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A City Achieving  
Community Excellence

Greeley promotes a healthy, diverse economy and high quality of life responsive to all its residents and neighborhoods, thoughtfully managing its human and natural resources in a manner that creates and sustains a safe, unique, vibrant and rewarding community in which to live, work, and play.

# City Council Worksession Agenda

**Worksession Meeting**

**November 8, 2016 at 5:00 p.m.**

**School District Six Board of Education Meeting Room – 1025 9th Avenue, Greeley, Colorado**

1. Long-term Capital Planning (5:00 p.m. – 5:30 p.m.)  
Victoria Runkle, Assistant City Manager
2. Business License Revisions – 2016 Work Program Item No. 11 (5:30 p.m. – 6:00 p.m.)  
Victoria Runkle, Assistant City Manager
3. 8<sup>th</sup> Street Corridor Plan (6:00 p.m. – 6:30 p.m.)  
Brad Mueller, Community Development Director
4. Scheduling of Meetings, Other Events  
Roy Otto, City Manager

# Worksession Agenda Summary

November 8, 2016 (5:00 – 5:30 p.m.)

## **Agenda Item Number 1**

Key Staff Contact: Victoria Runkle, Assistant City Manager, 350-9730

### Title

Long Range Capital Planning

### Background

Several months ago, staff began to identify projects and associated operating costs to ensure the City of Greeley's amenities continue to reflect the needs of our future residents.

The overall plan includes the following steps:

- Have initial meetings in October to obtain both ideas and possible candidates for a future citizens committee.
- Begin a citizens committee to have them analyze both the staff's ideas and ideas heard from the community.
- If desired, the citizens committee will have a budget to conduct a formal community survey.
- Staff will also gather information from a web survey to reach different sectors of the community.
- The meetings will occur weekly. The schedule for the meetings will include presentations of all current facilities, population growth changes, information on financial and fiscal growth, and a sharing of any and all other public information gathering.

This process is an attempt to review all the City's long term capital needs for its current and future residents. Returning to the citizens for continuation of the 2001 and 2003 sales tax approvals takes significant planning to identify not only community priorities, but also community interest. The citizens committee will return to the Council in late June, 2017 with their ideas on the next implementation steps.

No matter the outcome, the process will inform staff of not only the long term needs of the community, but also will help in developing the 5 year Capital Plan (2018 – 2022) within our current resources.

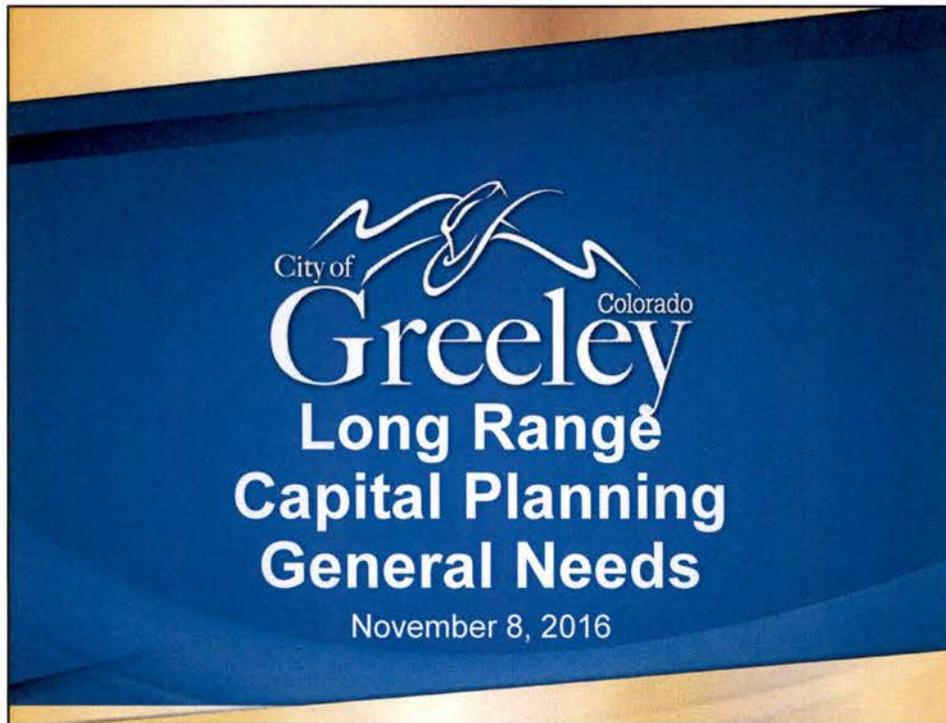
There has been discussion of how this effort works with the Comprehensive Plan Update process. The Finance and Community Development departments have been meeting. We believe both processes inform each other. The Finance Department's process will now include only 27 citizens, and be focused on capital facilities, financial and fiscal issues. The Comprehensive Plan Update process will include many members of the community with a broader vision. The capital planning process informs our financial planning.

Council Direction Requested

Staff asks Council agree to the next steps of the long range capital planning work plan. The Council will receive the names of citizens who have expressed an interest in being a member of a committee to review the City's long term capital needs. Council member will help select committee members.

Attachments

Power point



## **There are two major elements to capital infrastructure needs**

- Capital maintenance: Any expenditures of more than \$25,000 a year necessary to maintain or replace city-owned facilities, parks and street capital maintenance
- New or additional capital construction: Facilities, parks, and other buildings required to meet growth or community priorities

## Capital Maintenance has three primary available resources:

- Food Tax: 3% sales tax on groceries generates \$7 million annually; used for facilities, parks, and a portion for street capital maintenance
- Keep Greeley Moving (Street capital maintenance and expansion): 0.65% on all goods sold in the city (excluding groceries) generates \$10.2 million annually with 100% to street capital maintenance and support for street expansion
- One – time year-end General Fund available cash can range from a small amount to multiple millions as experienced in 2013 – 2014 due to oil and gas development

## Capital Construction

- Development fees: Placed on all new building construction for parks, trails, transportation, and public safety needs resulting from growth
- Voter – approved additional taxes: Citizens approved two different 20 year tax increases in 2002 (0.30%) and 2004 (0.16%) to build a variety of new community-identified facilities; and a portion of Keep Greeley Moving.
- Federal and state matching grants: Some major roads and facilities may have grant opportunities

## **The City has many planning efforts occurring at the same time:**

- 2015 Bike Plan: a strategic plan outlining the provision of a multi-modal transportation option
- 2015/2016 Parks, Trails, Open Lands Plan (PTOL): a comprehensive document outlining standards and parameters for these public services
- 2016 Transit Plan: identifying a long term strategic vision for the city's transit program
- Annual review of the 5 Year Capital Improvements Plan
- 5 Year Update of Development Fee Study
- Regional and state planning, particularly transportation

## **Planning requires engagement: Systematic, not episodic; transformational not transactional**

- Developing a long term plan requires significant time
- The PTOL, Bike and Transit plans required many months of public engagement
- The above plans "weave" together to inform the Comprehensive Plan Update
- The street capital maintenance plan took almost 5 years to generate enough dialogue with citizens on the need and how to meet it

## The Finance Department started a capital planning process several months ago:

1. Began with various staff members integrating identified unfunded projects into a master list
2. Two meetings to gather general ideas and priorities for the next 20 years from the general public
3. Alignment of public identified priorities with various strategic plans and staff input to develop the next 20 year capital plan for the community

## The Ask:

- From the October 13 and 20 meetings, we have more than 60 people interested in being a part of the city's decision-making process.
- **Form a citizens committee of approximately 30 people who can meet weekly beginning in January to:**
  - Analyze the needs identified in the various City plans
  - Comprehensively understand the long term operating budget
  - Create a long term capital plan for the community that will include specific projects and general direction – as the last plan did
  - Make recommendations to the City Council on the long term capital needs and revenue sources to meet them

## Outcomes of the recommended capital planning process:

- Begin to have a dialogue with the public on revenues, expenditures, service levels , and what happens to the taxes citizens pay. This is transactional.
- Continue a transformational dialogue on the community's needs in the the next 20 years
  - The Citizens Committee will have access to surveying option
  - They can do more public meetings or attend comprehensive plan meetings to gather information

## An election is not a starting assumption:

- We will have an election in November 2017 on the Keep Greeley Moving tax due to TABOR
- There are great things happening in Greeley. Is it time to ask citizens to reauthorize the 2002 and 2004 sales taxes?
- This question is difficult to answer without more data:
  - A better defined list of community needs
  - More public engagement
  - Lessons learned from the Street Capital Maintenance and the school processes

## Next Steps

- If the City Council concurs, staff will bring back a list of citizens willing to dedicate significant time in 2017 to have the dialogue
- Before any final list is provided, we need any recommendations to make certain the committee represents all segments of our community
- Staff will call all potential committee members to ensure they can dedicate the time; then provide the Council with the names of possible candidates
- All of this would be completed by the end of December
- Committee will work between January and, at least, June
- We have draft weekly agendas

## Conclusion

- **Finance and Community Development have been working together**
  - We believe the Comp Plan process and the Long Term Capital Planning process provide bilateral information
  - Both will build on the plans that have already been completed
- **The challenge with this process is it is transformational**
  - Community input may add projects to the list; create different priorities
  - People may want an election sooner
  - This is not a process that ensures a particular result
  - Unknown external issues can influence the outcome and timeline
- **The best outcome: More citizens involved in continuing to make Greeley a great community**

# Worksession Agenda Summary

November 8, 2016 (5:30 – 6:00 p.m.)

## **Agenda Item Number 2**

Key Staff Contact: Victoria Runkle, Assistant City Manager, 970-350-9730

### Title

Business License Revisions – 2016 Work Program No. 11

### Background

Over the years many business licenses have been added, this has created confusion, and consistency issues. The goal of this work program was to review all 35 different licenses; streamline the requirements and possibly delete obsolete or redundant licenses. This will require a number of ordinances; first to make the changes to Title 6 – Business Taxes, Licenses and Regulations, and also changes to other sections of the Greeley Municipal Code, some that have references to licenses that will not exist and other sections that staff recommends moving language to, that is now not related to business licenses.

### Council Direction Requested

1. Council directs staff to place ordinances to make changes to City of Greeley Municipal Code for first reading on December 6, 2016

### Attachments

Memo

Power Point



## FINANCE DEPARTMENT Memorandum

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DATE: November 8, 2016  
TO: Mayor and Council Members  
THROUGH: Roy Otto, City Manager *RO*  
FROM: Lezlie Philp, Deputy Finance Director *LP*  
Stacey Aurzada, Deputy City Attorney *SA*  
RE: 2016 Work Program item 11 Business License Revisions (Chapter 6)

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The goal of this Work Program item was to streamline, clarify, and delete outdated requirements in Chapter 6 of the Greeley Municipal Code and to possibly reduce the business license requirements for businesses in Greeley.

This project began in November, 2015 by conducting meetings with staff in city departments including Police; Community Development; Culture, Parks and Recreation; and Public Works. Prior to this a decision had been made to recommend developing a City of Greeley Business License; this would be required of every person doing business in the City. The application would require the name and address of the person and the name and character of the business and location. This license would be valid for two years unless the business is sold or closed, or the license is revoked. Examples of reasons for revocation or suspension of a license include: not remitting/collecting sales and use tax, or not operating lawfully, ethically, and honestly.

The next step was to review each existing business specific license to determine if staff felt that there was a benefit in continuing to license specific types of businesses or if specific requirements might still be needed for certain business types. Keeping in mind that, in the future all businesses will need a business license staff recommended significant reductions in the number of business licenses; however, some businesses will have two licenses- a general business license and a license specific to their type of business. Most of the business specific licenses must be renewed annually.

We also recommend adding an Outdoor Vendor license which would include: mobile food trucks, outdoor vendors of miscellaneous goods, mobile vending carts or pushcart, pedi-cab or bicycle service, and horse-drawn carriage. This Outdoor Vendor license replaces several different types of licenses which were confusing to the public and which did not seem to address the changing needs of the business community.

A summary of these recommended changes were presented to the Local Government Business Advisory Committee of the Greeley Chamber and the final draft of the Outdoor Vendor license

requirements was reviewed with Downtown Development Authority (DDA) staff. Both groups were supportive of the recommended changes.

These recommendations will require more than just changes to Title 6 – Business Taxes, Licenses and Regulations of Greeley’s Municipal Code. Other chapters of the code reference licenses that are in Title 6, also there are sections in Title 6 that are not license related such as penalty for false alarms, which will be moved to Title 10 – Public Peace, Morals and Welfare.

The next steps would be to bring ordinances forward with first reading on December 6, 2016 and final reading and public hearing on December 20, 2016. If approved staff would begin a campaign in January notifying all businesses of the new licensing requirements.

Staff recommends that the following licenses be removed:

<b>Current Code References</b>	<b>Description</b>	
6.04.110 & 6.20	Auctioneer & Auctions	State requirements are sufficient.
6.04.120	Bicycles	PD keeps lost/stolen bike reports and matches against found property.
6.04.140	Burglar alarm device contractor	No governmental or business specific reason for licensing these contractors.
6.04.160	Carnivals	Temporary use permit required Chapter 18.53 –Temporary Uses; all safety/inspection requirements are addressed in Chapter 9.40 – Amusement Rides and Attractions.
6.04.170	Linn Grove cemetery contractor	Moved permit requirement to Chapter 14.36 Linn Gove Cemetery- will be managed by Cemetery staff.
6.04.180	Circus or menagerie	Temporary use permit required Chapter 18.53 –Temporary Uses; all safety/inspection requirements are addressed in Chapter 9.40 – Amusement Rides and Attractions.
6.04.210	Dairy product or food sales from vehicle	Replaced by Outdoor Vendor license.
6.04.300	House movers	Permit required Chapter 6.04.310 – Building or Structure moving permit.
6.04.330	Magazine salesman	No governmental or business specific reason for licensing.
6.04.375	Off-premise advertising device	Regulated in Chapter 18.54 – Signs.
6.04.390	Peddlers	Replaced by Outdoor Vendor license.
6.04.420	Refuse haulers	Regulated in Section 9.08 – Refuse Haulers.
6.04.440	Secondhand dealers	State requirements are sufficient.

<b>Current Code References</b>	<b>Description</b>	
6.04.450	Shooting galleries	No governmental or business specific reason for licensing.
6.04.460	Sign contractors	Regulated in Chapter 18.54 – Signs.
6.04.470	Sign erections or remodeling	Regulated in Chapter 18.54 – Signs.
6.04.480	Slaughterhouses and animal-product factories	Regulated in land use process.
6.04.490	Solicitors	In new business license requirements. Will move prohibitions on solicitors to Title 10.
6.04.500	Taxicabs	Regulated sufficiently through PUC.
6.04.520 & 6.68.010	Theaters	No governmental or business specific reason for licensing.
6.05	Temporary Vendors	Replaced by Outdoor Vendor license.
6.08	Retail Sales License	Replaced by Business License.
6.12	Alarm systems	Move false alarm section to Title 10.
6.04.290 & 6.36	Heating, Air-conditioning and Gasfitting	Moved certification requirements to Title 16 – Buildings and Construction.
6.44	Hotels and Other Transient Accommodations	No governmental or business specific reason for requirements.
6.48	Massage Parlors	State regulates and licenses massage therapists.
6.76	Vehicle for Hire	Regulated sufficiently through PUC. Will license Temporary Transportation Vendors in the Outdoor Vender license.
6.80	Amusement Devices	No governmental or business specific reason for licensing.

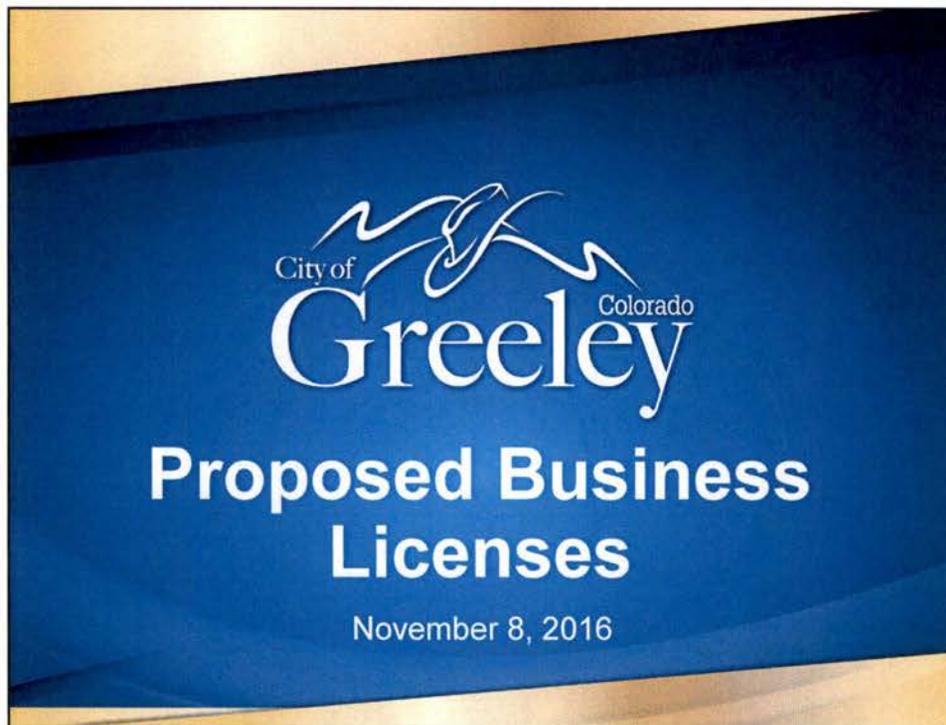
The following are licenses staff recommends keeping with modifications:

<b>Current Code References</b>	<b>Description</b>	
6.04.540	Tree trimming	Changed bond requirement to liability insurance; added necessary skills requirement
6.04.200 & 6.32	Concrete and Paving Contractors	Changed to Public Right of Way Contractor; require ROW permit bond; added two year guarantee of work, also updated permit requirements in Section 13.04.010 requiring Public ROW Contractor license
6.52-010	Pawnbrokers	Clarifying the difference and requirements between the Pawnbroker license and the

<b>Current Code References</b>	<b>Description</b>	
		Pawnbrokers Manager's Certificate and giving the Chief of Police the authority to issue the Manager's Certificate
6.64	Private Security Services	Added language to clarify the different requirements for Private Security Service, Armed Private Security Service, Armed Security Guard and Security Guard.

Other recommended changes to code:

<b>Current Code References</b>	<b>Description</b>	
4.04.020	Retail license	Delete reference to retail license
9.40.010	Amusement Rides and Attractions	Delete reference to license
9.08	Refuse Haulers	Delete reference to license
Title 10	Public Peace, Morals and Welfare	Add alarm systems and no soliciting
13.04	Street, Sidewalks and Other Right-of-Way Improvements	Add requirement of Public Right of Way Contractors license; add permit requirements
13.41	Tree Trimmers	Moved license requirements to Title 6
14.36	Linn Grove Cemetery	Add contractor permit requirement
18.54	Signs	Delete reference to sign contractor license
Title 16	Buildings and Construction	Add master air-conditioning & gasfitting certification



## Business License Revisions

- Goal: streamline, clarify, delete outdated requirements and possibly reduce # licenses
- Reviewed existing licenses (36 different licenses)
- Recommendation: Five business specific licenses
- And general Business License
- Some businesses will have two licenses

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CITY OF GREELEY

## Recommended for Removal

- Bicycles
- Burglar alarm device contractor
- Magazine salesman
- Shooting galleries
- Slaughterhouses and animal product factories
- Theaters
- Hotels and Other Transient Accommodations
- Amusement Devices

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CITY OF GREELEY

## Recommended for Removal State Requirements Sufficient

- Taxicabs
  - Regulated through the P.U.C.
- Auctioneer & Auctions & Secondhand dealers
  - C.R.S. § 18-13-114 Sale of secondhand property
- Massage parlors
  - C.R.S. § 12-35-5 Massage Therapists

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CITY OF GREELEY

## Regulated in other City Code Sections

- Carnivals & Circus and menagerie
  - 18.52 – Temporary Use
  - 9.40 – safety/inspection requirements
- House movers
  - 6.04.310 – moving permit required
- Off-premise advertising
  - 18.54 – Sign code
- Refuse haulers
  - 9.08 – Refuse haulers
- Sign contractors & Sign erections of remodeling
  - 18.54 – Sign code

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CITY OF GREELEY

## Other

- Cemetery contractor
  - Moved permit requirement to 14.36 – Linn Grove Cemetery
- Dairy product or food sales from vehicle
  - New Outdoor Vendor license
- Solicitors
  - In new Business License requirements
  - Prohibitions moved to Title 10
- Alarm systems
  - No license required
  - False alarm section moved to Title 10

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CITY OF GREELEY

## Other

- Heating, Air-conditioning and Gasfitting
  - Moved certification requirements to Title 16 – Buildings and Construction
- Temporary Vendors
  - Replaced with Outdoor Vendor license
- Retail Sales License
  - New Business License required

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CITY OF GREELEY

## New Business License

- Required of any person doing business in the City
  - Selling of goods, wares or merchandise
  - Rendering of any service for a charge
- Owner name and address
- Business name, address and business type
- License valid for two years
- Solicitor requirements
  - Business must provide ID Badges
  - Policy enforcing “No Soliciting”

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CITY OF GREELEY

## Business Specific License

- Tree Trimming
  - Revised to require liability insurance
  - Added a skill requirement
- Public Right of Way Contractor
  - Changed from Concrete and Paving Contractor
  - Permit required – bond required
  - Added two year guarantee of work

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CITY OF GREELEY

## Business Specific License

- Pawnbrokers
  - Clarified Pawnbroker license
  - And Pawnbrokers Manager's Certificate
  - Chief of Police to issue Manager's Certificate
- Private Security Services
  - Added language to clarify different requirements
    - Private Security Service
    - Armed Private Security Service
    - Security Guard
    - Armed Security Guard

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CITY OF GREELEY

## New Outdoor Vendor License

...person ... who sells or attempts to sell, or who offers to the public free of charge, any services, goods, wares or merchandise, ... from any outdoor location...

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## Outdoor Vendor

- Mobile food truck vendors
- Pushcart vendors
- Vendor of miscellaneous goods
  - Christmas tree lots
  - Vehicle windshield chip repair
  - Fireworks
- Vendor of transportation services
  - Valet parking
  - Pedi cabs

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CITY OF GREELEY

## Outdoor Vendor

- License valid for one year
- On-street parking must follow parking regulations
- No impeding traffic
- Hours of operation restricted
- Written consent of private property owner

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CITY OF GREELEY

## Other Changes

- Delete reference to licenses
  - 4.04.020 retail license
  - 9.40.010 carnival circus licenses
  - 9.08 refuse haulers
  - 18.54 sign contractor
- Title 10 – Public Peace, Morals and Welfare
  - Add alarm systems
  - Add no soliciting
- 13.04 Tree Trimmers
  - Move license requirement to Title 6

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CITY OF GREELEY

## Other Changes

- 13.04 Street, Sidewalks and Other ROW Improve
  - Add requirement of Public ROW Contractor
  - Add permit requirements
- 14.36 Linn Grove Cemetery
  - Add contractor permit
- Title 16
  - Add master air-conditioning & gas fitting certification

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CITY OF GREELEY

## Next Steps

- City Council Meeting 1<sup>st</sup> Reading Ordinance  
December 6
- City Council Meeting Final Reading Public  
Hearing December 20
- Spend first 6 months 2017 notifying businesses

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CITY OF GREELEY

# Worksession Agenda Summary

November 8, 2016 (6:00 – 6:30 p.m.)

## **Agenda Item Number 3**

Key Staff Contact: Brad Mueller, Director Community Development  
970-350-9786

### Title

East 8<sup>th</sup> Street Corridor Plan

### Background

Staff will be presenting an overview of the proposed East 8<sup>th</sup> Street Corridor Plan, which Council is currently scheduled to consider in a public hearing on December 6, 2016.

As discussed earlier this year in an overview of existing sub-area plans, corridor and other sub-area plans such as this one are a land use planning tool that is undertaken to better understand the unique characteristics of a particular area within the city. Corridor plans allow the city to develop more fine-grain goals and policies for that area. As a sub-element of the broader 2060 Comprehensive Plan, the 8<sup>th</sup> Street Corridor plan provides specific analysis of this important corridor, coupled with a vision for future improvement that can help support various Council goals.

Though designated as State Highway 263, East 8th Street is now arguably obsolete in functioning as a highway; it was initially built to carry farm-to-market traffic, but it is now carrying a mix of heavy industrial, mining, food commodities, Air National Guard, energy-related, and commuter traffic. It will see significant regional traffic growth due to the completion of the Weld County Parkway, an expansion of Weld County Roads 47 and 49.

The 2060 Comprehensive Plan recommends industrial and employment land uses along the East 8th Street Corridor. This is consistent with the City Council goal of active support for business development. There is significant space along the East 8th Street Corridor for development and redevelopment, but there are also significant constraints that limit the potential for development. These constraints include floodplains and wetlands along and near the Poudre, the absence or limited capacity of public and private infrastructure, and the lack of access to essential transportation infrastructure.

Future upgrading of the East 8th Street Corridor would support the City Council goal of providing enhanced public facilities. Currently, East 8th Street is a substandard facility. To meet minimum standards for an urban street, it would need curb, gutter, and sidewalks; a minimum of a three-lane cross-section, with left turn lanes; potential bike lanes; and right-of-way landscaping and street trees. Additional water and sewer capacity may be necessary to support full build-out.

In addition, the Greeley-Weld County Airport underwent a master plan update in 2015. Recommendations in the Airport Master Plan include additional hanger space; development of related businesses with direct access to the Airport; and expansion of the terminal to add more office and restaurant space, all of which would generate additional traffic along 8th Street. The implementation of the Airport Master Plan and of the East 8th Street Corridor Master Plan would enhance the City Council goal of providing enhanced public facilities.

The City Council also has a current goal of enhancing environmental infrastructure. Much of the environmental infrastructure along the East 8th Street Corridor has been adversely affected by past activity. As the East 8th Street Corridor develops and redevelops, the riparian areas and wetlands along the Poudre can be seen as an asset that would enhance opportunities for business development by being attractive for employment-intensive, more high-technology activities. Such businesses frequently seek out locations with enhanced access to alternate transportation, naturalized rivers, and riparian forests. The East 8th Street Corridor crosses and follows the Cache la Poudre River and associated riparian wetlands along much of the study area. The development of property and associated public and private infrastructure along the East 8th Street Corridor has heavily impacted the river and riparian wetlands. Much of this riparian area lies in the 100-year floodplain and has been impacted by floods over time.

#### Outreach & Public Engagement

Much of the work in developing the proposed Plan was technical in nature, but as with any proposed policy, there was nonetheless an important property owner/stakeholder outreach component. Initial notification to landowners and a general inquiry meeting took place in September 2015. Following staff research and discussion with city departments (e.g. Public Works), the main stakeholder meeting took place in June of this year. In it, landowners reacted to draft findings and policy proposals, generally reinforcing the information that had been collected and supporting policy recommendations. Referral agencies, such as Weld County and the Airport, were then contacted for any additional feedback. Final drafting took all comments into consideration and were incorporated as appropriate. Planning Commission reviewed this as a worksession item on October 11, and their final recommendation from October 25 for approval will be presented to Council at the December 6 Council hearing.

#### Council Direction Requested

Support for the Plan as drafted, or refinements as may be preferred

#### Decision Options

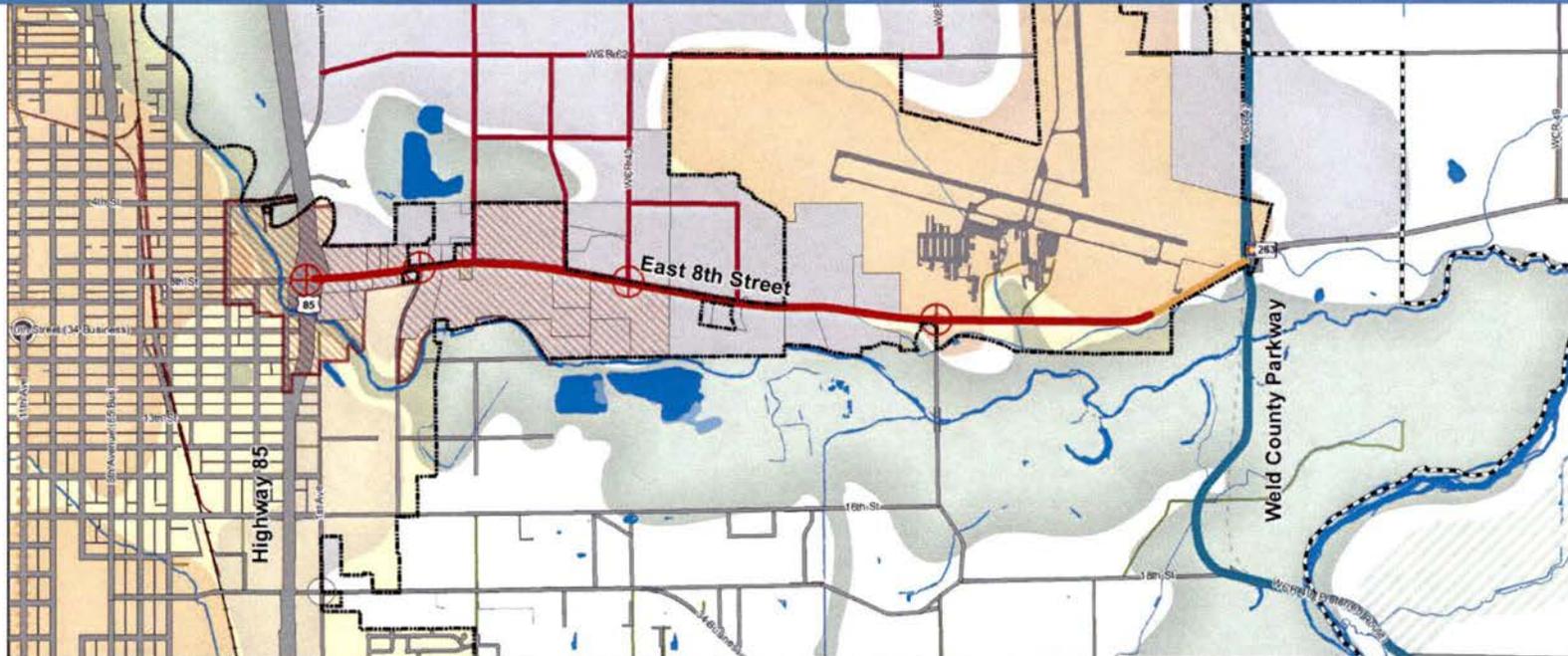
None, informational only. Plan will be presented for adoption on December 6, 2016.

#### Attachments

Final Draft of the East 8<sup>th</sup> Street Corridor Plan

# EAST 8<sup>TH</sup> STREET CORRIDOR PLAN

2016/10/5



 <p>Created: June 14, 2018        By: John Bassett</p> <p>Notes:        Not for engineering or surveying purposes.</p> <p>Information contained on this document remains the property of the City of Greeley. Copying any portion of this map without the written permission of the City of Greeley is</p>	<p><b>Notes</b></p> <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><b>Industrial Uses</b> Industrial Parks, Major Employers</li> <li><b>Natural Uses</b> Parklands, Open Space</li> <li><b>Special Uses</b> Greeley Weld Airport</li> </ul>	<ul style="list-style-type: none"> <li>Greeley City Limits</li> <li>Greeley Long Range Expected Growth Area</li> <li>Proposed Traffic Signals</li> <li>Proposed Major Collectors</li> <li>Highway 263 and State Maintained Portion of East 8th Street</li> <li>County Maintained Portion of East_8th_Street</li> <li>Existing Eighth Street Tax Increment Finance District</li> </ul>	 <p>June 16, 2016</p>
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## EXECUTIVE SUMMARY

The East 8th Street Corridor is bounded on the east and west by Weld County Road 47 and Highway 85 and on the north and south by the Cache la Poudre River and Weld County Road 62. Though designated as State Highway 263, East 8<sup>th</sup> Street is obsolete, initially built to carry farm-to-market traffic, but now carrying a mix of heavy industrial, mining, food commodities, Air National Guard, energy-related, and commuter traffic. It will see significant regional traffic growth due to the completion of the Weld County Parkway, an expansion of Weld County Roads 47 and 49.

The 2060 Comprehensive Plan Land Use Guidance Map shows the East 8<sup>th</sup> Street Corridor as being on the south edge of an area suitable for industrial development. While this may be a workable long range plan, there are many obstacles that must be overcome to make that vision a reality. This plan is intended to address the ability to develop the East 8<sup>th</sup> Street Corridor to become the growing industrial corridor as envisioned in the East 8<sup>th</sup> Street Corridor Conditions Survey and Urban Renewal Plan adopted Fall, 2010. Issues that need to be addressed include heavy through and turning traffic, growth in traffic because of the connection to the Weld County Parkway, existing land use and site planning

deficiencies, the lack of adequate public facilities, and floodplain issues. This plan is organized into an analysis of existing conditions, goals and objectives, an analysis of alternatives to address the goals, and implementation options. This plan outlines seven goals:

- 1) Enhance the physical and regulatory environment in a manner that supports intensive primary employment and industrial land uses;
- 2) Resolve access and traffic conditions by engaging other transportation funding participants;
- 3) Address flood hazard in the East 8th Street Corridor;
- 4) Address inadequate public facilities for short term and long term growth;
- 5) Assure adequacy of electrical power to serve industrial and employment users; and
- 6) Enhance the community image along East 8th Street with entry features, streetscaping, and code enforcement to improve the aesthetics of this approach into Greeley.

A Poudre River Greenway Plan is anticipated to be completed in 2016 or 2017 which may include recommendations for additional trails and open space along the Poudre River.

# INTRODUCTION

The East 8<sup>th</sup> Street corridor is located in and adjacent to the northeast part of Greeley. It extends from Highway 85 on the west to Weld County Road WCR 47, the east end of the plan area. From there, East 8th Street extends east to Weld County Road 53.

East 8<sup>th</sup> Street, also known as Colorado Highway 263, traditionally provided farm-to-market access from the part of Weld County north of the South Platte River and east of the Union Pacific Railroad to and from feedlots, agricultural processing plants, and farm implement dealers in and adjacent to Greeley. Land uses along this corridor included feed lots, meat packing plants, and various agricultural support industries. With the advent of oil and gas drilling in the early 20<sup>th</sup> century and more recent resurgence of activity, oil and gas support services also located along this corridor. East 8<sup>th</sup> Street is becoming a major commuting route in and out of the City both because of the high number of employment centers and because of increased exurban and suburban development to the northeast.

The Greeley-Weld County Airport opened in 1944. While there was some commercial aviation related to the airport in its early history, it has served primarily as a general aviation airport in its recent history. The Airport undertook a master plan update in 2015, which is currently under review by the Federal Aviation Administration.

The Greeley Air National Guard Station (ANGS) is located on the Airport property. The ANGS is a significant activity center and is a major traffic generator along the corridor.

Weld County recently completed construction of the Weld County Parkway along the alignments of Weld County Road (WCR) 47 north of the Poudre River and WCR 49 south of the Poudre with a new bridge over the Poudre River. Its purpose is to facilitate truck travel from Weld County to the I-76 corridor. An additional purpose is to facilitate economic development. It also creates a bypass for traffic to get from westbound US 34 to northbound US 85 without going through the City of Greeley. According to the traffic study prepared for the project, the result will be a significant increase in traffic along East 8<sup>th</sup> Street.

Approximately 1 ½ miles of the three mile long corridor is within the 100-year floodplain of the Cache la Poudre River. The 1983 flood caused significant property damage along the East 8<sup>th</sup> Street Corridor. Significant flood events also occurred during 1999, 2013, 2014, and 2015. To reduce the flood hazard in this area, the City of Greeley Stormwater Division has retained a consultant to prepare the Poudre River Flood Mitigation and Maintenance Plan from 21<sup>st</sup> Avenue to Ash Avenue in 2016.

The East 8<sup>th</sup> Street Corridor Master Plan addresses City Council priorities, including creating attractive community entryways and corridors, enhancing traffic safety, actively supporting business development, providing enhanced public facilities, and enhancing environmental infrastructure.

Creating appealing community entryways and corridors would present residents and visitors with a pleasant, positive, and welcoming impression of Greeley. With the connection of WCR 47

and WCR 49 and the new bridge across the Poudre, East 8<sup>th</sup> Street has become a much more significant entranceway to Greeley. Given the role that the airport is playing in providing access for businesses in Greeley and which the City hopes to attract to Greeley, an attractive entryway and corridor is important.

Traffic safety is a significant issue along East 8<sup>th</sup> Street because it is a roadway built to low volume rural standards that has an increasing volume of commuter traffic and energy related truck traffic mixing with farm-to-market traffic. In the first mile east of Highway 85, there are numerous driveways and intersecting streets without turning lanes, including those for business access. Access to the Greeley-Weld County Airport, the Greeley Air National Guard Base, and intersecting streets without left turn lanes is problematic. In addition, the driveways for the National Guard Base and Fern Avenue do not line up properly, so that left-turning traffic from one can back up through the intersection of the other, blocking all left turns. Traffic volumes can be expected to increase with the connection of the Weld County Parkway. With increased traffic volumes, left turn movements entering or leaving East 8<sup>th</sup> Street can be expected to become more problematic in terms of both traffic safety and congestion.

The 2060 Comprehensive Plan recommends industrial and employment land uses along the East 8<sup>th</sup> Street Corridor. This is consistent with the City Council goal of active support for business development. There is significant space along the East 8<sup>th</sup> Street Corridor for development and redevelopment, but there are also significant constraints that limit the potential for development. These constraints include floodplains and wetlands along and near the Poudre, the absence or limited capacity of public and private

infrastructure, the lack of access to essential transportation, and a lack of a strategic policy framework to address these problems.

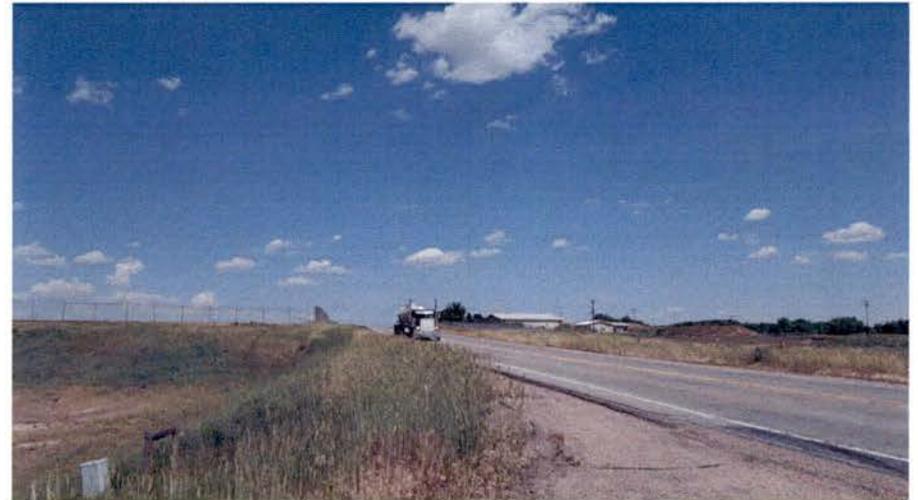
The upgrading of the East 8<sup>th</sup> Street Corridor will enhance the City Council goal of providing enhanced public facilities. Currently, East 8<sup>th</sup> Street is a substandard facility. To meet minimum standards for an urban street, it would need curb, gutter, and sidewalks; a minimum of a three lane cross section with left turn lanes; bike lanes; and right-of-way landscaping and street trees. Additional water and sewer capacity may be necessary to support full build-out. The Greeley-Weld County Airport underwent a master plan update in 2015 which is now under review by the Federal Aviation Administration. Recommendations in the Airport Master Plan include additional hanger space; development of related businesses with direct access to the Airport; and expansion of the terminal to add more office and restaurant space, all of which would generate additional traffic along 8<sup>th</sup> Street. The implementation of the Airport Master Plan and the East 8<sup>th</sup> Street Corridor Master Plan would enhance the City Council goal of providing enhanced public facilities.

The City Council also has a current goal of enhancing environmental infrastructure. Much of the environmental infrastructure along the East 8<sup>th</sup> Street Corridor has been adversely affected by past activity. As the East 8<sup>th</sup> Street Corridor develops and redevelops, the riparian areas and wetlands along the Poudre can be seen as an asset that would enhance opportunities for business development by being attractive for employment-intensive, more high-technology activities. Such businesses frequently seek out locations with enhanced access to alternate transportation, naturalized rivers, and riparian forests. The East 8<sup>th</sup> Street Corridor crosses and follows the

Cache la Poudre River and associated riparian wetlands along much of the study area. The development of property and associated public and private infrastructure along the East 8<sup>th</sup> Street Corridor has heavily impacted the river and riparian wetlands. Much of this riparian area lies in the 100 year floodplain and has been impacted by floods over time.



Looking west along East 8<sup>th</sup> Street near Ash Street



Truck on the east end of the East 8<sup>th</sup> Street Corridor near Crosier Ave.

# EXISTING CONDITIONS

The East 8<sup>th</sup> Street Corridor suffers from a formidable set of challenges including deteriorating road conditions, poor access, flood hazards, inadequate public facilities, and blight. For this key route to meet all the goals contained in the 2060 Comprehensive Plan will require a significant investment in infrastructure improvements.

## Access

East 8<sup>th</sup> Street, also known as Colorado Highway 263, traditionally provided farm-to-market access from north of the South Platte River and east of the Union Pacific Railroad to and from feedlots, agricultural processing plants, and farm implement dealers in and adjacent to Greeley.

## Condition of Highway 263

East 8<sup>th</sup> Street, also known as Highway 263 is designated as a minor arterial in Greeley’s 2035 Comprehensive Transportation Plan. Weld County has taken over parts of the state highway as WCR 60 ½. The portion in the City remains a designated state highway. Little, if any, capital investment has been made in this roadway by either the City or CDOT. Previous negotiations on a long term solution that could have led to a City take-over of the roadway have been unsuccessful. In spite of its deficiencies, East 8<sup>th</sup> Street is not on any priority list for capital improvements.

The 2035 Comprehensive Transportation Plan City recommends that minor arterials in the City of Greeley have a total width of 52 feet between backs-of-curb with 8 feet on each side to an 8 foot shared use path and 8 feet of landscaped right-of-way behind that for a total of 100 feet of right-of-way. The width of each curb and gutter section is 2 ½ feet. The 47 foot paved section would include two six foot bike lanes, to 12 foot through lanes, and an 11 foot left turn lane. The existing section is 24 feet in width with no turn lanes, and shoulders of varying widths.

Five of the seven types of safety improvements historically funded by FASTER funds are needed in East 8<sup>th</sup> Street. There are five significant safety and maintenance concerns related to East 8<sup>th</sup> Street. These include the need for pavement repairs, culvert repairs, operations improvements, intersection improvements, shoulder and safety widening.

**A. Pavement repairs.** The pavement along East 8<sup>th</sup> Street is significantly damaged most likely by heavy truck traffic. This damage can easily be seen in aerial photographs and by on-site visual inspection. There are significant transverse cracks every few feet along the roadway. In addition, there is significant rutting within the travel lanes conforming with the width and spacing of heavy truck tires.



Pavement cracking, rutting, and potholes along East 8<sup>th</sup> Street

**B. Culvert repairs.** Several culverts have major deficiencies and even holes rusted through corrugated metal culverts. These are in need of replacement. At this time, no resources are committed to addressing this need.

**C. Operations improvements.** While there are numerous business access points, access to the Greeley Weld Airport, Greeley Air National Guard Base, and intersecting streets, there are no turn lanes.

In addition, there are two operational problems along East 8<sup>th</sup> Street that deserve special attention, considering the anticipated traffic increases likely to occur. These include the driveway access to the Greeley Truck Washout facility along East 8<sup>th</sup> Street (1140 East 8<sup>th</sup> Street) and the entrance to the Greeley Air National Guard Base.

Traffic volumes can be expected to increase with the connection of Weld County Road WCR 49 and WCR 47 to form the Weld County Parkway. With increased traffic volumes, left turn movements can be expected to become more problematic in terms of both traffic safety and congestion.

The Greeley Truck Washout Station provides cleaning services for stock trucks after they deliver cattle to the JBS plant. Stock trucks travel east on 8<sup>th</sup> Street and turn right into a driveway that crosses the Ogilvy Ditch on a narrow bridge. To make this turn, they must veer left across oncoming traffic to have an adequate turning radius to get all wheels on the bridge. This is done at a slow speed to maintain control, and often causes delays in through traffic.



Eastbound truck needs both lanes to make a right turn into the Greeley Truck Washout. Stakeholders express concern about this condition.

The other significant operations problem is at the intersection or East 8<sup>th</sup> Street with Fern Avenue and the access to the Greeley Air National Guard Base. The driveways for the Base and Fern Avenue line up so that left-turning traffic from one can back-up through the intersection of the other. The intersections are offset to the right, meaning that the left turn movements from East 8<sup>th</sup> Street conflict with each other. Additionally, there is insufficient room between East 8<sup>th</sup> Street and the security gate at the Air Guard Base to accommodate vehicles waiting for clearance to enter the Base. As a result, waiting traffic often is backed up along East 8<sup>th</sup> Street and, with no left turn lanes, there are significant traffic delays at peak times.

**D. Intersection improvements.** Intersection improvements are a critical need at Ash Avenue, Fern Avenue, and the Airport entrance.

**E. Shoulder and safety widening.** There is a 2 ½ foot paved shoulder and an unpaved shoulder that varies from 4 to 8 feet along East 8<sup>th</sup> Street. This shoulder is often used by vehicles bypassing stopped left turning traffic or as a right turn lane, and is unsafe for pedestrians and cyclists. On the south side of the roadway, there is a 10 to 12 foot drop from the street to the bottom of the Ogilvy Ditch. Employees at the Air National Guard Station have voiced concerns about the lack of safe bicycle facilities along East 8<sup>th</sup> Street. With the number of employees along the corridor, especially at the Greeley Air National Guard Station, the lack of adequate bicycle and pedestrian facilities along East 8<sup>th</sup> Street is a significant deficiency.

### **Weld County Parkway**

Weld County is constructing a five-lane north/ south roadway from I-76 to East 8<sup>th</sup> Street, intersecting it at WCR 47. The northern part of this roadway between Highway 34 to East 8<sup>th</sup> Street, known as the Weld County Parkway, was recently completed. Traffic safety is a significant issue along East 8<sup>th</sup> Street because it is a roadway built to low volume rural standards that has an increasing volume of commuter traffic and energy related truck traffic mixing with farm-to-market traffic.

According to the Traffic Counts for the Weld County Parkway Extension Study conducted between 2010 and 2012, East 8th Street between Cherry Avenue and Fern Avenue carried 5800 vehicles per day and carried 3900 vehicles between Fern Avenue and WRC 47.

The study pointed out that existing peak hour turning movements currently operate at Level-of-Service (LOS) B<sup>1</sup> at the intersections of East 8th Street and Highway 85, and East 8<sup>th</sup> Street and Cherry Street, while the intersection of WCR 47 operates at LOS A in both the AM and PM peak hours. In fact, stakeholders report that delays can be significantly longer especially at the Air National Guard entrance and the Greeley Washout.

Future growth projections with the completion of the Weld County Parkway through 2035 show traffic more than doubling, in part because of the completion of the Weld County Parkway. Traffic between Highway 85 and Cherry Avenue is projected to increase to 12,500 trips per day; traffic between Cherry and Fern Avenue is projected to increase to 11,600 trips per day; while traffic between Fern and the Weld County Parkway is projected to increase to 10,000 trips per day. These projected volumes are appropriate for a minor arterial, which is the functional classification of East 8<sup>th</sup> Street in the City's Transportation Master Plan. If the projected traffic volumes are accurate, the projected LOS service in 2035 for the intersection of East 8<sup>th</sup> Street and Highway 85 would be B. The level at East 8<sup>th</sup> Street and Cherry Street would be B and the level at East 8<sup>th</sup> Street and WCR 47 would also be B. Level of Service refers to time delays and not to roadway geometry, pavement condition, City street standards, or the ability of the road to provide for alternate modes such as bicycles or bus service.

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<sup>1</sup> Level-of Service (LOS) is a term used to describe the total delay in a transportation system with LOS A representing the best conditions of free flowing traffic with 0 to 10 seconds delay at intersections. LOS B representing the good conditions of nearly free flowing traffic with 10 to 20 second delays at intersections.

City standards for minor arterials include two through-lanes with left and right turn lanes as necessary in addition to sidewalks and on-street bicycle lanes. The City’s adopted complete streets policy incorporates complete streets principles into all future planning documents, City Code, and City Planning and Design Documents and Standards. According to the 2009 Comprehensive Plan, the city will plan and program rights-of-way that fully integrate the needs of all users, which includes users of all ages, abilities, and modes including bicyclists, pedestrians, transit users, commercial vehicles and trucks, emergency service vehicles, and passenger vehicles. This policy

YEAR	Hwy 85 to Cherry Ave.	Cherry Ave. to Fern Ave.	Fern Ave. to Weld County Parkway
2010 to 2012		5,800	3,900
2035	12,500	11,600	10,000

Trucks are projected to be 25% of the volume of trips in 2035.



Truck traffic along East 8<sup>th</sup> Street

includes maintenance of the function of existing freight corridors, and design of freight corridors so that bicyclists, pedestrians, transit users and personal autos are accommodated along the corridor. It also recognizes the role that street trees and other urban design elements play in creating a safe and attractive environment for active transportation, and include them in retrofit and urban design projects and roadway reconstruction or redesign projects. Many design elements, like pedestrian scale lighting, are context-specific, but street trees if designed for the scale, sight distance, and spacing along the street can be used in almost any roadway context.

### Existing Land Use

The East 8<sup>th</sup> Street Corridor has a history of mixed industrial, commercial, mining and transportation uses that developed under a mix of City and County land use regulations. Existing land uses within the project area include the Airport and surrounding businesses, the Greeley Air National Guard Station, commercial and light industrial uses in the western 1/3 of the corridor, a salvage and recycling business installation, sand and gravel mining, food commodities, two wastewater treatment plants, and other commercial and industrial uses. There are significant vacant and underutilized properties along this corridor.

To the north, opportunities are limited due to a lack of access and utilities necessary for major industrial or employment activities.



Looking west from Ash Avenue toward multiple access points and visual clutter



Greeley Urban Renewal Authority leased gravel pits along East 8<sup>th</sup> Street

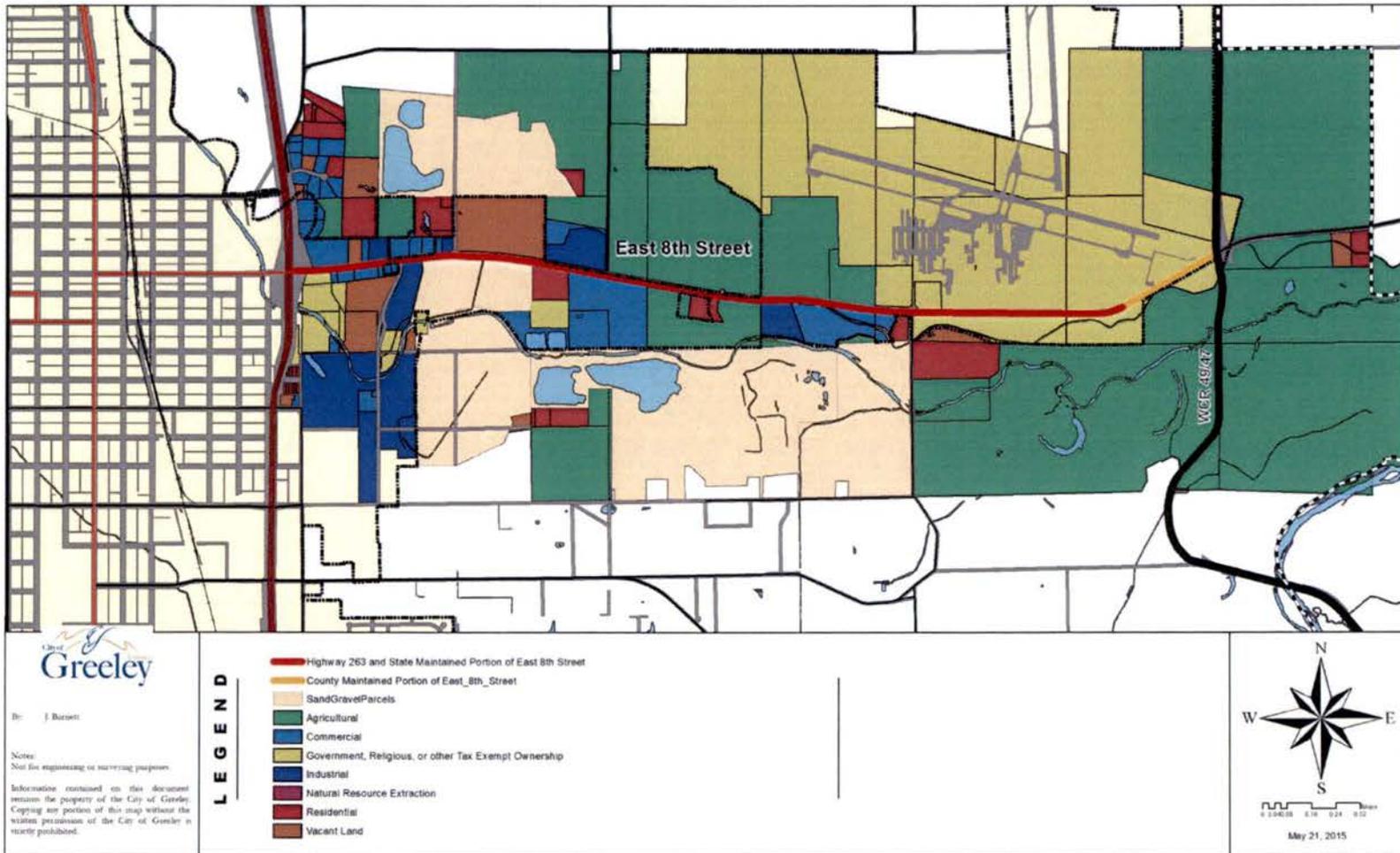


An oil and gas support use, a common land use in the area, along East 8<sup>th</sup> Street



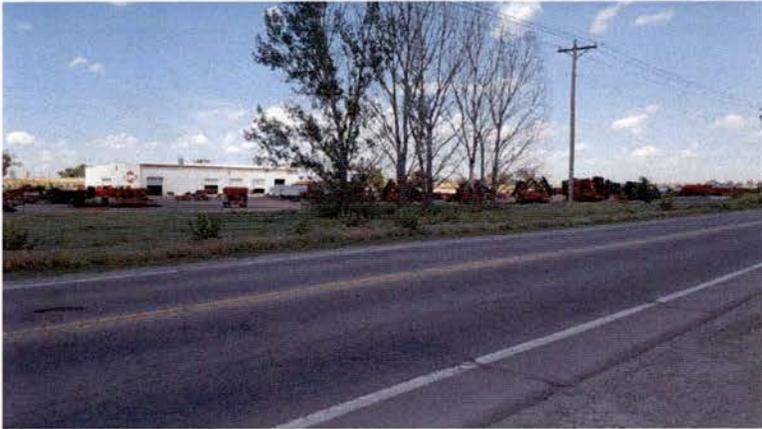
A former single family home converted into an office for the Greeley Washout

# Existing Land Use



## Existing Zoning

Existing zoning along the East 8<sup>th</sup> Street Corridor is a combination of City Medium Intensity Industrial, Heavy Industrial, and Conservation District zoning with a small area of High Intensity Commercial. These zoning designations reflect the City's long-standing commitment to intense land



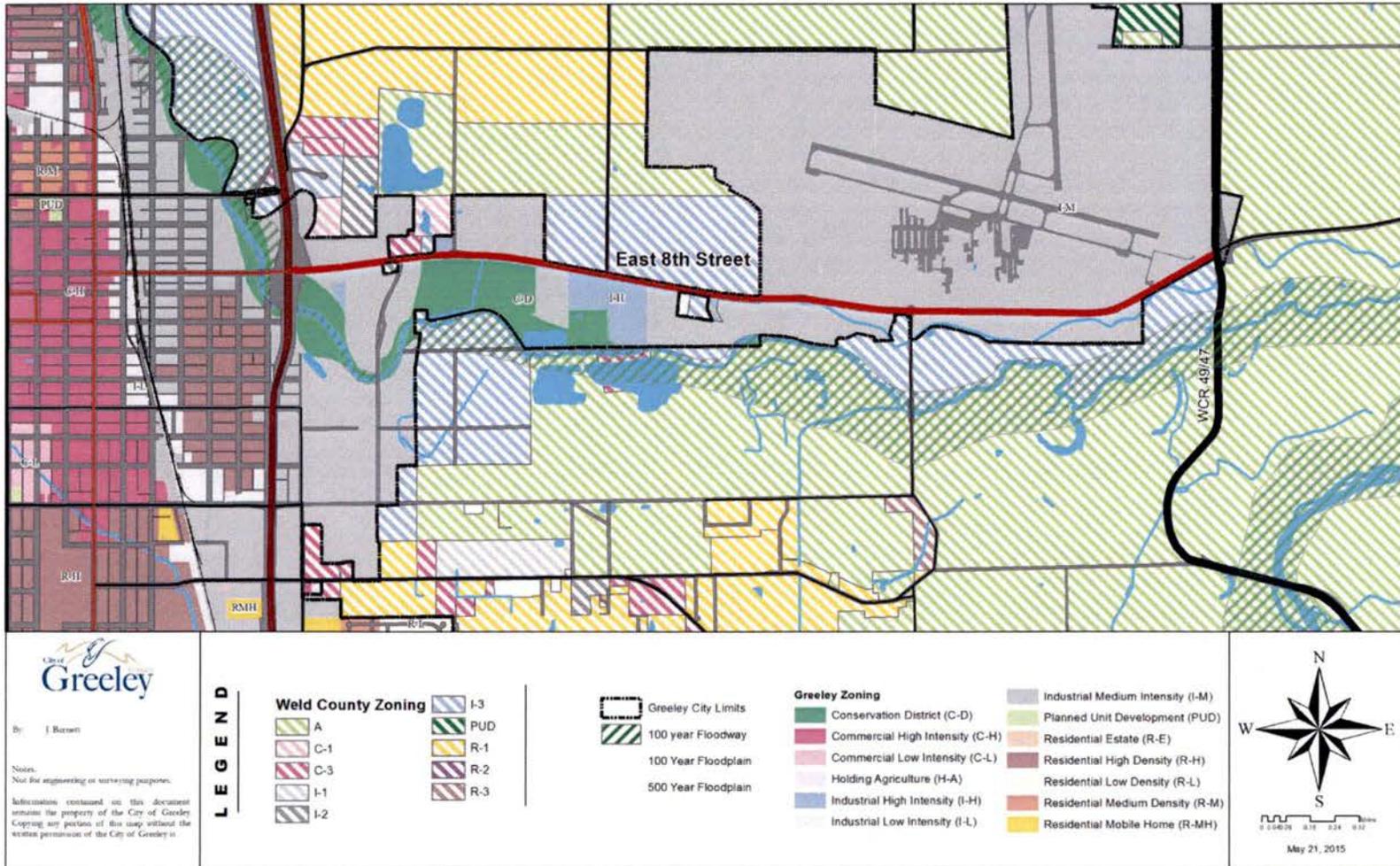
A trucking business with outdoor storage set back from East 8<sup>th</sup> Street.

uses in the area. Uses permitted are similar to those located in developed areas of the corridor. County areas are generally zoned Agricultural, which permits many diverse uses by special review, a process requiring County staff review, public hearings, and public hearings before the County Planning Commission.



Landscape buffer at Andersen Salvage along East 8<sup>th</sup> Street effectively screens a heavy industrial activity.

# Existing Zoning

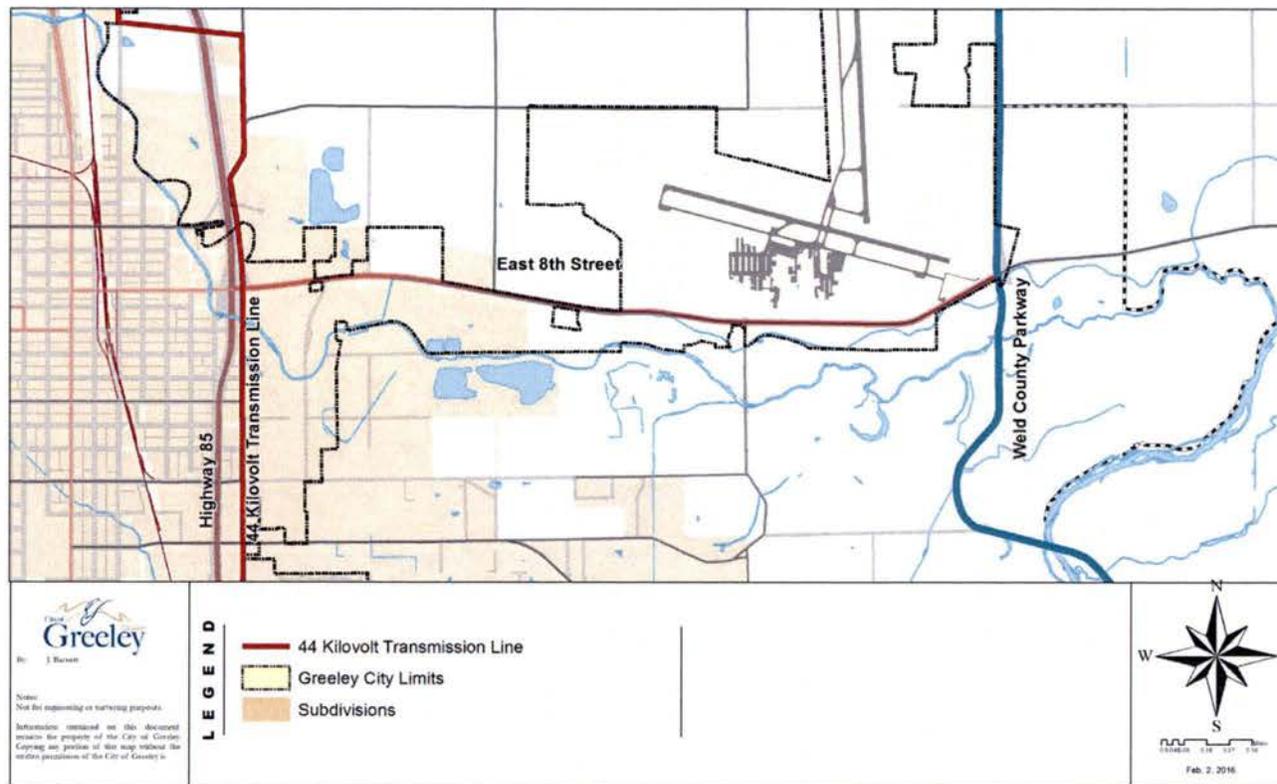


## Major Electric Power Service

In addition to city-controlled services discussed below, East 8<sup>th</sup> Street is served by Xcel for electric power service. An existing 44 kilovolt transmission line serves the East 8<sup>th</sup> Street Corridor. This line runs from the Rosedale Substation at First Avenue and 31<sup>st</sup> Street north to the Monfort and the Thermo-Monfort Substation. This transmission line provides for

several major uses and brownouts are known to occur. Significant upgrades in service are necessary for significant industrial expansion to occur. Without increased power availability along the East 8<sup>th</sup> Street Corridor, significant industrial growth is doubtful.

East 8th Street Major Power Transmission Lines



## Adequate Public Facilities

The City Code requires that new development occur only when certain adequate public facilities and services are or will be available with development. Adequacy is generally defined as follows: “...Facilities and services are considered ‘available concurrent with development’ if already in existence or if funds are allocated for facility construction or service implementation in the most current two-year City budget cycle...”

The City prepares boundary maps that reflect existing and budgeted adequate public facilities service areas. Development projects are evaluated for adequacy based on the location of the proposed development relative to existing facilities and services, the ability of the proposed development to access those facilities and services, and the capacity of existing facilities and services to serve new development while maintaining an acceptable level of service to existing development as determined by the City. Service capacity is determined by individual project-specific studies provided by the developer and accepted by the City. A proposed development will generally have adequate public facilities available if the proposed development is within the core portion of the City where such facilities and services already exist or are budgeted for construction in the current two-year budget cycle. Findings of adequacy do not exempt developers from paying standard impact fees.

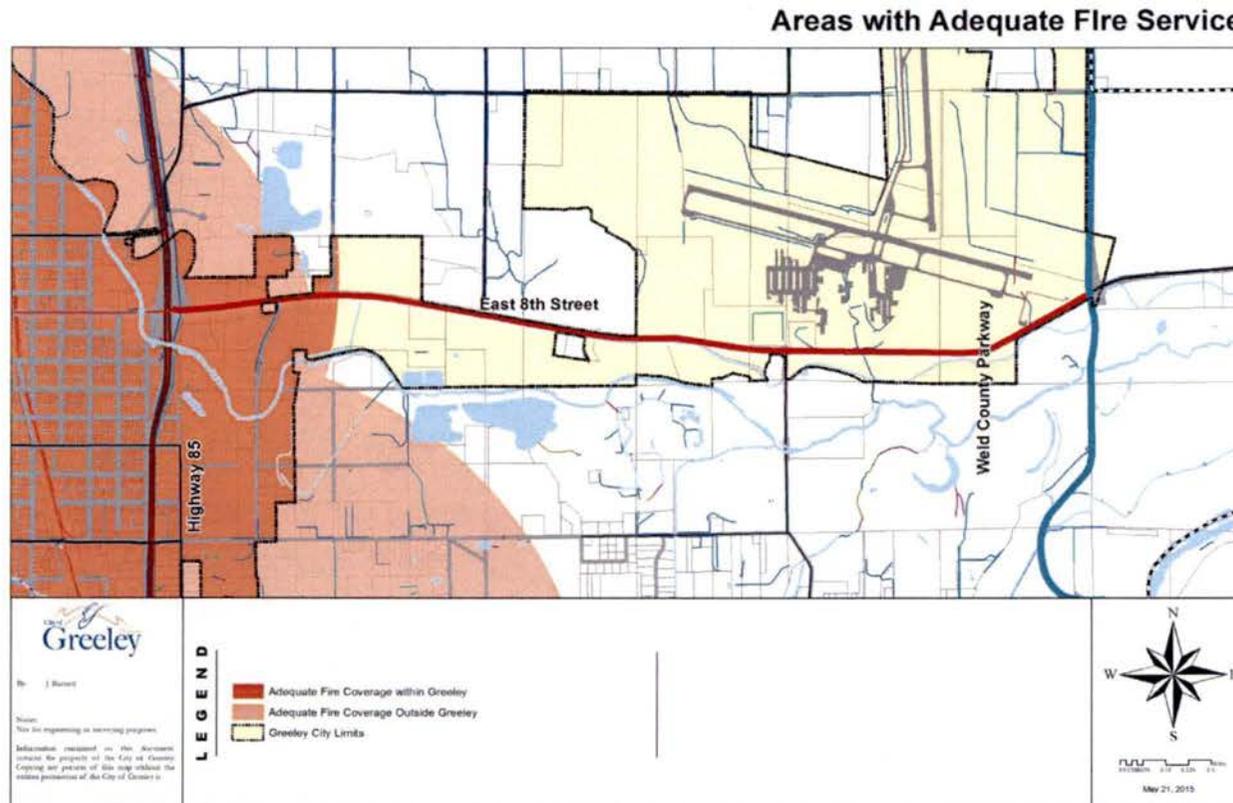
Adequacy is defined as follows for individual public facilities/services:

- a. **Fire.** Fire service is considered adequate for sites within a 1.38 mile radius of an existing, operational fire station. Proposed developments including land uses that pose a high risk of fire may be subject to more stringent requirements. City analysis of fire service demand generated by the proposed development and location and capacity of existing fire facilities will be required to make a final adequacy determination. None of the East 8th Street Corridor east of Ash Avenue has adequate fire service.
- b. **Sanitary sewer.** Sewer facilities for a proposed development are considered adequate for sites that can be connected to a sewer line that is eight (8) inches or larger in diameter with sufficient capacity to support additional development. Confirmation of sewer capacity is required to make a final adequacy determination for future land uses. Sanitary sewer appears to be adequate for all property adjacent to East 8th Street.
- c. **Water.** Water facilities for a proposed development are considered adequate for sites that can be connected to an (8) inches or larger existing water line. An existing 16-inch water line along East 8th Street provides adequate water service for all property adjacent to East 8th Street. The low number and small scale of activity along this line causes a high maintenance burden. Additional use would be beneficial to the City. This line can be connected to future water lines serving industrial uses to the north. A loop can be created extending to the west along WCR 62.
- d. **Transportation.** Transportation facilities to support development are considered adequate if the site is accessible to a collector or arterial road constructed to City standards with sufficient capacity. Project-specific traffic studies provided by the

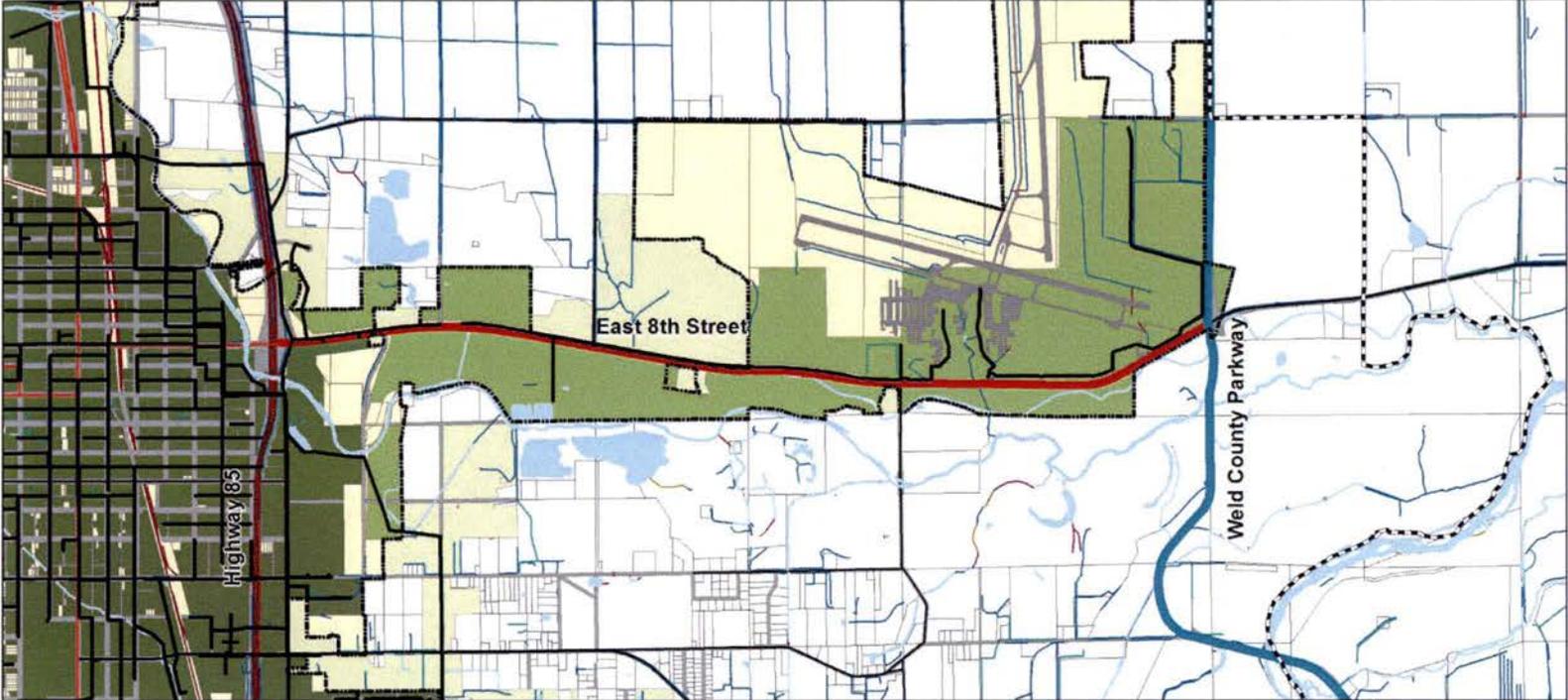
developer are required to make a final adequacy determination. Transportation service for all properties within the Plan area is not adequate because East 8th Street does not meet standards for a minor arterial.

e. **Conclusions.** All properties along East 8<sup>th</sup> Street have adequate City water and sewer. Properties further north need lines

along streets or in easements. Only a small area west of Ash Avenue has adequate fire protection. Unless the properties fronting on East 8<sup>th</sup> Street develop first, the development of properties north of and without frontage on East 8<sup>th</sup> Street east of Ash Avenue and west of the airport is not likely. None of the required public facilities are available and paying for them with revenues from development is not financially feasible for the foreseeable future.



# Areas with Adequate Sanitary Sewer Service





By: J. Barrett

Notes:  
Not for engineering or surveying purposes.

Information contained on this document remains the property of the City of Greeley. Copying any portion of this map without the written permission of the City of Greeley is prohibited.

**LEGEND**

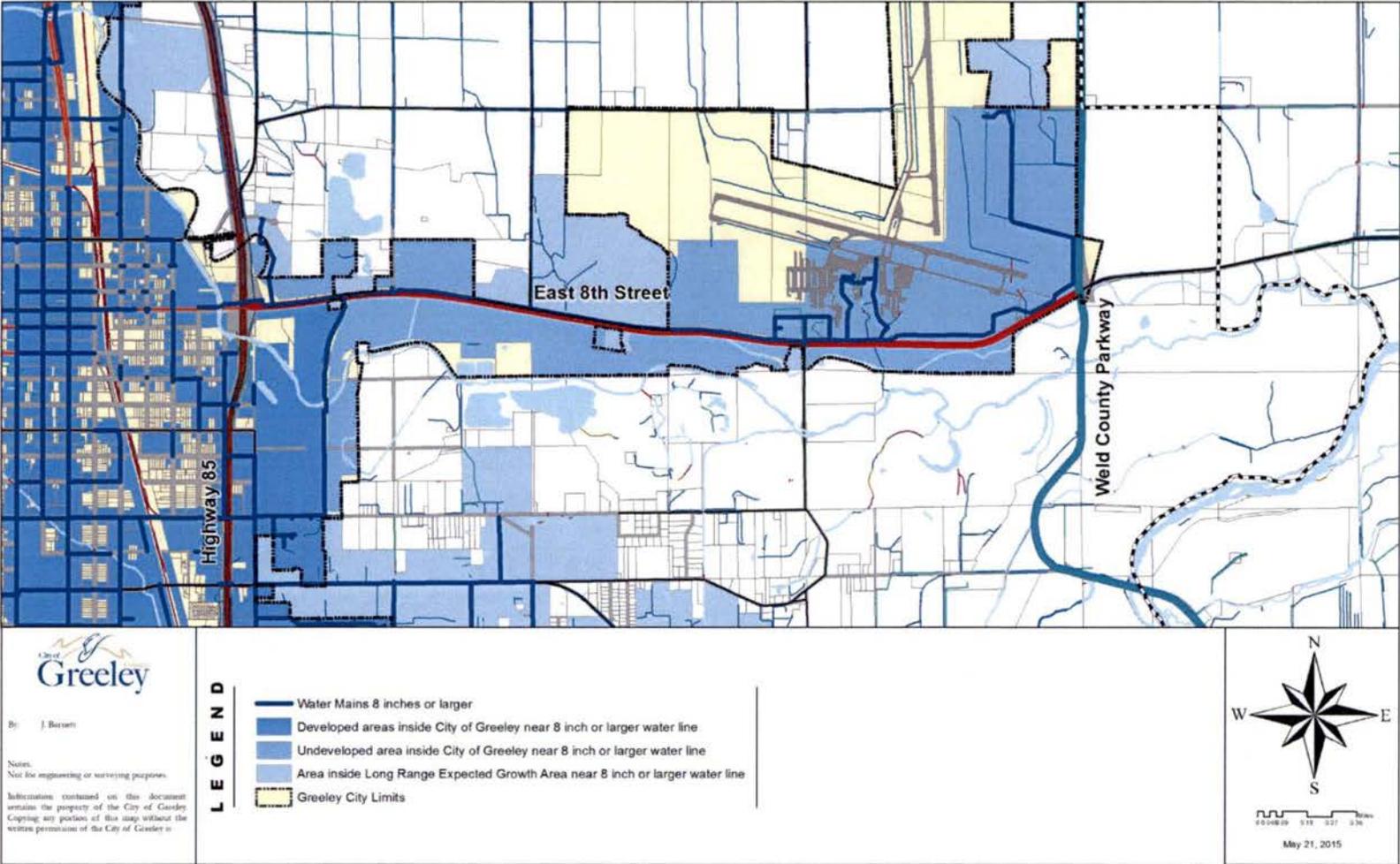
- Gravity Sewer Main 8 Inches and Larger
- Developed area inside City of Greeley near 8 inch or larger sanitary sewer
- Undeveloped area inside City of Greeley near 8 inch or larger sanitary sewer
- Areas inside Long Range Expected Growth Area near 8 inch or larger sanitary sewer
- Greeley City Limits



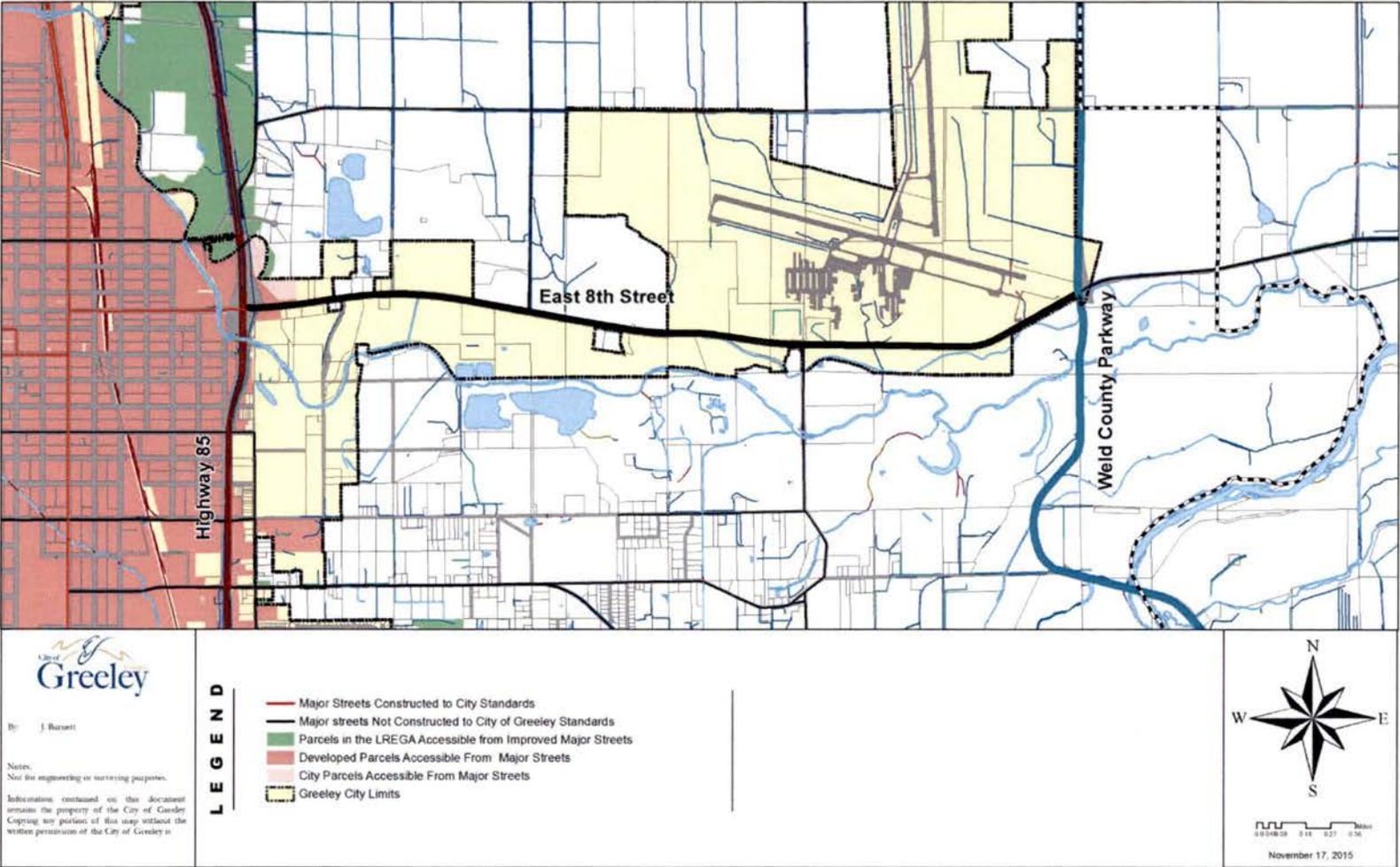
0 0.5 1.0 1.5 2.0 Miles

May 21, 2015

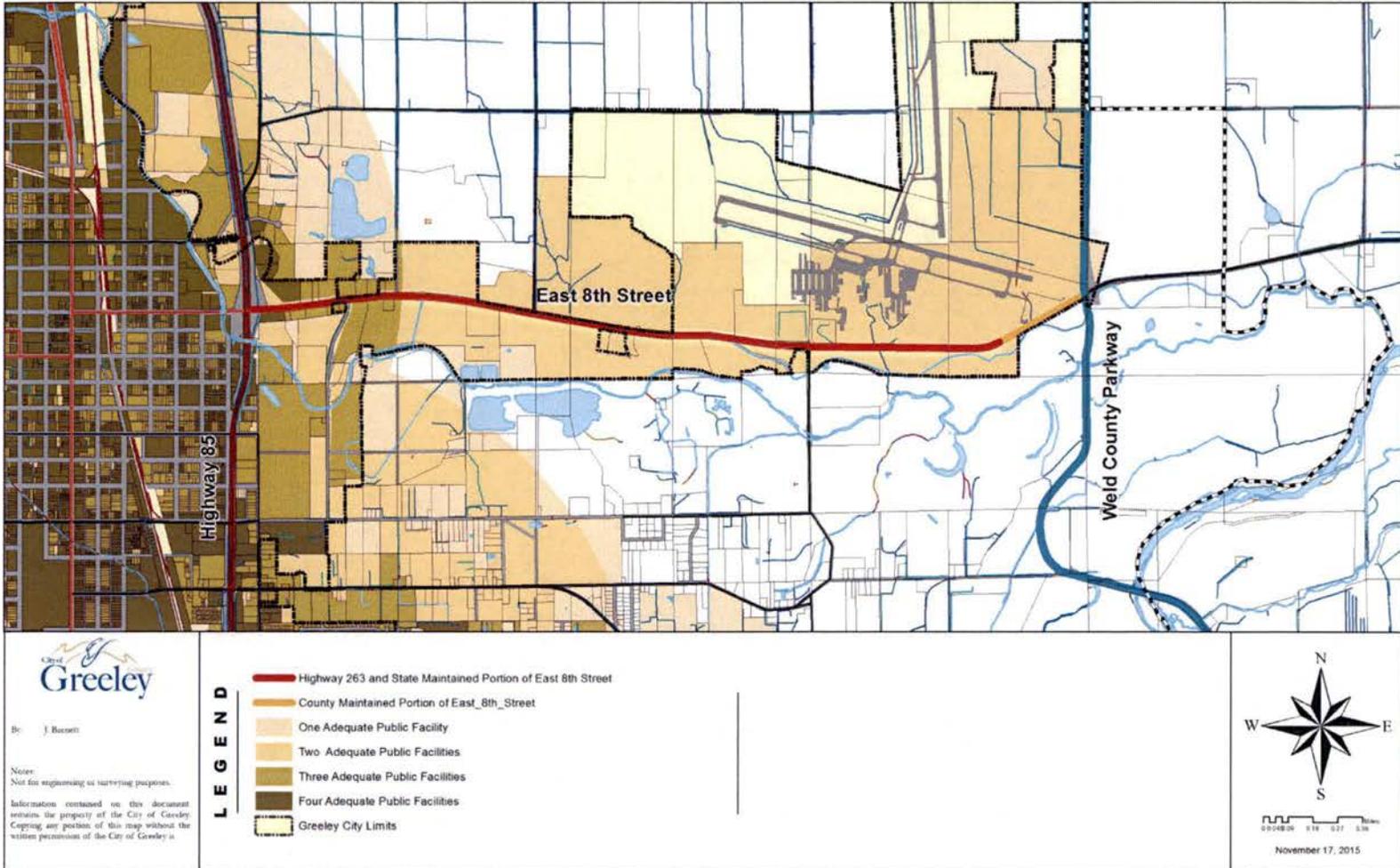
# Areas with Adequate Water Service



# Adequate Access to Improved Major Streets



## Adequate Public Facilities for Commercial & Industrial Uses



## Cache la Poudre Floodplain

Approximately 1 ½ miles of the three-mile long corridor is within the 100-year floodplain of the Cache la Poudre River. The 1983 flood caused significant property damage along the East 8<sup>th</sup> Street Corridor. Significant flood events also occurred during 1983, 1999, 2013, 2014, 2015, and 2016.

The floodplain is shown on the following Current Floodplains and Topography Map. This map shows the 100-year floodway and floodplain adopted by the City of Greeley. The 100-year floodplain is the area that would be inundated if a 100-year flood were to occur. The 100-year floodway is the minimum width of the portion of the floodplain necessary to convey the 100-year flood if the floodplain outside the floodway were filled with no more than a one-foot rise.

To reduce the flood hazard in this area, the City of Greeley will be developing the Poudre River Flood Mitigation and Maintenance Plan from 21<sup>st</sup> Avenue to Ash Avenue in 2016.

Floodplain regulations permit development within the Floodplain outside the floodway if the lowest finished floor of any building is at least one foot above the elevation of the 100 year flood. Much of the East 8<sup>th</sup> Street Corridor lies within the 100 year floodplain outside the floodway. Legally existing structures within this area are considered non-conforming and may be maintained in their current condition. They may be altered to a limited extent. In the event that they are damaged less than 50% of their value, they may be repaired to their original condition. In the event they are damaged above 50% of their value, they must be repaired or rebuilt in a way that conforms with the requirements for new construction (lowest

floor at least one foot above the 100 year flood elevation). Outside storage within the floodplain is controlled by floodplain regulations.

Owners of land within the Floodplain outside the floodway have some options to improve their situation. By obtaining a floodplain permit from the City, they could fill all or a portion of their sites outside the floodway to a level above the 100 year flood elevation in preparation for future development. Portions of the site not occupied by buildings would not have to be filled to above the flood elevation. Once the filling is completed, the owner can apply for a Letter of Map Amendment which removes the filled portion of the site from the floodplain. Completing this step can make the land more marketable by reducing the uncertainty for a prospective purchaser.

Public improvements such as East 8<sup>th</sup> Street of Ash Avenue can act as dams, whether they are perpendicular or parallel to food flows. Options for raising roadways above the 100 year flood elevation are extremely limited because these roadways could obstruct flows of water through the area potentially raising the flood elevation. Within the floodway, raising the elevation of roadways or even adding curbs can affect the flood elevation and thus not be appropriate.

New construction opportunities within the 100 year floodway are extremely limited and require proof that the result will not cause any rise in the 100 year flood elevation. Legally existing structures are considered non-conforming and may be maintained in their current condition. They may be altered to a limited extent. In the event that they are damaged by less than 50% of their value, they may be repaired to their original condition. In the event they are

damaged by more than 50% of their value, they must be repaired or rebuilt in a way that conforms with the requirements for new construction (lowest floor at least one foot above the 100 year flood elevation and no rise).

Any alterations or improvements completed within the floodway may not cause any rise in the 100 year flood elevation.

The existing floodplain is shown on the Current Floodplains and Topography Map. This map shows the 100-year floodway and floodplain adopted by the City of Greeley. The 100-year floodplain is the area that would be inundated if a 100-year flood were to occur. The 100-year floodway is the minimum width of the portion of the floodplain necessary to convey the 100-year flood if the floodplain outside the floodway were filled with no more than a one-foot rise.

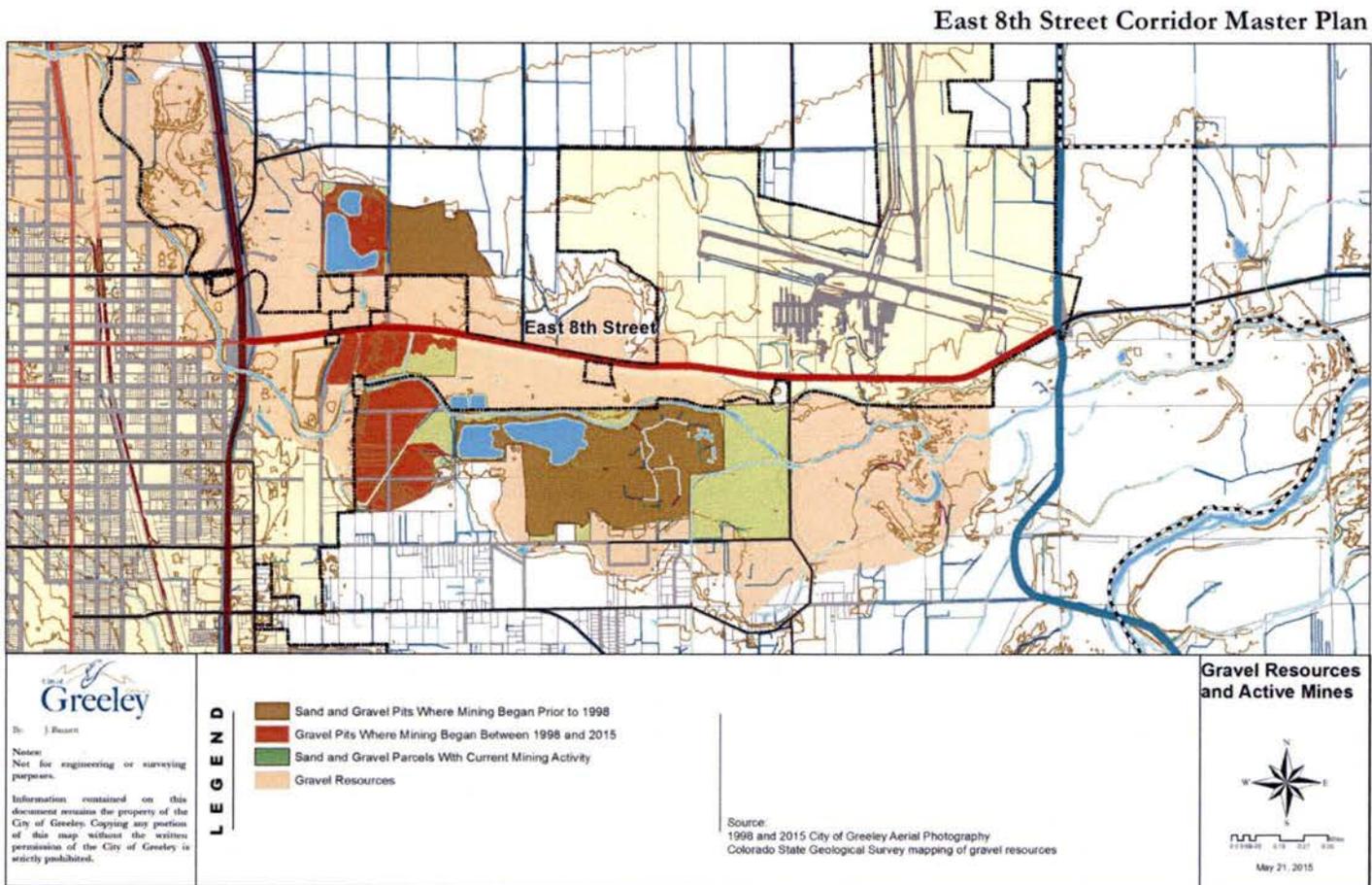
### Current Floodplains & Topography



**Gravel Resources and Mining**

Gravel resources, parcels containing gravel mining, and active gravel mines are shown on the Gravel Resources Map. Gravel mining activities on the north Side of East 8<sup>th</sup> Street have the potential to preclude industrial

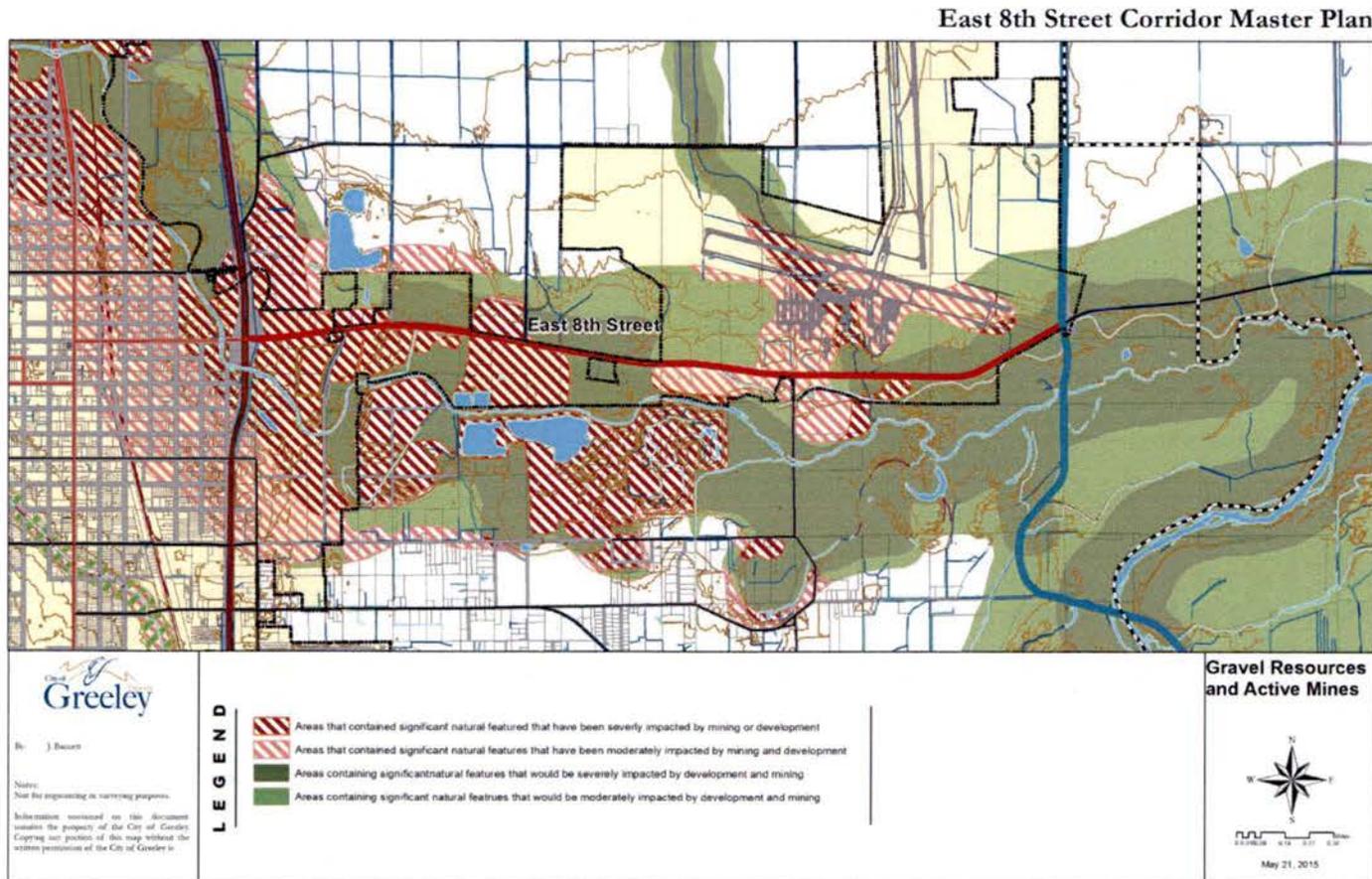
development west of the airport as contemplated in the Greeley 2060 Comprehensive Plan. While state maps show gravel resources as shown on the Map below, USGS maps show extensive gravel deposits as far north as WCR 62. East 8<sup>th</sup> Street



## Areas of Ecological Significance

In 1994, the City of Greeley adopted the Natural Resources and Wildlife Master Plan. In 1998, Greeley adopted Chapter 18.48 of the Development Code, Areas of Ecological Significance. The City adopted mapping with the Ordinance and mandated the mapping to be updated annually. The mapping identifies areas of high

ecological sensitivity as approximating the 100 year floodways along stream and river corridors and areas of moderated ecological sensitivity as approximating the floodplain fringe along stream and river corridors.



In 2016, planning staff prepared the Gravel Resources and Active Mines Map which compares the mining activity begun prior to 1998 with mining activity begun between 1998 and 2015. The results for the East 8<sup>th</sup> Street Corridor are shown on the map on Page 22. In 2016, planning staff also prepared an updated draft of the Areas of Ecological Significance mapping and compared it to the areas impacted by mining and development activity. The results for the East 8<sup>th</sup> Street Corridor are shown on the map on Page 23. As can be seen on the Areas of Ecological Significance Map, significant portions of what was historically ecologically sensitive areas have been heavily impacted by development and mining. In the western portion of the corridor, over half the land has been affected, while in the eastern portion, much of the original ecologically sensitive area remains intact. As a result, intensive industrial uses should generally be between U. S 85 and Fern Avenue

### **Greeley Comprehensive Plan**

The 2060 Comprehensive Plan recommends industrial land uses along the East 8<sup>th</sup> Street Corridor. This is consistent with the City Council goal of active support for business development. There is significant land available along the East 8<sup>th</sup> Street Corridor for development and redevelopment, but there are also significant constraints that limit the potential for development. These constraints include floodplains and wetlands along and near the Poudre, the absence or limited capacity of public and private infrastructure, the existence of gravel mining that may limit future

development potential of such sites, and a previous lack of a strategic policy framework to address these problems.

The Comprehensive Plan identifies the East 8<sup>th</sup> Street Corridor as the southern edge of one of three major employment and industrial target areas in the City. The northeast area of the City is currently somewhat isolated from the public services necessary to support intensive industrial and employment development. To implement the vision contained in the Comprehensive Plan will require a strategy to facilitate investment in adequate public facilities. In addition, any such strategy must address floodplain issues that affect the development of the area closest to existing public facilities.

The Comprehensive Plan also recommends working as partners with landowners to assure that sufficient land is available to accomplish economic and community goals for economic development. This could include creation of employment corridors and regional activity centers where job growth is actively supported. In addition, the 2060 Comprehensive plan recommends clustering primary employment activity centers where related businesses can take advantage of synergistic opportunities. The Comprehensive Plan also recommends developing corridor plans along major entryways to reinforce a desirable industrial and business image.

The 2035 Comprehensive Transportation Plan, a sub-element of the 2060 Comprehensive plan, recommends East 8<sup>th</sup> Street become a two lane minor arterial with center left turn lanes. The Weld County Parkway, which is constructed as an arterial highway, was not anticipated in this



## East 8th Street Corridor Conditions Survey and Urban Renewal Plan

In 2010, the City completed the East 8<sup>th</sup> Street Corridor Conditions Survey and Urban Renewal Plan for the general area of East 8<sup>th</sup> Street from US Highway 85 east approximately 1 ½ miles for its eligibility as a “blighted” area and possible redevelopment, in part to capitalize on the successful new location of Leprino Foods in the area. This study was conducted during the spring of 2010 with onsite investigations of individual parcels in an approximately 295–acre area. Staff analyzed the data according to the appropriate guidelines and concluded that conditions meet appropriate State criteria warranting a formal “blight” designation by Greeley City Council.

By designating deteriorating areas of communities as “blighted,” local government agencies can employ financial tools to facilitate redevelopment and new growth. The State of Colorado requires local governments to evaluate such areas against certain criteria and make specific findings before declaring them “blighted”. Once an area is declared blighted, a plan is developed for addressing factors of blight identified in the study and employing the tools of tax increment financing.

The eight conditions of blight (of eleven possible) found in the study area included deteriorating structures, defective street and lot layouts, unsafe conditions, site deterioration, inadequate public improvements, danger to life/property and site underutilization. In accordance with State law, this redevelopment plan was created to address the issues raised in the study. The purpose of the plan was

to encourage new growth and the area as a Tax Increment Finance District (Safarik, Mueller, Kennedy, Gossard, & Cox, 2010;).

New Colorado legislation past in 2015 requires Urban Renewal Districts that substantially amend their plans or change their boundaries to add a minimum of three new board members, one elected member from the school district and one elected member from a special district in which the Urban Renewal Area is located and one member appointed by the County Commissioners.

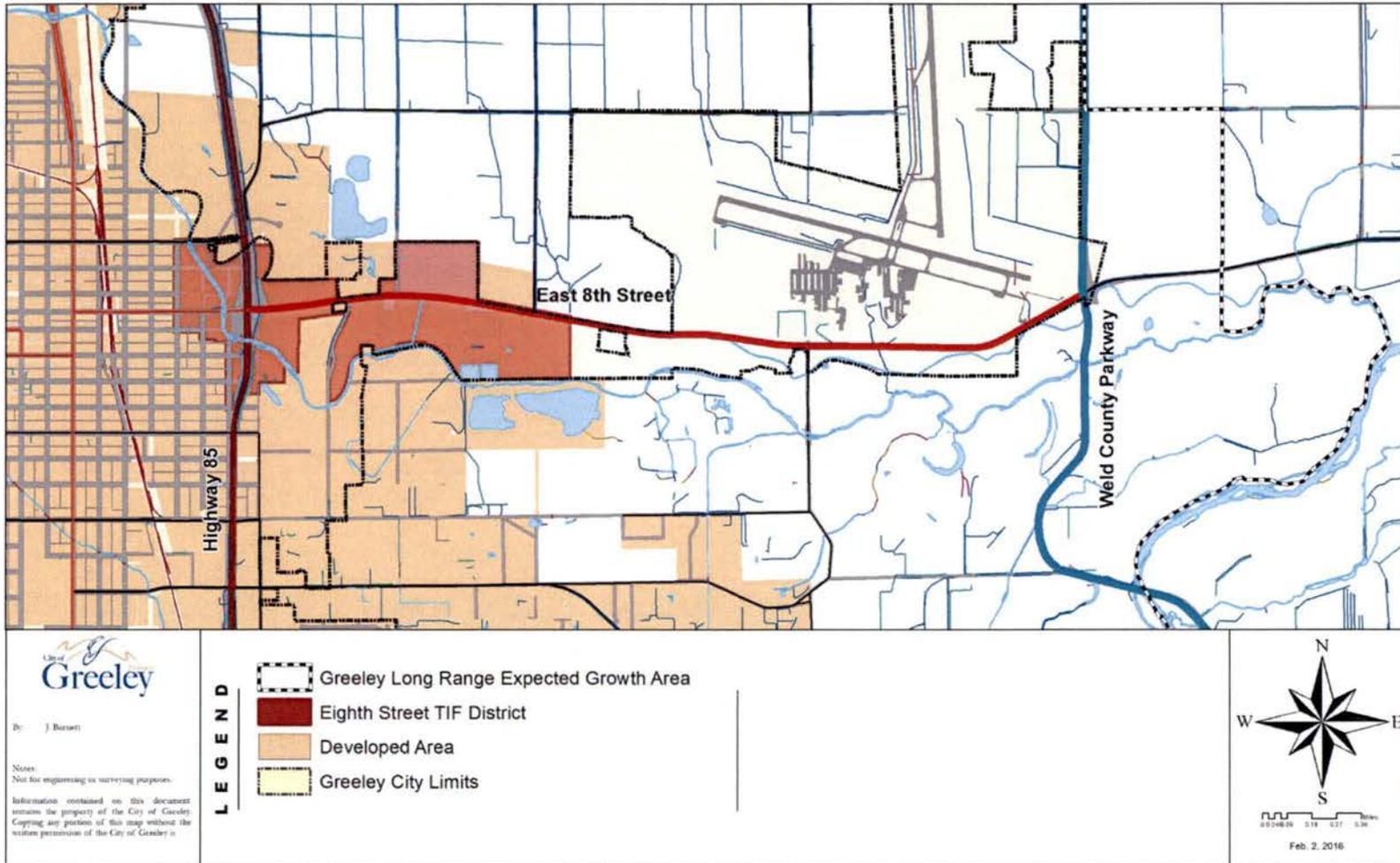


The ditch along East 8<sup>th</sup> Street near Balsam Avenue with standing water and algae.



Looking north from the intersection of Balsam and East 8<sup>th</sup> Street. The lack of definition of a driveway creates safety concerns.

## East 8th Street Tax Increment Finance District



## Weld County Enterprise Zone

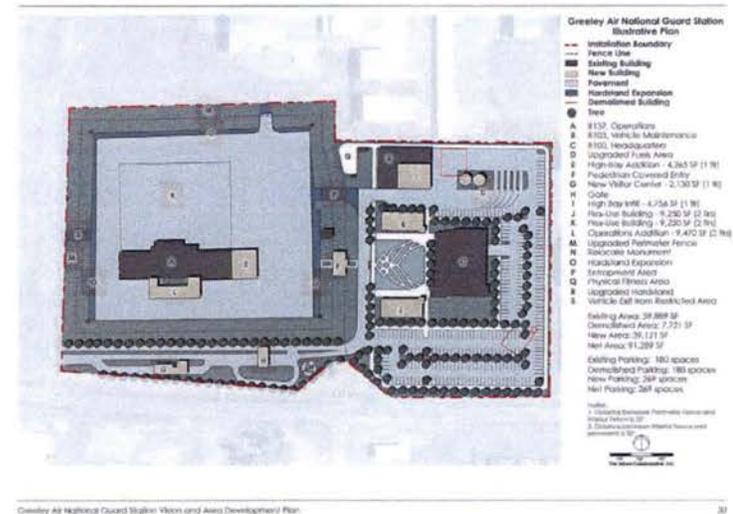
The Entire East 8<sup>th</sup> Street Corridor is within the Weld County Enterprise zone. The Colorado Legislature created the Colorado Enterprise Zone (EZ) Program (C.R.S. Title 39, Article 30) to encourage businesses to locate and expand in economically distressed areas. Incentives are provided for businesses that locate or expand in Enterprise Zones and include state income tax credits for commercial vehicles, job training, new employees, new agricultural processing employees, employer sponsored health insurance, research and development, and vacant building rehabilitation.

## Airport Master Plan

In 2015, the Greeley-Weld County Airport Master Plan was adopted, now under review by the Federal Aviation Administration. This master plan recommends additional development on airport related businesses along the east boundary of the property, a capital investment program primarily based on upgrading existing facilities rather than expansion. One major issue that the Airport needs assistance to accomplish is improvements to East 8<sup>th</sup> Street.

## Greeley Air National Guard

The Greeley Air National Guard Station recently completed a master plan. The plan calls for relocating their primary access road to the southwest corner of their property to eliminate traffic conflicts with Fern Avenue and to lengthen the distance between their entrance gate and East 8<sup>th</sup> Street. This will also help them to meet security and safety requirements.



Greeley Air National Guard Station Master Plan. East 8<sup>th</sup> Street is along the south edge of the Plan.

## GOALS AND OBJECTIVES

There are significant barriers to the development of primary jobs within the East 8<sup>th</sup> Street Corridor. During the recent past, there has been limited development of primary jobs in the Corridor. Without significant changes in policy, working proactively with the owners of key parcels, upgrading East 8<sup>th</sup> Street, and improving the image of East 8<sup>th</sup> Street, prospects for generating significant additional primary employment along East 8<sup>th</sup> Street are limited to the area east of the Airport.

Recognizing that there limited resources to address the problems of the East 8<sup>th</sup> Street Corridor in the short term, incremental steps and phasing can address the needs along the Corridor over a longer term. A strong commitment of resources by both the public and private sectors, however, can address these needs on a shorter timeline.

An important consideration is to preserve options for the future development of primary employment within the Corridor. Primary employers will require public water and sewer, paved City streets that can carry a high volume of trucks and commuter traffic, and nearby fire stations. They generally avoid flood hazard areas that cannot be mitigated. The existing conditions in the East 8<sup>th</sup> Street Corridor are not adequate for industrial and employment uses.

Creating the problems of the East 8<sup>th</sup> Street took many years and many individual actions by property owners and government agencies. Solving these problems will take a concerted effort by landowners, the City, Weld County, and the Colorado Department of Transportation, working together over a number of years.

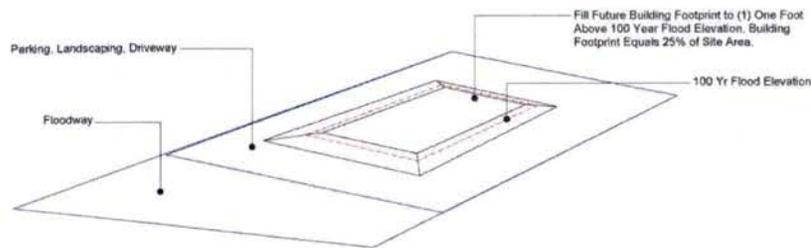
Five City departments and divisions will be primarily responsible for implementation:

- 1) Community Development Planning Division, Engineering Development Review Division, and Code Enforcement Division;
- 2) Economic Development Department;
- 3) Public Works Stormwater Division, Project Management Division, and Transportation Division;
- 4) Fire Department;
- 5) Greeley Urban Renewal Authority.

Staff from these departments would work with willing landowners and, eventually, end users to implement these actions in the upcoming years.

### **Goal 1: Enhance the physical and regulatory environment in a manner that supports intensive primary employment and industrial land uses**

Most potential industrial sites along East 8<sup>th</sup> Street are within the 100 year floodplain of the Poudre River and are deficient in two of the four most important Adequate Public Facilities for industrial development. Waiting for the private sector to make all necessary improvements to this area to address its problems is unlikely to be effective within a reasonable time frame. Using incentives and creating public private partnerships will increase the probability of accelerated economic development more than the private sector acting alone. Sites not in the floodplain may have a shorter path to development.



The strategy to accelerate the development of primary employment along the East 8<sup>th</sup> Street Corridor Plan is based on participation in public-private partnerships by landowners and State, County, and City government agencies.

**Objective 1.1:** Encourage willing landowners to prepare relatively large fairly level sites for industrial and employment uses making them more “shovel-ready than most are today. There is nothing that requires floodplain landowners to meet this objective but any development of floodplain property that includes industrial activities would require the completion of Actions 1.1.1 and 1.1.2 as part of the development process.

**Action 1.1.1** Encourage willing owners of priority sites outside the floodway but in the 100 year floodplain to establish a building pad by filling of 25% to 50% of their site to one foot above the 100 year flood elevation. As an incentive, the City would provide engineering assistance in determining the flood elevation for each participating property and completion of the floodplain permit.

**Action 1.1.2** Encourage willing owners of land in the East 8th Street Corridor complete a Phase 1 Environmental

Study. Most, if not all, buyers require this to be completed prior to closing on the purchase of properties. Having it done prior to the sale of property can assure a purchaser knowledge of potential contamination of the property.

**Action 1.1.3** The City will more actively promote shovel-ready sites to primary employers.

**Objective 1.2:** Negotiate an intergovernmental agreement with Weld County covering the East 8<sup>th</sup> Street Corridor that would require the application by the owner for annexation of properties adjacent to Greeley prior to the application for Use by Special Review, street vacations, rezoning, or subdivision. Under such an agreement, if the City did not annex the property, the County would be free to accept and approve any applications on the parcel in question.

**Objective 1.3:** Avoid land use actions in the short term that would preclude the long-range development of connected streets and major infrastructure from East 8<sup>th</sup> Street to the north, such as allowing additional gravel mining, vacating street rights-of-way, or approving low-intensity single-site industrial uses without public services.

## **Goal 2: Resolve access and traffic conditions by engaging other transportation funding participants**

**Objective 2.1** Prepare and implement an access control plan for East 8<sup>th</sup> Street. Each driveway access creates additional turning conflicts to and from a street between traffic slowing to make right and left turning movements and through traffic.

**Action 2.1.1:** Budget and complete an access control plan for the corridor followed by engineering design and cost estimates.

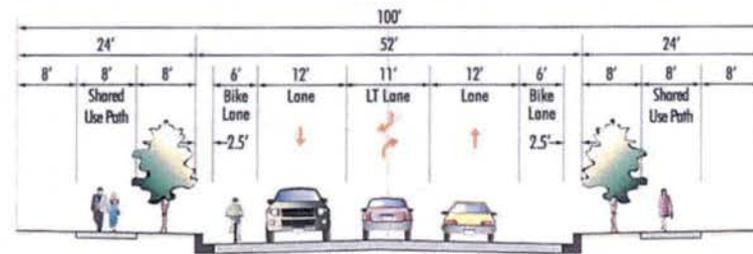
**Action 2.1.2:** Reduce the number of turning movements and provide turning lanes where necessary and appropriate.

**Objective 2.2** Work with the following transportation funding partners to obtain the necessary funds to upgrade East 8<sup>th</sup> Street to minor arterial standards: the Colorado Department of Transportation (CDOT), North Front Range Metropolitan Planning Organization, Weld County, and the Greeley Public Works Department. One option for funding the improvements to East 8<sup>th</sup> Street could be “Funding Advancement for Surface Transportation and Economic Recovery (FASTER) funds. FASTER allows Colorado to improve roadway safety, repair deteriorating bridges, and support and expand transit. Five of the seven types of safety improvements historically funded by FASTER funds are needed in East 8<sup>th</sup> Street. These include pavement repairs, culvert repairs, operations improvements, intersection improvements, shoulder and safety widening.

**Objective 2.3:** Determine responsibility for the design and reconstruction of East 8<sup>th</sup> Street. Evaluate whether CDOT or the City should have long-term responsibility for the ownership and maintenance of East 8<sup>th</sup> Street and under what conditions, or whether the State should continue to maintain it as part of the State Highway system. Cost estimates for improving East 8<sup>th</sup> Street from Highway 85 to the airport range from approximately \$1,000,000 for roto-milling and overlaying the existing roadway to \$3,350,000 for a substantial reconstruction of a two-lane section without curb,

gutter, and sidewalk. An ultimate project based on the City’s 2035 Comprehensive Transportation Plan and adopted complete streets policy would cost approximately \$10,000,000.

**Objective 2.4:** Prepare phased engineering design of improvements leading to a complete street with curb, gutter, sidewalk, bike lanes, turn lanes, signals, and appropriate streetscaping from Hwy 85 to the airport entrance.



Adopted cross section for 2 lane minor arterial streets (City of Greeley, 2011)

The phasing of this project is likely to follow a sequence of constructing culverts and other structures, alignment and pavement, bike lanes and turn lanes, drainage, curb and gutter, sidewalks, and streetscaping. To avoid unnecessary removal and replacement of improvements, the engineering design needs to include final design for all phases.

**Objective 2.5:** Retain all existing street rights-of-way for unbuilt streets as shown in the Transportation Master Plan and on the Proposed Collector Street Map.

### **Goal 3: Address the flood hazard in the East 8<sup>th</sup> Street Corridor**

Address the flood hazard along the East 8<sup>th</sup> Street Corridor without creating undue limitations on future industrial or employment opportunities. This might be accomplished by deepening or widening the river channel or removing obstructions.

**Objective 3.1** Facilitate development and redevelopment along East 8<sup>th</sup> Street by confining the floodway to areas along and adjacent to the Cache la Poudre River.

**Action 3.1.1:** Complete the Poudre River Flood Mitigation and Maintenance Plan from 21<sup>st</sup> Avenue to Ash Avenue in 2016. This Plan is anticipated to indicate a need for significant infrastructure improvements to address flooding problems in the East 8<sup>th</sup> Street Corridor.

**Action 3.1.2:** Resolve issues related to a draft 6" rise floodway map through additional modelling or infrastructure improvements. New State regulations have prompted a new draft floodplain map based on a floodway that limits the rise from filling the floodplain fringe to less than 6". This draft map is now under review. The 6" rise standard could impact development options for many properties along East 8<sup>th</sup> Street.

**Action 3.1.3:** Retain ownership by the Greeley Urban Renewal Authority of the gravel pits it leases in the Corridor until the need for flood conveyance is known.

**Objective 3.2** Facilitate development and redevelopment along East 8<sup>th</sup> Street by confining the floodway to areas along and

adjacent to the Cache la Poudre River. Any such initiative would be costly and would require extensive permitting.

### **Goal 4: Address inadequate public facilities for short term and long term growth**

Address the infrastructure and service deficiencies in meeting the City's Adequate Public Facilities Ordinance along East 8<sup>th</sup> Street. Achieving Adequate Public Facilities will require a significant investment in fire, water, sewer, street, and flood control facilities for the East 8<sup>th</sup> Street area to fully develop it as an industrial/employment corridor. Detailed engineering analysis and cost estimates are beyond the scope of this study, but they are recommended for review in the future.

**Objective 4.1:** Stub streets and utilities to the north along Cherry Avenue and Balsam Avenue north of East 8<sup>th</sup> Street to support the future development of industrial and employment land uses

**Objective 4.2:** Eliminate the long dead-end water line along East 8<sup>th</sup> Street east of Ash Avenue by creating a looped water line. Connecting the existing 16 inch line under East 8<sup>th</sup> Street to a future water line extending to the west along WCR 62, to an eight inch water line under 1<sup>st</sup> Avenue would complete this loop.

**Objective 4.3:** Evaluate the available capacity of the sewer line under East 8<sup>th</sup> Street. There is an 8-inch sanitary sewer line under East 8<sup>th</sup> Street that drains east to a pump station that pumps effluent to the treatment plant through a force main. If capacity is found to limit potential development, alternatives such as enlarging lines or the pump station should be explored. Areas west of Ash

Street and north of the floodplain along East 8<sup>th</sup> Street can be served by gravity mains.

**Objective 4.4:** Develop plans for an additional fire station to serve the East 8<sup>th</sup> Street Corridor areas that are currently more than 1.38 miles from a fire station.

### **Goal 5: Assure adequacy of electrical power to serve industrial and employment users**

**Objective 5.1** Coordinate with Xcel Energy or other service providers to locate and schedule the installation of a system of feeder lines with the development of a proposed collector street system and absorption of industrial space. This information exchange gives Xcel information on which to plan their investments in facilities and the City information to provide to prospective industrial users on the availability and timing of power facilities.

### **Goal 6: Enhance the community image along East 8th Street with entry features, streetscaping, and code enforcement to improve the aesthetics of this approach into Greeley**

One of the first views of Greeley available to people arriving through the airport is of East 8<sup>th</sup> Street. If the new arrival is an executive arriving on a corporate jet, the East 8<sup>th</sup> Street corridor would be his/her first impression of Greeley.

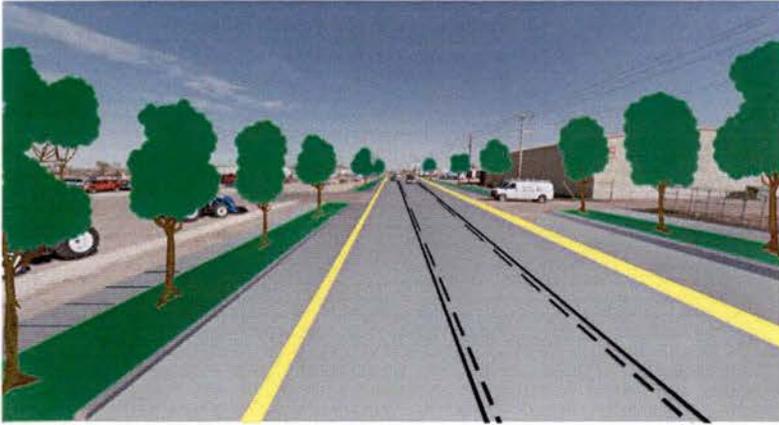
**Objective 6.1:** Ensure property owners regularly clean up rubbish, control weeds, and maintain outdoor space along this corridor.

**Action 6.1.1** Conduct regular code enforcement sweeps throughout the area.

**Objective 6.2:** Enhance the corridor through the creation and implementation of an entryway feature. A design study should be undertaken to develop cost-effective visual enhancements along East 8<sup>th</sup> Street that would not attempt to hide the industrial activity along East 8<sup>th</sup> Street, but would acknowledge the industrial nature of the area within a context of stewardship and care. For example, a salvage yard and recycling business is not something that most people would want in their neighborhood, but it is an example of stewardship and thrift that is worthwhile —turning waste into a resource.

**Action 6.2.1:** Add clusters of trees, provide basic maintenance of the roadway, and maintain drainage facilities to enhance this corridor in advance of major road improvements if the implementation of an access control plan and widening may be several years in the future.

**Action 6.2.2:** As part of the design and reconstruction of East 8<sup>th</sup> Street, design and install an attractive streetscape.



Sketch of a design concept for East 8<sup>th</sup> Street

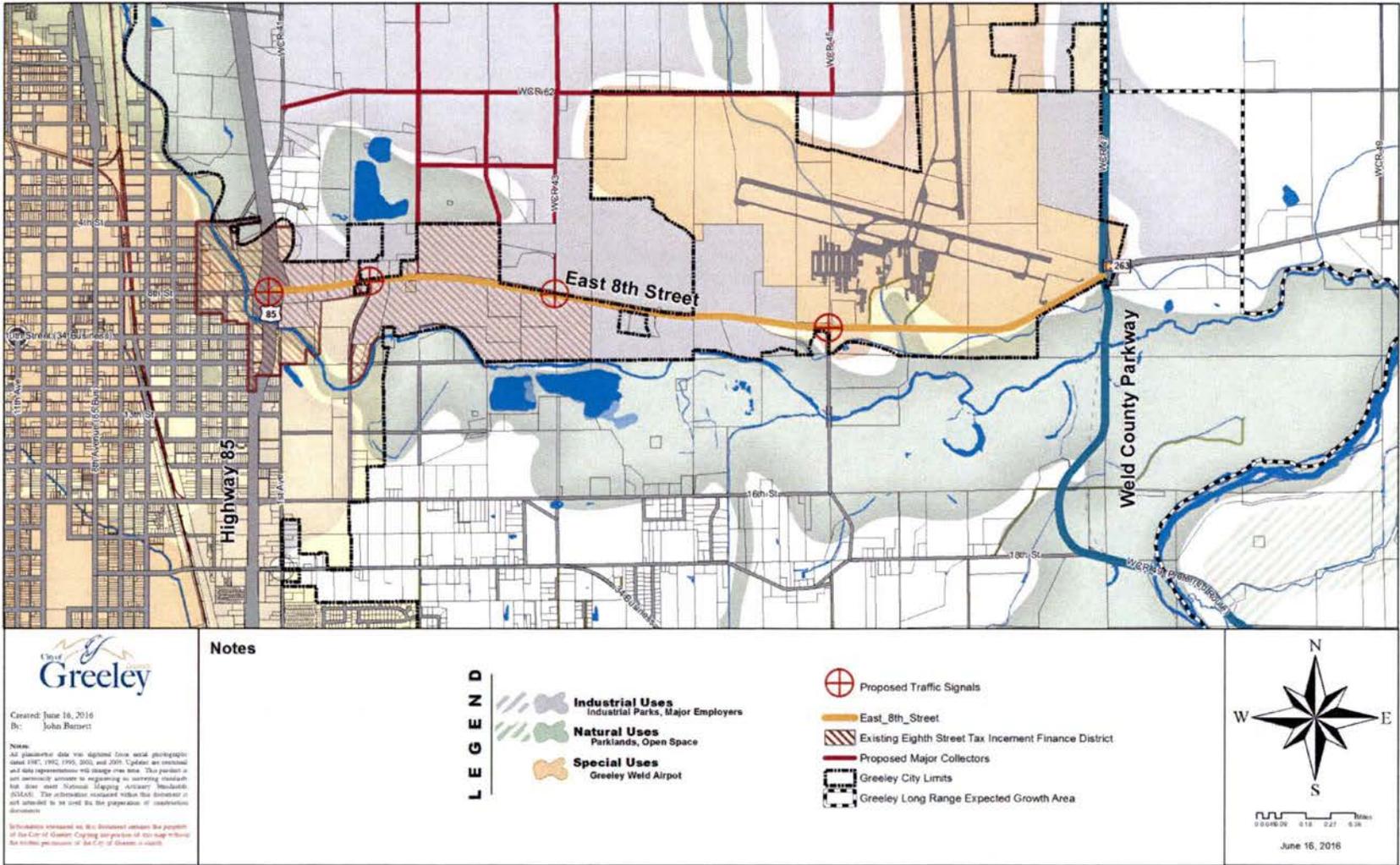
**Objective 6.3:** Construct a gateway feature either at the intersection of East 8<sup>th</sup> Street and the Weld County Parkway or near the entrance to the airport. With the construction of the Weld County Parkway, East 8<sup>th</sup> Street has become a major entryway to Greeley. In keeping with the intent of the Entryways Master Plan, East 8<sup>th</sup> Street should have a gateway feature that reflects its

significance in the City. Design of the gateway should match the scale and non-urban character of the surroundings.



Sketch of a design concept for an Entryway Feature at East 8<sup>th</sup> Street and the Weld County Parkway

# East 8th Street Corridor Plan



## IMPLEMENTATION FRAMEWORK

### Land Use, Land Owner, and Economic Development

Goals Objectives Actions	Responsibility	Remarks	Timing
<b>Goal 1: Enhance the physical and regulatory environment in a manner that supports intensive primary employment and industrial land uses.</b>			
<b>Objective 1.1:</b> Encourage willing landowners to prepare relatively large fairly level sites for industrial and employment uses making them more "shovel-ready than most are today.	Stormwater provides information and facilitates floodplain permitting process.	There is nothing that requires floodplain land owners to meet this objectives but any development that includes industrial activities would require the completion of Action 1.1.1. Additionally, meeting these objectives triggers the City's incentives as set forth in Actions 1.1.3 and 1.1.4.	Can begin immediately
<b>Action 1.1.1</b> Encourage willing owners of priority sites outside the floodway but in the 100 year floodplain to establish a building pad by filling of 25% to 50% of their site to one foot above the 100 year flood elevation.	Willing landowners	There is nothing that requires floodplain land owners to meet these objectives. Completing them can significantly shorten the time between finding a site and developing it. Additionally, meeting these objectives triggers the City's incentives as set forth in Actions 1.1.3 and 1.1.4.	Can begin immediately
<b>Action 1.1.2</b> Encourage willing owners of land in the East 8th Street Corridor complete a Phase 1 Environmental Study.	Willing landowners	Most, if not all, buyers require a phase 1 environmental study to be completed prior to closing on the purchase of properties. Having one done prior to the sale of property can assure a purchaser needing to complete	Can begin immediately
<b>Action 1.1.3</b> The City will more actively promote shovel-ready sites to primary employers.	Economic Development Department	Sites along East 8th Street would be especially well suited for industrial warehousing because of the superior access for trucks, The Weld County Parkway to the east provides access to Highway 34 and I-76, while Highway 85 to the west provides excellent access to Wyoming and Denver	As soon as landowners have removed land from the floodplain and completed a Phase 1 Study
<b>Objective 1.2:</b> Negotiate an intergovernmental agreement with Weld County covering the East 8th Street Corridor that would require the application by the owner for annexation of properties adjacent to Greeley prior to applications for development.	City of Greeley and Weld County	For Greeley to fully implement the recommendations of the e2060 Comprehensive Plan regarding primary employment in and north of the East 8th Street Corridor, assurances that the areas north of the corridor can develop with adequate public facilities are important. Giving the City a first right of refusal to annex this property could be important in assuring that land uses that block the extension of adequate public facilities are not approved.	Can begin immediately
<b>Objective 1.3:</b> Avoid land use actions in the short term that would preclude the long-range development of connected streets and major infrastructure from East 8th Street to the north, such as allowing additional gravel mining, vacating street rights-of-way, or approving low-intensity single-site industrial uses without public services.	City of Greeley and Weld County	Rights-of-way for undeveloped County Roads are an important corridor for the extension of roadways and utilities north of East 8th Street. If these are vacated, intense development of the area north of East 8th Street and west of the Airport may be precluded.	Can begin immediately but may require the above IGA with Weld County

## Upgrade East 8th Street

Goals Objectives Actions	Responsibility	Remarks	Timing
<b>Goal 2: Resolve access and traffic concerns by engaging other transportation funding participants</b>			
<b>Objective 2.1</b> Prepare and implement an access control plan for East 8th Street. Each driveway access creates turning movements to and from a street between traffic slowing to make right and left turning movements and through traffic.	Public Works, Community Development, NFRMPO, and CDOT		
<b>Action 2.1.1:</b> Complete an access control plan for the corridor followed by engineering design and cost estimates.	Public Works, Community Development, CDOT		Could begin immediately if parties are willing
<b>Action 2.1.2:</b> Reduce the number of turning movements and provide turning lanes where necessary and appropriate.	Public Works, Community Development, CDOT		Could begin immediately if parties are willing
<b>Objective 2.2</b> Work with the following transportation funding partners to obtain the necessary funds to upgrade East 8th Street to minor arterial standards: the Colorado Department of Transportation (CDOT), North Front Range Metropolitan Planning Organization, Weld County, and the Greeley Public Works Department.	City of Greeley, Weld County, CDOT		Could begin immediately if parties are willing
<b>Objective 2.3:</b> Determine responsibility for the design and reconstruction of East 8th Street. Evaluate whether CDOT or the City should have long-term responsibility for the ownership and maintenance of East 8th Street and under what conditions, or whether the State should continue to maintain it as part of the State Highway system.	CDOT, NFRMPO, Weld County, and the City of Greeley.		Could begin immediately if parties are willing
<b>Objective 2.4:</b> Prepare phased engineering design of improvements leading to a complete street with curb, gutter, sidewalk, bike lanes, turn lanes, signals, and appropriate streetscaping from Hwy 85 to the airport entrance.	Public Works, Community Development, CDOT	Cost estimates for Improving East 8 <sup>th</sup> Street from HWY 85 to the airport range from approximately \$1,000,000 for simply roto-milling and overlaying the existing roadway to \$3,350,000 for a substantial reconstruction of a two lane section without curb, gutter, and sidewalk. An ultimate project based on the City's adopted complete streets policy would cost over \$10,000,000.	Can begin after long term responsibility is resolved
<b>Objective 2.5:</b> Retain all existing street rights-of-way for unbuilt streets as shown in the Transportation Master Plan and on the Proposed Collector Street Map.	City of Greeley and Weld County		Can begin immediately

## Floodplain Management

Goals Objectives Actions	Responsibility	Remarks	Timing
Goal 3: Address the flood hazard in the East 8 <sup>th</sup> Street Corridor.			
Objective 3.1 Facilitate development and redevelopment along East 8 <sup>th</sup> Street by confining the floodway to areas along and adjacent to the Cache la Poudre River.	City of Greeley Stormwater Division	The Flood Insurance Program places a significant regulatory burden on participating local governments. In turn, local governments significantly regulate activities in the 100 year floodplain. New development in floodways is precluded unless it can be proven that it will not affect the conveyance capacity of the floodway, the portion of the floodplain that is necessary to convey floodwaters if the entire floodplain fringe were filled. New development is precluded in the floodplain fringe unless it is at least 1 foot above the 100 year flood elevation and causes less than a specified rise (currently one foot) in the flood elevation.	
Action 3.1.1: Complete the Poudre River Flood Mitigation and Maintenance Plan from 21st Avenue to Ash Avenue in 2016. This Plan is anticipated to indicate a need for significant infrastructure improvements to address flooding problems in the East 8th Street Corridor.	City of Greeley Stormwater Division	One of the potential ways of reducing the flood hazard along the East 8th Street Corridor is the completion of the Poudre River Flood Mitigation and Maintenance Plan from 21st Avenue to Ash Avenue and its implementation.	Ongoing activity
Action 3.1.2: Resolve issues related to a draft 6" rise floodway map through additional modelling or infrastructure improvements.	City of Greeley Stormwater Division FEMA, Colorado Water Conservation Board	A draft map of the Poudre River floodway for a 6" rise is currently under internal review. When the final version is release, it will increase the width of the floodway and decrease the floodplain fringe. The City will be required to adopt it at that time.	Ongoing activity
Action 3.1.3: Retain ownership by the Greeley Urban Renewal Authority of the gravel pits it leases in the Corridor until the need for flood conveyance is known.	Greeley Urban Renewal Authority		Maintain status quo until flood issues are resolved
Objective 3.2 Facilitate development and redevelopment along East 8th Street by confining the floodway to areas along and adjacent to the Cache la Poudre River. Any such initiative would be costly and would require extensive permitting.	Greeley Urban Renewal Authority, Community Development Department, Stormwater Division, and Economic Development Department		

### Adequate Public Facilities

Goals Objectives Actions	Responsibility	Remarks	Timing
<b>Goal 4: Address Adequate Public Facilities for both short-term and long-term growth</b>			
<b>Objective 4.1:</b> Stub streets and utilities to the north along East 8 <sup>th</sup> Street to support the future development of industrial and employment land uses.	City of Greeley Community Development, Public Works, and Water And Sewer Departments		
<b>Objective 4.2:</b> Eliminate the long dead-end water line along East 8th Street east of Ash Avenue by creating a looped water line. Connecting the existing 16 inch line under East 8th Street to a future water line extending to the west along WCR 62, to an eight inch water line under 1st Avenue would complete this loop.	City of Greeley Water And Sewer Department		This is a long term objective that is implemented as development is occurring along Weld County Road 62
<b>Objective 4.3:</b> Evaluate the available capacity of the 8-inch sanitary sewer line under East 8 <sup>th</sup> Street.	City of Greeley Water And Sewer Department		Can be done within one year
<b>Objective 4.4:</b> Develop plans for an additional fire station to serve the East 8th Street Corridor areas that are more than 1.38 miles from a fire station.	City Fire Department		
<b>Goal 5: Assure adequacy of electrical power to serve industrial and employment users</b>			
<b>Objective 5.1</b> Coordinate with Xcel Energy or other service providers to locate and schedule the installation of a system of feeder lines with the development of a proposed collector street system and absorption of industrial space. .	City of Greeley Excel Energy, and Broadband providers		Can begin as development with the adoption of this plan

### Community Image

Goals Objectives Actions	Responsibility	Remarks	Timing
<b>Goal 6:</b> Enhance the community image along East 8th Street with entry features, streetscaping, and code enforcement to improve the aesthetics of this approach into Greeley			
<b>Objective 6.1:</b> Ensure property owners regularly clean up rubbish, control weeds, and maintain outdoor space along this corridor.	Community Development Code Enforcement Division		Begin 2017
<b>Action 6.1.1</b> Conduct regular code enforcement sweeps throughout the area.	Community Development Code Enforcement Division		Begin 2017
<b>Objective 6.2:</b> Enhance the corridor through the creation and implementation of an entryway feature. A design study should be undertaken to develop cost-effective visual enhancements along East 8th Street.	Culture, Parks, and Recreation, Public Works, and Community Development Departments		
<b>Action 6.2.1:</b> Add clusters of trees, provide basic maintenance of the roadway, and maintain drainage facilities to enhance this corridor in advance of major road improvements if the implementation of an access control plan and widening may be several years in the future.	Culture, Parks, and Recreation, Public Works, and Community Development Departments		
<b>Action 6.2.2:</b> As part of the design and reconstruction of East 8 <sup>th</sup> Street, design and install an attractive streetscape	Culture, Parks, and Recreation, Public Works, and Community Development Departments		
<b>Objective 6.3:</b> Construct a gateway feature either at the intersection of East 8th Street and the Weld County Parkway or near the entrance to the airport.	Culture, Parks, and Recreation, Public Works, and Community Development Departments		

## REFERENCES

EDAW. (1994) Entryway Master Plan. Greeley, CO: City of Greeley.

EDAW. (1994). *Entryway Master Plan*. City of Greeley.

Safarik, B., Mueller, B., Kennedy, C., Gossard, B., & Cox, S. (2010). *East 8th Street Corridor Conditions Survey and Urban Renewal Plan*. Greeley, CO: City of Greeley.

# Worksession Agenda Summary

November 8, 2016

## **Agenda Item Number 4**

Contact: Roy Otto, City Manager, 970-350-9750

### Title

Scheduling of Meetings, Other Events

### Summary

During this portion of the meeting the City Manager or City Council may review the attached Council Calendar or Worksession Schedule regarding any upcoming meetings or events.

### Attachments

Council Meetings/Other Events November/December 2016 Calendar

Council Meeting/Worksession Schedule

Status Report of Council Petitions and Related Information

# November 2016 - December 2016

November 2016						
Su	Mo	Tu	We	Th	Fr	Sa
6	7	1	2	3	4	5
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

December 2016						
Su	Mo	Tu	We	Th	Fr	Sa
4	5	6	7	1	2	3
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
Nov 6	7	8 5:00pm City Council Worksession (1025 9th Ave)	9	10	11	12
13	14	15 7:30am Visit Greeley (Finn) 11:30am Profiles 2016: Making Your Wish (University of Northern Colorado, University) 6:30pm City Council Meeting (1025 9th Ave)	16 7:30am United Way of Weld County - Annual Community Leaders 2:00pm Water & Sewer Board (Norton) (School House (Island Grove 3:30pm Water Budget Open House (Island Grove	17 7:30am DDA (Elder/Casseday) 3:30pm Airport Authority (Elder/Finn)	18	19
20	21	22 5:00pm City Council Worksession (1025 9th Ave)	23	24	25	26 5:30pm Greeley Lights the Nights Holiday Parade (More Info to Come Later) - Council Master Calendar
27	28 11:30am Greeley Chamber of Commerce (Gates) 6:30pm Youth Commission (Sleight)	29	30 7:00am Upstate Colorado Economic Development (Norton/Finn)	Dec 1 7:00am Poudre River Trail (Finn) 3:30pm IG Adv. Board (Gates) 6:00pm MPO (Norton; Casseday)	2	3
4	5	6 9:00am COGCC Local Government Designee Program Training 6:30pm City Council Meeting (1025 9th Ave)	7	8 9:00am COGCC / LGD training (Colorado Oil Gas Conservation Commission, Local Government Designee) (Greeley Recreation Center, 651 10th Avenue,	9	10

## City Council Meeting Schedule

<u>Date</u>	<u>Description</u>	<u>Staff Contact</u>	
November 8, 2016 Worksession	Long-Tem Capital Planning	Victoria Runkle	0.50
	Business License Revisions-Work Program Item No. 11	Victoria Runkle	0.50
	8th Street Corridor Plan	Brad Mueller	0.50
November 15, 2016 Regular Meeting	16 Days of Activism Proclamation	Betsy Holder	Recognitions
	National Adoption Day Proclamation	Betsy Holder	Recognitions
	Police Reaccreditation Presentation	Jerry Garner	Recognitions
	Resolution - VOCA Grant	Jerry Garner	Consent
	Resolution-JUA/IGA for WCSD6	Andy McRoberts	Consent
	Resolution-IGA for a Bus Lift	Joel Hemesath	Consent
	Resolution-Establishment and Certification of the Mill Levy	Victoria Runkle	Consent
	Resolution - Amendment to City Center Contract	Joel Hemesath	Consent
	Ordinance-Intro-8th Street Corridor Plan Adoption	Brad Mueller	Consent
	Ordinance-Intro-Atmos Franchise Renewal	Doug Marek	Consent
	Ordinance -Final- Bestway	Joel Hemesath	Regular
Board and Commission Appointments	Betsy Holder	Regular	
November 22, 2016 Worksession	Public Safety Call Screening and Alternative Response	Dale Lyman Jerry Garner	0.50
	Council Compensation	Sharon McCabe	0.50
	Monthly Financial Report	Victoria Runkle	0.50
December 6, 2016 Regular Meeting	Human Rights Day Proclamation	Betsy Holder	Recognitions
	Resolution-Establishment and Certification of the DDA Tax Levy	Victoria Runkle	Consent
	Resolution-Approving 2017 DDA Budget	Victoria Runkle	Consent
	Resolution-Re-Appointment of Assistant Judges	Betsy Holder	Consent
	Ordinance-Intro of Final Supplemental Appropriation Ordinance	Victoria Runkle	Consent
	Ordinance-Intro-Business License Revisions	Victoria Runkle	Consent
	Ordinance-Final-8th Street Corridor Plan Adoption	Brad Mueller	Regular
Ordinance-Final-Atmos Franchise Renewal	Doug Marek	Regular	
December 13, 2016 Worksession	Police Body-Worn Cameras	Jerry Garner	0.50
	Ambulance Transport Discussion	Dale Lyman	0.50
	Special Systems & Hazardous Inspection Program	Dale Lyman	0.50
	ROW Maintenance Practices	Andy McRoberts	0.50
December 20, 2016 Regular Meeting	Ordinance-Final-Final Supplemental Appropriation Ordinance	Victoria Runkle	Regular
	Ordinance-Final-Business License Revisions	Victoria Runkle	Regular
	Board and Commission Appointments	Betsy Holder	Regular
December 27, 2016 Worksession	Monthly Financial Report	Victoria Runkle	0.50
January 3, 2017 Regular Meeting			
January 10, 2017 Worksession			
January 17, 2017 Regular Meeting	Board and Commission Appointments	Betsy Holder	Regular
January 24, 2017 Worksession	Monthly Financial Report	Victoria Runkle	0.50
February 7, 2017 Regular Meeting			
February 14, 2017 Worksession			
February 21, 2017 Regular Meeting			
To be scheduled:	Sign Code review/changes CDOT Grant Acceptance for Sheep Draw Trail Update on Comcast Customer Service-February 2017		

Greeley City Council

**Status Report of Council Petitions**

November 8, 2016

<b>Council Request</b>	<b>Council Meeting, Worksession, or Committee Meeting Date Requested</b>	<b>Status or Disposition</b> (After completion, item is shown one time as completed and then removed.)	<b>Assigned to:</b>
None pending.			