

# Western Sugar TIF District



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**Weld County, Colorado**

Created: June 6th 2008

By: Planning GIS

## Legend



TIF District

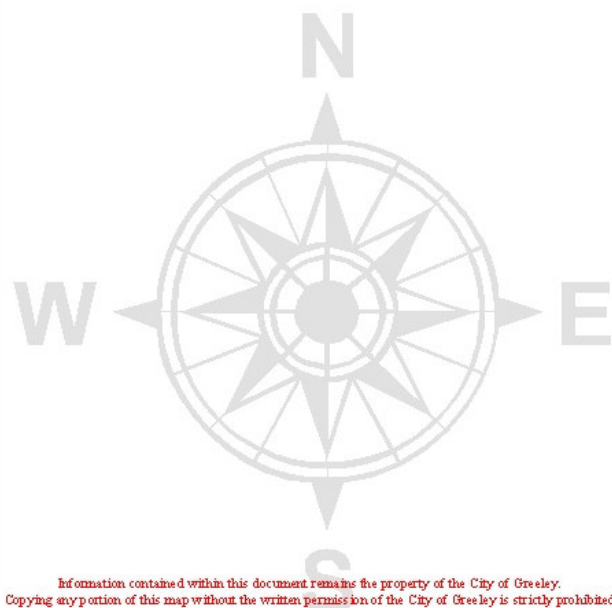


Greeley

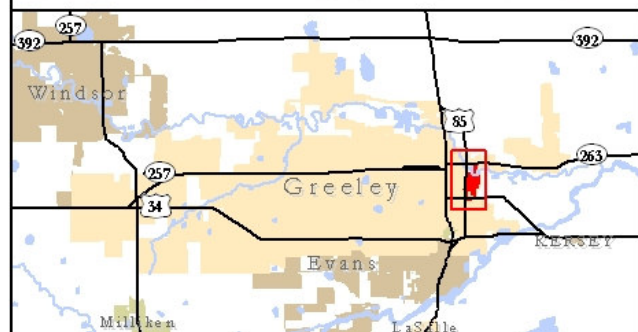


Parcels

Aerial photography taken Summer of 2005.



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0 750 1,500 3,000  
Feet

# Western Sugar TIF District



**Weld County, Colorado**

Created: June 6th 2008

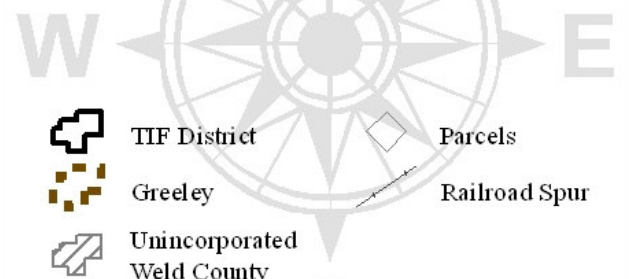
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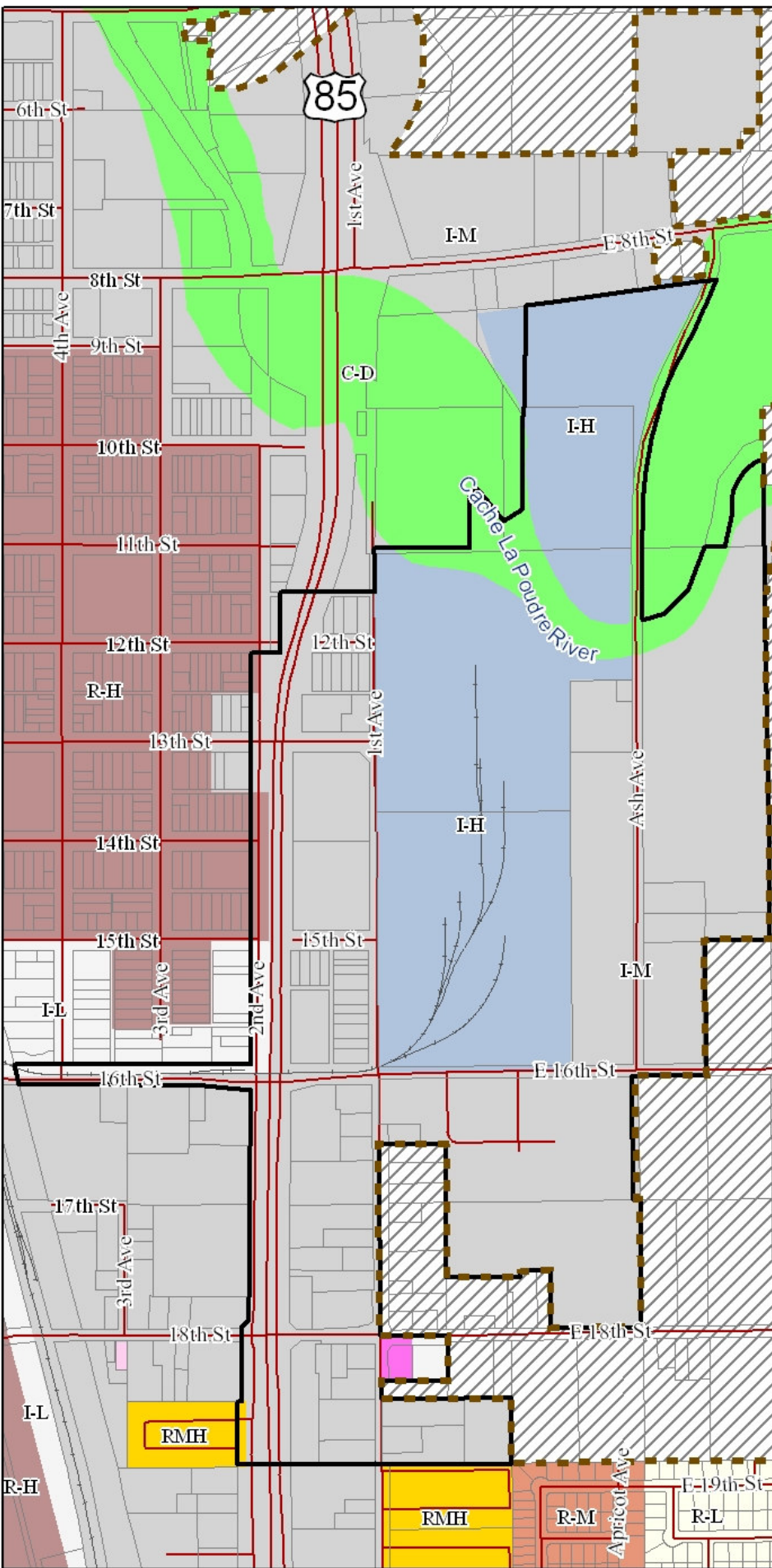
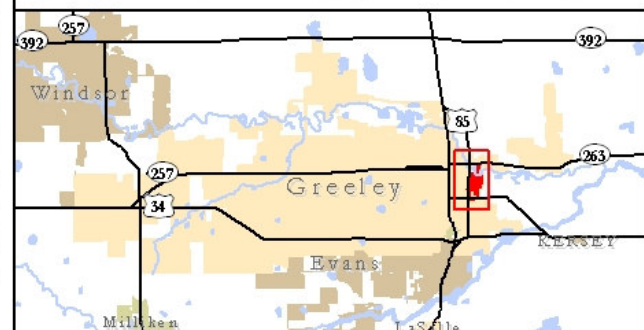
## Legend

### Zoning

- C-D Conservation District
- C-H Commercial High Intensity
- C-L Commercial Low Intensity
- H-A Holding Agriculture
- I-H Industrial High Intensity
- I-L Industrial Low Intensity
- I-M Industrial Medium Intensity
- PUD Planned Unit Development
- R-E Residential Estate
- R-H Residential High Density
- R-L Residential Low Density
- R-M Residential Medium Density
- RMH Residential Mobile Home



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# Conditions Survey Greeley Western Sugar Factory Area

Greeley, Colorado  
November, 2007

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# Conditions Survey

## Great Western Sugar Factory Area

November, 2007

### *Executive Summary*

To find and declare an area as “blighted” generally connotes only negative images of a portion of the community. However, as described in Colorado State Statutes, the blight designation provides the analysis to quantify the exact conditions which compromise the health and well being of an area in measurable terms, and also sets forth the obligation to derive a strategy for its revitalization.

This study focuses on a predominately industrial portion of the original Union Colony platted industrial area and concludes that this area carries a deeper level of physical, infrastructure and social distress than its surrounding neighborhoods. The analysis concludes that the conditions of the area warrant its formal designation as blighted in accordance with state statutory standards. In companionship with this study, a separate urban renewal plan for the Great Western Sugar Factory is proposed, which offers a range of redevelopment and urban design plans to capitalize on the strengths of the area and reverse its current trend of decline.

The blight designation and action to approve the companion development plan for this area offers the direction and mechanisms needed to help reverse the current conditions of distress and provide important services to enrich the area, complement the existing redevelopment strategy and improve the entire community.

## SECTION I:

# **STUDY OVERVIEW**

## PURPOSE AND INTRODUCTION

Neighborhood revitalization has long been a stated goal of the City of Greeley. Establishing the Greeley Urban Renewal Authority in 1969, the City of Greeley embarked on a deliberate course to provide a variety of support in striving to maintain and improve its older neighborhoods. The first urban renewal area encompassed the original portion of the community, roughly correlated to the area established as the “Union Colony” in 1869.

As part of its neighborhood support program, the Urban Renewal Authority studies the conditions of various neighborhoods, surveys the needs of area residents and adopts plans geared toward meeting the objective of maintaining strong neighborhood assets. The plans also strive to improve conditions where limitations to public health, safety and welfare warranted action.

The purpose of this study was to analyze conditions in a northeast Greeley area generally located south of the Greeley Waste Water Treatment Plant on 8<sup>th</sup> Street to 19<sup>th</sup> Street and from US Highway 85 on the west to the city limits by Ash Avenue (see Map 1 ~ *Great Western Sugar Factory Blight Study Boundary*). The Great Western Sugar Factory Study Area (“Study Area”) is being examined in order to determine whether factors contributing to blight are present and whether the portion of the Study Area that is not currently in the Greeley Urban Renewal Area is, therefore, eligible for inclusion under the provisions of Colorado State Statutes. Establishment of an urban renewal area would allow the City of Greeley, through its urban renewal authority, to use designated powers to assist in the redevelopment of properties and improvements within its boundaries.

The following report, the *Greeley Western Sugar Factory Area Conditions Survey (Conditions Survey)*, was completed in October 2007. This study represents a step towards achieving goals set out in the *Greeley 2020 Comprehensive Plan*. Important components of future redevelopment in the area will include identification of programs to effectively leverage public investment, and funding mechanisms to complete the necessary infrastructure improvements.

## DEFINITION OF BLIGHT

Redevelopment and investment within the Study Area may be accomplished through the implementation of an urban renewal process. The first step in this process is to determine if the area qualifies as a “blighted area” eligible for urban renewal. The determination that an area is blighted is a cumulative conclusion attributable to the presence of several physical, environmental, and social factors. Blight is attributable to many conditions which, in combination, tend to accelerate the deterioration of an area. For purposes of the study, the definition of a blighted area is defined in the Urban Renewal Law of the Colorado Revised Statutes, 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) 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 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, dilapidations, 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;*
- (l) If there is no objection of such property owner or owners and the tenant or tenants of such owner or owners, if an, 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 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. For purposes of this paragraph (1), 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.*

Source: Colorado Revised Statute 31-25-103(2).

Since this definition is a general overview pertaining to all sites, it is important to clarify its intention as it applies to the Study Area. According to state law, it is unnecessary for every condition of blight to be present in an area in order for it to be eligible as an urban renewal area. Rather, an area can be qualified as blighted when as few as four or more conditions are present (or five conditions, in cases requiring the use of eminent domain). The conditions need not be present in each parcel, but must be found in the Study Area as a whole.

With this understanding, the *Conditions Survey* presents an overview of factors within the Study Area and a review of physical conditions sufficient to make a determination of blight. The “Summary of Findings” provides conclusions regarding the analysis and presence of blight in key areas and finding of blight in the entire study area. A separate but companion *Urban Renewal & Design Plan for the*

*Great Western Sugar Factory Area* presents strategies to address the issues raised in the *Conditions Survey*.

## SIGNIFIANCE OF BLIGHT DESIGNATION

As shown above, the legal term “blight” describes a wide array of urban problems, which can range from physical deterioration of buildings and the environment, to health and social problems in an area. By initiating the process of designating an area for urban renewal, a City sends the message that it supports area revitalization. Through the planning process, market opportunities are identified and the private sector is engaged in understanding these opportunities and the tools available to assist with project implementation. Property owners and businesses benefit from both the public and private commitments and investment through association and proximity.

It is technically possible to spur redevelopment by acquiring property within blighted areas through the exercise of eminent domain. However, this has been a rarely used tool for property acquisition in Greeley. The use of condemnation by government is limited to instances deemed necessary for the “public use” and only as a last resort. If property is condemned however, Colorado State Statutes specifically describe the method by which property owners are compensated under such an action. Generally, compensation is provided for real property, business moving and relocation expenses.

Location in a designated urban renewal area does not place any additional restrictions on development rights, but does offers additional flexibility and revenue sources with which to improve the area. The same municipal regulations (e.g. zoning, and design guidelines), which applied prior to the urban renewal designation, apply after the designation is in place. The designation makes available additional tools (incentives) to assist with implementation projects that are consistent with the urban renewal plan.

## STUDY METHODOLOGY

The *Conditions Survey* includes a detailed analysis of site, building and infrastructure deterioration as well as dangers from environmental contamination, crime, flood and fire. The Study Area was analyzed on a parcel-by-parcel basis to produce maps showing qualifying blight conditions present as set out in the state statute.

City of Greeley staff and interns conducted field investigations in August and September of 2007 to document physical conditions within the categories of blight. Geographic Information Systems (GIS) data were obtained from the City of Greeley, Weld County, and the Federal Emergency Management Agency, and analyzed by Greeley staff. Additional supplemental and updated information was obtained through meetings and interviews with City staff, as well as other experts on local and regional market conditions.

The Study involves the following elements:

- A. Review of the base GIS data collected as part of the study;
- B. Field verification of property and building conditions to update available survey information within the Study boundary;

- C. Analysis of infrastructure need in the subject area relative to its current function and adaptability to future land uses;
- D. Analysis of public safety data and comparison to a similar industrial area to ascertain any levels of distress unique to the subject area.

Two open houses were conducted to provide information for area owners, tenants and the general public relative to the project. The first open house was conducted on August 15, 2007 with eleven people in attendance. The purpose of the meeting was to provide notice of the study process, give a general overview of the study, and provide contact information for interested parties. The second open house was held November 14, 2007 and draft findings were shared in an open house style format, with invitations were mailed or hand delivered to each property owner and/or tenant in the study area. A total of eight people attended the second open-house session.

## REPORT FORMAT

The *Conditions Survey* is presented in four sections and an Appendix. Section I presents an overview of the project, a definition of “blight,” and the study methodology. Section II presents a description of the Study Area and an overview of existing conditions. Section III defines the primary categories of blight and documents conditions which are present within each category. Section IV summarizes the findings from the research.

The Appendix includes maps of parcels exhibiting conditions contributing to blight, as well as a parcel-by-parcel composite of qualifying conditions found during the field survey, and photos of documented conditions.

## SECTION II:

# **AREA OVERVIEW AND DESCRIPTION**

## STUDY AREA DESCRIPTION

As described above, the conditions survey reported here covers properties located generally south of 8<sup>th</sup> Street, north of 19<sup>th</sup> Street, between US Highway. 85 on the west and Ash Street on the east. Exact Study Area boundaries are depicted on the maps in the Appendix to this document (see Map 1 ~ *Great Western Sugar Factory Blight Study Boundary and Zoning*).

The Study Area encompasses approximately 220.5 acres, of which approximately 200 acres are contained in 70 legal parcels (not including rights-of-way). In addition, adjacent properties currently outside the city limits of Greeley were also evaluated due to their relationship and similarity to the study area. In the event these properties are annexed to Greeley, they could be considered more readily for inclusion in the GURA boundaries.

## STUDY AREA CONTEXT

The Great Western Sugar Factory was built in 1902 and stopped production in 2003. The factory and supporting properties are the dominant use in the area. The Study Area contains a mix of newer construction along with improvements dating from the 1940's through the 1970's. Northeast Greeley has historically been an industrial area. Although the heavy industry taking place at the sugar factory locations has been abandoned, the area is still dominated primarily by light industrial uses, with auto-related storage, repair and sales businesses dominating along 1<sup>st</sup> Avenue.

The majority of single-family residences in the northwest portion of the Study Area were built from 1900-1920 as private housing for workers at the Factory. The remaining residential structures were mostly built in the 1950's. Until the adoption of the 1976 Greeley Zoning Code, residential uses were allowed in industrial areas with the thought that industrial uses allowed everything, and that it would be convenient for workers to live close to their work. With the changes in the 1976 code the residential uses have been legal non-conforming and may continue as long as the use is not discontinued for more than twelve consecutive months.

## EXISTING LAND USE AND ZONING DISTRICTS

Dominant land uses in the Study Area besides the Great Western Sugar site include auto and truck towing, repair and sales, animal hide tanning, single-family residential, and various light industrial uses. The heaviest industry is the Great Western site which no longer operates as a sugar beet factory. The site does however, continue to operate as a sugar beet transfer area for the local farmers and the Fort Morgan sugar factory. Additionally, a main building on the site is currently being used for contract warehousing. There is a small 10 lot single family subdivision on 12<sup>th</sup> Street west of 1st Avenue, and scattered single family residences among owner-operated industrial parcels (See Appendix F ~ *Table of Uses in Industrial Zones*). All of the residential uses in the Study Area are legal

non-conforming uses in an industrial zone. Open area for beet storage and truck maneuvering, vacant land, and railroad uses are predominate within the center of the study area.

Zoning throughout the study area is industrial (see Map 1 ~ *Great Western Sugar Factory Blight Study Boundary and Zoning*). The Great Western site is zoned Industrial High intensity (I-H) and the remainder is zoned Industrial Medium intensity (I-M) except for the Cache la Poudre River floodway which is zoned Conservation District (C-D). Attachment E identifies the full range of industrial uses in the I-M and I-H uses. Unfortunately, many of the lots cannot utilize this range of use because they are too small to meet current industrial site design standards, and many of the current buildings appear dated, outmoded or obsolete, making it difficult for those structures to compete with newer industrial parks. Parking areas are often unpaved with no controlled access and no room within which to accommodate landscaping required of newer developments. Proximity to the Cache la Poudre River floodway and the Greeley Weld County Airport present other development impact issues not typically experienced in other industrial tracts in the City.

The *City of Greeley 2020 Comprehensive Plan* (Comprehensive Plan) suggests that heavy industrial should be located where conflicts with other land uses are minimal and where there is good rail access or proximity to major arterial roads. The Comprehensive Plan further states that heavy industrial uses such as those involved in manufacturing or processing generally cannot be made compatible with residential uses.

## SECTION III

# **DETERMINATION OF STUDY AREA CONDITIONS**

Significant findings of the *Greeley Western Sugar Factory Area Conditions Survey* are presented in the following discussion. These findings are based on a review of documents and reports, interviews, field surveys, and analyses conducted from August through mid-November of 2007.

The primary field surveys occurred at various times throughout a two-week period in August and at different times of the day in order to observe a variety of conditions. Follow-up field checks were performed from September through mid-November. Properties and buildings, along with public improvements adjacent to the properties, were evaluated and deficiencies noted. The principal categories reported here reflect the standards as called out in relevant Colorado statutes and include: building conditions, site conditions, unusual topography or inadequate public improvements, endangerment from fire or other causes, unsafe or unhealthy work/live conditions, environmental contamination, and high municipal requirements or site underutilization.

## **BUILDING CONDITIONS**

### **Factor (a): Presence of Slum, Deteriorated and Deteriorating Structures:**

The condition of deteriorating or deteriorated structures was primarily established through field survey work and observation of exterior physical conditions. No interior inspections were conducted. Building deterioration rating criteria considered included the following: primary structure (roof, walls, foundation); secondary structure (fascia/soffits, gutters/ downspouts, exterior finishes, windows and doors, stairways/fire escapes); and, exterior structure (mechanical equipment, loading areas, fences/walls/gates, other structures).

Although structural deterioration is most pronounced and obvious at the old sugar factory site, examples of this condition can be found within properties throughout the study area. The most common examples of structural deterioration found in the Study Area involve poorly maintained exterior finishes, fascia and roof deterioration, particularly at the Sugar Factory site and with the single-family residential structures. Many properties were observed to have outbuildings in disrepair (see Appendix C ~ *Summary Table of Area Conditions*). Some older properties were also found to have window, roof, and wall deterioration. Other Study Area structural problems, though less common, include deterioration of gutters, fences, mechanical equipment and loading areas.

The common interpretation of the use of term “deteriorated, or deteriorating structures” in similar studies is broad and not only encompasses dilapidated structures, but also those in the process of deterioration or the existence of outmoded structures. This broadened concept of what constitutes blight intends to include earlier stages of blight, not just the total deterioration itself. As mentioned above, this broadened concept of blight also includes outmoded or obsolete structures. Because new industrial building design standards were adopted in Greeley in 2003 most of the buildings in the study area could not be built (or rebuilt if destroyed) today. Outmoded and obsolete structures in this study

are identified as *legal non-conforming* structures defined in the current Greeley Development Code (Code):

*Any building, structure, or use that does not conform to the regulations of this Code, but which was lawfully constructed, established and/or occupied under the regulations in force at the time of construction or initial operation.*

Section 18.58.050 of the Code identifies the standards for establishing non-conforming uses and structures. Outmoded or non-conforming structures are allowed to continue as long as:

- The non-conforming structure is not enlarged, moved, or altered in a way that increases its non-conformity and that if the structure were destroyed by more than 50% of its area or value, it could not be rebuilt as it currently exists.
- If a non-conforming building or structure or portion of a non-conforming building or structure is destroyed by more than 50% of its replacement value, it cannot be constructed except in conformity with the Code.
- While non-conforming single-family homes may be rebuilt, conventional financing is not available since the residential use is non-conforming in a residential zone. Further, construction must be commenced within 9 months of the destruction and completed within 18 months of the calamity or the right of reconstruction is lost.

As shown on Map 2 ~ *Blight Factor (a) – Slum, Deteriorated or Deteriorating Structures (Outmoded, Stressed)*, approximately 76 % of all structures in the study area are designated as at least outmoded or obsolete. The reason for this designation is typically because of the building design and materials used. An example of an outmoded building would be a structure with more than 20% metal, with a long roof and walls with no articulation. As a result the corrugated tin buildings with a single face parapet could not be reconstructed as they currently exist if the structure was destroyed or damaged by more than 50% of its value. As previously mentioned, most of the obsolete commercial structures were built in the 1950s to 1970s when the City had very limited structure design guidelines. As a result of the utilitarian design and building material usage they would not meet the current Greeley Development Code standards.

The Appendix section of this report includes a map of parcels exhibiting this condition, and a parcel-by-parcel synthesis of qualifying conditions found during the field survey. In addition, photographs of representative examples of deteriorating and outmoded structures found in the study have been provided in the appendix.

**CONCLUSION:** While several of the Great Western Sugar structures are identified as deteriorated, approximately 81.4% of all primary structures in the study area display some characteristics of physical deterioration or are designated as outmoded or obsolete thus meeting Blight Factor (a).

## SITE CONDITIONS

The evaluation of site conditions is divided into four categories according to the definition of blight: 1) defective or inadequate street layout; 2) faulty lot layout; 3) unsafe or unsanitary conditions; and 4) deterioration of site or other improvements. Representative conditions among each category of site deterioration are described as follows:

### **Factor (b): Faulty Street Layout:**

Conditions typically associated with faulty street layout include poor vehicular access and/or internal circulation; substandard driveway definition and parking layout (e.g. lack of curb cuts, awkward entrance and exit points); offset or irregular intersections; substandard or nonexistent pedestrian circulation. Street layout is considered faulty in cases where a parking lot is not separated from the street, not defined by curb cuts, or poses awkward entry and exit to the street.

The small size of many lots between US Highway 85 and 1st Avenue at the east side of the Study Area contribute to unusually tight vehicular entrance, vehicle maneuverability within the lot, and vehicle egress. Most streets are paved but in poor quality condition. Typically when parcels do not have public vehicular connections they are considered to be lacking in sufficient access according to Condition (b). However, while there are interior properties that do not have access to public streets, because they are held in common ownership with properties to public access, they will not be considered as faulty street layout.

US Highway 85, because of its limited access, disrupts the east/west portion of the street grid structure which also impedes access to some parcels in that vicinity. Appendix C ~ *Summary Table of Area Conditions – Faulty Street Layout* provides a parcel-by-parcel synthesis of qualifying conditions found during the field survey and Map 3 ~ *Faulty Street Layout* identifies the location of the parcels exhibiting this condition. In addition, a number of significant transportation operations and safety issues that are of particular interest to this blight study factor were identified, including:

- High number of closely spaced driveways
- Safety concerns due to US Highway 85 speeds, and access control
- Lack of safe pedestrian and designated bicycle access and travel
- Lack of corridor aesthetics such as landscaping, streetscape, building and site design improvements in the public right-of-way and pedestrian access
- Railroad/US Highway 85 conflict

The Great Western factory spur which crosses US Highway 85 at 16<sup>th</sup> Street could present a significant traffic hazard, particularly with a long unit train which can block traffic on US Highway 85 for 20 minutes or more. This would not only present a major traffic obstruction, but also force emergency service providers to take an alternate route. In addition, the unused railroad along 16<sup>th</sup> Street presents a vehicle and pedestrian hazard as it runs parallel to the street and displaces the sidewalk (see Map 3 ~ *Blight Factor (b) - Faulty Street Layout*).

The current land use, transportation, and access conditions in the Great Western Study Area were inventoried by staff to establish a baseline for traffic operations and safety assessments. The *US 85 Access Control Plan, I-76 to WCR 80* prepared for the Colorado Department of Transportation in December, 1999 provides analysis for 13<sup>th</sup>, 16<sup>th</sup> and 18<sup>th</sup> Street access onto US Highway 85. In addition Greeley transportation planning staff reviewed access along 1<sup>st</sup> Avenue and found deficiencies as noted in Appendix C ~ *Summary Table of Area Conditions – Faulty Street Layout* and summarized in the table below:

Table 1 ~ *Great Western Access Control Recommendations*

Actions	#
Reconstruct Access Points/Driveways	38
New Sections of Curb & Gutter	136
Close Existing Access Points	2

**CONCLUSION:** As described above, there are several conditions used to determine whether a study area is blighted based on faulty street layout which 74.3% of the parcels display. The *US 85 Access Control Plan*, and numerous on-site investigations and field surveys by staff have concluded that problems of poor condition of many of the side streets, poor provisions or unsafe conditions for the flow of traffic including awkward entrance and exit points, offset or irregular intersections, substandard or nonexistent pedestrian and bicycle circulation, obsolete and impractical street layout and property access is present throughout the entire Great Western Study area. The most pervasive street conditions found in the study area were related to substandard vehicular, bicycle and pedestrian access and a history of traffic accidents at 13<sup>th</sup> Street that is higher than the state average. Those parcels that have been identified as having a street design defect have been shown in red in Map 3 ~ *Blight Factor (b) - Inadequate Street Layout*, and therefore, it is found that this criterion has been met.

#### **Factor (c): Faulty Lot Layout in relation to size, adequacy, accessibility, or usefulness**

This factor includes such conditions as faulty lot shape, layout as well as inadequate size, street widths; dead ends; poor conditions of existing streets; obsolete and impractical street layout; traffic congestion; poor provisions or unsafe conditions for the flow of traffic; or inadequate facilities for traffic flow or movement through the area as well as pedestrian and bicycle safety. Lot layout is deemed to be faulty if the configuration relative to the street is contrary to code standards and good planning practices for development. Lot shape is considered faulty if the shape is unusual to an extent that it deters or constraints development options

*Size and Shape* – Long and narrow lots are primarily a problem on the west side of 1<sup>st</sup> Avenue between 15<sup>th</sup> and 18<sup>th</sup> Street. These were often single-family residential lots that have been converted to a business use. As previously noted, most of the study area was developed between 1900 to 1970. The prevailing philosophy of the time was to maximize vehicular access to 1<sup>st</sup> Avenue, so there is typically no curb to control vehicular access or defined parking area. Throughout the study area the public right-of-way is often use as part of the parking lot and for backing and turning rather than be wholly contained on the subject lot as is currently required. In addition, Greeley had very few

development standards at that time and when there was a conflict, variances were typically granted. This operational and design philosophy is very visible in the study area as compared to the typical development in the Weld County Business Park or the Greeley Industrial Center (see Map 4 ~ *Blight Factor (c) - Faulty Lot Layout*).

Parcels smaller than 0.75 acres (not assembled under a single ownership) are considered in this analysis to be of inadequate size because of significant constraints on the range of re-development options available to this lot size. Inadequately sized lots make up approximately 57% of the lots and are found throughout the Study Area, but are most prevalent in the northwest and central west area which lies west of 1st Avenue.

*Setbacks:* The Greeley Development Code identifies the base standard front setback for residential and industrial uses as 25'. The Code does not allow parking, structures (except signs) and driveways parallel to the street in the front setback. The rear setbacks set out by the Code call for industrially zoned development to meet Greeley Building Code requirements (which can be 0' with proper design) and to provide adequate landscaping buffer from adjacent uses. The buffering requirement can range from 0' to 45' with varying degrees of landscape buffering and screening. On-site investigations and field surveys, review of public records and discussions with City staff confirms that a range of these conditions and violations can be found throughout the Study Area.

There are two oil and gas wells each with a condenser and storage tank on the Great Western Factory site. Because each oil and gas well and accompanying facilities each require a 350-foot setback (equals approximately 6-7 acres each well) for safety purposes, it makes for a deficient and difficult site development element.

*Accessibility* – Poor access, a condition related to poor lot layout, is discussed in the subsection above under *Defective or Inadequate Street Layout*. Poor access is identified on 48 parcels representing almost 69% of the total parcels. Faulty lots can be found throughout the eastern portion of the study area as a result of layout, shape and access issues (see Appendix C *Blight Factor (c) – Faulty Lot Layout – Access*, which identifies the parcels in the study area that suffer from poor access and layout.

*Usefulness* – Five parcels have been identified with configurations that result in stagnant and unproductive conditions of the land by nonuse or underutilization due to faulty lot layout (see Appendix C *Blight Factor (c) – Faulty Lot Layout – Site Underutilization*).

The Appendix includes photographs of representative examples of faulty lot layout found in the Study Area, a map of parcels exhibiting this condition, and a parcel-by-parcel synthesis of qualifying conditions found during the field survey.

**CONCLUSION:** All but four of the lots in the study area have been determined to have some degree of non-conforming accessibility. Three significant properties have not been developed or put to beneficial use and the Great Western Sugar Factory has been predominately vacant for over four years. Based on the above factors, almost 90% of the lots in the study meet the Faulty Lot criteria (see Map 4 ~ *Blight Factor (c) - Faulty Lot Layout* and therefore it is found that this criterion has been met.

## Factor (d): Unsanitary or Unsafe Conditions

Elements of this factor may include the existence of a floodplain or flood prone area; inadequate storm drain systems; poor fire protection facilities; high or unusual crime statistics; above average incidence of public safety responses; inadequate utility systems or lack of water or sanitary sewer systems; or existence of contaminants or hazardous materials conditions. This factor may also include elements poorly lit or unlit areas, lack of sidewalks or cracked or uneven sidewalks, graffiti or other forms of vandalism or vagrant activity.

Poorly lit areas are prevalent off of Ash Avenue, and can be found throughout the Study Area particularly in parking lots behind older businesses. Trash, debris and weeds can also be found throughout the study area, but are most commonly present among older businesses, vacant lots and run down single-family lots.

Storm Water – A stormwater basin study has not been conducted for the study area. In addition, only four parcels have engineered on-site stormwater detention facilities. New construction in the City of Greeley is required to handle a 100-year storm event. For the remaining 65 parcels it is unknown how large a storm event they can handle, nor do the parcels have an engineered controlled release of stormwater. Therefore it is assumed the area does not meet the Greeley storm water management standards. This deficiency is identified in Appendix C *Blight Factor (d) – Unsanitary or Unsafe Conditions – Storm Water*.

Fire Facilities - Approximately 90% of the structures meet the industry standard of being within 300' of a fire hydrant. Approximately 5% of the structures are beyond 300' but within 400' of a fire hydrant and thus partially meet the industry standard since fire hoses can be laid fairly quickly at this distance. Approximately 5% of the structures in the study area are located beyond the 400' range and all of them are on the Great Western site. As a result, 3 hydrants would be needed to bring the Great Western site up to standards. (Appendix C ~ *Blight Factor (d) – Unsanitary or Unsafe Conditions - Fire.*)

Police – Emergency calls for service to the Greeley Police Department in 2005 (latest date for which data is available) were tabulated for the Great Western study area, and compared to a similarly sized industrial area less than two miles to the southwest. The results are presented in Appendix C *Blight Factor d – Unsanitary or Unsafe Conditions – Emergency Service Calls* and summarized below.

	Great Western Area	Greeley Commerce Center
Assault	17	1
Burglary	7	1
Robbery	1	0
Theft	41	5
Vandalism	<u>12</u>	<u>9</u>
Total	78	16

Street Lights – Public streetlights are typically placed every 250'. Poorly lit areas are prevalent off of Ash Avenue and East 16<sup>th</sup> and East 18<sup>th</sup> Street and can be found throughout the Study Area particularly in parking lots behind older businesses. To bring the study area up to the minimal standards eight new streetlights are needed. See Appendix C ~ *Blight Factor (d) – Street Lighting*

Floodplain hazards - Four properties throughout the study area are impacted by the 100-year Cache la Poudre River floodplain (also known as a one percent floodplain). This area is indicated by the Federal Emergency Management Agency as Area “A” in maps produced to show flood insurance risk. Because the Cache la Poudre River is channelized in this area due to its proximity to the Greeley Wastewater Treatment plant there is a reduced risk of flood (see Map 5 ~ *Blight Factor (d) – Unsanitary or Unsafe Conditions - Floodway*).

Railroad hazard – Rail access to the Great Western site presents a safety hazard in several ways. The spur to the Great Western site is in such disrepair that Union Pacific would like to remove it. Also, the Great Western factory spur crosses US Highway 85 at 13<sup>th</sup> Street and potentially presents a significant traffic hazard, particularly with a long unit train which could block traffic on US Highway 85 for 20 minutes or more thus forcing emergency service providers to take an alternate route. Finally, unused spur rail is present and intersects industrial parcels from US Highway 85 down 16<sup>th</sup> St. to 1<sup>st</sup> Ave. The rail presents vehicle and pedestrian hazards as it runs parallel to the street and displaces the sidewalk (see Map 5 ~ *Blight Factor (d) – Unsanitary or Unsafe Conditions – Railroad Hazard*).

Trash & Weeds - Problems with trash, debris and weeds can be found throughout the study area, but are most commonly present among older businesses and vacant lots see Appendix C *Blight Factor (d) – Unsanitary or Unsafe Conditions – Trash and Weeds*

The Appendix includes photographs of representative examples of unsafe and unsanitary conditions found in the Study Area, a map of parcels exhibiting this condition, and a parcel-by-parcel synthesis of qualifying conditions found during the field survey.

**CONCLUSION:** High or unusual crime statistics with above average incidence of public safety responses affect all the parcels in the study area. The storm water deficiency impacts 90% study area parcels. In addition, there are deficiencies of fire hydrants and street lights, plus flood and rail hazards. Therefore it is found that Factor d as shown on Map 5 ~ *Blight Factor (d) Unsanitary or Unsafe Conditions*, impacts the entire study area.

### **Factor (e): Substandard Improvements:**

Site improvements typically considered to be substandard or undesirable include: the presence of neglected properties, and unscreened trash or mechanical storage areas; deterioration of parking surfaces; lack of landscaping; and, other general site maintenance problems.

Landscaping – Landscaping is either totally missing on 39 lots representing approximately 56% of the total lots or approximately 85% of the total study area. See Appendix C *Blight Factor (e) – Substandard Improvements – Landscaping*.

Trash & Weeds - Problems with trash, debris and weeds can be found on 20 parcels representing approximately 70% of the total land and spread throughout the study area, but are most commonly present among older businesses and vacant lots see Appendix C *Blight Factor(e) – Substandard Improvements – Trash and Weeds* .

Storm Water - A stormwater basin study has not been conducted for the study area. In addition, only four parcels have engineered on-site stormwater detention facilities. New construction in the City of Greeley is required to handle a 100-year storm event. For the remaining 65 parcels it is unknown how large of a storm event they can handle, nor do the parcels have an engineered controlled release of stormwater. Therefore it is assumed the area does not meet the Greeley storm water management standards. This deficiency is identified in Appendix C *Blight Factor (e) – Substandard Improvements – Storm Water*.

The Appendix B includes photographs of representative examples of substandard conditions found in the Study Area, a map of parcels exhibiting this condition, and a parcel-by-parcel synthesis of qualifying conditions found during the field survey.

**CONCLUSION:** The lack of landscaping, the presence of trash and weeds and infrastructure deficiency impacts the entire study area. Therefore it is found that, it is found that Factor d as shown on Map 6 ~ *Blight Factor (d) Composite – Substandard Conditions*, has been met.

#### **Factor (f): Unusual Topography/Inadequate Public Improvements**

Some of the aspects of *Blight Factor (d) – Unsafe Conditions* noted above, also apply to this factor. Inadequate public improvements or utilities can also include defective, inadequate or deteriorating curb, gutter and streets; above ground or insufficient power lines and infrastructure; and water, sewer or drainage problems.

Severe and Significant Slopes – Because the study area is predominantly flat, the primary instance of unusual topography is the lime tailings pile located at the northern most portion of the study area. This pile consists of over 10,000 cubic yards and has side slopes of approximately 45 degrees (see Appendix C *Blight Factor (f) – Unusual Topography/Inadequate Public Improvements –Severe Slopes*). Because of the relatively soft compaction of the lime pile, it is not suitable for any structure requiring a permanent foundation and would therefore have to be removed prior to development.

Inadequate Public Improvements or Utilities – A primary study area condition related to inadequate public improvements in this area involves street pavement deterioration and lack of paved parking at residences and many of the businesses. Additionally, almost all parcels are considered, for purposes of this analysis, to have outdated power and phone system provision because of the reliance on overhead utilities. This is considered to be an impediment to modern development and redevelopment in the current real estate market. The condition of the following public improvements or utilities have been mapped with a rating of good, fair, poor by City departments or through business industry standard for its type of infrastructure.

1) Streets - Generally the pavement condition of the area streets is not good. Because the unit of analysis in this Conditions Survey is the parcel (and because public streets within the Study Area are not individual parcels) the condition of faulty street layout is referenced in the maps and tables as occurring in the adjacent parcel or parcels, rather than on the streets themselves. As shown on Appendix C *Blight Factor (f) – Unusual Topography / Inadequate Public Improvements – Streets*, most of the streets are in poor condition. Of the street road segments in the study area, 10% partially meet the Greeley Public Works street standards, and 75% do not.

2) Sidewalks – There are a variety of pedestrian challenges in the Study Area including:

- A lack of sidewalks on 26 properties (over 1/3 of all properties), including the Great Western site
- No physical separation of space between auto driveways and backing/maneuvering space and the sidewalk; sometimes the walking area is included in the auto backing space
- Splashing water and piling snow from the street on the attached sidewalks in bad weather
- Pedestrian impediments such as power poles, fire hydrants, light poles and are located in the sidewalk or pathway

The sidewalk deficiencies are noted in Appendix C ~ *Blight Factor (f) 2 - Sidewalk Conditions*.

3) Water – Water service lines within the study area are all in good condition.

4) Sewer – The sewer lines only have minor deficiencies.

5) Stormwater Drainage Problems – A stormwater basin study has not been conducted for the study area. In addition, only four parcels have engineered on-site stormwater detention facilities. New construction in the City of Greeley is required to handle a 100-year storm event. For the remaining 65 parcels it is unknown how large of a storm event they can handle, nor do the parcels have an engineered controlled release of stormwater. Therefore it is assumed the area does not meet the Greeley storm water management standards. This deficiency is identified in Appendix C *Blight Factor (f) – Deteriorating Site / Substandard Improvements – Storm Water*.

6) Street Lights - Public streetlights are typically placed every 250'. Poorly lit areas are prevalent off of Ash Avenue and East 16<sup>th</sup> and East 18<sup>th</sup> Street and can be found throughout the Study Area particularly in parking lots behind older businesses. To bring the study area up to the minimal standards eight new streetlights are needed. See Appendix C *Blight Factor (f)) – Substandard Improvements*.

7) Above ground or insufficient Power Lines – Large overhead electrical transmission lines are located primarily along Ash Avenue (see Map 17 ~ *Blight Factor (f) – Inadequate Utilities*). In addition, all of the properties continue to be served by aboveground power and telephone lines.

8) Fire Facilities - Approximately 90% of the structures meet the industry standard of being within 300' of a fire hydrant. Approximately 5% of the structures are beyond 300' but within 400' of a fire hydrant and thus partially meet the industry standard since fire hoses can be laid fairly quickly at this distance. Approximately 5% of the structures in the study area are located beyond the 400' range and

all of them are on the Great Western site. In addition, the oil and gas well, condenser and storage tanks are outside of the 400' range. As a result, 3 hydrants would be needed to bring the Great Western site up to standards. See Appendix C *Blight Factor (f) – Substandard Improvements – Fire Facilities*.

The Appendix includes photographs of representative examples of Study Area parcels exhibiting inadequate public improvements, a map of parcels exhibiting this condition, and a parcel-by-parcel synthesis of qualifying conditions found during the field survey.

**CONCLUSION:** Of the seven infrastructure elements considered, six significantly impact the consideration of blight and those factors are presented on the Map 7 ~ *Blight Factor (f) Composite – Inadequate Public Facilities*. Instances of inadequate public improvements include deficiencies of street condition, lack of sidewalks and wheelchair ramps, and street light deficiencies and the presence of overhead utilities. Lack of curb and gutter or its deterioration was found in over half the sites representing over 60% of the area. The water and sewer deficiencies in the study area have been noted but are not considered significant. In total, it is found that this blight criterion has substantially been met.

**Factor (g): Defective or unusual conditions of title rendering the title unmarketable.**

This factor addresses the multiplicity of ownership which makes assemblage of land or accumulation of a single, large tract of land very difficult; and title problems such as the interruption of the chain of ownership or tracing of the ownership of the property.

Research was not done on the condition of title for any of the parcels. The primary example of title issues is the existence of small lots under 0.75 acre creating a diversity and multiplicity of ownership issues making assemblage of land for usable sized tracts difficult. For example, it would take approximately 10-15 of typically sized residential lots to provide one parcel of sufficient size for a new industrial use.

**CONCLUSION:** The issue of multiplicity of ownership applies to the approximately 40 small lots which accounts for almost 60 percent of the parcels spread throughout the study area, therefore this criterion has been satisfied.

**Factor (h): The existence of conditions that endanger life or property by fire or other causes**

Factors such as buildings or property not in compliance with current fire codes, building codes or environmental regulations (asbestos or soil contamination) are applicable here.

Fire: Approximately 90% of the structures meet the industry standard and are within 300' of a fire hydrant. Approximately 5% of the structures are beyond 300' but within 400' of a fire hydrant and thus partially meet the industry standard since fire hoses can be laid fairly quickly at this distance. Approximately 5% of the structures are located beyond the 400' range and all of them are on the Great Western site. In addition the oil and gas well is outside of the 400' range. As a result, three hydrants would be needed to bring the Great Western site up to standards.

Colorado Oil and Gas Conservation Commission (COGCC) records indicate the WSC #11-9 well is located on the Great Western site and was drilled in 1997. There are no notices of alleged violations, spills or complaints. The City of Greeley does require a 350 foot radius setback of any inhabited structure or public gathering from the well head and tank batteries due to the high risk posed by oil and gas well sites, and it appears this standard continues to be satisfied. The oil and gas well is however outside of the 400' range of any fire hydrant. As a result, three hydrants would be needed to bring the Great Western site up to standards. See Appendix C *Blight Factor (h) - Fire Safety* and Map 8 ~*Blight Factor (h) – Conditions that Endanger Life or Property by Fire or Other Causes*.

*Flood:* Endangerment from the risk of flood, affects parcels that lie within the 100-year flood plain. As mentioned previously under Condition (d), four parcels are substantially affected by this condition, as indicated on the map and in the field inventory.

*Environmental:* Environmental contamination is known to exist on one property. A limited Phase II Environmental Site Assessment conducted in June of 2007 concluded that there was a release or disposal of hazardous substances associated with the solid waste disposal areas on the Great Western factory site. Surface soil composite sample results from the area contain asbestos. This issue is discussed in greater detail in factor (j) below.

*Crime:* Emergency calls for service to the Greeley Police Department in 2005 (latest date for which data is available) were tabulated for the Great Western study area, and compared to a similarly sized industrial area within two miles to the southwest See Map 8 ~*Blight Factor (h) – Conditions that Endanger Life or Property by Fire or Other Causes*. The results are presented in Appendix C *Blight Factor h – Conditions that Endanger Life or Property by Fire or Other Causes* and summarized in the table below.

	Great Western Area	Greeley Commerce Center
Assault	17	1
Burglary	7	1
Robbery	1	0
Theft	41	5
Vandalism	<u>12</u>	<u>9</u>
Total	78	16

**CONCLUSION:** The comparatively high degree crime in the Study Area impacts all of the parcels. In addition, there is a minor fire and flood threat to the area in addition to the presence of the oil and gas facilities which prohibits development within 350 feet of the well head, condenser and storage tanks. The environmental contamination of the Great Western site combined with the crime statistics causes this criterion for blight to be satisfied.

**Factor (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**

Although no interior inspections were conducted as a part of this analysis, a few properties, shown on the map, were considered sufficiently dilapidated and unsafe, based on outside appearance, as to qualify under this condition (See Appendix C *Blight Factor (i) – Unsafe-Unhealthy Buildings to Live or Work In*. No building has been confirmed to be environmentally contaminated in the study area.

**CONCLUSION:** Only 20% of the surveyed structures would not otherwise be allowed in Greeley in their current condition. The parcels impacted by Factor (i) are shown on Map 20 ~*Blight Factor (i) – Unsafe-Unhealthy Buildings to Live or Work In*. Although there were instances of problems, this criterion was not pervasive enough for blight to be found in the study for this criterion.

**Factor (j): Environmental contamination of buildings or property**

No building has been confirmed to be environmentally contaminated in the study area. Environmental site contamination is known to exist on Great Western factory property. A limited Phase II Environmental Site Assessment conducted in June of 2007 concluded that there is a release or disposal of hazardous substances associated with the solid waste disposal areas. Surface soil composite sample results from the area contain asbestos.

Other recognized environmental conditions on the Great Western site consist of:

- Lime deposit areas within the northern parcel;
- Former coal or cinder stored in the southern parcel; and
- Historical vehicle maintenance operations located adjacent to the southern boundary of the Great Western property.

The elevated total nitrate/nitrite concentrations in the sugar factory area cannot be directly attributed to the lime deposit activities due in part to general agricultural activities to the north and west of the Great Western Property prior to 1979 and the location of the northern portion of the City of Greeley Water Pollution Control Facility immediately adjacent to the property since at least 1979.

The Phase II study also concluded that there is no reasonable basis to suspect a release of petroleum products or hazardous substances associated with the off-site vehicle maintenance operations or the former coal cinder storage area, both identified as recognized environmental conditions in the Phase I ESA for the Great Western property, and no further assessment of these recognized environmental conditions is warranted.

No separate environmental assessments were done for any of the properties for this Conditions Survey. The detailed parcel summary for this factor is found in the Appendix.

**CONCLUSION:** Surface soil composite sample results from the Great Western solid waste disposal areas contain a release or disposal of the hazardous substance asbestos. Although this factor is very significant and does impact a large parcel, it does not constitute a factor for the entire study area.

**Factor (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 improvement.**

This statutory category considers two very different conditions that can impact the levels of blight in an area. Sites (in this case parcels) exhibiting “health, safety, or welfare factors requiring high levels of municipal services” may include areas of higher crime.

Emergency calls for service to the Greeley Police Department in 2005 (latest date for which data is available) were tabulated for the Great Western study area, and compared to a similarly sized industrial area within two miles to the southwest as noted in and documented under factor (h).

Substantial physical underutilization or vacancy of site The Great Western site is no longer in production, and the site is substantially physically underutilized as shown in Appendix C *Blight Factor k.5 – High Service Requirements or Site Under-Utilization*. Also, there are 13 other vacant lots, and virtually all have weed violations, representing a total of almost 70% of the total study area.

**CONCLUSION:** All of the Study Area parcels are impacted by a high level of emergency calls in response to crime. In addition the vacant parcels cause weed and trash code enforcement work. Therefore, the criterion for blight for this factor is found in the study area.

## SECTION IV

# SUMMARY OF FINDINGS

The presence of blight “...*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...*” [Colorado Revised Statute 31-25-103(2)]

It is the conclusion of this survey that within the Study Area, as described in this report, there is a presence of adverse physical conditions sufficient to meet criteria established in the state statute. Although some portions of the Study Area are in adequate or sound condition, there exist deteriorated and substandard conditions throughout the Study Area as a whole, which could lead the legislative body to a finding that this area is blighted. The detailed conclusion of this study and each blight factor is summarized in Appendix C *Summary Table of Area Conditions* and Map 12 *Blight Factor Composite*. A general summary of qualifying conditions found in the Study Area and described in this report supporting the conclusion of blight is found below.

(a): *Deteriorating or deteriorated structures and buildings identified as unsafe or unsanitary* were evident throughout the Study Area. Several buildings display partial or significant structural deterioration. Additionally, outmoded and/or nonconforming structures are common. Instances of blight, due in part to apparent neglect, are also evident on several sites.

(b) and (c): *Conditions of faulty street and lot layout* exist throughout the Study Area. The conditions that exist concerning faulty street and lot layout include problems associated with poor vehicular, pedestrian and bicycle access and faulty lot layout, shape and size and the two oil and gas wells located on the Great Western site.

(d) and (h): *Unsanitary or unsafe conditions and endangerment* are prevalent throughout the Study Area. Conditions include poorly lit or unlit areas; unscreened trash and machinery, and abandoned vehicles. While there is ground contamination from improperly buried asbestos, it is limited to the main Great Western parcel.

(e): *Substandard site improvements* are prevalent throughout the Study Area. Conditions included parking surface deterioration, neglect and site maintenance problems, trash/debris/weeds, with most sites lacking adequate landscaping.

(f): *Unusual topography and inadequate public improvements* are present within the Study Area. A lime waste pile on the northern portion of the area presents the dominate topography problem. Inadequate public improvement are universal within the Study Area due to street pavement (and shoulder) deterioration, and particularly, overhead utilities.

(g): *Defective or unusual conditions of title* are found because of the multiplicity of ownership for the approximately 40 small lots which accounts for almost 60% of the parcels in the study area, making comprehensive area redevelopment unlikely.

(k.5): *High Services Demand or Site Underutilization* could be found at several sites throughout the Study Area due to vacant land and buildings.

Nine of the eleven qualifying blight conditions specified by state statute have been found in this study area. All 100% of the parcels are impacted by at least four of the qualifying conditions present.

The following table summarizes blight qualifying conditions present in the Study Area.

**Great Western Sugar Area Conditions Survey - Summary of Findings**

<b><i>Blight Qualifying Conditions</i></b>	<b><i>Condition Met</i></b>
<i>(a) Slum, deteriorated, or deteriorating structures;</i>	<b>yes</b>
<i>(b) Predominance of defective or inadequate street layout;</i>	<b>yes</b>
<i>(c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;</i>	<b>yes</b>
<i>(d) Unsanitary or unsafe conditions;</i>	<b>yes</b>
<i>(e) Deterioration of site or other improvements;</i>	<b>yes</b>
<i>(f) Unusual topography or inadequate public improvements or utilities;</i>	<b>yes</b>
<i>(g)) Defective or unusual conditions of title rendering the title non-marketable;</i>	<b>yes</b>
<i>(h) The existence of conditions that endanger life or property by fire or other causes;</i>	<b>yes</b>
<i>(i) Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidations, deterioration, defective design, physical construction, or faulty or inadequate facilities;</i>	<b>no</b>
<i>(j) Environmental contamination of buildings or property;</i>	<b>no</b>
<i>(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.</i>	<b>yes</b>

Source: City of Greeley.

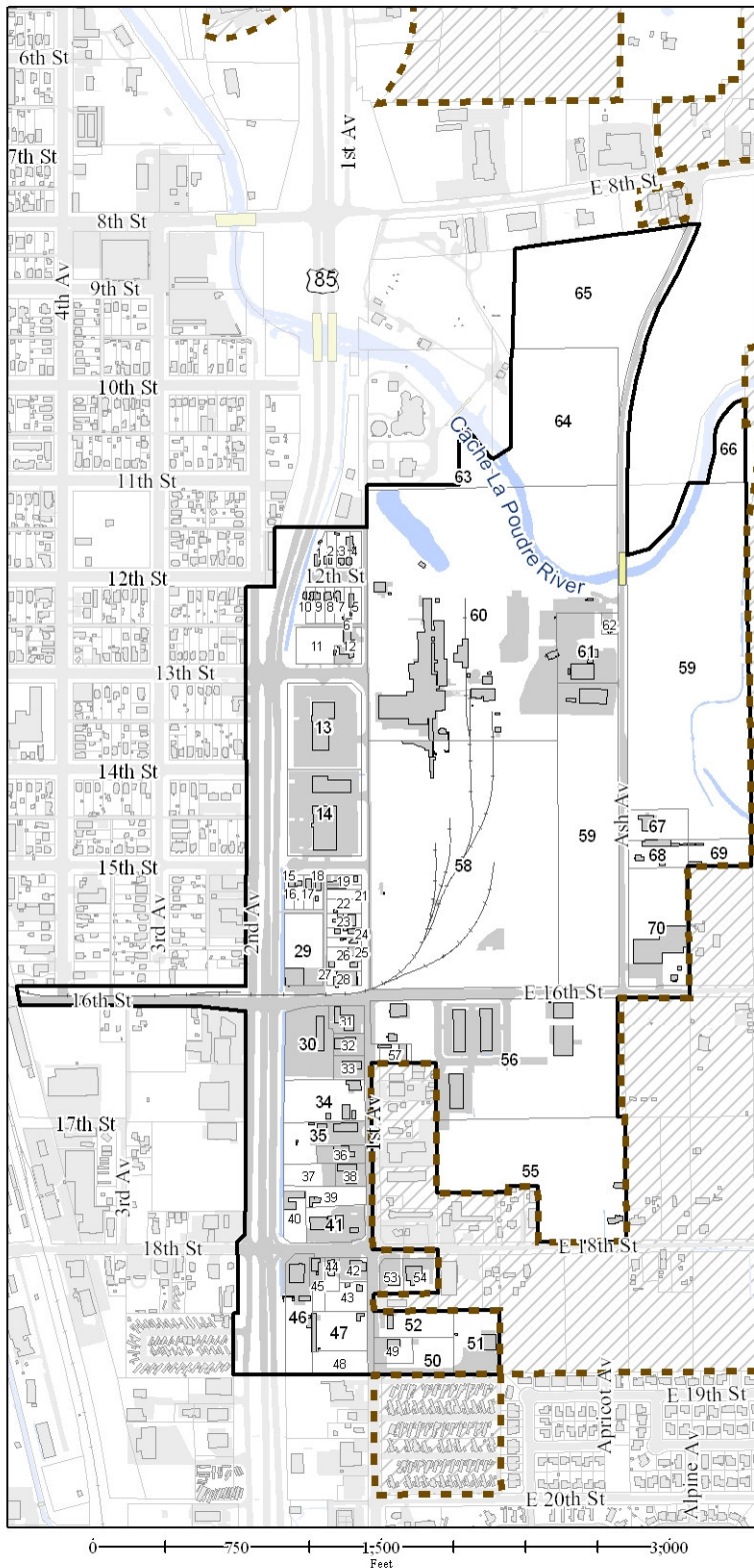
These factors, taken together, substantially impair the sound growth of the City, constitute an economic and social liability, and are a menace to the public health, safety and welfare of the community. Based on evidence of the “blighted” factors, the Area is appropriate for authorized activities of the Authority pursuant to the Urban Renewal Law.

## **APPENDIX A: MAPS OF CONDITIONS SURVEY FINDINGS**

1. Western Sugar Area Conditions Survey – Study Area Boundary
2. Blight Factor (a) – Slum, Deteriorated or Deteriorating Structures
3. Blight Factor (b) – Faulty Street Layout
4. Blight Factor (c) – Faulty Lot Layout
5. Blight Factor (d) – Unsanitary or Unsafe Conditions
6. Blight Factor (e) – Deteriorating Site/Substandard Improvements
7. Blight Factor (f) – Unusual Topography or Inadequate Public Improvements
8. Blight Factor (h) – Danger to Life, Property
9. Blight Factor (i) – Unsafe/Unhealthy for Living – Work
10. Blight Factor (j) – Environmental Contamination
11. Blight Factor (k.5) – High Service Requirements or Site Under-Utilization
12. Blight Factor Composite Map – Contributing Conditions

# Western Sugar Area Conditions Survey

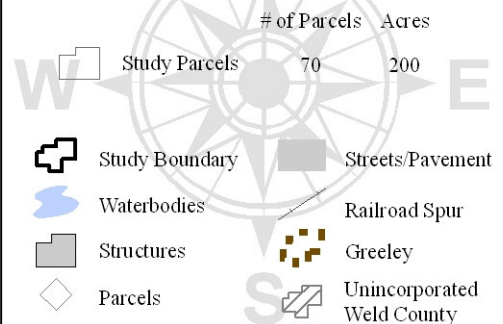
# Study Area Boundary



All planimetric data was digitized for aerial photographs dated 2005. Updates are continual and data representations will change over time. This product is not necessarily accurate to engineering or surveying standards but does meet National Mapping Accuracy Standards (NMAS). The information contained within this document is not intended to be used for the preparation of construction documents.

**Weld County, Colorado**  
Created: November 8th 2007  
By: Planning GIS

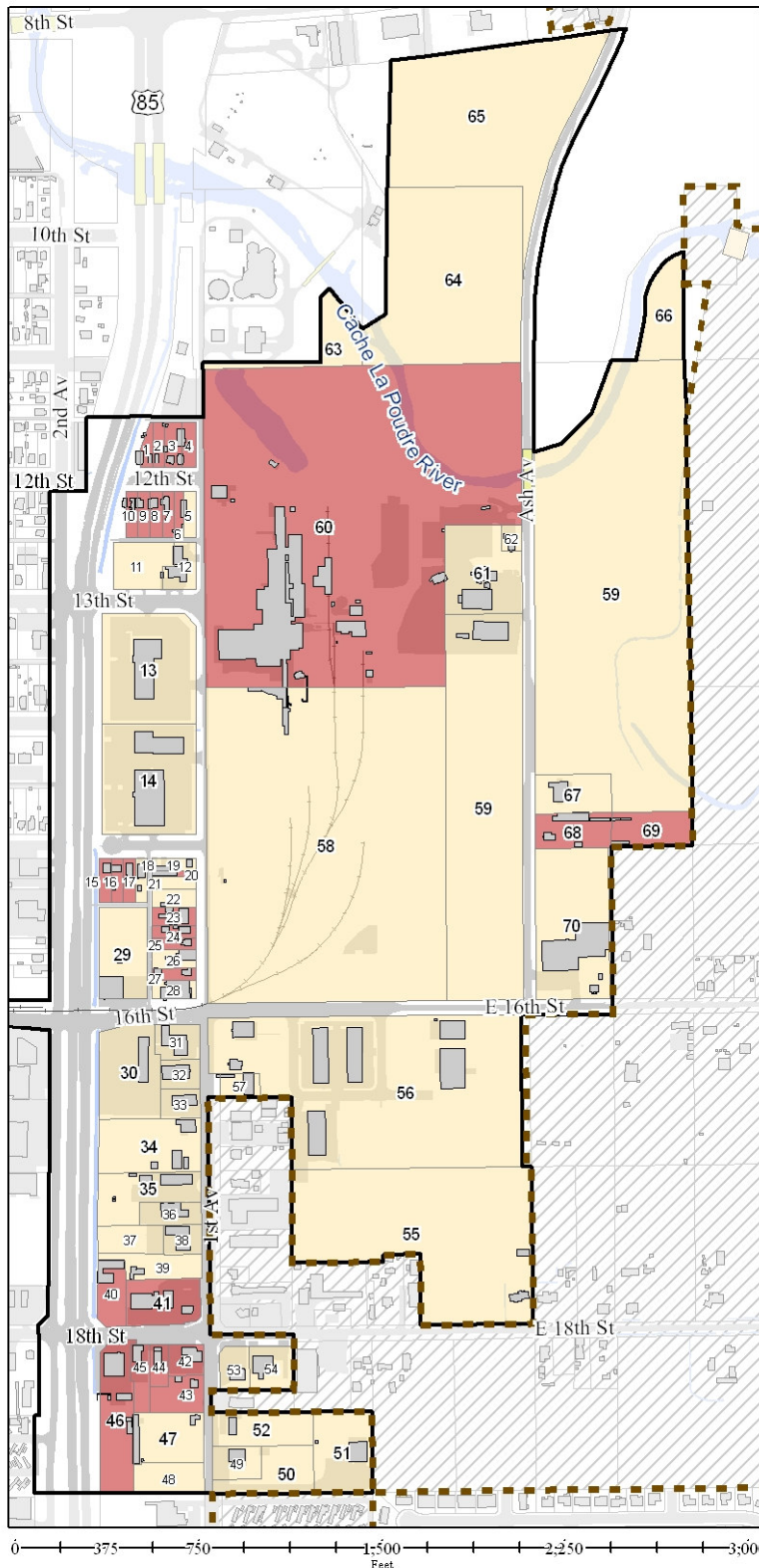
## Legend



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## Blight Factor (a)

## Slum, Deteriorated or Deteriorating Structures



**Weld County, Colorado**  
Created: November 8th 2007  
By: Planning GIS

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### Legend

Blight Factor (a)	# of Parcels	Acres
0 Contributing Conditions (By Parcel) (Not Blighted)	43	154
1 - 11 Contributing Conditions (Blight Area)	27	46

*Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions however. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.*

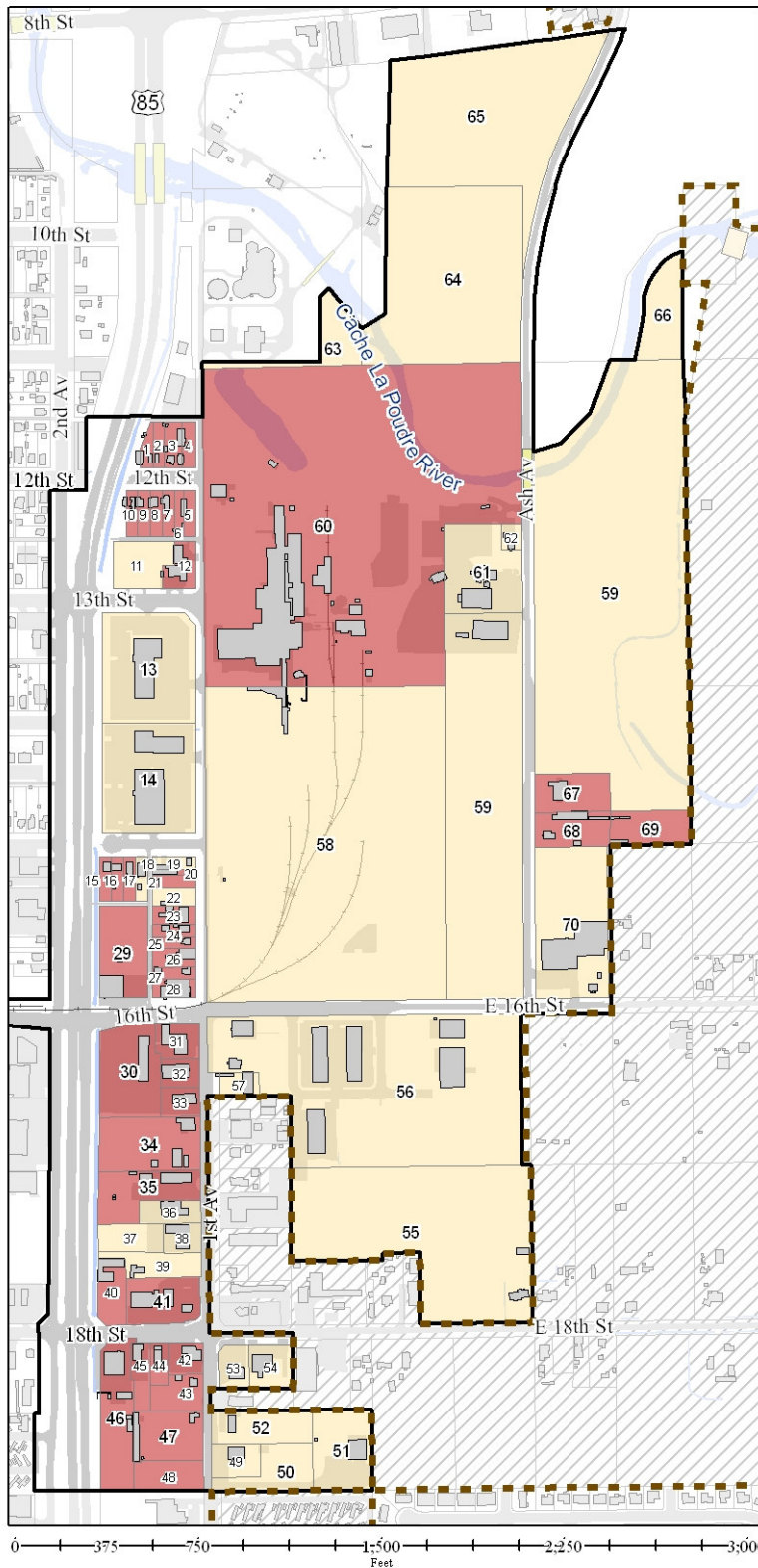
Source: City of Greeley Planning Department

	Study Boundary		Streets/Pavement
	Waterbodies		Railroad Spur
	Structures		Greeley
	Parcels		Unincorporated Weld County

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## Blight Factor (b)

## Faulty Street Layout



Weld County, Colorado  
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By: Planning GIS

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### Legend

Blight Factor (b)	# of Parcels	Acres
0 Contributing Conditions (By Parcel) (Not Blighted)	28	140
1 - 4 Contributing Conditions (Blight Area)	42	60

Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions however. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.

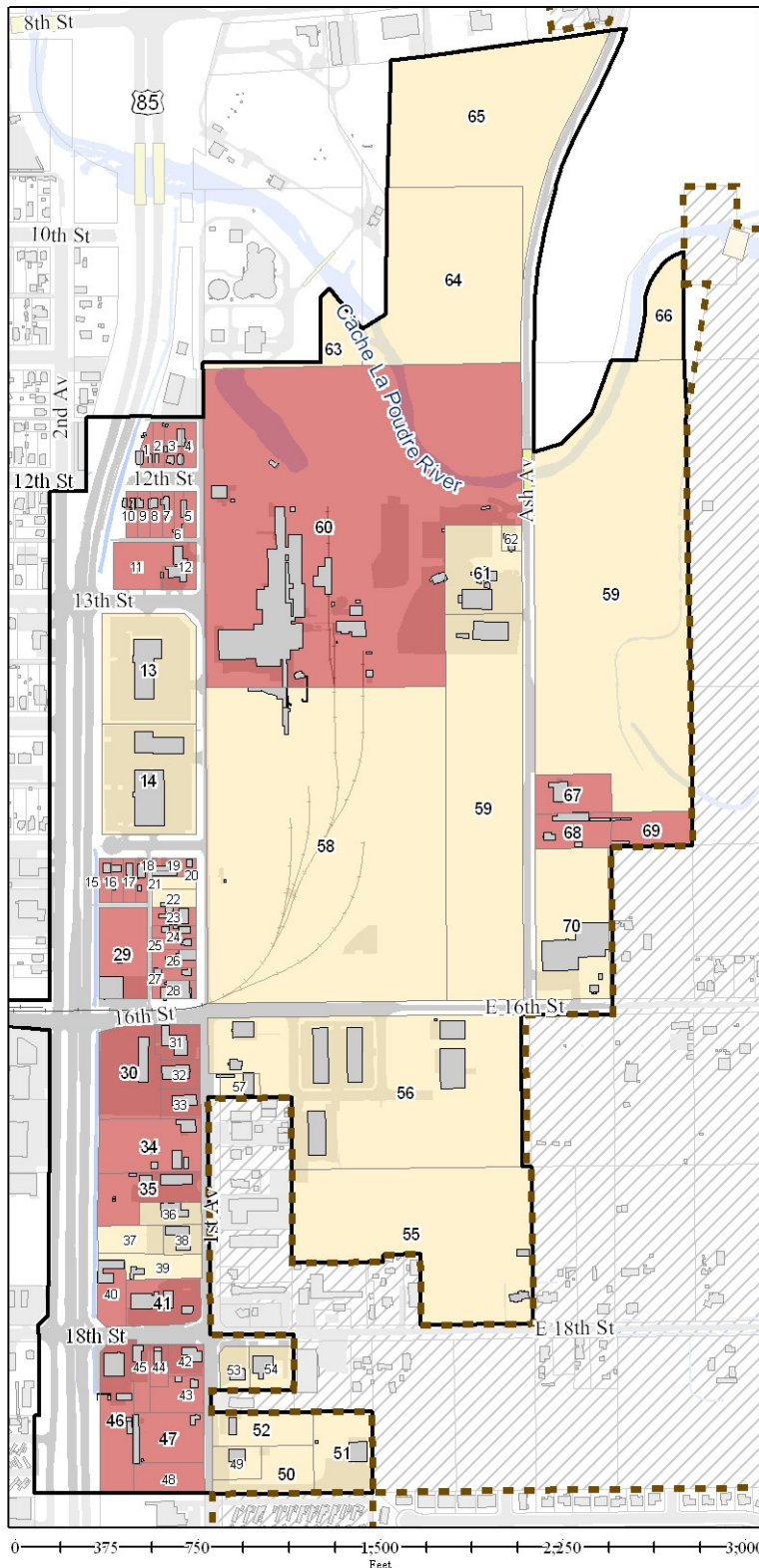
Source: City of Greeley Planning Department

	Study Boundary		Streets/Pavement
	Waterbodies		Railroad Spur
	Structures		Greeley
	Parcels		Unincorporated Weld County

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## Blight Factor (c)

## Faulty Lot Layout



Weld County, Colorado  
Created: November 8th 2007  
By: Planning GIS

All planimetric data was digitized for aerial photographs dated 2005. Updates are continual and data representations will change over time. This product is not necessarily accurate to engineering or surveying standards but does meet National Mapping Accuracy Standards (NMAS). The information contained within this document is not intended to be used for the preparation of construction documents.

Note: Parcels of insufficient lot size were selected based on size comparative to their underlying zone. Parcels under 3/4th of an acre within Industrial or Commercial zones are difficult to develop.

### Legend

Blight Factor (c)	# of Parcels	Acres
0 Contributing Conditions (By Parcel) (Not Blighted)	26	138.7
1 - 3 Contributing Conditions (Blight Area)	44	61.3

Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions however. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.

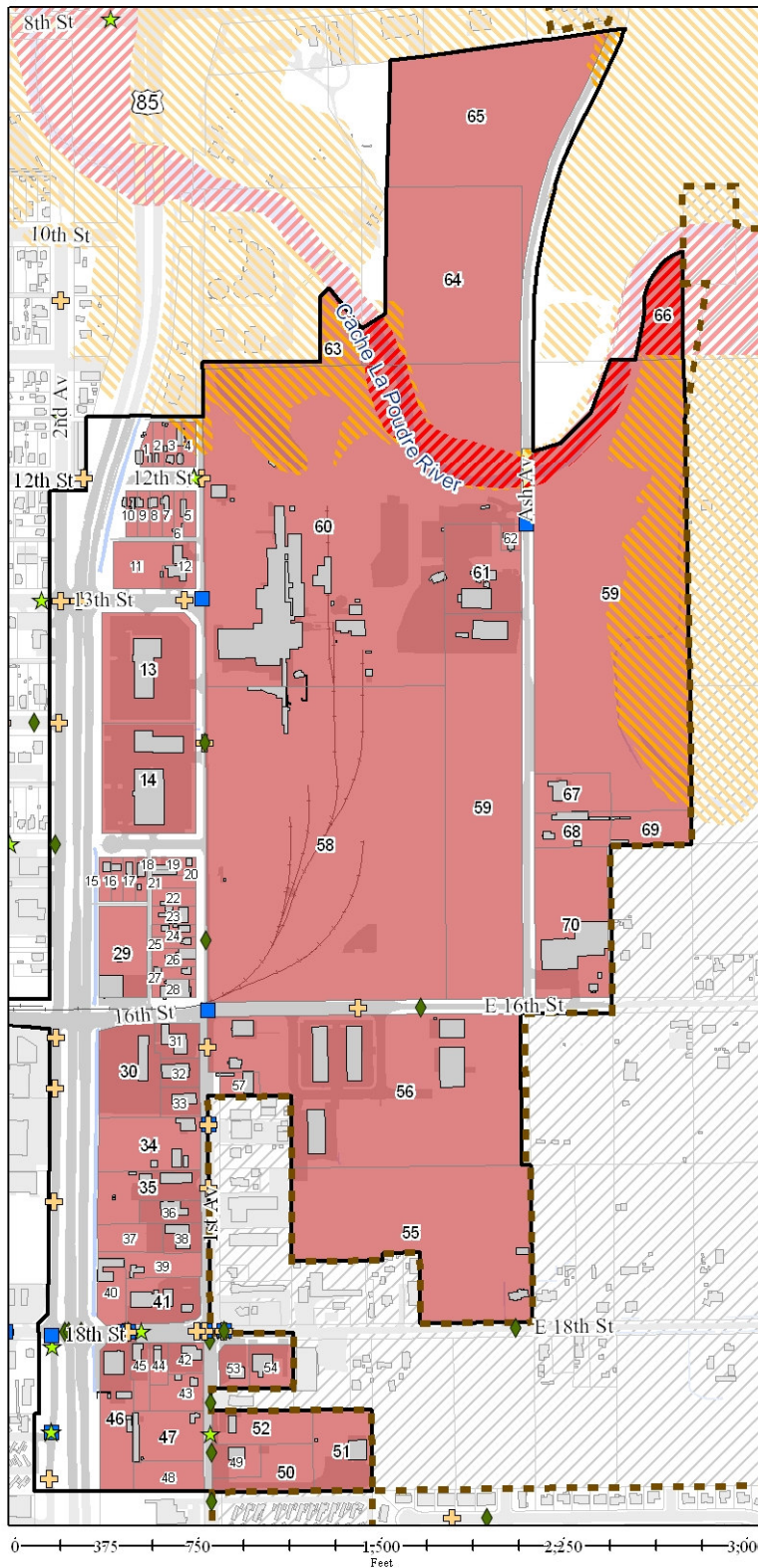
Source: City of Greeley Planning Department

	Study Boundary		Streets/Pavement
	Waterbodies		Railroad Spur
	Structures		Greeley
	Parcels		Unincorporated Weld County

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## Blight Factor (d)

## Unsanitary or Unsafe Conditions



Weld County, Colorado  
Created: October 8th 2007  
By: Planning GIS

All planimetric data was digitized for aerial photographs dated 2005. Updates are continual and data representations will change over time. This product is not necessarily accurate to engineering or surveying standards but does meet National Mapping Accuracy Standards (NMAS). The information contained within this document is not intended to be used for the preparation of construction documents.

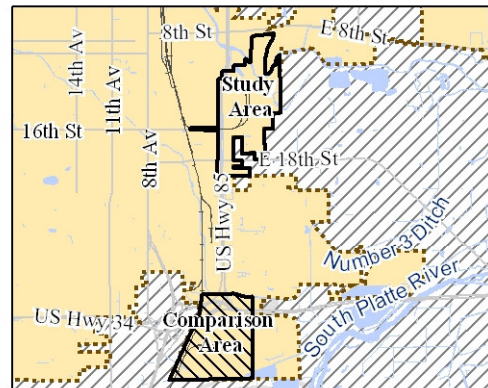
### Legend

#### Flood Information

- 100yr Floodplain
- Floodway  
*Source: Army Corps Areas 2003*

	Study Area	South 1st Ave. (Comparison)
Assault	17	1
Burglary	7	1
Robbery	1	0
Theft	41	5
Vandalism	12	9
<b>Total</b>	<b>78</b>	<b>16</b>

*Note: Crime statistics were taken from 2005 Calls for Service Data.*



#### Blight Factor (d) # of Parcels Acres

2 - 5 Contributing Conditions	70	200
-------------------------------	----	-----

*(Blight Area)*  
*Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions however. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.*

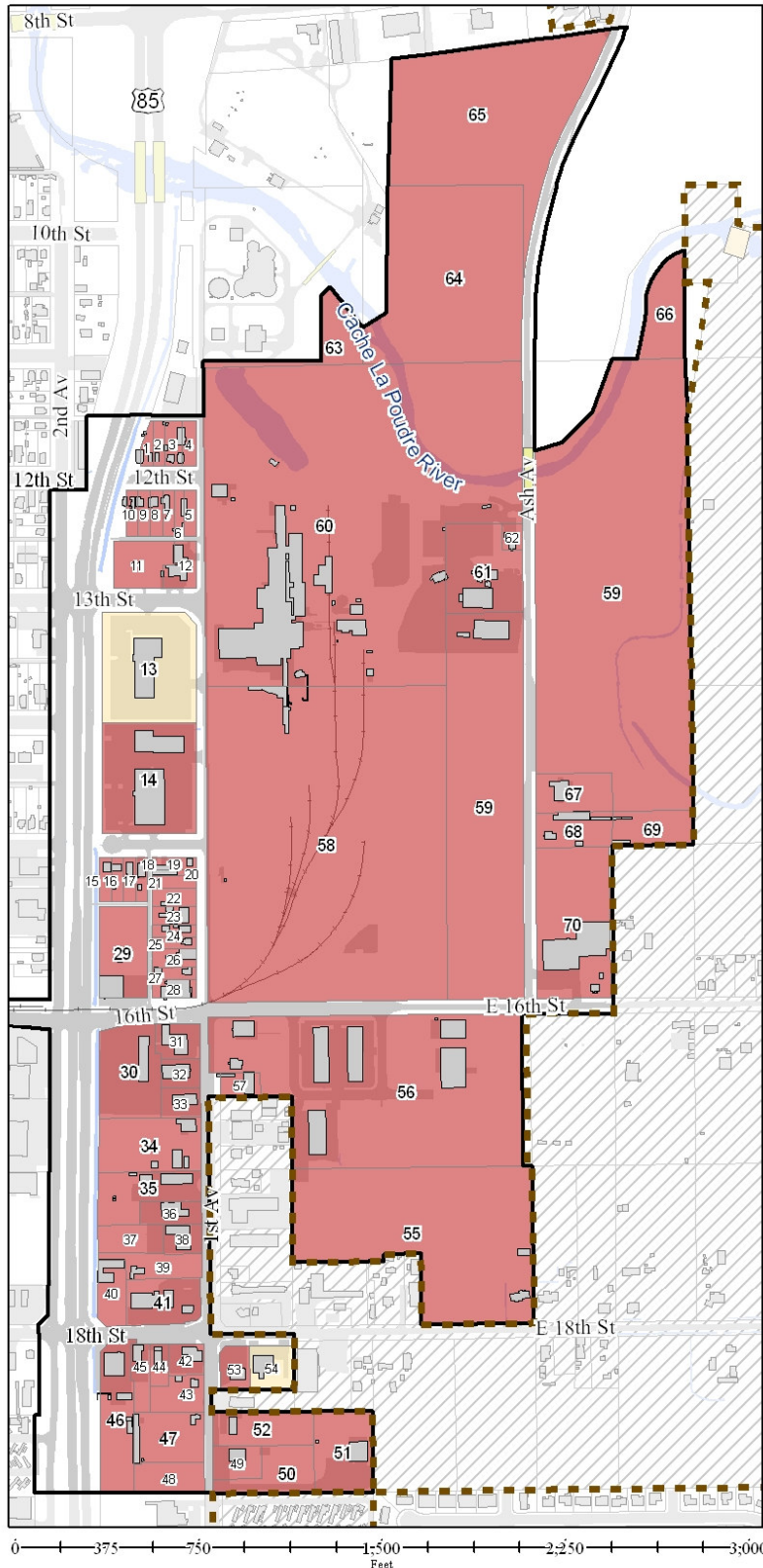
Source: City of Greeley Planning Department

- Study Boundary
- Waterbodies
- Structures
- Parcels
- Streets/Pavement
- Railroad Spur
- Greeley
- Unincorporated Weld County

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## Blight Factor (e)

## Deteriorating Site / Substandard Improvements



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Created: November 8th 2007  
By: Planning GIS

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### Legend

Blight Factor (e)	# of Parcels	Acres
0 Contributing Conditions (Not Blighted)	26	110
1 - 5 Contributing Conditions (Blight Area)	44	90

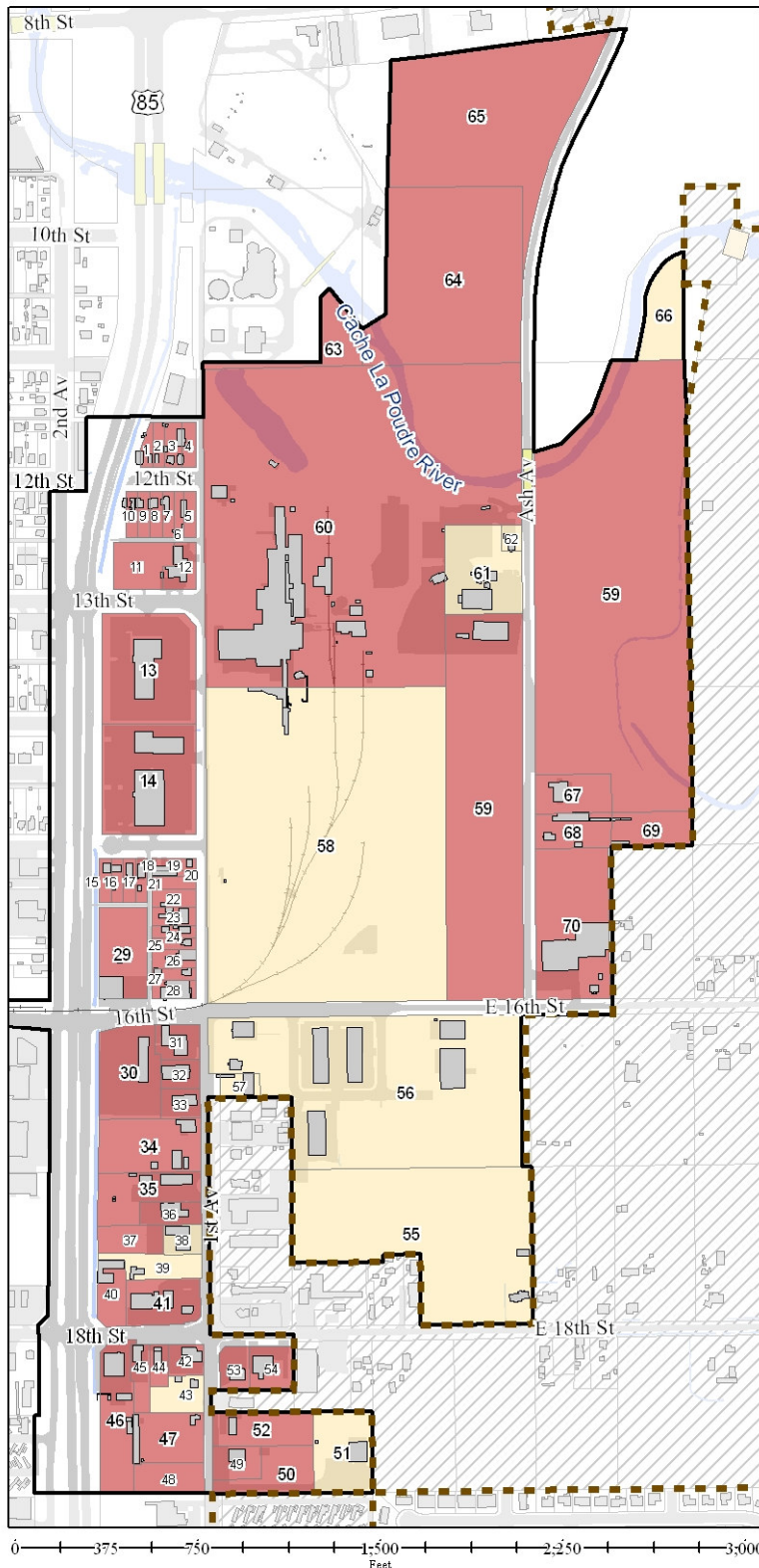
*Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions however. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.*

Source: City of Greeley Planning Department

	Study Boundary		Streets/Pavement
	Waterbodies		Railroad Spur
	Structures		Greeley
	Parcels		Unincorporated Weld County

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## Blight Factor (f) Unusual Topography or Inadequate Public Improvements



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### Legend

Blight Factor (f)	# of Parcels	Acres
0 Contributing Conditions (By Parcel) (Not Blighted)	11	64.4
1 - 6 Contributing Conditions (Blight Area)	59	135.6

Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions however. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.

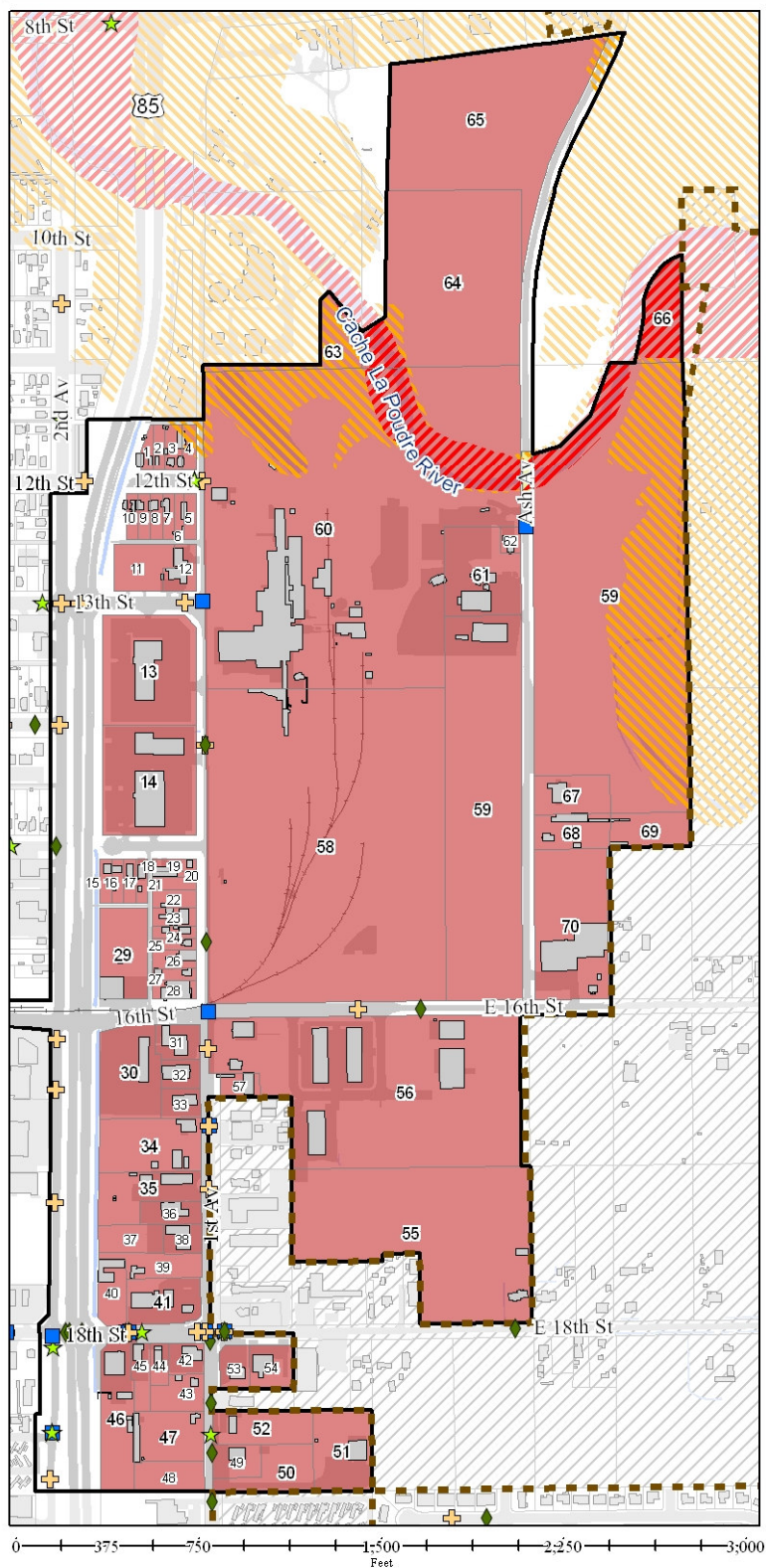
Source: City of Greeley Planning Department

	Study Boundary		Streets/Pavement
	Waterbodies		Railroad Spur
	Structures		Greeley
	Parcels		Unincorporated Weld County

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### Blight Factor (h)

## Danger to Life, Property



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Weld County, Colorado

Created: November 8th 2007

By: Planning GIS

### Legend

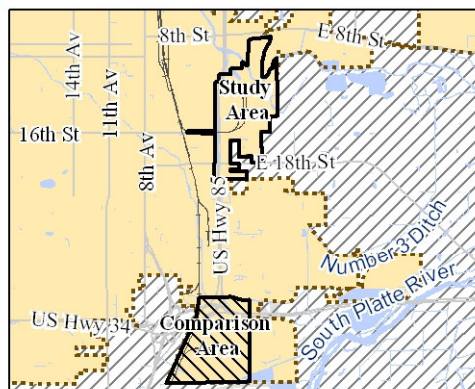
## Flood Information

-  100yr Floodplain  
 Floodway


Source: Army Corps Areas 2003

	Study Area	South 1st Ave. <i>(Comparison)</i>
■ Assault	17	1
★ Burglary	7	1
● Robbery	1	0
✚ Theft	41	5
◆ Vandalism	12	9
<b>Total</b>	<b>78</b>	<b>16</b>

Note: Crime statistics were taken from 2005 Calls for Service Data.



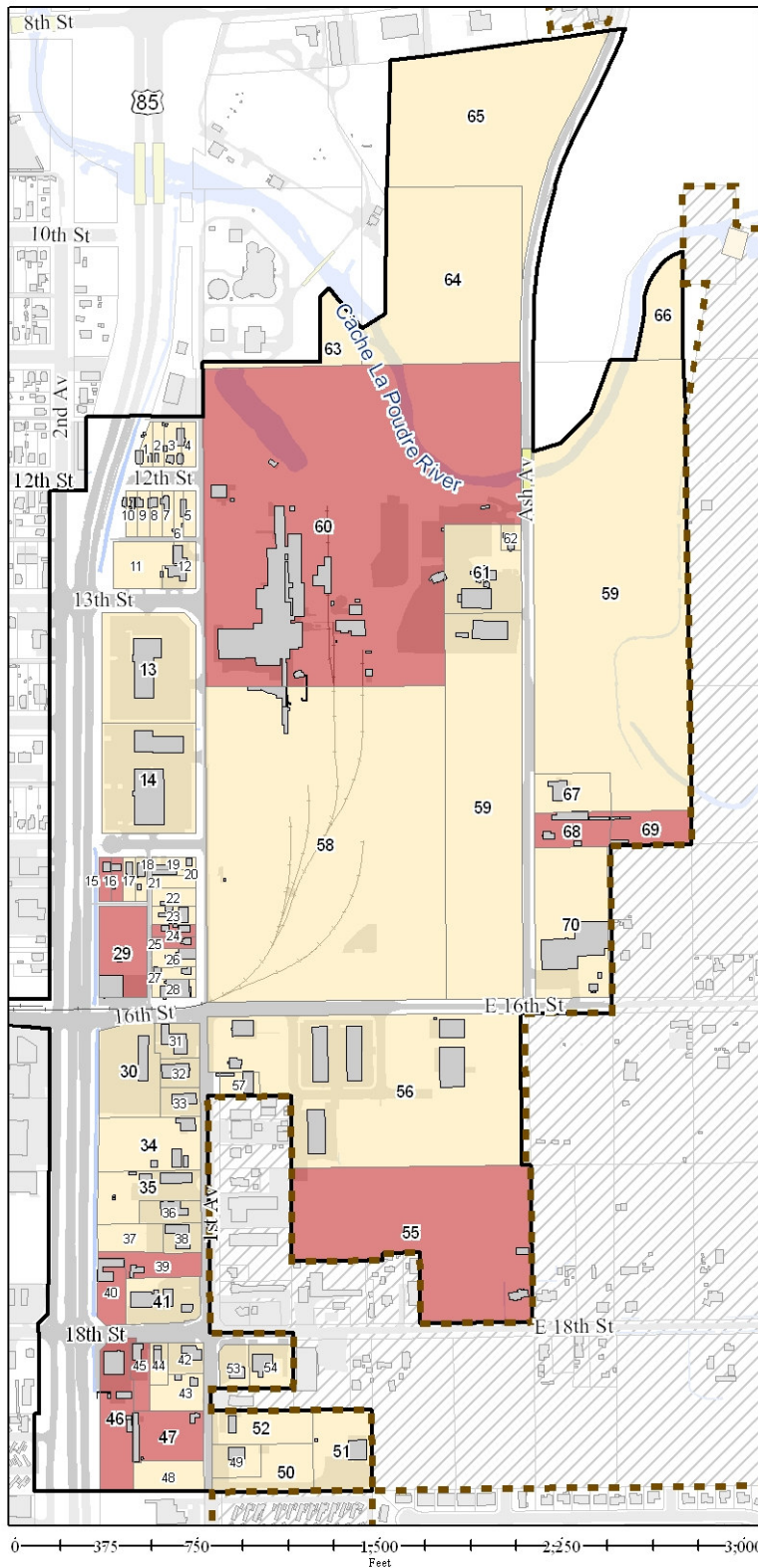
Blight Factor (h)	# of Parcels	Acres
(By Parcel)		

- 1 - 4 Contributing Conditions** 70 200  
(Blight Area)
- Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions however. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.*
- Source: City of Greeley Planning Department**
- 
- Study Boundary
  - Waterbodies
  - Structures
  - Parcels
  - Streets/Pavement
  - Railroad Spur
  - Greeley
  - Unincorporated Weld County

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## Blight Factor (i)

## Unsafe/Unhealthy for Live - Work



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By: Planning GIS

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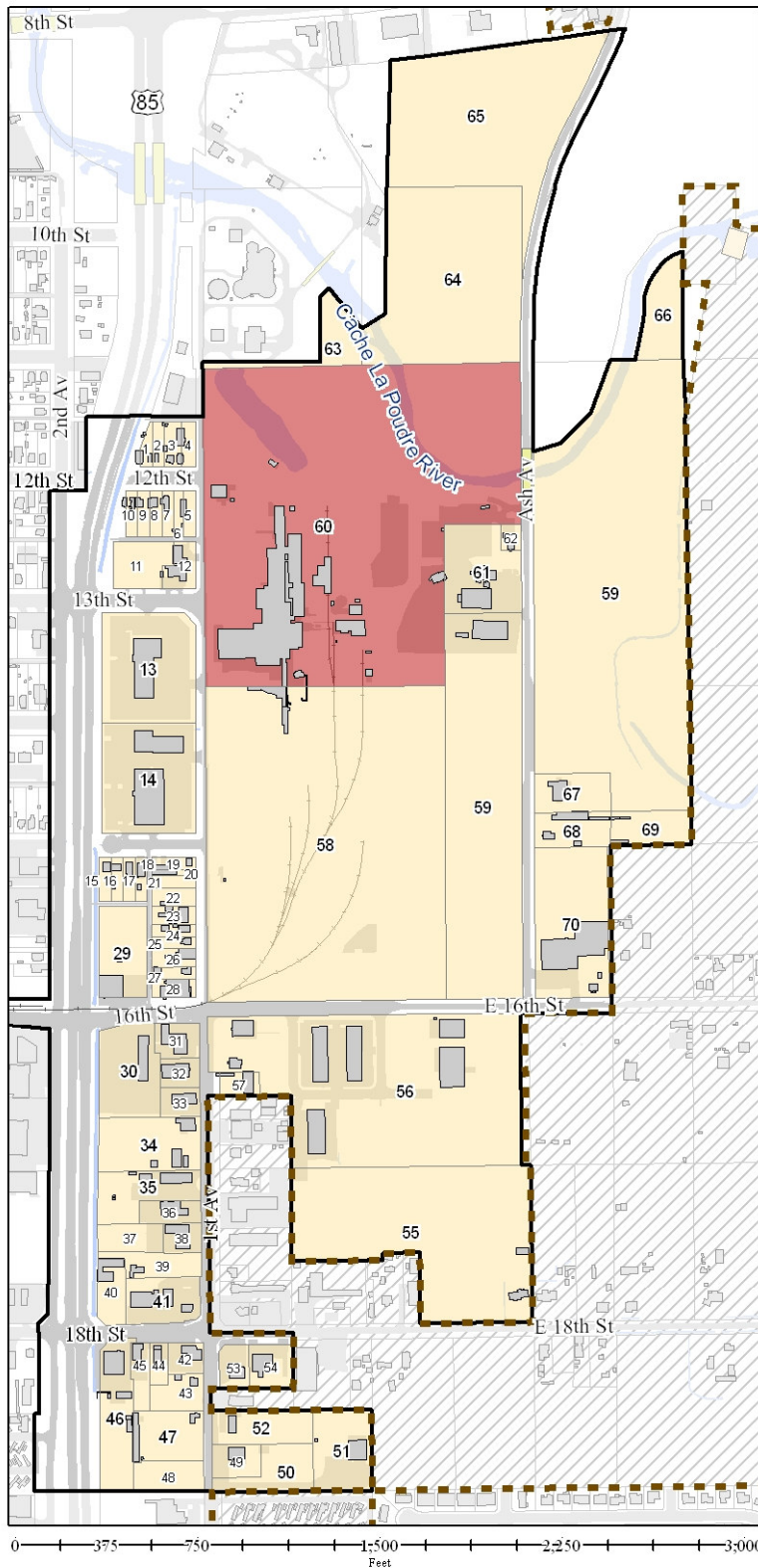
### Legend

Blight Factor (i)		
(By Parcel)		
	0 Contributing Conditions (Not Blighted)	56 144.2
	1 - 2 Contributing Conditions (Blight Area)	14 55.8
<p>Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions however. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.</p> <p>Source: City of Greeley Planning Department</p>		
	Study Boundary	
	Waterbodies	
	Structures	
	Parcels	
	Streets/Pavement	
	Railroad Spur	
	Greeley	
	Unincorporated Weld County	

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## Blight Factor (j)

## Environmental Contamination



Weld County, Colorado  
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### Legend

Blight Factor (j)		
(By Parcel)		
	0 Contributing Conditions (Not Blighted)	69      165.3
	1 Contributing Condition (Blight Area)	1      34.7

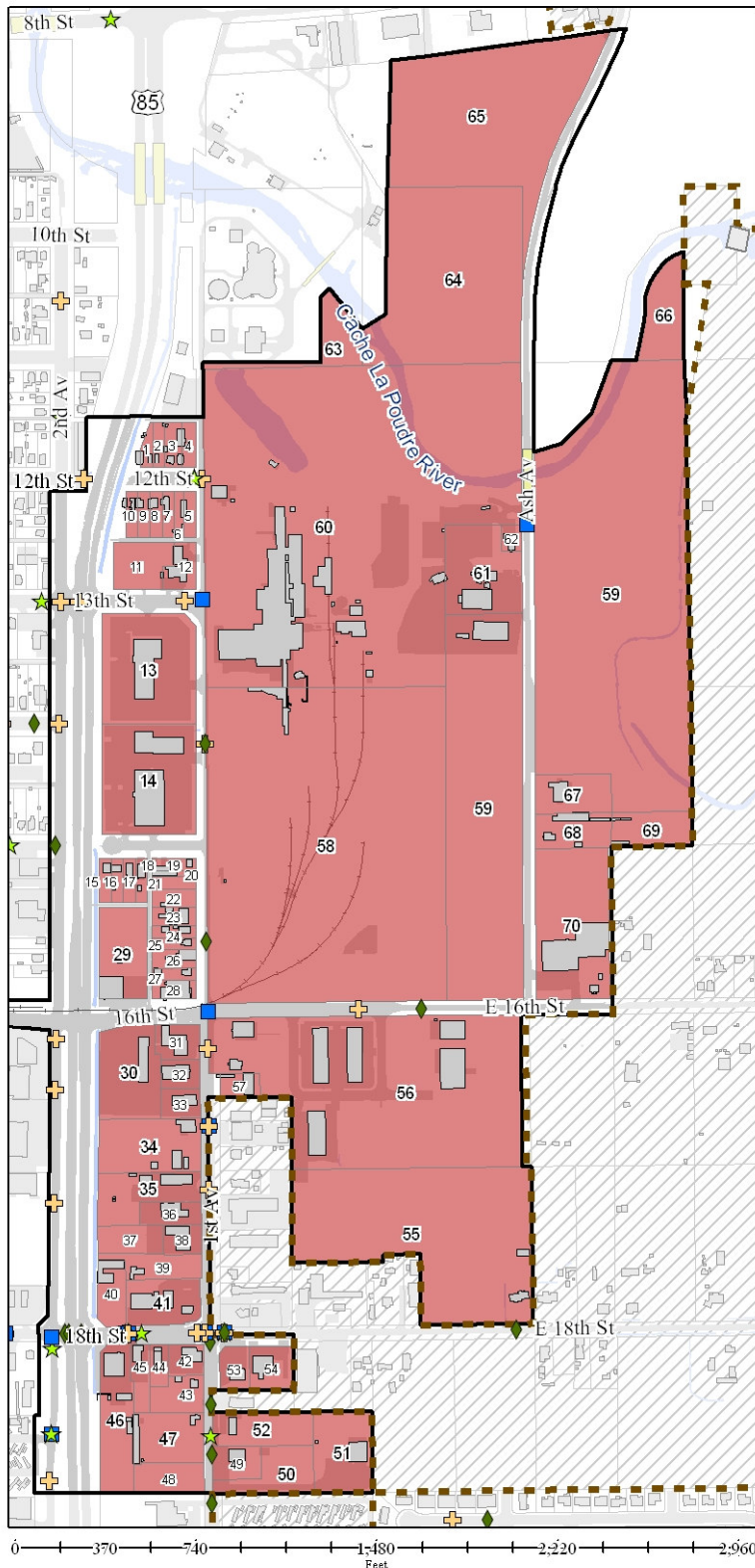
*Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions however. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.*

Source: City of Greeley Planning Department

	Study Boundary		Streets/Pavement
	Waterbodies		Railroad Spur
	Structures		Greeley
	Parcels		Unincorporated Weld County

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# Blight Factor (k.5) High Service Requirements or Site Under-Utilization



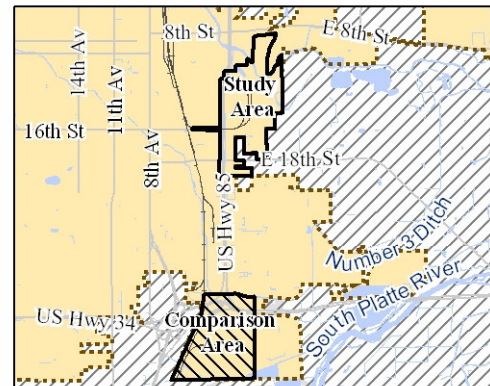
**Weld County, Colorado**  
Created: November 8th 2007  
By: Planning GIS

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## Legend

	Study Area	South 1st Ave. (Comparison)
■ Assault	17	1
★ Burglary	7	1
● Robbery	1	0
✚ Theft	41	5
◆ Vandalism	12	9
<b>Total</b>	<b>78</b>	<b>16</b>

*Note: Crime statistics were taken from 2005 Calls for Service Data.*



**Blight Factor (k.5) # of Parcels Acres**  
(By Parcel)

■ 1 - 2 Contributing Conditions (Blight Area)	70	200
---	----	-----

*Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.*

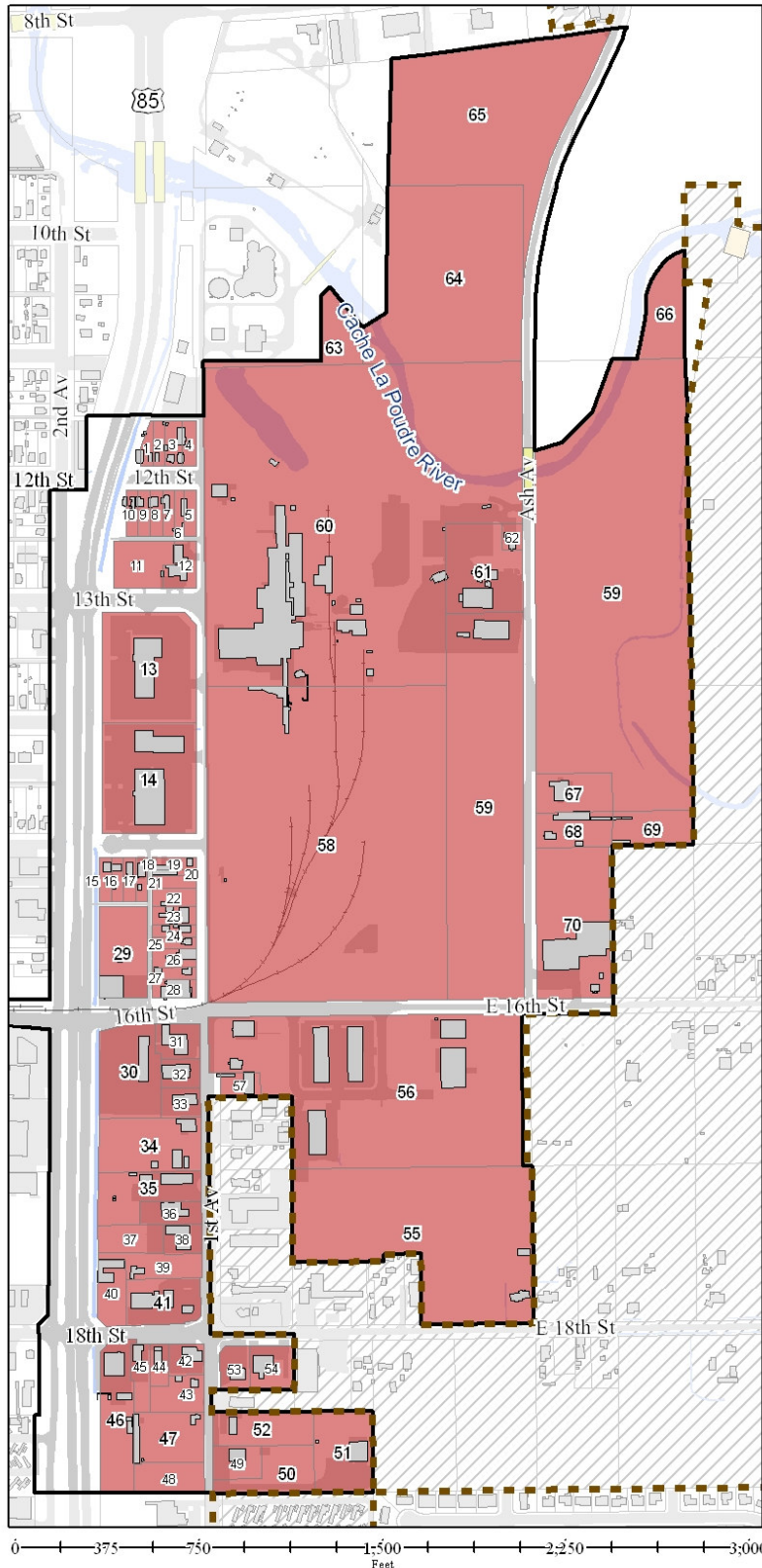
Source: City of Greeley Planning Department

⬢ Study Boundary	Streets/Pavement
💧 Waterbodies	Railroad Spur
🏠 Structures	Greeley
◊ Parcels	Unincorporated Weld County

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# Blight Factor Composite Map

# Contributing Conditions



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**Weld County, Colorado**  
Created: November 8th 2007  
By: Planning GIS

## Legend

All Blight Factors Composite (By Parcel)	# of Parcels	Acres
< 3 Blight Factors (Not Blighted)	0	0
4 Blight Factors (Blight Area)	0	0
5 - 10 Blight Factors (Blight Area)	70	200

Note: Entire parcels were assessed, many parcels may have areas that exhibit low amounts of contributing conditions however. However, other areas within the same parcel may contain contributing conditions leading to findings of blight.

	Study Boundary		Streets/Pavement
	Waterbodies		Railroad Spur
	Structures		Greeley
	Parcels		Unincorporated Weld County

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## APPENDIX B: PHOTOS

*Examples of Factor (a): Deteriorating or deteriorated structures*



Deteriorated Gutters and Bldg.



Deteriorated Out Bldg.



Deteriorated Exterior



Deteriorated Tin Exterior and Roof (Sugar Factory)



Non-conforming Corrugated Tin Building

*Examples of Factor (b): Predominance of Defective or Inadequate Street Layout*



Rails Intersecting Private Property and Rails Running into Roadway/Intersection



Unpaved Parking/No Defined Access



Unpaved Parking/Broken Cement



Unpaved Parking



Unpaved Parking/No Defined Access



House with no legal off street parking



Abandoned Vehicle



Unscreened Trash



Weeds and Property Neglect



Field of Noxious Weeds (Puncture Vine)



Underutilization and Vacant Lots

*Examples of Factor (c): Faulty lot layout*



Poor Street Condition



Broken Curbing



Faulty Lane Turn into Private Property



Parcel with no direct street access

*Examples of Factor (d): Unsafe or Unhealthy Building Conditions*



Residence Next to Industry  
Child Seen in Residence



Residence Next to Industry (pipes in back ground)  
Child Seen in Residence



Oil and Gas Well, and Associated Equipment



Excessive Piles of Dilapidated Machinery



Unmarked 55 Gallon Drums Used for Waste Storage

*Examples of Factor (e): Deteriorating site / Substandard site improvements*



Deterioration of Site



Deterioration of Site

*Examples of Factor (f): Unusual topography and inadequate public improvements*



Lime Tailings at Great Western and Overhead Power Lines

*Examples of Factor (h): Danger to Life, Property*



Excessive Piles of Pallets Covering All Sides of Building

## APPENDIX C: Summary Table of Area Conditions

[illegible]

## **APPENDIX D: Legal Description of Study Area**

### **WESTERN SUGAR STUDY AREA LAND DESCRIPTION:**

Numbers shown in parenthesis are for reference to parcel numbers on the attached exhibits.

A tract of land located in the Southwest Quarter of Section 4, and in the East Half of Section 8 and in the West Half of Section 9, Township 5 North, Range 65 West of the Sixth Principal Meridian, City of Greeley, Weld County, Colorado said tract being further described as follows:

BEGINNING at the Northeast corner of Block 140, City of Greeley (Southwest corner of intersection of 12<sup>th</sup> Street and 2<sup>nd</sup> Avenue);

Thence east along the extension of the south right-of-way line of 12<sup>th</sup> street to the west right-of-way line of US Highway 85 Bypass;

Thence north along said west right-of-way line to a point on the south line of the north half of Block 134, City of Greeley;

Thence east along said south line to the west right-of-way line of 1<sup>st</sup> Avenue;

Thence northerly along said west right-of-way line to a point on the westward extension of the northerly line of (63);

Thence easterly along said northerly line to a point on the westerly side of (64);

Thence northerly along the westerly line of (64) and (65) to the northwest corner of (65);

Thence easterly along the north line of (65) and its eastward projection to a point on the east line of Ash Avenue;

Thence southerly along said east line of Ash Avenue to a point on the northerly line of (59);

Thence northeasterly along said northerly line to the southwest corner of (66);

Thence northerly along the westerly line of (66) to the northeast corner of (66);

Thence south along the east line of (66), (59), and (69) to the southeast corner of (69);

Thence west along the south line of (69) and (68) to the northeast corner of (70);

Thence south along the east line of (70) and its southward extension to a point on the south right-of-way line of East 16<sup>th</sup> Street;

Thence west along said south right-of-way line of East 16<sup>th</sup> Street to the northeast corner of (56);

Thence south to the southeast corner of (56);

Thence east to the northeast corner of (55);

Thence south to the southeast corner of (55) and a point on the north right-of-way line of East 18<sup>th</sup> Street;

Thence west along said north right-of-way line to a corner on the south line of (55);

Thence north and westerly along the boundary of (55) to the southwest corner of (55);

Thence north along the boundary of (55) and (56);

Thence west along the boundary of (56), the south line of (57) and its westward extension to a point on the west line of Section 9, Township 5 North, Range 65 West (centerline of 1<sup>st</sup> Avenue);

Thence south along said west line of Section 9 to the centerline of East 18<sup>th</sup> Street;

Thence east along said centerline to the northward extension of the east line of (54);

Thence south to the southeast corner of (54);

Thence west along the south line of (54) and (53) and its westward extension to a point on the west line of Section 9, Township 5 North, Range 65 West (centerline of 1<sup>st</sup> Avenue);

Thence south along said west line of Section 9 to the eastward extension of the north line of (52);

Thence east along the north line of (52) and (51) to the northeast corner of (51);

Thence south along the east line of (51) to the southeast corner of (51);

Thence west along the south lines of (51), (50), (48), (46) and its eastward extension to a point on the west right-of-way line of US Highway 85 Bypass frontage road (2<sup>nd</sup> Avenue);

Thence north along said west right-of-way line to the south right-of-way line of 16<sup>th</sup> Street;

Thence west along said south right-of-way line to the east right-of-way line of the UPRR said point being the northwest corner of property described at Reception Number 2191496, Weld County Records (401 17<sup>th</sup> Street);

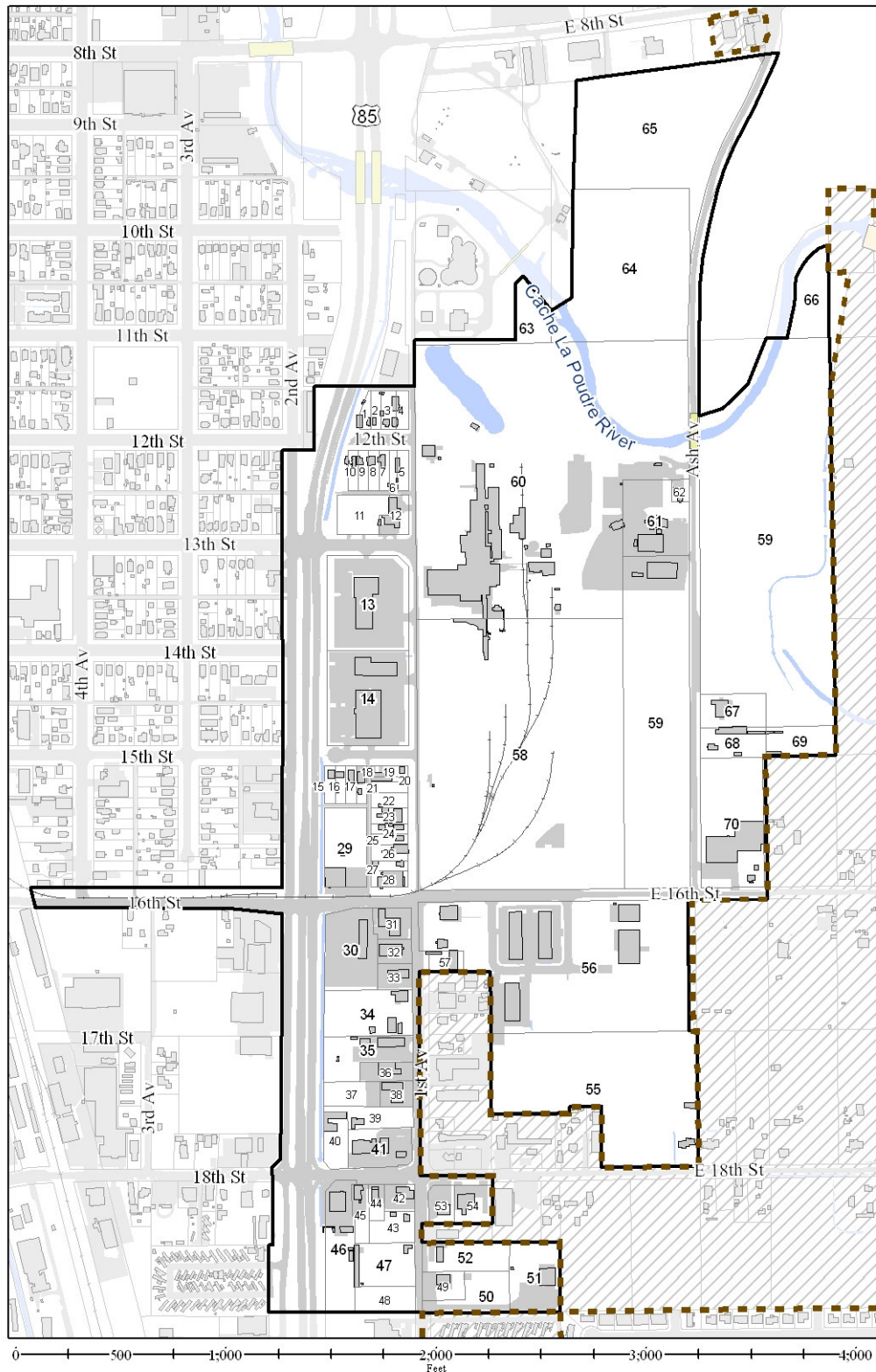
Thence northwesterly along said east right-of-way line of the UPRR to the north right-of-way line of 16<sup>th</sup> Street said point being the southwest corner of property described at Reception Number 2512515, Weld County Records (403 16<sup>th</sup> Street);

Thence east along said north right-of-way line of 16<sup>th</sup> Street to the intersection with the west right-of-way line of US Highway 85 Bypass frontage road (2<sup>nd</sup> Avenue);

Thence north along said west right-of-way line to the intersection with the south right-of-way line of 12<sup>th</sup> Street and the POINT OF BEGINNING.

## Western Sugar Area Conditions Survey

## Legal Description

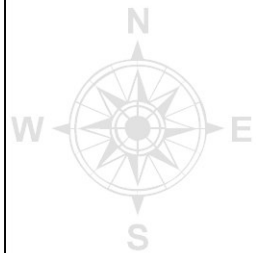


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### Legend

- Study Boundary
- Waterbodies
- Structures
- Parcels
- Streets/Pavement
- Railroad Spur
- Greeley
- Unincorporated Weld County

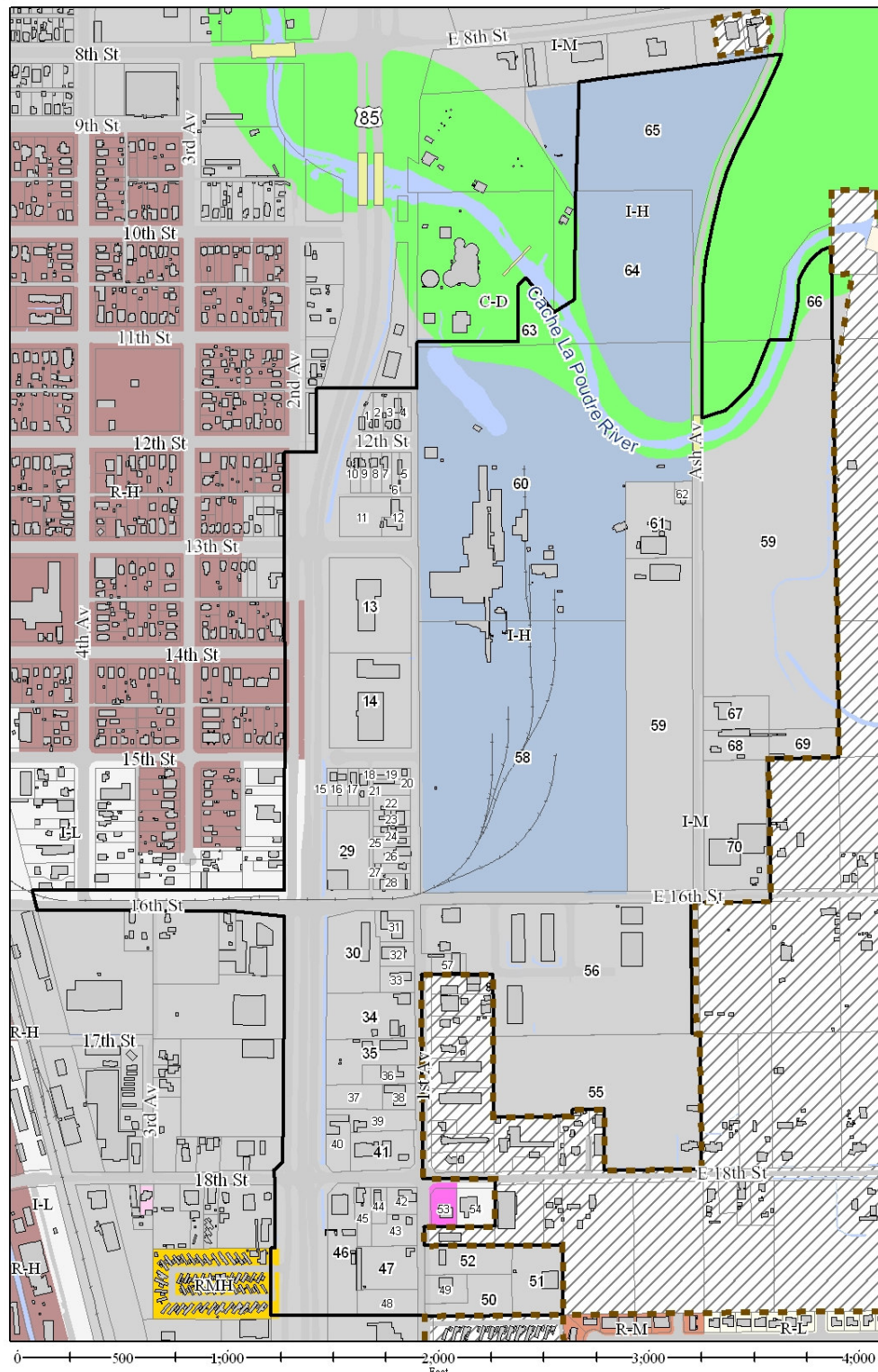


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## APPENDIX E: Table of Uses in Industrial Zones

# Western Sugar Area Conditions Survey

# Area Zoning



## Weld County, Colorado

Created: November 8th 2007

By: Planning GIS

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## Legend

- Study Boundary
- Waterbodies
- Structures
- Parcels
- Streets/Pavement
- Railroad Spur
- Greeley
- Unincorporated Weld County

## Zoning

- Industrial High
- Industrial Medium
- Industrial Low
- Commercial High
- Conservation District
- Residential High
- Residential Medium
- Residential Low
- Residential Mobile Home

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## LAND USES - I-M (Industrial Medium Intensity)

### PERMITTED USES Uses = Use is permitted by right in the zoning district

#### **Industrial**

- ⇒ Bulk Storage of Flammable liquids & Gases - (below ground), LP Tanks as per Fire Code
- ⇒ Co-generation & Power Plants
- ⇒ Commercial Laundries & Dry Cleaning Plants
- ⇒ Concrete, Asphalt Batch Plants
- ⇒ Crematoriums
- ⇒ Farm Equipment, Implement, Diesel & Bus Sales & Repair
- ⇒ Manufacturing, Fabrication, Assembly
- ⇒ Moving & Storage Companies
- ⇒ Newspaper & Publishing Plants, Binderies
- ⇒ Research & Testing Labs

#### ***Transportation Facilities***

- ⇒ Low Impact
- ⇒ High Impact
- ⇒ Truck, Trailer and Large Equipment Rental
- ⇒ Trucking & Freight Terminals

#### ***Utility Service Facilities***

- ⇒ Less than 300 sq. ft., no office or storage space
- ⇒ More than 300 sq. ft., no office or storage space
- ⇒ Water & Waste Water Treatment Plants
- ⇒ Welding, Machine Shops
- ⇒ Well Drilling Companies

#### ***Wireless Uses***

- ⇒ Co-location (on existing tower)\*\*
- ⇒ Stealth Design\* \*
- ⇒ Roof-top mounted\* \*

\*\* As long as tower or building height is not increased

## LAND USES - I-M (Industrial Medium Intensity)

**Design Review** = Use is permitted in the zoning district but is subject to review by City staff

**Use by Special Review** = All aspects of the proposed land use must be approved by the Planning Commission

DESIGN REVIEW	USE BY SPECIAL REVIEW
<p><b><u>Commercial</u></b>  <b><i>Auto Uses</i></b>  ⇒ Auto Repair, Sales – under 1 acre (over 1 acre in size is a UR)  ⇒ Banks, Savings and Loans, Financial Institutions, ATM's, Drive-up Windows – "D" required for drive-up windows  ⇒ Gas Stations – under 1 acre (over 1 acre in size is a UR)  ⇒ Gas Stations with Repair, Lube &amp; Tire Shops - including Underground Fuel Storage (over 1 acre in size is a UR)  ⇒ Entertainment Establishment  ⇒ Builder/Contractor Supply Offices and Yards (Maximum 25% of site for outdoor storage)  <b><i>Warehousing</i></b>  ⇒ Outdoor Storage  ⇒ Self Serve Storage Units – under 5 acres (site over 5 acres in size requires a Use By Special Review)</p> <p><b><u>Industrial</u></b>  ⇒ Adult Business  <b><i>Recycling Centers</i></b>  ⇒ Small Collection  ⇒ Large Collection &amp; Processing Facility  <b><i>Telecommunication Uses</i></b>  ⇒ Satellite Antennas over 3' in Diameter  ⇒ Utility, Communication Towers/Cabinets less than Building Height Permitted by Zone</p> <p><b><i>Wireless Uses</i></b>  ⇒ Free-standing(non-stealth)* *</p>	<p><b><u>Institutional</u></b>  ⇒ Child Care/Day-Care Centers/Preschools  ⇒ Churches  <b><u>Commercial</u></b>  <b><i>Animal Uses</i></b>  ⇒ Stables (over 5 boarded)  <b><i>Auto Uses</i></b>  ⇒ Auto Repair, Sales (over 1 acre)  ⇒ Car/ Truck Wash (over 3 bays)  ⇒ Convenience Stores with Gas Sales  ⇒ Gas Stations over 1 acre in size  ⇒ Gas Stations with Repair, Lube &amp; Tire Shops - including Underground Fuel Storage (over 1 acre in size)  ⇒ Personal Service Shops (Beauty, Barber, Tanning &amp; Nail Salons, Shoe Repair)  <b><i>Restaurants</i></b>  ⇒ Cafes, &amp; Other Eating Establishments (includes outdoor seating/eating areas)  ⇒ Drive-in or Drive-thru facilities (including outdoor seating areas)  ⇒ Drive-up Window  <b><i>Retail Sales</i></b>  ⇒ Under 3,000 sq. ft. GFA (one or combo of stores)  ⇒ 3,000 - 20,000 sq. ft. GFA (one or combo. of stores)  ⇒ Large Retail (over 20,000 sq. ft.)  ⇒ Large Retail (over 100,000 sq. ft.)  ⇒ RV and Travel Trailer Parks  <b><i>Theaters</i></b>  ⇒ Drive-in  ⇒ Outdoor Auditoriums, Sports Arenas, Stadiums  ⇒ Theme or Amusement Parks, Zoos, Aquariums  <b><u>Industrial</u></b>  ⇒ Airports, Heliports  ⇒ Chemical Manufacturing Plants  ⇒ Food &amp; Beverage Processing  ⇒ Oil &amp; Gas Operations  ⇒ Race Tracks  <b><i>Telecommunication Uses</i></b>  ⇒ Utility, Communication Towers/Cabinets over building height permitted by zone  ⇒ Utility Lines - Over 33 KVA, overhead  <b><i>Waste Management</i></b>  ⇒ Refuse Transfer  ⇒ <b>Warehousing</b> site over 5 acres in size</p>

\*\* As long as tower of building height is not increased

## LAND USES - I-H (Industrial High Intensity)

**PERMITTED USES** = Use is permitted by right in the zoning district

### **Residential**

⇒ Farming

### **Institutional**

⇒ Cemeteries,

Columbarium

⇒ Schools - Adult (Business, Trade)

### **Commercial**

#### ***Animal Uses***

⇒ Kennels (could also be a DR)

⇒ Auction Houses (exclude livestock)

#### ***Auto Uses***

⇒ Towing Services

⇒ Banks, Savings & Loans, Financial Institutions, ATM's, Drive-up Windows - "D" required for drive-up windows

⇒ Builders, Contractors

Supply Offices & Yards - Maximum 25% of GFA for indoor assembly

⇒ Cleaning & Janitorial Services

⇒ Exterminating Shops

⇒ Flea and Farmers Markets, Swap Meets - Outdoor

#### ***Golf Uses***

⇒ Golf Courses, Driving Ranges with Lighting

#### ***Manufactured, Mobile Homes***

⇒ Repair

⇒ Offices

⇒ Parking Lots & Structures

⇒ Radio & TV Stations

### ***Recreation Uses***

⇒ Community Recreation

Buildings

⇒ Open Space

⇒ Park (pocket)

⇒ Park (neigh)

⇒ Park (comm/reg)

⇒ Taxidermist

### ***Theaters***

⇒ Drive-in

⇒ Warehousing (No Outdoor Storage)

⇒ Wholesale Goods & Sales

### **Industrial**

⇒ Bulk Storage of Flammable Liquids & Gases - (below ground), LP Tanks as per Fire Code

⇒ Co-generation & Power Plants

⇒ Commercial Laundries & Dry Cleaning Plants

⇒ Concrete, Asphalt Batch Plants

⇒ Crematoriums

⇒ Farm Equipment, Implement, Diesel & Bus Sales & Repair

⇒ Manufacturing, Fabrication, Assembly

⇒ Moving & Storage Companies

⇒ Newspaper & Publishing Plants, Binderies

⇒ Research & Testing Labs

### ***Transportation Facilities***

⇒ Low Impact

⇒ High Impact

⇒ Truck, Trailer and Large Equipment Rental

⇒ Trucking & Freight Terminals

### ***Utility Service Facilities***

⇒ Less than 300 sq. ft., no office or storage space

⇒ More than 300 sq. ft. no office or storage space

⇒ Water & Waste Water Treatment Plants

⇒ Welding, Machine Shops

⇒ Well Drilling Companies

### ***Wireless Uses***

⇒ Co-location (on existing tower)\*\*

⇒ Stealth Design\* \*

⇒ Roof-top mounted\* \*

\*\* As long as tower of building height is not increased

## I-H (Industrial High Intensity)

**Design Review** = Use is permitted in the zoning district but is subject to review by City staff

**Use by Special Review** = All aspects of the proposed land use must be approved by the Planning Commission

DESIGN REVIEW	USE BY SPECIAL REVIEW
<p><b><u>Commercial</u></b></p> <p>⇒ Banks, Savings and Loans, Financial Institutions, ATM's, Drive-up Windows-"D" required for drive-up windows</p> <p>⇒ Builders, Contractors Supply Offices &amp; Yards -maximum 25% of site outdoor storage</p> <p>⇒ Gas Stations – under 1 acre (sites over 1 acre size USR)</p> <p>⇒ Gas Stations with Repair, Lube &amp; Tire Shops - including Underground Fuel Storage (sites over 1 acre size USR)</p> <p><b><u>Warehousing</u></b></p> <p>⇒ Outdoor Storage</p> <p>⇒ Self Serve Storage Units – under 5 acres (sites over 5 acres in size require a Use By Special Review)</p> <p><b><u>Industrial</u></b></p> <p>⇒ Adult Business</p> <p><b><u>Recycling Centers</u></b></p> <p>⇒ Small Collection</p> <p>⇒ Large Collection &amp; Processing Facility</p> <p><b><u>Telecommunication Uses</u></b></p> <p>⇒ Satellite Antennas over 3' in Diameter</p> <p>⇒ Utility, Communication Towers/Cabinets less than building height permitted by zone</p> <p><b><u>Wireless Uses</u></b></p> <p>⇒ Free-standing(non-stealth)* *</p> <p>** As long as tower of building height is not increased</p>	<p><b><u>Institutional</u></b></p> <p>⇒ Churches</p> <p><b><u>Commercial</u></b></p> <p><b><u>Auto Uses</u></b></p> <p>⇒ Auto Repair, sales over 1 acre in size, whether on individual sites or several such uses combined</p> <p>⇒ Comm. Truck Wash</p> <p>⇒ Car &amp; truck wash over 3 bays</p> <p>⇒ Convenience Stores with Gas Sales</p> <p>⇒ Gas Stations sites over 1 acre size</p> <p>⇒ Gas Stations with Repair, Lube &amp; Tire Shops - including Underground Fuel Storage, sites over 1 acre size</p> <p>⇒ Theme or Amusement Parks, Zoos, Aquariums</p> <p>⇒ Warehousing over 5 acres</p> <p><b><u>Industrial</u></b></p> <p>⇒ Airports, Heliports</p> <p>⇒ Auto Dismantling, Junk &amp; Salvage Yards</p> <p>⇒ Chemical Manufacturing Plants</p> <p>⇒ Food &amp; Beverage Processing</p> <p>⇒ Foundries</p> <p>⇒ Grain &amp; Feed Elevators &amp; Supply</p> <p>⇒ Livestock Auctions</p> <p>⇒ Oil &amp; Gas Operations</p> <p>⇒ Race Tracks</p> <p>⇒ Rendering Plants, Slaughterhouse, Meat Processing, Packaging</p> <p><b><u>Telecommunication Uses</u></b></p> <p>⇒ Utility Communication Towers/Cabinets over building height permitted by zone</p> <p>⇒ Utility Lines-over 33 KVA, overhead</p> <p><b><u>Waste Management</u></b></p> <p>⇒ Refuse Transfer</p>

**APPENDIX F: Greeley Urban Renewal Authority, Greeley  
Planning Commission, and Greeley City Council  
Review and Actions**

**(Reserved)**

# Urban Renewal Plan Great Western Sugar Factory Area

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## ***I. PLAN PREFACE AND INTENT***

The Greeley Great Western Sugar Factory Urban Renewal Plan (Plan) was prepared to the provisions of the Urban Renewal Law, CRS. §§ 31-25-101 et seq. (Urban Renewal Law). Terms used in the Plan have the same meaning as in the Urban Renewal Law. It is expected that, if approved, this Plan would be managed through the Greeley Urban Renewal Authority (Authority).

The Urban Renewal Plan for the Great Western Sugar Factory Area Conditions Survey (Survey) has been prepared pursuant to the provisions of the Urban Renewal Law of the State of Colorado, Part 1 of Article 25 of Title 31, C.R.S., as amended (the Act).

The proposed jurisdictional boundaries for the Authority in the Great Western Sugar Factory Area are to be found in Appendix of this document. This Plan describes the framework for certain public undertakings constituting urban renewal projects and other authorized activities under the Urban Renewal Law in the Greeley Great Western Sugar Factory area, located in the City of Greeley, Weld County, Colorado.

The Plan area is an area generally located south of the Greeley Waste Water Treatment Plant from 8<sup>th</sup> Street to 19<sup>th</sup> Street and from US Hwy 85 on the west to the Greeley city limits by Ash Avenue. The legal description and map of the seventy parcels that make up the Plan area are attached in Appendix A. The Plan Area encompasses approximately 220.5 acres, of which approximately 200 acres are contained in 70 legal parcels (not including rights-of-way).

The Plan will serve as a starting point for a coordinated, cooperative redevelopment strategy, with financing possibilities. This end goal is to eliminate blight, prevent the spread of blight and improve the viability of the Great Western Sugar Factory and surrounding areas.

### ***Overview - Great Western Sugar Factory Area***

The Great Western Sugar Beet Factory was built in 1902 and stopped production in 2003. The factory and supporting properties are the dominant uses in the area. The Study Area contains a mix of newer construction along with improvements dating from the 1940's through the 1970's. Northeast Greeley has historically been an industrial area within the City of Greeley.

Dominant land uses in the Study Area besides the Great Western Sugar site include auto and truck towing, repair and sales, animal hide tanning, single-family residential, and various light industrial uses. The heaviest industrial use is the Great Western site which no longer operates as a sugar beet factory. The site does however, continue to operate as a sugar beet transfer area for the local farmers and the Fort Morgan sugar factory. Additionally, a main building on the site is currently being used for contract warehousing. There is a small 10 lot single family subdivision on 12<sup>th</sup> Street west of 1st Avenue, and scattered single family residences among owner-operated industrial parcels. All of the residential uses in the Study Area are legal non-conforming uses in the industrial zone. Open area for beet storage and truck maneuvering, vacant land, and railroad uses are present toward the center of the study area.

One result of this Plan could be to offer tax increment financing as a tool to stimulate and leverage private sector development and redevelopment. Development and redevelopment in the area is anticipated to occur in the near future, with the potential for authority financing to provide the impetus and means to undertake this redevelopment at a faster pace than might occur otherwise.

## *II. FINDING OF “BLIGHT”*

Based on the evidence presented in the Greeley Great Western Sugar Factory Area Conditions Survey, dated November, 2007 it was determined that the Renewal Area was “blighted” as defined by the Urban Renewal Law, by the existence of the following nine factors:

*(a): Deteriorating or deteriorated structures and buildings identified as unsafe or unsanitary* were evident throughout the Study Area. Several buildings display partial or significant structural deterioration. Additionally, outmoded and/or nonconforming structures are common. Instances of blight, due in part to apparent neglect, are also evident on several sites.

*(b) and (c): Conditions of faulty street and lot layout* exist throughout the Study Area. The conditions that exist concerning faulty street and lot layout include problems associated with poor vehicular, pedestrian and bicycle access and faulty lot layout, shape and size and the two oil and gas wells located on the Great Western site.

*(d) and (h): Unsanitary or unsafe conditions and endangerment* are prevalent throughout the Study Area. Conditions include poorly lit or unlit areas; unscreened trash and machinery, and abandoned vehicles. While there is ground contamination from improperly buried asbestos, it is limited to the main Great Western parcel.

*(e): Substandard site improvements* are prevalent throughout the Study Area. Conditions included parking surface deterioration, neglect and site maintenance problems, trash/debris/weeds, with most sites lacking adequate landscaping.

*(f): Unusual topography and inadequate public improvements* are present within the Study Area. A lime waste pile on the northern portion of the area presents the dominant topography problem. Inadequate public improvement are universal within the Study Area due to street pavement (and shoulder) deterioration, and particularly, overhead utilities.

*(g): Defective or unusual conditions of title* are found because of the multiplicity of ownership for the approximately 40 small lots which accounts for almost 60% of the parcels in the study area, making comprehensive area redevelopment unlikely.

*(k.5): High Services Demand or Site Underutilization* could be found at several sites throughout the Study Area due to vacant land and buildings.

Nine of the eleven qualifying blight conditions specified by state statute have been found in this study area. In all, all 100% of the parcels are impacted by at least four of the qualifying conditions.

The following table summarizes blight qualifying conditions present in the Study Area.

**Great Western Sugar Area Conditions Survey - Summary of Findings**

<b>Blight Qualifying Conditions</b>	<b>Condition Met</b>
(a) Slum, deteriorated, or deteriorating structures;	yes
(b) Predominance of defective or inadequate street layout;	yes
(c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;	yes
(d) Unsanitary or unsafe conditions;	yes
(e) Deterioration of site or other improvements;	yes
(f) Unusual topography or inadequate public improvements or utilities;	yes
(g)) Defective or unusual conditions of title rendering the title non-marketable;	yes
(h) The existence of conditions that endanger life or property by fire or other causes;	yes
(i) Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidations, deterioration, defective design, physical construction, or faulty or inadequate facilities;	no
(j) Environmental contamination of buildings or property;	no
(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.	yes

Source: City of Greeley.

These factors, taken together, substantially impair the sound growth of the City, constitute an economic and social liability, and are a menace to the public health, safety and welfare of the community. Based on evidence of the “blighted” factors, the Renewal Area is appropriate for authorized activities of the Authority pursuant to the Urban Renewal Law.

### ***III. PLAN OBJECTIVES***

The City’s adopted Comprehensive Plan, known as *City of Greeley 2020 Comprehensive Plan*, describes desirable land use and transportation patterns, with goals and policies for those topics along with community appearance and design, the environment, public safety, recreation, redevelopment, education, transportation, the economy, and growth management.

Briefly summarized, the land use pattern envisioned by the plans for the Renewal Area is an industrial hub, providing significant development opportunities to businesses and property owners.

This Plan is intended to implement the Comprehensive Plan therefore the two will be in conformance. The following excerpts from the Comprehensive Plan provide guidance with respect to urban renewal and redevelopment. These are representative excerpts, and not an all inclusive listing of relevant statements:

***REDEVELOPMENT CHAPTER GOAL: Established areas of the community must be regularly assessed for at risk conditions, and actions taken to restore and prevent neighborhood decline, in order to maximize the taxpayer return on existing infrastructure investment, to curb criminal activity opportunity in distressed areas, to enhance the value of such areas to landowners and the community and to protect historic structures, thereby enhancing the community image and inclination for community investment.***

### ***POLICIES & STRATEGIES:***

*RE1.1 Identify the unique qualities of each older neighborhood that defines its “sense of place” in the community. Take measures to maintain and promote those attributes in design elements, infill projects and related development activities.*

*RE1.4 Recognize the need for older neighborhoods to evolve to meet contemporary markets and reuse, and seek methods to encourage redevelopment within a context of change that balances existing structures with renewal needs.*

*RE1.8 Require redevelopment or infill projects to utilize site design and building architecture which is sympathetic to the surrounding area in order to maintain the character and form of the neighborhood (see also policies CD1.6 and CU1.9A). RE1.9 Adjust the City fee and tax structures to provide greater incentive for reinvestment in older, existing areas of the community through infill and redevelopment activity (see also policies CD1.12, GR3.6 and TR2.10B).*

*RE3.1 Identify conditions which, when present in a neighborhood, evidence distress or deterioration. Such conditions could include, but not be limited to, such features as age and condition of structures, presence or condition of neighborhood infrastructure, condition of property, real estate sales information, economic status of the area, vacancy of commercial and multi-family structures, crime activity and related indicators (see also policies HS4.6, LU2.15, PS4.2 and RE3.2 and 3.3).*

- A) develop a scale of range and degree of concern with each feature;*
- B) provide a method to rank the relative status of a geographic area; and,*
- C) formulate a measurement tool to rank the overall at risk condition of an area.*

*RE3.2 Identify community areas and specific neighborhoods which should be reviewed for the presence of at risk conditions (see also policies LU2.15, PS4.2 and RE3.1 and 3.3).*

- A) include area property owners and residents in a “self assessment” of conditions and concerns.*

*RE3.3 Where it is suggested that the presence of conditions or trends warrant action to arrest conditions contributing to the decline of an area, blighting influences must be identified and vigorously removed to keep older neighborhoods strong and healthy (see also policies CD2.5, LU2.15, PS4.2 and RE3.1 and 3.2). A specific Neighborhood Plan should be developed to include, at a minimum:*

- A) an assessment of area problems and concerns; and,
- B) a strategy to strengthen area assets, preserve and improve neighborhood identity in design and function, and provide a scheme for transitional or new development which complements and strengthens area values and conditions.

## *REDEVELOPMENT OBJECTIVES*

This Plan is intended to stimulate private sector development in and around the Renewal Area. A combination of private investment and Urban Renewal Authority financing will assist progress toward the Redevelopment Plan Objectives. The primary focus of the redevelopment efforts will be to address the following:

- a. Conditions in the area that impair growth;
- b. Promote and encourage private enterprise to upgrade and invest in industrial and commercial developments in the Area, which is an objective of the Comprehensive Plan, Development Code and the Act;
- c. Utilize tools consistent with regional and local efforts to create public/private partnerships to comply with the Act;
- d. Provide a means of mitigating land use conflicts through the implementation of planning and design standards for public and private improvements;
- e. Implement the Comprehensive Plan and its related elements;
- f. Utilize underdeveloped land;
- g. Improve pedestrian, bicycle, and vehicular circulation and safety;
- h. Eliminate and prevent blight by helping to attract capital investment and new businesses, retention and expansion of existing businesses, and development of a competitive regional industrial area with the voluntary rehabilitation of buildings, site improvements, and infrastructure.

## *REDEVELOPMENT SCENARIOS*

Four redevelopment scenarios are presented in Appendix B. The scenarios are illustrations with design concept assumptions demonstrating a variety of desirable and plausible redevelopment options to accomplish the successful redevelopment of the site. The fifth scenario, of course, is to do nothing.

## *IV. RENEWAL ACTIVITIES*

To support progress toward the objectives, the Authority may undertake any of the following renewal activities, as deemed appropriate for the elimination or prevention of blight factors within the renewal area, pursuant to the Urban Renewal Law:

- A. Public Improvements: The Authority may cause, finance, or facilitate the design, installation, construction, and reconstruction of public improvements in the Renewal Area. In order to promote the effective utilization of undeveloped and underdeveloped land in the Renewal Area, the Authority may, among other things, enter into financial or other agreements with the City of Greeley or private developers to provide the City with financial or other support in order to

encourage or cause the City to invest funds for the improvement of storm drainage and street conditions and deficiencies in the Renewal Area.

- B. Purchase of Property: In the event that the Authority finds it necessary to purchase any real property for an urban renewal project to remedy blight factors pursuant to the Urban Renewal Law and this Plan, the Authority may do so by any legal means available, including the exercise of the power of eminent domain, pursuant to the Urban Renewal Law. If the power of eminent domain is to be exercised for the purpose of transfer of property to another private person or entity, the Authority's decision whether to acquire the property through eminent domain shall be guided by the following criteria, with the understanding that these guidelines shall not be construed to constrain the Authority's legal ability to exercise the power of eminent domain:
- a. all requirements of the Urban Renewal Law, including eminent domain procedures, have been met;
  - b. other possible alternatives have been thoroughly considered by the Authority;
  - c. good faith negotiations by the Authority and/or the project developer have been rejected by the property owner;
  - d. reasonable efforts have been undertaken to: (a) understand and address the property owner's position and his or her desire for the property and for any existing business on the site, and (b) work with the owner to either include the owner in project planning or purchase the property and relocate the owner in accordance with the Urban Renewal Law on terms and conditions acceptable to the owner.
- C. Demolition: The Authority may provide for the demolition of existing development and clearance of sites as part of specific projects.
- D. Participation Agreements: The Authority may enter into participation agreements with property owners or developers in the renewal area to facilitate participation and assistance that the Authority may choose to provide to such owners or developers. These may include provisions regarding project planning, public improvements, financing, design, and any other matters allowed pursuant to the Urban Renewal Law.
- E. Relocation Assistance: It is not expected that the activities of the Authority will displace any person, family, or business. However, to the extent that in the future the Authority may purchase property causing displacement of any person, family, or business, it shall develop a relocation program to assist any such party in finding another location pursuant to the Urban Renewal Law, and provide relocation benefits consistent with the Urban Renewal Law. There shall be no displacement of any person or business without there being in place a relocation program for such project.
- F. Hiring: The Authority may employ consultants, agents, and employees, permanent and temporary, and it shall determine their qualifications, duties, and compensation.
- G. Legal Authority: The Authority may also exercise all other powers given to it under the Urban Renewal Law.

## ***V. PLAN CONFORMANCE AND DEVELOPMENT PROCEDURES***

- A. Urban Renewal Law: This Plan is in conformity with and subject to the applicable statutory requirements of the Urban Renewal Law.
- B. Greeley Comprehensive Plan: This Plan is in conformity with the City of Greeley 2020 Comprehensive Plan as outlined in item three above.
- C. Development Code Conformance: All development within the Renewal Area shall be designed and processed in accordance with the Greeley Development Code and other applicable standards observed in the City's development review process.

## ***VI. PROJECT FINANCING***

Specific projects may be financed in whole or in part by the Authority, under the tax increment financing (TIF) provisions of CRS § 31-25-107(9)(a) of the Urban Renewal Law, or by any other available source of financing authorized to be undertaken by the Authority pursuant to CRS § 31-25-105 of the Urban Renewal Law. The Authority is authorized to:

- A. finance urban renewal projects within the Renewal Area with revenues from property tax increments, interest income, federal loans or grants, agreements with public, quasi-public or private parties and entities, loans or advances from any other available source, and any other available sources of revenue;
- B. issue bonds and incur other obligations contemplated by the Urban Renewal Law in an amount sufficient to finance all or any part of a project within the Renewal Area;
- C. borrow funds and create indebtedness in any authorized form in carrying out this Plan; and
- D. reimburse the City and/or developer(s) for costs incurred for improvements related to a project to pay the debt incurred by the Authority with such entities for urban renewal activities and purposes. Tax increment revenues may also be used to pay bonded indebtedness, financial obligations, and debts of the Authority related to urban renewal activities under the Plan.

Any principal and interest on such indebtedness may be paid from property tax increments, sales tax increments or any other funds, revenues, assets or properties legally available to the Authority. Such methods may be combined to finance all or part of the Plan activities.

## ***PROPERTY TAX INCREMENTS***

A fund for financing projects may be accrued and used by the Authority under the property tax allocation financing provisions of the Urban Renewal Law. Under this method, property taxes levied after the effective date of the approval of this Plan upon taxable property in the Renewal Area each year by or for the benefit of any public body shall be divided for a period not to exceed twenty-five (25) years after the effective date of the adoption of the tax allocation provision, as follows:

- A. Base Amount: That portion of the taxes which are produced by the levy at the rate fixed each year by or for such public body upon the valuation for assessment of taxable property in the Renewal Area last certified prior to the effective date of approval of the Plan or, as to an area later added to the Renewal Area, the effective date of the modification of the Plan, shall be paid into the funds of each such public body as are all other taxes collected by or for said public body.
- B. Increment amount: That portion of said property taxes in excess of such base amount shall be allocated to and, when collected, paid into a special fund of the Authority 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 (whether funded, refunded, assumed or otherwise) the Authority for financing or refinancing, in whole or in part, a specific project. Such increment amount shall also be used to pay for the Authority's financial obligations incurred in the implementation of this Plan.

Unless and until the total valuation for assessment of the taxable property in the Renewal Area exceeds the base valuation for assessment of the taxable property in the Renewal Area, all of the taxes levied upon taxable property in the Renewal Area shall be paid in to the funds of the respective public bodies.

In the event that there is a general reassessment of taxable property valuations in Weld County, which are subject to division of valuation for assessment between base and increment, as provided above, the portions of valuations for assessment to be allocated as provided above shall be proportionately adjusted in accordance with such reassessment.

At the time of the adoption of this Plan, such a general reassessment occurs every two years, in the odd-numbered years. When such bonds, loans, advances, indebtedness, and financial obligations, including interest thereon and any premiums due in connection therewith, have been paid, all taxes upon the taxable property in the Renewal Area shall be paid into the funds of the respective public bodies.

## *VII. MODIFICATION TO THE PLAN*

This Plan may be modified pursuant to requirements and procedures set forth in CRS §31-25-107 of the Urban Renewal Law governing such modifications.

## *VIII. REASONABLE VARIATIONS*

The Authority shall have the ability to approve reasonable variations (as determined by the Authority) from the strict application of these Plan provisions, so long as such variations reasonably accommodate the intent and purpose of this Plan and the Urban Renewal Law. Plan provisions may be altered by market conditions, redevelopment opportunities and/or the needs of the community affected by the Plan. Major alterations to the Plan must be presented to the City Council for approval.

## **Appendix A – LEGAL DESCRIPTION**

### **WESTERN SUGAR STUDY AREA LAND DESCRIPTION:**

Numbers shown in parenthesis are for reference to parcel numbers on the attached map.

A tract of land located in the Southwest Quarter of Section 4, and in the East Half of Section 8 and in the West Half of Section 9, Township 5 North, Range 65 West of the Sixth Principal Meridian, City of Greeley, Weld County, Colorado said tract being further described as follows:

BEGINNING at the Northeast corner of Block 140, City of Greeley (Southwest corner of intersection of 12<sup>th</sup> Street and 2<sup>nd</sup> Avenue);

Thence east along the extension of the south right-of-way line of 12<sup>th</sup> street to the west right-of-way line of US Highway 85 Bypass;

Thence north along said west right-of-way line to a point on the south line of the north half of Block 134, City of Greeley;

Thence east along said south line to the west right-of-way line of 1<sup>st</sup> Avenue;

Thence northerly along said west right-of-way line to a point on the westward extension of the northerly line of (63);

Thence easterly along said northerly line to a point on the westerly side of (64);

Thence northerly along the westerly line of (64) and (65) to the northwest corner of (65);

Thence easterly along the north line of (65) and its eastward projection to a point on the east line of Ash Avenue;

Thence southerly along said east line of Ash Avenue to a point on the northerly line of (59);

Thence northeasterly along said northerly line to the southwest corner of (66);

Thence northerly along the westerly line of (66) to the northeast corner of (66);

Thence south along the east line of (66), (59), and (69) to the southeast corner of (69);

Thence west along the south line of (69) and (68) to the northeast corner of (70);

Thence south along the east line of (70) and its southward extension to a point on the south right-of-way line of East 16<sup>th</sup> Street;

Thence west along said south right-of-way line of East 16<sup>th</sup> Street to the northeast corner of (56);

Thence south to the southeast corner of (56);

Thence east to the northeast corner of (55); Thence south to the southeast corner of (55) and a point on the north right-of-way line of East 18<sup>th</sup> Street;

Thence west along said north right-of-way line to a corner on the south line of (55);

Thence north and westerly along the boundary of (55) to the southwest corner of (55);

Thence north along the boundary of (55) and (56);

Thence west along the boundary of (56), the south line of (57) and its westward extension to a point on the west line of Section 9, Township 5 North, Range 65 West (centerline of 1<sup>st</sup> Avenue);

Thence south along said west line of Section 9 to the centerline of East 18<sup>th</sup> Street;

Thence east along said centerline to the northward extension of the east line of (54);

Thence south to the southeast corner of (54);

Thence west along the south line of (54) and (53) and its westward extension to a point on the west line of Section 9, Township 5 North, Range 65 West (centerline of 1<sup>st</sup> Avenue);

Thence south along said west line of Section 9 to the westward extension of the north line of (52);

Thence east along the north line of (52) and (51) to the northeast corner of (51);

Thence south along the east line of (51) to the southeast corner of (51);

Thence west along the south lines of (51), (50), (48), (46) and its westward extension to a point on the west right-of-way line of US Highway 85 Bypass frontage road (2<sup>nd</sup> Avenue);

Thence north along said west right-of-way line to the south right-of-way line of 16<sup>th</sup> Street;

Thence west along said south right-of-way line to the east right-of-way line of the UPRR said point being the northwest corner of property described at Reception Number 2191496, Weld County Records (401 17<sup>th</sup> Street);

Thence northwesterly along said east right-of-way line of the UPRR to the north right-of-way line of 16<sup>th</sup> Street said point being the southwest corner of property described at Reception Number 2512515, Weld County Records (403 16<sup>th</sup> Street);

Thence east along said north right-of-way line of 16<sup>th</sup> Street to the intersection with the west right-of-way line of US Highway 85 Bypass frontage road (2<sup>nd</sup> Avenue);

Thence north along said west right-of-way line to the intersection with the south right-of-way line of 12<sup>th</sup> Street and the POINT OF BEGINNING.

## Appendix B – Redevelopment Scenarios

### Great Western Sugar Area: Urban Renewal Plan Redevelopment Scenario ‘A’

#### Design Concept

The concept of this plan was to maintain as much of the existing land uses as practicable. The street grid layout is also intended to blend well with the size of existing adjacent parcels and street grid. The grid plan also provides some flexibility in adjusting the size of the parcels depending on the needs of the businesses. Most of the new lots can either be made smaller and still maintain access to the remainder of the parcel; or, if a company needed more space, the lots could be combined to accommodate those needs as well.

Space is also provided for a future expansion of the existing COG waste water treatment facility.

The existing residential area adjacent to the waste water treatment facility is also left as-is with a cul-de-sac turn around added at the west end of 12<sup>th</sup> Street.

All existing access points to US Hwy 85 remain as they are currently configured.

Because of the small size of the lots it is anticipated that rail service will not be needed and therefore the railroad spur has been deleted in this study. Further study of proposed businesses would be needed to determine if this assumption is correct.

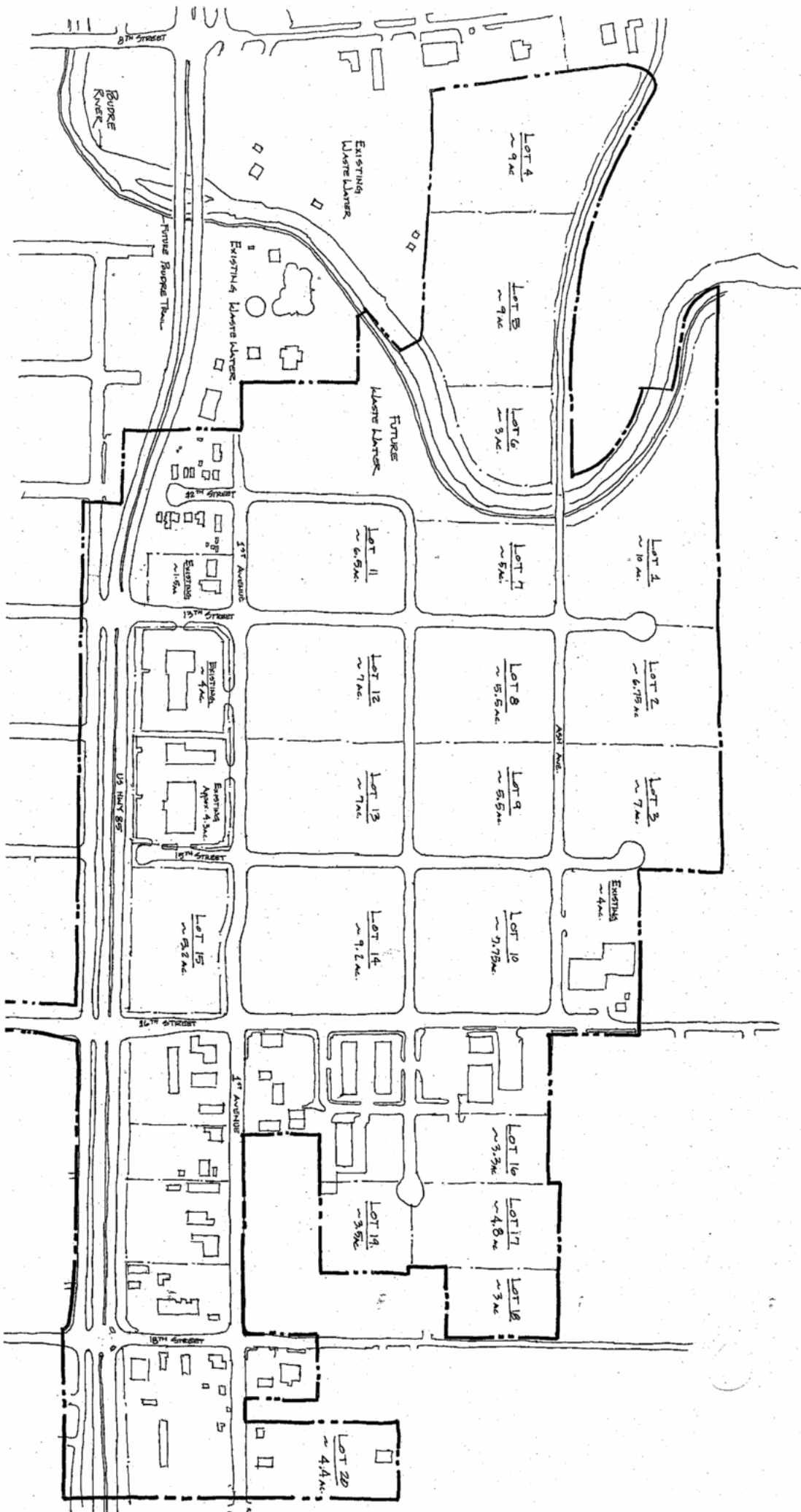
This study provides twenty lots of varying sizes as follows, all sizes are approximate:

Lot 1; 10 acres	Lot 11; 6.5 acres
Lot 2; 6.75 acres	Lot 12; 7 acres
Lot 3; 7 acres	Lot 13; 7 acres
Lot 4; 9 acres	Lot 14; 9.2 acres
Lot 5; 9 acres	Lot 15; 5.2 acres
Lot 6; 3 acres	Lot 16; 3.3 acres
Lot 7; 5 acres	Lot 17; 4.8 acres
Lot 8; 5.5 acres	Lot 18; 3 acres
Lot 9; 5.5 acres	Lot 19; 3.5 acres
Lot 10; 7.75 acres	Lot 20; 4.4 acre

Lots 4-6 are currently not functional without the removal of the large quantity of waste material from years of sugar processing.

Lot 14 and the area identified for future waste water treatment facilities will need to be studied further with regard to reported buried material from the sugar plant.

## Redevelopment Scenario A



## Great Western Sugar Area: Urban Renewal Plan Redevelopment Scenario 'B'

### Design Concept

The concept of this plan was to maintain some of the existing land uses while creating new parcels with a greater variety of sizes. The street layout moves away from a grid layout to a curvilinear form in an attempt to provide easier movement through the area. This study also provides some flexibility in adjusting the size of the parcels depending on the needs of the businesses. As with study 'A', the new lots could be made smaller and still maintain access to the remainder of the parcel; or they can be combined if a company needed more space. Space is also provided for a future expansion of the existing COG waste water treatment facility. The existing residential area adjacent to the waste water treatment facility has been replaced by Lot 8, but the residential area could easily be maintained if so desired.

All existing access points to US Hwy 85 remain; however, some improvements are indicated in the form of 'free' right hand turns from 13<sup>th</sup>, 16<sup>th</sup> and 18<sup>th</sup> streets on the east side of Hwy 85 and acceleration and deceleration lanes.

Ash Avenue is shown to be realigned to maximize the size of lot 12

Rail service has been retained in this study to lots 11 and 12, but could be extended to other lots as well, depending on the business needs.

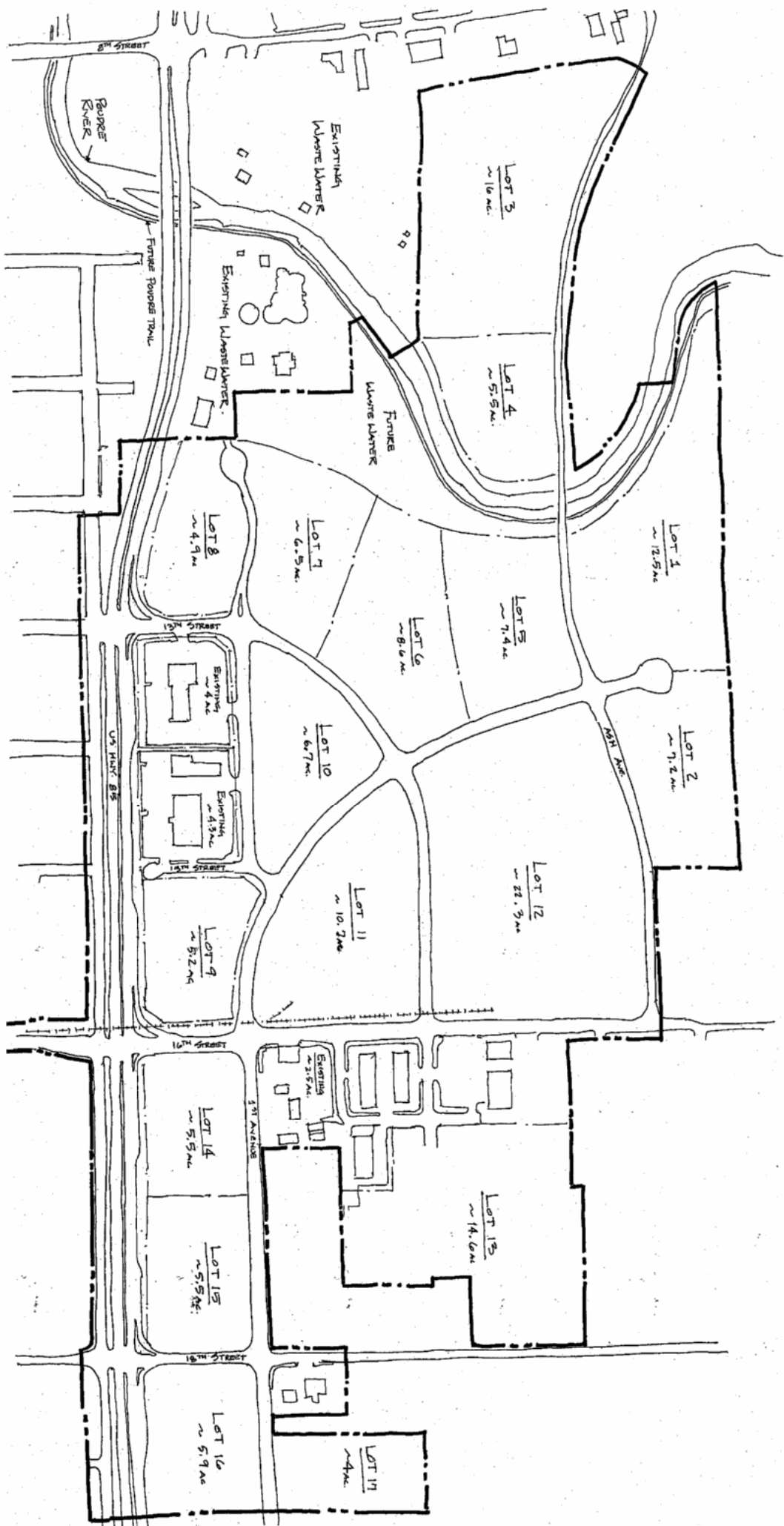
This study provides seventeen lots of varying sizes as follows, all sizes are approximate:

Lot 1; 12, 5 acres	Lot 10; 6.7 acres
Lot 2; 7.2 acres	Lot 11; 10.7 acres
Lot 3; 16 acres	Lot 12; 22.3 acres
Lot 4; 5.5 acres	Lot 13; 14.6 acres
Lot 5; 7.4 acres	Lot 14; 5.5 acres
Lot 6; 8.6 acres	Lot 15; 5.5 acres
Lot 7; 6.5 acres	Lot 16; 5.9 acres
Lot 8; 4.9 acres	Lot 17; 4 acres
Lot 9; 5.2 acres	

Lots 3 and 4 are currently not functional without the removal of the large quantity of waste material from years of sugar processing.

Lot 7 and the area identified for future waste water treatment facilities will need to be studied further with regard to reported buried material from the sugar plant.

Redevelopment Scenario B



## Great Western Sugar Area: Urban Renewal Plan Redevelopment Scenario 'C'

### Design Concept

The concept of this plan was to maintain a portion of the existing Great Western Sugar plant structure since the red brick portion may have some historical significance. The existing building could be renovated as an 'adaptive reuse'. Additional investigation is needed regarding the historical qualities of the building and if it is structurally capable of reuse. Additionally, this study looks at creating larger lots than shown in studies 'A' and 'B' to make it more attractive for larger companies to relocate here. Space is also provided for a future expansion of the existing COG waste water treatment facility.

In this study, the existing residential area adjacent to the waste water treatment facility has been replaced by Lot 6, but it could also be left intact if so desired with the remaining area of Lot 6 then moving to future expansion of the wastewater facility.

All existing access points to US Hwy 85 remain; however, the 13<sup>th</sup> Street access point has been changed to be a right in and right only on both sides of Hwy 85 and the median has been made continuous through this area. This follows recommendations from CDOT.

Ash Avenue has been realigned to maximize the size of lots 4 and 5.

Rail service has been retained in this study to lots 4 and 5, but could be extended to other lots as well, depending on the business needs.

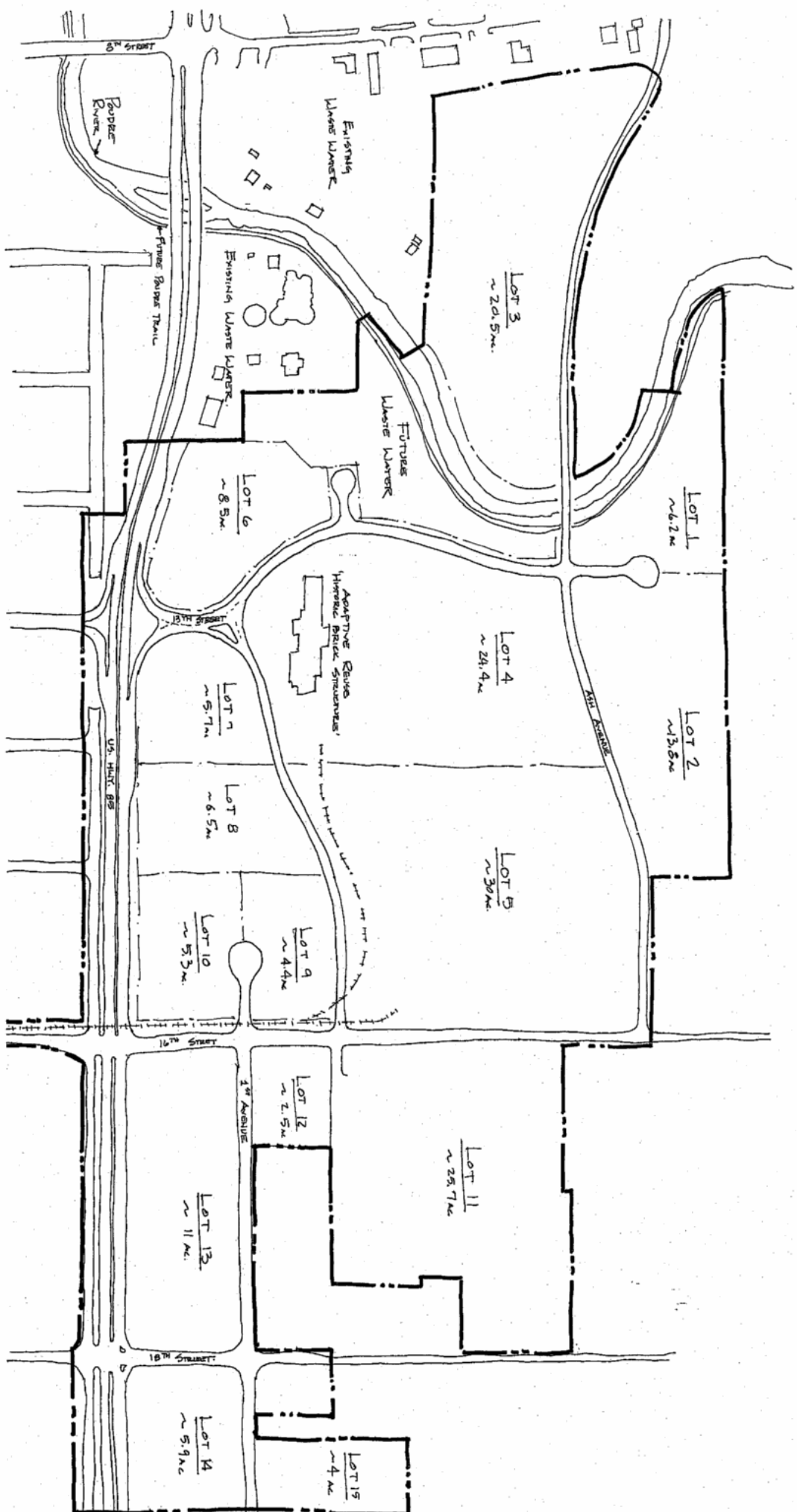
This study provides fifteen lots of varying sizes as follows, all sizes are approximate:

Lot 1; 6.2 acres	Lot 9; 4.4 acres
Lot 2; 13.8 acres	Lot 10; 5.3 acres
Lot 3; 20.5 acres	Lot 11; 25.7 acres
Lot 4; 24.4 acres	Lot 12; 2.5 acres
Lot 5; 30 acres	Lot 13; 11 acres
Lot 6; 8.5 acres	Lot 14; 5.9 acres
Lot 7; 5.7 acres	Lot 15; 4 acres
Lot 8; 6.5 acres	

Lot 3 is currently not functional without the removal of the large quantity of waste material from years of sugar processing.

Lot 6 and the area identified for future waste water treatment facilities will need to be studied further with regard to reported buried material from the sugar plant.

Redevelopment Scenario C



## Great Western Sugar Area: Urban Renewal Plan Redevelopment Scenario 'D'

### Design Concept

The concept of this plan was to maximize the size of one of the lots for a single business. The study shows a hypothetical layout of a large facility. Additional lots of various sizes have also been incorporated in this plan. Space is also provided for a future expansion of the existing COG waste water treatment facility.

In this study, the existing residential area adjacent to the waste water treatment facility has been replaced by the access to Lot 4

Access to US Hwy 85 remains; however the northern access point on the east side of Hwy 85 has moved north of the previous 13<sup>th</sup> Street location and is a right in and right out only. The 13<sup>th</sup> Street access on the west side of Hwy 85 has also been changed to a right in and right out with the median made continuous through this area. This follows recommendations from CDOT. Another CDOT recommendation was to provide an overpass at the 18<sup>th</sup> Street intersection. However, this study shows the overpass at the 16<sup>th</sup> Street intersection which would also allow for rail traffic to lot 4, without impeding the traffic flow on Hwy. 85. The frontage road access points at 18<sup>th</sup> street have been relocated as mentioned in CDOT recommendations.

16<sup>th</sup> Street and Ash Avenue have been realigned to maximize the size of lot 4.

Rail service has been retained in this study to lot 4.

This study provides nine lots of varying sizes as follows, all sizes are approximate:

Lot 1; 9 acres  
Lot 2; 2 acres  
Lot 3; 21 acres  
Lot 4; 107.5 acres  
Lot 5; 18.5 acres  
Lot 6; 5.5 acres  
Lot 7; 5.5 acres  
Lot 8; 5.5 acres  
Lot 9; 4 acres

Lot 3 is currently not functional without the removal of the large quantity of waste material from years of sugar processing.

The northern portion of Lot 4 and the area identified for future waste water treatment facilities will need to be studied further with regard to reported buried asbestos from the sugar plant.

Redevelopment Scenario D

