

# W. 10<sup>th</sup> Street Corridor Neighborhood Plan May, 2004

## EXECUTIVE SUMMARY

The City of Greeley 2020 Comprehensive Plan describes the evolution of the community as a series of architectural and neighborhood benchmarks that reflect the needs, choices, markets and resources available to the community as it developed. It notes that older areas of the community share established infrastructure, elements of historic significance and design, and other characteristics that reflect the priorities of the developers and City leaders of that time.

It also notes that older neighborhood areas may contain public improvements and structures that have become worn or even obsolete as the community has grown. If unchecked, property conditions may worsen to the point where an area becomes dated or unattractive in appearance, where properties may decline and disinvestment occurs. The Plan concludes with a series of policies and actions to arrest and reverse such conditions in order to maintain and protect the character and quality of all existing neighborhood areas.

In response to the policies and strategies outlined in the Redevelopment Chapter of the Comprehensive Plan, specific community areas are under review for the presence of “at risk” conditions that threaten their continued viability. The W. 10<sup>th</sup> Street Corridor became the first neighborhood reviewed under these contemporary City policies and the first area for which a strategic plan has been developed.

Impetus for the study of the W. 10<sup>th</sup> Street Corridor came from a number of areas and as a result of observance of some apparent at risk conditions including:

- the long standing vacancy of the former K-Mart building in the heart of the 10th Street commercial district;
- decreasing sales tax collections in the business area;
- more calls for code enforcement and complaints of poorly maintained properties;
- growing concern about the condition of the public infrastructure in the area (storm drainage, sidewalks, streets, etc.);
- ageing housing stock;
- inquiries for assistance with basic home improvement needs to the Urban Renewal Authority;
- an increase in the number of rental properties; and,

- a general sense that the area is in a state of transition.

Moreover, the W. 10<sup>th</sup> Street Corridor was prioritized for study and potential support because it also possessed important strengths:

- The area contains a large number of single-family homes, typically a sign of stability relative to home ownership;
- Area schools show strong enrollment numbers evidencing continued viability as a residential area;
- Despite considerable turn-over of businesses and the K-Mart site vacancy, several commercial operations have functioned in the area for some time and have recently made efforts to upgrade their buildings and sites;
- Some public improvements have recently been made, such as placing overhead utility lines underground, providing a more pleasant view corridor; and,
- There continues to be strong citizen interest in the welfare of the area.

Extensive field surveys of area conditions, research and evaluation of infrastructures systems, and dialog with area property owners and residents produced the findings for this study. **The conclusion is that this neighborhood area has “good bones” and a solid foundation on which to base a redevelopment effort.** The challenges it faces now in terms of evolving land uses, building conditions, and a changing demographic profile can be used to construct a rebirth of this area as a stronger shopping corridor with healthy residential neighborhoods and well functioning infrastructure to serve the area for years to come.

**Essential to this redevelopment strategy is the immediacy with which the implementation strategy can be initiated.** While the neighborhood needs attention, areas of potential deterioration can be arrested and reversed for a reasonable investment now. Not implementing a redevelopment and neighborhood support strategy now for this area has the strong potential to result in more expensive subsequent public and private costs that would accrue if current infrastructure conditions, public safety needs and property conditions are not addressed in an assertive manner. The success of this effort will rely upon the degree to which partnerships between all the stakeholders in the area can focus on a shared vision and planned execution of the neighborhood support strategy.

*“What is the city but the people.” ~ William Shakespeare*

## TABLE OF CONTENTS

<b>I. BACKGROUND</b>	
A. .... Study purpose.....	1
B. Scope of Study .....	2
C. Study Process .....	2
1. Field .....	2
2. Research.....	3
a. Infrastructure .....	3
b. Services.....	3
c. Social aspects .....	3
d. Economic evaluation .....	3
3. Neighborhood Input .....	3
4. Review by City Boards .....	4
D. Formulation of Recommendations .....	5
<b>II. THE NEIGHBORHOOD - ITS HISTORY .....</b>	<b>9</b>
A. General History .....	9
B. Historic Preservation Efforts.....	10
C. Neighborhood Histories .....	10
<b>III. THE NEIGHBORHOOD - ITS OCCUPANTS .....</b>	<b>17</b>
A. Demographics of residents.....	17
1. Population .....	17
2. Age.....	18
3. Income .....	19
4. Ethnicity.....	20
5. Social profile.....	20
B. Overview of businesses.....	22
1. Number of businesses .....	22
2. Business Classification .....	22
3. Economic profile .....	
<b>IV. THE NEIGHBORHOOD - ITS PHYSICAL CONDITION</b>	<b>35</b>
A. Infrastructure.....	35
1. Utilities.....	35

2.	Streets.....	41
B.	Area Conditions .....	47
1.	Structures .....	47
2.	Site Conditions.....	48
3.	Code Violations .....	49
C.	Services .....	49
<b>V.</b>	<b>THE NEIGHBORHOOD - ITS LAND USES.....</b>	<b>71</b>
A.	Land Use Descriptions	
<b>VI.</b>	<b>THE NEIGHBORHOOD - ITS VISION.....</b>	<b>75</b>
A.	Concerns & risk factors.....	75
B.	Opportunities & desires	
<b>VII.</b>	<b>PRIORITIES &amp; RECOMMENDATIONS.....</b>	<b>87</b>
A.	Physical improvements .....	87
B.	Partnerships.....	87
C.	Neighborhood Services .....	88
D.	Business Opportunities.....	88
E.	Other	
F.		
<b>VIII.</b>	<b>IMPLEMENTATION</b>	

## ATTACHMENTS

## W. 10<sup>th</sup> Street Corridor Neighborhood Plan List of Attachments

Attachment A – Administrative Neighborhood Team Overview

Attachment B – Neighborhood Opinion Survey Form

Attachment C – Neighborhood Opinion Survey Findings

Attachment D – Neighborhood Histories

Attachment E – Neighborhood Voting Results on Needed Capital Improvements

Attachment F – Neighborhood Field Survey Form

Attachment G – Capital Improvements Recommendations & Service Consideration

Attachment H – Comprehensive Plan References

Attachment I – 2A – Quality of Life Fund Projects

Attachment J – W. 10<sup>th</sup> Street Study & Plan Development Process

# City of Greeley

## W. 10<sup>th</sup> Street Corridor

### Neighborhood Plan

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#### I. BACKGROUND

##### A. Study Purpose

The City of Greeley 2020 Comprehensive Plan devotes an entire chapter to the importance of redevelopment and the neighborhood structure within the City. Paramount to the success of the City's general health is the well being of its existing neighborhoods. As a city grows, the neighborhood unit becomes increasingly important as a source of housing, shopping, employment, entertainment, education and social networks. For neighborhoods to remain viable there also needs to be a strong sense of personal safety as well as a commitment to improve and maintain property in the area.

Greeley voters approved a "Quality of Life" Ballot Issue in 2002, which included financial support to improve neighborhoods. It was envisioned that the \$4m in neighborhood improvement funds would augment and expand upon the limited resources already available to low income and severely distressed areas available through its Urban Renewal Authority. In 2002, funds from that agency were committed to commence an initial review of the W. 10<sup>th</sup> Street Corridor which was generally described as that area between 4<sup>th</sup> and 16<sup>th</sup> Streets and between 11<sup>th</sup> and 35<sup>th</sup> Avenues. As the result of citizen input, this area was later expanded to encompass more of the residential area near Downtown (see Map 1 ~ *W. 10<sup>th</sup> Street Study Boundary*). The study was initially divided into two general areas, called out as the Primary and Secondary boundaries that focused on the commercial corridor and surrounding residential neighborhoods respectively.

In January 2003, City Council endorsed a concept for Neighborhood Improvements that categorized needs into one of three areas based upon the presence of various "risk factors" and an employee team representing various City departments was organized as the "Administrative Neighborhood Team" to review, plan, and coordinate City response to neighborhood issues (found as Attachment A in the Appendix).

The W. 10<sup>th</sup> Street Corridor was identified as a "Level B" neighborhood, that is in a state of transition, and sanctioned

City of Greeley – W. 10<sup>th</sup> Street Corridor Neighborhood Plan

as one of the first three neighborhoods to undergo the extensive evaluation and analysis to form a neighborhood redevelopment strategy that would define a particular work program and potentially establish the area's eligibility for various types of financial assistance to achieve the Plan's objectives.

## B. Scope of Study

In order to evaluate the level of attention needed by the neighborhood area, it was determined that a combination of items needed to be reviewed:

- X a **physical analysis** of the structures and properties would provide an overview of the functional condition of the neighborhood area. This could be accomplished with a field survey of each parcel;
- X an evaluation of the **condition of City infrastructure**, such as roads, fire hydrants, etc. would provide a sense of the level and status of the municipal facilities within the neighborhood as well as any conditions that may be contributed to deferred maintenance or obsolete systems;
- X a **review of City service response** would help point out any developing or chronic problem areas such as criminal activity, fire response, traffic violations and code enforcement, that typically represent symptoms of other neighborhood concerns; and,
- X a **demographic evaluation of the area's residents** would offer a perspective of the citizens who reside in the area and any special needs that may limit the ability of residents to manage continued neighborhood health and well-being.

The study area, at 135 blocks and over 2,800 parcels, represents 8% of the entire City's households and proved to be a substantial undertaking to evaluate. The following sections describe in detail the process used to consider the scope of neighborhood conditions for the W. 10th Street Corridor area.

## C. Study Process

### 1. **Field Work**

While much information can be gleaned from aerial maps, subdivision plats, and utility system grids, another key assessment for those who call the neighborhood 'home' is gained from visual observation of area conditions. To that end, a "Windshield Survey" was developed to catalogue the observed condition of buildings and sites from the adjacent public right-of-way. The survey form (found as Attachment B in the Appendix) assessed each property in the area for a number of items such as physical condition, how the property is being used, any missing infrastructure or site improvements, such as sidewalks, curb and gutter, or parking. This "ground-truthing" provided important information about neighborhood conditions and health not available through any other means. Along with the survey, a photograph of

each property and structure was taken as a point-in-time reference and to aid in providing a sense of neighborhood character, vegetation and yard conditions, and a perspective on the degree to which certain improvements were either missing, damaged or in good condition.

## 2. **Research**

- a. Infrastructure - the presence and condition of various infrastructure elements was determined by contacting the agency or City department responsible for a particular area, such as street lights or water service, and then requesting information about the industry standard for the utility or improvement, and obtaining information concerning the status of that improvement within the neighborhood area. This information was then mapped to provide a visual index of the physical condition of the area.
- b. Services - a number of services and types of land uses serving the area were also researched and catalogued in map form. Social services, such as churches, the Boys and Girls Club, Greeley Assistance League, Meals on Wheels, Hospice, and public services such as the Post Office, schools and parks, have been identified on many of the full sized maps. In addition, physical services such as bus routes, as well as the location of fire and police dispatch calls, have been mapped. This information offers an idea of how the neighborhood functions from the standpoint of its safety and convenience to general goods and services.
- c. Social and Cultural aspects - beyond the physical elements of the neighborhood are its residents. In this area of research, demographic information about area residents was obtained such as age, ethnicity, disability, education levels, owner vs. rental occupancy of dwellings, number of children and whether there are concentrations of persons in poverty or of working parents. Information from these statistics provides a picture of how the neighborhood may interact, impacts on schools and social systems, areas of potential personal, property and economic risk to the area and its occupants as well as the capability and depth to invest in area improvements.
- d. Economic evaluation - the health of the business corridor as part of the neighborhood and the entire community offers information about the stability of the shops, stores and offices and probable growth and longevity of such commercial endeavors. Risk factors to the area and its occupants in this section might be reflected in the presence of vacant buildings, temporary commercial uses, and high business turnover in the area.



### 3. **Neighborhood Input**

Critical to the neighborhood evaluation process is the perception and experiences of its residents and businesses. Infrastructure analysis, field work, and demographic research can only describe that which is empirically observed and, if the only aspects considered, will leave incomplete the review and partnership needed to accurately assess the true neighborhood condition. Anecdotal experiences of residents, descriptions of important events, disturbances, and opportunities provide a much deeper and well-rounded picture of the condition and needs of the area. With neighborhood input and guidance, the study observations could be better calibrated and a truer sense of area priorities, expectations and dreams understood.

To gather this input, a series of area meetings were scheduled (see Map 2 ~ *Neighborhood Meetings*). Over 3,000 mailings were sent to area households to explain the scope of the study and invite attendance at upcoming meetings to learn about the initial field work and research of area infrastructure conditions. Included in the mailing was a very general survey soliciting personal impressions of the neighborhood from residents. The first two meetings were billed as “general neighborhood” meetings, both held in November, 2003 at Heath Middle School and were attended by about 160 individuals. The meeting included an overview of the study purpose, a chance to interact with neighborhood residents, and offer an idea of the time frame and additional opportunities to participate in the review and prioritization of neighborhood actions. At this time, residents and businesses were also informed of another simultaneous study to be commenced dealing with traffic access along W. 10<sup>th</sup> Street between 23<sup>rd</sup> and 35<sup>th</sup> Avenues. This study, conducted through the Public Works Department, would particularly review accident conditions, 10<sup>th</sup> Street access alignments and frequency of locations and its impact on transportation safety and efficiency. The Traffic Study representatives were in attendance at most of the neighborhood meetings as well.

One-hundred seventy-five surveys were either brought to the general meetings or returned by mail to the City. These perceptions helped focus on the areas of most concern and importance to the neighborhood. A copy of the survey findings is found as Attachment C in the Appendix.

In order to provide a meaningful way of obtaining more direct dialog with area residents, the study area was broken into four sub-areas where more specific area information could be described and priorities discussed with residents and business owners. These meetings, all conducted in February, 2004, were again advertised in a variety of means. Approximately 166 residents attended these smaller “break-out” sessions and provided extensive and valuable comments and insights. At the close of the meeting,

residents were asked to vote for the most important areas for the City to address. A listing of each sub-area comments is described further in Section VI of this report.

#### 4 **Review by City Boards**

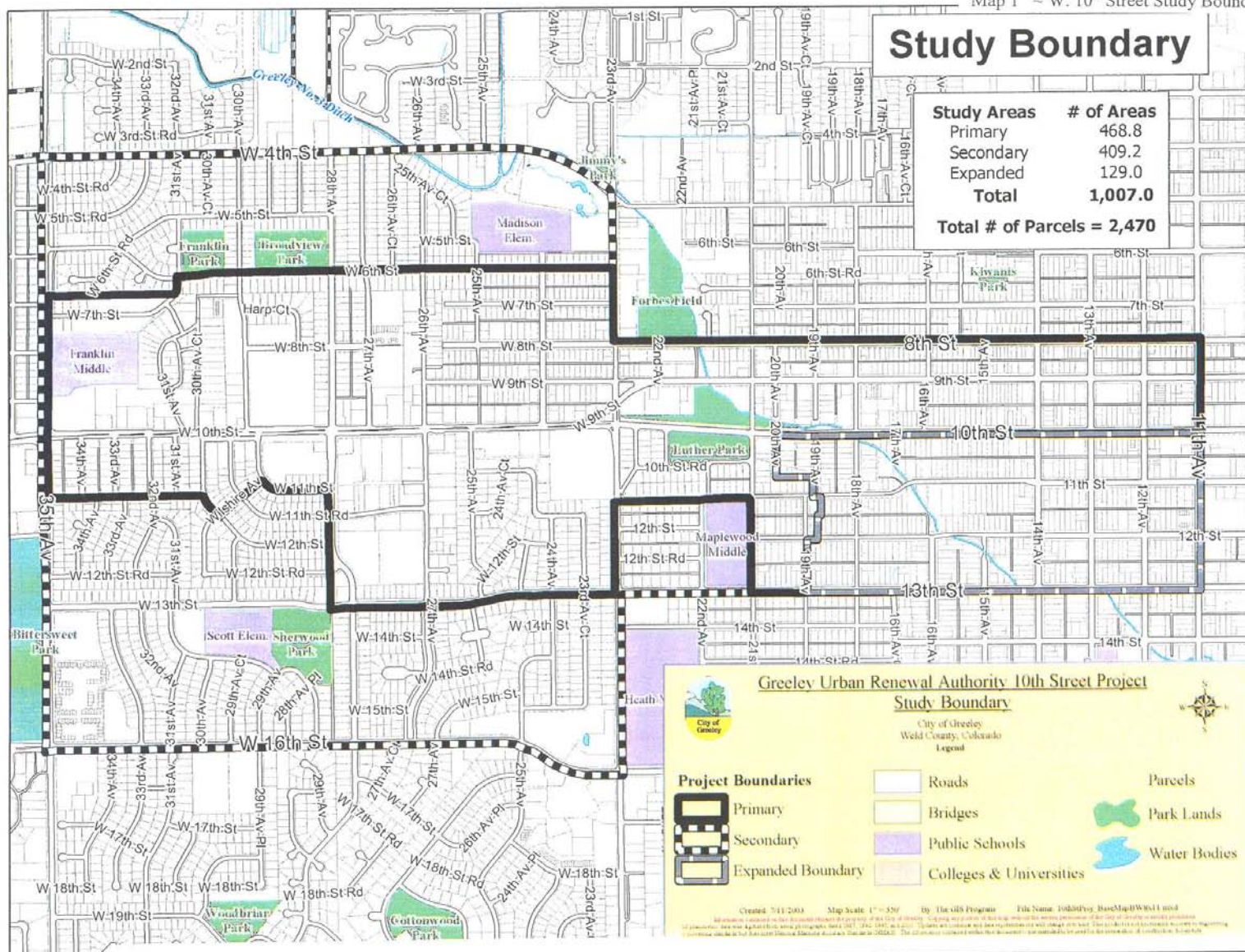
A successful Neighborhood Plan needs the review and support of a number of groups: first and foremost are the citizens and businesses most directly affected by the redevelopment strategies. City boards which may be asked to support various strategies with services, policies or funding also need to understand their role and opportunity to help with the execution of plans. Lastly, elected officials must provide the overall policy guidance and direction in the form of the City work program to help achieve the intended results.

In addition to the neighborhood meetings used to gather input, formal public hearings will be conducted to receive comments from neighborhood residents and the general public concerning the Plan's neighborhood description and proposed actions. These hearings will be conducted in front of the Greeley Urban Renewal Authority (GURA) and the Planning Commission, which will each provide an opportunity for public comment and provide a recommendation about the Plan's approval to the City Council. Lastly, Greeley City Council will consider the Plan and, if approved, will incorporate it into the City's Comprehensive Plan and as part of its overall municipal work program.

#### D. Formulation of Recommendations

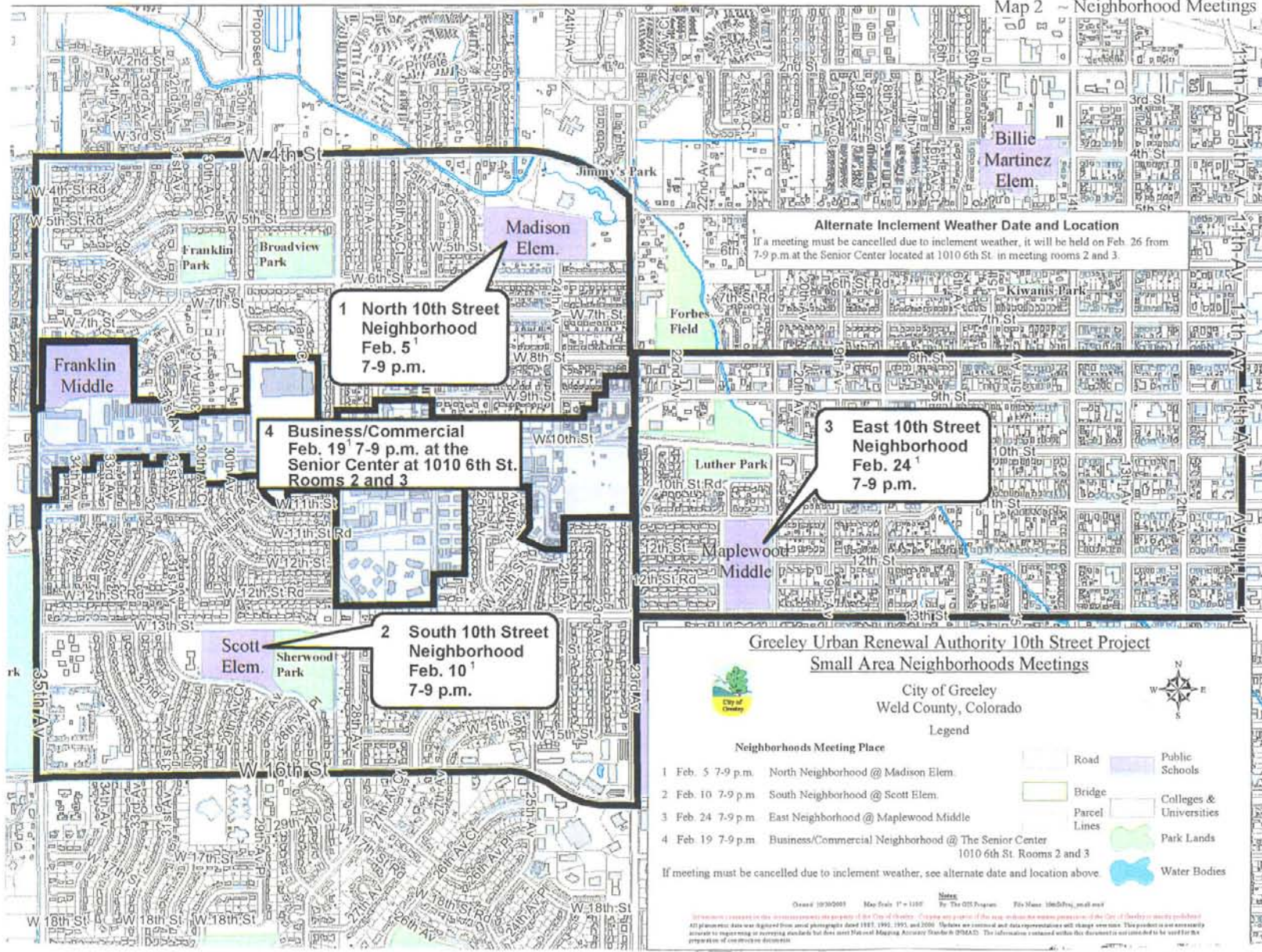
After the study area conditions have been collected and analyzed, citizen concerns and priorities reviewed and considered, a series of potential improvements and actions is then identified to address the various neighborhood interests. Some aspects of the neighborhood improvements can be incorporated into existing City programs, such as support through the Neighborhood Resource Support and making property owners aware of already existing programs that could address some of their concerns, such as establishing a Neighborhood Watch program. Other strategies that involve capital expenditures need prioritization and a financial resource identified to address the deficient neighborhood conditions. As with any such endeavor, prioritization of needs is essential to assure limited resources are spent in the most productive manner possible.

As part of the neighborhood meeting series, residents and business owners were asked to help prioritize their top concerns by ranking the various capital improvements presented. A tally of the results of that "voting" is presented as Attachment E in the Appendix and is the basis for the recommendations as summarized in Section VII.

Map 1 ~ W. 10<sup>th</sup> Street Study Boundary



Map 2 - Neighborhood Meetings



## II. THE NEIGHBORHOOD ~ ITS HISTORY

### A. General History

The development of the 10<sup>th</sup> Street Corridor is like an historical time line from the beginning of Greeley in 1869 to modern times. The east portion of the 10<sup>th</sup> Street Corridor, between 11<sup>th</sup> and 14<sup>th</sup> Avenues, was part of the original Union Colony established in December 1869. Within a year, a newspaper was started, irrigation canals were built (including Union Colony No. 3 Canal), and a street grid system was designed with 100 foot wide tree lined streets and detached sidewalks.

An irrigation canal of historical significance in the 10<sup>th</sup> Street Corridor is the 13-mile-long Greeley Canal No. 3. This canal forms some of the northern edge of the study area at 4<sup>th</sup> Street, traverses a significant portion of the study area east of 23<sup>rd</sup> Avenue and then helps define almost a two block portion of the expanded southern study boundary. The canal was dug in three months, and still serves as a major irrigation water source through Greeley and for transporting storm water run-off to the Cache la Poudre River. The canal is being transformed from a crop irrigation canal to a non-potable water source for parks, major open spaces and residential developments.

Near 23<sup>rd</sup> Avenue and 4<sup>th</sup> Street, the No. 3 Canal passes by the Houston Gardens. The development of this nature center commemorates the Union Colony Pioneers who visualized the effect mountain irrigation water would have in greening the “Great American Desert”. The site was the former Houston farm. George M. Houston had also been a land developer in the early days of Greeley.

Commercial and residential development followed the grid street system. Luther Park was built on the west end of the grid system near 23<sup>rd</sup> Avenue in the 1940's, and 10<sup>th</sup> Street was cut through the park in 1947. The small row of buildings at 23<sup>rd</sup> Avenue and 9<sup>th</sup> Street are former World War II internment camp housing, relocated to their present location after the war. Maplewood Middle School was built in 1950 and Franklin Middle School was built in 1961. Both schools represent a traditional school building design. Both Scott and Madison elementary schools were built in 1963 and were the first of the “round schools” in Greeley representing a break from the traditional school design philosophy.

The 1960's brought development west of 23<sup>rd</sup> Avenue, the most prominent being the “new” K-Mart at 2829 10<sup>th</sup> Street, which was built in 1969 and then abandoned in 1994. The '60's also brought a change in residential street patterns

from the grid system to curvilinear streets with cul-de-sacs. Detached sidewalks and tree lined streets were eliminated in favor of the more development-efficient combination of rolled curb and sidewalk. Commercial development often eliminated sidewalks and landscaping in favor of parking lots and easy vehicular access and egress.

In the 1970's, 9<sup>th</sup> and 10<sup>th</sup> Streets were converted to one way traffic east of 23<sup>rd</sup> Avenue to handle the higher traffic demands the city was experiencing. In 1973, the Greeley National Bank Customer Service Center was constructed with its 11 drive-up banking lanes and the city's only 24-hour automated teller machine. In 1974, Greeley's first Boys & Girls Club was built on a site donated by the daughter of G.M. Houston.

The most dramatic recent City development in the corridor has been the undergrounding of the 114 Kilovolt electric transmission lines along 10<sup>th</sup> Street in 2003. This has resulted in less visual "clutter" along the street and a more spacious skyline. The area schools have had some upgrades and small expansion work, and business and shopping centers, such as Burger King and KFC, have been replacing, upgrading, remodeling and doing "facelift" work on their structures.

#### B. Historic Preservation Efforts

In an effort to preserve and protect structures of historical significance, the City of Greeley Historic Preservation Commission may designate a structure or site as a historical landmark. The three historical designations in the W. 10<sup>th</sup> Street Corridor are shown on Map 3 ~ *Historic Designations*. This designation provides certain levels of protection, and enables the Commission to facilitate special financial packages for the property owner including rehabilitation loans, building permit fee refund and state income tax credits. In addition, the Commission staff consults with builders and developers on building design to help preserve the historical character of buildings and neighborhoods.

The Greeley Development Code requires that infill development in older neighborhoods be complimentary in design, layout, and material used in the area. The Development Code and the Historic Preservation Commission coupled with neighborhood support should ensure the area remains vibrant and healthy while maintaining its historical identity and character.

#### C. Neighborhood Histories

One delightful aspect of the neighborhood meeting series included the solicitation of Neighborhood Histories from residents who had been in the area for over five years and thus, have been the participants and spectators of the evolution and "growing up" of the neighborhood. Several residents generously responded and offered special recollections and observances of the changes that have taken place over the years. Those histories are still being

collected, but the ones already submitted and included in this report contain a wonderful look at many of the original aspects of the area becoming a neighborhood. These “Neighborhood Histories” can be found under Attachment D in the Appendix and will also be forwarded to the Greeley Museums for perpetuity. Here are a few excerpts:

*“The main reason we have stayed in this house is because of the friendly neighbors who let us become part of a neighborhood and we are and have been friends since we moved here... We did not run one another’s lives but helped each other when and how we could... Another factor of being here was that curbing, water, sewer was in and the street paved.... We did not have trash service then and we had to burn trash in an incinerator and we hung our clothes on the outdoor clothes line. We did and do like the location, the climate, it was close to a grocery store (Ted & Chet’s), plus a barber shop, diner, and a filling station....”*

*Mary Ellen Dressler*

*“We moved into our home in Westwood in January 1959. There was a cow pasture behind us and a hay field in front of us. When the hay was baled all the grasshoppers moved into our yard and on the house. There were mornings we woke to cows in the yard. All went well until spring and the first hard rain. Water poured from across 35<sup>th</sup> Avenue and down from 16<sup>th</sup> Street. It filled our yard with water and mud and blew manhole covers off....”*

*Ron and Jeannine Cooper*

*“...West of 35<sup>th</sup> Ave. was farmland yet. We did have some arguments with the tumbleweeds stacking up on our property, ha! Other than that we enjoyed our neighborhood and our homes.”*

*~ Sarah A. Hawkrige*

*“The house at 1207 Tenth Street, was extensively remodeled in 1965 to its present state of charcoal grey with barn red front door—which created quite a stir in the neighborhood. One man told us “there ought to be a law against painting a house that color!” We told him we were glad there wasn’t a law—however we noticed that numerous grey houses were springing up around Greeley after we made that “bold” statement. I doubt if the Greeley jail could hold all the “law” breakers.”*

*~ Mary Jo Demsey*

**CONCLUSION:** The neighborhood east of 23<sup>rd</sup> Avenue has several examples of historic structures and the very early aspects of downtown neighborhoods. West of 23<sup>rd</sup> Avenue also boasts a number of significant structures and the coming of the 1960's style commercial strips that heralded in the appeal and access to the automobile as well as the distinctive shift to more ranch style types of housing. The age of the entire study area represents the potential for research and designation of more area structures as historically significant. As with many such older areas, it offers a distinctive neighborhood personality reflected by the long-term nature of its residents. This is an important area to support and maintain for historic purposes. To do so, it will be essential to support adaptive reuse options for some of the older buildings through building and development codes and be willing to consider the occasional *“charcoal grey house with red front door.”*







City of Greeley Museums: Lew Dakan Collection, 1992.75

Figure 1 ~ Aerial View of Neighborhood: Intersection of 23<sup>rd</sup> Avenue & W. 10<sup>th</sup> St



Northwest Greeley-Houston Gardens & Madison Elementary School near 5th St. & 23rd Ave.

28 Feb. 1979



Figure 2 ~ Aerial View of Neighborhood ~ View from W. 10<sup>th</sup> Street South



*West from 23 Ave & 10 St*  
Northwest Greeley

City of Greeley Museums: Lew Dakan Collection 1992.75

*4-10-84*

Figure 3 ~ Aerial View of Neighborhood: View to West city limits from W. 10<sup>th</sup> Street



Northwest Greeley, 28th Ave. intersection across near bottom with 10th St. looking west at left-center  
City Greeley Museums: Lew Dakan Collection 1992.75 August 30



### III. THE NEIGHBORHOOD ~ IT'S OCCUPANTS

#### A. Demographics of residents

1. **Population:** There are over 8,500 people in the W. 10<sup>th</sup> Street Corridor, or just over 10% of Greeley's population. Just under 19% (1,600 people) of the study area population lives east of 23<sup>rd</sup> Avenue and 81% (6,900 people) live west of 23<sup>rd</sup> Avenue.

Census data for Greeley is presented on the maps and tables contained in this report. The mapped census information is presented in the smallest geographical units available from the 2000 U.S. Census. Generally, the smallest unit is a "block" or a "block group". A block is a standard city block and a block group is generally about 10-20 blocks. The tables in the maps typically present a summary of the entire study area, a break-out of the data east and west of 23<sup>rd</sup> Avenue, and a comparison to the City as a whole, Weld County and the state of Colorado.

A breakdown of population by block group (a U.S. Census designation of a group of blocks), is shown in Map 4 ~ *Households by Block Group*. The block groups have been divided into blocks and display the number of Households by Census Block in Map 5 ~ *Population and Number of Households by Block Group*. There is an average of 2.7 persons per household in Greeley.

The rate of population growth for the 10<sup>th</sup> Street Neighborhood at 12.6% has been less than half the 27 % City of Greeley rate of growth from 1990 to 2000, not too surprising since this area is generally built-out.

2. **Home Ownership:** The ratio of owners to renters in the neighborhood was also reviewed and compared to City-wide and state figures as shown in Table 1 ~ *Owner vs. Renter Occupied Units*. While household ownership in Greeley has risen from 53.9% in 1990 to 58.4% in 2000, there has been a decrease in home ownership in the 10<sup>th</sup> Street Neighborhood Area. The percentage of home ownership in the 10<sup>th</sup> Street block groups ranges from a low of 23 % to a high of 77% as shown in Map 6 ~ *Housing Occupancy by Owner/Renter*. Comments from the participants at the neighborhood meetings have noted a slow but steady conversion from owner-occupied homes to rental units.

This conversion from a predominately single family/home ownership to a multi-family/rental neighborhood, particularly east of 23<sup>rd</sup> Avenue in the higher density zoned areas, has been a consistent neighborhood concern.

Longer term residents relate a general degradation of site and structure care, and note other impacts such as parking issues increasing in the area as a result of more rentals. In addition to the physical changes that seem to follow rental properties, residents express the disquiet that accompanies not knowing one's neighbors, due to the transient nature of the folks who live in the neighborhood and which also makes such programs as Neighborhood Watch more difficult to establish. Expressed differently, it is a shift from long-term to short-term neighborhood investments ranging from financial to personal and social levels of commitment.

**Table 1 ~ Owner- vs. Renter-Occupied Units**

	% Owner	% Renter
<b>Study Area</b>	<b>46.7%</b>	<b>53.3%</b>
East of 23 <sup>rd</sup> Ave.	43.4%	56.6%
West of 23 <sup>rd</sup> Ave.	48.8%	51.2%
City of Greeley	58.4%	41.6%
Weld County	68.7%	31.3%
State of Colorado	67.3%	32.7%

*Source: 2000 Bureau of Census*

3. **Age:** Overall, the study area population has a mid-point age that is a little more than two years older than City wide totals, on par with Weld County and about 4 years younger than the state median. It is somewhat interesting to note that the area east of 23<sup>rd</sup> Avenue has a median age more than a year younger than the City-wide total, suggesting younger families and children are more common in this part of the study area, versus west of 23<sup>rd</sup> Avenue, in which the median age is about five years older than the city median, though three and four years older than the county and state, respectively. This age spread may offer further indications of the factors which contribute to income limitations, such as fixed incomes and younger families in entry level or unskilled labor positions. See Table 2 ~ *Population Growth by Age*, Table 3 ~ *Median Age*, and Map 7 ~ *Age Profile*.

**Table 2 ~ Population Growth by Age**

	1990	2000	% Change
<b>W. 10<sup>th</sup> Street Area Population</b>	7,432	8,504	+12.6%
% People age 65 years or more	16.3%	12.6%	-3.7%
% People age 20 years or less	26.9%	30.0%	+3.1%

Source: 2000 Bureau of Census

**Table 3 ~ Median Age**

	Median Age
<b>Study Area</b>	<b>30.6 years</b>
East of 23 <sup>rd</sup> Ave.	27.1 years
West of 23 <sup>rd</sup> Ave.	33.3 years
<b>City of Greeley</b>	<b>28.5 years</b>
Weld County	30.9 years
State of Colorado	34.3 years

Source: 2000 Bureau of Census

4. **Income:** There are several Census indicators relating to income for the area. The following are included in this report and analysis:

**Per Capita Income by Block Group** - Incomes in the study area range from approximately \$9,400 on the eastern portion of the study area to almost \$19,000 at the high end in the western end of the study area. As shown in the table on Map 8 ~ *Per Capita Income by Census Block Group*, the average per capita income for the City of Greeley at \$17,775 was 25% higher than the average for the study area which was \$14,256. The average per capita income for the City of Greeley was 55% greater than the study area east of 23<sup>rd</sup> Avenue. The average per capita income for the State of Colorado was 210 % higher than the per capita income east of 23<sup>rd</sup> Avenue.

**Median Household Income by Block Group** - The median income for the study area ranges from \$25,505 at the

low end to \$38,889 at the high end. Since there tends to be more people employed per household in the study area, the difference between the study area and the city, county and state is not as great as that found in the per capita income. Still, the average median household income for the City is 17% higher than for the study area. The household income for the city was 28% higher than the study area east of 23<sup>rd</sup> Avenue; the state was 65% higher than the east study area. See Map 9 ~ *Median Household Income by Census Block Group*.

**Family Poverty** - This map offers a perspective of the degree to which families may struggle with daily living as a result of poverty. Poverty as defined by the Census Bureau uses a set of money income thresholds that vary by family size and composition to detect who is poor. If the total income for a family or unrelated individual falls below the relevant poverty threshold, then the family or unrelated individual is classified as being "below the poverty level". The 15% level of poverty in the study area is actually lower than the 16.9% average for Greeley. However, the rate of poverty east of 23<sup>rd</sup> Avenue at 24.8% is approaching 50% higher than the city average, more than 4.5 times higher than the Weld County incidents of poverty, and almost 6.4 times higher than the state occurrence. See Map 10 ~ *Poverty Status by Census Block Group*.

5. **Ethnicity:** Origin, according to the Census Bureau, can be viewed as “the ancestry, nationality group, lineage or country of birth of the person or persons’ ancestors before arrival in the U.S. Persons of Hispanic origin may be of any race. While there has been no significant change in the racial makeup in the 10<sup>th</sup> Street neighborhood, the Hispanic and Latino ethnic makeup of the population has grown significantly from 1990 to 2000. As shown on Table 4 ~Ethnic Composition and Map 11 ~ *Ethnic Composition*, this growth has taken place primarily in the block groups east of 23<sup>rd</sup> Avenue.

**Table 4 ~ Ethnic Composition**

	1990	2000	% Change
Hispanic or Latino	26.7%	42.8%	+16.1%

*Source: 2000 Bureau of Census*

6. **Social Profile:** The availability of parents to supervise children is reflected in Census categories that track the status of working parents. The following chart reflects working parent figures and shows the percent of families where either both parents are working in a two parent family, or the single parent is working in a single parent household.

**Single Parent Households** - The study area as a whole has a very similar percent of single working parents. The



area east of 23<sup>rd</sup> Avenue is almost 50% higher than the City average, however it is very similar to the state average. See Map 12 ~ *Single Parent Households by Census Block Group*.

Percentage of Families with Two Working Parents or One Single Working Parent - The percentage of families with working parents ranges from approximately 43% on the east end up to 87% in the southwest block groups. The average for the study area is significantly higher than for the city, county or state. The availability of the Boys & Girls Club and the Greeley Recreation Center certainly helps to provide organized activity for youth after school and during the summer where a high percentage of parents are working. See Map 13 ~ *Percentage of Families with Two Working Parents or One Single Working Parent*.

**CONCLUSION:** The neighborhood area represents approximately 10% of Greeley's population and, while the area is fairly representative of the whole City in its gender and age mix, the neighborhood in particular has seen a small shift in its median age over the last ten years. This would logically reflect the typical evolution from starter homes and young families to retirees. The reasonably priced housing in this area may also attract lower-income families and the number of owner-occupied homes suggests that the number of rental properties has also started to climb. These factors help explain some of the residents' income limitations in which city-wide per capita income is 25% more than the study area. And, while only slightly higher than the City-wide average for poverty levels, the study area is about three times higher than that found in Weld County overall. This suggests potentially serious financial limitations for many residents to maintain or enhance their properties, such as seniors on fixed incomes with rising medical and household costs. The statistics for working parents and single parent households support the notion that, from an employment perspective, there seems a healthy number of household members working consistent with City-wide averages. However, the household income levels suggest that the jobs may provide only modest wages, a further limitation on the ability of residents to make needed property improvements. Additionally, the high percentage of working parents indicates a strong need for before and after school programs in the area.

Ethnic diversity is higher in this neighborhood than the City-wide average and the school district reports a high number of children with language limitations in the area schools. Communication barriers and cultural differences can add to anxiety over changes in the neighborhood generally, causing some turnover or isolation from fellow residents.

## B. Overview of Businesses

1. **Number of Businesses:** There are over 200 businesses in the primary study which comprise the commercial spine of the 10<sup>th</sup> Street study area. As shown in the table below, the number of businesses is split east and west of 23<sup>rd</sup> Avenue, but the type of businesses vary.
2. **Classification of business:** Neighborhood commercial opportunities are described on the following table.

**Table 5 ~ Study Area Business Classification, 2004**

	<b>Retail</b>	<b>Services</b>	<b>Restaurant/Bars</b>	<b>Motels &amp; Apts.</b>	<b>Total</b>
<b>TOTAL</b>	<b>92</b>	<b>70</b>	<b>27</b>	<b>16</b>	<b>205</b>
* East of 23 <sup>rd</sup> Avenue	52	36	7	8	103
* West of 23 <sup>rd</sup> Avenue	40	34	20	8	102

Although the two areas are very similar in terms of the overall number and types of business, there are very clear distinctions between the two areas. The businesses east of 23<sup>rd</sup> Avenue are generally located in older and smaller buildings than those west of 23<sup>rd</sup> Avenue. Often, the older and smaller structures were homes converted to a business by putting a commercial facade on the front of the building. Typically the site is serviced by wide sidewalks, has limited parking and occasionally mature trees and landscaping and is generally pedestrian and bicycle friendly.

The businesses west of 23<sup>rd</sup> Avenue are generally much larger and much more auto oriented than the business east of 23<sup>rd</sup> Avenue. Because of the auto orientation and development of this area during the 1960's and '70's, there are few sidewalks or landscaping, except what has been installed in the last ten years, proportionally more parking, and often times unrestricted vehicular access to 10<sup>th</sup> Street. There are over 70 driveways along 10<sup>th</sup> Street between 23<sup>rd</sup> and 35<sup>th</sup> Avenue contributing to the highest rate of traffic accidents on 10<sup>th</sup> Street.

3. **Economic profile:** One standard measure of economic business health is reflected in reported taxable sales. The W. 10<sup>th</sup> Street Corridor percent of total sales for the City has declined as additional retail has been added throughout the City but, most recently, as compared to sales within this district as well.

**Table 6 ~ Taxable Sales**

	<b>10<sup>th</sup> Street Corridor – Taxable Sales</b>					
	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>
9 <sup>th</sup> & 10 <sup>th</sup> St. East of 23 <sup>rd</sup> Ave.	\$9,035,715	\$10,496,583	\$8,913,585	\$8,996,659	\$9,387,139	\$10,089,944
10 <sup>th</sup> Street West of 23 <sup>rd</sup> Ave.	<u>\$70,523,704</u>	<u>\$76,178,281</u>	<u>\$81,844,875</u>	<u>\$82,795,174</u>	<u>\$77,439,625</u>	<u>\$75,311,489</u>
10 <sup>th</sup> Street Corridor Taxable Sales	\$79,559,419	\$86,674,863	\$90,758,460	\$91,791,834	\$86,826,764	\$85,401,434
 Total City Taxable Sales	 \$659,459,772	 \$713,587,029	 \$774,562,562	 \$823,441,649	 \$823,386,448	 \$976,717,339
 Percent of Total Sales	 12.06%	 12.15%	 11.72%	 11.15%	 10.55%	 8.74%

2001 to 2002 – auto sales were down in 2002 and a furniture business also closed in West 10<sup>th</sup> Street Commercial District

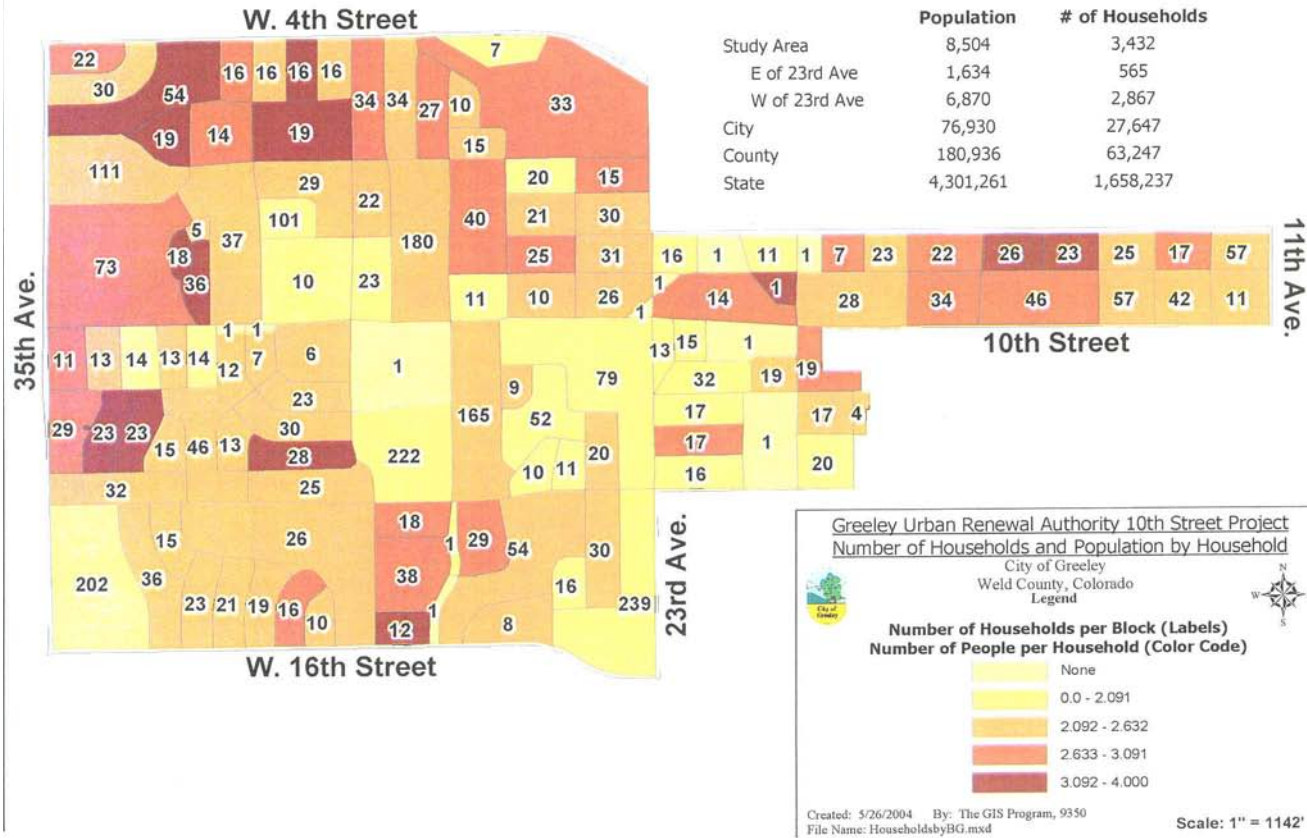
Another measure of business health is the value of sold commercial property. A review of commercial property transactions over the last six months by Realtec real estate company over the last six months notes that the per square foot cost of commercial property is almost twice as high west of 23<sup>rd</sup> Avenue as it is east of 23<sup>rd</sup> Avenue.

**CONCLUSION:** The Business Corridor is a “good news/bad news” story. On the one hand, traffic counts and activity have led to a companion study to examine traffic access and congestion in the area. On the other hand, the taxable sales for the area has dropped significantly over the last several years. The obsolete and vacant K-Mart building on W. 10<sup>th</sup> Street is a blight on the area and a deterrent to attraction and improvement of other business interests in the vicinity.

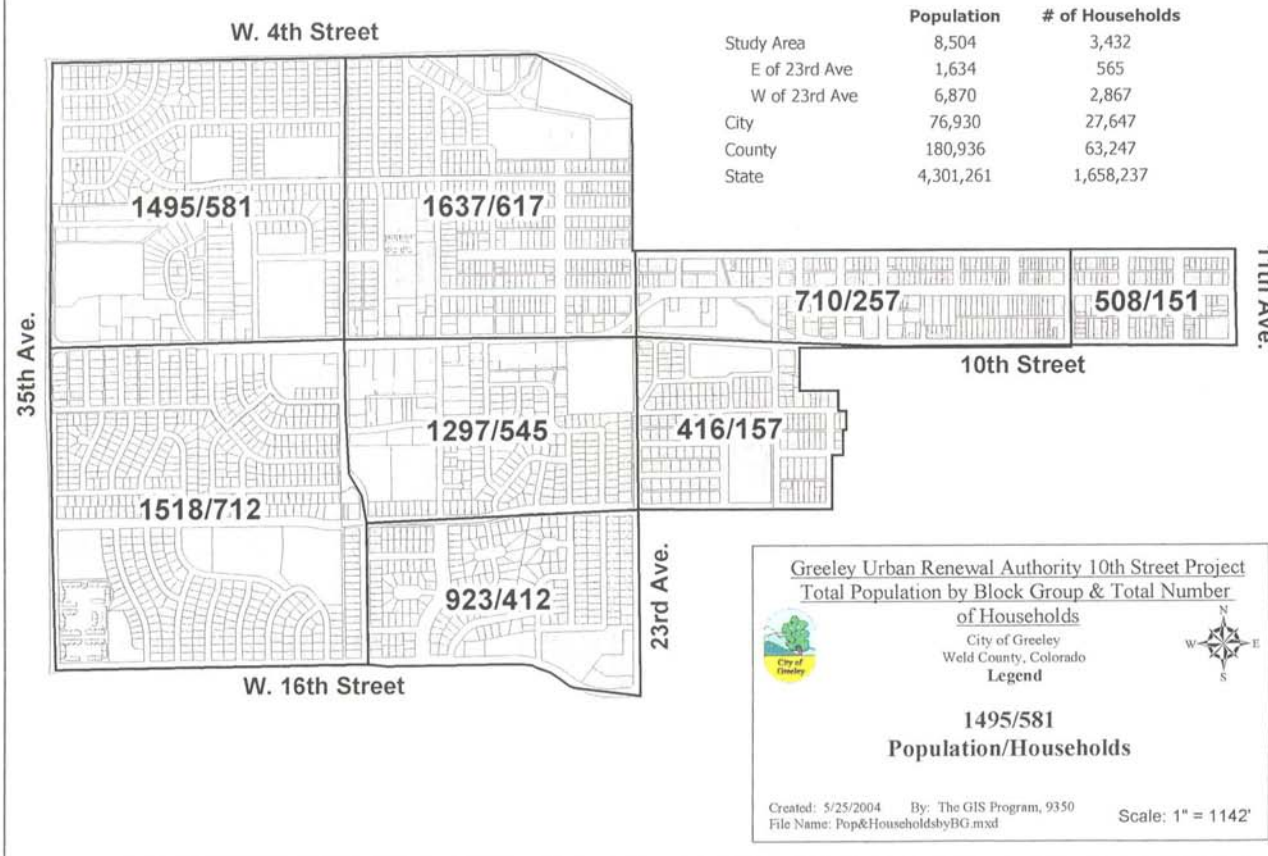
The commercial operations also enjoy a lower property value in the W. 10<sup>th</sup> Street Corridor than in other business areas of town. However, while lower property values may be an initial incentive for a start-up business, it offers little long term return on property investment and results in some of the growing businesses to leave the area to higher valued property for their business expansion.

Upgrading the function and appeal of this business corridor is vital to the health and well-being of the neighborhood and the stability of the commercial enterprises here.

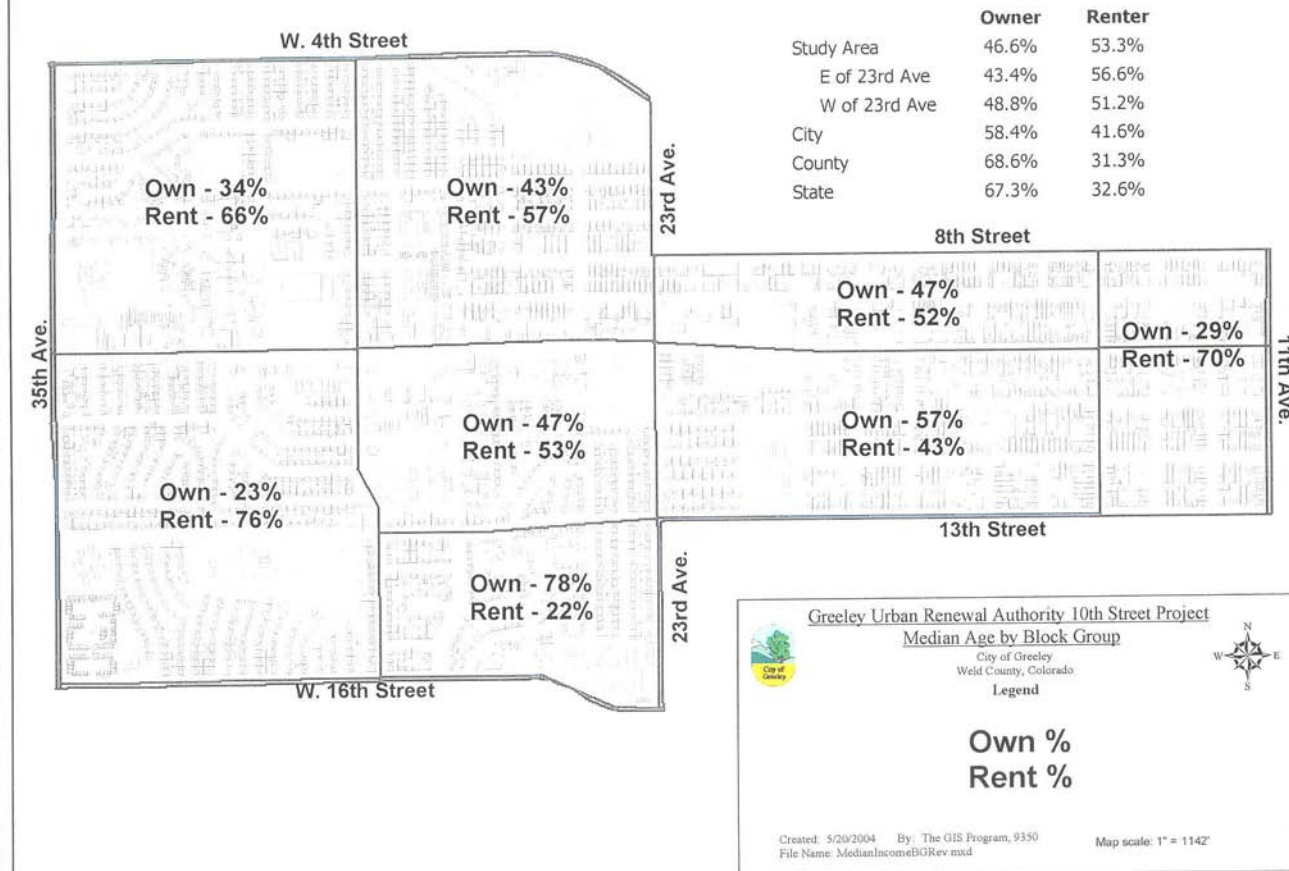
## W. 10th Street Neighborhood Number of Households & Household Population per Census Block



## W. 10th Street Neighborhood Population & Number of Households by Block Group



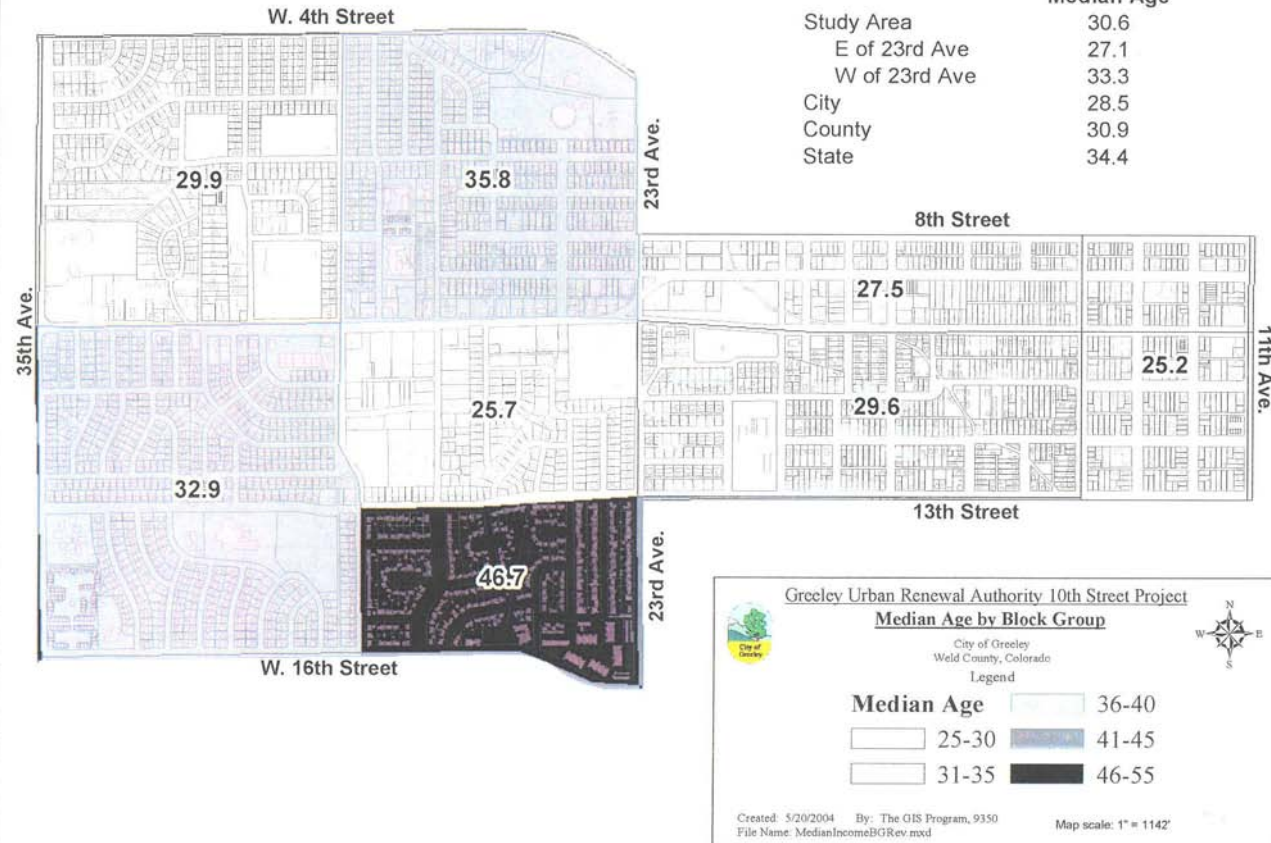
## W. 10th Street Neighborhood Owner and Renter Occupancy by Block Group



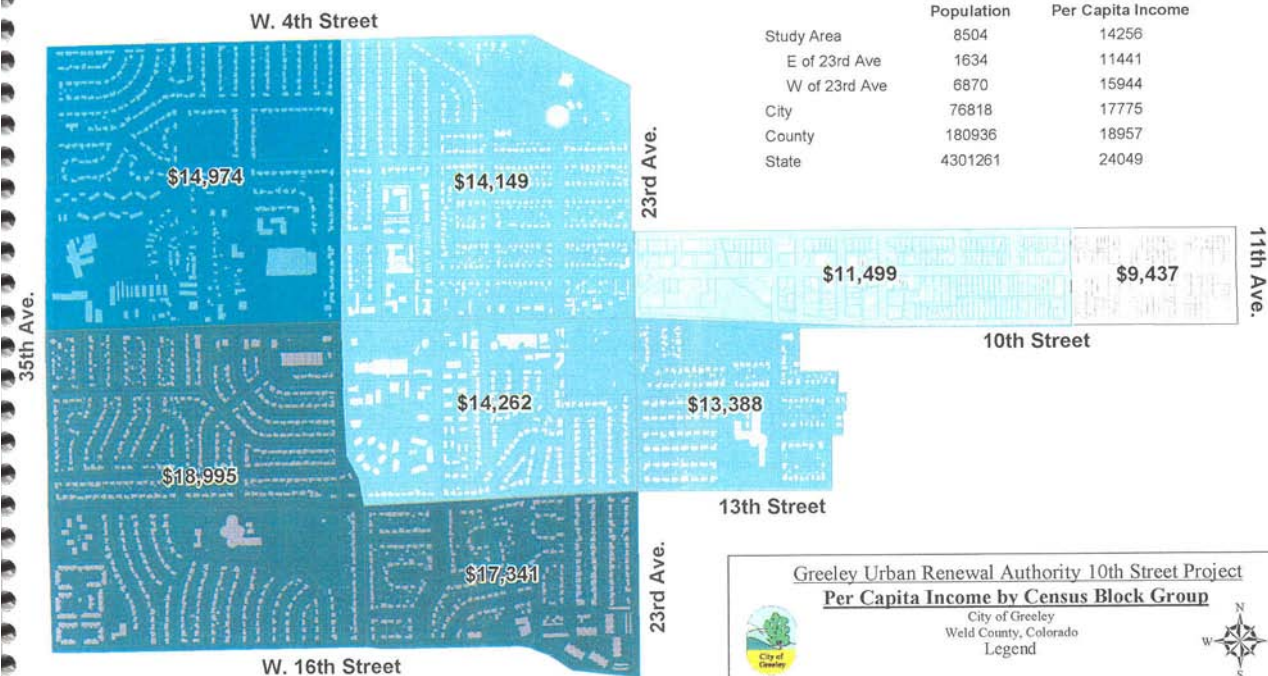


## W. 10th Street Neighborhood Median Age by Block Group

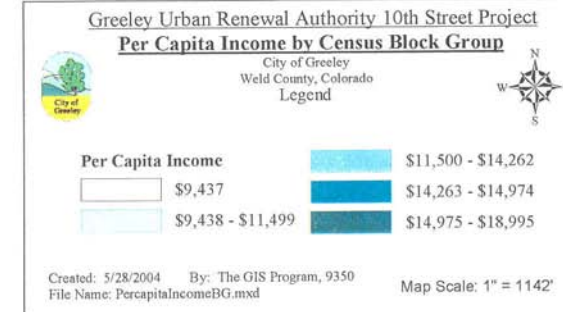
	Median Age
Study Area	30.6
E of 23rd Ave	27.1
W of 23rd Ave	33.3
City	28.5
County	30.9
State	34.4



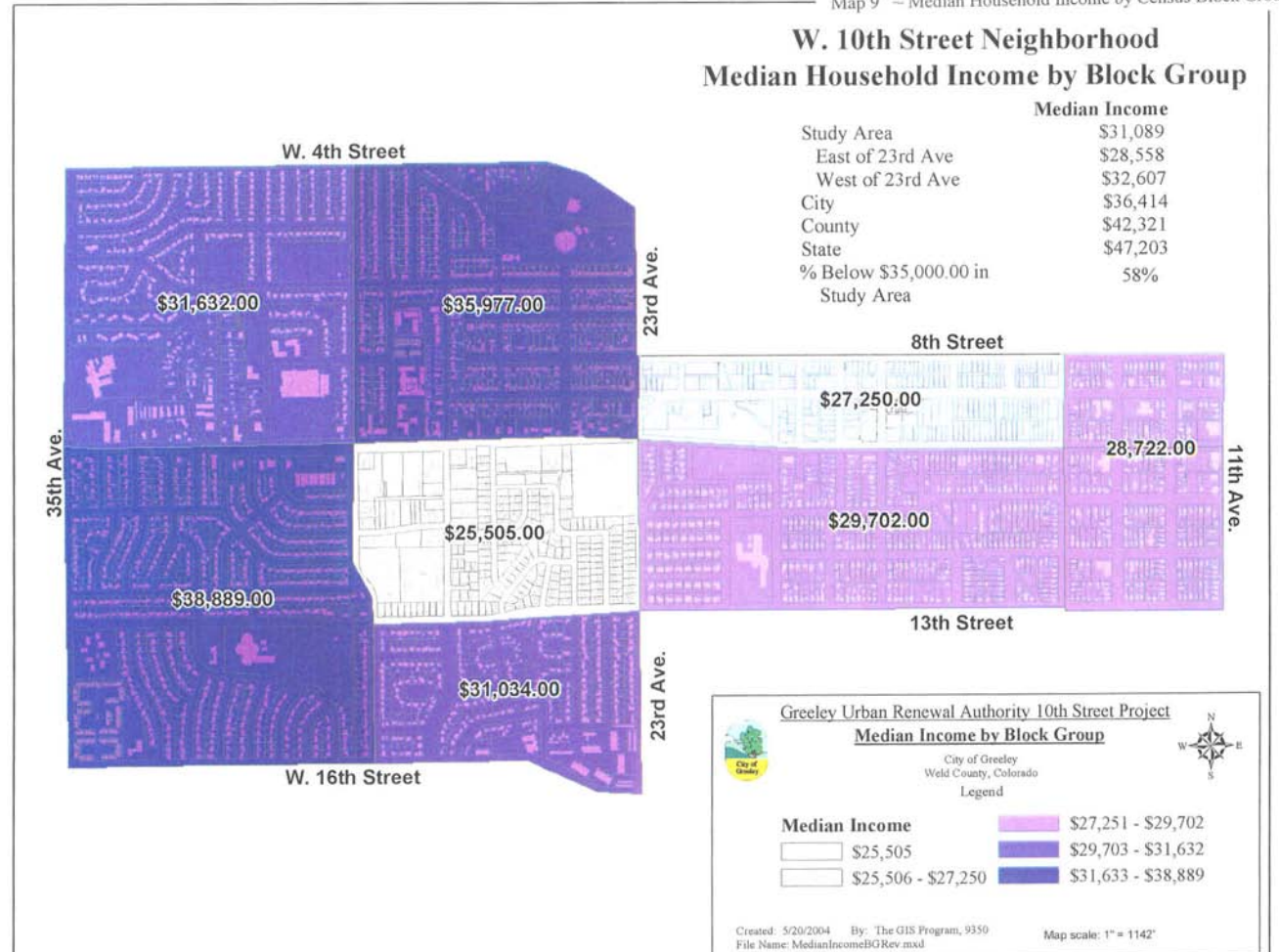
## W. 10th Street Neighborhood Per Capita Income by Census Block Group



	Population	Per Capita Income
Study Area	8504	14256
E of 23rd Ave	1634	11441
W of 23rd Ave	6870	15944
City	76818	17775
County	180936	18957
State	4301261	24049



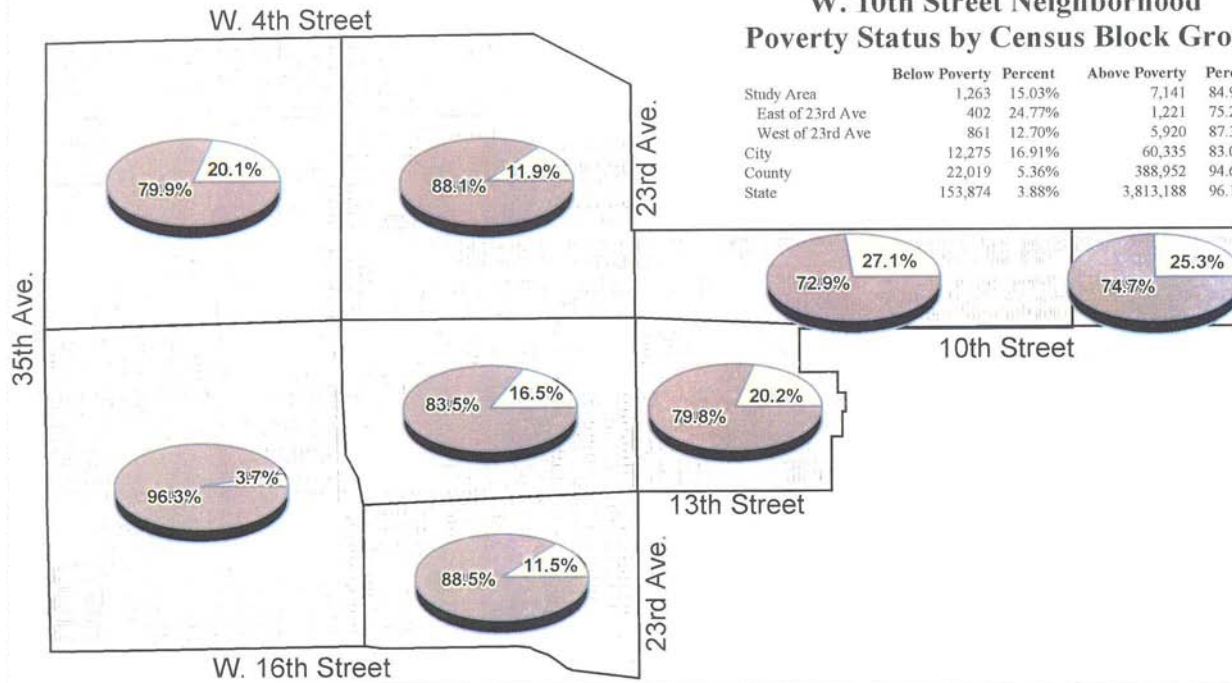
Map 9 – Median Household Income by Census Block Group



Map 10 ~ Poverty Status by Census Block Group

### W. 10th Street Neighborhood Poverty Status by Census Block Group

	Below Poverty	Percent	Above Poverty	Percent
Study Area	1,263	15.03%	7,141	84.97%
East of 23rd Ave	402	24.77%	1,221	75.23%
West of 23rd Ave	861	12.70%	5,920	87.30%
City	12,275	16.91%	60,335	83.09%
County	22,019	5.36%	388,952	94.64%
State	153,874	3.88%	3,813,188	96.12%



City of Greeley  
Weld County, Colorado

Map Scale: 1" = 1142'



Created: 7/28/2003  
By: The GIS Program, 9350  
GIS Technician: Mike Margenau  
File Name: PovertyLevelBG

#### Poverty Status by Block Group Legend



Below Poverty  
Above Poverty

#### Notes:

All planimetric data was digitized from aerial photographs dated 1987, 1992, 1995, and 2000. Updates are continual and data representations will change over time. This product is not necessarily accurate to engineering or surveying standards but does meet National Mapping Accuracy Standards (NMAS). The information contained within this document is not intended to be used for the preparation of construction documents.

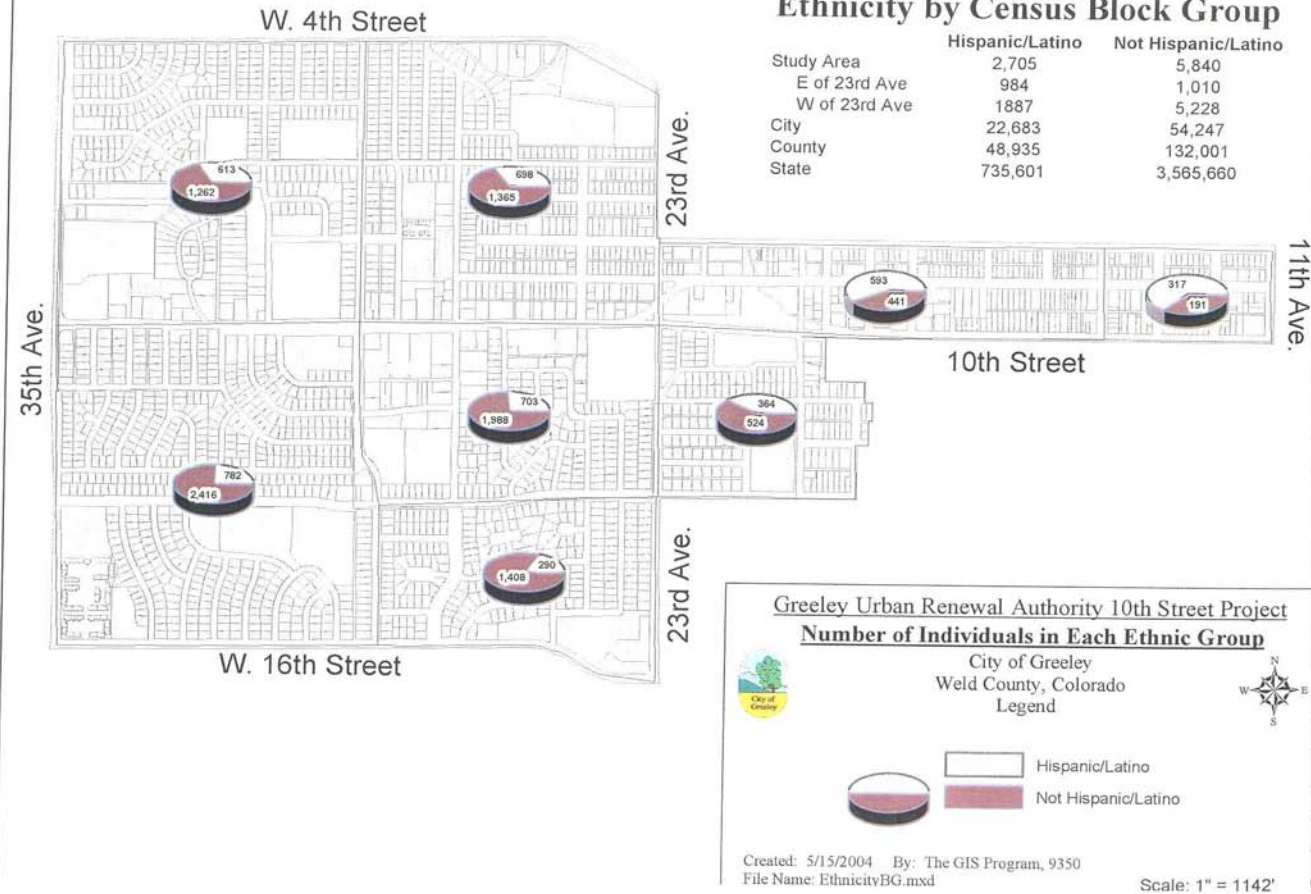
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The Census block information used in the making of this map was a Census Tiger coverage made available by the Colorado Department of Local Affairs.



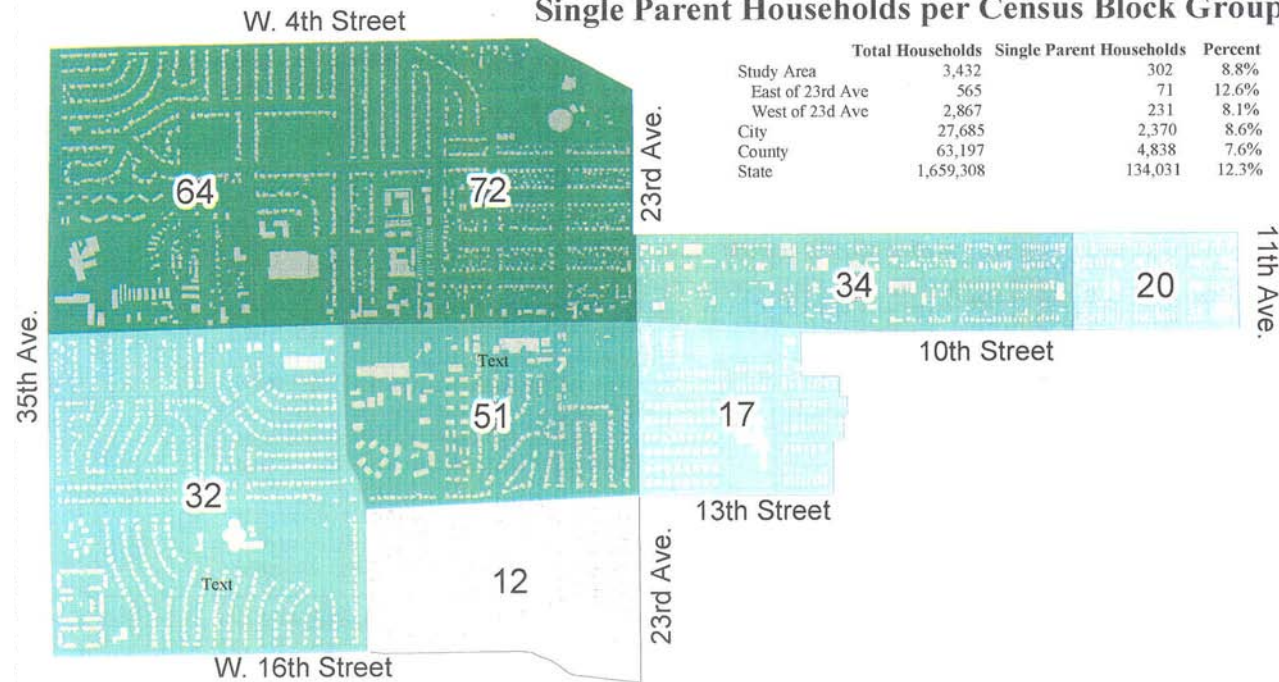
## W. 10th Street Neighborhood Ethnicity by Census Block Group

	Hispanic/Latino	Not Hispanic/Latino
Study Area	2,705	5,840
E of 23rd Ave	984	1,010
W of 23rd Ave	1887	5,228
City	22,683	54,247
County	48,935	132,001
State	735,601	3,565,660



## W. 10th Street Neighborhood

### Single Parent Households per Census Block Group



City of Greeley  
Weld County, Colorado

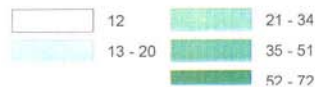
Map Scale: 1" = 1142'



Created: 7/28/2003  
By: The GIS Program, 9350  
GIS Technician: Mike Margenau  
www.cityofgreeley.com

### Single Parent Households per Census Block Group

Legend



#### Notes:

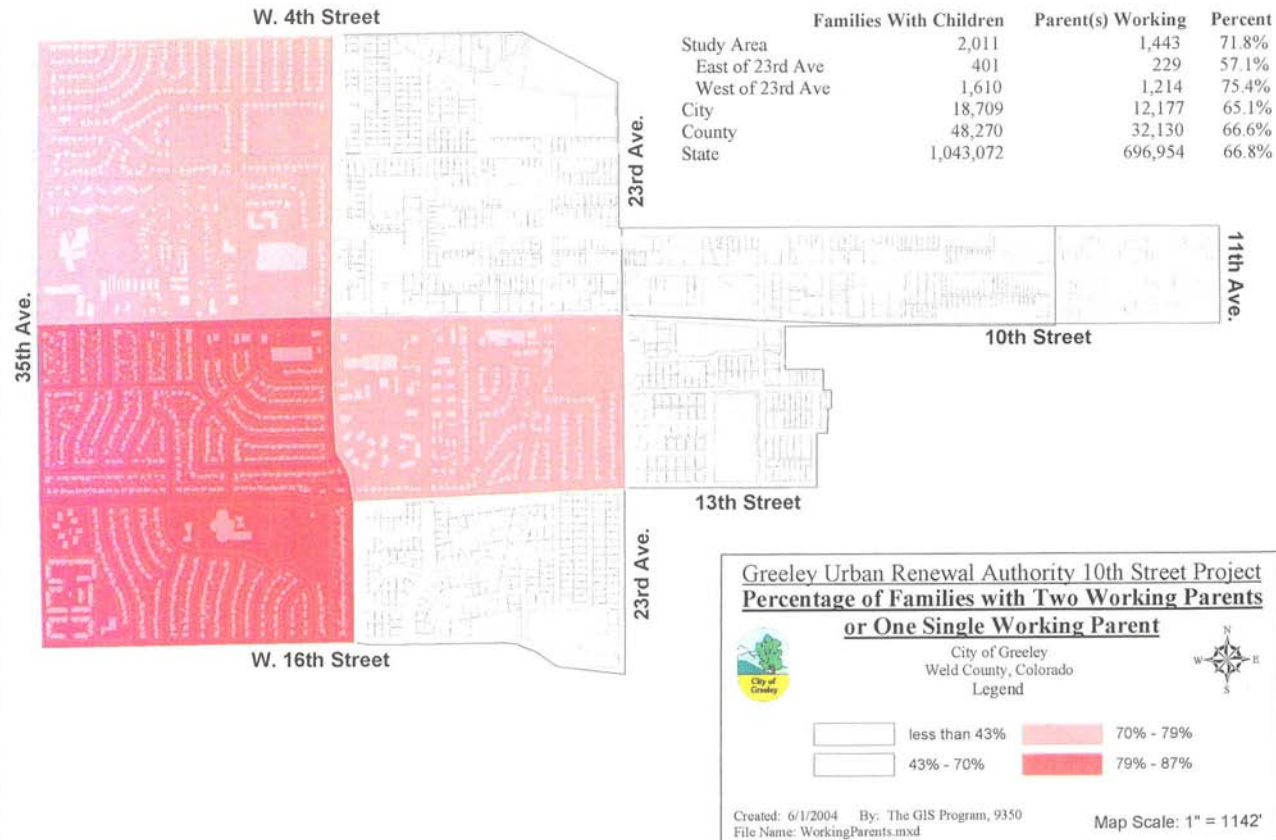
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The Census Block information used in the making of this map was a Census Tract census made available by the Colorado Department of Public Health and Human Services.

Map 13 ~ Percentage of Families with Two Working Parents or One Single Working Parent

# **W. 10th Street Neighborhood** **Percentage of Families with Two Working Parents** **or One Single Working Parent**



## IV. THE NEIGHBORHOOD ~ ITS PHYSICAL CONDITION

### A. Infrastructure

The physical condition of the infrastructure, including streets, curb, gutter, sidewalks, water and sewer lines, fire hydrants, etc., is generally in good condition with important exceptions. All of the infrastructure discussed, with the exception of non-potable water has been mapped. The maps identify the evaluation of the infrastructure given by the departments, agencies or service providers. All infrastructure conditions were mapped based on a level of service used by that industry. A substandard evaluation is generally the result of two factors. The first factor is that standards change over time, or are established where none existed before. A good example of this is stormwater drainage. Early in Greeley's development, it was not envisioned that the City would ever grow so large, nor was there any idea about what it would take to handle a 100-year storm. Now all new construction must be able to successfully deal with such an event.

The second major factor affecting the evaluation is wear and tear and gradual degradation of the infrastructure. A good example of this is the street system. The streets were more than adequate when installed, but all the vehicle miles and weather takes it toll on the roadways and so, today, many are in need of repair. The overall validity of this assessment system has been supported by all of the infrastructure providers and little disagreement occurred with the rating system at the neighborhood meetings. In the instances where there was comment by neighbors, it was typically in the form of a site specific correction, such as mature trees blocking a street light or tree roots clogging a private sewer line rather than a problem with the public infrastructure evaluation.

It should be noted that costs presented in this chapter are estimates based on average cost of installation. To arrive at a firm or final cost, a detailed analysis of each particular situation will be necessary. If the detailed cost analysis has been completed and the cost is firm, it will be noted in the individual area.

1. **Utilities:** The condition of various utilities has been mapped with a rating of good, fair, poor by the City department or business's industry standard for its type of infrastructure.

**Phone, Gas, Electricity:** Each of these services in Greeley is a regulated, non-City public utility, that meets the full service standard throughout the W. 10<sup>th</sup> Street study area. Each of these services is provided to the city through a franchise agreement with the City of Greeley. These agreements are reviewed and renegotiated on a twelve to fourteen year cycle. The telephone service is provided by Qwest, natural gas is provided by Atmos Energy, and electricity is provided by Xcel. Xcel electricity is the only service at this time that has any



expansion plans. These plans are primarily for the North Colorado Medical Center and will be implemented on an as-needed basis. All three services have been rated good by the respective providing services meaning that each service meets the full industry standards throughout the 10<sup>th</sup> Street Neighborhood area. No objections to this evaluation by the residents at the neighborhood meetings. See Map 14 ~ *Electrical Service Analysis*.

**Street Lights:** Public street lights are typically placed every 250' in residential areas. In the areas east of 23<sup>rd</sup> Avenue, this spacing works very well on the street grid system with 400 foot long blocks, although mature street trees may occasionally block the lights. The curvilinear street layout west of 23<sup>rd</sup> Avenue and south of 10<sup>th</sup> Street with longer blocks and a light at each end of the block tends to create more dark areas. Overall, 36% of the area is within 125' of a light, 47% is beyond 125' but within 250', and 17% is beyond 250' from a public street light, see Map 15 ~ *Street Light Service Level*.

Street lights are typically paid for by the developer and installed by the electric power company (currently Xcel Energy). Once the development has been approved, the City begins paying for the electricity and the power company maintains the lights. Additional lights may be requested with the following cost:

**Table 7 ~ Street Light Costs**

• <u>Residential w/ above ground wire</u>	
30' wood pole	\$350
100 watt HP Sodium light	285
10' arm for light	330
2-wire duplex conductor - 60 dp	<u>0.30/ft</u>
<i>Minimum cost per light w/ pole</i>	<i>\$1,000 - \$1,200</i>
• <u>Residential w/ underground wire and upgraded pole</u>	
23' fiber pole	\$1,030
100 watt HP Sodium light	285
#12 conduit @ \$6.88/ft for 500'	3,440
Bore (street, driveway, sidewalk)	
@ \$13.33/ft for 100'	1,333
2-wire duplex cond. wire @ 30¢/ft	<u>150</u>
<i>Cost per light w/ underground wire</i>	<i>\$5,210</i>
• <u>250 watt light on 35' pole with underground wire</u>	
35' pole (wood)	400
250 watt HP Sodium light	385
10' arm	330
#12 conduit @ \$6.88/ft for 500'	3,440
Davit (cobra head pole on arterials)	1,900
Wire @ 30¢/ft	<u>150</u>
<i>Cost per light w/pole</i>	<i>\$1,200 - \$5,900</i>
• <u>Xcel light construction allowances to City as per franchise agreement</u> ~ \$640 (City pays cost difference)	

All of the above costs include engineering and installation, however, they are only estimates and, like all of the other infrastructure systems, these costs are only preliminary estimates.

**Water:** Overall, potable drinking water service is good in the W. 10<sup>th</sup> Street Area. Water service is provided by the City of Greeley Water Department which operates as a utility within the City. The Water Department has a separate

board of directors, whose budget is approved by the Greeley City Council.

Less than 2% of the 10<sup>th</sup> Street Neighborhood has minor service line problems. The problem lines are primarily northwest and southeast of 23<sup>rd</sup> Avenue and 10<sup>th</sup> Street intersection. The remedial work of cement lining the water pipes is listed in the five-year capital improvement program and will bring the lines up to full service level. The work should be completed within five years. There are three other small service areas which are served by 4" lines. Although this pipe size does not meet current design standards, it does not degrade the level of service since only a small number of houses are involved. Therefore, the Water Department has no current plans to upgrade the lines. See Map 16 ~ *Potable Water Line Service*.

The non-potable irrigation water system is also developed, operated and maintained by the Greeley Water Department. Non-potable water is currently used on Luther Park and Houston Gardens vegetation. Forbes Field currently uses potable water but can be served at any time with non-potable. Madison School is scheduled to be served within two years with non-potable water at an approximate cost of \$150,000. Maplewood and Franklin schools as well as Broadview Park will be served within ten years as funds are available to develop these systems at a projected cost of \$875,000. Heath Middle School and Sherwood Park will be served within 20 years as funds are available at a projected cost of \$500,000. The projected savings under this system are two-fold. First, the use of non-potable water allows the City to use its water resources in a more efficient manner. Secondly, the non-potable systems currently installed save the City approximately \$28,500 annually. As the system expands, the savings will increase. The main limit to the expansion of the system is the significant up-front installation cost for the local water storage area, pumps and distribution lines. Due to the cost of retrofitting existing developed areas, the water department only envisions servicing large water users such as schools and parks with non-potable water. See Map 17 ~ *Non-potable Water Service Area*.

**Sewer:** Service in the entire area is good except for three sewer lines in the northwest area and a one-half block north of 10<sup>th</sup> Street between 16<sup>th</sup> and 17<sup>th</sup> Avenue. Like water, sewer services are provided as a utility by the City of Greeley. Development over the sewer lines is the chief problem in this area and the potential problem areas were identified by City staff. Because there is not a degradation in service, there are no plans in the current capital improvement plans to correct the situations. The fourth problem area, identified in Map 18 ~ *Sewer Line Service*, is the result of compound taps which result in higher maintenance problems. Again, there are no immediate plans to work on the lines, however, the lines will be redone if the area is redeveloped.

Also shown on the map are three problem areas identified by residents at the neighborhood meetings. While the

Sewer Department estimates it would cost \$170,000 to remedy the situation, these areas have been identified as private concerns and, therefore, are not included as potential capital projects.

**Storm Water Drainage:** The entire W. 10<sup>th</sup> Street Corridor storm drainage is rated a level three (does not meet standards) because it can only handle a five year storm event while new development is required to handle a 100 year storm event. Storm water drainage service is provided by the City of Greeley Storm Water Division. Like water and sewer, the storm water division is operated as a utility within the City with its own board of directors and budget approval by the City Council. The storm water utility was formed in 2003 and is operating under the 1999 Storm Water Drainage Master Plan. The master plan identifies three storm water drainage basins for the 10<sup>th</sup> Street neighborhood: The Downtown Basin; the 28<sup>th</sup> Avenue Basin; and the 35<sup>th</sup> Avenue Basin. These basins are identified on Map 19 ~ *Existing Storm Water Drainage Analysis* and Map 20 ~ *Post -Improvement Storm Water Assistance Status*.

A discussion of current status, projected improvements and cost, and ultimate foreseeable status is presented below. An important principle to keep in mind while reviewing the existing and projected storm water capacity is the cost/benefit ratio. That is, Greeley can reach 90% of the 100-year storm event capacity with the proposed improvements at 10% of the total cost to reach full service level. Conversely, spending eight or nine times (or more) than the cost identified below, will only increase the areas storm water service capacity by 10-20 percent. Therefore, the Master Plan recommends this is not an acceptable cost/benefit ratio and attaining the capacity to meet the full service standard of the 100-year storm event would not be good use of taxpayer money. The estimated cost to upgrade the drainage will be as follows:

**Table 8 ~ Drainage Upgrade Costs**

Area	Cost per ft.	Line Length	Total Cost	Estimated Time of Construction
NW of 23 <sup>rd</sup> Ave. & 10 <sup>th</sup> St.	\$35	8,120'	\$284,200	'04 - '09
SE of 23 <sup>rd</sup> Ave. & 10 <sup>th</sup> St.	\$35	830'	\$ 29,050	'04 - '09
<b>Total</b>	<b>\$35</b>	<b>8,950'</b>	<b>\$313,250</b>	

**Downtown Basin:** In the vicinity of 9<sup>th</sup> St. between 11<sup>th</sup> Ave. and 24<sup>th</sup> Ave, storm water improvements have been completed providing protection for up to a 5 year storm event (The 5-yr storm event will cover approximately 80% of all storms). The April 5, 1999 Greeley Comprehensive Drainage Plan has determined that, while there should be

additional storm water projects in the basin, implementation of drainage improvements to provide a higher level of flood protection is not economically justified. Because of the enormity of the task and expense to raise the storm water service rating to the next level, no serious cost estimates have been made. This is with realization that a 100-yr. storm event would place 12" - 18" of standing water in the entire downtown area and east end of the study area.

**28<sup>th</sup> Avenue Basin:** The 28<sup>th</sup> Avenue Drainage basin is divided into the upper basin and lower basin. The lower basin generally includes the area north of 20<sup>th</sup> Street. Due to the magnitude and extent of the potential flooding in the lower basin, the level of feasible and affordable flood protection is the 10-year storm event. (The 10-year storm event will cover 95% of all storms.) Within the portion of the lower basin between 16<sup>th</sup> Street and 4<sup>th</sup> Street, it is estimated that the cost to provide basin improvements to the 10-year storm event is approximately \$4,346,700. Again, it is the conclusion of the City of Greeley Comprehensive Drainage Plan that the cost to provide a higher level of flood protection is not economically justified. The capital improvements plans identify these improvements from 2005 to 2008 as follows:

**Table 9 ~ 28<sup>th</sup> Avenue Basin Projected Improvements & Costs**

X	16 <sup>th</sup> St. crossing & conveyance from 17 <sup>th</sup> St. Inlet - 2005*	\$ 714,800
X	Storm drain along 26 <sup>th</sup> Ave from 13 <sup>th</sup> St. north to #3 ditch Phase 1 - 2006 **	1,306,800
X	26 <sup>th</sup> Ave. storm drain, Phase 2 - 2007 **	1,225,000
X	26 <sup>th</sup> Ave. storm drain, Phase 3 - 2008 **	1,100,000
<b>Total Cost</b>		<b>\$ 4,346,600</b>

\* 16<sup>th</sup> St. Crossing - Replace existing 43" x 68" culvert with 4' x 8' concrete box culvert which will reduce cross flow over 16<sup>th</sup> St. to under 1' depth during 100-yr. storm. Also replace 36" storm drain with 72" storm drain from 16<sup>th</sup> to 17<sup>th</sup> St. inlet.

\*\* These improvements will alleviate flooding problems during storm events >or = to 10-yr. storm event. New storm drain will be constructed ranging in size from 66" - 84". As a result of these improvements properties will receive additional flood protection and storm water roadway overtopping at several major intersections including 10<sup>th</sup> St. & 26<sup>th</sup> Ave. will be eliminated during the 10-yr. storm event.

**35<sup>th</sup> Avenue Basin:** Improvements in the vicinity of 32<sup>nd</sup> Avenue from 10<sup>th</sup> St. to 7<sup>th</sup> Street will increase the level of flood protection from the 5 year to the 100-year storm event. At 4<sup>th</sup> Street and 30<sup>th</sup> Avenue, the proposed improvements will increase the level of protection to the 100-year storm event.

**Table 10 ~ 35<sup>th</sup> Avenue Basin Projected Improvements & Costs**

X	10 <sup>th</sup> St. & 32 <sup>nd</sup> Ave. - 2006	\$ 610,000
X	Outfall channel North of 10 <sup>th</sup> St.& 32 <sup>nd</sup> Ave. - 2006	85,000
X	Franklin Park Detention Pond - 2004	83,100
X	4 <sup>th</sup> St & 30 <sup>th</sup> Ave. Intersection Improvements - 2004	421,500
<b>Total Cost</b>		<b>\$1,199,600</b>

2. **Non-utility:** The condition of other various infrastructure has been mapped with a rating of good, fair, poor by the City department or business's industry standard for its type of infrastructure.

**X Streets**

Historic Street Patterns: The east portion of the 10<sup>th</sup> Street neighborhood, between 11<sup>th</sup> and 14<sup>th</sup> Avenue, was part of the original Union Colony established in December 1869. Since the original Union Colony platting, Greeley has maintained a basic grid roadway system, particularly east of 23<sup>rd</sup> Avenue. The city grid system street pattern is based on the township and range survey system. Basically, at each square mile section line a road was created. Development west of 23<sup>rd</sup> Avenue in the 1960s brought a change in residential street patterns from the grid system to curvilinear streets with cul-de-sacs. Detached sidewalks were eliminated in favor of the more development-efficient combination of rolled curb and sidewalk. Commercial development often eliminated sidewalks and landscaping in favor of parking lots and easy vehicular access and egress. In the 1970's, 9<sup>th</sup> and 10<sup>th</sup> Street were converted to one way traffic east of 23<sup>rd</sup> Avenue to handle the higher traffic demands the city was resulting from people working and shopping downtown but living west of 23<sup>rd</sup> Avenue.

Street Classification: According to the Department of Public Works, street classifications within the W. 10<sup>th</sup> Street Corridor are generally designated as either local, collector, or arterial.

- Local streets have daily volumes of less than 2,500 vehicles and carry low volumes of traffic within the neighborhood (e.g. 11<sup>th</sup> and 12<sup>th</sup> Street or 24<sup>th</sup> Avenue).

- Collector streets have volumes between 7,000 and 10,000 vehicles and provide access for vehicles from local to main arterials (e.g. 14<sup>th</sup> and 28<sup>th</sup> Avenue or 13<sup>th</sup> Street).
- Arterial streets have daily volumes of over 12,000 vehicles. They serve as primary transportation links throughout Greeley (e.g. 10<sup>th</sup> Street, 23<sup>rd</sup> and 35<sup>th</sup> Avenues)

North/South Circulation: Within the W. 10<sup>th</sup> Street Neighborhood area, there are a number of efficient transportation corridors. Major north/south arterials in the area include 11<sup>th</sup>, 23<sup>rd</sup> and 35<sup>th</sup> Avenues. All of the north/south streets have been identified by the Greeley Transportation Plan as being under capacity, and are projected to remain that way at least until at least 2020. Future street work, according to the Public Works Department, includes improvements at the intersection of 11<sup>th</sup> Avenue and 10<sup>th</sup> Street, and 23<sup>rd</sup> Avenue and 10<sup>th</sup> Street. The improvements at 11<sup>th</sup> Avenue will lower the crown of the street which has grown as the result of multiple pavement overlays. Improvements at 23<sup>rd</sup> Avenue and W. 10<sup>th</sup> Street will include the removal of the billboard in the traffic island and redesign of the intersection to become more efficient. This site has also been identified as a potential location for a neighborhood entryway feature as shown in Figures 1 and 2. Both 23<sup>rd</sup> and 35<sup>th</sup> Avenues also require significant rehabilitation work due to their deteriorated condition as measured by the Public Works Department. See Map 21 ~ *Street Conditions*.

East/West Circulation: The W. 10<sup>th</sup> Street Corridor is bounded on the south by 16<sup>th</sup> Street, a major collector. The north boundary is formed by 4<sup>th</sup> Street which is also a collector. Based on Public Works Department traffic count, these streets are under capacity with the exception of the 10<sup>th</sup> Street segment between 28<sup>th</sup> - 35<sup>th</sup> Avenue which is near capacity. The 2020 traffic projection for the system is basically unchanged from the current status. All local streets will have sufficient capacity to accommodate additional traffic flow through and around the neighborhood without negatively impacting residents.

Corridor Design and Image: To deal with the concerns found along many of the city's major transportation corridors, the City adopted an Entryway Master Plan for Greeley. These guidelines provide an overall continuity of community image by using similar features and details for public and private improvements throughout the identified entryways and corridors of the city. The plan notes that the W. 10<sup>th</sup> Street Business district suffers from a lack of pedestrian scale, an overabundance of paving and a general absence of quality design elements. The Plan recommends that street trees be planted wherever possible and median plantings enhanced and, also, that pedestrians should be separated from vehicular traffic with planted berms, hedges or low walls. Finally, the Plan suggests decorative pedestrian lights be placed throughout this district and enhanced traffic signals and special pedestrian

pavements should be placed at all major intersections. See Figures 4 - 6 for design concepts.

Street Conditions: Generally 9<sup>th</sup> and 10<sup>th</sup> Streets and the streets around Luther Park are the most heavily traveled roads and are in good condition. Overall, 18% of the streets in the study area are in good condition, 55% partially meet the Public Works street standards, and 27% do not meet Public Works standards. As the City department responsible for the streets, the Streets Division of the Public Works Departments conducts periodic analysis of street conditions with the use of sounding devices. The Public Works Department evaluated each segment of roadway within the study area and identified the cost to bring it up to the industry standard

The summary identifies the three grades of street condition and the three street classifications (arterials, collectors and local streets). In general, the arterial roadways are the major roadways located at one mile intervals such as 11<sup>th</sup>, 23<sup>rd</sup> and 35<sup>th</sup> Avenues plus 10<sup>th</sup> Street and 9<sup>th</sup> Street between 11<sup>th</sup> and 23<sup>rd</sup> Avenues. Typically, arterial roadways provide the major cross-town traffic. The collector roadways are located between arterials at the half-mile intervals. Generally, collectors have less traffic volume than arterials since their primary function is to deliver the local street traffic to the arterial roadways and provide secondary levels of cross-town travel. The local streets are intended to serve the immediate area with low volume streets.

In addition to street repair, there may be curb, gutter and sidewalk repairs. The curb and gutter grading was done as part of the windshield survey. The cost of repair is represented as a straight per foot average cost.

- **Sidewalks**

Pedestrian Access: Residents of the W. 10<sup>th</sup> Street Neighborhood are within walking distance of many centrally located amenities, including shopping, schools and parks. Where present, the tree-lined streets with detached sidewalks east of 23<sup>rd</sup> Avenue make pedestrian access safe and aesthetically pleasing. In other cases, as identified in Map 22 ~ *Sidewalk Conditions Analysis*, the sidewalks are in poor condition or nonexistent. Residents in the neighborhood meetings indicated they liked to walk to the local business when they had the opportunity and sidewalks are available. In the citizen survey, 45% of the respondents indicated in that sidewalks need attention, especially in the W.10<sup>th</sup> Street between 23<sup>rd</sup> Avenue and 35<sup>th</sup> Avenue. There are a variety of pedestrian challenges on W. 10<sup>th</sup> Street including:

- A lack of sidewalks in many areas such as K-Mart, and the Westview Commons Center,
- No physical separation of space between auto driveways and backing/maneuvering space and the



- sidewalk, sometimes the sidewalk area is even included in the auto backing space,
- Splashing water and piling snow from the street on the attached sidewalks in bad weather,
  - A roller-coaster sidewalk caused by multiple curb cuts and the sidewalk attached to the street. As a result the sidewalk acts as the ramp for cars to get from the street top o the parking area. When the sidewalk is detached, even by as little as 18" -24" from the street, the sidewalk can remain basically flat at the intersection with the driveway. This uneven sidewalk is annoying at best and at worst can be difficult to for the elderly, particularly with walkers, wheelchairs and parents with infant strollers.

Residential sidewalks are missing in many locations in the study area but are concentrated in the Houston Heights, Mt. View Acres, Hunter Heights, and Perry subdivisions and all four of the neighborhood parks. Approximately 13% of the sidewalks are missing. Where sidewalks are in place, 67% were in good or excellent condition, 26% in fair condition and 5% in either poor or dilapidated condition. As noted on the map, sidewalk condition and availability were identified as significant issues in the northwest and the commercial area by residents and business owners. In the northwest area, 36% of the survey respondents identified this issue as needing attention. Residents in the neighborhood meetings indicated they liked to walk to the local business when they had the opportunity and sidewalks are available. In the commercial area between 23<sup>rd</sup> and 35<sup>th</sup> Avenue, 45% of the respondents indicated in the citizen survey that sidewalks need attention.

School routes: The City of Greeley also has a school sidewalk program which is intended to provide “Safe School Routes” within:

- 1.25 miles of an elementary school
- 1.5 miles of a middle school
- 2.25 miles of a high school

There are several good candidates for the school sidewalk program in the W.10<sup>th</sup> Street Neighborhood such as 24<sup>th</sup> Avenue which provides north/south access to Madison Elementary north of W. 10<sup>th</sup> Street. There are sections of 24<sup>th</sup> Avenue that are lacking sidewalks on both sides of the street and one side in several other areas. An analysis of specific student walkways should be conducted to determine areas that could qualify for the school route sidewalk program for elementary, middle and high schools in the W.10<sup>th</sup> Street neighborhood.

Circulation: Pedestrian level of service east of 23<sup>rd</sup> Avenue is overall very good due to the developed grid street system. Some long blocks in the 14<sup>th</sup> - 18<sup>th</sup> Avenue areas south of 10 Street and some longer cul-de-sacs create longer point-to-point pedestrian travel distances. Nonetheless, the overall

neighborhood “walkability” remains high. The neighborhood areas west of 23<sup>rd</sup> Avenue utilize the extended block length and cul-de-sacs without pedestrian connections pattern of development more than subdivisions east of 23<sup>rd</sup> Avenue. Nevertheless, the area is still reasonably well connected area. Several specific recommendations have been made by study participants and have been forwarded to the appropriate City departments for consideration.

- **Wheelchair Access**

At the neighborhood meeting, residents using wheelchairs noted that their use of the parks is extremely limited since there are no wheelchair ramps, or sidewalks at any of the parks in the study area. As a result, their park experience is from the street, which at peak use times is made even more distant by parked cars.

Handicap ramps are missing throughout the study area as shown in Map 23 ~ *Wheelchair Ramps*. As of 1992, any new construction or reconstruction of sidewalks, and any work done on the adjacent streets require that the ramps be installed in conformance with the regulations found in the American with Disabilities Act. The W. 10<sup>th</sup> Street Corridor field study work completed in the summer of 2003, and preliminary follow-up cost analysis by the Greeley Public Works Department indicated the following:

**Table 11 ~ Wheelchair Access Needs**

No. of Corners	Ramps/Corner	Total Ramps	Cost per Ramp	<b>Total Cost</b>
244	2	488	\$2,000	<b>\$976,000</b>

Like all infrastructure cost identified in this study, the cost is only an estimate or average and does not include other incidental cost such as right-of- way acquisition, or corner repair. Corner repair alone may cost an additional \$3,000 per corner. The Public Works Department typically installs about 25 new ramps per year and usually includes them as part of other work done on the street or sidewalk. The need for ramps is most common in neighborhoods built before 1992, and are structurally most needed east of 23<sup>rd</sup> Avenue where there are 12" vertical curbs and a higher concentration of people with disabilities as shown Map 24 ~ Disability Status. A request for a ramp in their neighborhood by a disabled person is given a higher priority by Public Works. The need for sidewalks and handicap ramps was reinforced at the northwest and southwest neighborhood meetings and, a preliminary ranking by Public Works of all its projects, placed handicap ramps a high priority.

- **Curb, gutter and sidewalk replacement**

Curb, gutter, and sidewalk improvements or replacement are usually the responsibility of the property owner except on arterial roadways. However, given the importance of the sidewalk system, the City of Greeley initiated a Shared Concrete Repair Program in 1992 under which the City will pay 50% of the cost for replacement of curb, gutter, sidewalk, or driveway access and the property owner pays the balance. Also, sidewalks are the type of infrastructure that may be funded under the 2A - Quality of Life bond issue.

- **Bus Service**

The Bus, Greeley's mass transit system, provides service throughout the 10<sup>th</sup> Street Neighborhood. Every parcel within the 10<sup>th</sup> Street Corridor is within one-half mile and approximately 90 % is within the one-quarter mile of a fixed route bus service making virtually the entire neighborhood a part of the transit corridor. See Map 25 ~ *Area Bus Routes*. All routes run from 6:45 a.m. to 6:45 p.m., Monday through Friday, and 9:45 a.m. to 5:45p.m. on Saturdays. For those residents who are unable to access the fixed route system, primarily elderly and disabled, the City offers paratransit services. This door to door service is also available throughout the W. 10<sup>th</sup> Street Neighborhood. This availability of fixed route and paratransit bus service provides for daily transportation to and from employment centers, educational institutions, medical clinics and hospitals, downtown and regional shopping malls, and recreational areas. The paratransit vans utilize special lift-equipment to accommodate wheelchair bound and other physically limited patrons.

- **Bicycle Access**

Greeley has made a strong commitment to bicycling by making existing streets safe for bicycle travel, wherever possible. There are three designated east/west bicycle lanes in the study area and two bike lanes, a bike route and a bike/pedestrian bike path are evenly distributed for north/south travel and extend the entire north/south length of the neighborhood. A bike/pedestrian trail along Greeley Canal No. 3 from 23<sup>rd</sup> Avenue to 9<sup>th</sup> Street has been proposed and would be a good addition to the bicycle and pedestrian system.

- **Rail**

There is no railroad or airline service located within the study area.

- **Parks**

The area is served by four parks totaling 28 acres which exceeds the Greeley Comprehensive Plan standards for an area of its size. Parks and open-space sites provide the focus and identity for a

neighborhood, offering something for every age, ability and culture. These features are often a major reason for residents to locate in this area. For example, several residents attending the neighborhood meeting identified the stormwater drainage swale between 13<sup>th</sup> and 16<sup>th</sup> Street at 27<sup>th</sup> Avenue as an amenity to the area because of the open space it provides, and a significant locational factor when they decided to purchase their home.

Overall, the parks in the 10<sup>th</sup> Street Neighborhood tend to be smaller, but more numerous than the Greeley Comprehensive Plan and the Parks Master Plan recommends and are therefore rated as meeting City standards. The neighborhood parks include: Franklin - 4 acres; Broadview - 6 acres; Sherwood - 8 acres; and Luther - 10 acres. There are two community parks immediately adjacent to the area (Bittersweet at 40 acres and Forbes at 6 acres), Island Grove regional park (140 acres) is within three miles of all residents. Additional recreational space is provided by the schools in the area. The parks are the responsibility of the Greeley Parks Department. The Greeley Parks Department does not anticipate any capital expenditures in the parks within the next five years.

- **Schools**

Public schools in the area are provided by Weld County School District No. 6. The school district is a political subdivision of the state, managed by an elected school board. As a result, the City has no funding control and only very limited land use jurisdiction related to the school district. Scott and Madison Elementary Schools plus Maplewood and Franklin Middle Schools serve the W. 10<sup>th</sup> Street area. Heath Middle school is immediately outside the study area. With the exception of Franklin, the schools are operating at approximately 75% of capacity. Secondary age students attend Northridge (new facility) and Central High Schools (major upgrade just completed). There are no charter schools in the study area. Besides the high school improvements as noted, other area schools have recently had some upgrades and small expansion work as the result of a recent bond issue. With the addition of air conditioning and other minor improvements, all of the schools will continue to be good physical facilities for elementary and middle school education. No significant projects are anticipated in the near future.

## B. Area Conditions

A survey was conducted as a “windshield” check of each property and structure in the 10<sup>th</sup> Street neighborhood for a number of items such as physical condition, how the property is being used, any missing infrastructure or site improvements, such as sidewalks, curb and gutter or parking. See Attachment F for a sample survey. A summary of the structure survey is presented below:

1. **Condition of structures:** It is clear that throughout the W. 10<sup>th</sup> Street Neighborhood, the overwhelming

majority of structures are in good or excellent condition as viewed from the outside. The age of the area would typically produce a number of building systems, such as electrical, plumbing, etc. that may need attention. Table 10 ~ *Condition of Structures* offers a review of those building conditions as does Map 26 ~ *Structure Conditions Analysis*.

**Table 12 ~ Condition of Structures**

	<b>Whole Neighborhood</b>	<b>East of 23<sup>rd</sup></b>	<b>West of 23<sup>rd</sup></b>	<b>Primary Area (mostly commercial)</b>	<b>Secondary (mostly residential.)</b>
Excellent	1%	2%	0.2%	1.4%	<0.1%
Good	96%	88%	99.6%	97.2%	99.9%
Fair	3%	7%	0.2%	1.4%	<0.1%
Poor	<1%	1%	<0.1%	<0.1%	<0.1%
Dilapidated	<1%	1%	<0.1%	<0.1%	<0.1%

Other significant recent structural changes in the area include the removal of the electrical transmission lines along W. 10<sup>th</sup> Street, the relocation of the small retail store from the island at 23<sup>rd</sup> Avenue and 10<sup>th</sup> Street and the landscape upgrading of several auto related sites in the study area. A significant opportunity for structural change will be presented when the billboard at 10<sup>th</sup> Street and 23<sup>rd</sup> Avenue is removed and the site can be developed in a more aesthetic manner.

2. **Site Conditions:** The site condition chart and map indicate that while there are a few properties in poor or dilapidated condition, the overwhelming majority are fair or better condition. While this chart suggests there is real room for improvement for some site, it is generally cheaper and easier to deal with site condition than structural condition. See Map 27 ~ *Parcel Conditions Analysis*.

**Table 13 ~ Site Conditions**

	<b>Entire 10<sup>th</sup> St. Neighborhood</b>	<b>East of 23<sup>rd</sup></b>	<b>West of 23<sup>rd</sup></b>	<b>Primary Area (mostly commercial)</b>	<b>Secondary (mostly residential)</b>
Excellent	17%	12%	18.6%	17%	18%
Good	62%	52%	64.3%	52%	72%
Fair	18%	27%	15.4%	26%	10%
Poor	2.8%	7%	1.6%	5%	1%

Dilapidated	0.2%	1%	<0.1%	<0.1%	<0.1%
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3. **Code Violations:** As part of the survey review for this area obvious municipal code violations were also noted and mapped. See Map 28 ~ *Code Violations*. This area was of substantial concern to a number of residents responding to the survey and attending the neighborhood meetings. As a result, City staff commenced a block-by-block inspection of area conditions, issuing warnings and correction notices on properties with problems ranging from weeds and trash accumulation to inoperable vehicles and parking conflicts.

### C. Services

Services that were mapped include the following:

1. **Police:** Dispatch calls for 2001 were mapped by location by number and type of crime. The four major types of crime identified on the map are robbery, rape, assault and burglary. Other research included the mapping of the liquor outlets in the study area. The data included the number, location, and type (package, grocery, bar, restaurant) of each liquor related establishment. This information was mapped to test the perception that in the W. 10<sup>th</sup> Street Study area, there is a spatial relationship between the location of the liquor establishments and the occurrences of crime. The map suggests a higher number of dispatch calls along the W. 10<sup>th</sup> Street Corridor east of 23<sup>rd</sup> Avenue, which is also consistent with discussion in the small group sessions as well. See Map 29 ~ *Crime Occurrences, 2001*.
2. **Neighborhood Watch:** Five Neighborhood Watch areas have been established in the 10<sup>th</sup> Street Neighborhood. This program provides a direct contact between the neighborhood and the police department to assess problems and safety concerns of their area and to help establish a strategy to strengthen the neighborhood. Since less than five percent of the 10<sup>th</sup> Street Neighborhood participates in the Neighborhood Watch, there is a significant opportunity to address the neighborhood's concern for safety with this program participants. See Map 30 ~ *Neighborhood Watch Areas*.
3. **Fire:** Approximately 94% of the homes and businesses meet the industry standard and are within 300' of a fire hydrant. Approximately 6% of the structures are beyond 300' but within 400' of a fire hydrant, and thus partially meet the industry standard since fire hoses can be laid fairly quickly at this distance. Generally, for a variety of safety related reasons, the fire department does not consider a fire hydrant as usable for an area if it is separated from the subject site by an arterial roadway. Less than 1% of the



structures are located beyond the 400' range. The original area developer installs the fire hydrants and the Greeley Water Department and the Union Colony Fire Department service and maintain them. The Union Colony Fire Department is a full-time, full service fire department serving Greeley and the 10<sup>th</sup> Street Corridor. See Map 31 ~ *Fire Service Availability*.

Originally, an area of high concern was the multi-family developments in the southwest portion of the study area, it was subsequently determined that the complex has two private fire hydrants. The multi-family area in the northwest portions of the study continues to be of particular concern. The fire department is able to compensate for a considerable level of the fire hydrant deficiency since three fire trucks respond to the fire and each truck carries its own water. The first truck starts fighting the fire with water on-board the fire truck while the second truck lays the hose. The third truck may either start fighting the fire with its on-board water or assisting in laying fire hose.

The average cost to install a fire hydrant is \$7,500. This cost includes the hydrant, installation labor, water line excavation and material cost. The cost can go up dramatically where a water line of adequate size must be installed to service to potential hydrant.

4. **Community Facilities and Services:** A number of public and private organizations provide a variety of social and community services are located throughout the 10<sup>th</sup> Street Neighborhood area. Many social service agencies are located directly in the neighborhood, providing easy access for low- and moderate-income residents. See Table 14 ~ *Community Services and Facilities*.

Neighborhood residents can also take advantage of recreational activities provided at Broadview, Luther, Franklin and Sherwood Park. The Greeley Recreational Center, located in the central business district is one block northeast of the neighborhood and offers numerous recreational opportunities ranging from classes, basketball and swimming to aerobics and weight lifting. The Greeley Senior Center lies directly north of the Recreation Center. Senior citizens are kept busy with daily programs ranging from exercise to computer classes, luncheons, and informal times for socializing.

Strong social and educational support for the residents of the community is provided through Scott and Madison Elementary and Maplewood and Franklin Middle Schools plus the many churches in the area.

**Table 14 ~ Community Facilities and Services**

<b>Agency</b>	<b>Facility Location</b>	<b>Service (in conjunction with primary function, e.g. church)</b>
7 <sup>th</sup> Day Adventist	1002 21 <sup>st</sup> Avenue	Clothing Bank
Assistance League of Greeley	1709 9 <sup>th</sup> Avenue	Hospitality/Clothing
Better Life Counseling	1010 35 <sup>th</sup> Avenue	Youth & Adult Counseling
Boys & Girls Club	2400 4 <sup>th</sup> Street	Youth Development Programs
City of Greeley	Broadview, Franklin, Luther and Sherwood Parks	Neighborhood parks and recreational programs
City of Greeley	1100 10 <sup>th</sup> Street	Municipals offices: Planning, Building Inspections, Urban Renewal, Water & Sewer, Union Colony Fire & Rescue Authority, City Attorney, City Manager, Engineering Development Coordination and Review
First Church of the Nazarene	2515 16 <sup>th</sup> Street	Free Diapers (by Appointment)
Glad Tidings Church	3425 6 <sup>th</sup> Street	Counseling & Youth Service
Gloria Christie Lutheran	1322 21 <sup>st</sup> Avenue	Food Bank, Bill Assistance
Hospice	2726 11 <sup>th</sup> Street Road	End of Life Support
Meals on Wheels	21 <sup>st</sup> Avenue & 9 <sup>th</sup> Street	Meal Delivery to Elderly
Red Cross	804 23 <sup>rd</sup> Avenue	Community Assistance related to emergencies
School District 6	Scott & Madison Maplewood & Franklin	Public Schools for K-6 grade Middle Schools 7-8 grade

**CONCLUSION:** The area reflects an ageing and incomplete set of infrastructure based on current minimum city-wide subdivision standards. While some of that infrastructure has been serving the area reasonably well over the years (e.g. water & sewer), other areas are in urgent need of attention to provide a safe neighborhood community as well as to offer support in addressing other important neighborhood issues, such as pedestrian mobility, criminal activity, code enforcement.

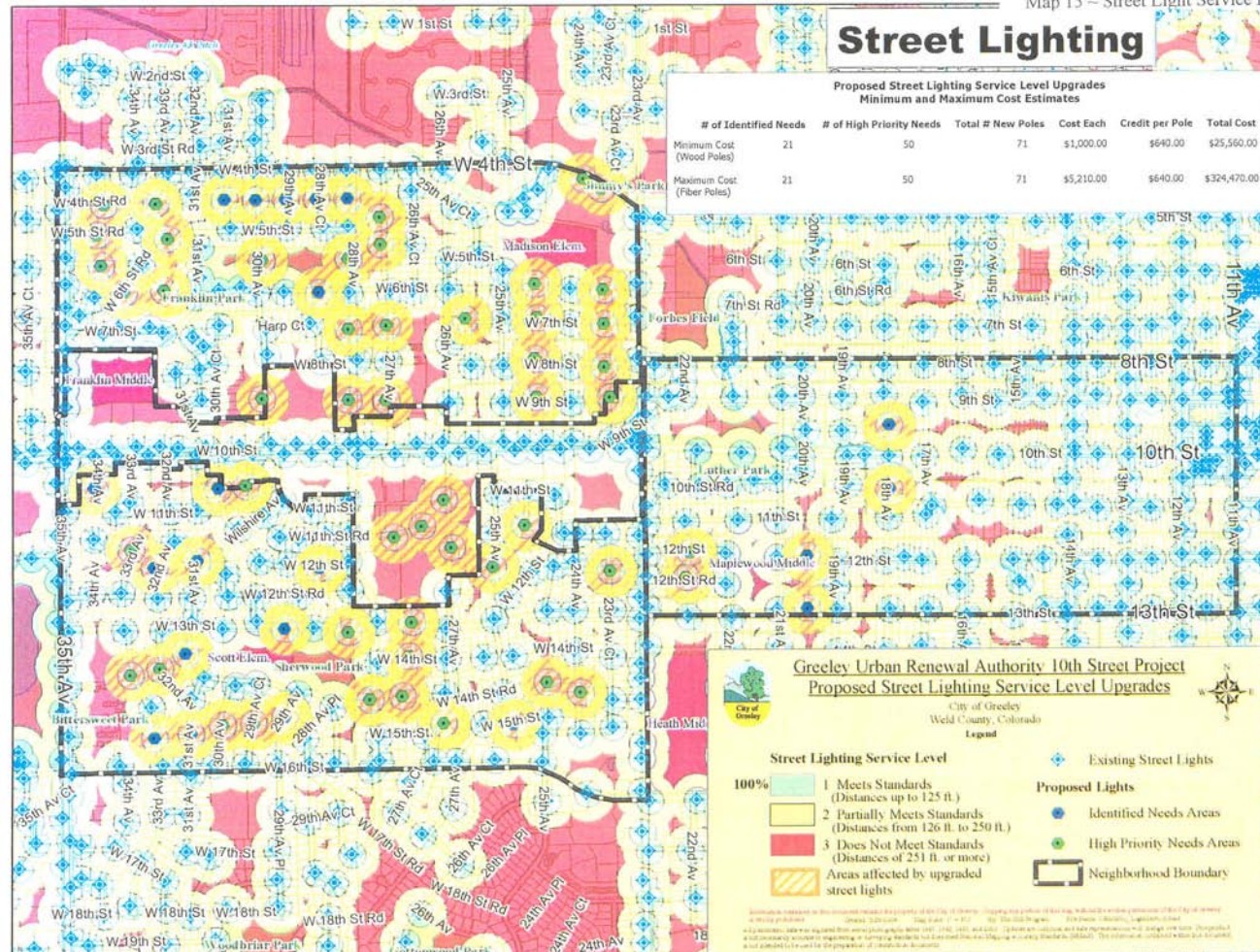
Intervention in deteriorating structural and property conditions now will save important housing stock for generations to come. In addition, it is important to installing new or improved infrastructure consistent with industry standards and neighborhood priorities in order to offer visible support and investment into the neighborhood at a time when area residents are doubting their ability to sustain their investments.



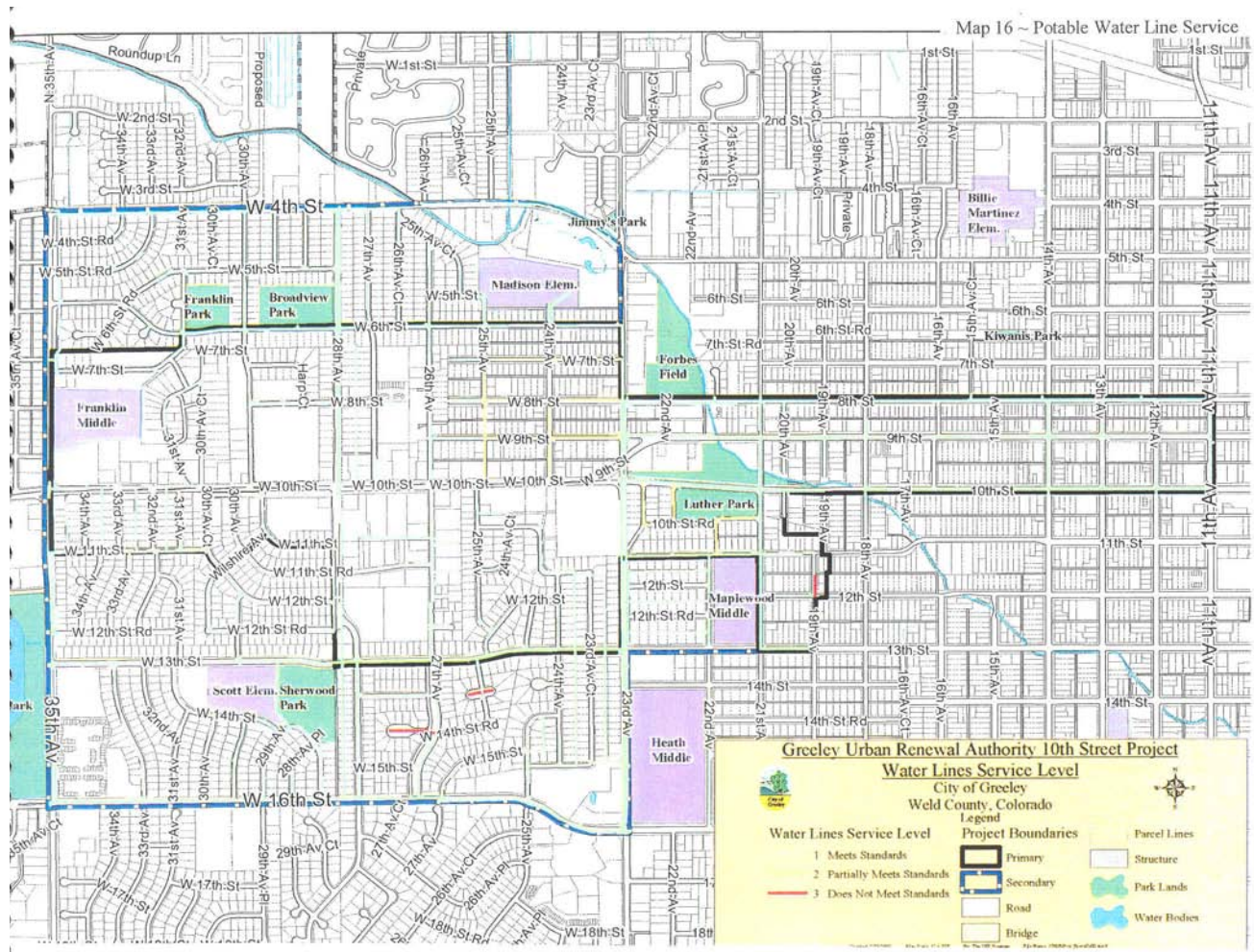




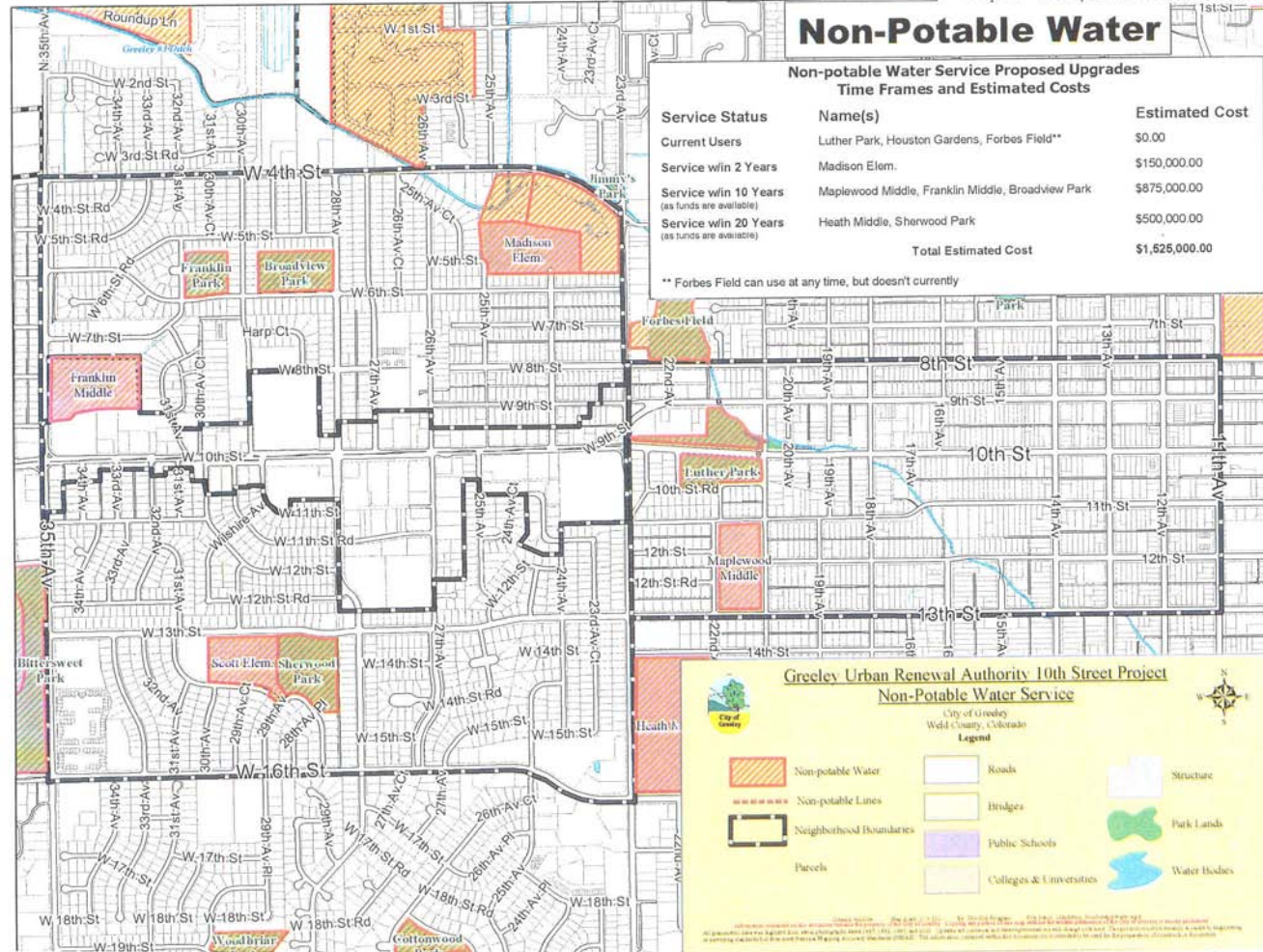
Map 15 – Street Light Service Level



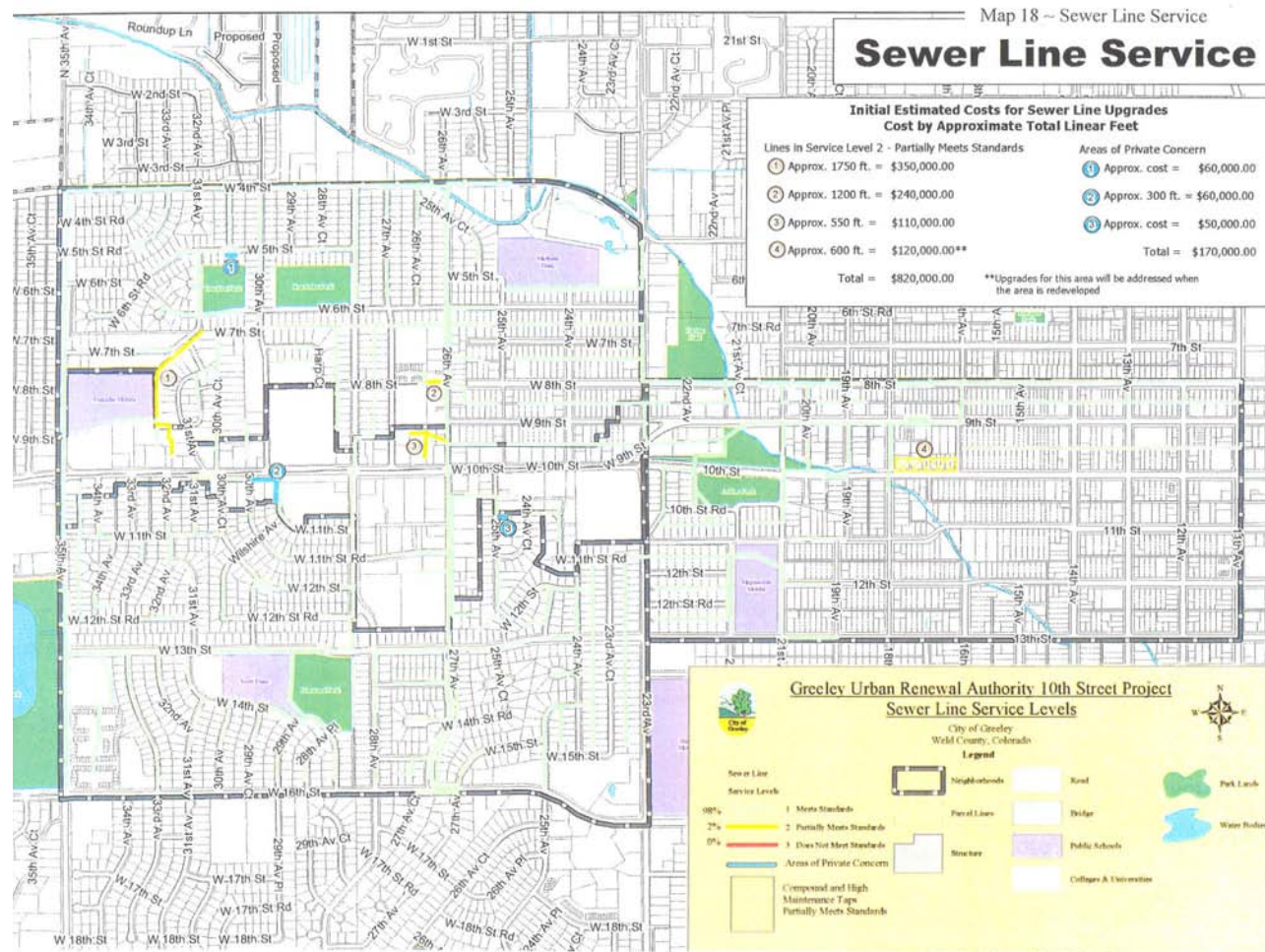


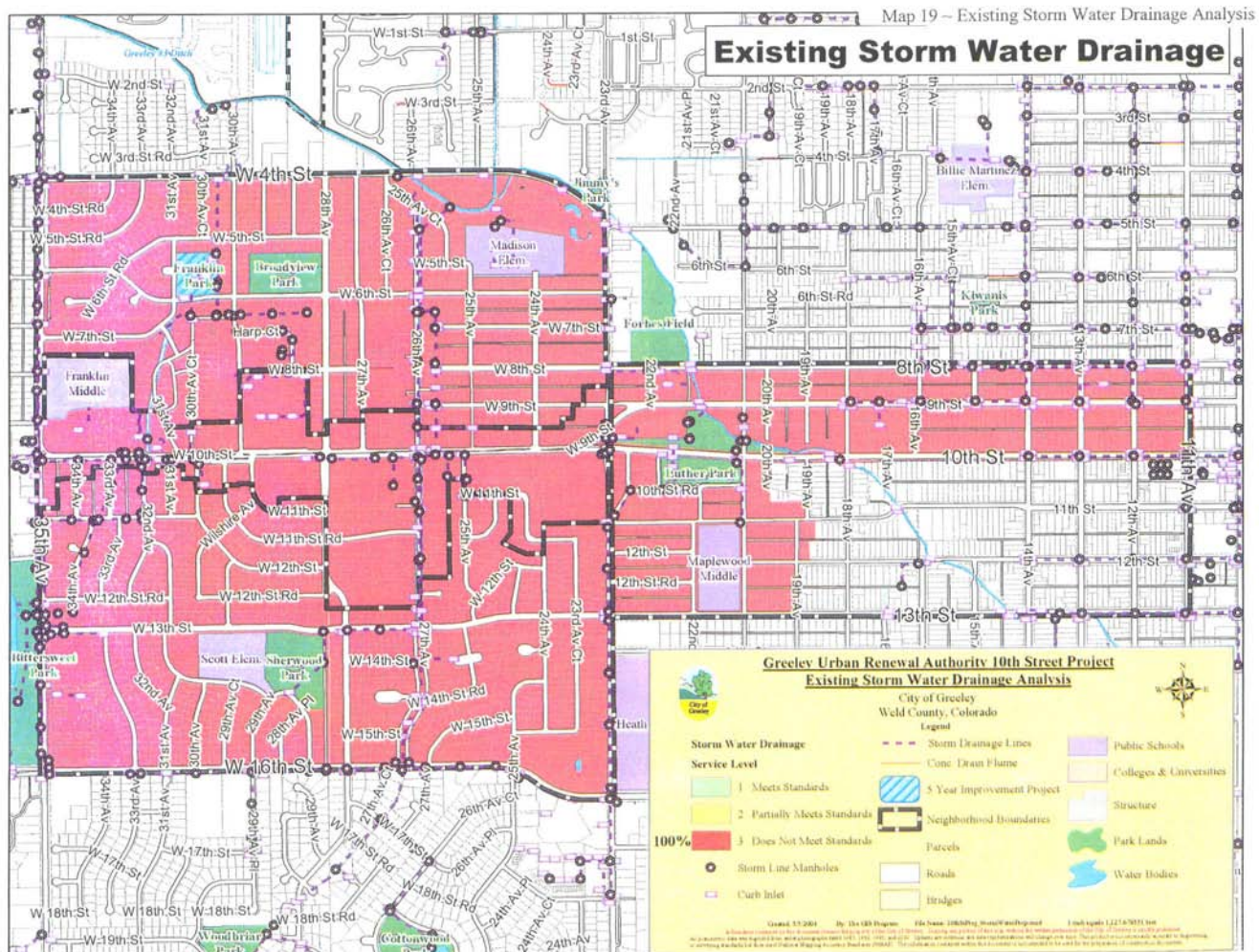


Map 17 ~ Non-potable Water Service Area



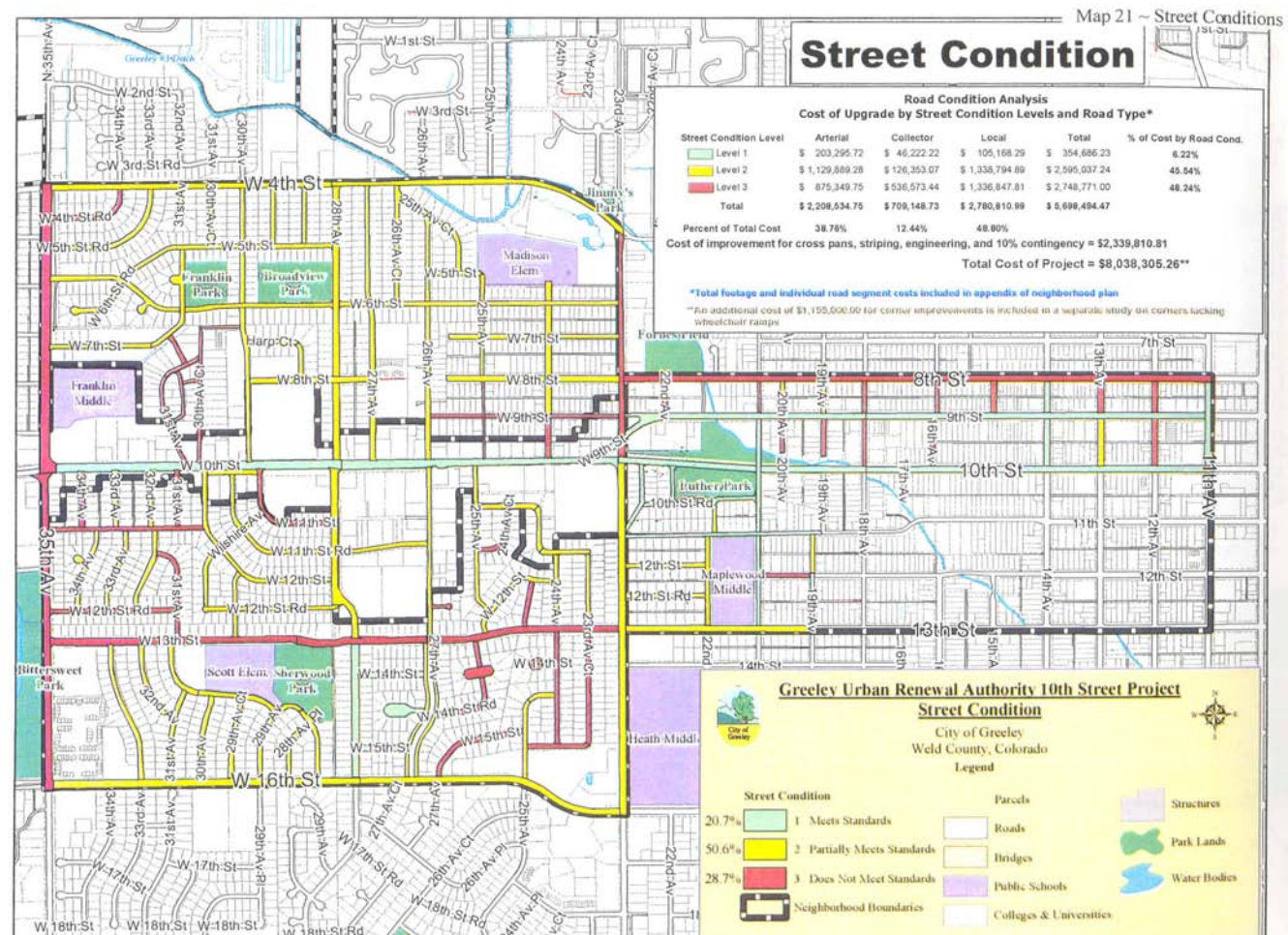




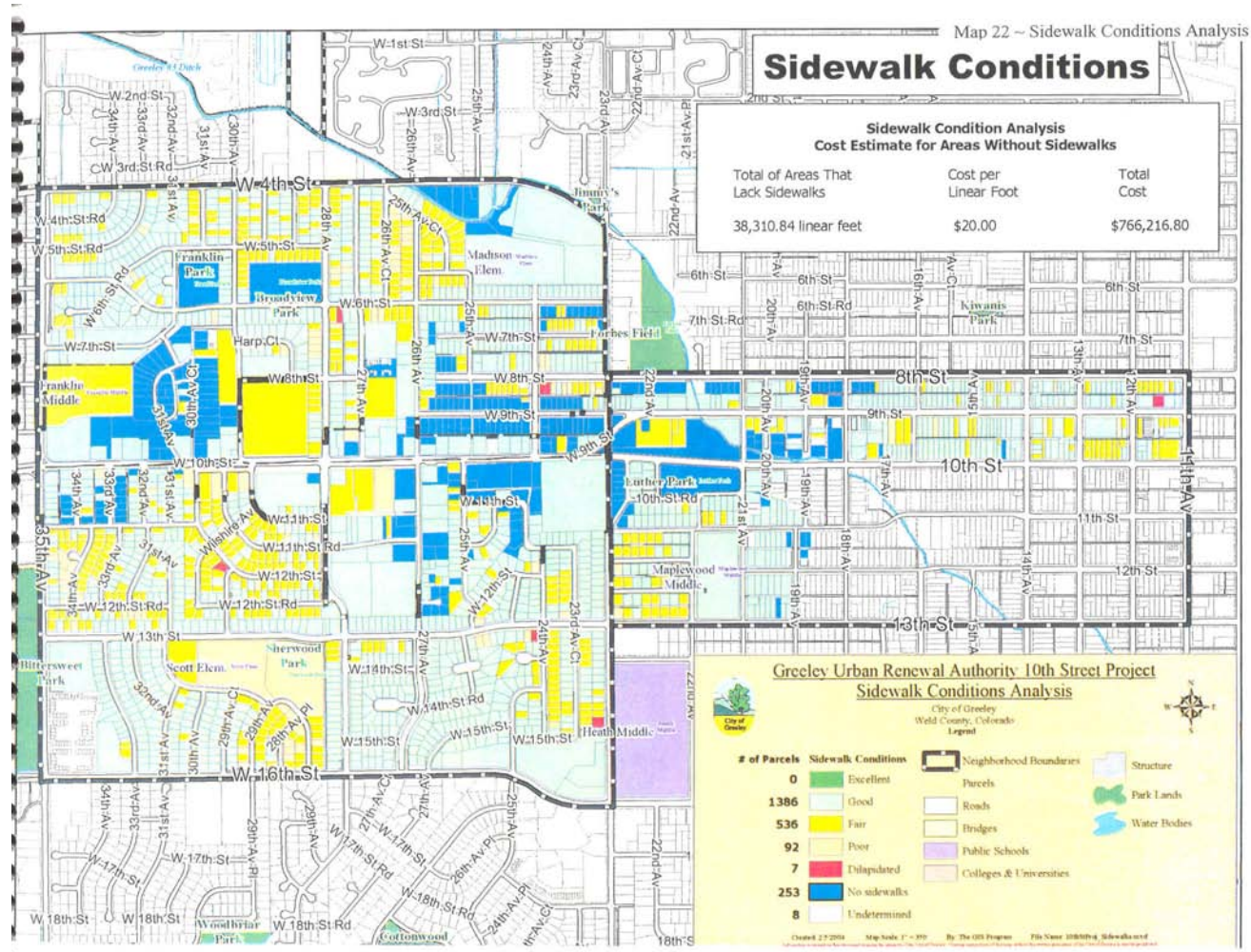




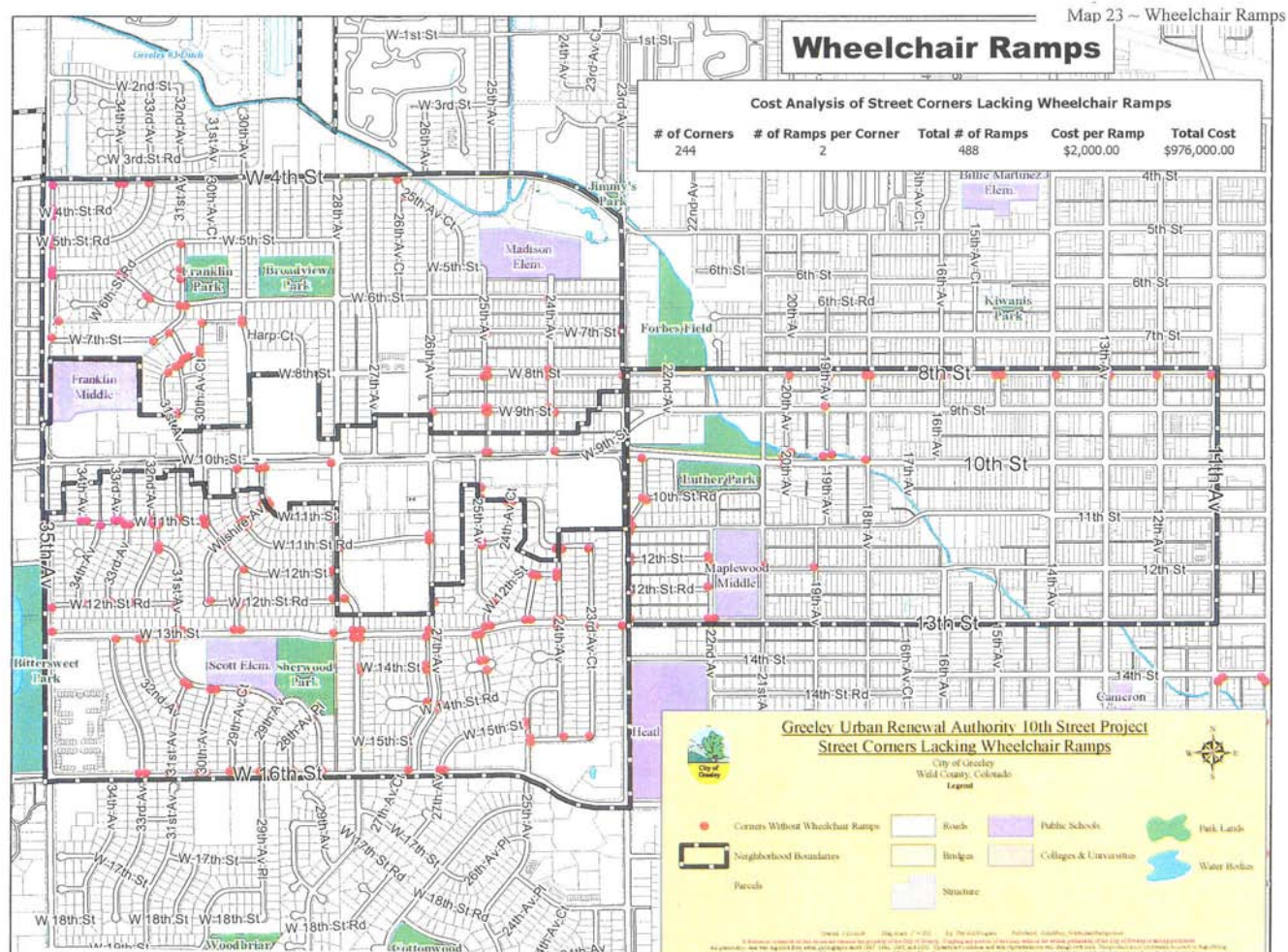


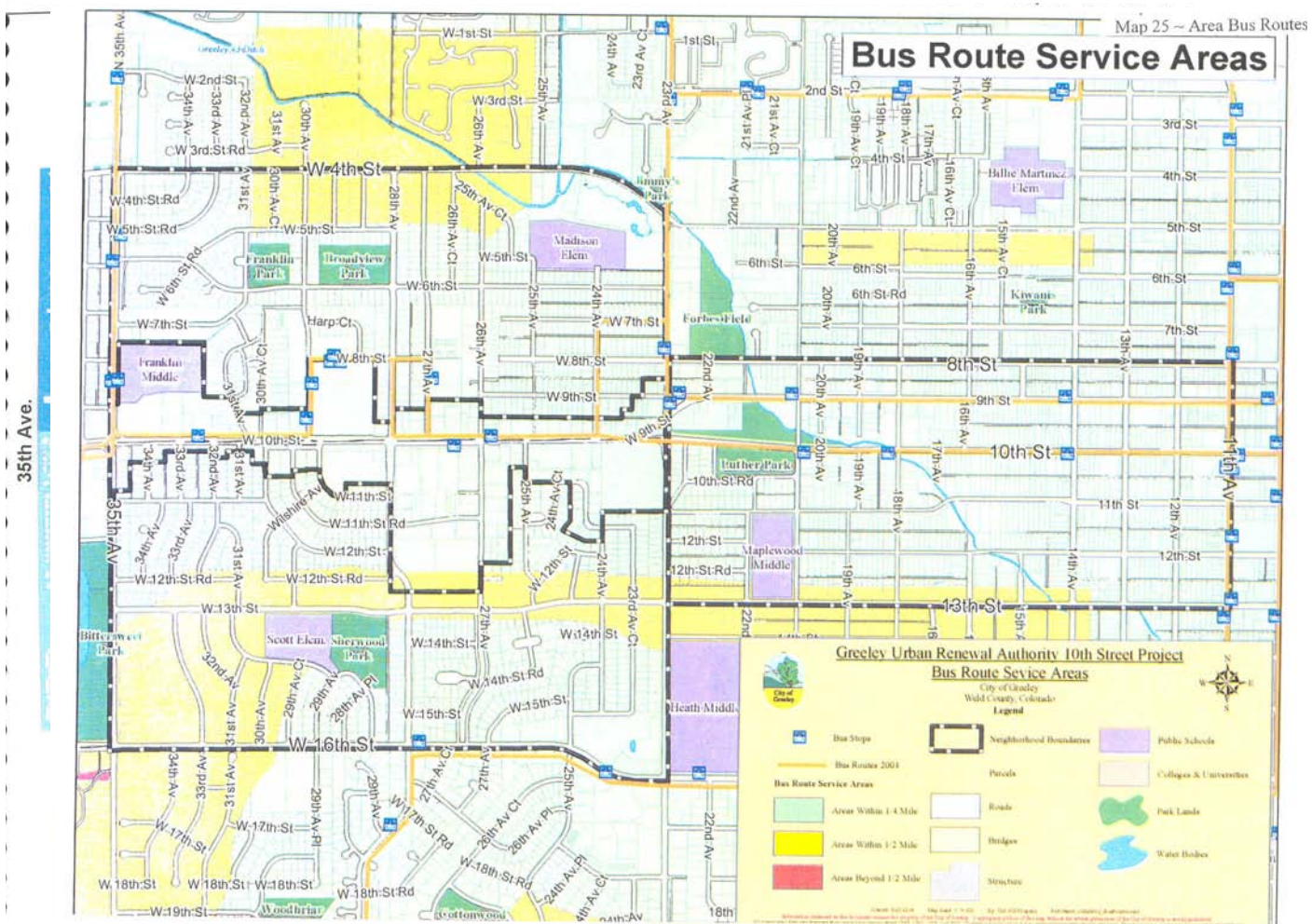




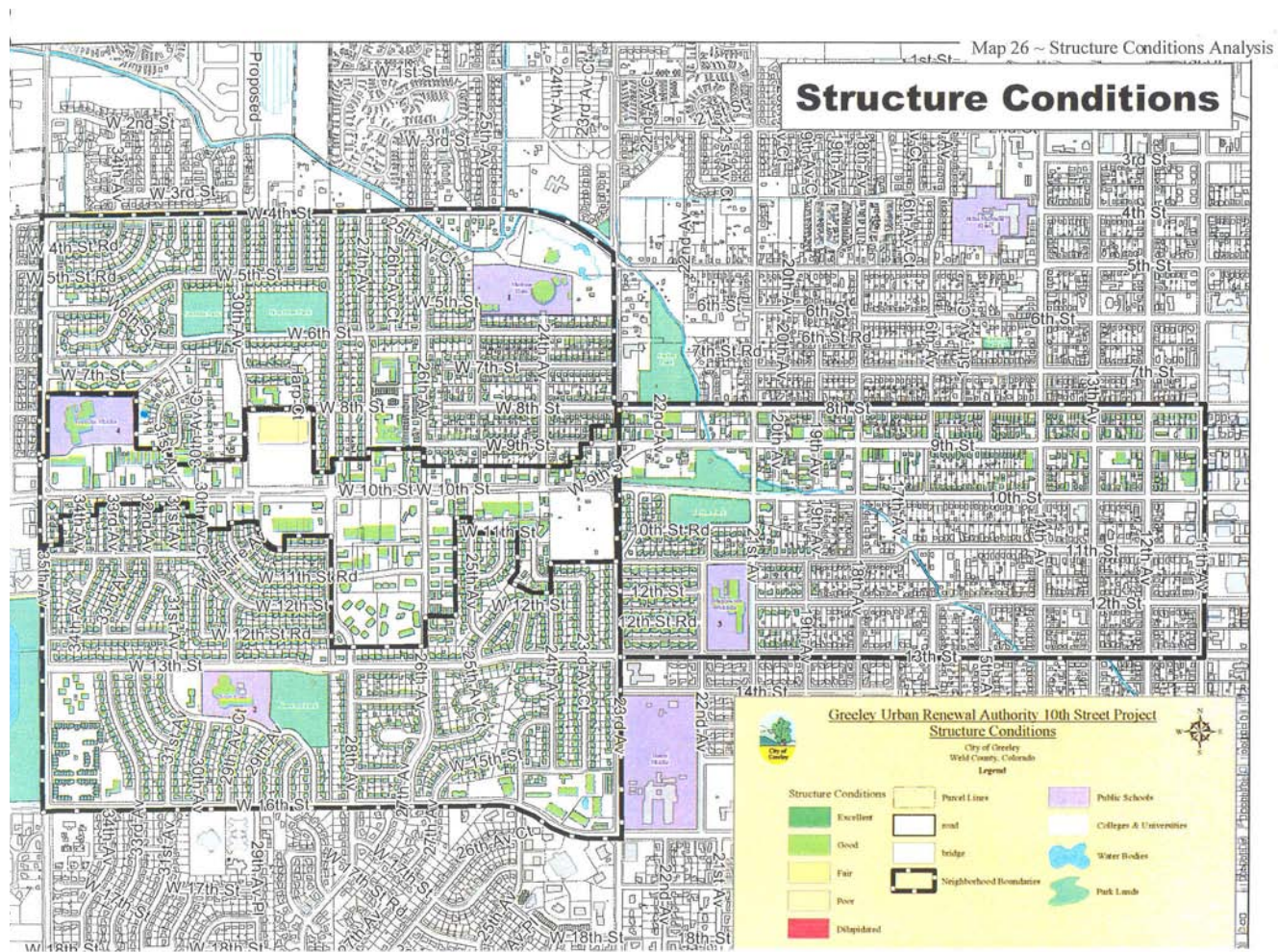




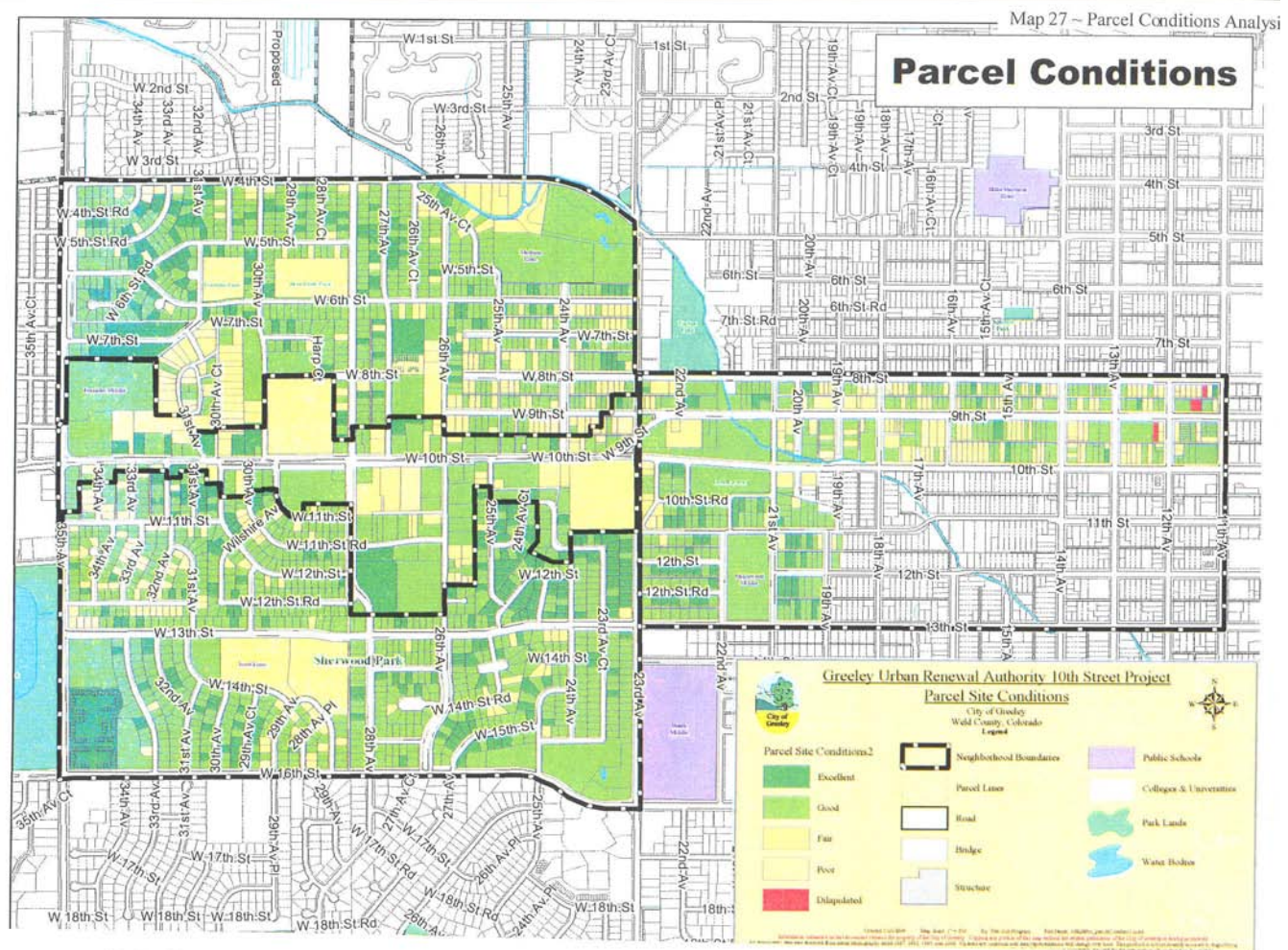


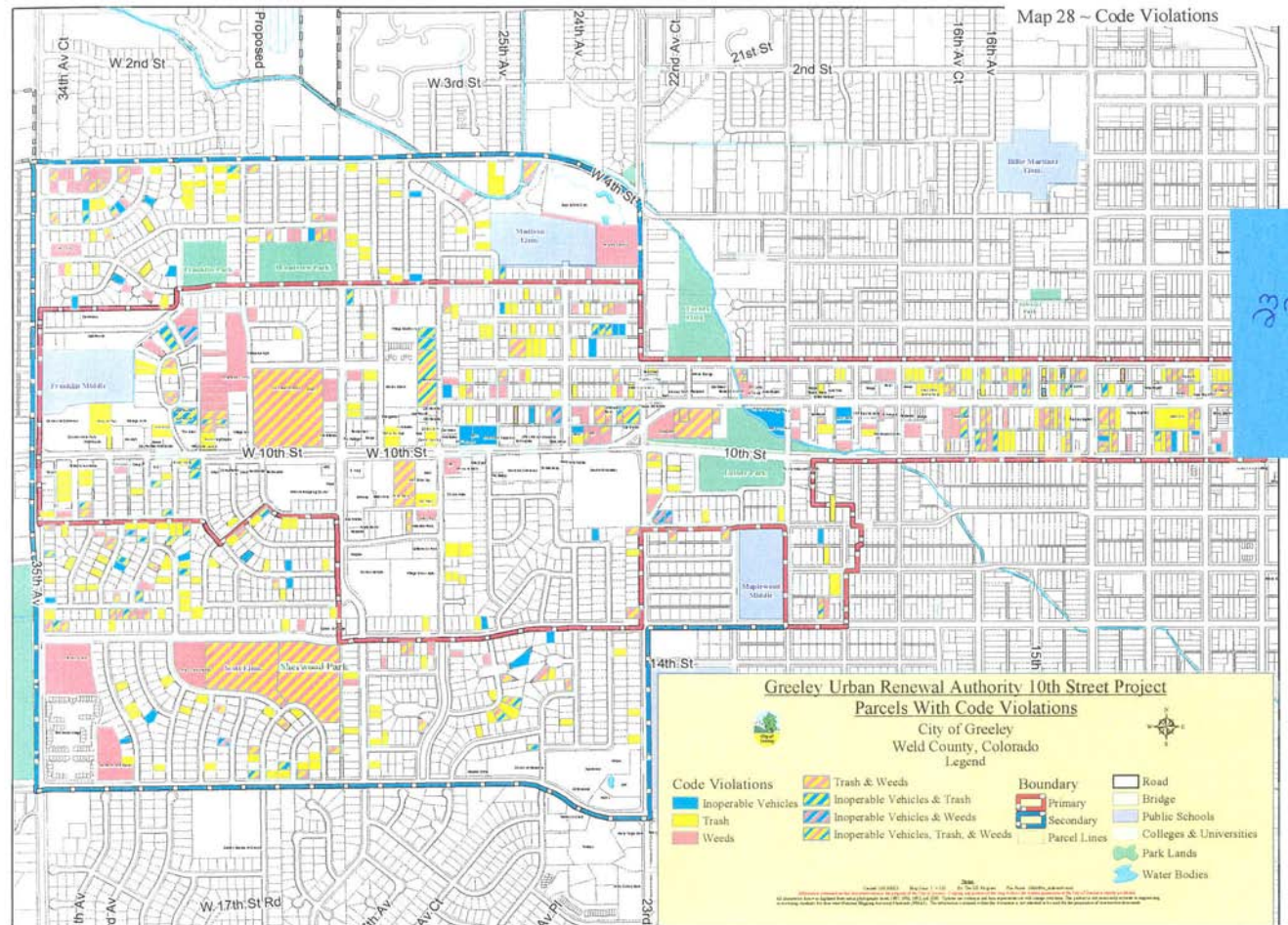




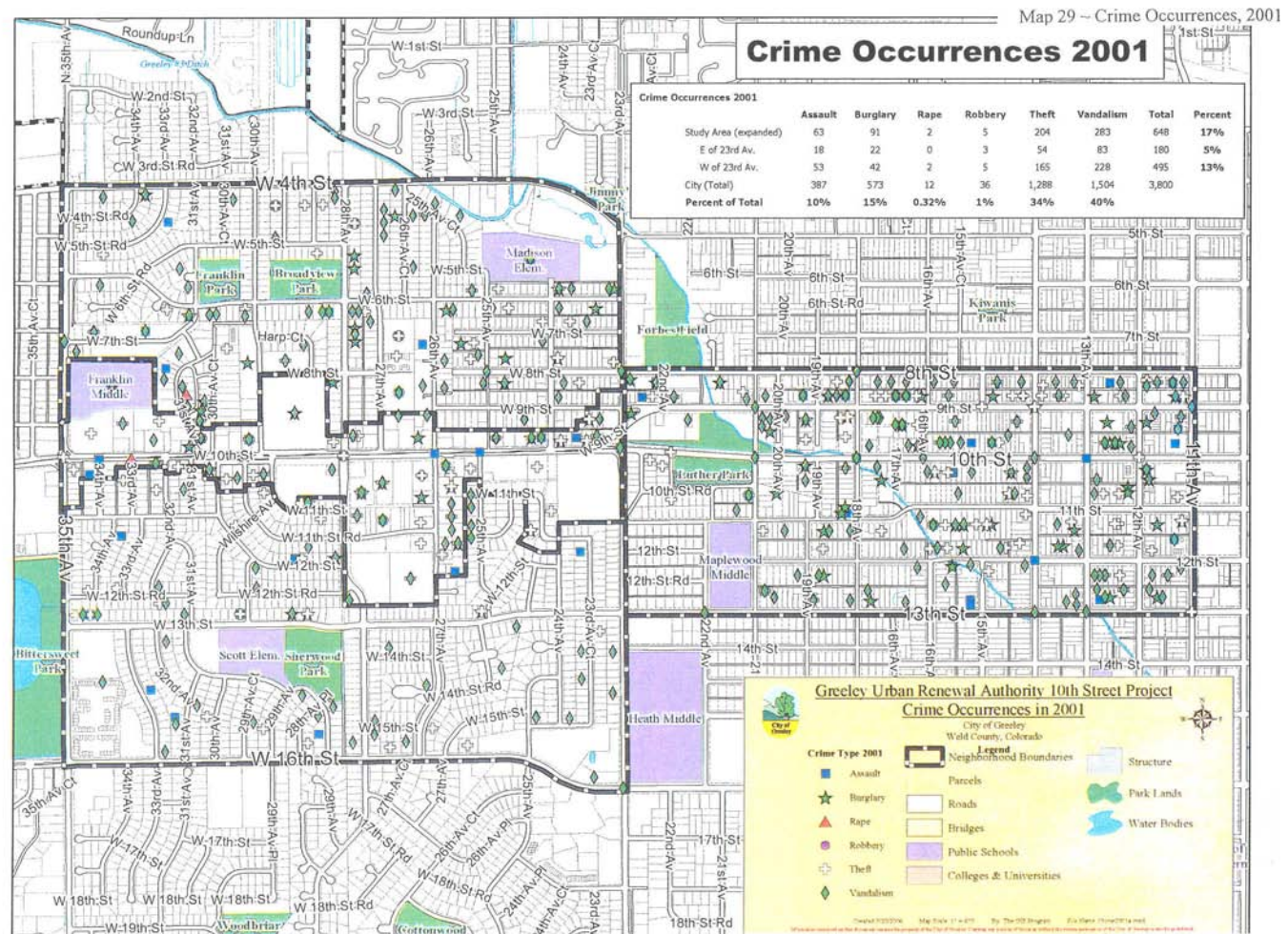


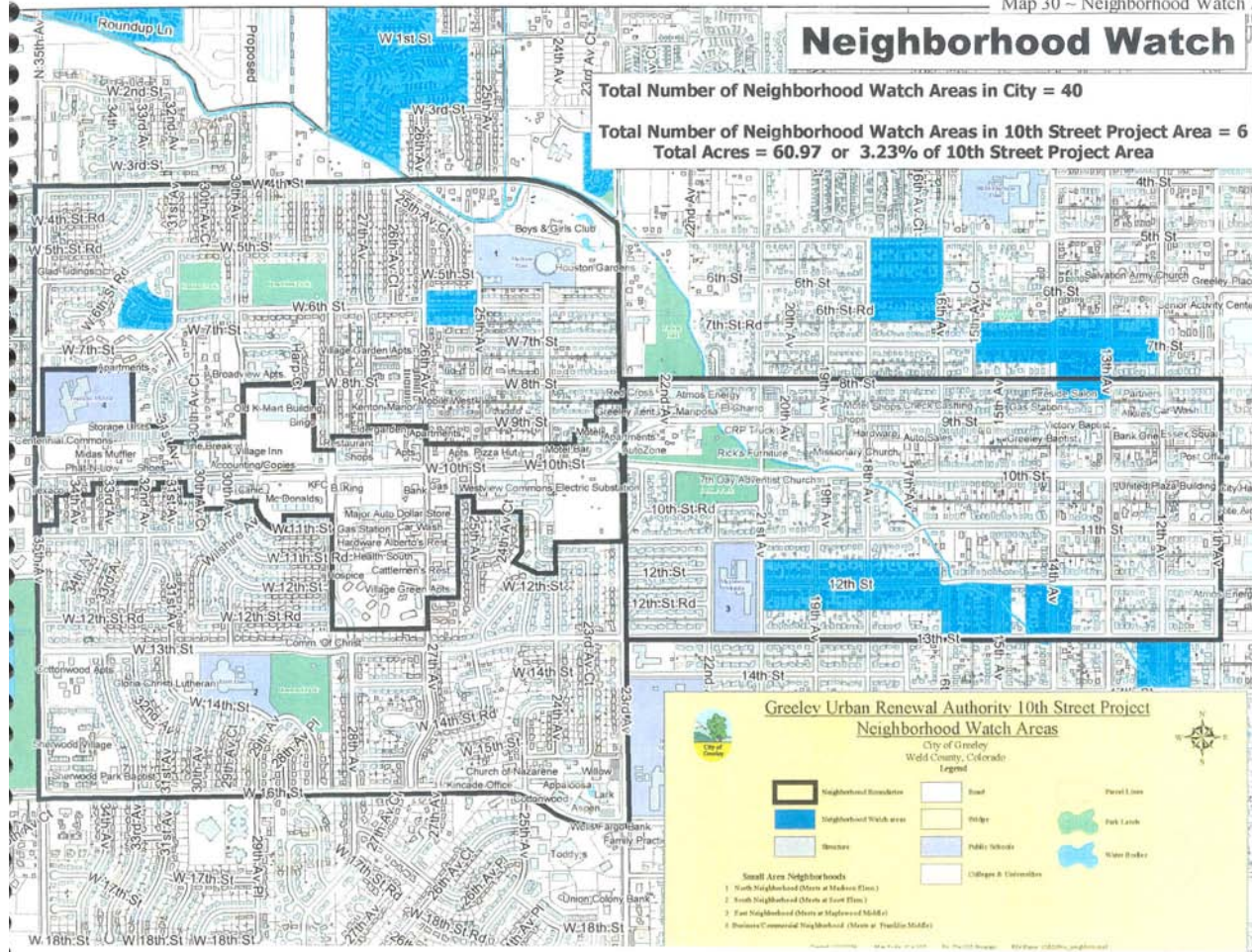




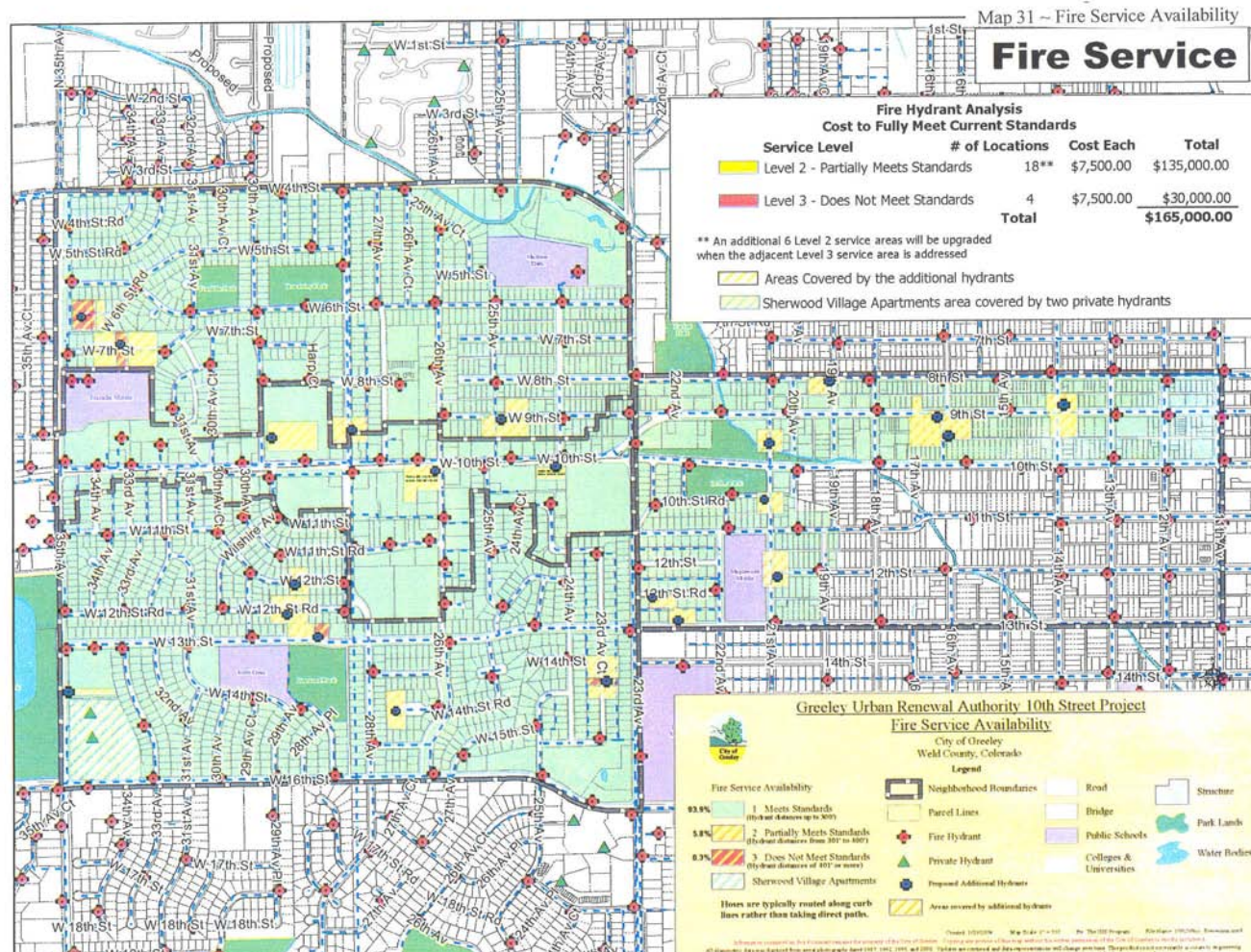












## V. THE NEIGHBORHOOD ~ ITS LAND USES

The 10<sup>th</sup> Street Corridor is basically made up of residential and commercial uses with seven zoning districts to differentiate the uses. The seven zones as shown on Map30 ~ *Zoning Map and Analysis* are as follows:

**Table 15 ~ Zone District Land Use Descriptions**

<b>Zone</b>	<b>Use</b>
<b>R-L</b>	<b>Residential Low Density</b> - This district comprises over 55% of the 10 <sup>th</sup> Street Corridor. The district is intended to provide the development of areas containing and planned for low density residential development, with a typical gross density of three to five (3-5) dwelling units per acre. This zone is used in the 10 <sup>th</sup> Street Neighborhood for most of the single-family subdivisions west of 23 <sup>rd</sup> Avenue. This district may also include uses which support and are compatible with low density residential areas. In the 10 <sup>th</sup> Street Neighborhood this would include the schools and parks.
<b>R-M</b>	<b>Residential Medium Density</b> - This district makes up almost 15% of the study area and is intended to provide for medium density residential development with a typical gross density of five to ten (5-10) dwelling units per acre. This density will be achieved by a mix of dwelling types including single family dwellings on individual lots, two-family or duplex dwellings and single-family attached dwellings, or town homes. The R-M zone is often used as a buffer zone between either R-L and higher density residential or R-L and commercial uses, particularly west of 23 <sup>rd</sup> Avenue. The largest single area of R-M zoning is southwest of Greeley Canal #3 and 10 <sup>th</sup> Street.
<b>R-H</b>	<b>Residential High Density</b> - At almost 6.3% of the neighborhood, this district provides for the development of areas containing and planned for high density residential development, with a typical gross density of ten to twenty (10-20) dwelling units per acre. This density will be achieved by a mix of dwelling types including single-family dwellings on individual lots, two-family or duplex dwellings, single-family attached dwellings, or two homes and multi-family dwellings. This district may also include uses which support and are compatible with high density residential areas such as libraries, long term care facilities, day care facilities and limited mixed use commercial such as a beauty salon.
<b>R-MH</b>	<b>Residential Mobile Home</b> - Is for the 2.2 acre Mobile West mobile home park which makes up 0.25% of the neighborhood. This district is for mobile home parks at a maximum gross density of eight (8) dwelling units per acre. Mobile West is a licensed non-conforming mobile home park which means it can continue to operate under the current code and replace existing mobile homes when a tenant leaves. However, it cannot expand and if it were to propose significant changes to the site, it would have to be brought up to current code standards.
<b>C-L C-H</b>	<b>Commercial Districts (C-L Low Intensity; C-H High Intensity)</b> - The C-L zone district makes up about 5.25% of the neighborhood and the C-H is 18.26% of the neighborhood. These two districts are for office, retail trade and service activities, and a full range of commercial uses. These uses serve the needs of residents of the community, as well as the surrounding region. The Commercial Low Intensity District serves as a transitional zone between nearby residential uses and high intensity commercial areas.

PUD	<b>Planned Unit Development</b> - This district has been utilized for the Home Share (11 <sup>th</sup> Avenue and 12 <sup>th</sup> Street) and Business Share (10 <sup>th</sup> Street and 12 <sup>th</sup> Avenue) residential developments. This district is designated for the achievement of site designs which cannot otherwise be accommodated with standard zone designations and, through flexibility and creativity, produce developments which are in keeping with the overall goals and objectives of the City's Comprehensive Plan. Because of the unique set-up and living arrangements proposed, it was necessary under the zoning code in place at the time to use the PUD zone. These developments could now be accommodated under a standard zone district.
-----	--

The residential zones in the 10<sup>th</sup> Street Neighborhood represent approximately 76% of the total neighborhood area. The commercial zones make up almost 24% of the total area. The City of Greeley 2020 Comprehensive Plan establishes a goal for new developing areas to have 65% residential, 10% commercial 10% industrial and 15% public schools, parks etc. in a one-square mile area. The W. 10<sup>th</sup> Street neighborhood is close to the combined target percentage for residential and public use zoning. Since there are no industrial zones in the 10<sup>th</sup> Street Neighborhood, and the commercial district functions as a community shopping area, the 24% commercial area is reasonable.

Residents in the R-H zone district area east of Greeley Canal No. 3 and south of 10<sup>th</sup> Street have voiced concern at the neighborhood meetings that the neighborhood is being destabilized by the conversion of former single-family homes in the R-H zone district to multi-family homes, without the benefit of supporting improvements, such as parking. The result of these conversions is often a high parking impact on neighbors, increased noise, decreased property and structure maintenance and other negative impacts on the neighborhood. As a result, residents of the area have asked the City to consider a down-zone of the area that would encourage owner-occupancy of the residential units.

**CONCLUSION:** While the area seems to have a balance in the amount of each type of land use found throughout the community, with the exception of industrial zoning, the contemporary standards for the use of the property has changed over time and needs review. The number of single-family homes converted to multi-family rentals is growing and deters families from seeking home ownership in the area out of concern for continued property appreciation and compatible neighbors. In addition, there is very little buffering between land uses of differing intensity and design, which further impacts the interest in property improvements and investment.

These types of concerns are an important indicator of a neighborhood's sense of safety, livability, and prosperity. As a result, there needs to be a careful examination of the appropriateness of various zoning categories and land use types and consideration of adjustments where it will achieve greater stability and neighborhood and commercial well-being.





## VI. THE NEIGHBORHOOD ~ ITS VISION

### A. Concerns & Risk Factors

The small group discussion phase of the neighborhood meeting series offered several areas of concern and potential risk by area property owners. The following list of topics reflects areas that residents and business owners expressed as weaknesses in their neighborhood areas:

**Table 16 ~ Neighborhood-Identified Concerns and Risk Factors**

<b>Concern Area</b>	<b>Specific Weakness</b>	
<b>Property Condition</b>	Poor condition of rental houses Unhealthy & dead trees Weeds Parking congestion on street from rentals	Cars parked on lawns Inoperable vehicles Trash at businesses
<b>Traffic</b>	Speed of traffic Drag-racing on 10 <sup>th</sup> Parking around P.O. poor K-Mart/Village Inn intersections bad Lack of bike lanes; driver habits, ignorance make it unsafe for cyclists Snowplows push snow back on cleared sidewalks	Traffic & truck routes a problem U-turns on 9 <sup>th</sup> street Snow removal on streets not good Poor pavement conditions on dead-end streets Need light at 13 <sup>th</sup> Street/26 <sup>th</sup> Avenue
<b>Noise</b>	Car noise – ground pounders Loud music Annoying rooster	
<b>Pedestrian access</b>	Lack of sidewalks around parks Lack of sidewalks in general area, school routes, leisure Walking areas	Lack of wheelchair ramps Need snow removal enforcement
<b>Lighting</b>	Alleys poorly lit Whole area seems dark, trees block lights Lights don't illuminate well enough	
<b>Crime</b>	Vandalism of cars, garages Drugs and drug sales in area a problem Liquor establishment patrons create problems - trash, needles, human waste; children playing In bar parking lots until late	Miscellaneous theft concerns Lots of loitering in neighborhood Getting into car feels unsafe at night Vandalism
<b>Streets &amp; alleys</b>	Alleys dusty	

	Gutters & alleys trashy 27 <sup>th</sup> Avenue 13 <sup>th</sup> Street intersection a problem Road condition of 9 <sup>th</sup> Street in 2500 block needs attention	
<b>Zoning</b>	Multiple families in single-family homes Illegal home occupations Too many used car lots along 10 <sup>th</sup> Street People living in garages Overcrowding in homes	
<b>Drainage</b>	27 <sup>th</sup> Avenue & 7 <sup>th</sup> Street drainage problems 6 <sup>th</sup> Street & 31 <sup>st</sup> Avenue, constantly flooded Storm water problem at Downtown Post Office Intersection	
<b>General hazards</b>	Parked cars in wrong direction Tree & bush trimming needs Drunks, sexual activity in 27 <sup>th</sup> Avenue – greenbelt median, very dark there Need to secure grates on 27 <sup>th</sup> Avenue drain; kids remove them now	
<b>Area Appearance</b>	Aesthetics at K-Mart “dead” appearance Former residential buildings converting to businesses-little architectural compatibility Need to get rid of ugly signs Too many buildings colors along corridor	
<b>General</b>	Growing number of rentals, don’t know neighbors Settling of water meters Need to get City/businesses in sync with redevelopment Tree problems with transformers Not many options for recycling Concerned about who pays for improvements (e.g. sidewalks)	Neighborhood stability Water pressure concerns City too restrictive on business signs



B. Opportunities & Desires

Neighbors also found the area a source of much pride and many strengths as noted below:

**Table 17 ~ Neighborhood-Identified Opportunities & Desires**

<b>Strength Area</b>	<b>Specific Strengths</b>	
<b>Residents</b>	Friendly neighbors Respectful Good kids	
<b>Homes</b>	Price and size of property affordable Good starter home Older, historic homes Variety of home styles, interesting architecture	Brick homes Nice back yards Room for dogs
<b>Convenience</b>	Close enough to walk to restaurants Schools close by Parks nearby Close to Downtown	Near family Convenient to work Shopping easy to get to Alley access
<b>Atmosphere</b>	Quiet Established area, mature trees Its “home”	Lots of neighborhood pride Well cared for lawns and yards
<b>Safety</b>	Relatively safe Lights on private property help deter crime	
<b>Improvements</b>	Power lines now down on West 10 <sup>th</sup> Street – more attractive Dirt alleys 27 <sup>th</sup> Avenue landscaped median big improvement to area	
<b>10<sup>th</sup> Street Corridor</b>	Good traffic counts for business Improved street light timing recently Street well maintained	Viable shopping district Business visibility good
<b>General</b>	Established area – few surprises	

When asked what, in addition to addressing the areas of concern first noted, could help the neighborhood be even better several specific projects and ideas emerged:

- X Sidewalk continuity throughout neighborhood
- X Wheelchair access throughout neighborhood and particularly at intersections
- X Stop sign at 13<sup>th</sup> St. & 33<sup>rd</sup> Ave.
- X Re-pave 24<sup>th</sup> Ave. Ct.
- X More street lights on 27<sup>th</sup> Ave. & 1200 block of 24<sup>th</sup> Ave. Ct.
- X Better maintenance of 27<sup>th</sup> Ave. greenbelt
- X Redevelopment of the old K-mart
- X Improve overall appearance
- X Detached sidewalks for more comfortable and safe pedestrian use
- X Well designed and distinctive street signage
- X Healthy businesses along corridor
- X Well maintained yards
- X Better lighting
- X More home ownership
- X Traffic calming
- X Better drainage

Several of the “wish list” ideas were expanded upon and concepts illustrated in the following examples of how some of the resident and business owner thoughts could be realized. These illustrations include mainly public features that celebrate the neighborhood, announce that it is “open for business” and is a viable, safe, and appealing place in which to live and work. See Figures 4 - 10.

Figure 4 ~ Entryway Corridor Design Concept A

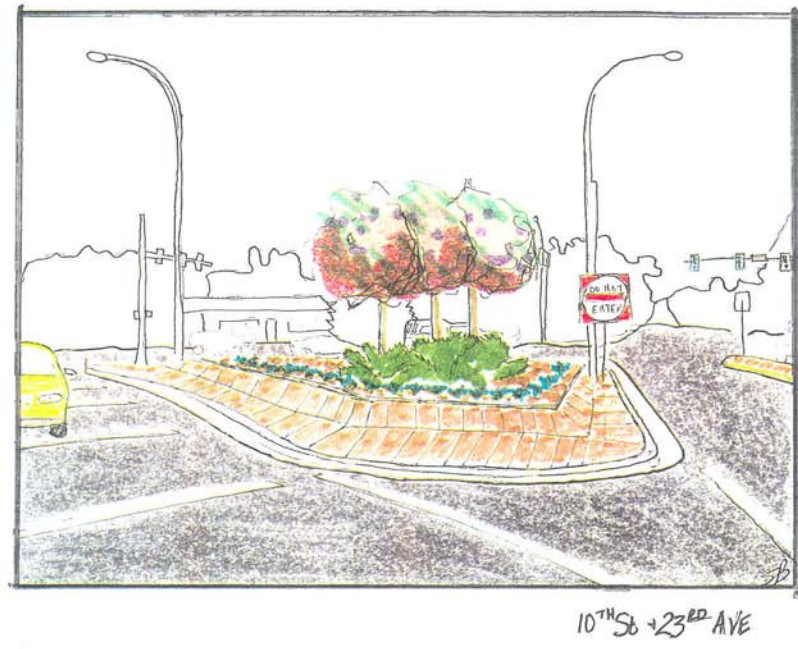


Figure 5 ~ Entryway Corridor Design Concept B

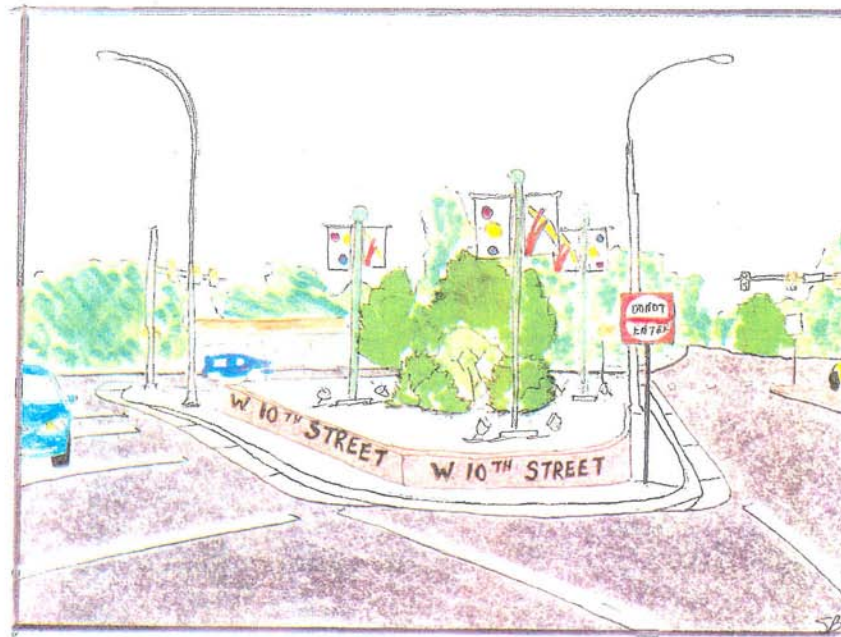


Figure 6 ~ Entryway Corridor Design Concept C

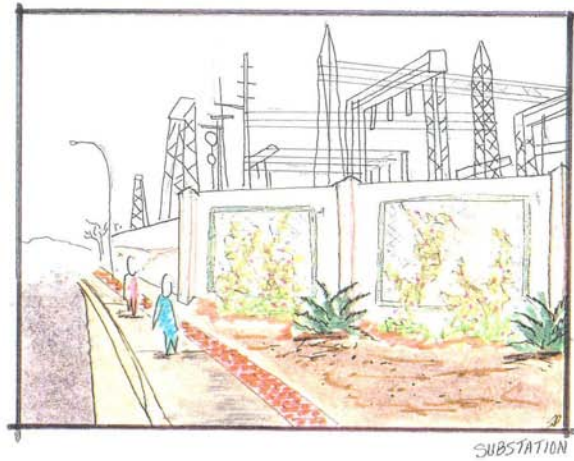


Figure 7 ~ Special Neighborhood Feature A

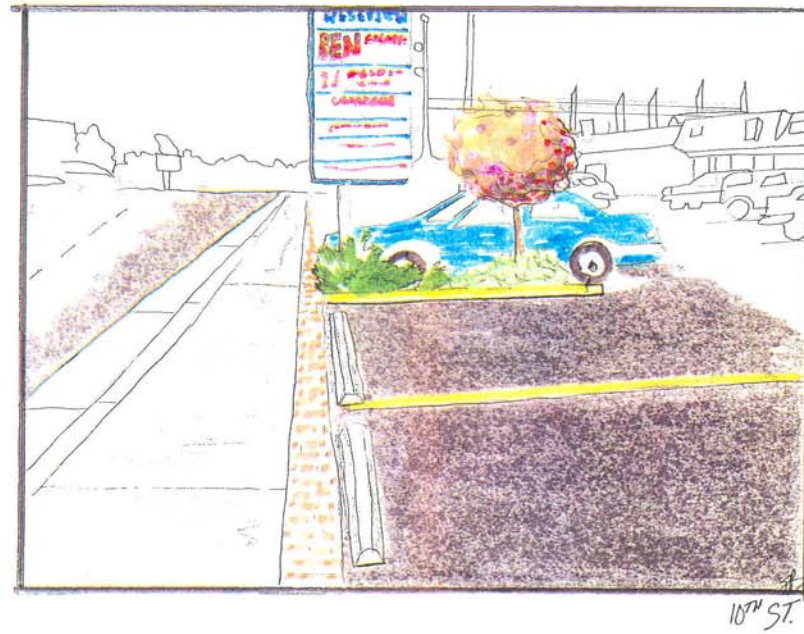
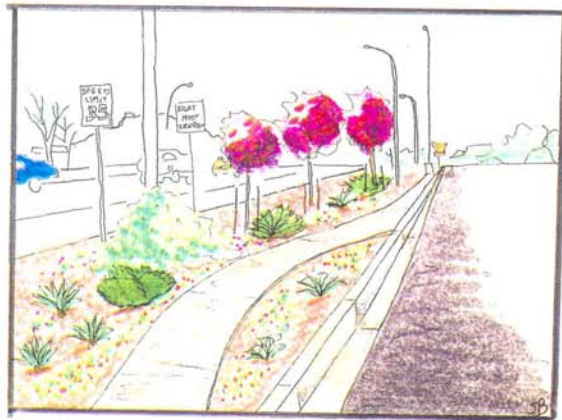




Figure 8 ~ Special Neighborhood Feature B



K-MART

Figure 9 ~ Special Neighborhood I

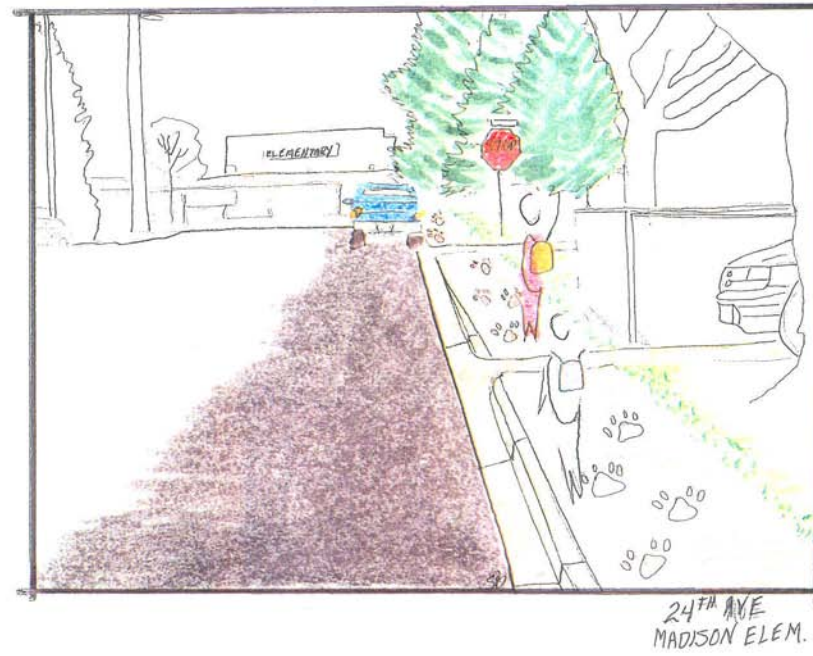


Figure 10 – Special Neighborhood Feature D



## VII. PRIORITIES & RECOMMENDATIONS

It is essential to match goals and resources in order to accomplish the most critical needs of the neighborhood. The following goals have been developed as a framework for understanding the levels of action and funding suggested to address the neighborhood improvement objectives.

**NEIGHBORHOOD VISION:** Sustain the neighborhood area as a safe, viable, appealing and healthy place in which to reside, attend school, recreate, work, and socialize with neighbors.

- GOAL #1:** In consideration of redevelopment opportunities and improvements, take care to preserve the existing neighborhood character by respecting existing patterns of development, structures, landscaping and open areas, and historic elements.
- GOAL #2:** Upgrade physical improvements in the neighborhood to the degree that reasonably equivalent standards are achieved between this area and newer areas of the community. This should be balanced in consideration of the overall character of the neighborhood, cost/benefit ratio, and needs as expressed by area residents.
- GOAL #3:** Pursue a variety of creative partnerships and incentive programs to fund infrastructure improvements as well as enhanced service delivery in the area, including the support of active neighborhood associations.
- GOAL #4:** Maintain active code enforcement to protect area improvements and residents from factors that contribute to area deterioration.
- GOAL #5:** Support neighborhood stability in the form of strong home ownership support and maintenance that induces reinvestment in the area, and promotes long-term residency.

### **RECOMMENDATIONS AND ACTION STEPS**

#### **C. Physical Improvements**

It is suggested that a number of physical improvements be pursued to bring this neighborhood to contemporary standards to the extent practical and feasible. A prioritized listing of all improvements is contained in Attachment G in the Appendix.

**D. Partnerships**

1. Formally include this neighborhood within the Greeley Urban Renewal Authority Target Neighborhood Program, thus making owners eligible for housing rehabilitation assistance and support.
2. Include citizen representatives from the area to the GURA neighborhood citizen advisory board.
3. Make concerted effort to register and maintain neighborhood associations in all quadrants of the Neighborhood Study area
4. Investigate opportunities for cooperative ventures with other governmental and non-profit establishments in the neighborhood, such as schools, churches, and similar organizations to achieve neighborhood objectives.
5. Investigate opportunities for cooperative ventures by and between the commercial establishments and neighborhood associations in the area to support compatible and complementary relationships.
6. Encourage neighborhood associations to apply for Neighborhood Improvement Grants in order to provide enhancements to the area

**C. Neighborhood Services**

1. Make concerted effort to establish Neighborhood Watch areas in all quadrants of the Neighborhood Study area.
2. Provide on-going code enforcement attention to the area in the form of traffic control, vandalism, sanitation and zoning matters, and in public safety areas.
3. Respond to neighbor-identified traffic calming concerns by initiating neighborhood meetings to evaluate the areas of highest need.
4. Provide prompt and effective support to deter and address vandalism and graffiti in the area.

**D. Business Opportunities**

1. Initiate Phase II of the W. 10<sup>th</sup> Street Corridor Study to develop Design Standards to define the redevelopment of the business corridor.
2. Complete the W. 10<sup>th</sup> Street Corridor Transportation Study between 23<sup>rd</sup> and 35<sup>th</sup> Avenues to complement redevelopment strategies.
3. Incorporate the W. 10<sup>th</sup> Street Corridor recommendations with opportunities being explored by the City Entryway Committee.
4. Explore incentives, such as Tax Increment financing and related tools, to induce commercial redevelopment of the corridor and especially the old K-mart building.
5. Support the formation of a Neighborhood Business Association through the Neighborhood Resource Office to produce a means for on-going communication and support to area businesses.
6. Establish a Business Crime Watch group to deter criminal activity in the area.

## **E. Other**

- 1 Celebrate area features that may be perceived as design impediments, such as the power sub-station, by exploring ways to enhance the visual interest in such sites through creative design, public art and related means.

## **VIII. IMPLEMENTATION**

Any plan is only as good as its implementation. The goals and recommendations contained in this plan will require immediate attention, but a sustained and long-term effort to be realized. In order to take advantage of the interest of area residents, arrest areas of deterioration, and move toward a healthy neighborhood which can focus on both sustainable living conditions as well as area enhancements it is important to pay attention to the comprehensive capital needs and services identified. Further, accountability in the achievement of these recommendations is needed to identify actual progress in addressing the goals set forth.

*Adoption of this plan should include direction to City staff as follows:*

- X Identify in annual budget requests and work programs those activities that have been included consistent with the recommendations of this plan;**
- X Direct City Boards and Commissions to advise on the role they may play in achieving the Plan's goals, including a time line for such participation; and,**
- X Provide an annual report with benchmarked items to relate the progress associated with Plan execution. Such Plan should be shared with area property owners and residents and feedback solicited to assist in the measurement of success in meeting the Plan's objectives and desires of the neighborhood.**



# WEST 10<sup>TH</sup> STREET STUDY

## ATTACHMENTS

**OVERVIEW & PURPOSE OF THE ADMINISTRATIVE NEIGHBORHOOD TEAM  
(ANT)  
January, 2003**

In order to create healthy, well-functioning and safe neighborhoods a coordinated and collective effort by all City Departments in partnership with neighborhood residents to identify key needs, develop a strategic response to address concerns, and provide on-going support and interface with neighborhoods is required to assure continued success.

City neighborhoods exist at several levels of well-being; there are some high-functioning neighborhoods within which the residents are reasonably well organized, operating as a coordinated, caring and supportive network which attends to the condition of the neighborhood, and is articulate in addressing its needs and desires. Others exhibit the onset of stress associated connected and communicative resident association with a limited organizational network. Lastly, there are those areas which are absent key infrastructure improvements, exhibit personal and property safety concerns, have many indications of unhealthy and blighting conditions and can easily be recognized as “at risk” areas of the community.

While the range of neighborhoods is varied, they are equally important to the collective health and well-being of the community. Their diverse needs, however, suggest a simple “one size fits all” type of neighborhood improvement program will not effectively address all levels of the community.

Based on the success of the ACT group, a second city staff team has been established, called the “Administrative Neighborhood Team” (ANT). This group is similarly comprised of City department representatives who provide any and every kind of service to neighborhood areas. Their charge is to 1) identify neighborhoods with high risk conditions, 2) provide coordinated response to areas of concern, 3) participate in the development and implementation of coordinated neighborhood plans, and 4) support and sustain well functioning neighborhood areas through responsive customer service and regular communication about City programs. This group is expected to provide important information to assist Council’s determination of where directing Neighborhood Improvement Resources may have the most impact.

Evaluation of City involvement may include the following assessment levels of neighborhood conditions and needs:

**Level “A” Neighborhood:**

This type of neighborhood represents an area where a full level of City evaluation and support is needed based on its exhibition of a number of criteria, such as:

- Level of threat to personal and property safety, characterized by police response, fire calls, neighborhood perceptions;
- Significant deficiencies in public infrastructure such as lighting, paved streets or alleys, lack of handicap accessibility, broken or non-existent curb, gutter or sidewalks, poor water pressure, drainage problems;
- Lack of property maintenance evidenced by numerous sanitation and nuisance code violations;
- Lack of any type of neighborhood organizational structure

Approach: Organize meetings with area property owners and residents to verify general neighborhood boundaries, key areas of concern, catalogue physical area conditions, develop a coordinated, multi-year approach to prioritize and address key area deficiencies and concerns; and provide on-going program support and follow-up to facilitate the success of the neighborhood through resident associations and communication. Encourage neighborhood registration with the City; provide on-going communication and support; offer opportunities and resources (e.g. Neighborhood Improvement Grants) to stimulate partnerships and reward constructive and neighborhood-initiated self-improvement projects.

It is expected the City ANT group will identify neighborhood areas which exhibit such at risk factors and suggesting “triage” actions to address critical conditions in the neighborhood which could be implemented immediately while the longer range improvement strategy is developed.

### **Level “B” Neighborhood:**

Neighborhoods at this level are not in immediate distress or blight, but exhibit some indications that they are in a transitional state and vulnerable to worsening conditions. City support is warranted based on the evidence that:

- Increasing calls for police and fire response;
- Increasing evidence of property neglect and increased calls for code enforcement;
- Infrastructure in need of repair or replacement, or installation;
- Higher than average trend toward rental properties in the area;
- Limited neighborhood organizational structure.

Approach: Organize meetings with area property owners and residents to verify general neighborhood boundaries and key areas of concern. Identify conditions that contribute to the worsening conditions. Suggest a mid-range strategy or plan to arrest

conditions contributing to neighborhood decline. Encourage neighborhood registration with the City; provide on-going communication and support; offer opportunities and resources (e.g. Neighborhood Improvement Grants) to stimulate partnerships and reward constructive and neighborhood-initiated self-improvement projects.

Again the City ANT group can identify neighborhood areas which exhibit such at risk factors and consider measures to address emerging conditions in the neighborhood to prevent further area deterioration as well as enhancements that may help focus positive actions through neighborhood partnerships.

### **Level “C” Neighborhood:**

These types of neighborhoods are reasonably well organized, operating at a level where their attention is focused on area enhancements or, with very specific and singular areas of concern, such as traffic calming.

Approach: Encourage neighborhood registration with the City; provide on-going communication and support; provide opportunities and resources (e.g. Neighborhood Improvement Grants) to stimulate partnerships and reward constructive and neighborhood-initiated self-improvement projects.

Initially, ANT’s most significant successes will be realized through the regular communication of departmental programs and concerns with one another. As the group gels and can collectively evaluate specific neighborhood conditions, a neighborhood classification can emerge and a measured response be provided.

**West 10<sup>th</sup> Street Corridor  
Neighborhood Survey**

**Tell Us What You Think!**

Please help us learn more about your neighborhood by filing out this survey! Your comments will be used to develop recommendations on how to address area needs. It is important to the City of Greeley to know what things you like or dislike about the neighborhood in which you live. Please have the survey completed by one adult in the home. If you have any questions or need more information, call 350-9780.

*Please circle your answers and bring the completed survey to the neighborhood meeting for a chance to win a gift certificate or prize. If you are unable to make the meeting, please mail to:*

Community Development  
1100 10<sup>th</sup> Street, Suite 202  
Greeley, CO 80631

---

1.What attracted you to this neighborhood?  
(Circle all that apply)

People  
Other \_\_\_\_\_

Schools \_\_\_\_\_

Shopping \_\_\_\_\_

`Convenience to Work  
(please describe)

Parks \_\_\_\_\_

2.What do you like most about your neighborhood?

---

---

3.What do you wish was different about your neighborhood?

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---



Please rate the following in your neighborhood:

	Needs Attention	O.K.	Good	Don't Know No Opinion
Street lighting on your block				
Storm water drainage				
Traffic on your street	1	2	3	4
Parking on your street	1	2	3	4
City Bus service to your neighborhood	1	2	3	4
Motor vehicle speed on your street	1	2	3	4
Street name sign conditions	1	2	3	4
The condition of area parks	1	2	3	4
Play equipment in parks	1	2	3	4
Trash & litter in the area	1	2	3	4
Street condition	1	2	3	4
Satisfaction with schools	1	2	3	4
Street cleaning	1	2	3	4
Sidewalks conditions and availability	1	2	3	4
Crime in your neighborhood	1	2	3	4
Fire safety	1	2	3	4
Daytime noise	1	2	3	4
Night time noise	1	2	3	4
Convenience to neighborhood services:	1	2	3	4
Personal services, hair salon, cleaners	1	2	3	4
Gas & Auto	1	2	3	4
Grocery	1	2	3	4
Medical	1	2	3	4
Shopping	1	2	3	4
Safety & Convenience along 10 <sup>th</sup> Street:	1	2	3	4
Walking	1	2	3	4
Bicycle	1	2	3	4
Car	1	2	3	4

Tell us a little about yourself:

Do you own or rent your home?

Own

Rent

Do you own or rent your business?

Own

Rent

How long have you lived in this neighborhood?

0-2 yrs.

3-5 yrs.

6-10 yrs.

10 yrs +

Do you live east or west of 23 <sup>rd</sup> Avenue?	East		West		
Do you live north or south of 10 <sup>th</sup> Street?	North		South		
Are there children younger than 18 yrs. at home?	Yes		No		
What is y our age?	18-25	26-35	46-55	56-65	66 +

Thank you for your time and opinion!  
Results of the survey will be made available at future neighborhood meetings.

## W. 10<sup>th</sup> Street Corridor Neighborhood Plan

### Survey

In November 2003, over 3,000 survey questionnaires were mailed out to residents and business owners / operators located within the study boundary. The survey process was just one of many steps in gathering information from area residents about concerns, issues, strengths and weaknesses facing the neighborhood. The survey process was just one of many steps in gathering information from area residents about concerns, issues, strengths and weaknesses facing the neighborhood. A total of 175 completed surveys were returned resulting in a response rate of 5.8%. The survey questions may be found as Attachment B in the Appendix.

The survey questions ranged from what citizens liked or disliked about their neighborhood to why they moved to this area of Greeley in the first place. There were 28 items for citizens to rank and identify including street lighting, trash and litter, noise, street condition, etc.

We learned that 69% of respondents have lived in this neighborhood greater than ten years with many living here more than thirty years. At 93%, the majority of the citizens own their own home. 82% of survey respondents no longer have children 18 years or younger living in the home and appear to be an older population with 35% of residents being sixty-six years or older and 25% over the age of fifty-six. Making the majority of the survey respondents over fifty years old.

Many of the residents moved to this area of Greeley more than 30 years ago as new subdivisions were expanding west of downtown. They were young couples looking for a nice “new” neighborhood to raise a family and the affordable price and brick construction of the homes was an attraction to many people. In more recent years, citizens indicated that they moved to this area because of the mature trees, stable and well established neighborhood, and to be close to the City bus service. Most residents like living in the 10<sup>th</sup> Street Corridor neighborhood given the many attributes. Responses included friendly neighbors, tree lined streets, and it’s quite safe, convenient to parks, schools, shops, and grocery stores.

The five things that topped the list for “Good” things identified about the neighborhood are:

- 60% Grocery
- 57% Gas & Auto Service
- 56% Condition of area parks
- 53% Convenience to neighborhood services
- 51% Medical

As much as citizens indicated they enjoy living in this neighborhood, there were also items that were identified as needing attention and things they wish

were different about the neighborhood. Upkeep of neighbors yards and property was the most common response with specific issues identified as trash removal, lawns mowed and maintained, decrease the amount of weeds, and in general more pride in personal property and respect for the neighborhood. The amount of traffic in the neighborhood and the control of motor vehicle speed was identified as a negative issue. The residents indicated that they would like to see the reduction of vandalism, graffiti, theft, and general illegal activity in their neighborhood. The things that were identified as needing physical improvements include sidewalk installation/repair, storm drainage, and water pressure to households, resurfacing streets, and underground electrical lines.

The five issues that topped the “Needs Attention” category are:

- 55% Motor vehicle speed on your street
- 46% Safety and convenience along 10<sup>th</sup> Street
- 42% Trash and litter in the area
- 38% Traffic on street
- 33% Bicycle safety

10<sup>th</sup> Street Corridor Survey Results: Totals  
2003/2004

Description (# of surveys responding out of 175)	Needs Attention	O.K.	Good	Don't Know No Opinion
Street lighting on your block (167)	29%	<b>53%</b>	17%	1%
Storm water drainage (161)	24%	<b>42%</b>	31%	3%
Traffic on your street (165)	22%	<b>47%</b>	28%	1%
Parking on your street (160)	22%	<b>49%</b>	28%	1%
City Bus Service to your neighborhood (164)	8%	26%	20%	<b>46%</b>
Motor vehicle speed on your street (160)	<b>55%</b>	35%	9%	1%
Street name sign conditions (163)	7%	<b>51%</b>	39%	3%
The condition of area parks (162)	3%	30%	<b>56%</b>	11%
Play equipment in parks (162)	2%	30%	<b>37%</b>	31%
Trash and liter in the area (166)	<b>42%</b>	36%	19%	3%
Street condition (169)	22%	<b>49%</b>	28%	1%
Satisfaction with schools (169)	4%	25%	26%	<b>45%</b>
Street cleaning (167)	12%	<b>49%</b>	36%	3%
Sidewalks conditions and availability (167)	29%	<b>40%</b>	27%	4%
Crime in your neighborhood (162)	28%	<b>34%</b>	18%	20%
Fire safety (163)	1%	<b>39%</b>	<b>39%</b>	22%
Daytime noise (167)	17%	<b>53%</b>	28%	2%
Night time noise (162)	25%	<b>46%</b>	27%	2%
Convenience to neighborhood services: (142)	6%	38%	<b>53%</b>	3%
Personal services, hair salon, cleaners (160)	3%	<b>49%</b>	42%	6%
Gas & Auto (163)	3%	36%	<b>57%</b>	4%
Grocery (165)	7%	30%	<b>60%</b>	3%
Medical (164)	4%	38%	<b>51%</b>	7%
Shopping (159)	14%	<b>44%</b>	39%	3%
Safety & Convenience along 10 <sup>th</sup> Street: (136)	<b>46%</b>	35%	13%	6%
Walking (159)	30%	<b>40%</b>	21%	9%
Bicycle (162)	<b>33%</b>	32%	15%	20%
Car (161)	24%	<b>48%</b>	24%	4%

Do you own or rent your home? (155)

Own

**93%**

Rent

7%



Do you own or rent your business? (11)	Own	<b>91%</b>	Rent	9%
How long have you lived in this neighborhood? (166)	0-2 yrs.	8%	6-10 yrs.	5%
*Combined Home/Business, Own Rent	3-5 yrs.	18%	10 yrs. +	<b>69%</b>
Are there children younger than 18 yrs. at home? (31)	Yes	18%	No	<b>82%</b>
What is your age? (168)	18-25	3%	46-55	17%
	26-35	8%	56-65	25%
	36-45	13%	<b>66 +</b>	<b>35%</b>

## Neighborhood Histories

Mary Ellen Dressler  
2434 7<sup>th</sup> Street  
351-8955

From Mary Ellen Dressler and Clarence Dressler

When we came to Greeley in July of 1959, it was classed as a city of 12,000 people. Clarence interviewed for a job at Mawson Lumber Co. and was hired. This “lumberyard” was one of three in the downtown area and was family-owned. There was also the King Lumber Co. and the Weller Lumber Co. Now there is a parking lot and a storage unit facility plus the remodeled lumber hardware business. Mawson Lumber Co. was also manufacturing homes sold in the area. The family-owned businesses are generally only known by a few present residents.

The “lumberyards” were small businesses and today are part of a corporation of Home Depot Building Centers and other building suppliers. Generally the hardware portion is part of other outlets and there is only two locally owned small hardware and mower sales and repair businesses. Large expansion seems to be the “high-need” today and is closing-up the small merchant.

When we came to Greeley, the Houston Heights and Wilshire developments were active. The job, which Clarence gained, was at the downtown site so we looked for a “place” to the east but nothing but very small homes with garden vegetables were available. We then looked north and nothing was available that was equal to what we had lived in or were just small apartments (too small). Some folks we met and enjoyed were Tom and Ethel Barrier (they were at the P.O.) said that was where they lived for many years before moving to the area after Wilshire developed.

We looked to the West and found houses about 8 years old plus to the south, the Wilshire development. We chose the Houston Heights area because it was on a crest of a hill and the water drainage was natural.

The Sugar Factory was one reason my father and family came to Greeley in 1926. The job was seasonal so he had to find work in the off-season. One sister was born here and I (Mary Ellen) was born on the Fred Plumb Farm on Rd 47 (Hwy 34 near Kersey).

We (the Dresslers) rented a house owned by Tom Brown who owned the Brown Book Binding Co. on the corner of 23<sup>rd</sup> Ave and 9<sup>th</sup> St. We lived at 2310 7<sup>th</sup> Street for over a year and Tom wanted to sell his house that was two blocks west of 23<sup>rd</sup> Ave. He also said he would help us qualify for a loan. We knew Eddie Zyback (from Strasburg) and they worked with us to buy the house. It had been built in October of ‘51. Getting funding for the house purchase was difficult. The Federal Housing Administration was in conjunction with the Veterans Administration at that time and because Clarence was a veteran, he gained some points but we still had to come up with \$500.00 for the down payment, which we didn’t have. Tom Brown allowed them to make the price to be \$12,500 with \$500 down so we started the loan process. We moved in little by little from down the street and cleaned as we went.

A few people that live here now were here when we bought the property at 2434 7<sup>th</sup> St.; Lee and Neal Fuller who live across the street, Helen and John Deering live in the 2300 block and another lady lives in a house built after our house. The main reason we have stayed in this house is because of the friendly neighbors let us become part of a neighborhood and we are, and have been, friends since we moved here. Some of the others were good neighbors and have now died. We did not run one another’s lives but helped each other when and how we could. We knew their children; we did not

have children, but knew about most of their activities.

Another factor of being here was that curing, water, and sewer was in and the street paved. We did have two bathrooms but we had to buy a refrigerator, washer (dryer later), curtains, (no dishwasher) and new cupboards. We did not have trash service then and we had to burn trash in an incinerator and we hung our clothes on the out-door clothes line. We did and do like the location, the climate; it was close to a grocery store (Ted & Chetts), plus a barber shop, diner, and a filling station. All of these have changed.

We knew the Houston people somewhat, but we had a friend across 23<sup>rd</sup> Ave that was helpful in maintaining their property, which now seems to be part of the city.

I went to work at Edward's Chevrolet Co. as a bookkeeper. (I have since gained a BA at our local college/university.) Adolph Ley was the owner with Mr. Edwards (his father-in-law). I worked as a bookkeeper with Clarence at the lumberyard in Bennett and also at the bank of Strasburg. I had to leave that employment because there was a 40<sup>th</sup> Anniversary for my parents and my family was coming together because our mother was not well. Edward Chevrolet had a policy not to allow time-off between the first and the fifth. They would not discuss it, so I made my decision to leave. However, Mr. Ley and Mr. Edwards for years were very cordial when we met at the Post Office or other places we visited. My country-ways and greeting people often made others question why I did this. Clarence was much more out-going than I and people liked it. We also did not grumble about the streets, trash pick-up and watering schedules plus we knew many of the city employees and elected officials. People have changed and want services "that others have". In addition, more people are coming into the city that have different ways and policies and rules that we "live-by", are spoken of as offensive. When we had problems in our neighborhood, we talked about it and usually worked it out but we seldom went to the city officials.

At work, I recently had an incident where some one said that I said or inferred that they were lazy and I said to them that we all have responsibilities in what we say and others have 50% responsibility in listening and discuss the intent not the interpretation. It is not simply who is in control (like the city) but we all need to keep things orderly and not state what is not intended. We have a lot of that and we know that leading a group is difficult but we have all grown up in various circumstances and our "control" is not always easy for us to accept the interpretations. We are all under pressures of many people and as important as controls are, they are not all for a free life as it once was or as we would like.

A city is compared to other places as to its size, population services and many other features. The giving and taking of ideas and opinions are a whole lot different sets of rules today. Every organization is having to re-think its rules for growth, which is very different from what it was 40 years ago.

## **Neighborhood Histories**

Arthur and Sarah Hawkrige  
1206 31<sup>st</sup> Avenue  
353-4104

When we moved to this area, 13<sup>th</sup> St ended at 31<sup>st</sup> Ave. Cars turned north onto 31<sup>st</sup> Ave, then west on 12<sup>th</sup> St Road. No problem. West of 35<sup>th</sup> Ave was farmland yet. We did have some arguments with the tumbleweeds stacking up on our property, ha! Other than that, we enjoyed our neighborhood and our homes. Jimmie has brought changes – older people have gone and younger people have moved in – that is OK as long as they maintain their properties and do not spoil ours and its value. We have in recent past had problems with drug dealing and manufacture – right now since closing up three houses, things have quieted down. We hope things will continue to improve.

Sarah A. Hawkrige

P.S. Our neighbors, Jerry and Esther Fister have lived at 3103 W 12 St. Rd. since 1958 (at least) third family to move here. They would like to receive a packet like we received and also talk to you about their time here. Their phone number is 352-2457. They are more knowledgeable than I am. Please contact them.

## Neighborhood Histories

Ron and Jeannine Cooper  
3312 W 12<sup>th</sup> St Rd  
352-5391

We moved from Iowa to Greeley in September 1958. From Heath Junior High to 35<sup>th</sup> Ave, there was a gravel road and 35<sup>th</sup> Ave to 10<sup>th</sup> St was a two-lane blacktop, lined with cottonwood trees. We moved into our home in WestWood, January 1959. There was a cow pasture behind us and hay field in front of us. When the hay was baled, all the grasshoppers moved into our yard and on the house. There were mornings we woke to cows in the yard.

All went well until spring and the first hard rain. Water poured from across 35 and down from 16<sup>th</sup>. It filled our yard with water and mud and blew manhole covers off. The water did not get into the house but came close. This happened every time we had a belly gusher rain. A few of us went to the city for help but nothing was done for a year or two. Our front yard raised 6 inches because of mud left after the water receded. The city then built a cement block wall from 35<sup>th</sup> Ave behind two of the houses and between houses No. 3318 and house No. 3402. This sent the water into the street and mostly down 34<sup>th</sup> Ave. It helped, but the cure came when the city dug a holding pond that is now called Bittersweet Lake.

When Sherwood School was built, 13<sup>th</sup> St came as far as 31<sup>st</sup> Ave. Sherwood School was later named Scott School after its Principal Wilma Scott.

Our neighborhood filled with blue-collar workers. Westwood had a small town feel where people took pride in their homes and never locked their doors. A good place to make friends and raise kids. We have a few long time friends still living here.

We did think about moving a couple of times but decided to add on to our house instead. We've never regretted it.



Written by Mary Jo Dempsey  
April 2004

THE DEMPSEY HOME  
1207 Tenth Street  
Greeley, Colorado

Present Resident: Mary Jo Dempsey

Family: Moved here in 1944

Richard Gilbert Dempsey (1877-1953)  
Berdenia Belle Kightlinger Dempsey (1880-1944)  
(Berdenia died the day after Christmas in 1944)

Children:

Robert Lawrence Dempsey (1907-1963)  
Audrey Virginia Dempsey (1909-1993)  
Doris Irene Dempsey Klein (1914-1994)  
Mary Joanna Dempsey (1919- )

Bert Dempsey was Superintendent of Buildings and Grounds at what is now the University of Northern Colorado from 1907-1942. He was responsible for the planting of the campus trees now listed in the national register. When he went to the college there were two buildings on the campus—the Conservatory of Music (which was the president's home) and Cranford Hall.

In 1951, the interior of the house was redone, but not the outside. Our father said Audrey and I could do anything we wanted but not to give him the bills. Before long he was buying the refrigerator, the range, the water heater, etc., but he couldn't stand not taking part. He died in 1953.

The house at 1207 Tenth Street was extensively remodeled in 1965 to its present state of charcoal grey with barn red front door – which created quite a stir in the neighborhood. One man told us “there ought to be a law against painting a house that color!” We told him we were glad there wasn't a law – however, we noticed that numerous gray houses were springing up around Greeley after we made that “bold” statement. I doubt if the Greeley jail could hold all the “law” breakers.

The house had been of much interest to many people. My sister, Audrey, and I lived in it until she died in 1993, and I continue to reside there. Audrey is probably the only person who attended UNC from kindergarten through the Doctor's degree.

Dr. Audrey taught for 33 years at East Carolina University in Greenville, North Carolina. This institution was near Williamsburg. We made many trips to that fair city and used some of the ideas gleaned there in our home.

If you notice the little white fences beside the front walkway, you will see the pointy-tops on the posts are common in Williamsburg. The main portion of the house inside has Williamsburg wallpaper and the kitchen is painted Williamsburg blue.

Mary Jo Dempsey was employed at the Greeley Daily Tribune for 41 years in the advertising department after graduating from the University of Missouri School of Journalism, Columbia, Missouri.

Audrey and I planned to have a 100 year Birthday Open House in 1991. However, her health did not make it possible. Our abstracts shows an “edifice” on this property in 1891.

I have seen many people come and go in this neighborhood—mostly in the early days were homeowners. However, time has evolved into mostly rentals. I think the Dempsey house and the Meisner house at 1201 Tenth Street are about the only homeowners on the north side of the street—but I am not sure about that.

When we moved into 1207, we were told that years ago a woman doctor, a Doctor Draper, lived there. She was a neuropath. I’m not quite sure what that is but her office was in the house. She lived there and apparently rented out the upstairs. We found evidence a hot plate had charred circles on a shelf in one closet.

We assumed that the front room on the west side was the Doctor’s office because when we remodeled, we found there was a separate entrance into that room which had been boarded up—making two front doors.

One day when we came home, from somewhere, we found sitting on the front steps an older man and a girl. He said he was Dr. Draper’s son. He said he and his daughter had stopped by to see the old house. However, it was so changed that he didn’t recognize it. Also, he didn’t know any of the history since he was a small child at the time but remembered playing in the neighborhood.

Other people lived in the house too. A jeweler who had his store on 10<sup>th</sup> Street across from Weld County Garage lived there for a time. Not Weiss—farther east, nearer the old Montgomery Ward building.

When we moved here there was a chicken coop and small shed on the alley. We had a double garage built and painted it barn red. This was done several years before the big house renovation.

We shared the alley with Frank Petersen and his wife. They lived in a house facing 12<sup>th</sup> Avenue. Mr. Petersen worked as a teller at the First National Bank when it was on 8<sup>th</sup> Street and 9<sup>th</sup> Avenue.

I well remember J.M.B. Petrikin, president of the bank. He was a grumpy old man. I suspect he had a softer soft but he didn't show it to newspaper advertising solicitors—of which I was one. He finally turned over the advertising to Ramon B. Handy. The first FULL color ad ever run in the Greeley Daily Tribune was sold by me to Mr. Handy.

I remember the bank had a drinking fountain in the lobby with a sign above it—"Melted Snow". That was Mr. Petrikin's idea, they said.

But I digress—you want to know about the 10<sup>th</sup> Street Area.

Across the street lived George and Hilda Cox. Mr. Cox worked in a shoe store downtown. We were good friends with Mrs. Cox after Mr. Cox died. After her death, her came from Oregon (?) to settle the estate. He had an auction. The son invited my sister, Audrey, over to pick out anything we would like to have as a gift before the auction. Audrey chose a drop-leaf table. The son said he remembered many Thanksgiving dinners around that table. He also said the table was brought to Colorado across the plains in a covered wagon. I still have the table and greatly cherish it. The Cox house has been moved out and a guest house for businesses built on the lot. It faces 12<sup>th</sup> Avenue.

Next to the Cox house was the Burbridge house. I think they had a moving or some kind of trucking service.

The house west of ours was rental property. For a time, it was owned by the people of the Luther Farm Equipment Company in east Greeley. Residents come and go there. It is still a rental property but no longer owned by the Luthers'. The person who now owns it, I was told, also purchased the house west of it which has six apartments stretching back to the alley.

I do not know any of the other people who live in my block. I have had years of vandalism to contend with—painted over graffiti on my garage door three times and have a bullet hole in one door to show for it.

I'm sorry people do not "neighbor" as they used to but the fault may be mine.

Mary Jo Dempsey

W 10<sup>th</sup> Street Corridor Neighborhood Responses

Areas	# Red Dots Needs Attention	# Green Dots Area of Strength	Total
Water	0	5	5
Sewer	3	0	3
Fire	0	10	10
Storm Drainage	14	0	14
Pedestrian Accessibility	10	4	14
Lighting	12	6	18
Street Condition	11	7	18
Sanitation – Trash	6	2	8
Noise	6	0	6
Crime Prevention	18	6	24
Park Improvement	2	24	26
Bus Service	1	4	5
Home Condition	7	6	13
Property Condition	39	3	42
Street Parking	5	3	8
Neighborhood Commercial	0	1	1
Historical Preservation	2	13	15
Neighborhood Improvements	2	3	5
Traffic	13	0	13
Dead Tree Removal	1	0	1
Electric	2	1	3
Liquor	4	0	4
Rentals	2	0	2
<b>Totals</b>	<b>160</b>	<b>98</b>	<b>258</b>

