

Mile High Greyhound Park

Urban Renewal Plan
City of Commerce City, Colorado

June 18, 2018

Amended July 17, 2023

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City of Commerce City, Colorado
Urban Renewal Authority of the City of Commerce City, Colorado

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This is the First Modification to the original 2018 plan with an effective date of July 17, 2023



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1.0 Introduction

1.1 Preface

This Mile High Greyhound Park Urban Renewal Plan (the **“Plan”** or the **“Urban Renewal Plan”**) has been prepared by the Urban Renewal Authority of the City of Commerce City, Colorado (the **“Authority”**) for the City of Commerce City, Colorado (**“City”**). It will be carried out by the Authority, pursuant to the provisions of the Urban Renewal Law of the State of Colorado, Part 1 of Article 25 of Title 31, Colorado Revised Statutes, 1973, as amended (the **“Act”**). The administration and implementation of this Plan, including the preparation and execution of any documents implementing it, shall be performed by the Authority.

1.2 Background

For more than 60 years, the former Mile High Greyhound Park was a vibrant entertainment destination, drawing thousands of people from across Colorado. An economic engine for the City, the park employed hundreds of residents and sales tax revenues were reinvested in community projects. When greyhound racing ended in 2008, visitors and activity in the historic heart of the City slowed.

The Authority purchased the property in August 2011, intent on redeveloping the empty and blighted site as an economic engine for a new generation. Demolition of existing structures was completed in 2013 to prepare the property for development. The Suncor Boys & Girls Club opened in 2015 on 2.5 acres of land donated by the Authority to anchor the southeast corner of the redevelopment.

1.3 Blight Findings

Under the Act, an urban renewal area is a blighted area, which has been designated as appropriate for an urban renewal project. In each urban renewal area, conditions of blight, as defined by the Act, must be present, and in order for the Authority to exercise its powers, the City Council must find that the presence of those conditions of blight, "substantially impairs or arrests the sound growth of the municipality or constitutes an economic or social liability, and is a menace to the public health, safety, morals or welfare." C.R.S. § 31-25-103(2).

The Mile High Greyhound Park Current Conditions Survey, prepared by City staff, dated December, 2016, which is attached hereto as Appendix +V (the "**Survey**"), demonstrates that the Mile High Greyhound Park Urban Renewal Area (the "**Urban Renewal Area**" or the "**Area**") included in the Survey, is a blighted area under the Act. On December 19, 2016, the City Council of Commerce City approved Resolution #2016-130 declaring the Study Area as a blighted area under the Act.

1.4 Other Findings

The Area is appropriate for one or more urban renewal activities and undertakings authorized by the Act to be advanced by the Authority.

It is the intent of the City Council in adopting this Plan that the Authority exercise all powers authorized in the Act which are necessary, convenient or appropriate to accomplish the objectives stated herein. Further, it is the intent of this Plan that the Authority exercise all such powers as may now be possessed or hereafter granted for the elimination of qualifying blight conditions in the Area.

The powers conferred by the Act are for public uses and purposes for which public money may be expended and police powers exercised. This Plan is in the public interest and necessity, which finding is a legislative determination by the City Council.

1.5 Plan Review and Public Process

Copies of this Plan have been provided to all public entities having taxing authority within the Area for their review and comment. Adams County received the Impact Report required by C.R.S. § 31-25-107(3.5) of the Act, and all other taxing entities having taxing authority within the Area received a copy of an Impact Report similar to that required by C.R.S. § 31-25-107(3.5) of the Act for counties, which includes information necessary to comply with HB 15-1348 and SB 16-177 and for the taxing entity to analyze the proposed Plan. For each taxing entity the Impact Report indicates the current taxes being generated from the Area, the current proposed development plan, and the proposed capture of tax increment from the Area as it relates to each taxing entity.

As required by the Act, the Authority entered into an Intergovernmental Agreement ("IGA" or "IGAs") with each taxing entity within the Area to set out the terms and conditions governing the sharing of incremental property tax revenue within the Area. The IGAs are as follows:

- Urban Drainage and Flood Control District Letter Agreement dated June 15, 2017
- Rangeview Library District Letter Agreement dated June 27, 2017
- South Adams County Fire Protection District No. 4 Letter Agreement dated April 18, 2017
- South Adams County Water and Sanitation District letter Agreement dated May 10, 2017
- Adams County Intergovernmental Agreement dated November 14, 2017
- Adams 14 School District Intergovernmental Agreement dated April 16, 2018

The Area encompassed by the Plan has been rezoned through a public review process which included review and approval by the

Commerce City Planning Commission on December 6, 2016 which held that the development plan and proposed zoning were in furtherance of the Comprehensive Plan. The rezoning process also included a public hearing before the Commerce City Council noticed on December 6, 2016 and held on December 19, 2016 at which the zoning and urban renewal financing plan were discussed. At that same meeting a public hearing was held to review the Condition Survey for the Area and the findings of blight. The City Council approved the Condition Survey and blight findings under Resolution # 2016-130. As a part of the zoning review process a public meeting was held on September 1, 2016 at which both the proposed development plan and proposed zoning were discussed. In addition, the creation of an urban renewal plan and the use of tax increment financing were reviewed and discussed at these public meetings.

Notice of the June 18, 2018 City Council public hearing on the Plan was published in the Denver Post on May 17, 2018. All of the land in the Area is owned by the City or the Authority and there are no structures, businesses or occupants within the Area. As such, no additional notice or public review is required for adoption of the Plan.

1.6 Urban Renewal Area Boundaries

The Urban Renewal Area includes properties all located within the City limits as delineated in Figure No. 1 and described in the legal description presented in the Appendix II. The boundaries of the Area include approximately 65 acres of land generally defined to include 5 legal parcels plus public rights-of-way located within the former Mile High Greyhound Park property. Geographically, it is bound by 64th Avenue on the north, 62nd Avenue to the south, Holly Street to the east and Highway 2 to the west in south central Commerce City.

The boundaries of the Urban Renewal Area were defined as narrowly as feasible to accomplish the objectives identified herein.

As per the Act, the legal description presented in the Appendix controls the boundary description in case of any conflict. No agriculturally-assessed properties are included in the Urban

Renewal Area.

1.6.1 Map of Urban Renewal Area (Figure 1)

The Urban Renewal Area map is presented as Figure No. 1.



2.0 Definitions

Act – means the Urban Renewal Law of the State of Colorado, Part 1 of Article 25 of Title 31, Colorado Revised Statutes, as amended.

Area or Urban Renewal Area – means the Mile High Greyhound Park Urban Renewal Area as depicted in Figure 1 and legally described in Appendix II.

Authority – means the Urban Renewal Authority of the City of Commerce City, Colorado.

City Council – means the City Council of the City of Commerce City, Colorado.

Comprehensive Plan – the City of Commerce City Comprehensive Plan (C3 Vision) 2010.

Cooperation Agreement – means any agreement between the Authority and City, or any public body (the term “public body” being used in this Plan as defined by the Act) respecting action to be taken pursuant to any of the powers set forth in the Act or in any other provision of Colorado law, for the purpose of facilitating public undertakings deemed necessary or appropriate by the Authority under this Plan.

C.R.S. – means the Colorado Revised Statutes, as amended from time to time.

IGA or Intergovernmental Agreement - means an agreement between the Authority and each taxing entity within the Area to set out the terms and conditions governing the sharing of incremental property tax revenue within the Area.

Impact Report – means the Mile High Greyhound Park Adams County Impact Report prepared by REGen, LLC and provided to Adams County on May 24, 2017.

Phase I Tax Increment Area - means the Phase I Tax Increment Area as defined in Section 6.7 of this Plan and depicted and legally described in Appendix III.

Phase II Tax Increment Area - means the Phase II Tax Increment Area as defined in Section 6.7 of this Plan and depicted and legally described in Appendix IV.

Plan or Urban Renewal Plan – means this Mile High Greyhound Park Urban Renewal Plan.

Property Tax Increment Revenue – means the property tax increment revenue allocated to the Authority as defined in Section 7.3.3 of this Plan.

Redevelopment / Development Agreement – means one or more agreements between and among the Authority and developer(s) and / or property owners or such other individuals or entities as may be determined by the Authority to be necessary or desirable to carry out the purposes of this Plan.

Sales Tax Increment Revenue - means the sales tax increment revenue allocated to the Authority as defined in Section 7.3.3 of this Plan.

Study Area – means the geographic territory defined for the Survey, the boundaries of which are coterminous with the Area boundaries.

Survey – means the Mile High Greyhound Park Current Conditions Survey, prepared by City staff, dated December, 2016, attached hereto as Appendix V and incorporated herein by this reference.

Tax Increment Area - means the multiple Phases of Tax Increment Area as defined in Section 6.7 of this Plan and depicted and legally described in Appendix III, Appendix IV, and any subsequent Tax Increment Area designated by an amendment to this Plan by the City Council.

Urban Renewal Project (or Project) – means, for purposes of this Plan, any and all undertakings and activities within the Area necessary or desirable to remedy or prevent blight.

Land Development Code – means the City of Commerce City Land Development Code in effect as of the date of any zoning actions which apply to property within the Study Area at the time of the approval by the City Council of such action.

3.0 Purpose of the Plan

The purpose of this Plan is to reduce, eliminate and prevent the spread of blight within the Area and to stimulate growth and investment within the Area boundaries. To accomplish this purpose, the Plan promotes local objectives expressed in adopted community plans with respect to appropriate land uses, private investment and public improvements, provided that the delineation of such objectives shall not be construed to require that any particular aspect of the Project necessarily promote all such objectives. Specifically, the Mile High Greyhound Park Urban Renewal Plan seeks to advance the vision and priorities of the Comprehensive Plan.

While the principal goal of the urban renewal effort, as required by the Act, is to afford maximum opportunity, consistent with the sound needs of the City as a whole; to remediate blighted conditions; and to develop and rehabilitate the Area by private, public and not-for-profit enterprises; it is not intended to replace the efforts of area business development or marketing organizations. The development of properties within the Area will be accomplished through the improvement of existing and construction of new, structures and infrastructure, attraction of new investment and reinvestment in the Area through the involvement of the Authority and City with participation and cooperation by the private sector.

3.1 Development and Design Objectives

All development in the Area shall conform to the Land Development Code and any site-specific zoning regulations or policies which might impact properties, all as in effect and as may be modified from time to time. While the Act authorizes the Authority to undertake zoning and planning activities to regulate land use, maximum densities, and building requirements in the Area, the City will regulate land use and building requirements through existing municipal codes and ordinances.

General development objectives for the Urban Renewal Area include redevelopment of the Area for the purpose of generating revenue sufficient to fund improvements that address conditions of blight that are serving as obstacles to private investment within this former regional destination. Correspondingly, to provide funding for

a range of improvements and enhancements that will serve to stabilize adjacent residential neighborhoods and established commercial centers.

Specific objectives include the following:

1. Eliminate and prevent blight
2. Implement elements of the Comprehensive Plan
3. Support and advance actions identified in existing and any future plans prepared by the City of Commerce City related to redevelopment in the vicinity of the Area that are consistent with the vision of this Plan
4. Take a vacant infill parcel and put it into productive use
5. Promote greater stability in surrounding neighborhoods through the introduction of a mix of uses
6. Catalyze reinvestment over an extended period of time through a fiscally-sound phased development program
7. Complete improvements that benefit properties beyond the Area including infrastructure that supports business development and City infrastructure improvements including streetscape amenities and storm water management.
8. Provide a range of financing mechanisms to incent private and not-for-profit investment

4.0 Blight Conditions

Before an urban renewal plan can be adopted by the City, the Area must be determined to be a “blighted area” as defined in Section 31-25-103(2) of the Act, which provides that, in its present condition and use, the presence of at least four of the following factors (see below) in the Area, substantially impairs or arrests the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare:

- (a) Slum, deteriorated, or deteriorating structures;

- (b) Predominance of defective or inadequate street layout;
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- (d) Unsanitary or unsafe conditions;
- (e) Deterioration of site or other improvements;
- (f) Unusual topography or inadequate public improvements or utilities;
- (g) Defective or unusual conditions of title rendering the title nonmarketable;
- (h) The existence of conditions that endanger life or property by fire or other causes;
- (i) Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidation, deterioration, defective design, physical construction, or faulty or inadequate facilities;
- (j) Environmental contamination of buildings or property;
- (k.5) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements; or
- (l) If there is no objection by the property owner or owners and the tenant or tenants of such owner or owners, if any, to the inclusion of such property in an urban renewal area, "**blighted area**" also means an area that, in its present condition and use and, by reason of the presence of any one of the factors specified in paragraphs (a) to (k.5) of Section 31-25-103(2), substantially impairs or arrests the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare.

The general methodology for conducting the Survey is to: (i) define the Study Area; (ii) gather information about properties, infrastructure and other improvements within the Study Area; (iii) evaluate evidence of blight through field reconnaissance, review of aerial photography, discussions with representatives of various City departments, etc.; and, (iv) record

observed and documented conditions as per the Act.

Among the 11 qualifying factors identified in the Act, the Survey identified the presence of the following 8 blight factors in the Study Area:

- (a) Slum, deteriorated, or deteriorating structures;
- (b) Predominance of defective or inadequate street layout;
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- (d) Unsanitary or unsafe conditions;
- (e) Deterioration of site or other improvements;
- (f) Unusual topography or inadequate public improvements or utilities;
- (h) The existence of conditions that endanger life or property by fire or other causes;
- (k.5) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements.

At the time this Plan was prepared, all the property contained within the Area is owned by the City or the Authority. Neither of the City or the URA object to the creation of this Urban Renewal Area, nor adoption of this Urban Renewal Plan. With this condition, there only needs to be one condition found as per provision (l) of the Act, "(l) If there is no objection by the property owner or owners and the tenant or tenants of such owner or owners, if any, to the inclusion of such property in an urban renewal area, "blighted area" also means an area that, in its present condition and use and, by reason of the presence of any one of the factors specified in paragraphs (a) to (k.5) of Section 31-25-103(2)."

5.0 **Plan's** Relationship to Local Objectives and Appropriate Land Uses

5.1 General Description

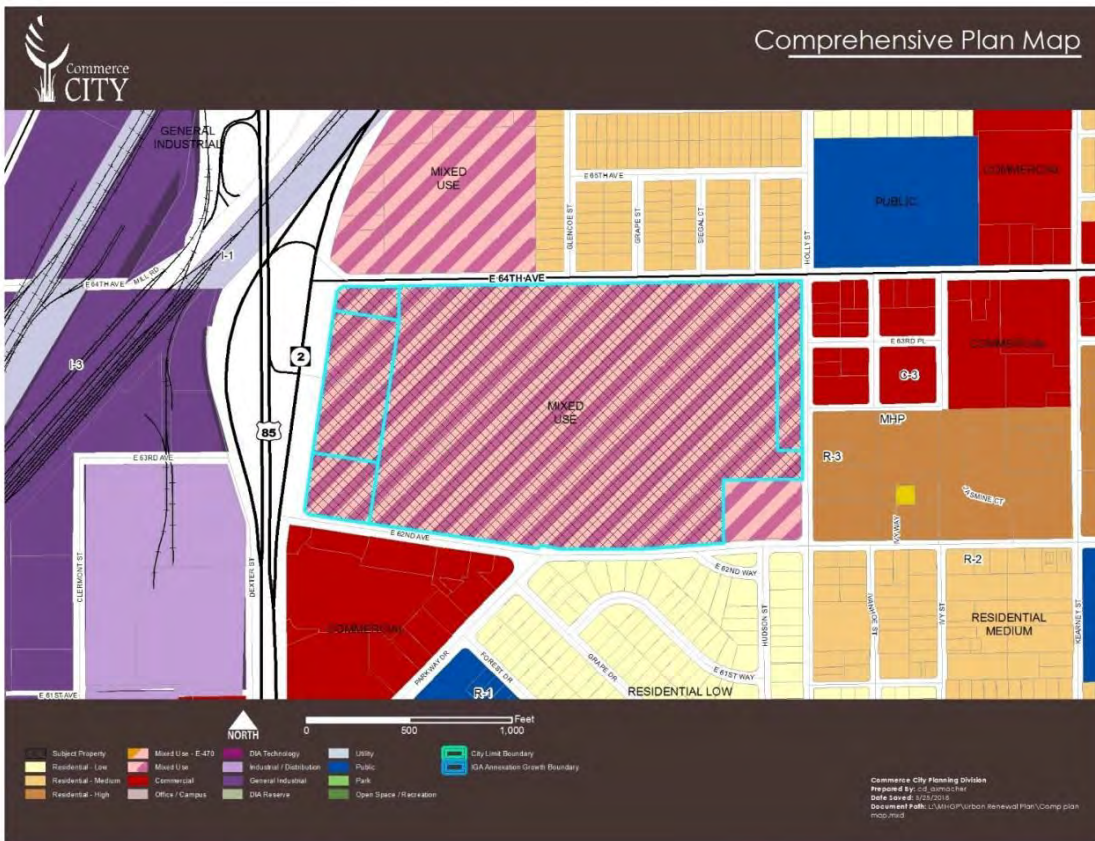
Implementation of this Urban Renewal Plan supports the objectives and requirements of the Comprehensive Plan with respect to development and redevelopment. As development occurs in the Area, it shall conform to the Comprehensive Plan and any

subsequent updates, the City Building and Land Development Code and any rules, regulations, and policies promulgated pursuant thereto, any site-specific planning documents that might impact properties in the Area including, but not limited to, City-approved site, drainage, and public improvement plans, and any applicable City design standards, all as in effect and as may be modified from time to time.

All development within the Area will comply with the current zoning and Comprehensive Plan. Planned Unit Development (PUD) zoning unique to the Mile High Greyhound Park site was approved on January 9, 2017 and amended July 19, 2021 to guide development on the site. It allows for Residential, Mixed Use, Commercial, Institutional, Drainage, Park and Public uses on the property in compliance with the Comprehensive Plan's mixed use designation.

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The Comprehensive Plan designates the former racetrack property as a mixed-use zone with aspirations of becoming a regional center, serving the local area as well as a broader reach, as detailed below in Figure No. 3.



This Plan allows for a mixture of vertical and horizontal mixed use development that can allow a diverse mix of commercial enterprises. The residential components of the property allow for a mix of housing types to appeal to a broad range of incomes, ages, and housing needs. A site in the northwestern portion of the property is anticipated to house an institutional or academic use that will serve the needs of the community.

These uses are arranged around a system of connective streets and open spaces that provide the area with an urban structure.

Layout and Circulation

Currently, the site, which is approximately 65 acres, creates a

barrier within the area and allows for no public access across it. The development plan will fix this connectivity issue by continuing Parkway Drive through the site, linking with Glencoe Street to the north. Other internal streets will complete an internal street grid and provide appropriate connections to the existing street grid in the surrounding neighborhoods, where possible and appropriate.

Certain connections may also be green connectors that allow for pedestrian access but not vehicular access. The site will also benefit from its adjacency to the recently constructed Suncor Boys and Girls Club facility which is an important amenity to the City and surrounding community.

Land Uses

The Project envisions a mix of uses that are integrated both vertically in mixed-use buildings as well as horizontally across the Project's blocks.

The Project will include commercial uses – which can include restaurants, shops, hotels, and other uses – as well as mix of residential products and an institutional use that can provide community amenity.

The residential products will largely fit within a spectrum of denser to less dense as the Project progresses from south to north to interact with the existing neighborhood there.

In accordance with the terms of the IGA with Adams County, the Project will include a minimum of 150 income-qualified residential units (residential units with income restrictions of no more than 60% of area median income and including Low Income Housing Tax Credit projects qualifying for 4% federal tax credits financing). Of those 150 units, no less than 10 will have income restrictions of less than 50% of area median income. In addition, the Project will include an additional 25 income-qualified residential units (defined as residential units with income restriction of no more than 80% of area median income).

Within the mixed-use core of the site, small shops, offices, and restaurants are allowed and encouraged to occupy the ground floor of mixed-use buildings, especially fronting the open space areas of the site.

The anticipated institutional uses could include a school, training facility, or cultural use or a mixture of these. No large-scale manufacturing or heavy industrial uses will be allowed within the Project.

Open Space

One of the most prominent open space features on the site will be the expansion of the existing regional detention pond on the northeastern edge of the site. The current pond is considered too small for the needs of the area it serves. In order to serve the 100 year flood event, the pond will be expanded and joined with usable park open space. This will work to turn a pond that would otherwise be a liability or detractor from the quality of the site into an amenity. This undertaking will be done in partnership with the City.

The central park will similarly be a mixture of storm water management and usable, active open space. This park will serve a large portion of the storm water needs of the site itself. The park is also seen as the heart of the community and will provide opportunities for large gatherings, programmed events, passive recreation, and family use.

There are no existing wildlife habitat areas, areas of extensive vegetation, or existing oil and gas facilities on site.

Project Phasing

Due to the scale of this Project (approximately 65 acres), the Project will be phased over several years based on the speed of the market in developing the site. It is very likely that the Project will be developed vertically by multiple entities and the speed of development will vary based on use and strength of the demand for the products.

Project Integration

Integration with the surrounding community is an important objective of this Plan. As mentioned previously, the street network within the site is aimed to tie existing fabric together and break down the barrier that the site currently acts as. Parkway Drive will connect through to Glencoe Street providing strong connectivity across the site. 63rd avenue will connect to Highway 2 and allow users to access the commercial areas of the site.

In order to provide amenity to the surrounding community, all sidewalk areas along the perimeter of the Project will be improved to provide a safer and more convenient connections for the areas that surround the community such as children travelling from Central Elementary School to the Suncor Boys and Girls club along Holly Street. In accordance with the terms of the IGA with the Adams 14 School District, the developer of the Project will provide

funds to allow the Central Elementary School to build additional classrooms that will serve area residents and new residents of the Project.

5.2 Relationship to Commerce City Comprehensive Plan

A general plan for the City, known as the City of Commerce City Comprehensive Plan (C3 Vision), was adopted in 2010. The Authority, with the cooperation of the City, private enterprise and other public bodies, will undertake the Urban Renewal Project described in this Plan in order to eliminate the conditions of blight identified herein while implementing the goals and objectives of the Comprehensive Plan and any subsequent updates. Specific elements of the Comprehensive Plan which this Plan advances, include the following.

- Goal ED 2 – Retain and increase a strong employment base: the City will retain and expand its existing industrial base, and attract and recruit new businesses that contribute positively to City revenues. (C3 Vision, p. 99)
- ED 2.2 – Educated Workforce: Retain and continue to develop a highly-educated workforce. Establish partnerships with K-12 and higher educational organizations to develop facilities and programs within the city that could provide industry-specific training for students, residents, and existing businesses. (C3 Vision, p. 99)
- Infill Investment and Redevelopment: The C3 Vision recognizes the benefits of infill and redevelopment for the **City's sustainable future. Infill and redevelopment are** efficient kinds of development, but need to be sensitive to the neighborhood context. This Plan identifies targeted redevelopment locations and includes best practices to guide appropriate infill.
- Established Neighborhoods: The C3 Vision identified neighborhoods that could benefit from infrastructure improvements and nearby redevelopment. The redevelopment of this property helps achieve this objective.

- Redevelopment and Reinvestment goals address:
 1. Increasing focus on infill and redevelopment; (C3 Vision, p. 122)
 2. Strengthening viability of targeted areas through redevelopment; (C3 Vision, p. 122) and
 3. Strengthening existing neighborhoods with renewal efforts. (C3 Vision, p. 124)

Detailed references to specific objectives, policies and strategies are presented in Appendix I of this Plan.

5.3 Relationship to Other Community Plans

Implementation of this Urban Renewal Plan will be consistent with development objectives expressed in all community adopted and accepted plans.

6.0 Authorized Urban Renewal Undertakings and Activities

The Act allows for a wide range of activities to be used in the implementation of an urban renewal plan. This Plan authorizes the authority to undertake any and all activities authorized under the Colorado Urban Renewal Law. Specifically in this case, it is the **Authority's** intent to provide incentives to stimulate private investment in cooperation with property owners and other affected parties in order to accomplish its objectives. Public-private partnerships and other forms of cooperative development will be **key to the Authority's strategy for preventing the spread of blight and eliminating existing blight conditions**. While not intended to limit the Project, representative undertakings of the Authority in furtherance of this Plan are described in this Section 6.

6.1 Public Improvements and Facilities

The Authority has already undertaken and may undertake additional actions to make the Area more attractive for private investment. To this end the Authority has already removed hazardous materials and demolished structures previously located on the site. The Authority may, or may cooperate with others to,

install, construct, and reconstruct any public improvements for the purpose of promoting the objectives of the Plan and the Act.

Public projects are intended to stimulate (directly and indirectly) investment in and around the Area. It is the intent of this Plan that the combination of public and private investment that may be necessary to advance the objectives stated herein will assist in the investment and reinvestment of the Area and thereby contribute to the overall economic well-being of the community.

As described in Section 4.0 of this Plan, 8 qualifying conditions of blight, as defined in Section 31-25-103(2) of the Act, are evident in the Area. This Plan proposes addressing each of these conditions through potential completion of the following public improvements and facilities:

- (a) Slum, deteriorated, or deteriorating structures: demolition and removal of any dilapidated structures within the Area;
- (b) Predominance of defective or inadequate street layout: construction of roadways, sidewalks, curbs and gutters, trail connections, parking facilities and / or gateway improvements;
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness: improvements to vehicular and non-vehicular (pedestrian, bicycle and transit) access to and through the Area, connections to adjacent neighborhoods, commercial properties and regional transit centers;
- (d) Unsanitary or unsafe conditions: enhancements to lighting on public rights-of-way; assistance with drainage mitigation measures; and any necessary life safety protection measures;
- (e) Deterioration of site or other improvements: reuse / recycle of parking surface materials; improving the onsite regional drainage area; enhanced landscaping and on-site improvements that provide a public benefit;

- (f) Unusual topography or inadequate public improvements or utilities: completion of on-site and off-site utilities, roadways and trail connections;
- (h) The existence of conditions that endanger life or property by fire or other causes: (see (d) above)
- (k.5) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements: attraction of private, public and not-for-profit developer partners.

6.2 Other Improvements and Facilities

Both public and non-public improvements in the Area may be required to accommodate development and redevelopment and still benefit the public. The Authority may assist in the financing or construction of these improvements to the extent authorized by the Act.

6.3 Development Opportunities—Catalyst Projects

A key concept associated with implementation of the Plan is targeted investment that will serve to catalyze development and fund future public improvements. The aggregate impact of potential investment within the Area is reflected in the Impact Report.

6.4 Development Standards

All development in the Area shall conform to applicable rules, regulations, policies and other requirements and standards of the City and any other governmental entity which has jurisdiction over all or any portion of the Area. In addition, all developers in the Area will be required to comply with the applicable site zoning. The Mile High Greyhound Park PUD Zone Document includes design standards for buildings, facades, landscaping and any public art elements as well as additional development standards.

In conformance with the Act and the Plan, the Authority will rely upon the design standards and other requirements applicable to the Project as contained in the zoning for the Area and as enforced by the City staff and City Council.

Design Guidelines for the Area may be approved by the Authority and, if approved, development in the Area shall comply with the Design Guidelines. Any public art installed as a part of the Project will comply with the City's Cultural Council's Public Art Plan.

6.5 Variations in the Plan

The Authority may propose, and the City Council may make, such modifications to this Plan as may be necessary provided they are consistent with the Comprehensive Plan and any subsequent updates, as well as the Act.

The Authority may, in specific cases, allow non-substantive variations from the provisions of this Plan if it determines that a literal enforcement of the provision would constitute an unreasonable limitation beyond the intent and purpose stated herein. Any such allowance will be in conformance with the Colorado Urban Renewal Law.

6.6 Urban Renewal Plan Review Process

The review process for the Plan is intended to provide a mechanism to allow those parties responsible for implementing the Project to periodically evaluate its effectiveness and make adjustments to ensure efficiency in implementing the recommended activities.

The following steps are intended to serve as a guide for future Plan review:

- (a) The Authority may propose modifications, and the City Council may make such modifications as may be necessary provided they are consistent with the Comprehensive Plan and any subsequent updates, as well as the Act and the IGAs.

- (b) Modifications may be developed from suggestions by the Authority, property and business owners, and City staff operating in support of the Authority and advancement of this Plan.
- (c) A series of joint workshops may be held by and between the Authority and property and business owners to direct and review Plan modifications.

6.7 Project Financing and Creation of Tax Increment Areas

While development within the Area is planned to be primarily privately financed, it is the intent of the City Council in approving this Plan to authorize the use of tax increment financing by the Authority to assist with the development of the Project. Pursuant to the provisions of C.R.S. 31-25-107(9) of the Act, in approving this Plan, the City Council hereby created~~s~~ the Phase ~~I~~ Tax Increment Area within the Area, as depicted and legally described in Appendix III. Additionally, pursuant to the provisions of C.R.S. 31-25-107(9) of the Act, in approving this Plan, the City Council specifically authorizes the use of incremental municipal sales tax revenues of 3.5% attributable to the Phase ~~I~~ Tax Increment Area.

Pursuant to the provisions of C.R.S. 31-25-107(9) of the Act, in approving this First Amendment to the Plan, the City Council hereby creates the Phase II Tax Increment Area within the Area, as depicted and legally described in Appendix IV. Additionally, pursuant to the provisions of C.R.S. 31-25-107(9) of the Act, in approving this Plan, the City Council specifically authorizes the use of incremental municipal sales tax revenues of 3.5% attributable to the Phase II Tax Increment Area.

Urban renewal authorities in Colorado are authorized by the Act (C.R.S. 31-25-105) to borrow money and accept advances, loans, grants and contributions from public or private sources, and to issue bonds to finance their activities or operations. In practice, an accepted method for financing urban renewal projects is to utilize incremental property tax and / or municipal sales tax revenues attributable to redevelopment in the Area to pay the principal of, the interest on, and any premiums due in connection with the bonds of, loans or advances to, or indebtedness incurred by the Authority. The Authority is specifically authorized to expend

Property Tax Increment Revenue and Sales Tax Increment Revenue (each as defined herein), to the extent authorized by the Act, the IGAs, and this Plan.

This Plan anticipates the City Council taking future action to amend this Plan to include additional phases of Tax Increment Areas and to specifically authorize the use of tax increment financing to assist with the development of the Project within the applicable phase of Tax Increment Area. Each such amendment shall depict and legally describe the applicable Tax Increment Area phase. The City Council acknowledges that such a future amendment is a substantial modification to the Plan under C.R.S. § 31-25-107(7) of the Act, and requires public notice, public hearing and action by the City Council. However, as required by C.R.S. § 31-25-107(9.5)(a) of the Act, the Authority has previously negotiated waivers or intergovernmental agreements with all taxing bodies levying a mill levy within the boundaries of the Area other than the City, regarding the sharing of incremental property tax revenue. In these waivers or intergovernmental agreements, said taxing bodies have expressly waived any requirement for the Authority to meet and negotiate (or renegotiate) an agreement governing the sharing of incremental property tax revenue pursuant to the Act upon City Council amending the Plan to add future phases of Tax Increment Areas to the Plan. The City shall provide each of the taxing bodies with courtesy thirty (30) day written notice of the public hearing on the amendment of the Plan.

The boundaries of the Urban Renewal Area shall be as set forth in Appendix II.

The boundaries of the ~~Phase I~~Phase I Tax Increment Area shall be as set forth in Appendix III.

The boundaries of the Phase II Tax Increment Area shall be as set forth in Appendix IV.

6.8 Property Acquisition and Land Assemblage

The Authority may acquire property by negotiation or any other method authorized by the Act as approved by the Authority Board. The Authority may temporarily operate, manage and maintain property acquired in the Area which is owned by entities other

than the Authority if deemed in the best interest of the Project and the Plan. Such property shall be under the management and control of the Authority and may be rented or leased pending its disposition for redevelopment.

6.9 Relocation Assistance

It is not anticipated that acquisition of real property by the Authority will result in the relocation of any individuals, families, or business concerns. However, if such relocation becomes necessary, the Authority will adopt a relocation plan in conformance with the Act.

6.10 Demolition, Clearance, Environmental Remediation, and Site Prep

In carrying out this Plan, it is anticipated that the Authority may, on a case-by-case basis, elect to demolish or to cooperate with others to clear buildings, structures and other improvements. Additionally, development activities consistent with this Plan, including but not limited to Development or Cooperation Agreements, may require such demolition and clearance to eliminate unhealthy, unsanitary, and unsafe conditions, eliminate obsolete and other uses detrimental to the public welfare, and otherwise remove and prevent the spread of deterioration.

With respect to property acquired by the Authority, it may demolish and clear, or contract to demolish and clear, those buildings, structures and other improvements pursuant to this Plan, if in the judgment of the Authority, such buildings, structures and other improvements are not to be rehabilitated in accordance with this Plan. The Authority may also undertake such additional site preparation activities as it deems necessary to facilitate the disposition and development of such property.

6.11 Property Disposition

In accordance with the Act, the Authority may sell, lease, or otherwise transfer real property or any interest in real property subject to covenants, conditions and restrictions, including architectural and design controls, time restrictions on development, and building requirements, as it deems necessary to develop such property. All property and interest in real estate acquired by the Authority in the Area that is not dedicated or transferred to public

entities, shall be sold or otherwise disposed of for redevelopment in accordance with the provision of this Plan and the Act.

6.12 Redevelopment and Rehabilitation Actions

Development and redevelopment actions within the Area may include such undertakings and activities as are in accordance with this Plan and the Act, including without limitation: demolition and removal of buildings and improvements; installation, construction and reconstruction of public improvements; elimination of unhealthful, unsanitary or unsafe conditions; elimination of obsolete or other uses detrimental to the public welfare; prevention of the spread of deterioration; and, provision of land for needed public facilities and not-for-profit users.

6.13 Redevelopment / Development Agreements

The Authority is authorized to enter into Redevelopment / Development Agreements or other contracts with developer(s) or property owners or such other individuals or entities as are determined by the Authority to be necessary or desirable to carry out the purposes of this Plan. Such Redevelopment / Development Agreements, or other contracts, may contain such terms and provisions as shall be deemed necessary or appropriate by the Authority for the purpose of undertaking the activities contemplated by this Plan and the Act, and may further provide for such undertakings by the Authority, including financial assistance, as may be necessary for the achievement of the objectives of this Plan or as may otherwise be authorized by the Act.

Agreements between the Authority and/or the City and private parties that are consistent with this Plan are intended to remain in full force and effect, unless all parties to such agreements agree otherwise.

6.14 Cooperation Agreements

For the purpose of this Plan, the Authority may enter into one or more Cooperation Agreements pursuant to the Act. The City and the Authority recognize the need to cooperate in the implementation of this Plan and, as such, Cooperation Agreements may include, without limitation, agreements regarding the planning

or implementation of this Plan and its Project, as well as programs, public works operations, or activities which the Authority, the City or such other public body is otherwise empowered to undertake and including without limitation, agreements respecting the financing, installation, construction and reconstruction of public improvements, utility line relocation, storm water detention, environmental remediation, landscaping and/or other eligible improvements. The Authority is authorized to cooperate/coordinate with other governmental entities – including metropolitan districts, business improvement districts, or other such entities which may exist now or be formed in the future within the urban renewal plan area – to accomplish the goals of the urban renewal plan. This paragraph shall not be construed to require any particular form of cooperation.

The City and the Authority specifically contemplate entering into a Cooperation Agreement regarding the collection and allocation of Sales Tax Increment Revenue.

7.0 Project Financing

7.1 Public Investment Objective

It is the intent of the Plan that the public sector plays a significant role in urban renewal efforts as a strategic partner. However, experience has proven that a critical component to the success of any urban renewal strategy is participation by both the public and private sectors. Leveraging of resources will be key as no one entity, either public or private, has sufficient resources alone to sustain a long-term improvement effort. Typical public infrastructure investments may include, but are not limited to: unifying streetscape elements; improving access and circulation; pedestrian improvements including sidewalks, lighting, trails and trail connections, environmental remediation; completing streets and utilities; providing for infrastructure improvements; and, leveraging various financing mechanisms. The Authority may also provide financial assistance for select private expenditures considered eligible under the Act.

7.2 Authorization

The Authority may finance undertakings pursuant to this Plan by any method authorized under the Act or any other applicable law, including without limitation: issuance of notes, bonds and other obligations as defined in the Act in an amount sufficient to finance all or part of this Plan; borrowing of funds and creation of indebtedness; reimbursement agreements; and / or utilization of the following: federal or state loans or grants; interest income; annual appropriation agreements; agreements with public or private entities; and, loans, advances and grants from any other available sources. The principal, interest, costs and fees on any indebtedness are to be paid for with any lawfully available funds of the Authority.

Authority debt may include bonds, refunding bonds, notes, interim certificates or receipts, temporary bonds, certificates of indebtedness, or any other obligation lawfully created.

7.3 Tax Increment Financing

Activities may be financed by the Authority under the tax increment financing provisions of the Act. Such tax incremental revenues may be collected for a period not to exceed the statutory requirement, which is presently 25 years after the effective date of adoption of this Plan containing the authorizing tax increment financing provision for the Phase I Tax Increment Area and, for any future amendments to the Plan authorizing one or more additional phases of Tax Increment Areas, 25 years after the effective date of adoption of the applicable future amendment to this Plan containing the new authorizing tax increment financing provision for the future phase of Tax Increment Area.

[The Effective Date for the Original Urban Renewal Plan initiating the Phase I Tax Increment Area was 2018.](#)

[The Effective Date for this First Amendment to the Urban Renewal Plan initiating the Phase II Tax Increment Area is 2023.](#)

7.3.1 Special Fund

The Authority shall establish a tax increment revenue account for

the deposit of all funds generated pursuant to the division of ad valorem property and sales tax revenue described in this section.

7.3.2 Base Amount

That portion of the taxes which are produced by the levy at the rate fixed each year by or for each public body upon the valuation for assessment of taxable property in ~~the Phase I~~ the Phase I Tax Increment Area last certified prior to the effective date of approval of this Plan containing the authorizing tax increment financing provision for the ~~Phase I~~ Phase I Tax Increment Area, plus all municipal sales taxes in the ~~Phase I~~ Phase I Tax Increment Area in the 12-month period ending on the last day of the month prior to the effective date of adoption of this Plan, as paid into the funds of each such public body as are all other taxes collected by or for said public body.

For this First Amendment to the Urban Renewal Plan creating the Phase II Tax Increment Area, a base must be established for the that portion of the taxes which are produced by the levy at the rate fixed each year by or for each public body upon the valuation for assessment of taxable property in the Phase II Tax Increment Area last certified prior to the effective date of approval of this Plan containing the authorizing tax increment financing provision for the Phase II Tax Increment Area, plus all municipal sales taxes in the Phase II Tax Increment Area in the 12-month period ending on the last day of the month prior to the effective date of adoption of this First Amendment, as paid into the funds of each such public body as are all other taxes collected by or for said public body. The Base Amount for Phase II Tax Increment Area is \$0.

7.3.3 Increment Amount

That portion of said property taxes in excess of such base amount in the Phase ~~I~~ I Tax Increment Area and Phase II Tax Increment Area, except for that portion of property taxes which are collected on behalf of South Adams County Fire Protection District No. 4 pursuant to the terms of the IGA with the Authority, is defined for purposes of this Agreement as the "Property Tax Increment Revenue". That portion of municipal sales taxes, set at 3.5% in excess of such base amount, is defined for purposes of this Agreement as the "Sales Tax Increment Revenue". For clarity,

the 3.5% municipal sales tax rate is established because a portion of the City's sales tax rate of 4.5% is dedicated to the construction of identified parks, recreation amenities, and roads. Therefore, no portion of the 1.0% sales tax approved by voters on November 5, 2013, or any future increase will be included as part of the Sales Tax Increment.

The Property Tax Increment Revenue and Sales Tax Increment Revenue for the ~~Phase I~~ Tax Increment Area and Phase II Tax Increment Area are collected by Adams County and the City, shall be allocated to and, when collected paid into the Authority's tax increment revenue fund to pay the principal of, the interest on, and any other premiums due in connection with the bonds of, loans or advances to or indebtedness incurred by, whether funded, refunded, assumed, or otherwise, the Authority for financing or refinancing, in whole or in part, the Urban Renewal Project, or to make payments authorized by the Act. Unless and until the total valuation for assessment of the taxable property in the ~~Phase I~~ Phase I Tax Increment Area, Phase II Tax Increment Area, or any future Tax Increment Area within the Plan Area exceeds the base valuation for assessment of the taxable property in the ~~Phase I~~ respective Tax Increment Area, all of the taxes levied upon taxable property in ~~said the Phase I~~ Tax Increment Area shall be paid into the funds of the respective public bodies. When such bonds, loans, advances and indebtedness, including interest thereon and any premiums due in connection therewith, have been paid, all taxes upon the taxable property in ~~the Phase I~~ a respective Tax Increment Area shall be paid into the funds of the respective public bodies.

The increment portion of the taxes, as described in this subsection 7.3.3, may be irrevocably pledged by the Authority for the payment of the principal of, the interest on, and any premiums due in connection with such bonds, loans, advances and indebtedness incurred by the Authority or by a third party contracted to act on behalf of the Authority to finance the Urban Renewal Project (as defined in the Act); excepting therefrom, however, any offsets collected by the County Treasurer for return of overpayments or any reserve funds reserved by the Authority for such purposes in accordance with Section 31-25-107(9)(a)(III) and (b), C.R.S. The Authority shall set aside and reserve a reasonable amount as determined by the Authority of all incremental taxes paid to the

Authority for payment of expenses associated with administering the Plan.

If this Plan is amended to add and authorize via a new tax increment financing provision one or more future phases of Tax Increment Areas, the base amount will be defined in said amendment.

If there is any conflict between the Act and this Plan, the provisions of the Act shall control, and the language in the Plan will be automatically deemed to conform to the Act.

7.4 Other Financing Mechanisms / Structures

The Plan is designed to provide for the use of tax increment financing as one tool to facilitate investment and reinvestment within the Area. However, in addition to tax increment financing, the Authority shall be authorized to finance implementation of the Plan by any method authorized by the Act. The Authority is committed to making a variety of strategies and mechanisms available which are financial, physical, market and organizational in nature. It is the intent of this Plan to use the tools either independently or in various combinations. Given the obstacles associated with redevelopment, the Authority recognizes that it is imperative that solutions and resources be put in place which are comprehensive, flexible and creative.

8.0 Severability

If any portion of this Plan is held to be invalid or unenforceable, such invalidity will not affect the remaining portions of the Plan.

Mile High Greyhound Park

Urban Renewal Plan

City of Commerce City, Colorado

Appendix I:

Excerpts from City of Commerce City Comprehensive Plan (C3 Vision) 2010

Appendix I:
Excerpts from City of Commerce City Comprehensive Plan (C3
Vision) 2010

Chapter 4: Land Use and Growth

Goal LU 2—Phase growth in an orderly, compact manner

The city will phase future growth in tiers so it is contiguous with existing urban areas or infill locations that can be efficiently served; avoids leapfrog development; and is generally beneficial to the city overall.

LU 2.1—Infill Development Promoted

Promote infill development and redevelopment to use utilities and services efficiency, to support multi-modal transportation, to revitalize neighborhoods, and to maintain prosperous businesses. Infill means development on vacant unplatted parcels scattered throughout the city, or in county enclave areas.

LU 2.3—Development Paced with Utilities

Within Tier 1 and Tier 2, ensure that the timing and rate of new development occurs in locations that are efficient for providing services and are coordinated with utilities. Development will not outpace the city or other districts' ability to provide services.

Goal LU 3—Strengthen city neighborhoods as attractive, livable places

Commerce City's neighborhoods will continue to be its residential building blocks where people are proud to live. The city will ensure that all neighborhoods are attractive, livable places, with a mix of housing types and convenient services and transportation. The city will provide assistance to existing neighborhoods for revitalization, improvements, and to reduce industrial conflicts.

LU 3.3—Compatible Uses in all Neighborhoods

Protect neighborhoods from incompatible development. Infill development must consider and be sensitive to the character of stable neighborhoods. Developments should be planned so that building scale, placement, size, height

transitions, mature landscaping, and other design measures ensure compatibility. For established neighborhoods in the Historic City and Irondale, continue programs to reduce conflicts with industrial neighbors.

LU 3.5—Historic City Neighborhoods Preserved/Revitalized

Identify neighborhoods in need of preservation, revitalization, and/or buffering from industrial activities. Particular residential areas that should be strengthened through code enforcement, infill, and redevelopment are:

- Adams Heights
- Fairfax/North Monaco
- Southern Core/Rose Hill, and
- Northern Core/Derby/Tichy

Goal LU 5—Establish mixed-use centers as a primary location for jobs, retail, civic activity, and high-density housing

Commerce City will have a hierarchy of mixed-use centers for jobs, retail, and civic activities that serve the community and region, and that will be pedestrian-friendly and linked to transit, as well as being convenient for vehicles. The Future Land Use Plan designates a variety of commercial and activity centers. In addition, neighborhood or embedded commercial may occur in specific neighborhoods, if they fit criteria in the Future Land Use Plan.

Chapter 5: Economic Development

Goal ED 2—Retain and increase a strong employment base

The city will retain and expand its existing industrial base, and attract and recruit new businesses that contribute positively to city revenues.

ED 2.2—Educated Workforce

Retain and continue to develop a highly-educated workforce. Establish partnerships with K-12 and higher educational organizations to develop facilities and programs within the city that could provide industry-specific training for students, residents, and existing businesses.

Goal ED 3—Recruit new employment and commercial development

Attract and promote new commercial and employment uses to the Historic City that will provide jobs and services for residents and revenues for city operations. The city will reserve undeveloped lands for future commercial and employment activities, as designated on the Future Land Use Plan.

Economic Development Strategies

Goal ED 2 Retain and increase strong employment base

ED 2b Educational Partnerships and Workforce Training

Expand existing programs and implement workforce training.

Chapter 6: Fiscal Stability

Goal FS 1—Efficiently invest in infrastructure and services over the long-term

FS 1.3—Effective Finance Tools

Periodically review development finance tools and practices (i.e., impact fees, exactions, tax increment financing, and other development cost-recovery means) and update them as necessary to ensure that development continues to pay its own way. Fees should be tied to the cost of providing services and efficiency of the development.

FS 1.4—Leverage State and Federal Grants

Increasingly, federal dollars are being tied not only to sustainability, but to integrated sustainability approaches. Local governments that do multi-sectoral planning will likely be better positioned to attract funds. Commerce City should position itself for grant awards to leverage its ability to accomplish a spectrum of goals.

FS 1.5—Prioritized Services and Capital improvements

Focus resources where concentrations of people are (i.e., where the greatest need and public support exists). Determine if satellite operations are necessary for some services, such as police, to make service provision as efficient and effective as possible.

Goal FS 3—Consider fiscal costs and benefits of development

The city will evaluate fiscal sustainability of new developments to ensure that all new development will have either neutral or beneficial impacts.

Fiscal Stability Strategies

FS 1a Infill Development Incentives (Land Development Code)

Provide incentives for infill development, which is the most efficient type of development. Incentives might include rebates, reduced fees, expedited review times, or contemporary standards (e.g., for parking).

FS 2c Criteria/Incentives

Develop criteria for new business incentives (i.e., to achieve the kinds of businesses desired), as defined through the Economic Development Strategic Plan.

Chapter 7: Housing and Neighborhoods

Goal HN 1—Reinvest in and rehabilitate aging housing stock

HN 1.2—Neighborhood Infrastructure Investment

To support private investment in housing and neighborhoods, the city will focus on reducing blight factors in neighborhoods (such as deteriorating infrastructure), preserving and building upon the character of tree-lined streets, and identifying priority reinvestment areas. As funds are available, the city will invest in infrastructure, spurring private investment in housing stock and neighborhoods. In addition, the city can provide incentives for, and provide standards to ensure appropriate types of infill through its development code.

Goal HN 2—Increase housing types to meet current and future needs

Commerce City will expand the variety of housing types throughout quality neighborhoods for life-long living. Housing should accommodate students, families, singles, aging seniors, and people with disabilities, all at multiple-income levels.

HN 2.1—Variety of Housing Types and Mixed-Uses within Neighborhoods

Encourage new neighborhoods that contain a mix of housing types, ranging from single-family detached, attached, townhomes, apartments, lofts, and housing for special needs (e.g., seniors). Site plans should include a mix of lot sizes, development densities, as well as housing types and styles, with high-density and multi-family housing near collector and arterial streets, transit, and services.

HN 2.3—Housing with Transportation Options

New housing should offer residents a variety of transportation options that are energy-efficient and affordable, including transit. It should also be located near jobs and services. Neighborhoods should be walkable to support a healthier lifestyle.

Goal HN 3—Increase the range of housing prices

Commerce City will continue to focus on expanding housing price ranges, so that people of all incomes are able to live in the community.

HN 3.1—Neighborhoods for Mixed Incomes

New neighborhoods should contain a range of housing priced at different points for mixed incomes, including high-end homes, to achieve overall diversity.

HN 3.3—Affordable Housing Options Maintained

Continue to support existing affordable housing options, partnerships, and programs to address the continued maintenance of **the city's affordable stock**, including existing maintained mobile home parks in the Historic City; multi-family housing; and affordable, small, single family homes. Future affordable housing will be located throughout the community near jobs and services, so that pockets of low-income housing do not occur.

Goal HN 4—Ensure neighborhood accessibility to all modes of travel

Commerce City will encourage development of convenient access to transit routes, sidewalks, trails and bicycle facilities from neighborhoods and employment centers.

Chapter 8: Redevelopment and Reinvestment

Redevelopment and Reinvestment goals address:

1. Increasing focus on infill and redevelopment;
2. Strengthening viability of targeted areas through redevelopment; and
3. Strengthening existing neighborhoods with renewal efforts.

Goal RR 1 Increase Infill Development

RR 1a Infill Incentives and Standards

Examine policy that would provide incentives for beneficial city infill projects, because they are typically more expensive than greenfield projects. (See Fiscal Stability strategies and RR 3b, below.)

Goal RR 2—Focus on redevelopment to strengthen viability and mixed-use in targeted areas

RR 2.4—Wembley Site and East 64th Avenue

Establish Wembley as a future redevelopment site. Future development should include a mix of commercial and residential uses that are well-integrated and that mesh with the areas surrounding the site. A sub-area plan may be necessary to explore feasibility of future activities (e.g., senior housing, commercial uses), as well as partners and funding strategies for the area.

Goal RR 2 Targeted Redevelopment to Strengthen Viability, Mixed-Use

RR 2a Urban Renewal Area (URA) Tools

Expand application of Urban Renewal Areas (URAs) to achieve redevelopment goals, including existing URAs (Prairie Gateway, Derby, and US 85), and potential new URAs (e.g., FasTracks area). Explore creative funding applications for redevelopment, such as Tax Increment Financing, expanding on funding tools permitted through URAs. Consider establishing a separate URA board to oversee/develop additional policies, guidelines, and plans for each area.

RR 2f Monitor Redevelopment Sites

Monitor economic strength of redevelopment sites. Develop plans for public improvements needed to support each area. Prioritize investment (streets, sidewalks, lighting, signage, and infrastructure) for priority redevelopment sites.

Goal RR 3 Strengthen Existing Neighborhoods

RR 3a Funding and Grants for Redevelopment/Brownfields

Explore grants, low-interest loans, and redevelopment corporations to address redevelopment goals and to reduce industrial/residential conflicts.

Chapter 9: Transportation

Goal T 1—Improve the balanced, comprehensive transportation system to maximize mobility

T 1.2—Coordinated Land Use/Transportation Planning

Future land use patterns will consist of a balance mix of uses with higher density in centers and along corridors, which also will increase potential for transit use, bicycling, and walkability. Such a pattern will lower vehicle miles traveled, reduce congestion on the road network, and lower greenhouse gas emissions.

T 1.3—Interconnected Transportation Modes

Streets, pedestrian paths, and bike paths will contribute to a system of connected routes between origins and destinations that facilitate transfer from one transportation mode to another (e.g., park-n-Ride, and bicycle facilities near transit).

Goal T 2—Connect origins/destinations, relieve traffic congestion, and improve safety on streets

Additional streets, sidewalks, and trails to serve as an effective grid network will connect origins and destinations in all directions, provide safe and accessible access for multiple modes, clearly identify truck routes, and focus on reducing traffic congestion.

Goal T 4—Improve transit service

Commerce City will work with partners to develop a long-term transit strategy to address the future FasTracks rail, identify better transit service and park-n-Ride locations, and ensure that future development is coordinated with transit.

Chapter 12: Public Facilities and Infrastructure

Public Facilities and Infrastructure goals address:

1. Utilities and growth coordination;
2. Life-long learning and education; and
3. Access to local government.

Goal PF 1—Coordinate utilities and infrastructure with future growth

The city will coordinate with developers, providers of infrastructure and services, and districts to deliver and maintain water, sewer, stormwater, energy, refuse collection and recycling, schools, streets, and technology services in an efficient manner that balances the pace of growth with the ability to provide quality services and improvements.

Goal PF 2—Increase educational options for lifelong learning

The city will work with regional partners (e.g., school districts, the business community, and other organizations) to identify and provide resources for education, to assist lower-income households to increase educational levels, and to provide life-long learning prospects for all residents.

PF 2.1—Coordinated K-12 Schools and Growth

Coordinate and plan with Adams County School District 14 and School District 27J for location of new schools, or expansion of existing facilities. Coordinate their timing within future

PF 2.2—Life-long Learning

Support existing and new school growth and campus development to encourage life-long learning opportunities (including colleges and universities, community colleges, trade and vocational schools, joint programs with high

schools, Internet-based accredited programs, training and retraining programs, and other related facilities and programs).

Public Facilities and Infrastructure Strategies

Goal PF 1 Coordinated utilities and infrastructure/future growth

PF 1a Annual Capital Improvements Plan (CIP)

Annually update the Capital Improvements Plan, considering priorities set forth in this plan and the annual Action Plan. Coordinate with South Adams County Water and Sanitation District's CIP.

PF 1d Coordinate with Other Districts

Coordinate with other districts to ensure that adequate schools, power, and other infrastructure can be provided at the time of new development.

PF 1g Public/Private Partnerships

Develop public/private partnerships to address facilities and services.

Goal PF 2 Increased educational options

PF 2a School District Coordination

Continue to coordinate with school districts to plan for future facilities to serve growth, location within neighborhoods, and co-location with parks.

Chapter 13: Appearance and Design

Goal AD 1—Improve the image of gateways and corridors

The city will continually improve the appearance of gateways and corridors, and improve way-finding into and throughout the community as funding permits.

AD 1.1—Gateways

Gateways should provide a sense of arrival when coming into Commerce City and offer a consistent thematic image for the city. Enhance landscaping and signage at key gateways, as identified through Entryway Sign Plans (approved by the city).

AD 1.2—Corridor Enhancement Plans

Develop plans to address cost-effective streetscaping enhancements (including tree-planting and xeriscape), support clean-up and adopt-a-highway programs in public right-of-way, and encourage beautification outside of the right-of-way. The community has identified the following priority corridors, which would require joint efforts with the Colorado Department of Transportation (CDOT):

- Highway 2,
- US-85,
- I-270, and
- I-76.

Develop design elements that will allow a consistent theme for signage, landscaping, lighting, and streetscape within the total community.

Goal AD 3—Improve development quality for neighborhoods, commercial centers, and industrial uses

AD 3.2—Innovative Design

Encourage flexibility and innovation in design, through the use of contemporary zone districts and mixed-use. Encourage cutting-edge and alternative designs that emphasize energy efficiencies and sustainability trends in architecture and design.

Goal AD 5—Increase public gathering spaces

AD 5.1—People-Friendly Gathering Places

Encourage design of outdoor spaces in commercial, mixed-use, and civic areas to encourage people-gathering and interaction to build a stronger community; instill civic pride and provide a sense of place for residents, workers, and visitors to the city.

Appearance and Design Strategies

Goal AD 1 Image of gateways and corridors improved

AD 1a Prioritize Gateways and Corridors

Identify gateway and corridor areas to prioritize for Historic City and Northern Range enhancements.

AD 1b Overlay Districts – Gateways and Corridors

Develop overlay districts for gateways and corridors (e.g., E-470, Highway 2) to address corridor improvements and future development.

Goal AD 2 Appearance of established neighborhoods and districts

AD 2b Consolidate Properties

Acquire and consolidate properties in redevelopment areas.

Mile High Greyhound Park

Urban Renewal Plan

City of Commerce City, Colorado

Appendix II:

Urban Renewal Area Legal Description

LEGAL DESCRIPTION

A PORTION OF, RESUBDIVISION OF TOWN AND COUNTRY SUBDIVISION ADAMS COUNTY FILE 9 MAP 43 RECEPTION NO. 342483 RECORDED MARCH 30, 1949. LOCATED IN THE NORTHEAST 1/4 OF SECTION 7 TOWNSHIP 3 SOUTH, RANGE 67 WEST OF THE 6TH PRINCIPAL MERIDIAN CITY OF COMMERCE CITY, COUNTY OF ADAMS, STATE OF COLORADO.

A PORTION OF PARCEL D, EXCLUDING BOYS AND GIRLS CLUBS OF METRO DENVER SUBDIVISION FILING NO. 1 REPLAT RECEPTION NO. 2016000008888 AND RIGHT OF WAY BOOK 3953 PAGE 404-405.

TOWN AND COUNTRY SUBDIVISION RESUBD TRACT D, DESCRIBED AS THE NORTH 825 FEET OF EAST 121 FT OF BLOCK D
TOWN AND COUNTRY SUBDIVISION RESUBDIVISION BLOCK: 1, LOTS 14 EXCLUDING RIGHT OF WAY RECEPTION NO 2011000050034 AND 15 THRU 24. TOGETHER WITH THE DAHLIA STREET PLATED AS EUDORA STREET RIGHT OF WAY ADJACENT TO BLOCK 1 ON THE WEST
CONTAINING 2836218.28 SQUARE FEET OR 65.111 ACRES MORE OR LESS.

Mile High Greyhound Park

Urban Renewal Plan

City of Commerce City, Colorado

Appendix III:

~~Phase I~~ Phase I Tax Increment Area Depiction and Legal Description

LEGAL DESCRIPTION

A PORTION OF TRACT D, RESUBDIVISION OF TOWN AND COUNTRY SUBDIVISION, IN THE CITY OF COMMERCE CITY, COUNTY OF ADAMS, STATE OF COLORADO, PER PLAT RECORDED MARCH 30, 1949 AT RECEPTION NO. 342483, IN THE OFFICE OF THE CLERK AND RECORDER OF SAID COUNTY LYING IN THE NORTHEAST QUARTER OF SECTION 7, TOWNSHIP 3 SOUTH, RANGE 67 WEST, 6TH PRINCIPAL MERIDIAN, IN SAID CITY, COUNTY AND STATE, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID SECTION 7, WHENCE THE EASTERLY LINE OF SAID NORTHEAST QUARTER OF SECTION 7 BEARS SOUTH 00°14'27" EAST, WITH ALL BEARINGS HEREIN BEING REFERENCED TO SAID EASTERLY LINE,

THENCE SOUTH 44°30'18" WEST, 42.61 FEET TO THE NORTHEASTERLY CORNER OF SAID PARCEL AND THE **POINT OF BEGINNING**, SAID POINT BEING THE INTERSECTION OF THE SOUTHERLY RIGHT-OF-WAY OF EAST 64TH AVENUE AND THE WESTERLY RIGHT-OF-WAY OF HOLLY STREET AS SHOWN ON SAID RESUBDIVISION OF TOWN AND COUNTRY SUBDIVISION;

THENCE ALONG SAID EASTERLY LINE OF SAID PARCEL AND SAID WESTERLY RIGHT-OF-WAY, SOUTH 00°14'27" EAST, 969.42 FEET TO THE EASTERLY PROLONGATION OF THE NORTHERLY BOUNDARY OF SAID BOYS AND GIRLS CLUBS OF METRO DENVER SUBDIVISION REPLAT;

THENCE ALONG SAID EASTERLY PROLONGATION, SOUTH 89°43'10" WEST, 7.00 FEET TO THE NORTHEASTERLY CORNER OF SAID LOT 1, BOYS AND GIRLS CLUBS OF METRO DENVER SUBDIVISION REPLAT, SAID POINT BEING ON THE WESTERLY RIGHT-OF-WAY OF HOLLY STREET AS SHOWN ON SAID BOYS AND GIRLS CLUBS OF METRO DENVER SUBDIVISION REPLAT;

THENCE ALONG THE NORTHERLY AND WESTERLY BOUNDARY OF SAID BOYS AND GIRLS CLUBS OF METRO DENVER SUBDIVISION REPLAT THE FOLLOWING TWO (2) COURSES;

- 1) SOUTH 89°43'10" WEST, A DISTANCE OF 456.89 FEET;
- 2) SOUTH 00°16'53" EAST, A DISTANCE OF 311.27 FEET; TO A POINT ON THE NORTHERLY RIGHT OF WAY OF EAST 62ND WAY AS SHOWN ON SAID BOYS AND GIRLS CLUBS OF METRO DENVER SUBDIVISION REPLAT;

THENCE ALONG SAID NORTHERLY RIGHT OF WAY OF EAST 62ND WAY THE FOLLOWING SIX (6) COURSES;

- 1) SOUTH 85°50'04" WEST, A DISTANCE OF 273.06 FEET;
- 2) SOUTH 88°44'00" WEST, A DISTANCE OF 299.36 FEET;
- 3) SOUTH 89°21'39" WEST, A DISTANCE OF 136.29 FEET;
- 4) SOUTH 89°21'39" WEST, A DISTANCE OF 75.56 FEET;
- 5) NORTH 81°45'06" WEST, A DISTANCE OF 41.56 FEET
- 6) NORTH 81°45'06" WEST, A DISTANCE OF 10.73 FEET;

THENCE NORTH 29°20'15" EAST, A DISTANCE OF 206.30 FEET; TO THE BEGINNING OF A TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 210.00 FEET;

THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 29°20'15", AN ARC LENGTH OF 107.53 FEET;

THENCE NORTH 00°00'00" EAST, A DISTANCE OF 15.33 FEET; TO THE BEGINNING OF A TANGENT CURVE CONCAVE SOUTHWESTERLY HAVING A RADIUS OF 25.00 FEET;

THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 90°00'00", AN ARC LENGTH OF 39.27 FEET;

THENCE NORTH 90°00'00" WEST, A DISTANCE OF 190.83 FEET;
TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE NORTHEASTERLY HAVING A RADIUS OF 63.13 FEET, THE RADIUS POINT OF SAID CURVE BEARS NORTH 00°04'11" EAST;

THENCE NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 89°45'44", AN ARC LENGTH OF 98.90 FEET;

THENCE NORTH 00°00'00" EAST, A DISTANCE OF 639.05 FEET;

THENCE NORTH 90°00'00" WEST, A DISTANCE OF 338.50 FEET; TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE EASTERLY HAVING A RADIUS OF 1438.15 FEET, THE RADIUS POINT OF SAID CURVE BEARS SOUTH 77°08'11" EAST;

THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 03°46'56", AN ARC LENGTH OF 94.94 FEET;

TO THE BEGINNING OF A NON-TANGENT CURVE CONCAVE WESTERLY HAVING A RADIUS OF 595.69 FEET, THE RADIUS POINT OF SAID CURVE BEARS NORTH 75°30'00" WEST;

THENCE NORTHERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 11°43'57", AN ARC LENGTH OF 121.98 FEET;

THENCE NORTH 00°34'21" WEST, A DISTANCE OF 44.34 FEET; TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF EAST 64TH AVENUE;

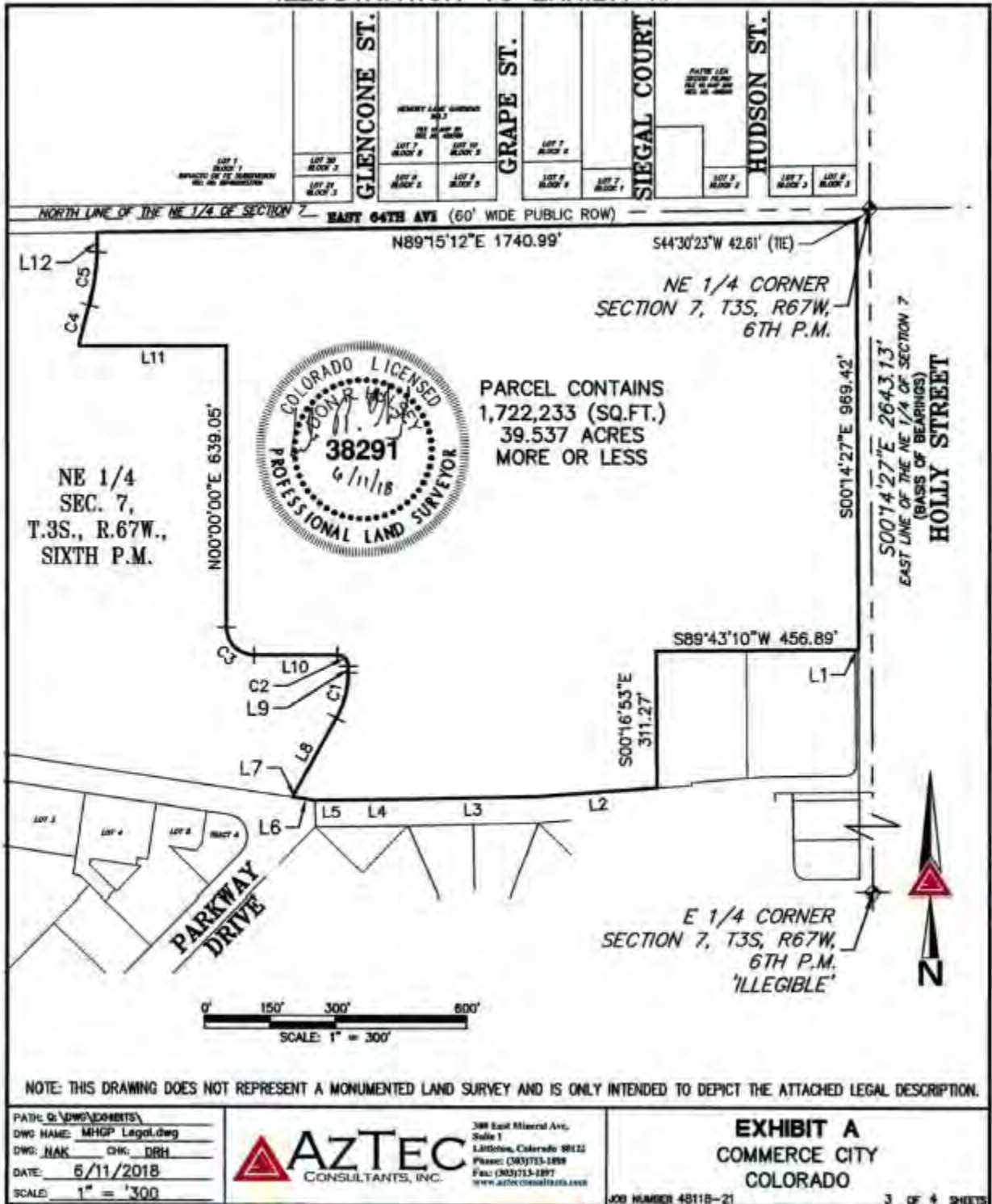
THENCE NORTH 89°15'12" EAST, ALONG SAID SOUTHERLY RIGHT OF WAY OF EAST 64TH AVENUE, A DISTANCE OF 1740.99 FEET; TO THE **POINT OF BEGINNING.**

CONTAINING AN AREA OF 39.537 ACRES, (1,722,233) SQUARE FEET, MORE OR LESS.



DON R. HULSEY, PLS 38291
COLORADO LICENSED PROFESSIONAL LAND SURVEYOR
FOR AND ON BEHALF OF AZTEC CONSULTANTS, INC.
300 E. MINERAL AVENUE, SUITE 1
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ILLUSTRATION TO EXHIBIT A



PATH: G:\DWG\DWGHEETS\
 DWG NAME: MHGP Legal.dwg
 DWG: NAK CHK: DBH
 DATE: 6/11/2018
 SCALE: 1" = 300'

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EXHIBIT A
COMMERCE CITY
COLORADO

ILLUSTRATION TO EXHIBIT A

LINE TABLE		
LINE	BEARING	LENGTH
L1	S89°43'10"W	7.00'
L2	S85°50'04"W	273.06'
L3	S88°44'00"W	299.36'
L4	N89°21'39"E	136.29'
L5	S89°21'39"W	75.56'
L6	N81°45'06"W	41.56'
L7	N81°45'06"W	10.73'
L8	N29°20'15"E	206.30'
L9	N00°00'00"E	15.33'
L10	N90°00'00"W	190.83'
L11	N90°00'00"W	338.50'
L12	N00°34'21"W	44.34'

CURVE TABLE			
CURVE	DELTA	RADIUS	LENGTH
C1	29°20'15"	210.00'	107.53'
C2	90°00'00"	25.00'	39.27'
C3	89°45'44"	63.13'	98.90'
C4	3°46'56"	1438.15'	94.94'
C5	11°43'57"	595.69'	121.98'



NOTE: THIS DRAWING DOES NOT REPRESENT A MONUMENTED LAND SURVEY AND IS ONLY INTENDED TO DEPICT THE ATTACHED LEGAL DESCRIPTION.

PATH: G:\DWG\EXHIBITS\
 DWG NAME: MHGP Legal.dwg
 DWS: NAK CHK: DRH
 DATE: 6/11/2018
 SCALE: 1" = 300'



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COMMERCE CITY
COLORADO

JOB NUMBER 48118-21

4 of 4 SHEETS

Mile High Greyhound Park

Urban Renewal Plan
City of Commerce City, Colorado

Appendix IV:

Phase II Tax Increment Area Depiction and Legal Description

Mile High Greyhound Park

Urban Renewal Plan

City of Commerce City, Colorado

Appendix VIV:

Mile High Greyhound Park Current Conditions Survey

MILE HIGH GREYHOUND PARK



CURRENT CONDITIONS SURVEY

December 2016



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MILE HIGH GREYHOUND PARK CURRENT CONDITIONS SURVEY

December 2016

Acknowledgements

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Section 1

Survey Overview

Purpose:

This Mile High Greyhound Park - Current Conditions Survey (“Survey”) is an examination and analysis of various conditions found within the Mile High Greyhound Park Survey Area (“Survey Area”), which is a defined geographic area used to determine if the particular area qualifies as “blighted” within the meaning of the Colorado Urban Renewal Law. The Survey Area was previously surveyed in 2012. This Survey is a necessary step if urban renewal, as defined and authorized by Colorado statutes, is to be used as a tool by the City of Commerce City (“City”) and the Urban Renewal Authority of the City of Commerce City (“URA”) to remedy and prevent conditions of blight. The findings and conclusions presented in this report are intended to assist the City Council of Commerce City in making a final determination as to whether the Survey Area qualifies as blighted and, consequently, the feasibility and appropriateness of using urban renewal to remediate existing conditions of blight and to protect further deterioration or blight. This survey was produced by a variety of in-house Commerce City staff, led by the Planning Division.

Methodology:

The defined Survey Area is within the municipal boundaries of Commerce City and a map depicting the boundaries of the Survey Area is presented in Section 4 of this report as Exhibit 3: Vicinity Map. To conduct this Survey, the project team conducted a field investigation in September of 2016 for the purpose of documenting factors of blight, pertinent Geographic Information Systems (GIS) data was obtained and subsequently analyzed by the team, and additional information was obtained from the South Adams County Fire Protection District, the Tri-County Health Department, the Commerce City Police Department, the Commerce City Public Works Department, and the Commerce City Building Safety Division. The results of the Survey and the information gathered by the project team were categorized and analyzed as to their applicability to the blight factors outlined in the Colorado Urban Renewal statutes and were prepared and presented in this report for consideration by the City Council of Commerce City.

Section 2:

Colorado Urban Renewal Statutes and Blighted Areas

Colorado Urban Renewal Law, as provided in Colorado Revised Statute (C.R.S.) Sec. 31-25-101 et seq. (the “Urban Renewal Law”) declares that an area of blight:

“constitutes a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state in general and municipalities thereof; that the existence of such areas contributes substantially to the spread of disease and crime, constitutes an economic and social liability, substantially impairs or arrests the sound growth of municipalities, retards the provision of housing accommodations, aggravates traffic problems and impairs or arrests the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of public policy and statewide concern...”

Before corrective action can be taken, however, the Urban Renewal Law requires a finding by the appropriate governing body that an area such as the Survey Area constitutes a blighted area (C.R.S. Sec. 31-25-107(1)). The blight finding is a legislative determination by the City Council of Commerce City that, as a result of the presence of factors listed in the definition of “blighted area”, the area is a detriment to the health and vitality of the community requiring the use of the municipality’s urban renewal powers to correct those conditions or prevent their spread. In some cases, the factors listed in the definition are symptoms of decay, and in some instances, these factors are the cause of the problems. The definition requires the City Council to examine the factors and determine whether these factors indicate a deterioration that threatens the community as a whole. The determination that constitutes a blighted area depends upon the presence of several physical, environmental, and social factors. Blight is usually attributable to a multiplicity of conditions which, in combination, accelerate the phenomenon of deterioration of an area. For the purposes of this Survey, the definition of a blighted area is articulated in the Urban Renewal Law as follows:

‘Blighted Area’ means an area that, in its present condition and use and, by reason of the presence of at least four of the following factors, substantially impairs or arrests the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare:

- A. Slum, deteriorated, or deteriorating structures;
- B. Predominance of defective or inadequate street layout;
- C. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- D. Unsanitary or unsafe conditions;
- E. Deteriorating of site or other improvements;
- F. Unusual topography or inadequate public improvements or utilities;
- G. Defective or unusual conditions of title rendering the title non-marketable;
- H. The existence of conditions that endanger life or property by fire or other causes;
- I. Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidation, deterioration, defective design, physical construction, or

- faulty or inadequate facilities;
- J. Environmental contamination of buildings or property; or
- K.5. The existence of health, safety, or welfare factors requiring high-levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements.
- L. Only one factor of blight must be present if the property owner or owners and the tenant or tenants of such owner or owners do not object to the finding:

“If there is no objection by the property owner or owners and the tenant or tenants of such owner or owners, if any, to the inclusion of such property in an urban renewal area, ‘blighted area’ also means an area that, in its present condition and use and, by reason of the presence of any one of the factors specified in paragraphs (A) to (K.5) of this subsection (2), substantially impairs or arrests the sound growth of municipality, retards the provision of housing accommodations or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare. For purposes of this paragraph (L), the fact that an owner of an interest in such property does not object to the inclusion of such property in the urban renewal area does not mean that the owner has waived any rights of such owner in connection with laws governing condemnation...” C.R.S. 31-25-105.5(2)(L).

To be able to use the power of eminent domain to acquire private property, “blighted” means that five of the eleven factors must be present: Section 31-25-105.5(5), paragraph (a) states:

‘Blighted area’ shall have the same meaning as set forth in Section 31-25-103(2); except that, for purposes of this section only, ‘blighted area’ means an area that, in its present condition and use and, by reason of the presence of at least five of the factors specified in Section 31-25-103(2)(a)(2)(I), substantially impairs or arrests the sound growth of the municipality, retards the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare.” C.R.S. 31-25-105.5(5) paragraph (a).

Thus, the state statutes require, depending on the circumstances, that a minimum of one, four, or five blight factors be present for an area to be considered a blighted area. Given that the Survey Area is governmentally owned, only one factor is required by state law, but this Survey will identify many more factors are found to be present.

Finally, several principles have been developed by Colorado courts to guide the determination of whether an area constitutes a blighted area under the Urban Renewal Law. First, the absence of widespread violations of building and health codes does not, by itself, prevent a finding of blight. According to the courts; “The definition of blighted area contained in the [Urban Renewal Law] is broad and encompasses not only those areas containing properties so dilapidated as to justify condemnation as nuisances, but also envisions the prevention of deterioration.” *Tracy v. City of Boulder*, 635 P.2d 907, 909 (Colo. App. 1981). Second, the presence of one well-maintained building does not defeat a determination that an area constitutes a blighted area. Normally, a determination of blight is based upon an area “taken as a whole” and not on a building-



by-building, parcel-by-parcel, or block-by-block basis. *Interstate Trust Bldg. Co. v. Denver Urban Renewal Authority*, 473 P.2d 978, 981 (Colo. 1970). Third, a city’s “determination as to whether an area is blighted... is a legislative question and the scope of the review by the judiciary is restricted.” *Tracy*, 635 P.2d at 909. A court’s role in reviewing such a blight determination is simply to verify independently if the conclusion is based upon factual evidence determined by the City Council and consistent with the statutory definition. Based upon the conditions identified in the Survey Area, this report makes a recommendation as to whether the Survey Area qualifies as a blighted area. The actual determination itself remains the responsibility of the City Council of Commerce City.

Section 3: Conditions Indicative of the Presence of Blight

As discussed in Section 2, the Colorado Urban Renewal Law provides a list of 11 factors that, through their presence, may allow an area to be declared as blighted. This section elaborates on those 11 factors by describing some of the conditions that might be found within a Survey Area that would indicate the presence of those factors.

A. Slum, Deteriorated, or Deteriorating Structures

During the field investigation of the Survey Area, the general condition and level of deterioration of buildings and/or structures is evaluated. This examination is limited to a visual inspection of the building's and/or structure's interior and exterior condition. The examination is not a detailed engineering or architectural analysis. The intent is to document obvious indications of disrepair and deterioration to the structure found within the Survey Area. Some of the elements observed for signs of deterioration include, but are not limited to:

- Primary elements (walls, visible foundation, roof)
- Secondary elements (fascia/soffits, gutters/downspouts, windows/ doors, facade finishes, loading docks, stairways, etc.)
- Ancillary structures (detached garages, storage buildings, etc.)

B. Predominance of Defective or Inadequate Street Layout

The presence of this factor is determined through a combination of field observations as well as an analysis of the existing transportation network (both vehicular and pedestrian circulation patterns) in the Survey Area by persons with expertise in transportation planning and/or traffic engineering. These conditions can affect the adequacy or performance of the transportation system within the Survey Area, creating a street layout that is defective or inadequate. These conditions include:

- Inadequate street or alley widths, cross-sections, or geometries
- Poor provisions or unsafe conditions for the flow of vehicular traffic
- Poor provisions or unsafe conditions for the flow of pedestrians
- Insufficient roadway capacity leading to unusual congestion of traffic
- Inadequate emergency vehicle access
- Poor vehicular/pedestrian access to buildings or sites
- Poor internal vehicular/pedestrian circulation
- Excessive curb cuts/driveways in commercial areas
- Inadequate or unsafe street or pedestrian connections

C. Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness

This factor requires an analysis of the parcels within the Survey Area as to their potential and usefulness as developable sites. This analysis considers the shape, orientation, and size of parcels within the Survey Area and if these attributes would negatively impact the potential for development of the parcel. This evaluation is performed both through observation in the field and through an analysis of parcel boundary maps of the Survey Area. Conditions indicative of the presence of this factor include:

- Lots that are long, narrow, or irregularly shaped
- Lots that are inadequate in size
- Lots with configurations that result in stagnant, misused, or unused land
- Lots with inadequate or substandard access

D. Unsanitary or Unsafe Conditions

These conditions represent situations in which the safety of individuals, especially pedestrians and children, may be compromised due to environmental and physical conditions considered to be unsanitary or unsafe. Conditions observed within the Survey Area that qualify under this blight factor include:

- Floodplains or flood prone areas
- Inadequate storm drainage systems/evidence of standing water
- Poor fire protection facilities
- Above average incidences of public safety responses
- Inadequate sanitation or water systems
- Existence of contaminants or hazardous conditions or materials
- High or unusual crime statistics
- Open trash dumpsters
- Severely cracked, sloped, or uneven surfaces for pedestrians
- Illegal dumping
- Vagrants/vandalism/graffiti/gang activity
- Open ditches, holes, or trenches in pedestrian areas
- Poorly lit or unlit areas

E. Deterioration of Site or Other Improvements

The conditions that apply to this blight factor reflect the deterioration of various improvements made on a site other than the buildings or structures. These conditions may represent a lack of general maintenance at a site, the physical degradation of specific improvements, or an improvement that was poorly planned or constructed. Overall, the presence of these conditions can reduce a site's usefulness and desirability and negatively affect nearby properties.

- Neglected properties or evidence of general site maintenance problems
- Deteriorated signage or lighting
- Deteriorated fences, walls, or gates
- Deterioration of on-site parking surfaces, curb and gutter, or sidewalks
- Poorly maintained landscaping or overgrown vegetation
- Poor parking lot/driveway layout
- Unpaved parking lot on commercial properties

F. Unusual Topography or Inadequate Public Improvements or Utilities

The focus of this factor is on the presence of unusual topographical conditions that could make development prohibitive, such as steep slopes or poor load-bearing soils, as well as deficiencies in the public infrastructure system within the Survey Area that could include:

- Steep slopes / rock outcroppings / poor load-bearing soils
- Deteriorated public infrastructure (street/alley pavement, curb, gutter, sidewalks, street lighting, storm drainage systems)
- Lack of public infrastructure (same as above)
- Presence of overhead utilities or billboards
- Inadequate fire protection facilities/hydrants
- Inadequate sanitation or water systems

G. Defective or Unusual Conditions of Title Rendering the Title Non-Marketable

Certain properties can be difficult to market or redevelop if they have overly restrictive or prohibitive clauses in their deeds or titles, or if they involve an unusually complex or highly divided ownership arrangement. Examples include:

- Properties with covenants or other limiting clauses that significantly impair their ability to redevelop
- Properties with disputed or defective title
- Multiplicity of ownership making assemblages of land difficult or impossible

H. Existence of Conditions that Endanger Life or Property by Fire and Other Causes

A finding of blight within this factor can result from the presence of the following conditions, which include both the deterioration of physical improvements that can lead to dangerous situations as well as the inability for emergency personnel or equipment to provide services to a site:

- Buildings or sites inaccessible to fire and emergency vehicles
- Blocked/poorly maintained fire and emergency access routes/frontages
- Insufficient fire and emergency vehicle turning radii
- Buildings or properties not in compliance with fire codes, building codes, or environmental regulations

I. Buildings that are Unsafe or Unhealthy for Persons to Live or Work In

Some of the conditions that can contribute to this blight factor include:

- Buildings or properties not in compliance with fire codes, building codes, or environmental regulations
- Buildings with deteriorated elements that create unsafe conditions
- Buildings with inadequate or improperly installed utility components

J. Environmental Contamination of Buildings or Property

This factor represents the presence of contamination in the soils, structures, water sources, or other locations within the Survey Area.

- Presence of hazardous substances, liquids, or gasses

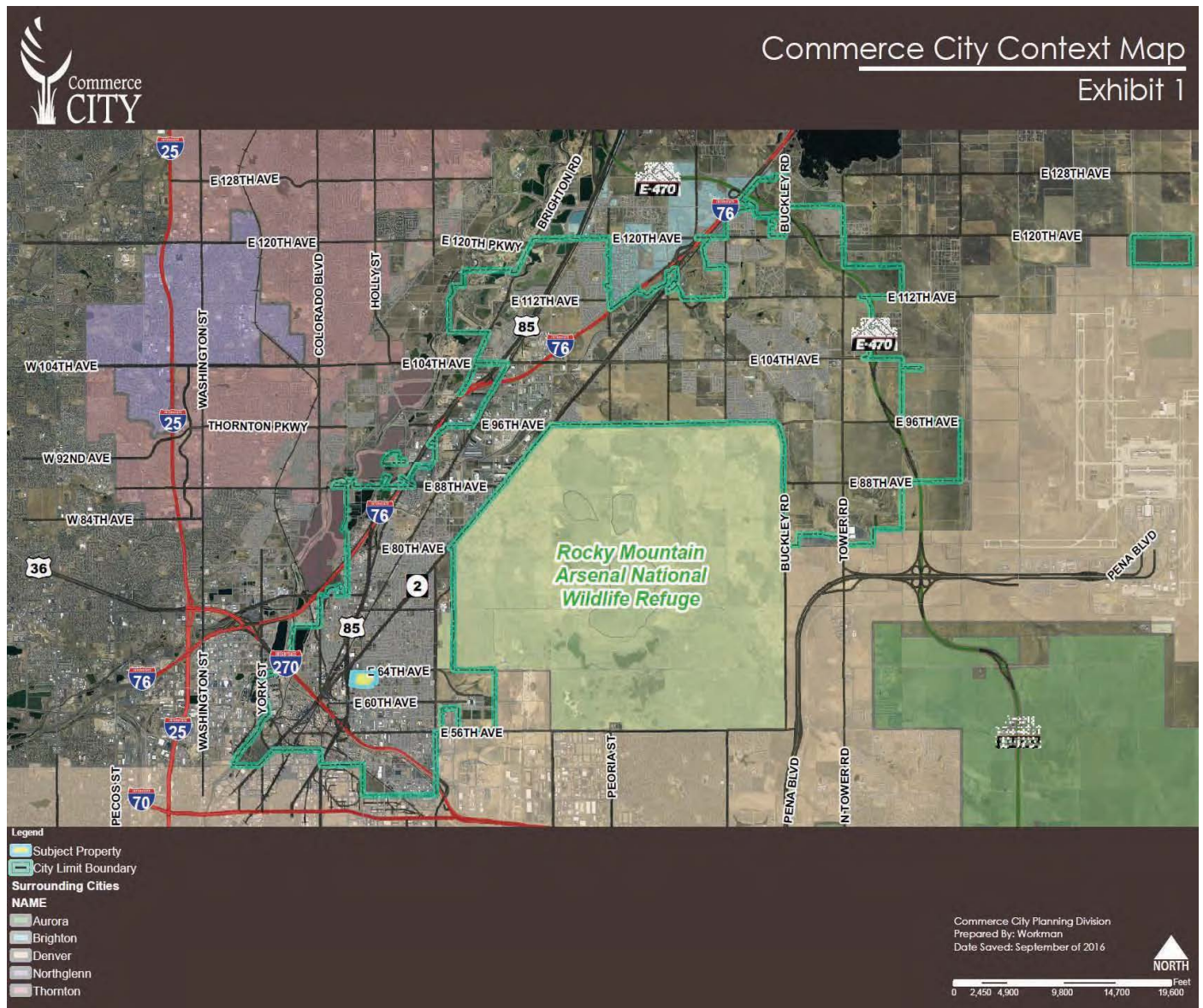
K.5. Existence of Factors Requiring High Levels of Municipal Services or Substantial Physical Underutilization or Vacancy of Sites, Buildings, or Other Improvements

The physical conditions that would contribute to this blight factor include:

- Sites with a high incidence of fire, police, or emergency responses
- Sites adjacent to streets/alleys with a high incidence of traffic accidents
- Sites with a high incidence of code enforcement responses
- An undeveloped parcel in a generally urbanized area
- A parcel with a disproportionately small percentage of its total land area developed
- Vacant structures or vacant units in multi-unit structures

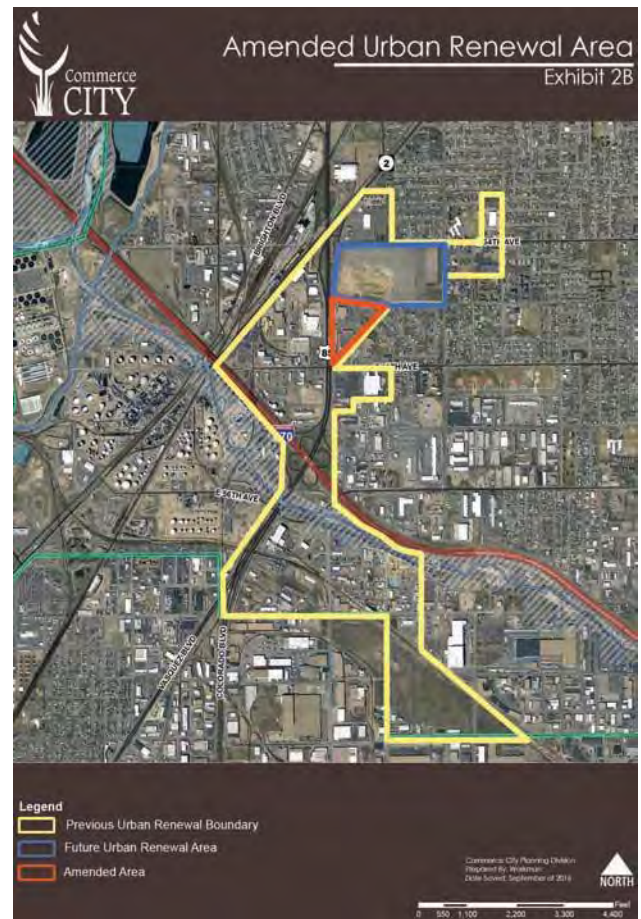
SECTION 4: Survey Area Location, Definition, and Description

The Mile High Greyhound Park Survey Area is located in the City of Commerce City, the County of Adams, and the State of Colorado. Exhibit 1 shows the location of the Survey Area within the context of Commerce City and the surrounding municipalities.



The present Survey Area was included within the City Center Phase 1 Urban Renewal Plan (Ordinance 1254) Urban Renewal Area (Exhibit 2A), but it was removed in April of 2012 via Ordinance SAP-003/URP-001-12 (Exhibit 2B). The original URP did not authorize the use of property tax increment financing (Property TIF), which is why the Survey Area was removed from the URP. The City Center Phase 1 Urban Renewal Plan (URP) (Ordinance 1254) was adopted by the City Council in December of 1998 and is still in effect. The area within the URP remains a prominent focal point in Commerce City with prime opportunities for continued retail and industrial redevelopment and the URP provides concepts for key future redevelopment efforts in this area.

A previous Current Conditions Survey of the Survey Area was approved by the City Council of Commerce City in 2012 (Resolution 2012-14). The Current Conditions Survey that was conducted at that time documented 9 blight factors.



Parcel Identification Table

Parcel Identification Number (PIN)	Subdivision Name	Block/Lot	Address	Size
0182307101001	Town and Country Subdivision Resubdivision	Block 1 Lot 24	N/A	.97 acres
0182307101004	Town and Country Subdivision Resubdivision	Block D	N/A	2.51 acres
0182307101005	Town and Country Subdivision Resubdivision	Block 1 Lot 14	6210 Dahlia Street	2.20 acres
0182307101006	Town and Country Subdivision Resubdivision	Block 1 Lots 17 - 23	6250 Dahlia Street	5.09 acres
0182307101007	Town and Country Subdivision Resubdivision	Block D	6200 Dahlia Street	52.51 acres

Within the 2012 Current Conditions Survey, certain buildings and uses were identified within the Survey Area. Since the Survey Area was used as a greyhound race track for many decades, the structures that were on the property in 2012 were all related to the racing operations. In the past 4 years most of these structures have been removed from the property. The remaining structures and uses are identified on the subsequent page in Exhibit 4: Structures and Uses Map.

Additionally, there is roughly 3 acres in the southeast corner of the site that was included in the 2012 Survey, but has been excluded from this Survey Area. The Commerce City Urban Renewal Authority sold this property to the Boys and Girls Club and they have constructed a new facility on their property.

Use Area	Use Type
A	Existing Dahlia Street Right-of-Way
B	Bare Ground - Former Bubba's Restaurant Site
C	Bare Ground - Former Racing Operations Area
D	Paved Ground - Former Parking Area
E	Regional Drainage Pond
F	Access Locations



Section 5: Survey Findings

A. Slum, Deteriorated or Deteriorating Structures

As described in Section 3, Slum, Deteriorated, or Deteriorating Structures is a factor of blight that focuses on the physical condition of structures within the Survey Area. The assessment of this factor was primarily performed during the field survey which included a site inspection. Since the 2012 conditions survey, many of the buildings on the site have been removed; however, of the fences, walls, gates, and utility structures that remain on the site, nearly all exhibit a deteriorated or deteriorating condition.

The following observations from the Commerce City Planning Division were identified for inclusion in this report:

- Chain link fences that surround the perimeter of the site are in various states of disrepair, exhibiting significant signs of dilapidation and deterioration. Specifically, several sections of the chain link are bulging, and/or have become disconnected with posts and vertical supports. Additionally, sections of the fence structure were observed to be bent, disconnected from adjacent fence supports, or missing entirely. Some sections of fencing appeared to be at risk of falling into pedestrian areas.
- Ancillary structures, such as concrete foundations supporting utility structures, wall structures, and lighting features, were observed to be deteriorated or deteriorating.

The following photos provide some examples of instances of Slum, Deteriorated, or Deteriorating Structures that were found within the Survey Area. Additional photographs documenting this finding can be found in Appendix B of this report. The prevalence of these conditions within the Survey Area provides sufficient evidence to make a finding of Slum/Deteriorated Structures.

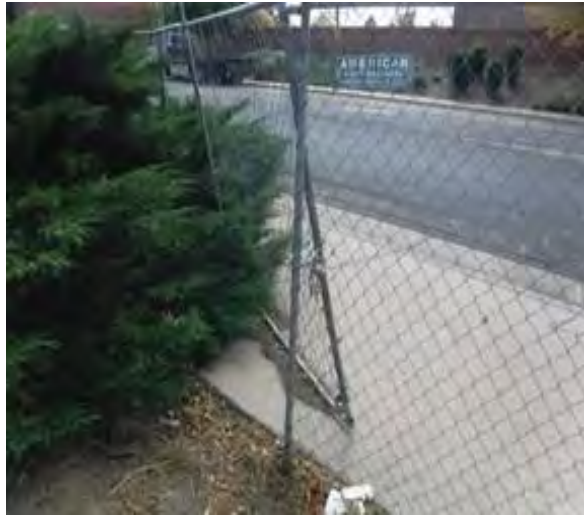
Bent/Broken Fence



Bent/Broken Fence



Bent/Broken Fence



Bent/Broken Fence



Deteriorated Support Post



Deteriorated Light Structure



B. Predominance of Defective or Inadequate Street Layout

The conditions that exhibited a predominance of defective or inadequate street layout have not changed since the 2012 Current Conditions Survey. The Survey Area does not provide any internal streets, and does not provide through-movements to vehicular and non-motorized travelers. As a result, the entire Survey Area presents a barrier to mobility and for people moving to and through the area. This problem is exacerbated by the presence of US Highway 85 and railroad tracks to the west, which prevents any east/west movements from East 62nd or East 64th Avenues. Multiple local neighborhood roads that serve the residential and commercial neighborhoods to the north, south, and east terminate at the site. This prevents continuous travel and forces motorists to navigate around the site. Local roads cut-off by the site include Glencoe Street, Grape Street, Segal Court, Hudson Street, East 63rd Avenue, and East 63rd Place.

The street connections between the Survey Area and the major regional roadway in the area, US Highway 85, are also challenging. Due to the split of US Highway 85 and Colorado State Highway 2, the movements required for a motorist to travel from the subject site to southbound US Highway 85 is time consuming and inefficient.

Further, Parkway Drive to the south has the potential to act as a major connection for this part of the community, due to the fact that it is one of the inputs into the East 60th Avenue/US Highway 85 intersection. This connection allows motorists to get onto US Highway 85 southbound and eventually Colorado Boulevard. But because of the Survey Area, very few motorists have direct access onto Parkway Drive. Inadequacies in the street layout impact private and commercial vehicles as well as emergency vehicles traveling through or to the site. All dedicated access points to the Survey Area require a key to unlock a gate. This creates a large area that is fairly cut off from emergency access.

The existing street layout proves to be a hindrance for other modes of travel in addition to motor vehicle drivers. The lack of through streets and the inability to cross the site results in pedestrians and bicyclists having to circumnavigate the site, adding a great deal to travel times and out-of-direction travel. The east, west, and south sides of the site provide a narrow sidewalk with multiple observed instances of cracking or uneven surfaces. The entire north end of the site is lacking a sidewalk altogether and has impediments for pedestrian travel, forcing them to enter onto E. 64th Avenue. These deficiencies in the bicycle and pedestrian systems also impact users of transit in the immediate area.

In short, the Survey Area acts as a barrier to mobility and is poorly connected with the broader street grid. The result is a disorienting and uninviting situation for motorists and an uncomfortable and unsafe environment for bicyclists, pedestrians, transit users. Because of the circulation issues described for automobile, bicycle, and pedestrian traffic, all five parcels that comprise the Survey Area are impacted by these conditions, and therefore, are sufficient and widespread enough to justify a finding of Predominance of Defective or Inadequate Street Layout within the Survey Area.



Site Inaccessibility



Site Inaccessibility



Lack of Connectivity to Adjacent Streets



Lack of Connectivity to Adjacent Streets



C. Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness

The layout of parcels within the Survey Area are impacted by many of the same physical features listed in the discussion under *Predominance of Defective or Inadequate Street Layout*. In fact, all parcels within the Survey Area are found to have defective street layout due to inadequate vehicular access and they also have a faulty lot layout since adequate access is a necessary characteristic of adequate lot layout. The three parcels along the western side of the Survey Area, adjacent to the inaccessible Dahlia Street right-of-way, lack access to a local roadway (Parcels 0182307101001, 0182307101005, and 0182307101006). The largest parcel (Parcel 0182307101007) is too big to allow for traditional kinds of development and while the perimeter of the parcel is surrounded by roadways, the interior is inaccessible due to the existing gates and the large size of the parcel. The parcel containing the drainage area (Parcel 0182307101004) is too small to accommodate the required size of the drainage facility. At this time, the size of the pond and the parcel are adequate for a 10 year flood event. State and local standards require that the pond be sized to accommodate a 100 year flood event, which can not be accomplished given the current size of the parcel.

The following graphic, Exhibit 6: Faulty Lot Layout Parcel Map, is a visual representation of these lot layout challenges due to little or no access, road layout, odd physical shape, or large physical size. The existing lot layout prevents adequacy, accessibility, or usefulness by lacking access to public rights-of-way or sufficient space to develop. These factors could be mitigated if parcel assemblages were to be made, but in their existing condition all five parcels are identified to contain at least one or more criteria for a faulty layout, justifying the documentation of Faulty Lot Layout within the Survey Area.



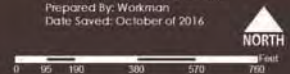
Faulty Lot Layout

Exhibit 6



- Legend
- Parcel Boundaries
 - Inaccessible Dahlia Street Right-of-Way
 - Inaccessible Gated Access

Commerce City Planning Division
Prepared By: Workman
Date Saved: October of 2016



Lack of Access to Dahlia Street right-of-way



Lack of Access to Dahlia Street right-of-way



D. Unsanitary or Unsafe Conditions

The presence of Unsanitary or Unsafe Conditions factor is usually associated with instances of deteriorating, neglected properties or in cases where safety precautions are not taken. In the Survey Area the following conditions were found to be generally unsafe and unsanitary. The outlying environment is significantly deteriorated and dilapidated including the following conditions:

- Bent and broken exterior fencing showing evidence of illegal trespass and a general lack of site security.
- Evidence of vandalism in the form of graffiti, trash dumping, and excessive litter.
- Evidence of rodent infestation at utility structures.
- Multiple instances of exposed wiring, low-hanging/downed power lines, missing electrical cover plates, dilapidated and exposed electrical service panels.
- Cracked and deteriorating water sanitation features.
- Blocked and unmaintained stormwater systems and evidence of standing water.
- Lack of adequate exterior lighting at pedestrian throughways, excessive slopes, cracked and uneven sidewalk surfaces, and open holes and ditches.

The following photos provide some examples of instances of Unsanitary or Unsafe Conditions that were found within the Survey Area. Additional photographs documenting this finding can be found in Appendix B of this report. In all, dozens of separate examples were considered to show signs of the Unsanitary or Unsafe Conditions factor, providing sufficient evidence to warrant a finding of this type of blight within the Survey Area.

Unsafe Paving



Evidence of Rodent Infestation



Low-Hanging Wires



Excessive Litter



Graffiti



Exposed Wires



E. Deterioration of Site or Other Improvements

A variety of conditions were observed within the Survey Area related to the deterioration of the site and other improvements. These conditions which negatively affect the appearance and utilization of the area most commonly include parking surface deterioration, deterioration of the curb and gutter, dead and unmaintained landscaping, and other site deficiencies. This problem is widespread across the entire Survey Area. Parking surface issues range from gravel patches and small potholes to complete deterioration of the asphalt surface to the point where the underlying earth is exposed. Other notable issues found in the Survey Area that fall within this blight factor include general site neglect and deteriorated signage, some of which are shown in the following photographs. Additional examples showing some form of deteriorating site improvements are located in Appendix B of this report.

Conditions pertaining to this factor are prevalent enough in the Survey Area for a finding of Deterioration of Site or Other Improvements to be made.

Deteriorated Paving



Deteriorated Paving



Dead/Deteriorated Landscaping



Dead/Deteriorated Landscaping



Deteriorated Curb



Deteriorated Signage via Graffiti



F. Unusual Topography or Inadequate Public Improvements

In the Survey Area, areas of prior environmental remediation have been found to create topography that is an impediment to development or redevelopment. Additionally, public infrastructure was found to be insufficient or lacking in certain areas to the point it could discourage future redevelopment projects. Specifically, where public access is currently available on the site perimeter, sidewalks and street lighting are in limited quantities. The presence of overhead power lines and inadequate water systems will require additional public improvements. The existence of such inadequacies is an impediment to future development. Because all five parcels are considered to have inadequate public improvements, the Survey Area as a whole has been documented with this factor. Additional photographs are found in Appendix B of this report.

Unusual/Unsafe Topography



Unusual/Unsafe Topography



Deteriorated Stormwater Systems



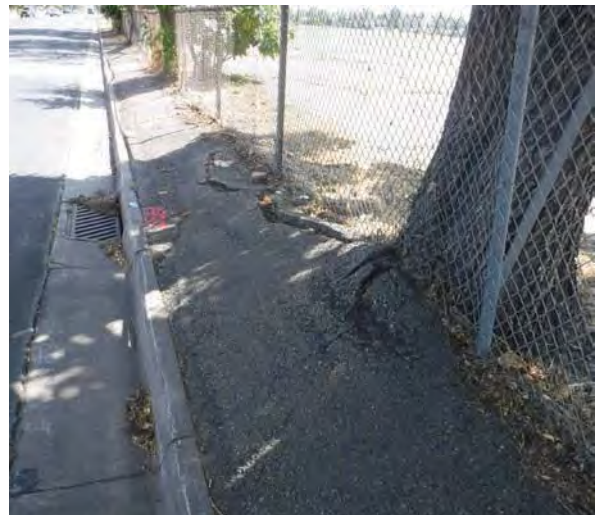
Deteriorated Stormwater Systems



Lack of Sidewalk



Lack of Sidewalk



G. Defective or Unusual Conditions of Title Rendering the Title Non-Marketable

This condition was assessed during the 2012 conditions survey using information from Commerce City regarding the issue of overly restrictive or defective property titles hampering redevelopment. Specifically, information related to financial liens, environmental liens, and value reduction. At that time no parcels within the Survey Area were identified as having provisions in their titles with the potential for causing a hindrance to redevelopment. There have been no changes in land ownership since that study was documented, thus the conditions regarding property titles have not changed since that time.

H. Existence of Conditions that Endanger Life or Property by Fire and Other Causes

The Survey Area is completely located within the South Adams County Fire Protection District, which provided information to the project team regarding recent fire loss and conformance to fire codes. No evidence of recent fire loss exists. However, there are several issues that could endanger life or property by fire and other causes. Due to the lack of dedicated access to the site, there is risk to property and life in the event of an emergency occurring at the site interior. All of the primary access to the site is blocked and poorly maintained for emergency access. Additionally, the lack of sidewalks and the physical barriers to pedestrian movement adjacent to E. 64th Avenue create a danger to the life of pedestrians.

Based on these observations, conditions that endanger life or property by fire and other causes have been identified in the Study Area. Additional photographs are found in Appendix B of this report.

Site Inaccessibility



Physical Barrier to Pedestrian Movement



I. Buildings that are Unsafe or Unhealthy for Persons to Live or Work In

Buildings that are Unsafe or Unhealthy for Persons to Live or Work In results in similar finding to those found under the previous category, Unsanitary or Unsafe Conditions, but focuses on specific safety related issues in the built environment. Since the previous survey, all of the buildings in the survey area that had previously been determined to be contributing to this criteria, were demolished and their debris removed from the site. Because there are no longer any remaining buildings in the study area, this criteria is not applicable to the current survey.

J. Environmental Contamination of Buildings or Property

As stated in the 2012 Current Conditions Survey, there are no specific statutory requirements for this factor in the state's Urban Renewal Law. However, the factor is generally considered present where there is documented evidence of the existence of hazardous contaminants in the soils, water, or structures of an area. A Phase 1 Environmental Impact Assessment (EIS) was performed in April 2011 by Kleinfelder West, Inc. This EIS reviewed the federal, state, and local regulatory agency lists for references to this Survey Area and listings within the appropriate minimum distance from the Survey Area.

Since the 2012 Current Conditions Survey, asbestos contamination was found to be present during building demolition. Asbestos remediation on the site was conducted through a voluntary action with oversight from appropriate state agencies. In ~~conclusion~~conclusion, there are no known instances of environmental contamination at a level that warrant a finding of blight.

K.5. High Levels of Municipal Services or Substantial Physical Underutilization or Vacancy of Sites, Buildings, or Other Improvements

The vacancy of the property is causing a complete blight condition of the physical underutilization of the site. Live greyhound racing, which had been the primary use of the entire Survey Area, came to an end in June of 2008 and off-track betting closed shortly thereafter. On August 2, 2011, the Commerce City Urban Renewal Authority purchased the Survey Area, and shortly afterwards, ceased operations with all of the remaining minor tenants and demolished the buildings on the site. As a result, the lack of any users on any part of the site results in a complete underutilization of the site giving the Survey Area a positive finding related to this blight factor. Additional photographs are found in Appendix B of this report.

Site Vacancy/Underutilization



Site Vacancy/Underutilization



Section 6: Survey Summary and Recommendation

Within the Survey Area, 8 of the 11 blight factors were identified. The blight factors identified include:

- A. Slum, deteriorated, or deteriorating structures;
- B. Predominance of defective or inadequate street layout;
- C. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- D. Unsanitary or unsafe conditions;
- E. Deteriorating of site or other improvements;
- F. Unusual topography or inadequate public improvements or utilities;
- H. The existence of conditions that endanger life or property by fire or other causes; and
- K.5. Substantial physical underutilization or vacancy of sites, buildings, or other improvements.

As discussed in Section 2, in order for an area to be declared blighted, a certain number of the 11 Blight Factors must be found within the Survey Area. Because none of the property owners or tenants object to being included within an urban renewal area, the required minimum is only 1 of the 11 factors. In the event, however, that eminent domain is to be used to acquire property within the survey area, the required minimum is 5 of the 11 factors. Since 8 Blight Factors were identified within the Survey Area, a sufficient number of Blight Factors exist in either scenario.

Conclusion:

It is the recommendation of this Current Conditions Survey to report to the City Council of Commerce City that the Survey Area, in its present condition, contains sufficient number of blight factors as required by the Colorado Urban Renewal Law for the Survey Area to be declared “blighted.” Whether or not the documented blight “substantially impairs or arrests the sound growth of the municipality, retard the provision of housing accommodations, or constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare” is a determination that must be made solely by the City Council of Commerce City.

**Appendix A:
Observed Conditions of Blight**

General Topic	Condition	Observed
A. Slum, Deteriorated, or Deteriorating Structures.	Dilapidated and/or Deteriorated Fencing	X
	Dilapidated and/or Deteriorated Accessory Structures	X
B. Predominance of Defective or Inadequate Street Layout.	Poor Provisions or Unsafe Conditions for the Flow of Vehicular Traffic	X
	Poor Provisions or Unsafe Conditions for the Flow of Pedestrian Traffic	X
	Poor Vehicle Access	X
	Poor Internal Circulation	X
	Poor Parking Layout	X
	Poor Connection to Existing Streets	X
	Right-of-Way that is Inaccessible	X
C. Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness.	Poor Configuration Resulting in Stagnant, Misused, or Unused Land	X
	Poor or Nonexistent Access	X
	Inadequate Lot Size to Accommodate Regional Storm Drainage Needs	X

General Topic	Condition	Observed
D. Unsanitary or Unsafe Conditions.	Poorly Lit or Unlit Areas	X
	Cracked or Uneven Pedestrian Surfaces	X
	Open Ditches, Holes, or Trenches	X
	Illegal Dumping, Litter, or Trash	X
	Unsafe or Exposed Electrical Wire	X
	Evidence of Vagrants, Vandalism, Graffiti, or Gang Activity	X
	Evidence of Rodents and/or Vermin	X
E. Deterioration of Site or Other Improvements.	Deterioration of Signage or Lighting	X
	Deterioration of Electrical Poles	X
	Deteriorated Parking Surfaces	X
	Deteriorated Curbs/Sidewalks	X
	Neglected and Dead Landscaping	X
F. Unusual Topography or Inadequate Public Improvements.	Steep and/or Dangerous Topography	X
	Inadequate or No Sidewalks	X
	Deteriorated Stormwater Improvements	X
G. Defective or Unusual Conditions of Title Rendering the Title Non-Marketable.	Disputed or Defective Title	
	Multiplicity of Ownership Making Assemblages of Land Difficult	
H. Conditions that Endanger Life or Property by Fire or Other Causes.	Blocked or Poorly Maintained Fire and/or Emergency Access	X
	Physical Barriers to Pedestrian Movement Resulting in Conflicts with Vehicles	X
I. Unsafe or Unhealthy Buildings for Persons to Live or Work In.	Buildings that are Non-Compliant with Building Codes	
	Unsafe or Deteriorating Buildings	

General Topic	Condition	Observed
J. Environmental Contamination of Buildings or Property.	Presence of Hazardous or Toxic Substances the Exceed Maximum Standards	
K.5. High Levels of Municipal Services or Substantial Physical Underutilization or Vacancy of Sites, Buildings, or Other Improvements.	Undeveloped Parcels in Urban Areas	X
	Disproportionately Small Land Areas Developed Related to Site Size	X

**Appendix B:
Additional Photographs**

A. Slum, Deteriorated or Deteriorating Structures

Dilapidated/Deteriorated Fencing



Dilapidated/Deteriorated Accessory Structure



Dilapidated/Deteriorated Fencing



Dilapidated/Deteriorated Fencing



Dilapidated/Deteriorated Fencing



Dilapidated/Deteriorated Fencing



Dilapidated/Deteriorated Fencing



Dilapidated/Deteriorated Fencing



Dilapidated/Deteriorated Fencing



Deteriorated Accessory Structure



D. Unsanitary or Unsafe Conditions

Unsafe/Exposed Electrical Wire



Unsafe/Exposed Electrical Wire



Unsafe/Exposed Electrical Wire



Unsafe/Exposed Electrical Wire



Illegal Dumping, Litter, or Trash



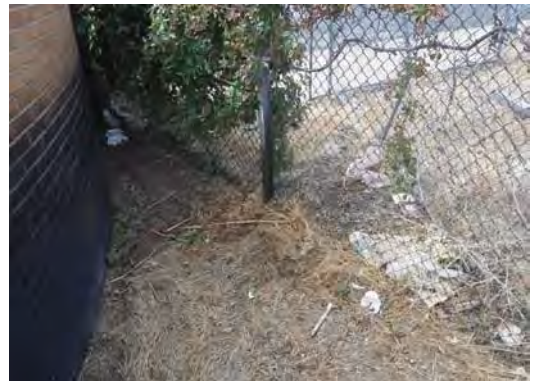
Illegal Dumping, Litter, or Trash



Illegal Dumping, Litter, or Trash



Illegal Dumping, Litter, or Trash



Illegal Dumping, Litter, or Trash



Site Vacancy/Underutilization



Site Vacancy/Underutilization



Unsafe/Exposed Electrical Wire



Unsafe/Exposed Electrical Wire



Unsafe/Exposed Electrical Wire



Unsafe/Exposed Electrical Wire



Unsafe/Exposed Electrical Wire



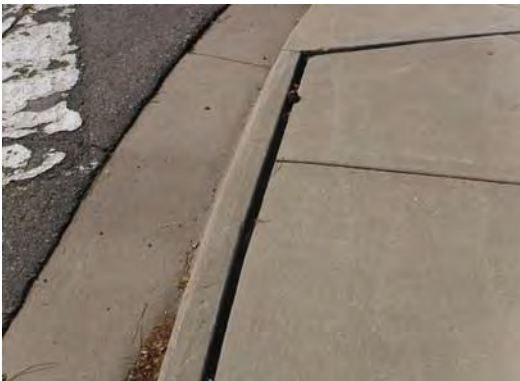
Vandalism, Graffiti, or Gang Activity



Vandalism, Graffiti, or Gang Activity



Cracked/Uneven Pedestrian Surfaces



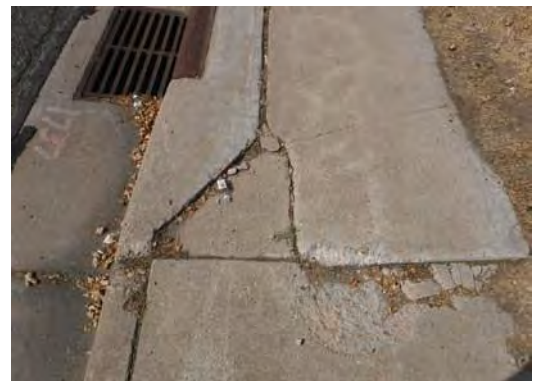
Cracked/Uneven Pedestrian Surfaces



Cracked/Uneven Pedestrian Surfaces



Cracked/Uneven Pedestrian Surfaces



Cracked/Uneven Pedestrian Surfaces



Vandalism, Graffiti, or Gang Activity



Vandalism, Graffiti, or Gang Activity



Vandalism, Graffiti, or Gang Activity



E. Deterioration of Site or Other Improvements

Deteriorated Curb/Sidewalk



Deteriorated Curb/Sidewalk



Deteriorated Electrical Pole



Deteriorated Electrical Pole



Deteriorated Electrical Pole



Neglected/Dead Landscaping



Neglected/Dead Landscaping



Neglected/Dead Landscaping



Neglected/Dead Landscaping



Deteriorated Curb/Sidewalk



Deteriorated Curb/Sidewalk



Deteriorated Curb/Sidewalk



Deteriorated Curb/Sidewalk



Deteriorated Curb/Sidewalk



Deteriorated Curb/Sidewalk



Neglected/Dead Landscaping



Neglected/Dead Landscaping



Neglected/Dead Landscaping



F. Unusual Topography or Inadequate Public Improvements

Deteriorated Stormwater Improvements



Deteriorated Stormwater Improvements



Deteriorated Stormwater Improvements



Deteriorated Stormwater Improvements



Deteriorated Stormwater Improvements



Inadequate/No Sidewalks



Inadequate/No Sidewalks

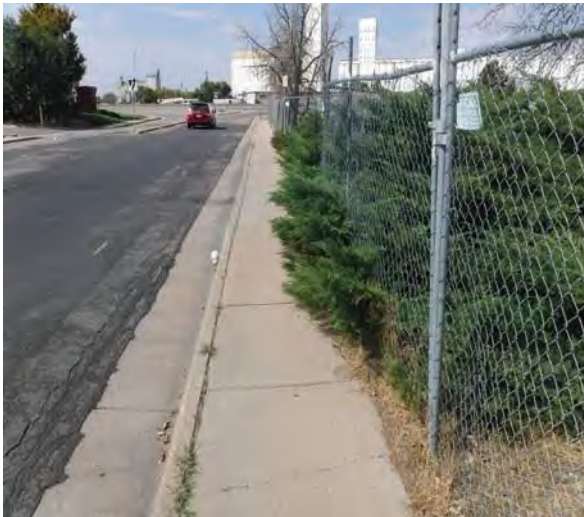


Inadequate/No Sidewalks



H. Existence of Conditions that Endanger Life or Property by Fire and Other Causes

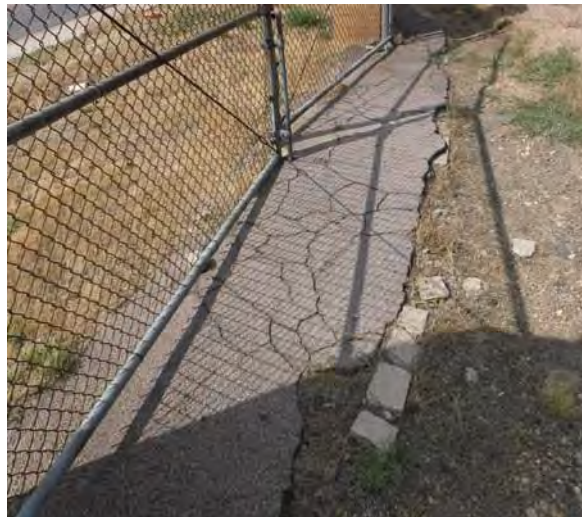
Pedestrian Barrier Resulting in Vehicle Conflict



Pedestrian Barrier Resulting in Vehicle Conflict



Blocked/Poorly Maintained Emergency Access



K.5. High Levels of Municipal Services or Substantial Physical Underutilization or Vacancy of Sites, Buildings, or Other Improvements

Site Vacancy/Underutilization



Site Vacancy/Underutilization



