

PLANNING COMMISSION SUMMARY

ITEMS: Rezoning

FILE NUMBER: ZON2022-0004

PROJECT: Cobblestone Rezone

LOCATION: Southwest corner of US Hwy 34 Bypass and 71st Avenue

APPLICANT: Max Moss on behalf of HF2M, Inc.

CASE PLANNER: Kristin Cote, Planner III

PLANNING COMMISSION HEARING DATE: August 23, 2022

PLANNING COMMISSION FUNCTION:

The Planning Commission shall consider the staff report, along with testimony and comments made by the applicant and the public and shall then make a recommendation to the City Council regarding the application in the form of a finding based on the review criteria in Section 24-204(b) of the 2021 Development Code.

EXECUTIVE SUMMARY

The City of Greeley is considering a request by Max Moss on behalf of HF2M, Inc. to rezone from Residential Estate (R-E) and Commercial Low Intensity (C-L) to Residential High Density (R-H) for approximately 42.01 acres. The property located at the southwest corner of US Highway 34 Bypass and 71st Avenue.

A. REQUEST

The proposed request is for an approval to rezone 42.01 acres from the R-E and C-L zone district to R-H zone district. As outlined in the applicant narrative, the rezoning would allow the developer to construct a mix of residential product types that would be complementary to the planned single-family residential development uses south of and adjacent to the subject rezoning parcels (*Attachment D – Illustrative Master Plan*). The applicant is looking to increase the available residential density in the area that would support the existing St. Michael's Town Center commercial center located to the east, which was recommended in the applicant's market study. The R-H zone district allows for single-family detached, single-family attached and multi-family dwelling units, among other uses (include land use table as an attachment)

An Illustrative Master Plan which encompasses an area larger than this small, proposed rezoning and depicts what could be the Cobblestone Master Planned Community has been submitted with this application. The Cobblestone neighborhood would include a mix of single-family attached and detached housing, multi-family housing and a dedicated park site to offer a diverse variety of housing options for a wide spectrum of future residents. This plan also includes a trail corridor

which would be established along the Greeley-Loveland Ditch and Ashcroft Draw, as well as safe and direct pedestrian connections from the proposed Cobblestone neighborhood to the St. Michaels area. The applicant provided a detailed Market Study (*Attachment C*) that provides additional analysis on the overall commercial market saturation in the area and the need for additional residential density in the vicinity of the St. Michaels area.

B. STAFF RECOMMENDATION

Approval

C. LOCATION

Abutting Zoning/Land Use:

North: PUD / future residential and commercial development

South: R-L / undeveloped, future residential development

East: C-L / undeveloped, hospital and commercial uses

West: H-A / undeveloped and existing residential

Site Characteristics:

The site is undeveloped with US Hwy 34 Bypass to the north, the Greeley Loveland Ditch to the south and a portion of 28th Street extending through the site. This site has higher elevations at the northwest corner of the property, approximately 4980, gradually sloping down to a 4920 elevation at its southern border adjacent to the Greeley Loveland Ditch. There is currently an existing agricultural farm site in the northwest corner of this property and several abandoned oil wells on site, as well as one producing oil well on the southwest area of the property.

D. BACKGROUND

The subject property was annexed into the city as part of the Hurst annexation in 2000 (Resolution No. 58, 2000: Case No A 25:00), which consisted of an area of approximately 122.92 acres. The property was zoned of H-A (Holding Agricultural: Case No Z 29:00) was established on February 20, 2001. In the mid 2000's the majority of the property in consideration was rezoned to R-E (Residential Estate) with the northeast corner being zoned C-L (Commercial Low Intensity).

In 2019, a PUD (Planned Unit Development: Case No PUD2019-0003) application was submitted for review to the City, which included this area of land, and proposed a mix of residential uses and a small component of commercial in the northeast corner adjacent to US Highway 34 Bypass and 71st Avenue. The application was withdrawn from consideration by the City in 2021 because at that time the City of Greeley was in process of updating Municipal Code and the applicant felt that some components of the new code would potentially be a better, more harmonious fit to the development of this area.

APPROVAL CRITERIA

Standards for Rezoning (ZON2022-0004):

In reaching recommendations and decisions as to rezoning land, the Planning Commission and the City Council shall apply the review criteria established in Section 24-204(b) of the Development Code:

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

Staff Comment: The subject property is identified in the Comprehensive Plan as a Mixed-Use Neighborhood. The proposed rezoning allows for a residential mixed use. The R-H zone district encourage a variety of densities and range of housing options for residents.

The proposal to add density adjacent to the St. Michael's Town Center should help support existing businesses and the expansion of new businesses within the Center. Establishing safe pedestrian linkages between the subject property and the St. Michaels center would continue to support the horizontal mixed-use design theme of the Center.

The request complies with this criterion.

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

Staff Comment: The proposed rezone would provide opportunities to add density adjacent to and supporting the St. Michael's Town Center As shown on the Illustrative Master Plan, the overall proposed density of the Cobblestone neighborhood transitions from higher density residential along US Hwy 34 Bypass to single-family detached housing further south adjacent to existing single-family detached housing to the east.

The request complies with this criterion.

- 3. Whether the area changed or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area.**

Staff Comment: The rezone request would help support the adjacent St. Michael's Town Center by providing additional residential density in a walkable distance to the center.

This request generally complies with this criterion.

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

Staff Comment: The zoning of R-E and C-L was established in the mid- 2000's and was indicative of the need for commercial within the general area within that timeframe. The adjacent St. Michael's Town Center meets the current needs for commercial users within this general vicinity at present time. The applicant provided a site specific retail market analysis which advised not pursuing commercial development on this property given. According to the study, for lease commercial space on the site would be a risky venture with no guarantees for tenants, adsorption rates or rents needed to offset development costs.

The request complies with this criterion.

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

Staff Comment: The Illustrative Master Plan provided by the applicant depicts a neighborhood with transitions in overall product type and densities to the existing single-family development to the southeast of the future Cobblestone neighborhood. This rezone would allow for the further pursuit of the development of said Master Plan, which would provide for a compatible transition with the surrounding complimentary development. Higher density residential developments are most appropriate adjacent to commercial centers to support existing businesses and encourage new business activity. Development specifics would need to meet the Subdivision and Design Criteria established in the Development Code. These details will be reviewed in greater detail at the time of subdivision and site plan, as appropriate.

The request complies with this criterion.

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

Staff Comment: Staff and referral agencies have reviewed the proposal and have no concerns at this time. At the time of subdivision, the applicant would need to provide final reports and analysis that conform with City and agency requirements. There are existing water and sewer utilities

adjacent to the property that would be extended to serve the future development.

The request complies with this criterion.

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

Staff Comment: The proposed rezoning would allow the applicant to develop residential densities greater than currently allowed adjacent to the existing St. Michaels Town Center. Additional details will be reviewed as part of the subdivision and applicable site plan processes, consistent with the Development Code design criteria.

The request complies with this criterion.

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

Staff Comment: Any development proposal will be required to meet Development Code, Subdivision and Design criteria and will be evaluated against those criteria as part of the review process. This information will be reviewed in greater detail as part of the subdivision and site plan processes, as applicable.

This criterion is not applicable.

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

Staff Comment: Staff and referral agencies have reviewed the rezoning request and have no concerns at this time. Further analysis would be conducted at the time of subdivision and site plan, as applicable. Development plans would be required to meet the subdivision and design criteria established under the Development Code.

This criterion is not applicable.

Consistency with the Land Use Chapter of the Comprehensive Plan. *A rezoning proposal shall be found to be in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.*

The following Comprehensive Plan goals are met with this PUD proposal:

- GC-1: Manage growth effectively.
 - The proposed development is located adjacent to existing developed areas within the City and is adjacent to existing utility infrastructure that can serve the proposal.
- HO-2: Encourage a broad diversity of housing options.
 - The rezoning request and applicant provided illustrative master plan would provide a variety of housing types including multi-family, single family detached, and single family attached within walking distance of the St. Michaels Town Center.

F. PHYSICAL SITE CHARACTERISTICS

HAZARDS

The site's proximity to US Highway 34 Bypass will require careful design to mitigate any impacts to and from US Highway 34 Bypass as part of the overall development plan. Both Ashcroft Draw and the Greeley-Loveland Ditch are located within the overall Cobblestone development area to the south of the proposed rezoning. These areas will need to be carefully integrated into an overall development plan. The Army Corps of Engineers has determined that Ashcroft Draw is not considered waters of the United States for the purpose of wetland mitigation. Any need for mitigation measures would be addressed by the City through the subdivision process. There are several abandoned oil wells on site, as well as one producing oil well.

WILDLIFE

A current biologist report would be required with the subdivision application to identify wildlife observed on-site and in the vicinity of the property. The Eastern Black Rail has been identified in the area and any development would need to mitigate any habitat loss for the threatened / engagement species. These details would be addressed through the subdivision process.

FLOODPLAIN

The intended development area is not located within the 100-year floodplain, according to the adopted Federal Emergency Management Administration (FEMA) flood data.

DRAINAGE AND EROSION

The Cobblestone Re-zone has identified that two detention ponds shall be utilized at full buildout. One pond is planned to be in the northeast corner of the project near Highway 34. The other pond is planned to be in the southwest portion of the property near the irrigation ditch. Once construction documents are created, this project will be responsible to meet the City's current MS4 permit requirements as well as the City of Greeley Design Criteria and Construction Specifications.

TRANSPORTATION

The development phase north of the ditch would have two access points on the west side of 28th Street and two access points on the east side of 28th Street. The City of Greeley Transportation Planner and Engineering Development Review have reviewed the Traffic Study

and have no significant concerns at this point. Further traffic analysis would occur at time of subdivision.

G. SERVICES

WATER

The City of Greeley provides water services to the area. Water lines would need to be extended and looped from an existing 12" water line along 71st Avenue, located east of and adjacent to the development site, and an 8" stub in 28th Street that connects to the Gold Hill Water Transmission Line. Water provisions, including non-potable, within the development would be reviewed at time of subdivision.

SANITATION

The City of Greeley would provide sanitary services to the area. Additional infrastructure will be required to serve this property to connect to the existing infrastructure. The existing infrastructure has planned for the proposed flows, and the Ashcroft lift station has capacity to support this zone change.

Sanitary Sewer and any applicable agreements would be reviewed at time of subdivision.

EMERGENCY SERVICES

The property is served by the City of Greeley's Police and Fire Departments. Fire Stations #5 and #6 are located approximately 3 miles to the east and west of the site.

PARKS AND OPEN SPACES

As shown in the Illustrative Master Plan for the Cobblestone development (Attachment D), there would be a substantial park site dedicated at the southwest corner of the development area. The applicant also intends to incorporate smaller pocket parks and trail connections throughout the future development. Final details will be provided at the time of subdivision.

SCHOOLS

The subject property is located within the Greeley-Evans School District. A school site is not required to be dedicated with this project; however, the applicant will be required to pay cash-in-lieu to the district for school land dedication requirements at time of subdivision.

METROPOLITAN DISTRICT

A portion of this property is included within the Cobblestone Metropolitan District Numbers. 1-4 (File No. 4452061 approved 12/7/2018)

H. NEIGHBORHOOD IMPACTS

VISUAL

Visual impacts will be reviewed for at time of subdivision against landscape and buffer requirements set forth in Code.

NOISE

Any potential noise created by future development will be regulated by the Municipal Code.

I. PUBLIC NOTICE AND COMMENT

Notices were mailed as per 24-201. f.3 of Greeley Municipal Code on August 3, 2022, and a notice was published on the City's website per Development Code requirements. A sign was posted on the site on August 2, 2022, by the applicant as per City requirements. As of the finalization of this report no written comments have been received

J. PLANNING COMMISSION RECOMMENDED MOTIONS

Based on the application received and the preceding analysis, the Planning Commission finds that the proposed rezone request from Residential Estate (R-E) and Commercial Low Intensity (C-L) to Residential High Density (R-H) is in compliance with Development Code Section 24-204(b) and therefore recommends approval.

ALTERNATIVE MOTION

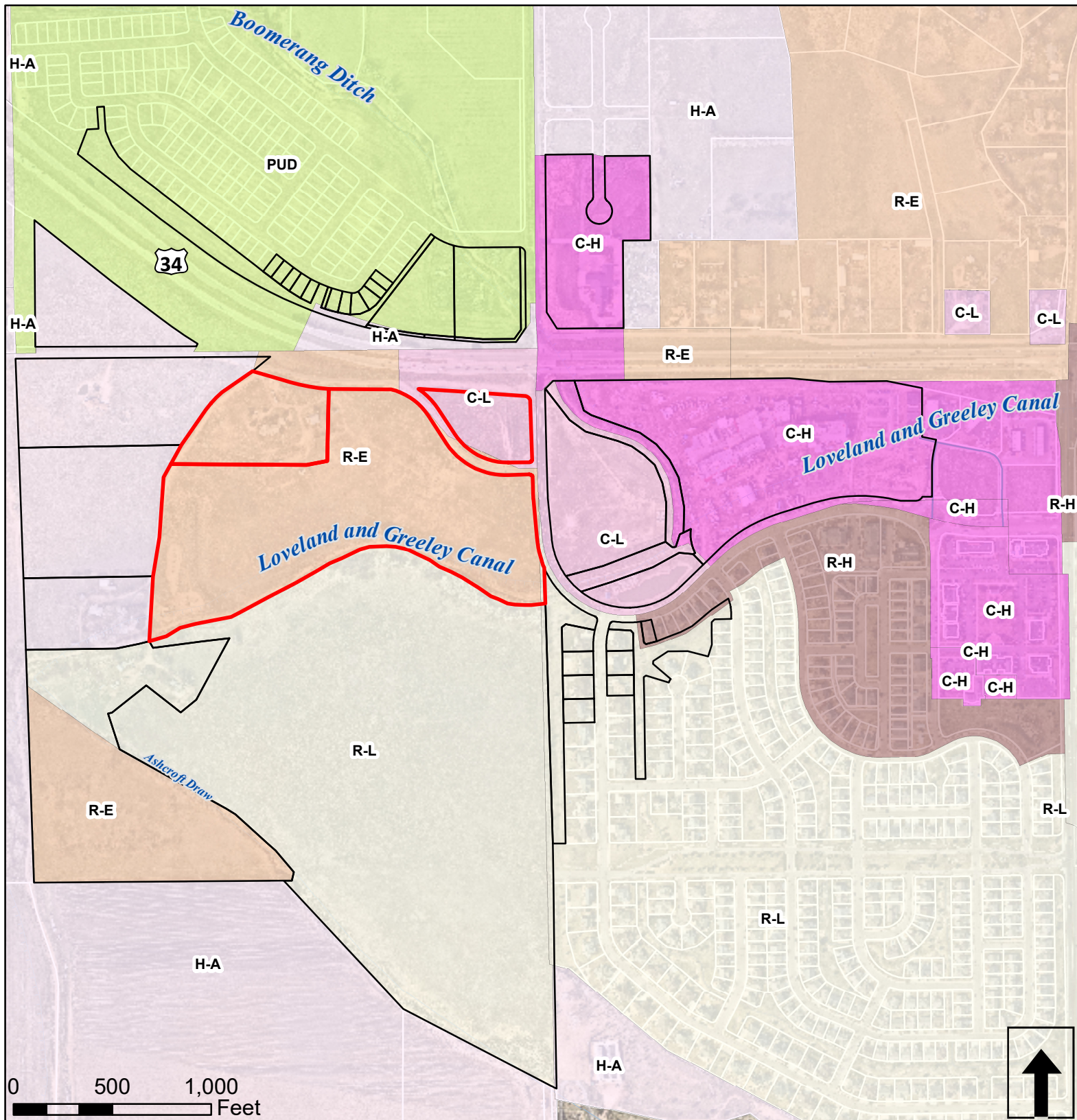
Based on the application received and the preceding analysis, the Planning Commission finds that the proposed Rezone request from Residential Estate (R-E) and Commercial Low Intensity (C-L) to Residential High Density (R-H) is not in compliance with Development Code Section 24-204(b) and therefore recommends denial.

ATTACHMENTS

Attachment A – Zoning/Vicinity Map
Attachment B - Application
Attachment C – Project Narrative
Attachment D – Excerpt of Commercial Market Study
Attachment E – Illustrative Master Plan
Attachment F – Rezoning Plat

Cobblestone Rezone - ZON2022-0004

Vicinity Map - Current Zoning



- Cobblestone Rezone Site
- Parcels within 500ft of Rezone Site
- Greeley Parcels

Zoning

- | | |
|-----------------------------|----------------------------|
| Conservation District** | Industrial High Intensity |
| Commercial Low Intensity | Planned Unit Development |
| Commercial High Intensity | Residential Estate |
| Holding Agriculture | Residential Low Density |
| Industrial Low Intensity | Residential Medium Density |
| Industrial Medium Intensity | Residential High Density |
| | Residential Mobile Home |

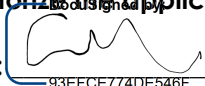


Development Application

1100 10th Street Greeley, CO 80631

970-350-9780

www.greeleygov.com

APPLICANT NAME: Max Moss, HF2M, Inc.	ADDRESS: 430 N College Ave, Suite 410 Fort Collins, CO 80524 EMAIL: max@hf2m.com	PHONE: 512.507.5570
OWNER(S) OF RECORD: Greeley Commons Investments, LLC	ADDRESS: 5189 Copper Blush Ct Castle Rock, CO 80108 EMAIL: craigschoepke@icloud.com	PHONE: 303.947.3346
OWNER(S) OF RECORD:	ADDRESS:	PHONE:
POINT OF CONTACT: Angela Milewski, BHA Design	ADDRESS: 111 S. Meldrum #110 Fort Collins, CO 80521 EMAIL: amilewski@bhadesign.com	PHONE: 970.305.3937
PARCEL / LOT INFORMATION		
Parcel ID Number	095920100004, 095920000012, 095920000018	
Address or Cross Streets:	Undeveloped parcel west of 71st Avenue south of US Hwy 34	
Subdivision Name & Filing No.:	Cobblestone (unplatted)	
Related Case Numbers: (PUD, Rezoning, and/or Plat)	none current, previous applications have been withdrawn	
EXISTING		PROPOSED
Zoning:	R-E, C-L	R-H
Project Name:		Cobblestone
Site Area (Acres & Square Ft.):		42.1 acres
Floor Area Ratio (FAR):		n/a (no commercial uses, estimating 200 MF and 144 Twin Ho
Density (Dwelling Units/Acre):		8.2 du/ac
Building Square Footage:		n/a (no commercial uses, estimating 200 MF and 144 Twin Ho
PROJECT TYPE		
<input type="checkbox"/> Annexation	<input type="checkbox"/> Minor Subdivision	<input type="checkbox"/> Historic Register Nomination
<input type="checkbox"/> Appeal	<input type="checkbox"/> Condominium Plat	<input type="checkbox"/> Historic Preservation Design Review
<input type="checkbox"/> Entertainment Establishment	<input type="checkbox"/> Easement Encroachment	<input type="checkbox"/> Historic Preservation Financial Incentives
<input type="checkbox"/> Major Subdivision - Final Plat	<input type="checkbox"/> Site Plan	<input type="checkbox"/> Easement Dedication/Vacation
<input type="checkbox"/> Major Subdivision - Preliminary Plat	<input type="checkbox"/> Use by Special Review	<input type="checkbox"/> Metropolitan District
<input checked="" type="checkbox"/> Rezoning		<input type="checkbox"/> Planned Unit Development
		<input type="checkbox"/> ROW Dedication/Vacation
		<input type="checkbox"/> Variance
		<input type="checkbox"/> Other
Pre-Application Meeting Date: November 11, 2021		
Pre-Application Meeting Number: PAM 2021-0071		
<p>This application must be signed by owner(s) of record or authorized officer, if a corporation. Owner(s) listed must match title work. Processing and review of this application may require the submittal of additional information, subsequent reviews, and/or meetings, as outlined in the City of Greeley Development Code and Application Manual. After three (3) months of inactivity, a reminder will be sent to applicants stating that action is required within the next thirty (30) days or the application will be closed due to inactivity.</p> <p>I hereby certify that, to the best of my knowledge, all information supplied with this application is true and accurate and authorize the applicant listed above to process the application on my behalf.</p>		
Owner's Signature:  93EFCE774DE546F...		Date: 3/1/2022

Project Narrative – Cobblestone Rezone Request

March 1, 2022

HF2M is working in collaboration with the City and DR Horton to develop The Cobblestone property into a new residential community. The planned neighborhood will provide a mix of housing and residential amenities focused on the site's uniquely beautiful natural features with open space areas, parks and trails.

The planned development will require two types of approvals by the City of Greeley: a rezone of the property north of the Greeley-Loveland Canal from R-E and C-L to R-H, followed by approval of Preliminary Subdivision plans for each phase. Based on our discussions with city staff, we are proceeding initially with the Rezoning application to help establish key design parameters for the project. We will then follow with the more detailed Preliminary Subdivision submittal based on comments from city staff and neighborhood outreach.

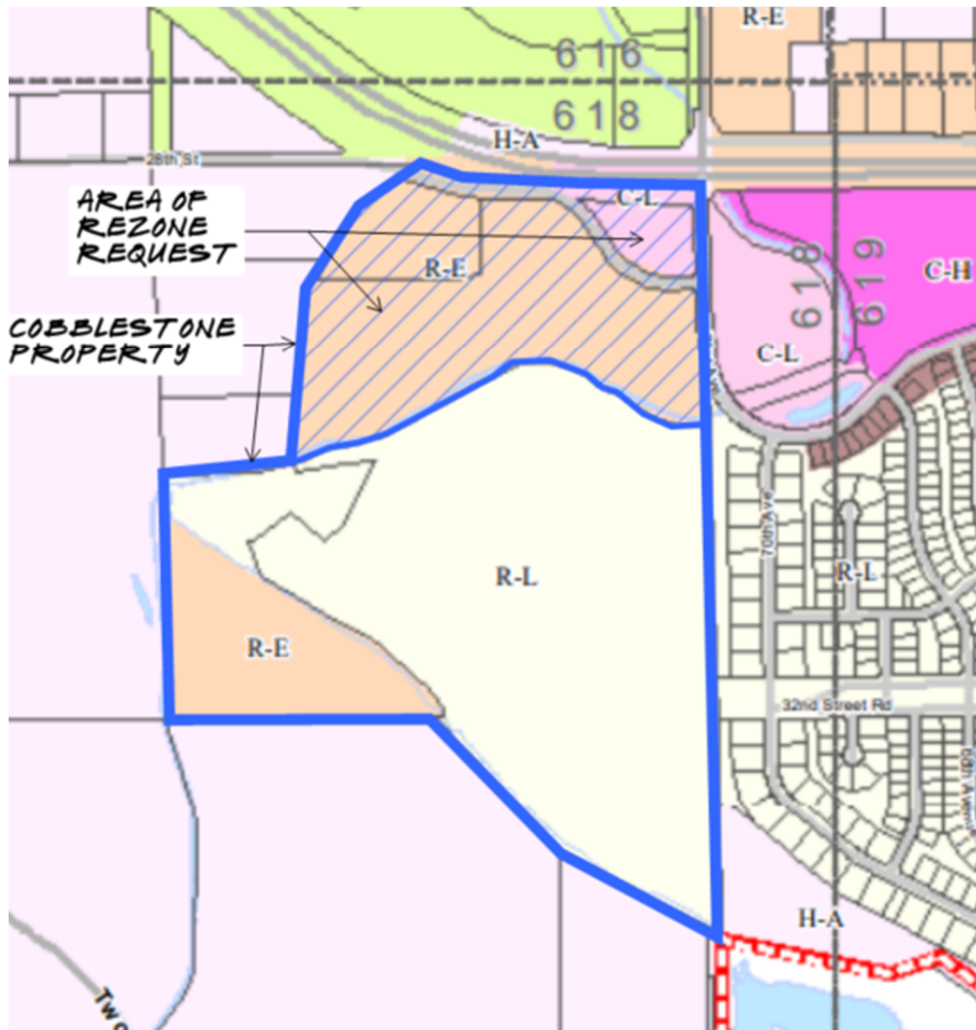


Figure 1 - Area of Rezoning Requested

Attachment C

Project Information and Surrounding Zoning

The area of requested Rezoning is approximately 42 acres in size including a 3.27-acre parcel currently zoned C-L and a 37.61-acre parcel zoned R-E. The zoning for the surrounding properties is:

North: PUD (north of US Hwy 34)

East: C-L (Commercial Low Intensity)

South: R-L (Residential Low-Density)

West: H-A (Holding Agriculture)

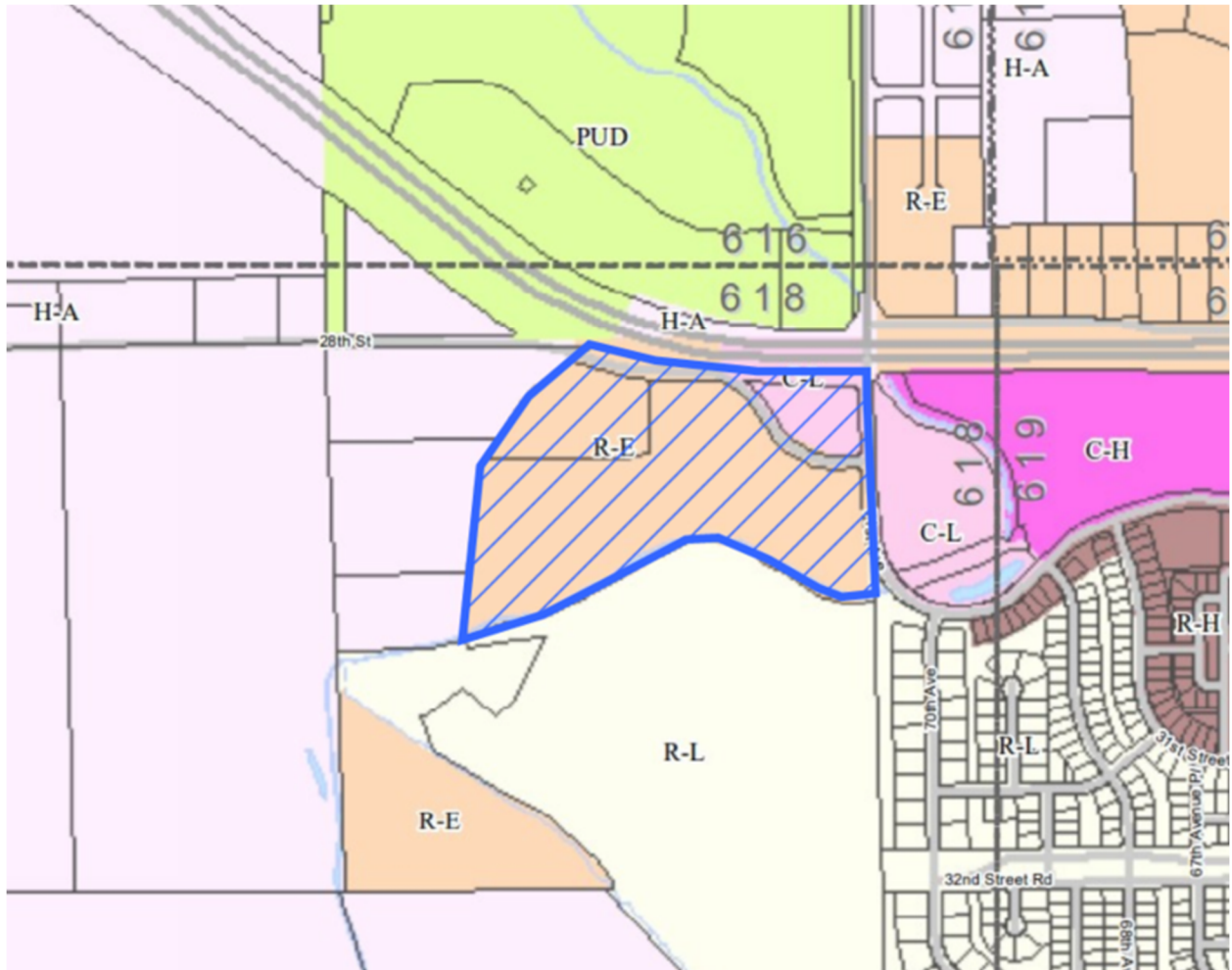


Figure 2 – Greeley Zoning Map Indicating Surrounding Zoning

Attachment C

Reason for Rezone Request

The reason for the rezone request is to support the development of the Cobblestone neighborhood as a mixed-density residential neighborhood with a variety of housing types. The rezoning of the area south of US Hwy 34 and north of the Greeley-Loveland Canal will allow for a combination of two-family and Class A multi-family dwellings in this area adjacent to the UCHealth Greeley Hospital along the planned realigned and improved 28th Street.

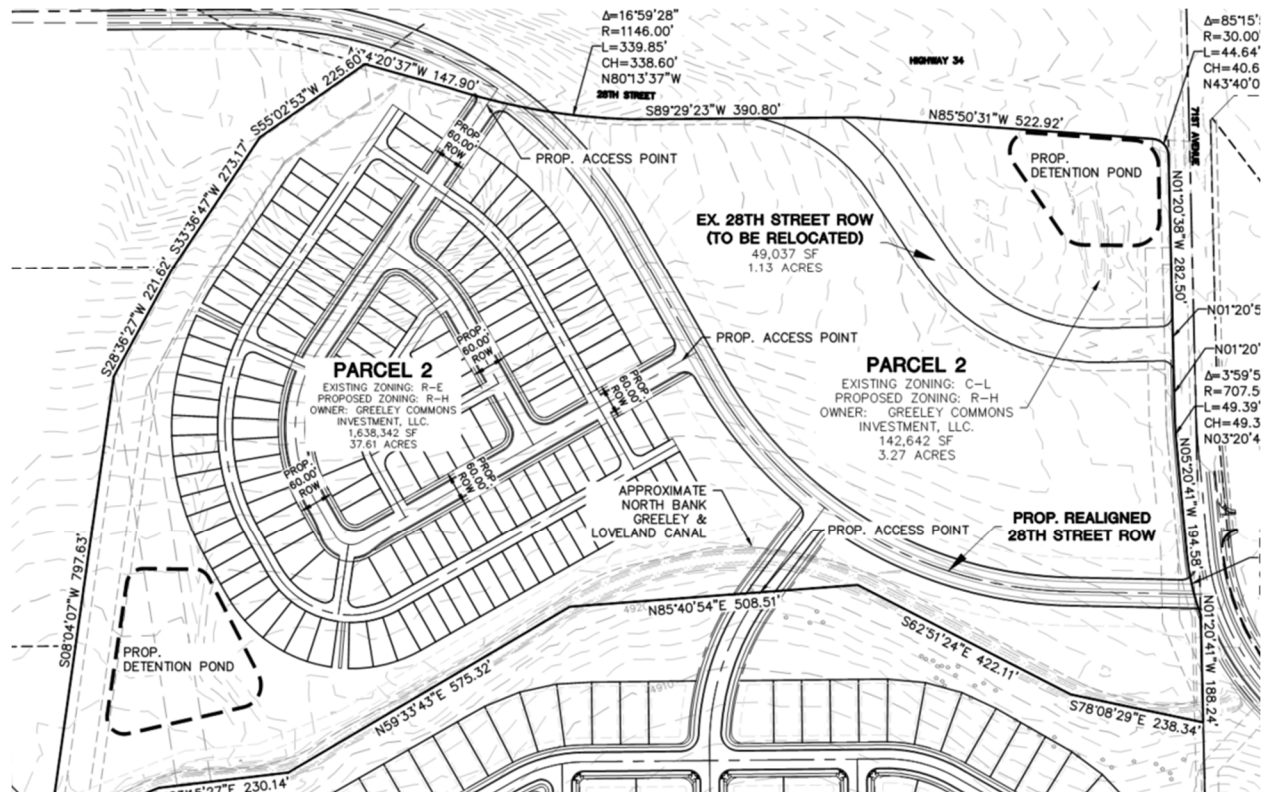


Figure 3 – Concept Plan for Rezone Area

Attachment C

Compatibility with Surrounding Area and Consistency with Comprehensive Plan

The property is located within the city limits and within the **Mixed-Use Neighborhood** designation indicated in the City of Greeley Comprehensive Plan Growth Framework map. The Comprehensive Plan describes Mixed-Use Neighborhoods as: ***predominantly single-family detached homes, but with higher-density housing types such as duplexes, townhomes/row homes, and smaller scale apartment buildings encouraged to provide a range of housing options.***

In the Comprehensive Plan, the properties immediately west of the rezone area are indicated as a future **Mixed-Use High Intensity** area with a **Regional Center** at the intersection of US Hwy 34 and 83rd Avenue.

The rezoning to R-H (Residential High-Density) not only provides for a mixture of additional housing types as encouraged in the Mixed-Use Neighborhood areas, but additional housing here will help to support the nearby St. Michael's commercial uses along with the developed commercial to the east and these future planned commercial uses envisioned in the Comprehensive Plan.

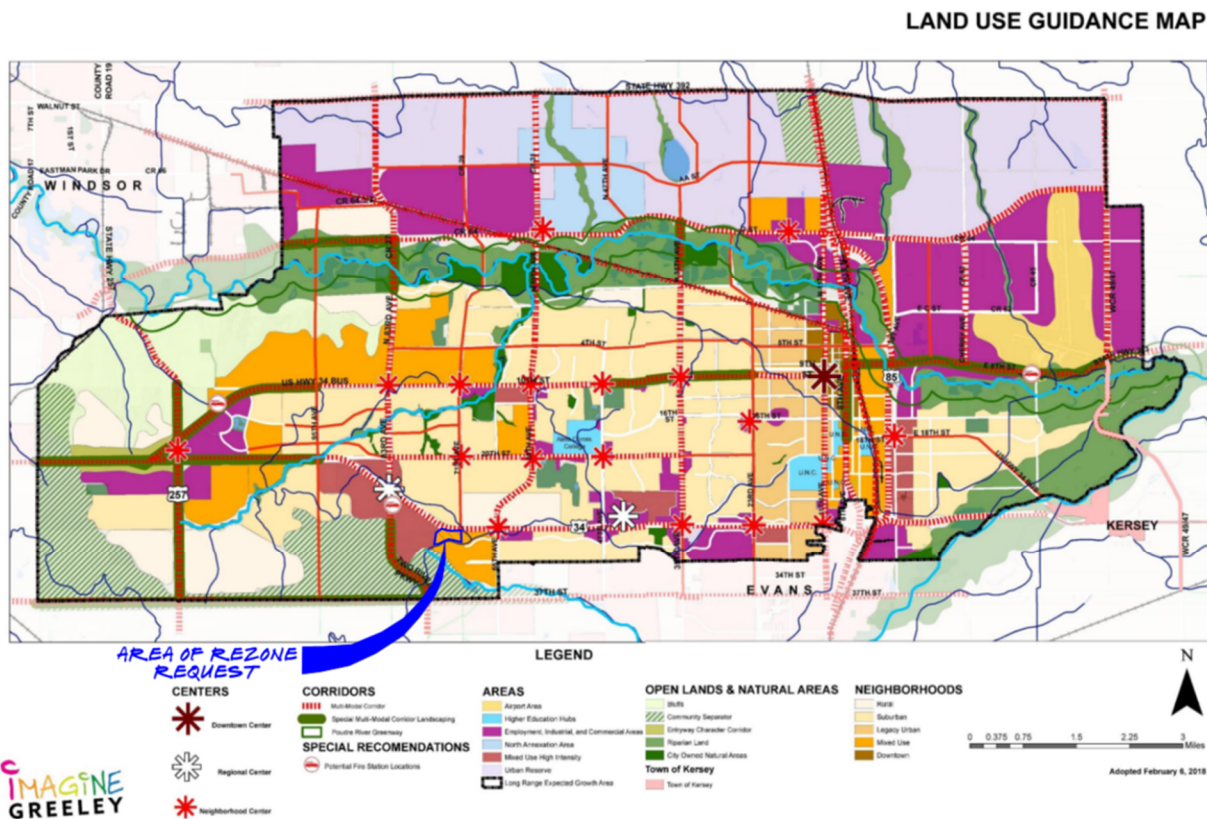


Figure 2 –Greeley Comprehensive Plan Land Use Guidance Map

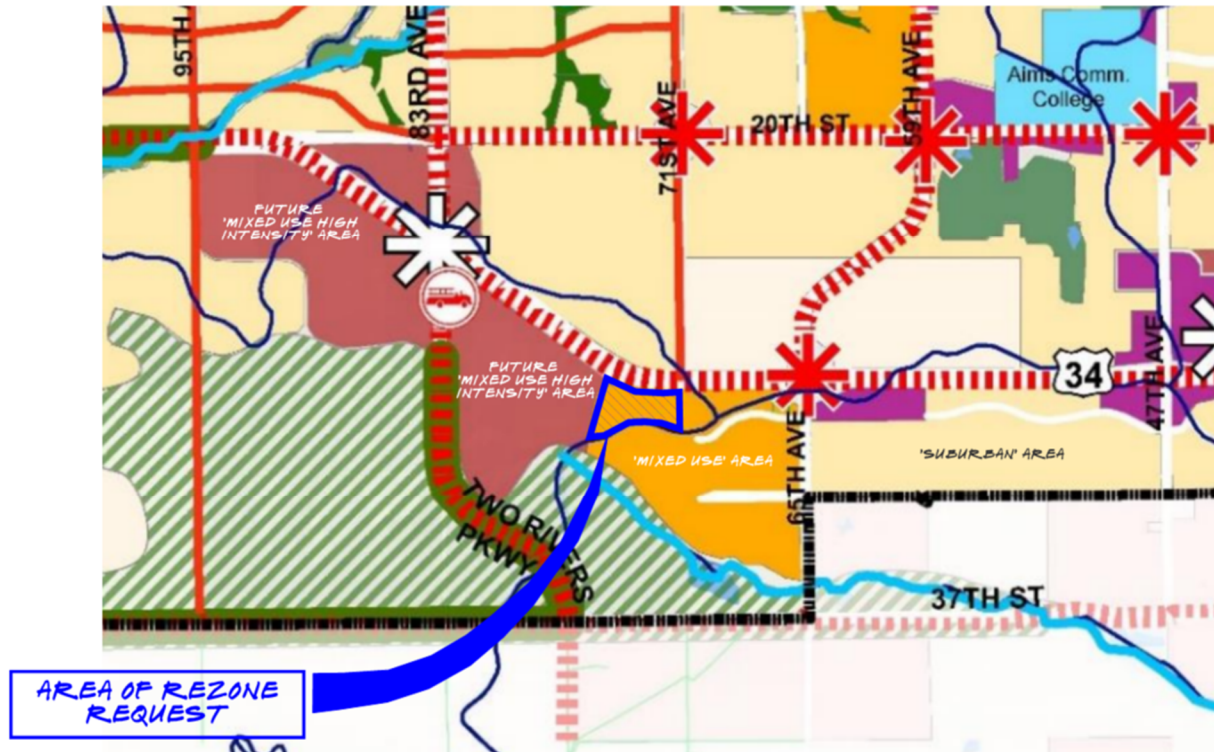


Figure 3 – Excerpt from Greeley Comprehensive Plan Land Use Guidance Map

Market Study and Housing Needs Assessment

In our pre-application meeting with city staff, we heard concerns about the loss of the ~2 usable acres of commercial use with the C-L zoned parcel, and the worry that recent multi-family developments approved within the City of Greeley may have created an over-supply of this type of housing. Staff encouraged HF2M to complete a market study to help identify the appropriate uses for the property. We have completed two separate studies that support our current rezone request.

First, HF2M and LandUseUSA | Urban Strategies conducted a site-specific retail market analysis of the property. Based on the physical features of the property, its location with the City of Greeley, access to the property, and nearby land uses and densities, the likely success of retail, restaurant, service or convenience uses at this location is very low and not recommended. The study indicates that development of commercial and even service space in this location would be a risky venture with no guarantee of tenants. We believe there are other sites more suitable to support C-L uses which are detailed in the market analysis.

Second, HF2M also engaged Mass Equities, Inc to conduct a multifamily apartment demand study for the property. The study includes a supply analysis for existing and planned projects as well as projections for housing needs. The study confirms that demand for this type of housing will remain unmet even with the planned multifamily projects coming online over the next few years.

Attachment C

In summary, these two reports demonstrate the substantial need in the Greeley market for housing to support its existing retail and commercial business portfolio and the viability and need for Class A multi-family.

We have included both studies with our application for your review. These studies confirm the intent of HF2M, Mass Equities, and DR Horton in the successful development of Cobblestone: – to provide a mixture of additional high quality housing types to help meet the community’s needs for housing and to better support the existing and future planned commercial areas indicated in the Comprehensive Plan for this area.

Conformance with Review Criteria

1. *The proposal is in accordance with the goals and objectives of the Comprehensive Plan and any other plan, policy or guidance adopted pursuant to that plan.*
 - As described above, the rezoning to R-H aligns with the character and uses envisioned for the Mixed-Use Neighborhood designation of the Land Use Guidance Plan, and will help to support the Mixed-Use High Intensity areas envisioned immediately west of this property better than the existing C-L and R-E zoning.
 - The rezoning better supports a wider mix of allowable housing options needed for a diverse workforce than the current zoning (ED-3.1).
 - The rezoning encourages a compact form over sprawl or leap-frog development (CG-1.2)
 - The planned area is within Greeley’s planned growth area boundary and supports the uses envisioned in the Land Use Guidance Plan (GC-1.4).
 - The rezoning complies with application intergovernmental agreements that define municipal annexation boundaries (GC-1.4).
 - The rezoning and planned Cobblestone development provides a transition in use and intensity and will protect and enhance nearby parks and open lands (GC-1.6)
 - The rezone application and market suitability studies help to monitor demographic, economic, development and real estate statistics, trends and forecasts to anticipate needs for undeveloped land (GC-1.8)
 - The rezoning complies with and supports the Comprehensive Plan Land Use Guidance Map better than the existing zoning (GC-2.1).
 - The rezoning allows for a larger variety of housing types than is allowed with the current zoning (HO-2.1).
 - The rezoning includes identification of natural areas associated with the property so that development can be planned to protect these features and to incorporate them into the plan allowing access to nature for the planned communities. (NR-3.5).
2. *The proposal can fulfill the intent of the zoning district considering the relationship to surrounding areas.*
 - The rezoning from R-E (Residential Estate) and C-L (Commercial Low) to R-H (Residential High Density) allows for a more diverse mix of housing types that support the goals of the Mixed-Use Neighborhood designation and better support the nearby St. Michael’s

Attachment C

commercial uses and future planned commercial uses (future Regional Center and Mixed-Use High Intensity area) indicated in the Comprehensive Plan Land Use Guidance Map.

- Residential uses in the rezoned R-H district will be required to meet the higher 'Residential Design Standards' in Chapter 24-503 of the Greeley Development Code not applicable for uses in the R-E zone district.
3. *Whether the area changed, or is it changing to such a degree that it is in the public interest to rezone the subject property to encourage development or redevelopment of the area.*
 - Not applicable
 4. *Whether the existing zoning been in place for a substantial time without development, and if this indicates the existing zoning is inappropriate given development trends in the vicinity.*
 - The existing zoning has been in place for a substantial time without development.
 5. *The proposed zoning will enable development in character with existing or anticipated development in the area considering the design of streets, civic spaces and other open space; the pattern, scale and format of buildings and sites; and the compatibility and transitions with other complimentary uses and development.*
 - The rezoning from R-E (Residential Estate) and C-L (Commercial Low) to R-H (Residential High Density) allows for a more diverse mix of housing types that support the goals of the Mixed-Use Neighborhood designation and better support the nearby St. Michael's commercial uses and future planned commercial uses (future Regional Center and Mixed-Use High Intensity area) indicated in the Comprehensive Plan Land Use Guidance Map.
 - Residential uses in the rezoned R-H district will be required to meet the higher 'Residential Design Standards' in Chapter 24-503 of the Greeley Development Code not applicable for uses in the R-E zone district.
 - The rezone to R-H will result in a transition of density between US Hwy 34 and the planned community separator shown to the south of the Cobblestone properties.
 6. *The City or other agencies have the ability to provide services or facilities that may be necessary for anticipated uses in the proposed district.*
 - No anticipated concerns with the change in zoning from R-E (Residential Estate) and C-L (Commercial Low) to R-H (Residential High Density)
 7. *The change will serve a community need, provide an amenity or accommodate development that is not possible under the current zoning or that was not anticipated at the time of the initial zoning of the property, making the proposed zoning more appropriate than the current zoning.*
 - Both the market analysis studies conducted support the rezone to allow more suitable and successful uses for this portion of the Cobblestone property making the proposed zoning more appropriate for the neighborhood than the current zoning.

Attachment C

8. *Any reasonably anticipated negative impacts on the area or adjacent property either are mitigated by sound planning, design and engineering practices or are outweighed by broader public benefits to the surrounding community.*
 - No anticipated negative impacts with change from C-L (Commercial Low) and R-E (Residential Estate) to R-H (Residential High Density)
9. *The recommendations of professional staff or advisory review bodies.*
 - We look forward to your review and comments and hope to receive your recommendation for approval of this Rezoning request.

The City of Greeley, Colorado

A Site-Specific Retail Market Analysis

April 18, 2022

Prepared for
HF2M Colorado

Updated by



LandUseUSA
UrbanStrategies

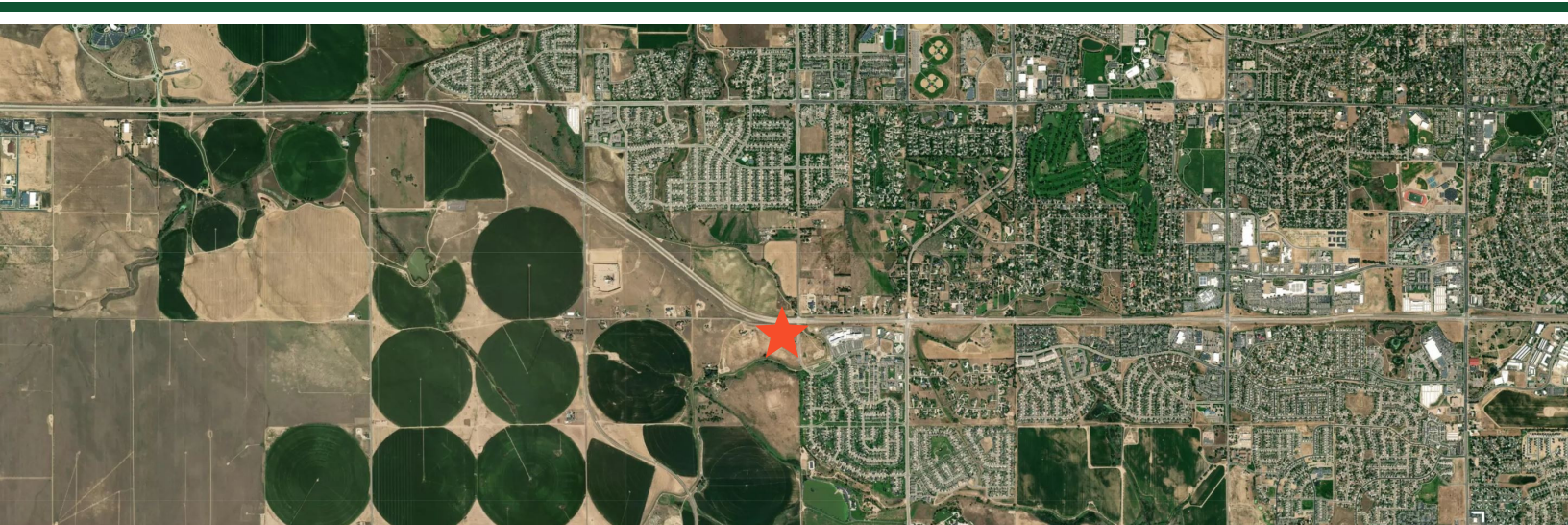


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Section I	Risky, Vulnerable Centers
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Section A

Attachment D

April 18, 2022

Attn: Max Moss, President
HF2M, Inc.
430 N College Avenue, Suite 410
Fort Collins, CO 80524
(512) 507-5570
Max@hf2m.com

RE: Report – Retail Market Analysis for Cobblestone, a Site-Specific Project
The City of Greeley, Colorado

Dear Mr. Moss,

Introduction – On behalf of LandUseUSA | Urban Strategies, thank you for the opportunity to prepare the attached Retail Market Analysis for your site-specific project in the City of Greeley, Colorado, generally known as “Cobblestone”. We understand that the subject site includes about three (3) acres generally located in the southwest quadrant of the city, and more specifically at the southwest quadrant at the intersection of Highway 34 and 71st Avenue. About one (1) acre must be dedicated to a storm water detention pond, which leaves about two (2) acres of developable land.

Study Purpose – The purpose of this Retail Market Analysis is to advise you on the general feasibility of developing retail or convenience-oriented services on the subject site. This narrative report is intentionally designed to be succinct and to-the-point, with a focus on the market study results, findings, conclusions, and implications for the subject site. In other words, it does not include explanations of theorems, hypotheses, analytic methodologies, or mathematical computations. Readers interested in understanding how the study was completed or the work approach are encouraged to contact LandUseUSA directly.

Conclusion – Based on the results of the following analyses and observations, we are advising that HF2M not pursue any public commercial for-lease tenant space for retail, restaurants, services, or conveniences on the subject site. For-lease commercial space on the site would be a risky venture with no guarantee of tenants, absorption rates, or rents needed to offset the development costs. Similarly, non-retail services also are not advised at this location, including child day-care centers, veterinarians, dentists, salons, or offices for healthcare practitioners.

Attachment D

Alternative Uses

1. Private Community Amenities – Instead of commercial or retail space for convenience-oriented services, the subject site could include a private clubhouse with a variety of amenities for its residents. Assuming that the subject site is developed with some for-lease townhouses, condos, and/or apartments, then providing some private amenities could provide benefits to the developer and management company (see “Purpose of Amenities” below).

Examples of Private Amenities for Renters of Attached Units

- Indoor gathering place with kitchen, café, and game room.
 - Co-working space with zoom rooms and work-from-home options.
 - Do-it-yourself community garage and workshop.
 - Community fitness center, swimming pool, and exercise room.
 - Spa for small pets; grooming and dog-walking service.
 - Town square, plaza, or other outdoor gathering area.
2. Purpose of Amenities – The primary purpose of amenities is to help the developer and management company achieve optimal rents and absorption rates while reducing turn-over among rental units. In general, they can help bolster overall marketability to prospective renters and help ensure that the project is competitive within the Greeley market. In contrast, amenities are not considered necessary for marketing or selling detached houses to prospective home buyers.

For these reasons, the amenities should be developed and operated by the owners, general management company, and/or membership association of Cobblestone’s rental community, rather than independent operators. The community amenities might collect some nominal membership fees from the renters, but they should not be designed specifically to generate direct revenues.

3. Dedicated Space for Amenities – Commercial for-lease tenant space in retail and commercial centers typically are 1,500 square feet or more; and fitness centers can range between 6,000 and 15,000 square feet. In comparison, private community amenities would be much smaller, or on the range of just 200 to 500 square feet each for pet spas, cafes, game rooms, and workshops. A few amenities in a private clubhouse would collectively total less than 4,000 square feet.

Attachment D

4. Outdoor Amenities – The one (1) acre dedicated for a future a retention pond also could be programmed with outdoor amenities like walking paths/trails, outdoor fitness stations, and a dog park. In addition, an area near the clubhouse could be dedicated to an outdoor swimming pool, plus some outdoor gathering areas (like a town square or plaza) that are proximate to an indoor kitchen, café, and game room.

Converting Vacant Commercial Space

In written comments dated 4/4/2022, the city cites that the “council recently published goals and priorities and those include an emphasis on village and mixed-use commercial concepts.” That same document also cites that “staff has discussed the ability to allow for conversion of any unused retail space into private amenity space after a period of time should space not lease.”

Supported by all of the market observations documented in this narrative report, LandUseUSA does not recommend the development of a mixed-use project on the subject site with a *public* commercial or retail component. Even if a few tenants can be persuaded to occupy the space, they will not achieve the sales needed to support the rents required to sustain the project. Tenant departures and high vacancy would be inevitable, rendering the concept risky at best. This scenario would have a detrimental impact on the overall project and would cost the developer, builders, and management company valuable time and resources.

The a) Magnitude, b) Placement and Orientation, c) Design and Scale, and d) Parking Needs of a private amenity building would be very different than public commercial and retail space. These components are elaborated upon below:

- a) Magnitude – Private amenity space would be far smaller in magnitude. We anticipate that the total footprint of private amenity space would be less than 4,000 square feet. In comparison, public commercial space would be larger in square footage, and could easily exceed 20,000 square feet. Even if they are similar in size, eventually there would be too much surplus space to collectively use for private amenities.
- b) Placement and Orientation – A private amenity building may be placed internally within the project, and it would not necessarily need to have visibility to public streets or access roads. In comparison, public commercial space must necessarily be placed at the fringe of the project for visibility to drive-by traffic.

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Private amenity space may be oriented in any cardinal direction (north, east, south, or west), and could face onto an outdoor common area like a village town square or plaza. In comparison, public commercial space must have storefronts and facades with signs that face directly onto vehicular traffic along public streets.

- c) Design and Scale – Private amenities may be turned inward within a common building, with entrances along a shared corridor or common area. In comparison, public commercial space must provide discrete entrances for each tenant, so that they are clearly discernable for drive-by traffic.

The private amenity space may be designed within one-level buildings with gabled roofs, similar to conventional clubhouses, and should not obscure vista views for adjacent apartments, townhouses, or lofts. In comparison, the design of theoretical public commercial space could be more traditional, similar to street-front retail in a much larger building that is topped by lofts, condos, apartments, or townhouses. The height of this concept would be much larger in scale compared to a building designed exclusively for private amenities.

- d) Parking Needs – A building for private amenities may have entrances along two or more sides, and a modest amount of parking may be placed along the sides of the building as well as the front. In comparison, public commercial space must have customer entrances along a single side, with a larger parking field located in front of those entrances.

For all of these reasons, LandUseUSA strongly advises against developing public commercial space in addition to a building for private amenities, because it would inevitably result in far more space and parking than can reasonably be utilized. Furthermore, it would not be reasonable to forego the development of a private amenity building on the premise that the public commercial space will eventually become vacant. The two are not the same, and they should not be viewed as comparable or interchangeable.

Attachment D

Site Assessment

Section B

1. Introduction – Section B among the attachments includes a number of aerials used to evaluate attributes of the subject site. The site offers a few benefits that, at first glance, appear to support the feasibility of retail. However, the site also has many disadvantages that collectively increase the risks beyond reason. The following narrative summarizes the site benefits, followed by its many disadvantages and risks.
2. Site Benefits – The site attributes that imply some feasibility for retail include the following:
 - The site has excellent visibility to drive-by traffic along US Highway 34.
 - The site is a greenfield property that is undeveloped and appears to be clean and uncontaminated.
 - Although the population is small within a 1-mile ring and 5-minute drive time, the per capita income is 35% higher than the city-wide average.
 - The land is zoned C-L within the city's current 2021 zoning ordinance, which implies an advantage for commercial low intensity uses.
3. Fringe No-Growth Location – With the few site benefits aside, the subject site is nevertheless disadvantaged in many other ways. First, it is located at the fringe of current development within the City of Greeley; and established and planned residential developments in the vicinity are not enough to sustain retail on the site. Furthermore, the city's official 2021 zoning map designates most of the land to the south and west as "Agriculture Holding", effectively preventing the trade area's population from growing in the foreseeable future.
4. Inefficient Size and Configuration – With just 2 acres of developable area, the site is far too small to achieve any level of critical mass among retail, small businesses, and/or services. The small parcel size means that only a small commercial project could be built – which generally would be inefficient to manage. Also, the site is essentially a three-sided trapezoid, which is an inefficient shape for development into retail. The most efficient shape for a retail center is a square or well-balanced rectangle.
5. Low Traffic Volumes – The subject site is visible to high traffic volumes along US Highway 34. The City of Greeley's Transportation Services division reported a 2018 volume of about 34,000 vehicles daily near the site, and a peak volume of 42,000 vehicles daily near the Greeley Mall. However, volumes along 71st Avenue are only 2,500 vehicles daily, and the volume drops to a paltry 1,500 vehicles near the UC Health Greeley Hospital.

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6. UC Health Greeley Hospital – The new acute-care hospital was developed in 2019 and after the city’s 2018 traffic volumes were reported. However, the hospital is relatively small with just 50 beds, so it is unlikely that traffic volumes along 71st Avenue have since increased to more impressive levels.
7. Limited Highway Access – The subject site is located at the southwest quadrant of US 71st Avenue and Highway 34. The highway was developed as a traffic “bypass” for the city – and it does indeed bypass the Downtown as well as the site. Most of the city’s population density is to the east rather than the west, so most visitors would theoretically drive to the site via west-bound US Highway 34.

West-bound highway traffic must plan ahead to exit early onto 65th Street. However, many of them will miss the 65th Street intersection, so they will then need to turn at 83rd Avenue and loop back to the site. That excursion would add an additional 2.4 miles to the trip. These limitations alone could have a -50% impact on the retail potential for the site.

		Feet From	Additional Feet versus	Additional Miles versus
Site Access for West-Bound Traffic		65 th Ave	71 st Ave	71 st Ave
South along 65 th Ave	Best Choice	4,225	+ 1,375	+0.25 miles
South along 71 st Ave	Not an Option	2,850	.	.
South along 83 rd Ave	Best Alternative	15,575	+12,725	+2.40 miles

8. 71st Avenue Terminates to the South – Retailers, merchants, services, and small businesses are advised to choose sites that are at “bullseye” locations in any given market. Ideally, they should be located intersections where the cross-streets connect in all four directions, which helps expand the geographic trade area and reach. In contrast, at the subject site, 71st Avenue does not continue south, and instead turns east and links up with 65th Avenue.

This single limitation alone could have a -25% impact on the retail potential for the site (see also the five-minute radius comparisons in attached Section E). Together with the limited highway access, the terminus of 71st Avenue renders the subject site ineffective for retail tenants or convenience-oriented services.

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Import-Export Analysis

Section C

1. High Net Import – The City of Greeley currently has a high net import of retail sales from other parts of Weld County. Based on a detailed comparison of resident expenditure potential compared to transacted sales among 14 business categories (retail, services, restaurants, and drinking establishments), the city currently has a net import of about +39%. In other words, +39% of retail sales transacted in the city are being spent by visitors living in other parts of Weld County, other counties in Colorado, and beyond.
2. Market Saturation – Big-box formats like grocery stores (like King Shoopers and Sprouts), building materials (like Home Depot and Lowes), and general merchandise (like Walmart, Target, Kohl's, TJMaxx, and Sam's Club) have an exceptionally high net import of more than +40% in the City of Greeley. The city's pharmacies (like Walgreens and CVS) and electronics (like Best Buy) also have high net import of more than +30%. And finally, non-retail services like personal care salons (hair, nails, ink, etc.), pet care (veterinarians), and laundry services also have a high net import of +25%. High net import can be one indication of market saturation and possible over-supply, so caution is warranted in all of these categories, city-wide.
3. Caution on Sporting Goods – Sporting goods is one category that currently has net leakage from the city. However, Sheels and Sportsman Warehouse each have existing stores located about ten miles to the west, near Interstate 24 and the City of Loveland. Formidable competition from stores like Sheels can make it challenging for Greeley to support much more than Big 5 Sporting Goods and Garretson's Sports Center.
4. Caution on Apparel and Fashion Accessories – Clothing and related categories have historically had a low net import of only +2%, but this has probably shifted to a net leakage of -30% since the decline of the Greeley Mall. Small apparel merchants and tenants tend to gravitate toward anchor department stores like Dillards, JCPenney, and Kohl's. They can also help enhance the diversity of shopping choices in Downtown Greeley. However, they are dependent on cross-shopping from anchors and shopping destinations, so should not be pursued for small projects in fringe and fragmented locations.
5. Additional Category Cautions – Several categories could represent potential opportunities for the City of Greeley, albeit not for the subject site. However, they also tend to have building formats and development patterns that result in commercial sprawl rather than good urban design. Two examples are the city's relatively modest +20% net import among its auto repair shops, and low +2% net import among its gasoline stations.

Attachment D

Analysis of One Mile Radii

Section D

1. Derivation of Total Personal Income – A one-mile radius around the site has only 5,010 residents, which takes 11th place among the 16 comparison rings drawn around other intersections throughout the City of Greeley. The site's one-mile radius also has an average income of \$39,050 per capita, which takes 9th place. When combined, the population and per capita income generate a total personal income of \$195.64 million for the site.
2. Derivation of Resident Expenditure Potential – Based on actual transactions throughout the Colorado, the average resident in the state spends about 40% of their per capita income on retail trade, including auto dealerships, gasoline, groceries, pharmacies, furniture, electronics, appliances, office supplies, pet supplies, sporting goods, general merchandise, apparel, and more. Applying 40% to the one-mile ring for the subject site indicates that its residents have an expenditure potential of about \$78.26 million annually.
3. Potential versus Established Retail – Based on the resident expenditure potential of the population within the subject site's one-mile radius, it could theoretically support up to 35 retail shops and convenience-oriented services, whereas the radius currently has about 29 businesses. Unfortunately, this does not mean that the radius can support an additional six businesses. The reason is that established retail destinations throughout the city have already surpassed their theoretical share of the city-wide market potential – even while other destinations are falling short.

For example, based on a similar analysis of a one-mile radius around Downtown Greeley (at 8th Avenue), it should theoretically be able to support only 55 retailers and services – but it actually has 128 establishments. Similarly, the one-mile radius near Greeley Mall should support about 85 businesses, but it actually has 110 establishments.

The inverse can also be observed near the existing Walmart store at 47th Avenue and along Business Highway 34. Specifically, the one-mile radius around this intersection should be able to support about 112 businesses, but it only has about 72 establishments. Similarly, the one-mile radius around the expanding Centerplace retail destination should be able to support 97 stores, whereas it actually has about 64 establishments to-date.

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Market-wide, the goal need not be to ensure that every intersection has its “fair share” of the retail market potential. Rather, the goal should be to protect shopping destinations like the Downtown and Greeley Mall that already are well-established, yet vulnerable to the cumulative impacts of retail sprawl and fragmentation. Expanding shopping destinations like Centerplace should also be protected to ensure that they can achieve their full potential. These objectives can only be achieved by avoiding the over-development of small, anchorless centers in fragmented locations with poor access – like Cobblestone.

Analysis of Five Minute Drivetimes

Section E

1. Drive-Time Geographic Reach – Based on an assessment of established shopping destinations throughout the City of Greeley, two have been identified as the most important to monitor, strengthen, and preserve, including: 1) Downtown Greeley; and 2) the Greeley Mall. Each of these destinations has a five-minute drive-time pattern that extends in all four directions, or north, south, east, and west. In comparison, the drive-time pattern for the subject site extends east and west along US Highway 34, but does not reach to the southwest, and is truncated to the northeast and southeast. Again, this is attributed to the 71st Avenue terminus to the south, and poor site access for west-bound traffic along US Highway 34.
2. Drive-Time Population – Greeley Mall’s five-minute drive-time area has an estimated current population of about 17,423 residents; and the Downtown’s drive-time area has about 12,845 residents. In comparison, the subject site’s fringe location with poor access results in a much smaller population of just 6,038 residents. These figures are provided only to reinforce the significant disadvantage of the subject site for the prospect of retail or convenience types of services.

Attachment D

Analysis of City-Wide Demos

Section F

1. Economic Indicators – Within the City of Greeley, almost 60% of the population aged 25 or older has at least some college education. About two-thirds of all residents aged 16 or older are participating in the labor force, and unemployment is only 7%. In general, these economic indicators are favorable for the development of new workforce housing for the residential rental market.
2. Residential Market Indicators – The City of Greeley is gaining about +1,500 net new residents annually and is now approaching a total population of 110,000 residents. About 57% of the population aged 15 or older is living without a spouse (either their spouse is not present, or they are divorced, separated, widowed, or never married). The city's residents also have a favorable median household income of almost \$95,000. Again, these variables are favorable indicators for the prospect of new residential units and housing choices.

Real Estate Analysis

Section G

1. Neighborhood and Power Retail Centers – Based on data provided by CoStar, the City of Greeley's established neighborhood retail centers and power centers have an overall vacancy rate of about 4%. However, a closer scrutiny of individual retail centers throughout the market reveals that many shopping destinations have nearly 100% occupancy, whereas some anchorless or outdated centers have between 15% and 20% vacancy. The blended average of 4% understates the challenges with centers that are vulnerable and already have been impacted by the development of newer retail centers in outlying locations. (Also see Section H and Section I attached to this report).
2. Scatter Plot of Asking Price per Acre – In the City of Greeley, the selling price for the best commercial land and with three to ten (3 to 10) acres should have a for-sale price approaching \$15 per square foot. However, this would apply only to the highest quality parcels in ideal retail locations. In other words, they would need to have a large number of shoppers in the trade area (or comparatively large population within a one-mile radius for convenience-oriented services); easy highway access; and favorable drive-by traffic volumes. For similarly sized parcels that lack these competitive attributes, the selling price per acre could fall to \$7 per square foot or less (see the scatter plot in attached Section G).

Attachment D

3. Many Better Choices for Land – Prospective developers and businesses interested in investing into any market are advised to explore all of the locational options before choosing a site. Even without access to this report and market analysis, most savvy investors will see the limitations of the subject site and choose alternative locations within the local market. This will continue to erode the viability of the subject site; and not even time will improve its marketability to commercial developers or tenants.

Quality Shopping Destinations

Section H

1. Downtown and Greeley Mall – The City of Greeley has several established retail destinations that should be protected and expanded to ensure their long-term survival, viability, resiliency, and economic sustainability. The development of small, anchorless strip centers in the city's fringe locations will continue to undermine the reinvestment potential of established shopping destinations like the Downtown and Greeley Mall, as well as the future of expanding destinations like Centerplace.

Rather than developing small retail centers in scattered locations, the city should focus on filling existing vacancies in the downtown and Greeley Mall. Perhaps the mall could also be a candidate for redevelopment into a retail town center, similar to Conceptual Study "C" highlighted in the city's 2008 Greeley Mall TIF Study.

2. Other Quality Shopping Destinations – Other established retail centers like Hillside Shopping Center, Westlake Village Shopping Center, University Square, and Greeley Commons are successful because they share common themes. First, they are large enough to achieve the synergistic benefits of critical mass and cross-shopping. Second, most of them (with the exception of Hillside Shopping Center) have an anchor that helps expand the geographic trade area and draw repeat shoppers. Examples of anchors include King Shoopers, Ace Hardware, Walgreens, JoAnn Fabric, Sprouts, Michael's, Bed Bath & Beyond, Big 5 Sporting Goods, Petco, and Old Navy.
3. Reinforcing the Conclusion – The successful projects described above have been reviewed to provide some context for the subject site, and to reinforce the disadvantages associated with small anchorless projects in fringe locations. They also provide some context for some of Greeley's other less successful commercial and retail centers, which are discussed in the following section of this report.

Attachment D

Risky, Vulnerable Centers

Section I

1. St. Michaels Town Square – Several retail centers in the City of Greeley have been reviewed to assess the attributes that impact their ability to achieve a higher level of success. For example, St. Michaels Town Square appears to be well-occupied, but there are few if any traditional retailers or merchants. The center includes a mix of restaurants and services that depend on direct access to US Highway 34 to survive. Without that access, the project would have been risky at best.
2. City Center Shops – Another example is the City Center Shops recently developed along 10th Street and across the street from the Northgate Village Center, which is anchored by King Soopers. City Center was a risky venture because it is mid-block (i.e., no four-way access at a prominent intersection), lacks direct access from 10th Street, and is small without an anchor. However, it is directly across the street from Northgate Village and King Soopers Marketplace, which serve as surrogate anchors. Without those anchors, the project would have been risky at best.
3. Willow Station Shopping Center – Another example is Willow Station, which is an established strip center and vulnerable to the over-development of new and competing retail destinations. The center has a vacancy rate that ranges between 14% and 19%, and its proximity to Walmart does not offset the disadvantages of being without its own anchor (Although ARC Thrift Store is a tenant, it does not serve as an effective anchor).
4. Market Square – The last example is Market Square, which is especially vulnerable to the development of new shopping destinations in the Greeley market. This outdated center lacks an effective anchor (a fitness center is a tenant but not a shopping destination or retail draw); overgrown trees are obscuring the view; and it will probably struggle to keep its small tenant spaces filled as other shopping destinations like Centerplace continue to expand.

Attachment D

City-Wide Reference

Section J

1. Adequate Public Facilities Analysis – The last section attached to this report includes some reference materials for the City of Greeley, including a street map (Adequate Public Facilities Analysis, 2017). It is worth noting that in 2017, the subject site had not been identified by the city as “suitable for future development” or as “developable land with access to improved major streets”.
2. Existing Urban Land Use – Also in 2017, the City of Greeley identified the subject site as part of its “Long-Range Expected Growth Area” (LREGA) – along with the parcels being proposed for development of the Cobblestone residential project. In other words, the parcels were not part of a “Near Term” growth area. The pattern of Commercial land use throughout the city also reinforces the importance of the Downtown, Greeley Mall, and Centerplace shopping destinations.
3. Land Use Guidance Map – In stark contrast to its earlier assessments, in 2018 the city then prepared a Land Use Guidance Map that identified the intersection of US Highway 34 and 83rd Avenue as “Mixed Use High Intensity”. It also identifies the UCHealth Greeley Hospital and Michaels Town Square area as “Mixed Use”.

Unfortunately, the new “Mixed Use High Intensity” area could result in development of more big-box formats, anchorless strip centers, commercial sprawl, retail fragmentation, and the undermining of established retail destinations like the Downtown, Greeley Mall, and Centerplace. However, it would not improve the viability of a small stand-alone, anchorless center in a location with poor access – like Cobblestone.

4. Official Zoning Map – The City of Greeley’s Official Zoning Map indicates that the subject site is currently zoned C-L, which is Commercial Low Intensity. Land in the “Mixed Use High Intensity” area pivoting around US Highway 34 and 83rd Avenue are zoned as H-A, which is Holding Agriculture. The area near 83rd Avenue is not zoned as C-L; and the subject site should not be zoned as C-L, either. Instead, residential uses should be encouraged to help build up the market potential needed to sustain the Downtown, a redeveloped Greeley Mall, and growing Centerplace shopping destinations for the longer term.

Attachment D

Prepared and updated by:
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[illegible]

COBBLESTONE REZONE

A PARCEL OF LAND SITUATE IN SECTION 20, TOWNSHIP 5 NORTH,
RANGE 66 WEST, OF THE 6TH P.M.;
CITY OF GREELEY, COUNTY OF WELD, STATE OF COLORADO
42.01 ACRES
PROJECT NUMBER: ZON2022-0004

INTENT STATEMENT

THE INTENT OF THIS REZONE IS TO CHANGE THE ZONING OF THIS PROPERTY FROM A COMBINATION OF RESIDENTIAL ESTATE (R-E) AND COMMERCIAL LOW INTENSITY (C-L) TO RESIDENTIAL HIGH DENSITY (R-H).

LEGAL DESCRIPTION

A PARCEL OF LAND LOCATED IN LOT B OF RECORDED EXEMPTION NO. 0705-08-3 RE-4144 RECORDED AT THE OFFICE WELD COUNTY CLERK AND RECORDERS LOCATED IN THE SOUTHWEST QUARTER OF SECTION 8, TOWNSHIP 7 NORTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN, COUNTY OF WELD, STATE OF COLORADO, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARING: BEARING ARE BASED ON THE NORTHWEST QUARTER OF SECTION 20, WHICH IS ASSUMED TO BEAR S89°25'07"W.

COMMENCING AT THE CENTER QUARTER CORNER OF SAID SECTION 20;

THENCE N 01°40'07" W A DISTANCE OF 1169.00 FEET;
THENCE N 87°38'40" E A DISTANCE OF 449.10 FEET;
THENCE N 75°36'08" E A DISTANCE OF 150.88 FEET; TO THE POINT OF BEGINNING;
THENCE S 07°21'43" E A DISTANCE OF 14.16 FEET;
THENCE N 67°54'08" E A DISTANCE OF 193.42 FEET;
THENCE N 83°15'27" E A DISTANCE OF 230.14 FEET;
THENCE N 59°33'43" E A DISTANCE OF 175.32 FEET;
THENCE N 85°40'54" E A DISTANCE OF 508.51 FEET;
THENCE S 62°51'24" E A DISTANCE OF 422.11 FEET;
THENCE S 78°18'09" E A DISTANCE OF 238.34 FEET;
THENCE N 01°20'41" W A DISTANCE OF 188.24 FEET;
THENCE N 70°19'30" E A DISTANCE OF 37.78 FEET;
THENCE N 17°48'06" E A DISTANCE OF 27.97 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS
N 73°28'28" E, HAVING A RADIUS OF 378.63 FEET, A CENTRAL ANGLE OF
11°47'10" AND AN ARC LENGTH OF 78.05 FEET;
THENCE N 05°18'25" W A DISTANCE OF 184.32 FEET;
THENCE N 05°01'30" W A DISTANCE OF 10.04 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS
N 85°45'19" E, HAVING A RADIUS OF 1485.17 FEET, A CENTRAL ANGLE OF
03°06'52" AND AN ARC LENGTH OF 80.73 FEET;
THENCE N 01°20'41" W A DISTANCE OF 500.34 FEET;
THENCE N 88°20'41" W A DISTANCE OF 1009.76 FEET;
THENCE ALONG THE ARC OF A CURVE TO THE RIGHT WHOSE RADIUS POINT BEARS
N 01°14'14" E, HAVING A RADIUS OF 1139.08 FEET, A CENTRAL ANGLE OF
10°41'38" AND AN ARC LENGTH OF 212.80 FEET;
THENCE N 74°22'05" W A DISTANCE OF 197.93 FEET;
THENCE S 55°07'52" W A DISTANCE OF 47.26 FEET;
THENCE N 74°20'37" W A DISTANCE OF 2.83 FEET;
THENCE S 55°02'53" W A DISTANCE OF 225.60 FEET;
THENCE S 33°36'47" W A DISTANCE OF 273.17 FEET;
THENCE S 28°36'27" W A DISTANCE OF 221.62 FEET;
THENCE S 08°04'07" W A DISTANCE OF 787.63 FEET TO THE POINT OF BEGINNING;

SAID PARCEL CONTAINS 44.03 ACRES MORE OR LESS AND IS SUBJECT TO ALL RIGHTS-OF-WAY, EASEMENTS, AND RESTRICTIONS NOW IN USE OR OF RECORD.

CERTIFICATION OF OWNERSHIP

HF2M COLORADO, BEING THE OWNER OF THE PROPERTY DESCRIBED HEREIN HAVE PLANNED THIS PROPERTY UNDER THE NAME OF COBBLESTONE. ALL CONDITIONS, TERMS, AND SPECIFICATIONS DESIGNATED OR DESCRIBED ON THIS DOCUMENT SHALL BE BINDING ON THE OWNER(S), THEIR HEIRS, SUCCESSORS AND ASSIGNS.
IN WITNESS WHEREOF, WE HAVE HEREUNTO SET OUR HANDS AND SEALS THIS _____ DAY OF _____, 20____.

PROPERTY OWNER / TITLE

CERTIFICATE OF APPROVAL

CONSTRUCTION MUST BE IN ACCORDANCE WITH APPLICABLE CITY OF GREELEY CONSTRUCTION STANDARDS. THE CITY'S ACCEPTANCE ALLOWS FOR PLAN DISTRIBUTION AND PERMIT APPLICATION. THE CITY'S ACCEPTANCE SHALL NOT RELIEVE THE DESIGN ENGINEER'S RESPONSIBILITY FOR ERRORS, OMISSIONS, OR DESIGN DEFICIENCIES FOR WHICH THE CITY IS HELD HARMLESS.

APPROVED THIS _____ DAY OF _____, 20____ BY THE COMMUNITY DEVELOPMENT DIRECTOR OF THE CITY OF GREELEY, COLORADO.

COMMUNITY DEVELOPMENT DIRECTOR

PLANNING COMMISSION APPROVAL

APPROVED BY THE CITY OF GREELEY PLANNING COMMISSION ON _____ DAY OF _____, 20____.

PLANNING COMMISSION

CITY COUNCIL APPROVAL

APPROVED BY THE CITY OF GREELEY CITY COUNCIL ON _____ DAY OF _____, 20____.

CITY COUNCIL

LEGEND

EXISTING FIRE HYDRANT	
EXISTING 5' CONT.	
EXISTING 1' CONT.	
EXISTING RIGHT-OF-WAY	
EXISTING CABLE TV	
EXISTING ELECTRIC	
EXISTING FIBER OPTIC	
EXISTING GAS	
EXISTING IRRIGATION	
EXISTING OVERHEAD ELECTRIC	
EXISTING SANITARY SEWER	
EXISTING STORM DRAIN	
EXISTING TELEPHONE	
EXISTING WATER W/ VALVE	
EXISTING EASEMENT	
PROPOSED EASEMENT	
PROPOSED RIGHT-OF-WAY	
PROPOSED 1' CONTOUR	
PROPOSED 5' CONTOUR	
PROPOSED FLOW ARROW	
TOP OF FOUNDATION ELEVATION	
FINISHED GRADE	
PROPOSED FIRE HYDRANT	
PROPOSED WATER LINE	
PROPOSED WATER SERVICE	
PROPOSED THRUST BLOCK	
PROPOSED WATER VALVE	
PROPOSED IRRIGATION LINE	
PROPOSED IRRIGATION SERVICE	
PROPOSED STORM LINE W/MANHOLE	
PROPOSED STORM INLET	
PROPOSED SANITARY SEWER W/MANHOLE	
PROPOSED SANITARY SEWER SERVICE	
DRAINAGE BASIN	
X = AREA, ACRES	
AB-C = BASIN NUMBER	
Y = 100-R RUNOFF COEFFICIENT "C"	
PROPOSED DRAINAGE DESIGN POINT	
PROPOSED BASIN BOUNDARY	

ABBREVIATIONS

AC-FT	ACRE FEET
ASSY.	ASSEMBLY
B.O.	BEGN OFF
B.V.C.	BEGN VERTICAL CURVE
DIA.	DIAMETER
ESMT	EASEMENT
E.V.C.	END VERTICAL CURVE
FES	FLARED END SECTION
F.H.	FIRE HYDRANT
FL	FLOW LINE
FG	FINISHED GRADE
GTV	GATE VALVE
H.D.P.E.	HIGH DENSITY POLYETHYLENE PIPE
HP	HIGH POINT
IN	INCH
INV	INVERT
L	LEFT
L.F.	LINEAL FEET
LP	LOW POINT
M.H.	MANHOLE
MIN.	MINIMUM
M.R.J.	MECHANICALLY RESTRAINED JOINT
N.T.S.	NOT TO SCALE
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.R.C.	POINT OF REVERSE CURVE
P.T.	POINT OF TANGENCY
P.V.C.	POLY VINYL CHLORIDE PIPE
P.V.I.	POINT OF VERTICAL INTERSECTION
PWG	PARKING
R	RADIUS
R.O.W.	RIGHT OF WAY
SEWER	SANITARY SEWER
S	SLOPE
STA.	STATION
ST-X	STORM SEWER
T.B.	THRUST BLOCK
T.O.P.	TOP OF PIPE
T.R.M.	TURF REINFORCEMENT MAT
TYP.	TYPICAL
W/	WITH
W/L	WATER LINE
V.C.	VERTICAL CURVE

INDEX TO PLANS

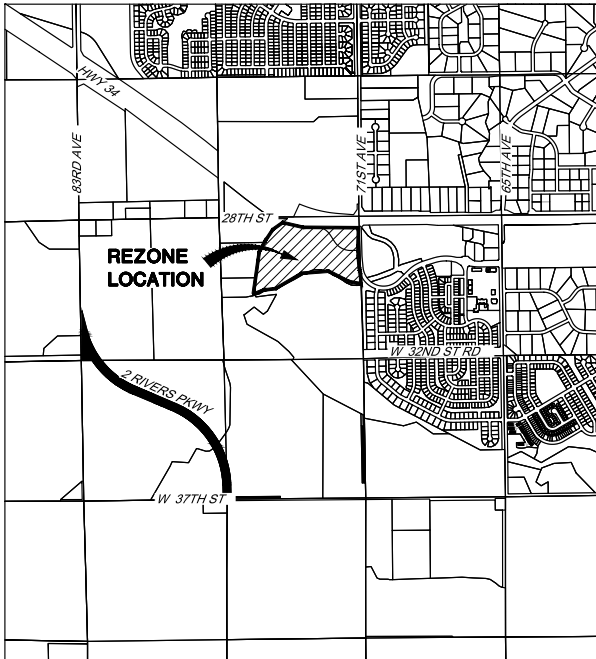
COVER	1
EXISTING CONDITIONS MAP	2 - 3
ZONING SUITABILITY MAP	4
PROPERTY BOUNDARY MAP	5
GENERAL LAYOUT	6
DRAINAGE PLAN	7

COBBLESTONE REZONE

COVER

TST
TST, INC.
CONSULTING ENGINEERS
748 Whalers Way
Suite 200 Fort Collins
Colorado 80525
Phone: 970.228.0557

JOB NO. 1230.0003.00
SCALE N/A
DATE APRIL 21, 2022
SHEET 1 of 7



VICINITY MAP

NOT TO SCALE

APPLICANT
HF2M COLORADO
430 N COLLEGE AVE, SUITE 410
FORT COLLINS, CO 80524
1-512-507-5570

ENGINEERING & SURVEYING
TST, INC. CONSULTING ENGINEERS
748 WHALERS WAY, SUITE 200
FORT COLLINS, CO 80525
(970) 228-0557

PROJECT BENCHMARK

LOCATED AT THE SOUTHEAST CORNER OF U.S. 34 BYPASS AND 71ST AVENUE. THIS MONUMENT IS 3.25" ALUMINUM CAP IN A PLASTIC BOX AND IS STAMPED "OPS-LL AZ".
[NE 1/4 OF T6N66W520]

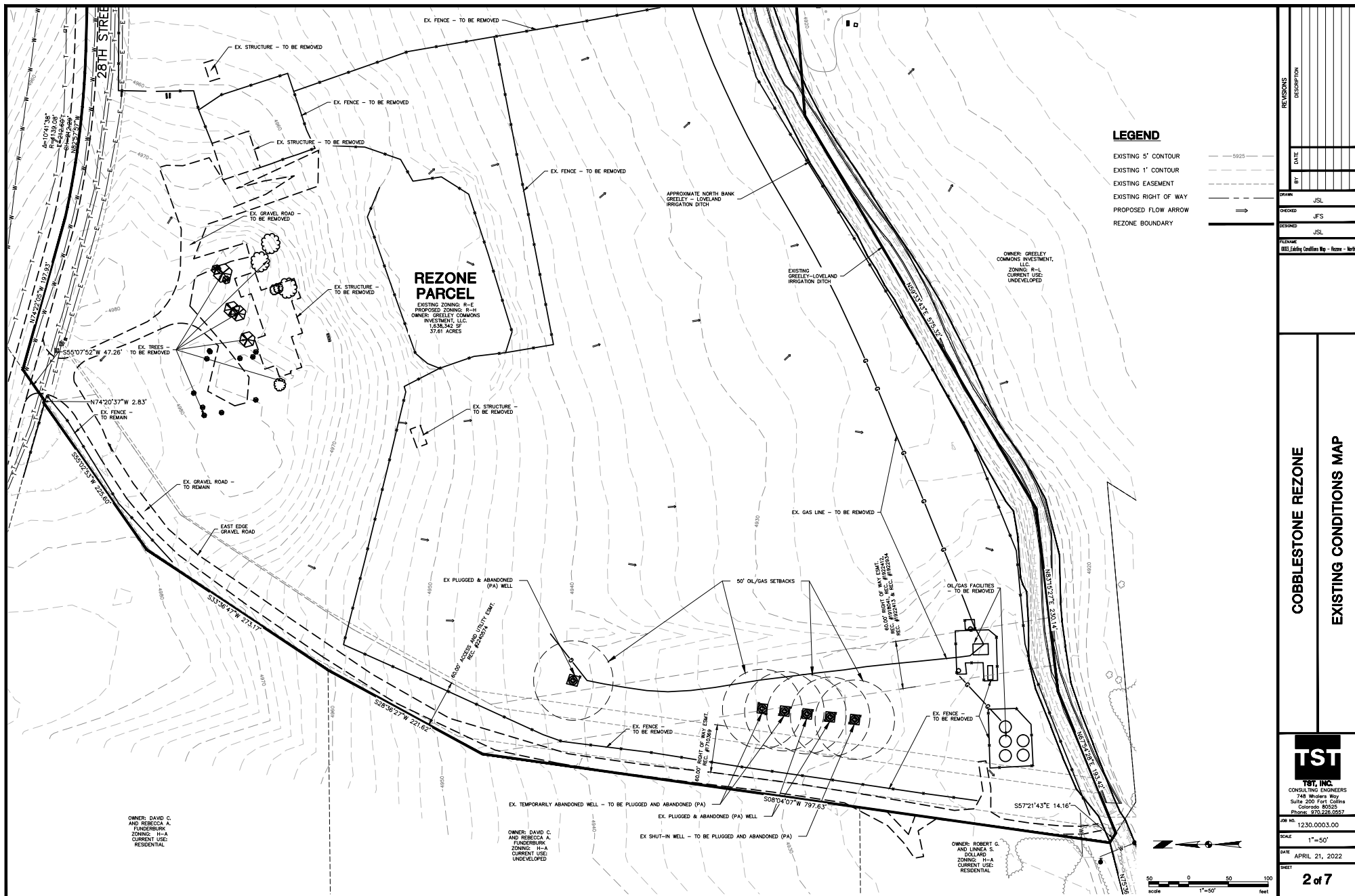
NAVD88 ELEV. 4,924.30

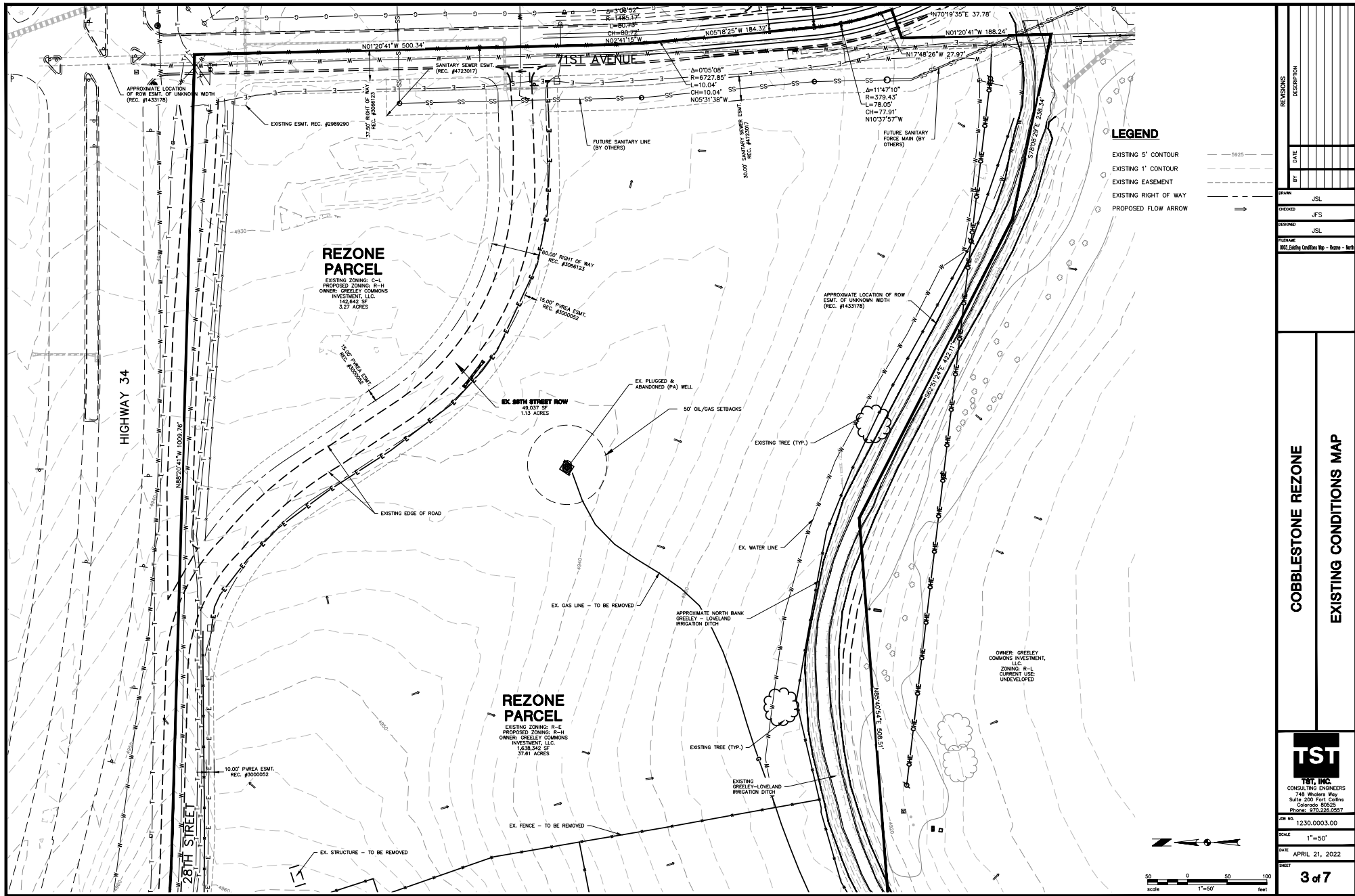
BASIS OF BEARINGS

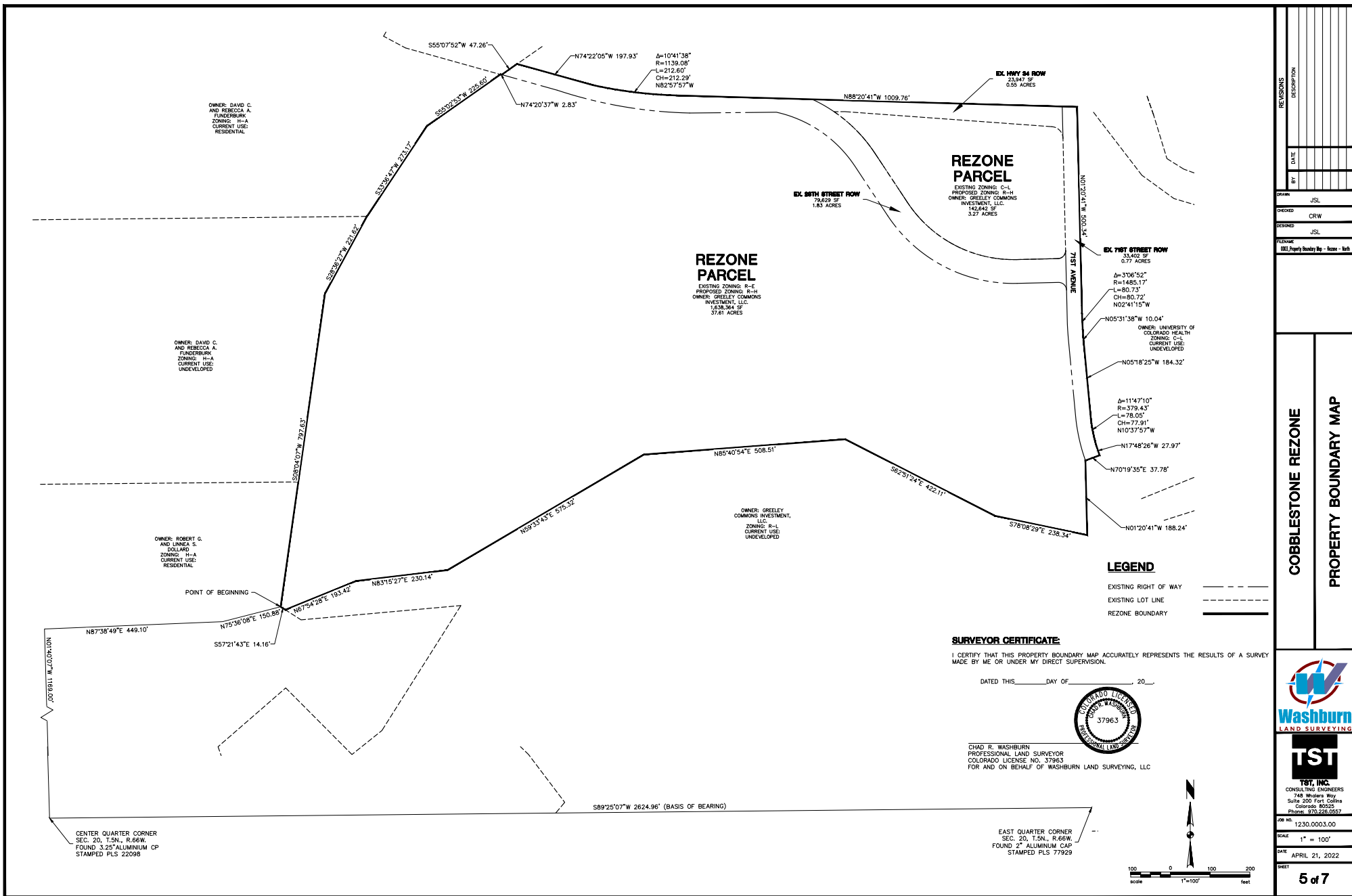
THE SOUTH LINE OF SECTION 20 IS ASSUMED TO BEAR S89°25'07"W A DISTANCE OF 2624.30 FEET, AND CONSIDERING ALL BEARINGS HEREIN RELATIVE THERETO.

REZONING DEVELOPMENT STANDARD NOTES

- APPROVAL OF SITE CONSTRUCTION PLANS BY THE CITY OF GREELEY SHALL BE REQUIRED (AS APPLICABLE) PRIOR TO ISSUANCE OF BUILDING PERMITS.
- ALL EXISTING AND PROPOSED UTILITIES SHALL BE INSTALLED UNDERGROUND.
- NO BUILDING PERMIT SHALL BE ISSUED FOR THE CONSTRUCTION OF A NEW BUILDING OR STRUCTURE UNLESS THE PROPERTY HAS BEEN PLATTED IN ACCORDANCE WITH THE CITY'S SUBDIVISION REGULATIONS (CHAPTER 3).
- ALL ELEVATIONS SHOWN ON THESE PLANS ARE TIED TO NAVD 88 DATUM.







[illegible]

DRAWN	BAMG
CHECKED	JFS
DESIGNED	BAMG
FILENAME	00003_Drainage - Rezone - North

COBBLESTONE REZONE

DRAINAGE PLAN