

**CITY OF GREELEY, COLORADO
ORDINANCE NO. 20, 2025**

**AN ORDINANCE AMENDING TITLE 24 OF THE GREELEY MUNICIPAL
CODE RELATING TO THE GREELEY DEVELOPMENT CODE TO RENAME THE
GENERAL IMPROVEMENT DISTRICT (GID) ZONING OVERLAY TO DOWNTOWN
OVERLAY DISTRICT 1, ADJUST THE BOUNDARIES, AND CLARIFY THE
STANDARDS**

WHEREAS, an amendment to the Development Code is needed to rename the General Improvement District (GID) zoning overlay to Downtown Overlay 1, adjust the boundaries to include properties with proximity to 8th Avenue from 11th Street to 17th Street as well as 5th Street to 6th Street, and clarify the standards; and

WHEREAS, the existing General Improvement District Overlay currently applies to the historic core of Downtown Greeley and waives requirements for setbacks, building height, on-site parking, and open space to promote urban style development; and

WHEREAS, renaming the Development Code's General Improvement District Overlay to Downtown Overlay 1 reflects its updated purpose and provides clarity; and

WHEREAS, expanding the overlay district to include the 8th Avenue Corridor aligns with the goals of the Downtown 2032 plan and the Imagine Greeley Comprehensive Plan; and

WHEREAS, expanding the overlay district fosters development that is consistent with Downtown Greeley's urban fabric, promotes a walkable environment along the 8th Avenue Corridor, and strengthens the connection between the Downtown core and the University of Northern Colorado campus.

**NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF GREELEY,
COLORADO:**

Section 1. Section 24-703.c.1. of the Greeley Municipal Code shall be amended to read as follows:

1. *Downtown Overlay 1.* See Section 24-1005. ~~GID-exempt. No parking is required in the general improvement (GID) overlay district, except that any residential uses shall meet the parking requirements for that building type, and the required spaces shall be located with 400 feet of the residential building. The director may require parking for any nonresidential use over 10,000 square feet provided the location, accessibility, and design of the parking is consistent with the overall planning and urban design objectives of the downtown area.~~

Section 2. Section 24-801.b.3. of the Greeley Municipal Code shall be amended to read as follows:

Exemptions. These standards do not apply to ~~rehabilitation or adaptive reuse projects in the general improvement district (GID) and the redevelopment district (RD).~~ Projects that involve a

complete redevelopment of the property shall comply; development within Downtown Overlay 1 and the Redevelopment District.

Section 3. Section 24-1005 of the Greeley Municipal Code shall be repealed and replaced to read as follows:

Sec. 24-1005. - Downtown Overlay 1.

a. *Intent.* The intent of this section is to provide standards for the use and development of land in the core of downtown Greeley. The specific intent is to:

1. Allow development that reflects the historic development patterns of downtown Greeley.
2. Complement the scale, mass, form, and design of buildings.
3. Promote the unique character of downtown Greeley.
4. Coordinate development in the downtown area with the design and investments in public spaces, including streets, civic spaces, and other gathering places.
5. Implement the planning and urban design policies for downtown reflected in the comprehensive plan, or any specific plan for any parts of the downtown area.

b. *Applicability.* The provisions herein shall apply to all land shown in Figure 24-10-1:

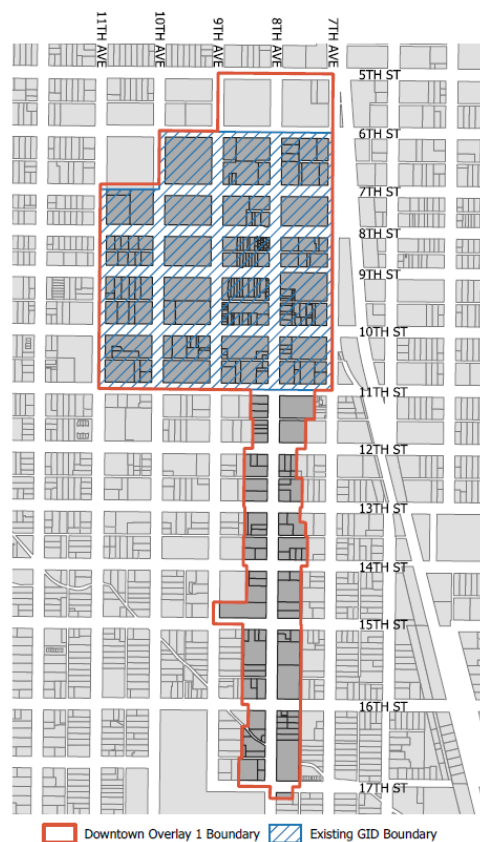


Figure 24-10-1: Downtown Overlay 1

c. District regulations. Land in the Downtown Overlay 1 is subject to the following:

1. Uses are exempt from providing off-street parking for automobiles otherwise required by the Development Code. Bicycle parking is required at the rate required of the subject uses. Any automobile or bicycle parking provided must meet Development Code standards for allowable dimensions, locations, design, ADA accessibility, access, lighting, landscaping, setbacks, and other applicable standards.

2. Development within this overlay is exempt from all limits on density, maximum number of dwelling units, building height, and minimum setbacks.

3. For nonresidential and mixed-use development, Frontage A (Table 24-6-5) is preferred. For residential development, Terrace Frontage (Table 24-5-7) is preferred. Other frontage types may be approved subject to the Director of Community Development's approval of an alternative compliance request.

4. Development within the overlay is exempt from providing on-site open space otherwise required in the Development Code. Right-of-way landscaping is required in accordance with Development Code standards. Any open space provided must meet applicable lot open space design standards and landscaping standards.

Section 5. That the existing sections of the Greeley Municipal Code to be amended in this Ordinance are attached hereto in Appendix A.

Section 6. This Ordinance shall become effective on the fifth day following final publication, as provided in Section 3-16 of the Greeley City Charter.

PASSED AND ADOPTED, SIGNED AND APPROVED ON THIS 17TH DAY OF JUNE, 2025.

ATTEST



THE CITY OF GREELEY, COLORADO

By: _____

City Clerk

By: _____

Mayor

APPENDIX A

EXISTING SECTIONS 24-703, 24-801, 24-1005 OF TITLE 24 OF THE GREELEY MUNICIPAL CODE

Sec. 24-703. Required parking.

a. *Vehicle parking rates.* Table 24-7-3 provides minimum parking requirements, and general categories apply to all similar uses not specifically listed. Where a use is not similar to a general use in the table or could meet more than one category, the director shall determine the appropriate classification based on industry guides and the most similar use in terms of scale, format, and operation. The following criteria shall be used in interpreting the table:

1. Employee rates shall consider the maximum number of employees likely to be on site at one time.
2. Square footage rates shall consider leasable floor area or active area dedicated to the particular use. Where this number is not easily or readily determined, 85 percent of gross floor area may be used.
3. A seating or capacity rate shall consider the total number of seats based on industry standards for typical layouts of buildings or building codes, where actual seating is not yet known.
4. Where uses or sites have components of different uses (i.e., hotel with a restaurant), each component shall be calculated and apportioned under the most applicable rate.

Table 24-7-3: Required Parking	
Use Category/ Specific Use	Minimum Parking Rate
Residential	
<i>Secondary dwelling</i>	1/per bedroom
<i>Dwellings (detached, manufactured)</i>	2/unit Blocks without on-street parking may require guest parking within 250' of units.
<i>Dwellings (attached, multiple, or mixed)</i>	1.25/unit (studio/efficiency) 1.5/unit (1 bedroom) 1.75/unit (2 bedroom) 2/unit (3 bedroom) 3/unit (4+ bedrooms) + 1 additional space per 10 required spaces for guest parking
<i>Senior living (independent)</i>	Same as dwellings (attached, multiple or mixed)
<i>Senior living (assisted or nursing)</i>	1 / 4 beds + 2 per 3 employees
<i>Group home (up to 8 units)</i>	Same as dwellings (detached, manufactured) + 2 per 3 employees
<i>Group home (more than 8 units)</i>	1 / 2 beds + 2 per 3 employees
Public/Civic	
<i>Assembly</i>	1 / 3 seats
<i>Public safety/services</i>	1 per employee + 1 per company vehicle
<i>Hospital</i>	1 / 2 beds + 2 per 3 employees
<i>Library</i>	1 / 300 s.f.
<i>Museum</i>	1 / 1,000 s.f.
<i>School</i>	2/class (elementary or junior) + 1 per 10 students 1 / 4 students + 1/employee (senior or higher education) OR 1 / 4 seats of all auditorium or event space, whichever is greater
Commercial	

<i>Retail — Small (under 3K))</i>	1 / 500 s.f.
<i>Retail — General (3K +)</i>	1 / 250 s.f.
<i>Retail — Outdoor display area (generally)</i>	1 / 300 s.f.
<i>Retail — Outdoor display area (large equipment)</i>	1 / 1,000 s.f.
<i>Drive-through (restaurant)</i>	100' of stacking (5 cars) per service areas, but subject to use-specific performance criteria
<i>Drive-up services (service bays or non-food services)</i>	30' of stacking space (3 cars) per service area
<i>Lodging — B&B</i>	2 spaces + 1/guest room
<i>Lodging — Hotel/motel</i>	1/guest room + 1 / 200 s.f. of restaurant
<i>Medical care</i>	1 / 300 for all general office and service areas + 1 / 2 beds (admittance permitted)
<i>Office & services</i>	1 / 300 s.f. generally 1 / 200 s.f. or 1 per patron station, whichever is greater, for any uses with frequent customer visits (i.e., salon, barber, etc.)
<i>Restaurant, general</i>	1 / 100 s.f.
<i>Restaurant — quick-serve, or bar or nightclub</i>	1 / 75 s.f.
<i>Health and fitness center</i>	1 / 200 s.f.
<i>Recreation and entertainment</i>	1 / 200 s.f. generally — indoor) 1 / 500 s.f.(large-scale — indoor (i.e., skating ring, dance hall) 1 / 4 seats for uses with fixed seating areas 1 / 2 active patron station (i.e., 2 per lane bowling; 2 per hole golf course; etc.) 1 / 100 s.f. for food and beverage service areas with seating
Industrial	
<i>Manufacturing</i>	1 / 400 s.f. (artisan/limited or light) 1 / 1,000 or 2 / 3 employees, whichever is greater (all others)
Agriculture	
<i>All uses</i>	Use combination of residential, public/civic commercial and industrial rates based on type and general nature of agriculture activities.

- b. *Maximum parking.* Nonresidential uses shall not provide more than 125 percent of the minimum required vehicle parking without documented evidence of actual parking demand based on studies of similar uses in similar contexts. In addition, any parking permitted over 125 percent of the minimum shall require mitigating potential impacts of additional parking through one or more of the following strategies, based on the director's discretion:
1. Utilize all eligible parking reductions permitted by section 24-703.c.
 2. Provide shared parking for other uses on the block or adjacent blocks according to this chapter.
 3. Utilize alternative surfaces designed to infiltrate stormwater, approved by the director, and subject to installation, maintenance, and performance assurances.
 4. Provide additional landscape to screen parking with at least a ten percent increase in the required parking landscape area and at least a 25 percent increase in the amount of landscape material required for the parking.

6. Increase the lot open space required for the building and site in section 24-503 or section 24-603 by an amount equal to the area of parking that exceeds the 100 percent minimum parking requirement, and locate this open space to limit the impact and visibility of parking.
- c. **Parking reductions.** The parking required by table 24-7-3 may be reduced depending on context and according to the following strategies. Reductions beyond those provided in this subsection may only be approved according to an alternative parking and access plan in [section 24-707]:
1. **GID exempt.** No parking is required in the general improvement (GID) overlay district, except that any residential uses shall meet the parking requirements for that building type, and the required spaces shall be located with 400 feet of the residential building. The director may require parking for any nonresidential use over 10,000 square feet provided the location, accessibility, and design of the parking is consistent with the overall planning and urban design objectives of the downtown area.
 2. **Administrative reduction.** The director may reduce the required parking for any use that requires more than ten spaces by up to 15 percent of the required spaces due to the nature of a particular use or any unique circumstances on the site.
 3. **On-street parking credit.** All on-street parking within 300 feet of any lot frontage shall count towards the parking requirement at a rate of 0.25 spaces for every on-street space not on the lot boundary and 0.75 spaces for every space on the lot boundary.
 4. **Bicycle parking credit.** All bicycle parking designed and located according to section 24-703.d may reduce the required vehicle parking at a rate of one space for every four bicycle parking spaces up to a maximum of 15 percent of the required vehicle parking spaces. To be eligible for this credit, the applicant must demonstrate that it is practical to expect significant bicycle access to the site based on the location and proximity to the city-wide bicycle transportation network, the design of the site, and the nature of the use and anticipated patrons.
 5. **Public parking credit.** Any site within 1,320 feet of a public parking area may reduce the required vehicle parking at a rate of one space for every two parking spaces, except that if the public parking is part of a managed district, the district policies and management may establish a different allocation of spaces.
 6. **Transit credit.** The director may reduce the parking requirement up to 25 percent for any development within 1,320 feet of a transit stop. In making a determination on the eligibility for and amount of the credit, the director may consider the nature of the use, the likelihood that it generates transit trip origins and destinations, and the level of transit service at the stop.
 7. **Shared parking.** Required parking may be reduced for any site containing multiple uses or for adjacent sites with different uses according to table 24-7-4. Any shared parking arrangement shall require an agreement among all landowners participating in the agreement to ensure access, joint use, maintenance, and other operational issues. The agreement shall be recorded for each participating property with the office of the applicable county clerk and recorder. The agreement shall state that it cannot be changed or modified without the approval and signature of the director. A shared agreement that differs from this table may also be approved based on a joint parking study for the sites and uses demonstrating adequate parking during peak hours for all parties to the agreement.
 8. **Affordable housing.** When an applicant provides an executed and recorded deed restriction that a proposed dwelling unit will be reserved for affordable housing for no less than 15 years, the applicant may reduce the required parking for the affordable dwelling unit. All other uses on the site, including market rate dwelling units, do not qualify for this parking reduction. The applicant must provide evidence that the property will adhere to income limits and maximum rents published annually by the department of housing and urban development. The applicant must list each dwelling unit subject to the deed restriction, the number of bedrooms in the dwelling unit, and the area median income for which the dwelling unit is reserved. Upon fulfilling the above-mentioned requirements, the applicant may reduce the required parking as follows:
 - a. Up to a 75 percent reduction for dwelling units that are affordable to households that earn up to 30 percent of area median income.

Table 24-7-4: Shared Parking

	Percentage of Required Parking by Time Period
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	Weekday		Weekend		All
Use	6:00 a.m. to 5:00 p.m.	5:00 p.m. to 1:00 a.m.	6:00 a.m. to 5:00 p.m.	5:00 p.m. to 1:00 a.m.	1:00 a.m. to 6:00 a.m.
Employment	100%	10%	5%	5%	5%
Retail or service	75%	75%	100%	90%	5%
Restaurant	50%	100%	75%	100%	10%
Entertainment & recreation	30%	100%	75%	100%	5%
Place of worship	5%	25%	100%	50%	5%
School	100%	10%	10%	10%	5%
Dwellings	25%	75%	50%	75%	90%
Lodging	50%	90%	75%	100%	100%

- d. *Bicycle parking.* All nonresidential or multifamily development shall provide bicycle parking spaces according to table 24-7-5.

Table 24-7-5: Bicycle Parking	
Activity	Required Spaces
Primary or secondary school	10% of the student capacity + 3% of employees
Retail or office uses	10% of the required vehicle spaces
Recreation and community facilities	15% of the required vehicle spaces
Other institutional, employment, industrial or entertainment uses	5% of the required vehicle spaces
Multi-unit residential buildings	0.5 per 1 bedroom dwelling unit; 1.5 per dwelling unit with 2 or more bedrooms

Bicycle parking shall be designed according to the following standards:

1. A structure shall be securely anchored to the ground and usable for both U-locks and cable locks, support a bike at two points of contact to prevent damage to wheels or frames, and have two feet by six feet clearance for each bicycle.
2. Structures that serve another primary function but are designed to meet these standards may count toward this requirement.
3. Bicycle parking shall be located in a well-lit area with convenient and safe pedestrian access and be on pavement or all-weather, dust-free, stabilized surface.
4. Bicycle parking for nonresidential uses shall be located within 100 feet of and visible from the primary entrance.
5. At least 50 percent of required bicycle parking for residential uses, employment uses, or other similar uses where bicycles are likely to be parked for longer than four hours, shall be located within the building or other all-weather and secure enclosure.
6. Short-term bicycle parking facilities may be located in the right-of-way subject to streetscape design plans and the director's approval. Structures shall be designed for some other primary purpose meeting the streetscape standards or be designed with artistic or ornamentation enhancements compatible with the streetscape character at the specific location.
7. Alternative standards and specifications based on recognized industry guidance or best practices for bicycle parking may be approved by the director through site plan review.

- e *Accessible parking.* Accessible vehicle parking spaces shall be provided in accordance with the applicable building codes and the Americans with Disabilities Act (ADA) standards and guidelines for quantity, design, and location.
- f. *Alternative compliance.* Alternative compliance to the required parking standards in this section may be authorized according to the process and criteria in section 24-208, and as provided in section 24-707.
(Ord. No. 36, 2021, § 2(app. A, § 2), 9-21-2021; Ord. No. 14, 2024, § 2(app. A), 6-4-2024)

Sec. 24-801. Intent and applicability.

- a. *Intent.* The intent of the landscape standards is to:
 - 1. Protect natural landscapes, Greeley's agriculture traditions, and "Tree City USA" designation to strengthen the city's identity as growth occurs.
 - 2. Improve city's image and build value with a well-designed public realm, coordinating landscape design for streetscapes, open spaces, civic places.
 - 3. Promote quality private investment that corresponds with investments in the public realm, and emphasize distinct areas throughout the city with natural landscape materials.
 - 4. Coordinate landscape and design amenities across multiple sites with special attention to the relationship of public and private frontages.
 - 5. Encourage site and landscape design that allows spaces to serve multiple aesthetic, screening, environmental, recreational, or social functions.
 - 6. Provide comfort, spatial definition, and visual interest to active spaces including streetscapes, walkways, civic spaces, parks, trails, or other similar outdoor gathering places.
 - 7. Conserve energy and limited resources through landscape design, and protect and integrate established natural amenities rather than plant or design new ones.
 - 8. Screen and mitigate the visual, noise, or other impacts of high-intensity areas of sites and buildings, or where the scale and pattern of development changes.
 - 9. Implement the city's landscape policy plan for water efficiency, conserve water, and shift to water-conscious landscape design that is regionally appropriate and specific to the arid front range climate.
- b. *Applicability.* The standards of this section shall apply to all new development as follows:
 - 1. *Minor development.* Minor development shall meet the landscape standards to the extent of any work or improvement on the site, however, are not required to upgrade landscape areas or nonconformances where no work is being done. Minor development includes:
 - (a) Expansion by five percent to 25 percent of an existing multifamily or nonresidential building footprint or associated impervious surface;
 - (b) Detached house or multi-unit house projects involving five or fewer new buildings or occurring in association with a minor subdivision in section 24-205.
 - 2. *Major development.* Major development shall require full compliance with all standards of this chapter for the entire site, any public streets and frontages, and any common areas. Major development includes:
 - (a) Any new nonresidential or multifamily building;
 - (b) Expansion of more than 25 percent of any existing nonresidential or multifamily building footprint or associated impervious surface;
 - (c) Any detached house or multi-unit house project involving more than five new buildings, or occurring through a major subdivision in section 24-203.

For major development, the intent is to bring the site into full compliance with these standards, except that the director may prorate the requirements to the extent of new development on the site where full compliance is not possible or practical.
 - 3. *Exemptions.* These standards do not apply to rehabilitation or adaptive reuse projects in the general improvement district (GID) and the redevelopment district (RD). Projects that involve a complete redevelopment of the property shall comply.
 - 4. *Landscape plan.* Construction or development of a site shall not be undertaken until a landscape plan has been approved by the director.

- (a) The landscape plan shall be designed in conjunction with the drainage plan for the subject property in such a manner as to maximize stormwater runoff absorption.
 - (b) Landscape plans shall be prepared and stamped by a Colorado registered landscape architect unless waived by the community development director or the director's designee.
 - (c) For phased development, a proportionate share of landscaping acceptable to the city, as outlined in an approved subdivision improvement agreement, development agreement or planned unit development (PUD) plan, shall be installed and maintained with each phase based on the size of the proposed phase and shall be considered completed for the purposes of these regulations when such proportionate share of landscaping has been installed prior to issuance of a building permit.
5. *Inspection and approval.* Installation of approved landscape plans shall occur in the following manner:
- (a) Minor development shall require an inspection by the city prior to a certificate of occupancy. If not previously installed, all required on-lot and rights-of-way landscaping for detached houses and multi-unit houses shall be installed within one year of the issuance of the certificate of occupancy.
 - (b) Major development shall require a letter of substantial completion of the landscape plan, stamped by a landscape architect or certified irrigation auditor, and city inspection prior to certificate of occupancy, or as otherwise approved in the subdivision improvement agreement, development agreement, or planned unit development.
 - (c) If weather prevents the required landscaping from being installed, collateral in the form of a financial security agreement, acceptable to the city, in the amount of 125 percent of the cost of materials and installation is to be provided to the city and approved prior to issuance of the certificate of occupancy.

(Ord. No. 36, 2021, § 3(app. A, § 3), 9-21-2021)

Sec. 24-1005. General improvement district overlay.

- a. *Intent.* The intent of this section is to provide standards for the use and development of land in the General Improvement District (GID) #1. The specific intent is to:
 - 1. Allow development that reflects the historic development patterns of downtown Greeley.
 - 2. Compliment the scale, mass, form and design of buildings, and promotes the unique character of downtown Greeley.
 - 3. Coordinate development in the downtown area with the design and investments in public spaces, including streets, civic spaces and other gathering places.
 - 4. Implement the planning and urban design policies for downtown reflected in the comprehensive plan, or any specific plan for any parts of the downtown area.
- b. *Applicability.* The provisions herein shall apply to all land located within the General Improvement District (GID) #1, which is bounded by 6th Street to the north, 11th Avenue to the west, 11th Street to the south and 7th Avenue to the east, excluding City Block 35.
- c. *District regulations.* Land in the General Improvement District #1 shall be exempt from:
 - 1. The zoning district development standards in chapter 4 of this title, or the corresponding development standards in chapters 5 and 6 of this title applicable to the district in which the property is located;
 - 2. The landscape design standards in chapter 8 of this title; and
 - 3. The off-street parking and loading standards in chapter 7 of this title; however if parking is provided, any applicable landscape standards shall apply to the parking that is provided.

(Ord. No. 36, 2021, § 5(app. A, § 5), 9-21-2021)