

Legacy Urban Neighborhoods



Range of Densities: Varies; typically between 4 and 20 dwelling units per acre.

Description: In general, urban legacy neighborhoods were developed prior to the second World War. They support a mix of housing types, including single-family detached homes, single-family detached homes converted to multi-family homes, duplexes, townhomes, small multi-family buildings, and a few large multi-family complexes. On single-family lots, accessory dwelling units are encouraged to provide additional housing options to residents. These neighborhoods contain many mature trees, although, due to age, trees and a significant portion of the tree canopy have been lost. Renewal of the urban forest should be encouraged. In addition to supporting residential uses, urban legacy neighborhoods also contain a number of smaller commercial uses, such as neighborhood grocery stores. Amenities such as schools, parks, and religious institutions are encouraged.

Street Pattern and Mobility: Legacy urban neighborhoods are served by Greeley’s traditional street grid and most blocks include alleys. Due to the frequency of intersections and the presence of detached sidewalks, these neighborhoods are highly walkable. Wide parkway strips along many streets accommodate large shade trees. Many of these streets are wide, and have the potential to support bicycle lanes.

SPECIAL CONSIDERATIONS

Given these neighborhoods tend to contain Greeley’s oldest homes, historic preservation and the adaptive reuse of existing structures should be pursued as means of protecting their unique character and history. In addition, infill and redevelopment projects in these neighborhoods should seek to fit in with the size, scale, and design of adjacent homes in order to preserve and maintain the existing character of the neighborhood. Design guidelines, standards, and other development regulations are supported as tools to reinforce this.

While the neighborhood supports a range of housing densities, higher-density housing types should be sited adjacent to centers (such as Downtown) and major corridors, or in transition areas between higher-density neighborhoods.

Mixed Use Neighborhoods



SPECIAL CONSIDERATIONS

In established neighborhoods, infill and redevelopment should be consistent with the character of the existing neighborhood and respect the scale and mass of surrounding buildings. Where needed or desired by residents, design guidelines, design standards, and other development regulations should be considered as tools to preserve neighborhood character (while still allowing for the diversification of housing types and reinvestment).

New neighborhoods should support a range of housing types. Where feasible, different housing types should be integrated throughout the neighborhood rather than segregated into clusters.

Range of Densities: Varies; typically between 4 and 10 dwelling units/acre but may include densities up to 20 dwelling units/acre.

Description: While single-family detached homes are the predominant housing type in established mixed neighborhoods, higher-density housing types such as duplexes, townhomes/row homes, and smaller-scale apartment buildings, as well as accessory dwelling units, are encouraged to provide a range of housing options for residents. Supporting small-scale commercial, retail, and service uses are also encouraged, though most are likely to be located within neighborhood centers or in adjacent corridors. Amenities such as schools, parks, and religious institutions are encouraged.

Street Pattern and Mobility: Established neighborhoods contain streets with a mix of curvilinear and modified grid patterns. New neighborhoods may contain a mix of both street patterns, but should focus on maximizing connectivity and avoid the use of cul-de-sacs. Off-street pedestrian and bicycle connections should be provided where street connections are not possible or feasible to support greater connectivity within the neighborhood, and between the neighborhood and adjacent neighborhoods, areas, centers, and corridors. Most block faces are a maximum of 600 feet long and intersections are crossroads to facilitate walkability.

Downtown Neighborhoods



Range of Densities: 5 to 20 dwelling units/acre

Description: Encourages a mix of housing types at a range of densities, such as single-family detached, single family attached/duplexes, townhomes/row homes, and multi-family apartment buildings. Downtown Greeley neighborhoods support a range of supporting non-residential uses, such as retail, restaurants, and smaller-scale office employment uses (such as medical offices). Supporting uses can be integrated into a mixed-use development (e.g., on the ground floor of a residential apartment building) or as stand-alone uses. Neighborhood amenities, such as parks and elementary schools are also encouraged.

Street Pattern and Mobility: Downtown Greeley neighborhoods are characterized by their gridded-street pattern with blocks broken up by alleyways. Streets include sidewalks and are landscaped with street trees. Streets may also include multi-modal facilities, such as bike lanes, where feasible. Most block faces are a maximum of 600 feet long and intersections are crossroads to facilitate walkability.

SPECIAL CONSIDERATIONS

While redevelopment and infill development are encouraged within established Downtown Greeley neighborhoods, special care should be given towards ensuring new development is designed in a manner that is compatible with surrounding buildings and uses. Given these tend to be the oldest neighborhoods in the City, historic preservation is also an important consideration. Adaptive reuse of historic structures is encouraged as a way to preserve historic structures, as well as the overall character of the neighborhoods.



COMMUNITY BUILDING BLOCKS: AREAS

OVERVIEW

Areas are locations or districts within Greeley that are not neighborhoods (i.e., are not comprised primarily of residential uses). Each is unique in its character and the functions it provides to residents and visitors of Greeley. Certain areas support a wide range of land uses while others are dedicated to a single use or purpose.

TYPES OF AREAS



Airport



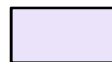
Education Areas



Mixed-Use High Intensity



Employment and Industrial Areas



Urban Reserve



Open Lands



Community Separators



North Annexation Area

Airport



Range of Densities: N/A

Description: The Greeley-Weld Airport is a General Aviation Airport (i.e., non-commercial) owned jointly by the City of Greeley and Weld County. Aside from uses associated with the operation of the airport, this area also supports a restaurant and a mix of industrial uses. One unique use of the area is the Greeley Air National Guard Base where over 300 military and civilian personnel are stationed.

Street Pattern and Mobility: East 8th Street and Fern Avenue provide access to the Airport. They now carry a high volume of vehicles, including oversized trucks, raising safety and structural concerns. There is a strong desire for increased bicycle access along East 8th Street. Streets within and adjacent to the airport should provide safe and efficient access for users.

SPECIAL CONSIDERATIONS

Land uses and developments adjacent to the airport near flight paths, approaches, and take-offs should be designed in such a way as to not negatively impact or threaten the safe and efficient operation of the airport or aircraft using the airport. Vegetation that attracts animals and birds, reflective building materials, tall buildings should be avoided. Residential uses, schools, recreational facilities, and other facilities visited by a larger number of people should be discouraged in order to prevent the establishment of uses incompatible with the airport and associated uses.

Education Areas



SPECIAL CONSIDERATIONS

Development within educational areas is largely governed by the master plans of UNC and Aims Community College, not the City's zoning code. As such, it is important that the City work with these institutions to ensure that their master plans incorporate larger community concerns, and address topics such as transitions to adjacent neighborhoods. Working with educational institutions also provides them with an opportunity to work with the City to express concerns, overcome challenges, and identify areas for future collaboration.

Range of Densities: N/A

Description: Greeley is home to two notable institutions of higher education, the University of Northern Colorado (UNC) and Aims Community College, which have large campuses within the City. Not only do these institutions employ a large number of residents, but they also provide an incredible asset and resource to the community through the educational services and programs they provide. In addition, UNC hosts a resident student population which adds to the vibrancy of adjacent areas, including Downtown Greeley. The growth and development of the campuses of both institutions, which vary in their size and composition, are governed by institution-developed Master Plans. These education areas include a range of uses, from classrooms and student housing to cultural venues and sports facilities.

Street Pattern and Mobility: Streets, bike and pedestrian paths provide for internal circulation within education areas. Connectivity to adjacent neighborhoods and areas are important, and are considered by both the City and institutions when making investments and improvements in their respective transportation networks.

Mixed-Use High Intensity



Range of Densities: 5 to 20 units per acre

Description: Mixed-use high intensity areas are distinctly urban in character; however, the density and intensity of development varies depending on location. Higher density and intensity development is encouraged along existing and planned transit routes, particularly adjacent to transit stations. Such areas contain a mix of uses that are either located next to each other (on one site or across multiple sites, also referred to as horizontal mixed-use) or found within the same building (also referred to as vertical mixed-use). Supported uses include residential, commercial, retail, office, and civic/institutional uses (such as schools, recreational facilities, parks, religious institutions, etc.). Building facades, entry-ways oriented towards the street, public spaces, street trees and street furniture are prominent features of the public realm which help these areas to be vibrant and walkable places. Parking areas are located behind buildings where they are less visible from the public right-of-way, and signs are appropriately sized to be visible to pedestrians, bicycles, and other slow-moving traffic rather than being large elevated signs or billboards.

Street Pattern and Mobility: Circulation networks within these areas give priority to pedestrians and bicyclists. While automobiles are accommodated, they do not dominate the landscape (particularly on local streets). When located along multi-modal corridors, development should be transit-oriented or transit-supportive. In new mixed-use high intensity areas, block sizes are designed to be no longer than around 600 feet, and street networks aim to maximize connectivity to facilitate walkability and permeability for pedestrians. Within individual developments, connectivity to adjacent mixed-use high intensity properties is maximized to the extent possible.

SPECIAL CONSIDERATIONS

Existing development within mixed-use high intensity areas are likely to contain a single use or a narrow range of uses (such as a mall or strip commercial center). As such, redevelopment of these areas should be encouraged to include a wider range of uses, particularly when these areas are located along existing transit lines. Introducing residential uses in such areas should be a particular focus, either as stand-alone uses, or as part of a mixed-use building (e.g., ground-floor retail uses with apartments above).

Employment and Industrial Areas



SPECIAL CONSIDERATIONS

The needs of employers (in terms of the size, configuration, and location of their space) is rapidly changing thanks to technological advances and new models of employment. As such, it will be important that the types of development allowed within these areas offers a range of options that are adequate to the needs of the types of industries and employers targeted by the City's economic development strategy.

High impact heavy industrial land uses that generate excessive noise, fumes, odors, or other impacts should be sited so as to minimize those impacts on immediately adjacent uses and surrounding neighborhoods.

Range of Densities: Varies

Description: Areas dedicated to industrial, manufacturing, and other employment uses, such as research and development, office parks, and distribution and logistics centers. Uses in these areas vary in intensity and potential impacts on surrounding land uses. Commercial uses and other support services (such as restaurants and retail) are also encouraged in order to serve the needs of workers and others commuting to and from these areas. In certain instances, residential uses are supported but only where the adjacent employment or industrial use is compatible and would not negatively impact residents' quality of life or safety.

Street Pattern and Mobility: Street patterns in employment areas vary by location, purpose, and age. Some are integrated into the gridded streets platted in the original Union Colony Plat of Greeley, while others are curvilinear and disconnected from the larger street network, focused instead on serving individual uses or structures within a larger planned development or campus. Mobility of goods, both as inputs and outputs, is another important consideration, and many employment areas occupy locations with good access to rail or air transportation, and/or along high capacity roadways. Transit service is a priority in areas with a high concentration of employees, and new developments are designed to maximize the potential for transit service. Connectivity to existing pedestrian and bicycle pathways and trails are provided to allow employees a range of commuting options other than driving.

Urban Reserve



Range of Densities: N/A

Description: Urban reserve areas are not anticipated to support urban development within the next twenty years. The dominant use in many existing urban reserve areas is irrigated agriculture with some confined animal feeding operations (CAFOs). There are also isolated rural subdivisions within these areas. In general, urban reserve areas lack the adequate public facilities needed to support urban-level development.

Street Pattern and Mobility: The Urban Reserve Area is served by the traditional County Road system along section and quarter section lines. Any interim development at densities of less than two units per acre must maintain sufficient connectivity, ensuring that block faces of future urban level development will not exceed 660 feet. While the complete urban street system need not be constructed at the time of initial development at a rural phase of development, rights-of-way for the future development to urban densities should be dedicated.

In addition, Highway 392 provides a major east-west commuter and truck route. It is anticipated that traffic will increase requiring turn lanes in the near term and additional lanes during the long term. It will be important to include alternate modes in the planning for these improvements.

SPECIAL CONSIDERATIONS

While it is not anticipated that urban reserve areas will support urban development in the next 20 years, the possibility for such development exists and is not precluded by this designation. Before extending infrastructure and approving zoning designations within these areas, the City should consult with property owners, developers, and residents to complete sub-area plans detailing how adequate public facilities will be provided and paid for, as well as the types of land uses that are desired by property owners and Greeley residents in these locations.

Intergovernmental agreements (IGAs) with Windsor and Severance prevent these municipalities from annexing urban reserve lands that are within Greeley’s Long Range Expected Growth Area (LREGA), as shown on the Land Use Guidance Map. Similar IGAs should be pursued with Eaton and Kersey in the future.

North Annexation Area



SPECIAL CONSIDERATIONS

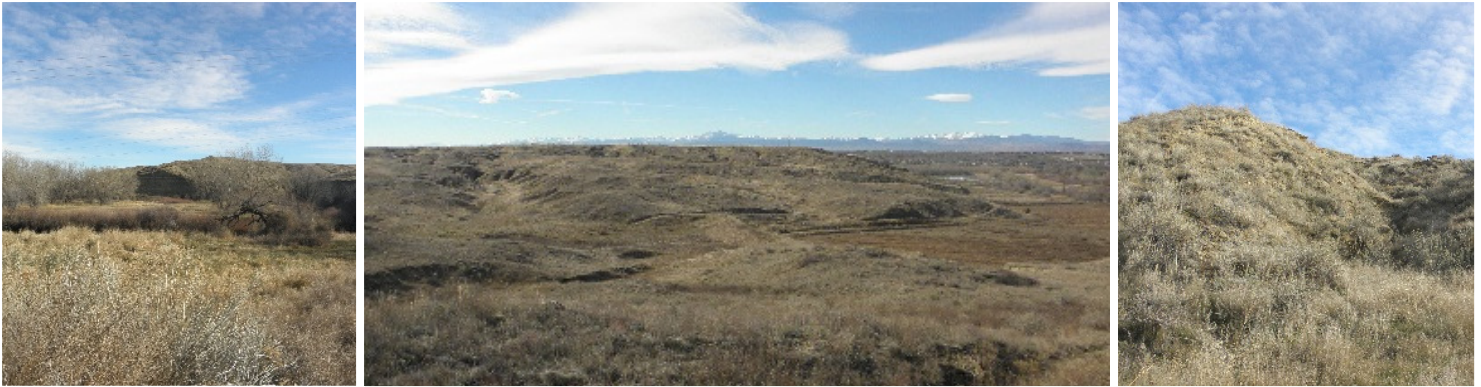
There is a need for a sub-area plan for this area to examine the potential for interim development of ranchettes and other uses that require limited urban services until such time as adequate facilities for urban development becomes available.

Range of Densities: 1 dwelling unit per 10 acres

Description: The North Annexation Area was added to Greeley's municipal limits in the early 1980s. The primary land uses in this area are irrigated agriculture and oil and gas development. The area largely lacks adequate public facilities to support urban development.

Street Pattern and Mobility: The North Annexation Area is served by the traditional County Road system along section and quarter section lines. Any interim development that takes place must maintain sufficient connectivity that block faces of future urban level development will not exceed 660 feet. While the complete urban street system need not be constructed at the time of initial development at a rural phase of development, rights-of-way for the future development to urban densities should be dedicated.

Community Separators



Range of Densities: Less than two units per acre

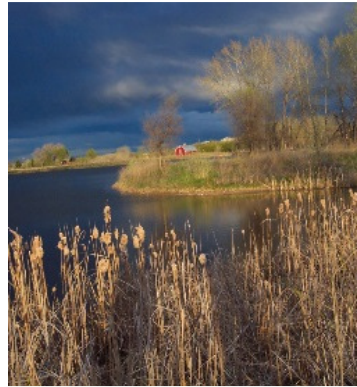
Description: Community separators are rural areas between Greeley and surrounding cities and towns. They provide opportunities for each community to maintain a separate identity and create a sense of welcome and arrival. While the predominant uses within community separators is agriculture or open lands, very low-density residential uses are supported provided the units are clustered to maximize open space preservation. Small commercial uses are also appropriate provided they have unobtrusive signage and are compatible with the rural character of these areas. Parks and recreational uses are also encouraged within community separators.

Street Pattern and Mobility: Community Separators are served by the traditional County Road system along section and quarter section lines. New development is served by a more curvilinear street system to fit the topography. Trails and other paths serving pedestrians and bicyclists expand mobility options for residents living in community separators, as well as recreational opportunities for all residents of Greeley.

**SPECIAL
CONSIDERATIONS**

Community separators are a concept also supported in the *City's Parks, Trails, and Open Lands (PTOL) Master Plan*. Additional policy guidance concerning community separators, appropriate uses and development within separators, and other considerations are included in that plan.

Open Lands



SPECIAL CONSIDERATIONS

Open lands are a valuable resource to the City of Greeley and its residents, providing a range of benefits. In order to be good stewards of open lands owned and/or managed by the City of Greeley, management plans should be developed for each open land or natural area, providing for the types of recreational uses that are allowed within each as well as how the City will work to preserve or restore their ecological functioning and integrity.

In addition, a number of other plans, including the *Parks, Trails, and Open Lands Master Plan* and the *Poudre River Greenway Master Plan*, provide guidance for how Greeley's system of open spaces will develop and be managed. All of these plans should be referenced when considering development proposals to ensure the new development does not negatively impact the area, or conflict with the vision for the area set forth in adopted plans.

Range of Densities: N/A

Description: Open Lands include riparian lands and bluffs that have high ecological value and opportunities for recreation and wildlife observation. In many instances, these areas contain features that serve as constraints for urban development, such as steep slopes and floodplains. Where not preserved, floodplains are used for agriculture and sand and gravel mining. However, uses must be balanced with the preservation and/or restoration of the ecological value of habitats found within open lands, as this is important in maintaining wildlife and their contribution to quality of life in Greeley. The City of Greeley currently manages approximately 1,000 acres of City-owned property as Natural Areas, of which approximately 360 acres was recently acquired through the Poudre Initiative. The recently completed *Comprehensive Cache la Poudre Greenway Guide* recommends the acquisition of significant additional riparian land along the Greeley-Windsor reach of the Poudre River. The Lower Poudre River and South Platte corridor also provide substantial opportunities for riparian habitat protection and trails.



COMMUNITY BUILDING BLOCKS: CENTERS

OVERVIEW

Centers are concentrated nodes of activity within the City of Greeley. While all support a mix of uses, they vary in overall size, the range of supported uses, and the density and intensity of development. Generally, all centers should be designed to be cohesive and walkable places, emphasizing pedestrian and bicycle connectivity both within the center and between the center and adjacent neighborhood or areas. The Land Use Guidance Map shows the location of existing centers. Future centers have not been shown as these will develop based on market forces.

TYPES OF CENTERS



Downtown Center

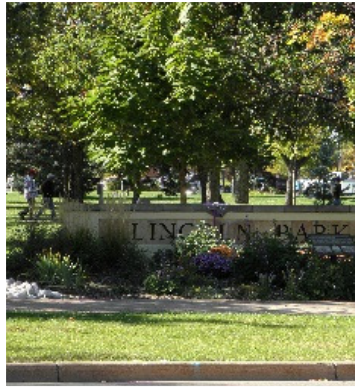


Regional Center



Neighborhood Center

Downtown Center



SPECIAL CONSIDERATIONS

While redevelopment and infill development are encouraged within Downtown Greeley, special care should be given towards ensuring new development is designed in a manner that is compatible with the character of the area. As in the Downtown Greeley neighborhoods, the preservation and adaptive reuse of historic structures is encouraged as a way to preserve our community's history and heritage, as well as the overall character of the downtown area.

In addition, a number of other local organizations, including the Creative District and Downtown Development Authority, work to revitalize Greeley's downtown. Such groups should be consulted when considering new development in this center to ensure it aligns with ongoing efforts in the community.

Range of Densities: Varies

Description: Downtown Greeley acts as the heart of the community. It provides a mix of art, entertainment, dining, and shopping opportunities, as well as hosting numerous community events. It includes a number of important civic uses such as the Union Colony Civic Center, Lincoln Park, the Greeley Ice Haus, and the centers of government for both the City of Greeley and Weld County. Residential uses are also present in Downtown, and the construction of additional higher, density housing is encouraged. New development (infill or redevelopment) is designed in manner which contributes to the walkability and vibrancy of this center.

Street Pattern and Mobility: Downtown Greeley is characterized by a gridded-street pattern with blocks broken up by alleyways. Streets include sidewalks and are landscaped with street trees. Streets may also include multi-modal facilities, such as bike lanes, where feasible, and many feature public art. Most block faces are a maximum of 600 feet long and intersections are crossroads to facilitate walkability.

Regional Center



Range of Densities: Varies

Description: Regional centers provide retail and commercial services that attract customers from across the city as well as the wider region. Larger retail or commercial enterprises are accommodated, such as department stores, movie theaters, and big box retailers. As new regional centers are built, or existing centers are renovated, opportunities to include higher-density housing options, office uses, and/or public facilities and services are encouraged to promote a mix of uses, particularly if the center is served with public transit. New and redeveloped regional centers encourage walkability, and minimize the dominance of surface parking lots by placing it behind buildings, breaking large parking lots up into smaller lots, and/or using structured or underground parking. Plazas, parks, and other public spaces provide social spaces that add to the vitality of regional centers while also serving as venues for hosting smaller community events than those found in Downtown Greeley.

Street Pattern and Mobility: Regional centers are walkable in nature, and circulation networks within them give priority to pedestrians and bicyclists. Street networks maximize connectivity to facilitate walkability and access for pedestrians and bicyclists both within the center and between the center and adjacent locations. Within individual developments, connectivity to adjacent properties within the regional center is maximized to the extent possible in order to create a cohesive and well-connected “place”. However, since their success depends on attracting visitors from across the region, regional centers have good access to highways, arterial roads, and other high capacity roadways in addition to being served with public transit.

SPECIAL CONSIDERATIONS

While the design and layout of each regional center in Greeley will vary, the following should be considered as new centers are built or existing centers redeveloped to encourage more walkable, vibrant areas:

- **Human Scale:** Buildings and all aspects of the public realm should be scaled for pedestrians.
- **Public Space:** Plazas, town squares, parks, and other community gathering places which can accommodate a variety of uses and events should be central to the center.
- **Density:** Taller and higher-density buildings should be encouraged in regional centers in order to create a higher concentration and mix of people and uses.
- **Blocks:** Large, uninterrupted blocks should be avoided in order to facilitate pedestrian movement.
- **Transitions:** Transitions to adjacent neighborhoods and areas should ensure compatibility between the uses and densities, found in the center. Stepping down building heights, using trees as buffers, and other similar techniques should be considered.

Neighborhood Center



SPECIAL CONSIDERATIONS

Since many neighborhood centers are or will be located adjacent to neighborhoods, considerations must be made to ensure compatibility between the uses and densities support in the center to the uses and densities of the surrounding neighborhood. This is particularly true when the adjacent neighborhood is predominantly single-family homes. Transition strategies such as stepping down building heights or using trees and other features to create buffers between uses, among other techniques, should be considered.

Range of Densities: Varies

Description: Neighborhood centers offer opportunities for smaller-scale commercial nodes that serve the surrounding neighborhood. They support a range of commercial, retail, and service uses, as well as opportunities for housing types that may be of higher densities than housing types found in the surrounding neighborhood (e.g., townhomes if the center is surrounded by a suburban neighborhood). They also support public spaces such as small plazas and parks that allow for outdoor dining or hosting of neighborhood events. There is no uniform size or design of neighborhood centers, as each varies depending on its location within a neighborhood and surrounding land uses.

Street Pattern and Mobility: Neighborhood centers may be served by public transit, but all should be accessible to residents of the surrounding areas via walking or bicycling.



COMMUNITY BUILDING BLOCKS: CORRIDORS

OVERVIEW

Corridors are generally found along the city’s major roadways. Some support a range of travel choices, such as transit, while others are more limited. Development adjacent to corridors varies by location, from a high-density mix of uses to landscaped buffers.

TYPES OF CENTERS



Multi-Modal Corridors



Special Multi-Modal Corridor Landscaping

Multi-Modal Corridors



SPECIAL CONSIDERATIONS

The character, mix of uses, and intensity of development should vary along multi-modal corridors. Higher intensity development and a greater mix of uses should be encouraged along corridors already served by public transit, particularly near transit stops and major intersections. Lower-density development characterized by a horizontal mixing of uses is appropriate along corridors without transit service, or in areas where the surrounding neighborhood context is characterized by low-density single-family homes. However, in these locations development should be transit-supportive, meaning it is designed in such a way to support transit service should it be extended along the corridor in the future. Development should also seek to encourage walkability and safe environment for pedestrians and cyclists.

Range of Densities: Varies

Description: Multi-modal corridors are located along major arterial corridors within the City. They provide opportunities to support a broad mix of high-density development and a mix of land uses, including commercial, retail, office, service, and other employment uses, in addition to higher-density residential housing types. Such uses can be either mixed vertically within a single building, or mixed horizontally across a site or block. Corridors are served by public transportation, and incorporate pedestrian and bicycle facilities supporting these modes of transportation both along the corridor, and between the corridor and adjacent neighborhoods. While densities along corridors will vary, higher density uses are generally found adjacent to transit stops. Along established corridors, infill and redevelopment are encouraged as strategies to support transit, for revitalization, and to introduce a wider mix of uses. New or emerging corridors encourage walkability through an inviting and interesting public realm, wider sidewalks, and by placing parking in the rear of buildings, among other strategies.

Special Multi-Modal Corridor Landscaping



Description: As major City streets are developed, the standard practice is to incorporate walkways, street trees, bike lanes, and lighting. In certain areas, different treatment is appropriate. Adding medians, incorporating special lighting, special curb and sidewalk details, sculptural elements, or way finding signage, among other treatments is appropriate in urban areas. In more rural areas, incorporating vegetation native to the foothills on drip irrigation systems with native ground covers, among other treatments is appropriate. In all areas, the design of the corridor fits into the character, scale, and context of surrounding development and land uses.

SPECIAL CONSIDERATIONS

Plantings within landscaping along these special multi-modal corridors should use native vegetation or plant species that require little irrigation to thrive. Opportunities to incorporate low-impact development elements into such corridors should be explored as a means to help manage stormwater and mitigate flooding during rain events.

STATE STATUTE REQUIREMENTS FOR ANNEXATIONS

Colorado state statutes require that any property considered for annexation have at least one-sixth of its perimeter contiguous with the annexing municipality (CRS § 31-12-104). Other considerations set forth in state law that must be considered in addition to the criteria listed in this section include:

- 1) A community interest exists between the area proposed to be annexed and the annexing municipality;
- 2) The area is urban or will be urbanized in the near future; and
- 3) The area is integrated with or is capable of being integrated with the annexing municipality

ANNEXATIONS

In the future, the City of Greeley will face decisions regarding the expansion of its municipal boundaries. Incorporating lands into the city can be an important strategy for achieving the vision, goals, and objectives set forth in this Comprehensive Plan. However, there are certain circumstances where the City would not consider annexations, such as when an annexation will create a fiscal burden to the City or conflict with another goal or objective of this Plan. Generally, when considering a proposed annexation, the City should find persuasive evidence that the inclusion of the property into the City's jurisdiction meets the Comprehensive Plan's goals and objectives, and that the property can be developed in a manner which will be a positive addition to the city, improve the quality of Greeley's neighborhoods, and can be served with municipal infrastructure and services.

Annexation Considerations

Generally, the following will be considered when evaluating annexation proposals:

- The proposed annexation meets state requirements for annexations;
- The proposed annexation meets the requirements for annexations set forth in the City of Greeley's Municipal Code;
- The proposed annexation is in conformance with this Comprehensive Plan;
- The proposed annexation promotes a geographic balance of land uses;
- The proposed annexation increases the city's supply of developable employment land or other future land use requirements;
- Adequate services are or will be available to support the development expected to result from the proposed annexation;
- The proposed annexation provides for a continuous and rational municipal boundary, and at least one-sixth of the annexation's perimeter is contiguous with the city's current boundary; and
- The area is urban or will be urbanized in the near future. However, annexation of undeveloped land is appropriate if another community goal is achieved, such as procurement of open land for a community separator, for open space, or for the conservation of farmland.

Other criteria besides the ones provided here may be considered when evaluating annexations, depending on the proposed annexation

and any unique circumstances that may exist related to the property or its annexation into the City of Greeley.

Impact Reports

For each proposed addition of land, an annexation impact report will be completed by the City which discusses the appropriateness and potential impacts of the proposed annexation. Impact reports shall include discussion of:

- Impacts of the annexation to taxing districts;
- Financial implications to provide services to the new site or sites, including capabilities, timing, and costs;
- Environmental impacts or impacts to environmentally sensitive lands;
- Existing and proposed land uses, and their conformance with the Comprehensive Plan and the Future Land Use Guidance Map; and
- Impacts of the annexation and proposed development upon the local school system, including the number of students expected from the proposed development and the capital construction costs required to educate such students if they cannot be accommodated in existing school district facilities.

Additional materials may be included in annexation impact reports at the discretion of City staff or as required by the Municipal Code.

Zoning

Annexed areas shall be included in the City's zoning ordinance and map within ninety days of annexation. The City will consider applying zoning to newly annexed areas based on that area's designation on the Future Land Use Guidance Map and the description of applicable community building blocks. If development of a newly annexed area is not pending, if the area is in a transitional state, or it is in the best interest of the City to not assign a more specific zoning district to the property or properties, the area will be placed within an appropriate holding zoning district. However, future rezoning of the property should refer to the Future Land Use Guidance Map.



05. ACTION PLAN



ABOUT THE ACTION PLAN

The Comprehensive Plan for the City of Greeley serves as a guide for the City and community as both work over the next ten to twenty years towards a shared vision for the future. While the vision and goals set forth in the Plan are aspirational in nature, progress can be made in achieving them through a commitment to adhering to the directions established by the objectives and through implementing the actions outlined in this Action Plan over time. To further focus the efforts of the City and its partners, actions to implement the Comprehensive Plan are organized under the ten plan elements set forth in Chapter 3:

- Economic Health & Diversification (ED)
- Education, Health, and Human Services (EH)
- Growth & City Form (GC)
- Historic & Cultural Resources (HC)
- Housing (HO)
- Infrastructure (IN)
- Natural Resources & Open Lands (NR)
- Parks & Recreation (PR)
- Public Safety (PS)
- Transportation & Mobility (TM)

How to Use the Action Plan

The Action Plan should be used by City departments in developing annual work plans for staff and to inform the development of the City's budget and Capital Improvement Plan. It should also be used as a reference for community partners who are interested in supporting the implementation of the Comprehensive Plan and wish to collaborate with the City on particular efforts. To aid in the prioritization of actions and the identification of those who should be involved in the implementation of an action, the Action Plan provides guidance on responsibilities, types of action, and the timeframe for its completion.

Responsibility

Lead: For each action, a lead department or organization is identified as the party responsible for initiating and coordinating the implementation of the action.

Partner: Supporting departments, organizations, citizen boards, and other groups are identified as key partners that should work with or be consulted by the lead during the action's implementation

Type of Action

Plans: The Comprehensive Plan serves as an overarching policy guide for a number of other plans adopted by the City. In some cases, these actions will result in the creation of new plans. In others, the action will result in changes or updates to existing plans in order to ensure alignment with the Comprehensive Plan.

Policies and Programs: Actions recommended by the plan may require changes to the way decisions are made within the City of Greeley, as well as changes or additions to existing programs run, funded, and/or managed by the City.

Public Investments: These actions recommend direct investments by the City and/or its partners in facilities, infrastructure, or staff capacity. While all of the actions are likely to require allocations of City funds and staff time, these particular actions will result in capital projects or new expenditures above and beyond those likely budgeted for by the City.

Regulatory Revisions: These actions will result in changes to the Development Code, the Municipal Code, or other regulations that influence growth, development, and the design and provision of infrastructure within Greeley.

Timeframe

Near-Term: These actions will be considered by the identified leads over the next one to five years following the adoption of the Comprehensive Plan.

Long-Term: These actions will be considered by the identified lead starting approximately five years following the adoption of the Comprehensive Plan.

Ongoing: These actions do not have firm start and end dates, but will be implemented over the entire planning horizon of the Comprehensive Plan. In some cases, these actions recommend the continuation of current City actions, while others will be implemented as needed.

While timeframes for actions have been identified, actions may be implemented sooner than what is recommended in the Action Plan should the opportunity to do so arise or as community priorities or needs change over time.

Updates to the Action Plan

This Action Plan is intended to be the most dynamic chapter of the Comprehensive Plan. It should be reviewed and updated on an annual basis in order to monitor the City's progress in implementing the Plan,

to remove actions the City has completed, to add new actions that will further support the vision and goals of the Plan, and to refine anticipated timing of actions or the partners involved in the implementation of an action.



ECONOMIC HEALTH & DIVERSIFICATION (ED)

IMPLEMENTATION ACTION	RESPONSIBILITY	TYPE	TIMEFRAME
Goal ED-1: Promote a healthy, progressive, and competitive local economy.			
<p>IMP ED-1.1 Conduct a market analysis of the Greeley trade area to:</p> <ul style="list-style-type: none"> – Determine which products and/or services are sought by consumers; – Identify segments of the Greeley market that are experiencing sales tax leakage to other communities; and – Analyze market or other local conditions to identify impediments to the attraction of desired goods and services to the area. 	<p>Lead Economic Development Partners Chamber of Commerce</p>	Policies and Programs	Ongoing
<p>IMP ED-1.2 Conduct “business retention visits” to facilitate communication and resource sharing in support of local business expansion.</p>	<p>Lead Economic Development Partners Chamber of Commerce SBDC Northern Colorado Economic Alliance Update Colorado Economic Development</p>	Policies and Programs	Ongoing
<p>IMP ED-1.3 Follow-up with new and expanding businesses to offer support and a personal contact for questions in the early stages of business development.</p>	<p>Lead Economic Development Partners Chamber of Commerce</p>	Policies and Programs	Ongoing
<p>IMP ED-1.4 Evaluate existing codes, ordinances, regulations, taxes and fees, and permit processes to identify opportunities to streamline these processes and reduce costs of doing business in Greeley, balancing these considerations with the City’s fiscal needs and the health and welfare of residents.</p>	<p>Lead Economic Development Partners Community Development Finance</p>	Regulatory Revision	Near-Term



IMPLEMENTATION ACTION	RESPONSIBILITY	TYPE	TIMEFRAME
<p>IMP ED-1.5 Develop informational guides for businesses and employers describing:</p> <ul style="list-style-type: none"> – Available local resources; – Relevant municipal codes and regulations; – Incentive programs; – A checklist of things to consider when starting, relocating, and expanding a business in Greeley; and – A “Frequently Asked Question” guide for start-ups, expanding businesses, and businesses looking to relocate to Greeley. 	<p>Lead Economic Development</p> <p>Partners Community Development Communication & Engagement Chamber of Commerce SBDC Northern Colorado Economic Alliance Update Colorado Economic Development</p>	Policies and Programs	Near-Term
<p>IMP ED-1.6 Identify areas where the use of Enterprise Zones, Urban Renewal Areas, and other similar tools to encourage business use and development in established areas. Pursue the use or adoption of these tools as needed.</p>	<p>Lead Economic Development</p> <p>Partners Community Development Greeley Urban Renewal Authority</p>	Policies and Programs	Near-Term
<p>IMP ED-1.7 Evaluate needs for reinvestment in and improvements to public infrastructure in existing employment areas, commercial centers, and other retail areas and prioritize those which are most necessary for improving the economic vitality of these areas.</p>	<p>Lead Public Works</p> <p>Partners Economic Development Community Development</p>	Public Investments	Long-Term
<p>IMP ED-1.8 Develop a process and/or platform for making demographic, market, and related City information readily available to those seeking such information for use in the management and growth of their business.</p>	<p>Lead Economic Development</p> <p>Partners Community Development Information Technology Communication & Engagement</p>	Policies and Programs	Long-Term
Goal ED-2: Promote desired economic sectors.			
<p>IMP ED-2.1 Maintain an inventory of vacant commercial and industrial land within Greeley and its LREGA that is suitable to support development of desired industries.</p>	<p>Lead Community Development</p> <p>Partners Economic Development</p>	Policies and Programs	Ongoing
<p>IMP ED-2.2 Develop an economic development strategy for the City.</p>	<p>Lead Economic Development</p> <p>Partners Community Development Finance Public Works Chamber of Commerce Communication & Engagement</p>	Plans	Near-Term



IMPLEMENTATION ACTION	RESPONSIBILITY	TYPE	TIMEFRAME
<p>IMP ED-2.3 Review, and modify as appropriate, the City’s zoning code to ensure that zoning and development regulations applied to employment areas identified on the Land Use Guidance Map support desired uses and industries envisioned in those areas.</p>	<p>Lead Community Development Partners Planning Commission Economic Development Chamber of Commerce Public Works</p>	<p>Regulatory Revision</p>	<p>Near-Term</p>
<p>IMP ED-2.4 Finalize a scope of work and timeline for developing a coordinated economic development strategy. Once finished, work to develop the strategy. Ensure the strategy includes guidance on those elements identified in Objective EC-2.1.</p>	<p>Lead Economic Development Partners Finance City Manager’s Office Community Development Chamber of Commerce SBDC Northern Colorado Economic Alliance Update Colorado Economic Development</p>	<p>Plans</p>	<p>Near-Term</p>
<p>IMP ED-2.5 Review, and revise as needed, existing economic development incentives and programs to ensure such efforts support and encouraged economic development in desired industries.</p>	<p>Lead Economic Development</p>	<p>Regulatory Revisions</p>	<p>Near-Term</p>
<p>IMP ED-2.6 Develop and disseminate marketing materials advertising Greeley’s incentive programs, amenities, quality of life, and other aspects of the city/community that will help attract businesses in desired industries to Greeley.</p>	<p>Lead Economic Development Partners Communication & Engagement</p>	<p>Policies and Programs</p>	<p>Near-Term</p>
<p>IMP ED-2.7 Identify staff and resources needed to support the economic activities and programs identified in this Comprehensive Plan or a more detailed economic development strategy. Allocate resources as possible to address identified needs.</p>	<p>Lead Economic Development Partners City Manager’s Office City Council Finance</p>	<p>Public Investments</p>	<p>Near-Term</p>
<p>Goal ED-3: Attract and maintain an employed, skilled, and adaptable workforce.</p>			
<p>IMP ED-3.1 Regularly review and report the City’s performance in its service delivery by meeting with and/or surveying business consumers as to their customer satisfaction level. Use this review to identify areas for improvement.</p>	<p>Lead Economic Development Partners Finance Communication & Engagement Office</p>	<p>Policies and Programs</p>	<p>Ongoing</p>



IMPLEMENTATION ACTION	RESPONSIBILITY	TYPE	TIMEFRAME
<p>IMP ED-3.2 Work with the school district, University of Northern Colorado, Aims Community College, and local businesses to identify and promote internship opportunities for students.</p>	<p>Lead City Manager’s Office Partners All City Departments Chamber of Commerce</p>	<p>Policies and Programs</p>	<p>Near-Term</p>
<p>IMP ED-3.3 Develop and maintain an inventory of emerging employment needs and skills necessary to successfully perform such jobs in order to cultivate education and training programs for students and/or workers.</p>	<p>Lead Economic Development Partners Chamber of Commerce University of Northern Colorado Aims Community College School District</p>	<p>Policies and Programs</p>	<p>Long-Term</p>
<p>IMP ED-3.4 Promote employee association networks that foster interest, growth, and satisfaction related to business activities, such as with the Young Professionals group.</p>	<p>Lead Economic Development Partners Chamber of Commerce Communication & Engagement</p>	<p>Policies and Programs</p>	<p>Long-Term</p>
<p>IMP ED-3.5 Monitor community-wide employee workplace services and amenities, such as childcare, in order to proactively address gaps in facilities and/or services needed to attract and support a diversified work force.</p>	<p>Lead Economic Development</p>	<p>Policies and Programs</p>	<p>Long-Term</p>
<p>IMP ED-3.6 Support and recognize efforts by local business organizations to provide affordable and competitive employee benefit options.</p>	<p>Lead Economic Development Partners Communication & Engagement Chamber of Commerce</p>	<p>Policies and Programs</p>	<p>Long-Term</p>
<p>IMP ED-3.7 Develop and disseminate marketing materials advertising Greeley, its amenities, quality of life, and advantages compared to other Front Range communities to potential workers/residents.</p>	<p>Lead Economic Development Partners Communication & Engagement</p>	<p>Programs and Policies</p>	<p>Long-Term</p>



IMPLEMENTATION ACTION	RESPONSIBILITY	TYPE	TIMEFRAME
Goal ED-4: Facilitate intergovernmental and public/private partnerships which foster successful economic development.			
<p>IMP ED-4.1 Develop programs, informational materials, and other methods to support:</p> <ul style="list-style-type: none"> – Special financing programs to increase access to capital; – Research and develop referral systems; – Training and support programs; – The availability of suitable business facilities and/or sites; – Development of appropriate initiatives and innovative programs; – Home occupations and/or – Provide business incubation support. 	<p>Lead Economic Development Partners Chamber of Commerce SBDC University of Northern Colorado Aims Community College Northern Colorado Economic Alliance Update Colorado Economic Development</p>	Policies and Programs	Ongoing
<p>IMP ED-4.2 Promote Greeley's quality local convention space to attract events and visitors.</p>	<p>Lead Economic Development Partners Chamber of Commerce Communication & Engagement University of Northern Colorado Aims Community College</p>	Policies and Programs	Long-Term
<p>IMP ED-4.3 Explore opportunities with local educational institutions to expand their roles in providing research, professional, and technical assistance to industrial and economic development projects, including programs which involve the implementation of technology transfer programs.</p>	<p>Lead Economic Development Partners Chamber of Commerce University of Northern Colorado Aims Community College</p>	Policies and Programs	Long-Term



EDUCATION, HEALTH, AND HUMAN SERVICES (EH)

IMPLEMENTATION ACTION	RESPONSIBILITY	TYPE	TIMEFRAME
Goal EH-1: Promote community excellence related to a fully-integrated health care system.			
IMP EH-1.1 Develop programs and promotions which provide basic safety and first-aid training, including CPR, first aid, life guard training and other related programs.	Lead Fire Department Partners Culture, Parks, and Recreation Police Department Communication & Engagement	Policies and Programs	Ongoing
IMP EH-1.2 Develop and disseminate promotional and marketing materials advertising Greeley’s exceptional medical services, such as those provided by North Colorado Medical Center and its affiliated service providers as a method for attracting top health care professionals to Greeley.	Lead Communication & Engagement Partners Economic Development	Policies and Programs	Long-Term
IMP EH-1.3 Evaluate the City’s zoning code and map to identify any barriers to the development of a full continuum of health care services, clinics, and facilities ranging from neighborhood clinics, emergency response and urgent care facilities to fully-equipped and staffed hospital care. Also consider zoning changes to encourage the development of health care service facilities in areas where gaps in the continuum of service exist.	Lead Community Development Partners Planning Commission	Regulatory Revisions	Long-Term
Goal EH-2: Integrate healthy living into community planning and development.			
IMP EH-2.1 Identify and address safety issues within neighborhoods that are perceived by residents as a barrier to active lifestyles, such as sidewalk gaps, busy street intersections, or narrow sidewalks.	Lead Neighborhood Resource Office Partners Culture, Parks, and Recreation Community Development Public Works Communication & Engagement	Public Investments	Near-Term