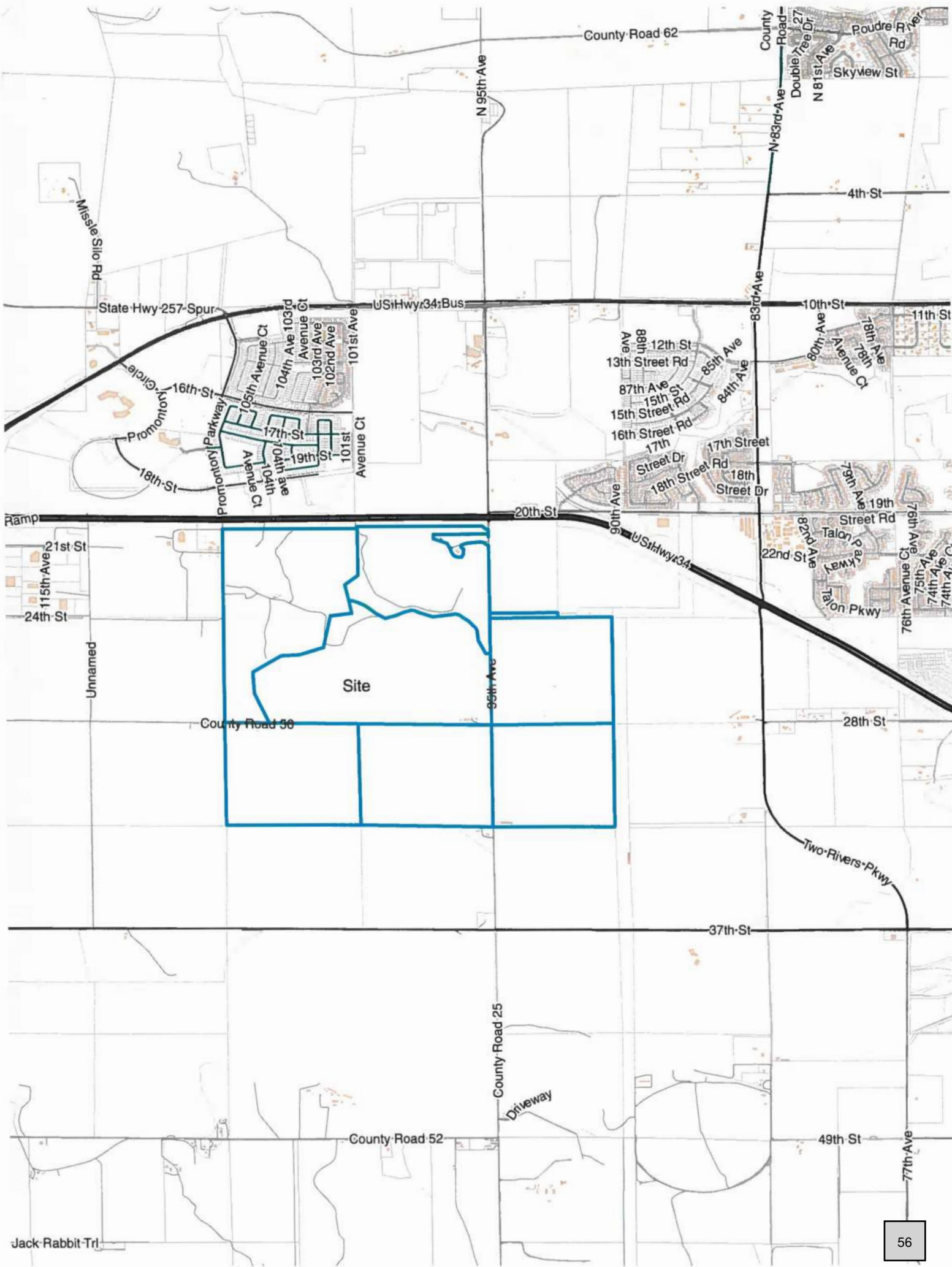


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**DATA SOURCES**  
 - PARCELS: WELD COUNTY ASSESSOR  
 - TOPO: IMAGERY: USGS  
 - EXISTING WELLS: COGCC

**PUBLICLY AVAILABLE DATA SOURCES HAVE NOT BEEN INDEPENDENTLY VERIFIED BY ASCENT.**

DIG SAFELY BEFORE YOU DIG CALL: <b>1-800-922-1987</b> UTILITY NOTIFICATION CENTER OF COLORADO	NOTES	REFERENCE DRAWINGS		REVISIONS				 8620 Wolff Court Westminster, CO 80031 (303) 928-7128 www.ascenogeomatics.com	SITE PLAN		
									DRAWN BY: D. POLVERARI	CHECKED BY: K. HARTER	APPROVED: K. HARTER
									CREATION DATE: 11/4/2022	CHECKED DATE: 11/4/2022	APPROVED DATE: 11/4/2022
									PROJECT No: 820.PDC.0011	DWG No: 102	SHEET No: 03 OF 25
		DWG. NO.	TITLE	NO.	DESCRIPTION	BY	DATE		SCALE: 1" = 100'		





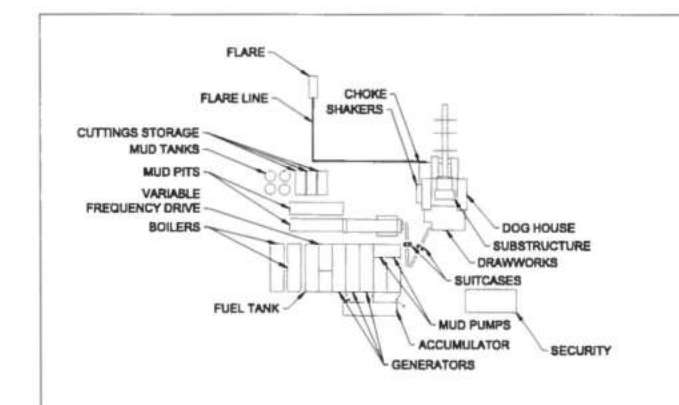
**DENALI STATE 05N67W13 1-23 PAD**  
**USE BY SPECIAL REVIEW AND CONSTRUCTION DRAWINGS**  
 TOWNSHIP 5 NORTH, RANGE 67 WEST, 6TH P.M., SECTION 13  
 CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO  
 16.21 ACRES  
 PROJECT NUMBER: USR2022-0015

GENERAL NOTES:

1. THE LAYOUT SHOWN ON THIS PLAN IS CONCEPTUAL AND IS A REPRESENTATION OF THE ANTICIPATED LAYOUT OF THE DRILL RIG AND OTHER EQUIPMENT DURING THE DRILLING PHASE OF THIS PROJECT. ACTUAL LOCATION OF THE DRILL RIG AND OTHER EQUIPMENT MAY VARY ONCE RIG IS SET UP ON SITE.
2. OVERALL LIMITS OF DRILL RIG PLACEMENT SHOWN ON PLAN ARE APPROXIMATE.
3. DRILLING RIG AND OTHER EQUIPMENT SHOWN ARE TEMPORARY AND WILL BE MOVED OFF-SITE UPON COMPLETION OF DRILLING.

## BEST MANAGEMENT PRACTICES

- 1 EXHAUST FROM ALL ENGINES, MOTORS, COOLERS, AND OTHER MECHANIZED EQUIPMENT SHALL BE VENTED AWAY FROM ALL OCCUPIED BUILDINGS
- 2 WHEN FEASIBLE, ELECTRIC COMPRESSORS SHALL BE UTILIZED
- 3 A CLOSED LOOP SYSTEM WILL BE UTILIZED FOR ALL DRILLING FLUIDS. NO OPEN PITS WILL BE USED
- 4 TO MINIMIZE IMPACTS FROM LIGHTING USED DURING THE DRILLING PHASE, LIGHTING SHIELD DEVICES WILL BE INSTALLED ON ALL OF THE MORE CONSPICUOUS LIGHTS AND THE RIG FLOOR WILL BE SHROUDED
- 5 SECONDARY CONTAINMENT WILL BE PROVIDED AROUND THE TANK BATTERY AND SEPARATORS PER COGCC RULES AND REGULATIONS. SECONDARY CONTAINMENT AROUND THE TANK BATTERY WILL INCLUDE A STEEL CONTAINMENT SYSTEM, 30-44 INCHES TALL, WITH EITHER A GEOMEMBRANE TOP MOUNTED OR SPRAY ON LINER
- 6 ADEQUATE BLOWOUT PREVENTION EQUIPMENT SHALL BE PROVIDED FOR DRILLING OPERATIONS AND WELL SERVICING OPERATIONS
- 7 NO DRILLING WASTE (CUTTINGS, ETC.) MAYBE STORED OR KEPT ON THE SITE PERMANENTLY
- 8 MODERN LOW-NOISE DIESEL ENGINES WILL BE USED TO POWER GENERATORS DURING THE DRILLING PHASE OF THE OPERATIONS.
- 9 THE RIG WILL BE AC ELECTRIC. ELECTRICITY FOR THE RIG WILL BE PROVIDED BY DIESEL POWERED GENERATORS
- 10 ALL DISTURBED AREAS SHALL BE STABILIZED IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS, OR WITHIN 14 DAYS OF DISTURBANCE IN A GIVEN AREA, WHICHEVER IS MORE STRINGENT



**TYPICAL RIG LAYOUT**  
NOT TO SCALE



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DATA SOURCES  
-PARCELS WELD COUNTY ASSESSOR  
-TOPO IMAGERY USGS  
-EXISTING WELLS COGCC

PUBLICLY AVAILABLE DATA  
SOURCES HAVE NOT BEEN  
INDEPENDENTLY VERIFIED  
BY ASCENT.

DIG SAFELY  
BEFORE YOU DIG CALL:  
**1-800-922-1987**  
UTILITY NOTIFICATION  
CENTER OF COLORADO

REFERENCE DRAWINGS		REVISIONS			
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DWG. NO.	TITLE	NO.	DESCRIPTION	BY	DATE



 8620 Wolff Court  
Westminster, CO 80031  
(303) 928-7128  
[www.ascentgeomatics.com](http://www.ascentgeomatics.com)

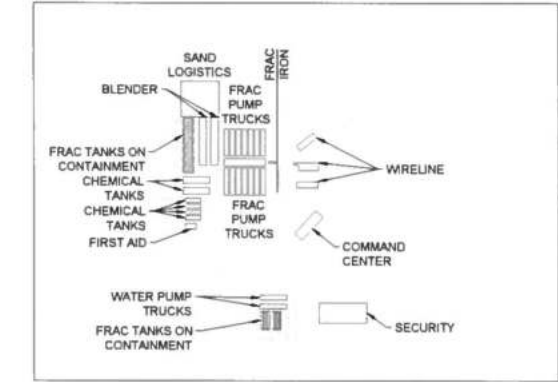
## DRILLING PLAN

DRAWN BY: D. POLVERARI	CHECKED BY: K. HARTER	APPROVED: K. HARTER
CREATION DATE: 11/4/2022	CHECKED DATE: 11/4/2022	APPROVED DATE: 11/4/2022
PROJECT No. B20.PDC.0011	DWG No. 103	SHEET No. 04 OF 25
SCALE: 1" = 100'		

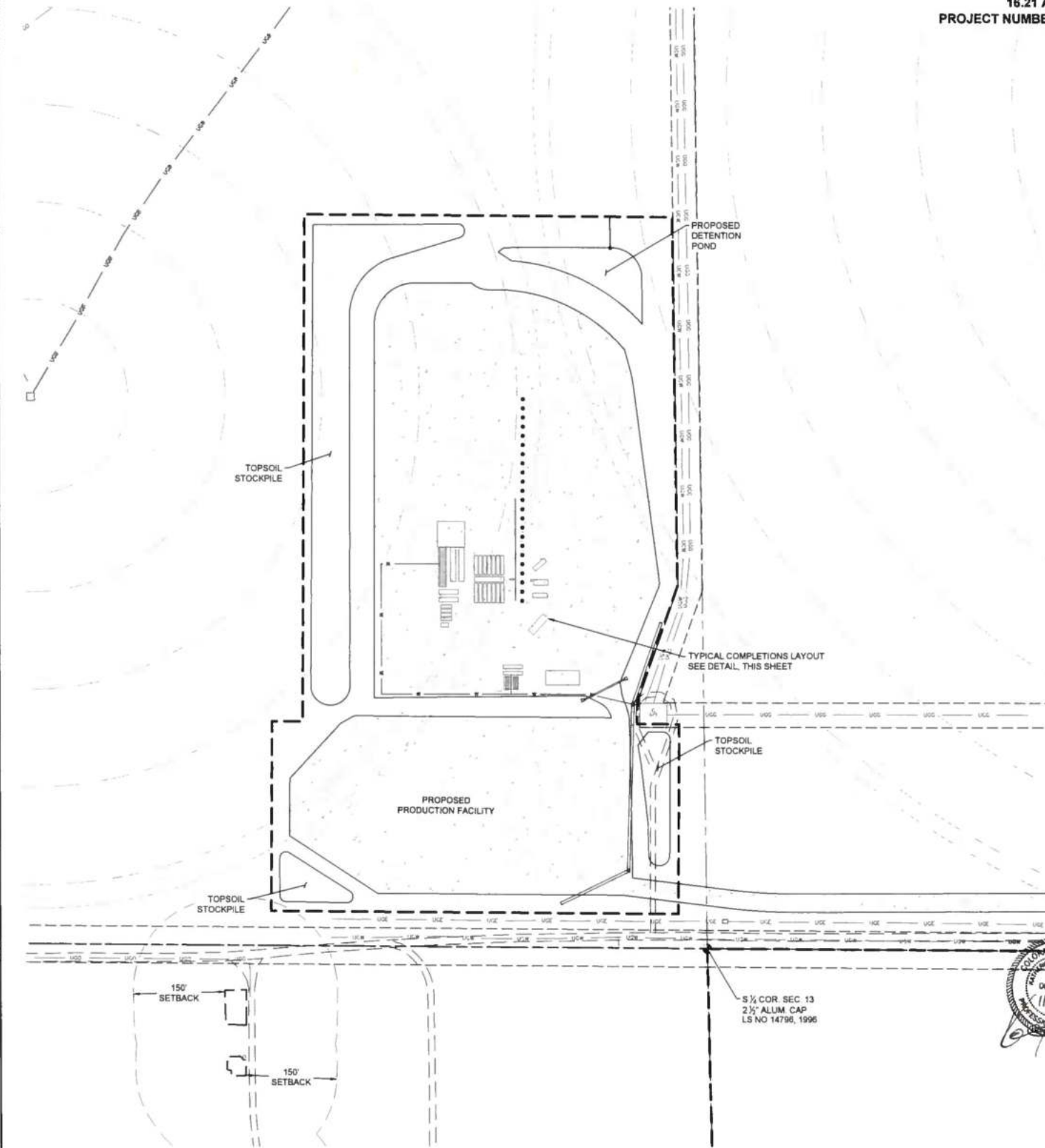
**DENALI STATE 05N67W13 1-23 PAD**  
**USE BY SPECIAL REVIEW AND CONSTRUCTION DRAWINGS**  
 TOWNSHIP 5 NORTH, RANGE 67 WEST, 6TH P.M., SECTION 13  
 CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO  
 16.21 ACRES  
 PROJECT NUMBER: USR2022-0015

- LEGEND**
- == = OPERATIONS AREA
  - == = COMPACTED CLASS 6 ROAD BASE
  - == = SUBJECT PARCEL
  - == = SETBACK - PROPOSED OIL & GAS FACILITY
  - == = MUNICIPAL BOUNDARY
  - == = EXISTING UNDERGROUND GAS LINE
  - == = EXISTING UNDERGROUND WATER LINE
  - == = EXISTING UNDERGROUND ELECTRIC LINE
  - == = PARCEL LINE
  - == = PROPOSED EDGE OF ROAD
  - == = EXISTING EDGE OF ROAD
  - == = PROPOSED TEMPORARY WATERLINE
  - == = PROPOSED FENCE
  - == = EXISTING FENCE
  - == = EXISTING DITCH
  - == = EXISTING EDGE OF EASEMENT
  - == = PROPOSED WELL
  - == = EXISTING WELL
  - == = PROPOSED GATE
  - == = EXISTING MONUMENT

- BEST MANAGEMENT PRACTICES**
1. TO REDUCE IMPACTS TO AIR QUALITY, GAS GATHERING LINE SYSTEM WILL BE INSTALLED PRIOR TO PRODUCTION OF THE WELLS
  2. SILICA DUST SUPPRESSION PRACTICES ARE CONTROLLED USING HALLIBURTON SAND EXPRESS SYSTEM AND SAND BOX TECHNOLOGY TO ELIMINATE ALL AIRBORNE SILICA DUST.
  3. MODERN LOW-NOISE DIESEL ENGINES WILL BE USED TO POWER GENERATORS DURING THE COMPLETION PHASE OF THE OPERATIONS
  4. ALL DISTURBANCE AREAS SHALL BE STABILIZED IN ACCORDANCE WITH LOCAL, STATE AND FEDERAL REQUIREMENTS, OR WITHIN 14 DAYS OF DISTURBANCE IN A GIVEN AREA, WHICHEVER IS MORE STRINGENT.




**COMPLETIONS EQUIPMENT**  
 NOT TO SCALE



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**DATA SOURCES**  
 - PARCELS WELD COUNTY ASSESSOR  
 - TOPO IMAGERY USGS  
 - EXISTING WELLS COGCC

**PUBLICLY AVAILABLE DATA SOURCES HAVE NOT BEEN INDEPENDENTLY VERIFIED BY ASCENT.**

DIG SAFELY BEFORE YOU DIG CALL: 1-800-922-1987 UTILITY NOTIFICATION CENTER OF COLORADO	NOTES	REFERENCE DRAWINGS		REVISIONS						 <div>8620 Wolff Court Westminster, CO 80031 (303) 928-7128 www.ascentgeomatics.com</div>		COMPLETIONS PLAN		
		-	-	-	-	-	-	-	-			-	-	-
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DWG. NO.		TITLE		0	ISSUED FOR CONSTRUCTION		DP	11/4/22	KH	11/4/22	KH	11/4/22		
				0	DESCRIPTION		BY	DATE	BY	DATE	BY	DATE		



DENALI STATE 05N67W13 1-23 PAD  
USE BY SPECIAL REVIEW AND CONSTRUCTION DRAWINGS  
TOWNSHIP 6 NORTH, RANGE 67 WEST, 6TH P.M., SECTION 13  
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO  
16.21 ACRES  
PROJECT NUMBER: USR2022-0015

- LEGEND
- OPERATIONS AREA
  - COMPACTED CLASS 8 ROAD BASE
  - SUBJECT PARCEL
  - SETBACK - PROPOSED OIL & GAS FACILITY
  - EXISTING MAJOR CONTOUR
  - EXISTING MINOR CONTOUR
  - PROPOSED MAJOR CONTOUR
  - PROPOSED MINOR CONTOUR
  - MUNICIPAL BOUNDARY
  - EXISTING UNDERGROUND GAS LINE
  - EXISTING UNDERGROUND WATER LINE
  - EXISTING UNDERGROUND ELECTRIC LINE
  - PARCEL LINE
  - PROPOSED EDGE OF ROAD
  - EXISTING EDGE OF ROAD
  - PROPOSED TEMPORARY WATERLINE
  - PROPOSED FENCE
  - EXISTING FENCE
  - EXISTING DITCH
  - EXISTING EDGE OF EASEMENT
  - PROPOSED WELL
  - EXISTING WELL
  - PROPOSED GATE
  - EXISTING MONUMENT

**PDC ENERGY**

LOCATION NAME: DENALI 05N67W13 1-23 PAD  
WELL NAMES:

DENALI 01	DENALI 07	DENALI 13	DENALI 19
DENALI 02	DENALI 08	DENALI 14	DENALI 20
DENALI 03	DENALI 09	DENALI 15	DENALI 21
DENALI 04	DENALI 10	DENALI 16	DENALI 22
DENALI 05	DENALI 11	DENALI 17	DENALI 23
DENALI 06	DENALI 12	DENALI 18	

SITE ADDRESS: 2429 95TH AVE GREELEY, COLORADO 80631  
DESCRIPTION: 5555 OF SEC 13, T6N, R67W  
DRIVING DIRECTIONS: HIGH 34 Bypass & 95TH Ave. South on 95TH Ave for 1 MI. Head West on Access Road for 0.5 MI to Location.

CONSTRUCTION OPERATION TO BEGIN ON/AFTER:

IN CASE OF EMERGENCY CALL: 911 OR 977-350-0169

**TYPICAL SIGN DETAIL**  
NOT TO SCALE

GENERAL NOTES

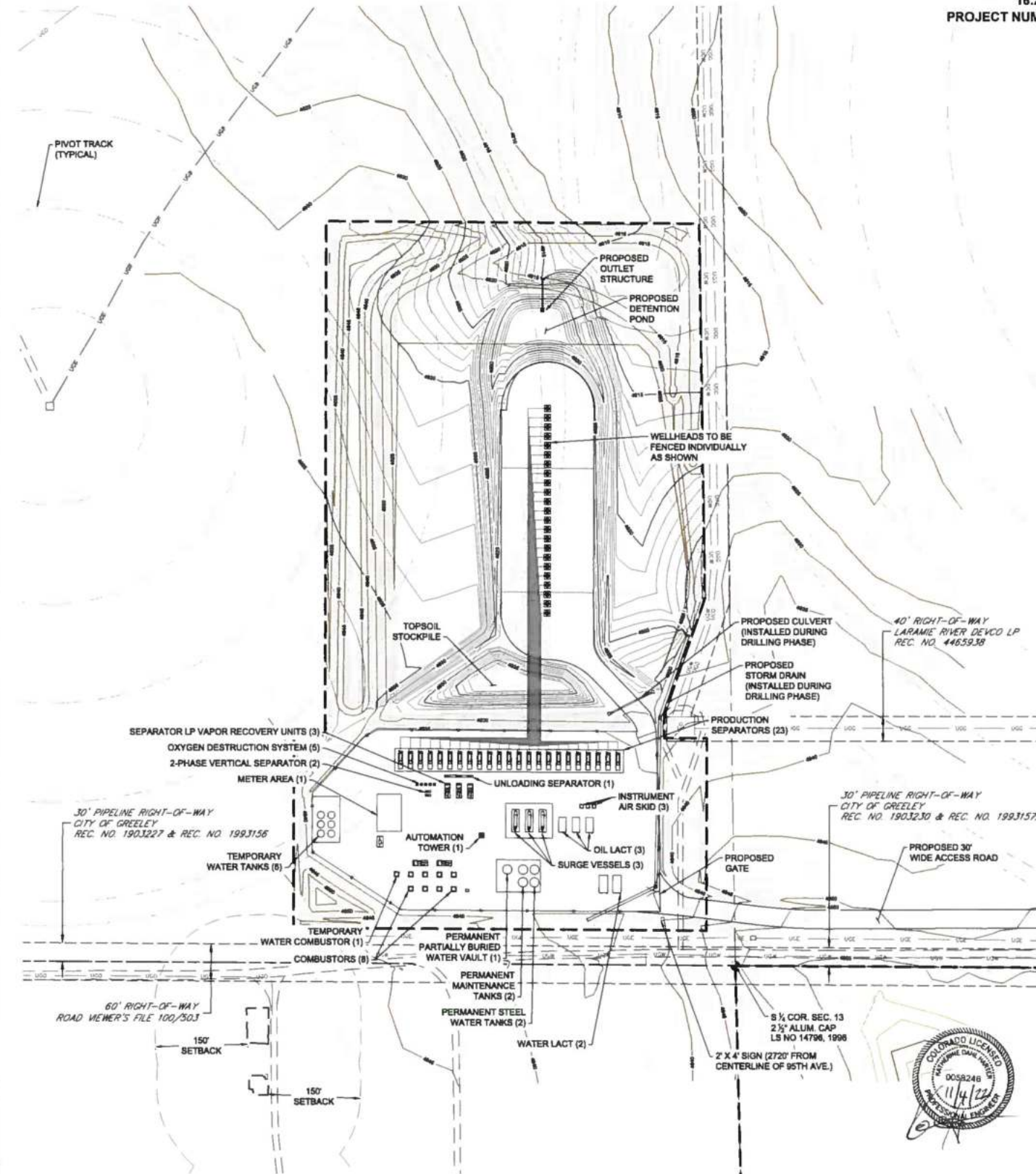
- THE LAYOUT SHOWN ON THIS PLAN REPRESENTS THE PRODUCTION PHASE OF THIS PROJECT AT FULL BUILD OUT. DEPENDING UPON THE NUMBER OF WELLS DRILLED, THE AMOUNT OF PRODUCTION EQUIPMENT MAY VARY.
  - ELECTRICITY WILL INITIALLY BE PROVIDED BY A DIESEL AND/OR NATURAL GAS (NGL) POWERED GENERATOR, UNTIL PERMANENT UTILITY CAN BE INSTALLED. PDC ENERGY EXPECTS PERMANENT UTILITY TO BE INSTALLED WITHIN ONE (1) YEAR OF THE START OF PRODUCTION.
- BEST MANAGEMENT PRACTICES
- THE SITE WILL BE FENCED IN ACCORDANCE WITH CITY OF GREELEY AND COLORADO OIL AND GAS CONSERVATION COMMISSION (COGCC) REGULATIONS FOR PUBLIC SAFETY. EXTERIOR SITE FENCING AND FENCING OF OIL AND GAS EQUIPMENT WILL BE PROVIDED. SEE PLAN (THIS SHEET) FOR THE LOCATION OF THE FENCE. THE FENCE SHALL BE CHAINLINK, SIX (6) FEET IN HEIGHT.
  - A SIGN SHALL BE INCLUDED AT THE ENTRANCE TO EACH WELL SITE AND PRODUCTION FACILITY THAT DISPLAYS THE SITE OWNER, OPERATOR, RESPONSIBLE PARTY WITH 24 HOUR CONTACT INFORMATION FROM EACH AS WELL AS ADDITIONAL EMERGENCY CONTACTS AS NECESSARY. SEE PLAN (THIS SHEET) FOR SIGN LOCATIONS.
  - THE SITE WILL BE MONITORED DAILY BY THE OPERATOR TO ENSURE OPERATIONS ARE FUNCTIONING PROPERLY. DAILY REPORTS CONSIST OF TANK MEASUREMENTS, GAS PRODUCTION ESTIMATES, PRESSURE READINGS, AND GENERAL FACILITY CARE AND MAINTENANCE.
  - THE OPERATIONS OF THE FACILITY WILL BE EQUIPPED WITH AUTOMATION ALLOWING THE OPERATOR TO MONITOR ALL PRODUCTION OPERATIONS REMOTELY. IN THE EVENT THAT THE FACILITY IS NOT OPERATING UNDER NORMAL CONDITIONS, THE AUTOMATION SYSTEM WILL IMMEDIATELY NOTIFY THE OPERATOR. THE AUTOMATION SYSTEM ALSO HAS THE ABILITY TO REMOTELY PERFORM AN EMERGENCY SHUT DOWN IF NECESSARY.
  - EMISSION CONTROL DEVICES (ECD) AND VAPOR RECOVERY UNITS (VRU) WILL BE INSTALLED. BOTH UNITS FUNCTION TO REDUCE VOLATILE ORGANIC COMPOUND (VOC) EMISSIONS THAT ARE GENERATED FROM THE CRUDE OIL CONDENSATE TANKS. THE ECD AND VRU DEVICES REDUCE VOC EMISSIONS BY AT LEAST 95% THROUGH COMBUSTION AND SEQUESTRATION.
  - REGULAR FUGITIVE EMISSIONS AIR QUALITY AND GENERAL FACILITY INSPECTIONS WILL BE CONDUCTED BY PDC ENERGY, INC. STAFF, OR A CONTRACT ENVIRONMENTAL COMPLIANCE SPECIALIST, TO COMPLY WITH THE CDPHA-APCD REGULATION 7 LEAK DETECTION AND REPAIR (LDAR) PROGRAM FOR FUGITIVE EMISSIONS AT WELL PRODUCTION FACILITIES, INCLUDING THE FOLLOWING:
    - AUDIO / VISUAL / OLFACTORY INSPECTIONS FOR LEAKS NO LESS FREQUENTLY THAN ONCE PER MONTH.
    - INSPECTION OF WELL PRODUCTION FACILITIES WITH A FORWARD LOOKING INFRARED (FLIR) OPTICAL IMAGING CAMERA, EPA METHOD 21 (INSTRUMENT DETECTOR) OR OTHER APCD APPROVED INSTRUMENT MONITORING METHOD. THE FREQUENCY OF THESE INSPECTIONS ARE SPECIFIED IN REG. 7 BASED ON FACILITY THROUGHPUT.
    - PROMPT LEAK REPAIR WITHIN THE DEADLINES SPECIFIED IN APCD REG. 7.
    - RE-MONITORING OF REPAIRED LEAKS USING AN APCD APPROVED INSTRUMENT MONITORING METHOD TO VERIFY THAT THE REPAIR WAS EFFECTIVE.
    - MAINTENANCE OF DOCUMENTATION OF THE LEAK DETECTION REPAIR INSPECTIONS AS REQUIRED BY APCD REG. 7, INCLUDING:
      - DOCUMENTATION OF THE INITIAL INSPECTION
      - DATE AND SITE INFORMATION FOR EACH INSPECTION
      - A LIST OF LEAKING COMPONENTS REQUIRING REPAIR AND THE MONITORING METHODS USED TO DETERMINE THE PRESENCE OF A LEAK
      - DATE OF THE FIRST ATTEMPT TO REPAIR THE LEAK AND, IF NECESSARY, ANY ADDITIONAL ATTEMPT TO REPAIR THE LEAK
      - DATE THE LEAK WAS REPAIRED
      - A LIST OF REPAIRS THAT WERE DELAYED DUE TO UNAVAILABLE PARTS, REQUIRED SHUTDOWN, OR DELAY FOR OTHER GOOD CAUSE
      - DATE THE LEAK WAS RE-MONITORED TO VERIFY THE EFFECTIVENESS OF THE REPAIR, AND THE RESULTS OF THE RE-MONITORING
    - ANNUAL REPORTING TO THE APCD OF INFORMATION REGARDING LEAK DETECTION AND REPAIR ACTIVITIES AS REQUIRED BY APCD REG. 7.
  - REGULAR GENERAL FACILITY INSPECTIONS FOR COMPLIANCE WITH COLORADO OIL AND GAS CONSERVATION COMMISSION (COGCC) AND CITY OF GREELEY REGULATIONS AND PERMIT CONDITIONS.
  - THE OPERATOR HAS DEVELOPED AN EMERGENCY RESPONSE AND FIRE PROTECTION PLAN SPECIFIC TO THIS SITE.
  - SECONDARY CONTAINMENT WILL BE PROVIDED AROUND THE TANK BATTERY AND SEPARATORS PER COGCC RULES AND REGULATIONS. SECONDARY CONTAINMENT AROUND THE TANK BATTERY WILL INCLUDE A STEEL CONTAINMENT SYSTEM, 30-44 INCHES TALL, WITH EITHER A GEOMEMBRANE TOP MOUNTED OR SPRAY ON LINER.
  - ANY MATERIAL NOT IN USE THAT MIGHT CONSTITUTE A FIRE HAZARD SHALL BE PLACED A MINIMUM OF TWENTY-FIVE (25) FEET FROM THE WELLHEAD, TANKS, AND SEPARATORS. WITHIN NINETY (90) DAYS AFTER A WELL IS PLUGGED AND ABANDONED, THE WELL SITE SHALL BE CLEARED OF ALL NONESSENTIAL EQUIPMENT.
  - THE OPERATOR SHALL IDENTIFY THE LOCATION OF THE PLUGGED AND ABANDONED WELLS WITH A PERMANENT MONUMENT WHICH SHALL INCLUDE THE WELL NUMBER AND DATE OF PLUGGING INSCRIBED ON THE MONUMENT.
  - AFTER SITE INTERIM RECLAMATION IS COMPLETE, ALL PUMPS, PITS, WELLHEADS AND PRODUCTION FACILITIES MUST BE ADEQUATELY FENCED TO RESTRICT ACCESS BY UNAUTHORIZED PERSONS. FOR SECURITY PURPOSES, ALL SUCH FACILITIES AND EQUIPMENT USED IN THE OPERATION OF A COMPLETED WELL MUST BE SURROUNDED BY A CHAINLINK FENCE SIX (6) FEET IN HEIGHT, OF NONCOMBUSTIBLE MATERIAL, AND WHICH MUST INCLUDE A GATE THAT SHALL BE LOCKED.
  - THE OPERATOR SHALL UTILIZE LEASE AUTOMATED CUSTODY TRANSFER (LACT) METERS DURING THE PRODUCTION PHASE.
  - THE OPERATION SHALL COMPLY WITH THE CITY OF GREELEY NOISE REGULATIONS, IN ACCORDANCE WITH TITLE 12, CHAPTER 6 OF THE CITY OF GREELEY MUNICIPAL CODE AS IS CONSISTENT WITH THE RULES AND REGULATIONS OF THE COLORADO OIL AND GAS CONSERVATION COMMISSION (COGCC).





THIS PLOT DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND SHOULD NOT BE RELIED UPON TO DETERMINE BOUNDARY LINES, PROPERTY OWNERSHIP OR OTHER PROPERTY INTERESTS. PARCEL LINES, IF DEPICTED HAVE NOT BEEN FIELD VERIFIED AND MAY BE BASED UPON PUBLICLY AVAILABLE DATA THAT ALSO HAS NOT BEEN INDEPENDENTLY VERIFIED.

DATA SOURCES:  
- PARCELS: WELD COUNTY ASSESSOR  
- TOPO: IMAGERY: USGS  
- EXISTING WELLS: COGCC

PUBLICLY AVAILABLE DATA SOURCES HAVE NOT BEEN INDEPENDENTLY VERIFIED BY ASCENT.



<div>DIG SAFELY BEFORE YOU DIG CALL: 1-800-922-1987 UTILITY NOTIFICATION CENTER OF COLORADO</div>	NOTES:	REFERENCE DRAWINGS		REVISIONS						<div><div><b>PDC ENERGY</b></div></div> <div><div>8620 Wolff Court Westminster, CO 80031 (303) 928-7128 www.ascentgeomatics.com</div></div>	PRODUCTION PLAN			
											DRAWN BY: D. POLVERARI	CHECKED BY: K. HARTER	APPROVED: K. HARTER	
											CREATION DATE 11/4/2022	CHECKED DATE 11/4/2022	APPROVED DATE 11/4/2022	
											PROJECT No. B20.PDC.001	DWG No. 105	SHEET No. 06 OF 25	
										SCALE: 1" = 100'				
		DWG. NO.	TITLE	NO.	DESCRIPTION	BY	DATE	BY	DATE	BY	DATE			
				0	ISSUED FOR CONSTRUCTION	DP	11/4/22	KH	11/4/22	KH	11/4/22			
						BY	DATE	BY	DATE	BY	DATE			



## CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

### Emergency Response and Fire Protection Plan

A comprehensive and complete Emergency Response Plan will be submitted to the City of Greeley, which is a site-specific review of the risks to structures and land uses in the immediate vicinity, and addresses the risks presented by the proposed facility while considering the setbacks or distances. PDC will comply with all applicable sections of the 2018 International Fire Code, as amended and adopted by the City of Greeley and Greeley Fire Protection District:

Section 5706.1	General	Section 5706.3.2	Waste Control
Section 5706.3	Well Drilling and Operating	Section 5706.3.3	Sumps
Section 5706.3.1	Location	Section 5706.3.4	Prevention of Blowouts
Section 5706.3.1.1	Storage tanks and sources of Ignition	Section 5706.3.5	Storage Tanks
Section 5706.3.1.2	Streets and Railways	Section 5706.3.6	Soundproofing
Section 5706.3.1.3	Buildings	Section 5706.3.7	Signs
COGCC Rule 912	Spills and Releases	Section 5706.3.8	Field Loading Racks

Per the Greeley Fire Department:

- **Greeley, Colorado – Municipal Code / Title 24- Development Code / Chapter 11.-Supplemental Standards / Sec. 24-1102.c.5.(c) Adequate blowout prevention equipment shall be provided for drilling operations and well servicing operations.**
- Enclosed flares shall be utilized during the drilling, completion, recompletion, reworking, production, repair, and maintenance of the pad site.
- Routine fire inspections are required during the different phases of operation and, at a minimum, an annual inspection, upon completion of the wells and production facilities. The Greeley Fire Department will coordinate and schedule these inspections.

The road leading to the Denali State 05N67W13 1-23 Pad/Facility and those contained within the pad will be designed and maintained to support fire apparatus and shall be provided with a surface to accommodate all weather driving capabilities. A circular turnaround shall be provided on site that is capable of allowing the turning around of all fire apparatus.

In addition to the above-referenced rules and regulations, PDC is also subject to COGCC Rules and Regulations pertaining to Fire Prevention and Protection.

PDC has support personnel in the field or on call at all times to provide technical assistance in fire prevention and elimination.

The following individuals may be notified at these numbers:

DESIGNATED OPERATOR  
PDC Energy, Inc.

PDC 24 Hour Emergency Hot Line (877) 350-0169  
Brian DeRose, Surface Land Supervisor (970) 342-0135





## CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

### **(A) GENERAL INFORMATION**

The purpose of the Emergency Response Plan is to provide procedures to cover emergency conditions that may arise during the development of oil and gas resources. The procedures contain the policies applicable to facility emergencies.

The following information can be vital during emergencies. It may be used by outside agencies as well as company employees and contract labor to help secure a speedy recovery from an emergency situation:

#### PDC Office Address

PDC Energy, Inc.  
1775 Sherman Street, Suite 3000  
Denver, Colorado 80203

#### Landman, Operations Manager, Safety Manager

Brian DeRose, Surface Land Supervisor (970) 342-0135  
Darin Spitzer, Surface Landman (970) 459-7766  
Wes Hudkins, Production Manager (970) 573-0408  
Jason Thron, EH&S Manager (303) 831-3900

#### Type of Facility

Oil and Gas Production Facility

#### Location

SESW SECTION 13, TOWNSHIP 5 NORTH, RANGE 67 WEST, 6TH P.M  
Weld County, Colorado

#### The location will be accessed as follows:

Traffic for drilling, completions, flowback, and initial production operations will be routed 50% to the north and 50% to the south from the access point on County Road 25/95<sup>th</sup> Avenue.

#### Operator

PDC Energy, Inc.  
1775 Sherman Street, Suite 3000  
Denver, Colorado 80203  
Brian DeRose, Surface Land Supervisor  
Cell: (970) 342-0135

#### Corporate Manager in Charge of Facility

PDC Energy, Inc.  
1775 Sherman Street, Suite 3000  
Denver, Colorado 80203  
Wes Hudkins  
(970) 573-0408



## CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW

### Tank and Piping Inspections

All tanks and above ground piping are visually inspected on a daily basis for leakage, malfunction of seals, and other problems. Inspections of all storage tanks are made by PDC personnel or contractors and reported to its headquarters. All storage tank material and construction comply with API specifications for hydrocarbon storage. All tanks shall be appropriately labeled indicating the material contained within the tank(s).

### Spill Containment

Tank berms are steel berm rings and are sized to contain 150% of the volume of the largest tank in the containment area. The inside of the tank berms are lined with impermeable and sealed material to prevent any leaks from leaving the containment. PDC operators or contract operators are equipped with spill cleanup kits for minor spills. Minor and major spills will be immediately reported to the Operations Superintendent and President of PDC in accordance with the SPCC plan. Berms will be inspected on a weekly basis and within forty-eight (48) hours of a precipitation event.

### Entrance/Exit Driveways

The access to the Denali State 05N67W13 1-23 Pad/Facility will serve as both the entrance and exit. The fire code official shall have the authority to require an increase in the minimum access widths where they are inadequate for fire or rescue operations.

The access road, with one permanent access point from County Road 25, is 30 feet in width. The lease access road will be constructed of a compacted class 6 road base with a minimum depth of 4 inches at 80% compaction and surfaced so as to provide all-weather driving capabilities. The turnaround for the tank battery will be approximately 30 feet on the north side, 60 feet on the east side, 30 feet on the south side and 60 feet on the west side. These dimensions allow for safe access of tanker trucks and emergency equipment. The access road shall be graded to provide simple drainage from the roadway and allow for cross drainage by means of an adequate culvert pipe. The lease road shall be maintained so as to provide a roadway passable for emergency vehicles and shall be generally rut free. Measures will be taken to control mud on local roadways.

Signs will be posted in accordance with the City of Greeley, the Greeley Fire District, and the COGCC.

### Security

All proper warning signs and equipment guards will be installed. At this time there are no plans to have locked security gates. If the need should arise in the future a lockbox with a key will be on location so that the fire district has access in an emergency.

### **(B) TRAINING**

All facility personnel are trained in the operation and maintenance of equipment to prevent or control spills and are versed in the applicable pollution control laws, rules, and regulations. Company vehicles that visit the location will be equipped with shovels and materials necessary to contain spills.



## **CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW**

### **(C) EMERGENCY CONTACT LIST**

Following is a list of PDC personnel and emergency organizations that may be contacted in the event of an emergency occurring at the proposed Denali State 05N67W13 1-23 Pad/Facility.

All emergencies shall be reported immediately to the appropriate Supervisor. In the event the Manager(s) cannot be reached, any of the following may be notified at their office number during normal working hours or at their home/cell number if during other than normal working hours.

<b><u>Name</u></b>	<b><u>Phone</u></b>
PDC Emergency Hotline	(877) 350-0169 – 24 Hour
Brian DeRose	(970) 342-0135

<b><u>City and County Agencies</u></b>	<b><u>Emergency</u></b>
----------------------------------------	-------------------------

Greeley Fire Department	911
Non-Emergency (970) 350-9504	

Greeley Police Department	911
Non-Emergency (970) 350-9600	

To report emergencies, call 911 for fires or spills that cannot be contained by employees.

Weld County Office of Emergency Management (970) 304-6540	911
--------------------------------------------------------------	-----

Weld County Sheriff Department Non-Emergency (970) 356-4015	911 - Contact as emergencies dictate.
----------------------------------------------------------------	---------------------------------------

Tri-County Health Department Office: (303) 220-9200	Product or Wastewater Spill
--------------------------------------------------------	-----------------------------

<b><u>State Agencies</u></b>	<b><u>Emergency</u></b>
------------------------------	-------------------------

Colorado Oil & Gas Conservation Commission (303) 894-2100	As needed
--------------------------------------------------------------	-----------

Colorado Department of Public Health and Environment Office: (303) 377-6326 Emergency: (877) 518-5608	As needed
-------------------------------------------------------------------------------------------------------------	-----------

Division of Oil and Public Safety Office: (303) 318-8547	As needed
-------------------------------------------------------------	-----------

Colorado Public Utilities Commission Gas Pipeline Safety Division Office: (303) 894-2851	As needed
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## **CITY OF GREELEY LAND USE APPLICATION/USE BY SPECIAL REVIEW**

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Colorado State Highway Patrol	911
Non-Emergency (970) 506-4999	

<b><u>Federal Agencies</u></b>	<b><u>Emergency</u></b>
Environmental Protection Agency - Region VIII	As needed
Emergency Response Number: (303) 293-1788 (24 hours)	

National Response Center	As needed
Emergency Response Number: (800) 424-8802	

### **(D) EMERGENCY RESPONSE PROCEDURES**

PDC has an Emergency Plan. A copy is available at their Headquarters. The Safety Supervisor and the Operations Manager are to assume full responsibility for implementing the Emergency Response Plan. Implementation will depend upon the type of emergency.

### **(E) CONTINGENCY PROCEDURES/SPCC PLANS**

A Spill Prevention Control and Countermeasure (SPCC) Plan is maintained at PDC's Headquarters. This would be referred to if a major product or produced water release occurs.

### **(F) RELEASE OF INFORMATION**

Release of information is the responsibility of PDC's Headquarters.

<b><u>Name</u></b>	<b><u>Office Phone</u></b>
Brian DeRose	(970) 342-0135







**DENALI STATE**  
**5N67W13 1-23 PAD**  
WELD COUNTY, COLORADO  
S.13, T.5N., R.67W

Location Address:

27027 CR 25, Greeley CO 80634

LATA/ONG  
40.39458, -104.84261 (NAD 83)

All Emergencies will be reported  
through 911

#### Notifications

1. PDC Energy Emergency Response:  
24 Hour Hotline: 877-350-0169
2. Weld County Public Safety Communications:  
911, 970-350-9600 (non Emergency)
3. Greeley Fire:  
911, 970-350-9504 (non Emergency)
4. Weld County OEM:  
970-304-6540

#### Critical Receptors

- Surrounding Tank Battery / Combustor
- Surrounding Ditch
- Surrounding Existing Well
- Surrounding Pond

Note: This Tactical Response Card is a reference tool and is intended to provide guidance during an actual event or exercise. Placement of resources may need to be adjusted according to environmental variables. It is the responsibility of emergency response personnel to be trained in response and to be able to make adjustments to the card as needed.

ERG Zone (500 meters) Not Shown

Legend	
(A) SITE ACCESS	FIRE STATION
PAD	WATER TREATMENT FACILITY
PROPOSED WELL HEAD	RIVER/DITCH
PRIMARY MUSTER POINT	RAILROAD
PRIMARY INGRESS/EGRESS	POND/LAKE
ADDRESS POINTS	SUBDIVISION
PLUGGED & ABANDONED WELL	
EXISTING WELL	
TANK BATTERY/ COMBUSTOR	
WIND SOCK	
FIRE HYDRANT	
PARK	
SCHOOL	
POLICE STATION	



THIS MAP IS A COMPILATION OF PUBLICLY AVAILABLE DATA. THE ACCURACY AND COMPLETENESS OF SAID DATA HAS NOT BEEN VERIFIED BY LATA8, INC. EXISTING CONDITIONS MAY DIFFER FROM WHAT IS SHOWN.

DATUM: NAD 1983 NRS32067 STATE PLANE COLORADO NORTH FIPS 5601 FT US

0 500 1,000 Feet



Date: 6/16/2022  
Project #: 2020001  
Sheet 1 of 2





## FIRE DEPARTMENT RESPONSE GUIDELINES

### Command FIRE DEPARTMENT RESPONSE GUIDELINES

#### COMMAND

- Establish initial command post near the oil & gas location entrance.
- Position should provide a clear view of the entire scene
- Advise responding units and resources to stage near the location entrance.
- Locate operator lease sign on location (located at the entrance /site access)
- If industry personnel are not on location, call the 24-Hour Emergency Contact number located on the sign.
- Establish unified command with operator on-site liaison
- Develop incident action plan with the operator to mitigate incident
- **Strategy - Always defensive unless a life safety need is identified!**

#### INCIDENT STABILIZATION

- Implement Hazardous Materials response protocols
- All personnel operating in hazard zones should be in appropriate PPE, to include a personal mobile air monitoring device
- Establish Hot, Warm, Cold Zones, and ERG zones
- Exposure Concerns --- Equipment, nearby structures, neighborhoods, roadways, etc.
- Monitor weather conditions, especially wind direction
- Air monitoring for vulnerable areas and locations around the incident.
- Conduct evacuations of citizens, bystanders, and resources at risk.
- Identify and address any water supply and/or foam requirements necessary to mitigate the incident

#### SPECIAL CONSIDERATIONS

- If evacuations are needed, coordinate with Weld County OEM before ordering an evacuation to establish evacuation routes, shelters, shelter in-place and to utilize IPAWS (reverse 9-1-1).
- Request mutual aid apparatus and equipment asap to minimize operational delays
- Consider and address any potential impacts to critical receptors identified near the location.
- Consider requesting a HazMat Team if needed to assist with mitigation.
- Consider requiring a fire investigation for any fire and/or explosion.
- Keep the public and stakeholders informed of response activities.
- Notify FAA if air Traffic restrictions are needed (requested through OEM) (**very large incident**)

## INDUSTRY RESPONSE OBJECTIVES

Ensure safety of the public, first responders, employees, and contractors. Minimize impact to the environment and local community. The following response objectives checklist shall be followed:

#### SAFETY – PROTECT LIFE

- Evaluate and account for all personnel
- Isolate all potential ignition sources
- Establish site control (safe perimeter and evacuation routes)
- Contact emergency services as needed (911, Fire, LEPC)
- Identify hazard(s) of emitted material (obtain SDS)
- Implement air monitoring around impacted area
- Continually assess site hazards/risks

#### RESPONSE – INCIDENT STABILIZATION

- Notify internal personnel and agencies
- Assign on-site liaison to the incident commander
- Establish a unified command post and field communications
- Establish Hot, Warm, Cold Zones, and ERG zone
- Identify and establish staging areas to support response operations
- Activate emergency shutdown procedures (ESD)
- Activate response action contractors for equipment and manpower as needed (e.g. Well Control, spill/HazMat clean-up, etc.)

#### ENVIRONMENTAL – PROTECT THE ENVIRONMENT

- Identify, prioritize, and protect environmentally sensitive areas
- Verify if water has been impacted
- Implement waste handling, disposal and decontamination procedures as needed
- Contain and recover spilled materials
- Notify appropriate agencies

#### SPECIAL CONSIDERATIONS

- Keep the public and stakeholders informed of response activities.

## FACILITY INFORMATION

### Well Pad Liquid Storage:

- Oil (BBL) – BBL
- Water (BBL) – BBL
- \*1 Barrel (BBL) = 42 Gallons

### Specific Facility Hazardous Conditions: (chemicals stored on site)

Drilling		BBLs	Tanks
		BBLs	Tanks
		BBLs	Tanks
		BBLs	Tanks

#### Storage Location

- 
- 
- 

Completions		BBLs	Tanks
		BBLs	Tanks
		BBLs	Tanks
		BBLs	Tanks

#### Storage Location

- 
- 
- 

Flowback		BBLs	Tanks
		BBLs	Tanks
		BBLs	Tanks
		BBLs	Tanks

#### Storage Location

- 
- 
- 

Production		BBLs	Tanks
		BBLs	Tanks
		BBLs	Tanks
		BBLs	Tanks

#### Storage Location

- 
- 
- 

### Is Water Supply Available on Location?

Fire hydrants	
Water Storage Tanks	



## LSC TRANSPORTATION CONSULTANTS, INC.

1889 York Street  
 Denver, CO 80206  
 (303) 333-1105  
 FAX (303) 333-1107  
 E-mail: [lsc@lscdenver.com](mailto:lsc@lscdenver.com)

August 2, 2022

Ms. Kristi McRedmond  
 Ascent Geomatic Solutions  
 8620 Wolff Court  
 Westminster, CO 80031

Re: PDC - Denali Pad  
 Traffic Impact Analysis  
 Greeley, CO  
 LSC #220690

Dear Ms. McRedmond:

In response to your request, LSC Transportation Consultants, Inc. has prepared this Traffic Impact Analysis for the proposed PDC - Denali pad well site in Greeley, Colorado. The site is located south of US 34 and west of 95<sup>th</sup> Avenue as shown in Figure 1.

### REPORT CONTENTS

The report contains the following: the existing roadway and traffic conditions in the vicinity of the site including the lane geometries, traffic controls, etc.; the existing weekday peak-hour traffic volumes; the existing daily traffic volumes in the area; the typical weekday site-generated traffic volume projections for site; the assignment of the projected traffic volumes to the area roadways; the projected total traffic volumes on the area roadways; the site's projected traffic impacts; and any recommended roadway improvements to mitigate the traffic impacts from the site. The estimated timing of each phase is the best information available today but is subject to change over time.

### LAND USE AND ACCESS

The site is proposed as an oil and gas operation with 32 well heads. Full movement access is proposed to Litho Park Drive via an existing private access road as shown in Figure 2.

The site will be developed in 6 phases as follows:

- |                                                                       |         |
|-----------------------------------------------------------------------|---------|
| 1. Construction Phase 1 (Earthwork of site and access road)           | 20 days |
| 2. Construction Phase 2 (Finishing work and access road construction) | 10 days |
| 3. Drilling Phase                                                     | 90 days |
| 4. Completion Phase                                                   | 90 days |
| 5. Flow Back Phase                                                    | 60 days |
| 6. Production/Operations                                              | Ongoing |

These 6 phases are detailed in Table 1.

## ROADWAY AND TRAFFIC CONDITIONS

### Area Roadways

The major roadways in the site's vicinity are shown on Figure 1 and are described below.

- **US Highway 34** is an east-west, four-lane highway north of the site. It is classified as an Expressway (E-X) by CDOT. The intersection with 83<sup>rd</sup> Avenue is signalized with auxiliary turn lanes and the intersection with 95<sup>th</sup> Avenue is unsignalized with auxiliary turn lanes. The posted speed limit is 65 mph near the study area.
- **W. 37<sup>th</sup> Street** is an east-west, two-lane paved roadway south of the site. The intersection with 95<sup>th</sup> Avenue is stop-sign controlled with no auxiliary lanes. The posted speed limit in the vicinity of the site is 45 mph near 95<sup>th</sup> Avenue and reduces to 35 mph at 77<sup>th</sup> Avenue (Two Rivers Parkway).
- **83<sup>rd</sup> Avenue** is a north-south, two-lane paved roadway east of the site. The intersection with US Highway 34 is signalized with auxiliary turn lanes. The posted speed limit in the vicinity of the site is 40 mph.
- **95<sup>th</sup> Avenue** is a north-south, two-lane paved roadway east of the site. The intersections with US Highway 34 (Business) and W. 37<sup>th</sup> Avenue are stop-sign controlled with auxiliary turn lanes. No speed limit is posted in the vicinity of the site.
- **Existing or Proposed Private Access Roads** are gravel roadways that will provide access to the site from the public roadway network. They will be maintained to accommodate construction traffic.

### Existing Traffic Conditions

Figure 3 shows the existing weekday traffic volumes, lane geometry, traffic controls, and the posted speed limits in the vicinity of the site. The weekday peak-hour traffic volumes and average daily traffic volumes are from the attached traffic counts conducted by Counter Measures in July, 2022.

### 2023 Background Traffic

Figure 4 shows the 2023 background traffic volumes which assumes an annual growth rate of three percent to maintain a conservative analysis.

### Existing and 2023 Background Levels of Service

Level of service (LOS) is a quantitative measure of the level of congestion or delay at an intersection. Level of service is indicated on a scale from "A" to "F." LOS A is indicative of little congestion or delay and LOS F is indicative of a high level of congestion or delay. Attached are specific level of service definitions for signalized and unsignalized intersections.

The intersections in the study area were analyzed to determine the existing and 2023 background levels of service using Synchro. Table 2 shows the level of service analysis results. The level of service reports are attached.

- **US 34/95<sup>th</sup> Avenue:** All movements at this unsignalized intersection currently operate at LOS “C” or better during both morning and afternoon peak-hours and are expected to do so through 2023 with the following exceptions: The northbound and southbound approaches operate at LOS “F” based on poor operations from the side road left-turn and through movements.
- **95<sup>th</sup> Avenue/W. 37<sup>th</sup> Street:** All movements at this unsignalized intersection currently operate at LOS “B” or better during both morning and afternoon peak-hours and are expected to do so through 2023.
- **US 34/83<sup>rd</sup> Avenue:** This signalized intersection currently operates at an overall LOS “C” during both morning and afternoon peak-hours and is expected to do so through 2023.
- **83<sup>rd</sup> Avenue/W. 37<sup>th</sup> Street:** All movements at this unsignalized intersection currently operate at LOS “C” or better during both morning and afternoon peak-hours and are expected to do so through 2023 with the following exceptions: The northbound approach operates at LOS “E” in the afternoon peak-hour. The southbound approach operates at LOS “F” in the afternoon peak-hour.

## TRIP GENERATION

Table 3 shows the estimated average weekday daily and peak-hour trip generation by vehicle type based on information provided by the applicant. Estimates are given for 6 different phases of the project including:

1. Construction Phase 1 (Earthwork of site and access road)
2. Construction Phase 2 (Finishing work and access road construction)
3. Drilling Phase
4. Completion Phase
5. Flow Back Phase
6. Production/Operations

The highest trip generating phase is Construction Phase 2 with about 208 average one-way trips per day.

## DIRECTIONAL DISTRIBUTION

Figure 5 shows the estimated directional distribution of the site-generated traffic volumes on the area roadways. The estimates were based on the location of the site with respect to the regional population, employment, and activity centers; and the site’s proposed land use.

## TRIP ASSIGNMENT

Figure 6 shows the estimated 2023 assignment of the site-generated traffic in passenger car equivalents for the highest trip generating scenario (Construction Phase 2).

## TOTAL TRAFFIC

Figure 7 shows the 2023 total traffic, lane geometry, and traffic control which is the sum of the 2023 background traffic (Figure 4) and the 2023 assignment (Figure 6).

## PROJECTED LEVELS OF SERVICE

The intersections in the study area were analyzed as appropriate to determine the total levels of service during the busiest scenario detailed above. Table 2 shows the level of service analysis results. The level of service reports are attached.

- **US 34/95<sup>th</sup> Avenue:** All movements at this unsignalized intersection are expected to operate at LOS “C” or better during both morning and afternoon peak-hours through 2023 with the following exceptions: The northbound and southbound approaches operate at LOS “F” based on poor operations from the side road left-turn and through movements.
- **95<sup>th</sup> Avenue/W. 37<sup>th</sup> Street:** All movements at this unsignalized intersection are expected to operate at LOS “B” or better during both morning and afternoon peak-hours through 2023.
- **US 34/83<sup>rd</sup> Avenue:** This signalized intersection is expected to operate at LOS “C” during both morning and afternoon peak-hours through 2023.
- **83<sup>rd</sup> Avenue/W. 37<sup>th</sup> Street:** All movements at this unsignalized intersection are expected to operate at LOS “C” or better during both morning and afternoon peak-hours through 2023 with the following exceptions: The northbound approach is expected to operate at LOS “E” in the afternoon peak-hour and the southbound approach is expected to operate at LOS “F” in the afternoon peak-hour.

## CONCLUSIONS AND RECOMMENDATIONS

### Trip Generation

1. The impact will be highest at about 208 passenger car equivalent trips per day in Scenario 2 (Construction Phase 2 - 10 days).
2. The long-term impact will be minimal due to product being removed from the site via pipeline.

### Projected Levels of Service

3. All movements at the unsignalized intersection analyzed are expected to operate at LOS "C" or better during both morning and afternoon peak-hours through 2023 with the following exceptions: At the US 34/95<sup>th</sup> Avenue, the northbound and southbound approaches operate at LOS "F" based on poor operations from the side road left-turn and through movements. At the 83<sup>rd</sup> Avenue/W. 37<sup>th</sup> Street intersection, the northbound approach is expected to operate at LOS "E" in the afternoon peak-hour and the southbound approach is expected to operate at LOS "F" in the afternoon peak-hour.
4. The signalized US 34/83<sup>rd</sup> Avenue intersection is expected to operate at LOS "C" during both morning and afternoon peak-hours through 2023.

### Conclusions

5. The impact of the proposed PDC - Denali Pad well site can be accommodated by the existing roadway network with the following recommendations.

### Recommendations

6. A traffic control plan indicating heavy turning truck trips would be appropriate during construction of the site.

\* \* \* \* \*

We trust our findings will assist you in gaining approval of the proposed PDC - Denali Pad well site development. Please contact me if you have any questions or need further assistance.

Sincerely,

LSC TRANSPORTATION CONSULTANTS, INC.

By

  
\_\_\_\_\_  
Christopher S. McGranahan, PE, PTOE  
Principal

CSM/wc

8-2-22

Enclosures: Tables 1 - 3  
Figures 1 - 7  
Traffic Count Reports  
Level of Service Definitions  
Level of Service Reports



**Table 1**  
**PDC Energy Well Sites**  
**Trip Generation Estimate <sup>(1)</sup>**

Phase of Development	Gross Vehicle Weight		Number of Vehicles Estimated per Day <sup>(1)</sup>		Average Daily Trips	AM Peak		PM Peak		
						In	Out	In	Out	
Construction Phase 1 (20 days +/-) - Earthwork of site and access road										
Passenger Vehicle <sup>(2)</sup>	4,500	to	8,500 lbs	4	Vehicles	8	2	1	1	2
Single Unit Trucks <sup>(2)</sup>	10,000	to	20,000 lbs	4	Vehicles	8	2	1	1	2
Multiple Unit Trucks <sup>(2)</sup>	50,000	to	70,000 lbs	10	Vehicles	20	2	2	2	2
Typical Vehicle Trips per Day =						36	6	4	4	6
Typical Passenger Car Equivalent Trips per Day <sup>(3)</sup> =						84				
Construction Phase 2 (10 days +/-) - Finishing work and access road construction										
Passenger Vehicle <sup>(2)</sup>	4,500	to	8,500 lbs	10	Vehicles	20	1	1	1	1
Single Unit Trucks <sup>(2)</sup>	10,000	to	20,000 lbs	2	Vehicles	4	0	0	0	0
Multiple Unit Trucks <sup>(2)</sup>	50,000	to	70,000 lbs	30	Vehicles	60	4	4	4	4
Typical Vehicle Trips per Day =						84	5	5	5	5
Typical Passenger Car Equivalent Trips per Day <sup>(3)</sup> =						208				
Drilling Phase (90 days +/-) - Workers live on the site										
Passenger Vehicle <sup>(2)</sup>	4,500	to	8,500 lbs	12-15	Vehicles	30	2	2	2	2
Single Unit Trucks <sup>(2)</sup>	10,000	to	20,000 lbs	3-5	Vehicles	10	1	1	1	1
Multiple Unit Trucks <sup>(2)</sup>	50,000	to	70,000 lbs	3-5	Vehicles	10	1	1	1	1
Typical Vehicle Trips per Day =						50	4	4	4	4
Typical Passenger Car Equivalent Trips per Day <sup>(3)</sup> =						80				
Completion Phase (90 days +/-) - Workers arrive on bus to reduce trips to/from the site - Water will be delivered via pipeline										
Passenger Vehicle	4,500	to	8,500 lbs	20	Vehicles	40	2	2	2	2
Single Unit Trucks	10,000	to	20,000 lbs	1	Vehicles	2				
Multiple Unit Trucks	50,000	to	70,000 lbs	0 or 120 <sup>(4)</sup>	Vehicles	0 or 240	0	0	0	0
Typical Vehicle Trips per Day =						42 or 282	2	2	2	2
Typical Passenger Car Equivalent Trips per Day =						42 or 764				
Flow Back Phase (60 days +/-)										
Passenger Vehicle	4,500	to	8,500 lbs	1	Vehicles	2	0	0	0	0
Single Unit Trucks	10,000	to	20,000 lbs	1	Vehicles	2	0	0	0	0
Multiple Unit Trucks	50,000	to	70,000 lbs	10	Vehicles	20	2	2	2	2
Typical Vehicle Trips per Day =						24	2	2	2	2
Typical Passenger Car Equivalent Trips per Day =						66				
Production/Operation Phase (Product will be transferred via pipeline)										
Passenger Vehicle	4,500	to	8,500 lbs	1	Vehicles	2	0	0	0	0
Single Unit Trucks	10,000	to	20,000 lbs	0	Vehicles	0	0	0	0	0
Multiple Unit Trucks	50,000	to	70,000 lbs	0	Vehicles	0	0	0	0	0
Typical Vehicle Trips per Day =						2	0	0	0	0
Typical Passenger Car Equivalent Trips per Day =						2				

Notes:

(1) Estimate based on coordination with PDC

(2) CDOT *State Highway Access Code* (SHAC) assumes: passenger vehicle < 20', single unit truck from 20' to 40', multiple unit truck > 40'

(3) CDOT SHAC assumes single unit trucks = 2 passenger car equivalents and multiple unit trucks = 3 passenger car equivalents

(4) 0 = water from temporary pipeline; 120 = water trucked to site

Source: LSC Transportation Consultants, Inc. based on input from PDC

**Table 2**  
**Intersection Levels of Service Analysis**  
**PDC Denali**  
**Greeley, CO**  
**LSC #220690; August, 2022**

Intersection Location	Traffic Control	Existing Traffic		2023 Background Traffic		2023 Total Traffic	
		Level of Service	Level of Service	Level of Service	Level of Service	Level of Service	Level of Service
		AM	PM	AM	PM	AM	PM
<hr/>							
<u>US 34/95th Avenue</u>	TWSC						
NB Approach		F	F	F	F	F	F
EB Left		C	C	C	C	C	C
WB Left		A	B	A	B	A	B
SB Approach		F	F	F	F	F	F
Critical Movement Delay (sec/veh)		>240	>240	>240	>240	>240	>240
<u>95th Avenue/W. 37th Street</u>	TWSC						
NB Approach		B	B	B	B	B	B
EB Approach		A	A	A	A	A	A
WB Approach		A	A	A	A	A	A
SB Approach		B	B	B	B	B	B
Critical Movement Delay (sec/veh)		11.2	13.8	11.3	14.1	11.3	12.8
<u>US 34/83rd Avenue</u>	Signalized						
EB Left		D	E	D	E	D	E
EB Through		B	C	B	C	B	C
EB Right		A	A	A	A	A	A
WB Left		E	E	E	E	E	E
WB Through		B	C	B	C	C	C
WB Right		A	A	A	A	A	A
NB Left/Through		D	E	D	F	D	F
NB Right		A	A	A	A	A	A
SB Left/Through		E	E	E	E	E	E
SB Right		A	A	A	A	A	A
Entire Intersection Delay (sec /veh)		23.0	30.7	23.6	31.7	23.6	31.8
Entire Intersection LOS		C	C	C	C	C	C
<u>83rd Avenue/W. 37th Street</u>	TWSC						
NB Approach		C	E	C	E	C	E
EB Left		A	A	A	A	A	A
WB Left		A	A	A	A	A	A
SB Approach		C	F	C	F	C	F
Critical Movement Delay (sec/veh)		18.9	52.2	19.6	62.6	19.6	62.6

**Table 3**  
**ESTIMATED TRAFFIC GENERATION <sup>(1)</sup>**  
**PDC Denali Pad**  
**Greeley, CO**  
**LSC #220690; August, 2022**

Trip Generating Phase	Estimated Begin Date <sup>(3)</sup>	Estimated Duration <sup>(3)</sup>	Vehicle-Trips Generated by Scenario <sup>(1)</sup>				In	Out
			Average Weekday	AM Peak-Hour <sup>(2)</sup>	PM Peak-Hour <sup>(2)</sup>			
<b>Phase:</b>								
1 Construction 1	01-Jul-2023	20 days	84	7	6	6	7	
2 Construction 2	21-Jul-2023	10 days	208	16	15	15	16	
3 Drilling	31-Jul-2023	90 days	80	6	6	6	6	
4 Completion	29-Oct-2023	90 days	42	3	3	3	3	
5 Flowback	27-Jan-2024	60 days	66	5	5	5	5	
6 Production/Operation	-	- days	2	0	0	0	0	

**Notes:**

- (1) This information was provided by the Applicant
- (2) Conservatively assumes daily trips are evenly distributed over a 10 hour day with a 1.5 peaking factor - all volumes given in passenger car equivalents
- (3) The proposed timeline is subject to change based on field conditions.



Figure 1

# Vicinity Map

PDC - Denali (LSC #220690)

PARCEL NO.: 095713000013

DENALI STATE 5N67W13 1-23 PAD  
(23 WELL PAD)

COUNTY ROAD 23

POTHOLE DEPTH = 6.54'

POTHOLE DEPTH = 5.68'

POTHOLE DEPTH = 5.52'

POTHOLE DEPTH = 6.75'

POTHOLE DEPTH = 6.42'

POTHOLE DEPTH = 5.55'

30' PROPOSED ACCESS EASEMENT

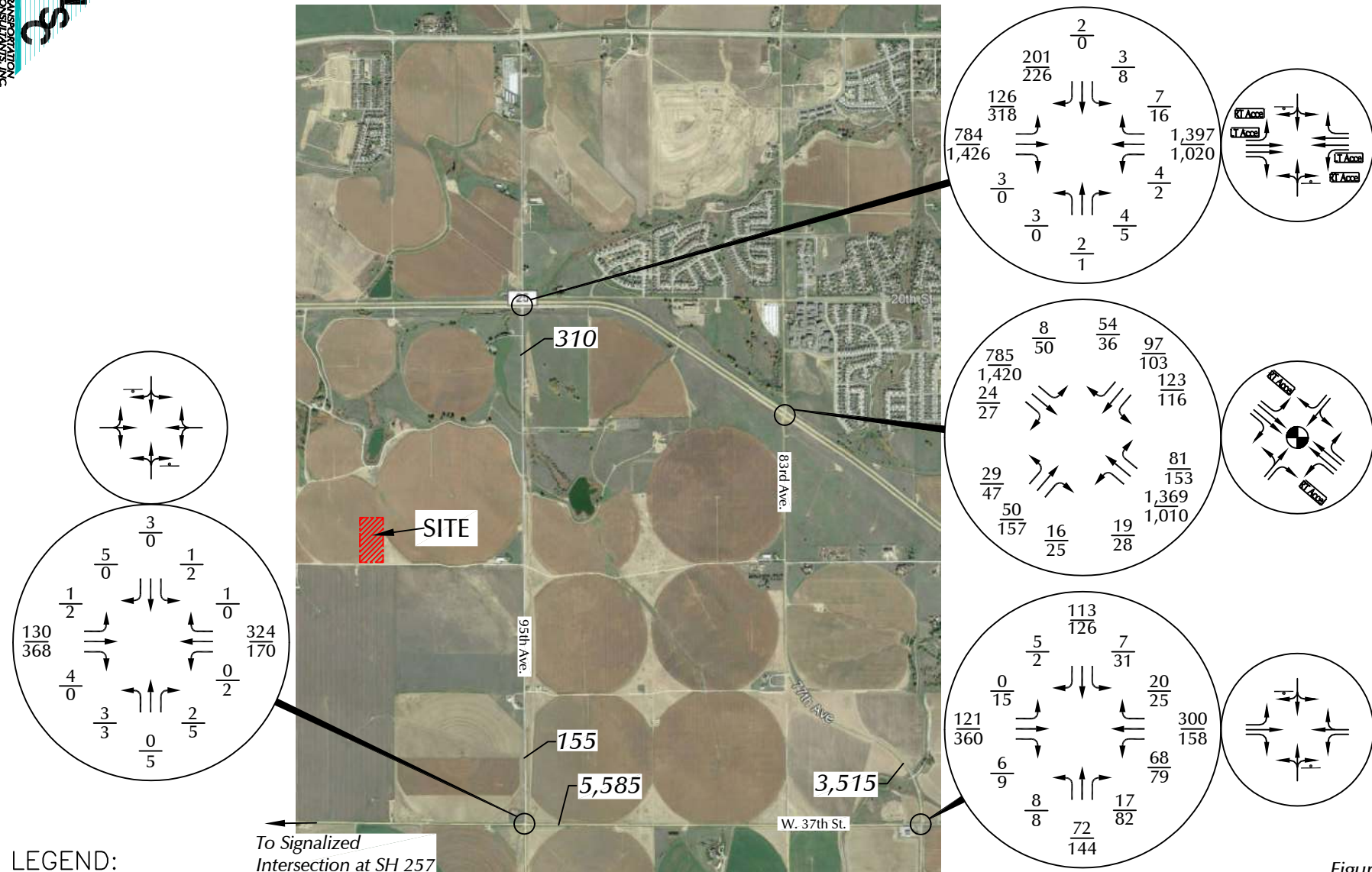
PARCEL NO.: 095724000017

PARCEL NO.: 095724000016

# Site Plan

81





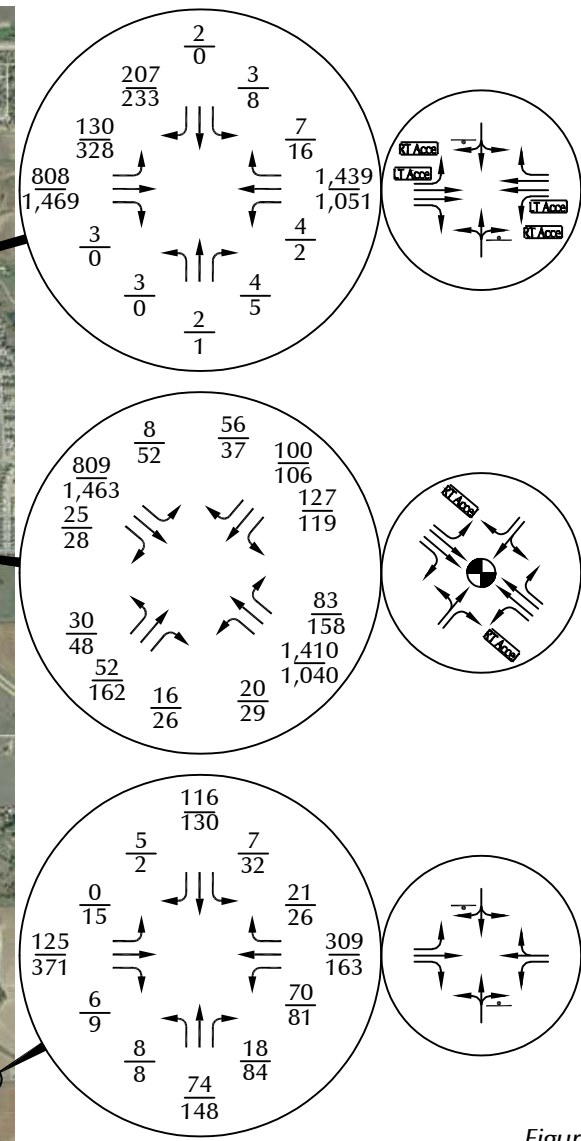
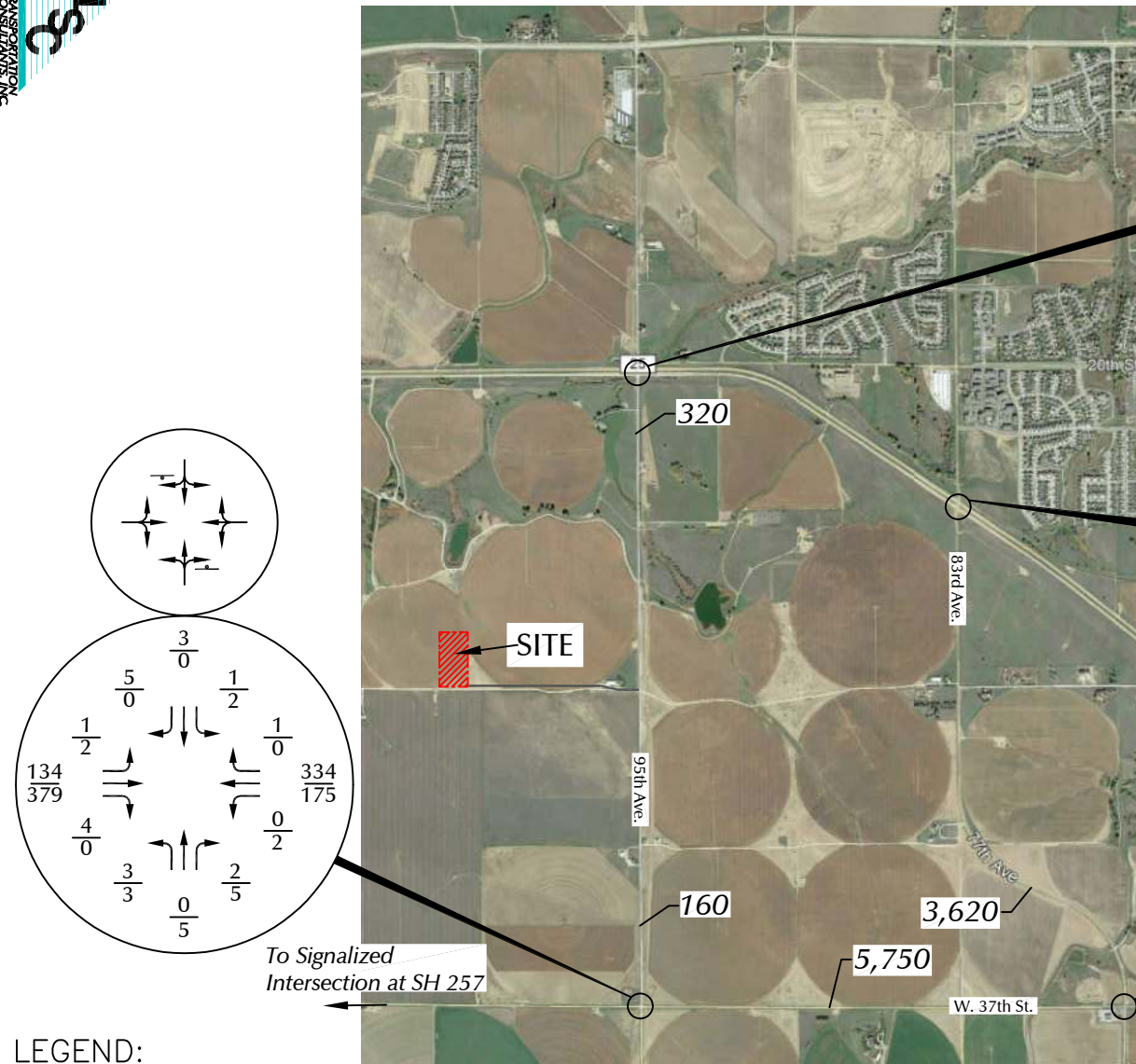
LEGEND:

- = Stop Sign
- = Traffic Signal
- $\frac{26}{35}$  =  $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$
- 1,000 = Average Daily Traffic

Figure 3

## Existing Traffic, Lane Geometry and Traffic Control

PDC - Denali (LSC #220690)



# LEGEND:

- ↓ = Stop Sign
- ⊕ = Traffic Signal
- $\frac{26}{35}$  =  $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$
- 1,000 = Average Daily Traffic

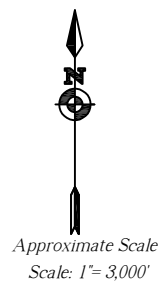
Note: Assumes an annual growth rate of about 3 percent.

Figure 4

## Year 2023 Background Traffic, Lane Geometry and Traffic Control

PDC - Denali (LSC #220690)





LEGEND:

↔ 5% = Percent Directional Distribution

Note: The recommended vehicle paths were chosen to avoid left-turns at nonsignalized highway intersections.

## Directional Distribution of Site-Generated Traffic

PDC - Denali (LSC #220690)

Figure 5





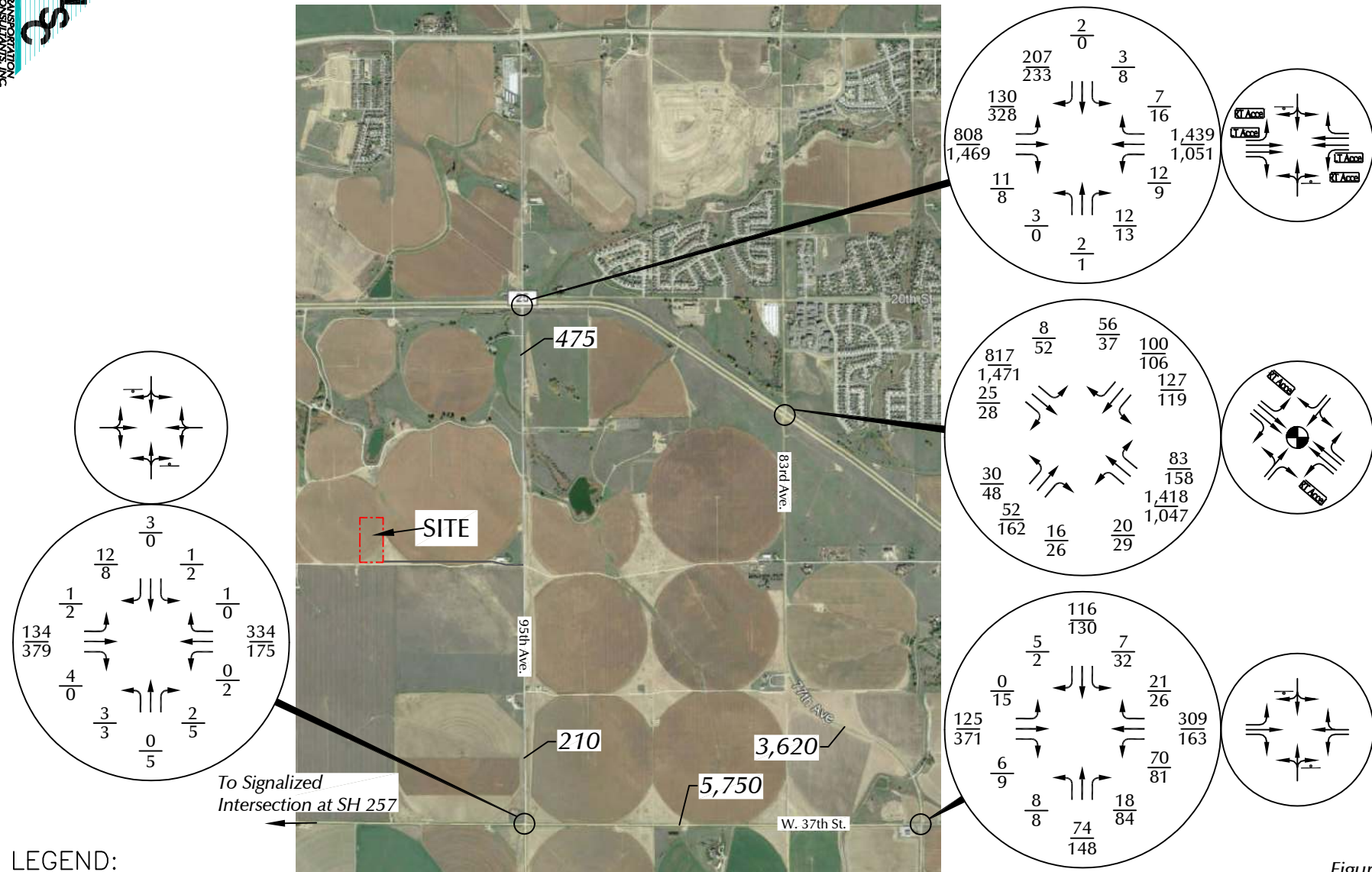
LEGEND:

$\frac{26}{35}$  = AM Peak Hour Traffic  
 $\frac{35}{35}$  = PM Peak Hour Traffic  
 1,000 = Average Daily Traffic

Figure 6

# *Assignment of Site-Generated Traffic*

PDC - Denali (LSC #220690)



# LEGEND:

- ⊥ = Stop Sign
- ⊙ = Traffic Signal
- $\frac{26}{35}$  =  $\frac{\text{AM Peak Hour Traffic}}{\text{PM Peak Hour Traffic}}$
- 1,000 = Average Daily Traffic

Figure 7

## Year 2023 Total Traffic, Lane Geometry and Traffic Control

PDC - Denali (LSC #220690)

# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 77TH AVE  
E/W STREET: W. 37TH ST  
CITY: GREELEY  
COUNTY: WELD

File Name : 77THW37  
Site Code : 00000008  
Start Date : 7/14/2022  
Page No : 1

## Groups Printed- VEHICLES

	77TH AVE Southbound				W. 37TH ST Westbound				77TH AVE Northbound				W. 37TH ST Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	4	20	0	0	22	81	8	0	2	16	4	0	0	27	3	0	187
06:45 AM	1	35	3	0	19	78	7	0	2	21	5	0	0	30	1	0	202
Total	5	55	3	0	41	159	15	0	4	37	9	0	0	57	4	0	389
07:00 AM	0	31	1	0	14	66	3	0	1	16	1	0	0	27	2	0	162
07:15 AM	2	27	1	0	13	75	2	0	3	19	7	0	0	37	0	0	186
07:30 AM	1	28	1	0	21	80	9	0	2	18	16	0	2	39	3	0	220
07:45 AM	3	28	6	0	19	50	5	0	2	23	7	0	2	23	0	0	168
Total	6	114	9	0	67	271	19	0	8	76	31	0	4	126	5	0	736
08:00 AM	1	17	1	0	6	63	0	0	1	21	6	0	2	35	3	0	156
08:15 AM	3	15	4	0	11	45	2	0	2	20	7	0	0	33	0	0	142
Total	4	32	5	0	17	108	2	0	3	41	13	0	2	68	3	0	298
04:00 PM	3	40	2	0	19	41	8	0	1	38	23	0	3	70	5	0	253
04:15 PM	3	29	0	0	18	49	5	0	1	41	24	0	9	68	1	0	248
04:30 PM	6	21	1	0	14	51	5	0	2	36	13	0	2	67	2	0	220
04:45 PM	5	23	2	0	19	46	6	0	2	30	19	0	2	99	0	0	253
Total	17	113	5	0	70	187	24	0	6	145	79	0	16	304	8	0	974
05:00 PM	10	35	0	0	19	49	8	0	1	35	22	0	7	76	1	0	263
05:15 PM	6	43	0	0	24	38	5	0	3	37	9	0	4	94	1	0	264
05:30 PM	9	23	2	0	22	44	8	0	0	36	28	0	1	107	4	0	284
05:45 PM	6	25	0	0	14	27	4	0	4	36	23	0	3	83	3	0	228
Total	31	126	2	0	79	158	25	0	8	144	82	0	15	360	9	0	1039
Grand Total	63	440	24	0	274	883	85	0	29	443	214	0	37	915	29	0	3436
Apprch %	12.0	83.5	4.6	0.0	22.1	71.1	6.8	0.0	4.2	64.6	31.2	0.0	3.8	93.3	3.0	0.0	
Total %	1.8	12.8	0.7	0.0	8.0	25.7	2.5	0.0	0.8	12.9	6.2	0.0	1.1	26.6	0.8	0.0	

# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 77TH AVE  
E/W STREET: W. 37TH ST  
CITY: GREELEY  
COUNTY: WELD

File Name : 77THW37  
Site Code : 00000008  
Start Date : 7/14/2022  
Page No : 2

	77TH AVE Southbound					W. 37TH ST Westbound					77TH AVE Northbound					W. 37TH ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 07:15 AM - Peak 1 of 1																					
Intersection	06:30 AM																				
Volume	7	113	5	0	125	68	300	20	0	388	8	72	17	0	97	0	121	6	0	127	737
Percent	5.6	90.4	4.0	0.0		17.5	77.3	5.2	0.0		8.2	74.2	17.5	0.0		0.0	95.3	4.7	0.0		
06:45																					
Volume	1	35	3	0	39	19	78	7	0	104	2	21	5	0	28	0	30	1	0	31	202
Peak Factor																					0.912
High Int.	06:45 AM					06:30 AM					07:15 AM					07:15 AM					
Volume	1	35	3	0	39	22	81	8	0	111	3	19	7	0	29	0	37	0	0	37	
Peak Factor																					0.858

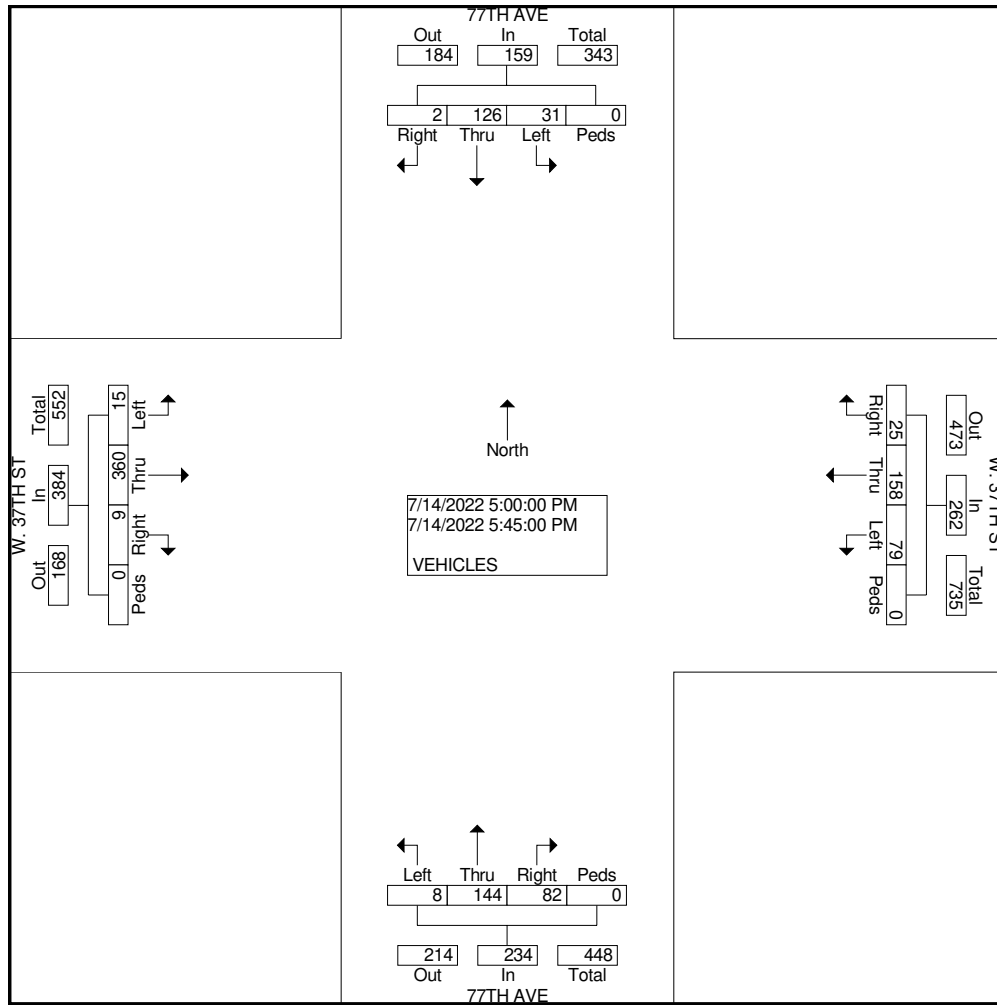
# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER, COLORADO  
303-333-7409

N/S STREET: 77TH AVE  
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Page No : 3

	77TH AVE Southbound					W. 37TH ST Westbound					77TH AVE Northbound					W. 37TH ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	31	126	2	0	159	79	158	25	0	262	8	144	82	0	234	15	360	9	0	384	1039
Percent	19.5	79.2	1.3	0.0		30.2	60.3	9.5	0.0		3.4	61.5	35.0	0.0		3.9	93.8	2.3	0.0		
05:30 Volume	9	23	2	0	34	22	44	8	0	74	0	36	28	0	64	1	107	4	0	112	284
Peak Factor	0.915																				
High Int. Volume	05:15 PM					05:00 PM					05:30 PM					05:30 PM					
Peak Factor	6	43	0	0	49	19	49	8	0	76	0	36	28	0	64	1	107	4	0	112	
	0.81					0.86					0.91					0.85					
	1					2					4					7					



# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 83RD AVE  
E/W STREET: HWY 34  
CITY: GREELEY  
COUNTY: WELD

File Name : 83RDHWY3422  
Site Code : 00000017  
Start Date : 7/12/2022  
Page No : 1

## Groups Printed- VEHICLES

	83RD AVE Southbound				HWY 34 Westbound				83RD AVE Northbound				HWY 34 Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	31	34	17	1	4	384	25	1	12	10	5	0	1	170	7	0	702
06:45 AM	36	19	9	0	9	339	16	0	10	17	4	0	3	183	3	0	648
Total	67	53	26	1	13	723	41	1	22	27	9	0	4	353	10	0	1350
07:00 AM	28	22	12	0	4	301	24	0	4	13	6	0	1	194	8	0	617
07:15 AM	28	22	16	0	2	345	16	0	3	10	1	0	3	238	6	0	690
07:30 AM	39	16	8	0	4	323	17	0	13	24	4	0	7	204	1	0	660
07:45 AM	32	9	10	0	6	291	21	0	13	24	2	0	1	266	8	0	683
Total	127	69	46	0	16	1260	78	0	33	71	13	0	12	902	23	0	2650
08:00 AM	28	17	11	0	1	260	17	0	7	18	0	0	2	210	4	0	575
08:15 AM	20	17	14	0	2	254	21	0	7	17	1	0	6	193	1	0	553
Total	48	34	25	0	3	514	38	0	14	35	1	0	8	403	5	0	1128
04:00 PM	24	15	2	0	5	276	26	0	7	36	0	0	5	305	9	0	710
04:15 PM	29	24	6	0	7	229	32	0	11	39	0	0	18	288	14	0	697
04:30 PM	29	26	6	0	4	270	35	0	9	39	4	0	6	346	10	0	784
04:45 PM	49	20	7	0	8	220	32	0	6	31	4	0	8	337	6	0	728
Total	131	85	21	0	24	995	125	0	33	145	8	0	37	1276	39	0	2919
05:00 PM	23	29	8	0	11	268	39	0	12	57	9	0	13	333	12	0	814
05:15 PM	34	30	7	0	9	274	45	0	14	39	6	0	9	360	3	0	830
05:30 PM	29	20	13	0	7	214	33	0	9	40	7	0	17	367	2	0	758
05:45 PM	30	24	8	0	1	254	36	0	12	21	3	0	11	360	10	0	770
Total	116	103	36	0	28	1010	153	0	47	157	25	0	50	1420	27	0	3172
Grand Total	489	344	154	1	84	4502	435	1	149	435	56	0	111	4354	104	0	11219
Apprch %	49.5	34.8	15.6	0.1	1.7	89.6	8.7	0.0	23.3	68.0	8.8	0.0	2.4	95.3	2.3	0.0	
Total %	4.4	3.1	1.4	0.0	0.7	40.1	3.9	0.0	1.3	3.9	0.5	0.0	1.0	38.8	0.9	0.0	

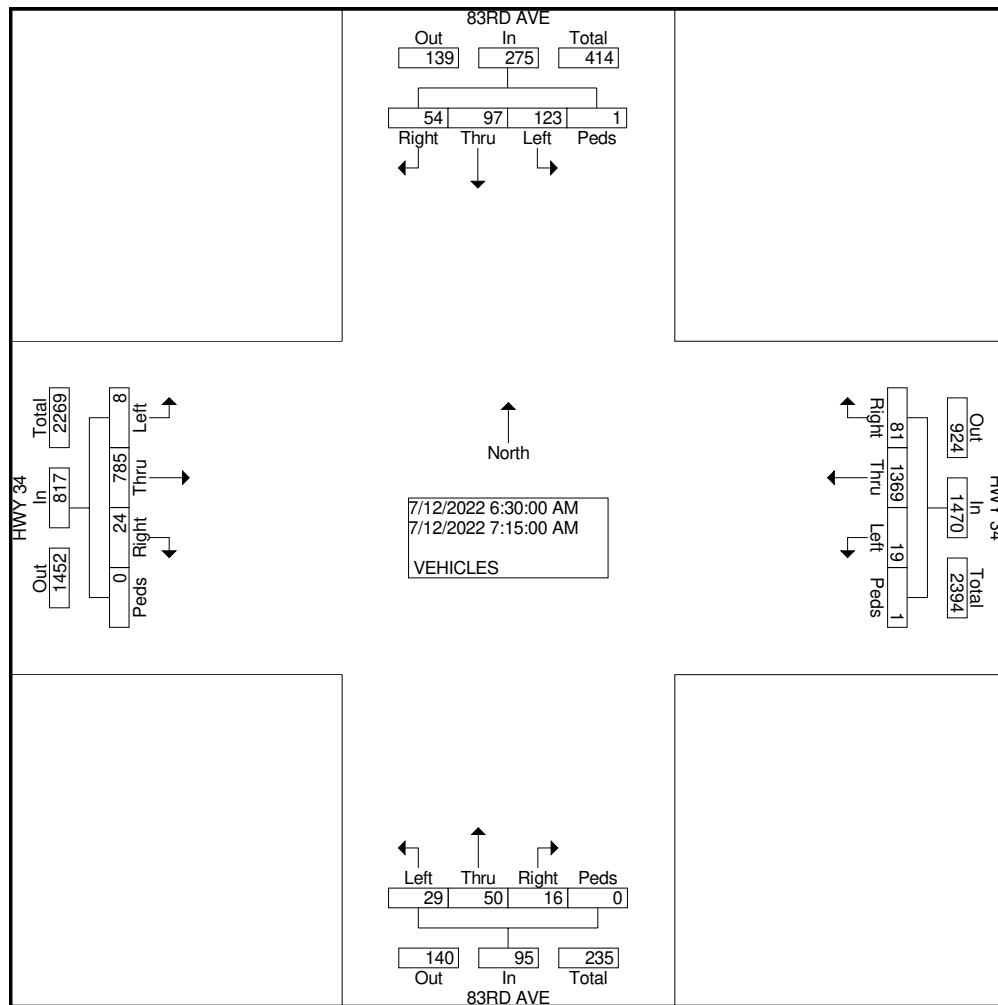
# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 83RD AVE  
E/W STREET: HWY 34  
CITY: GREELEY  
COUNTY: WELD

File Name : 83RDHWY3422  
Site Code : 00000017  
Start Date : 7/12/2022  
Page No : 2

	83RD AVE Southbound					HWY 34 Westbound					83RD AVE Northbound					HWY 34 Eastbound					Int. Total
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 08:15 AM - Peak 1 of 1	06:30 AM																				
Volume	123	97	54	1	275	19	1369	81	1	1470	29	50	16	0	95	8	785	24	0	817	2657
Percent	44.7	35.3	19.6	0.4		1.3	93.1	5.5	0.1		30.5	52.6	16.8	0.0		1.0	96.1	2.9	0.0		
06:30 Volume	31	34	17	1	83	4	384	25	1	414	12	10	5	0	27	1	170	7	0	178	702
Peak Factor																					0.946
High Int. Volume	31	34	17	1	83	4	384	25	1	414	10	17	4	0	31	3	238	6	0	247	
Peak Factor																					0.827



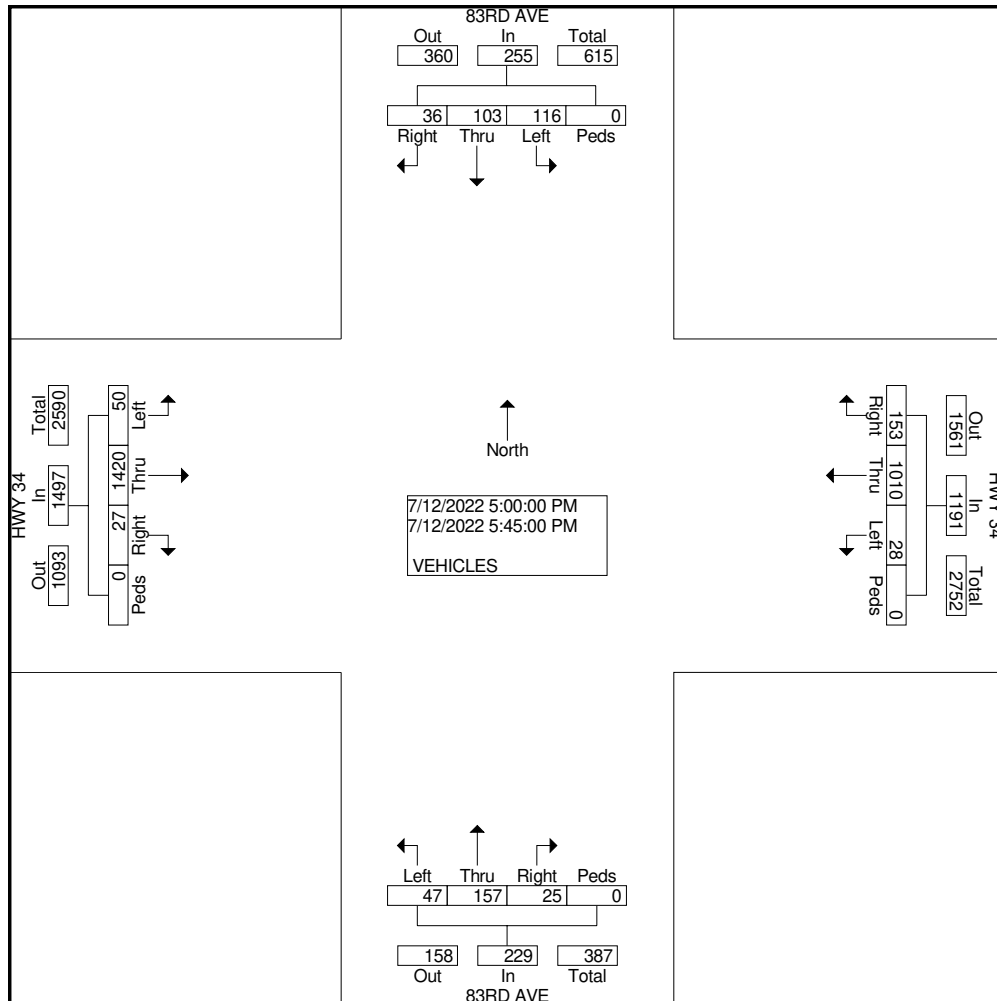
# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 83RD AVE  
E/W STREET: HWY 34  
CITY: GREELEY  
COUNTY: WELD

File Name : 83RDHWY3422  
Site Code : 00000017  
Start Date : 7/12/2022  
Page No : 3

	83RD AVE Southbound					HWY 34 Westbound					83RD AVE Northbound					HWY 34 Eastbound					Int. Total
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection 05:00 PM																					
Volume	116	103	36	0	255	28	101	153	0	1191	47	157	25	0	229	50	142	27	0	1497	3172
Percent	45.5	40.4	14.1	0.0		2.4	84.8	12.8	0.0		20.5	68.6	10.9	0.0		3.3	94.9	1.8	0.0		
05:15 Volume	34	30	7	0	71	9	274	45	0	328	14	39	6	0	59	9	360	3	0	372	830
Peak Factor																					0.955
High Int. Volume	05:15 PM					05:15 PM					05:00 PM					05:30 PM					
Peak Factor	34	30	7	0	71	9	274	45	0	328	12	57	9	0	78	17	367	2	0	386	
					0.89					0.90					0.73					0.97	
					8					8					4					0	





# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 95TH AVE  
E/W STREET: HWY 34  
CITY: GREELEY  
COUNTY: WELD

File Name : 95THHWY3422  
Site Code : 00000013  
Start Date : 7/13/2022  
Page No : 1

## Groups Printed- VEHICLES

	95TH AVE Southbound				HWY 34 Westbound				95TH AVE Northbound				HWY 34 Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	2	0	50	1	2	428	4	0	0	1	1	0	26	172	0	0	687
06:45 AM	0	0	37	0	0	369	0	0	1	0	0	0	18	195	2	0	622
Total	2	0	87	1	2	797	4	0	1	1	1	0	44	367	2	0	1309
07:00 AM	0	0	44	0	1	291	0	0	0	1	0	0	32	211	1	0	581
07:15 AM	1	2	70	0	1	309	3	0	2	0	3	0	50	206	0	0	647
07:30 AM	1	2	47	3	3	264	3	0	3	1	0	0	62	182	0	0	571
07:45 AM	0	0	52	0	0	299	5	0	0	0	0	0	75	277	0	0	708
Total	2	4	213	3	5	1163	11	0	5	2	3	0	219	876	1	0	2507
08:00 AM	2	1	44	0	1	258	0	0	0	1	1	0	43	210	0	0	561
08:15 AM	0	2	48	0	1	279	3	0	0	0	2	0	27	195	2	0	559
Total	2	3	92	0	2	537	3	0	0	1	3	0	70	405	2	0	1120
04:00 PM	3	0	51	0	0	249	4	0	1	0	2	0	60	301	0	0	671
04:15 PM	3	1	75	0	1	257	1	0	0	1	1	0	75	322	0	0	737
04:30 PM	1	0	78	0	1	252	6	0	0	1	2	0	76	321	0	0	738
04:45 PM	1	1	58	0	0	226	1	0	0	1	1	0	70	346	0	0	705
Total	8	2	262	0	2	984	12	0	1	3	6	0	281	1290	0	0	2851
05:00 PM	4	0	63	0	1	260	2	0	0	0	0	0	85	337	0	0	752
05:15 PM	0	0	52	0	0	279	5	0	0	0	4	0	88	366	0	0	794
05:30 PM	2	0	60	0	0	215	4	0	0	1	0	0	78	378	0	0	738
05:45 PM	2	0	51	0	1	266	5	0	0	0	1	0	67	345	0	0	738
Total	8	0	226	0	2	1020	16	0	0	1	5	0	318	1426	0	0	3022
Grand Total	22	9	880	4	13	4501	46	0	7	8	18	0	932	4364	5	0	10809
Apprch %	2.4	1.0	96.2	0.4	0.3	98.7	1.0	0.0	21.2	24.2	54.5	0.0	17.6	82.3	0.1	0.0	
Total %	0.2	0.1	8.1	0.0	0.1	41.6	0.4	0.0	0.1	0.1	0.2	0.0	8.6	40.4	0.0	0.0	

# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 95TH AVE  
E/W STREET: HWY 34  
CITY: GREELEY  
COUNTY: WELD

File Name : 95THHWY3422  
Site Code : 00000013  
Start Date : 7/13/2022  
Page No : 2

	95TH AVE Southbound					HWY 34 Westbound					95TH AVE Northbound					HWY 34 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 07:15 AM - Peak 1 of 1																					
Intersection	06:30 AM																				
Volume	3	2	201	1	207	4	139	7	0	1408	3	2	4	0	9	126	784	3	0	913	2537
Percent	1.4	1.0	97.1	0.5		0.3	99.2	0.5	0.0		33.3	22.2	44.4	0.0		13.8	85.9	0.3	0.0		
06:30 Volume	2	0	50	1	53	2	428	4	0	434	0	1	1	0	2	26	172	0	0	198	687
Peak Factor						06:30 AM					07:15 AM					07:15 AM					0.923
High Int. Volume	1	2	70	0	73	2	428	4	0	434	2	0	3	0	5	50	206	0	0	256	
Peak Factor																					

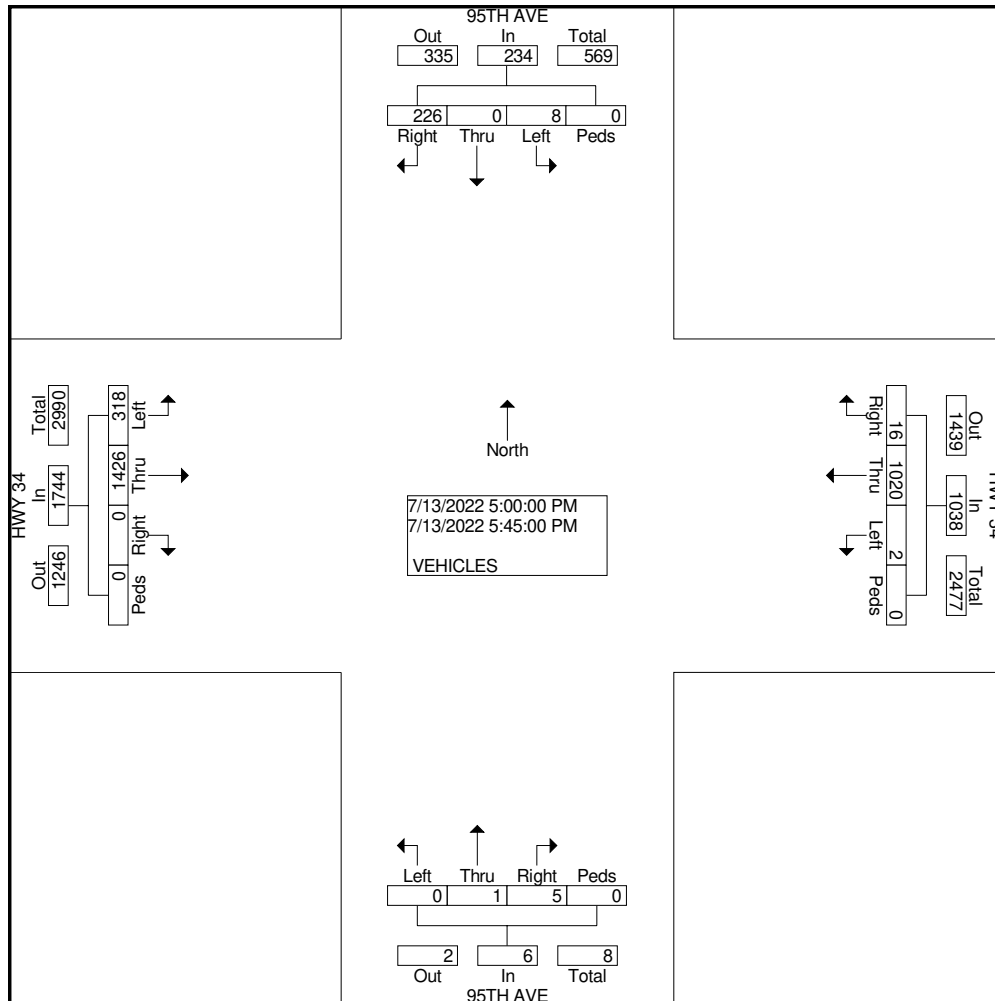
# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 95TH AVE  
E/W STREET: HWY 34  
CITY: GREELEY  
COUNTY: WELD

File Name : 95THHWY3422  
Site Code : 00000013  
Start Date : 7/13/2022  
Page No : 3

	95TH AVE Southbound					HWY 34 Westbound					95TH AVE Northbound					HWY 34 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	8	0	226	0	234	2	1020	16	0	1038	0	1	5	0	6	318	1426	0	0	1744	3022
Percent	3.4	0.0	96.6	0.0		0.2	98.3	1.5	0.0		0.0	16.7	83.3	0.0		18.2	81.8	0.0	0.0		
05:15 Volume	0	0	52	0	52	0	279	5	0	284	0	0	4	0	4	88	366	0	0	454	794
Peak Factor																					0.952
High Int. Volume	05:00 PM					05:15 PM					05:15 PM					05:30 PM					
Peak Factor	4	0	63	0	670.873	0	279	5	0	2840.914	0	0	4	0	40.375	78	378	0	0	4560.956	



# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 95TH AVE  
E/W STREET: W. 37TH ST  
CITY: GREELEY  
COUNTY: WELD

File Name : 95THW37TH  
Site Code : 00000011  
Start Date : 7/14/2022  
Page No : 1

## Groups Printed- VEHICLES

	95TH AVE Southbound				W. 37TH ST Westbound				95TH AVE Northbound				W. 37TH ST Eastbound				Int. Total
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
06:30 AM	0	0	1	0	0	81	1	0	1	0	0	0	1	32	1	0	118
06:45 AM	1	0	0	0	0	86	0	0	2	0	0	0	0	30	0	0	119
Total	1	0	1	0	0	167	1	0	3	0	0	0	1	62	1	0	237
07:00 AM	0	1	2	0	0	77	0	0	0	0	0	0	0	30	2	0	112
07:15 AM	0	2	2	0	0	80	0	0	0	0	2	0	0	38	1	0	125
07:30 AM	0	2	0	0	1	78	1	0	0	0	0	0	2	45	2	0	131
07:45 AM	0	0	2	0	0	65	0	0	1	1	0	0	0	26	0	0	95
Total	0	5	6	0	1	300	1	0	1	1	2	0	2	139	5	0	463
08:00 AM	1	1	2	0	1	56	0	0	0	0	1	0	0	36	0	0	98
08:15 AM	0	0	0	0	1	48	2	0	1	0	1	0	0	34	0	0	87
Total	1	1	2	0	2	104	2	0	1	0	2	0	0	70	0	0	185
04:00 PM	0	0	0	0	0	57	0	0	1	0	0	0	0	112	0	0	170
04:15 PM	0	0	0	0	0	95	1	0	0	1	0	0	0	142	0	0	239
04:30 PM	0	0	0	0	1	52	0	0	0	2	1	0	0	70	0	0	126
04:45 PM	0	0	0	0	1	43	0	0	0	3	2	0	0	93	0	0	142
Total	0	0	0	0	2	247	1	0	1	6	3	0	0	417	0	0	677
05:00 PM	1	0	0	0	1	48	0	0	0	2	2	0	1	77	0	0	132
05:15 PM	0	0	0	0	1	44	0	0	0	0	0	0	0	102	0	0	147
05:30 PM	0	0	0	0	0	36	0	0	2	2	1	0	1	106	0	0	148
05:45 PM	1	0	0	0	0	42	0	0	1	1	2	0	0	83	0	0	130
Total	2	0	0	0	2	170	0	0	3	5	5	0	2	368	0	0	557
Grand Total	4	6	9	0	7	988	5	0	9	12	12	0	5	1056	6	0	2119
Apprch %	21.1	31.6	47.4	0.0	0.7	98.8	0.5	0.0	27.3	36.4	36.4	0.0	0.5	99.0	0.6	0.0	
Total %	0.2	0.3	0.4	0.0	0.3	46.6	0.2	0.0	0.4	0.6	0.6	0.0	0.2	49.8	0.3	0.0	

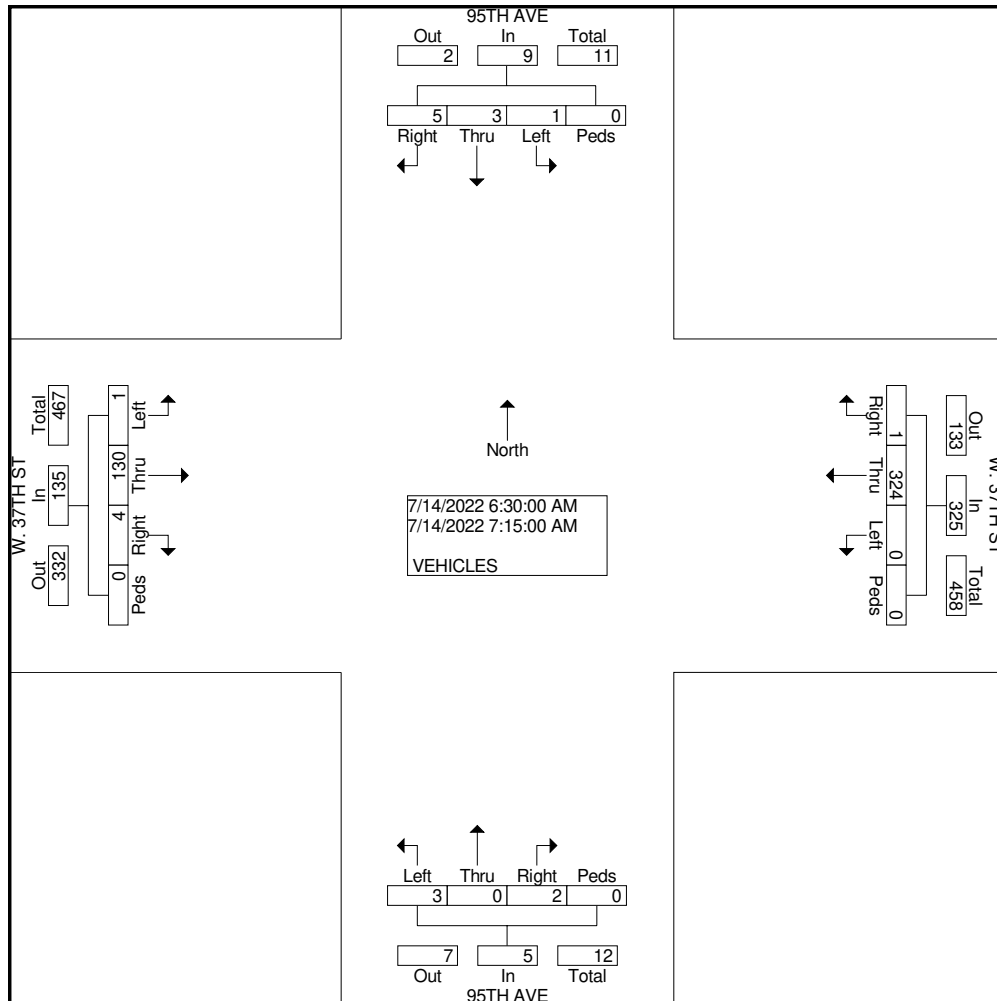
# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 95TH AVE  
E/W STREET: W. 37TH ST  
CITY: GREELEY  
COUNTY: WELD

File Name : 95THW37TH  
Site Code : 00000011  
Start Date : 7/14/2022  
Page No : 2

	95TH AVE Southbound					W. 37TH ST Westbound					95TH AVE Northbound					W. 37TH ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:30 AM to 07:15 AM - Peak 1 of 1	06:30 AM																				
Intersection	06:30 AM																				
Volume	1	3	5	0	9	0	324	1	0	325	3	0	2	0	5	1	130	4	0	135	474
Percent	11.1	33.3	55.6	0.0		0.0	99.7	0.3	0.0		60.0	0.0	40.0	0.0		0.7	96.3	3.0	0.0		
07:15																					
Volume	0	2	2	0	4	0	80	0	0	80	0	0	2	0	2	0	38	1	0	39	125
Peak Factor																					0.948
High Int.	07:15 AM					06:45 AM					06:45 AM					07:15 AM					
Volume	0	2	2	0	4	0	86	0	0	86	2	0	0	0	2	0	38	1	0	39	
Peak Factor	0.56					0.94					0.62					0.86					
	3					5					5					5					



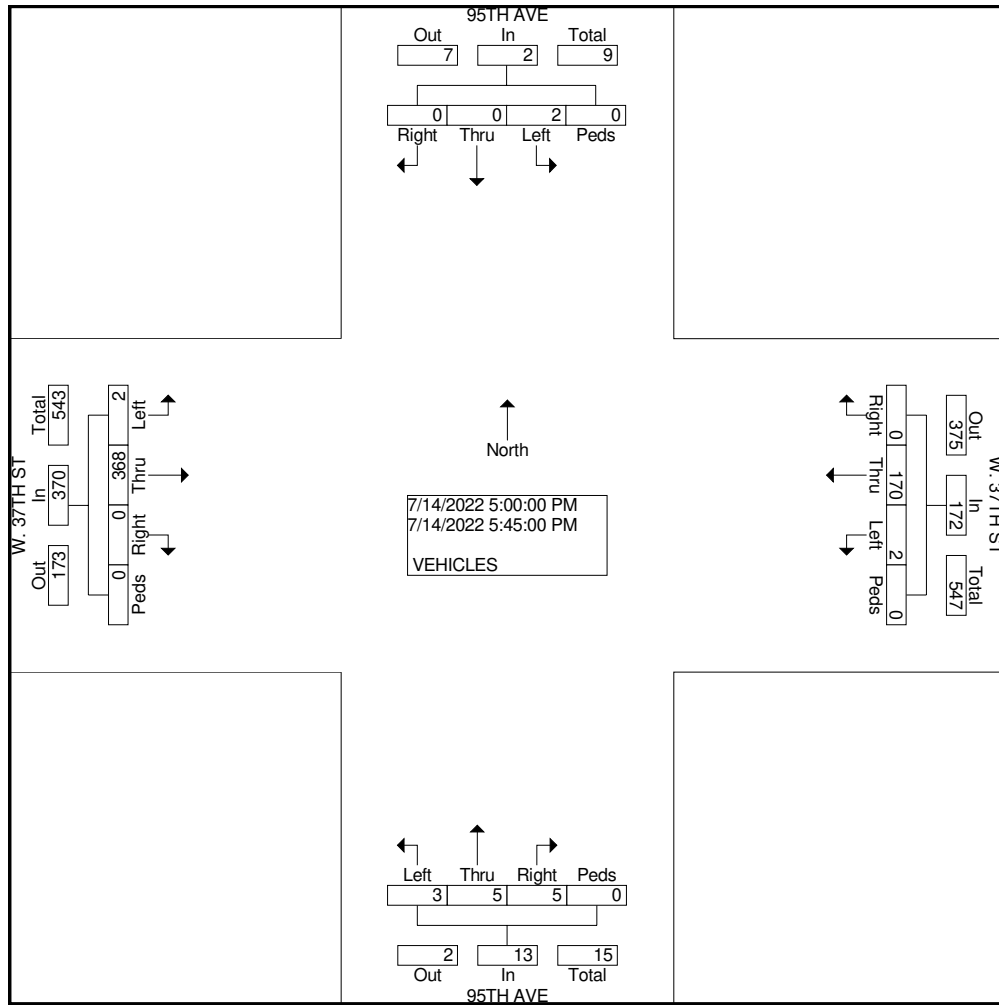
# COUNTER MEASURES INC.

1889 YORK STREET  
DENVER.COLORADO  
303-333-7409

N/S STREET: 95TH AVE  
E/W STREET: W. 37TH ST  
CITY: GREELEY  
COUNTY: WELD

File Name : 95THW37TH  
Site Code : 00000011  
Start Date : 7/14/2022  
Page No : 3

	95TH AVE Southbound					W. 37TH ST Westbound					95TH AVE Northbound					W. 37TH ST Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	2	0	0	0	2	2	170	0	0	172	3	5	5	0	13	2	368	0	0	370	557
Percent	100.0	0.0	0.0	0.0		1.2	98.8	0.0	0.0		23.1	38.5	38.5	0.0		0.5	99.5	0.0	0.0		
05:30 Volume	0	0	0	0	0	0	36	0	0	36	2	2	1	0	5	1	106	0	0	107	148
Peak Factor	0.941																				
High Int. Volume	05:00 PM					05:00 PM					05:30 PM					05:30 PM					
Peak Factor	1	0	0	0	1	1	48	0	0	49	2	2	1	0	5	1	106	0	0	107	
	0.50					0.87					0.65					0.86					
	0					8					0					4					



Location: 77TH AVE N-O W. 37TH ST  
City: GREELEY  
County: WELD  
Direction: NORTH/SOUTH

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Site Code: 221203  
Station ID: 221203

Start Time	13-Jul-22 Wed	NORTH	SOUTH							Total
12:00 AM		16	15							31
01:00		9	17							26
02:00		9	20							29
03:00		11	11							22
04:00		22	45							67
05:00		42	111							153
06:00		100	154							254
07:00		129	118							247
08:00		91	94							185
09:00		67	58							125
10:00		83	78							161
11:00		57	76							133
12:00 PM		66	78							144
01:00		75	78							153
02:00		91	88							179
03:00		145	137							282
04:00		181	138							319
05:00		204	174							378
06:00		142	79							221
07:00		75	51							126
08:00		61	44							105
09:00		45	41							86
10:00		23	26							49
11:00		20	22							42
Total		1764	1753							3517
Percent		50.2%	49.8%							
AM Peak	-	07:00	06:00	-	-	-	-	-	-	06:00
Vol.	-	129	154	-	-	-	-	-	-	254
PM Peak	-	17:00	17:00	-	-	-	-	-	-	17:00
Vol.	-	204	174	-	-	-	-	-	-	378
Grand Total		1764	1753							3517
Percent		50.2%	49.8%							
ADT		ADT 3,479								AADT 3,479

Location: 95TH AVE N-O W. 37TH ST  
City: GREELEY  
County: WELD  
Direction: NORTH/SOUTH

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Site Code: 221200  
Station ID: 221200

Start Time	13-Jul-22 Wed	NORTH	SOUTH							Total
12:00 AM		1	1							2
01:00		0	0							0
02:00		0	0							0
03:00		0	2							2
04:00		0	1							1
05:00		1	6							7
06:00		6	4							10
07:00		3	12							15
08:00		3	4							7
09:00		7	10							17
10:00		3	5							8
11:00		1	5							6
12:00 PM		7	6							13
01:00		3	9							12
02:00		4	9							13
03:00		3	3							6
04:00		7	2							9
05:00		7	2							9
06:00		3	3							6
07:00		3	1							4
08:00		2	1							3
09:00		1	2							3
10:00		0	0							0
11:00		1	1							2
Total		66	89							155
Percent		42.6%	57.4%							
AM Peak	-	09:00	07:00	-	-	-	-	-	-	09:00
Vol.	-	7	12	-	-	-	-	-	-	17
PM Peak	-	12:00	13:00	-	-	-	-	-	-	12:00
Vol.	-	7	9	-	-	-	-	-	-	13
Grand Total		66	89							155
Percent		42.6%	57.4%							
ADT		ADT 149	AADT 149							



Location: 95TH AVE S-O HWY 34  
City: GREELEY  
County: WELD  
Direction: NORTH/SOUTH

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Site Code: 221215  
Station ID: 221215

Start Time	13-Jul-22 Wed	NORTH	SOUTH							Total
12:00 AM		1	0							1
01:00		0	1							1
02:00		0	0							0
03:00		0	3							3
04:00		1	2							3
05:00		12	6							18
06:00		13	13							26
07:00		14	12							26
08:00		14	7							21
09:00		17	12							29
10:00		10	7							17
11:00		4	7							11
12:00 PM		21	11							32
01:00		14	10							24
02:00		9	7							16
03:00		5	10							15
04:00		13	1							14
05:00		7	2							9
06:00		18	4							22
07:00		9	1							10
08:00		4	0							4
09:00		3	3							6
10:00		0	0							0
11:00		2	0							2
Total		191	119							310
Percent		61.6%	38.4%							
AM Peak	-	09:00	06:00	-	-	-	-	-	-	09:00
Vol.	-	17	13	-	-	-	-	-	-	29
PM Peak	-	12:00	12:00	-	-	-	-	-	-	12:00
Vol.	-	21	11	-	-	-	-	-	-	32
Grand Total		191	119							310
Percent		61.6%	38.4%							
ADT		ADT 321		AADT 321						

Location: W. 37TH ST E-O 95TH AVE  
City: GREELEY  
County: WELD  
Direction: EAST/WEST

**COUNTER MEASURES INC.**  
**1889 YORK STREET**  
**DENVER, COLORADO 80206**  
**303-333-7409**

Site Code: 221214  
Station ID: 221214

Start Time	13-Jul-22 Wed	EAST	WEST							Total
12:00 AM		10	8							18
01:00		12	3							15
02:00		6	5							11
03:00		6	10							16
04:00		5	37							42
05:00		41	141							182
06:00		111	327							438
07:00		142	290							432
08:00		126	186							312
09:00		100	146							246
10:00		112	150							262
11:00		138	133							271
12:00 PM		138	135							273
01:00		144	128							272
02:00		177	125							302
03:00		226	182							408
04:00		341	210							551
05:00		365	210							575
06:00		277	123							400
07:00		130	94							224
08:00		80	56							136
09:00		41	41							82
10:00		39	20							59
11:00		35	22							57
Total		2802	2782							5584
Percent		50.2%	49.8%							
AM Peak	-	07:00	06:00	-	-	-	-	-	-	06:00
Vol.	-	142	327	-	-	-	-	-	-	438
PM Peak	-	17:00	16:00	-	-	-	-	-	-	17:00
Vol.	-	365	210	-	-	-	-	-	-	575
Grand Total		2802	2782							5584
Percent		50.2%	49.8%							
ADT		ADT 5,551	AADT 5,551							

## LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

### SIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

<b>LOS</b>	<b><u>Average Vehicle Delay</u> sec/vehicle</b>	<b><u>Operational Characteristics</u></b>
<b>A</b>	<10 seconds	Describes operations with low control delay, up to 10 sec/veh. This LOS occurs when progression is extremely favorable and most vehicles arrive during the green phase. Many vehicles do not stop at all. Short cycle lengths may tend to contribute to low delay values.
<b>B</b>	10 to 20 seconds	Describes operations with control delay greater than 10 seconds and up to 20 sec/veh. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
<b>C</b>	20 to 35 seconds	Describes operations with control delay greater than 20 and up to 35 sec/veh. These higher delays may result from only fair progression, longer cycle length, or both. Individual cycle failures may begin to appear at this level. Cycle failure occurs when a given green phase does not serve queued vehicles, and overflows occur. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.
<b>D</b>	35 to 55 seconds	Describes operations with control delay greater than 35 and up to 55 sec/veh. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, and high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
<b>E</b>	55 to 80 seconds	Describes operations with control delay greater than 55 and up to 80 sec/veh. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent.
<b>F</b>	>80 seconds	Describes operations with control delay in excess of 80 sec/veh. This level, considered unacceptable to most drivers, often occurs with over-saturation, that is, when arrival flow rates exceed the capacity of lane groups. It may also occur at high v/c ratios with many individual cycle failures. Poor progression and long cycle lengths may also contribute significantly to high delay levels.









## LEVEL OF SERVICE DEFINITIONS

From *Highway Capacity Manual*, Transportation Research Board, 2016, 6th Edition

### UNSIGNALIZED INTERSECTION LEVEL OF SERVICE (LOS)

Applicable to Two-Way Stop Control, All-Way Stop Control, and Roundabouts

LOS	Average Vehicle Control Delay	Operational Characteristics
A	<10 seconds	Normally, vehicles on the stop-controlled approach only have to wait up to 10 seconds before being able to clear the intersection. Left-turning vehicles on the uncontrolled street do not have to wait to make their turn.
B	10 to 15 seconds	Vehicles on the stop-controlled approach will experience delays before being able to clear the intersection. <u>The delay could be up to 15 seconds.</u> Left-turning vehicles on the uncontrolled street may have to wait to make their turn.
C	15 to 25 seconds	Vehicles on the stop-controlled approach can expect delays in the range of 15 to 25 seconds before clearing the intersection. Motorists may begin to take chances due to the long delays, thereby posing a safety risk to through traffic. <u>Left-turning vehicles on the uncontrolled street will now be required to wait to make their turn causing a queue to be created in the turn lane.</u>
D	25 to 35 seconds	<u>This is the point at which a traffic signal may be warranted for this intersection.</u> The delays for the stop-controlled intersection are not considered to be excessive. The length of the queue may begin to block other public and private access points.
E	35 to 50 seconds	The delays for all critical traffic movements are considered to be unacceptable. The length of the queues for the stop-controlled approaches as well as the left-turn movements are extremely long. <u>There is a high probability that this intersection will meet traffic signal warrants.</u> The ability to install a traffic signal is affected by the location of other existing traffic signals. Consideration may be given to restricting the accesses by eliminating the left-turn movements from and to the stop-controlled approach.
F	>50 seconds	The delay for the critical traffic movements are probably in excess of 100 seconds. The length of the queues are extremely long. Motorists are selecting alternative routes due to the long delays. <u>The only remedy for these long delays is installing a traffic signal or restricting the accesses.</u> The potential for accidents at this intersection are extremely high due to motorist taking more risky chances. If the median permits, motorists begin making two-stage left-turns.

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	126	784	3	4	1397	7	3	2	4	3	2	201
Future Vol, veh/h	126	784	3	4	1397	7	3	2	4	3	2	201
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	150	-	150	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	881	3	4	1570	8	3	2	4	3	2	226

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1578	0	0	884	0	0	1959	2751	-	2304	2746	-
Stage 1	-	-	-	-	-	-	1165	1165	-	1578	1578	-
Stage 2	-	-	-	-	-	-	794	1586	-	726	1168	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	-	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	-	3.52	4.02	-
Pot Cap-1 Maneuver	413	-	-	761	-	-	38	19	0	21	20	0
Stage 1	-	-	-	-	-	-	206	267	0	114	168	0
Stage 2	-	-	-	-	-	-	348	166	0	382	266	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	413	-	-	761	-	-	24	12	-	13	13	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	12	-	13	13	-
Stage 1	-	-	-	-	-	-	135	175	-	75	167	-
Stage 2	-	-	-	-	-	-	342	165	-	247	174	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.5	0		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	413	-	-	761	-	-	-
HCM Lane V/C Ratio	-	0.343	-	-	0.006	-	-	-
HCM Control Delay (s)	-	18.2	-	-	9.8	-	-	-
HCM Lane LOS	-	C	-	-	A	-	-	-
HCM 95th %tile Q(veh)	-	1.5	-	-	0	-	-	-























HCM 6th TWSC  
6: 95th Avenue & W. 37th Street

Existing  
AM Peak

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	130	4	0	324	1	3	0	2	1	3	5
Future Vol, veh/h	1	130	4	0	324	1	3	0	2	1	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	135	4	0	338	1	3	0	2	1	3	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	139	0	0	482	478	137	479	480	339
Stage 1	-	-	-	-	-	-	139	139	-	339	339	-
Stage 2	-	-	-	-	-	-	343	339	-	140	141	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1220	-	-	1445	-	-	495	486	911	497	485	703
Stage 1	-	-	-	-	-	-	864	782	-	676	640	-
Stage 2	-	-	-	-	-	-	672	640	-	863	780	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	1445	-	-	489	486	911	496	485	703
Mov Cap-2 Maneuver	-	-	-	-	-	-	489	486	-	496	485	-
Stage 1	-	-	-	-	-	-	863	781	-	675	640	-
Stage 2	-	-	-	-	-	-	664	640	-	860	779	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			11.1			11.2		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	600	1220	-	-	1445	-	-	588				
HCM Lane V/C Ratio	0.009	0.001	-	-	-	-	-	0.016				
HCM Control Delay (s)	11.1	8	0	-	0	-	-	11.2				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0				

# Timings 9: 83rd Avenue & US 34

Existing  
AM Peak

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	8	785	24	19	1369	81	50	16	97	54
Future Volume (vph)	8	785	24	19	1369	81	50	16	97	54
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4		3	8		2		6	
Permitted Phases			4			8		2		6
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	7.5	10.5	10.5	7.5	10.5	10.5	15.5	15.5	15.5	15.5
Minimum Split (s)	12.0	15.0	15.0	12.0	15.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	12.0	64.0	64.0	12.0	64.0	64.0	21.0	21.0	23.0	23.0
Total Split (%)	10.0%	53.3%	53.3%	10.0%	53.3%	53.3%	17.5%	17.5%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	7.5	71.6	71.6	7.5	74.0	74.0	15.5	15.5	18.6	18.6
Actuated g/C Ratio	0.06	0.60	0.60	0.06	0.62	0.62	0.13	0.13	0.16	0.16
v/c Ratio	0.08	0.40	0.03	0.18	0.67	0.08	0.36	0.06	0.83	0.18
Control Delay	54.9	15.7	0.0	57.5	19.3	2.6	52.5	0.4	73.7	3.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	15.7	0.0	57.5	19.3	2.6	52.5	0.4	73.7	3.4
LOS	D	B	A	E	B	A	D	A	E	A
Approach Delay		15.6			18.8		43.7		60.0	
Approach LOS		B			B		D		E	

## Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 23.0

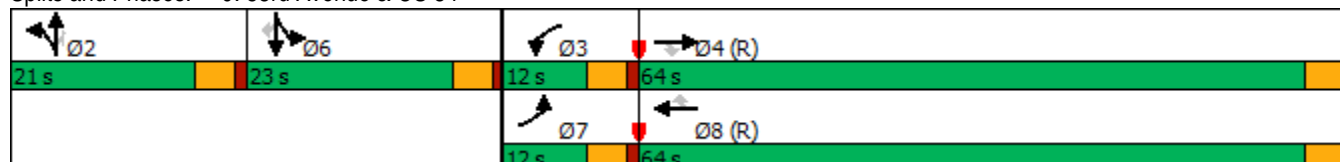
Intersection LOS: C

Intersection Capacity Utilization 74.9%

ICU Level of Service D








Analysis Period (min) 15

Splits and Phases: 9: 83rd Avenue & US 34



HCM 6th TWSC  
10: 83rd Avenue & W. 37th Street









Existing  
AM Peak

Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	121	6	68	300	20	8	72	17	7	113	5
Future Vol, veh/h	0	121	6	68	300	20	8	72	17	7	113	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	129	6	72	319	21	9	77	18	7	120	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	340	0	0	135	0	0	665	613	129	654	609	330
Stage 1	-	-	-	-	-	-	129	129	-	474	474	-
Stage 2	-	-	-	-	-	-	536	484	-	180	135	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1219	-	-	1449	-	-	374	408	921	380	410	712
Stage 1	-	-	-	-	-	-	875	789	-	571	558	-
Stage 2	-	-	-	-	-	-	529	552	-	822	785	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1219	-	-	1449	-	-	273	388	921	304	390	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	388	-	304	390	-
Stage 1	-	-	-	-	-	-	875	789	-	571	530	-
Stage 2	-	-	-	-	-	-	386	524	-	728	785	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.3	16.5	18.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	416	1219	-	-	1449	-	-	391
HCM Lane V/C Ratio	0.248	-	-	-	0.05	-	-	0.34
HCM Control Delay (s)	16.5	0	-	-	7.6	-	-	18.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0.2	-	-	1.5

Intersection												
Int Delay, s/veh	1.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	318	1426	0	2	1020	16	0	1	5	8	0	226
Future Vol, veh/h	318	1426	0	2	1020	16	0	1	5	8	0	226
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	150	-	150	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	328	1470	0	2	1052	16	0	1	5	8	0	233

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1068	0	0	1470	0	0	2656	3198	-	2448	3182	-
Stage 1	-	-	-	-	-	-	2126	2126	-	1056	1056	-
Stage 2	-	-	-	-	-	-	530	1072	-	1392	2126	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	-	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	-	3.52	4.02	-
Pot Cap-1 Maneuver	648	-	-	455	-	-	11	10	0	16	10	0
Stage 1	-	-	-	-	-	-	51	89	0	241	300	0
Stage 2	-	-	-	-	-	-	500	295	0	149	89	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	648	-	-	455	-	-	7	5	-	~ 8	5	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	7	5	-	~ 8	5	-
Stage 1	-	-	-	-	-	-	25	44	-	119	299	-
Stage 2	-	-	-	-	-	-	498	294	-	72	44	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.9	0		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	648	-	-	455	-	-	-
HCM Lane V/C Ratio	-	0.506	-	-	0.005	-	-	-
HCM Control Delay (s)	-	16.1	-	-	12.9	-	-	-
HCM Lane LOS	-	C	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	2.9	-	-	0	-	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon





















HCM 6th TWSC  
6: 95th Avenue & W. 37th Street

Existing  
PM Peak

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	368	0	2	170	0	3	5	5	2	0	0
Future Vol, veh/h	2	368	0	2	170	0	3	5	5	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	396	0	2	183	0	3	5	5	2	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	396	0	0	587	587	396	592	587	183
Stage 1	-	-	-	-	-	-	400	400	-	187	187	-
Stage 2	-	-	-	-	-	-	187	187	-	405	400	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1392	-	-	1163	-	-	421	422	653	418	422	859
Stage 1	-	-	-	-	-	-	626	602	-	815	745	-
Stage 2	-	-	-	-	-	-	815	745	-	622	602	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1392	-	-	1163	-	-	420	420	653	409	420	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	420	420	-	409	420	-
Stage 1	-	-	-	-	-	-	625	601	-	813	744	-
Stage 2	-	-	-	-	-	-	813	744	-	610	601	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			12.6			13.8		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	487	1392	-	-	1163	-	-	409				
HCM Lane V/C Ratio	0.029	0.002	-	-	0.002	-	-	0.005				
HCM Control Delay (s)	12.6	7.6	0	-	8.1	0	-	13.8				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Timings  
9: 83rd Avenue & US 34

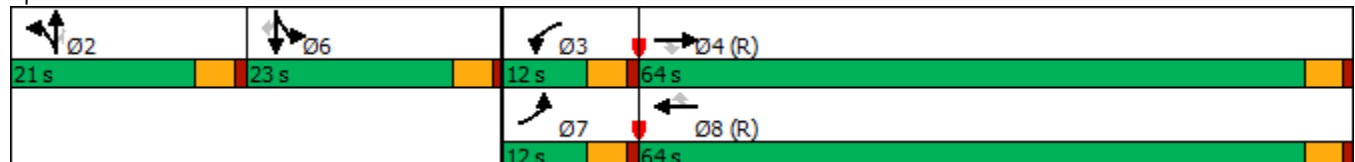
Existing  
PM Peak

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	50	1420	27	28	1010	153	157	25	103	36
Future Volume (vph)	50	1420	27	28	1010	153	157	25	103	36
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4		3	8		2		6	
Permitted Phases			4			8		2		6
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	7.5	10.5	10.5	7.5	10.5	10.5	15.5	15.5	15.5	15.5
Minimum Split (s)	12.0	15.0	15.0	12.0	15.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	12.0	64.0	64.0	12.0	64.0	64.0	21.0	21.0	23.0	23.0
Total Split (%)	10.0%	53.3%	53.3%	10.0%	53.3%	53.3%	17.5%	17.5%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	7.5	65.2	65.2	7.5	62.8	62.8	16.3	16.3	17.8	17.8
Actuated g/C Ratio	0.06	0.54	0.54	0.06	0.52	0.52	0.14	0.14	0.15	0.15
v/c Ratio	0.47	0.76	0.03	0.26	0.56	0.18	0.84	0.09	0.84	0.12
Control Delay	68.9	26.0	0.1	60.0	21.7	5.4	78.6	0.6	75.9	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.9	26.0	0.1	60.0	21.7	5.4	78.6	0.6	75.9	0.8
LOS	E	C	A	E	C	A	E	A	E	A
Approach Delay		27.0			20.5		70.0		65.3	
Approach LOS		C			C		E		E	








Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 30.7
Intersection Capacity Utilization 78.6%
Analysis Period (min) 15
Intersection LOS: C
ICU Level of Service D

Splits and Phases: 9: 83rd Avenue & US 34













Intersection												
Int Delay, s/veh	16.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	360	9	79	158	25	8	144	82	31	126	2
Future Vol, veh/h	15	360	9	79	158	25	8	144	82	31	126	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	387	10	85	170	27	9	155	88	33	135	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	0	397	0	0	841	786	387	900	783	184
Stage 1	-	-	-	-	-	-	419	419	-	354	354	-
Stage 2	-	-	-	-	-	-	422	367	-	546	429	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1376	-	-	1162	-	-	284	324	661	259	325	858
Stage 1	-	-	-	-	-	-	612	590	-	663	630	-
Stage 2	-	-	-	-	-	-	609	622	-	522	584	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1376	-	-	1162	-	-	172	297	661	125	298	858
Mov Cap-2 Maneuver	-	-	-	-	-	-	172	297	-	125	298	-
Stage 1	-	-	-	-	-	-	605	583	-	655	584	-
Stage 2	-	-	-	-	-	-	432	577	-	328	577	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	2.5	35.9	52.2
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	357	1376	-	-	1162	-	-	236
HCM Lane V/C Ratio	0.705	0.012	-	-	0.073	-	-	0.724
HCM Control Delay (s)	35.9	7.6	-	-	8.3	-	-	52.2
HCM Lane LOS	E	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	5.2	0	-	-	0.2	-	-	4.9

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	808	3	4	1439	7	3	2	4	3	2	207
Future Vol, veh/h	130	808	3	4	1439	7	3	2	4	3	2	207
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	150	-	150	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	146	908	3	4	1617	8	3	2	4	3	2	233

Major/Minor	Major1			Major2			Minor1		Minor2			
Conflicting Flow All	1625	0	0	911	0	0	2018	2833	-	2372	2828	-
Stage 1	-	-	-	-	-	-	1200	1200	-	1625	1625	-
Stage 2	-	-	-	-	-	-	818	1633	-	747	1203	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	-	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	-	3.52	4.02	-
Pot Cap-1 Maneuver	396	-	-	743	-	-	34	17	0	18	17	0
Stage 1	-	-	-	-	-	-	196	256	0	107	159	0
Stage 2	-	-	-	-	-	-	336	158	0	371	256	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	396	-	-	743	-	-	21	11	-	11	11	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	21	11	-	11	11	-
Stage 1	-	-	-	-	-	-	124	162	-	68	158	-
Stage 2	-	-	-	-	-	-	329	157	-	231	162	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.7	0		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	396	-	-	743	-	-	-
HCM Lane V/C Ratio	-	0.369	-	-	0.006	-	-	-
HCM Control Delay (s)	-	19.3	-	-	9.9	-	-	-
HCM Lane LOS	-	C	-	-	A	-	-	-
HCM 95th %tile Q(veh)	-	1.7	-	-	0	-	-	-

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	134	4	0	334	1	3	0	2	1	3	5
Future Vol, veh/h	1	134	4	0	334	1	3	0	2	1	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	140	4	0	348	1	3	0	2	1	3	5





















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	349	0	0	144	0	0	497	493	142	494	495	349
Stage 1	-	-	-	-	-	-	144	144	-	349	349	-
Stage 2	-	-	-	-	-	-	353	349	-	145	146	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1210	-	-	1438	-	-	483	477	906	486	476	694
Stage 1	-	-	-	-	-	-	859	778	-	667	633	-
Stage 2	-	-	-	-	-	-	664	633	-	858	776	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1210	-	-	1438	-	-	477	477	906	485	476	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	477	477	-	485	476	-
Stage 1	-	-	-	-	-	-	858	777	-	666	633	-
Stage 2	-	-	-	-	-	-	656	633	-	855	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	11.2	11.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	588	1210	-	-	1438	-	-	578
HCM Lane V/C Ratio	0.009	0.001	-	-	-	-	-	0.016
HCM Control Delay (s)	11.2	8	0	-	0	-	-	11.3
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Timings  
9: 83rd Avenue & US 34

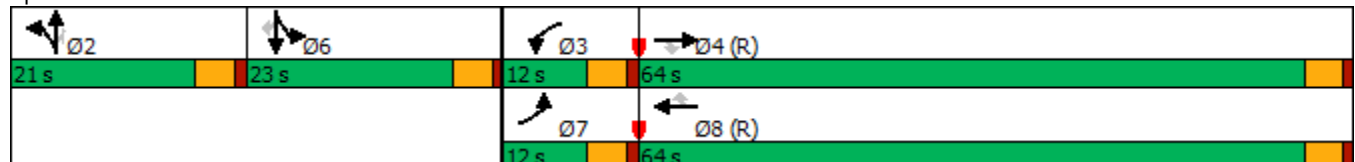
2023 Background  
AM Peak








										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	8	809	25	20	1410	83	52	16	100	56
Future Volume (vph)	8	809	25	20	1410	83	52	16	100	56
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4		3	8		2		6	
Permitted Phases			4			8		2		6
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	7.5	10.5	10.5	7.5	10.5	10.5	15.5	15.5	15.5	15.5
Minimum Split (s)	12.0	15.0	15.0	12.0	15.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	12.0	64.0	64.0	12.0	64.0	64.0	21.0	21.0	23.0	23.0
Total Split (%)	10.0%	53.3%	53.3%	10.0%	53.3%	53.3%	17.5%	17.5%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	7.5	71.5	71.5	7.5	73.9	73.9	15.5	15.5	18.7	18.7
Actuated g/C Ratio	0.06	0.60	0.60	0.06	0.62	0.62	0.13	0.13	0.16	0.16
v/c Ratio	0.08	0.41	0.03	0.19	0.69	0.09	0.37	0.06	0.85	0.18
Control Delay	54.9	15.9	0.0	57.7	19.9	2.7	52.8	0.4	76.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	15.9	0.0	57.7	19.9	2.7	52.8	0.4	76.0	3.9
LOS	D	B	A	E	B	A	D	A	E	A
Approach Delay		15.8			19.5		44.2		61.6	
Approach LOS		B			B		D		E	









Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 23.6
Intersection Capacity Utilization 76.1%
Analysis Period (min) 15
Intersection LOS: C
ICU Level of Service D

Splits and Phases: 9: 83rd Avenue & US 34



Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	125	6	70	309	21	8	74	18	7	116	5
Future Vol, veh/h	0	125	6	70	309	21	8	74	18	7	116	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	133	6	74	329	22	9	79	19	7	123	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	351	0	0	139	0	0	685	632	133	673	627	340
Stage 1	-	-	-	-	-	-	133	133	-	488	488	-
Stage 2	-	-	-	-	-	-	552	499	-	185	139	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1208	-	-	1445	-	-	362	398	916	369	400	702
Stage 1	-	-	-	-	-	-	870	786	-	561	550	-
Stage 2	-	-	-	-	-	-	518	544	-	817	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1208	-	-	1445	-	-	259	378	916	292	380	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	378	-	292	380	-
Stage 1	-	-	-	-	-	-	870	786	-	561	522	-
Stage 2	-	-	-	-	-	-	372	516	-	720	782	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			17			19.6		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	406	1208	-	-	1445	-	-	381				
HCM Lane V/C Ratio	0.262	-	-	-	0.052	-	-	0.357				
HCM Control Delay (s)	17	0	-	-	7.6	-	-	19.6				
HCM Lane LOS	C	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	1	0	-	-	0.2	-	-	1.6				





















Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	328	1469	0	2	1051	16	0	1	5	8	0	233
Future Vol, veh/h	328	1469	0	2	1051	16	0	1	5	8	0	233
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	150	-	150	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	338	1514	0	2	1084	16	0	1	5	8	0	240
Major/Minor	Major1			Major2			Minor1		Minor2			
Conflicting Flow All	1100	0	0	1514	0	0	2736	3294	-	2522	3278	-
Stage 1	-	-	-	-	-	-	2190	2190	-	1088	1088	-
Stage 2	-	-	-	-	-	-	546	1104	-	1434	2190	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	-	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	-	3.52	4.02	-
Pot Cap-1 Maneuver	630	-	-	437	-	-	10	9	0	14	9	0
Stage 1	-	-	-	-	-	-	46	82	0	230	290	0
Stage 2	-	-	-	-	-	-	490	285	0	141	82	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	630	-	-	437	-	-	6	4	-	~ 7	4	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	6	4	-	~ 7	4	-
Stage 1	-	-	-	-	-	-	21	38	-	106	289	-
Stage 2	-	-	-	-	-	-	488	284	-	64	38	-
Approach	EB			WB			NB		SB			
HCM Control Delay, s	3.1			0								
HCM LOS							-		-			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	-	630	-	-	437	-	-	-				
HCM Lane V/C Ratio	-	0.537	-	-	0.005	-	-	-				
HCM Control Delay (s)	-	17.1	-	-	13.3	-	-	-				
HCM Lane LOS	-	C	-	-	B	-	-	-				
HCM 95th %tile Q(veh)	-	3.2	-	-	0	-	-	-				
Notes												
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon			



Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	379	0	2	175	0	3	5	5	2	0	0
Future Vol, veh/h	2	379	0	2	175	0	3	5	5	2	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	408	0	2	188	0	3	5	5	2	0	0
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	408	0	0	604	604	408	609	604	188
Stage 1	-	-	-	-	-	-	412	412	-	192	192	-
Stage 2	-	-	-	-	-	-	192	192	-	417	412	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1386	-	-	1151	-	-	410	412	643	407	412	854
Stage 1	-	-	-	-	-	-	617	594	-	810	742	-
Stage 2	-	-	-	-	-	-	810	742	-	613	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1386	-	-	1151	-	-	409	410	643	398	410	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	409	410	-	398	410	-
Stage 1	-	-	-	-	-	-	616	593	-	808	741	-
Stage 2	-	-	-	-	-	-	808	741	-	601	593	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			12.8			14.1		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	476	1386	-	-	1151	-	-	398				
HCM Lane V/C Ratio	0.029	0.002	-	-	0.002	-	-	0.005				
HCM Control Delay (s)	12.8	7.6	0	-	8.1	0	-	14.1				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Timings  
9: 83rd Avenue & US 34

2023 Background  
PM Peak

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	52	1463	28	29	1040	158	162	26	106	37
Future Volume (vph)	52	1463	28	29	1040	158	162	26	106	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4		3	8		2		6	
Permitted Phases			4			8		2		6
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	7.5	10.5	10.5	7.5	10.5	10.5	15.5	15.5	15.5	15.5
Minimum Split (s)	12.0	15.0	15.0	12.0	15.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	12.0	64.0	64.0	12.0	64.0	64.0	21.0	21.0	23.0	23.0
Total Split (%)	10.0%	53.3%	53.3%	10.0%	53.3%	53.3%	17.5%	17.5%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	7.5	65.1	65.1	7.5	62.7	62.7	16.3	16.3	17.9	17.9
Actuated g/C Ratio	0.06	0.54	0.54	0.06	0.52	0.52	0.14	0.14	0.15	0.15
v/c Ratio	0.49	0.79	0.03	0.27	0.58	0.18	0.86	0.09	0.86	0.12
Control Delay	69.9	27.0	0.1	60.3	22.1	5.7	81.9	0.6	78.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.9	27.0	0.1	60.3	22.1	5.7	81.9	0.6	78.4	0.8
LOS	E	C	A	E	C	A	F	A	E	A
Approach Delay		28.0			20.9		72.9		67.5	
Approach LOS		C			C		E		E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 31.7

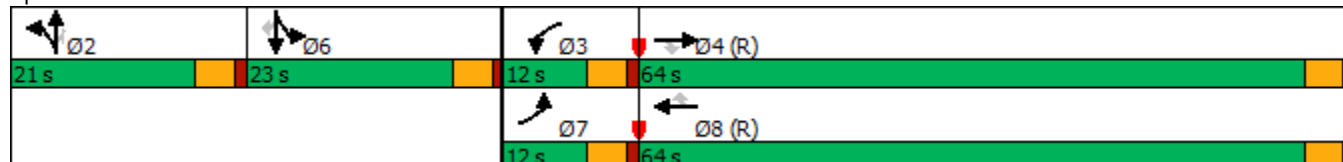
Intersection LOS: C








Intersection Capacity Utilization 80.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 9: 83rd Avenue & US 34











Intersection												
Int Delay, s/veh	19.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	371	9	81	163	26	8	148	84	32	130	2
Future Vol, veh/h	15	371	9	81	163	26	8	148	84	32	130	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	399	10	87	175	28	9	159	90	34	140	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	409	0	0	865	808	399	924	804	189
Stage 1	-	-	-	-	-	-	431	431	-	363	363	-
Stage 2	-	-	-	-	-	-	434	377	-	561	441	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1369	-	-	1150	-	-	274	315	651	250	316	853
Stage 1	-	-	-	-	-	-	603	583	-	656	625	-
Stage 2	-	-	-	-	-	-	600	616	-	512	577	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1369	-	-	1150	-	-	159	288	651	114	289	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	288	-	114	289	-
Stage 1	-	-	-	-	-	-	596	576	-	648	578	-
Stage 2	-	-	-	-	-	-	419	569	-	315	570	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	2.5	40.5	62.6
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1369	-	-	1150	-	-	224
HCM Lane V/C Ratio	0.746	0.012	-	-	0.076	-	-	0.787
HCM Control Delay (s)	40.5	7.7	-	-	8.4	-	-	62.6
HCM Lane LOS	E	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	5.8	0	-	-	0.2	-	-	5.7

Intersection												
Int Delay, s/veh	1.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	808	11	12	1439	7	3	2	12	3	2	207
Future Vol, veh/h	130	808	11	12	1439	7	3	2	12	3	2	207
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	150	-	150	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	146	908	12	13	1617	8	3	2	13	3	2	233

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1625	0	0	920	0	0	2036	2851	-	2390	2855	-
Stage 1	-	-	-	-	-	-	1200	1200	-	1643	1643	-
Stage 2	-	-	-	-	-	-	836	1651	-	747	1212	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	-	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	-	3.52	4.02	-
Pot Cap-1 Maneuver	396	-	-	738	-	-	33	17	0	18	17	0
Stage 1	-	-	-	-	-	-	196	256	0	104	156	0
Stage 2	-	-	-	-	-	-	328	155	0	371	253	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	396	-	-	738	-	-	20	11	-	11	11	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	20	11	-	11	11	-
Stage 1	-	-	-	-	-	-	124	162	-	66	153	-
Stage 2	-	-	-	-	-	-	317	152	-	231	160	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.6	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	396	-	-	738	-	-	-
HCM Lane V/C Ratio	-	0.369	-	-	0.018	-	-	-
HCM Control Delay (s)	-	19.3	-	-	10	-	-	-
HCM Lane LOS	-	C	-	-	A	-	-	-
HCM 95th %tile Q(veh)	-	1.7	-	-	0.1	-	-	-

HCM 6th TWSC  
6: 95th Avenue & W. 37th Street

2023 Total  
AM Peak

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	134	4	0	334	1	3	0	2	1	3	12
Future Vol, veh/h	1	134	4	0	334	1	3	0	2	1	3	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	140	4	0	348	1	3	0	2	1	3	13





















Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	349	0	0	144	0	0	501	493	142	494	495	349
Stage 1	-	-	-	-	-	-	144	144	-	349	349	-
Stage 2	-	-	-	-	-	-	357	349	-	145	146	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1210	-	-	1438	-	-	480	477	906	486	476	694
Stage 1	-	-	-	-	-	-	859	778	-	667	633	-
Stage 2	-	-	-	-	-	-	661	633	-	858	776	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1210	-	-	1438	-	-	468	477	906	485	476	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	468	477	-	485	476	-
Stage 1	-	-	-	-	-	-	858	777	-	666	633	-
Stage 2	-	-	-	-	-	-	646	633	-	855	775	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	11.3	10.9
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	580	1210	-	-	1438	-	-	624
HCM Lane V/C Ratio	0.009	0.001	-	-	-	-	-	0.027
HCM Control Delay (s)	11.3	8	0	-	0	-	-	10.9
HCM Lane LOS	B	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.1

Timings  
9: 83rd Avenue & US 34

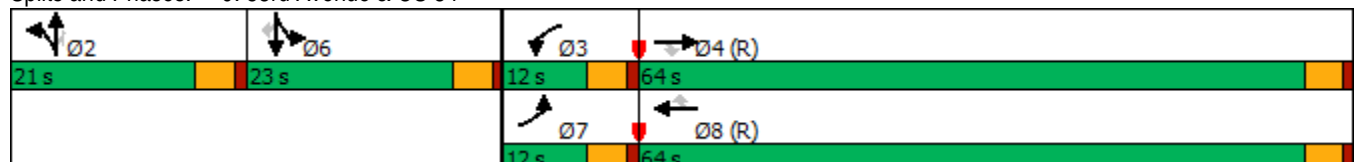
2023 Total  
AM Peak

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	8	817	25	20	1418	83	52	16	100	56
Future Volume (vph)	8	817	25	20	1418	83	52	16	100	56
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4		3	8		2		6	
Permitted Phases			4			8		2		6
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	7.5	10.5	10.5	7.5	10.5	10.5	15.5	15.5	15.5	15.5
Minimum Split (s)	12.0	15.0	15.0	12.0	15.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	12.0	64.0	64.0	12.0	64.0	64.0	21.0	21.0	23.0	23.0
Total Split (%)	10.0%	53.3%	53.3%	10.0%	53.3%	53.3%	17.5%	17.5%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	7.5	71.5	71.5	7.5	73.9	73.9	15.5	15.5	18.7	18.7
Actuated g/C Ratio	0.06	0.60	0.60	0.06	0.62	0.62	0.13	0.13	0.16	0.16
v/c Ratio	0.08	0.41	0.03	0.19	0.69	0.09	0.37	0.06	0.85	0.18
Control Delay	54.9	15.9	0.0	57.7	20.0	2.7	52.8	0.4	76.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	15.9	0.0	57.7	20.0	2.7	52.8	0.4	76.0	3.9
LOS	D	B	A	E	C	A	D	A	E	A
Approach Delay		15.9			19.6		44.2		61.6	
Approach LOS		B			B		D		E	








Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.85
Intersection Signal Delay: 23.6
Intersection Capacity Utilization 76.3%
Analysis Period (min) 15
Intersection LOS: C
ICU Level of Service D

Splits and Phases: 9: 83rd Avenue & US 34













Intersection												
Int Delay, s/veh	6.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	125	6	70	309	21	8	74	18	7	116	5
Future Vol, veh/h	0	125	6	70	309	21	8	74	18	7	116	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	133	6	74	329	22	9	79	19	7	123	5
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	351	0	0	139	0	0	685	632	133	673	627	340
Stage 1	-	-	-	-	-	-	133	133	-	488	488	-
Stage 2	-	-	-	-	-	-	552	499	-	185	139	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1208	-	-	1445	-	-	362	398	916	369	400	702
Stage 1	-	-	-	-	-	-	870	786	-	561	550	-
Stage 2	-	-	-	-	-	-	518	544	-	817	782	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1208	-	-	1445	-	-	259	378	916	292	380	702
Mov Cap-2 Maneuver	-	-	-	-	-	-	259	378	-	292	380	-
Stage 1	-	-	-	-	-	-	870	786	-	561	522	-
Stage 2	-	-	-	-	-	-	372	516	-	720	782	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			1.3			17			19.6		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	406	1208	-	-	1445	-	-	381				
HCM Lane V/C Ratio	0.262	-	-	-	0.052	-	-	0.357				
HCM Control Delay (s)	17	0	-	-	7.6	-	-	19.6				
HCM Lane LOS	C	A	-	-	A	-	-	C				
HCM 95th %tile Q(veh)	1	0	-	-	0.2	-	-	1.6				

HCM 6th TWSC  
3: 95th Avenue & US 34

2023 Total  
PM Peak

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	328	1469	8	9	1051	16	0	1	13	8	0	233
Future Vol, veh/h	328	1469	8	9	1051	16	0	1	13	8	0	233
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	Free	-	-	Free
Storage Length	150	-	150	150	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	338	1514	8	9	1084	16	0	1	13	8	0	240

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1100	0	0	1522	0	0	2750	3308	-	2536	3300	-
Stage 1	-	-	-	-	-	-	2190	2190	-	1102	1102	-
Stage 2	-	-	-	-	-	-	560	1118	-	1434	2198	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	-	7.54	6.54	-
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	-	3.52	4.02	-
Pot Cap-1 Maneuver	630	-	-	434	-	-	9	8	0	14	8	0
Stage 1	-	-	-	-	-	-	46	82	0	226	286	0
Stage 2	-	-	-	-	-	-	480	281	0	141	82	0
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	630	-	-	434	-	-	5	4	-	~ 7	4	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	5	4	-	~ 7	4	-
Stage 1	-	-	-	-	-	-	21	38	-	105	280	-
Stage 2	-	-	-	-	-	-	470	275	-	64	38	-





Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0.1		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	630	-	-	434	-	-	-
HCM Lane V/C Ratio	-	0.537	-	-	0.021	-	-	-
HCM Control Delay (s)	-	17.1	-	-	13.5	-	-	-
HCM Lane LOS	-	C	-	-	B	-	-	-
HCM 95th %tile Q(veh)	-	3.2	-	-	0.1	-	-	-

Notes			
~: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon





















HCM 6th TWSC  
6: 95th Avenue & W. 37th Street

2023 Total  
PM Peak

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	379	0	2	175	0	3	5	5	2	0	8
Future Vol, veh/h	2	379	0	2	175	0	3	5	5	2	0	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	408	0	2	188	0	3	5	5	2	0	9
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	188	0	0	408	0	0	609	604	408	609	604	188
Stage 1	-	-	-	-	-	-	412	412	-	192	192	-
Stage 2	-	-	-	-	-	-	197	192	-	417	412	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1386	-	-	1151	-	-	407	412	643	407	412	854
Stage 1	-	-	-	-	-	-	617	594	-	810	742	-
Stage 2	-	-	-	-	-	-	805	742	-	613	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1386	-	-	1151	-	-	402	410	643	398	410	854
Mov Cap-2 Maneuver	-	-	-	-	-	-	402	410	-	398	410	-
Stage 1	-	-	-	-	-	-	616	593	-	808	741	-
Stage 2	-	-	-	-	-	-	795	741	-	601	593	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.1			12.8			10.3		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	474	1386	-	-	1151	-	-	695				
HCM Lane V/C Ratio	0.029	0.002	-	-	0.002	-	-	0.015				
HCM Control Delay (s)	12.8	7.6	0	-	8.1	0	-	10.3				
HCM Lane LOS	B	A	A	-	A	A	-	B				
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0				

Timings  
9: 83rd Avenue & US 34

2023 Total  
PM Peak

										
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBT	NBR	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	52	1471	28	29	1047	158	162	26	106	37
Future Volume (vph)	52	1471	28	29	1047	158	162	26	106	37
Turn Type	Prot	NA	Perm	Prot	NA	Perm	NA	Perm	NA	Perm
Protected Phases	7	4		3	8		2		6	
Permitted Phases			4			8		2		6
Detector Phase	7	4	4	3	8	8	2	2	6	6
Switch Phase										
Minimum Initial (s)	7.5	10.5	10.5	7.5	10.5	10.5	15.5	15.5	15.5	15.5
Minimum Split (s)	12.0	15.0	15.0	12.0	15.0	15.0	20.0	20.0	20.0	20.0
Total Split (s)	12.0	64.0	64.0	12.0	64.0	64.0	21.0	21.0	23.0	23.0
Total Split (%)	10.0%	53.3%	53.3%	10.0%	53.3%	53.3%	17.5%	17.5%	19.2%	19.2%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag				
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes				
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None
Act Effect Green (s)	7.5	65.1	65.1	7.5	62.7	62.7	16.3	16.3	17.9	17.9
Actuated g/C Ratio	0.06	0.54	0.54	0.06	0.52	0.52	0.14	0.14	0.15	0.15
v/c Ratio	0.49	0.79	0.03	0.27	0.58	0.18	0.86	0.09	0.86	0.12
Control Delay	69.9	27.2	0.1	60.3	22.1	5.7	81.9	0.6	78.4	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.9	27.2	0.1	60.3	22.1	5.7	81.9	0.6	78.4	0.8
LOS	E	C	A	E	C	A	F	A	E	A
Approach Delay		28.1			20.9		72.9		67.5	
Approach LOS		C			C		E		E	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 4:EBT and 8:WBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.86

Intersection Signal Delay: 31.8

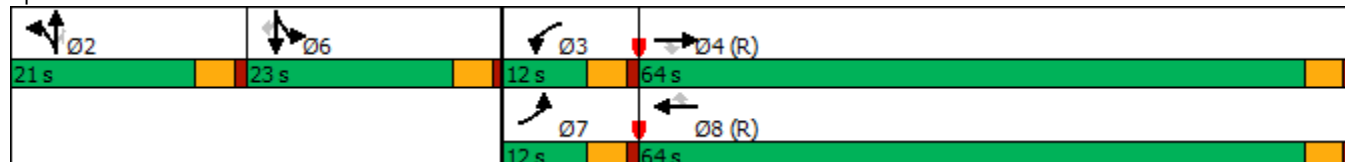
Intersection LOS: C








Intersection Capacity Utilization 80.3%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 9: 83rd Avenue & US 34



Intersection												
Int Delay, s/veh	19.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	371	9	81	163	26	8	148	84	32	130	2
Future Vol, veh/h	15	371	9	81	163	26	8	148	84	32	130	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	0	0	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	399	10	87	175	28	9	159	90	34	140	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	203	0	0	409	0	0	865	808	399	924	804	189
Stage 1	-	-	-	-	-	-	431	431	-	363	363	-
Stage 2	-	-	-	-	-	-	434	377	-	561	441	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1369	-	-	1150	-	-	274	315	651	250	316	853
Stage 1	-	-	-	-	-	-	603	583	-	656	625	-
Stage 2	-	-	-	-	-	-	600	616	-	512	577	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1369	-	-	1150	-	-	159	288	651	114	289	853
Mov Cap-2 Maneuver	-	-	-	-	-	-	159	288	-	114	289	-
Stage 1	-	-	-	-	-	-	596	576	-	648	578	-
Stage 2	-	-	-	-	-	-	419	569	-	315	570	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			2.5			40.5			62.6		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	346	1369	-	-	1150	-	-	224
HCM Lane V/C Ratio	0.746	0.012	-	-	0.076	-	-	0.787
HCM Control Delay (s)	40.5	7.7	-	-	8.4	-	-	62.6
HCM Lane LOS	E	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	5.8	0	-	-	0.2	-	-	5.7

# Planning Commission Agenda Summary

January 10, 2023

Key Staff Contact: Caleb Jackson, AICP, Planner III, 970-350-9276

## Title:

Public hearing to consider a Rezoning request from I-L (Industrial Low Intensity) zoning district to MU-H (Mixed Use High Intensity) zoning district for 7.8 acres located at 123 9<sup>th</sup> Avenue.

## Summary:

The applicant, Jodi Hartmann of High Plains Housing Development Corp., proposes to rezone approximately 7.8 acres of land located at 123 9<sup>th</sup> Avenue from I-L (Industrial Low Intensity) to MU-H (Mixed Use High Intensity) zoning district. The applicant intends to repurpose the site with a mix of uses, including an initial phase of multi-family dwellings.

## Recommended Action:

### **Approval**

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning from I-L (Industrial Low Intensity) Zoning District to the MU-H (Mixed Use High Intensity) Zoning District meets review criteria in Section 24-204 of the Development Code and therefore, recommends approval of the rezoning request to the City Council.

## Attachments:

Staff Report

- |              |                                 |
|--------------|---------------------------------|
| Attachment A | - Vicinity Map                  |
| Attachment B | - Project Narrative             |
| Attachment C | - Rezoning Plan Set             |
| Attachment D | - Neighborhood Notification Map |



## PLANNING COMMISSION SUMMARY

**ITEMS:** Rezoning

**FILE NUMBER:** ZON2022-0012

**PROJECT:** 123 9<sup>th</sup> Avenue Rezoning

**LOCATION:** Southwest corner of 1<sup>st</sup> Street and 9<sup>th</sup> Avenue

**APPLICANT:** Jodi Hartmann of High Plains Housing Development Corp.

**CASE PLANNER:** Caleb Jackson, AICP | Planner III

**PLANNING COMMISSION HEARING DATE:** January 10, 2023

### PLANNING COMMISSION FUNCTION:

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

### EXECUTIVE SUMMARY

High Plains Housing Development Corp. petitions to rezone 7.8 acres of land located at 123 9<sup>th</sup> Avenue (southwest corner of 1<sup>st</sup> Street and 9<sup>th</sup> Avenue) from I-L (Industrial Low Intensity) to MU-H (Mixed-Use High Intensity) zone district.

#### A. REQUEST

The applicant requests approval of a rezone from I-L to the MU-H zone district.

#### B. STAFF RECOMMENDATION

Approval

#### C. LOCATION

##### Abutting Zoning:

North: R-H (Residential High Intensity) and I-L (Industrial Low Intensity)  
South: I-L (Industrial Low Intensity) and I-M (Industrial Medium Intensity)  
East: R-H (Residential High Density) and I-L (Industrial Low Intensity)  
West: C-H (Commercial High Intensity) and R-H (Residential High Intensity)

##### Surrounding Land Uses:

North: Community Center and Neighborhood Park  
South: Railroad and Industrial Users  
East: Residential and Vacant  
West: Residential and Commercial

**Site Characteristics:**

The site consists of four primary building structures of approximately 120,000 square feet and include a combination of original brick building structures and steel add-ons built in the last fifty years. Various industrial users have occupied the property and structures over the years. Parallel Products currently occupies one of the structures and will remain in place until a later phase of development for the overall site, as outlined in the applicant's narrative. Parallel Products provides recycling options for unsaleable beverage products.

**D. BACKGROUND**

The subject site was initially developed in the 1930's and has experienced building expansions throughout the 1970's and 1980's. The property has remained in industrial operations throughout this timeframe. In 2020, the applicant, as a member of 123 Property, LLC, were gifted the property from Dennis Hoshiko and North Weld Produce Company with the intent of providing permanent low-income housing opportunities for the community.

**E. APPROVAL CRITERIA**

**Development Code Section 24-204 Rezoning Procedures**

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

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

The Imagine Greeley Comprehensive Plan's Land Use Guidance Map designates the subject property and surrounding area as both Downtown and Employment, Industrial, and Commercial Areas. Supported uses include a mix of residential product types and employment uses including but not limited to research and development, office parks, industrial, manufacturing, and commercial. A mix of uses, either vertical or across multiple sites, are encouraged.

**Goal 4 – Prioritize Infill and Redevelopment**

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

***Objective GC-4.3 Infill Compatibility*** - Promote the use of site design and building architecture that is sympathetic to the surrounding area and enhances the desirable character and form of the neighborhood or area.

Staff Comment: This proposal is in accordance with Goal 4, Prioritize Infill and

Redevelopment, of the Imagine Greeley Comprehensive Land Use Plan. The rezoning request for this site would encourage reinvestment in a part of the community with existing public infrastructure.

The proposal complies with this criterion.

Additionally, the following specific goals and objectives of the Imagine Greeley Comprehensive Plan support the proposed rezone:

Growth and City Form:

- GC-1.2 Form of Growth: Encourage compact urban form over sprawl development.
- CG-2.2 Jobs/Housing Balance: Support zoning and development patterns that expand opportunities for people who live in Greeley to also work in Greeley (and vice-versa).
- GC-2.3 Pedestrian and Bicycle-Oriented Development: Encourage development patterns that encourage walking and bicycling whenever possible – by locating employment, shopping, and other services within a quarter mile of residential areas.

Economic Health and Human Services:

- EH-2.4 Land Use: Promote land use decisions that support walkability and improve access to basic needs.
- EH-2.6 Built Environment: Encourage construction of built environments that support health and active living, such as mixed-use centers and neighborhoods, that support walkability and provide safe options for active transportation.

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

Staff Comment: The proposed rezone would allow for more development options, which fulfills the intent of the proposed zoning district of MU-H and could compliment other uses in the surrounding area. The mixed-use district encourages a mix of uses in a walkable setting that complements higher density areas. The surrounding area currently consists of a park, community center, residential, commercial, and industrial uses. The applicant is proposing a development that includes a mix of housing types, services, and a mix of uses for residents in the area.

The proposal 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: This project could serve as a catalyst for redevelopment and reinvestment into this part of the city, located a few blocks north of the downtown area. The proposed MU-H zone district would allow for more flexibility in

development options, including a variety of residential, service, and employment uses. Planning staff concludes that it is in the public's interest to rezone the subject site to allow for more options.

The proposal complies with this criterion.

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

Staff Comment: The existing zoning and use of the property has been in place since the 1930's. The existing zoning is not necessarily inappropriate; however, the uses proposed by the applicant and nature of the concept proposal align with the rezoning request to MU-H. Rezoning the site provides more development opportunities for the site to redevelop.

The proposal complies with this criterion.

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

Staff Comment: The proposed rezoning would provide additional options and opportunities to redevelop the site with residential and supporting uses that compliment nearby commercial and industrial employment uses and provide additional housing options within this area of the community.

The proposal complies with this criterion.

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

Staff Comment: The subject site is served by the City of Greeley. Any proposed development or redevelopment of the subject site would be reviewed for compliance with city standards and improvements to existing infrastructure may be required at that time.

The proposal complies with this criterion.

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

Staff Comment: The proposed rezoning would allow more development options if the site were rezoned to MU-H, allowing for more potential services for the community, making the rezone more appropriate than the current zoning district.

The proposal complies with this criterion

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

Staff Comment: Any reasonably anticipated negative impacts on this area resulting from this rezoning would be mitigated as part of the development review process by the consistent enforcement of Municipal Code and Development Code requirements regarding landscaping buffers, architectural features, setbacks, and other relevant codes and policies. Conceptual engineering studies were provided with this application, and the final studies will need to be further evaluated at the time of platting or site planning, as necessary.

The proposal complies with this criterion.

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

Staff Comment: City staff recommends approval of this rezoning request.

**F. SITE CHARACTERISTICS**

**1. SUBDIVISION HISTORY**

The property was replatted in 2010 as part of the 2010 GURA-Miller Minor Subdivision, and was previously platted in 1907 as part of Clayton's First Subdivision.

**2. HAZARDS**

As part of the formal development proposal, the applicant will be required to assess the site and building conditions to identify and mitigate any hazards. Due to the nature of the historical use of the site and proximity to the railroad, there may be hazards that need to be mitigated by the applicant prior to redevelopment of the site.

**3. WILDLIFE**

The subject site is not located in an area identified for moderate or high wildlife impacts. There are no known impacts that would occur to wildlife if the site were rezoned.

**4. FLOODPLAIN**

The site is located within the AE Flood Zone, which is within the 100-year floodplain and requires all structures to be at least one foot above the Base Flood Elevation, according to the adopted Federal Emergency Management Administration (FEMA) flood data.

## **5. DRAINAGE AND EROSION**

Any proposed development of the site would require the documentation and review by City staff of all drainage, detention, water quality, and erosion mitigation as a condition of the development of the site.

## **6. TRANSPORTATION**

Any proposed development of the site would require the applicant to submit a Traffic Impact Study for review by City staff. This will occur during the platting or site plan processes, as appropriate.

# **G. SERVICES**

## **1. WATER**

Current water services will be evaluated in greater detail as part of the formal development application for a subdivision plat and/or the site development plan, as appropriate. The applicant will be required to make necessary improvements to serve the property.

## **2. SANITATION SEWER**

Current sewer services will be evaluated in greater detail as part of the formal development application for a subdivision plat and/or the site development plan, as appropriate. The applicant will be required to make necessary improvements to serve the property.

## **3. EMERGENCY SERVICES**

Emergency services are available and can adequately serve the subject property.

## **4. PARKS/OPEN SPACES**

No public parks or public open space areas are proposed with this request and the request would not create any private parks.

## **5. SCHOOLS**

No schools are proposed or located within the site.

# **H. NEIGHBORHOOD IMPACTS**

## **1. VISUAL**

No visual impacts are anticipated with the rezone request. Any development plan application for the property would be reviewed for compliance with the City's Development Code requirements regarding visual impacts. The development of multi-story buildings, as shown in the applicant's narrative, will change the visual characteristics of the area while the redevelopment of the site will improve the overall visual aesthetics of the area.

## **2. NOISE**

No noise impacts are anticipated with the rezone request. Any potential noise created by future development will be regulated by the Municipal Code.



## **I. PUBLIC NOTICE AND COMMENT**

Public notices were completed as follows:

- Notice was placed on the City of Greeley's website on December 16, 2022.
- Signs were posted on the property on December 17, 2022.
- Notice was mailed to 98 property owners on December 20, 2022.

## **J. MINERAL ESTATE OWNER NOTIFICATION**

Mineral notice is not required for a rezone request.

## **K. PLANNING COMMISSION RECOMMENDED MOTION**

### **Approval -**

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning from I-L (Industrial Low Intensity) Zone District to the MU-H (Mixed-Use High Intensity) Zone District meets the Development Code criteria, Sections 24-204 and therefore, recommends approval of the rezone to the City Council.

### **Denial-**

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezoning from I-L (Industrial Low Intensity) Zone District to the MU-H (Mixed-Use High Intensity) Zone District meets the Development Code criteria, Sections 24-204 and therefore, recommends denial of the rezone to the City Council.

## **ATTACHMENTS**

Attachment A – Vicinity Map

Attachment B – Project Narrative

Attachment C – Rezoning Plan Set

Attachment D – Neighborhood Notification Boundary Map

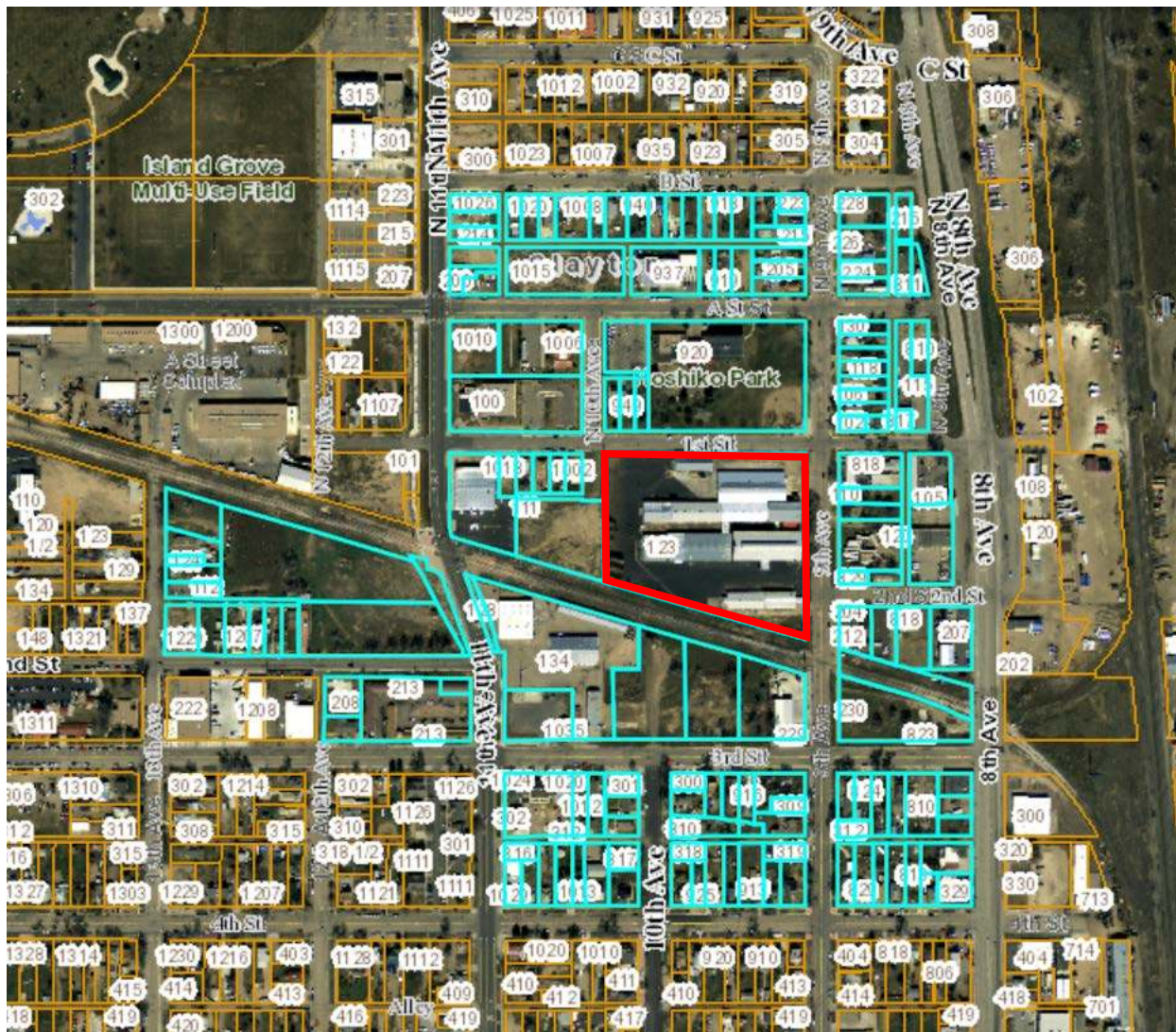
VICINITY MAP



ZON2022-0012

# NEIGHBORHOOD NOTIFICATION BOUNDARY MAP

## ATTACHMENT D



ZON2022-0012

123 9th Avenue Rezoning

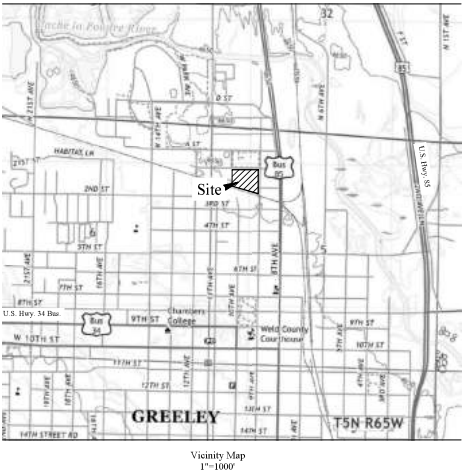
Lot 1 GURA-Miller Minor Subdivision in the Northwest 1/4 of Section 5, Township 5 North, Range 65 West of the 6th Principal Meridian

City of Greeley, County of Weld, State of Colorado

6.52 Acres

Project Number: ZON2022-0012

VICINITY MAP



INDEX

SHEET 1	COVER
SHEET 2	EXISTING CONDITIONS MAP
SHEET 3	ZONING SUITABILITY MAP
SHEET 4	PROJECT BOUNDARY MAP
SHEET 5	GENERAL CONCEPT LAYOUT
SHEET 6	PHASING CONCEPT

SURVEYOR CERTIFICATE

I, Joel T. Vogt, a Professional Land Surveyor licensed in the State of Colorado, do hereby state, for and on behalf of Topographic, Co., that the Existing Conditions Map, Zoning Suitability Map and Project Boundary Map was made by me or under my direct supervision, and is true to the best of my knowledge, information, and belief. This drawing does not represent a Monumented Land Survey, Land Survey Plat, nor Improvement Location Certificate and any monuments or boundary lines shown are for rezoning the property only. The notes are made a part of this statement.

Joel T. Vogt, PLS 38099

Date

COMMUNITY DEVELOPMENT DIRECTOR

Director of Community Development

Date

PLANNING COMMISSION RECOMMENDATION

Recommended / not recommended by the City of Greeley Planning Commission on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

CITY COUNCIL APPROVAL

Approved by the Greeley City Council on this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_.

STATEMENT OF INTENT

The Applicant requests to rezone an industrial property from I-L to MU-H to allow for the development of new Multi-family Dwellings, Mixed-use Dwellings, and the adaptive-reuse of select existing building for other Permitted Uses as described in Table 24-4-2: Zoning Districts & Uses.

123 9TH AVENUE – OWNER’S CERTIFICATE

123 Property LLC, being the sole Owner of the land herein, have caused said land to be rezoned as shown herein.

Jodi Hartmann, Manager

WITNESS

State of Colorado )  
County of Weld )

The foregoing instrument was acknowledged before me by Jodi Hartmann as Manager of 123 Property LLC.

\_\_\_\_\_, day of \_\_\_\_\_, 20\_\_\_\_\_.

Notary Public

Commission Expiration

LEGAL DESCRIPTION

Provided by Westcor Land Title Insurance Company COMMITMENT FOR TITLE INSURANCE File No: 20069UTG Amendment No: 1 Effective Date: July 2, 2020

The land referred to in this Commitment is described as follows:

Lot 1 GURA-Miller Minor Subdivision in the Northwest 1/4 of Section 5, Township 5 North, Range 65 West of the 6th Principal Meridian, City of Greeley, County of Weld, State of Colorado.

For Informational Purposes Only: 123 9th Avenue, Greeley, CO 80631

TOGETHER WITH:

- The East half (33 feet) of 10TH Avenue adjacent to said Lot 1, and
- The South half (33 feet) of 1ST Street adjacent to said Lot 1, and
- The West half (50 feet) of 9TH Avenue adjacent to said Lot 1.

REZONING DEVELOPMENT NOTES – CITY OF GREELEY

- Approval of site construction plans by the City of Greeley shall be required (as applicable) prior to issuance of building permits.
- All existing and proposed utilities shall be installed underground.
- No building permit shall be issued for the construction of a new building or structure unless the property has been platted in accordance with the City’s Subdivision Regulations (Chapter 3).
- All elevations shown on these plans are tied to NAVD 88 datum.

DEVELOPMENT ENTITIES

APPLICANT	LEGAL PROPERTY OWNER	OWNER’S CONSULTANT
High Plains Housing Development Corp. Jodi Hartmann Executive Director -  970 535 7437 hphousingdev@gmail.com  814 9th Street / PO Box 1053 Greeley CO 80631 / 80632	123 Property LLC Jodi Hartmann Manager -  970 535 7437 hphousingdev@gmail.com  814 9th Street / PO Box 1053 Greeley CO 80631 / 80632	GL Development Ryan Lunsford Owner’s Representative -  720 470 9996 ryanluns@gmail.com  788 Corona Street Denver CO 80218

ARCHITECT / POINT OF CONTACT
WORKSHOP8 Joseph Vigil Architect Principal Colorado Architect : 400321  303 442 3700 joseph@workshop8.us  3014 Bluff St. #200 Boulder CO 80301

CIVIL ENGINEER
Topographic Company Joe Prinster Senior Project Engineer Colorado PE # 19292  303 551 8910 joseph.prinster@topographic.com  520 Stacy Court, Unit B Lafayette CO 80026

SURVEYOR
Topographic Company Joel Vogt, PLS Survey Project Manager PLS 38099  303 666 0379 joel.vogt@topographic.com  520 Stacy Court, Unit B Lafayette CO 80026

TRANSPORTATION ENGINEER
Galloway Brian Horan Transportation Team Manager License Number : 0053042  970 800 3300 BrianHoran@GallowayUS.com  5265 Ronald Reagan Blvd. Suite 210 Johnston CO 80534

GEOTECHNICAL / ENVIRONMENTAL
Terracon Maia Griswold Hayes, P.E. Senior Staff Engineer 58337  970 351 0460 maia.Hayes@terracon.com  1510 44th Street, Unit 1 Evans CO 80620

COVER

Sheet  
1 of 6

PREPARATION DATE

2022-08-23	Rezoning
2022-10-26	Revision
2022-12-02	Revision

ZON2022-0012



# 123 9th Avenue Rezoning

Lot 1 GURA-Miller Minor Subdivision in the Northwest 1/4 of Section 5, Township 5 North, Range 65 West of the 6th Principal Meridian  
City of Greeley, County of Weld, State of Colorado  
6.52 Acres  
Project Number: ZON2022-0012

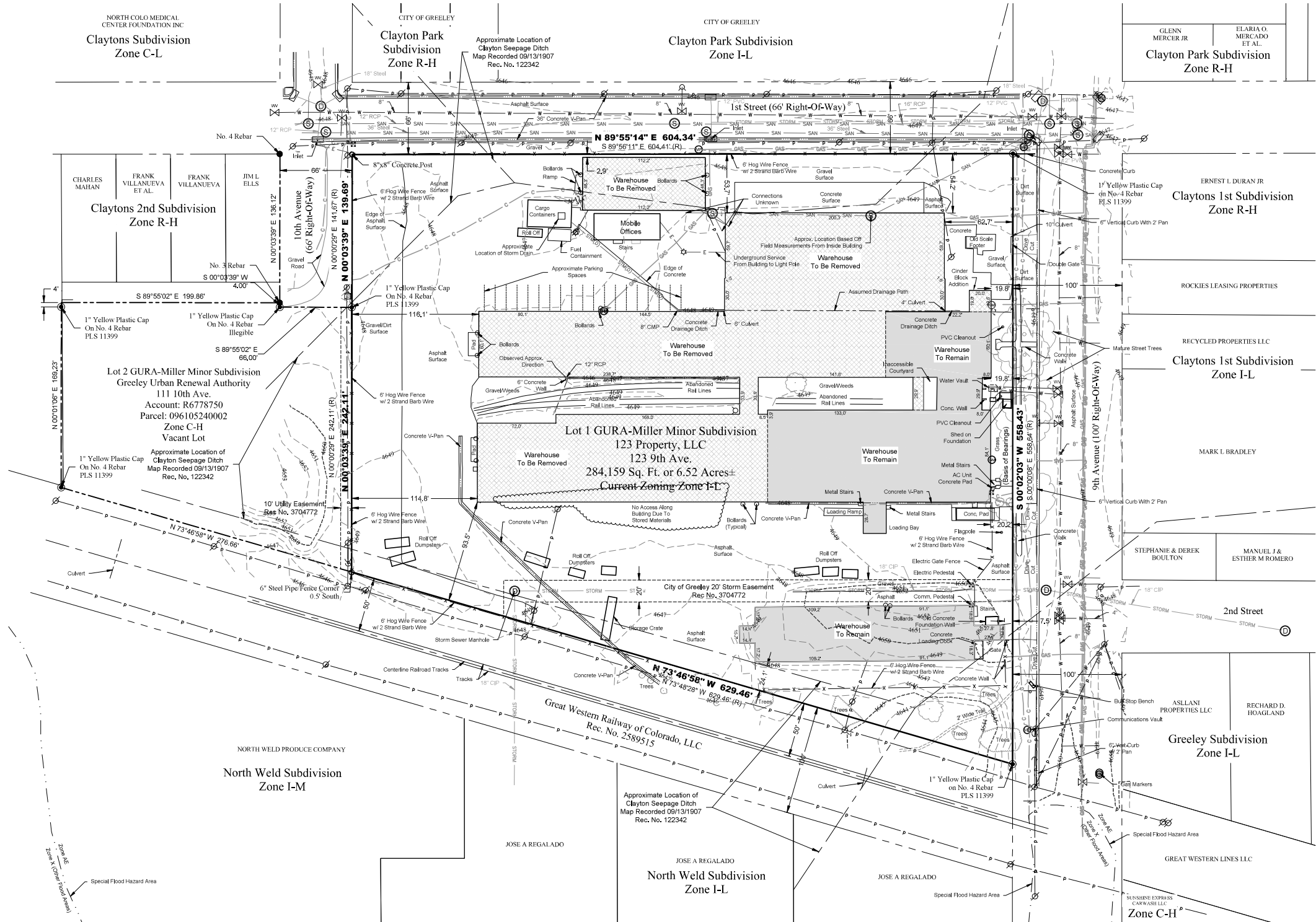
## Survey Notes:

- Topographic, Co. relied on Westco Land Title Insurance Company COMMITMENT FOR TITLE INSURANCE File No. 20069UTG Amendment No. 1 Effective Date: July 2, 2020 for the preparation of this survey. This survey does not constitute a title search by this surveyor of the property shown and described hereon to determine:
  - ownership of the tract of land.
  - compatibility of this description with those of adjacent tracts of land.
  - rights of way, easements and encumbrances of record affecting this tract of land.
- This property is located in ZONE AE a special flood hazard area (SFHA) subject to inundation by the 1% annual chance of flood according to the National Flood Insurance Program Flood Insurance Rate Map number 08123C1537E Panel 1537E effective date January 20, 2016.
- This property is zoned Industrial Low Intensity (I-L) according to the City of Greeley Official 2021 Zoning Map.
- Underground utilities as shown hereon are based on surveyed locations of physical and visible evidence and markings by Diversified Underground Div. Job #22L-96901CK.
- Basis of Bearings is the east line of Lot 1 GURA-Miller Minor Subdivision as monumented with 1 inch yellow plastic caps PLS 11399 at each end with a measured grid bearing of S 00°02'03" W (Platted record bearing is S 00°00'08" E).
- All directions, distances and dimensions are based on modified coordinates from the Colorado coordinate system of 1983 north zone (C.R.S. 38-52-102). CSF=1.000255708 Origin 0,0. The lineal unit of measurement is the U.S. Survey Foot.
- According to Colorado Law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.
- Any person who knowingly removes, alters or defaces any public land survey monument or land boundary monument or accessory corners a Class Two (2) Misdemeanor pursuant to State Statute 18-6-508, C.R.S.
- Snow and ice at the time of fieldwork obscured marked parking spaces. Only parking spaces that can be seen on recent aerial images are shown hereon and may not be accurate or complete.
- Much of the perimeter of this parcel is lined with pallet like containers presumed to function as screening. Due to the movable nature of said containers, they are not shown hereon.

## LEGEND

- Utility Pole
- Guy Wire
- Electric Transformer
- Utility Pedestal
- Marker Post
- Fire Hydrant
- Water Valve
- Sanitary Sewer Manhole
- Storm Sewer Manhole
- Water Vault Manhole
- Communications Vault Manhole
- Electrical Vault Manhole
- Unknown Manhole
- Light
- Street Sign
- Gas Meter / Water Meter
- Mailbox
- Deciduous Tree
- Coniferous Tree

- Flowline / Drainage
- Fence
- Overhead Power
- Electric
- Communication
- Gas
- Sanitary Sewer
- Storm / Drain Sewer
- Water
- Index Contour
- Standard Contour
- Easement Line



## EXISTING CONDITIONS MAP

# Sheet 2 of 6

## PREPARATION DATE

2022-08-23	Rezoning
2022-10-26	Revision
2022-12-02	Revision

## ZON2022-0012

# 123 9th Avenue Rezoning

## Lot 1 GURA-Miller Minor Subdivision in the Northwest 1/4 of Section 5, Township 5 North, Range 65 West of the 6th Principal Meridian

### City of Greeley, County of Weld, State of Colorado

#### 6.52 Acres

#### Rezone Parcel Description:

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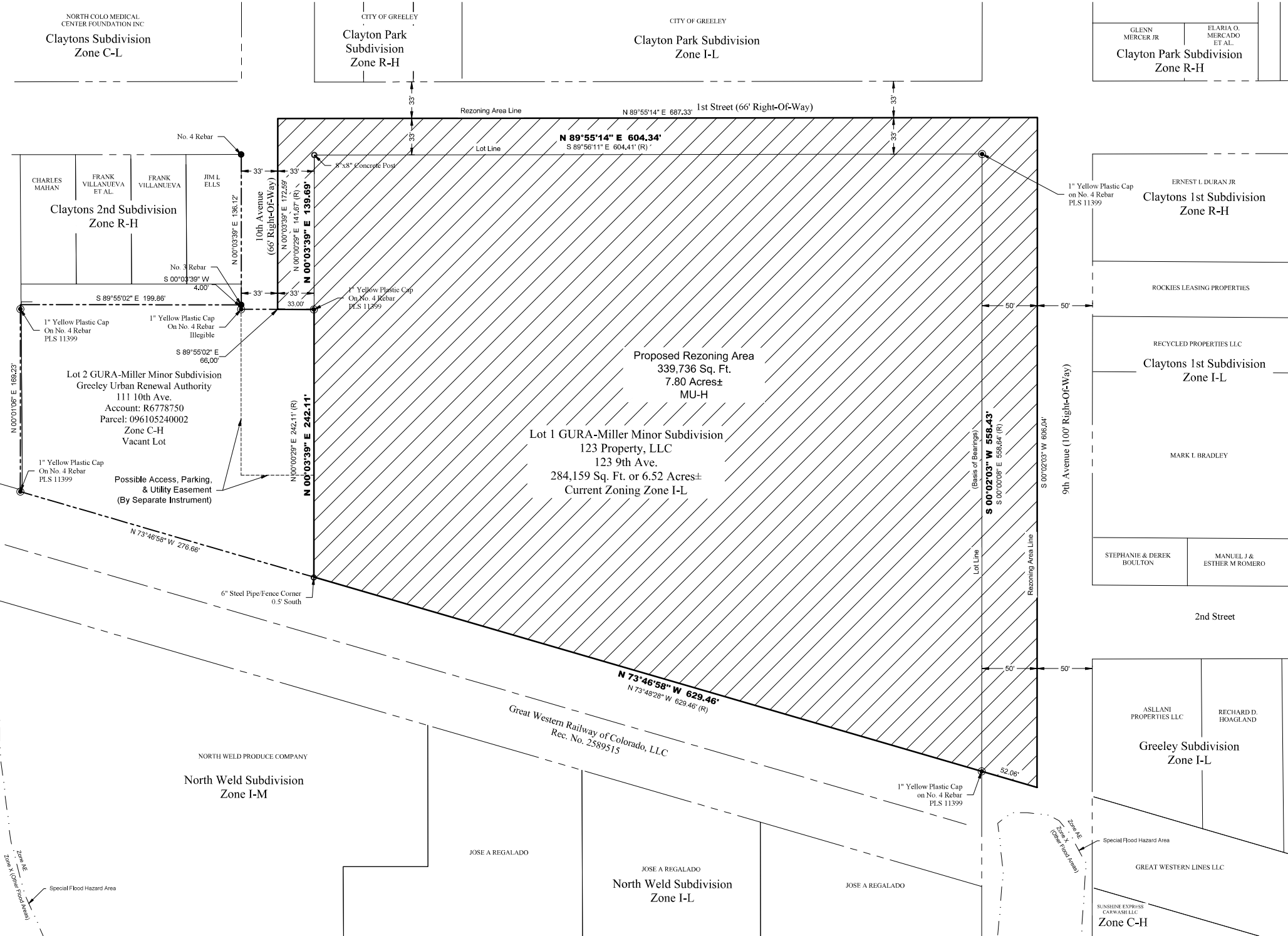
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- Much of the perimeter of this parcel is lined with pallet like containers presumed to function as screening. Due to the movable nature of said containers, they at not shown hereon.

#### ZONING SUMMARY - 123 9TH AVENUE

Existing Zoning	Proposed Zoning	Area		Percent
I-L (Industrial - Light)	MU-H (Mixed Used High Intensity)	284,159 SF	6.52 Acres	83.6%
ROW	MU-H (Mixed Used High Intensity)	55,577 SF	1.28 Acres	16.4%
<b>TOTAL</b>		<b>339,736 SF</b>	<b>7.80 Acres</b>	<b>84%</b>
Use Area (Proposed Lot 1)	Multi-family Dwellings	52,487 SF	1.20 Acres	15.4%
Use Area (Proposed Lot 2)	Multi-family Dwellings	87,008 SF	2.00 Acres	25.6%
Use Area (Proposed Lot 3)	TBD: <ul style="list-style-type: none"><li>Multi-family Dwellings</li><li>Mixed-use Dwellings</li><li>Office - General (&lt;20K GLA)</li><li>Personal Service - General (5K+ GLA; 1.0+ acre)</li><li>Retail - limited (&lt;3K GLA)</li><li>Retail - general (3K - 20K GLA)</li></ul>	100,990 SF	2.32 Acres	29.7%
Use Area (Proposed Lot 4)	TBD: <ul style="list-style-type: none"><li>Assembly - Limited up to 499 occupancy</li><li>Food &amp; Beverage - Brewery / Winery, Bar General</li><li>Food &amp; Beverage - Restaurant Limited (&lt;5K GLS; &lt;100 seats)</li><li>Office - General (&lt;20K GLA)</li><li>Personal Service - General (5K+ GLA; 1.0+ acre) Manufacturing - Limited / Artisan (&lt;5K GLA)</li><li>Manufacturing - Food &amp; Beverage Minor (up to 3 acres)</li></ul>	43,675 SF	1.00 Acres	12.9%
ROW	MU-H (Mixed Used High Intensity)	55,577 SF	1.28 Acres	16.4%
<b>TOTAL</b>		<b>339,737 SF</b>	<b>7.80 Acres</b>	<b>100%</b>



#### Zoning Summary:

Existing Zoning	Proposed Zoning	Area	Total %
Industrial Low Intensity (I-L)	MU-H (Mixed Use High Intensity)	339,736 S.F. 7.80 AC.	100%

#### ZONING SUITABILITY MAP

## Sheet 3 of 6

#### PREPARATION DATE

2022-08-23	Rezoning
2022-10-26	Revision
2022-12-02	Revision

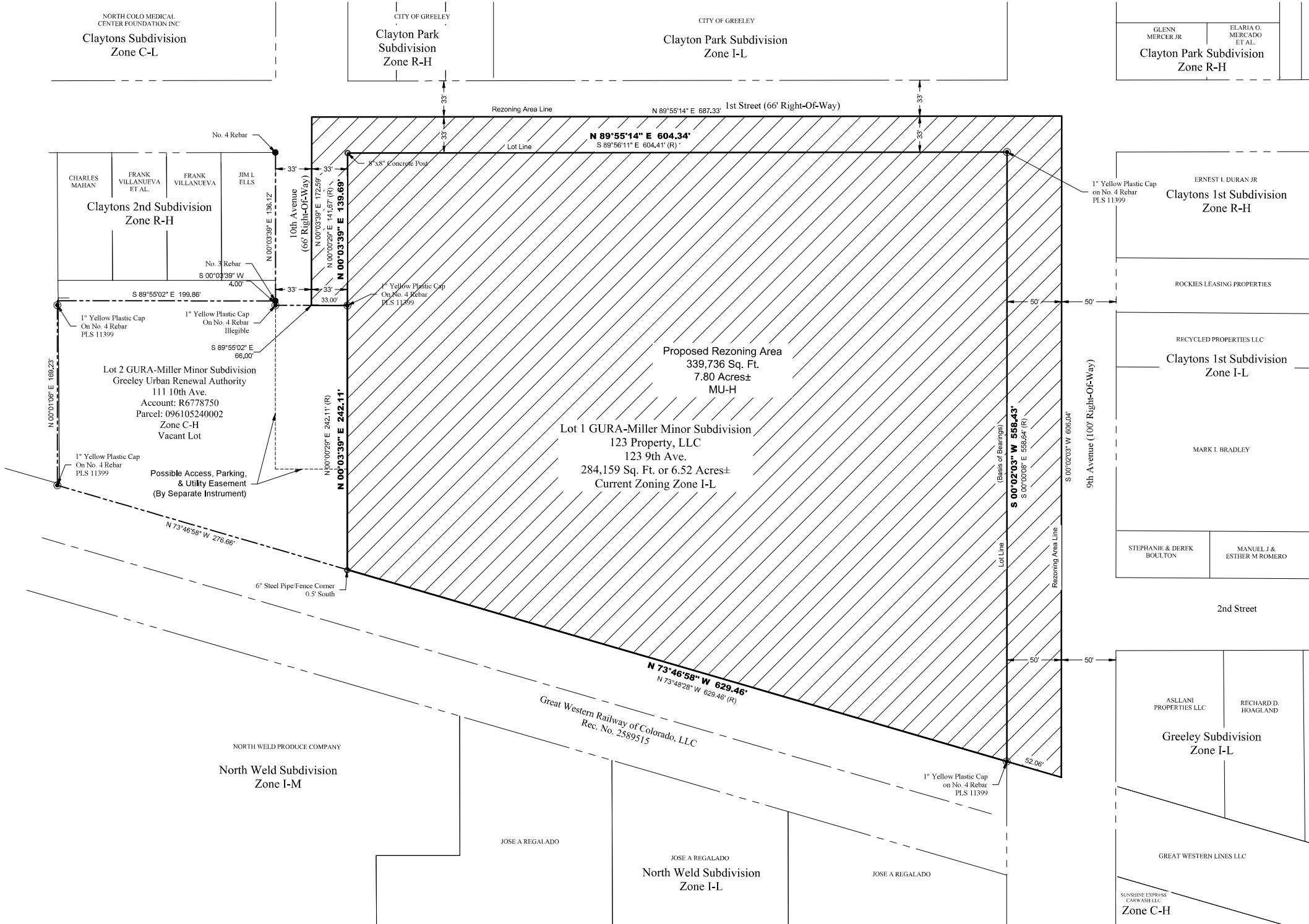
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- Underground utilities as shown hereon are based on surveyed locations of physical and visible evidence and markings by Diversified Underground Div. Job #22L-06901CK.
- Basis of Bearings is the east line of Lot 1 GURA-Miller Minor Subdivision as monumented with 1 inch yellow plastic caps PLS 11399 at each end with a measured grid bearing of S 00°02'03" W (Platted record bearing is S 00°00'08" E).
- All directions, distances and dimensions are based on modified coordinates from the Colorado coordinate system of 1983 north zone (C.R.S. 38-52-102). CSF=1.000255708 Origin 0,0. The lineal unit of measurement is the U.S. Survey Foot.
- According to Colorado Law you must commence any legal action based upon any defect in this survey within three years after you first discover such defect. In no event may any action based upon any defect in this survey be commenced more than ten years from the date of the certification shown hereon.
- Any person who knowingly removes, alters or defaces any public land survey monument or land boundary monument or accessory commits a Class Two (2) Misdemeanor pursuant to State Statute 18-6-508, C.R.S.
- Snow and ice at the time of fieldwork obscured marked parking spaces. Only parking spaces that can be seen on recent aerial images are shown hereon and may not be accurate or complete.
- Much of the perimeter of this parcel is lined with pallet like containers presumed to function as screening. Due to the movable nature of said containers, they are not shown hereon.



PROJECT  
BOUNDARY MAP

Sheet  
4 of 6

PREPARATION DATE

2022-08-23	Rezoning
2022-10-26	Revision
2022-12-02	Revision

ZON2022-0012

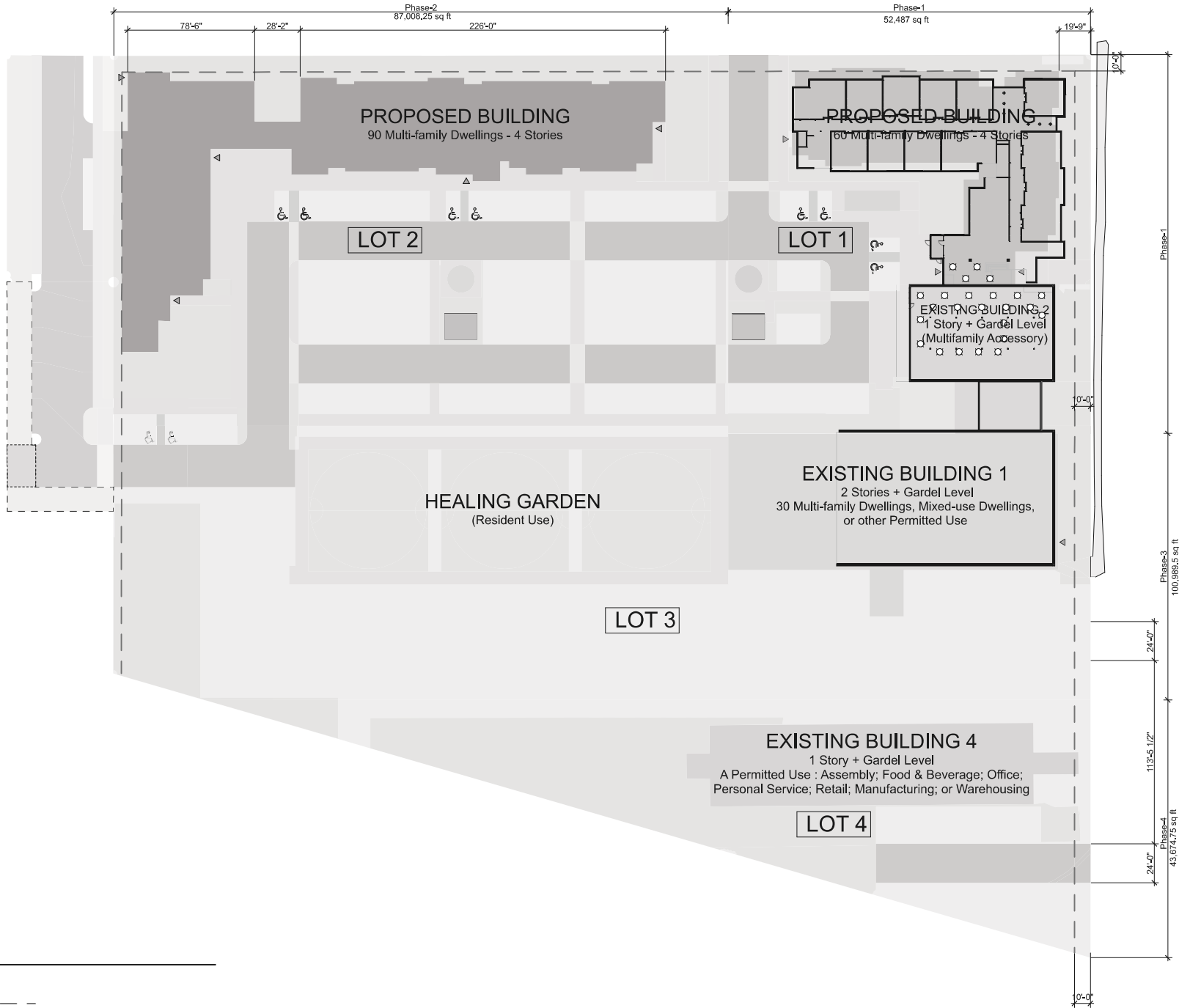
123 9th Avenue Rezoning

Lot 1 GURA-Miller Minor Subdivision in the Northwest 1/4 of Section 5, Township 5 North, Range 65 West of the 6th Principal Meridian

City of Greeley, County of Weld, State of Colorado

6.52 Acres

Project Number: ZON2022-0012

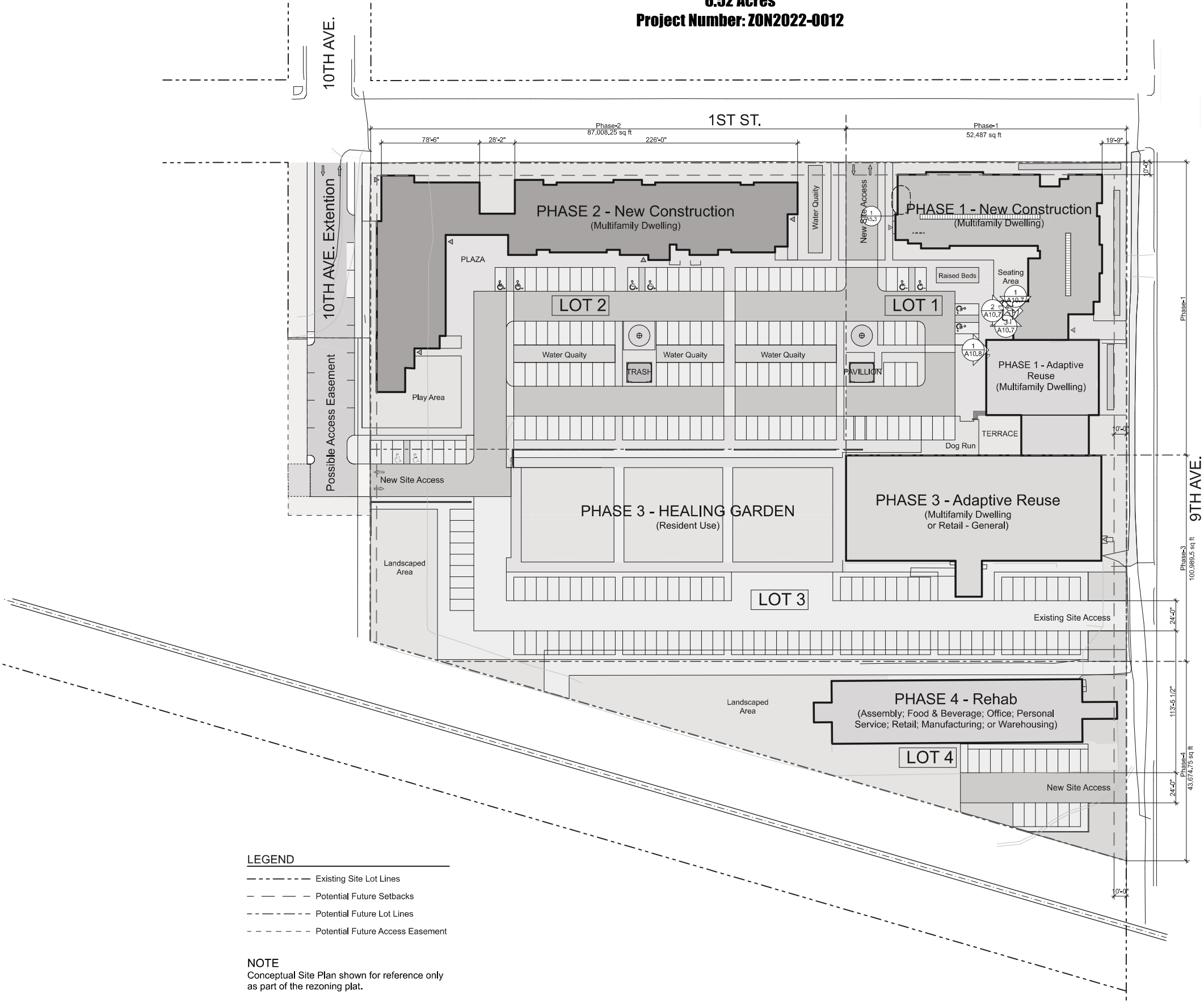


PROPOSED UNITS		
Use Area (Proposed Lot 1)	Multi-family Dwellings	60
Use Area (Proposed Lot 2)	Multi-family Dwellings	90
Use Area (Proposed Lot 3)	TBD: - Multi-family Dwellings - Mixed-use Dwellings - Office - General (<20K GLA) - Personal Service - General (5K+ GLA; 1.0+ acre) - Retail - limited (<3K GLA) - Retail - general (3K - 20K GLA)	30
Use Area (Proposed Lot 4)	TBD: - Assembly - Limited up to 499 occupancy - Food & Beverage - Brewery / Winery; Bar General - Food & Beverage - Restaurant Limited (<5K GLS; <100 seats) - Office - General (<20K GLA) - Personal Service - General (5K+ GLA; 1.0+ acre) Manufacturing - Limited / Artisan (<5K GLA) - Manufacturing - Food & Beverage Minor (up to 3 acres)	0
TOTAL		180

NOTE  
Conceptual Site Plan shown for reference only  
as part of the rezoning plat.

# 123 9th Avenue Rezoning

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TOTAL		180

## LEGEND

- Existing Site Lot Lines
- Potential Future Setbacks
- Potential Future Lot Lines
- Potential Future Access Easement

NOTE  
Conceptual Site Plan shown for reference only as part of the rezoning plat.

## PHASING CONCEPT

# Sheet 6 of 6

## PREPARATION DATE

2022-08-23	Rezoning
2022-10-26	Revision
2022-12-02	Revision

ZON2022-0012

## NORTH WELD VILLAGE

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SUBMITTED TO

City of Greeley

## ISSUED BY

WORKSHOP8 INC  
Joseph Vigil, Architect

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HIGH PLAINS HOUSING DEVELOPMENT CORPORATION

High Plains Housing Development Corp. (High Plains) was established in 1994 by community leaders from the City of Greeley, Weld County, and United Way of Weld County, to prevent community deterioration in low income areas, and to assist low-to-moderate income individuals and families through affordable housing development strategies. The organization is a 501(c)(3) nonprofit corporation and is governed by a nine member volunteer board of directors with representation from low income households or neighborhoods, the business community, and affordable housing advocates. High Plains is a designated Community Housing Development Organization (CHDO) by the Colorado Department of Local Affairs, Division of Housing.

In its early years under the umbrella of the Greeley/Weld Housing Authority (GWAH), High Plains developed three tax credit properties with 64 total housing units serving very low income seniors and families. These properties continue to provide stable housing more than 20 years later, and are managed by the GWAH. As a mission-driven, local, nonprofit developer that intends to develop locally-owned permanent affordable housing projects, the niche that High Plains is strategically best aligned to address are those projects/populations/needs that larger for-profit affordable housing developers are not meeting: small-scale Permanent Supportive Housing projects and workforce housing designed to target extremely low income households (30%-50%) and vulnerable, chronically-homeless individuals.

---

REQUEST FOR EXPEDITED REZONING REVIEW

This project represents the culmination of several years of community needs assessment and planning as High Plains and a number of community partners have worked to identify a property suitable for the development of affordable housing for Greeley's most vulnerable populations. We believe this property will ultimately fulfill important community goals and rezoning is a crucial step.

The Development Team is working on applications to the Colorado Division of Housing, the Greeley Urban Development Authority, the Weld Trust, and the Colorado Housing Finance Authority (CHFA) for Low Income Tax Credits (LIHTC) — all vital financing for the Project. Having Rezoning in place is critical to receive LIHTC funding. Our goal is to apply for LIHTC during CHFA's once-per-year application deadline on February 1, 2023. If we fail to meet this application date, we will need to wait a full year to re-apply; thereby postponing this project by another year. CHFA has a number of requirements that we must meet in order to submit a competitive application; having local approval of zoning completed is one of those requirements.

There is an urgency in fulfilling a community-wide goal to develop housing for our chronically homeless population. As the City identified in its Strategic Housing Plan for developing affordable housing (Strategy 2, Page 11), priority processing is identified as a strategy to encourage and minimize the cost of affordable housing development. We respectfully request that this Project be given priority processing in order to help us meet our complex funding timelines.



THE PROPERTY

The 6.5-acre industrial property owned by 123 Property, LLC — in which High Plains Housing Development Corporation is a single member — is located at 123 9th Avenue in Greeley. High Plains became owners of this property in 2020 through a generous donation of the 6.5 acre site from Dennis Hoshiko and North Weld Produce Co. High Plains seeks to fulfill the philanthropic desire of Dennis Hoshiko to redevelop the North Weld Produce Company site to provide a permanent housing solution for very low-income households in our community. The property provides a tremendous opportunity to create a mixed-use, mixed-income, multi-building development providing job opportunities; attainable housing for essential workers; and a safe, supportive community for formerly homeless individuals and families.

The property, located in the Gura-Miller Minor Subdivision and Mercado-District, consists of four buildings as shown in **FIGURE 1**, asphalt paving, a make-shift fence of wood pallets, and “native” vegetation.

The site is bounded by 1st Street, the Rodarte Park (aka Hoskiko Park), and Rodarte Community Center to the north; 9th Avenue to the east; railroad tracks to the south; and on the west side of the property is a single family home. A little farther to west is the Monfort Children’s Clinic and the Greeley Evans Transit Center and Greyhound Bus Station on 11th Avenue.

High Plains Housing Development Corporation  
123 N. 9TH AVE, GREELEY COLORADO



Existing Conditions

	119,189 SF TOTAL	CONSTRUCTION	BUILT
BUILDING 3	4,992 SF	METAL	1978
BUILDING 2 : SECTION A, B, C	19,600 SF	METAL	1970
BUILDING 2 : SECTION D	5,520 SF	BRICK	1934
BUILDING 2 : SECTION E	6,900 SF	METAL	1970
BUILDING 2 : SECTION F	9,540 SF	BRICK	1934
BUILDING 2 : SECTION G	7,680 SF	METAL	1978
BUILDING 1 : SECTION A	34,333 SF	BRICK – 3 STORIES	1908
BUILDING 1 : SECTION B	11,440 SF	METAL	1981
BUILDING 1 : SECTION C	9,184 SF	METAL	1982
BUILDING 4	10,000 SF	BRICK	1949
ACREAGE	6.54 AC		

Terracon 7/17/19

- ▶ The property includes four buildings (approx. 120,000 SF) that are a combination of original brick structures (built in the early 20th Century) and steel warehouse add-ons (built in the 1970s/1980s).
- ▶ The property has some historic value, having been built as one of the original employers in the area as the Kuner-Epson Cannery.
- ▶ North Weld Produce purchased the property from Kuner in the early 1960s and operated and expanded the buildings for its large onion storage operations for more than 50 years.

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FIGURE 1





## NORTH WELD VILLAGE CAMPUS VISION

We are planning to construct two 4-story apartment buildings along the western and northern portion of the property. Phase 1 will be a PSH project incorporating Building 2 for use as community space for residents. Phase 2 will be a 4-story apartment for income-qualified families. We intend to retain Building 1 for future development into multifamily housing or possibly retail as Phase 3. Building 4 will be used as workforce training in Phase 4 of the redevelopment.

High Plains' vision for the property is to build supportive housing and mixed-income affordable units utilizing the original brick canning buildings. The remaining steel storage buildings will be demolished and recycled in order to utilize the land for the construction of new housing units as shown in **FIGURE 2**. The project will be branded during the design effort with each phase of the project having a unique name.

We estimate the property has the capacity to support 180 units of housing – 60 units of supportive housing (Phase 1), 90 units of mixed, family-oriented, low-income affordable units (Phase 2), as well as an additional 30 units of market-rate or affordable housing as part of Building-1 adaptive reuse development (Phase 3). The final phase (Phase 4) will bring commercial and job training opportunities to the campus.

High Plains intends to demolish existing buildings, as shown in **FIGURE 3**, while keeping the two existing brick buildings, known as Building 1 and Building 2. They also intend to remove existing make-shift fencing in the area of construction as well as existing asphalt and concrete.



**FIGURE 2**





# EXISTING USE, DEMOLITION & NEW USE BY PHASE



FIGURE 3

		BUILT	SQUARE FEET	CONSTRUCTION	EXISTING USE	PROPOSED USE
Phase 1 : 2023 - 2025						
MAINTAIN	BUILDING 2 : SECTION D	1934	7,020 SF	BRICK + CMU : 1 STORY	WAREHOUSE	MULTI-FAMILY
DEMOLISH	BUILDING 2 : SECTION A, B, C	1970	19,600 SF	METAL : 1 STORY	WAREHOUSE	
DEMOLISH	BUILDING 2 : SECTION E	1970	6,900 SF	METAL : 1 STORY	WAREHOUSE	
DEMOLISH	BUILDING 2 : SECTION F	1934	9,540 SF	BRICK : 1 STORY	WAREHOUSE	
DEMOLISH	BUILDING 2 : SECTION G	1978	7,680 SF	METAL : 1 STORY	WAREHOUSE	
Phase 2 : 2025 - 2027						
DEMOLISH	BUILDING 3	1970	4,992 SF	METAL : 1 STORY	WAREHOUSE	
Phase 3 : 2027 - 2029						
MAINTAIN	BUILDING 1 : SECTION A	1908	51,640 SF	BRICK : 2 STORIES + BASEMENT	WASTE MANAGEMENT	TBD
DEMOLISH	BUILDING 1 : SECTION B	1981	11,440 SF	METAL : 1 STORY	WAREHOUSE	
DEMOLISH	BUILDING 1 : SECTION C	1982	9,184 SF	METAL : 1 STORY	WAREHOUSE	
Phase 4 : TBD						
MAINTAIN	BUILDING 4	1949	10,574 SF	BRICK : 1 STORY	WAREHOUSE	COMMERCIAL
			138,590			

WORKSHOP8



## REZONING FROM I-L TO MU-H

The Property is currently zoned as I-L (Industrial Low Intensity). We propose to rezone the entire site to MU-H (Mixed Use High Intensity) to allow for the construction of two, new, 4-story multi-family projects.

### MU-H — MIXED USE HIGH INTENSITY

The MU-H district provides a mix of retail, services, employment, entertainment and civic uses in a walkable setting the complements hight-density neighborhoods or serves as the center of a more intense, multi-modal community or regional destination.

The MU-H is the appropriate zoning as the Permitted uses include the following. These uses offer a great deal of flexibility to High Plains as the exact uses of Phase 3 and Phase 4 are finalized:

- Multi-family Dwellings
- Mixed-use Dwellings
- Residential Care - Group Home
- Assembly - Limited up to 499 occupancy
- Food & Beverage - Brewery / Winery; Bar General
- Food & Beverage - Restaurant Limited (<5K GLS; <100 seats)
- Medial - Limited (<5K GLA; no emergency service)
- Office - General (<20K GLA)
- Personal Service - General (5K+ GLA; 1.0+ acre)
- Retail - limited (<3K GLA)
- Retail - general (3K - 20K GLA)
- Manufacturing - Limited / Artisan (<5K GLA)
- Manufacturing - Food & Beverage Minor (up to 3 acres)
- Waste Management - Recycling Collection Small

### ZONING INFORMATION - GREELEY CO

PARCEL - 096105240001	EXISTING	PROPOSED
ZONING	I-L (Industrial Low Intensity)	MU-H (Mixed Used High Intensity)
PROJECT NAME	123 Property	North Weld Village
SITE AREA	6.52 ACRES	284,159 SF
FLOOR AREA RATIO	0.49 FAR	0.73 FAR
NUMBER OF DWELLING UNITS	0	180 TBD
DENSITY (DWELLING UNITS / ACRE)	0 / ACRE	27.6 / ACRE
BUILDING SQUARE FOOTAGE	138,590 SF	207,636 SF



## EXISTING TENANT – PARALLEL PRODUCTS LOCATED IN BUILDING 1

The intent of the Applicant's Rezoning application is to rezone the entire 6.5-acre lot from I-L to MU-H.

Parallel Products is the tenant of Building 1. Parallel Products offers recycling options for unsaleable alcoholic and non-alcoholic beverage products. From their facility located in Building 1, packaging materials are dropped off, stored and recycled to their base commodity form before they are provided to end-users and producers of recycled-content packaging another products. Recovered liquid materials are utilized to create energy via anaerobic digestion / biogas conversion.

The longterm goal is to redevelop Building 1 to meet the Permitted Uses of MU-H. As MU-H allows for *Waste Management - Recycling Collection Small*, we request that the current beverage waste recycling tenant — Parallel Products — be allowed to continue uninterrupted operation until the Applicant is ready to redevelop Building 1. High Plains relies on the income this generated by Parallel Products.

However, if Staff believes that Parallel Products operations are a non-conforming use, then we request Staff approve the non-conforming use until such time the Applicant is prepared to redevelop Building 1.

2021

## NORTH WELD PRODUCE COMPANY



123 N. 9th Ave. Greeley Colorado  
Light-Industrial (L-1)

WORKSHOP8

FIGURE 4



## PROPOSED REDEVELOPMENT / PRELIMINARY PHASING

---

### THE PROJECT WILL BE DEVELOPED IN FOUR PHASES (FIGURE 5)

#### **Phase 1** : Permanently Supportive Housing

Permitted Use in MU-H (Table 24-4-2) : Multi-family Dwelling

new construction, 60-units, 4-story, 49,000 SF with 5,000 SF of resident services located in existing Building 2

Compatibility with the City of Greeley Comprehensive Plan:

- IMP HO-1.1 - Affordable Housing

- IMP TM-3.3 - TOD - less than 1/4 mile from Greeley Evans Transit center

- IMP HC-1.3 - Adaptive Reuse (Building 2)

#### **Phase 2** : Affordable Family Housing

Permitted Use in MU-H (Table 24-4-2) : Multi-family Dwelling

new construction, 90-units (mix of 1, 2 and 3 bedroom rental units), 4-story, 90,000 SF

Compatibility with the City of Greeley Comprehensive Plan:

- IMP HO-1.1 - Affordable Housing

- IMP TM-3.3 - TOD - less than 1/4 mile from Greeley Evans Transit center

#### **Phase 3** : TBD

Permitted Use in MU-H (Table 24-4-2) : Multi-family Dwelling / Mixed-use Dwelling / Food & Beverage / Office / Personal Service / Retail

adaptive reuse, 0 to 30-units, 2-story, 34,000 SF

Compatibility with the City of Greeley Comprehensive Plan:

- IMP HO-2.1 - Housing Diversity and affordability

- IMP TM-3.3 - TOD - less than 1/4 mile from Greeley Evans Transit center

- IMP HC-1.3 - Adaptive Reuse (Building 1)

#### **Phase 4** : TBD

Permitted Use in MU-H (Table 24-4-2) : Assembly / Food & Beverage / Office / Personal Service / Retail / Manufacturing / Warehousing

adaptive reuse, 1-story, 10,000 SF

Compatibility with the City of Greeley Comprehensive Plan:

- IMP ED-1.6 - Enterprise Zone, Urban Renewal, Economic Development

- IMP ED-3.3 - Emerging Employment Needs

- IMP TM-3.3 - TOD - less than 1/4 mile from Greeley Evans Transit center

- IMP HC-1.3 - Adaptive Reuse (Building 4)





## NORTHWELD VILLAGE, GREELEY COLORADO – PROPOSED PHASING



FIGURE 5

Please see the Exhibit titled, 123N\_Concept Implementation for additional illustrative information on Phase 1 and Phase 2.



## INTENT OF ZONING AND COMPREHENSIVE PLAN GOALS

As listed above in the Proposed Development Phases, we believe the site will meet the Comp. Plan's Action goals in terms of:

**IMP ED-1.6** Identify areas where the use of Enterprise Zones, Urban Renewal Areas, and other similar tools to encourage business use and development in established areas. Pursue the use or adoption of these tools as needed.

**IMP ED-3.3** Develop and maintain an inventory of emerging employment needs and skills necessary to successfully perform such jobs in order to cultivate education and training programs for students and/or workers.

**IMP HC-1.3** Catalogue and promote places in the community which have special significance to the development of the area, such as the Cache la Poudre River, the Union Pacific Railroad, irrigation ditches and improvements, and similar features which provide an important context of community identity. Seek grants and other resources to provide markers, plaques and other identification, as appropriate.

**IMP HO-1.1** Conduct and maintain an inventory of public, deed-restricted, subsidized, Section 8 or other types of designated affordable housing units in Greeley. Include if the units are rental or ownership units, the size (including number of bedrooms and bathrooms), and the population/income range to which the unit is affordable. Monitor to understand how the supply of affordable housing in the city is changing over time.

**IMP HO-2.1** Monitor the local housing market in order to evaluate trends, identify gaps in types of housing or price-points, adjust housing-related programs and policies, and understand the effectiveness and impact of the City's housing strategy, once determined. Trends to be monitored should include:

- The types of housing units built in the city each (including tenure and housing type);
- Number of public, subsidized, or deed restricted (for purposes of affordable housing) housing units;
- The composition (by tenure and housing type) of the city's housing stock;
- The cost of housing, home sales prices and rents;
- Vacancy rates; and
- Area median income and the housing affordable to varying AMI levels (e.g., 80% AMI, 60% AMI, etc.).

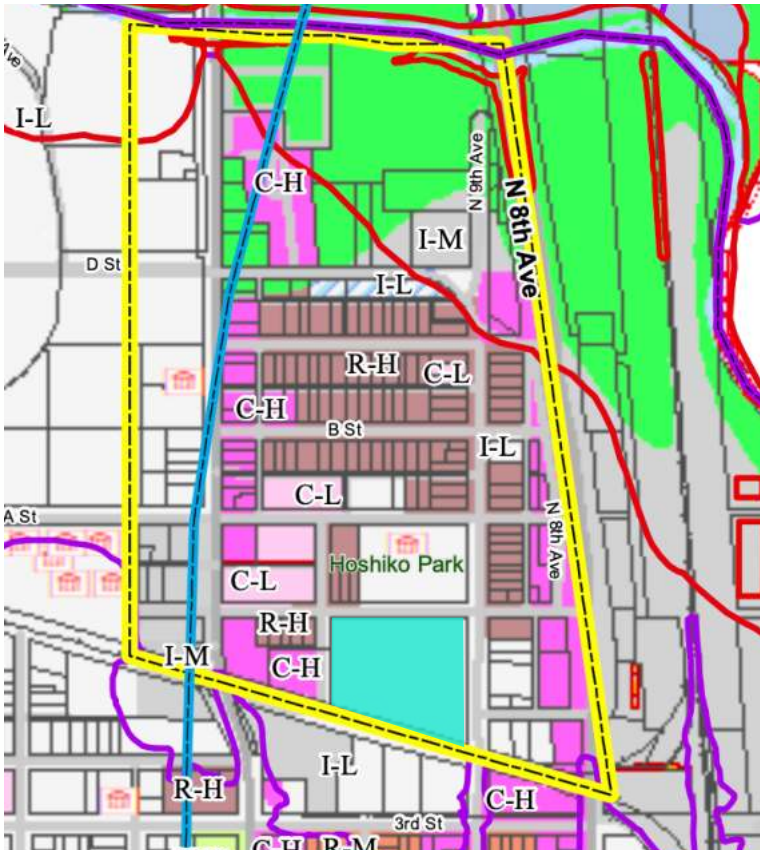
**IMP TM-3.3** Identify TOD corridors in City maps and through the Development Code to alert developers and landowners to the desired intensity of development in these areas.

- We believe we meet the intent of the zoning district (specifically Table 24-5-3, Category III) in that the major surrounding Zoning (R-H) allows for a similar use as we are proposing (as per 24-4-1 they have almost the same descriptions).
- We would anticipate housing growth in the adjacent Downtown Corridor and it would follow that much of the housing in this area could become more dense in the future.
- The current Industrial Use has become incompatible as more and more multi-family residential is developed in the area. This indicates the existing zoning is inappropriate given development trends in the vicinity.
- The proposed zoning will enable development in character with existing or anticipated development (Residential-High Density) in the area considering the design of streets, civic spaces and other open space.
- We believe there is a huge need within the City for affordable, workforce housing and an even greater need for Permanently Supportive Housing which will greatly aid the City's efforts in dealing with the homeless population. We believe this will make the entire City safer and allow business to flourish.
- We believe that once the site is redeveloped any flooding issues will be alleviated because up to this point no engineering has been performed. Once implemented this should make the surrounding area safer.
- Over the last year or so we have had many discussions with Planning, flood and Economic Development staff and feel that they have generally supported the redevelopment of the site.






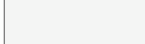





## CONSISTENCY WITH THE SURROUNDING ZONING



This property is currently an island in terms of zoning as it is zoned Industrial Low Intensity (I-L) while to the west is Residential High Density (R-H) and Commercial Low Intensity (C-L). To the north is a small pocket of R-H and Hoshiko Park, and to the east is R-H and I-L. To the south there is a barrier created by the spur-line train tracks, but beyond that is I-L and a small bit of I-M.

The proposed rezoning request to Mixed Use High Intensity (MU-H) is compatible with R-H, C-H, and C-L. Our feeling is that the the R-H that surrounds Hoshiko Park will be complimented by the proposed MU-H we are proposing for the site and allow for future development of the south portion of the site to have a commercial use (retail, restaurant, brewery, job training, etc.).

### 2021 ZONING MAP - GREELEY CO

	Northeast Greeley Mercado District	Character Overlay District
	Industrial Low Intensity (I-L)	Current Zoning
	Industrial Medium Intensity (I-M)	Adjacent Zoning
	Mixed Use High Intensity (MU-H)	Proposed Zoning
	Commercial High Intensity (C-H)	Adjacent Zoning
	Residential High Density (R-H)	Adjacent Zoning
	Commercial Low Intensity (C-L)	Adjacent Zoning



## FIRE PROTECTION PLAN

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We anticipate Fire Department Access using either 1st Street and/or 9th Avenue. The new construction, multi-family buildings will be equipped with automatic sprinkler systems. The Fire Riser Rooms will be located as required by the Fire Department and the knox boxes will be located in the same vicinity as the fire riser rooms.

### FIRE CODE AND FIRE HYDRANTS

The current fire code is International Fire Code (IFC) 2018, and there are no amendments. As of January 1, 2023 the IFC 2021 will become effective.

Ladder access is typically from the street, when required.

Existing fire hydrants are located in right of way of adjacent 1st Street and 9th Avenue. There is one (1) fire hydrant internal to the campus, which will be relocated onsite.

For the proposed redevelopment, it is anticipated that one (1) fire hydrant will be added in right of way at 1st Street at the intersection of 10th Avenue. It is also anticipated that two (2) fire hydrants will be added in 9th Avenue; one (1) at the northeast side of Phase 1 building and one (1) at the southeast side of the Phase 4 building.

An internal water main loop may be required, with up to four (4) fire hydrants (including the relocated onsite hydrant), depending upon final configuration of the campus. Review by the Fire Department will be required to determine final placement and number of fire hydrants.

The maximum FH spacing is 500-ft. Hose pull length is 150 feet from the engine (drivable surface) to any point on a building.

### ENVIRONMENTAL ASSESSMENT

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A Phase-I Environmental Site Assessment and Phase-II Limited Site Investigation by Terracon Engineering have been completed and no adverse environmental conditions exist on the site. Terracon also completed two studies to assess the structural integrity and viability of the existing brick structures (Buildings 1 and 2). The buildings are in "fair to good condition" with no major structural problems.

### TRAFFIC CONSIDERATIONS

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A Traffic Memo has been prepared by Galloway.

### SURVEY AND CIVIL ENGINEERING

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Survey and Civil Engineering requirements have been prepared by Topographic.

### WATER CREDITS

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City staff have indicated there are 19+ acre feet of water credits available to the site, which the City staff indicated is estimated to be enough for about 180 units of multi-family housing. At this time, a total of 180 multi-family housing units are anticipated, and a 10,000 SF commercial building is also planned.



## POTABLE WATER DESIGN CRITERIA

---

Water and sanitary sewer service sizes have been estimated utilizing City of Greeley Design Criteria and Construction Specifications, Potable Water Distribution, Sanitary Sewer Collection, and Non-Potable Irrigation Systems, Volume III dated June 2008, here after referred to as Greeley WS 2008 DCCS Manual.

These criteria are expected to be updated in the near future and the new criteria will be utilized when they become effective.

### POTABLE WATER MAIN SYSTEM AND EASEMENTS

Existing potable water mains are located in the adjacent streets. An 8" water main runs in the 1st Street ROW on the north side of the site, and an 8" water main runs in the 9th Avenue ROW, on the east of the site. It is anticipated that a new 8" water main will be required during a later phase when needed for fire protection, to be routed through the site within the proposed campus drives. Easements will be provided as needed for any new onsite water mains and onsite fire hydrants. See the Concept Utility Report for a further discussion of the potable water system.

### POTABLE WATER SERVICES AND SPRINKLER LINES – PROPOSED BUILDINGS

Proposed apartment buildings Phase 1 and Phase 2 will require new water taps. The new domestic and fire water services will connect to the proposed internal water main loop.

Domestic water service line sizes have been estimated in accordance with Table 3-4 in Section 3.17. See the Concept Utility Report for anticipated average day and peak domestic water demand calculations and tap sizing for each building.

Both buildings will be sprinklered for fire protection, and the fire services will be connected to the proposed 8" main internal to the campus.

### POTABLE WATER SERVICES AND SPRINKLER LINES – EXISTING BUILDINGS

Existing Buildings Building 1 (Phase 3) and Building 4 (Phase 4) are scheduled to remain. They currently have domestic water services that are connected to the existing 8" public water main in 9th Ave.

- Building 1 (Phase 3) has a 3" water tap, reducing to 1" at the meter vault.
- Building 4 (Phase 4) has an existing ¾" water tap. Neither existing building is currently sprinklered.
- The existing water services are adequate to serve the current uses of these buildings. No changes are proposed for the sanitary sewer services for these buildings until a change in use occurs.

Existing Buildings Adaptive Reuse (Future): Building 1 (Phase 3) and Building 4 (Phase 4) will be adapted for reuse at some time in the future. New domestic and fire supply water service lines will be connected to the existing 8" water main in 9th Avenue.

See the Concept Utility Report for anticipated average day and peak domestic water demand calculations and tap sizing for each building.



### SANITARY SEWER DEMAND – PROPOSED BUILDINGS

Proposed apartment buildings Phase 1 and Phase 2 require new sewer taps that are proposed to connect to the existing sanitary sewer main in adjacent 1st Street. Sanitary sewer service design flows have been estimated in accordance with Table 4-1 in Section 4.03. Per Table 401, the average day wastewater flow per capita is 100 gpcd. It is believed that the new standards will be adopted prior to the submittal of development plans for these building. Therefore, analysis in the Concept Utility Report utilizes the average day wastewater flow per capita of 60 gpcd from the proposed City Standards.

- Phase 1 building demand will have 60 units and a total of 68 residents. Using 60 gpcd, the wastewater demand will be 4,080 gpd (68 residents x 60 gpcd). The anticipated service outfall will be a 6" PVC outfall connected to the existing sewer manhole located midway between 10th Ave and 9th Ave, with 16" RCP main flowing to the east.
- Phase 2 building will have 90 units. The anticipated service outfall will be a 6" PVC outfall connected to the existing sewer manhole in 9th Ave with 16" steel main flowing to the east.
- The sanitary sewer service lines will need to cross an existing 36" steel sanitary sewer trunk line in 1st Ave. in order to connect to the manholes on the existing 16" sewer main.

### SANITARY SEWER SERVICES – EXISTING BUILDINGS

Existing Building 1 (Phase 3) and Building 4 (Phase 4) are scheduled to remain for several years. They currently have sanitary sewer services that are connected to the existing public sanitary sewer main in 2nd Street. The existing sanitary sewer services are adequate to serve the current uses of these buildings. However, the exact size and configuration of those sanitary sewer services are not known. No changes are proposed for the sanitary sewer services for these buildings until a change in use occurs.

Existing Buildings Adaptive Reuse (Future): Building 1 (Phase 3) and Building 4 (Phase 4) will be adapted for reuse at some time in the future. When the uses for Phase 3 and Phase 4 are changed, it is anticipated that a public 8" sanitary sewer main extension may be required to be constructed in 9th Avenue. The new main will connect to the existing 16" sewer main manhole in 1st Street. Two (2) additional manholes may be required.

See the Concept Utility Report for anticipated average day and peak sewer flow generation calculations for each building.



NORTHWELD VILLAGE - PHASES 1 & 2 : CONCEPT IMPLEMENTATION



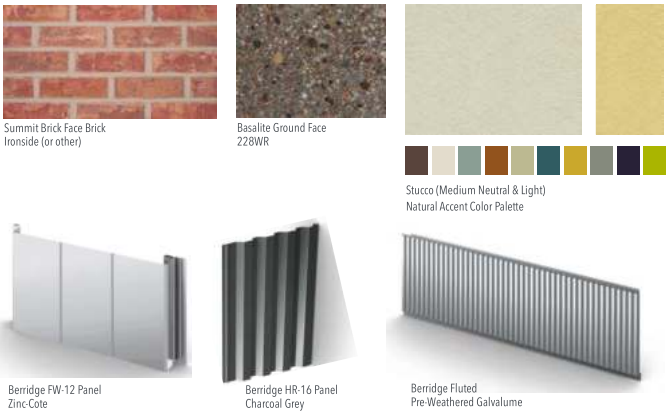
CONCEPTUAL MASTER SITE PLAN



REZONING FROM I-L TO MU-H



CONCEPTUAL LOT LINES / MINOR SUBDIVISION

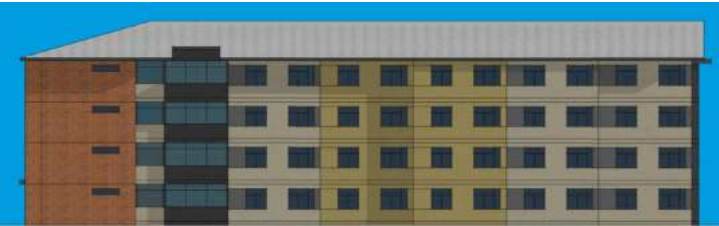


PROPOSED MATERIALS - PHASES 1 & 2

CONCEPTUAL DESIGN — PERMANENTLY SUPPORTIVE HOUSING : PHASE-1



EAST VIEW - 9TH STREET FACE / FRONT ENTRY



NORTH VIEW - 1ST STREET FACE



SITE PLAN - PHASE 1



WEST VIEW - INTERIOR FACE / RESIDENT ENTRY



SOUTH VIEW - INTERIOR FACE



AERIAL VIEW - PHASE 1



CORNER VIEW - PHASE 1

CONCEPTUAL DESIGN — AFFORDABLE FAMILY HOUSING : PHASE-2



NORTH VIEW - 1ST STREET FACE



WEST VIEW - INTERIOR FACE / FRONT ENTRY



SITE PLAN - PHASE 2



EAST VIEW - INTERIOR FACE / RESIDENT ENTRY



SOUTH VIEW - INTERIOR FACE



CORNER VIEW - PHASE 2



# Planning Agenda Summary

January 10, 2023

Key Staff Contact: Caleb Jackson, AICP, Planner III, 970-350-9276

## Title:

Public hearing to consider text amendments to the Greeley Municipal Code including updating the allowance for child care centers/preschools and making various revisions and clarifications to Municipal Code

## Summary:

Staff is proposing a batch of relatively ministerial code amendments. The proposed updates include clarification about minor variances, an update to neighborhood meeting requirements, updating the formula for park land dedication based on updated Census figures, restoring Child Care Center/Preschool to residential zones, adjusting home occupation processing, and clarifying some landscaping standards.

## Recommended Action:

### **Approval -**

Based on the preceding analysis, the Planning Commission finds that the proposed amendments to the Greeley Municipal Code are consistent with the Development Code criteria of Section 24-211(b) (Items 1 through 4), and therefore, recommend approval of the amendments to the Greeley Municipal Code as submitted.

### **Denial -**

Based on the preceding analysis, the Planning Commission finds that the amendments to the Greeley Municipal Code are not consistent with the Development Code criteria of Section 24-211(b) (Items 1 through 4), and therefore, recommend denial of the amendments to the Greeley Municipal Code as submitted.

## Attachments:

Staff Report

Attachment A – Proposed Code Changes & Staff Analysis

Attachment B – Proposed Clean Version



<b>PLANNING COMMISSION SUMMARY</b>
------------------------------------

**ITEM:** Text amendments to the Greeley Municipal Code including updating the allowance for child care centers/preschools and making various revisions and clarifications to Municipal Code

**PROJECT:** Chapter 24 Development Code Updates

**FILE NO:** CU2022-0002

**APPLICANT:** City of Greeley, Community Development Department

**CASE PLANNER:** Caleb Jackson, AICP | Planner III

**PLANNING COMMISSION HEARING DATE:** January 10, 2022

**PLANNING COMMISSION FUNCTION:**

The Planning Commission shall consider the staff report, along with testimony and comments made by the staff and the public and shall then make recommendations to the City Council regarding the proposed various amendments to the Development Code.

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**PROJECT OVERVIEW AND BACKGROUND:**

In 2021, the City of Greeley adopted a new Development Code. New codes generally require subsequent amendments to address omissions, correct technical errors, provide clarification, and include adaptations to achieve best practices.

This round of proposed changes is considered relatively ministerial; additional changes are being formulated by staff for future consideration. The proposed updates include clarification about minor variances, an update to neighborhood meeting requirements, updating the formula for park land dedication based on updated Census figures, restoring Child Care Center/Preschool to residential zones, adjusting home occupation processing, and clarifying some landscaping standards.

**KEY ISSUES / STAFF ANALYSIS:**

Article XIX, Section 19-1(b) of the Greeley Charter describes the role of the Planning Commission in providing land use recommendations to City Council. These proposed changes are relevant for the Commission's review and recommendation for Council consideration.

**NOTICE AND COMMENTS:**

Notice was published on the City of Greeley's website on December 16, 2022, pursuant to the City's notification requirements for revisions to the Development Code.

**PLANNING STAFF RECOMMENDATION:** Approval

**PLANNING COMMISSION RECOMMENDED MOTION:**

A motion that, based on the Project Summary and accompanying analysis, the Planning Commission finds that the proposed amendments to Chapter 24 of the Greeley Municipal Code as presented are necessary and appropriate to meeting the intent of the Comprehensive Plan and to clarify administration of the Development Code, and recommend approval to City Council.

**ATTACHMENTS:**

Attachment A – Proposed Code Changes & Staff Analysis

Attachment B – Proposed Clean Version

# ATTACHMENT A

## Annotated Explanation of Code Changes

~~Strikethrough~~ = Text removed, deleted

**Bold, Italicized** = Text added/amended

*Italicized* = Explanation

### Topic: Minor Variances

***Staff Analysis:*** *Minor variances precede the 2021 major code update, and the following text amendment is intended to clarify which applications qualify as a minor variance that are reviewed administratively.*

#### **Proposed Changes:**

#### **24-209.c.3.(a)**

Variance to a setback, building location, or building height requirement by up to ***1 foot or*** 10% of the requirement, ***whichever is less***. ~~Where this would be less than 1 foot, the Director may approve a variance up to 1 foot.~~

### Topic: Neighborhood Meetings

***Staff Analysis:*** *Historically, the requirement for neighborhood meetings has been at the discretion of the Director and typically reserved for applications with significant public interest. The following text amendments are proposed to remove the requirement for neighborhood meetings in the PUD application category, and to provide the Director with latitude to require neighborhood meetings as needed. The Neighborhood Meeting column is proposed for removal to avoid duplication of requirements and standards found elsewhere in the Development Code regarding neighborhood meetings.*

#### **Proposed Changes:**

**Table 24-2-1: Procedures Summary**

Applications	Eligible Applicants			Pre-application Conference	Neighborhood meeting	Notice			Review Body			
	Owner	PC	CC			Post	Publish	Mail	Staff	PC	CC	ZBA
Minor Subdivision	✓			☑				☐	D	A	A	
Major Subdivision - Preliminary Plat	✓			☑	☐	☑	☑	☑	R	D/PH	A	
Major Subdivision – Final Plat	✓			☑					D	A	Ac	
Rezoning	✓	✓	✓	☑	☐	☑	☑	☑	R	R/PH	D/PH	

<b>Planned Unit Development (PUD)</b>	✓	✓	□	☒	☒	☒	☒	R	R/PH	D/PH
<b>Use By Special Review</b>	✓		☒	☒	☒	☒	☒	R	D/PH	A
<b>Site Plan</b>	✓		☒		☒		☒	D	A	A
<b>Alternative Compliance</b>	✓		☒				☒	D	A	A
<b>Minor Variance</b>	✓		☒				☒	D		A A
<b>Variance</b>	✓		☒		☒	☒	☒	R		A D/PH
<b>Appeal of Administrative Decision</b>	✓	✓	✓		☒	☒	☒			A D/PH
<b>Text Amendment</b>		✓	✓			☒		R	R/PH	D/PH
<b>Easement Vacation/Dedication</b>	✓						☒	D	A	A
<b>ROW Vacation/Dedication</b>	✓					☒	☒	R	R	D
<b>Annexation</b>	✓	✓	☒		☒	☒		R	R/PH	D/PH

☒ = Require  
 □ = Director Option  
 ✓ = Authorized  
 PC = Planning Commission  
 CC = City Council  
 ZBA = Zoning Board of Appeals

R = Review and Recommending Authority  
 D = Decision Making Authority  
 Ac = Acceptance of Public Improvements  
 A = Appeal of Decision  
 PH = Public Hearing Required

## 24-201.e

**Neighborhood Meeting.** A neighborhood meeting may be required ~~prior to the formal public meeting as indicated in Table 24-2-1~~ **or elective as described in the options that follow.**

1. Director Option. At the pre-application meeting or in association with the review of an application, the Director may require a neighborhood meeting for any project ~~that requires formal review beyond staff, and~~ where:

- (a) the nature of the project is complex or presents potential for significant changes and unanticipated impacts on property in the vicinity;
- (b) the intensity of the proposed use or development is likely to present questions and concerns for adjacent property owners, beyond what may typically be allowed in the zoning district; or
- (c) the required notice or any courtesy notice sent to property owners generates significant questions or concerns.

2. ~~Required Meeting or Applicant Option. A neighborhood meeting is required for any PUD application, and an~~ **An** applicant may elect to have a neighborhood meeting ~~on any other project. These neighborhood meetings should be held prior to a formal application so that to gather~~ input and concerns of potentially impacted **parties**. ~~property may be considered in the initial application.~~

3. Meeting Format. Neighborhood meetings shall meet the following:

- (a) The Director shall coordinate the scheduling, meeting location, and notice;--
- (b) The meeting shall be held at a City facility; ~~or where~~ any other convenient and accessible public meeting facility within the general vicinity of the project, such as a school; **or** community recreation center;--
- (c) The applicant is responsible for all content of the meeting, which at a minimum

shall include:

- (1) The general nature and scope of the proposed project;
  - (2) A summary of the proposed land use, including planned and potential future uses associated with the application;
  - (3) The most recent plans and submittals available for the project, depicting the scale, location and design of any buildings and the relation of all site improvements to the streets and adjacent property; and
  - (4) Identify and explain the subsequent formal review steps with the City, and note that official and formal review by the City may result in changes from the initial concepts.
- (d) The applicant shall prepare minutes of the meeting including evidence of the notice, ***a list of attendees and any contact information provided***~~attendance~~, a copy of any presentation materials, a summary of the discussion and issues, and any outcomes or changes from the meeting. These minutes shall supplement the formal application.

#### **24-203.b.2.**

**Review Procedure.** In addition to the general requirements in Table 24-2-1 and Section 24-201, the requirements in this sub-section apply to preliminary plat applications:

- (a) At the pre-application meeting, and based on the size, scope, and impact of any future development anticipated or pending with the request, the Director shall determine how to coordinate the ~~Neighborhood Meeting and any additional~~ notice of meetings or hearings necessary for the formal review.

#### **24-204.c.**

**Review Procedure.** In addition to the general requirements in Table 24-2-1 and Section 24-201, the requirements in this sub-section apply to rezoning applications:

1. Applications may be accompanied by any preliminary plat, site plan, zoning suitability plan, or other plan necessary to review conformance with the Comprehensive Plan.
2. At the pre-application meeting, and based on the size, scope, and impact of any future development anticipated or pending with the request, the Director shall determine how to coordinate the ~~Neighborhood Meeting and any additional~~ notice of meetings or hearings necessary for the formal review.

## **Topic: Park Land Dedication**

### **Staff Analysis:**

*Calculation of park land dedication requirements are based on the number of people per residential unit. The proposed code update would reflect the 2020 US Census results for Greeley showing an average of 2.74 people per unit, an increase of .04 people per unit on average.*

### **Proposed Changes:**

**Table 24-3-5: Park Land Dedication**

Table 24-3-5: Park Land Dedication		
	Dedication Requirement	Formula
Total Acre Requirement	9.75 acres / 1,000 people	Units x 2.74 people / unit x 0.00975 acres / person
Neighborhood Park	3.25 acres / 1,000 people	Units x 2.74 people / unit x 0.00325 acres / person
Community Park	3.5 acres / 1,000 people	Units x 2.74 people / unit x 0.0035 acres / person
Sports Complex	1.5 acres / 1,000 people	Units x 2.74 people / unit x 0.0015 acres / person
Regional Park	1.5 acres / 1,000 people	Units x 2.74 people / unit x 0.0015 acres / person

## **Topic: Child Care Center/Preschool**

**Staff Analysis:** *Child Care Center/Preschool was inadvertently disallowed in residential zoning districts with the 2021 major code update. The proposed update reverts to allowing child care center/preschool in R-E (Residential Estate), R-L (Residential Low Density), and R-M (Residential Medium Density) zoning districts with a Use by Special Review and in R-H (Residential High Density) with an administrative site plan review.*



**Proposed Changes:**

**Table 24-4-2: Zoning Districts and Uses**

Table 24-4-2: Zoning Districts & Uses														
P = Permitted Use  S= Use by special review  blank = prohibited                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                <														

Entertainment / Event Establishments							P		P	P	P			
Food & Beverage – Bar Limited (< 3K GLA; < 100 seats)							P	P	P	P	P			

## **Topic: Home Occupations**

**Staff Analysis:** *Home occupation permits are issued in tandem with a business license from the Finance Department. The proposed update would align the duration of home occupation permits with the two-year duration of business licenses. Additionally, the update would revert to the process for approving home occupations before the 2021 major code update which did not require posted and mailed notification of home occupation applications to adjacent property owners.*

### **Proposed Changes:**

#### **24-403.11.e**

All home occupations shall require a permit issued by the Director according to the following:

- (a) An application form and **support** materials shall be submitted to the Community Development Department;
- ~~(b) Notice of a permit application shall be posted and mailed to all abutting or other affected property owners according to Section 24-201.f.~~
- ~~(eb)~~ The applicant shall submit the application concurrently to the Finance Department for approval of a business license.
- ~~(dc)~~ A permit may be approved by the Director upon a finding that all criteria are met, and the Director may require any additional conditions of limitations to ensure that the criteria continue to be met;
- ~~(ed)~~ A permit shall be valid for ~~three~~ **two** years, but may be renewed for subsequent ~~three~~ **two**-year periods;
- ~~(fe)~~ A permit is valid only for the original applicant, and is not transferable to another person or to another location;
- ~~(gf)~~ The Director may revoke a permit for non-compliance with these criteria, violation of any conditions of the approval, misinformation, or misrepresentation in the application, or a change in the nature or extent of the use, or any other circumstance that violates the public health, safety, and welfare.

## **Topic: Landscape Standards**

***Staff Analysis:*** Screening is an important strategy to ensure that visual impacts are appropriately mitigated. The proposed update aligns with previous practice to require screening from all rights-of-way and adjacent property. The update provides clarity that screening is needed along all rights-of-way, which includes sidewalks, alleys, and planned streets within dedicated rights-of-way. An additional update would refer to Water and Sewer Department standards for soil amendments required to attain xeriscaping raw water credits from the Water and Sewer Department.

### **Proposed Changes:**

#### **24-803.d**

**General Screening.** All of the following shall be screened from *rights-of-way* streets ~~and~~ ~~or~~ adjacent property by placement of buildings or open space, dense evergreen vegetation, a decorative solid fence, or wall complementing the architectural details and materials of the building, or a combination of these screening strategies. Where the design of the building, frontages, open space, buffers, and other site requirements do not adequately screen these elements, the Director may require additional planting to achieve the design objectives of this section.

#### **24-804.d.4.**

Incorporate soil amendments and use of organic mulches that reduce water loss and limit erosion. All plant areas ~~should receive~~ **shall install** soil amendments **as required by the City of Greeley Water and Sewer Department adopted criteria.** ~~of at least 3 cubic yards per 1,000 square feet.~~

## ATTACHMENT B

### 24-209.c.3.(a)

Variance to a setback, building location, or building height requirement by up to 1 foot or 10% of the requirement, whichever is less.

**Table 24-2-1: Procedures Summary**

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Use By Special Review	✓			☑	☑	☑	☑	R	D/PH	A	
Site Plan	✓			☑	☐		☐	D	A	A	
Alternative Compliance	✓			☑			☐	D	A	A	
Minor Variance	✓			☑			☐	D		A	A
Variance	✓			☑	☑	☑	☑	R		A	D/PH
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  - (c) The applicant is responsible for all content of the meeting, which at a minimum shall include:
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    - (2) A summary of the proposed land use, including planned and potential future uses associated with the application;
    - (3) The most recent plans and submittals available for the project, depicting the scale, location and design of any buildings and the relation of all site improvements to the streets and adjacent property; and
    - (4) Identify and explain the subsequent formal review steps with the City, and note that official and formal review by the City may result in changes from the initial concepts.
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P = Permitted Use  S= Use by special review  blank = prohibited  <b>Use</b>	<b>Districts</b>													
	<b>R-E</b>	<b>R-L</b>	<b>R-M</b>	<b>R-H</b>	<b>R-MH</b>	<b>C-L</b>	<b>C-H</b>	<b>MU-L</b>	<b>MU-H</b>	<b>I-L</b>	<b>I-M</b>	<b>I-H</b>	<b>H-A</b>	<b>C-D</b>
Animal Care – General (indoor, 5K-20K GLA or boarding)						S	P	S	P	P	P			
Animal Care – Large (outdoor or > 20K GLA)										P	P			
Animal Care – Stables (> 5 boarded animals)										S	S		S	
Auction Houses (excludes livestock)										P	P	P		
Automobile - Gas Station Limited (up to 8 pumps)						S	P	S	P	P	P	P		
Automobile - - Gas Station General (9 – 20 pumps)							P		S	P	P	P		
Automobile Gas Station Large (21+ pumps)							S			P	P	P		
Automobile - Repair/Service Limited (up to 3 service bays; < 0.5 acre)						S	P	S	P	P	P			
Automobile - Repair/Service General (4-6 service bays; 0.5 – 1.0 acre)							P		P	P	P			
Automobile - Repair / Service Large (7+ service bays; > 1 acre)							S			P	P			
Automobile - Repair / Service for Heavy vehicle and Equipment											P	P		



Automobile - Sales / Rental Limited (< 0.5 acre)						S	P			P	P			
Automobile - Sales / Rental General (0.5 – 1.0 acre)							P			P	P			
Automobile - Sales / Rental Large (> 1.0 acre)							S			P	P	P		
Child Care Home (accessory / home occupation – See 24-403.c)	P	P	P	P	P	P	P	P	P	P	P	P		
Child Care Center / Pre-School	S	S	S	P		P	P	P	P	S	S	S		
Drive-through services - Accessory						See Section 24-403.e.								
Entertainment / Event Establishments							P		P	P	P			
Food & Beverage – Bar Limited (< 3K GLA; < 100 seats)							P	P	P	P	P			

### 24-403.11.e

All home occupations shall require a permit issued by the Director according to the following:

- (a) An application form and support materials shall be submitted to the Community Development Department;
- (b) The applicant shall submit the application concurrently to the Finance Department for approval of a business license.
- (c) A permit may be approved by the Director upon a finding that all criteria are met, and the Director may require any additional conditions or limitations to ensure that the criteria continue to be met;
- (d) A permit shall be valid for two years, but may be renewed for subsequent two-year periods;
- (e) A permit is valid only for the original applicant, and is not transferable to another person or to another location;
- (f) The Director may revoke a permit for non-compliance with these criteria, violation of any conditions of the approval, misinformation, or misrepresentation in the application, or a change in the nature or extent of the use, or any other circumstance that violates the public health, safety, and welfare.

### 24-803.d

**General Screening.** All of the following shall be screened from rights-of-way and adjacent property by placement of buildings or open space, dense evergreen vegetation, a decorative solid fence, or wall complementing the architectural details and materials of the building, or a combination of these screening strategies. Where the design of the building, frontages, open space, buffers, and other site requirements do not adequately screen these elements, the Director may require additional planting to achieve the design objectives of this section.

**24-804.d.4.**

Incorporate soil amendments and use of organic mulches that reduce water loss and limit erosion. All plant areas shall install soil amendments as required by the City of Greeley Water and Sewer Department adopted criteria.

# Greeley Planning Commission

## Agenda Summary

January 10, 2023

Key Staff Contact: Becky Safarik, Interim Community Development Director,  
970-350-9786

### Title:

Public Hearing to Consider the Downtown 2032 – The Path Forward, Greeley Downtown Plan Update

### Summary:

In 2011, the Greeley Downtown Development Authority completed the “Downtown Greeley Investment Strategy”, which provided a vision, analysis of conditions, goals and strategies to help direct downtown investments. In the ensuing decade numerous and significant public and private improvements have been made to advance those redevelopment objectives.

To capitalize on that momentum, take stock of existing conditions, gaps, and opportunities, the City initiated an update of the existing strategic plan. Using another 10-year planning horizon – 2032 – the City contracted with a consultant, P.U. M.A, to undertake this work.

The attached plan was crafted with extensive technical and community engagement and participation over the duration of the study. The updated plan includes a market analysis, capital improvement and urban quality assessments, a vision and core values summary, and a set of action steps to achieve these objectives.

As with the previous plan, it is contemplated that this plan, if approved, would update the plan referenced in the City’s Comprehensive Plan and be used to evaluate future land use proposals.

### Recommended Action:

A motion finding that the updated study, Downtown 2032: The Path Forward, is consistent with the goals of the City’s Comprehensive Plan and recommend its adoption and incorporation into the Comprehensive Plan by reference.

### Attachments:

Downtown Plan  
Slide presentation

# DOWNTOWN 2032 – THE PATH FORWARD



Greeley, Colorado

January 10, 2023



# AGENDA

- Community Engagement Overview
- Recap of Findings from Existing Conditions
- Overview of the Action Plan
- Discussion/Questions



# RECAP OF FINDINGS FROM COMMUNITY OUTREACH



# COMMUNITY OUTREACH - OVERVIEW

- **Over 1,250 inputs** from the Greeley community, including:
  - 5 roundtable meetings
  - 4 Advisory Committee meetings
  - 4 Technical Working Group meetings
  - Touchpoints with Greeley Downtown Development Authority (DDA) Board
  - Friday Fest pop-up
  - Online survey (available in English and Spanish) – **1,100 responses**
  - Community Open House – **nearly 40 attendees**
  - Focused Outreach to Historically Marginalized Populations



# COMMUNITY OUTREACH – STAKEHOLDER THEMES

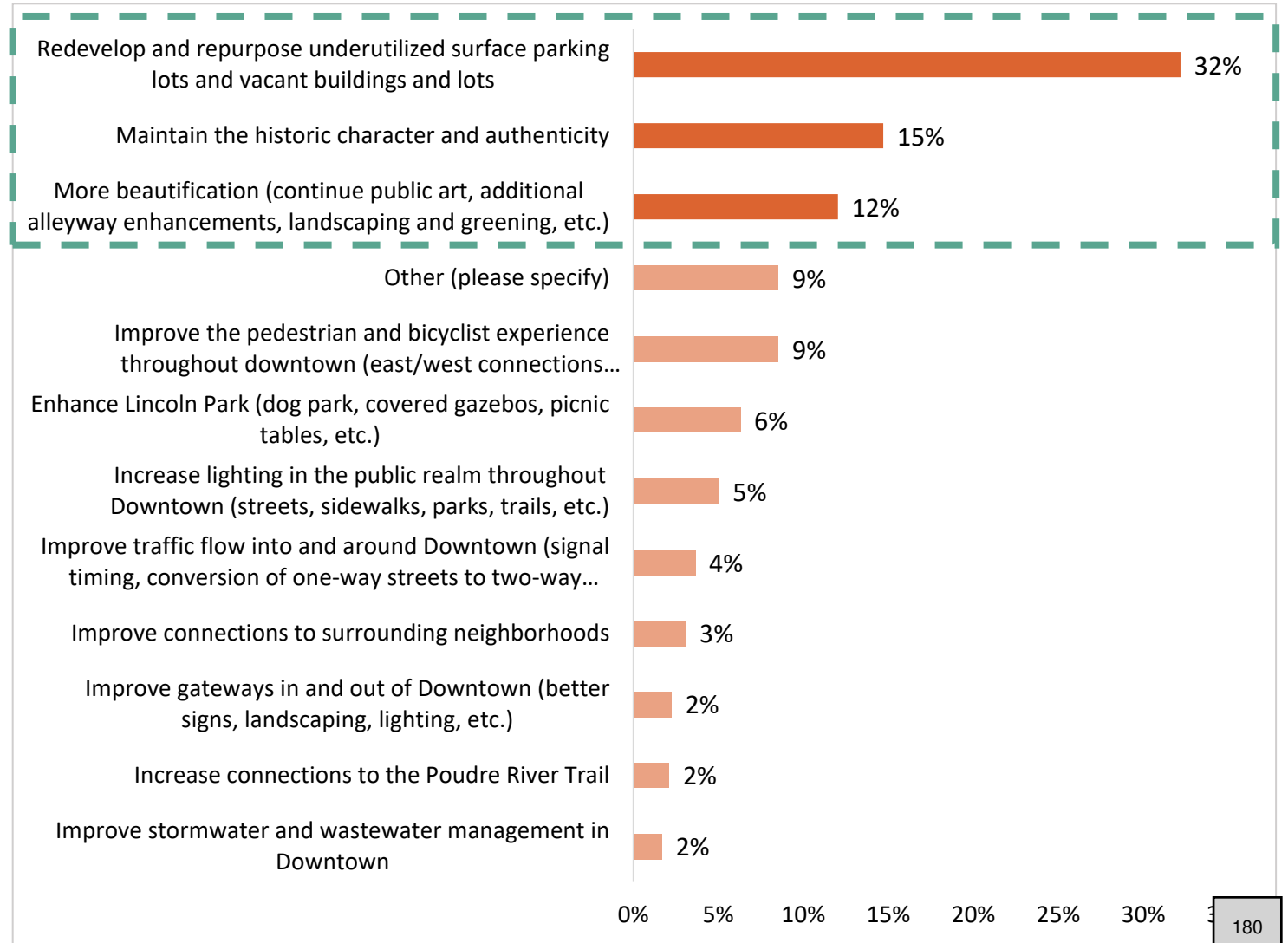
**WELCOMING AND INCLUSIVE  
PROGRAMMING AND ACTIVATION  
STOREFRONT ECONOMY AND CHARACTER  
LIVABILITY  
INFRASTRUCTURE AND INFILL DEVELOPMENT  
CONNECTIVITY**

# COMMUNITY OUTREACH – ONLINE SURVEY

*Of the physical improvements listed, which ONE action will be MOST important?*

Top 3 MOST important actions:

1. Redevelop and repurpose underutilized surface parking lots and vacant buildings and lots - **32%**
2. Maintain the historic character and authenticity - **15%**
3. More beautification (continue public art, additional alleyway enhancements, landscaping and greening, etc.) - **12%**

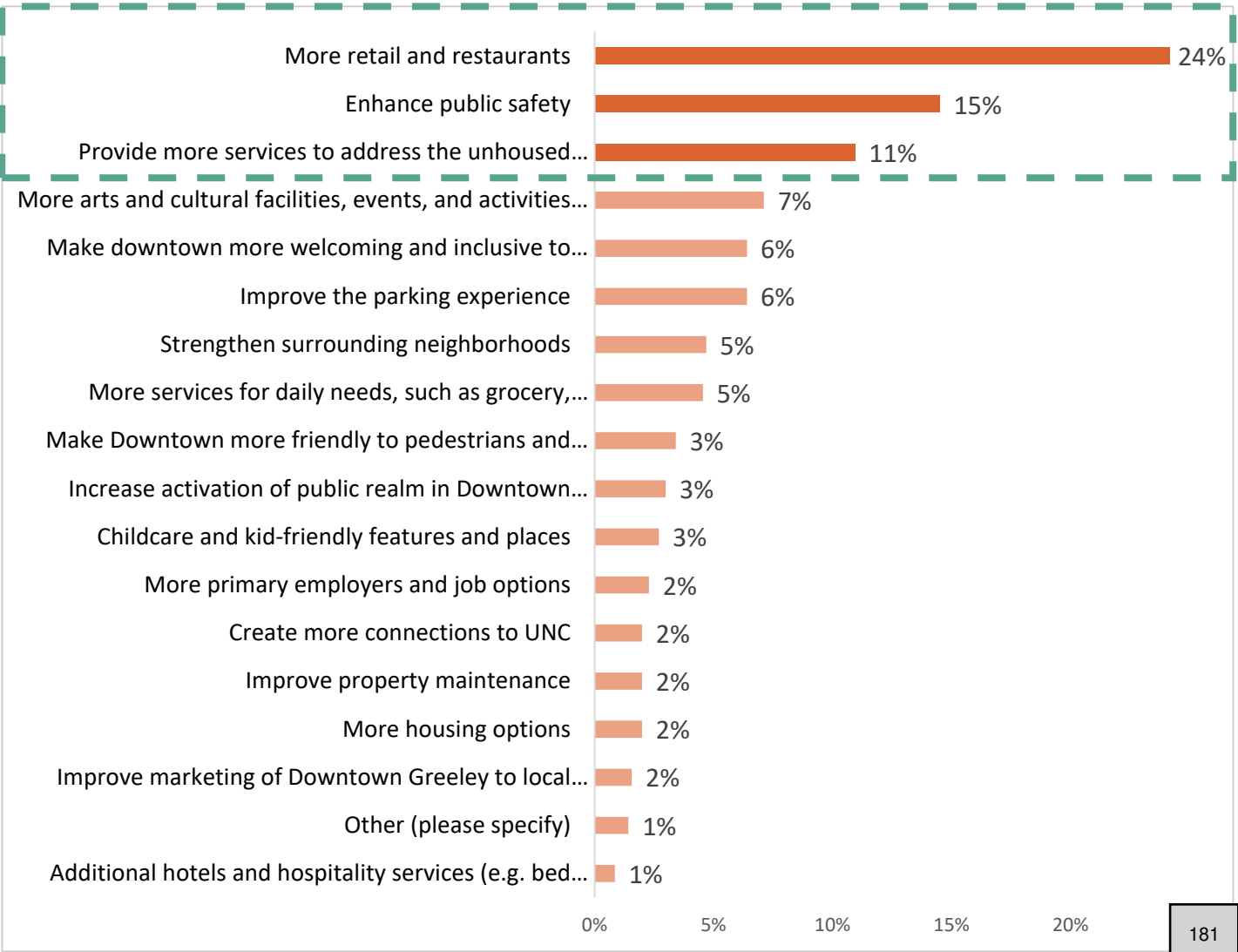


# COMMUNITY OUTREACH – ONLINE SURVEY

*Of the services listed, which ONE action will be MOST important?*

Top 3 MOST important actions:

- 1. More retail and restaurants - **24%**
- 2. Enhance public safety - **15%**
- 3. Provide more services to address the unhoused population - **11%**





# RECAP OF EXISTING CONDITIONS

# KEY FINDINGS – MARKET ASSESSMENT

- Housing market and demand remains robust, will remain a key driver
- Ag/manufacturing/industrial an enduring economic anchor and potential differential advantage
- Office likely to remain niche, although opportunity for small businesses, incubation and co-working
- Retail continues to strengthen, can benefit from new housing plus tapping primary market opportunities (i.e. younger and Latinx households, UNC)
- Connections to UNC remain an underutilized opportunity



# KEY FINDINGS – CAPITAL IMPROVEMENT ASSESSMENT

- Eastern edge of Downtown has the lowest quality public realm
- Areas around the Downtown core have a higher ranked capital improvement quality due to investment
- The residential areas south of the Downtown core generally have a higher quality public realm
- Although 8th Avenue and 9th Avenue have distinctly different characters, they generally provide good north to south connectivity through Downtown
- In most cases, non-residential areas are fair to poor quality with significant stretches lacking basic sidewalks

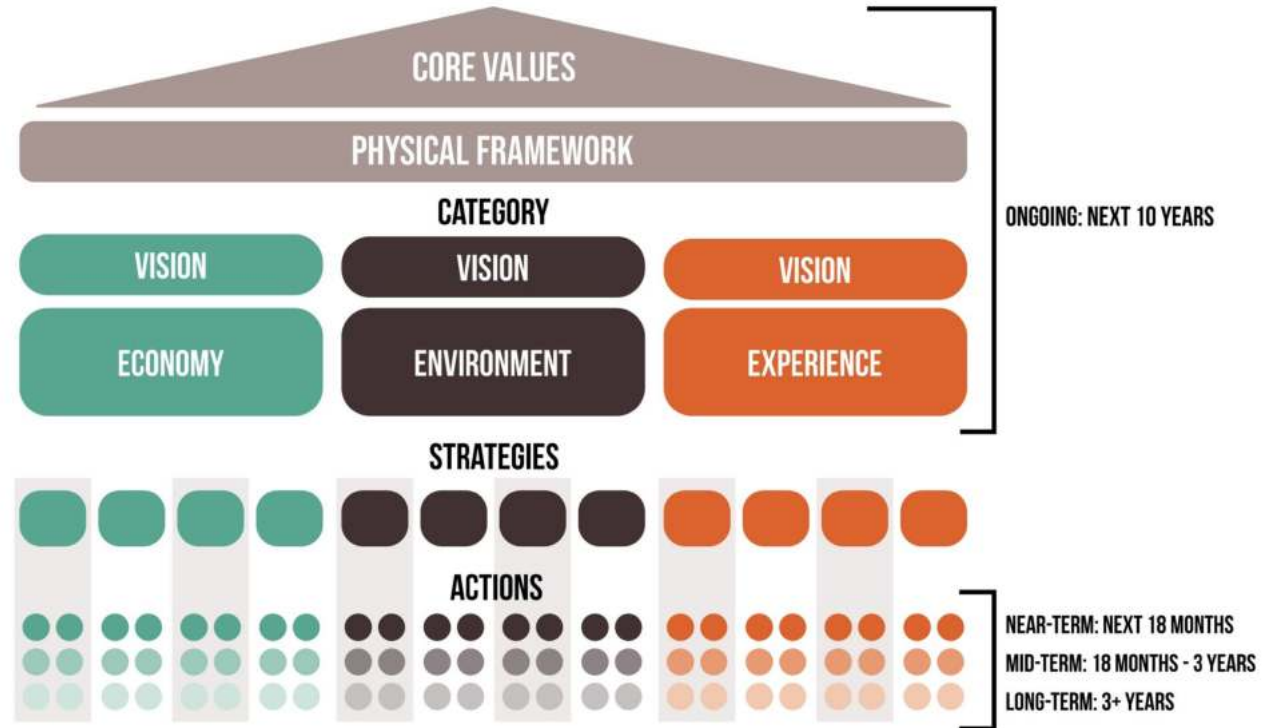
# KEY FINDINGS – URBAN QUALITY ASSESSMENT

- There is a lack of a distinct public space network and unequal distribution of public spaces.
- Downtown has a huge amount of land area dedicated to cars
- There is a bicycle infrastructure foundation in Greeley that can be built upon, but that needs to be completed and fully connected
- There are pockets of adequate lighting near the core of Downtown, but lighting is lacking in other parts of Downtown

# OVERVIEW OF THE ACTION PLAN

# ACTION PLAN – OVERVIEW

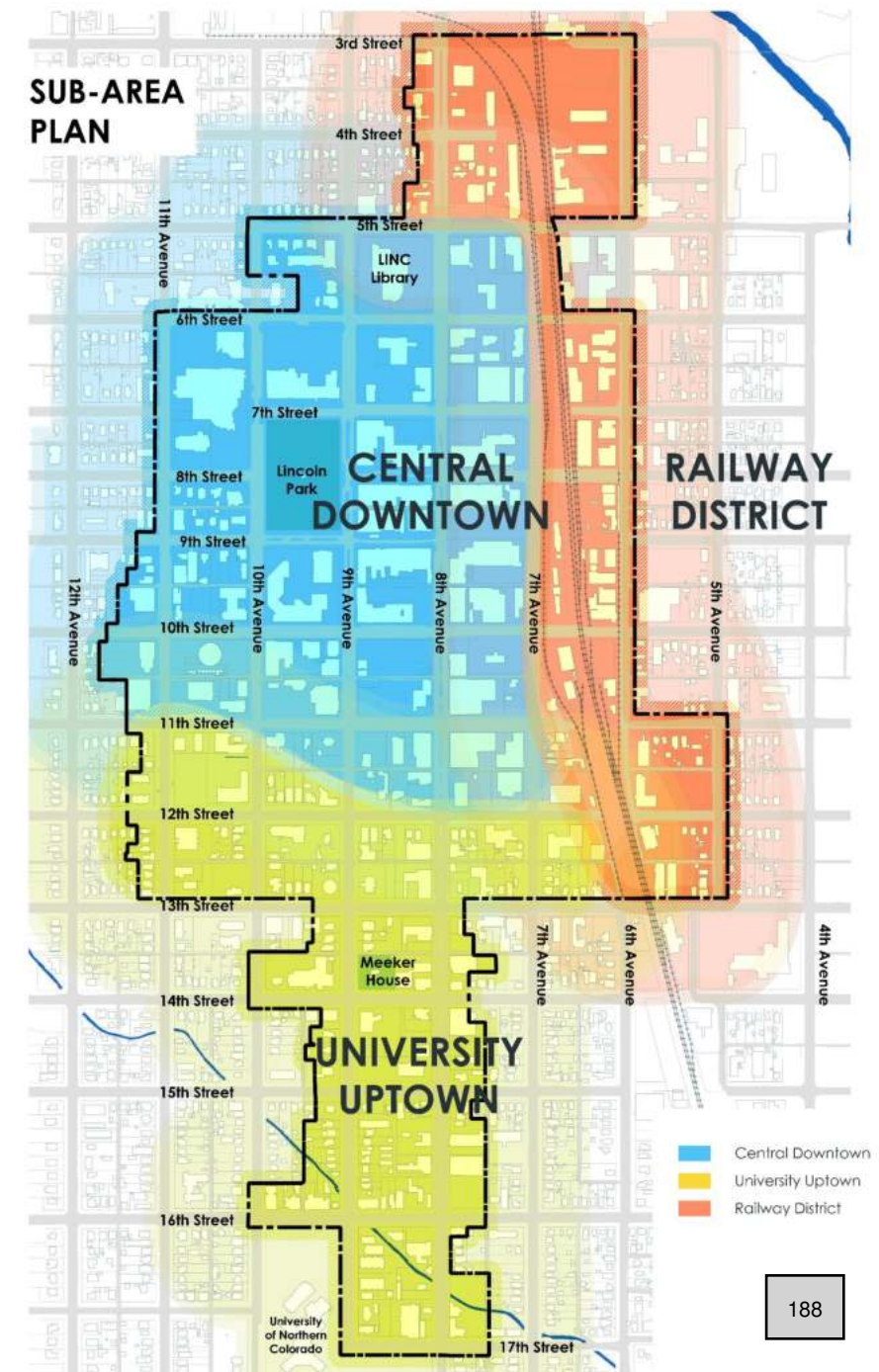
- Guided by the Physical Framework & Core Values
- Action Plan sorted into 3 topic categories:
  - Economy
  - Environment
  - Experience
- Each topic category will have:
  - Vision Statement
  - Strategies
  - Actions
    - Conceptual Cost
    - Responsibility Centers
    - Sequencing





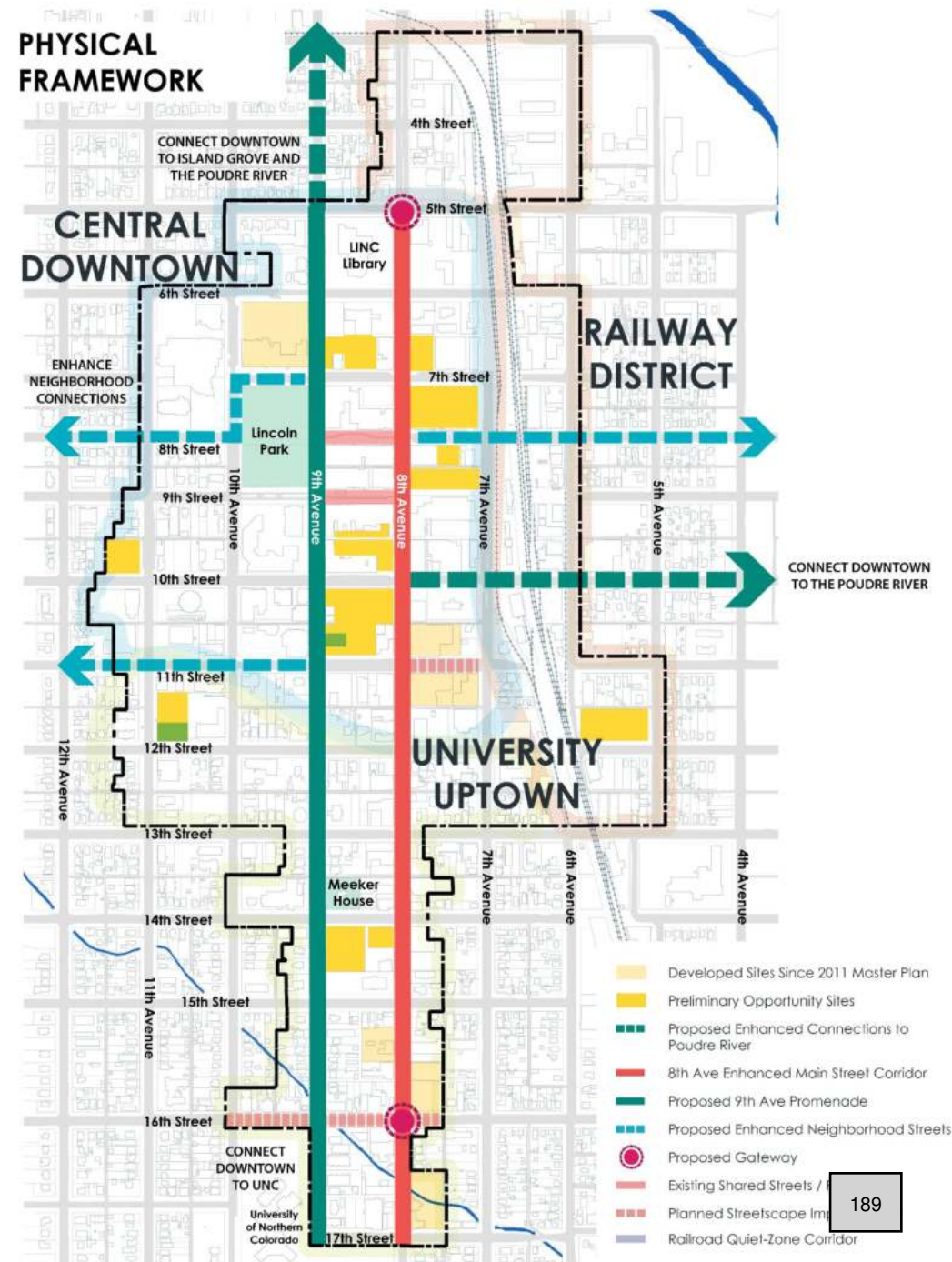
# ACTION PLAN – PHYSICAL FRAMEWORK OVERVIEW

- Sub-Areas
  - Central Downtown
  - Railway District
  - University Uptown



# ACTION PLAN – PHYSICAL FRAMEWORK

- Opportunity Sites
- Transformative Projects
  - Next generation of 8th and 9th Avenues
  - Connect Downtown to the Poudre River
  - Agriculture/industrial anchor area – Railway District
  - University Uptown (and adjacent neighborhoods)
  - Diversifying the residential mix





# ACTION PLAN – TRANSFORMATIVE PROJECTS

- 9th Avenue Promenade
  - University Uptown district, neighborhood-focused
  - Ground floor commercial uses that transition to 3-story townhomes
  - Detached bike lane and public realm amenities (outdoor seating, landscaping, play equipment for children)





# ACTION PLAN – TRANSFORMATIVE PROJECTS

- Railway District
  - Adaptive reuse of existing buildings
  - Public realm enhancements – landscaping, sidewalks
  - Outdoor seating
  - Public art



# ACTION PLAN – CORE VALUES & VISION

## OVERARCHING CORE VALUES

- Welcoming & Inclusive
- Prosperous & Vibrant
- A Complete Neighborhood
- Accessible & Connected

## VISION

### In 2032..

- Downtown Greeley's **ECONOMY** will be robust and diverse, offering residents, employees, students, patrons, and visitors a range of options for jobs, housing, shopping, and dining.
- The Downtown physical **ENVIRONMENT** and public realm will be inviting and accessible for people walking or using mobility devices, biking, riding transit, or driving.
- The Downtown **EXPERIENCE** will be vibrant, fun, welcoming, and inclusive.

# ACTION PLAN – ECONOMY STRATEGIES

1. Continue to stimulate infill development and redevelopment of underutilized sites.
2. Encourage diverse, vibrant storefront uses throughout Downtown.
3. Continue to diversify the housing base in Downtown.
4. Sustain and attract more primary employers and jobs.
5. Cultivate a Downtown economy that is relevant and welcoming to an array of community stakeholders and visitors.

# ACTION PLAN – ENVIRONMENT STRATEGIES

1. Enhance connections to the Poudre River north and east of Downtown.
2. Improve connections to the UNC campus.
3. Create new public spaces focused on families, residents, visitors, and the everyday use of inviting and comfortable outdoor spaces, ensuring that each sub-area has an identifiable and destination public space.
4. Unify Downtown's public realm with standards that provide consistency and improve the overall quality.
5. Enhance the quality of the connections to the adjacent neighborhoods around Downtown.

# ACTION PLAN – EXPERIENCE STRATEGIES

1. Promote local arts and creative experiences in Downtown.
2. Ensure Downtown is clean, safe, and welcoming.
3. Celebrate historic character and charm in Downtown.
4. Continue to activate Downtown through programming and events that are relevant and inclusive to Greeley's diverse population.
5. Market existing Downtown assets and amenities to both locals and visitors.



# DISCUSSION & QUESTIONS



THANK YOU!

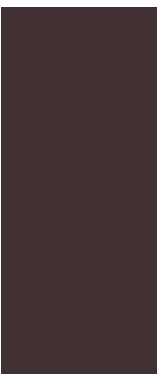




# DOWNTOWN 2032 - THE PATH FORWARD

GREELEY, COLORADO DOWNTOWN PLAN UPDATE

ADOPTED JANUARY 2023



# ACKNOWLEDGEMENTS

*It is with gratitude that we express thanks to the **over 1,250** individuals, groups, institutions, organizations, and City staff who helped inform the development of the Greeley Downtown Plan Update. The Plan was created through a partnership between the City of Greeley and Greeley Downtown Development Authority (DDA).*



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# PLAN SUMMARY

PLAN OVERVIEW

EXISTING CONDITIONS

COMMUNITY OUTREACH

PHYSICAL FRAMEWORK

ACTION PLAN

# PLAN OVERVIEW

In early 2022, the City of Greeley and the Greeley Downtown Development Authority (DDA) initiated Downtown 2032 – The Path Forward, to help guide growth, investments, and improvements in Downtown Greeley over the next decade. **Downtown 2032 – The Path Forward** provides a roadmap for citywide decision-making and strengthening Downtown's role as the heart of the region. It also educates the general public about Downtown's importance to the larger Greeley community and Northern Colorado.

In order to create the roadmap that will guide Downtown investments and improvements for the next decade, the P.U.M.A. Team, City of Greeley, and DDA staff worked collaboratively to chart and complete a Downtown planning process that included an analysis of existing conditions, community outreach, and development of a physical framework and detailed action plan.

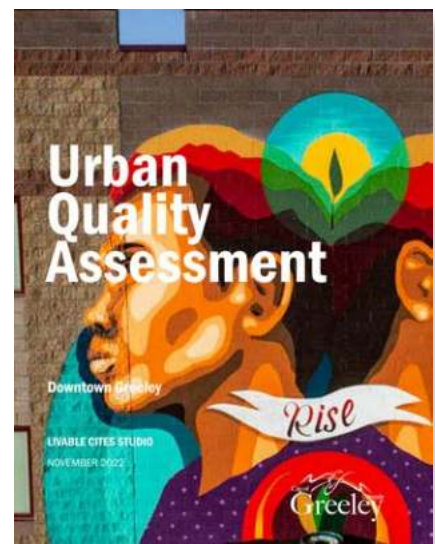
## EXISTING CONDITIONS

In order to evaluate existing conditions, the P.U.M.A. Team conducted a review of past plans and studies, an analysis of market conditions, and an assessment of physical conditions, including an evaluation of capital improvements and urban quality characteristics. Together, the market, capital improvement, and urban quality assessments serve as the analytical foundation for physical framework and action plan recommendations.

The **Market Assessment** provides an overview of four market segments - Live (residential), Work (office, manufacturing, and other primary employment), Shop & Dine (retail and restaurants) and Visit & Stay (hospitality and tourism). This Market Assessment is intended to provide baseline data for Downtown Greeley, before and after the beginning of the COVID disruption, when possible, which will inform the community as it continues to transition past the pandemic. The Market Assessment also explores strengths and vulnerabilities in each market segment to ensure subsequent plan recommendations are grounded in economic reality.

The **Capital Improvement Assessment** is a physical evaluation of the existing streets, plazas, and parks located within the study area boundary. The purpose of the Capital Improvement Assessment is to evaluate the current conditions of the public realm between the curb and edge of the right-of-way, which includes most of the streetscape, to identify gaps and opportunities that can inform public realm and placemaking recommendations in the Downtown 2032 – The Path Forward Plan.

The **Urban Quality Assessment** is intended to establish a foundation for a high-quality public realm environment by evaluating current conditions in four key areas: existing public spaces, forms of movement, existing street hierarchy, and safety. The Urban Quality Assessment combined with the Capital Improvement Assessment provides a foundation for developing the public realm recommendations found in the physical framework and action plan.



# EXISTING CONDITIONS KEY FINDINGS



## MARKET ASSESSMENT KEY FINDINGS

- » The housing market and demand for additional housing remains robust, and will remain a key economic driver in Downtown Greeley moving forward.
- » The industrial sector, including manufacturing, and agriculture serve as enduring economic anchors in Downtown. The legacy and continued strength of these sectors offers the potential to define a differential advantage from other downtowns and attract additional anchor employers in these industries.
- » Downtown's office market is likely to remain niche over the next market cycle, though there could be opportunities for small businesses, incubation, and co-working in existing or renovated spaces. The low cost of office space in Downtown offers a lower barrier to entry for entrepreneurs and new businesses compared to peer downtowns.
- » Retail continues to strengthen in Downtown. The retail sector could be further bolstered by continuing to build housing and tapping into primary market opportunities like younger and Latinx households and UNC students.
- » Connections to UNC remain an underutilized market opportunity.



## CAPITAL IMPROVEMENT ASSESSMENT KEY FINDINGS

- » Areas on the eastern edge of Downtown have the lowest quality public realm, as the majority were ranked as poor and many locations lack basic sidewalks.
- » Areas around the Downtown core have a higher ranked capital improvement quality due to additional investment that has occurred on 8th Street, 9th Street, Lincoln Park, 8th Avenue, and surrounding streets.
- » The residential areas south of the Downtown core generally have a higher quality public realm with mature trees, lawns, and generous sidewalks.
- » 8th Avenue and 9th Avenue have distinctly different but complementary characters and they generally provide good north to south connectivity through Downtown. These corridors are also supported by 10th Avenue and 11th Avenue that run north-south on the west edge of Downtown.
- » In most cases, non-residential areas are fair to poor quality with significant stretches lacking basic sidewalks.



## URBAN QUALITY ASSESSMENT KEY FINDINGS

- » There is a lack of a distinct public space network and unequal distribution of public spaces throughout the study area geography.
- » For an urban core, Downtown has a disproportionate amount of land area dedicated to vehicles, including surface parking lots, wide roads, high volume traffic streets, and on-street parking.
- » There is a bicycle infrastructure foundation in Greeley that can be built upon, but that needs to be completed and fully connected to increase bicycling in Downtown moving forward.
- » There are pockets of adequate lighting near the core of Downtown, but lighting is lacking in other parts of Downtown.

# COMMUNITY OUTREACH

Inclusive and broad community engagement was vital for the creation of the Downtown 2032 – The Path Forward plan. Throughout the planning process consultant team, City, and DDA were able to gather **over 1,250 inputs** to identify priorities and inform Plan recommendations. Outreach methods used throughout the Downtown Plan Update process included:

- » Downtown Plan Advisory Committee
- » Technical Working Group
- » DDA Board Engagement
- » Topic-Based Focus Group Meetings
- » Community Open House
- » Focused Outreach to Historically Marginalized Populations



▲ Topic-Based Focus Group Meeting at the Downtown Greeley Recreation Center



▲ Community Open House at the Downtown Greeley Recreation Center



An **online survey** was conducted that collected **1,100 responses** in both English and Spanish language formats. Full results from the online survey are provided in **Appendix D**.

From the online survey responses, the highest rated **physical improvement priorities** for Downtown Greeley were:

## #1 Redevelop and repurpose underutilized surface parking lots and vacant buildings and lots - 32%

## #2 Maintain the historic character and authenticity - 15%

### #3 More beautification (continue public art, additional alleyway enhancements, landscaping and greening, etc.) - 12%

From the online survey responses, the highest rated **service and program priorities** for Downtown Greeley were:

## #1 More retail and restaurants - 24%

## #2 Enhance public safety - 15%

### #3 Provide more services to address the unhoused population - 11%

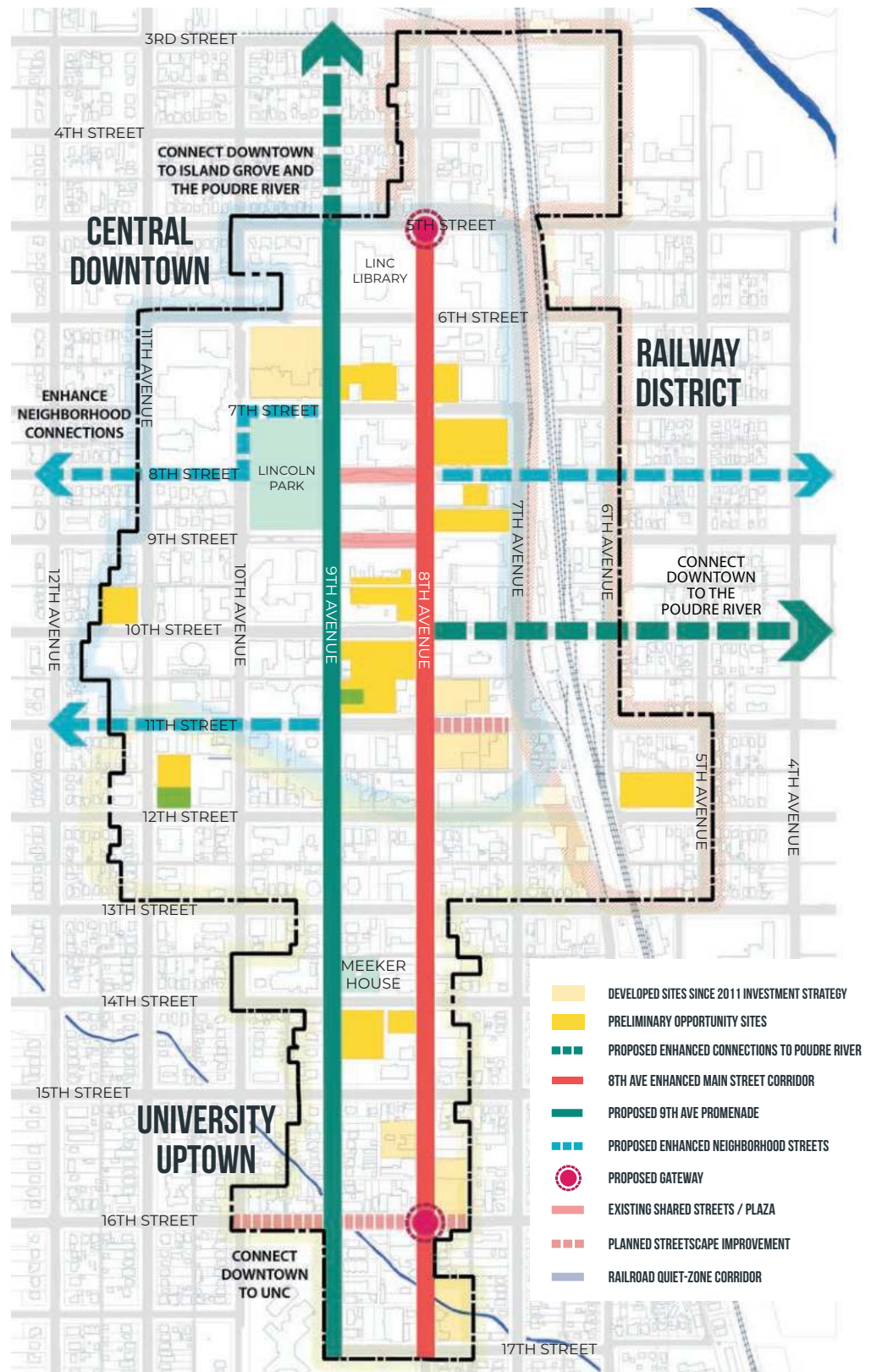
Respondents were asked for three words that best describe their long-term vision for Downtown Greeley. The word cloud below shows words that were most frequently used – the larger the word, the more times it was listed.





# PHYSICAL FRAMEWORK

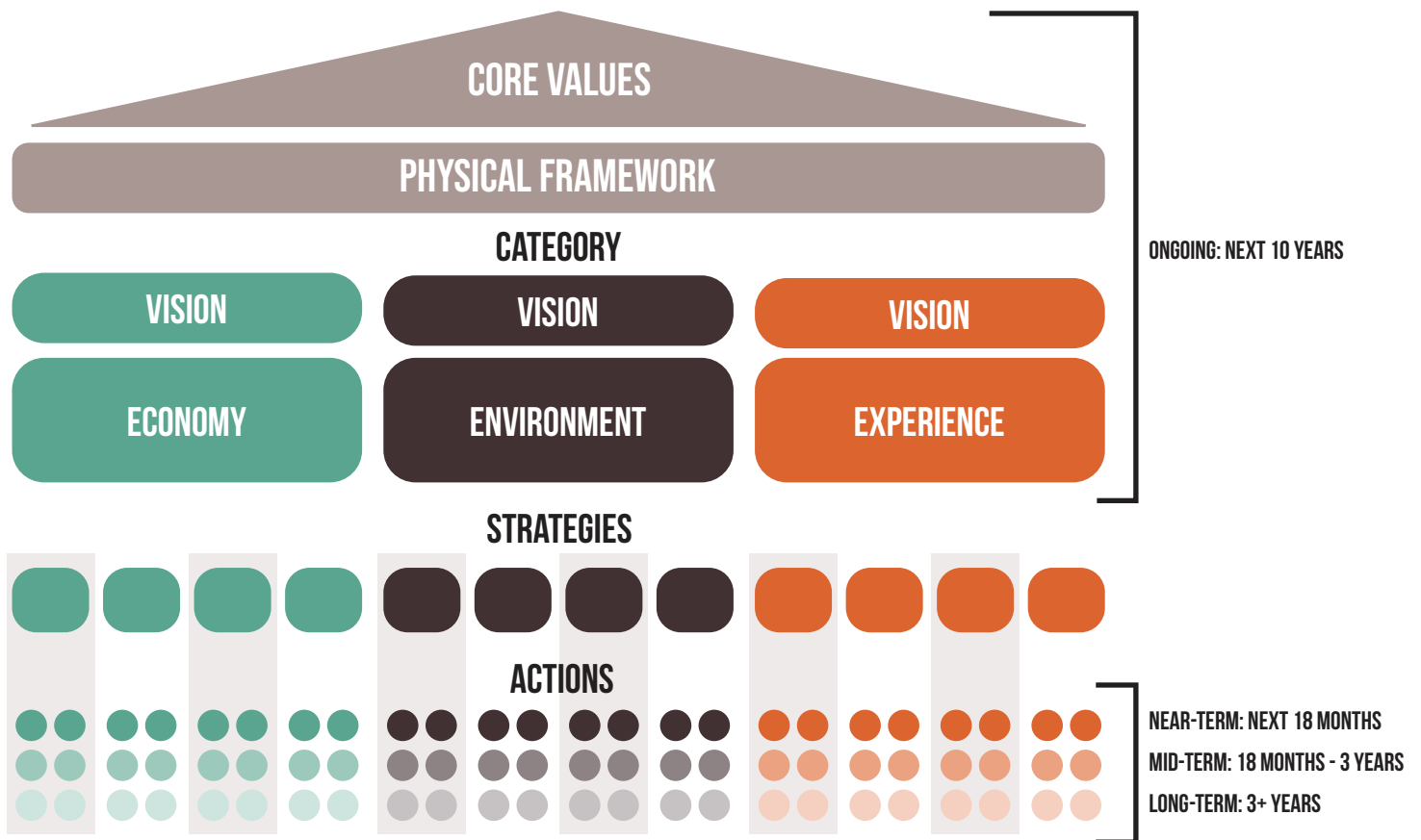
Drawing on the above inputs, the consultant team developed a physical planning framework to guide investments in the public realm that support and enhance market opportunities in Downtown and deliver a Downtown environment that is in sync with community values. The framework maps and descriptions that can be found in **Chapter 4: Physical Framework** are a key component of this Plan. The Physical Framework includes revised and redefined sub-areas within Downtown, the identification of opportunity sites for future infill development or redevelopment, and transformative projects that can be catalysts for investment and are recommended for priority funding and implementation over the next five to ten years.



# ACTION PLAN

Created using the Market, Capital Improvement, and Urban Quality Assessments, and priorities identified through community engagement as building blocks, the Action Plan is intended to provide an implementation roadmap for Downtown Greeley over the next ten years. The Action Plan is guided by the overarching physical framework and core values, and is sorted into three topic areas – Economy, Environment, and Experience – with supporting vision and strategy statements.

The Action Plan is structured by strategies within each topic area, while specific actions can be found in Chapter 5 of the full Plan. The project team developed immediate, short- and mid-term actions for Downtown improvements and investments to guide the City of Greeley, the DDA, the development community, and downtown stakeholders for the next ten-year investment cycle. Responsible parties and illustrative cost are also identified to provide implementation guidance on each of the actions in the full plan.



# CORE VALUES AND VISION

## CORE VALUES

The Core Values identified below provide an overarching foundation for the Action Plan and are interwoven into all three topic area sections, with each action encompassing one or more of these Core Values:

WELCOMING AND INCLUSIVE  
PROSPEROUS AND VIBRANT  
A COMPLETE NEIGHBORHOOD  
ACCESSIBLE AND CONNECTED

## VISION

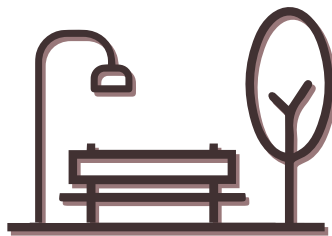
The consultant team worked closely with the City of Greeley, the DDA, and the Advisory Committee to synthesize the following vision that forms the basis for the Action Plan recommendations described and illustrated throughout this document.

### In 2032..

Downtown Greeley's **ECONOMY** will be robust and diverse, offering residents, employees, students, patrons, and visitors a range of options for jobs, housing, shopping, and dining.



The Downtown physical **ENVIRONMENT** and public realm will be inviting and accessible for people walking or using mobility devices, biking, riding transit, or driving.



The Downtown **EXPERIENCE** will be vibrant, fun, welcoming, and inclusive.





# STRATEGIES

## ECONOMY

- EC.1** Continue to stimulate infill development and redevelopment of underutilized sites.
- EC.2** Encourage diverse, vibrant storefront uses throughout Downtown.
- EC.3** Continue to diversify the housing base in Downtown.
- EC.4** Sustain and attract more primary employers and jobs.
- EC.5** Cultivate a Downtown economy that is relevant and welcoming to an array of community stakeholders and visitors.



## ENVIRONMENT

- EN.1** Enhance connections to the Poudre River north and east of Downtown.
- EN.2** Improve connections to the UNC campus.
- EN.3** Create new public spaces focused on families, residents, visitors, and the everyday use of inviting and comfortable outdoor spaces, ensuring that each sub-area has an identifiable and destination public space.
- EN.4** Unify Downtown's public realm with standards that provide consistency and improve the overall quality.
- EN.5** Enhance the quality of the connections to the adjacent neighborhoods around Downtown.



## EXPERIENCE

- EX.1** Promote local arts and creative experiences in Downtown.
- EX.2** Ensure Downtown is clean, safe, and welcoming.
- EX.3** Celebrate historic character, charm, and distinctive environment in Downtown.
- EX.4** Continue to activate Downtown through programming and events that are relevant and inclusive to Greeley's diverse population.
- EX.5** Market existing Downtown assets and amenities to both locals and visitors.









# 01

## BACKGROUND

PLAN PURPOSE

ACCOMPLISHMENTS SINCE THE 2011 INVESTMENT STRATEGY

HISTORICAL CONTEXT

STUDY AREA

PROCESS

REVIEW OF PAST PLANS AND STUDIES

# PLAN PURPOSE

In early 2022, the City of Greeley and the Greeley Downtown Development Authority (DDA) initiated the Greeley Downtown Plan Update, entitled Downtown 2032 – The Path Forward, to help guide the growth and development of Downtown Greeley for the next decade.

After a competitive bid and selection process, the City of Greeley engaged a Denver-based consulting team that included Progressive Urban Management Associates (P.U.M.A.), a firm specializing in downtown organizational and strategic planning and Livable Cities Studio, an urban design and landscape architecture studio focused on improving public spaces and connections to the natural environment.

P.U.M.A. was also contracted by the DDA in 2011 to complete the 2011 Downtown Greeley Investment Strategy, a process that evaluated market conditions and trends, engaged Downtown stakeholders, developed a framework for Downtown that included four sub-areas, and provided an organizational and financing strategy for the DDA to guide investments. This Downtown Plan Update is intended to build on the 2011 Investment Strategy, while identifying new initiatives and priorities looking forward to the next ten years.

# HOW TO USE THIS PLAN

Both public agencies and private sector stakeholders will use Downtown 2032 – The Path Forward to guide decisions and actions that affect the form and function of Downtown. The Plan provides a basis for citywide decision-making and strengthening Downtown's role as the heart of the region. It also educates the general public about Downtown's importance to the larger Greeley community and the region.

The plan includes an analysis of existing conditions through market, capital improvement and urban quality assessments. More than 1,250 Downtown and Greeley community members provided opinions that shaped plan priorities. The findings from the assessments and community engagement process informed the subsequent structure of the plan, including recommendations for Downtown's future physical framework, vision, core values, strategies and detailed actions. The Plan's various sections are outlined in sequence, below:

In order to evaluate **existing conditions**, the P.U.M.A. Team conducted an assessment of market conditions and an assessment of physical conditions, including an evaluation of capital improvements and urban quality characteristics.

- » The **Market Assessment** includes a wide range of data inputs, including primary and secondary sources, that offers a snapshot of existing market conditions Greeley, a Primary Market Area, and Downtown, as well as comparisons between Downtown and downtowns in peer cities. The market assessment provides an overview of four market segments, including Live (residential), Work (office, manufacturing and other primary employment), Shop & Dine (retail and restaurants) and Visit & Stay (hospitality and tourism). This Market Assessment is intended to provide baseline data for Downtown Greeley, before and after the beginning of the COVID disruption when possible, which will inform the community as it continues to transition past the pandemic.
- » The **Capital Improvement Assessment** is a physical evaluation of the existing streets, plazas, and parks located within the study area boundary. The purpose of the Capital Improvement Assessment is to evaluate the current conditions of the public realm between the curb and edge of the right-of-way, which consists most of the streetscape, to identify gaps and opportunities that can be inform public realm and placemaking recommendations in the Downtown 2032 – The Path Forward Plan.

- » The **Urban Quality Assessment** is intended to establish a foundation for a high-quality public realm environment by evaluating current conditions in four key areas: existing public spaces, forms of movement, existing street hierarchy, and safety. The Urban Quality Assessment combined with the Capital Improvement Assessment provides a foundation for developing a public realm improvements plan to encourage Downtown Greeley to continue to grow and thrive for years to come.

A summary of the Market Assessment, Capital Improvement Assessment, and Urban Quality Assessment are included in this plan in **Chapter 2: Existing Conditions**, while the full documents are in Appendices A, B, and C.

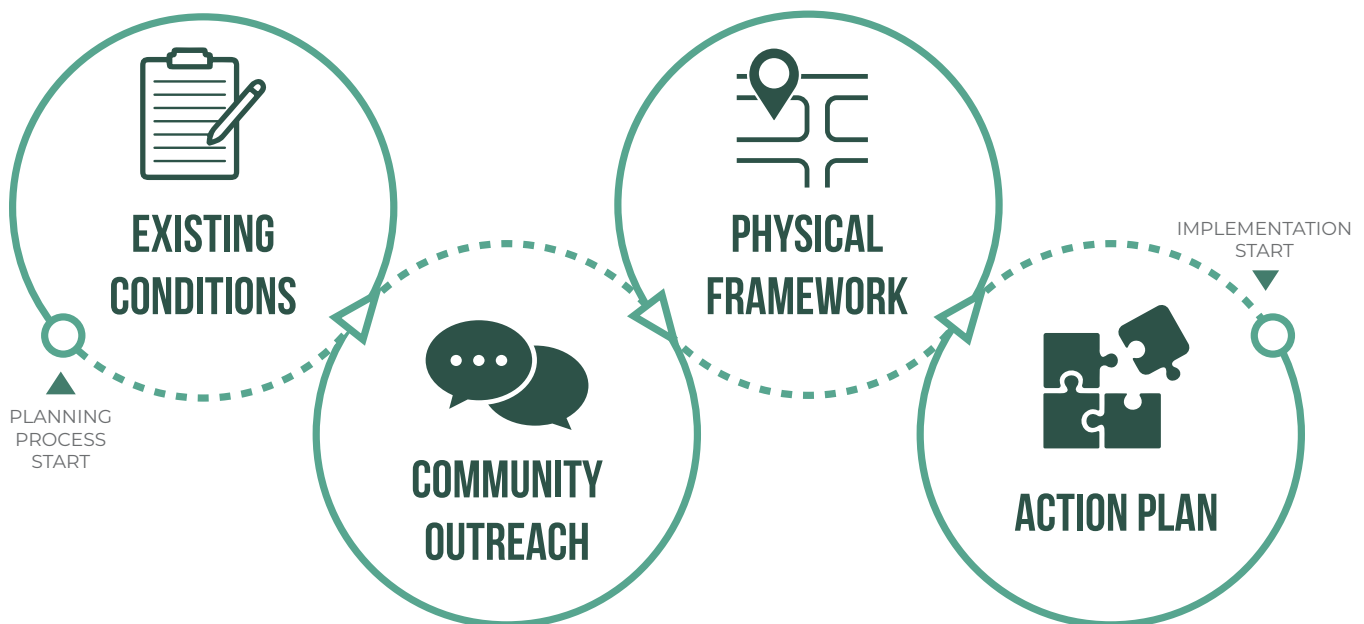
The Downtown 2032 – The Path Forward planning process included a significant community outreach effort that was undertaken by the City of Greeley, the DDA, and the P.U.M.A. team to identify priorities and craft plan recommendations. Additional detail on the methods used to engage the community, key themes from stakeholder engagement, and findings from the online survey can be found in **Chapter 3: Community Outreach**.

Informed by community outreach and an in-depth analysis of existing conditions, the **Physical Framework** section provides an overarching guide for future development, investment, and public realm improvements for Downtown. This section includes an analysis of and recommendations for sub-areas within Downtown, identifies opportunity sites for potential infill development or new public realm amenities, and describes transformative projects that can have a catalytic impact on continuing Downtown's vitality moving forward. The Physical Framework, including descriptions of its various components, can be found in **Chapter 4: Physical Framework**.

The final section, the **Action Plan**, provides detailed policy and physical improvement recommendations organized into three topic areas; Economy, Environment, and Experience. The Action Plan also provides responsibility centers, illustrative cost, and sequencing for each action. The full Action Plan can be found in **Chapter 5: Action Plan**.

At the back of this document, **Appendices** are included that provide the full assessment of market conditions, the full capital improvement and urban quality assessments, detailed online survey results, and the full summary of past plans and studies.

## PLAN DOCUMENT SEQUENCING



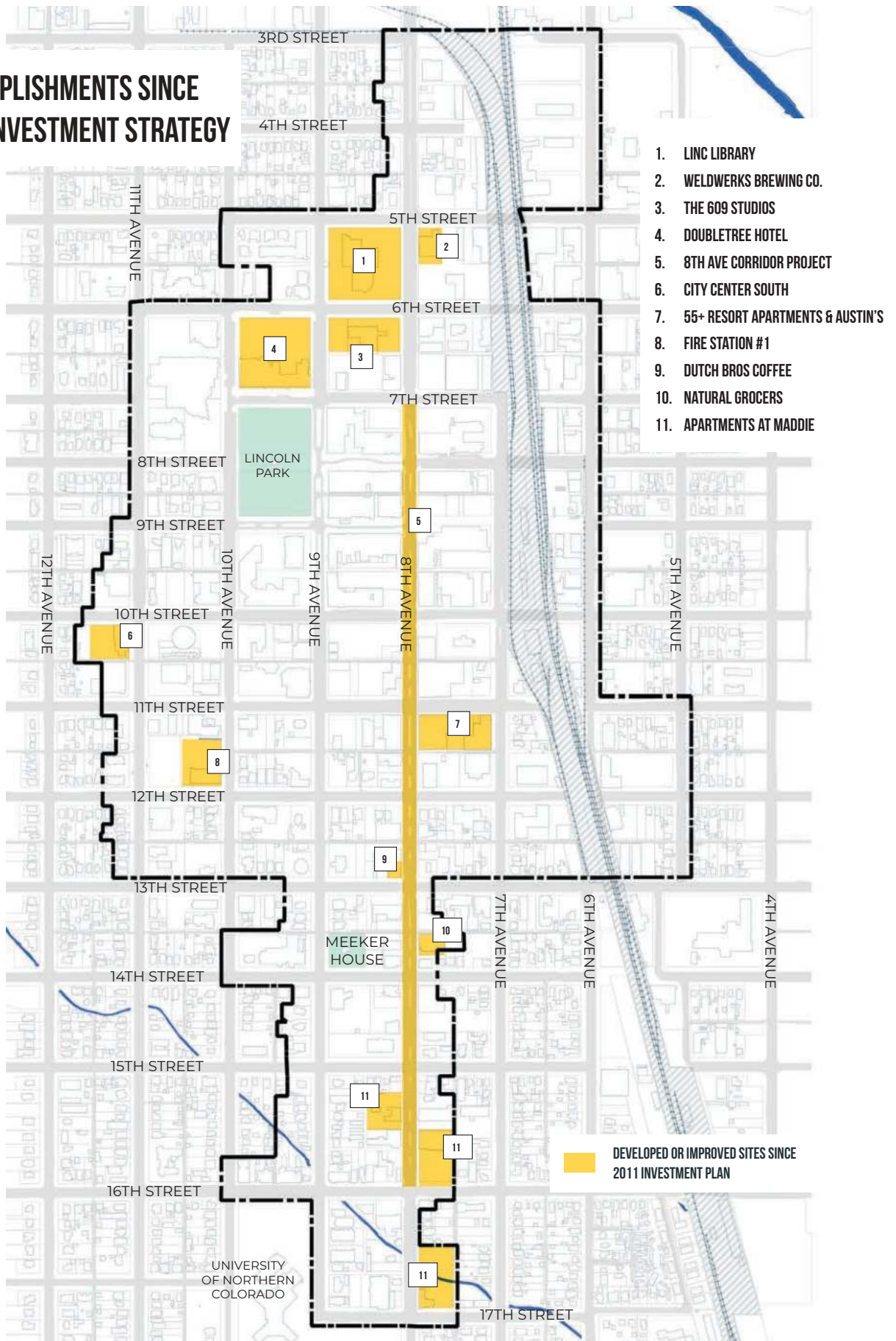
# ACCOMPLISHMENTS SINCE THE 2011 INVESTMENT STRATEGY

Since the 2011 Downtown Greeley Investment Strategy, both the City of Greeley and the Greeley Metropolitan Statistical Area (MSA) have experienced significant growth and development, and the City of Greeley and DDA have accomplished many of the actions recommended in the Investment Strategy. The City and DDA's role in implementing the Downtown Investment Strategy has continued to strengthen Downtown Greeley's role as a regional economic and civic anchor. Since 2011, key accomplishments include:

- » 16th Street Streetscape and Intersection Improvement Plan
- » New 55+ Resort Apartments & Austin's American Grill
- » 8th Avenue Corridor Streetscape Improvements
- » 8th Street Complete Street Improvements
- » Lincoln Park Improvements
- » Greeley Recreation Center Upgrade
- » Expanded Public Art Program
- » New Syntax Distillery Development
- » Parking Management System Implementation
- » Establishment of the Greeley Creative District
- » New Signature Events Initiated (e.g. Friday Fest, Monster Day, Youth Arts Month, Trick or Treat Street, Oktobrewfest, St. Patrick's Day Parade, etc.)
- » Installation of New Downtown Entryway Signage
- » New Development of Apartments at Maddie
- » New City Center South Municipal Complex
- » City Hall Renovation and City Center North Phase 2 Improvements
- » New DoubleTree Hotel and Conference Center Development
- » New Dutch Bros Coffee Company
- » New Fire Station #1
- » Firestone Retail
- » Rehab of Immaculata Plaza 1 Apartments/Condominiums and Breaking Ground on Immaculata Plaza II New Affordable Housing Development
- » Library Innovation Center (LINC) Redevelopment
- » New Natural Grocers Grocery Store
- » Creation of a Railway Quiet Zone through Downtown Greeley
- » The 609 Studio Apartment Building Renovation
- » WeldWerks Brewing Co. Adaptive Reuse, Taproom, and Restaurant

A map highlighting key improvements and development since the 2011 Investment Strategy can be found on the following page.

## KEY ACCOMPLISHMENTS SINCE THE 2011 INVESTMENT STRATEGY





# HISTORICAL CONTEXT

Beginning more than 12,000 years ago, many of the original inhabitants of the area we now call Colorado were far-ranging people who traveled the southwestern deserts and northern plains, moving with the seasons for the best hunting, gathering, and harvesting. Colorado is just one of the many ancestral lands where the Ute Nation, Apache, Arapaho, Cheyenne, and Comanche grew their culture for thousands of years.

In 1851, the Treaty of Fort Laramie was established between the U.S. government and several local tribes as part of the government's attempt to protect the growing number of settlers moving west and to launch a military presence in the region. Per the treaty, each Native American tribe consented to sovereignty over a bounded territory in exchange for allowing free passage of white migrants as well as the construction of roadways and forts on their land. However, the Colorado Gold Rush of 1858-59 made the treaty obsolete, as settlers moved into the land that was supposedly protected. Renegotiations took place and the Treaty of Fort Wise was signed in 1861, which relegated the tribes to a much smaller tract of land (about one thirteenth the size) in eastern Colorado where they lived under government supervision.<sup>1</sup>

<sup>1</sup> (Treaty of Fort Laramie, 2022)

Present-day Greeley began as the Union Colony of Colorado, which was established in 1869 by Nathan C. Meeker, an agricultural reporter for the New York Tribune, as an experimental Utopian farming community "based on temperance, religion, agriculture, education and family values;" it also had the backing of the Tribune's editor Horace Greeley, who popularized the phrase "Go West, young man." A committee that included Meeker and former Civil War general Robert Alexander Cameron traveled to Colorado to find a suitable site and purchased 12,000 acres at the confluence of the Cache la Poudre and South Platte Rivers. The site, formerly known as the "Island Grove Ranch," included the area of Latham, an Overland Trail station, and was halfway between Cheyenne, Wyoming, and Denver, Colorado along the tracks of the Denver Pacific Railroad.<sup>2</sup> The name Union Colony was later changed to Greeley in honor of Horace Greeley, who had settled in Colorado during the 1859 Pike's Peak Gold Rush.<sup>3</sup>

<sup>2</sup> (Union Colony of Colorado, 2021)

<sup>3</sup> (Virtual Tour, n.d.)



▲ Maple Street (Now 7th Street) in Downtown Greeley in the 1870's. Photo from Denver Public Library

Meeker had foreseen Greeley's future as an agricultural hub and future generations would come to find great success in the creation of irrigated farmland for the growth of sugar beet, carrot, alfalfa, potato, onion, and corn. With railroad access and its position at the confluence of two rivers, Greeley was set to flourish. At the turn of the 20th century, the economic boon of agriculture attracted labor-ready immigrants of European, Asian, and eventually Hispanic/Latinx descent, culturally diversifying the Front Range town.

In the late 1930s, as the area's water rights were over-appropriated, the Colorado-Big Thompson River Project was created to provide farming irrigation, diverting water from multiple sources on the east side of the Rockies. Today, the project provides water for 33 cities and towns in the state.

Cattle ranching has always been a part of Greeley's story – but had a global impact starting in the 1930s when Monfort Colorado, Inc., a local family-owned company, modernized the beef industry. The company first introduced the feedlot, changing cattle diet from grass to grain, and later combined feeding, slaughter, meatpacking, sales, and distribution under one roof, revolutionizing the process.

## DOWNTOWN'S HISTORY

The first downtown area in Greeley was located on 8th Street between 8th and 9th Avenues. The buildings were adobe, wood frame, or brick structures. By 1879 the area had grown, bounded by the railroad tracks and 9th Avenue on the east and west, and by 7th Street and 9th Street on the north and south. Most of the original commercial buildings have been replaced, mainly with brick buildings. There were several reasons for the use of brick, including that several brick factories operated in Greeley, and that an 1880 fire destroyed a wood frame hotel known as the Greeley House. Greeley's Downtown Development Authority (DDA) was created in 1998. In 2000, the DDA nominated

Downtown Greeley as one of Colorado's Most Endangered Places due to threats brought about as a result of economic deterioration, urban growth to the west, businesses' flight to the suburbs, and the high vacancy rate of its downtown buildings. The Downtown Greeley of 1998 stood in stark contrast to that of the mid-1970s, when it was recognized as a thriving urban center that was even made internationally famous by the novel, *Centennial*.

Once Downtown Greeley was added to the Endangered Places list, the Downtown Development Authority, along with the support of the Greeley Historic Preservation Commission, began building a strong support network of business professionals through the Main Street Board. It initially focused on plaza redevelopment, opening them to automobile traffic, as well as removing some of the newer facades to reveal historic storefronts, which in turn began attracting businesses back to the district. Momentum of the preservation of Downtown grew when Greeley became part of Colorado's Main Street program in 2001. Private LLCs purchased and rehabilitated key properties in the Downtown district, which served as a catalyst to demonstrate the potential of older properties and underscore the economic power of historic preservation.<sup>4</sup>

In 2011, Downtown Greeley became the first in the state of Colorado to take advantage of the Common Consumption legislation. Downtown regularly sees thousands of people at its First Friday Fests held throughout the summer months as well as its many other successful events throughout the year. Today, the DDA is very active, employing four champions for Downtown, which is enjoying extremely low vacancy rates, strong business growth, new development, and a positive reputation not only in Greeley but regionally as well.

<sup>4</sup> (Downtown Greeley, 2022)

# UNIVERSITY OF NORTHERN COLORADO (UNC)

UNC is a public university located in Greeley, adjacent to the southern boundary of Downtown. The university was founded in 1889 as the State Normal School of Colorado and has a long history in teacher education. The institution has officially changed its name four times, but has had its current name since May 1, 1970 reflecting its status as a fully accredited university. Nearly 10,000 students are enrolled at UNC in six colleges, with extended campus locations in Loveland, Denver/Aurora, and Colorado Springs.<sup>5</sup> UNC is currently in the process of becoming a U.S. Department of Education-certified Hispanic Serving Institution (HSI), as 25% of the full-time undergraduate student body is Hispanic, Latino, or Latinx-identifying, in line with the Advancing Educational Equity, Excellence, and Economic Opportunity for Hispanics initiative requirements.

Additional information on Greeley's history can be found in **Appendix A: Market Assessment**.

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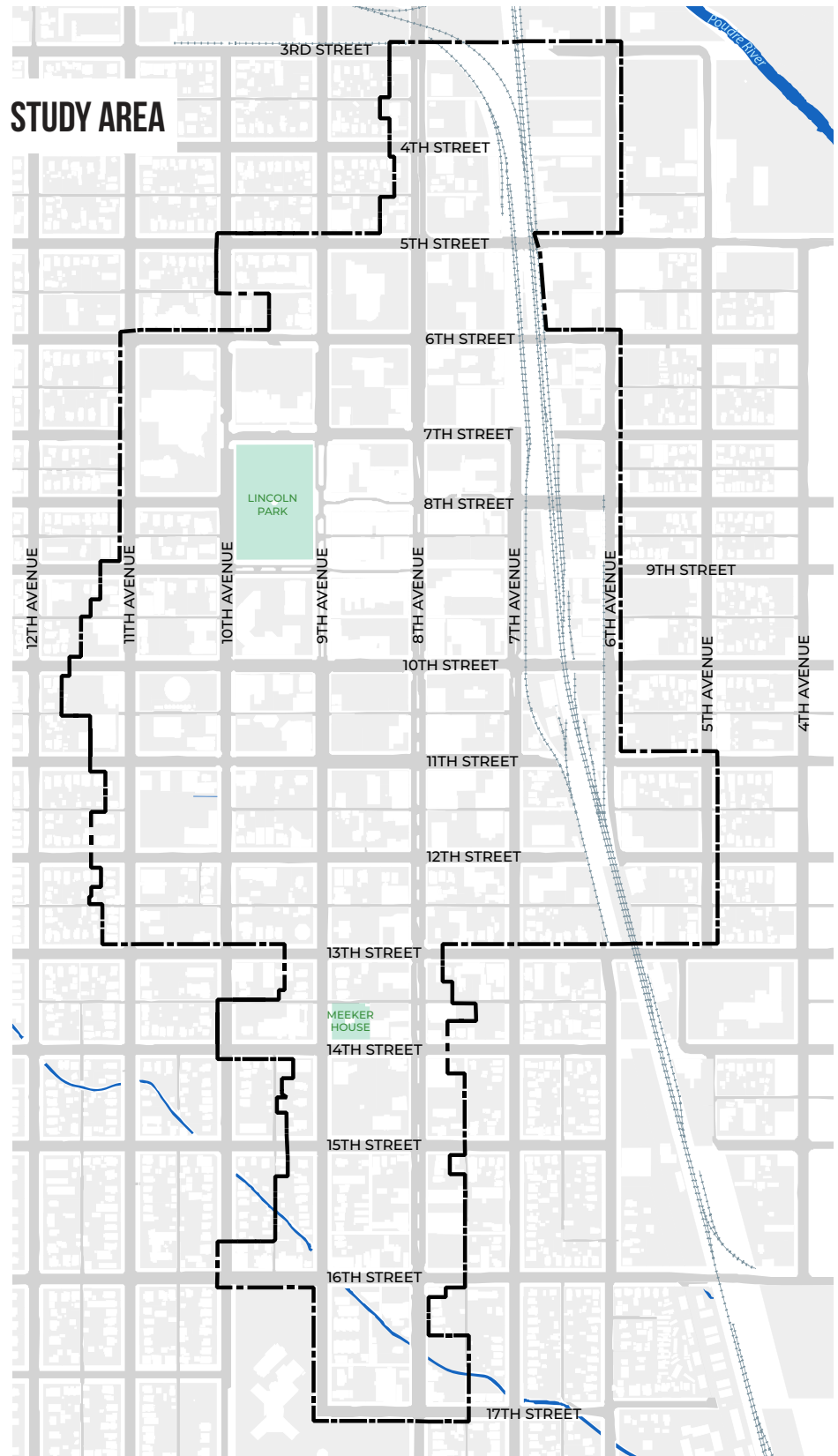
5 (University of Northern Colorado, 2022)



▲ University of Northern Colorado (UNC) Campus. Photo from UNC.

# STUDY AREA

For the purpose of the Downtown 2032 – The Path Forward planning process, 'Downtown' is defined as the area encompassed by the DDA Boundary. The study area as illustrated to the right is roughly bound by 3rd Street to the north, 5th Avenue to the east, 17th Street to the south, and between 11th and 12th Streets to the west. The study area and its context and relationship with adjacent neighborhoods is also acknowledged with this plan.



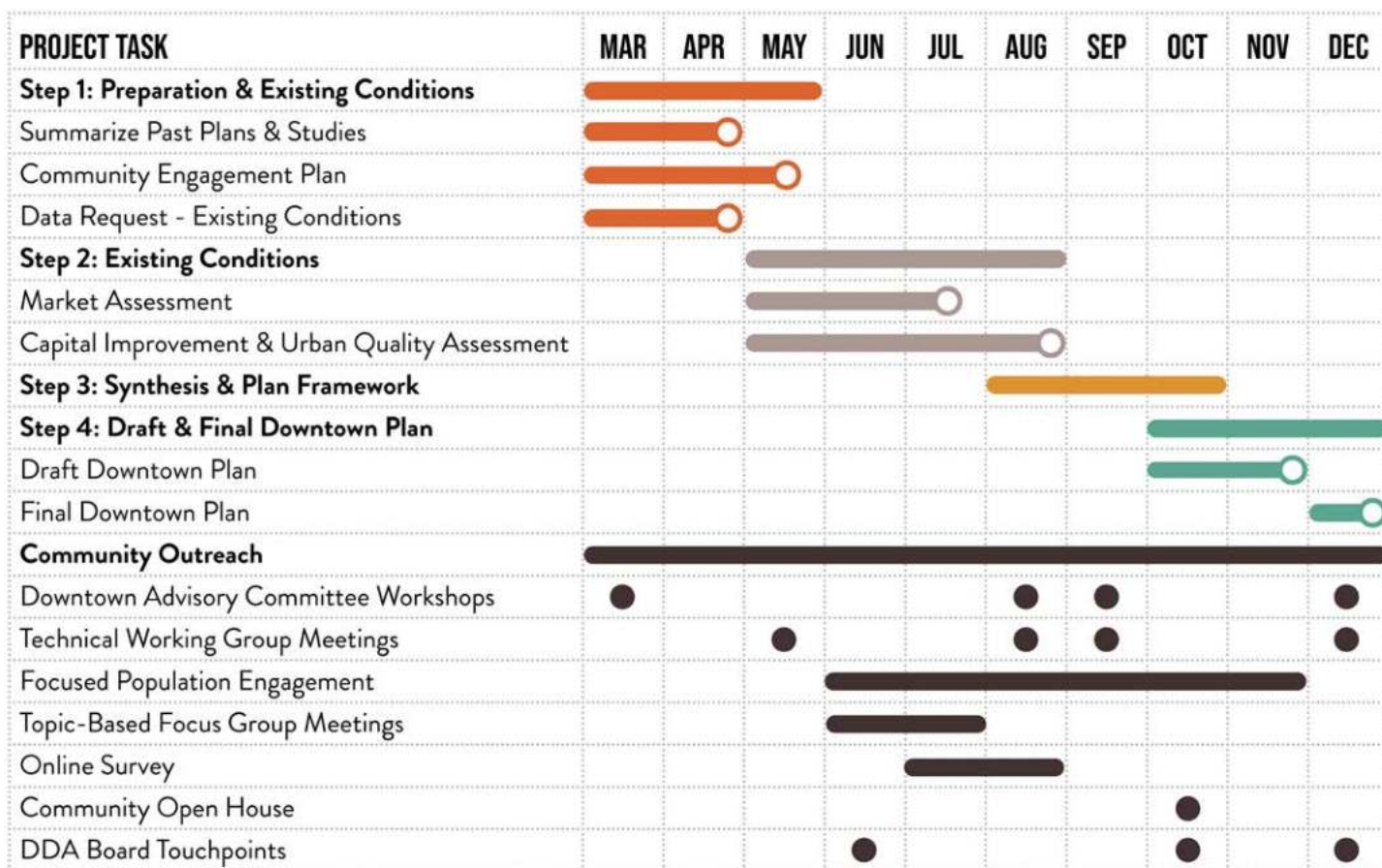


# PLANNING PROCESS

The P.U.M.A. Team, City of Greeley, and DDA staff worked collaboratively to chart and complete a downtown planning process with the following major components:

- » **Review and analysis of prior plans and studies** conducted in Downtown Greeley over the past 10 years;
- » The completion of several foundational assessments of existing conditions for Downtown 2032 – The Path Forward, including **comprehensive market, capital improvement, and urban design evaluations**;
- » Extensive **community engagement with Downtown stakeholders**, civic partners such as the City and UNC, DDA board members and the community-at-large that included **over 1,250 inputs**;
- » Based upon the preceding data and analysis, the plan includes a **physical framework** and **detailed action plan** to guide Downtown Greeley's evolution the next ten years.

## PLANNING PROCESS TIMELINE



○ DELIVERABLE

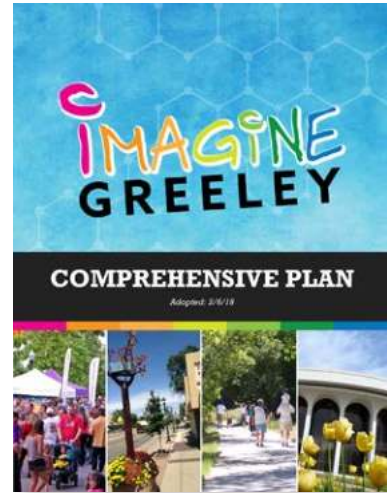


# REVIEW OF PAST PLANS AND STUDIES

The City of Greeley and DDA provided the consultant team with all prior and evolving planning efforts that impact Downtown Greeley. The consultant team reviewed all the plans made available in order to ensure that this process would build upon such efforts. Summaries of past plans are included in **Appendix E**. Plans reviewed include:

- » Imagine Greeley Comprehensive Plan, February 2018
- » Downtown Greeley Investment Strategy, July 2011
- » Downtown Greeley Accomplishments, August 2021
- » 2022 Annual Growth & Development Projections Report, February 2022
- » Greeley Downtown Development Authority 2020 Annual Snapshot, 2020
- » City of Greeley Energy Action Plan, 2019
- » Master Transportation Impact Study: 8th Avenue Redevelopment, March 2018
- » City of Greeley Strategic Housing Plan, 2018
- » Market Study & Recommendations: Downtown Apartment Market, April 2017
- » Greeley Parks, Trails, and Open Lands Master Plan, May 2016
- » Landscape Policy Plan for Water Efficiency, December 2015
- » Bicycle Master Plan, May 2015

Greeley citywide plans, particularly the Imagine Greeley Comprehensive Plan, offer a high-level framework to guide and influence decisions that affect the future of the city. They are used as a foundation for the more specific vision, strategies, and actions contained in the Downtown Plan Update. Any future updates to citywide plans should incorporate and refine recommendations from this Downtown Plan.







# 02

## EXISTING CONDITIONS

**KEY TAKEAWAYS: EXISTING CONDITIONS ANALYSIS**

**MARKET ASSESSMENT SUMMARY**

**CAPITAL IMPROVEMENT AND URBAN QUALITY  
ASSESSMENT SUMMARY**



# KEY TAKEAWAYS: EXISTING CONDITIONS ANALYSIS

## MARKET ASSESSMENT KEY FINDINGS

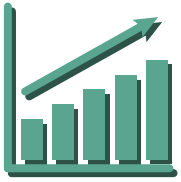
- » The housing market and demand for additional housing remains robust, and will remain a key economic driver in Downtown Greeley moving forward.
- » The industrial sector, including manufacturing, and agriculture serve as enduring economic anchors in Downtown. The legacy and continued strength of these sectors offers the potential to define a differential advantage from other downtowns and attract additional anchor employers in these industries.
- » Downtown's office market is likely to remain niche over the next market cycle, though there could be opportunities for small businesses, incubation, and co-working in existing or renovated spaces. The low cost of office space in Downtown offers a lower barrier to entry for entrepreneurs and new businesses compared to peer downtowns.
- » Retail continues to strengthen in Downtown. The retail sector could be further bolstered by continuing to build housing and tapping into primary market opportunities like younger and Latinx households and UNC students.
- » Connections to UNC remain an underutilized market opportunity.

## CAPITAL IMPROVEMENT ASSESSMENT KEY FINDINGS

- » Areas on the eastern edge of Downtown have the lowest quality public realm, as the majority were ranked as poor and many locations lack basic sidewalks.
- » Areas around the Downtown core have a higher ranked capital improvement quality due to additional investment that has occurred on 8th Street, 9th Street, Lincoln Park, 8th Avenue, and surrounding streets.
- » The residential areas south of the Downtown core generally have a higher quality public realm with mature trees, lawns, and generous sidewalks.
- » 8th Avenue and 9th Avenue have distinctly different but complementary characters and they generally provide good north to south connectivity through Downtown. These corridors are also supported by 10th Avenue and 11th Avenue that run north-south on the west edge of Downtown.
- » In most cases, non-residential areas are fair to poor quality with significant stretches lacking basic sidewalks.

## URBAN QUALITY ASSESSMENT KEY FINDINGS

- » There is a lack of a distinct public space network and unequal distribution of public spaces throughout the study area geography.
- » For an urban core, Downtown has a disproportionate amount of land area dedicated to vehicles, including surface parking lots, wide roads, high volume traffic streets, and on-street parking.
- » There is a bicycle infrastructure foundation in Greeley that can be built upon, but that needs to be completed and fully connected to increase bicycling in Downtown moving forward.
- » There are pockets of adequate lighting near the core of Downtown, but lighting is lacking in other parts of Downtown.



# MARKET ASSESSMENT SUMMARY

A comprehensive Market Assessment was completed in the second quarter of 2022 to help inform the Downtown 2032 – The Path Forward planning effort. Data was compiled using primary and secondary sources, including the City of Greeley, Weld County, Esri Business Analyst, the U.S. Census Bureau, real estate research, interviews with local real estate experts and Downtown stakeholders, and other available sources.

It is important to note that the Market Assessment was conducted more than two years into the COVID-19 public health and economic disruption. Given the lag time in data gathering and/or funding to update some databases (typically done on an

annual basis), some of the information that follows presents conditions pre-pandemic. This Market Assessment is intended to provide baseline data for Downtown Greeley, before and after the beginning of COVID when possible, which will inform the community as it continues to transition to a new normal.

The following summary of the Market Assessment provides an overview of key findings by sector - Live (residential), Work (office, manufacturing, and other primary employment), Shop & Dine (retail and restaurants) and Visit & Stay (hospitality and tourism). The full Market Assessment can be found in **Appendix A**.

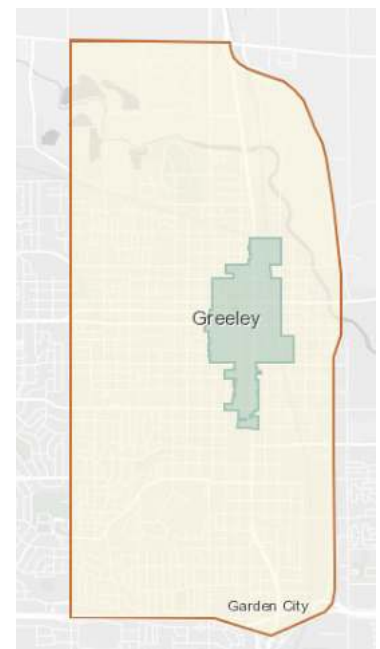
## MARKET AREAS

Data was collected, when available, for Downtown Greeley, a Primary Market Area, and the City of Greeley. The Downtown study area is tied to the Downtown Development Authority boundary area shown in the maps below.

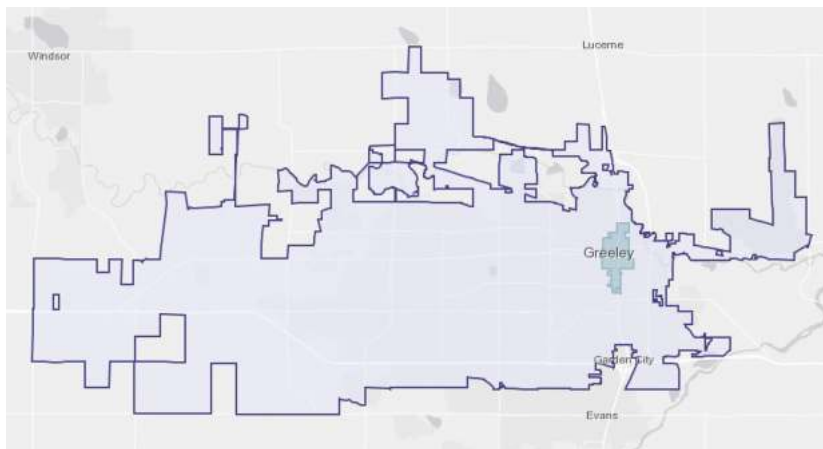
The 7.7 square mile Primary Market Area, also pictured below, was defined by the City of Greeley and was also used in P.U.M.A.'s 2011 Downtown Greeley Investment Strategy report. This broader area is used to better understand market opportunities and demand for offerings from within the Downtown boundaries. The Primary Market Area boundary incorporates the Downtown area, as well as adjacent neighborhoods where residents are readily able to access (i.e., with a maximum ten-minute walk or bike ride) and support establishments within Downtown. It is bounded by County Road 64 to the north, U.S. Highway 85 (8th Avenue/Business Rt.) to the east, U.S. Highway 34 to the south, and 23rd Avenue to the west.

The City of Greeley is approximately 49.8 square miles, also shown below, and is a key market and point of comparison for Downtown data. It also offers a wider array of data than the customized, Downtown boundary.

### DOWNTOWN AND PRIMARY MARKET AREA ▼



### DOWNTOWN AND CITY OF GREELEY ►





# PEER CITIES

Peer cities and their downtowns are used as comparisons throughout the Market Assessment. They include Cheyenne, WY; Flagstaff, AZ; Grand Junction, CO; Fort Collins, CO; Idaho Falls, ID; and Ogden, UT. They were selected by Greeley’s Department of Economic Health and Housing Department and verified by P.U.M.A. due to their downtowns being similar in size and other characteristics (i.e., most have universities). Overall, these peer cities share many of the same market dynamics that exist in Greeley today. Boundaries for peer downtowns were set based on Improvement District boundaries or downtown cores as defined in their downtown plans if an improvement district was not present.

# DOWNTOWN’S IMPACT ON GREELEY

The “Summary of Impact” callout to the right demonstrates that while its land area is small (~1% of the City), Downtown is one of the most productive and valuable neighborhoods of the community. It contains a modest proportion of Greeley’s residents (3%), but more substantial portions of the City’s workers as well as dining, drinking and shopping options (~15% each).

About 3% of the City’s assessed value lies in Downtown land, with each Downtown acre generating about three times more value than citywide land in 2021 (see “Assessed Value Per Acre” callout below).

### SUMMARY OF DOWNTOWN’S IMPACT IN THE CITY OF GREELEY

0.48 SQUARE MILES

➡

1% OF CITY TOTAL

1,637 RESIDENTS

➡

3% OF CITY TOTAL

7,112 EMPLOYEES

➡

14% OF CITY TOTAL

107 RESTAURANTS,  
BARS, RETAILERS

➡

15% OF CITY TOTAL

\$71.9M IN  
ASSESSED VALUE\*

➡

3% OF CITY TOTAL

*\*includes exempt properties*

# LIVE DEMOGRAPHICS

- » Compared to the Primary Market Area and City of Greeley, in Downtown:
  - › Households have fewer people than the primary market or City of Greeley, especially children, and many are non-family households containing just one person, which is similar to peer downtowns.
  - › There is greater diversity, with high proportions of residents identifying as Hispanic.
  - › Median household income and educational attainment are lower, which is true for peer downtowns and partially explains why Downtown Greeley has historically been associated with higher levels of poverty.

## ASSESSED VALUE PER ACRE, 2021

	ACRES	ASSESSED VALUE	PER ACRE VALUE
DOWNTOWN	314	\$71.9 million	\$229.4 thousand
GREELEY	31,872	\$2.1 billion	\$64.5 thousand

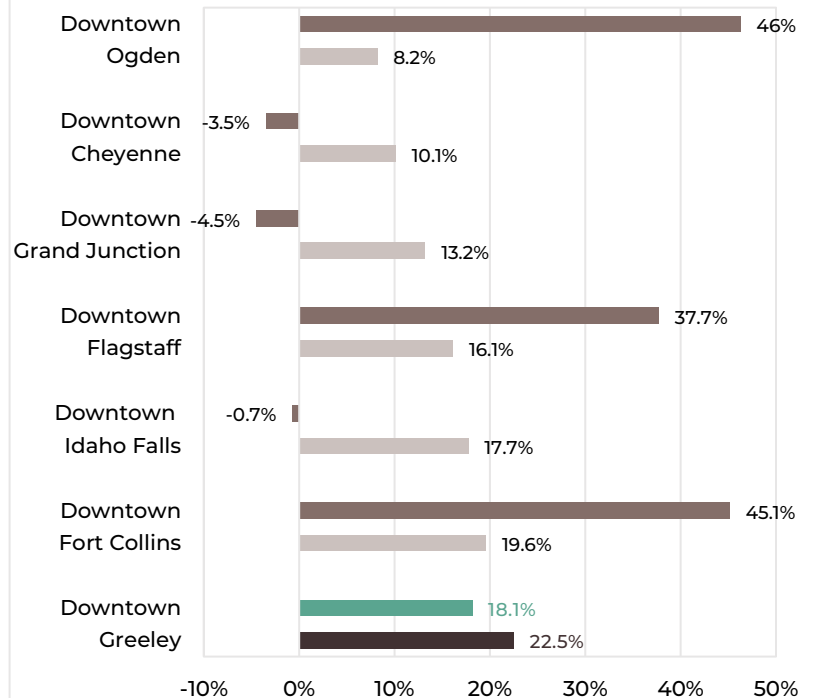
Source: Weld County Assessor’s Office

- » The white-collar proportion of occupations decreases, while the proportion of blue-collar and services occupations increases; a pattern that is true for about half of peer downtowns in terms of white- and blue-collar workers; all peers examined had higher percentages of service workers living in their downtowns.
- » While Greeley's citywide population grew more than any of its peer cities during the most recent decade, the population growth of Downtown, as well as the Primary Market Area, has lagged behind the City's.
- » Downtown Greeley is on the low end of population density when compared to its peers.
- » Downtown could stand to attract young professional and student residents, especially considering that its university is directly adjacent to Downtown. Greeley's peer cities with universities have much greater proportions of student populations to reside in and/or patronize their downtowns.

## HOUSING MARKET

- » While Greeley is a desirable place to live, there is little inventory, as making Downtown a residential neighborhood has only recently become a focus.
- » Housing is a strong market for Downtown moving forward, and there is healthy demand for more units at all price points.
- » Downtown's strongest age segment is 15-34 (~40% of the population) – the "young professional," Millennial, and student bracket that downtowns and walkable neighborhoods with plentiful amenities are well-positioned to continue to attract.
- » Downtown has a high concentration of poverty, as its low rents have historically attracted residents with low incomes and education levels to live Downtown.
- » Downtown (and the City) is challenged when introducing density.

### POPULATION GROWTH, 2010-2021

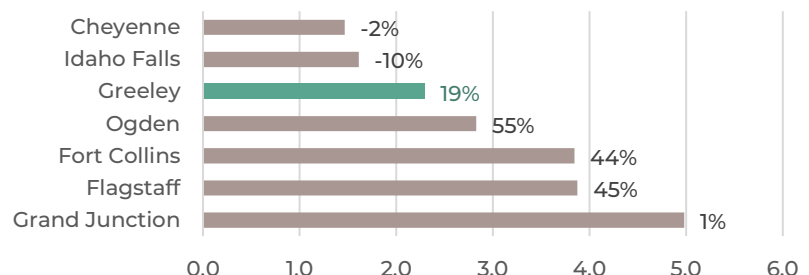


### PERCENT OF POPULATION THAT ARE COLLEGE STUDENTS, 2021

FLAGSTAFF	37%
FORT COLLINS, CO	37%
OGDEN, UT	33%
GRAND JUNCTION, CO	12%
GREELEY, CO	7%

### DOWNTOWN HOUSING DENSITY

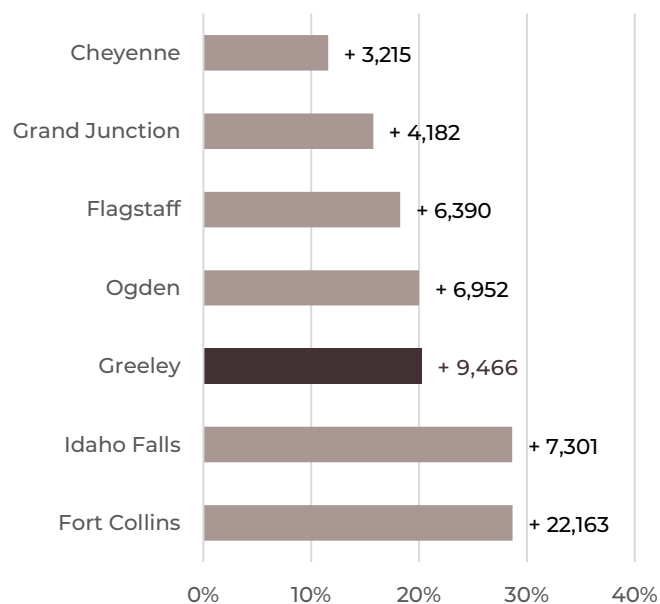
(housing units/sq. acre and % change 2010-2022 in labels)



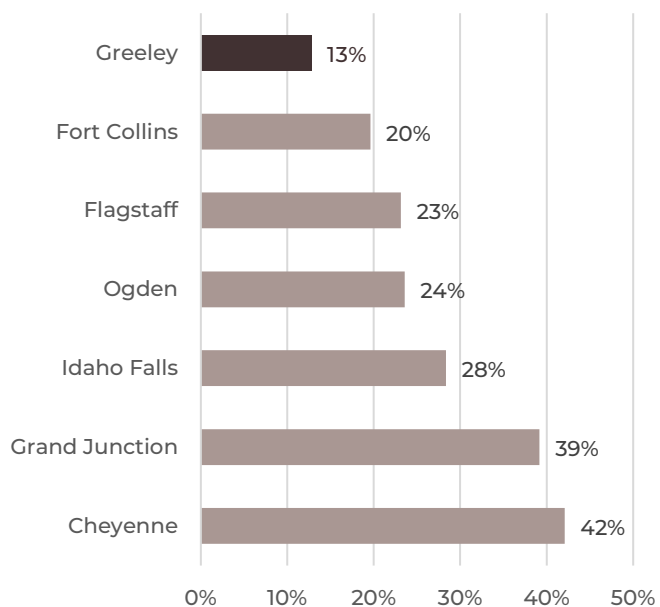
# WORK

- » Healthcare, manufacturing, education, retail, restaurants, and government are the foundations of the Greeley economy. Downtown employment is anchored by manufacturing and government, which together provide over 60% of Downtown jobs.
- » Greeley's growing economy gets a lot of recognition by the press, which garners the attention of prospective employers.
- » About 24% of the City's workers are employed in Downtown. Downtown lacks major private sector employers, which contributes to its below-average number of workers and as well as employees per acre compared to its peers.
- » Downtown's industrial buildings, situated along the railroad tracks, are home to its high concentration of manufacturing jobs, are a welcome fixture and are perceived as an asset that positively contributes to the unique character of Downtown, and should be preserved.
- » While Downtown's existing office space might not be particularly appealing to primary employers, its low rents make entry into the market more accessible to Greeley's small business owners and entrepreneurs. However, there is nearly no (or suitable) office or industrial space available for new or expanding businesses to locate in Downtown.
- » Downtown Greeley has little primary employment and few knowledge-based workers, which both trend toward concentrating in downtowns and have high growth potential.
- » Greeley's resident populations are not as well-educated as some, which presents a challenge in attracting both primary and knowledge-based employers.
- » There is a high degree of competition from Greeley's other market areas.
- » Nationally, the office sector continues to struggle due to uncertainty around the course of COVID, a potential recession, and the increasing popularity of working from home, which poses complications for a downtown such as Greeley's that is looking to further develop its employment base and bolster its daytime activities.

## TOTAL EMPLOYMENT GROWTH, 2010-2022



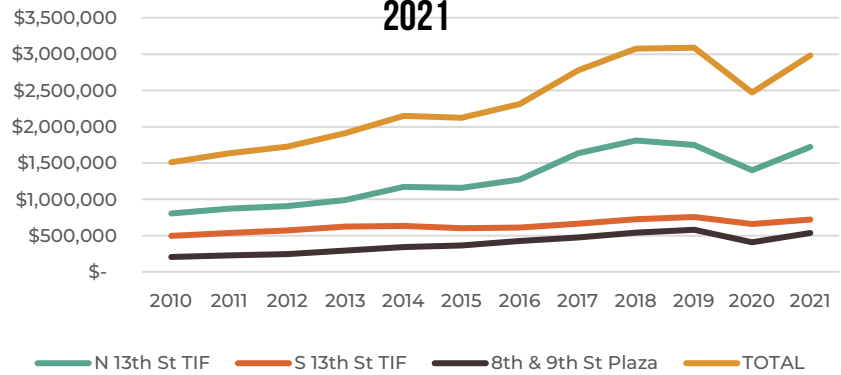
## KNOWLEDGE SECTOR SHARE OF DOWNTOWN TOTAL JOBS, 2021



## SHOP & DINE

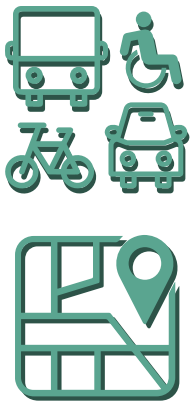
- » Downtown has a strong mix of street level businesses and services (numbering 331), with 31% dedicated to dining and shopping.
- » Since 2016, Downtown's sales and use tax revenues have increased 29%. The pandemic hit Downtown harder than the rest of the city, causing a decrease of 20% in revenues between 2019 and 2020, but Downtown has made a full and rapid recovery, increasing 21% between 2020 and 2021.
- » Downtown businesses are primarily local, independent, and specialty; some, such as the growing number of distilleries and breweries, even build on its manufacturing heritage. This helps to cultivate a distinct character and sense of place, in contrast to many downtowns that have lost some of their local vibe in recent years. Much like the office sector, the low rent structure allows local entrepreneurs to enter the market with unique concepts that further shape the Downtown experience.
- » Nationally, food and beverage has been expanding while retail has contracted in most downtown markets. Downtown Greeley is consistent with these trends, having a strong food and beverage market that is on its way to becoming the sector's anchor.
- » Greeley (as well as Downtown, the Primary Market Area and neighboring Evans) has a high concentration of Hispanic residents. Downtown can evolve to better welcome and serve this community, both as business-owners, employees, visitors, and cultural contributors.
- » Downtown does not have a critical mass of workers or residents to support the addition of substantial amounts of retail currently.
- » Despite a low vacancy rate, the high cost of construction and low rents will continue to inhibit the feasibility of building new retail space or rehabbing existing space that is aging and in need of substantial and expensive upgrades.
- » The perception that there is insufficient parking that is convenient for accessing Downtown's restaurants and retailers might deter prospective customers, especially as employee and resident populations grow.

### DOWNTOWN GREELEY SALES & TAX REVENUE, 2010-2021



## VISIT & STAY

- » Tourism has undoubtedly become an important part of Greeley's economy, especially in the last ten years. Its location proximate to other destinations along the Front Range and its comparatively low room prices make it an attractive place to visit. Downtown Greeley has become a destination, with its high concentration of attractions and increasingly popular events that draw residents and visitors alike.
- » The City recognizes the importance of its burgeoning art and culture scene and has thus accelerated its cooperative efforts to highlight and grow it in recent years.
- » Despite the pandemic setback, its historically limited lodging sector has been maturing over the last decade and has even largely rebounded from its COVID slump in the last year. The recent addition of the DoubleTree hotel, with its modern amenities, has put Downtown on the map as a venue to hold state and regional conferences and events and could pave the way for more national brands to develop hotels in Downtown. Greeley enjoys hotel occupancy rates that are typically higher than the national average as well as that of other communities throughout Northern Colorado, which is another metric of interest to hotel developers.
- » So far, Greeley is somewhat unique in that its short-term rental market has not yet posed much of a threat to its traditional lodging market.
- » Other Front Range communities such as Fort Collins, Boulder, and Denver still generate a lot of competition for visitors as well as highly-sought after performers and other entertainment draws.



# CAPITAL IMPROVEMENT AND URBAN QUALITY ASSESSMENT SUMMARY

The following summary of the Capital Improvement Assessment and Urban Quality Assessment provides an overview of each report, focusing on key findings from an in-depth analysis of existing conditions in Downtown Greeley's public realm. The full Capital Improvement Assessment and Urban Quality Assessment can be found in **Appendices B** and **C**, respectively.

## CAPITAL IMPROVEMENT ASSESSMENT

The Capital Improvement Assessment is a physical evaluation of the existing streets, plazas, and parks located within the Downtown 2032 – The Path Forward plan area boundary. The existing assets, mostly included in the right-of-way or on City of Greeley owned property, comprise a majority of the occupiable public realm in the plan area boundary, which is intended to create a walkable, safe, attractive, and welcoming user experience within the Downtown area. Capital improvements assist in helping the City of Greeley and DDA pursue their mission to create, support, and promote meaningful Downtown experiences, business growth, and private development in Downtown Greeley. While the DDA has other tools to encourage and support business growth and private development, the Downtown user experience is directly impacted by the various capital improvements that shape the built environment of Downtown. From streets and avenues to alleys, plazas, and parks, the interwoven public realm creates the physical environment that users experience Downtown.

The purpose of the Capital Improvement Assessment is to evaluate the current conditions of the public realm between the curb and edge of the right-of-way, which includes the majority of the streetscape, to identify gaps and opportunities that can be used to inform public realm and placemaking recommendations in the Downtown 2032 - The Path Forward Plan.

## METHODOLOGY

The methodology used for the Capital Improvement Assessment includes an evaluation of the physical condition using a combination of site visits and web-based analysis. Three categories of assets were created for this evaluation: streets, plazas, and parks. Each street, plaza, and park was then ranked using a scoring system of Good, Fair, or Poor conditions. This ranking system assesses the quality of each asset holistically, and then provides some additional notes on each specific streetscape component, including paving, trees/landscape, site furnishings, etc.

## STATE OF DOWNTOWN GREELEY PUBLIC REALM

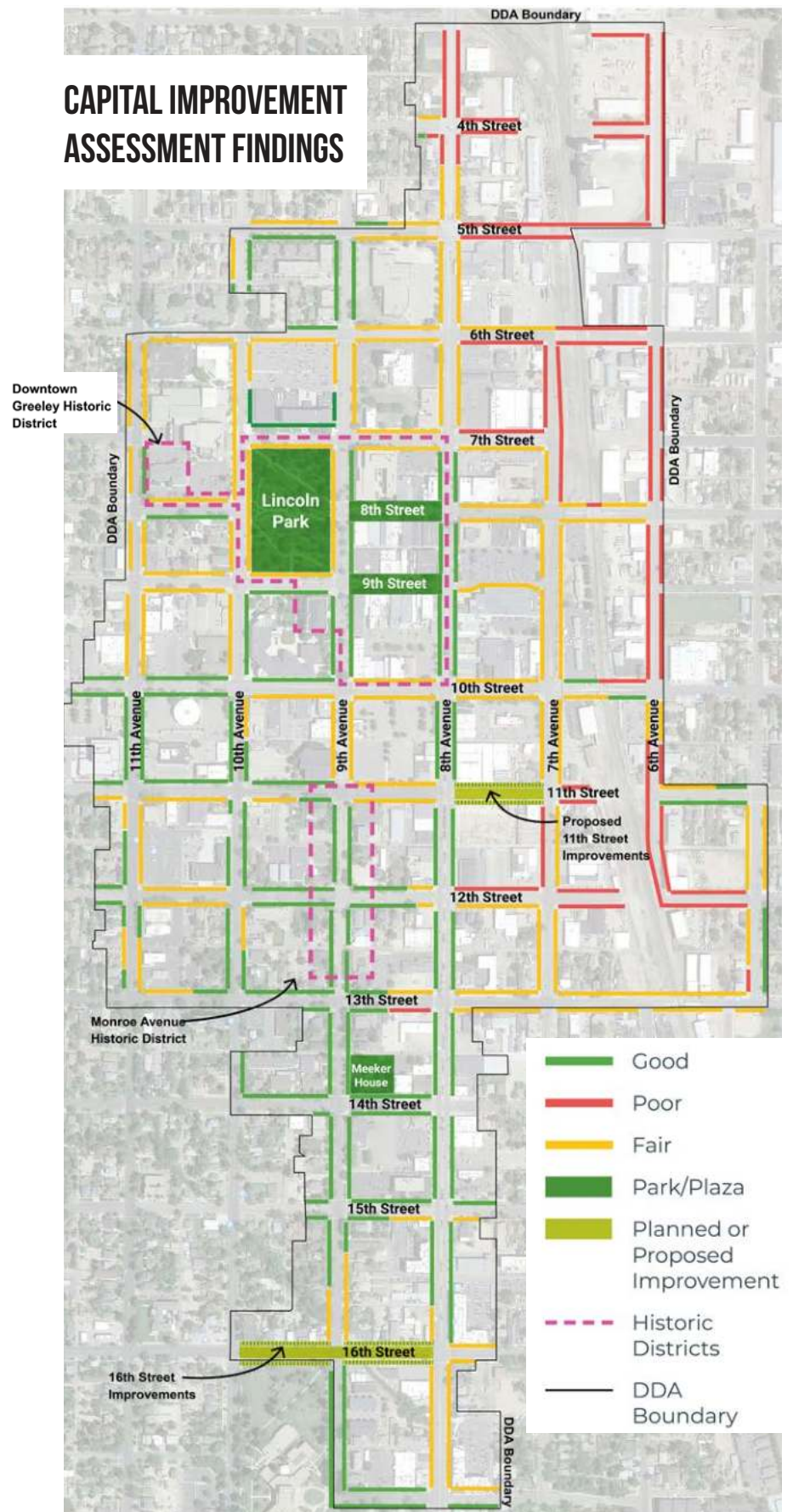
The Capital Improvement Assessment reveals that Downtown Greeley has an average foundation of basic infrastructure and a few areas where the pedestrian has been prioritized, such as 8th Street and 9th Street. However, the evaluation described above indicates there is an overall lack of public realm infrastructure oriented toward the pedestrian and an absence of consistent high-quality public realm experiences throughout Downtown.



The public realm assessment map to the right illustrates the outcome of the overall ranking of Downtown streets, parks, and public spaces at the time of this study. The findings indicate that apart from a few key streets and areas around the Downtown core near Lincoln Park, a majority of the public realm is of fair or poor quality. This indicates that basic assets comprising the public realm need additional improvements, maintenance, or increased inspections to create a public realm that attracts more residents, visitors, and employees.

## KEY FINDINGS

- » Areas on the eastern edge of Downtown have the lowest quality public realm, as the majority were ranked as poor and many locations lack basic sidewalks.
- » Areas around the Downtown core have a higher ranked capital improvement quality due to additional investment that has occurred on 8th Street, 9th Street, Lincoln Park, 8th Avenue, and surrounding streets.
- » The residential areas south of the Downtown core generally have a higher quality public realm with mature trees, lawns, and generous sidewalks.
- » 8th Avenue and 9th Avenue have distinctly different but complementary characters and they generally provide good north to south connectivity through Downtown. These corridors are also supported by 10th Avenue and 11th Avenue that run north-south on the west edge of Downtown.
- » In most cases, non-residential areas are fair to poor quality with significant stretches lacking basic sidewalks.



# URBAN QUALITY ASSESSMENT

The Capital Improvement Assessment is a physical evaluation of the existing streets, plazas, and parks located within the Downtown 2032 – The Path Forward plan area boundary. The existing assets, mostly included in the right-of-way or on City of Greeley owned property, comprise a majority of the occupiable public realm in the plan area boundary, which is intended to create a walkable, safe, attractive, and welcoming user experience within the Downtown area. Capital improvements assist in helping the City of Greeley and DDA pursue their mission to create, support, and promote meaningful Downtown experiences, business growth, and private development in Downtown Greeley. While the DDA has other tools to encourage and support business growth and private development, the Downtown user experience is directly impacted by the various capital improvements that shape the built environment of Downtown. From streets and avenues to alleys, plazas, and parks, the interwoven public realm creates the physical environment that users experience Downtown.

The purpose of the Capital Improvement Assessment is to evaluate the current conditions of the public realm between the curb and edge of the right-of-way, which includes the majority of the streetscape, to identify gaps and opportunities that can be used to inform public realm and placemaking recommendations in the Downtown 2032 - The Path Forward Plan.

The Urban Quality Assessment is intended to evaluate the public realm beyond just the public right-of-way. The City of Greeley is fortunate to have a vibrant, successful, and celebrated Downtown that serves as the core of the Greeley community. For decades, Downtown has provided its residents and visitors with businesses, shops, stores, civic buildings, parks, and history that make Greeley the unique place it is today. More recently, new public realm improvements, redevelopment activities, the formation of the Greeley Creative District, and the public art program have brought new life and energy to Downtown. Despite recent improvements, Greeley's streets and public spaces do not do Downtown justice to its lively community. Over time, the balance of streets and public space design has swung too far in favor of cars and functional infrastructure, often at the expense of residents, placemaking, and the environment.

Although the Downtown community and City of Greeley have done a tremendous job addressing this imbalance through previous projects and initiatives, there is still much work to be done. The Urban Quality Assessment aims to address this imbalance by establishing a foundation for a high-quality public realm. By building within the human scale, physical improvements can accommodate the needs of all people and continue to build on previous Downtown place enhancement successes.

## METHODOLOGY

The consultant team performed two types of analysis to assess the urban quality. The first type of analysis focused on the core Downtown area near Lincoln Park to evaluate how the public space is experienced by users. The second type of analysis included a comprehensive evaluation of the entire Downtown and focused on sub-areas, forms of movement, street hierarchy, and safety.

To evaluate how the public space is experienced by users, the consultant team visited several locations throughout Downtown and evaluated the quality of each space. The public realm quality rating is based on what fosters successful public spaces, provides protection, offers comfort, and creates interesting experiences for people.

The consultant team evaluated the public realm using the Twelve Quality Criteria method, which is a tool developed by Gehl Architects for researching how public spaces are experienced by their users. More specifically, it is used to evaluate whether different features of a public space are protective, comfortable, and enjoyable for people spending time there.



▲ *Public Realm in Downtown Greeley*



The thinking behind these three categories is as follows:

1. Without basic protection from cars, noise, rain, and wind, people will generally avoid spending time in a space.
2. Without elements that make walking, using a wheelchair, standing, sitting, seeing, and conversing comfortable, a place won't invite people to stay.
3. Great public spaces tend to offer positive aesthetic and sensory experiences, take advantage of local climate, and provide human-scale elements so visitors don't feel lost in their surroundings.

The comprehensive analysis of Downtown evaluates key areas for future recommendations: sub-areas within Downtown, existing public spaces, forms of movement, existing street hierarchy, and safety. The two forms of analysis conducted for the Urban Quality Assessment combined with the Capital Improvement Assessment provides a foundation for developing a public realm improvements plan to encourage Greeley to continue to grow and thrive for years to come.

## FINDINGS BY AREA:

### SUB-AREAS

- » There is a lack of clearly defined sub-areas within Downtown Greeley.
- » There is a lack of a sense of place within subareas, as they have no clear edges, destinations, or distinct places.

### PUBLIC SPACES

- » There is a lack of a legible public space network and unequal distribution of public spaces throughout the study area geography.
- » The sub-areas lack recognizable character and identifiable public space.
- » Other than the 8th Avenue corridor streetscape improvements over the last ten years extending south, there are no other public spaces south of 9th Street in the Downtown plan study area.
- » The eastern portion of Downtown lacks any type of park or public space.

## FORMS OF MOVEMENT

- » For an urban core, Downtown has a disproportionate amount of land area dedicated to vehicles, including surface parking lots, wide roads, high volume traffic streets, and on-street parking.
- » Generally, Downtown Greeley is designed for cars and not people.
- » There is a bicycle infrastructure foundation in Greeley that can be built upon, but that needs to be completed and fully connected to increase bicycling in Downtown moving forward.
- » There is a complete lack of bicycle connectivity to the eastern portion of Downtown and adjacent neighborhoods to the east in particular.

## STREET HIERARCHY

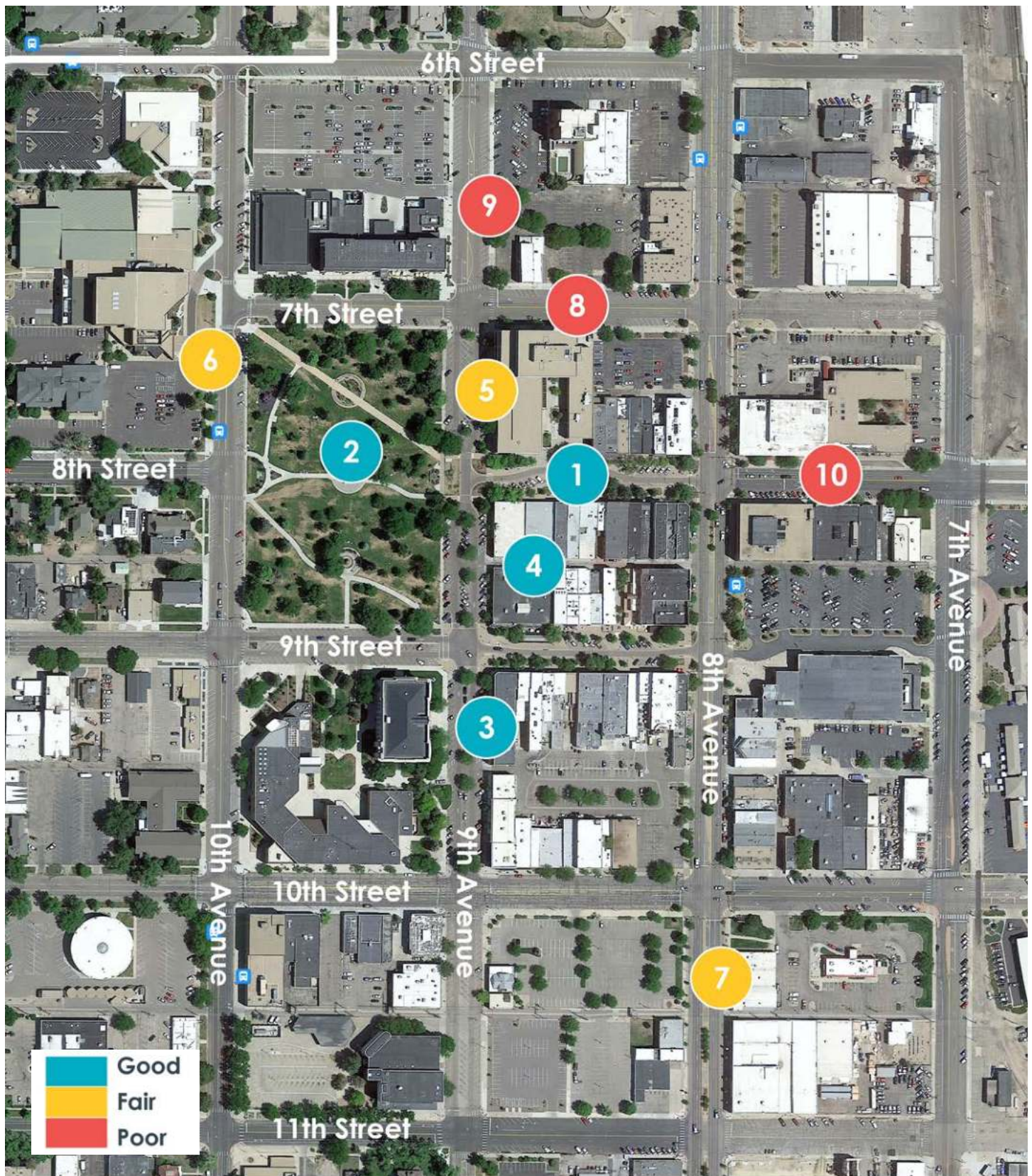
- » There is an extensive network of high traffic volume streets in Downtown that are designed for moving cars, making the Downtown environment uncomfortable for pedestrians in many places.
- » Major Arterials and Major Collectors create physical barriers in Downtown Greeley, including: 8th Avenue as major vehicle arterial, which may allow 9th Avenue to take on different role looking to the future.

## SAFETY

- » There are pockets of adequate lighting near the core of Downtown, but lighting is lacking in other parts of Downtown.
- » According to available crash data between 2015 and 2019, pedestrian and bicyclist crashes happened mainly on Major Arterial streets without dedicated bike lanes or protections.
- » According to available crash data between 2015 and 2019, pedestrian and bicyclist crashes happened mainly on Major Arterial streets without dedicated bike lanes or protections.



## URBAN QUALITY ASSESSMENT FINDINGS BY LOCATION





## URBAN QUALITY ASSESSMENT FINDINGS BY LOCATION

		1	2	3	4	5	6	7	8	9	10	OVERALL SCORE
Protection	<b>Protection against traffic accidents</b> Do people of all ages and abilities safely experience the public realm? Can you safely bike and walk without fear of being hit by a car?	3	3	3	3	2	2	2	2	2	2	24 / 30
	<b>Protection against harm by others</b> Is it perceived to be safe day and night? Is there adequate visibility, activity, and lighting?	3	2	3	2	2	2	2	1	1	2	20 / 30
	<b>Protection from unpleasant sensory experience</b> Is there noise, dust, odor or other pollution? Is there protection from wind, rain & sun?	3	3	3	1	2	1	1	1	1	2	18 / 30
Comfort	<b>Options for Mobility</b> Is the space accessible to all? Are there elements that enhance or limit mobility?	3	3	2	3	2	2	2	1	1	1	20 / 30
	<b>Options to stand and linger</b> Does the space have features to stay and lean on, or facades that invite people to stay?	3	2	3	2	1	1	2	1	1	1	17 / 30
	<b>Options for sitting</b> Are there good public seating options, such as benches, seating walls, or other forms of seating?	2	2	2	1	1	1	1	1	1	1	13 / 30
	<b>Options for seeing</b> Are seating options placed so there are interesting things to look at?	3	2	2	3	1	2	1	2	2	1	19 / 30
	<b>Options for talking &amp; hearing</b> Is it possible to have a conversation here?	3	2	2	3	1	2	1	2	2	1	19 / 30
	<b>Options for play, exercise, and activities</b> Are there options to be active at multiple times of the day, every season, or throughout the year?	1	2	1	1	1	1	1	1	1	1	12 / 30
Experience	<b>Scale</b> Are the public spaces and surrounding buildings at a human scale? If people are at the edges of the space, can they still relate to them as people, or are they lost in the surroundings?	3	1	2	3	1	1	1	1	1	1	15 / 30
	<b>Opportunities to enjoy the climate</b> Are there spaces to enjoy the sun in the winter, shade in summer	3	3	3	1	2	1	1	1	1	1	17 / 30
	<b>Experience of aesthetic qualities and positive sensory experiences</b> Is the space beautiful and appealing? Is it clear that there is good design evident in terms of how the spaces are shaped, detailed, and maintained?	3	2	2	2	2	1	2	1	1	1	17 / 30
TOTAL SCORE		33 / 36	28 / 36	28 / 36	25 / 36	18 / 36	17 / 36	17 / 36	15 / 36	15 / 36	15 / 36	





# 03

## COMMUNITY OUTREACH

KEY TAKEAWAYS: THE COMMUNITY'S TOP PRIORITIES

STAKEHOLDER OUTREACH METHODS

# KEY TAKEAWAYS: THE COMMUNITY'S TOP PRIORITIES

Inclusive and effective community engagement was vital for the creation of the Downtown Plan Update for the City of Greeley. Early in the process, the consultant team, in partnership with the City and DDA, developed a **Community Engagement Plan (CEP)** to guide outreach efforts throughout the planning process. The CEP laid out the purpose and goals for community engagement during the Downtown Plan Update process, the methods that were used to achieve those goals at each stage of the process, and how input received through this process was be incorporated into the final Plan. Through the Downtown 2032 – The Path Forward process, the consultant team, City, and DDA were able to gather **over 1,250 inputs**. This section summarizes key findings from engagement with the community and the methods of outreach that were used throughout the process.

The following list is a compilation of the feedback from all community and stakeholder engagement efforts. Understanding community priorities can help the City of Greeley and DDA align their efforts and select actions that fit both the community-wide values and the City's capacity. These themes and priorities form the basis for the Downtown Plan Update and the subsequent opportunities described and illustrated in the following chapter. The common themes and highest rated priorities for improving Downtown Greeley are outlined on the following pages.



## WELCOMING AND INCLUSIVE

- » Ensure that Downtown is reliably safe and welcoming for all residents, students, and visitors.
- » Celebrate and support Greeley's diverse communities through holding culturally relevant events, offering a wide variety restaurant and grocery options, and strengthening partnerships between the City, the DDA, and organizations serving diverse populations.
- » Improve the marketing and storytelling of Downtown, replacing historic stigma with community pride.



## PROGRAMMING AND ACTIVATION

- » Consider adding a permanent stage or amphitheater to an existing or new Downtown green space.
- » Incorporate family- and child-friendly amenities into the Downtown environment.
- » Continue to enhance and activate the public realm, including parks, streetscape, alleys, etc.
- » Improve the programmatic synergy with UNC to draw students Downtown.
- » Continue to hold events that showcase Greeley's diversity, celebrate Greeley's food scene, and highlight locally-owned small businesses.





## STOREFRONT ECONOMY AND CHARACTER

- » Fill vacant storefronts, encouraging adaptive reuse of existing buildings where possible.
- » Continue attracting a variety of restaurant and retail options, including both affordable and higher-end options, to attract people to Downtown both from within Greeley, and from neighboring communities.
- » Continue creating pathways and offering resources to encourage entrepreneurs to enter the Downtown market in an affordable way.
- » Encourage small businesses to coordinate and extend hours.
- » Retain the historic character that makes Downtown Greeley unique.
- » Explore opportunities to diversify restaurant and retail offerings by encouraging multicultural businesses to locate in Downtown.



## LIVABILITY

- » Diversify the housing stock in Downtown and the neighborhoods adjacent to Downtown.
- » Encourage upkeep and maintenance of properties (residential and commercial) in and adjacent to Downtown.
- » Work to attract an affordable, full-service grocery store in or adjacent to Downtown.
- » Attract more primary employment opportunities so that people who live in Greeley can also work in Greeley, including UNC graduates.
- » Improve coordination of services for the unhoused population.
- » Work to attract affordable grocery options that are relevant to a wide variety of cultures in Downtown.



## INFRASTRUCTURE AND INFILL DEVELOPMENT

- » Encourage infill development and redevelopment on underutilized sites in Downtown, such as surface parking lots.
- » Improve drainage and stormwater management.
- » Optimize the parking experience in Downtown.
- » Improve utility capacity and encourage undergrounding utilities in Downtown where possible, particularly as infill development continues.
- » Address lack of infrastructure and investment in the eastern portion of Downtown and in the adjacent neighborhoods to the east.



## CONNECTIVITY

- » Improve physical connections between Downtown and UNC, including creating a more pedestrian- and bicycle-friendly environment, adding more wayfinding signage, and increasing pedestrian lighting to improve feelings of safety.
- » Enhance multi-modal connections both within Downtown and to and from the neighborhoods adjacent to Downtown.
- » Improve physical connectivity between Downtown and the Poudre River and Poudre River Trail.

# STAKEHOLDER OUTREACH METHODS

## TECHNICAL WORKING GROUP

A Technical Working Group, comprised of representatives from various City of Greeley departments, was convened to meet with the consultant team at key milestones during the planning process to provide a “sense of reality” into the process and draft plan recommendations.

## ADVISORY COMMITTEE

To advise the consultant team, and to develop alignment and consensus among a diverse array of Downtown stakeholders, a Downtown Plan Advisory Committee was created. This Advisory Committee consisted of people representing various facets of downtown Greeley, including key influencers, representatives from the DDA board, other civic partners, residents, property and business owners, and emerging leaders in downtown. The Advisory Committee met throughout the process in a series of meetings and creative workshops to provide creative input and eventual ownership of the Greeley Downtown Plan Update.

## TOPIC-BASED FOCUS GROUPS

Early in the process, Topic-Based Focus Group meetings made up of approximately 30 local Greeley leaders and experts in their fields were held that were organized by topics that supported development of the Plan. The intent of the Focus Groups was to contemplate the variety of issues that are relevant to Downtown, engage a broad cross-section of Greeley’s civic leadership, plus offer insight into downtown Greeley’s challenges, opportunities, and priorities. Group topics included: 1) Public Realm and Infrastructure, 2) Events and Activation, 3) Economy and Housing, and 4) Real Estate and Development.

## DDA BOARD

The P.U.M.A. team met with the Downtown Development Authority Board several times during the Downtown 2032 – The Path Forward planning process. The DDA Board provided input during the initial phase of the plan on strengths, challenges, and priorities for Downtown Greeley moving forward, was consulted as draft plan recommendations formed to provide feedback, and provided an endorsement for Plan adoption to City Council.



▲ Topic-Based Focus Group Meeting at the Downtown Greeley Recreation Center



## POP-UP AT FRIDAY FEST

In order to meet people where they are, the consultant team attended and hosted a pop-up booth at a Friday Fest event in July 2022. This pop-up allowed the consultant team an opportunity to interface with and gather input from community members attending Friday Fest, and to observe Downtown Greeley during a community event.

## FOCUSED OUTREACH

Focused population engagement was tailored to understand the needs of underserved or underrepresented groups throughout during the Greeley Downtown Plan Update process. The purpose of focused population engagement was to identify the interests of these historically underserved populations who contribute to economic vitality, staff influential industries, access services, and recreate in Downtown Greeley. Over 20 community leaders were interviewed as part of the process to integrate the perspective of historically marginalized populations into the Downtown 2032 – The Path Forward process.

## OPEN HOUSE

During the latter part of the Downtown Plan Update process, an open house was held at the Greeley Recreation Center that gathered nearly 40 community members. This open house served as touchpoint with the broader Greeley community and provided an opportunity to invite individuals who participated in earlier stages of Plan outreach to review and comment on draft plan concepts and recommendations. The workshop was widely advertised through the City's online platforms and social media, sandwich board flyers at key locations in City facilities, and was sent to City and DDA listservs.



▲ Pop-up at Friday Fest



▲ Community Open House at the Downtown Greeley Recreation Center

# ONLINE SURVEY

An online survey was prepared by Progressive Urban Management Associates (P.U.M.A.) as part of the Greeley Downtown Plan Update, Downtown 2032 – The Path Forward. This survey was open to the public with the goal of gathering information from a broad audience about their experience and desires for Downtown Greeley for the future. The survey, which was available in both English and Spanish, ran from June 28th to August 15th, 2022. It collected 1,100 responses.

**Demographics:** Survey participants represented a cross-section of community stakeholders. Respondents represented a wide variety of age groups (with highest response from 25-44 years old at forty-four percent), were heavily white (87%), and female (63%), and represented a range of household incomes (with 37% of respondent households reporting \$100,000 to \$200,000 in annual income, 35% in the \$50,000 to \$100,000 range). Eleven percent of respondents are Downtown residents and 62% of respondents live outside of Downtown but in Greeley. Fifty percent of respondent live in the 80634 zip code and 35% in 80631.

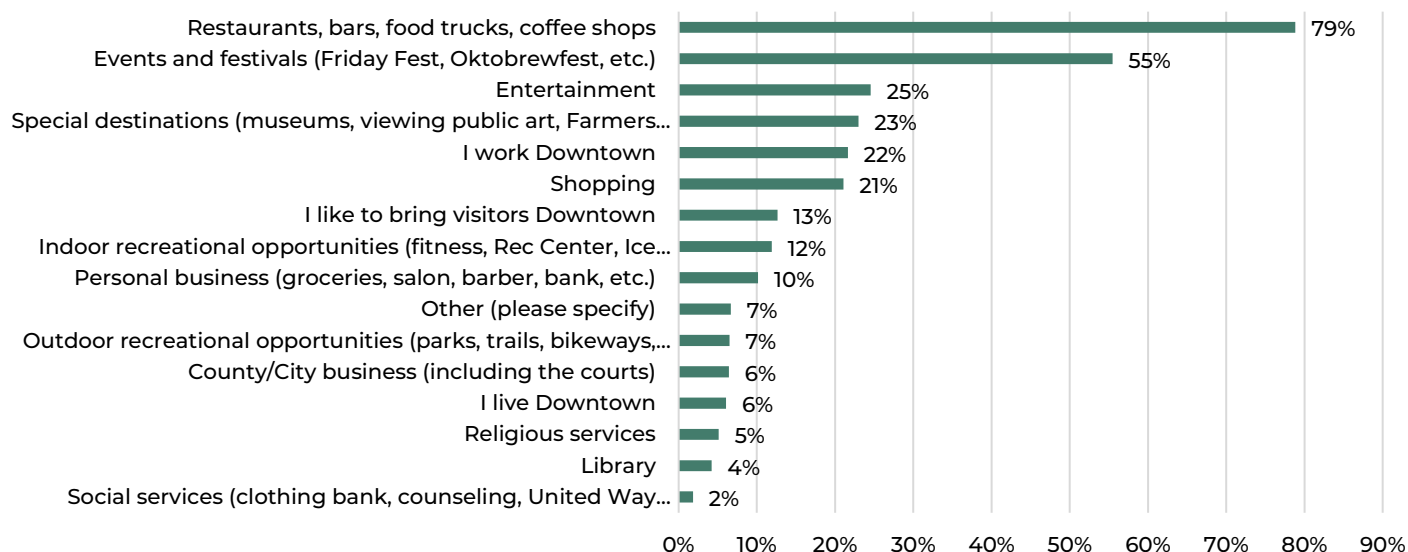
**Cross-tabulations:** Key survey questions were also cross-tabulated by demographics including interest in Downtown Greeley, age, household income, and race and ethnicity. Key findings from cross-tabulations can be found in Appendix D: Online Community Survey Results.

## SUMMARY OF FINDINGS

### DOWNTOWN GREELEY TODAY

- » Sixty-five percent of respondents come to Downtown Greeley at least once per week, with 23% of respondents visiting downtown on a daily basis.
- » Food/beverage and entertainment are significant draws: 79% of respondents cited restaurants, bars, food trucks, and coffee shops as key reasons they come Downtown. The second most significant amenity that draws people downtown are events and festivals, such as Friday Fest and Oktobrewfest (55%). The third highest answer was entertainment more generally, with 25% of respondents selecting this option.
- » While many respondents indicated support for greater bike, pedestrian, and non-vehicle transportation options, the majority of respondents (90%) typically drive to get Downtown.

### WHAT BRINGS YOU TO DOWNTOWN GREELEY?





- Respondents were asked for three words that best describe their long-term vision for Downtown Greeley. This word cloud shows words that were most frequently used – the larger the word, the more times it was listed.*







# 04

## PHYSICAL FRAMEWORK

PHYSICAL FRAMEWORK OVERVIEW

SUB-AREAS

OPPORTUNITY SITES

TRANSFORMATIVE PROJECTS

OVERALL DOWNTOWN PHYSICAL FRAMEWORK



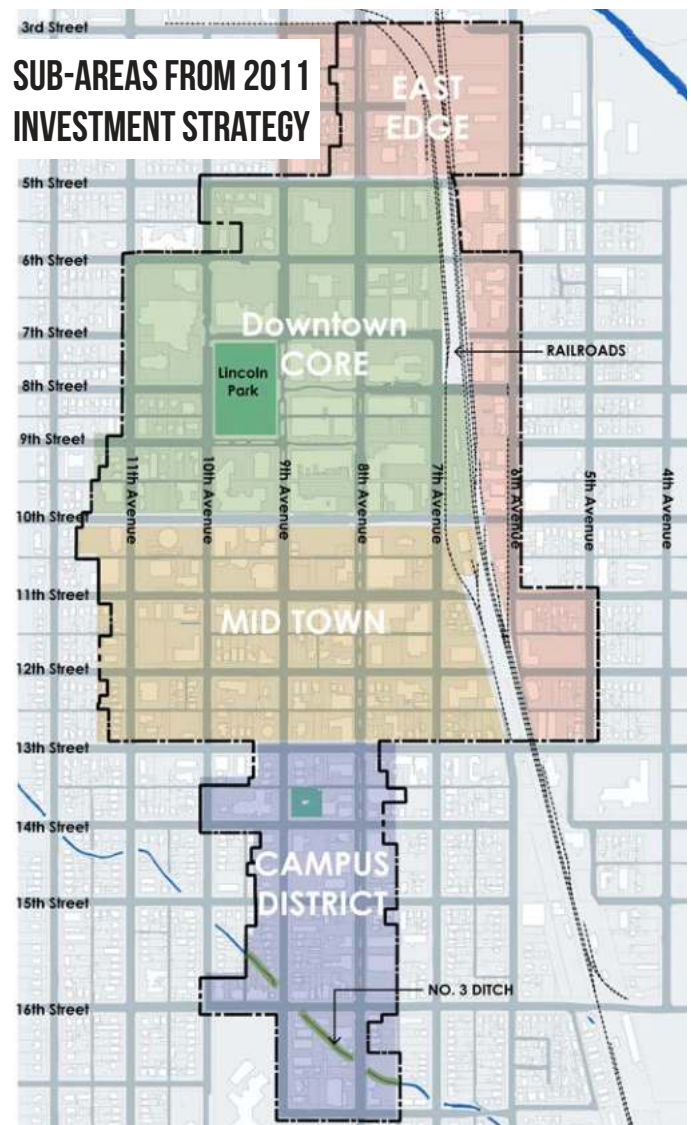
# PHYSICAL FRAMEWORK OVERVIEW

Building on the key takeaways from the analysis of existing conditions and engagement with the community, the Physical Framework is intended to provide an overall foundation for Downtown Plan Update recommendations. The Framework, consisting of sub-areas, opportunity sites, and transformative projects, lays out a roadmap to guide physical improvements and redevelopment in Downtown Greeley for the next ten years, and provides a basis for the Action Plan found in Chapter 6 of this document.

## SUB-AREAS

### OVERVIEW OF SUB-AREAS FROM 2011 INVESTMENT STRATEGY

The 2011 Downtown Greeley Investment Strategy identified four sub-areas within Downtown, pictured in the map to the right; Downtown Core (shown in green), East Edge (shown in red), Midtown (shown in yellow), and Campus (shown in blue). The 2011 plan was organized around creating strategies to strengthen each of the four subareas, as well as some collective strategies for the entire Downtown area.



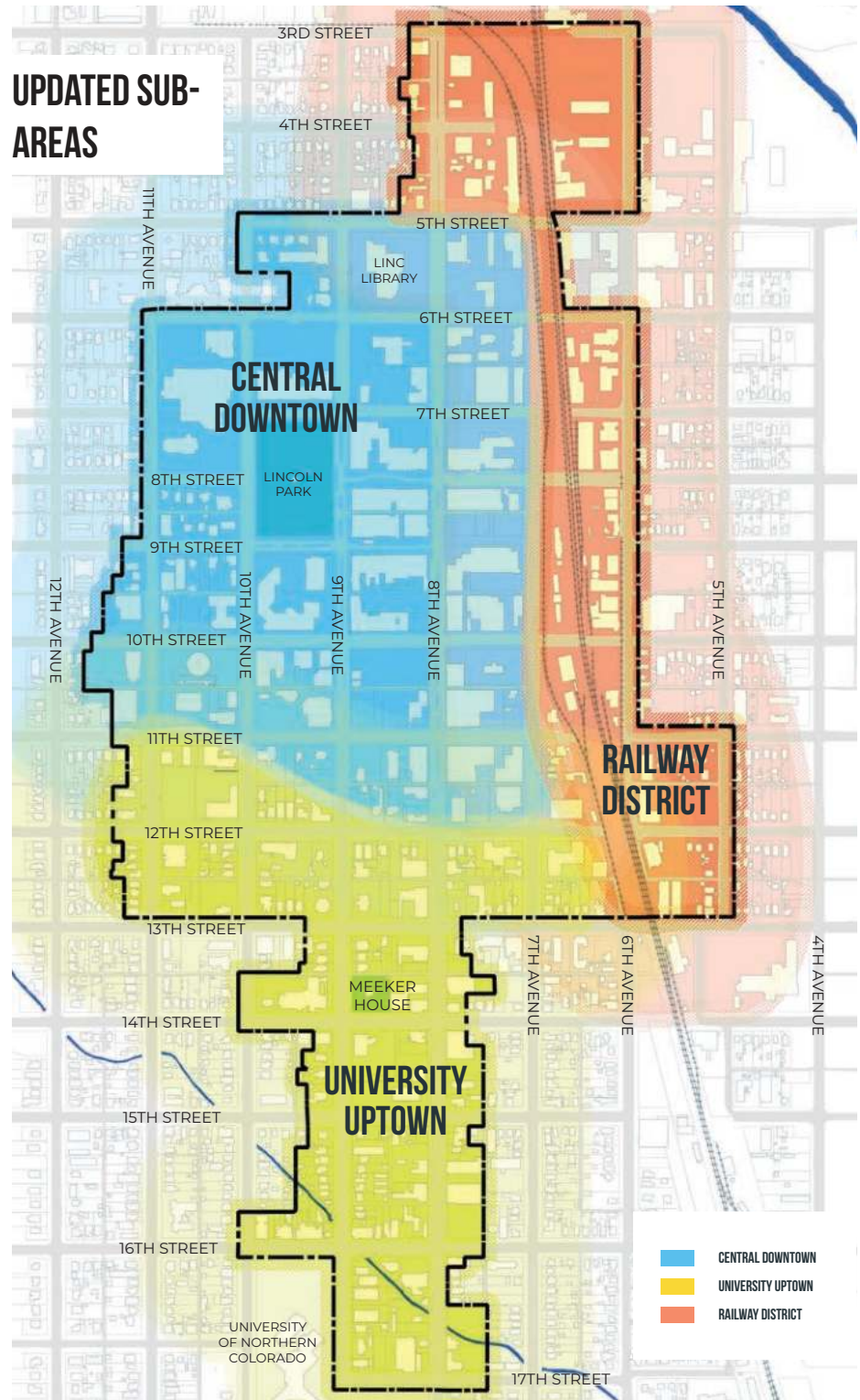
# UPDATED SUB-AREAS

Through the consultant team's analysis and outreach with Downtown stakeholders, it became clear that the four sub-areas included in the 2011 Investment Strategy have evolved with new development and investment, and no longer resonate with community members who regularly interact with Downtown Greeley. The Urban Quality Assessment also revealed that there is currently not a distinct sense of place or identity in each sub-area, as users still perceive Downtown as one larger area, and that each of the sub-

areas does not have a distinguishing change in character or hard edge that delineates it from the neighboring sub-area, or from adjacent neighborhoods. Although the sub-areas are differentiated due to a change in current land uses, some architectural character, and/or historic land uses, they lack a distinct sense of place and individuality from the other districts that comprise Downtown. Looking forward, there is an opportunity to better define and leverage strengths of each sub-area, and to create a distinct sense of place within each.

This iteration of the Downtown Plan streamlines sub-areas to three distinct districts within Downtown, eliminating the 'Mid-Town' sub-area that was identified in the previous plan, and adjusting the boundaries of the sub-areas to better reflect on-the-ground conditions. The sub-area names have also been adjusted from 'Downtown Core' to 'Central Downtown,' from 'East Edge' to 'Railway District,' and from 'Campus District' to 'University Uptown.'

The following sections include a description of existing conditions in each of the sub-areas that was informed by the Urban Quality and Capital Improvement Assessments, the Market Assessment, and engagement with the community, as well as opportunities that exist for each area. Opportunities are sorted by the categories provided in the Market Assessment (Live, Work, Shop and Dine, Visit and Stay), and amenities. These recommendations are carried forward in Chapter 6: Action Plan as more detailed implementation steps, including sequencing, responsibility centers, timing, and illustrative cost.





# CENTRAL DOWNTOWN

## BOUNDARIES

Central Downtown is the area roughly bounded by 5th Street to the north, between 11th Street and 12th Street to the south, between 11th Avenue and 12th Avenue to the west, and 7th Avenue to the east.

## EXISTING CHARACTER

Central Downtown is rich in amenities and destination attractions. Together, the amenities abutting or adjacent to Lincoln Park including the DoubleTree Hotel and conference center, Union Colony Civic Center, the Greeley Recreation Center, the Weld County Courthouse, the Greeley Ice Haus, numerous entertainment and event venues, and the Greeley Active Adult Center generate substantial local and regional visitor activity. Lincoln Park itself also serves as a draw, particularly during events and other activations that occur in the park, as do additional events and activities held in other Central Downtown public spaces. Central Downtown is home to a number of locally-owned restaurants and shops that create a vibrant storefront economy, particularly along 9th Avenue, 8th Avenue, 8th Street, and 9th Street. Upon completion, the LINC Library will serve as an additional draw for locals and visitors alike.

Central Downtown also serves as the historic heart of Greeley and has a largely in-tact historical building stock and character. The Downtown Greeley Historic District encompasses Lincoln Park, the old courthouse building, the old Greeley High School, and the blocks between 7th Street and 10th Street and 8th Avenue and 9th Avenue.

Due to investment made by the City of Greeley, the DDA, property owners, the Creative District, and other partners, the public realm in Central Downtown has improved substantially over the last ten years. Streetscape improvements along 8th Avenue, investment in public art throughout Central Downtown, and other key public realm enhancements have created a pleasant pedestrian environment on many key Downtown corridors. Eighth Avenue and 9th Avenue serve as major north-south routes that connect Central Downtown to the UNC Campus and adjacent commercial and residential areas. Fifth Street and 10th Street are major east-west travel routes that serve as gateways and connect Downtown to adjacent neighborhoods.

There is substantial opportunity to build on the energy that already exists in Central Downtown. Market and amenity opportunities for Central Downtown are highlighted in the table to the right.



▲ Existing Character in Central Downtown

### MARKET AND AMENITY OPPORTUNITIES

<b>LIVE</b>	Higher Density housing: infill development apartments (rent), condominiums (own), mixed-use
<b>WORK</b>	Office employers, retail, arts and culture, entertainment
<b>SHOP AND DINE</b>	Restaurants, boutique retail
<b>VISIT AND STAY</b>	Entertainment (music & private event venues, theaters), community events, recreation (Ice Haus), museums, hotels/convention center, public art
<b>AMENITIES</b>	Enhanced bike/pedestrian connections to the Poudre River, dog park, activation of existing parks/public realm, adaptive reuse of historic buildings to retain character, activated alleys, small plazas, or courtyards

# RAILWAY DISTRICT

## BOUNDARIES

The Railway District is the area roughly bounded by 3rd Street to the north, 13th Street to the south, 7th Avenue to the west, and 6th Avenue and 5th Avenue to the east.

## EXISTING CHARACTER

Characterized by grain silos, brick warehouses, wide streets, and the railroad tracks, the Railway District has a distinctive feel to it that pays homage to Greeley's manufacturing and agricultural heritage. The Railway District has several facilities that embrace this history, including the Colorado Model Railroad Museum, WeldWorks Brewing, Co., the Greeley Chamber of Commerce, and the Greeley Farmers' Market. Additionally, the under-construction LINC Library is located just outside of the Railway District, and will provide resources, space, and equipment to foster innovation and making, including a woodshop and 3-D printers.

Currently, there is a lack of multi-modal connectivity in the Railway District. Street connections, basic sidewalk and other pedestrian infrastructure, and bicycle infrastructure are missing in many locations throughout this sub-area. Overall, the rail tracks serve as a substantial mental and physical barrier between Downtown Greeley and the area east of the railroad. Additionally, 100-year floodplain has been mapped in the northernmost portions of the Railway District and addressing these physical challenges substantially increases the cost of redevelopment on affected parcels.

The Railway District has the potential to be an even more unique and interesting sub-area where adaptive reuse of the agricultural and railroad buildings should be encouraged. There is also ample opportunity to enhance physical connections to the neighborhoods east of the Railway District to spread needed investment and resources to that area. Opportunities to build on the Railway District's manufacturing and industrial past can be found in the table below.



▲ Existing Character in the Railway District

MARKET AND AMENITY OPPORTUNITIES	
LIVE	Mixed density housing: live/work, affordable multi-family
WORK	Primary employers in light industrial or agriculture, maker businesses
SHOP AND DINE	Agriculture, bulk, experiential, maker products
VISIT AND STAY	Museums, events, public art, destination/experiential businesses, public art
AMENITIES	Enhanced bike/ped connections to adjacent neighborhoods to the east, flexible/adaptive streets and plazas, adaptive reuse of agriculture/industrial buildings to retain character

# UNIVERSITY UPTOWN

## BOUNDARIES

University Uptown is the area roughly bounded by 11th Street and 12th Street to the north, 17th Street to the south, 9th Avenue and 10th Avenue to the west, and 8th Avenue to the east.

## EXISTING CHARACTER

Central Downtown is rich in amenities and destination aUniversity Uptown serves as the connector between Central Downtown and the University of Northern Colorado campus. North of 13th Street is primarily residential with intermittent commercial activity concentrated primarily along 8th Avenue and 13th Street. 8th Avenue serves as the major vehicular route that connects the UNC to Central Downtown, while the residential Monroe Street Historic District includes a mix of single family and student housing that encompasses 9th Avenue from approximately 16th Street to 11th Street. The University Uptown sub-area overlaps with a portion of the University District that was established in 2009 as a partnership between the UNC and the City of Greeley.

The southern portion of University Uptown along 16th Street is currently a mix of student-focused retail shops and quick-serve restaurants. As this Downtown Plan Update is underway, the City of Greeley Public Works Department is working on the 16th Street Enhancement Project. Improvements being considered through this Enhancement Project will aim to slow vehicular speeds, improve safety, create a walkable environment, revitalize the corridor, maintain as much parking as possible, and increase the connection between UNC and Downtown. The project is working through the design phases with plans to initiate the improvements within the year. Other area redevelopment aspirations in this “Canal Shops” area suggest more public realm and adaptive reuse possibilities.

New development that has occurred along 8th Avenue, such as the Maddie Apartments and Natural Grocers, have worked to spread energy south of Central Downtown into University Uptown. However, there is additional opportunity to continue revitalization and public realm improvements along the 8th Avenue corridor to further enhance connectivity between Central Downtown and the UNC campus. Small parcels and disparate ownership throughout this sub-area present a significant challenge to larger-scale redevelopment, so thoughtful commercial and residential infill may be more appropriate throughout where parcel consolidation is not feasible.



▲ Existing Character in University Uptown

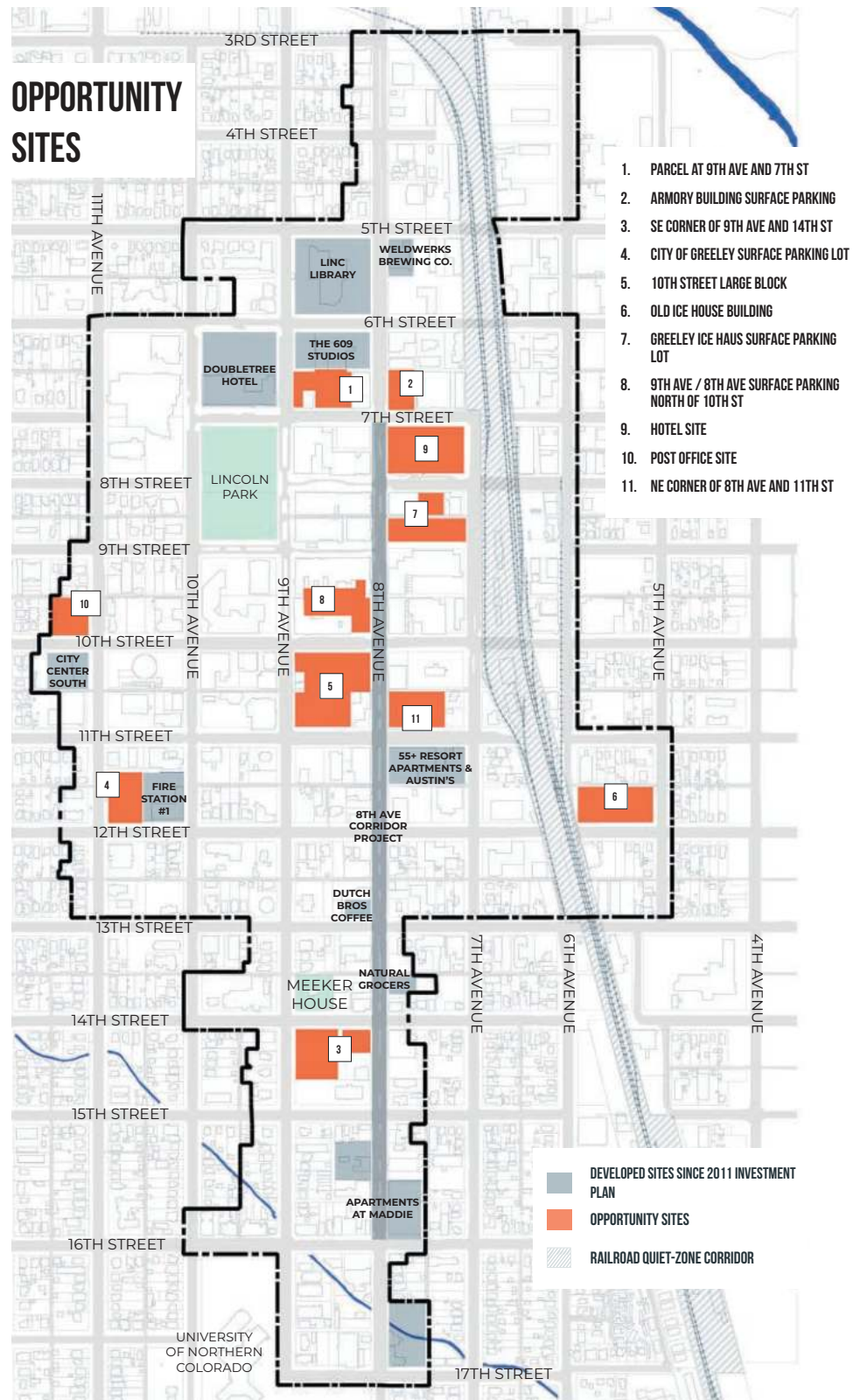
MARKET AND AMENITY OPPORTUNITIES	
LIVE	Enhance existing housing and missing middle housing: townhomes, condos, thoughtful infill with gentle density
WORK	Convenience retail, services
SHOP AND DINE	Grocery, service- and convenience- oriented retail, restaurants
VISIT AND STAY	Public art, museums, synergy with UNC, Bed & Breakfasts
AMENITIES	Enhanced bike/pedestrian connections to adjacent neighborhoods and UNC, improved lighting, more green space for daily use of students and families



# OPPORTUNITY SITES

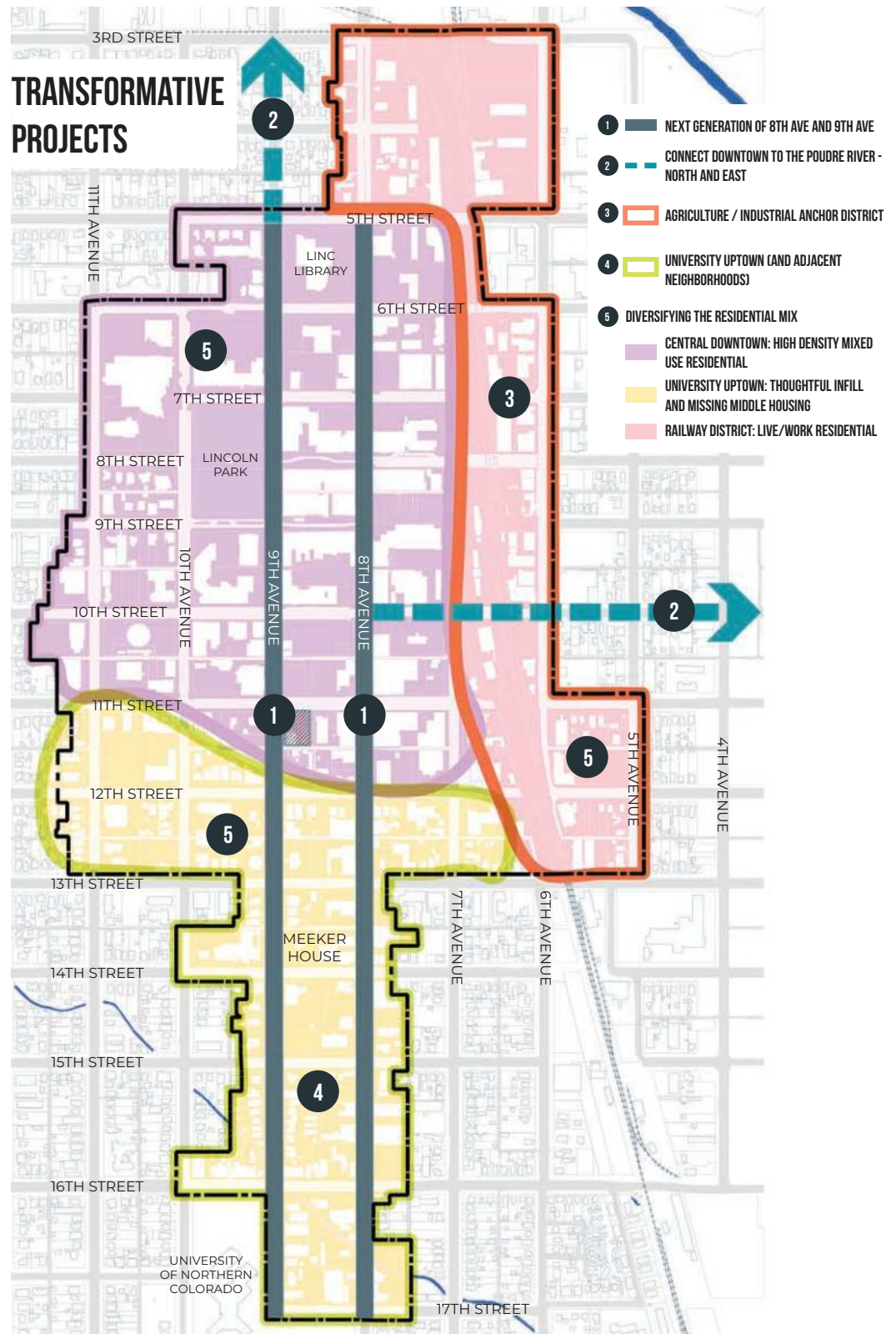
Opportunity sites are areas where redevelopment or new development may occur during the 10-year life cycle of this Downtown Plan Update. A set of three criteria were developed to identify opportunity sites:

- » Sites that are currently underutilized, including surface parking lots, at key locations within Downtown that if developed or redeveloped, have the potential to make a positive impact on the overall vitality of Downtown.
- » Sites identified in the 2011 Downtown Greeley Investment Strategy and have yet to be developed or redeveloped.
- » Sites identified through outreach to Downtown stakeholders and through the community-wide online survey administered during this planning process.



# TRANSFORMATIVE PROJECTS

A transformative project is one that has the potential to have lasting positive impacts on Downtown and encourage improvements around it. Most of Downtown property is owned by private entities and improvements are dependent on multiple factors, such as one's willingness and financial means to redevelop, access to capital, partnerships, existing leases, and more. However, there is publicly owned land downtown as well – some parcels are owned by the City of Greeley or Weld County, and streets, sidewalks, and parks may also offer transformative opportunities. Based on the assessment of Downtown land, property ownership, and property conditions conducted in the previous section on Opportunity Sites and engagement with Downtown citizens and stakeholders described in Chapters 2 through 4 in this Plan, a list of transformative projects was developed. This list, along with ideas and recommendations, should serve as preliminary guidance to get conversations started and hopefully generate excitement about possibilities for the future.





# 1 NEXT GENERATION OF 8TH AVENUE AND 9TH AVENUE

8th Avenue and 9th Avenue serve as the primary north-south corridors running through Downtown Greeley, and thus act as gateways in and out of Downtown. These two corridors each have a very different character and feel – 8th Avenue, or CDOT Hwy 85, serves as the primary north-south vehicular route through Downtown and is primarily commercial, while 9th Avenue is generally less auto-centric, and has a mix of residential and civic uses with some commercial interspersed throughout. Looking forward to the next ten years, there is opportunity to embrace and enhance the character that currently exists on each street, while simultaneously strengthening north-south connections between Downtown Greeley and UNC and improving gateways in and out of Downtown.

## 8TH AVENUE

8th Avenue has historically served as the primary auto-centric commercial corridor connecting Downtown Greeley and UNC, with little cohesion of land uses or appeal to pedestrians, cyclists, or those passing through in a vehicle. In recent years, there has been significant investment in streetscape upgrades to improve the pedestrian experience and overall cohesion along 8th Avenue between 10th Street and 17th Street. Improvements have included the addition of public art, wayfinding signage, medians with trees and plants, widened sidewalks, benches, trash receptacles, and upgraded lamp posts. These investments into the public realm are intended to improve the pedestrian experience between Downtown Greeley and UNC, and to boost the user experience moving into, out of, and through Downtown. The City is continuing to explore ways to provide greater influence on the design and function of the public improvements along this CDOT corridor.

There has also been significant private investment along the 8th Avenue corridor since 2011, including redevelopment and infill development projects like the WeldWerks Brewing Co., Maddie Apartments, Natural Grocers, Dutch Bros coffee shop, the 609 Studio Apartments, and the 55+ Resort Apartments and Austin's American Grill that opened in November 2022.

Looking to the next ten years, it is envisioned that 8th Avenue will continue to serve as the primary north-south commercial corridor in Downtown, building on both the public and private investment that has already been made along the corridor. Although there have been several large-scale development projects along the corridor over the last ten years, the small parcels and disparate ownership of land along 8th Avenue present a challenge to larger-scale development, as consolidation would be required. However, there are ample opportunities for smaller infill residential or commercial projects to continue filling in the frontage along the corridor, or for façade or building improvements to existing structures that would improve the overall look and feel of the corridor. Continued investment in the public right-of-way, particularly in pedestrian infrastructure or other mobility options, will further improve the experience along 8th Avenue.



▲ Example of Improved Streetscape Along a Commercial Corridor in Fort Collins, Colorado



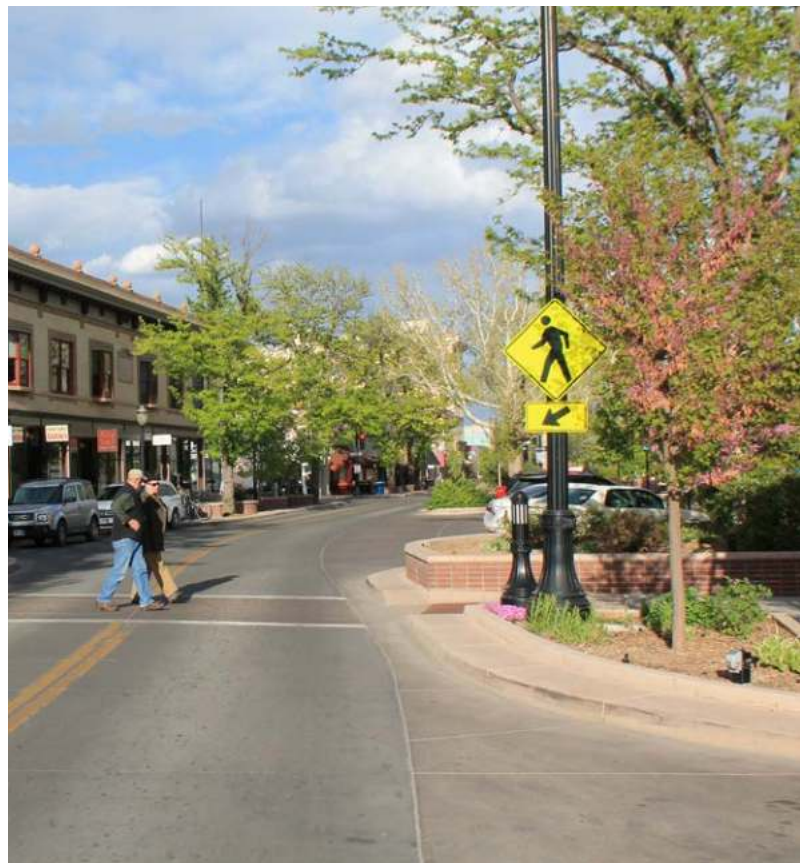
▲ Example of Commercial Adaptive Reuse along a Commercial Corridor in Denver, Colorado



## 9TH AVENUE

9th Avenue is the second major north-south street running through the center of Downtown Greeley, connecting major destinations such as Lincoln Park, 8th Street, the new LINC Library, and UNC. Unlike the commercial feel of 8th Avenue, 9th Avenue has a predominantly residential character in the southern sections before transitioning to commercial, civic, and mixed-use to the north of 11th Street. The mature tree canopy, generous sidewalks, and tree lawns make it one of the more pleasant, comfortable, and memorable streets in Downtown. The Monroe Avenue Historic District is also located along 9th Avenue from 12th Street to 16th Street, and contains numerous historically significant structures that contribute to the look and feel of the corridor.

Moving forward, 9th Avenue is envisioned as a community amenity that has enhanced facilities that prioritize pedestrians and bicyclists over vehicles. Ninth Avenue does have consistent sidewalks along the length of the corridor that could be extended farther into the right-of-way to offer patio seating for existing and new businesses, or to incorporate other streetscape amenities like benches, additional pedestrian-oriented lighting, or landscaping.



▲ Example of Enhanced Pedestrian Facilities in Grand Junction, Colorado



▲ Example of Patio Seating Replacing Parking in Wheat Ridge, Colorado



▲ Example of a Designated Bikeway and Landscaped Median in Lincoln, Nebraska



Currently, 9th Avenue does have an on-street bike lane beginning south of 11th Street and north of 6th Street, but these facilities could be upgraded to a protected bike lane or bikeway to make the bicycle experience safer and more accessible, and to better connect Downtown to UNC. There is also an opportunity to extend bike infrastructure (current or enhanced) along 9th Avenue through Downtown between 11th Street and 6th Street to connect the existing bike lanes south of 11th Street and north of 6th Street. There is also an opportunity to highlight bicycle connections and enhance bike infrastructure north of Downtown leading to the Poudre River Trail at Island Grove Regional Park.

In addition to creating an overall environment that prioritizes people over vehicles along 9th Avenue, the feasibility of removing a vehicle travel lane and replacing it with additional public realm amenities, such as a parklet, a dog park, play features for children, or permanent outdoor patios, should be evaluated where possible. There is also an opportunity to better incorporate public art into the physical environment along the entire 9th Avenue corridor, as it is currently lacking south of 9th Street.

*The image below provides an illustrative example of what improvements to the 9th Avenue corridor could look like moving forward.*



▲ Illustrative Example of 9th Avenue Improvements



## 2 CONNECTING DOWNTOWN TO THE POUDDRE RIVER

The Cache la Poudre River jogs around Downtown Greeley to the north and east before eventually draining into the South Platte River several miles east of Greeley. Currently, there are primarily commercial and industrial uses abutting the River where it runs closest to Downtown, while several stretches of the Poudre River outside of Downtown and in neighboring communities have been converted into parks and open space amenities. Island Grove Regional Park is one of those stretches of the River, and is located within the City of Greeley northwest of Downtown. Island Grove Park is located roughly a mile from the northern edge of the Downtown Plan area boundary, and is comprised of 145 acres that embrace the Poudre River adjacency and offer numerous amenities, including pavilions, an events center, play equipment, a trail head for the Poudre River Trail, and many more public facilities.

The Poudre River Trail runs from River Bluff Open Space, located on the east edge of the Town of Windsor, to Island Grove Park in Greeley. The

Poudre River Trail extends a total of 21 miles and primarily runs through natural areas and parks along the way. There are plans to extend the Poudre River Trail west to the City of Fort Collins, with the possibility of extension southeast of Greeley to the South Platte River in the future as well.

As the City of Greeley continues to embrace the Poudre River, there are opportunities to better connect Downtown to the Poudre River moving forward, which emerged as a community priority during this Downtown Plan Update process. Downtown is already physically connected to the Poudre River by way of the dedicated bike lanes beginning along 9th Avenue north of 6th Street that connect to Island Grove Park. This connection could be further enhanced through additional signage, improved infrastructure like protected bike lanes, or by eventually creating an off-street path or trail for bicyclists and pedestrians.

If the Poudre Trail extension southeast to the Platte River does come to fruition, there are also opportunities to provide connections to the Poudre River and proposed trail by way of 10th Street east of 8th Avenue. It is approximately a mile from Lincoln Park in Downtown Greeley to where the Poudre River and 10th St meet. Enhanced bicycle and pedestrian infrastructure and clear signage would provide users the opportunity to connect Downtown to not only the river, but a regional trail network as well.



▲ Example of a River Trail Wayfinding Signage in Pueblo, Colorado



▲ Example of Detailed River Trail Wayfinding Signage In Salt Lake City, Utah. Photo From Cycling Utah



## 3

## AGRICULTURE AND MANUFACTURING ANCHOR DISTRICT

Greeley's primary industries have always been closely tied to the railroad tracks that through the heart of the community and bisect Downtown, as freight rail was and is the primary means of importing and exporting goods to and from Downtown and the larger Greeley community. Traditionally, uses along the railway have been primarily industrial and agricultural, as these sectors anchor the City's economy and employment base. While Greeley's economy has been diversifying in recent years, it still is and will likely remain reliant on agriculture and manufacturing as key industries looking forward.



▲ Example of Infill Development in a Rail-Oriented District in Santa Fe, New Mexico

The Railway District sub-area is located along the eastern edge of the Downtown Plan study area, and encompasses the railroad tracks that run through Downtown. This sub-area reflects Greeley's agricultural and manufacturing past and present, and offers the opportunity to embrace and celebrate this history while diversifying the types of manufacturing and agricultural activities that happen in areas adjacent to Downtown. While the railroad tracks are often cited as a physical and mental barrier that separates Downtown from the neighborhoods to the east, there is an opportunity to reimagine how the Railway District, and broader Downtown area by extension, interact with the rail tracks. There are already several amenities that celebrate the past and future of what the Railway District is and can be including the Colorado Model Railroad Museum, WeldWorks Brewing, Co., the Greeley Chamber of Commerce, and the Greeley Farmers' Market.



▲ Example of Art and Signage in a Rail District in Frisco, Texas. Image from Frisco Rail District Merchants



Looking forward, the Railway District can serve as an agriculture and manufacturing anchor district that bridges Greeley's past with its future. This area offers the opportunity to attract primary and knowledge-sector employers that require large-format spaces in industries such as biotechnology. While redevelopment could make sense on several parcels in the Railway District, the existing building stock offers opportunities for adaptive reuse, expanding on the energy being brought to the area by WeldWerks Brewing Co., the Greeley Farmers' Market, and others. Existing buildings could accommodate uses like breweries, wineries, coffee roasting, a commissary or shared kitchen, chocolate making, live/work spaces, light manufacturing,

galleries, or an indoor Mercado or Latino Vendor Market or makers' market. Additionally, many of these uses could include a storefront component that would help in improving street-level activation in the Railway District. There is also an opportunity to embrace the agriculture and manufacturing district identity in the public realm through branded wayfinding, banners, crosswalks and intersection stamps, gateways, themed lighting, and public art.

*The image below provides an illustrative example of what improvements to the Railway District could look like moving forward.*



▲ Illustrative Example of Railway District Improvements

## 4

# UNIVERSITY UPTOWN AND ADJACENT NEIGHBORHOODS

While both the UNC campus and Central Downtown have distinct identities and senses of place, the area between these two destinations currently lacks a distinct identity. Many participants in the Downtown Plan Update process cited the lack of connectivity between Central Downtown and UNC as a challenge, and identified strengthening physical and programmatic connections between the two places as a key priority.

Over time, the City of Greeley and UNC have been working together to improve connectivity between Downtown and the UNC campus. In 2009, this effort was formalized through the creation of the University District, which intersects with the plan study area between 13th Street to the north, 17th Street to the south, the railroad tracks to the east, and between 9th Avenue and 10th Avenue to the west. The University District has not only reinforced connections between UNC and the City through physical improvements like signage with shared branding, but resulted in the creation of the pilot Home Ownership Program for Employees (G-HOPE) to promote more home ownership in Greeley's

Redevelopment District and around the University of Northern Colorado campus to UNC students.

There is an opportunity to build on the synergy between the City of Greeley and UNC resulting from the creation of the University District by establishing the University Uptown identity for the area between Central Downtown and the UNC campus, and adjacent neighborhoods. Creating this brand is a key step in fortifying both physical and psychological connections between these two destinations. The University Uptown brand can be utilized in City and UNC marketing and communications, and can also be incorporated into physical improvements in the public realm in the University Uptown area and adjacent neighborhoods. Branded public realm amenities that can reinforce University Uptown as a distinct, unique district include banners, crosswalks and intersection stamps, more signage and wayfinding, and improved lighting. Lighting is particularly key along 9th Avenue and 8th Avenue, as these corridors serve as key north-south connections between Central Downtown and UNC.

## 16TH STREET ENHANCEMENTS

The 16th Street Enhancement Project is an active project that is currently being led by the City of Greeley Public Works Department. The planned improvements, which encompass 16th Street from 7th Avenue to 11th Avenue, aim to slow vehicular speeds, improve safety, improve and expand the walkable environment, revitalize the corridor, foster the public realm experience with art and amenities, maintain as much parking as possible, and increase the connection between UNC and Downtown. The project is working through the design phases with plans to initiate the improvements in 2023.



▲ Example of Side-by-Side University and City Banners in Fort Collins, Colorado



▲ Rendering from the 16th Street Enhancement Project



## 5 DIVERSIFYING THE RESIDENTIAL MIX

In order to continue cultivating Downtown as a mixed-use neighborhood, additional residential development is needed. The Market Assessment revealed that Downtown Greeley has lower housing density than many of its peer cities, and that residential remains a robust market opportunity for Downtown moving forward. It is recommended that thoughtful residential development continue over the next ten years to strengthen Downtown's identity as a place where people can live, work, and play. Encouraging a diverse mix of housing throughout Downtown, including both to-own and to-rent options, will continue to build a residential base that accommodates a range of tastes and price points. Each Downtown sub-area has its own distinct character and feel, and thus currently has different types of residential development as well. It is recommended that development of new housing fit the physical look and character of the existing sub-areas where possible, while simultaneously adding to Downtown's housing stock. A description of what housing types are recommended for each sub-area moving forward is provided below.

**69%**  
OF ONLINE SURVEY RESPONDENTS  
WOULD CONSIDER LIVING IN  
DOWNTOWN GREELEY.

*The top 3 desired housing types are:*

- » **Townhouse (ownership) (29%)**
- » **Condominium building (28%)**
- » **Single-family residence (26%)**

## CENTRAL DOWNTOWN

As the traditional core of the City of Greeley and area that already accommodates density, Central Downtown is a logical place for additional higher density housing types, such as to-own condominiums, to-rent apartment buildings, and mixed-use development with commercial uses on the ground floor and housing above.



▲ Example of Mixed-Use Development That Includes Housing, Office, and Retail in Missoula, Montana



▲ Example of Higher Density Infill Housing Development in Arvada, Colorado



## RAILWAY DISTRICT

While the Railway District has historically been comprised of commercial and industrial uses, looking to the next ten years, this area could accommodate housing as well. Housing types that would fit with the existing character of the Railway District include live/work and affordable multi-family housing, either as to-own or rental units.



▲ Example of Live/Work Housing in Denver, Colorado



▲ Example of Affordable Housing in Missoula, Montana

## UNIVERSITY UPTOWN

The University Uptown area is already primarily residential, with the exception of commercial uses along segments of 8th Avenue and 16th Street. The housing stock in University Uptown is dominated by single-family units, though there are a number of single-family structures that have been converted to multi-family units. There are also new apartment buildings along 8th Avenue and smaller scale apartment buildings interspersed throughout the sub-area. Moving forward, it is recommended that the existing housing stock be enhanced where possible, either by providing incentives for building improvements, or by enforcing the City's existing building code. Major thoroughfares in University Uptown like 8th Avenue, 9th Avenue, 16th Street, and 13th Street, could accommodate higher density infill mixed-use development, apartments, or condominiums. Along quieter neighborhood streets, it is recommended that thoughtful infill be considered in the form of single-family homes or "missing middle" housing types like townhomes, row houses, multi-plexes, accessory dwelling units, and small-scale apartment or condominium buildings where appropriate. New housing should be encouraged to fit in with the context of the surrounding neighborhood respectful of historic design elements, and should create ownership opportunities when possible.



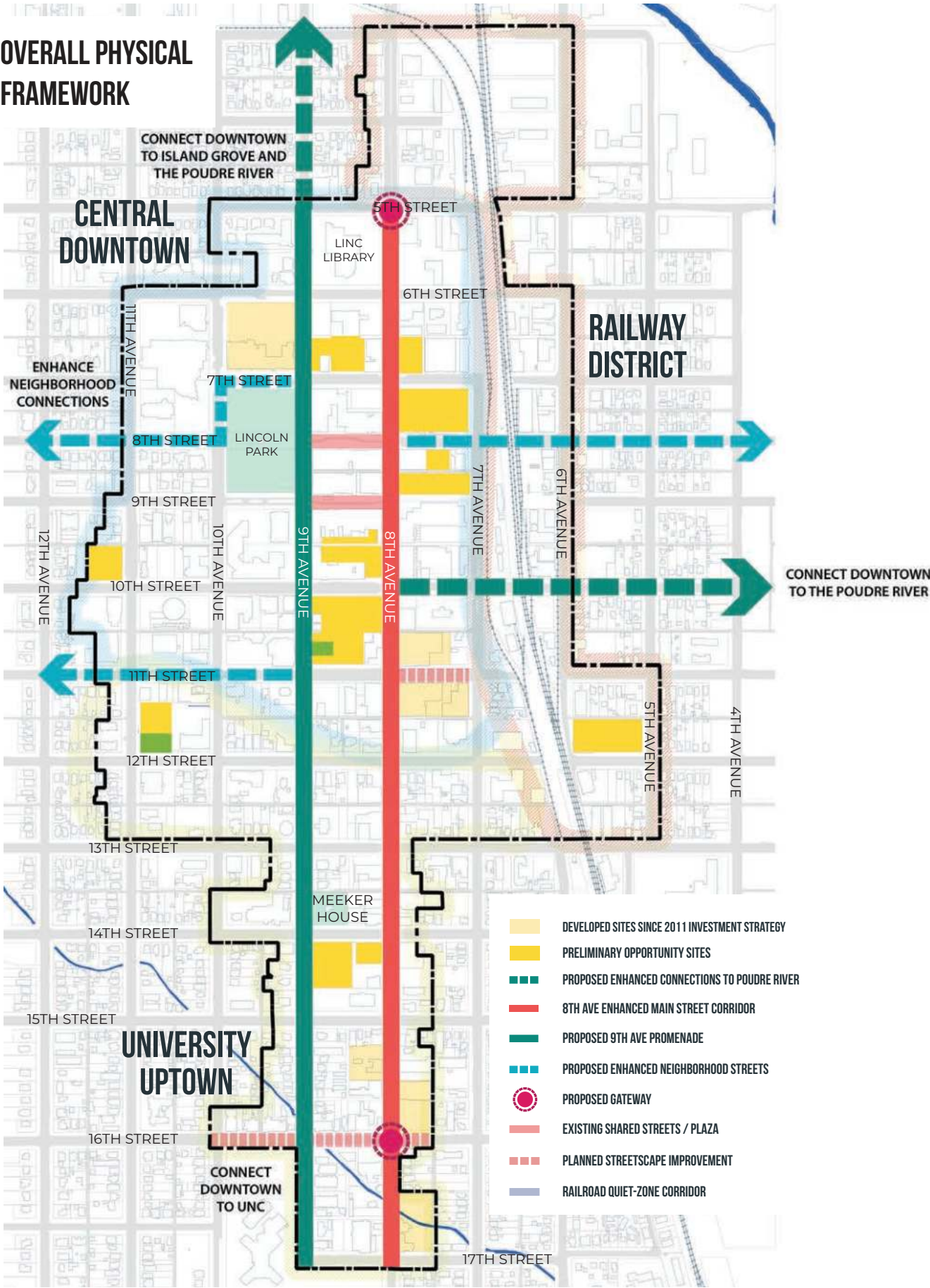
▲ Example of 4-Plex Infill Housing Development in Denver, Colorado

# OVERALL DOWNTOWN PHYSICAL FRAMEWORK

Combining all the above pieces (Sub-areas, Opportunity Sites, Transformative Projects) together creates a comprehensive physical framework for Downtown Greeley looking to the future, illustrated in the map on the following page. This framework works to build on the energy and work that has been done to improve Downtown over the last 10 years by encouraging additional infill development and public realm enhancements at key locations. This framework also illustrates opportunities for improved east-west and north-south connections both within Downtown and to and from adjacent neighborhoods to address that community priority. This overall physical framework also creates the opportunity to:

- » **Strengthen the north-south spines of 8th Avenue and 9th Avenue**, leveraging the Opportunity Sites and Transformative Projects to create a dual redevelopment corridor connecting amenities within Downtown, and Downtown to UNC and adjacent neighborhoods.
- » **Improve key east-west connections through Downtown by enhancing the neighborhood streets** of 11th Street west of 9th Avenue, 7th/8th Street jogging around Lincoln Park west of 9th Avenue, and 8th Street east of 8th Avenue.
- » **Create enhanced gateways along 8th Avenue at 5th Street** to the north and **16th Street** to the south to welcome people into Downtown. Enhancements could include additional gateway signage, enhanced wayfinding signage, landscaping, public art, and other physical improvements.
- » **Continue infill development and redevelopment of Opportunity Sites** throughout Downtown to fill in the urban fabric and improve the pedestrian experience.
- » **Create distinct, unique sub-areas** that together form an exciting Downtown experience.
- » **Incorporate public space amenities wherever possible** to address the unequal distribution of parks and open space throughout the three sub-areas comprising Downtown.









# 05

## ACTION PLAN

**ACTION PLAN OVERVIEW**

**CORE VALUES AND VISION**

**ECONOMY**

**ENVIRONMENT**

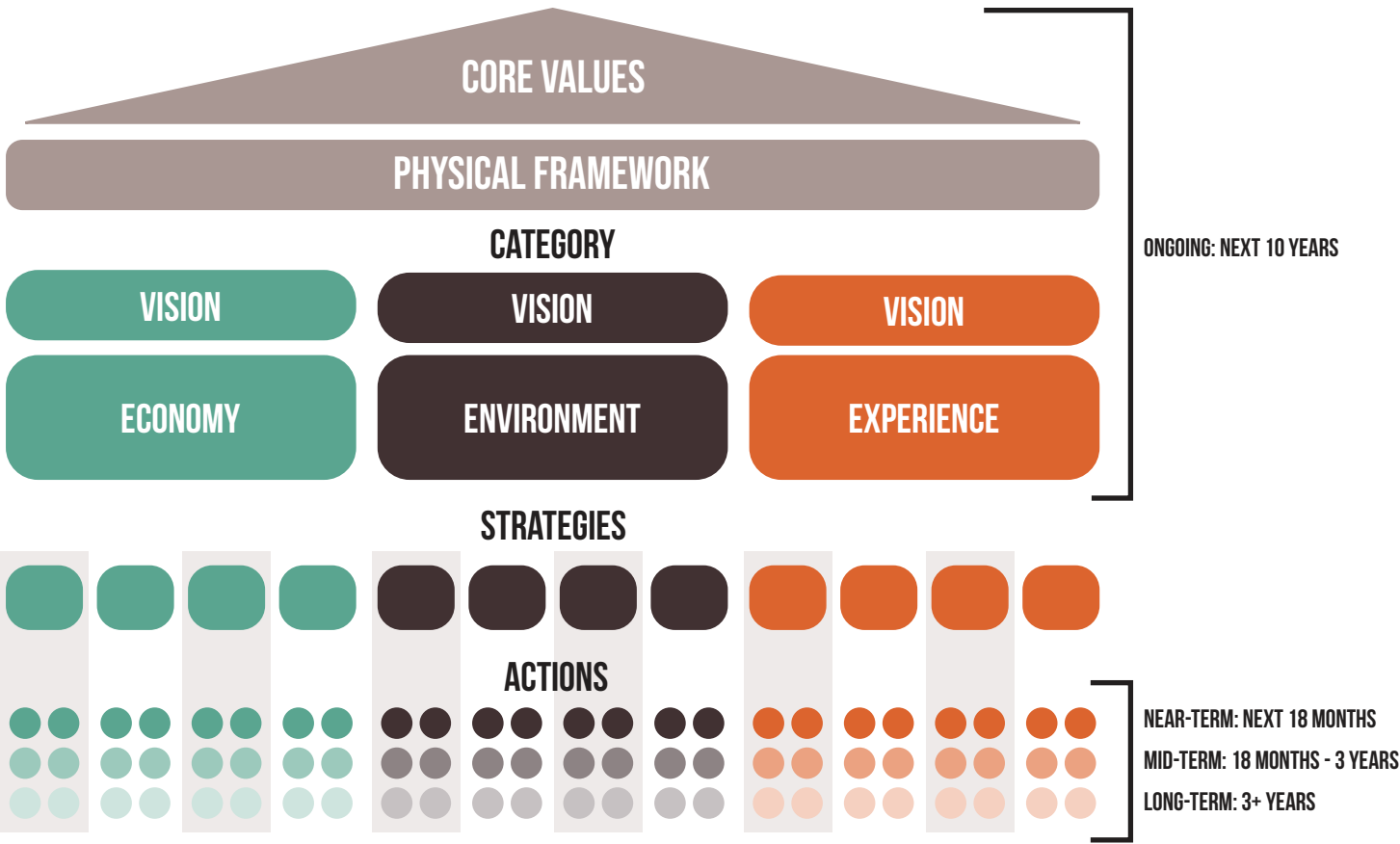
**EXPERIENCE**

# ACTION PLAN OVERVIEW

The Market Assessment, Capital Improvement Assessment, Urban Quality Assessment, extensive community outreach conducted throughout this process, and Physical Framework all serve as building blocks for this Action Plan that will guide investment in Downtown Greeley for the next ten years.

The Action Plan is guided by a vision statement, written by topic area, and an overarching set of core values that is interwoven throughout the actions found in all three topic sections. The Action Plan

also contains strategies and set of tactics organized into three topic areas; Economy, Environment, and Experience. This Action Plan provides downtown physical improvements and policies to guide the DDA and City of Greeley, the development community, and downtown stakeholders for the next ten-year investment cycle. For actions and tactics within each of these categories, timelines (short-, mid-, long-term), responsible parties, and illustrative costs are also identified to aid in implementation.



Upon Plan adoption, it is recommended that a **Downtown Plan Implementation Committee** be formed to provide oversight and track implementation of the Downtown 2032 – The Path Forward Plan. The Downtown Plan Implementation Committee should be comprised of representatives from various City of Greeley departments, the DDA, the Creative District, and other key civic partners. It is recommended this group meet quarterly to check-in on Plan implementation progress.

# CORE VALUES AND VISION

## CORE VALUES

The Core Values identified below provide an overarching foundation for the Action Plan and are interwoven into all three topic area sections, with each action encompassing one or more of these Core Values.

### WELCOMING AND INCLUSIVE

Downtown Greeley should celebrate its diversity of cultures, building upon this strength to create a place where everyone feels safe and welcome.

### PROSPEROUS AND VIBRANT

Downtown's economy should be diversified, robust, and relevant to an array of stakeholders.

### A COMPLETE NEIGHBORHOOD

Downtown should not only be a destination where people can work, play, or visit, but a place that offers a range of housing types that meet the needs of diverse age groups, lifestyles, and incomes as well.

### ACCESSIBLE AND CONNECTED

Downtown Greeley should continue to be a place that is easy for people of all ages to move around whether by foot or mobility device, bicycle, transit, or car.

## VISION

The 1,250 inputs that were gathered from the community throughout this planning process were synthesized into the vision for Downtown Greeley, provided below and organized into the three guiding topic areas of the Action Plan. These vision statements were also vetted through the Advisory Committee and through the broader Greeley community at the Open House. Each of the three vision elements below is interwoven into its subsequent section of the Action Plan.



### VISION FOR THE FUTURE: ECONOMY

Downtown Greeley's **ECONOMY** will be robust and diverse, offering residents, employees, students, patrons, and visitors a range of options for jobs, housing, shopping, and dining. Storefronts will be active and offer a variety of restaurant, retail, and creative business options, highlighting the strong local business community. Historic building character will be retained where appropriate, and strategic infill development and redevelopment will continue to diversify residential and commercial options Downtown.



### VISION FOR THE FUTURE: ENVIRONMENT

The Downtown physical **ENVIRONMENT** and public realm will be inviting and accessible for all people. There will be multi-modal connections both to destinations within Downtown and to adjacent neighborhoods. Public spaces in Downtown such as parks, plazas, alleys, and sidewalks will be enhanced and activated wherever possible, creating places and opportunities for people to gather.



### VISION FOR THE FUTURE: EXPERIENCE

The **Downtown EXPERIENCE** will be vibrant, fun, welcoming, and inclusive. Downtown Greeley will continue to expand on its entertainment, events, and multicultural offerings, and will serve as a regional artistic and cultural hub for a range of creative and unique social offerings that are reflective of the diversity that exists within Greeley. Public art will continue to play an integral role in enhancing the Downtown experience and celebrating the community's assets. Downtown will be clean, safe, and well-maintained, creating an inviting atmosphere for all.





# ECONOMY

\*\* = Top community priority identified during the community Open House in October 2022

**Sequencing:** Short-term (next 18 months), Mid-term (18 months – 3 years), Long-term (More than 3 years)

STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
<b>**STRATEGY 1:</b> Continue to stimulate infill development and re-development of under-utilized sites.	EC.1.1	Prioritize development and redevelopment of opportunity sites identified through the Downtown Plan process. Explore opportunities to issue RFPs for the development or of redevelopment these opportunity sites.	\$\$	Lead: City of Greeley Support: DDA	Short- to Mid-term
	EC.1.2	Review Downtown policies and programs such as TIF, STIP, Opportunity Zones, and Enterprise Zones, to incentivize investment to specific areas (i.e. Railway District) and types of uses (i.e. attainable/affordable housing, small business incubation and ownership, etc.) that require gap financing.	\$	Lead: City of Greeley Support: DDA	Short- to Mid-term
	EC.1.3	Continue to offer potential investors and developers information, resources, grant opportunities, and contacts at City departments for development and redevelopment opportunities.	\$	Lead: City of Greeley	Short-term
	EC.1.4	Explore resources to demolish, remediate, and redevelop properties that have environmental hazards or other impediments to redevelopment, such as Brownfields.	\$\$\$	Lead: DDA	Mid- to Long-term
	EC.1.5	Facilitate mixed-use – in new and existing buildings – with adaptable ground floor spaces that can accommodate a range of tenant types. Identify appropriate locations for ground floor office or small-scale manufacturing use (i.e., non-retail). Explore overlay or other land use tools to support this goal.	\$	Lead: City of Greeley Support: DDA	Mid- to Long-term
	EC.1.6	Explore resetting the Sales Tax TIF base during the DDA renewal process to further stimulate area economic development.	\$	Lead: DDA Support: City of Greeley	Short-term

STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
STRATEGY 2: Encourage diverse, vibrant storefront uses throughout Downtown.	EC.2.1	Continue to offer technical assistance to entrepreneurs and current and prospective business owners, such as business planning, location assistance, marketing, pathways to property ownership, and assistance in navigating permitting processes.	\$	Lead: City of Greeley Support: DDA, SBDC	Short-term
	EC.2.2	Explore opportunities to bolster UNC's Entrepreneurial Challenge, or E-Challenge, to attract UNC student or graduate businesses to Downtown, such as creating local investment fund financed by Downtown businesses, or exploring angel investor opportunities.	\$\$	Lead: City of Greeley Support: DDA, UNC, SBDC	Short- to Mid-term
	EC.2.3	Proactively tailor business recruitment strategies to each of the sub-areas in Downtown based on needs and character: <ul style="list-style-type: none"> <li>» Central Downtown: restaurants, boutique retail, entertainment, hotel/convention center</li> <li>» Railway District: maker, destination, manufacturing, and experiential businesses, museums and galleries</li> <li>» University Uptown: small-format grocery and pharmacy, daily services, neighborhood-serving restaurants, bed and breakfasts</li> </ul>	\$\$	Lead: City of Greeley Support: DDA, SBDC	Short- to Mid-term
	EC.2.4	Nurture and recruit desirable independent businesses to ensure that Downtown continues to be a regional hub for locally-owned enterprises, particularly businesses that reflect the cultural diversity in Greeley.	\$\$	Lead: City of Greeley Support: DDA, Greeley Creative District	Short- to Mid-term
	EC.2.5	Review and update the Redevelopment Resource Guide for high-value businesses that meet the goals of this plan that includes information on receiving pre-approvals for permitting, expedited development review, flexible standards on outdoor seating, flexible approaches to retrofitting compound water taps, etc.	\$	Lead: City of Greeley	Short-term
	EC.2.6	Continue to maintain an inventory of available Downtown commercial spaces to market available properties and match businesses with the appropriate sub-area.	\$	Lead: DDA Support: City of Greeley	Short-term
	EC.2.7	Explore creating a virtual help desk to invite new and existing businesses to access specialized support.	\$	Lead: City of Greeley	Short-term

STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
STRATEGY 3: Continue to diversify the housing base in Downtown.		Facilitate a diversity of housing types in Downtown Greeley that provide options for a range of incomes and lifestyle preferences and proactively tailor housing strategies to each of the sub-areas in Downtown based on needs and character:			
	EC.3.1	<ul style="list-style-type: none"> <li>» Central Downtown: higher density housing, infill development of apartments (rent), condominiums (own), mixed-use</li> <li>» Railway District: mixed density housing, live/work, affordable multi-family</li> <li>» University Uptown: enhance existing housing and missing middle housing, including ownership opportunities: townhomes, condominiums, single-family, du/tri/quadplexes; thoughtful infill with gentle density</li> </ul>	\$\$	Lead: City of Greeley	Mid- to Long-term
	EC.3.2	To reduce the impacts from homelessness, support and encourage intervention, treatment, and outreach services to direct individuals experiencing homelessness and mental health challenges to permanent supportive and/or transitional housing and appropriate services.	\$\$	Lead: City of Greeley Support: DDA, United Way, Weld Trust, Weld County, North Range Behavioral Health	Short- to Mid-term
	EC.3.3	Recognize the opportunity for the City development code to allow housing types that support artists and makers, such as live-work units, particularly in the Railway District.	\$	Lead: City of Greeley Support: Greeley Creative District	Mid-term
	EC.3.4	Facilitate Accessory Dwelling Units (ADUs) in the University Uptown District and adjacent neighborhoods to encourage gentle density and missing middle housing as appropriate and desired.	\$	Lead: City of Greeley	Short-term
	EC.3.5	Invest in amenities and encourage land uses that increase the desirability of Downtown as a neighborhood to live, work, and play in.	\$\$	Lead: City of Greeley Support: DDA	Mid- to long-term
	EC.3.6	Explore expanding the G-HOPE pilot program to offer UNC seniors or recent UNC graduates homebuyer down payment assistance to try and entice young professionals in and around Downtown.	\$\$	Lead: City of Greeley Support: UNC	Short-term
	EC.3.7	Explore the feasibility of an overlay district that encourages multifamily homes to meet a minimum maintenance requirement through performance-based zoning.	\$	Lead: City of Greeley	Short-term

STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
<b>STRATEGY 4:</b> Sustain and attract more primary employers and jobs.	EC.4.1	Work with major regional employers in growing industries, including knowledge sector jobs, to identify new opportunities for establishing a presence in Downtown to continue diversifying the economy.	\$	Lead: City of Greeley Support: DDA, Upstate Colorado	Mid- to Long-term
	EC.4.2	Identify new primary job sectors to attract to the Downtown that build on Greeley's strengths, such as agriculture technology and light industrial, in the Railway District.	\$	Lead: City of Greeley	Mid- to Long-term
	EC.4.3	Incubate and attract small-scale (and creative) craft manufacturers to Downtown Greeley, particularly in the Railway District.	\$\$	Lead: City of Greeley Support: DDA	Mid-term
	EC.4.4	Encourage strong and appealing economic connections between UNC and Downtown. Identify appropriate UNC programming/innovations, such as UNC's E-Challenge, that can be in Downtown, occupy office space, and help spur new jobs, including fostering graduate entrepreneurship.	\$\$	Lead: City of Greeley Support: DDA, UNC	Short-term
	EC.4.5	Enhance the "Bear Biz" program that fosters special promotions by local businesses to the UNC community.	\$	Lead: City of Greeley Support: DDA, UNC	Short-term
	EC.4.6	Facilitate the development of more office and mixed-use space in the Downtown area to accommodate a range of tenant types, including flexible co-working space or small-format offices, to meeting existing demand and to invite and accommodate entrepreneurship and diverse economic activity.	\$\$\$	Lead: City of Greeley Support: DDA	Mid- to Long-term



STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
<b>STRATEGY 5:</b> Cultivate a Downtown economy that is relevant and welcoming to an array of community stakeholders.	EC.5.1	Continue to build on the Greeley Farmers' Market and recruit businesses that offer household goods and services that are culturally relevant to Greeley's diverse populations to make Downtown a more complete residential neighborhood, such as small-format grocery stores or markets offering a variety of fresh and culturally relevant food options.	\$\$	Lead: City of Greeley Support: DDA	Mid-term
	EC.5.2	Strengthen the relationship between UNC and Downtown Greeley leadership to help ensure that Downtown is relevant, welcoming, and safe to students. This could include creating a professional, part-time, or student internship liaison position at the City of Greeley.	\$	Lead: City of Greeley Support: DDA, UNC	Short-term
	EC.5.3	Proactively engage existing and prospective business owners from Greeley's diverse populations to further promote multicultural entrepreneurship, including exploring a contract with IRC NOCO to provide business resources and services in multiple languages, or creating a bi-lingual business coordinator position at the City of Greeley.	\$\$	Lead: City of Greeley Support: DDA, Immigrant and Refugee Center of Northern Colorado (IRC NOCO)	Short-term
	EC.5.4	Explore opportunities to establish a regular location for a Multi-cultural Vendor Market or Mercado in or near Downtown to serve the Hispanic/Latinx community in Greeley.	\$	Lead: City of Greeley Support: DDA	Short- to Mid-term
	EC.5.5	Explore programs and resources to create pathways to property ownership (residential and commercial) to prevent involuntary displacement and gentrification.	\$	Lead: DDA Support: City of Greeley	Short-term



# ENVIRONMENT

\*\* = Top community priority identified during the community Open House in October 2022

**Sequencing:** Short-term (next 18 months), Mid-term (18 months – 3 years), Long-term (More than 3 years)

STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
<b>STRATEGY 1:</b> Enhance connections to the Poudre River north and east of Downtown.	EN.1.1	Invest in streetscape improvements along 10th Street (east of 8th Avenue) and 9th Avenue (north of 7th Street), that focus on improved pedestrian experience, bicycle facilities, and signage connecting Downtown to the river. Streetscape improvements would entail: 1. Corridor Studies 2. Conceptual Design 3. Final Design and Phasing 4. Phased Implementation	\$\$	Lead: City of Greeley Support: Poudre River Trail Corridor, Inc.	Can be phased to distribute cost.
	EN.1.2	Form a partnership between DDA, City, and Poudre Trail Corridor Board to improve branding, advertising, and physical signage promoting the connection between Downtown and the river.	\$	Lead: City of Greeley Support: DDA, Poudre River Trail Corridor, Inc.	Short-term
	EN.1.3	Consider adding amenities along the Poudre River south of Island Grove as the Poudre River Trail is extended and connections to the river are enhanced.	\$\$\$	Lead: City of Greeley	Long-term
<b>STRATEGY 2:</b> Improve connections to the UNC campus.	EN.2.1	Invest in 9th Avenue improvements to create an enhanced bicycle and pedestrian experience by repurposing portions of the roadway to non-vehicular uses.	\$\$\$	Lead: City of Greeley Support: DDA, UNC	Mid-term
	EN.2.2	Improve transit/shuttle service from residential housing on campus to key Downtown destinations.	\$\$	Lead: City of Greeley Support: DDA, UNC	Mid-term
	EN.2.3	Create a joint UNC/City/DDA committee to discuss and determine what types of destinations and uses can be added to Downtown to attract students on a daily and weekly basis.	\$	Lead: City of Greeley Support: DDA, UNC	Short-term
	EN.2.4	In cooperation with the Greeley Art Commission, create visual connections throughout the core and to UNC by placing public art displays strategically to guide pedestrians through Downtown.	\$\$	Lead: DDA Support: UNC, City of Greeley, Greeley Art Commission, Greeley Creative District	Mid-term
	EN.2.5	Recognize 10th Avenue as a direct connector between Downtown and the UNC campus through physical improvements such as enhanced lighting or wayfinding signage.	\$\$	Lead: City of Greeley Support: DDA, UNC	Short-term

STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
<b>**STRATEGY 3:</b> Create new public spaces focused on families, residents, visitors, and the everyday use of inviting and comfortable outdoor spaces, ensuring that each sub-area has an identifiable and destination public space.	EN.3.1	Create more kid-friendly activities and amenities in Downtown neighborhoods by adding a collection of small playgrounds, a potential water feature/splash pad, and play elements that appeal to all ages.	\$\$	Lead: City of Greeley Support: DDA	Mid- to Long-term
	EN.3.2	Ensure that resources, including amenities and public realm investments, are equally distributed throughout Downtown and adjacent neighborhoods.	\$\$	Lead: City of Greeley	Long-term
	EN.3.3	Continue to improve alleys in Central Downtown where possible, working with adjacent private property owners and businesses on improvements such as adding paving, managing trash disposal, improving lighting, enhancing maintenance, and exploring undergrounding utilities.	\$\$	Lead: City of Greeley Support: DDA	Mid- to Long-term
	EN.3.4	Explore vacating additional alleys in Downtown to reinvent as activated public space, similar to 9th Street.	\$\$	Lead: City of Greeley Support: DDA	Long-term
	EN.3.5	Identify locations and amenities for destination public spaces in the University Uptown and Railway District subareas. Consider opportunity sites identified through this process for these public spaces.	\$	Lead: City of Greeley Support: DDA	Mid-term
	EN.3.6	Plan, design, and implement two new destination public spaces in the University Uptown and Railway District subareas.	\$\$\$	Lead: City of Greeley Support: DDA	Long-term
	EN.3.7	Explore feasibility of creating a 9th Avenue Promenade that serves as an open space amenity running through Downtown to and from UNC.	\$\$\$	Lead: City of Greeley Support: DDA, UNC	Mid-term
	EN.3.8	Explore physical infrastructure upgrades in the Railway District to encourage a greater diversity of uses, enhance pedestrian and bicycle connections, and promote infill development and adaptive reuse of existing structures.	\$\$\$	Lead: City of Greeley Support: DDA	Long-term
	EN.3.9	Identify small infill sites for Downtown dog park facilities.	\$	Lead: City of Greeley Support: DDA	Mid-term

STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
<b>STRATEGY 4:</b> Unify Downtown's public realm with standards that provide consistency and improve the overall quality.	EN.4.1	Create new design standards and guidelines for Downtown that focus on a consistent treatment to the public realm, streetscape, building frontages, and character.	\$	Lead: City of Greeley Support: DDA	Short-term
	EN.4.2	Revise Public Works roadway standards for Downtown for consistency with new design standards and guidelines.	\$	Lead: City of Greeley	Short-term
	EN.4.3	Increase right-of-way inspections in Downtown to monitor compliance with city standards.	\$	Lead: City of Greeley	Short-term
	EN.4.4	Conduct a comprehensive underground utility study to understand stormwater, power, internet, and other utility capacity to understand future capacity for redevelopment and to understand the feasibility of undergrounding utilities.	\$\$	Lead: City of Greeley Support: Xcel, Allo	Short- to Mid-term
	EN.4.5	Conduct an American with Disabilities Act (ADA) accessibility study to evaluate Downtown's current ability to meet ADA standards and identify needed infrastructure improvements needed for compliance.	\$\$	Lead: City of Greeley	Short- to Mid-term
	EN.4.6	Continue enhancing lighting throughout Downtown, particularly along 8th and 9th Streets and 8th and 9th Avenues.	\$\$	Lead: City of Greeley Support: DDA	Mid-term
	EN.4.7	Conduct a Complete Streets Analysis of 8th Avenue to determine strategies to allow for multi-modal movement along the street, including exploring crossings of 8th Avenue to improve east/west non-vehicular connections.	\$	Lead: City of Greeley	Short- to Mid-term
	EN.4.8	Work with the City to establish agreed upon standards for Downtown-focused maintenance and support that standard with adequate resources	\$\$	Lead: City of Greeley	Short-term
	EN.4.9	Explore options for a special trash overlay district in the Downtown managed by the City to create a more efficient, effective, consistent and pleasant public realm experience.	\$\$	Lead: City of Greeley Support: DDA	Short-term



STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
<b>STRATEGY 5:</b> Enhance the quality of the connections to the adjacent neighborhoods around Downtown.	EN.5.1	Improve pedestrian and bicycle connections across the Union Pacific railroad tracks at 5th and 6th Street.	\$\$	Lead: City of Greeley	Mid-term
	EN.5.2	Explore 8th Street Improvements, including: <ul style="list-style-type: none"> <li>» Complete the north sidewalk railroad crossing on 8th Street to enhance pedestrian connections.</li> <li>» Conduct an 8th Street Enhanced Corridor Study to determine improvements required to enhance connections to adjacent neighborhoods east and west.</li> </ul>	\$\$	Lead: City of Greeley Support: DDA	Long-term
	EN.5.3	Conduct a 9th Street or 11th Street enhanced corridor study to determine improvements required to enhance east-west connections to adjacent neighborhoods.	\$\$	Lead: City of Greeley	Mid-term
	EN.5.4	Pursue streetscape improvements on 11th Street, 8th Avenue, and 7th Avenue	\$	Lead: City of Greeley Support: DDA	Short- to Mid-term
	EN.5.5	Complete the planned and designed 16th Street improvements between 8th and 10th Avenues.	\$\$	Lead: City of Greeley	Short-term
	EN.5.6	Utilize public art or other distinct streetscape features to create a sense of arrival at key gateway points, including 5th Street on the north end of Downtown and 16th Street at the southern end of Downtown.	\$\$	Lead: City of Greeley Support: DDA, Greeley Creative District	Short- to Mid-term
	EN.5.7	Connect existing bike lanes on 8th Street and 9th Avenue by filling in gaps along 10th Avenue and 7th Street around Lincoln Park to form a contiguous bicycle network through the center of Downtown.	\$\$	Lead: City of Greeley	Long-term
	EN.5.8	Continue adding wayfinding signs, bicycle signs, light pole banners, and other place enhancements that highlight and direct people to Downtown amenities.	\$\$	Lead: City of Greeley Support: DDA	Short- to Mid-term
	EN.5.9	Explore the feasibility of adding branded signage and public art to new Railroad Quiet Zone fencing in the Railway District.	\$	Lead: City of Greeley Support: Colorado Model Railroad Museum, DDA, Greeley Creative District	Short-term



# EXPERIENCE

\*\* = Top community priority identified during the community Open House in October 2022

**Sequencing:** Short-term (next 18 months), Mid-term (18 months – 3 years), Long-term (More than 3 years)

STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
<b>STRATEGY 1:</b> Promote local arts and creative experiences in Downtown.	EX.1.1	Preserve existing and develop or redevelop buildings and spaces that are affordable to artists and creative professionals.	\$\$	Lead: DDA Support: Greeley Creative District	Mid-term
	EX.1.2	Support and consider more widespread promotion of events related to arts and creative experiences in Downtown.	\$	Lead: DDA Support: City of Greeley, Greeley Creative District	Short-term
	EX.1.3	Continue to incorporate art wherever possible throughout Downtown, including permanent and temporary installations.	\$\$	Lead: DDA Support: City of Greeley, Greeley Creative District	Short-term
	EX.1.4	Work with property owners to offer vacant storefronts in the short-term, at low/no costs to local artists as studio and gallery space.	\$	Lead: DDA Support: Greeley Creative District	Short- to Mid-term
	EX.1.5	Work with the Creative District and other local arts partners to continue integrating arts and creative experiences throughout Downtown Greeley.	\$	Lead: DDA Support: Greeley Creative District	Short- to Mid-term
<b>**STRATEGY 2:</b> Ensure Downtown is clean, safe, and welcoming.	EX.2.1	Continue to maintain enhanced maintenance standards and beautification efforts in the Downtown public realm.	\$\$	Lead: DDA Support: City of Greeley	Short- to Mid-term
	EX.2.2	Support and adopt a holistic approach to addressing real and perceived Downtown safety concerns.	\$	Lead: DDA Support: City of Greeley, Greeley Police Department	Short- to Mid-term
	EX.2.3	Explore hiring a consultant to provide training and strategic planning to City and DDA staff and leadership around diversity, equity, and inclusion issues with the goal of making Downtown welcoming to all.	\$	Lead: City of Greeley Support: DDA	Short-term
	EX.2.4	Connect people experiencing homelessness with resources, and mental health, employment training, and other supportive services.	\$\$	Lead: City of Greeley Support: DDA, Greeley Police Department, North Range Behavioral Services, Frontier House, Lutheran Family Services	Short-term

STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
	EX.2.5	Continue to encourage partnerships, collaboration, and coalition building around Downtown initiatives that represent diverse interests.	\$	Lead: City of Greeley Support: DDA, UNC DEI Leadership, Greeley Creative District, IRC NOCO, Hispanic Women of Weld County	Short-term
	EX.2.6	Designate the City lead department responsible for developing a work program to manage and support the execution of this Plan.	\$	Lead: City of Greeley	Short-term
<b>STRATEGY 3:</b> Celebrate historic character, charm, and distinctive environment in Downtown.	EX.3.1	Continue to support historic preservation of designated properties in Downtown Greeley by identifying available resources and incentives, and helping property owners obtain grants, tax credits, and other financial tools.	\$\$	Lead: City of Greeley Support: DDA, Historic Preservation Commission	Mid- to Long-term
	EX.3.2	Facilitate adaptive reuse in Downtown that is not limited only to districts or structures that meet historic designation criteria, by providing incentives such as historic preservation grants or tax credits, infrastructure investment, regulatory relief, façade grants, or other incentives as appropriate.	\$\$\$	Lead: City of Greeley Support: DDA, Historic Preservation Commission	Mid- to Long-term
	EX.3.3	Continue to promote events and programs that celebrate Greeley's history, including walking tours, history brown bags, and Historic Preservation Month.	\$	Lead: City of Greeley Support: DDA, Historic Preservation Commission	Short-term
	EX.3.4	Ensure that the portrayal of Greeley's history accurately represents and reflects City's diverse population and storied past.	\$	Lead: City of Greeley Support: DDA, Historic Preservation Commission	Short-term
<b>STRATEGY 4:</b> Continue to activate Downtown through programming and events that are relevant and inclusive to Greeley's diverse population.	EX.4.1	Encourage events that celebrate the different cultures that exist within Greeley. Work closely with leaders of the Hispanic/Latinx and other communities to help create and plan events that are historically accurate and welcoming.	\$	Lead: DDA Support: City of Greeley, Greeley Creative District, UNC	Short-term
	EX.4.2	Increase the frequency and variety of live music events and festivals, and partner with local institutions and organizations to increase diversity of offerings.	\$	Lead: DDA Support: City of Greeley	Short-term
	EX.4.3	Continue working with UNC to develop events that appeal to college students such as runs, bike rides, music, and UNC celebrations for sports or other activities. These should be offered during times of the week that accommodate UNC student schedules and encourage students to stay in Greeley on the weekends.	\$	Lead: DDA Support: City of Greeley, UNC	Short-term

STRATEGY	NO.	ACTION	CONCEPTUAL COST	RESPONSIBILITY	SEQUENCING
	EX.4.4	Continue to work with UNC's creative communities, including arts, music, and theatre, to showcase student talent in venues Downtown.	\$	Lead: DDA Support: City of Greeley, UNC	Short- to Mid-term
	EX.4.5	Explore ways to improve activation of Lincoln Park including creating a pedestrian-focused environment in and around the park, adding a space for performances, providing regular daily or weekly programming, and creating reasons for people to gather and spend time in Lincoln Park.	\$\$	Lead: City of Greeley Support: DDA, Historic Preservation Commission	Short- to Mid-term
<b>STRATEGY 5:</b> Market existing Downtown assets and amenities to both locals and visitors.	EX.5.1	Improve communication and marketing of Downtown assets to the UNC community.	\$	Lead: DDA Support: City of Greeley, UNC	Short-term
	EX.5.2	Continue to develop tailored promotions, marketing campaigns, artistic maps and directories, and outreach to institutions and employers, to attract nearby residents and residents from throughout the region, to visit Downtown shops and restaurants.	\$	Lead: DDA Support: Greeley Creative District, City of Greeley	Short-term
	EX.5.3	Build a more distinct brand identify for each of the sub-areas comprising Downtown to improve marketing and promotion of each area.	\$	Lead: DDA Support: City of Greeley	Short- to Mid-term
	EX.5.4	Use technology and QR codes to promote user orientation and awareness of Downtown destinations and amenities.	\$\$	Lead: DDA Support: City of Greeley	Short- to Mid-term
	EX.5.5	Explore ways to attract an additional hotel and/or conference and events center to accommodate larger scale conferences and gatherings.	\$\$	Lead: City of Greeley Support: DDA	Short- to Mid-term





# APPENDICES

**APPENDIX A: MARKET ASSESSMENT**

**APPENDIX B: CAPITAL IMPROVEMENT ASSESSMENT**

**APPENDIX C: URBAN QUALITY ASSESSMENT**

**APPENDIX D: ONLINE COMMUNITY SURVEY RESULTS**

**APPENDIX E: PAST PLANS & STUDIES SUMMARY**

# Monthly Construction Report

October 2022



## Community Development BUILDING INSPECTION

This report is two-sided to conserve our natural resources.

# CONSTRUCTION ACTIVITY SUMMARY

## October 2022

### TOTAL PERMIT ACTIVITY

	<u>No. of Permits</u>	<u>Valuation</u>
New Residential, Commercial, Addition & Remodel, Footing and Foundations and Misc.:	369	\$76,714,170

### RESIDENTIAL

	<u>No. of Permits/Buildings</u>	<u>No. Units</u>	<u>Valuation</u>
Single Family Dwelling:	6	6	\$ 2,037,310
Multi-Family (Buildings)	16/13	315	\$ 53,173,919
Remodel and Addition Work:	31	n/a	\$ 586,111

### COMMERCIAL

	<u>No. of Permits</u>	<u>Valuation</u>
New Commercial Projects:	6	\$13,299,040

*Commercial projects valued over \$100,000 are summarized.*

- *Construction of a New Core and Shell Building, at 2211 115<sup>th</sup> Avenue, by Roche Constructors, Inc., for a Total Valuation of \$4,470,048.*
- *Construction of a New Single Story Bank with Drive-thru ATM, at 2263 Greeley Mall, by Megen Construction Company, Inc., for a Total Valuation of \$2,754,252.*
- *Construction of a New One Story Clubhouse Building for an Apartment Complex, at 2025 50<sup>th</sup> Avenue, by Brinkman Construction, Inc., for a Total Valuation of \$4,937,500.*
- *Construction of a New Core and Shell Building for Future Offices, at 5124 20<sup>th</sup> Street, by H & K Construction, LLC, for a Total Valuation of \$986,040.*
- *Construction of a New Metal Building, at 2901 1<sup>st</sup> Avenue, by Beaver Builders, LLC, for a total Valuation of \$150,000.*





## Building Inspection Division Construction Activity Comparative Analysis

		<b>Oct 2022</b>	<b>Oct 2021</b>	<b>YTD 2022</b>	<b>YTD 2021</b>
<b>New Single Family Dwelling Units*</b>	<b># of Permits</b> <b># of Units</b> <b>Valuation</b>	6 6 2,037,310	11 11 4,140,737	328 328 101,294,363	124 124 40,619,553
<b>Single Family Footing &amp; Foundation Only</b>	<b># of Permits</b> <b>Valuation</b>	0 0	0 0	13 353,027	19 475,887
<b>New Multi-Family Dwellings Units*</b>	<b># of Permits</b> <b># of Buildings</b> <b># of Units</b> <b>Valuation</b>	16 13 315 53,173,919	12 3 12 3,086,767	101 74 1,578 238,865,746	250 90 610 104,172,065
<b>Multi-Family Footing &amp; Foundation Only</b>	<b># of Permits</b> <b>Valuation</b>	0 0	0 0	15 5,233,515	52 1,284,172
<b>Residential Additions and Remodels</b>	<b># of Permits</b> <b>Valuation</b>	31 586,111	44 780,602	314 7,935,233	343 7,647,405
<b>New Commercial Projects</b>	<b># of Permits</b> <b>Valuation</b>	6 13,299,040	2 6,616,806	61 106,712,157	23 147,857,534
<b>Commercial Footing &amp; Foundation Only</b>	<b># of Permits</b> <b>Valuation</b>	0 0	0 0	2 276,136	0 0
<b>Commercial Additions and Remodels</b>	<b># of Permits</b> <b>Valuation</b>	8 2,065,160	9 1,410,622	128 77,122,339	105 14,159,834
<b>Miscellaneous Permits</b>	<b># of Permits</b> <b>Valuation</b>	301 5,548,130	275 3,921,976	2,303 33,435,030	2,274 28,804,464
<b>Mobile Home Permits</b>	<b># of Permits</b> <b>Valuation</b>	1 4,500	0 0	46 327,000	3 18,500
<b>TOTALS</b>	<b># of Permits</b> <b>Valuation</b>	369 76,714,170	353 19,957,510	3,311 571,554,546	3,193 345,039,414

\*Number of units and number of permits will differ due to some multiple unit dwellings being issued under one permit.

PROJECT NUMBER	ISSUED	JOB/VALUE	SITE ADDR	PERMITEE	PERMITSUBTYPE	DESCRIPTION	CONTRACTOR NAME	SITE LOT	SITE BLOCK	SITE SUBDIVISION	MODELNUMBER	BLOG.SQF	BALANCE DUE
1201-0001	10/10/2022	2,000,000	3526 54TH AVE	RESIDENTIAL EXISTING	BASEMENT FINISH	Basement Finish - bedroom and bathroom	JOHN HAYES, LLC	13	3	HIGHLAND PARK WEST		1,019/900	1,019/900
BCN2025-0603	10/12/2022	4,470,940	2111 115TH AVE	COMMERCIAL NEW	CORE AND SHELL	New Core and Shell	JOHN HAYES, LLC	8A	NONE	WEST GREELEY TECH CENTER 6TH MINOR		34,000	0
BCN2026-0841	10/13/2022	1,103,130	2011 20TH ST BLDG C	COMMERCIAL NEW	APARTMENT	Build a New 21 Unit Apartment Building	JOHN HAYES, LLC			PROMONTORY MAGINE SCHOOL 3RD 1ST RPLT TRACT B		2,900	0
BCN2026-0346	10/13/2022	3,140,113	10306 20TH ST BLDG S	COMMERCIAL NEW	APARTMENT	Build a New 21 Unit Apartment Building	JOHN HAYES, LLC			PROMONTORY MAGINE SCHOOL 2ND 2ND 1ST RPLT TRACT B		2,900	0
BCN2026-0346	10/13/2022	3,140,113	10306 20TH ST BLDG S	COMMERCIAL NEW	APARTMENT	Build a New 21 Unit Apartment Building	JOHN HAYES, LLC			PROMONTORY MAGINE SCHOOL 2ND 2ND 1ST RPLT TRACT B		2,900	0
BCN2026-0528	10/25/2022	2,354,252	2363 GREELEY AVE	COMMERCIAL NEW	OFFICE BANK PROFESSIONAL	Single story building with drive thru, auto and on-site parking	MERGEN CONSTRUCTION COMPANY INC	1	NONE	GREELEY MILL MINOR SUB		4,178	0
BCN2027-0179	10/09/2022	4,597,500	3025 50TH AVE CUBHOUSE	COMMERCIAL NEW	AMUSEMENT RECREATION	Build a One Story Clubhouse for Apartment Complex	BRINKMAN CONSTRUCTION INC			HIGHLAND HILLS SUB		429	0
BCN2027-0618	10/09/2022	4,597,500	3025 50TH AVE BLDG A	COMMERCIAL NEW	APARTMENT	Build a New 24 Unit Apartment Building	BRINKMAN CONSTRUCTION INC			HIGHLAND HILLS SUB		1,033	0
BCN2027-0217	10/09/2022	4,597,500	3025 50TH AVE BLDG B	COMMERCIAL NEW	APARTMENT	Build a New 24 Unit Apartment Building	BRINKMAN CONSTRUCTION INC			HIGHLAND HILLS SUB		3,194	0
BCN2027-0218	10/09/2022	4,597,500	3025 50TH AVE BLDG C	COMMERCIAL NEW	APARTMENT	Build a New 24 Unit Apartment Building	BRINKMAN CONSTRUCTION INC			HIGHLAND HILLS SUB		2,024	0
BCN2027-0220	10/09/2022	4,597,500	3025 50TH AVE BLDG D	COMMERCIAL NEW	APARTMENT	Build a New 24 Unit Apartment Building	BRINKMAN CONSTRUCTION INC			HIGHLAND HILLS SUB		1,946	0
BCN2027-0221	10/09/2022	4,597,500	3025 50TH AVE BLDG E	COMMERCIAL NEW	APARTMENT	Build a New 24 Unit Apartment Building	BRINKMAN CONSTRUCTION INC			HIGHLAND HILLS SUB		2,024	0
BCN2027-0222	10/09/2022	4,597,500	3025 50TH AVE BLDG F	COMMERCIAL NEW	APARTMENT	Build a New 24 Unit Apartment Building	BRINKMAN CONSTRUCTION INC			HIGHLAND HILLS SUB		1,946	0
BCN2027-0223	10/09/2022	4,597,500	3025 50TH AVE BLDG G	COMMERCIAL NEW	APARTMENT	Build a New 24 Unit Apartment Building	BRINKMAN CONSTRUCTION INC			HIGHLAND HILLS SUB		2,024	0
BCN2027-0224	10/09/2022	4,597,500	3025 50TH AVE BLDG H	COMMERCIAL NEW	APARTMENT	Build a New 24 Unit Apartment Building	BRINKMAN CONSTRUCTION INC			HIGHLAND HILLS SUB		1,946	0
BCN2028-0192	10/04/2022	3,985,040	1124 20TH ST	COMMERCIAL NEW	CORE AND SHELL	Core and Shell for Future Office Building	H & K CONSTRUCTION LLC	4	NONE	MINNAPOLIS OFFICE PARK 1ST RPLT		26,004	0
BCN2029-0101	10/04/2022	10,000,000	131 ST AVENUE	COMMERCIAL NEW	REMODEL	New concrete pad, metal building and landscaping	CLAYTON BUILDERS LLC	NONE	NONE	CLAYTON BUILDERS CENTER		1,400	0
BCN2029-0192	10/04/2022	3,985,040	1060 20TH ST BLDG 10	COMMERCIAL NEW	APARTMENT	Build a New 3-Story 24 Unit Apartment Building	ANCONI CONSTRUCTION INC			PINKAWAY OFFICE PARK 1ST RPLT		2,000	0
BCN2029-0192	10/04/2022	3,985,040	1060 20TH ST BLDG 10	COMMERCIAL NEW	APARTMENT	Build a New 3-Story 24 Unit Apartment Building	ANCONI CONSTRUCTION INC			PINKAWAY OFFICE PARK 1ST RPLT		2,000	0
BCN2021-0063	10/24/2022	1,200	1700 11TH AVE	COMMERCIAL NEW	CONSTRUCTION TRAILER	Temporary Loading Trailer to be used by property owner	WILL LYONS			WESTGATE 1ST FG		770	0
BCN2026-0516	10/11/2022	830,000	1801 14TH ST	COMMERCIAL EXISTING	REMODEL	Replacing the existing roof floors with new	THE WHITING TURNER CONTRACTING COMP	A	NONE	HOSPITAL ADD		516,500	0.00
BCN2027-0334	10/11/2022	20,000,000	32ND AVENUE	COMMERCIAL EXISTING	REMODEL	Mobile Wireless Communication	ELCICO Wireless Communications Corp	A	NONE	ELCICO WIRELESS COMMUNICATIONS		1,000	0.00
BCX2024-0443	10/21/2022	15,861	3608 11TH AVE	COMMERCIAL EXISTING	REMODEL	Remodel interior for restaurant	HENRY'S REMODELING LLC	1	NONE	SUBURBAN SUB		0.00	0.00
BCN2026-0282	10/11/2022	50,000	501 N 14TH AVE	COMMERCIAL EXISTING	DEMOLITION	Demolition of current Greengate Stampede offices	TURNKEY BUILDERS			ELCICO SUB		0.00	0.00
BCX2029-0405	10/05/2022	1,900,000	1500 20TH RESERVOR RD	COMMERCIAL EXISTING	REMODEL	City of Greeley Reservoir Bid/Draw Add, Remodel & New Roof	TURNKEY BUILDERS			ELCICO SUB		4,770	0.00
BCN2026-0777	10/12/2022	22,465,015	28TH ST A.F.	COMMERCIAL EXISTING	METHUENHAMMINE REMEDIATION	Decontamination for methamphetamine residue	ALL STAR ENVIRONMENTAL SERVICES INC	1	NONE	STEPHENS 1ST ANNEX		0.00	0.00
BCN2026-0784	10/12/2022	22,465,015	28TH ST A.F.	COMMERCIAL EXISTING	METHUENHAMMINE REMEDIATION	Decontamination for methamphetamine residue	ALL STAR ENVIRONMENTAL SERVICES INC	1	NONE	STEPHENS 1ST ANNEX		0.00	0.00
BCN2021-0188	10/12/2022	447,700	1144 24TH STREET RD BLDG 2B	COMMERCIAL EXISTING	TENANT FINISH	Tenant improvement of roughly 3,000 sq ft	ROOCH CONSTRUCTORS INC	1	NONE	CENTERPLACE NORTH 3RD 4TH RPLT		296	0.00
BRN2025-0654	10/12/2022	275,948	601 1ST ST	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	New SFD Cwd Pch Indt AC No Basement Indt Lwn Sprkl Cwd Spr	DR HORTON	13	3	NORTHDIDGE ESTATES 1ST REPEAT	X427	2,388	0.00
BRN2025-0729	10/12/2022	349,000	121 1ST ST	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	New SFD Cwd Pch Indt AC No Basement Indt Lwn Sprkl Cwd Spr	DR HORTON	13	3	NORTHDIDGE ESTATES 1ST REPEAT	X427	2,388	0.00
BRN2025-0811	10/12/2022	285,119	117 1ST ST	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	New SFD Cwd Pch Indt AC No Basement Indt Lwn Sprkl Cwd Spr	DR HORTON	17	3	NORTHDIDGE ESTATES 1ST REPEAT	X450	1,636	0.00
BRN2025-0361	10/12/2022	399,255	113 1ST ST	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	New SFD Cwd Pch Indt AC No Basement Indt Lwn Sprkl Cwd Spr	DR HORTON	16	3	NORTHDIDGE ESTATES 1ST REPEAT	X430	1,636	0.00
BRN2026-0101	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0111	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0112	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213	10/12/2022	1,719,000	1015 24TH STREET RD BLDG 2B	RESIDENTIAL NEW	SINGLE FAMILY DWELLING	Unit 1 New 4-Pch, Tandem Bldg Indt AC No Basement Indt Lwn Sprkl	VECTOR CONSTRUCTION	28	1	CENTERPLACE NORTH SUB	N/A	8350	0.00
BRN2026-0213													

MECH2210-0339	16/20/2022	4,759/1842 22ND ST	MECHANICAL	FURNACE	btu furnace - pulled the permit twice for the same add		27	NONE	WEAVER HEIGHTS SUB RPLT	0	0
MECH2210-0340	16/21/2022	1,261/1622 11ST AVE	MECHANICAL	REPLACE LACE GAS STOVES	new furnace - replaced with Line install	J&J DESIGN	2		WASH AND HILLS SUB 1ST ADD	0	0
MECH2210-0349	16/21/2022	4,125/149 63RD AVE	MECHANICAL	AIR CONDITIONING	INSTALL 17 SEER 3.5 TON AC	SWAN HEATING & A/C OF DENVER	22	1	HUNTERS COVE RD RPLT	0	0
MECH2210-0352	16/21/2022	856/171 35TH AVENUE CT	MECHANICAL	GAS TEST	inspect new gas line installation and air test	MOOREHEAD AND SUN	3	5	HIGHLAND ACRES RPLT	0	0
MECH2210-0353	16/21/2022	2,745/2739 22ND STREET LN	MECHANICAL	FURNACE AND AIR CONDITIONING	Replace existing furnace and condenser	GREELEY FURNACE CO LLC	12	1	WASSAQUE PARK SOUTH 2ND FG	0	0
MECH2210-0367	16/24/2022	3,000/16091 16TH STREET RD	MECHANICAL	AIR CONDITIONING	10000 16th St Rd	Journeum Homes, LLC			PROMONTORY MAGINE SCHOOL 3RD FG	0	0
MECH2210-0368	16/24/2022	3,000/10324 17TH ST	MECHANICAL	AIR CONDITIONING	113334 17th St	J&J Construction of Northern Colorado, LLC	4	1	PROMONTORY MAGINE SCHOOL 3RD FG	0	0
MECH2210-0369	16/24/2022	3,000/10322 17TH ST	MECHANICAL	AIR CONDITIONING	10322 17th St	J&J Construction of Northern Colorado, LLC	4	1	PROMONTORY MAGINE SCHOOL 3RD FG	0	0
MECH2210-0377	16/24/2022	3,000/1629 104TH AVENUE PL	MECHANICAL	AIR CONDITIONING	1629 104th Ave Pl	J&J Construction of Northern Colorado, LLC	10	0	PROMONTORY MAGINE SCHOOL 3RD FG	0	0
MECH2210-0381	16/24/2022	1,000/10307 16TH STREET RD	MECHANICAL	AIR CONDITIONING	10307 16th St Rd	Journeum Homes, LLC			PROMONTORY MAGINE SCHOOL 3RD FG	0	0
MECH2210-0379	16/24/2022	3,000/1706 101ST AVENUE CT	MECHANICAL	AIR CONDITIONING	1706 101st Ave Ct	Journeum Homes, LLC			PROMONTORY MAGINE SCHOOL 3RD FG	0	0
MECH2210-0404	16/25/2022	4,500/1336 6TH ST	MECHANICAL	FURNACE AND AIR CONDITIONING	AMERICAN AIR HEATING & A/C		2	32	GRIELEY CITY	0	0
MECH2210-0405	16/25/2022	2,000/1402 29TH STREET LN	MECHANICAL	FURNACE	replace existing furnace, 80% Btu's	J&J Construction of Northern Colorado, LLC	21	1	ROCKE PLAZA SUB	0	0
MECH2210-0415	16/25/2022	17,325/2230 1TH STREET RD	MECHANICAL	FURNACE AND AIR CONDITIONING	HVAC REPLACEMENT	MOOREHEAD AND SUN	5	3	MAPLEWOOD 3RD ADD	0	0
MECH2210-0421	16/25/2022	1,111/118 6TH ST	MECHANICAL	FURNACE	AMERICAN AIR HEATING & A/C		4	1	GRIELEY CITY	0	0
MECH2210-0424	16/25/2022	5,747/3120 52ND AVE	MECHANICAL	FURNACE	ARTCHECK HVAC SERVICES (AIR SOLUTION		32	8	TYBONE RANCH SUB 2ND FG	0	0
MECH2210-0431	16/26/2022	4,500/2508 20TH AVE	MECHANICAL	FIREPLACE GAS STOVES	Install of Wood burning insert	FIREPLACE WAREHOUSE LLC	19	12	CASCADE PARK SOUTH	0	0
MECH2210-0432	16/26/2022	1,630/1721 23RD STREET RD	MECHANICAL	AIR CONDITIONING	Replace Furnace and A/C		4	1	WOMASTAD HEIGHTS SUB F&G	0	0
MECH2210-0433	16/26/2022	4,625/208 21ST AVE	MECHANICAL	FURNACE	90,000 BTU furnace	AFFORDABLE HEATING & A/C	2	1	BUCKLEUP SUB	0	0
MECH2210-0438	16/26/2022	2,850/111 18 3RD AVE	MECHANICAL	FURNACE	replace furnace with new 95% AFUE furnace 40,000 Btu	Energy Responsive Center	19	3	WESTWOOD 1ST ADD	0	0
MECH2210-0438	16/26/2022	4,450/4540 1ST STREET RD	MECHANICAL	FURNACE AND AIR CONDITIONING	INSTALL 4PK BTU 96% EFFICIENT FURNACE AND 2 TON 17 SEER	SWAN HEATING & A/C OF DENVER	10	3	THE ASHLEY RUN SUB 2ND FG	0	0
MECH2210-0458	16/26/2022	4,221/224 N 53RD AVE	MECHANICAL	FURNACE	install a 110k BTU 80% furnace	JMP HEAT aka LON HOME SERVICE	8	6	FOREST GLEN AT KELLY FARM SUB 3RD FG	0	0
MECH2210-0463	16/27/2022	4,000/5707 3TH STREET RD	MECHANICAL	FURNACE AND AIR CONDITIONING	Replacing existing furnace and condenser	GREELEY FURNACE CO LLC	4	4	WEST POINT SUB 6TH FG	0	0
MECH2210-0465	16/27/2022	3,850/1705 67TH AVE	MECHANICAL	FURNACE	Replace Furnace	AIR X-TREME	23	7	CEDARWOODS SUB	0	0
MECH2210-0468	16/27/2022	16,360/3311 26TH ST	MECHANICAL	FURNACE AND AIR CONDITIONING	replace current ac and furnace	BALANCE POINT HEATING & AIR	10	4	WEST LAKE PARK 3RD FG	0	0
MECH2210-0469	16/27/2022	4,895/1539 104TH AVENUE CT	MECHANICAL	AIR CONDITIONING	Remove existing and install 18 seer 2.5 ton ac and condenser	MS HEATING & AIR INC.			PROMONTORY MAGINE SCHOOL 3RD FG	0	0
MECH2210-0468	16/27/2022	1,598/3300 13TH ST	MECHANICAL	FURNACE	Replace 3 Ton 80,000 BTU Furnace Building 3300 Apt 303		NONE	14	SHERWOOD PARK 3RD ADD RPLT	0	0
MECH2210-0503	16/28/2022	6,395/1613 68TH AVE	MECHANICAL	FURNACE	replace 90,000 BTU gas furnace	MS HEATING & AIR INC.	10	3	CEDARWOODS SUB	0	0
MECH2210-0533	16/31/2022	4,850/819 25TH AVE	MECHANICAL	FURNACE	replace furnace with new 95% AFUE furnace 80,000 btu	Energy Response Center	5	2	EDWARDS HOMES SUB	0	0
PLB2210-0004	16/28/2022	4,400/4519 6TH ST	PLUMBING	WATER SEWER SERVICE LINE	Sewer line repair	Gold Star Excavation	26	12	WESTMOOR ACRES 1ST FG	0	0
PLB2210-0005	16/28/2022	1,250/2023 03 ST	PLUMBING	WATER SEWER SERVICE LINE	12 inch repair on outside trap	THE ELITE PIPE MD	4	73	WELD CO BUSINESS PARK PUD	0	0
PLB2210-0021	16/30/2022	1,328/1226 10TH ST	PLUMBING	GAS PIPING	repair gas line	ALLEN PLUMBING & HEATING	4		GRIELEY CITY	0	0
PLB2210-0022	16/30/2022	450/815 25TH ST 1309	PLUMBING	GAS TEST	gas leak test	TRENCH RIGHT LLC	1309	NONE		0	0
PLB2210-0037	16/30/2022	4,800/1809 22ND AVE	PLUMBING	WATER SEWER REPAIR	17 SPOT REPAIR IN FRONT YARD AND INSTALL CLEANOUTS	TRENCH RIGHT LLC	1		FUGATES SUB OF LS MONTVIEW PARK	0	0
PLB2210-0049	16/30/2022	1,300/134 E 24TH ST	PLUMBING	WATER HEATER BOILER	install water heater	TRENCH RIGHT LLC	1		SPOT REPAIR PLUMBING	0	0
PLB2210-0050	16/30/2022	1,800/2344 W 9TH ST	PLUMBING	WATER SEWER REPAIR	SPOT REPAIR IN BACK YARD AND INSTALL CLEANOUTS	TRENCH RIGHT LLC	1		SPOT REPAIR PLUMBING	0	0
PLB2210-0063	16/30/2022	4,800/202 N 3RD AVENUE CT	PLUMBING	WATER SEWER REPAIR	9 SPOT REPAIR IN FRONT YARD AND INSTALL CLEANOUTS	TRENCH RIGHT LLC	4	1	HOUSTON HEIGHTS	0	0
PLB2210-0066	16/30/2022	5,800/4307 22ND ST	PLUMBING	WATER SEWER REPAIR	9 SPOT REPAIR IN FRONT YARD AND INSTALL CLEANOUTS	TRENCH RIGHT LLC	21	3	EAGLEVIEW SUB AT PHEASANT RUN	0	0
PLB2210-0077	16/30/2022	1,600/76 18TH AVE	PLUMBING	WATER HEATER BOILER	replace water heater in the yard	Robert Arnsperg	1		VERNON HILLS RPLT 118-24 B3	0	0
PLB2210-0084	16/30/2022	800/1435 12TH AVE	PLUMBING	WATER HEATER BOILER	Replace old water heater	Jeff W Huskenen	1	166	CRANFORDS 2ND ADD	0	0
PLB2210-0098	16/30/2022	401/182 12TH ST	PLUMBING	WATER HEATER BOILER	inspect hot water heater that was installed 2020		10	2	MAPLEWOOD	0	0
PLB2210-0095	16/30/2022	2,191/1621 2ND ST	PLUMBING	WATER HEATER BOILER	install 40 gal gas hot water heater	JMP HEAT aka LON HOME SERVICE	10	2	PARKVIEW SUB FG#1	0	0
PLB2210-0106	16/10/2022	1,810/624 37TH AVENUE CT	PLUMBING	WATER HEATER BOILER	install gas, 38K BTU, replacement line for like	COLORADO DELTA MECHANICAL INC	52	18	EDWARDS HOMES 6TH ADD	0	0
PLB2210-0126	16/11/2022	2,528/613 18TH ST	PLUMBING	WATER HEATER BOILER	Water heater, radiator and install new 200 backflow preventer	Paul Rogers Plumbing & Heating	22			0	0
PLB2210-0166	16/12/2022	200/315 12TH AVE	PLUMBING	GAS TEST	Test for leaks as to Atmos	PAUL ROGERS PLUMBING & HEATING	1	8	GRIELEY CITY	0	0
PLB2210-0193	16/13/2022	4,500/3451 11TH ST	PLUMBING	WATER SEWER REPAIR	Sanitary sewer repair in private property, install grease	Elite Roofer	7	1	MOSEER HILL 1ST FG	0	0
PLB2210-0224	16/13/2022	400/341 58RD AVE	PLUMBING	WATER HEATER BOILER	Replace water heater	LT Plumbing LLC	37	1	MOSEER AT KELLY FARM SUB	0	0
PLB2210-0270	16/18/2022	4,500/1616 13TH AVE	PLUMBING	WATER SEWER REPAIR	8 FOOT SPOT REPAIR 5 FEET DEEP IN FRONT YARD	TRENCH RIGHT LLC	8	6	CRANFORDS 2ND ADD	0	0
PLB2210-0283	16/19/2022	6,800/516 10TH ST	PLUMBING	WATER SEWER REPAIR	8 FOOT SPOT REPAIR 6 FEET DEEP ON WEST SIDE OF PROPER	TRENCH RIGHT LLC	3	80	GRIELEY CITY	0	0
PLB2210-0298	16/19/2022	1,362/8 8TH ST	PLUMBING	GAS TEST	pressure gas line	TRENCH RIGHT LLC	2	24	ELSTON PARK	0	0
PLB2210-0302	16/19/2022	2,252/1006 E 24TH STREET LN	PLUMBING	WATER HEATER BOILER	install a 40 gal gas WH	JMP HEAT aka LON HOME SERVICE	33	5	EAST MEADOWS SUB 1ST FG	0	0
PLB2210-0315	16/19/2022	1,600/1006 31ST AVE	PLUMBING	WATER HEATER BOILER	Remove old hot water heater and install a 40 gal gas WH	JMP HEAT aka LON HOME SERVICE	33	5	WEST POINT SUB 6TH FG	0	0
PLB2210-0340	16/20/2022	2,191/312 34TH AVE	PLUMBING	WATER HEATER BOILER	install a 40 gal direct vent WH	JMP HEAT aka LON HOME SERVICE	4	3	NORTHVIEW SUB FG#1	0	0
PLB2210-0342	16/20/2022	1,252/2924 11TH STREET RD	PLUMBING	WATER HEATER BOILER	install a 50 gal gas WH	JMP HEAT aka LON HOME SERVICE	3	5	WILSHIRE 3RD ADD	0	0
PLB2210-0347	16/20/2022	1,500/815 E 20TH STREET RD	PLUMBING	WATER HEATER BOILER	install a 50 gallon gas hot water heater	JMP HEAT aka LON HOME SERVICE	3	5	BALSAM VILLAGE 2ND FG	0	0
PLB2210-0369	16/20/2022	3,000/1306 20TH ST	PLUMBING	WATER SEWER REPAIR	10 spot repair in front yard of private property	Elite Roofer	1	2	ROCKE PLAZA SUB	0	0
PLB2210-0371	16/24/2022	1,470/2413 44TH AVE	PLUMBING	WATER HEATER BOILER	40 gal gas, 38K BTU, replacement line for like	COLORADO DELTA MECHANICAL INC	24	6	PARKVIEW SOUTH	0	0
PLB2210-0382	16/24/2022	1,500/2413 44TH AVE	PLUMBING	WATER HEATER BOILER	40 gal gas, 38K BTU, replacement line for like	COLORADO DELTA MECHANICAL INC	24	6	ADAMS AVE ADD	0	0
PLB2210-0398	16/25/2022	1,400/3775 25TH ST BLDG D #101-108, 201-208, 301-308	PLUMBING	WATER HEATER BOILER	Aggr 4 201-40 gallon water heater replacement	PD GREEN'S PLUMBING	1	PT	GATEWAY PARK FG#2	0	0
PLB2210-0399	16/25/2022	1,400/3775 25TH ST BLDG F #101-108, 201-208, 301-308	PLUMBING	WATER HEATER BOILER	Aggr 4 201-40 gallon water heater replacement	PD GREEN'S PLUMBING	1	PT	GATEWAY PARK FG#1	0	0
PLB2210-0400	16/25/2022	1,400/3775 25TH ST BLDG F #101-108, 201-208, 301-308	PLUMBING	WATER HEATER BOILER	Aggr 4 201-40 gallon water heater replacement	PD GREEN'S PLUMBING	1	PT	GATEWAY PARK FG#2	0	0
PLB2210-0401	16/25/2022	1,400/3775 25TH ST BLDG D #101-108, 201-208, 301-308	PLUMBING	WATER HEATER BOILER	Aggr 4 201-40 gallon water heater replacement	PD GREEN'S PLUMBING	1	PT	GATEWAY PARK FG#2	0	0
PLB2210-0418	16/25/2022	1,400/3775 25TH ST BLDG D #101-108, 201-208, 301-308	PLUMBING	WATER HEATER BOILER	Aggr 4 201-40 gallon water heater replacement	PD GREEN'S PLUMBING	1	PT	GATEWAY PARK FG#2	0	0
PLB2210-0430	16/26/2022	15,500/2300 23RD AVE	PLUMBING	GAS TEST	Gas test for Atmos to turn gas back on to the property	TRUE PLUMBING LLC	1	5	HOUSTON HEIGHTS RPLT B5	0	0
PLB2210-0446	16/26/2022	1,500/1357 43RD AVE S	PLUMBING	WATER SEWER REPAIR	8 SPOT REPAIR TO 6 FEET DEEP	JMP HEAT aka LON HOME SERVICE	1	NONE	FAIRWAY 4 FOOT DEPT LCL	0	0
PLB2210-0440	16/26/2022	2,018/1620 21ST AVE	PLUMBING	WATER HEATER BOILER	install a 50 gal gas Water Heater	JMP HEAT aka LON HOME SERVICE	9	0	MONTVIEW HEIGHTS SUB	0	0
PLB2210-0443	16/26/2022	1,670/218 N 22ND AVE	PLUMBING	WATER HEATER BOILER	40 gal gas, 38K BTU, replacement line for like	COLORADO DELTA MECHANICAL INC	3	2	PRIMROSEVIEW	0	0
PLB2210-0454	16/26/2022	1,500/268 24TH ST	PLUMBING	WATER SEWER REPAIR	8 FOOT SPOT REPAIR 5 FEET DEEP IN FRONT YARD	TRENCH RIGHT LLC	1	NONE	GRIELEY CITY	0	0
PLB2210-0461	16/26/2022	5,500/614 18TH AVE	PLUMBING	WATER SEWER REPAIR	replace water heater with cleanout	Elite Roofer	1	1	ARLINGTON HEIGHTS	0	0
PLB2210-0464	16/26/2022	800/711 10TH AVE	PLUMBING	WATER SEWER REPAIR	sewer line repair	train pacheco	4	49	GRIELEY CITY	0	0
PLB2210-0464	16/26/2022	200/2219 9TH AVE	PLUMBING	WATER SEWER REPAIR	open basement floor and tie in remolded sink drain	LT Plumbing LLC	12	8	ARLINGTON PARK 1ST ADD	0	0
PLB2210-0469	16/27/2022	1,000/3550 34TH ST S A-D	PLUMBING	WATER HEATER BOILER	40 gallon standard natural gas water heater	LT Plumbing LLC	3	1	BLUEJAY WAY	0	0
PLB2210-0450	16/31/2022	5,500/1357 43RD AVE S	PLUMBING	WATER HEATER BOILER	Aggr 4 201-40 gallon gas hot water heater	JMP HEAT aka LON HOME SERVICE	12	0	WOMASTAD HEIGHTS SUB FG#2 1ST RPLT L7-1	0	0
ROOF2210-0022	16/31/2022	6,200/3622 8TH ST	PLUMBING	WATER SEWER REPAIR	8 FOOT SPOT REPAIR 9 FEET DEEP IN FRONT YARD, INSTALL CL	TRENCH RIGHT LLC	11	4	WESTMOOR 2ND FG	0	0
ROOF2210-0003	16/02/2022	5,000/1315 11TH AVE	ROOFING	RE-ROOF	tear off and re-roof	C & E ROOFING	1	107	GRIELEY CITY	0	0
ROOF2210-0007	16/03/2022	1,800/118 8TH ST	ROOFING	RE-ROOF	tear off and re-roof, overlap sheathing 7/16", felt, drip edge	ANCHOR ROOFING LLC	13	1	WINTERS SUB	0	0
ROOF2210-0030	16/03/2022	9,900/5701 31ST ST	ROOFING	RE-ROOF	Re-roof, install 33 sq of OC Storm on 1 story res	ANCHOR ROOFING LLC	1	6	WEST T BONE RANCH SUB 1ST FG	0	0
ROOF2210-0033	16/04/2022	40,000/708 11TH AVE	ROOFING	RE-ROOF	install new roof	C & E ROOFING	2	8	GRIELEY CITY	0	0
ROOF2210-0036	16/04/2022	1,450/201 17TH ST	ROOFING	RE-ROOF	new asbestos from hall of roof	SUMMIT ROOFING SOLUTIONS LLC	1	NONE	WINTERS SUB	0	0
ROOF2210-0036	16/04/2022	1,801/1807 12TH ST	ROOFING	RE-ROOF	Tear off of 1st re-roof	Summit Roofing	1		TRAIL AT SHEEP DRAW	0	0
ROOF2210-0040	16/04/2022	1,550/616 41ST AVE	ROOFING	RE-ROOF	Remove & replace with new all roofing material and flashings	Summit Roofing	39	8	WESTMOOR ACRES 1ST FG	0	0
ROOF2210-0042	16/04/2022	318,084/2311 16TH ST 101-102, 104-112, 201-212, 301-312, 401-412	ROOFING	RE-ROOF	Tear off existing roofing and replace with new roofing.	Armands Rouse-Gallagher	15	7	WESTMOOR ACRES 1ST FG	0	0
ROOF2210-0043	16/04/2022	8,200/4301 6TH ST	ROOFING	RE-ROOF	tear off	ARMOROS ROOFING LLC	15	7	WESTMOOR ACRES 1ST FG	0	0
ROOF2210-0047	16/05/2022	1,701/714 20TH ST	ROOFING	RE-ROOF	Re-roofing detached shopcarport roof in Modified Bitumen	BLUE PROCK ROOFING LIMITED	1		ALTA VISTA ADD	0	0
ROOF2210-0051	16/05/2022	2,600/219 8TH ST	ROOFING	RE-ROOF	Re-Roof, tear down to deck, replace with laminate comp shin	SUMMIT ROOFING SOLUTIONS LLC	21	9	HOUSTON HEIGHTS	0	0
ROOF2210-0056	16/06/2022	1,700/228 12TH ST	ROOFING	RE-ROOF	Re-Roof, tear down to deck, replace with laminate comp shin	SUMMIT ROOFING SOLUTIONS LLC	21	235	REDS SUB OF 816	0	0
ROOF2210-0071	16/06/2022	2,200/1913 16TH AVENUE CT	ROOFING	RE-ROOF	Remove and replace Shingles with Owens Corning Duration (Dr	LR CONTRACTING INC	21		MOUNTAIN VISTA FG#2	0	0
ROOF2210-0087	16/07/2022	11,400/1823 12TH ST	ROOFING	RE-ROOF	Re-roof, install 38 sq of OC Storm on res dwelling	ANCHOR ROOFING LLC	10	2	MAPLEWOOD	0	0
ROOF2210-0101											

SPV2208-0079	10/27/2022	50,500/410 SAGE AVE	PHOTOVOLTAIC	Solar PV installation, roof mount, 12.54 kW DC	Apollo Energy	3	0	POUDRE RIVER RANCH 3RD FG	0	0
SPV2208-0117	10/06/2022	60,807/1827 74TH AVE	PHOTOVOLTAIC	Roof Mounted Solar Project with 7.68kW	GENERATION SOLAR	3	0	PRINALE SUB 3RD FG	0	0
SPV2208-0118	10/31/2022	69,903/1912 80TH AVE	PHOTOVOLTAIC	Roof Mounted Solar Project with 12.30kW	GENERATION SOLAR	2	1	MOUNTAIN VISTA FGB3	0	0
SPV2208-0133	10/26/2022	35,621/170 48TH AVE	PHOTOVOLTAIC	Roof Mounted Solar Project with 6.60kW	GENERATION SOLAR	12	7	WEBER WEST SUB	0	0
SPV2208-0158	10/06/2022	45,227/18235 15TH STREET RD	PHOTOVOLTAIC	Roof Mounted Solar Project with 3.85kW	GENERATION SOLAR	3	15	MOUNTAIN SHADOWS SUB 2ND FG	0	0
SPV2208-0205	10/26/2022	50,000/2723 23RD ST	PHOTOVOLTAIC	Roof Mounted Solar Project with 9.69kW	GENERATION SOLAR	17	4	CASCADE PARK SOUTH	0	0
SPV2208-0245	10/26/2022	67,407/4365 14TH STREET DR	PHOTOVOLTAIC	Roof Mounted Solar Project with 11.88kW	GENERATION SOLAR	19	NONE	COUNTRY CLUB ESTATES PUD TRACT 8 AM PLAT	0	0
SPV2208-0247	10/26/2022	67,713/1557 58RD AVE	PHOTOVOLTAIC	Roof Mounted Solar Project with 6.60kW	GENERATION SOLAR	19	0	COUNTRY CLUB WEST PSH2	0	0
SPV2208-0348	10/26/2022	39,336/2616 22ND ST	PHOTOVOLTAIC	Roof Mounted Solar Project with 7.48kW	GENERATION SOLAR	11	2	CASCADE PARK 4TH ADD	0	0
SPV2208-0350	10/26/2022	41,861/2625 PLATAU RD	PHOTOVOLTAIC	Roof Mounted Solar Project with 3.24kW	GENERATION SOLAR	18	4	POUDRE RIVER RANCH 3RD FG	0	0
SPV2208-0351	10/26/2022	57,847/1905 60TH AVE	PHOTOVOLTAIC	Roof Mounted Solar Project with 11.00kW	GENERATION SOLAR	20	NONE	WESTRIDGE VILLAGE II RPLT A	0	0
SPV2208-0352	10/26/2022	31,663/282 26ND AVE	PHOTOVOLTAIC	Roof Mounted Solar Project with 5.72kW	GENERATION SOLAR	6	5	NORTHVIEW SUB FGB1	0	0
SPV2208-0353	10/06/2022	47,715/1634 34TH AVE	PHOTOVOLTAIC	Roof Mounted Solar Project with 3.24kW	GENERATION SOLAR	3	11	WOODBRIAR 3RD FG	0	0
SPV2208-0433	10/26/2022	48,591/1846 11TH ST RD	PHOTOVOLTAIC	Roof Mounted Solar Project with 2.34kW	GENERATION SOLAR	0	0	TRAIL AT SHEEP DRAW	0	0
SPV2208-0480	10/05/2022	23,645/105 60TH AVE	PHOTOVOLTAIC	Installation of a 8.07kW DC roof-mounted PV solar array	PHOTOVOLTAIC	7	12	WEBER WEST SUB	0	0
SPV2208-0505	10/10/2022	23,645/441 46TH AVE	PHOTOVOLTAIC	Roof Mounted Solar Project with 3.90kW	GENERATION SOLAR	7	1	CENTER PARK MINOR SUB	0	0
SPV2208-0511	10/31/2022	50,000/4944 G ST	PHOTOVOLTAIC	Roof Mounted Solar Mounted 8.6kW	GENERATION SOLAR	1	19	WEBER WEST SUB	0	0
SPV2208-0553	10/19/2022	31,560/1903 431ST AVE	PHOTOVOLTAIC	Roof Mounted Solar Project with 3.40kW	GENERATION SOLAR	17	0	GATWAY ESTATES FGB1	0	0
SPV2208-0556	10/19/2022	24,864/189 49TH AVENUE CT	PHOTOVOLTAIC	5.18 kWDC, Rooftop, Flush Mount, PV Solar System, Grid-Tied	Kick Solar LLC	17	11	WEBER WEST SUB	0	0
SPV2208-0577	10/26/2022	27,710/601 E 22ND STREET RD	PHOTOVOLTAIC	Roof Mounted Solar Project with 4.07kW, MPU project	Kick Solar LLC	46	3	PARKVIEW	0	0
SPV2208-0638	10/10/2022	31,000/2511 46TH AVE	PHOTOVOLTAIC	New residential solar install	NORTHERN CONSTRUCTION SERVICES DBA SMART WIRE	10	0	PARKVIEW	0	0
SPV2208-0663	10/05/2022	44,538/1815 14TH AVE	PHOTOVOLTAIC	Schlage PV System 6.48 kw	BLUE RAVEN SOLAR	2	18	MOORE'S 2ND ADD	0	0
SPV2208-0688	10/05/2022	20,328/1107 E 28TH ST	PHOTOVOLTAIC	Installation of a 3.88kW dc system	LCGY INSTALLATION SERVICES LLC	25	6	EAST MEADOWS SUB 1ST FG	0	0
SPV2208-0811	10/31/2022	37,234/130 20TH AVENUE CT	PHOTOVOLTAIC	Roof Mounted Solar Project with 6.60kW	GENERATION SOLAR	19	NONE	TOWN NORTH 1ST FG	0	0
SPV2208-0929	10/05/2022	52,727/1841 18TH AVE	PHOTOVOLTAIC	Installation of a 6.15kW dc system	LCGY INSTALLATION SERVICES LLC	3	4	SOUTHMOOR VILLAGE 2ND FG	0	0
SPV2208-0930	10/05/2022	39,810/320 58RD AVE	PHOTOVOLTAIC	Installation of a 7.38kW dc system	LCGY INSTALLATION SERVICES LLC	33	1	GLENN EGGEN AT KELLY FARM SUB	0	0
SPV2208-0932	10/13/2022	37,789/5142 32ND ST	PHOTOVOLTAIC	Installation of a 7.38kW dc system	LCGY INSTALLATION SERVICES LLC	3	7	T BONE RANCH SUB 2ND FG	0	0
SPV2208-0934	10/31/2022	32,226/2626 6TH ST	PHOTOVOLTAIC	Roof Mounted Solar Project with 6.56kW	GENERATION SOLAR	6	6	BROADVIEW ACRES 3RD ADD	0	0
SPV2208-0938	10/31/2022	55,571/2251 MELBOURNE ST	PHOTOVOLTAIC	Roof Mounted Solar Project with 12.30kW	GENERATION SOLAR	21	3	BONNERBURN	0	0
SPV2208-0952	10/31/2022	75,000/4499 7TH ST	PHOTOVOLTAIC	Roof Mounted Solar Project with 14.50kW	GENERATION SOLAR	18	11	WESTMOOR ACRES 1ST FG	0	0
SPV2208-0953	10/31/2022	29,360/4220 6TH ST	PHOTOVOLTAIC	Roof Mounted Solar Project with 5.80kW	GENERATION SOLAR	6	0	WESTMOOR ACRES 1ST FG	0	0
SPV2208-0983	10/16/2022	20,892/1735 FARACRE RD	PHOTOVOLTAIC	Installation of solar panels onto existing residential roof.	ION DEVELOPER LLC	12	3	FAIRACRES	0	0
SPV2208-0984	10/14/2022	29,398/114 57TH AVE	PHOTOVOLTAIC	8 kW grid-tied, roof mount PV system	SANDBOX SOLAR	0	0	CROSSLER'S CORNER AT KELLY FARM SUB	0	0
SPV2208-0970	10/26/2022	51,162/2618 20TH AVENUE CT	PHOTOVOLTAIC	Roof Mounted Solar with 6.20kW	GENERATION SOLAR	19	NONE	TOWN NORTH 1ST FG	0	0
SPV2208-0993	10/19/2022	32,000/6212 B STREET RD	PHOTOVOLTAIC	5.55 kw Solar System: roof mount	Apollo Energy	0	0	NORTHEDGE ESTATES 1ST REPLAT	0	0
SPV2208-0400	10/26/2022	234/2513 30TH AVE	PHOTOVOLTAIC	Roof Mounted Solar Project with 4.07kW	ION DEVELOPER LLC	7	12	CASCADE PARK SOUTH	0	0
SPV2208-0426	10/06/2022	34,595/1604 106TH AVE	PHOTOVOLTAIC	Installation of solar panels on existing residential roof.	ION DEVELOPER LLC	12	0	PROSPECTORY MAGNIE SCHOOL 3RD FG	0	0
SPV2208-0428	10/06/2022	27,040/4311 32ND ST	PHOTOVOLTAIC	Installation of solar panels on existing residential roof.	ION DEVELOPER LLC	22	3	YVIRGINIA HILLS RPLT L116-24 BG	0	0
SPV2208-0429	10/06/2022	27,040/6219 10TH ST	PHOTOVOLTAIC	Installation of solar panels on existing residential roof.	ION DEVELOPER LLC	22	3	CITY CENTER WEST 4TH FG	0	0
SPV2208-0433	10/06/2022	17,877/2317 6TH ST	PHOTOVOLTAIC	Installation of solar panels on existing residential roof.	ION DEVELOPER LLC	20	9	HOUSTON HEIGHTS	0	0
SPV2208-0438	10/06/2022	40,374/1780 20TH AVENUE PL	PHOTOVOLTAIC	Installation of solar panels on existing residential roof.	ION DEVELOPER LLC	8	6	WOODBRIAR 2ND FG 2ND RPLT	0	0
SPV2208-0439	10/05/2022	40,627/726 26TH AVE	PHOTOVOLTAIC	Install a 6.000 kW grid tied, roof flush mount PV system	FREEDOM FOREVER COLORADO LLC	1	NONE	WOODBRIAR 2ND FG 1ST RPLT	0	0
SPV2208-0455	10/06/2022	44,462/2818 ASPEN AVE	PHOTOVOLTAIC	Install a 9.250 kW grid tied, roof flush mount PV system	FREEDOM FOREVER COLORADO LLC	21	4	RIVERVIEW FARM SUB	0	0
SPV2208-0548	10/06/2022	44,064/1606 50TH AVENUE	PHOTOVOLTAIC	Install a 6.140 kW grid tied, roof flush mount PV system	FREEDOM FOREVER COLORADO LLC	18	14	WEBER WEST SUB	0	0
SPV2208-0578	10/05/2022	42,586/1733 CANNIBERIA ST	PHOTOVOLTAIC	Rooftop Photovoltaic: Installation on residential home.	LCGY INSTALLATION SERVICES LLC	10	3	CANNIBERIA COMMONS	0	0
SPV2208-0580	10/03/2022	31,119/2564 10TH AVE	PHOTOVOLTAIC	Du Bray PV Solar Array 4.8 kW	BLUE RAVEN SOLAR	37	5	HILLSIDE ADD	0	0
SPV2208-0585	10/14/2022	34,100/1427 58TH AVE	PHOTOVOLTAIC	Install 10kW grid-tied flush roof mounted pv system.	ION DEVELOPER LLC	2	0	WEST POINT SUB 6TH FG	0	0
SPV2208-0594	10/05/2022	8,430/2623 APPLE AVE	PHOTOVOLTAIC	ROOF MOUNT, FLUSH MOUNT, GRID-TIED, 3.2kW Solar PV	SUNRISE INSTALLATION SERVICES INC	22	NONE	PARKVIEW SOUTH 2ND FG	0	0
SPV2208-0601	10/06/2022	51,504/1801 26TH AVENUE CT	PHOTOVOLTAIC	10.73 kWDC, Rooftop, Flush Mount, PV Solar System, Utility I	ION DEVELOPER LLC	10	14	COTTONWOOD VILLAGE	0	0
SPV2208-0606	10/06/2022	61,866/725 97TH AVE	PHOTOVOLTAIC	Installation of solar panels on existing residential roof.	ION DEVELOPER LLC	3	0	CITY CENTER WEST RESIDENTIAL 2ND FG	0	0
SPV2208-0607	10/06/2022	30,428/108 N 50TH AVE	PHOTOVOLTAIC	Installation of solar panels on existing residential roof.	ION DEVELOPER LLC	3	12	WEBER WEST SUB	0	0
SPV2208-0618	10/10/2022	41,152/3959 10TH ST LN	PHOTOVOLTAIC	Instal 15.8kW roof mounted solar PV system with 15.5kW ESS	TESLA ENERGY OPERATIONS INC	0	0	PINE RIDGE ESTATES PUD	0	0
SPV2208-0638	10/10/2022	43,122/1727 30TH AVENUE CT	PHOTOVOLTAIC	Rooftop Photovoltaic: System 8.2 kW Installation	LCGY INSTALLATION SERVICES LLC	11	5	WOODBRIAR 2ND FG 1ST RPLT	0	0
SPV2208-0666	10/27/2022	42,956/1781 27TH AVE	PHOTOVOLTAIC	PV Solar installation; 7,200 kW system with 18 panels.	Fluent Solar LLC	8	3	ROLLING HILLS 1ST ADD	0	0
SPV2208-0670	10/13/2022	17,480/4652 2ND ST	PHOTOVOLTAIC	Installation of five DC roof solar system w/ Line Side Tap	TYAN SOLAR POWER CO INC	26	10	PHEASANT RUN SUB 2ND FG	0	0
SPV2208-0678	10/13/2022	35,742/120 49TH AVENUE PL	PHOTOVOLTAIC	7.77 kWDC, Rooftop, Flush Mount, PV Solar System, Grid-Tied	Kick Solar LLC	10	11	WEBER WEST SUB	0	0
SPV2208-0681	10/10/2022	17,464/2618 14TH STREET DR	PHOTOVOLTAIC	Roof mounted 3.04kW PV	PHOTOVOLTAIC	13	NONE	WEBER WEST SUB	0	0
SPV2208-0690	10/13/2022	31,098/1513 26TH ST	PHOTOVOLTAIC	Rooftop Photovoltaic: System 11.48 kW Installation	LCGY INSTALLATION SERVICES LLC	1	0	WEST LAKE PARK 3RD FG	0	0
SPV2208-0694	10/13/2022	32,226/105 N 6TH AVE	PHOTOVOLTAIC	Installation of a 8.51kW DC solar PV system, roof mounted.	NEXT ENERGY SOLAR	0	0	NORTHEDGE ESTATES 1ST REPLAT	0	0
SPV2208-0695	10/19/2022	11,164/603 26TH AVENUE CT	PHOTOVOLTAIC	Flush Mount, Roof Mount, Grid-Tied 5.5 kW, PV Solar	SUNRISE INSTALLATION SERVICES INC	22	3	BROADVIEW ACRES 2ND ADD	0	0
SPV2208-0696	10/13/2022	27,235/3154 51ST AVE	PHOTOVOLTAIC	Installation of a 4.62kW dc system / Main Panel Upgrade	LCGY INSTALLATION SERVICES LLC	22	5	T BONE RANCH SUB 2ND FG	0	0
SPV2208-0697	10/13/2022	28,420/8893 POUDRE RIVER RD 3	PHOTOVOLTAIC	Installation of a 3.33kW dc system	LCGY INSTALLATION SERVICES LLC	3	1	POUDRE RIVER RANCH 1ST FG 3RD/PLT PUD B	0	0
SPV2208-0698	10/18/2022	65,654/301 N 25TH AVE	PHOTOVOLTAIC	Installation of roof-mounted solar system, 11.78 kw	ION DEVELOPER LLC	16	2	MORRIS SUB	0	0
SPV2208-0699	10/13/2022	45,962/8115 16TH ST	PHOTOVOLTAIC	Install a 9.950 kW grid tied, roof flush mount PV system	FREEDOM FOREVER COLORADO LLC	18	2	PEBBLE BROOK SUB	0	0
SPV2208-0699	10/14/2022	25,516/2538 16TH AVE	PHOTOVOLTAIC	5.2kW PV Solar Panel Installation on Roof	BLUE RAVEN SOLAR	0	0	HILLSIDE ADD	0	0
SPV2208-0699	10/19/2022	22,718/2409 15TH AVENUE CT	PHOTOVOLTAIC	Installation of roof-mounted solar system, 4.56 kW	ION DEVELOPER LLC	18	9	FARRS 2ND ADD	0	0
SPV2208-0699	10/19/2022	39,401/3324 26TH ST	PHOTOVOLTAIC	Installation of a 8.2kW dc system	LCGY INSTALLATION SERVICES LLC	6	5	WEST LAKE PARK 3RD FG	0	0
SPV2208-0699	10/19/2022	34,723/2409 15TH AVE	PHOTOVOLTAIC	Installation of a 6.50kW dc system	LCGY INSTALLATION SERVICES LLC	2	8	FARRS 2ND ADD	0	0
SPV2208-0699	10/19/2022	20,581/3413 17TH ST	PHOTOVOLTAIC	Installation of a 3.69kW dc system	LCGY INSTALLATION SERVICES LLC	11	12	WOODBRIAR 3RD FG	0	0
SPV2208-0699	10/19/2022	53,903/2266 46TH AVE	PHOTOVOLTAIC	Installation of a 10.5kW dc system	LCGY INSTALLATION SERVICES LLC	8	4	POWELL SUB	0	0
SPV2208-0699	10/19/2022	45,133/2758 24TH AVE	PHOTOVOLTAIC	Installation of a roof-mounted Solar PV system	LCGY INSTALLATION SERVICES LLC	5	0	CASCADE PARK SOUTH	0	0
SPV2208-0699	10/19/2022	28,654/1937 24TH AVE	PHOTOVOLTAIC	Installation of a 4.65kW dc system / Main Panel Upgrade	LCGY INSTALLATION SERVICES LLC	85	5	ROLLING HILLS	0	0
SPV2208-0699	10/19/2022	61,686/1234 48TH AVE	PHOTOVOLTAIC	10.44kW dc flush roof-mounted PV solar energy system.	Freedom Solar	17	4	COUNTRY CLUB WEST SUB	0	0
SPV2208-0699	10/19/2022	28,663/171 35TH AVE	PHOTOVOLTAIC	Installation of 3.96 kW DC solar system/MPU Upgrade	LCGY INSTALLATION SERVICES LLC	5	4	EDWARDS HOMES SUB	0	0
SPV2208-0699	10/19/2022	75,000/180 45TH AVE	PHOTOVOLTAIC	Installation of 13.53 kW DC solar system	LCGY INSTALLATION SERVICES LLC	3	5	PHEASANT RUN SUB 2ND FG	0	0
SPV2208-0699	10/19/2022	68,801/4462 POWELL DR 76	PHOTOVOLTAIC	Installation of 16.4kw DC roof solar system w/ Line Side Tap	TYAN SOLAR POWER CO INC	26	10	COLLEGE GREEN 1ST FG 2ND AM PLY	0	0
SPV2208-0699	10/19/2022	46,277/5711 17TH ST	PHOTOVOLTAIC	Roof Mounted Solar Project with 8.36kW	GENERATION SOLAR	4	2	HILAND KNOXLS SUB	0	0
SPV2208-0699	10/19/2022	47,434/2844 E ST	PHOTOVOLTAIC	Roof Mounted Solar Project with 8.36kW	GENERATION SOLAR	18	5	CLOVER CREEK SUB	0	0
SPV2208-0699	10/19/2022	35,351/135 20TH AVENUE CT	PHOTOVOLTAIC	Installation of a 3.84 kW DC solar system	LCGY INSTALLATION SERVICES LLC	0	NONE	TOWN NORTH 1ST FG	0	0
SPV2208-0699	10/19/2022	74,528/801 36TH AVE	PHOTOVOLTAIC	Residential Solar Permits, 9.85kW, System	TRUSON ENERGY LLC	1	11	EDWARDS HOMES 4TH ADD	0	0
SPV2208-0699	10/19/2022	89,994/604 HUNTER DR	PHOTOVOLTAIC	Install a 2.180 kW grid-tied, roof flush mount PV system	FREEDOM FOREVER COLORADO LLC	4	0	POUDRE RIVER RANCH 3RD FG	0	0
SPV2208-0699	10/19/2022	28,139/1913 24TH AVENUE CT	PHOTOVOLTAIC	Installation of a 6.40kW dc flush roof-mounted PV system	Freedom Solar	2	5	ROLLING HILLS	0	0
SPV2208-0699	10/19/2022	33,250/190 14TH STREET RD	PHOTOVOLTAIC	Installation of 5.74kW DC solar system	LCGY INSTALLATION SERVICES LLC	1	9	MAPLEWOOD 1ST ADD	0	0
SPV2208-0699	10/19/2022	35,500/27 14 25TH AVE	PHOTOVOLTAIC	PV Solar install of 14 panels, 5.6 kW and main panel upgrade	Fluent Solar LLC	37	0	SOUTHMOOR SUB	0	0
SPV2208-0699	10/19/2022	45,500/203 N 48TH AVENUE CT	PHOTOVOLTAIC	Flush Mount, Roof Mount, Grid-Tied 12.4 kW, PV Solar	SUNRISE INSTALLATION SERVICES INC	11	19	WEBER WEST SUB	0	0
SPV2208-0699	10/19/2022	17,597/10817 16TH STREET RD	PHOTOVOLTAIC	Installation of solar panels on existing residential roof.	ION DEVELOPER LLC	4	3	PROSPECTORY MAGNIE SCHOOL 3RD FG	0	0
SPV2208-0699	10/19/2022	32,706/1992 31ST ST	PHOTOVOLTAIC	Installation of solar panels on existing residential roof.	ION DEVELOPER LLC	4	0	SOUTHMOOR VILLAGE 1ST FG RPLT	0	0
SPV2208-0699	10/19/2022	48,892/3355 19TH STREET RD	PHOTOVOLTAIC	Installation of a roof mounted PV solar system/MPU	LCGY INSTALLATION SERVICES LLC	43	4	ROLLING HILLS 3RD ADD	0	0
SPV2208-0699	10/19/2022	34,122/4523 30TH STREET RD	PHOTOVOLTAIC	25 MODULES ROOF MOUNTED PHOTOVOLTAIC SYSTEM 10.260	FREEDOM FOREVER COLORADO LLC	15	7	GATWAY ESTATES 3RD FG	0	0
SPV2208-0699	10/19/2022	42,280/815 51ST AVE	PHOTOVOLTAIC	22 MODULES ROOF MOUNTED PHOTOVOLTAIC SYSTEM 8.850	FREEDOM FOREVER COLORADO LLC	5	5	WEST POINT 2ND FG	0	0
SPV2208-0699	10/19/2022	40,876/127 67TH AVE	PHOTOVOLTAIC	PV solar installation	Fluent Solar LLC	0	0	CITY CENTER WEST RESIDENTIAL 2ND FG	0	0
SPV2208-0699	10/19/2022	39,818/1058 19TH ST	PHOTOVOLTAIC	Installation of roof-mounted solar system, 6.08 kW	ION DEVELOPER LLC	0	0	PROSPECTORY MAGNIE SCHOOL 3RD FG	0	0
SPV2208-0699	10/19/2022	38,148/814 8 ST	PHOTOVOLTAIC	Installation of solar panels on existing residential roof.						





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Case #	Project	Location	Description	Submittal Date	Stage	City Planner
SPR2022-0071	StillWaters Coffee Drive Thru	2332 27th Street	StillWaters Coffee drive thru located within 23 Church	10/24/2022	Design	Michael Franke
SPR2022-0070	Water and Ice Kiosk at Hillside Shopping Center	2509 11th Avenue	Water and Ice Kiosk in parking lot of Hillside Shopping Center	10/26/2022	Design	Michael Franke
SPR2022-0049	Starbucks at Boomerang Ranch	South of 10th Street and East of 83rd Avenue	Drive-Thru Restaurant	6/30/2022	Design	Darrell Gesick
ANX2022-0008	Wakes Annexation No.1	West of Hwy 85 Bypass, East of North 6th Avenue	Proposed annexation of 56.869 acres of land into the City of Greeley to be zoned H-A	8/3/2022	Design	Elizabeth Kellums
ANX2022-0009	Wakes Annexation No.2	West of Hwy 85 Bypass, East of North 6th Avenue	Proposed annexation of 39.050 acres of land into the City of Greeley to be zoned H-A	8/3/2022	Design	Elizabeth Kellums
ANX2022-0010	Wakes Annexation No.3	West of Hwy 85 Bypass, East of North 6th Avenue	Proposed annexation of 13.075 acres of land into the City of Greeley to be zoned H-A	8/3/2022	Design	Elizabeth Kellums
ANX2022-0007	Schneigder Annexation	North of 10th Street and West of 83rd Avenue	Annexation	8/2/2022	Design	Caleb Jackson

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SPR2022-0060	Frontier Academy Stadium Building	6530 16th Street	Stadium building for press box, concessions, restrooms, etc.	7/20/2022	Design	Elizabeth Kellums
USR2022-0011	Canvasback Compressor Station	Parcel 095918000005	Compressor Station	6/22/2022	Design	Michael Franke
SUB2022-0017	Canvasback Compressor Station	Parcel 095918000005	Minor Subdivision for a Compressor Station	6/30/2022	Design	Michael Franke
SPR2022-0034	Orthopedic Center of the Rockies	Parcel 095909442001	Orthopedic Center	4/22/2022	Design	Michael Franke
SPR2022-0012	Robles Warehouse w/ Outdoor Storage	120 15th Street	4,952.50 SF Office/Warehouse to house Oil and Gas Support Business	3/1/2022	Design	Elizabeth Kellums
WCF2022-0004	Rooftop antennas at Westlake Shopping Center	2100 35th Avenue	Rooftop antennas on King Soopers, Westlake	4/19/2022	Design	Elizabeth Kellums
WCF2022-0002	Dish Wireless Co-location	3737 10th Street	Dish Wireless Co-location	2/9/2022	Design	Elizabeth Kellums
WCF2021-0015	T-Mobile Wireless Upgrade	2435 2nd Avenue	T-Mobile Wireless Upgrade - EFR	10/19/2021	Design	Elizabeth Kellums
SPR2022-0030	Get Space Storage - Lot 1 The Shops at Sunset Ridge 1st Replat	5906 10TH ST	2 building self storage facility on existing commercial lot	4/25/2022	Design	Don Threewitt

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SPR2022-0024	Highpoint Lot 1 Site Plan Review	11701 24th Street	Develop a multi-tenant retail building and a new gas station	3/24/2022	Design	Michael Franke
USR2022-0001	NOCO Disposal Service - Use by Special Review	1060 North 11th Avenue	Develop a 22,000 square foot trash transfer station	2/22/2022	Design	Don Threewitt
ZON2022-0002	1060 North 11th Avenue - Rezone	1060 North 11th Avenue	Rezone from I-M (DCMP) Development Concept Master Plan to I-M (Industrial Medium Intensity)	2/22/2022	Design	Don Threewitt
SPR2022-0010	Best Box Self Storage - Site Plan Review	12700 CR 58 (20th Street)	Develop a 56,690 square foot indoor storage facility	2/18/2022	Design	Caleb Jackson
PUD2021-0016	Jackson Subdivision, 1st replat	North of 257 Spur and East of the Missile Silo	Replating an existing tract into a 15 acre lot and a 277 acre future development tract	5/10/2021	Design	Caleb Jackson
SUB2021-0012	Boomerang Ranch Forth Filing	South of 10th Street, North of 12th Street and East of 83rd Avenue	1 - 1.10 acre (commercial use) and 27 acres of tracts for future development	4/14/2021	Design	Darrell Gesick
MD2021-0003	Delantero Metropolitan District Nos. 1-10	South of Hwy 34, East of CR 17, West of Hwy 257 and North of 37th Street	Proposed approval of 10 related metropolitan districts as part of the Delantero Development	4/30/2021	Approved	Darrell Gesick

## 2022 November Commercial Projects

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SUB2022-0015	Lake Bluff Preliminary Subdivision	North of 10th Street and West of 95th Avenue	212 Lots	5/30/2022	Approved	Darrell Gesick
SPR2022-0042	Heath Middle School	2223 16th Street	School Addition	5/13/2022	Approved	Darrell Gesick
SUB2022-0014	Knolls West Subdivision, First Replat	5699 20th Street	Lot line adjustment	5/24/2022	Approved	Darrell Gesick
USR2022-0006	SRC Bypass 5-18 Oil and gas facility	South of Hwy 34 and East of 95th Avenue	32 oil and gas wells and associated equipment	11/2/2018	Approved	Michael Franke
SPR2022-0059	Frontier Elementary Addition	2560 29th Street	Addition and renovation of Frontier Elementary	7/20/2022	Approved	Elizabeth Kellums
USR2020-0010	Blue Chip Oil and Gas	Parcel 095722000010	12 wells on 1 pad with production facility for oil and gas	5/25/2022	Approved	Michael Franke
USR2022-0009	Rainbow Oil and Gas	Parcel 095709401002	28 wells on 1 pad and production facility for oil and gas	5/25/2022	Approved	Michael Franke
PUD2022-0002	Colorado Premium PUD	2400 29th Street	PUD to establish Use	3/1/2022	Approved	Don Threewitt
DR2021-0002	3103 23rd Avenue - ATM Design Review	3103 23rd Avenue	Design Review for an ATM drive-up	2/19/2021	Approved	Don Threewitt
SPR2022-0008	Greeley lock and Key - Site Plan Review	2450 24th Street Road	Develop a 6,950 square foot retail building	2/18/2022	Approved	Darrell Gesick



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SPR2022-0002	Snow Owl II - Site Plan Review	2211 115th Avenue	Develop a 34,000 square foot office / warehouse facility	1/12/2022	Approved	Darrell Gesick
ZON2021-0017	3115 35th Avenue - Rezone	3115 35th Avenue	Rezone from C-L (Commerical Low Intensity) to C-H (Commerical High Intensity)	11/16/2021	Approved	Darrell Gesick
PUD2021-0013	Delantero Preliminary PUD	South of Hwy 34, East of CR 17, West of Hwy 257 and North of 37th Street	812 acre mixed use project, including residential, commercial, industrial, schools, parks and open spaces	4/28/2021	Approved	Darrell Gesick
WCF2022-0008	T-Mobile replace pole and antennas	2201 23rd Avenue	T-Mobile Replace pole and antennas	7/6/2022	Approved	Elizabeth Kellums
SUB2021-0025	McColoskey 6th Commercial Subdivision	East of 71st Avenue and South of 10th Street	Subdivision to replat a tract into a lot	9/1/2021	Approved	Darrell Gesick
SUB2021-0022	Meyer Minor Subdivision, 1st Replat	South of 8th Street, East of Ash Avenue and North of the Poudre River	Replat 1 lot into 2 lots	7/22/2021	Approved	Darrell Gesick
PUD2021-0011	4555 Centerplace Drive PUD, 1st Amendment	4555 Centerplace Drive	PUD amendment for site plan changes	3/26/2021	Approved	Darrell Gesick

## 2022 November Commercial Projects

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USR2021-0001	225 22nd Street- C-Store USR	225 22nd Street	Demo Existing buildings and construct a 5,200 square foot C-Store w/ Gas sales	1/12/2021	Approved	Darrell Gesick
USR2018-0021	SRC Oestman 13-26 Pad/Facility	2085 N 47th Avenue	16 Oil wells and associated equipment Facility	10/23/2018	Approved	Darrell Gesick
S 6:17	Greeley Airport Business Park	2139 East 8th Street	13 Industrial Lots (2-4 Acres Each)	3/15/2017	Approved	Darrell Gesick
SUB2021-0033	H-P Greeley Subdivision, Sixth Replat	North of 8th Street and East of 71st Avenue	Reconfiguring 2 lots	1/5/2022	Approved	Don Threewitt
S 28:15	Ironwood Business Park	Between 16th Street and 18th Street/East of 1st Avenue	13 Lot Industrial Subdivision (0.3 acre – 6 acre Lots)	12/16/2015	Approved	Darrell Gesick
SPR2021-0020	University Schools - High School Addition	6525 18th Street	8,095 square foot addition	11/19/2021	Approved	Kristin Cote
WCF2020-0012	1229 D Street - Cell Tower	1229 D Street	Replace an existing light pole with a new light pole and cell antenna	9/29/2020	Approved	Elizabeth Kellums
DR2021-0001	920 47th Avenue - ATM Design Review	920 47th Avenue	Design Review for an ATM drive-up	2/19/2021	Construction	Don Threewitt
SPR2021-0019	Billie Martinez School Addition	341 14th Aven.	12,700 SF Classroom Addn.	11/16/2021	Construction	Michael Franke

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SPR2022-0041	Franklin Middle School	818 35th Avenue	School Addition	5/13/2022	Construction	Darrell Gesick
SPR2022-0036	2901 1st Avenue Site Plan Review, 1st Amendment	2901 1st Avenue	Storage building	4/29/2022	Construction	Don Threewitt
SPR2022-0061	Pickup lockers at Verizon Wireless	4650 Centerplace Drive	Installing pickup lockers for merchandise near front entrance of store	8/4/2022	Construction	Michael Franke
SPR2022-0045	Residence Inn by Marriott	2495 28th Street	Residence Inn Hotel, 110 rooms and conference center	6/27/2022	Construction	Michael Franke
SPR2022-0062	Landscaping at DCP Midstream	3026 4th Avenue	Updating the landscaping along the ROW/Frontage of DCP's office	8/10/2022	Construction	Michael Franke
DR2020-0011	Bank of America Greeley Mall	2263 Greeley Mall	Bank of America	7/25/2022	Construction	Michael Franke
SPR2022-0038	Firestone Redevelopment Façade revisions	1130 8th Avenue	Firestone Façade alterations	5/2/2022	Construction	Elizabeth Kellums
SPR2021-0017	2000 16th Street Site Plan Review - drive-thru coffee shop	2000 16th Street	Site Plan Review for a drive-thru coffee shop	10/14/2021	Construction	Caleb Jackson
SPR2022-0005	Jefferson High School - Site Plan Review	1420 2nd Street	Redevelop existing buildings and additional school space for a total of 54,446 square foot building	1/25/2022	Construction	April Medeiros
SPR2022-0031	Bear Paw III Multi-Tenant Retail Building	4239 Centerplace Drive	Develop a multi-tenant retail building to the north of Bear Paw II	4/7/2022	Construction	Michael Franke

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SPR2022-0011	Woodspring Suites Hotel - Site Plan Review	South of 8th Street and East of 71st Avenue	Develop a 4-story, 122 unit hotel	2/23/2022	Construction	Michael Franke
SPR2022-0007	ENT Credit Union ITM	4735 25th Street	Installing ITM for ENT Credit Union. Adding Parapet Wall to North Elevation and Signage	2/2/2022	Construction	Michael Franke
USR2018-0023	SRC Stugart 6-20 Pad/Facility	7700 28th Street	32 Oil wells and associated equipment Facility	10/31/2018	Construction	Michael Franke
DR2021-0010	509 11th Avenue - Print Shop Design Review	509 11th Avenue	Change of use to allow a print shop	4/22/2021	Construction	Elizabeth Kellums
USR2021-0008	Greeley Rehab Hospital, USR	East of 71st Avenue and South of 10th Street	Use by special review for a Rehab Facility	9/1/2021	Construction	Darrell Gesick
DR2021-0006	501 8th Avenue, library infill Design Review	501 8th Avenue	Change of use from newspaper facility to a library use	3/19/2021	Construction	Elizabeth Kellums
SPR2020-0004	2401 35th Avenue - Highschool Site Plan Review	2401 35th Avenue	Site Plan Review to remove existing 138,083 square foot Greeley West High School and replace with a 270,000 square foot high school	4/2/2020	Construction	Darrell Gesick
USR2019-0008	Greeley Directional Oil and Gas USR, 3rd Amendment	South of Hwy 34 Bypass and East of Hwy 85 Bypass	Minor USR amendment to remove 22 tanks and modify the approved landscaping plan	4/1/2019	Construction	Darrell Gesick
DR2020-0016	7004 10th Street - Bank	7004 10th Street	Construct a 4,240 square foot bank facility	5/22/2020	Construction	April Medeiros



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DR2020-0006	1645 1st Avenue - Design Review	1645 1st Avenue	1,150 square feet office / warehouse building	2/13/2020	Construction	Darrell Gesick
SPR2022-0023	Tointon Academy Site Plan Review Minor Amendment	West of 71st Avenue and South of 4th Street	Storage building	3/23/2022	Construction	Elizabeth Kellums

Planner Contact Information	
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Elizabeth Kellums	970-350-9222
Caleb Jackson	970-350-9276
April Medeiros	970-350-9241
Michael Franke	970-350-9782
Meg Oren	970-350-9824



## 2022 November Residential Projects

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Case #	Project	Location	Description	Submittal Date	Stage	City Planner
ZON2022-0015	H-P Greeley Subdivision, Sixth Replat Rezoning	700 71ST AVE	Rezone 19.827 acres from I-L (Industrial Low Intensity) to R-M (Residential Medium Intensity)	8/31/2022	Design	Darrell Gesick
SUB2022-0011	Stoneybrook Lot 2 & 3 minor subdivision	South of F Street, West of North 35th Avenue	Consolidating Lot 2 & Lot 3 for mobile home development	4/25/2022	Design	Michael Franke
SPR2022-0035	Stoneybrook Lot 3 & 4 Major Site Plan	South of F Street, West of North 35th Avenue	Est. a 142 site manufactured home community	4/25/2022	Design	Michael Franke
ZON2022-0005	Stoneybrook Lot 2 & 3 Rezone to RMH	South of F Street, West of North 35th Avenue	Rezone to RMH to allow for 142 unit manufactured home community	4/22/2022	Design	Michael Franke
SPR2022-0048	Westgate Filing No. 1 Final PUD	South of 4th Street, East of 71st Avenue	216 Unit Apartment Complex	6/27/2022	Design	Don Threewitt
SUB2022-0018	Tract A & B of CCW Residential Subdivision, 2nd Filing	South of 4th Street, East of 71st Avenue	216 Unit Apartment Complex Subdivision	6/27/2022	Design	Don Threewitt
SPR2022-0047	2400 10th Ave Multi-family duplex	2400 10th Ave	duplex behind single family house	6/21/2022	Design	Elizabeth Kellums
SUB2022-0008	Avere Multi-Family Minor Sub	66th Avenue and 2nd Street	Minor Sub for multi-family project	3/30/2022	Design	Elizabeth Kellums
SPR2022-0029	Avere Multi-Family Site Plan	66th Avenue and 2nd Street	224 Apartments	3/30/2022	Design	Elizabeth Kellums

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SPR2022-0022	Thompson Thrift Apartments	North of HWY 34 and South of Centerplace Drive	336 Apartment Units	4/18/2022	Design	Michael Franke
SUB2022-0007	Centerplace Phase III Subdivision, 1st Replat	N. of HWY 34 and S. of Centerplace Drive	Subdivision of land into 1 Lot for Multifamily Development	4/18/2022	Design	Michael Franke
ZON2021-0016	13th Street Rezone	North of 13th Street, South of 10th Street, West of 59th Avenue	Rezone 37 Acres from H-A and C-D to MU-H	11/1/2021	Design	Meg Oren
SUB2021-0008	Rock Ridge Apartment Final Plat	East of 65th Avenue, South of Hwy 34 and West of the T-Bone Ranch Development	1 lot - 38.5 acres, 3 acre future development tract and ROW 29th Street	2/15/2021	Design	Darrell Gesick
SUB2020-0011	Rockies Apartment Subdivision	1913 5th Street	Combine 3 parcels into 1 lot	5/22/2020	Design	Don Threewitt
DR2020-0017	Rockies Apartments Multifamily Development	1913 5th Street	50 unit apartment complex	5/22/2020	Design	Don Threewitt
SUB2020-0008	Clark Subdivision Filing No. 2 Final Plat	West of CR 31 and North of CR 66	29 single family large lot subdivision	4/21/2020	Design	Caleb Jackson
DR2019-0016	1131 8th Street - 5-plex	1131 8th Street	5 unit multifamily	6/26/2019	Design	Caleb Jackson
SUB2020-0010	Shreve Subdivision	7929 28th Street	Subdivide 1 lot into 3 lots	8/24/2020	Approved	Darrell Gesick
ZON2021-0005	Boomerang Ranch Forth Filing rezone	South of 10th Street, North of 12th Street and East of 83rd Avenue	Rezone a portion of a 27.77 acres from C-L to R-H	4/14/2021	Approved	Darrell Gesick
SUB2021-0034	Lake Bluff Final Plat	North of 10th Street and West of 95th Avenue	Platting 10 future Development Tracts and 19.72 Acres of Right-of-way	12/8/2021	Approved	Darrell Gesick

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SUB2022-0015	Lake Bluff - Tract C and E Preliminary Subdivision	North of 10th Street and West of 95th Avenue	Platting residential lots	5/25/2022	Approved	Darrell Gesick
ZON2022-0004	Cobblestone Rezone	7460 W 28th Street	42.01 Acre rezone from Residential Estate and Commercial Low Density to Residential- High Density	3/2/2022	Approved	Don Threewitt
SPR2021-0021	Alpine Flats Multi-family Site Plan Review	South of 20th Street and West of 50th Avenue	200 unit multifamily Development	12/9/2021	Approved	Don Threewitt
SUB2021-0036	Alpine Flats Subdivision	South of 20th Street and West of 50th Avenue	Replat 3 lots into 1 lot	12/9/2021	Approved	Don Threewitt
SUB2021-0031	Promontory Imagine School 2nd Filing, Second Repat	East of Promontory Parkway and South of 16th Street	Replat a future development track into a lot and right-a-way for a public street	11/10/2021	Approved	Don Threewitt
SPR2022-0001	Centerplace Townhomes Site Plan Review	North of 24th Street Road and East of 42nd Avenue	30 townhome units	1/5/2022	Approved	Don Threewitt
SUB2021-0024	Leffler Minor Subdivision	15756 County Road 66	4-lot subdivision (large lots)	8/10/2021	Approved	Darrell Gesick
SUB2022-0001	Centerplace North Filing #6	North of 24th Street Road and East of 42nd Avenue	30 townhome lots	1/7/2022	Approved	Don Threewitt
ZON2021-0015	Leffler rezone	15756 County Road 66	Rezone from I-M to R-E (DCMP)	8/10/2021	Approved	Darrell Gesick
SPR2020-0019	Fox Run Apartments	South of 13th Street and West of 59th Avenue	118 Multifamily Units	10/14/2020	Approved	Darrell Gesick
SUB2021-0005	Broadview Park Subdivision, 1st Repat	809 30th Avenue	Split 1 lot into 2	1/13/2021	Approved	Elizabeth Kellums
SUB2021-0006	Immaculata Plaza Minor Subdivision, 2nd replat	923 6th Street	Split 1 lot into 2	2/3/2021	Construction	April Medeiros



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USR2020-0008	Immaculata II Apartment - USR	923 6th Street	30 Multifamily Units	12/23/2020	Construction	April Medeiros
SUB2021-0027	Westridge Subdivision, 5th Filing, 2nd Replat	West of 59th Avenue and South of 24th Street	Replat existing Subdivision right-of-ways and convert a tract into a lot	9/14/2021	Construction	Darrell Gesick
SPR2021-0011	The Reserve @ West T-Bone Ranch Phase III Multi-family Site Plan Review	North of 29th Street and East of 58th Avenue	120 multifamily units on 5.92 acres	5/27/2021	Construction	Caleb Jackson
USR2020-0006	Copper Platte Apartment - USR	2050 Greeley Mall Street	224 Multifamily Units	11/4/2020	Construction	Michael Franke
SUB2020-0030	Cottages at Kelly Farm	North of 4th Street and East of 59th Avenue	31 residential units	10/20/2020	Construction	Darrell Gesick
SPR2020-0003	29th Street Multifamily development	East of 65th Avenue, South of Hwy 34 and West of the T-Bone Ranch Development	732 unit multifamily Development	2/20/2020	Construction	Darrell Gesick
PUD2021-0007	Greeley West Multifamily Final PUD	North of Centerplace Drive, East of 42nd Avenue and West of 38th Avenue	304 Multifamily Units	2/11/2021	Construction	Meg Oren
PUD2020-0009	Stoneybrook Lot 4 - Final PUD	West of 35th Avenue, North of Ditch #3 and South of C Street	142 Manufactured home sites	8/26/2020	Construction	Caleb Jackson
S 21:15	Northridge Estates	South of C Street and East of Northridge High School	230 Single Family Lots	7/15/2015	Construction	April Medeiros
SUB2019-0013	City Center West Residential, 2nd Filing	South of 4th Street, North of 8th Street and East of 71st Avenue	146 single family detached lots, 130 single-family attached units and a 6 acre park	5/3/2019	Construction	Michael Franke
SPR 20:17	Poudre Trails Multi-Family	30th avenue and C Street	296 multifamily Units	10/4/2017	Construction	Michael Franke
SPR2018-0034	Trails at Sheep Draw Multi-family	South of 10th Street, North of 12th Street and West of 86th Avenue	546 unit multi-family Housing	12/28/2018	Construction	Michael Franke

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PUD2021-0002	Westgate Filing #1, Lot 1 Final PUD	West of 71st Avenue and North of Hwy 34 Bypass	288 Multifamily Units	1/28/2021	Construction	April Medeiros
PUD2020-0003	Westgate Filing No. 1 Final PUD	North of Hwy 34 Bypass and West of 71st Avenue	1 (15.97 acre) multifamily lot and 4 future Development Tracts	3/25/2020	Construction	April Medeiros
PUD 8:01	Promontory Residential- Phases 2 & 3	NE Corner of Promontory Parkway and 16th Street	Completion of Platted Single Family Residential	5/2/2017	Construction	Don Threewitt

Planner Contact Information	
Don Threewitt	970-350-9802
Darrell Gesick	970-350-9822
Elizabeth Kellums	970-350-9222
Caleb Jackson	970-350-9276
April Medeiros	970-350-9241
Michael Franke	970-350-9782
Meg Oren	970-350-9824