

*Entryway  
Master Plan*

City of Greeley,  
Colorado

PREPARED FOR  
THE  
CITY OF GREELEY,  
COLORADO

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## ACKNOWLEDGMENTS

The following people have played an important part in the development of the **Greeley Entryway Mater Plan** and their contributions are gratefully acknowledged and appreciated.

### City of Greeley Entryway Master Plan

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## INTRODUCTION

Welcome to the Greeley Entryway Master Plan. This document will represent a journey through the City of Greeley's gateways and corridors. Those areas identified by this study represent a physical introduction of the City to its visitors, residents, and travellers. The gateways are the first impression of the lifestyle of the people and their heritage to those visiting or passing through. The corridors are those roadways that carry the visitor, resident or traveller into and through the City. They must consistently express the imagery of Greeley from entry to entry.

The purpose of this Master Plan is to describe and define the entries and corridors, provide design concepts, and guidelines with regard to the future conditions of the land along the corridors, as well as, recommend conceptual icons and imagery for entryway design and development.

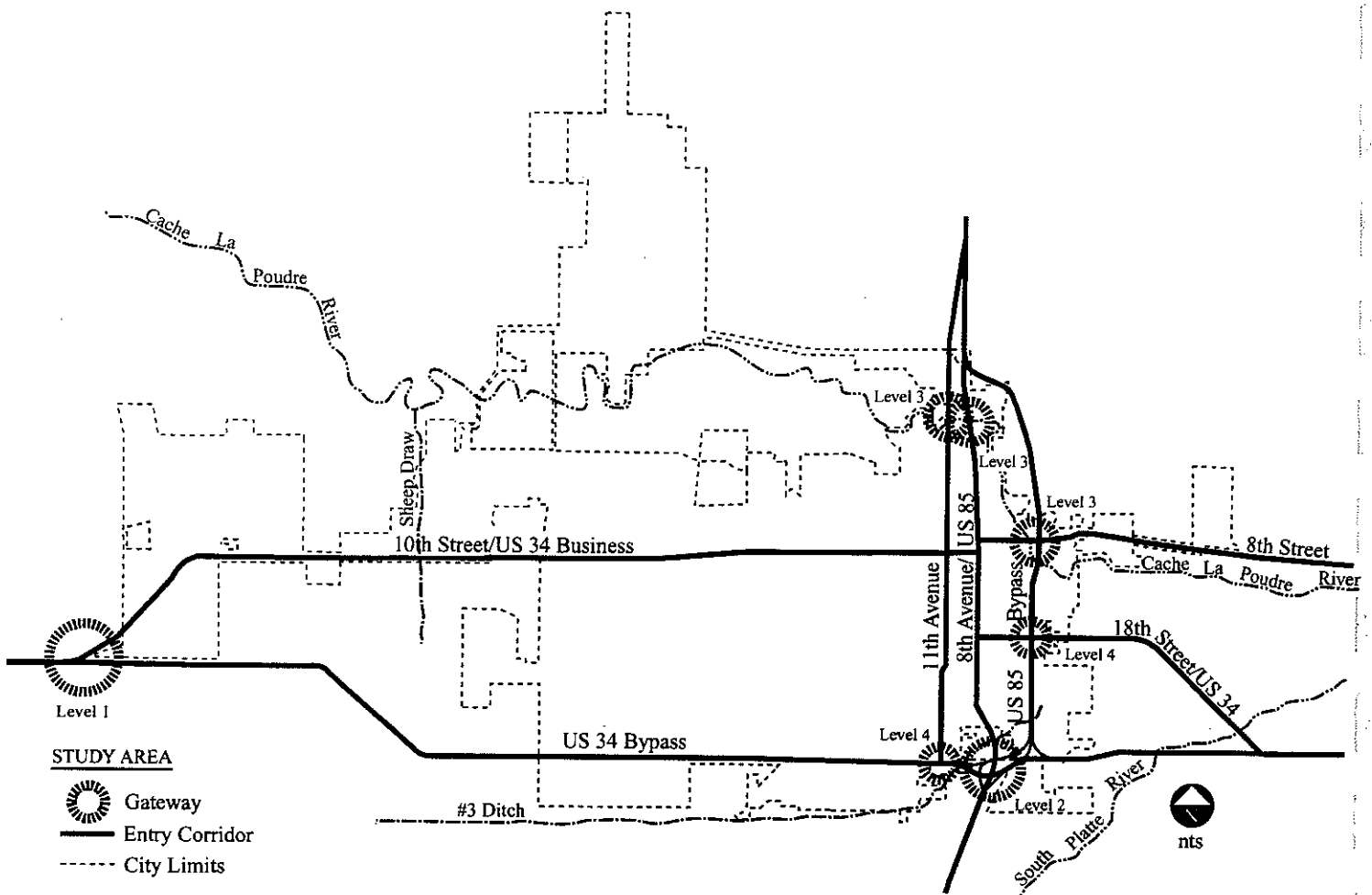
## Study Area

The Study Area consists of travel corridors and gateways that are generally contained within the City limits of Greeley. The City boundary is a guide to determining the gateway locations along the corridors. The study area includes the east/west travel corridors of US 34 Business route, which transitions into 10th Street, US 34 Bypass, 8th Street and 18th Street. North/south corridors include US 85, otherwise known as 8th Avenue, US 85 Bypass and 11th Avenue. These corridors represent those most travelled within the City and the most direct access into the urban center. Other key streets and avenues should be recognized as developing entry corridors such as "O" Street and West 20th Street. These guidelines should be considered for application to these streets in the future.

Gateways within the study area do not necessarily coincide with the City limits, but are the "perceived" entry into the City based on geologic or man-made features. These features include river crossings, major interchanges and intersections along the corridors.

These guidelines classify the gateways into four categories related to available land area for gateway development. The primary gateway has been identified as the US 34 interchange west of town. The US 34 bypass/US 85 interchange would be considered a level 2 and level 3 gateways are located at river crossings on 8th Street, southbound 11th Avenue and southbound 8th Avenue. Level 4 gateways occur at East 18th Street at US 85 Bypass and 11th Avenue at the US 34 Bypass.

The entry corridors have not been ranked in the same manner as the gateways, but are the crucial links that tie the gateways to the center of the City. The corridors pass through many land uses and character districts as identified throughout the study area.



## Purpose of the Guidelines

The general design conditions of these guidelines consider gateways, intersections and street rights-of-way. Beyond this framework, private development parcels shall respond to design standards set within this document. The intent of these guidelines is to provide for an overall continuity of community image by using similar features and details for public and private improvements throughout the identified entryways and corridors of the City of Greeley.

The entryways and corridors are vehicular oriented; however, pedestrian and bicycle pathways should be included within the overall design and consideration of the entryway and corridor treatment. Each of these entryways and corridors exist or pass through a wide variety of existing land uses and character districts. The elements selected to express the image of Greeley will be consistently used throughout the corridors with design modifications within each of the character districts to reflect the "personality" of each gateway.

## Statement of Goals

Several goals have provided direction for all design efforts related to this study:

- Establish an identifiable image for Greeley based on cultural history, present conditions and directions for the future.
- Develop a package of design elements or site details that reinforce the image and provide continuity of design throughout the City.
- Ensure that a high quality image of the City is maintained through both public and private sector development.
- Provide for a safer environment for pedestrians and vehicles.

## Master Planning Process

All public roads and rights-of-way comprising the entry corridors should incorporate similar improvements in order to establish a cohesive image and identity. Private developments adjacent to the gateways and corridors will be encouraged to use similar design elements further contributing to the overall image.

These guidelines do not in any way replace or take precedence over local, state or national codes and ordinances; however, they are considered an amendment to the Greeley Comprehensive Plan. This document is to be used as a working tool by city officials, developers, builders, designers and planners for site design and architectural development along the entry corridors. Each developer and builder is responsible for obtaining and processing all approvals and permits from the appropriate governing agencies and is encouraged to review all documents that may effect design and development of property adjacent to the study area. These documents include the Comprehensive Plan, the Zoning Code, the Department of Transportation Highway Access Code, the Parks and Recreation Master Plan, the Island Grove Master Plan and the Master Bicycle Plan.

The Entryway Master Planning effort was initiated with the selection of EDAW Inc., a professional planning and landscape architecture firm, to assist the City of Greeley in the development of the plan. The planning process began with the selection of a Review Committee composed of sixteen members that included landowners, representatives from the City Community Development, the Parks and Recreation, Cultural Affairs, and Public Works Departments, the Colorado Department of Transportation, the University of Northern Colorado, the Chamber of Commerce, the City of Evans, Weld County, the Convention and Visitors' Bureau, Garden City and other interested citizens. The purpose of the Review Committee was not to develop technical portions of the Plan, but to review and comment on ideas, and to identify concerns. The participants of the Review Committee were involved throughout the development of the Plan by attending monthly progress meetings.

Information regarding land uses, existing conditions of the entryways and corridors, and traffic counts was mapped for review and comment. A detailed analysis of the corridors and gateways resulted in the Character Zone Map, page 4. This map analyzed the character of the corridors from a visual and health and safety perspective as opposed to a strict land use analysis. Ideas for expressing the image of Greeley were presented and commented upon by the Review Committee. General Master Plan themes and elements were also discussed and refined. These refinements have resulted in design concepts for the entryways and alternative right-of-way improvements for each of the corridors. The Review Committee was also involved in the selection of specific design elements or "kit-of-parts" to be implemented throughout the corridors to help shape the image and identify Greeley. This document encourages the use of elements that are of similar material, color, form and texture and is accomplished by using the elements of the "kit-of-parts".



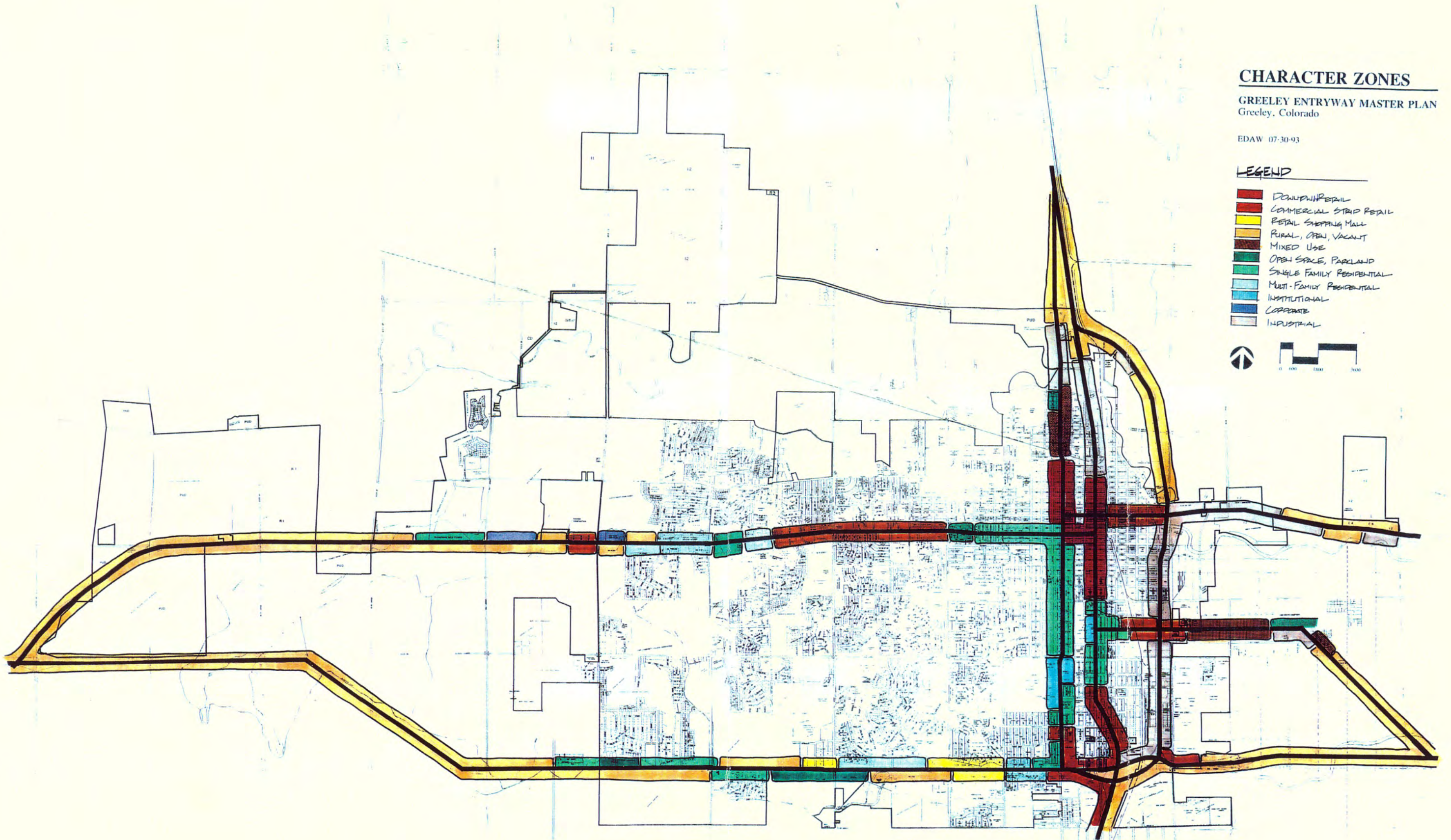
**CHARACTER ZONES**

GREELEY ENTRYWAY MASTER PLAN  
Greeley, Colorado

EDAW 07.30.93

**LEGEND**

- COMMERCIAL STRIP RETAIL
- RETAIL SHOPPING MALL
- RURAL, OPEN, VACANT
- MIXED USE
- OPEN SPACE, PARKLAND
- SINGLE FAMILY RESIDENTIAL
- MULTI-FAMILY RESIDENTIAL
- INSTITUTIONAL
- CORPORATE
- INDUSTRIAL





## **DESIGN REVIEW PROCEDURE**

In order to facilitate development, in the case of private activities, site plan and architectural review should occur as a coordinated process. The applicant should be aware of the City review timetables and should structure plan submissions to the City so that sufficient time for plan modifications can be scheduled. This statement generally applies to undeveloped area adjacent to the entry corridors, which are generally rural in character.

Public improvements within the rights-of-way should be coordinated with the Colorado Department of Transportation, Public Service, the City of Greeley's Departments of Public Works, Parks and Recreation, and Community Development for internal review.

The City should continue to review site plans, architectural plans, and landscape plans with regard to structures or other site improvements of land that is adjacent to the corridors. Anyone seeking to undertake such improvements or alterations shall follow the design review procedure outlined by the City.

## **Governing Authority and Regulations**

The Planning Commission of the City of Greeley is charged with the function of reviewing and acting upon the general design and appearance of the physical development of the community, which includes building, construction, paving, grading and landscaping elements. The recommendation of this master plan is that the Planning Commission shall review, for compliance with the entryway and corridor guidelines established in this document, any and all documents for proposed developments or changes to existing developments along the entryway corridors to ensure that the integrity of the master plan is maintained. This would include any building, building alteration, construction, paving, grading, landscaping, or signage proposed within the gateways or corridors as described on the Study Area Map.

The land use, design and construction of development on parcels adjacent to the corridors recognized within this study shall comply with all applicable City Codes and Ordinances, the City of Greeley Comprehensive Land Use Plan, the Downtown Urban Design Plan, 1981, the Downtown Development Plan, revised 1986, and the guidelines within this Entryway Master Plan document. Future city planning documents should also integrate the objectives of this plan.



## ENTRYWAY MASTER PLAN

### Design/Image

Gateways and entry corridors should welcome visitors, residents, and travellers to the City of Greeley and present a positive image and expectation of Greeley.

A great deal of discussion about theme and image by all members of the review committee resulted in the following concepts:

- Greeley has a rich cultural heritage dating back to the first Native American inhabitants.
- Agriculture, including crops, orchards and cattle, is a very important part of Greeley's past and present.
- Rivers, the Platte and the Poudre, have contributed significantly to the settlement and growth of Greeley.
- The great abundance of trees throughout the City contributes to the overall quality of life and when viewed in mass from a distance make Greeley appear to be an "oasis on the plains".
- Present day Greeley is a progressive, growing city with many high quality attributes, including the Union Colony Civic Center, a well-known university and college, a modern medical center, a great parks and open space system, a solid business and industrial base, and most importantly its citizens.

These concepts represent strong ideas and beliefs about where Greeley came from, what it is today and where it is heading.

### Concepts for Gateways

The next step in the Design Process is to interpret these concepts and give them physical form. Using colors, materials and shapes together with rhythm, pattern, texture and scale an image of Greeley can be created. The greatest opportunity for expressing the image of Greeley occurs at the primary gateway, the US 34 interchange west of town.

#### Level 1 Gateway - US 34 Interchange west of Greeley

The interchange area offers about 6-7 acres of land to the south of US 34 Bypass and about 9-10 acres, if the median and north side of US 34 Bypass are considered. This area affords a large enough canvas to metaphorically tell Greeley's story. The drawings on page 8 illustrate the interpretation of the theme and image concepts into physical form.

A timeline of Greeley's history is represented with monumental sculpture and clever use of wildflowers, prairie grasses, ornamental grasses and shade trees. The timeline begins at the western edge of the space with sculptures of buffalo in prairie grasses, representing some of the areas first inhabitants. Further east on the timeline, toward Greeley, Native Americans and fur trappers are encountered, then the landscape changes abruptly to representations of agricultural fields and the sculpture of a farmer plowing with a team of oxen. The "fields" are separated with bands of blue ornamental grasses representing irrigation canals and

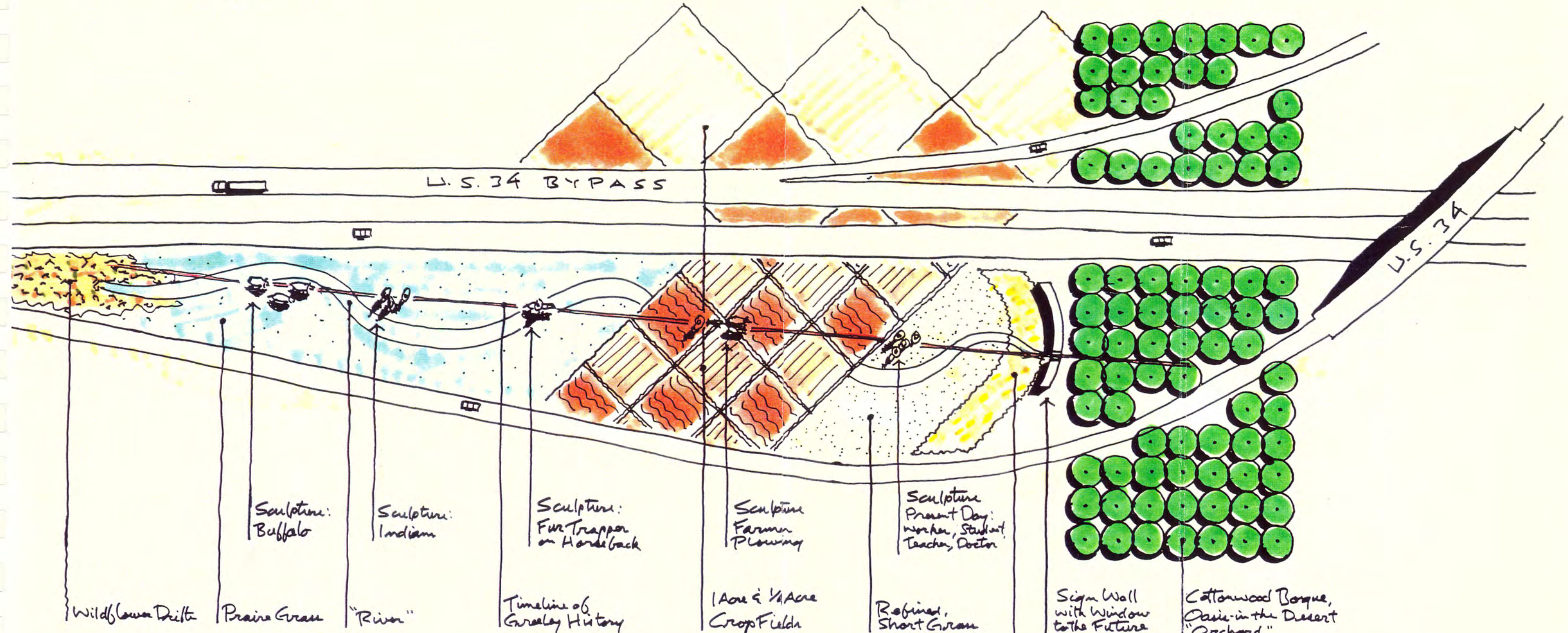
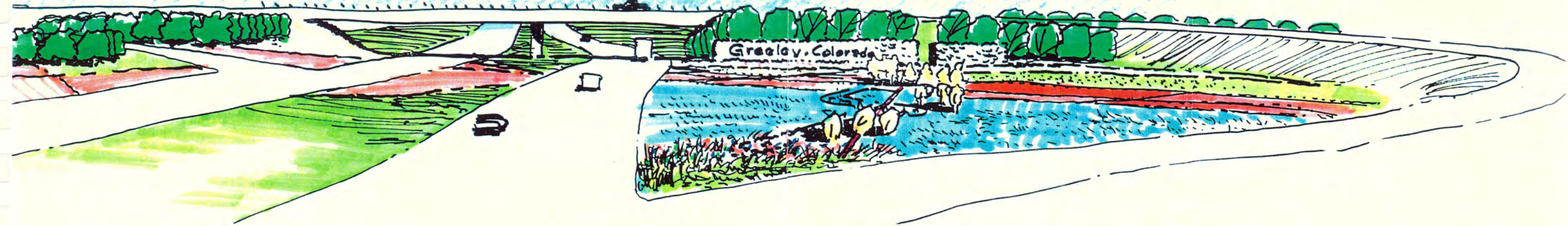
ditches, so much a part of the landscape of Greeley and Weld County. The agricultural landscape then transitions into a refined shortgrass planting with a sculpture representative of present day residents, including perhaps a worker, a teacher, a student and a doctor. Throughout the length of the timeline a "river" of cobble rocks or blue flowers winds back and forth representing the strong influence of the Platte and Poudre rivers. The timeline and "river" converge at a very large stone sign wall carrying the name "Greeley, Colorado". A slot is cut in the sign wall over the timeline indicating a "window to the future". A large grove of shade trees planted in a square grid backs up the sign wall representing orchards and the "oasis on the plains".

Certain ideas and elements of the primary gateway can be expressed in all other gateways and along travel corridors as indicated in the following diagrams.

#### **Level 2 Gateway - The US 34 Bypass/US 85 Interchange**

This gateway on the south side of town offers some of the same opportunities as the major gateway previously discussed. The area contained within the off and on ramps could receive several image elements such as, sculpture, ornamental grass plantings, a grid of shade trees and a sign wall. Specific elements at this gateway should also acknowledge the communities of Evans and Garden City.





Sculpture: Buffalo

Sculpture: Indian

Sculpture: Fire Trapper on Horseback

Sculpture: Farmer Plowing

Sculpture: Present Day: Worker, Student, Teacher, Doctor

Wildflower Drift

Prairie Grass

"River"

Timeline of Greeley History

1 Acre & 1/2 Acre Crop Fields

Robins, Short Grass

Sign Wall with Window to the Future

Cottonwood Bosque, Oasis in the Desert "Orchard"

Note: Sculpture to be 2 or 3 Times Life Size

Flowers

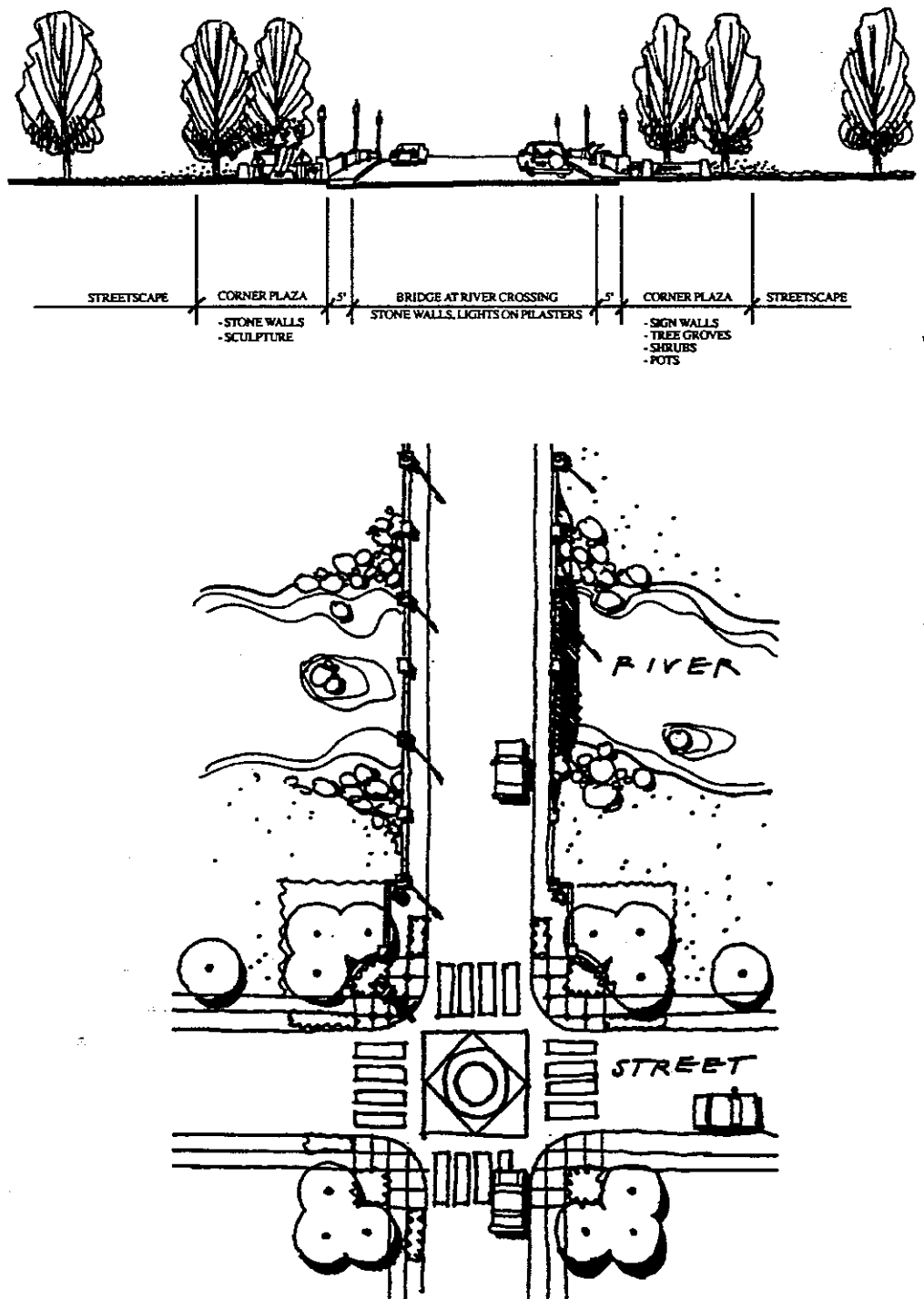
Greeley Gateway  
U.S. 34



## Level 3 Gateway

River crossings at westbound 8th Street, southbound 11th Avenue and southbound 8th Avenue.

These river crossings form natural gateways into the community and should be developed to their full potential. Bridge railings and metal work should be painted with the new standard colors (see Appendix A). Wherever possible, decorative pedestrian lights should be added to the bridges. When there are adjacent cross streets, the intersection should be upgraded as shown. Corner sidewalk paving should be replaced with a grid of concrete squares and accent diamonds backed up with ground cover, flower and tree plantings also reflecting square grid patterns. Low sign walls at these corners would indicate that visitors are entering Greeley. Crosswalks and street paving should also be enhanced with special patterns and paving materials. A bronze sculpture similar to those proposed for the Level 1 and 2 gateways would be the final accent and serve to unify the gateway images.

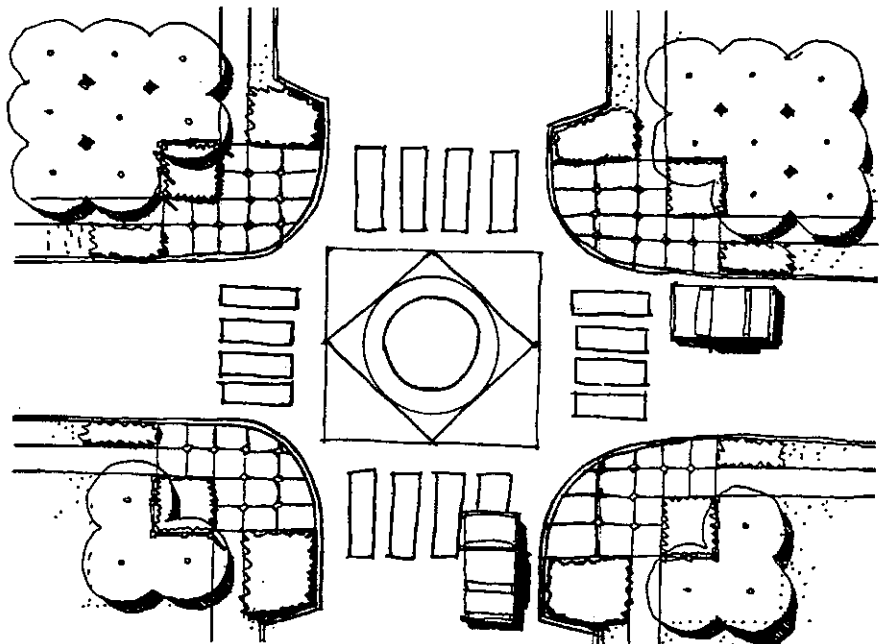
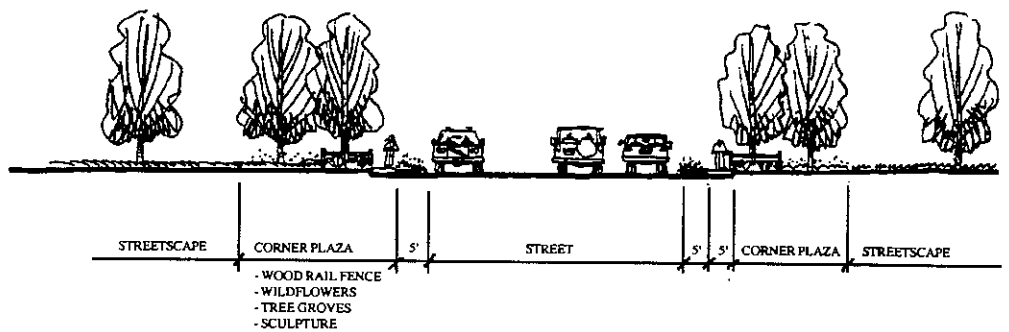


### Level 4 Gateway

East 18th Street at the US 85 Bypass and 11th Avenue near the US 34 Bypass.

These gateways are treated in similar fashion to the intersection areas of Level 3 gateways: gridded sidewalk paving with diamond accents; ground cover and flower plantings; a grid of shade trees; special intersection detailing; low sign walls and a bronze sculpture.

Curb extensions should also be added when space allows, to enhance the pedestrian environment and increase visibility of gateway elements.



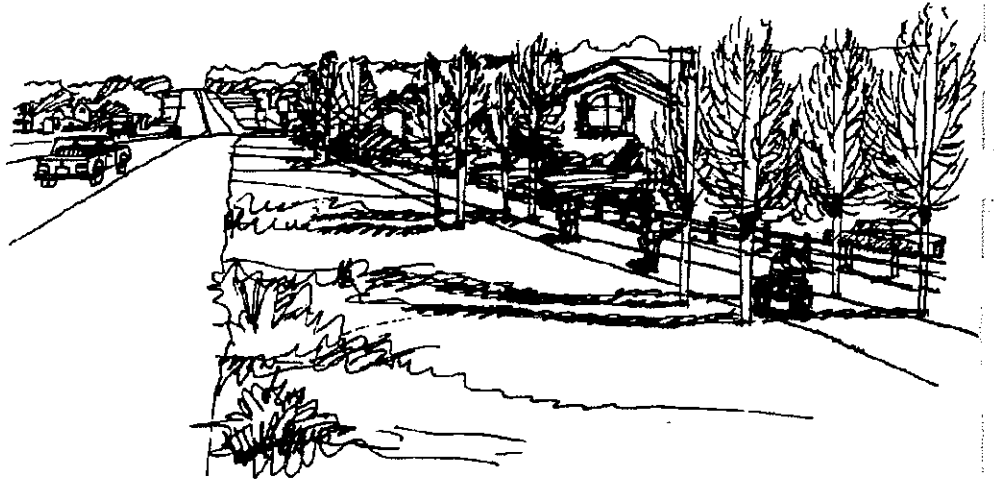


## Concepts for Entry Corridors

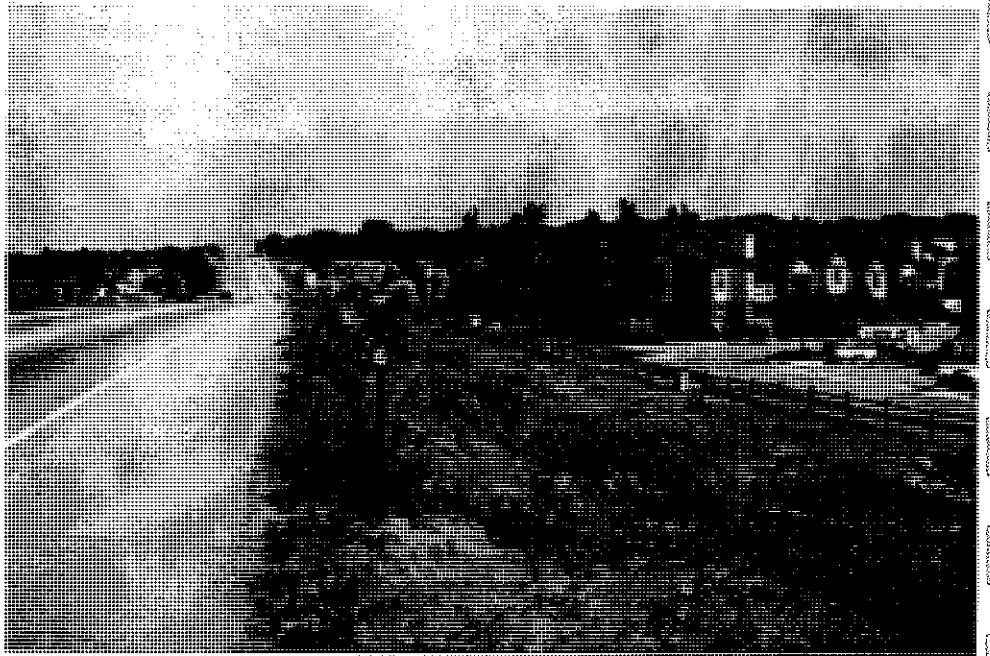
### US 34 and US 34 Bypass

The following illustrations indicate concepts for extending gateway design elements along the entry corridors into Greeley.

The rural areas of US 34 and US 34 Bypass offer wide right-of-way areas and generally open views. As these areas are developed, rail fencing should be placed along right-of-way lines, bike paths should be extended, small grids of shade trees or "tree quads" should be planted and the ground plane should be seeded with grasses and wildflowers. Bike paths may be attached to highways or separated depending on location.

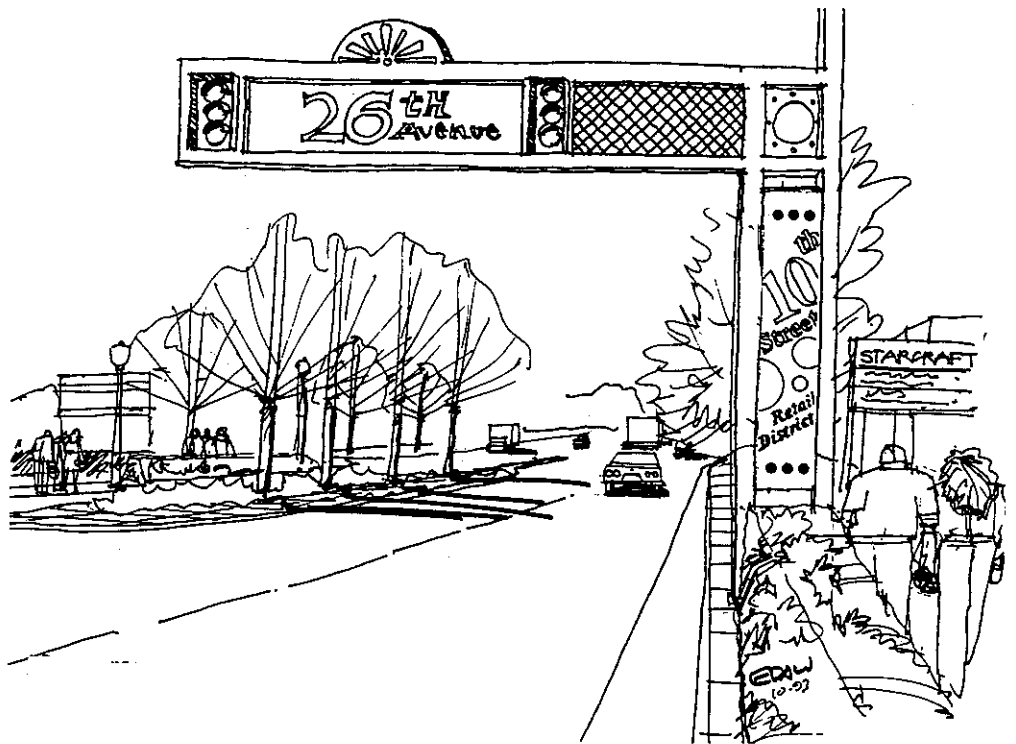


*Multi-Family Residential along US 34 (10th Street) at 54th Avenue.*



## 10th Street Business District

This area suffers from a lack of pedestrian scale, an overabundance of paving and a general absence of quality design elements. Street trees should be planted wherever possible and median plantings enhanced. Separation from vehicular traffic should be provided for pedestrians with planted berms, hedges or low walls. Decorative pedestrian lights should occur throughout this district and enhanced traffic signals and special pedestrian pavements should be placed at all major intersections. Refer to specific Business District guidelines on page 18 for more information.

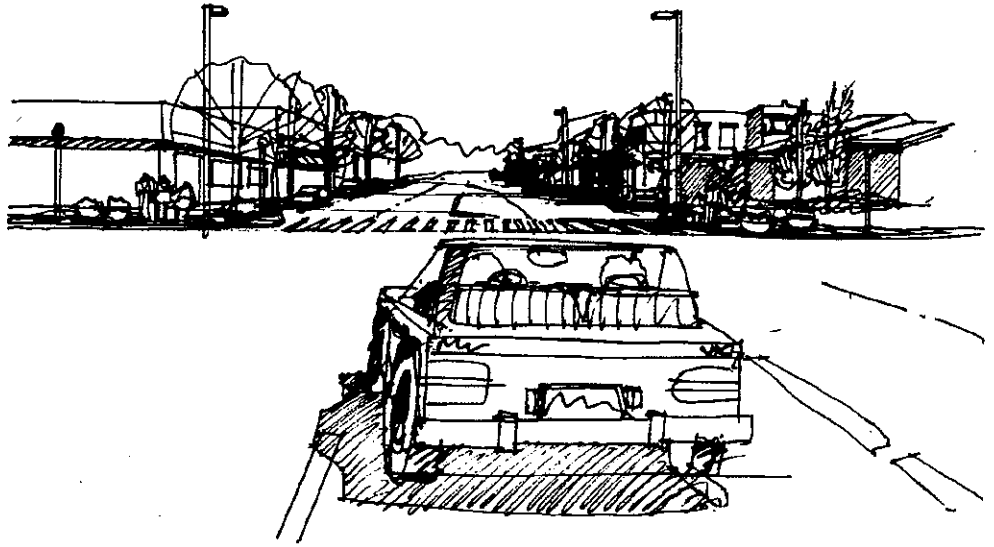


*View west in Retail Zone along 10th Street.*



## 8th Avenue, Downtown Business District

This area has a pedestrian scale, but needs softening and enhancing in order to serve as an entry corridor. Curb extensions should be constructed at intersections to provide more space for pedestrians and street furniture. Street trees and decorative pedestrian lights should line the street. Special high mast street lights should replace the existing "cobra-head" fixtures. Refer to specific Downtown Business District guidelines on page 16 for more information.

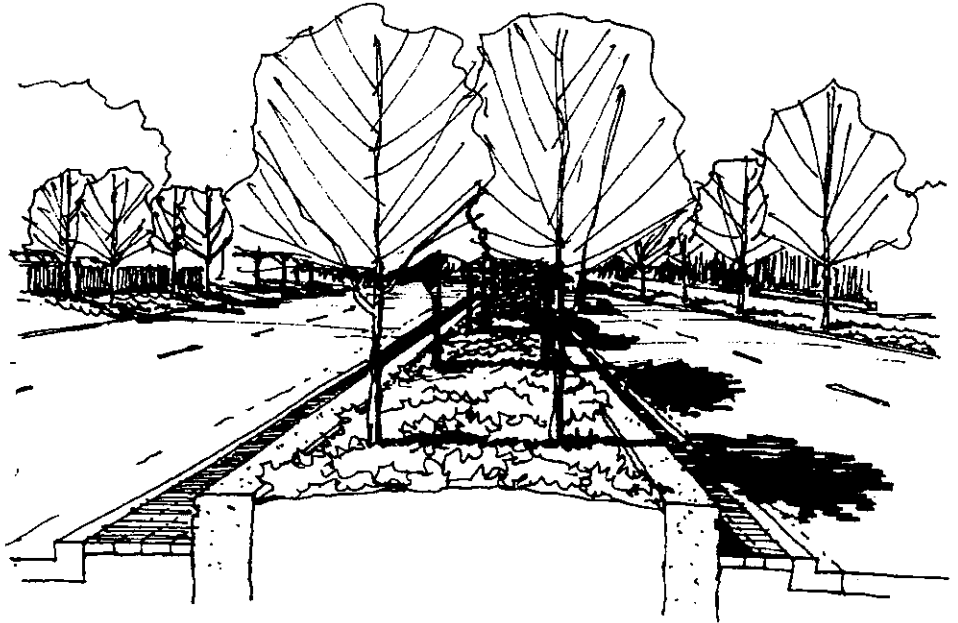


*View north in Downtown Retail Zone on 8th Avenue.*

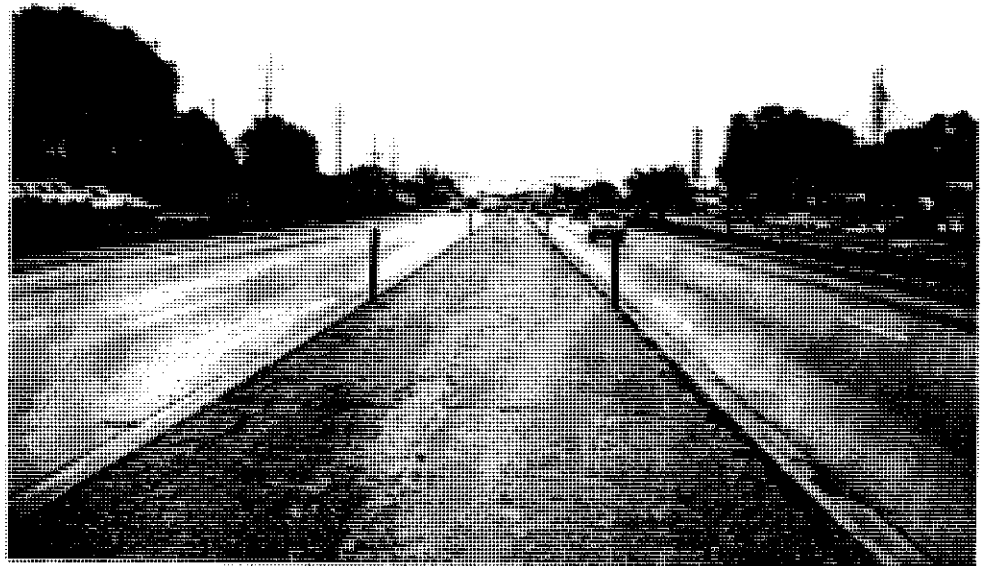


## US 85 Bypass Industrial District

This area could be significantly enhanced with the addition of street trees and development of the existing medians. Planting in a raised median would narrow the visual corridor and help screen industrial land uses. Additional screen hedges should be placed along the right-of-way where necessary. Refer to specific Industrial District guidelines on page 25 for more information.

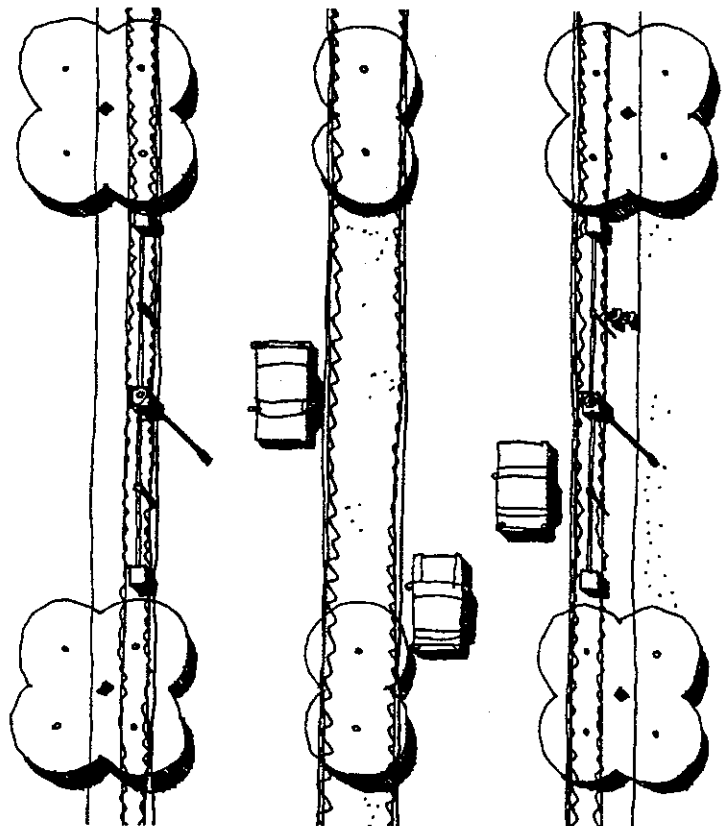
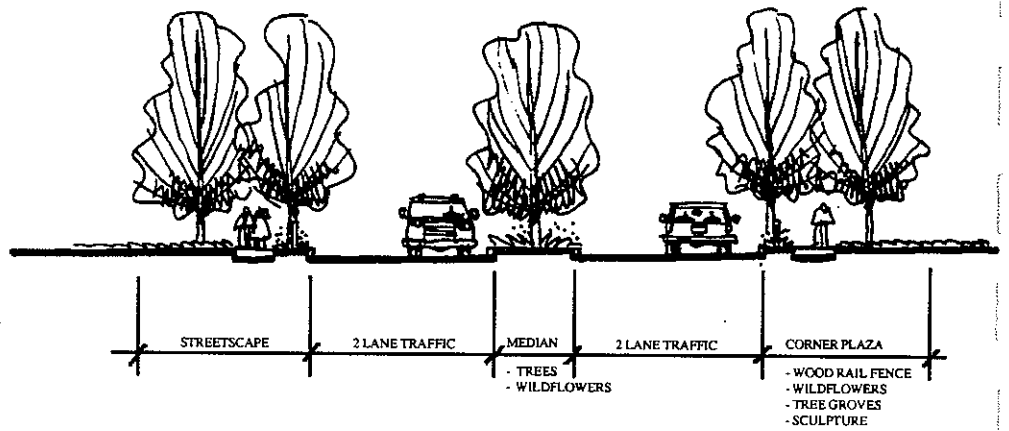


*Median treatment in Industrial Zone looking north on US 85 Bypass.*



## Typical Streetscape

The concepts illustrated here could be used in several less densely developed character districts such as, institutional, Single Family Residential, and some Multi-Family Residential. Grids of shade trees, decorative pedestrian lights, ground cover and flower plantings would continue the design elements expressed in the gateways along these entry corridors.

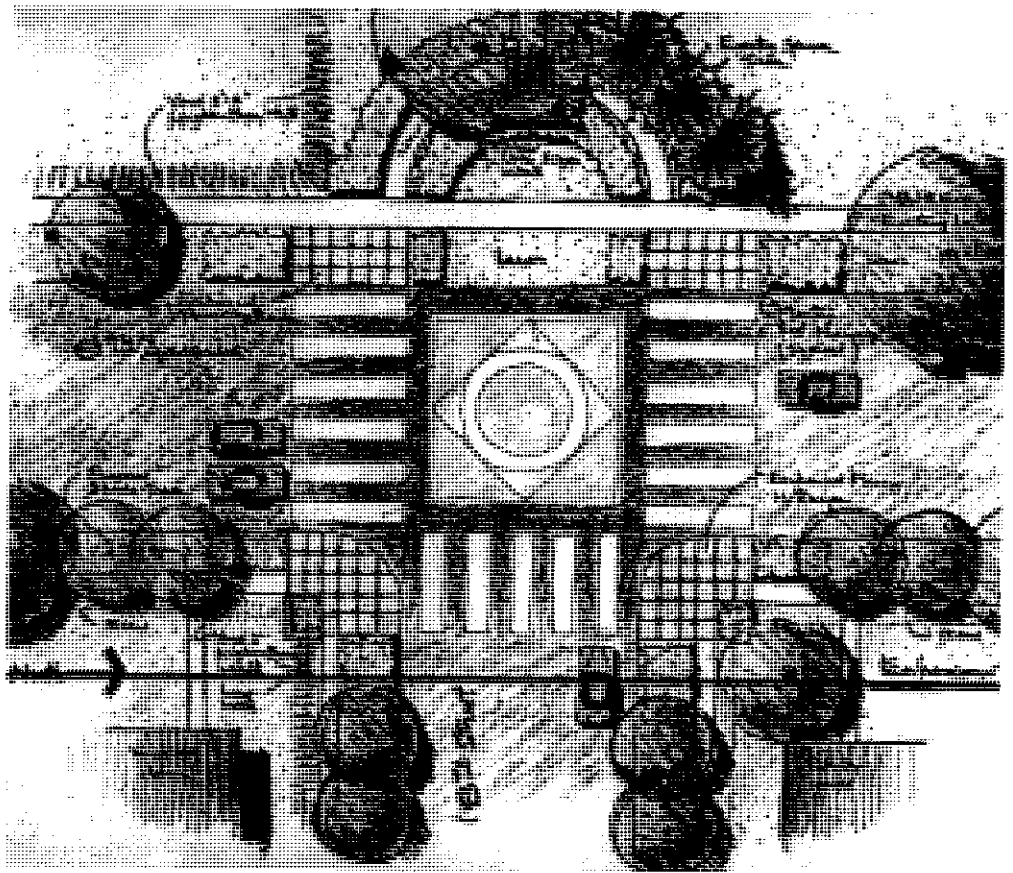


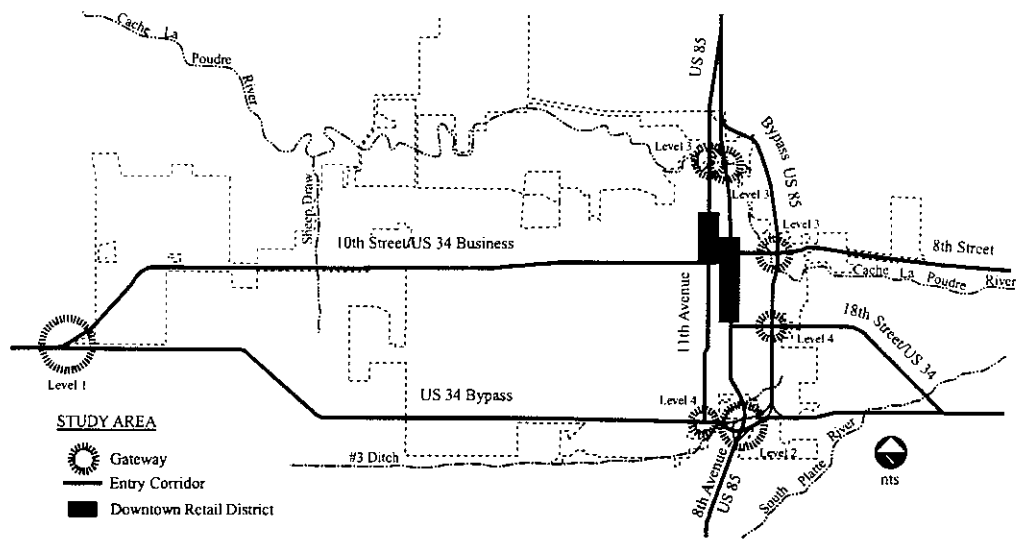


## Concept Design for the Intersection of Two Entry Corridors:

8th Avenue/18th Street

This illustration indicates how specific gateway and entry corridor design concepts could be applied to this important intersection. Special gridded pedestrian pavement with diamond accents anchor the crosswalks. Special paving details enhance the intersection and flower beds provide color accents. This area could also provide an opportunity for identifying the University of Northern Colorado campus.





## CHARACTER DISTRICT GUIDELINES

### Downtown Business District

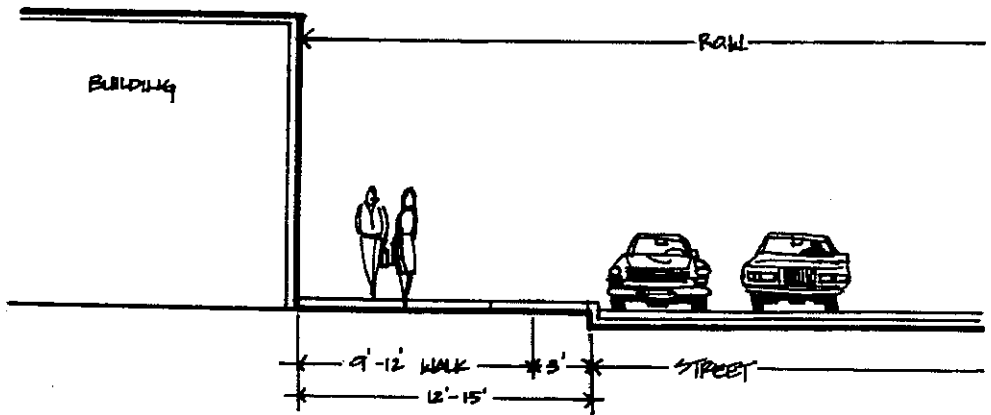
Within the Downtown Business District, rights-of-way boundaries are often delineated by adjacent buildings. Due to the pedestrian nature of the Downtown, certain site amenities should be provided within the right-of-way. These will include pedestrian lighting, street trees and street furniture such as benches, bike racks, trash receptacles, and planter pots. Curb bulges or corner extensions will help shield the pedestrian from vehicular traffic, as well as provide additional room for street furniture and site amenities. Special paving at intersections will also alert motorists to crosswalk areas.

#### Guidelines

- Street Lights:** Placed at each corner of each intersection and at midblock location according to standard spacing.
- Pedestrian Lights:** Every 30' O.C.; 2.5'-3' from face of curb.
- Street Trees:** Every 30' O.C. spaced equidistant between pedestrian lights; 2.5'-3' from face of curb. Street tree planting includes use of metal tree grate.
- Sidewalks:** Minimum 5' width of unobstructed walkway.
- Benches:** Benches are to be placed perpendicular to the walkway, facing one another, in areas where the right-of-way is in excess of 12' from face of curb to face of building. Benches could also occur within the area created by the corner extension.
- Bike Racks:** Bike racks should be placed where needed. Bike racks should be placed a minimum of 2' from the face of curb, perpendicular to the walkway, but not projecting into it. A minimum width of 12' from face of curb to face of building is necessary to allow for bike racks.
- Trash Receptacles:** Trash receptacles should be placed near bench locations and at gathering points such as intersections.
- Bollards:** Bollards should be placed in those areas where vehicular traffic is to be restricted. Spacing between the bollards should be a minimum of 3.5' to comply with ADA specifications. They should be placed a minimum of 2.5' from face of curb.
- Planter Pots:** Planter pots should be placed in areas that do not obstruct the walkway, yet add color, texture and form to the area in which they are placed. They may be placed within corner extensions in addition to benches, trash receptacles or lights.
- Special Paving:** Enhanced paving will occur at intersections to delineate pedestrian crossings and provide decorative accents. Paving material should be pre-cast concrete pavers. Refer to Streetscape Improvement Cut Sheet for color specifications.
- Screen Walls/  
Railings** Screen walls may be used to hide parking lots, trash dumpsters or other unsightly areas. They shall be constructed of masonry materials or wood. They shall be placed either 3 feet back from face of curb to align with street trees or on the right-of-way line space permitting. Height of the screen wall or railing at curb shall not exceed 3 feet. Screen walls at the right-of-way line shall not exceed 6 feet.

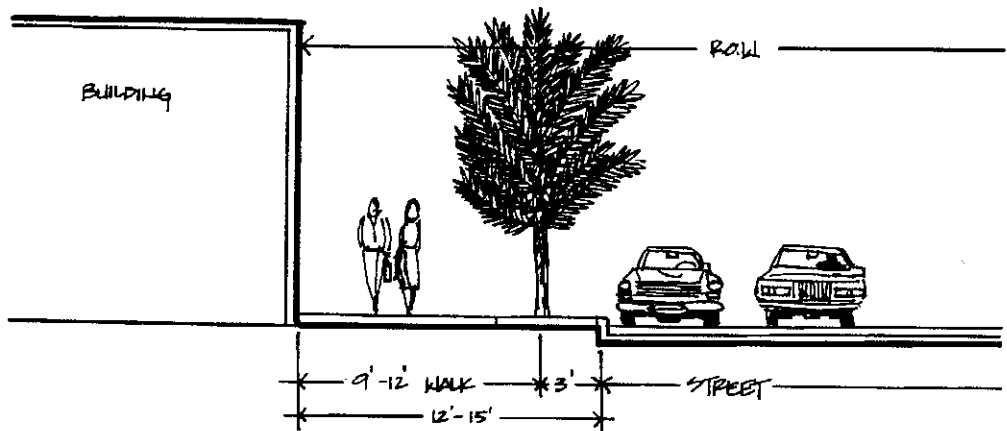
**Existing Sidewalk only in Downtown Business District on 8th Ave.**

The Downtown Business District as identified on the Character Zone Map includes the heart of "old" and "new" downtown Greeley. Some of the areas have not received any improvements, while others have. Existing space for improvements to occur, within the right-of-way boundary, is typically from building face to face of curb. Right-of-way widths generally vary from 10'-15' or greater.



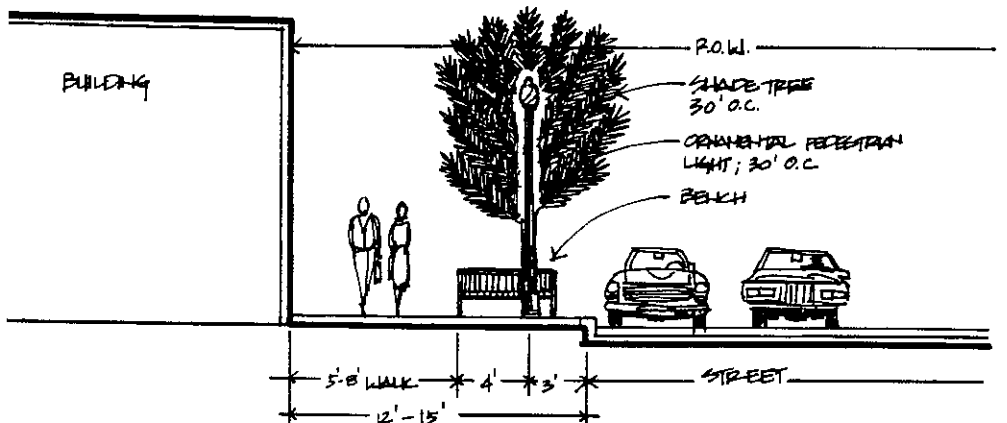
**Existing Improvements in Downtown Business District on 8th Ave.**

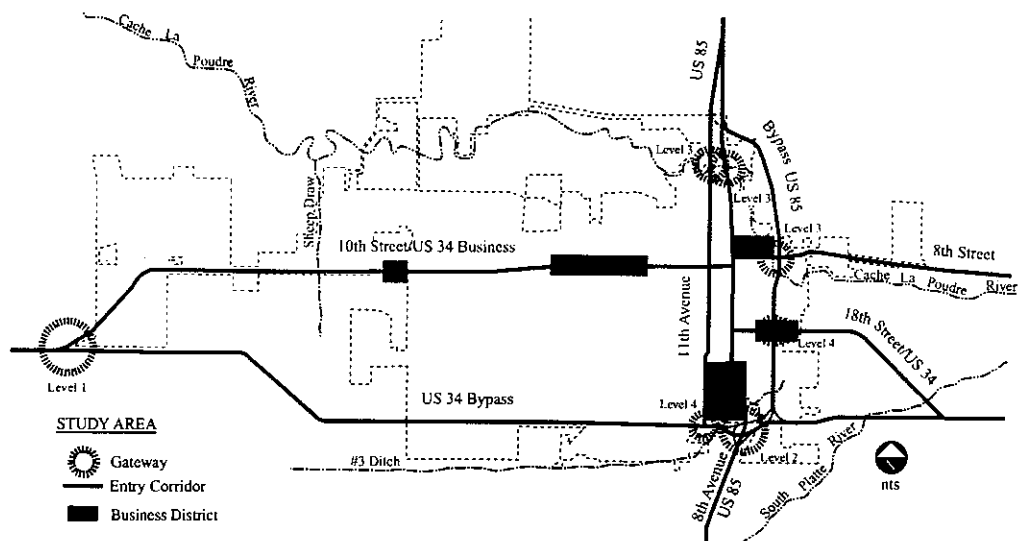
Those areas that have had initial improvement work implemented, such as trees or lighting will be enhanced with additional amenities space permitting. Additional amenities will include pedestrian lights, if they are not already present, corner extension areas where appropriate, benches, bike racks, special paving and planter pots. These elements will unify the downtown retail area.



**Full Scale Improvements in Downtown Business District on 8th Ave.**

The enhanced option of the existing condition proposes the addition of pedestrian lights, benches, trash receptacles and bike racks in areas where they presently do not exist. This condition would also apply as the future condition to areas where improvements have not been implemented, thus continuing the image continuity. In addition, corner extensions should be implemented at intersections, as well as at midblock locations to provide additional space for site amenities and parking definition.





## Business District

The Business District is generally located along 10th Street. Rights-of-way vary from 0 to 30 feet from the face of curb along the 10th Street Retail corridor. This fact suggests that the City may want to encourage adjacent property owners to participate in the improvement program. Several options related to these varied conditions are illustrated. All of the options include the same design elements regardless of the right-of-way available for improvement. However, the site layout will vary as to the level of cooperation between the property owner and the City.

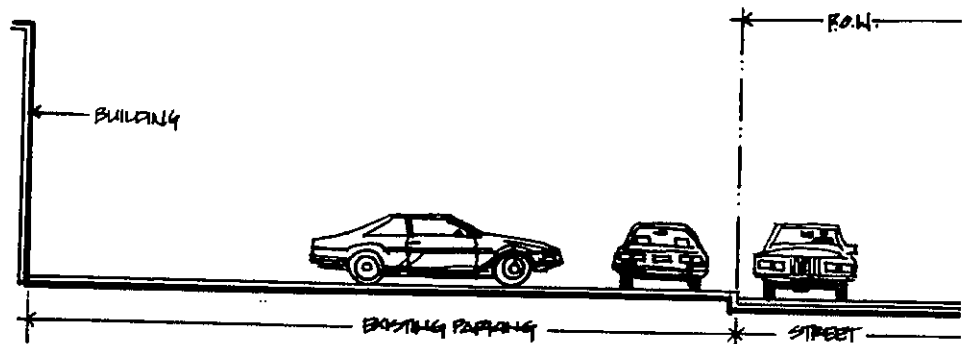
### Guidelines

- Street Lights:** Placed on each corner at intersections at standard spacing between intersections.
- Pedestrian Lights:** 30' O.C.; 2.5'-3' from face of curb.
- Street Trees:** 30' O.C. spaced equidistant between pedestrian lights; 2.5'-3' from face of curb. Street tree planting includes use of metal tree grate.
- Landscape Enhancement:** Landscape enhancements include a screen hedge between the roadway and existing parking or the roadway and a proposed sidewalk. Additional enhancements include landscape buffers of shrubs and groundcover between the sidewalk and proposed parking or building face and between street trees. The amount of additional landscaping will depend on the proposed setback of building(s) and the location of parking lots. Less extensive landscape requirements will be imposed if parking is removed from the front of the building. However, if parking does front onto the public right-of-way, a greater setback with a greater intensity of landscape material will be required. Refer to the Technical Design Recommendations for plant material recommendations.
- Sidewalks:** Sidewalks shall be minimum unobstructed 5' width. A width of 10' is preferred. Detached walks should be set back a minimum of 5' to allow for street trees and pedestrian lights between curb and walk. Attached walks should be a minimum of 8' to allow for pedestrian lights and street trees. Tree grates will become an integral part of the sidewalk.
- Benches:** Benches shall be placed parallel to the sidewalk in those areas where space permits. These areas may include, but are not limited to bus stops. Benches may be placed perpendicular only if space permits and the need for additional benches is justified. Benches should be placed a minimum of 2.5' from face of curb.
- Trash Receptacles:** Trash receptacles shall be placed in those areas where benches are located or other areas where people tend to congregate.
- Bollards:** Bollards should be located only in those areas where they are necessary to restrict vehicular traffic. Bollard spacing should be a minimum of 3.5' and should comply with ADA requirements. Bollards shall be placed a minimum of 2.5' from the face of curb.

- Planter Pots: Planter pots are to be placed only in those areas where space permits. They should be placed between the face of curb and the adjacent sidewalk.
- Special Paving: Special paving should occur at intersections which allow pedestrian crossing movements. Special paving should occupy the entire intersection, from cross walk to cross walk, to distinguish it from the rest of the corridor as a special place.
- Screen Walls/Railings: Screen walls or railings may be used to hide parking lots, trash dumpsters or other unsightly areas. They will primarily consist of screen hedges. However, additional walls of wood or masonry material or ornamental metal railings that screen all service areas from the public shall be permitted. All screen walls should complement adjacent architecture. Maximum height for screen hedge is 3 feet and for service area screen walls is 6 feet.

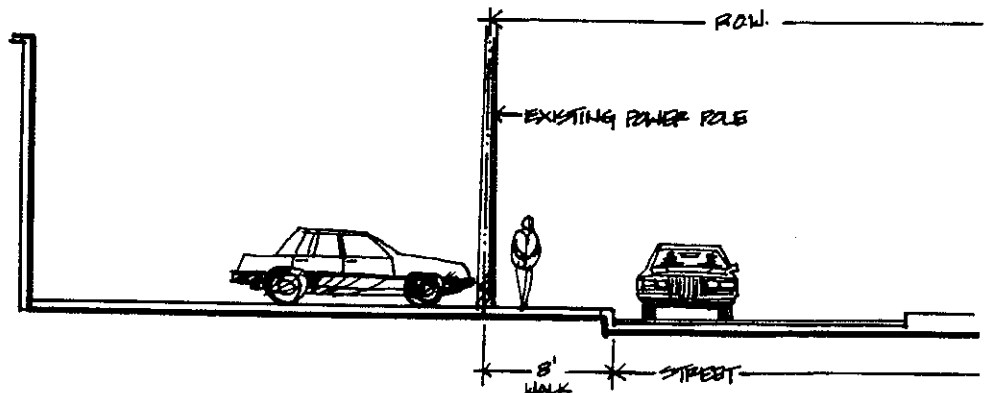
**Zero Available Right-of-Way Condition in Business District**

The right-of-way available for improvements varies from 0' to 30' from the face of curb to the right-of-way boundary. Sidewalks are not always present along the corridor and where they do exist parking, power poles or other objects infringe on the walking space. Amenities or site furnishings exist sporadically throughout the corridor. Generally, sidewalks are attached to the curb, thus providing no buffer between pedestrian and vehicle.



**Minimum 8' Available Right-of-Way Condition in Business District**

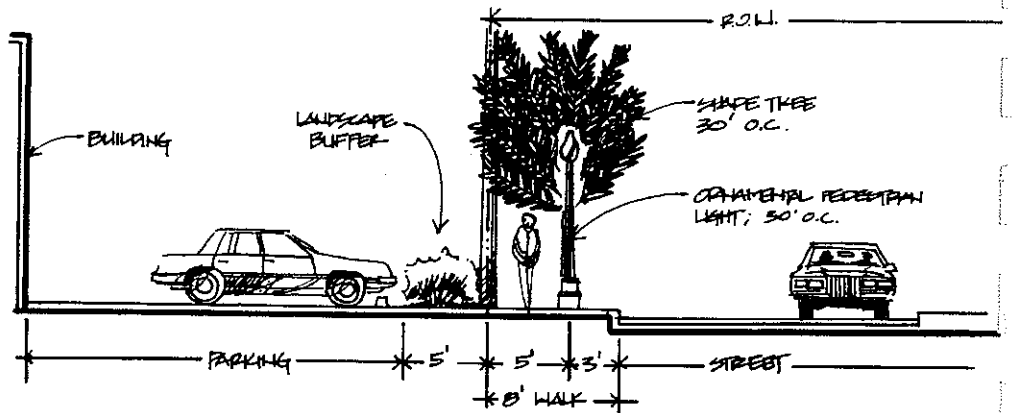
These existing condition sections demonstrate typical ranges of right-of-way setbacks within which improvements will be implemented. The right-of-way conditions shown represent 0', 5', 8', 10', 12' and 20' setbacks. All of these conditions are not illustrated, however, they are discussed in either the enhanced or future improvements.





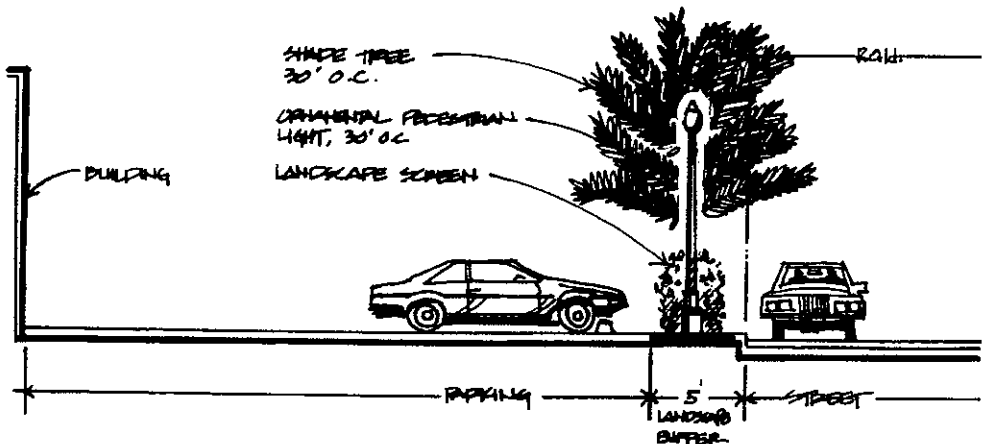
**Improvements to 8' Minimum Right-of-Way Condition**

This enhanced option of the 8' right-of-way width provides an attached sidewalk with street trees and pedestrian lights set back 3' from the curb while allowing 5' of unobstructed walkway. Parking has been moved back an additional 5' from the right-of-way line to provide for a landscape buffer creating a friendlier environment for pedestrians and enhancing visual quality. Tree grates will become an integral part of the sidewalk giving the visual appearance of a larger walking area.



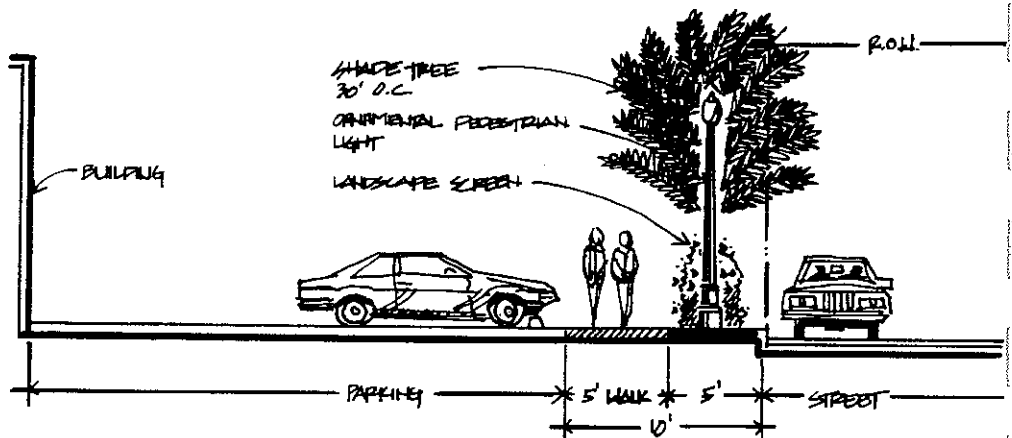
**Improvements to Zero Available Right-of-Way Condition**

This enhanced condition addresses a 0' right-of-way setback. It encourages the adjacent property owner to participate with minimal improvements of a 5' landscape buffer between roadway and the adjacent parking. This option does not include a sidewalk and represents a last resort effort to unify the retail corridor with only street trees and pedestrian lights since property owners would be volunteering their property for the improvements.



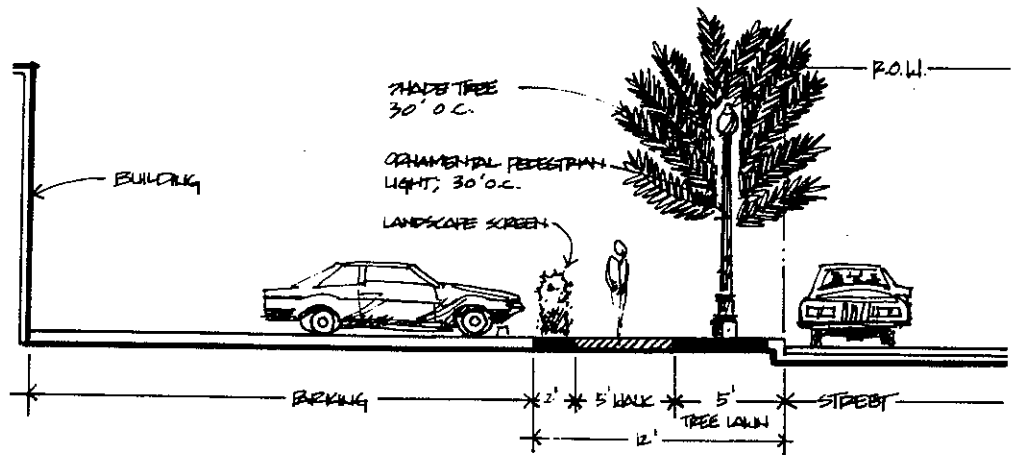
**Improvements to Zero Available Right-of-Way Condition**

This enhanced option for the 0' right-of-way setback, encourages the adjacent property owner to volunteer 10' of their property for improvements. Improvements would include a 5' amenity zone with street trees in a tree lawn, pedestrian lights, and landscape screening between roadway and sidewalk. A 5' sidewalk would be installed next to the amenity zone. No buffer would be implemented between sidewalk and parking. Benches would be parallel to traffic only at those areas necessary such as bus stops.



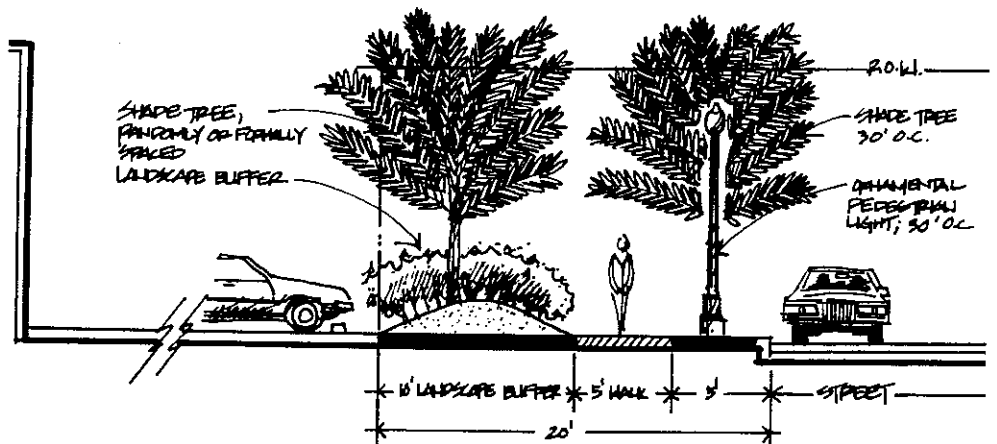
**Improvements to 12' Available Right-of-Way Condition**

The maximum optimal enhanced condition for the 0' right-of-way scenario would require 12' of adjacent property for improvements. Improvements include street trees and pedestrian lights in a 5' tree lawn. Benches and trash receptacles would be installed only in those areas deemed necessary, for example bus stops. A 5' sidewalk would be installed next to the amenity zone with a 2' minimum landscape screen buffering pedestrians from adjacent parking.



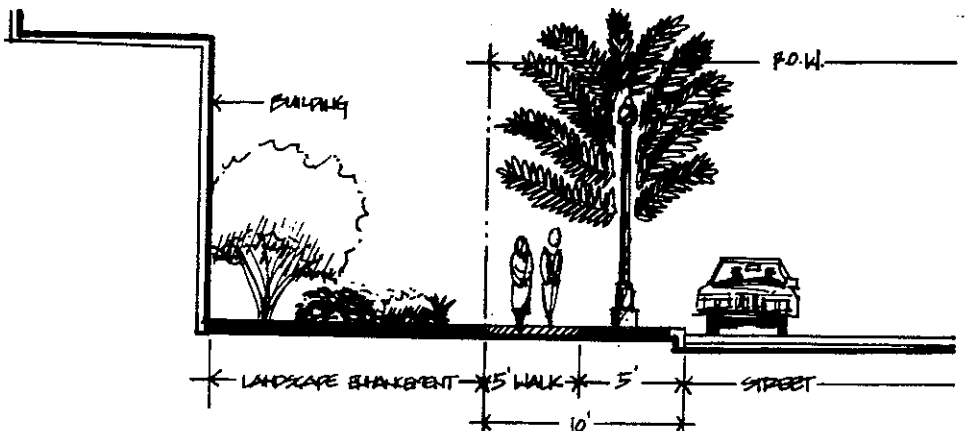
**Improvements to 20' Available Right-of-Way Condition**

Future improvements, for a right-of-way setback of 20' or greater, shall include a 5' minimum amenity zone of street trees in tree lawn, pedestrian lights, benches and trash receptacles in those areas only where necessary. A minimum 5', 10' maximum sidewalk shall be installed next to the amenity zone. A 5'-10' wide landscaped berm, dependent on sidewalk width, will buffer the pedestrian from adjacent parking in those new developments where parking is unable to be moved from the front of the building.



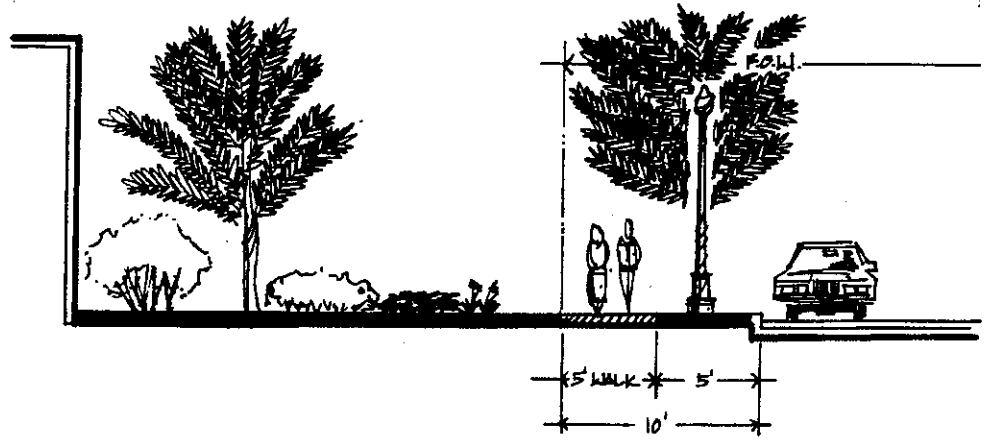
**Improvements for Proposed Developments with Shallow Setbacks**

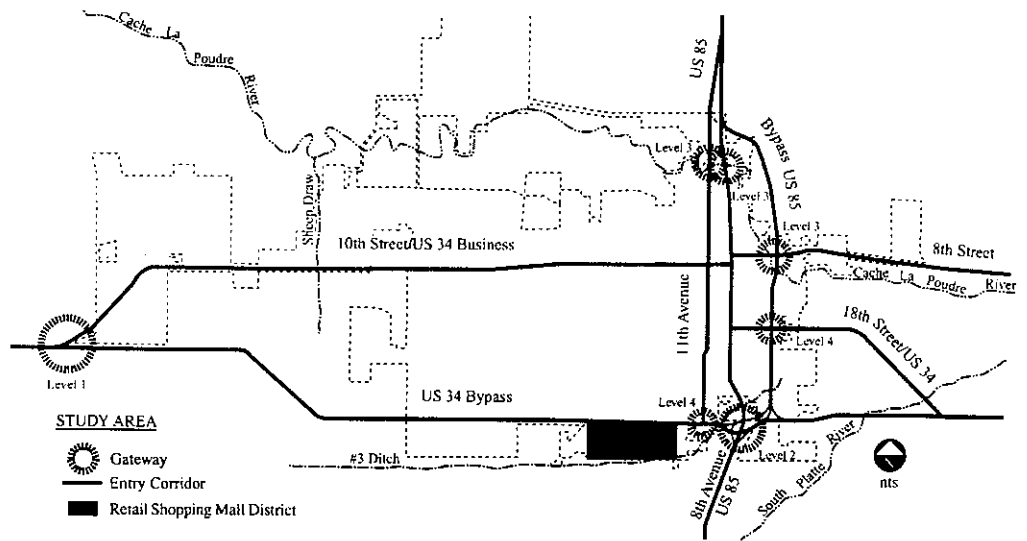
Standard improvements of street trees in tree lawn, pedestrian lights and sidewalks will be implemented within a minimum 10' right-of-way setback. Incentives to place parking in the rear of the building, coupled with landscape improvements between the sidewalk and the building facade, will allow building within 20' of the right-of-way line. Right-of-way setbacks of 10' or less will require additional improvements on private property to fulfill the design guidelines for the District. The minimum setback for a building, with 0' right-of-way, will be 30'.



### Improvements for Proposed Developments with Deep Setbacks

Again standard improvements of street trees in tree lawn, pedestrian lights and sidewalks will be implemented within a minimum 10' right-of-way setback. Parking fronting onto the corridor will require a minimum setback of 30' from the right-of-way line. Right-of-way setbacks of 10' or less will require additional improvements on private property to fulfill the design guidelines for the District. The minimum setback to a parking area, with 0' right-of-way will be 40'.



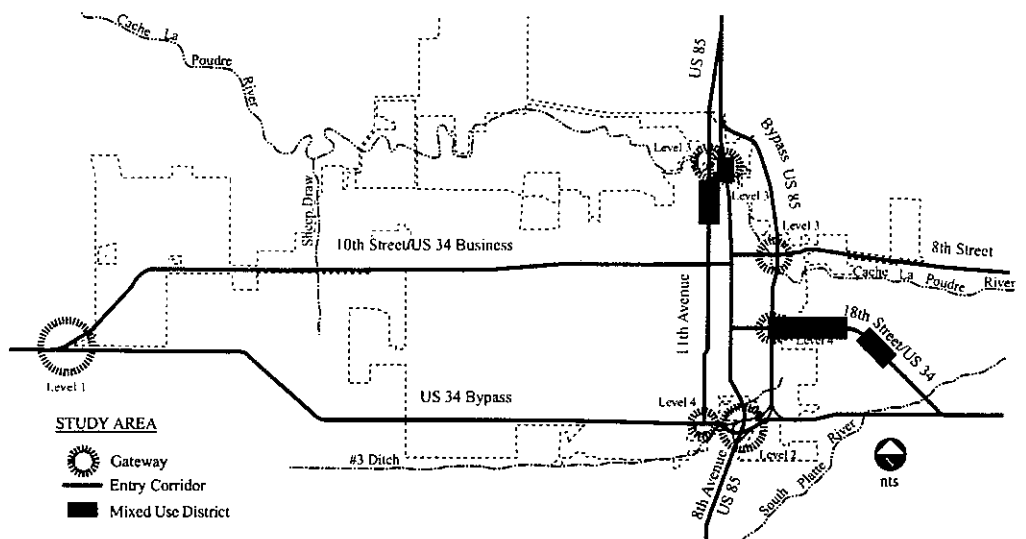


## Retail Shopping Mall District

The right-of-way condition at the existing Retail Shopping Mall is quite generous due to US 34 Bypass being a Federal Highway. Design recommendations shall be in accordance with Colorado Department of Transportation requirements unless otherwise stated. The City and Colorado Department of Transportation will need to cooperate to attain the desired character within this district.

### Guidelines

- Street Lights: Standard spacing along the corridor; 5 feet from face of curb or in accordance with Colorado Department of Transportation specifications.
- Pedestrian Lights: Every 30' O.C. spaced equidistant between tree quads 2.5'-3' from edge of sidewalk.
- Street Trees: A quad of trees every 30'-50'. Thirty foot spacing for more urban applications and 50 foot spacing for more rural applications.
- Landscape Enhancement: Additional landscape improvements will include trees, shrubs, wild flowers, special grasses or other types of groundcovers. These would be used to add color, texture and form.
- Pathway/Bikeway: Pathway/bikeway widths shall be a minimum of 8', 10' preferred. Pathways/bikeways within this district shall be detached with a minimum setback from the roadway (US 34 Bypass) of 20'.
- Rail Fencing: Wood rail fencing shall be placed to delineate the right-of-way from adjacent property. Access points to the public pathway/bikeway shall be provided every 1/4-1/2 mile and shall be wide enough to comply with ADA specifications.
- Screen Walls: Screen walls can consist of landscape buffer for those areas requiring less screening effect. All service, loading and unloading docks associated with the Mall shall be screened from the public with wooden or masonry walls. Maximum height for these walls shall be 6 feet.



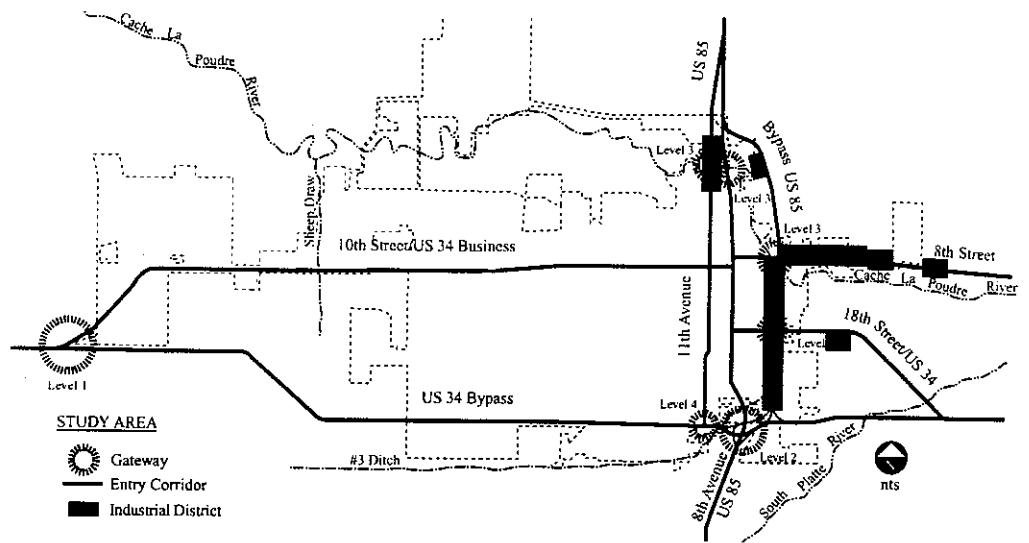
## Mixed Use District

Right-of-way conditions within the Mixed Use District are quite similar to those in the Downtown Business District and should be addressed accordingly. Due to the nature of these districts, the need to unify the physical space together with a set of site furnishings that are consistent with the character and image of the other corridors is necessary. Situations that exist within this district may be addressed through other district guidelines that surround the Mixed Use District. These guidelines may be useful for other areas of transitional land uses.

### Guidelines

- Street Lights:** Placed at each corner of each intersection with standard spacing between each intersection.
- Pedestrian Lights:** Every 30' O.C.; 2.5'-3' from face of curb.
- Street Trees:** Every 30' O.C. equidistant between pedestrian lights, 2.5'-3' from face of curb.
- Landscape Enhancement:** Landscape enhancements may include hedge screening between the roadway and adjacent parking areas or between the roadway and adjacent sidewalks. Annuals may be placed in proposed planter pots.
- Sidewalks:** Detached sidewalks will be a minimum 5' wide. Attached walks will be minimum of 8'. Detached walks shall have a minimum of 5' between face of curb and edge of sidewalk.
- Benches:** Benches shall be placed parallel to the roadway in those areas where space permits. Refer to Downtown Business District for perpendicular placement of benches.
- Trash Receptacles:** Trash receptacles should be placed near bench locations. Additional trash receptacles should be placed at regular intervals of 30'-35'.
- Bollards:** Bollards to be placed in those areas where vehicular traffic is to be restricted. Spacing between the bollards should be a minimum of 3.5' to comply with ADA specifications. They shall be placed a minimum of 2.5' from face of curb.
- Planter Pots:** Planter pots should be placed in areas that do not obstruct the walkway, yet add color, texture and form to the area in which they are placed. They may be placed within the curb extension in place of or in addition to benches, trash receptacles or lights.
- Special Paving:** Paving should occur at intersections to enhance pedestrian crossings and provide design accents consistent with the entry corridors. Paving material shall be pre-cast concrete pavers. Refer to Streetscape Improvement Cut Sheet for color specifications.
- Screen Walls/Railings:** Screen walls shall be constructed of masonry materials or wood. Railings shall be constructed of painted ornamental metal. They shall be placed either 3 feet back from face of curb to align with street trees or on the right-of-way line space permitting. Height of the screen wall or railing at curb shall not exceed 3 feet. Screen walls at the right-of-way line shall not exceed 6 feet.





## Industrial District

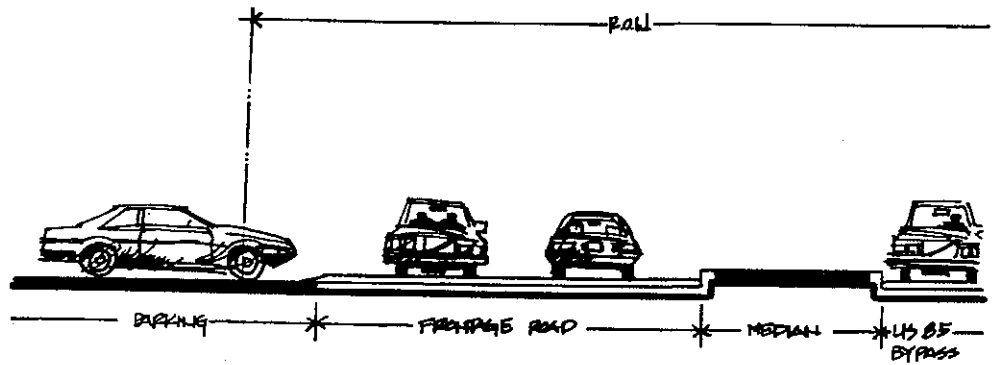
The Industrial District primarily occurs along the US 85 Bypass. The rights-of-way and setbacks generally associated with this corridor are generous. Improvements within the right-of-way will need to comply with Colorado Department of Transportation guidelines, unless special permission for specific improvements has been granted by Colorado Department of Transportation. Specific situations include frontage roads and associated medians within the right-of-way.

### Guidelines

- Street Lights:** Placed at each corner of each intersection and standard spacing between intersections along the corridor.
- Street Trees:** Quads of trees shall be placed at 50' intervals in areas of wide rights-of-way such as the US 85 Bypass. In areas with narrow rights-of-way, street trees shall be installed 30' O.C.. Trees shall be placed a minimum of 20' from the face of curb or edge of pavement.
- Landscape** Additional landscape enhancements shall occur as a buffer zone between the pathway/bikeway and the right-of-way line. This buffer zone would screen parking areas or other potentially unsightly areas from the public view.
- Pathway/  
Bikeway:** Pathways/bikeways are encouraged in areas of wide rights-of-way where they shall be a minimum of 8' wide, 10' preferred. They shall be located 25' from the face of curb or the edge of pavement. All pathways/bikeways shall be detached from the roadway unless the right-of-way narrows to require an attached pathway/bikeway.
- Fencing:** Wood split-rail fencing shall be implemented at the right-of-way line delineating private property from the public right-of-way only in wide right-of-way areas such as the US 85 Bypass. Generally use of chain link is discouraged along entry corridors. However, in some areas it may be necessary for security purposes. In these cases the chain link fence must be screened from view with plant material. Access points to the pathway/bikeway shall occur every 1/4-1/2 miles and shall be wide enough to allow maintenance vehicle access and comply with ADA specifications.
- Screen Walls:** Screen walls shall be constructed of either wood or masonry to complement adjacent buildings. Maximum height for screen walls in the Industrial District shall be 6 feet.

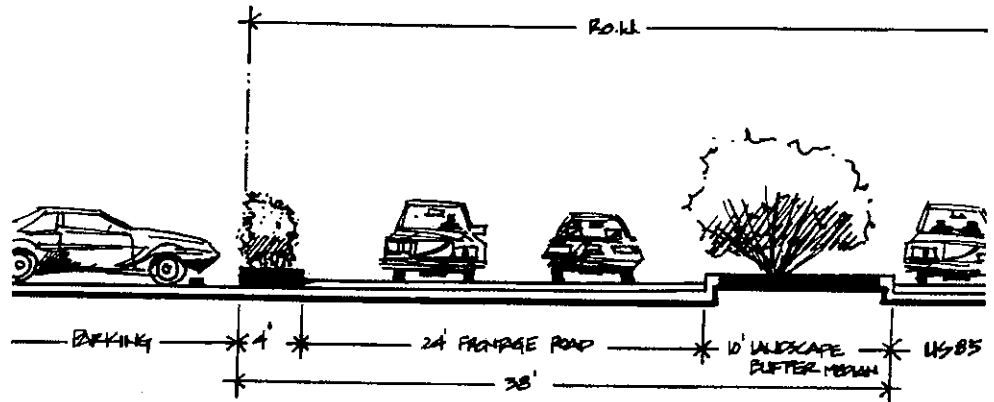
**Existing Frontage Road Condition on US 85 Bypass**

Interspersed throughout the Industrial Character District are pockets of residential and commercial land uses. Existing right-of-way along the US 85 Bypass corridor does include frontage road. Therefore, additional space is available for improvements, yet little to no buffer exists between adjacent developments and the frontage road or the highway. A median separates the north end of US 85, yet contains little positive imagery of the City.



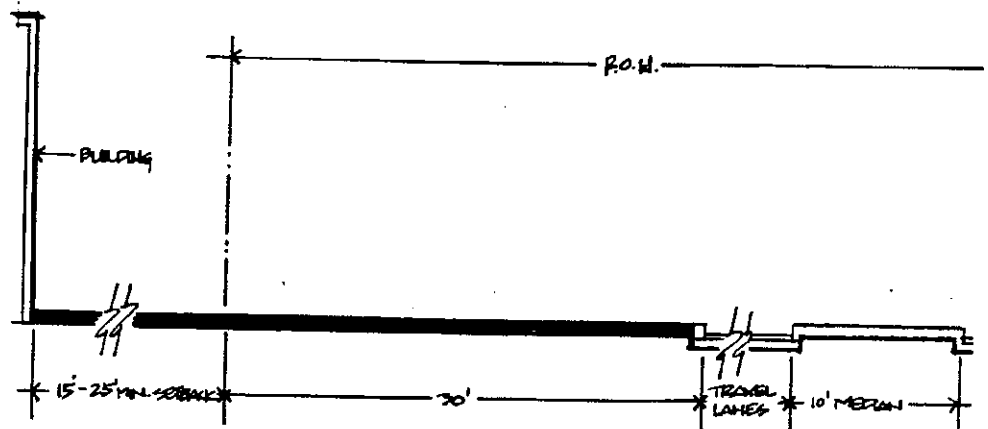
**Improvements to Frontage Road along US 85 Bypass**

Enhancements to the existing condition should include landscape buffers between the frontage road, adjacent businesses, and US 85. Quads of street trees at 50' intervals shall be implemented. Additional landscape would provide a screen between the highway and the frontage road. All improvements within the right-of-way must be approved by CDOT. Street lighting and signal improvements should be implemented. However, pedestrian lighting is not recommended.



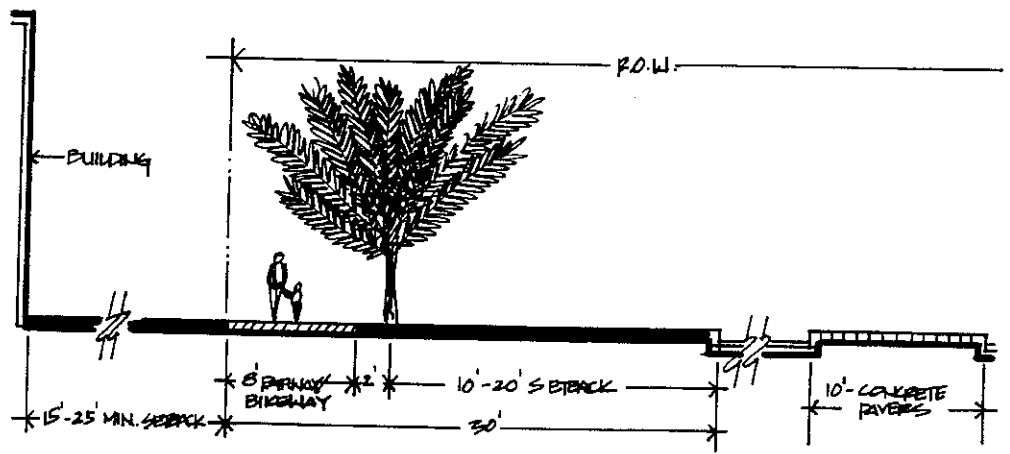
**Existing Wide Right-of-Way Condition on US 85 Bypass**

Much of the US 85 Bypass corridor contains a wide right-of-way condition that does not include a frontage road. Industrial business buildings have deep setbacks from the corridor. However, few improvements exist within the right-of-way. Presently, native vegetation adorns the space between the buildings and the corridor. The US 85 Bypass, being a federal highway, has varying widths of right-of-way available for improvements.



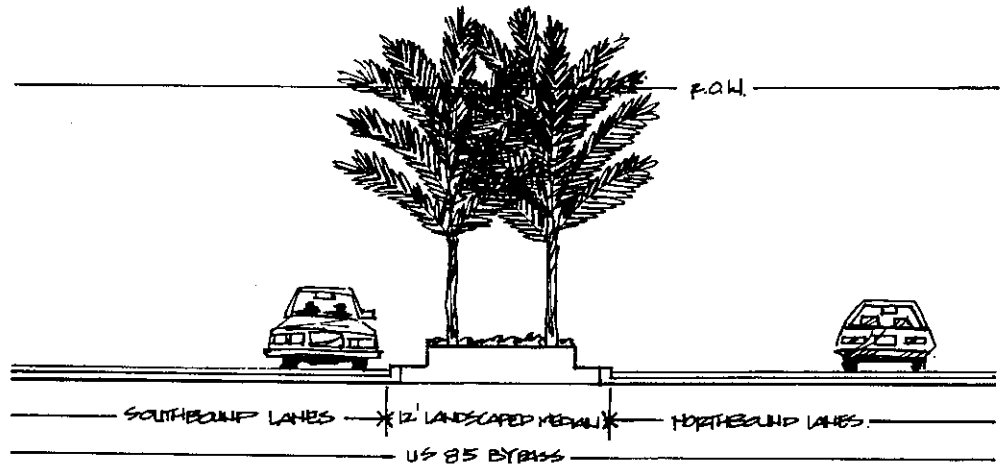
**Minimal Improvements to Wide Right-of-Way Condition US 85 Bypass Highway**

In those areas adjacent to State of US Highways certain setbacks are required for the safety of vehicles and pedestrians alike. Enhancement of this condition would add a pathway/bikeway. A single row of trees consistently spaced should be implemented between the pathway and the roadway. This option does not show the tree quad concept due to highway setback requirements related to tree planting.



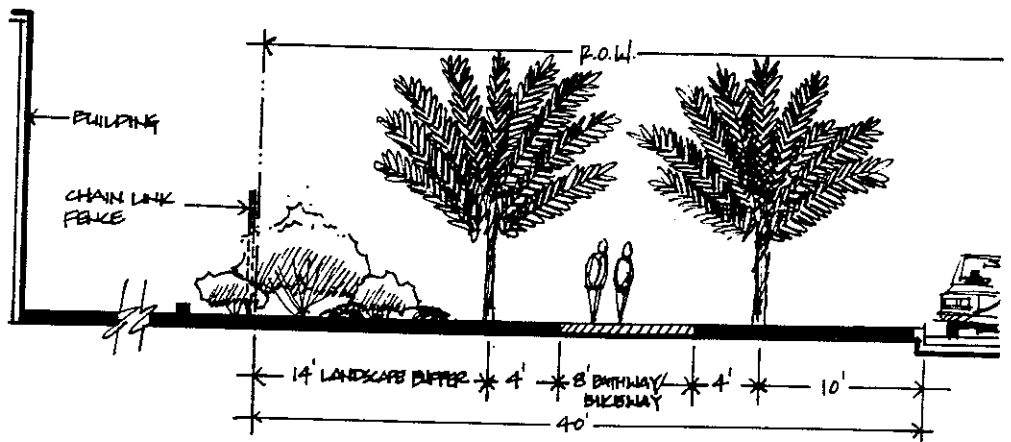
**Raised Median Treatment along US 85 Bypass**

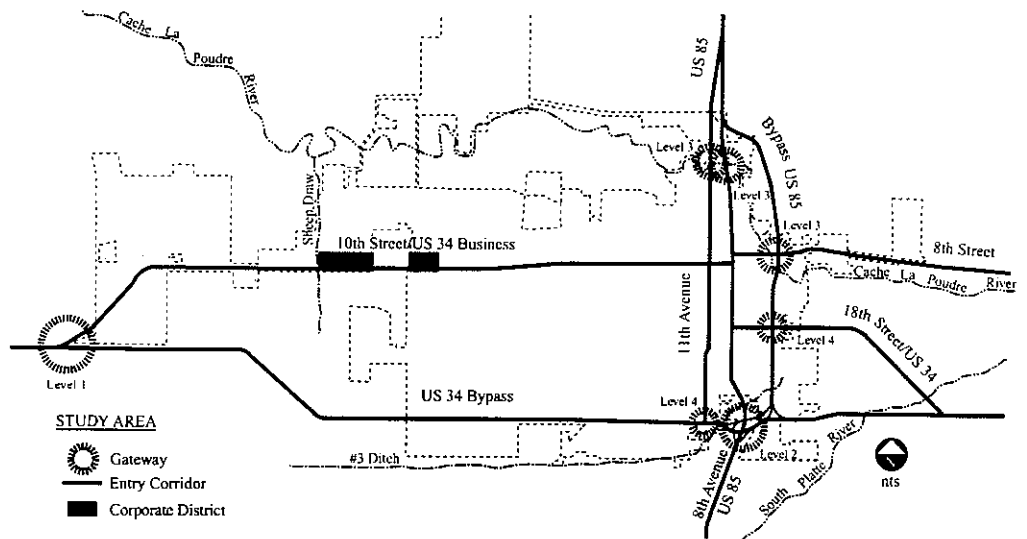
The opportunity to visually soften the highway, through those areas where design speeds permit, occur within the median. Not all medians will be able to accept significant plantings, due to the safety and welfare of those driving the highway, but smaller plantings may be permissible. Other areas where the median is smaller and currently hardscaped could be raised and planted to soften the highway hardness.



**Improvements to Future Wide Right-of-Way Conditions**

All future conditions within a newly designated industrial character district shall conform to the following improvements. These improvements include a quad of trees, straddling an 8'-10' pathway/bikeway, set a minimum of 10' from the face of curb or edge of pavement into the right-of-way. Additional landscape buffers between parking areas and the walkway shall be implemented to mitigate negative visual impacts.



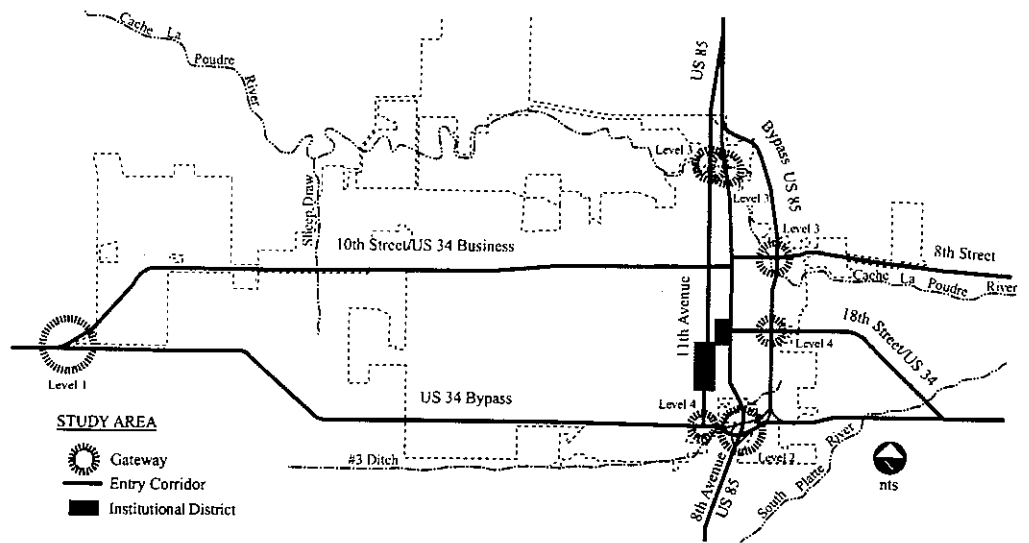


## Corporate District

Rights-of-way in the Corporate District are generally wide and should continue to be so for future corporate developments. This wider right-of-way allows for additional landscape planting to improve the aesthetic character and image of the corridor.

### Guidelines

- Street Lights:** Placed at all intersections within the corridors.
- Street Trees:** Tree quads will be planted at 50' intervals in those areas having a rural character and at 30' intervals in those areas that have more of an urban character. Trees shall not be placed any closer than 10' to the edge of pavement in those areas where the speed limit exceeds 40mph and may be as close as 5' from the face of curb in those areas where the speed limit is below 40mph.
- Landscape Enhancement:** Additional landscape may be implemented to provide extra screening of parking areas from the public view. Landscape may also be used to soften the edge where the horizontal plane meets the vertical plane of the building. For new corporate facilities, the amount of additional landscaping will depend on the proposed setback of building(s) and the location of parking lots. Less landscape constraints will be imposed if parking is removed from the front of the building. However if parking does front onto the public right-of-way a minimum setback of 25' with a greater intensity of landscape material will be required.
- Pathway/Bikeway:** Minimum 8' wide, 10' preferred. They shall be setback from the face of curb a minimum of 10' if space allows. In those areas where the right-of-way is too narrow, refer to the sidewalk specifications in the Business District.
- Sidewalks:** Sidewalks shall be implemented in those areas where the right-of-way and the character does not allow for a pathway/bikeway. Refer to the sidewalk discussion in the Business District for specifications.
- Rail Fencing:** Wood split-rail fencing shall be implemented at the right-of-way line delineating private property from the public right-of-way. Access points to the pathway/bikeway shall occur every 500 feet and shall be wide enough to allow maintenance vehicle access and comply with ADA specifications.
- Screen Walls:** Screen walls shall be constructed of either wood or masonry materials to complement adjacent architecture and provide an effective screen. Maximum height for screen walls in the Corporate District shall be 6 feet.

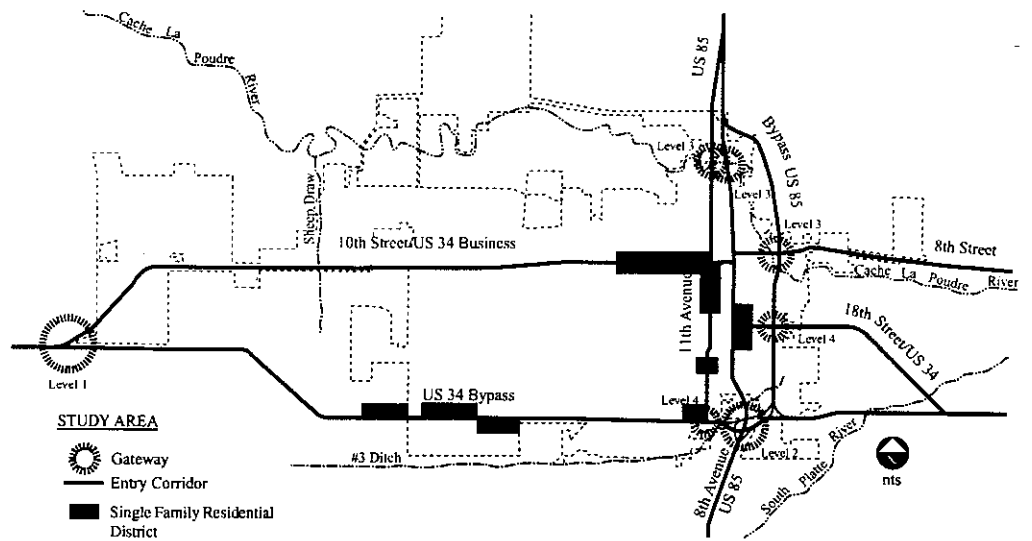


## Institutional District

The Institutional District generally occurs in the older parts of the City with established rights-of-way along the 8th Avenue and 11th Avenue corridors. The rights-of-way within this district vary in width from the face of curb to the property line. Adjacent property owners are encouraged to implement improvements if space within the right-of-way is limited.

### Guidelines

- Street Lights:** Placed at each corner of each intersection.
- Pedestrian Lights:** Every 30' O.C.; 2.5'-3' back from face of curb.
- Street Trees:** Every 30' O.C. spaced equidistant between pedestrian lights; 2.5'-3' from face of curb.
- Landscape Enhancement:** Additional landscape enhancements for necessary buffering or purely aesthetic purposes may be implemented within the right-of-way. However, the design layout of these improvements should reflect the landscape themeing that has been established throughout the gateways and corridors.
- Pathway/Bikeway:** Minimum 8' width, 10' preferred. Pathways/bikeways shall be set back a minimum of 5' from the face of curb. Refer to University of Northern Colorado Bikeway Plan for more information.
- Sidewalks:** Minimum 5' width. All sidewalks shall be detached a minimum of 5' from the face of curb.
- Benches:** Benches shall be placed parallel to the sidewalk in those areas where space permits. These areas may include, but are not limited to bus stops. Benches may be placed perpendicular only if space permits and the need for additional benches is justified. Benches should be placed a minimum of 2.5'-3' from face of curb.
- Trash Receptacles:** Trash receptacles shall be placed in those areas where benches are located or other areas where people tend to congregate.
- Special Paving:** Paving should occur at intersections to enhance pedestrian crossings and provide design accents consistent with the entry corridors. Paving material shall be pre-cast concrete pavers. Refer to Streetscape Improvement Cut Sheet for color specifications.
- Screen Walls:** Screen walls can consist of landscape buffer for those areas requiring less screening effect. All service and loading docks shall be screened from the public with wooden or masonry walls. Maximum height for these walls shall be 6 feet.



## Single-Family Residential District

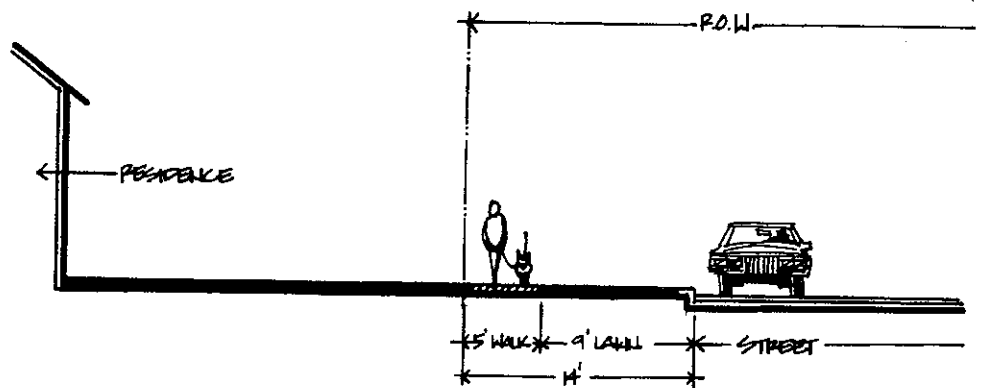
Single-family residential generally occurs in the older portions of the City along 8th Avenue, 11th Avenue and West 10th Street. The right-of-way conditions within these areas are similar and are generally treated the same.

### Guidelines

- Street Lights:** Placed at each corner of each intersection.
- Street Trees:** Every 30' O.C. as a row within a tree lawn between the back of curb and the sidewalk.
- Landscape Enhancement:** Additional landscape enhancements can be implemented within the tree lawn or behind the sidewalk where right-of-way width permits. These improvements may include shrubs or groundcover other than turf grass. Shrubs placed behind the sidewalk may be used to delineate private property from the public right-of-way or to screen yards for additional privacy.
- Sidewalks:** Minimum of 5' width. All walks within the Single-Family District shall be detached a minimum of 5'.
- Benches:** Benches shall be placed parallel to the sidewalk in those areas where space permits. These areas may include, but are not limited to bus stops. Benches may be placed perpendicular only if space permits and the need for additional benches is justified. Benches should be placed a minimum of 2.5'-3' from face of curb.
- Trash Receptacles:** Trash receptacles shall be placed in those areas where benches are located or other areas where people tend to congregate.
- Special Paving:** Paving shall occur at intersections to enhance pedestrian crossings and provide design accents consistent with the entry corridors. Paving material shall be pre-cast concrete pavers. Refer to Streetscape Improvement Cut Sheet for color specifications.
- Screen Walls:** Screen walls shall be constructed of wood or masonry to complement the surrounding architecture in form and color, yet respond to the character and imagery that defines Greeley. These walls shall not exceed 6' in height. Additional landscape shall be consistent with the design concepts established for the corridors. Ornamental metal railings are permissible in the Single-Family District along 8th Avenue.

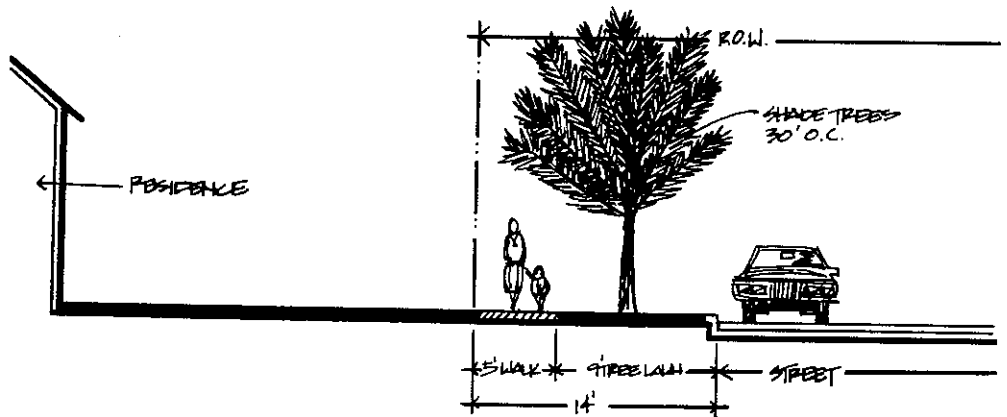
**Existing Lawn Strip on 10th Street**

Several conditions presently exist within the single-family character district. The first condition has a tree lawn in place from the back of the curb an existing 5' sidewalk. The width of this area varies from 5' to 10' not including the sidewalk. Presently, there is no buffer, in the form of trees, between the roadway and the pedestrian. Zoning for residential areas requires houses to be set back 25' from the right-of-way.



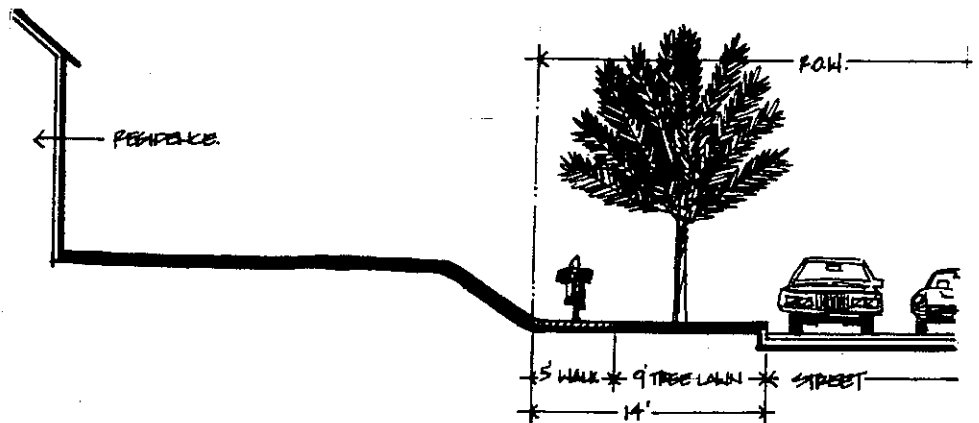
**Improvements to Tree Lawn on 10th Street**

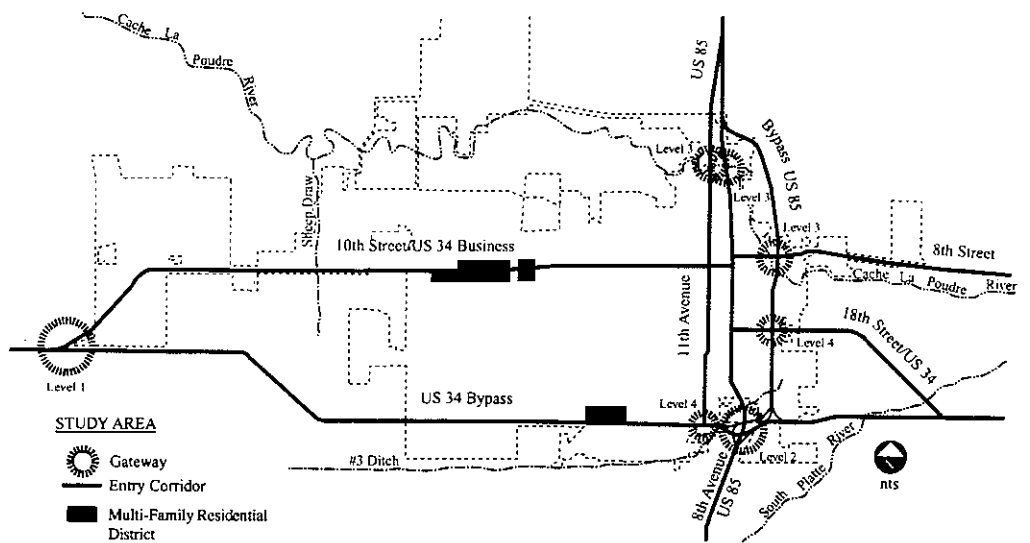
Enhancements to the existing condition previously outlined would include the addition of street trees at regular 30' intervals within the existing tree lawn. The 5' sidewalk would remain within these areas.



**Existing Tree Lawn on 8th Avenue**

The second existing condition differs from the first due to the fact that the houses are elevated above the sidewalk and roadway. This difference produces a visually interesting corridor for both pedestrian and vehicular traffic. Where this condition exists street trees are generally in place. The existing tree lawn varies in width, but is typically 8'-10'. A 5' sidewalk abuts the edge of the lawn and the toe of the berm on which the houses are placed. This condition needs little or no improvements.





## Multi-Family Residential District

Multi-family residential generally occurs along the West 10th Street (US 34 Business) corridor. The right-of-way condition varies dramatically with approximately 15' to 60' of width between edge of pavement and property lines.

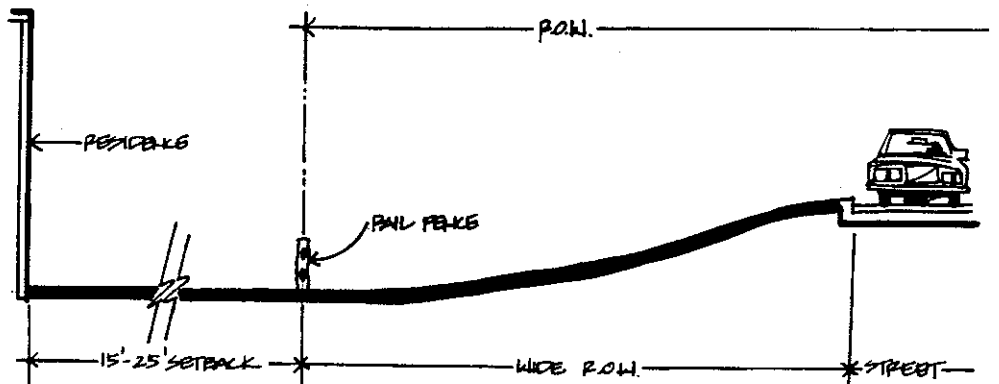
### Guidelines

- Street Lights:** Placed at each corner of each intersection.
- Street Trees:** Place a quad of trees every 30'-50'. Thirty foot spacing for more urban applications and 50 foot spacing for more rural applications. In those areas of urban character, a row a street trees 30' O.C. shall be used.
- Landscape Enhancement:** Additional landscape enhancements shall be implemented within the right-of-way to establish and enhance the corridor concept. Plantings should occur at the base of any screen wall to soften the edges and provide contrast. Multi-family residential districts that are within a rural context shall use native prairie grasses and wildflower mixes to add color and texture. Design layout of additional planting should be consistent with the gateway and corridor concepts and need to be submitted for approval.
- Pathway/Bikeway:** Minimum 8' width, 10' preferred. Pathways/bikeways shall be set back a minimum of 5' from the face of curb or edge of pavement.
- Sidewalks:** Minimum of 5' width. All walks within the Multi-Family District shall be detached a minimum of 5'.
- Benches:** Benches shall be placed parallel to the sidewalk in those areas where space permits. These areas may include, but are not limited to bus stops. Benches may be placed perpendicular only if space permits and the need for additional benches is justified. Benches should be placed a minimum of 2.5'-3' from face of curb or edge of pavement.
- Trash Receptacles:** Trash receptacles shall be placed in those areas where benches are located or other areas where people tend to congregate.
- Special Paving:** Paving should occur only at intersections with high volumes of pedestrian traffic to enhance crossings and provide design accents consistent with the entry corridors. Paving material shall be pre-cast concrete pavers. Refer to Streetscape Improvement Cut Sheet for color specifications.
- Rail Fencing:** Wood split-rail fencing shall be implemented at the right-of-way line delineating private property from the public right-of-way. Access points to the pathway/bikeway shall occur every 1/4-1/2 miles and shall be wide enough to allow maintenance vehicle access. They shall also comply with ADA specifications.
- Screen Walls:** Screen walls shall be constructed of wood or masonry to complement the surrounding architecture in form and color, yet respond to the character and imagery that defines Greeley. These walls shall not exceed 6' in height. Additional landscape enhancements to soften the intersection of the horizontal and vertical planes is recommended. Additional landscape, to soften edges, shall be consistent with the design concepts established for the corridors.



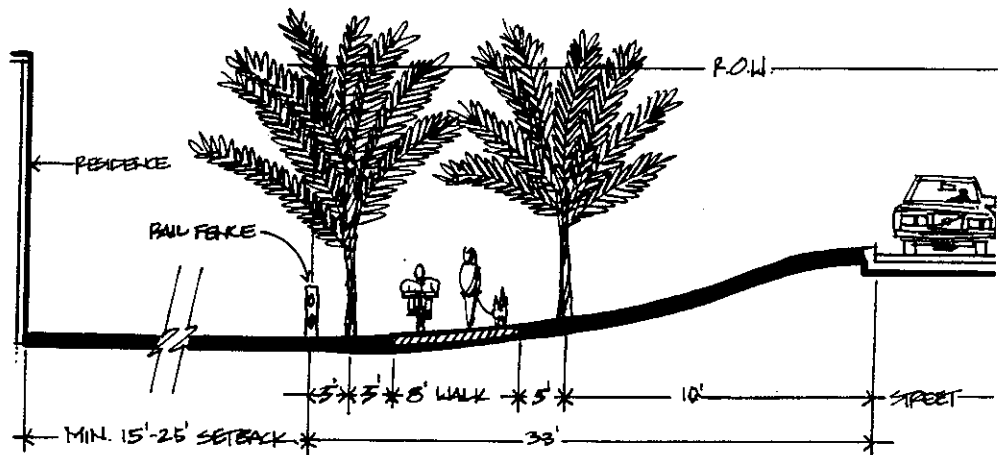
**Existing Wide Right-of-Way Condition**

Existing conditions provide no amenities for residents of the multi-family character zone. No sidewalk, landscaping, lighting or other site amenities exist within the right-of-way.



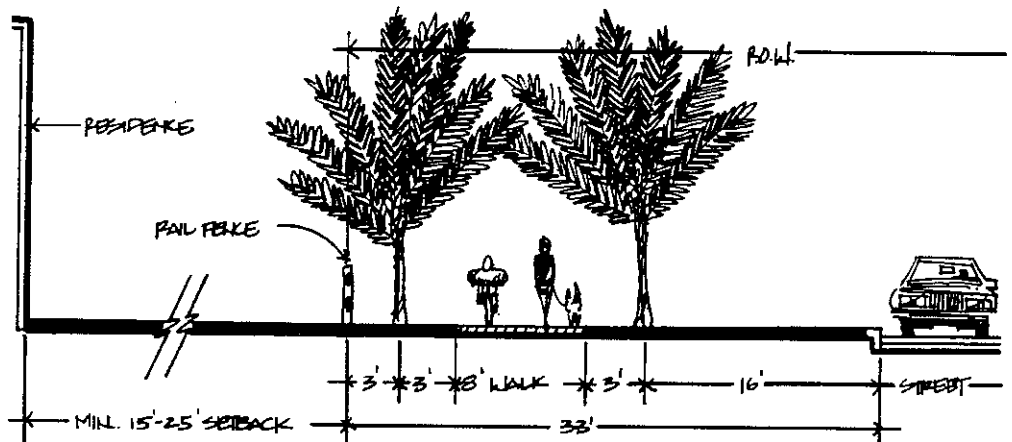
**Improvements to Existing Wide Right-of-Way Condition**

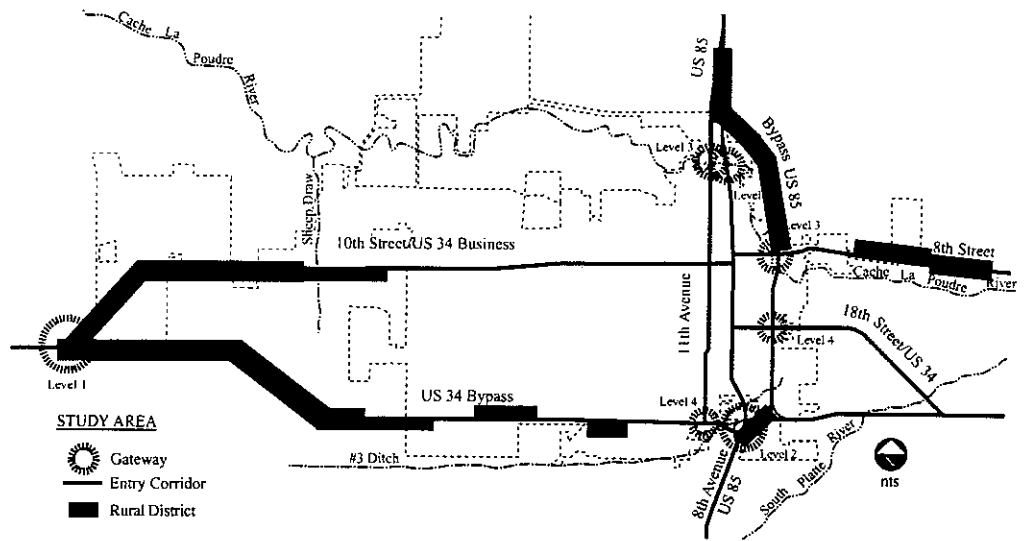
Improvements to the existing condition include a new walkway or path tying into other neighboring trails and sidewalks to create a pedestrian network for Greeley. Landscaping is clustered into tree quads consistently spaced at 50' intervals along the corridor. Pedestrian lighting is omitted from residential areas.



**Future Condition for Proposed Development**

Future multi-family districts shall include detached walks, quads of trees at 30' intervals for urban applications and 50' spacing for more rural applications. Rail fencing shall delineate the boundary between the public right-of-way line and private property.





## Rural Character District

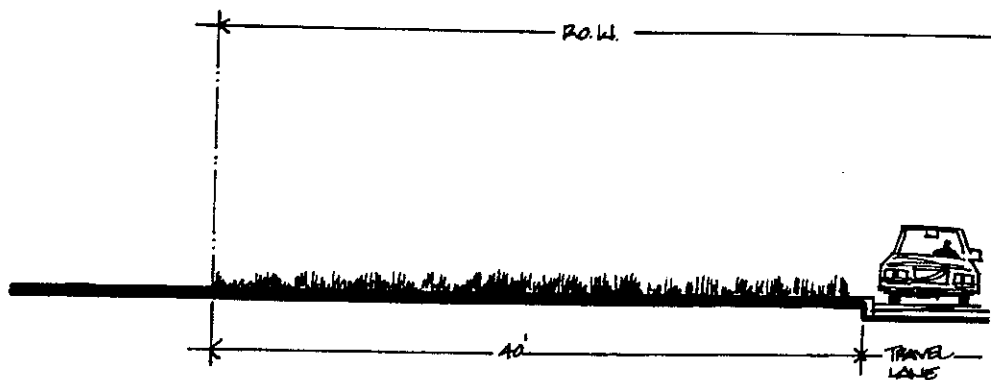
The Rural Character District is located on the outer edges of the City. The recommendation is to leave these areas relatively untouched with only a few enhancements to help reinforce the imagery of Greeley. These areas may be developed in the future and at this time would have to conform to the Character District they would represent. The right-of-way conditions are generally quite generous allowing for widening of the roadway and other improvements.

### Guidelines

- Street Lights:** Placed at corners of intersections.
- Landscape Enhancement:** Landscape enhancements will consist of native short prairie grasses and wildflower mixes. Screen planting may be required in a few areas to block objectionable views.
- Pathway/  
Bikeway:** Pathways/bikeways shall be a minimum of 8' wide, 10' preferred. They shall be located 25' from the edge of pavement or adjacent to highway pavement depending on location.
- Rail Fencing:** Wood split-rail fencing shall be implemented at the right-of-way line delineating private property from the public right-of-way. Access points to the pathway/bikeway shall occur every 1/4-1/2 miles and shall be wide enough to allow maintenance vehicle access and comply with ADA specifications.

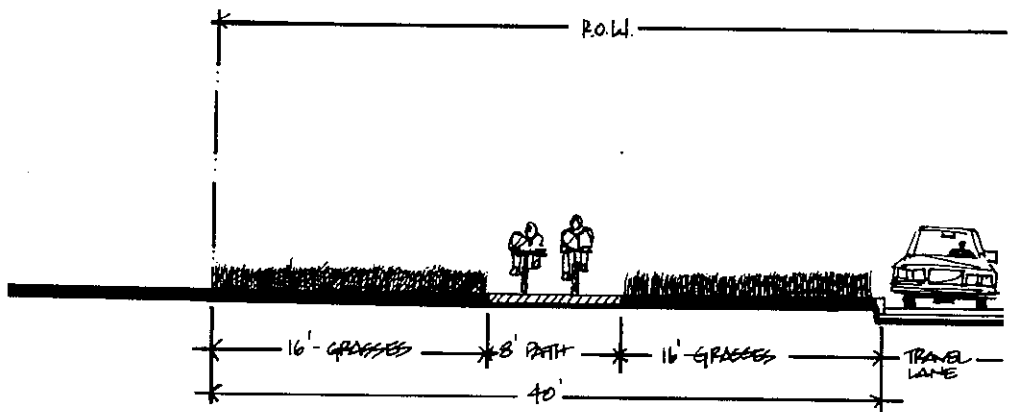
### Existing Condition in Rural Districts

The existing condition of rural undeveloped open lands offers few, if any amenities. Native grasses are generally present throughout.

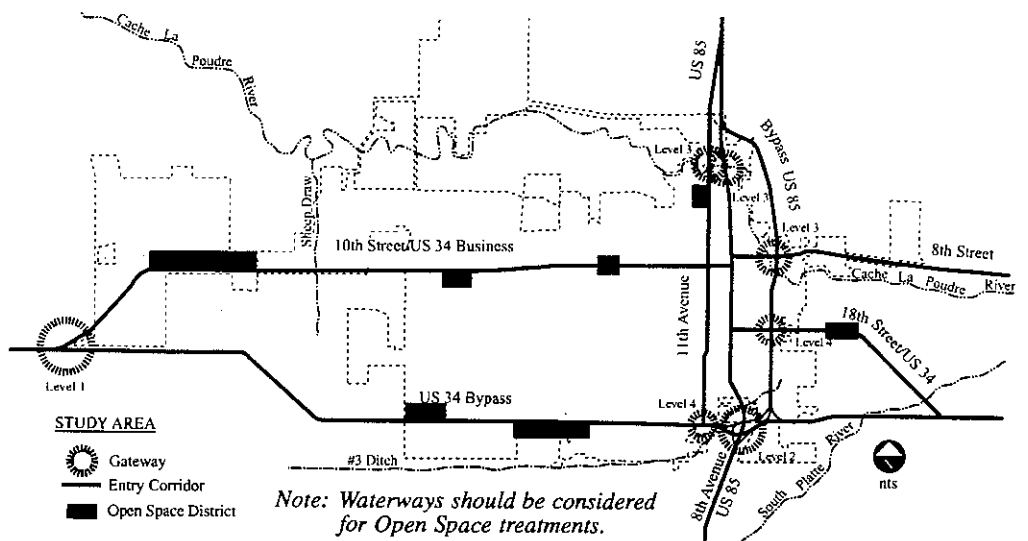


### Improvements to Existing Conditions and Development for Future Conditions

Enhancing the existing corridor through the character districts would improve its aesthetics and usability. Improvements would include a new walkway or path that would tie into other neighboring trails and sidewalks to create the pedestrian/bikeway network of Greeley. Landscaping would be clustered into tree quads consistently spaced along the corridor. Pedestrian lighting would be omitted from residential areas.



*Note: In some locations bike paths may be located adjacent to highway pavement.*



## Open Space District

The Open Space District is represented by several conditions and characters. Each open space has a unique image and use that distinguishes one from another. The Parks and Recreation Master Plan Map should be referenced for other adjacent open space areas. Right-of-way conditions vary throughout this District. Therefore, adaptations of the guidelines may have to occur. When an Open Space District is surrounded by another character district, the guidelines of that surrounding district shall apply. However, in those areas where the Open Space District is between two different character districts, the guidelines of the most restrictive surrounding district shall apply in addition to the following guidelines.

### Guidelines

- Street Lights:** Placed at each corner of intersections and standard spacing between intersections along the corridor.
- Street Trees:** If the Open Space District is between two character districts that recommend a row of street trees within tree lawn, then street trees every 30' O.C., 2.5'-3' from face of curb should be installed. If the Open Space District is rural in character, then either quads of trees at 50' intervals or native short prairie grass and wildflower mixes should be installed depending on the treatment of the adjacent district.
- Landscape Enhancement:** Landscape enhancements shall be determined by the most restrictive adjacent Character District. An example of this condition is Island Grove Park, situated between Mixed Use, Rural and Industrial Districts. In this case, the Mixed Use landscape enhancement guidelines apply.
- Pathway/Bikeway:** Pathways/bikeways shall be a minimum of 8' wide, 10' preferred. They shall be located 25' from the face of curb. All pathways/bikeways shall be detached from the roadway unless the right-of-way narrows to require an attached pathway/bikeway.
- Rail Fencing:** Wood split-rail fencing shall be implemented at the right-of-way line delineating the open space from the public right-of-way only in those areas where rail fencing is used on the adjacent Character District. In those areas where rail fencing is used, access points to the pathway/bikeway shall occur every 1/4-1/2 miles and shall be wide enough to allow maintenance vehicle access and shall comply with ADA specifications.

# STREETSCAPE IMPROVEMENT ELEMENTS

## Kit-of-Parts

A package of design elements or "Kit-of-Parts" has been developed for the gateways and entry corridors of Greeley. The Kit-of-Parts consists of site furnishings such as; pedestrian lights, street lights, traffic signals, benches, trash receptacles, bicycle racks, bollards, planter pots, paving materials and paint colors all related in material, form and texture. These elements will be placed together in response to specific design situations within the character zones as illustrated in the "Use of Site Furnishings" matrix. This approach ensures visual continuity and will establish a strong character, while fulfilling functional and health and safety requirements.

Character Districts	Use of Site Furnishings																
	Site Furnishings	Street Lights	Pedestrian Lights	Traffic Signal	Public Sign System	Revised Sign Code	Street Trees	Landscape Enhance.	Pathway / Bikeway	Sidewalks	Benches	Trash Receptacles	Bollards	Planter Pots	Special Paving	Rail Fencing	Screen Walls
<b>Downtown Business</b>	●	●	●	●	●	●				●	●	●	●	●	●		●
<b>Business</b>	●	●	●	●	●	●	●			●	●	●	●	●	●		●
<b>Retail Shopping Mall</b>	●	●	●	●	●	●	●	●								●	●
<b>Mixed Use</b>	●	●	●	●	●	●	●		●	●	●	●	●	●	●		●
<b>Industrial</b>	●		●	●	●	●	●	●	●							●	●
<b>Corporate</b>	●		●	●	●	●	●	●	●							●	●
<b>Institutional</b>	●	●	●	●	●	●	●	●	●	●	●	●	●		●		●
<b>Single-Family Residential</b>	●		●	●	●	●	●	●	●	●	●				●	●	●
<b>Multi-Family Residential</b>	●		●	●	●	●	●	●	●	●	●				●	●	●
<b>Rural</b>	●			●	●		●	●								●	
<b>Open Space</b>	●			●	●	●		●							●		



## Lighting

The lighting systems will serve both functional and aesthetic roles within their context of use. These include:

- Provide security and sense of safety.
- Serve as directional indicators for pedestrian, bicycle, and vehicular traffic.
- Reinforce the established identity and character through form, color and material of fixtures and poles, visual light quality, and strategic placement.

In all commercial, retail, office, and industrial character zones, lighting must be designed and arranged so as not to reflect excessive direct or indirect light upon abutting or adjacent properties. Pedestrian scale lighting in residential parcels is not recommended for the above reason.

Lighting within the public rights-of-way will consist of both pedestrian and street lighting in those character zones where appropriate such as downtown retail, commercial strip retail, and institutional.

### Pedestrian Lights

Pedestrian scale lighting that accents and illuminates the ground plane provides an opportunity to reinforce the unique identity and imagery of Greeley. At night, these design elements will provide a warm glow of safety and beacons of familiarity as they march along the corridors to the heart of Greeley. During the day their physical presence lends shape, color and scale to animate the pedestrian corridor. Fixtures with a maximum height of 12' are encouraged in areas of high pedestrian activity.

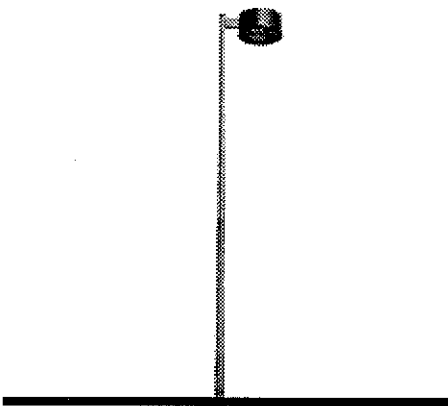
### Street Lights

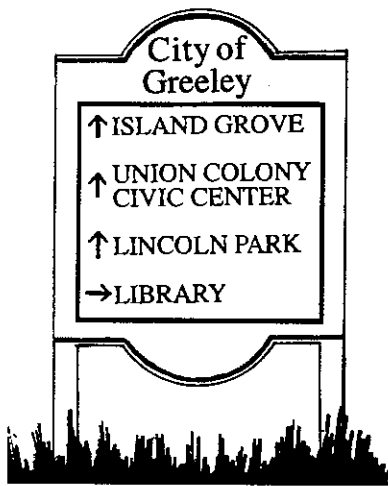
High mast street lighting is recommended at all intersection, inclusive of residential character districts, for safety of pedestrians and vehicles. Street lighting fixtures will have a maximum height of 30'. These fixtures are more functional than aesthetic. They are important in that they contribute to the overall image through consistent form and color.

### Traffic Signals

The traffic signal system will serve both a functional and aesthetic role including:

- Provide directional and organizational indicators for vehicular, bicycle, and pedestrian traffic.
- Reinforce the established identity and character through the continuation of form, color, and material of fixtures, poles, banners, and additional signs.
- Contribute to a safe environment for vehicles, bicycles, and pedestrians.





All appropriate intersections throughout the entry corridors should be fitted with new traffic signals over time so as to be clearly read by all users of the corridor. The signal tower should reflect their functional use, yet provide an attractive and complementary element to the character of the corridor. Their color should be from the selected palette with accents of color displayed on the ornamental features of the tower. These ornamental features may include architectural additions to the top of the vertical or horizontal elements of the structure. In addition, accent colors can be used with the banner system to complement the form and color.

Traffic signals will only occur within the rights-of-way of all roadways and intersections. Signal towers will be placed per manufacturers recommendations behind the curb perpendicular to oncoming traffic.

#### Public Sign System

A unified community sign system will provide an attractive addition to the corridors, as well as serving the functional purpose of providing information to residents and visitors. Well-designed and constructed signs attract attention, create a sense of quality and contribute to the overall urban character. A unique sign system that better expresses Greeley should be designed and implemented throughout the gateways and corridors. All directional signs, streetname signs and traffic control signs should be similar in character throughout the City and conform to the manual of Uniform Traffic Control Devices. The design character of all city signs should reflect the design image of Level 1 and 2 gateways. Level 3 and 4 gateways should combine sign panels with entry walls as illustrated on pages 8 and 9.

#### Street Trees

Street trees are to be used primarily as an aesthetic design element throughout all of the Character Districts. Their purpose is to:

- Soften the edges of hardscape areas of the urban districts.
- Provide vertical relief for all of the districts, as well as color, texture and seasonal change year round.
- Provide an extra sense of safety for pedestrians within the urban district of the City.
- Provide shaded areas as relief from summer heat throughout all of the Character Districts.
- Provide a cleaner, healthier and a positive impact to the environment.

Several species of hardy shade trees will be selected for different applications at the gateways and along the corridors. All trees should be irrigated to provide a healthier environment for higher probability of survival. Refer to the Technical Design Recommendations for plant material lists.

### **Landscape Enhancement**

Landscape enhancements in the form of ornamental tree, shrub and flower plantings will primarily provide an aesthetic role, yet will also serve a functional purpose by separating vehicular and pedestrian traffic. Specifically, landscape enhancements will:

- Provide color and texture year-round throughout the gateways and corridors.
- Provide an additional barrier between the vehicular traffic and pedestrian traffic.
- Soften edges between horizontal and vertical planes.
- Provide screening of unsightly conditions that may exist along the corridors.

All plant material shall be irrigated to ensure a higher rate of survival. Refer to the Technical Design Recommendations for plant material lists.

### **Pathway/Bikeway**

Pathways/bikeways are primarily recommended where right-of-way width allows, such as rural, multi-family and industrial character districts. They are to be a part of the overall pedestrian/bicycle network throughout the City. These amenities are functional in providing an alternative means of travelling about the City. Their purpose is to:

- Provide a safe alternative to travel, restricted to pedestrians and bicyclists.
- Provide a network of pathways/bikeways that link the entire City.
- Add to the overall character of the corridors.

Consistent with the new City Street Standards, pathways/bikeways shall be detached from the roadway, wherever possible, to ensure greater safety for the user. Paving materials shall be standard grey concrete, medium broom finish with a smooth trowelled edge. The broom finish shall alternate direction 90 degrees at each panel. This pattern will reinforce the alternating field patterns of the agrarian imagery and character.

### **Sidewalks**

Sidewalks are to be an integral part of the urban fabric of the Downtown Business and Business Districts. This amenity is primarily functional as a designated corridor separating vehicles and pedestrian. Their purpose is to:

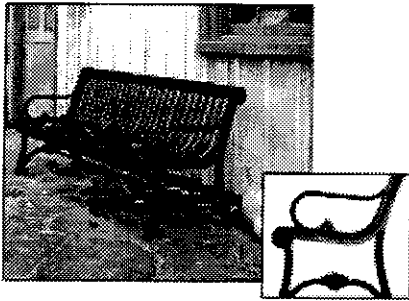
- Provide a clearly defined safe corridor for pedestrian traffic.
- Link the pedestrian/bicycle network from the rural district to the urban districts throughout the City.

Sidewalks shall be attached or detached, dependent on the right-of-way width available. Sidewalks act as a consistent ribbon that links the entire City together throughout all the corridors. Paving material for sidewalks shall be standard grey concrete, medium broom



finish with a smooth trowelled edge. The broom finish shall alternate direction 90 degrees at each panel. This pattern will reinforce the alternating field patterns of the agrarian imagery and character.

### Benches

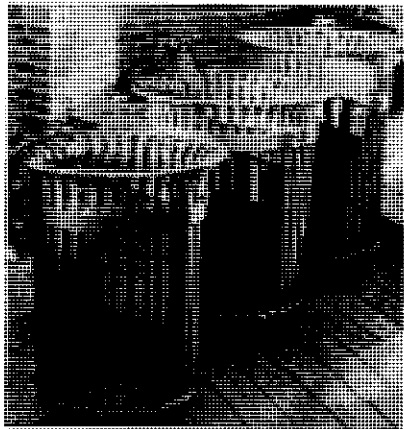


Benches are to be used as functional and aesthetic design elements in the urban context of the City. Their purpose is to:

- Provide a rest stop and/or waiting place for pedestrians within the high activity zones of the downtown area, etc.
- Add to the overall design character of the corridors.

The benches will be constructed of a durable material and will complement the other elements in the "kit-of-parts". Benches should be easy to access and use, yet not obstruct either the sidewalk or the parking overhang of diagonal parking in those areas where head-in or diagonal parking exists. All objects shall be placed a minimum of 2.5' back from the face of curb in the urban corridors.

### Trash Receptacles

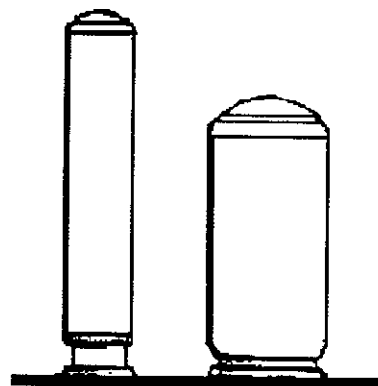


Like benches, trash receptacles serve a functional and an aesthetic role in the character of the corridors. Their purpose is to:

- Provide an easy and accessible location for pedestrians to deposit trash.
- Add design elements contributing to pedestrian comfort within designated zones throughout the corridors.

The trash receptacles will be constructed of durable materials and will complement all of the elements that comprise the "kit-of-parts" in form, color and texture. Trash receptacles should be easy to access, yet they should not obstruct the sidewalk in any way. A minimum of 5' of unobstructed sidewalk should exist at all times. All objects shall be placed a minimum of 2.5' from the face of curb in urban corridors.

### Bollards



Bollards are recommended for use primarily in the Downtown Retail and Retail Districts. Their role is to:

- Provide a barrier to vehicular traffic, thus providing a safer pedestrian environment.
- Provide a vertical relief element.
- Enhance the character of the entry corridors as an expression of Greeley.

The bollards will be of a solid, durable construction and will complement all of the other elements that comprise the "kit-of-parts" in form, color and texture. Bollard placement must follow similar rules as the benches and trash receptacles as far as unobstructed side-

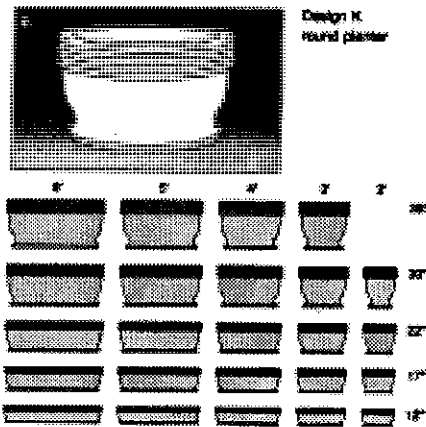
walk widths. All objects shall be placed a minimum of 2.5' back from the face of the curb in urban corridors. In addition, bollard placement should conform to ADA specifications to allow wheelchair access between bollards.

### Planter Pots

The planter pots are primarily aesthetic. However, they serve a functional role by providing an additional barrier separating pedestrians from vehicles. Their role is to:

- Provide space to plant annuals to add color, texture and aroma.
- Add to and enhance the visual character of the corridors.
- Provide an additional barrier between pedestrian and vehicle.

The planter pots will be constructed of a durable material reflecting the overall project theme. These design elements will have to be carefully placed within the right-of-way so as not to obstruct pedestrian movement along the adjacent sidewalks. Planter pot placement shall not be as structured as other elements of the "kit-of-parts" and will be left to the discretion of the designer. All objects shall be a minimum of 2.5' from the face of curb along urban corridors.

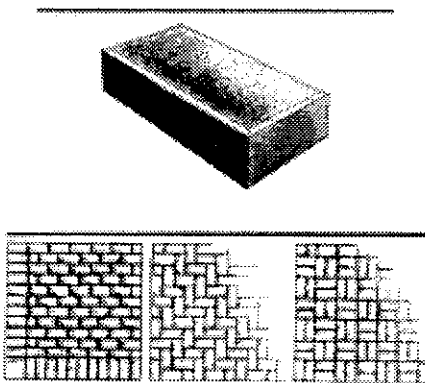


### Special Paving

Special paving, such as concrete pavers, is suggested for use primarily at pedestrian street crossings and intersection corners. A unique paving pattern should be considered to reflect the character and feel that is Greeley. Special paving should:

- Provide a visual change in the horizontal plane to alert motorists, bicyclist and pedestrians to beware of a high activity area. These paving changes would occur at intersections, midblock crossings and other active areas.
- Provide directional aid to pedestrians and bicycles across busy intersections.
- Add to and enhance the character of the corridors by coordinating with established design elements.

The paving material would be in contrast to both asphalt and concrete to heighten its visibility and provide a sharp, unique design element that is recognizable as Greeley. All decorative paving should be used at intersections in the downtown retail district, the retail corridor along 10th Street, the institutional district where intersections with high pedestrian volumes occur and other intersections within specific districts.



### **Rail Fencing**

Split-rail fencing is recommended for use along entry corridors where right-of-way widths and design character permits. It is simple, yet strong in character and:

- Provides a definitive edge to the known right-of-way boundary in rural, undeveloped, and open areas.
- Extends the rural character of outlying areas into the developed residential areas along the corridors.
- Delineates public property from private property.
- Adds to and creates the character of Greeley.

Fencing shall be constructed of wood and shall be of two or three split rails. Openings into private property may occur with the written consent of the property owner. Public access points from private property to the pathway and bikeways, within the right-of-way, shall be provided at 1/4-1/2 mile intervals. Openings should be 8'-10' wide to accommodate maintenance vehicles' access to adjacent pathways and bikeways.

### **Screen Walls**

Screen walls shall be used to block objectionable views throughout all character districts. Their role in the entry corridors is to:

- Provide screening from adjacent land uses.
- Provide noise abatement where excessive noise levels are anticipated or encountered.
- Add to and enhance the character of the gateways and corridors by providing an architectural element with form, color and texture.

Screen walls shall be constructed of materials that express and complement the established design character of the gateways and the corridors, as well as, adjacent architecture. These walls shall not exceed six feet in height. All service areas, loading and unloading docks must be screened from public view.

APPENDIX A

**Streetscape Improvement  
Product Sheets**

**Design Element:**  
Color Scheme

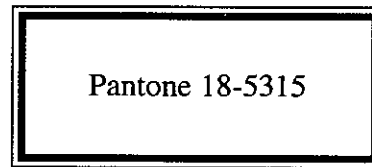
**Color Application:**

Base colors: Used as primary color for all metal elements and as field or background color on sign panels.

Accent color: Used as trim or detail colors and for minor graphics in limited areas on sign panels.

Note: Pantone numbers refer to Pantone, Inc.'s copyrighted color standards. Colors were selected from Pantone Professional Color System Selector, 4th Edition. Color samples available from designer on request.

**Base Color**

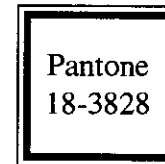


Greeley Green

**Accent Color**



Blue



Violet

**Design Element:**  
Street Light

**Model:**  
Curvilinear Style Cutoff

**Manufacturer:**  
Stern Lighting Systems Inc.  
Winsted, MN 55395  
(800) 328-7480  
(800) 328-3635 FAX

**Distributor:**  
Public Service Company  
810 9th Street  
(P.O. Box 8)  
Greeley, CO 80631

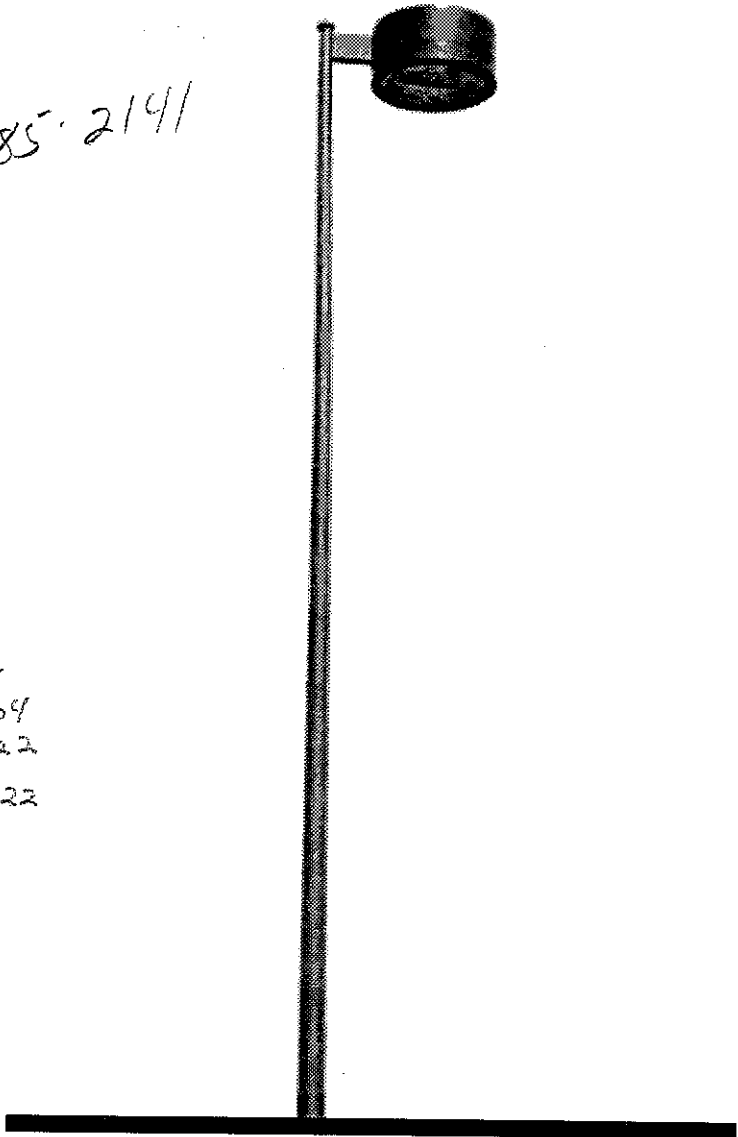
**Local Representative:**  
The Lighting Agency Inc.  
P.O. Box 11246  
2661 Seventeenth Street  
Denver, CO 80211

*M/H Lighting  
1044 Spear Blvd.  
Denver, Colo. 80209  
Ph (303) 573-0222  
Fax (303) 573-0922*

**Probable Unit Cost:**  
\$1600.00-\$2000.00 installed

**Detail Specifications:**  
Mounting Height: 30'  
Pole Height: 30'  
Luminaire: 103 P250 S120 NS  
250 watt High Pressure  
Sodium  
Pole and Base: FTA 25A  
30' Steel Pole with  
Concrete Base

**Custom Color:** Greeley Green



**Design Element:**  
Pedestrian Light

**Model:**  
Victorian "White Acorn" Style

**Manufacturer:**  
ANTIQUE Street Lamps, Inc.  
8412 South Congress  
Austin, TX 78745  
(512) 282-9780  
(512) 280-6100 FAX

**Distributor:**  
Public Service Company  
810 9th Street  
(P.O. Box 8)  
Greeley, CO 80631

*John Hubby*  
*395-1237*

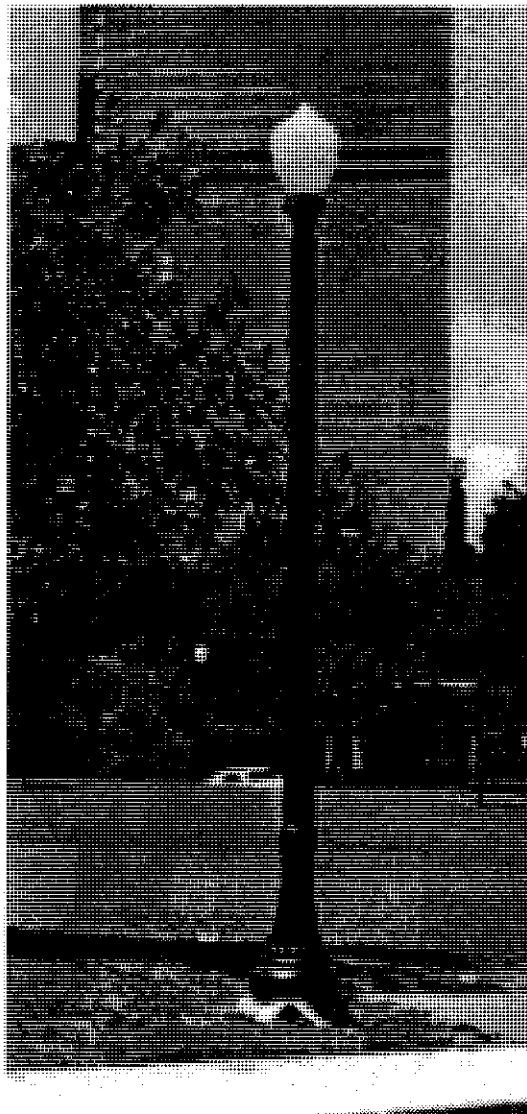
**Local Representative:**  
The Lighting Agency Inc.  
P.O. Box 11246  
2661 Seventeenth Street  
Denver, CO 80211

*M*  
*303-455-1012*

**Probable Unit Cost:**  
\$2000.00-\$2200.00 installed

**Detail Specifications:**  
Mounting Height: 14'  
Pole Height: 12'  
Note: Shorter light poles may be used in conjunction with bridge pilasters at entry ways, particularly, river crossings.  
Luminaire: DFC40/CC-S70/120/TEC;  
70 watt High Pressure Sodium  
Pole and Base: DF12/15-CIS/CC

**Custom Color:** Greeley Green with color accents



**Design Element:**  
Bench

**Model:**  
Model 58

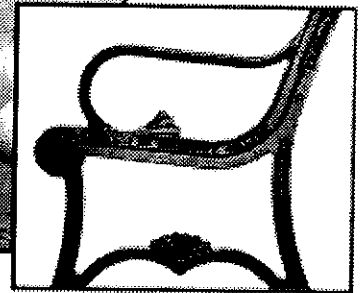
**Manufacturer:**  
DuMor, Inc.  
P.O. Box 142  
Mifflintown, PA 17059-0142  
(717) 436-9839  
(717) 436-9839 FAX

**Distributor:**  
E.J. Renner & Associates  
1375 West Alameda Avenue  
Denver, Co 80223  
(303) 744-3631

**Probable Unit Cost:**  
\$810.00

**Detail Specifications:**  
6' All Metal

**Custom Color:**  
Greeley Green





**Design Element:**  
Trash Receptacle

**Model:**  
Model S-35

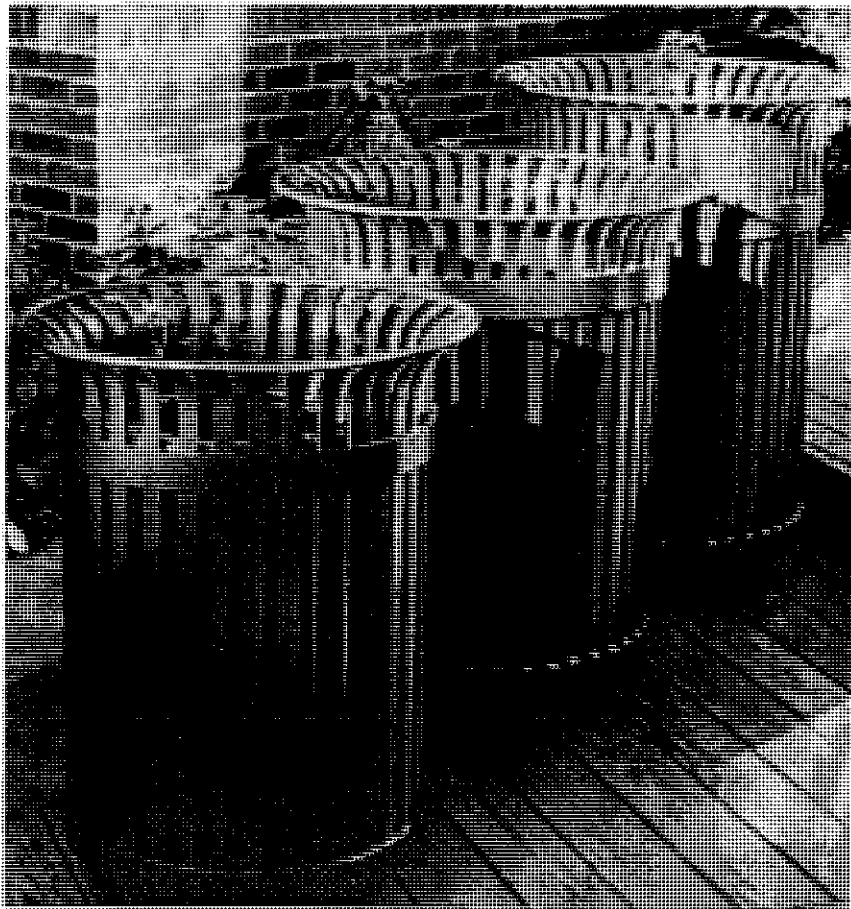
**Manufacturer:**  
Victor Stanley, Inc.  
Brick House Road  
Dunkirk, Maryland 20754  
(800) 368-2573  
(301) 855-8300  
(410) 257-7579 FAX

**Distributor:**  
Victor Stanley, Inc.  
Brick House Road  
Dunkirk, Maryland 20754  
(800) 368-2573  
(301) 855-8300  
(410) 257-7579 FAX

**Probable Unit Cost:**  
\$400.00

**Detail Specifications:**  
Metal

**Custom Color:**  
Greeley Green with color accent band.



**Design Element:**

Bike Rack

**Model:**

Model 2173 Bollard CycLoops

**Manufacturer:**

Columbia Cascade  
1975 S.W. Fifth Avenue  
Portland, OR 97201-5293  
(503) 223-1157  
(503)233-4530 FAX

**Distributor:**

Recreation Plus  
15207 West Ellsworth Place  
Golden, CO 80401  
(303) 343-7249  
(303) 278-1606 FAX

**Probable Unit Cost:**

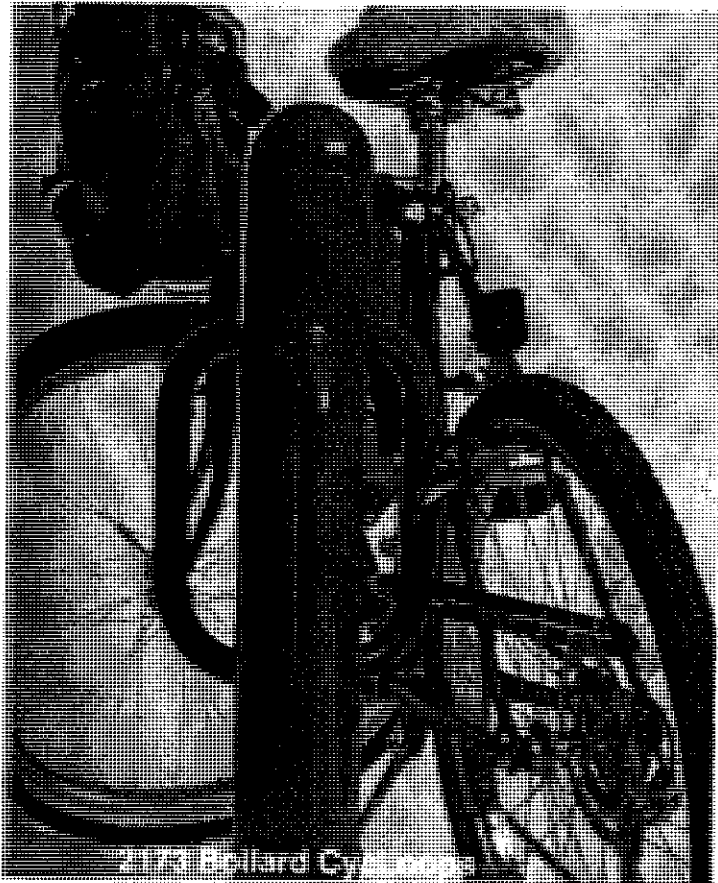
\$130.00

**Detail Specifications:**

Metal, permanent mounting option,

**Custom color:**

Greeley Green, powder coated



**Design Element:**  
Planter Pots

**Model:**  
Design K Hampton

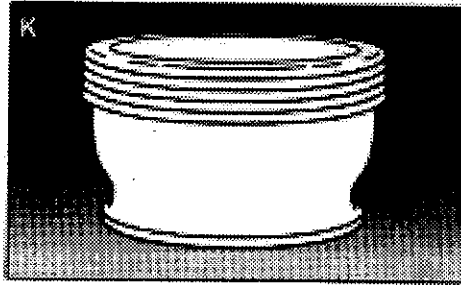
**Manufacturer:**  
Dura Art Stone  
P.O. Box 8A  
Newark, CA 94560  
(415) 797-9980  
(415) 793-7436 FAX

**Distributor:**  
Direct from the manufacturer

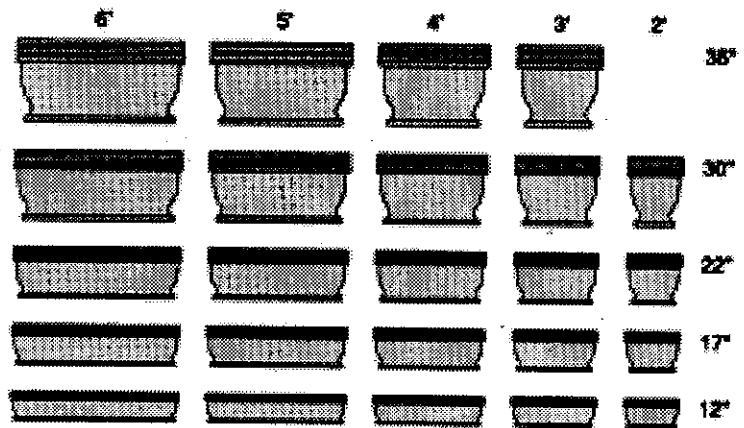
**Probable Unit Cost:**  
\$470.00 (3' x 30")

**Detail Specifications:**  
Cast stone material

**Color:**  
Mexican Tile S-16  
Mojave Sand S-17  
Finish: light sandblast



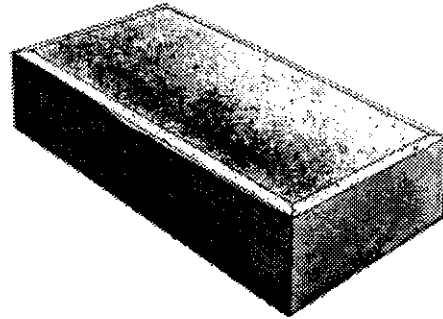
Design K  
round planter



**Design Element:**  
Special Paving

**Model:**  
Holland Stone (8"x 4"x 2-3/8")  
Bomanite Running Bond Used Brick

**Manufacturer(s):**  
Holland Stone by:  
LPS Pavement Company  
33W480 Fabyan Parkway  
Suite 101  
West Chicago, IL 60185  
(800) 232-1770  
(312) 232-1770



Holland Stone

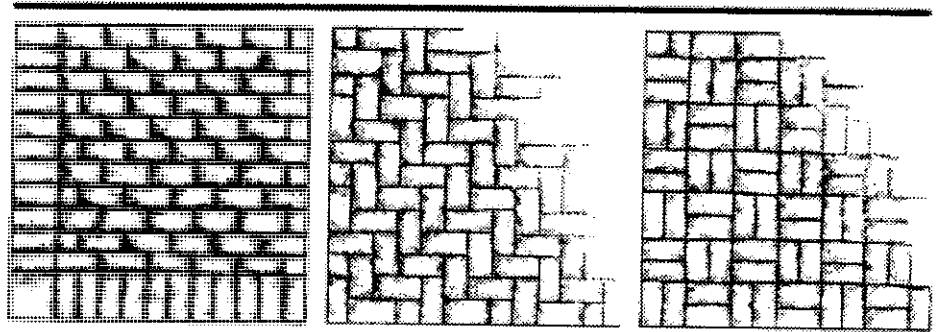
Bomanite by:  
Bomanite Corporation  
P.O. Box 599  
Madera, CA 93639-0599  
(209) 673-2411  
(209) 673-8246 FAX

**Distributor(s):**  
LPS distributed by:  
LPS Pavement Company  
P.O. Box 480042  
Denver, CO 80248-0042  
(303) 292-9900

Bomanite distributed by:  
Van Heukelem Concrete, Inc.  
7803 East Harvard Ave.  
Denver, CO 80231  
(303) 750-8200

**Probable Unit Cost:**  
Pavers - \$3.50 - \$4.50/SF  
Bomanite - 4" - \$5.30/SF  
          - 6" - \$6.50/SF

**Detail Specifications:**  
LPS Colors:  
9-A-6090, 9-A-5790  
Bomanite Colors:  
Harvest Amber B-9  
Franciscan Red B-14



Runningbond

Herringbone

Parquet/Basketweave

**Design Element:**  
Bollard

**Model:**  
8-2C1

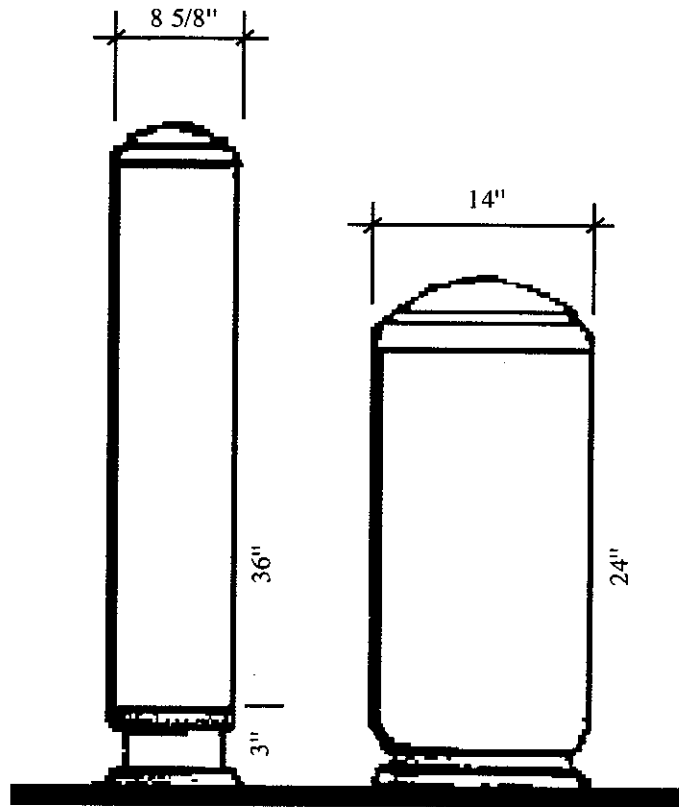
**Manufacturer:**  
Urban Accessories  
Products and Foundry  
P.O. Box 310  
20004 144th NE  
Woodinville, WA 98072  
(206) 487-0488  
(206) 568-3033 FAX

**Distributor:**  
Recreation Plus  
15207 W. Ellsworth Place  
Golden, CO 80401  
(303) 343-7249  
(303) 278-1606 FAX

**Probable Unit Cost:**  
3C1 - \$350.00  
CB-A1 - \$400.00

**Detail Specifications:**

**Custom Color:**  
Greeley Green



**Design Element:**

Tree Grate

**Model:**

Chinook (5' square)

**Manufacturer:**

Urban Accessories  
Products and Foundry  
P.O. Box 310  
20004 144th NE  
Woodinville, WA 98072  
(206) 487-0488  
(206) 568-3033 FAX

**Distributor:**

Recreation Plus  
15207 W. Ellsworth Place  
Golden, CO 80401  
(303) 343-7249  
(303) 278-1606 FAX

**Probable Unit Cost:**

\$680.00

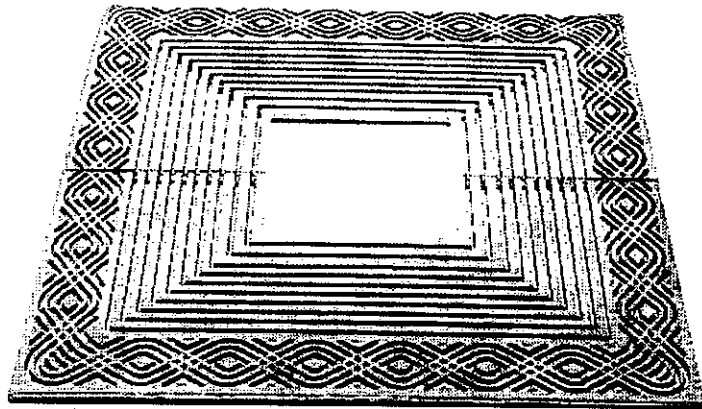
**Detail Specifications:**

**Finish:**

Painted

**Color:**

Black



APPENDIX B

**Technical Design  
Recommendations**

### **Grading and Drainage**

- Ground should slope away from all buildings at a minimum of six inches (6") in ten feet (10').
- All planted areas should drain at a minimum of two percent (2%). Maximum slopes on planted areas should be 2:1 (grass 4:1).
- All paved streets and driveways with curb and gutter should drain at a minimum of one-half percent (1/2%). Maximum grade should be eight percent (8%).
- All walkways and other paving should drain at a minimum of one percent (1%). Maximum ram grade should be eight percent (8%). Walkway slopes should be kept to a minimum to ensure pedestrian safety in the winter.
- All parking bays should drain at a minimum of one-half percent (1/2%). Maximum grade would be five percent (5%), to ensure pedestrian safety on ice and snow.

### **Recommended mulches:**

- Cobble: Four to six inch (4"-6") average diameter, tan or grey in color. Cobble should be infilled with one-quarter inch (1/4") pea gravel to inhibit weak growth.
- Washed River Rock: one-half to three-quarter inch (1/2"-3/4") average diameter, smooth and tan or grey in color. Gravel should be installed a minimum of three inches (3") deep.
- Wood Chips, Pole Peeling or Equal: Free of sticks or litter and should be installed a minimum of three inches (3") deep.



## Recommended Plant Material

The following plant materials are recommended as a guideline for landscape improvements along the corridors. Some plant materials are better suited for certain land uses than others due to form, size, color, hardiness and drought tolerance. It is recommended that all plant material be irrigated within developed areas to improve suitability.

### *Large Deciduous Trees*

Fraxinus	pennsylvanica	'Autumn Purple'	Autumn Purple Ash
		'Marshall's Seedless'	Marshall's Seedless Ash
		'Patmore'	Patmore Ash
		'Summit'	Summit Ash
	americana		White Ash
Populus	tremula	'Erecta'	Swedish Column Aspen
	tremuloides		Aspen
	acuminata		Landleaf Cottonwood
	angustifolia		Narrowleaf Cottonwood
	deltoides	'Siouxland'	Siouxland Cottonwood
	sargentii		Plains Cottonwood
Corylus	columna		Turkish Filbert
Celtis	occidentalis		Hackberry
Gleditsia	triacanthos var.inermis	'Imperial'	Imperial Honeylocust
		'Shademaster'	Shademaster Honeylocust
		'Skyline"	Skyline Honeylocust
Gymnocladis	dioica		Kentucky Coffeetree
Quercus	macrocarpa		Burr Oak
	robur		English Oak
Sophora	japonica		Japanese Pagoda Tree
Tilia	americana		American Linden
		'Redmond'	Redmond American Linden
Tilia	cordata		Littleleaf Linden
		'Glenleven'	Glenleven Linden
		'Greenspire'	Greenspire Linden

### *Small Deciduous Ornamental Trees*

Acer	ginnala		Amur Maple
Amelanchier	canadensis		Shadblow Serviceberry
	laevis		Allegheny Serviceberry
Catalpa	speciosa		Western Catalpa
Crataegus	crus-galli		Cockspur Hawthorne
		var. inermis	Thornless Cockspur Hawthorne
Eleagnus	angustifolia		Russian Olive
Malus	species		Crab Species
Prunus	padus		May Day Tree
	americana		American Plum
	virginiana	'Shubert'	Canada Red Chokecherry
Salix	alba var. vitellina		Native Chokecherry
Sorbus	aucuparia	'Black Hawk'	Russian Golden Willow
			Black Hawk Mountain Ash

### *Evergreen Trees*

Abies	concolor		White Fir
Picea	pungens		Colorado Spruce
		var. glauca	Colorado Blue Spruce
Pinus	aristata		Bristlecone Pine
	cembroides	var. edulis	Pinyon Pine
	mugo		Mugho Pine
	nigra		Austrian Pine
	sylvestris		Scotch Pine

### *Upright Junipers*

Juniperus	chinensis	'Keteleeri'	Keteleer Juniper
	scopulorum	'Cupressifolia Erecta'	Greenspire Juniper
		'Gray Gleam'	Gray Gleam Juniper
		'Welchii'	Welch Juniper
	virginiana	'Cupressifolia'	Hillspire Juniper
		'Manhattan Blue'	Manhattan Blue Juniper

*Deciduous Shrubs cont.*

Salix	discolor		Pussy Willow
	melanostachys		Black Pussy Willow
	purpurea nana		Dwarf Artic Willow
Sambucus	canadensis	'Adam's'	Adam's Elder
		aurea	Golden Elder
	pubens		Native Red-Berried Elder
Shepherdia	argentea		Buffalo Berry
Spirea	bumalda	'Froebeli'	Froebel Spirea
		'Anthony Waterer'	Anthony Waterer Spirea
	nipponica		Snowmound Spirea
	x 'Goldmound'		Goldmound Spirea
	x 'vanhouttei		Vanhoutte Spirea
Symphoricarpos	albus		White Snowberry
	chenaulti	'Hancock'	Hancock Coralberry
	orbiculatis		Red Coralberry
Syringa	meyeri		Dwarf Korean Lilac
	patula	'Miss Kim'	Miss Kim Dwarf Lilac
	x prestoniae	'James McFarlane'	Pink Canadian Lilac
	vulgaris		Common Purple Lilac
	vulgaris alba		Common White Lilac
Tamarix	ramosissima		Tamarix
		'Summer Glow'	Salt Cedar
Viburnum	dentatum		Arrowwood Viburnum
	lantago		Nannyberry Viburnum
	lantana		Wayfaring Tree Viburnum
	opulus	'Nanum'	Dwarf European Cranberry
		'Roseum'	Snowball Viburnum
	trilobum		American Cranberry
		'Compactum'	American Compact Cranberry
		'Wentworth'	Wentworth Highbush Cranberry

### *Groundcovers*

Ajuga	genevensis	Bugle Ajuga
Antennaria	rosea	Pussy Toes
Cerastium	tomentosum	Snow-in-Summer
Fragaria	americana	Wild Strawberry
Galium	odoratum	Sweet Woodruff
Lysimachia	nummularia	Moneywort
Mahonia	repens	Creeping Mahonia
Phlox	subulata	Creeping Phlox
Polygonum	reynoutria	Fleece Flower
Sedum	spp.	Sedum
Thymus	spp.	Thyme

### *Perennials/Wildflowers*

Achillea	spp.	Yarrow
Alyssum	saxatile	Basket of Gold
Aquilegia	spp.	Columbine
Arabis	alpina	Rock Cress
Aubrieta	deltoidea	Purple Rock Cress
Campanula	rotundifolia	Native Bluebells
Chrysanthemum	carinatum	Painted Daisy
	maximum	Shasta Daisy
Coreopsis	lanceolata	Coreopsis
Dicentra	spectabilis	Bleeding Heart
Delphinium	spp.	Delphinium
Dianthus	spp.	Pinks
Erigeron	spp.	Fleabane
Eschscholzia	californica	California Poppy
Gaillardia	aristata	Perennial Gaillardia
Hemerocallis	hybrids	Daylily
Heuchera	sanguinea	Coralbells
Linum	lewisii	Blue Flax
Lupinus		Lupine
Monarda	dityma	Bee Balm
Papaver	nudicaule	Iceland Poppy
	orientalis	Oriental Poppy

'Russell Hybrids'

*Perennials/Wildflowers cont.*

Penstemon	spp.	Penstemon
Phlox	paniculata	Garden Phlox
Primula	spp.	Primrose
Sempervivum	tectorum	Hens and Chicks
Sphaeralecea	coccinea	Scarlet Globemallow
Ratibida	columnifera	Prairie Coneflower
Yucca	filamentosa	Yucca

*Grasses/Forbs*

Elymus	lanceolatus	var. Critana	Thickspike Wheatgrass
Agropyron	desertorum		Crested Wheatgrass
	elongatum		Tall Wheatgrass
	intermedium		Intermediate Wheatgrass
Andropogon	hallii	var. Elida	Sand Bluestem
Bouteloua	curtipendula	var. Vaughn	Sideoats Grama
Bromus	inermis	var. Lincoln	Smooth Brome
Calamovilfa	longifolia	var. Goshen	Prairie Sandreed
Eragrostis	trichodes		Sand Lovegrass
Medicago	sativa	'Ladlak'	Alfalfa
Panicum	virgatum	var. Nebr. 28	Switchgrass
Pascopyrum	smithii	var. Arriba	Western Wheatgrass
	trichophorum		Pubescent Wheatgrass
Petalostemum	purpurea	var. Kaneb	Purple Prairie Clover
Sorghastrum	nutans	var. Holt	Indiangrass
Sporobolus	cryptandrus		Sand Dropseed

APPENDIX C

**Workshop Notes**

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