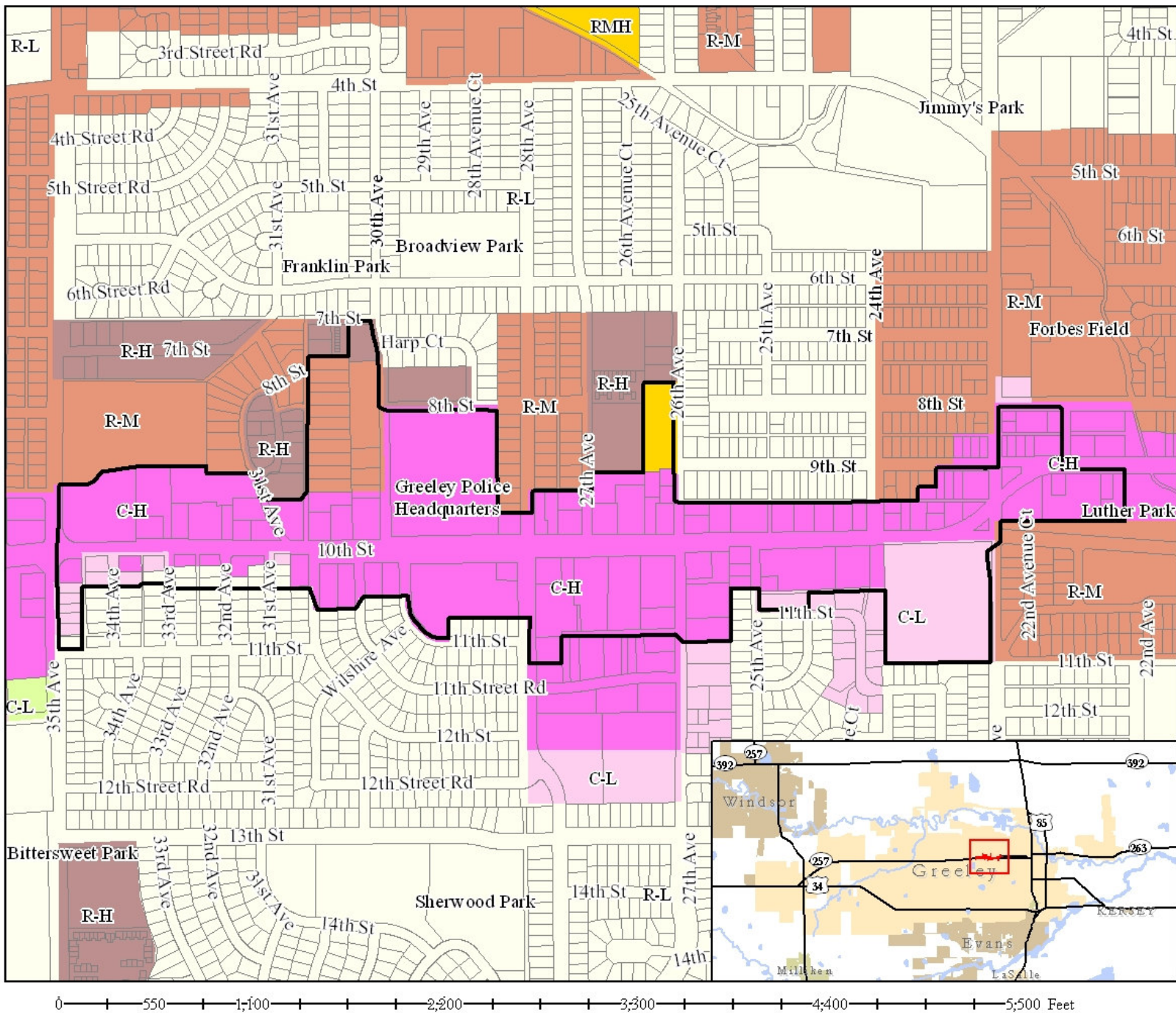



**W. 10th Street Commercial Corridor
Conditions Survey
Plus
W. 10th Street Commercial Corridor
Urban Design Plan Elements**

April, 2005

S:CD\Plans&Studies\TIFStudies\BlightStudies\BlightStudies\10thSt\TIF
G:GISusers\Plan\NeighborhoodStudies\10thSt\10thStStudyCD\Maps

10th Street TIF District





Weld County, Colorado

Created: June 9th 2008
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

TIF District

Parcels

Zoning

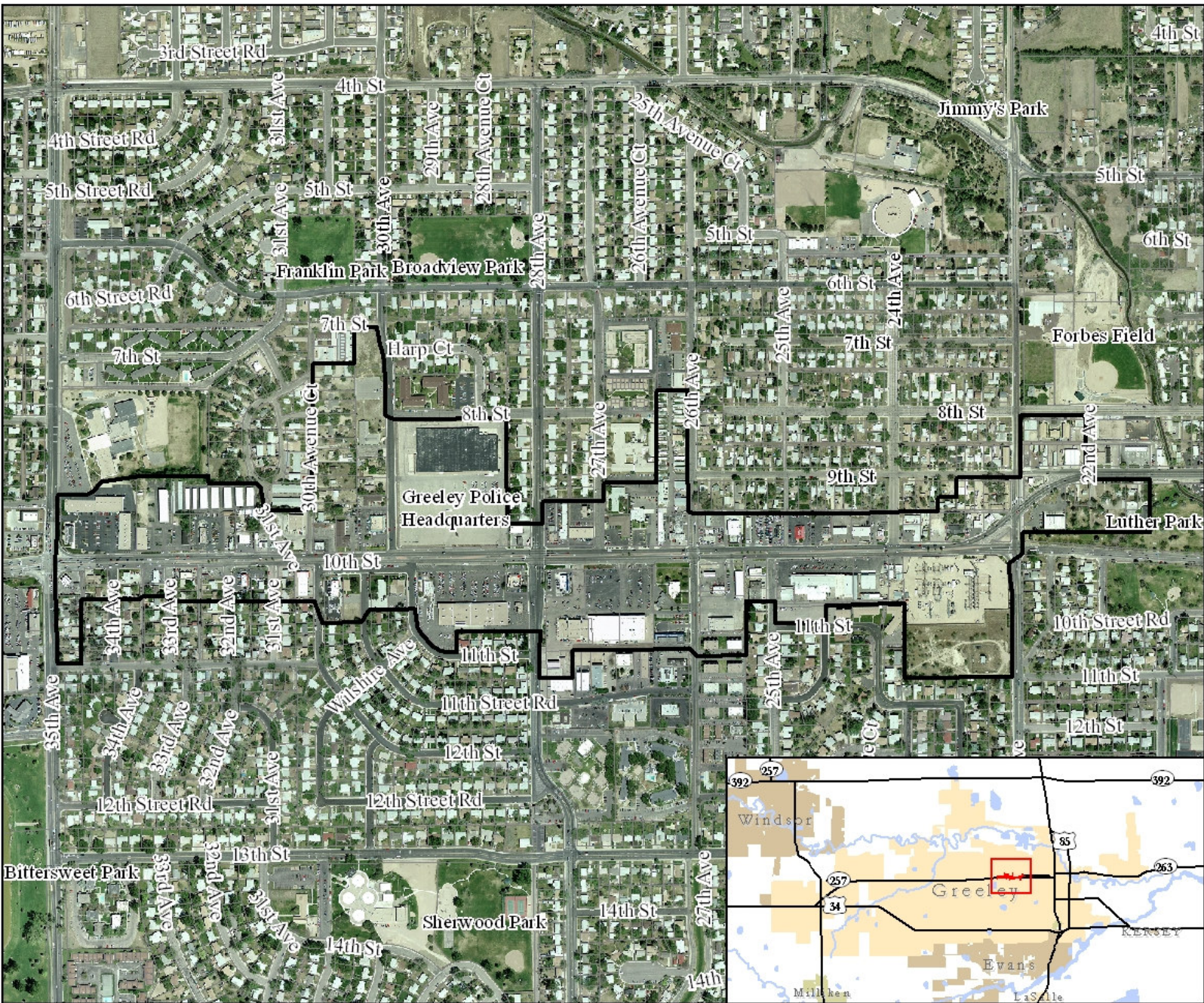
- C-D Conservation District
- C-H Commercial High Intensity
- C-L Commercial Low Intensity
- H-A Holding Agriculture
- I-H Industrial High Intensity

- 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

Source: City of Greeley Planning Department

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10th Street TIF District



0 550 1,100 2,200 3,300 4,400 5,500 Feet



Legend

-  TIF District
-  Parcels

Weld County, Colorado

Aerial Photography taken Summer 2005.

Created: June 9th 2008
By: Planning GIS

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Source: City of Greeley Planning Department

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W. 10th Street Commercial Corridor Conditions Study April, 2005

Executive Summary

To find and declare an area as “blighted” generally connotes only negative images of a portion of the community so distressed as to be at the brink of collapse. 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 extracts a predominately commercial portion of the previously adopted W. 10th Street Corridor Neighborhood Plan for closer evaluation and concludes that this area carries a deeper level of physical, economic, 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 W. 10th Street Commercial Corridor 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 redevelopment strategy for this corridor offers the direction and mechanisms needed to reverse the current conditions of distress and provide important commercial services to enrich the neighborhood, complement the existing redevelopment strategy and improve the entire community.

SECTION I: Study Overview

Purpose

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 program of neighborhood support, the Urban Renewal Authority studied the conditions of various neighborhoods, surveyed the needs of area residents and adopted plans geared toward meeting the objective of maintaining strong neighborhood assets and improving conditions where limitations to public health, safety and welfare warranted action.

The same general process was used in the development of the W. 10th Street Neighborhood Study, which was completed and approved by City Council in June, 2004. This overall area, 1,007 acres in size and encompassing approximately 2,470 parcels of land, had begun to show signs of distress in its physical, economic and social conditions. The majority of the area is residential in land use, and possesses characteristics common to the era in which the development of the area took place. Addressing the ageing nature of the neighborhood and its structures through the availability of housing rehabilitation assistance, upgrading and installing public improvements to augment the older and often incomplete infrastructure, and increasing levels of municipal service was deemed a multi-point strategy to respond to area concerns. However, in the process of analyzing the conditions of the area, it was determined that the commercial spine running through the middle of the study area appeared to contain more serious and complex difficulties that, if left unaddressed, would likely limit the successful redevelopment of the surrounding neighborhoods.

This study set out to investigate the conditions of the W. 10th Street Commercial Corridor with a deeper level of scrutiny to ascertain if statutory conditions of “blight” exist and, if so, to address redevelopment of this corridor with appropriate strategies and tools.

Study Boundary & Relationship to the W. 10th Street Corridor Neighborhood Plan

The subject area represents the commercial “spine” that bisects the overall W. 10th

Street Corridor Neighborhood. For the most part, commercially developed tracts of land on both the north and south side of W. 10th Street between 35th Avenue on the west and immediately adjacent to 23rd Avenue on the east mark each end of this Study boundary (see Map 1 ~ *W. 10th Street Corridor Blight Study Boundary*).

W. 10th Street is also classified as a state highway in this area and therefore also subject to Colorado Department of Transportation (CDOT) standards. A companion transportation study (draft form) in roughly the same area, known as the *10th Street US 34 Business Access Control Study*, has also been undertaken for this roadway and provides important findings in relationship to the potential blight designation.

Study Area Characteristics

The W. 10th Street Commercial Corridor was developed in the 1960's and 1970's when automobile use was coming into its own and defining the types of commercial uses that would line travel corridors. Linear configured commercial development defines the land use in this corridor with a combination of free standing and strip center retail stores. Most commercial structures are box-like, single-story in height with little architectural definition and largely constructed with cinder block masonry exteriors. The few newer buildings in the corridor offer relief from this material through the use of brick and greater architectural detail, meeting the design standards of more contemporary building and design codes.

Many structures are sited near the actual road right-of-way with limited parking areas in front and limited, if any, landscaping. Access points are frequent, reflecting the original limited traffic patterns of the time, resulting in greater congestion and a high number of traffic conflict points. Sidewalks are narrow, if present at all. Many of the smaller retail stores and buildings have been converted to different types of occupants, many of which have pushed display items into traditional parking areas (such as used car dealerships) further limiting the opportunity for pedestrians, customers and vehicular traffic to co-exist comfortably.

Except for the few commercial centers, ownership patterns reflect a number of independent operators with expectations for non-shared access or cross parking agreements. This "stand alone" orientation often results in conflicts between adjacent landowners over parking and access.

Older style signs still prevail in much of the area creating a cacophony of competing messages. And, while the older prevalent wooden electric and utility poles along 10th Street were recently placed underground, several high wattage lines with enormous steel poles have taken their place and green utility boxes have sprung up as well. The wooden poles with overhead lines remain throughout the study area except on 10th Street.

Study Area Land Use and Zoning Districts

The strip commercial uses discussed previously as well as the wide range of commercial land uses has been fostered by the designation of most of the area as C-H or Commercial High Intensity zone district. This zoning allows for the full range of commercial uses and, without the benefit of adequate lot size or current building and site design standards, many of the current buildings carry a very dated feel to them, making it difficult for those tenants and businesses to compete with more attractive and spacious newer land uses. Parking areas tend to be undersized for many of the small independent businesses with little surplus area with which to accommodate newer businesses oriented to such features as drive-through services.

Study Process

Evaluation of the W. 10th Street Commercial Corridor involved the following elements:

- A. Review of the base data collected as part of the W. 10th Street Neighborhood Study;
- B. Conducting follow-up field verification of property and building conditions to update available survey information;
- C. Focusing more specifically on the depth of infrastructure need in the subject area relative its current function and adaptability to future land uses;
- D. Analyzing data related to public safety and comparing it to neighboring street corridors to ascertain any levels of distress unique to the subject area;

Community Development staff involved with the production of the *W. 10th Street Neighborhood Plan* conducted the research for this corridor conditions study as well. Data was shared from the previous study, but reviewed in greater depth and combined with other corollary study projects (e.g. *W. 10th Street US 34 Business Access Plan-draft*).

Draft findings were shared in an open house style format, with invitations and meeting notices mailed or hand delivered to each property owner and/or tenant in the corridor. A total of twenty-two people attended the open-house sessions on this project.

Upon completion, the draft study was presented to the Urban Renewal Authority and the Planning Commission for recommendation. Board minutes and/or resolutions are attached for reference (see attachment)

Report Format

The *Greeley Urban Renewal W. 10th Street Conditions Survey* is presented in four sections and an Appendix. Section I presents an overview of the project, the study boundary and the study methodology. Section II presents a summary of the statutory purpose, a definition of blight, and a short discussion regarding the significance of blight designation for an area. 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 area maps of parcels exhibiting examples of blight conditions by category and photographs of representative examples, a sample field survey and a parcel-by-parcel synthesis of qualifying conditions found during the property survey.

SECTION II: Colorado Statutory Provisions

Summary of Statutory Purpose

The main provisions of the original Urban Renewal Law have not changed significantly since it was first enacted in 1958. The law was originally intended primarily to enable Colorado to receive federal funds designated for urban redevelopment. Under the 1958 statute, a municipality could form an urban renewal authority if it found that one or more blighted areas existed within the municipality and the rehabilitation of such areas was necessary to preserve the public's health, safety, morals or welfare. (1958 Sess. Laws, C.R.S. § 139-62-1 et seq. (1958).

The purpose of this report was to analyze conditions on all parcels located within the identified W. 10th Street commercial corridor (the Study Area) in order to determine whether factors contributing to blight are present and whether the Study Area is, therefore, eligible as an urban renewal area 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.

This study represents a step towards achieving redevelopment goals set out in the *City of Greeley 2020 Comprehensive Plan*. An important component of future redevelopment in the area will be identification of development programs, which effectively leverage public investment, as well as 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 constitutes a blighted area is a cumulative conclusion attributable to the presence of several physical, environmental, and social factors. Indeed, blight is attributable to a multiplicity of conditions, which, in combination, tend to accelerate the phenomenon of deterioration of an area. For purposes of the study, the definition of a blighted area is premised upon the definition articulated in the Urban Renewal Law, as follows:

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

- (a) Slum, deteriorated, or deteriorating structures;*
- (b) Predominance of defective or inadequate street layout;*
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
- (d) Unsanitary or unsafe conditions;*
- (e) 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).

Significance 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, social and economic problems in a particular 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, as well as the tools, which are available to assist with project implementation. Property owners and

businesses benefit from both the public and private commitments and investment through association and proximity.

While property acquisition to spur redevelopment is a possibility, the inclusion of property in an urban renewal area does not mean property will be condemned. The use of condemnation by government is limited to instances deemed necessary for the “public good” 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 a condemnation action. Generally, compensation is provided for real property and business moving and relocation expenses.

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

SECTION III: DETERMINATION OF STUDY AREA CONDITIONS

Significant findings of the *W. 10th Street Conditions Study* are presented in this section. These findings are based on a review of documents and reports, interviews, field surveys, and market and economic analyses conducted from January, 2002 through February, 2005. The field surveys for the *W. 10th Street Corridor Neighborhood Plan* were primarily conducted in 2003 and 2004. The field surveys for the *W. 10th Street Conditions Study* were conducted between October 2004 and February 2005. The field surveys occurred at various times throughout this period and at different times of the day in order to observe a variety of conditions. Properties and structures, along with right-of-way and public improvements adjacent to properties were evaluated and deficiencies noted. As previously explained, the purpose of this study was to determine whether conditions of blight as defined by the Colorado State Statutes exist in the Study Area.

Properties and buildings, along with public improvements adjacent to the properties, were evaluated and deficiencies noted. The principal categories reported here are in line with the statute 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. The specific blight factors and analysis are as follows:

Factor (a): Slum, Deteriorated, or Deteriorating Structures

This section summarizes the on-site investigations of deterioration within the study area. The statute recognizes that while the process of deterioration or the existence of outmoded structures can constitute blight, there does not have to be total deterioration of the building. The condition of deteriorating or deteriorated structures was primarily established through field survey work and observation of exterior physical conditions among approximately 135 parcels and 200 buildings within the Study Area. No interior inspections were conducted. Building deterioration rating criteria considered included the following:

primary structure elements (roof, walls, foundation); secondary structure elements (fascia/soffits, gutters/downspouts, exterior finishes, windows and doors, porches, stairways/fire escapes); exterior structure features (mechanical equipment, loading areas, fences/walls/gates, other structures).

The most common examples of structural deterioration found in the Study Area involve poorly maintained exterior finishes, and fascia and roof deterioration. It needs to be noted that roof deterioration is understated given the predominance of flat roof construction and logistical difficulty in conducting roof inspections. A few properties were observed to have outbuildings

in disrepair. Other Study Area structural problems, though less common, include deterioration of exterior walls, gutters, fences, mechanical equipment and loading areas.

Areas most impacted by deteriorating structure problems include:

- the former K-Mart building at 2829 10th Street
- the homes north of 10th Street on 30th Avenue Court
- the gas station south of 10th Street on 28th Avenue
- the home between Tequilas and the Red Wing Motel
- the Mobile West mobile home park north of 10th Street on 26th Avenue.

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 the inclusion earlier stages of bight, not the total deterioration itself. This broadened concept of blight, includes outmoded or obsolete structures. Outmoded and obsolete structures in this study are identified as those legal non-conforming structures as defined by 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 the 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 that 50% of its replacement value, it cannot be constructed except in conformity with the Code.

As shown on Map 2 ~ *Blight Factor (a) – Slum, Deteriorated or Deteriorating Structures (Outmoded, Stressed)*, approximately 75 % 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. As noted above, the designated structures could not be reconstructed, as they currently exist if the structure was destroyed or damaged by more than 50% of its value. Most of the obsolete commercial structures were built in the 1960s and 1970 when the City had no real structure design guidelines. As a result of the utilitarian design and building material usage they would not meet the current Greeley Development Code standards adopted in 2003.

Likewise, the outmoded residential structures date back as far as the 1920's and often include exterior covering of asphalt siding. Of the 27 existing mobile homes in the study area, 60% could not be brought into the City under the existing code and many of the remaining ones are in borderline condition.

Also, the Greeley Development Code considers freestanding signs as structures. Billboards are prohibited signs in the because they are considered a "visual blight" on the area. The six billboards in the study area are identified on Map 2 ~ *Blight Factor (a) – Slum, Deteriorated or Deteriorating Structures (Outmoded, Stressed)*. In addition, almost a third of the businesses in the corridor have non-conforming commercial signs that are either too tall, too big or both; some are also in a state of disrepair. All of these non-conforming and ill-kept signs are also a negative visual impact on the area and are identified on Map 2.

The Appendix section of this report includes photographs of representative examples of deteriorating structures 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: While only the former K-Mart structure (site of the future police facility) is designated as deteriorated, approximately 75% of all primary structures and 30% of the signs in the study area display some characteristics of physical deterioration or are designated as outmoded or obsolete thus meeting Blight Factor (a).

Factor (b): Predominance of defective or inadequate street layout.

This factor includes such conditions as inadequate street widths; dead ends; poor conditions of existing streets; poor provisions or unsafe conditions for the flow of traffic; including pedestrian and bicycle; traffic congestion; inadequate emergency vehicular access; obsolete and impractical street layout; or inadequate facilities for traffic flow or movement through the area.

Analysis: The City of Greeley initiated the *10th Street US 34 Business Access Control Plan (Access Control Plan)* in 2004 (not yet adopted) to address growing concerns about traffic operations and safety between 23rd Avenue and 35th Avenue (See Map 3 ~ *10th Street US 34 Business Access Control Plan* and Map 4 ~ *Inadequate Street Layout*). With crash rates exceeding that of other similar state highways and with 91 public and private accesses in this one-mile segment, the goal of the *Access Control Plan* was to determine the extent of the access problem and develop a program of short- and long-term access management strategies to improve operations and safety.

There are a number of significant transportation operations and safety issues that are of particular interest to this blight study factor including:

- High number of closely spaced driveways.

- Higher than average accident rate in the corridor.
- Sight distance concerns due to roadway curvature, intersection geometry and utility pole and utility boxes.
- Cut-through traffic (vehicles using private parking lots to access public streets).
- Pedestrian and bicycle access and travel.
- Lack of corridor aesthetics such as landscaping, streetscape, building and site design street furniture, improvements in the public right-of-way and pedestrian access.
- Conformity of existing public and private access with the corridor's current State Highway Access category.
- Poor street design and layout.

Accident records for 10th Street were compiled from data provided by the City of Greeley Police Department. The analyzed information was crosschecked with the data from CDOT's accident data book for the study section. The following table compares year 2002 overall accident rates for 10th Street (23rd Avenue to 35th Avenue) against statewide average rates for similar facilities.

Table 1 ~ 10th Street (23rd-35th) Accident Rate Comparison with State Averages for Year 2002

	Prop. Damage Only (PDO) Rate (accidents/MVMT)	Injury Rate (accidents/MVMT)	Fatality Rate (accidents/100 MVMT)	Total Rate PDO + INJ	Weighted Hazard Index
Study Section	6.71	0.95	0	7.66	3.00
State Average	2.40	0.88	1.23	3.29	-----

MVMT - million vehicle miles traveled

Data Source: City of Greeley and State of Colorado

A statistical approach to determining whether a roadway segment has a higher than average accident frequency/severity is the Weighted Hazard Index (WHI). The WHI considers a roadway segment's traffic volume and the frequency and severity of accidents, and provides a statistical comparison to the accident history of other similar roadways in Colorado. A positive WHI suggests a roadway segment that has a higher than average accident frequency/severity and which indicates a need for safety improvements. As shown in Table 1 above, this portion of 10th Street has a higher than average frequency/severity ratio than other urban highways under CDOT jurisdiction.

The current land use, transportation, and access conditions in the W. 10th Street Corridor were inventoried to establish a baseline for corridor traffic operations and safety assessments. The access study provides specific and detailed analysis for each of the 91 access points in the corridor. The recommended improvements in corridor safety are as follows:

Table 2 ~10th Street/US 34 Business Access Control Plan Recommendations

Actions	#
Reconstruct Access Points	3
Reconstruct Driveways	45
New Sections of Sidewalk	52
New Sections of Curb & Gutter or Bulb-Outs	4
Close Existing Access Points	24
Construct Raised Median to Control Access	5
Close Street or Street Intersection	3
Open New Street Intersection (Street relocated)	1

CONCLUSION: As described above, there are several conditions used to determine whether a study area is blighted based on faulty street layout. The *Access Control Plan*, and numerous on-site investigations and field surveys by staff have concluded that problems of inadequate street width, 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 W. 10th Street Study area. Specific conditions include internal circulation issues and substandard parking layouts in the 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 much higher than elsewhere in the state. Those parcels adjacent to 10th Street that have been identified as having a street design defect has been shown as red in Map 4 ~ *Blight Factor (b) - Inadequate Street Layout*, and therefore, it is found that this criteria has been met.

Factor (c): Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.

Conditions typically associated with faulty lot layout include impaired lot shape and/or layout; and inadequate lot size. Poor access is also considered to be an indicator of faulty lot layout. Included here are such problems as long and narrow or irregularly sized properties; obsolete and impractical lot layout; and configurations resulting in stagnant and unproductive conditions of the land by misuse or nonuse

Analysis:

Size – The long and narrow lots are primarily a problem on the south side of 10th Street between 30th Avenue Court and 35th Avenue. These were single-family residential lots that have been converted to a business use. As previously noted, most of the study area was developed in the 1960's and '70's. The prevailing philosophy of the time was to maximize store frontage and vehicular access parallel to 10th Street, so the long narrow lots worked quite

well for that purpose. 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 west of 35th Avenue (see Map 5 ~ *Blight Factor (c) - Faulty Lot Layout*).

The Greeley Development Code identifies the base standard front setback for residential and commercial 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 Commercially 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. Mobile home parks are to have a 25' perimeter setback when adjacent to a street or non-mobile home residential uses.

Accessibility – See Blight Factor b above.

Usefulness – The four lots of significant size that are not currently being put to productive use are the:

1. North portion of the Broadview Church lot at 8th Street and 30th Avenue;
2. Lot behind Westview Commons at 11th Street and 28th Avenue;
3. South half of the electric substation site at 23rd Avenue and 10th Street; and,
4. Former K-Mart building and site, which has set predominately vacant for over ten years.

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: Of the lots adjacent to 9th and 10th Streets approximately 45% are faulty in relationship to size and adequacy. All but two lots in the study area adjacent to 10th Street have been determined by the 10th Street Access Control Study to have some degree of accessibility issue. Three significant properties have not been developed or put to beneficial use and the former K-Mart has been predominately vacant for over ten years. Based on the above factors, almost 90% of the lots adjacent to 9th and 10th Streets in the study meet the Faulty Lot criteria as shown in the Map 6 ~ *Blight Factor (c) – Faulty Lot Layout* and therefore it is found that this criteria has been met.

Factor (d): Unsanitary or unsafe conditions

The area does not have to contain slums to qualify as blighted and therefore require redevelopment. 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.

Analysis:

There are several locations within the study area exhibiting unsafe or unsanitary conditions. The analysis of this factor in the Study Area is divided into the following four elements: 1) Stormwater Drainage; 2) Fire Service; 3) Crime; and, 4) Street Lighting. Other conditions considered unsafe or unsanitary include instances of trash/debris/weeds, graffiti/vandalism, and environmental contamination.

Poorly lit areas are prevalent off of 10th Street, and can be found throughout the Study Area particularly in parking lots behind older businesses and apartment buildings. Problems with trash, debris and weeds can be found throughout the study area as well, but are most commonly present among older businesses and apartment buildings. Graffiti can be found on exterior walls, utility poles, dumpsters, and electrical boxes -- often on otherwise well-tended sites.

Storm Water (Factor d1) - The entire study area does not meet the Greeley storm water management standards. New construction in the City of Greeley is required to handle a 100-year storm event; the entire study area can only handle a five-year storm event. This deficiency is identified on Map 6 ~ *Blight Factor (d1) - Stormwater Drainage*.

Fire Facilities - Approximately 85% of the homes and businesses 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 10% of the structures are located beyond the 400' range. Generally, for a variety of safety related reasons, the fire department does not consider a fire hydrant as usable for an area if it is separated from the subject site by an arterial roadway, particularly in the case of 10th Street where there are also medians. As a result, 5 hydrants would be needed to bring the study area up to standards. (See Map 7 ~ *Blight Factor – (d) 2 Fire Service Availability*.)

Police - The W. 10th Street Corridor Neighborhood Plan mapped the Greeley Police dispatch calls for 2001 by number and type of crime. The six types of crime identified on the map are assault, burglary, rape, robbery, theft and vandalism. See Map 8 ~ *Blight Factor (d) 3 – Crime Occurrences 2001*. For comparison, the crime statistics for a similarly sized area immediately west of the study area was also mapped. Table 3 - *Crime Analysis* offers a review of those statistics as does Map 9 ~ *Blight Factor (d) 3 - Crime Occurrences 2001 – Study and*

Comparison Area. The maps show a rate of approximately 50% higher in the study area than the similarly sized area immediately to the west of the study area.

Street Lights – The 9th and 10th Street portion of the study area is well lit. Public streetlights are typically placed every 250' in residential areas and 80' to 100' on alternate sides of the street on 9th and 10th Street. To bring the study area up to the minimal standards 7 new streetlights are needed. See Map 10 ~ *Blight Factor (d) 4 – Street Lighting*.

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: The storm water deficiency impacts the entire study area. In addition, there are additional deficiencies of fire hydrants, comparatively high crime statistics and street light deficiencies. Therefore it is found that, it is found that Factor d as shown on Map 11 ~ *Blight Factor (d) Composite – Unsafe Conditions*, impacts the entire study area.

Factor (e): Deterioration of site or other improvements

Site improvements typically considered to be substandard or undesirable include: the presence of billboards, neglected properties, and unscreened trash or mechanical storage areas; deterioration of parking surfaces; lack of landscaping; and, other general site maintenance problems. Each of these conditions of blight as they apply to the study area is discussed separately in the following paragraphs.

Elements of this factor may include matters such as inadequate open space; lack of public utilities and public or private services; the incompatible mixture of residential, industrial, and commercial activities resulting in improper and unproductive use of the land; failure to use land, leaving it unproductive or for no public/private purpose; numerous vacancies; unwise planning and zoning; and poor regulatory code provisions or enforcement.

Analysis:

Inadequate Open Space – The lack of open space in this instance is interpreted to mean on-site landscape area. The 2003 Greeley Development Code has minimum size requirements for landscape and the minimum percentage of living material in the landscaped area. Since Greeley had no commercial landscaping requirements until 1976, the majority of the study area was already built out with little or no landscaping. As a result, over 70% of the commercial properties in the study would not have adequate landscaping or open space under the current Greeley code (see Map 12 ~ *Blight Factor (e) – Deterioration of Site*).

Lack of Public Utilities and Public or Private Service – All public and private utilities are available in the study area.

Incompatible Mixture of Residential, Industrial Activities – The large electrical substation at 23rd Avenue and 10th Street is considered a use by right in an industrial zone. Residential uses are located directly to the east, south and west of the site, and one-half block to the north of the site. The site as currently constructed is considered a legal non-conforming property since it was legal when it was built, but would not meet either current design standards or buffering and screening requirements between the subject use and adjacent residential uses. Almost all of the residential properties in the study area are also impacted by their proximate location to commercial uses without the benefit of buffering required between residential and commercial uses under the 2003 Greeley Development Code (see Map 11 ~ *Blight Factor (e) – Deterioration of Site*). This is particularly true when the commercial property is a high impact use such as a 24-hour use, a gas station or car wash.

Failure to Use Land – The four lots on Map 12 ~ *Blight Factor (e) – Deterioration of Site*, that are of significant size and that are not currently being put to productive use and are therefore shown as obsolete are:

Table 3 ~ *Undeveloped Parcels*

		Acres
1	North portion of the Broadview Church at 8 th St. & 30 th Ave	1.0
2	Lot behind Westview Commons at 11 th St. & 28 th Ave	0.6
3	South half of the electric substation site at 23 rd Ave. & 10 th St	3.4
4	Former K-Mart	10.0

Vacancies – Approximately 10% of the commercial business sites are current vacant, which compares similarly with the rest of the City of Greeley. Of particular concern to the City, businesses in the area and neighbors is the large former K-Mart building and site, where 75% of the site has been vacant for over ten years and is in a state of significant disrepair and frequent vandalism. Another vacant property concern is a former gas station site at 11th Street and 28th Avenue.

Unwise Planning and Zoning – As previously noted, the study area represents the evolution of street, site and building design during the 1960's and 1970's. The City of Greeley and the State of Colorado has determined that the study area section of 10th Street and the associated access points are by in large no longer appropriate and, as a result, are taking steps to change them. Equally, the City of Greeley has determined that the planning for site and building design and layout for the majority of parcels in the study area is no longer appropriate and the City will not allow the structures to be rebuilt as it currently exists if it is destroyed, or the site to retain a similar lay out if the use on the lot is changed.

Poor Regulatory Code Provisions or Enforcement – While the code standards and enforcement provisions are reasonably managed for this corridor There has been no trouble with code provisions or code enforcement, however the volume of code enforcement has been plentiful. Enforcement is generally on a complaint basis, is steady but the area has a higher than average

number of complaints. For example, in 2004 there were 1,582 violation notices issued in Greeley. At a city wide size of 45 square miles in Greeley this number of violations equates to about 35 violations per square mile. However, about 29 square miles of Greeley is rural in nature with very limited population or business activity as apposed to the W. 10th Street Study Area. Using the central Greeley developed area of 16 square miles this provides a ratio of approximately 100 violations per square mile. The square mile area from 23rd Avenue to 35th Avenue centered on 10th Street had 247 total violations in 2004 or almost 2 ½ times the average rate of the rest of the urban area of Greeley. A more specific comparison would be former K-Mart building at 2829 10th Street with the two current Wal-Marts since all of the sites are approximately the same size and have the same zone. For the years 2003 and 2004 the former K-Mart site was cited for four violations. During the same period there were no citations for either of the Wal-Mart sites. The difference in rate of violations is primarily due to the fact that the Wal-Mart buildings are occupied and the former K-Mart is not.

Table 4 ~ *City of Greeley and W. 10th Street Corridor Study Area Code Violations Comparison*

Location	Size (Sq. miles)	Violations per sq./mi
Greeley Total	Approx. 45 sq. mi	35
Developed Greeley	29 sq. miles	100
10 th St. Corridor Sq. Mile	1 sq. mile	247

Table 5 ~ *Comparison of former K-Mart Site with two operating Greeley Wal-Mart Sites*

Site	Size	Violations for 2003/2004
Former K-Mart	10 acres	4
W. 10 th St. Wal-Mart	10 acres	0
S. 23 rd Ave. Wal-mart	10 acres	0

The Appendix includes photographs of representative examples of deterioration of site and other improvements found in the Study Area

CONCLUSION: A variety of blight conditions were observed within the Study Area related to the deterioration of the site and non-primary improvements. These conditions, which negatively affect the appearance and utilization of the area, most commonly include parking surface deterioration and unscreened trash and mechanical equipment. Several sites were found to have site maintenance problems, a lack of landscaping, or signage problems. In several cases there were parcels that were well cared for in the front or most visible areas, but neglected in the rear or in sideyards. Examples of this include the boarded up gas station with trash and abandon vehicles; and numerous mobile home and apartment buildings with deteriorating parking lots and unscreened trash. Over 70% of the commercial sites in the study do not have adequate landscaping or open space, there are significant incompatibilities between adjacent land uses, and the majority of the sites

and the design of 10th Street do not meet current design standards. Therefore, it is concluded that this blight criteria has been met.

Factor (f): Unusual topography or inadequate public improvements or utilities

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

Analysis:

Severe and Significant Slopes – There are no severe or significant slopes in the study area.

Inadequate Public Improvements or Utilities – The condition of the following public improvements or utilities have been mapped with a rating of good, fair, poor by the City departments or business industry standard for its type of infrastructure.

- 1) Streets - Both 9th and 10th Street are part of the Colorado highway system and the pavement condition of both streets is good. As shown on Map 13 ~ *Blight Factor (f) 1 – Pavement Conditions*, none of the side streets are in good condition. Of the side street road segments in the study area, 9 or 43% partially meet the Greeley Public Works street standards, and 12 or 57% do not meet City standards.
- 2) Sidewalks – There are a variety of pedestrian challenges in the 10th Street study area including:
 - A lack of sidewalks on 51 properties (over 1/3 of all properties), including the former K-Mart site and the Westview Commons Center,
 - No physical separation of space between auto driveways and backing/maneuvering space and the sidewalk; sometimes the sidewalk 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 electrical switch boxes are located in the sidewalk or pathway,
 - Some bus stops have no connecting sidewalk making them unusable for the mobility impaired,
 - “Roller-coaster” sidewalks caused by multiple curb cuts and the sidewalk attached to the street. As a result, the sidewalk acts as a ramp for cars to get from the street to the parking area. This uneven sidewalk is annoying at best and at worst can be difficult for the elderly, particularly with walkers and wheelchairs and parents with infant strollers,

- Residential sidewalks are missing in the 33rd Avenue, 30th Avenue Court and 9th Street areas

The sidewalk deficiencies are noted in Map 14 ~ *Blight Factor (f) 2 - Sidewalk Conditions*. Sidewalks without required wheelchair ramps are identified in Map 15 ~ *Blight Factor (f) 3 – Wheelchair Ramps*.

Aboveground or insufficient Power Lines – Electrical transmission lines along 10th Street were under grounded in 2003. However, in the place of the large poles, large switch boxes (5' x 4' x 3') which allow the lines to be placed underground, are not only unsightly, but occasionally are visual obstructions for traffic re-entering 10th Street or are pedestrian obstructions (see Map 16 ~ *Blight Factor (f) 4 – Inadequate Utilities*). In addition, all of the side street properties continue to be served by aboveground power lines. Large transmission lines and poles (approximately 5' in diameter and 60' - 75' tall, are centered on or near the electrical substation located at 23rd Avenue and 10th Street. Large transmission poles along 23rd and 24th Avenues create a significant visual blight in the area, as well as pedestrian impediments and clear vision obstructions (see Map 16 ~ *Blight Factor (f) 4 – Inadequate Utilities*).

- 3) Water – Water service lines within the study area are all excellent with the exception of two lines going north from 10th Street; one at 25th Avenue and the other at 24th Street. These deficiencies are noted on Map 17 ~ *Blight Factor (f) 5 – Potable Water Service*.
- 4) Sewer – The only minor sewer line deficiencies are noted on Map 18 ~ *Blight Factor (f) 6 – Sewer Line Service*
- 5) Drainage Problems – As previously noted above in Factor d, new construction in the City of Greeley is required to handle a 100 year storm event, the entire study area can only handle a five year storm event. This deficiency is identified on Map 19 ~ *Blight Factor (f) 7 – Stormwater Drainage*.
- 6) Street Lights - The 9th and 10th Street portion of the study area is well lit. Public streetlights are typically placed every 250' in residential areas and 80' to 100' on alternate sides of the street on 9th and 10th Street. To bring the residential portion of the study area up to the minimal standards 7 new streetlights are needed. See Map 19 ~ *Blight Factor (f) 8 – Street Lighting*.

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

CONCLUSION: There are no severe or significant slopes in the study area that will create an impact in the consideration of blight.

Of the eight infrastructure elements considered, six significantly impact the consideration of blight and those factors are presented on the Map 21 ~ *Blight Factor (f) Composite – Inadequate Public Facilities*. The storm water deficiency alone impacts the entire study area. Other instances of inadequate public improvements include deficiencies of street condition, fire hydrants, lack of sidewalks and wheelchair ramps, and street light deficiencies and the presence of overhead utilities. Curb and gutter deterioration was found in only a few cases. 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 includes diversity and multiplicity of ownership making 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.

Analysis: The primary example of title issues is with the former K-Mart site as shown on Map 22 ~ *Blight Factor (g) – Defective Conditions of Title*. In this instance, the property owner is different from the one who has control of the improvements. Both parties are out of state corporations. Because of this, there appears to be some competing corporate interests and their combined review process for a parcel is typically very drawn out, awkward and at odds with each other.

The issue of diversity and multiplicity of ownership issues making assemblage of land for usable sized tracts is certainly present on the south side of 10th Street between 30th Avenue Ct. and 35th Avenue. To create adequately sized lots for redevelopment would require obtaining 10-15 residential properties.

CONCLUSION: The issue of defective title primarily applies to the former K-Mart site. Due to its size and prominent location, it creates a severe negative impact on the area. The issue of multiplicity of ownership applies to 10-15 parcels in the southwest portion of the study area. It is therefore found that 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) may be applicable here.

Analysis:

Fire: Two buildings have been identified as legal non-conforming structures with the current Greeley Fire Code. In addition, as noted in the fire hydrant section of Factor (d), approximately 5% of the structures are beyond 300' but within 400' of a fire hydrant and thus partially meet the industry standard. Approximately 10% of the structures are located beyond the 400' range. Additionally, for a variety of safety related reasons, the fire department does not consider a fire hydrant as usable for an area if it is separated from the subject site by an arterial roadway, particularly in the case of 10th Street where there are also medians. As a result 5 hydrants would be needed to bring the study area up to current standards. See Map 23 ~Blight Factor (h) – Conditions that Endanger Life or Property by Fire or Other Causes.

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

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

Analysis: The Wilshire Shopping Center located southwest of 28th Avenue and 10th Street, and Westview Commons shopping center located southeast of 25th Avenue and 10th Street have been identified as legal non-conforming commercial areas with the Greeley Fire Code see Map 24 ~Blight Factor (i) – Non-Conforming Buildings with the Greeley Fire and Building Code. Similarly, 59% of the mobile homes in Mobile West Mobile Home Park are legal non-conforming. (Since over half of the structures are non-conforming the entire park has been designated as meeting this condition). The structures have this determination since they were legal at the time of construction but would not meet the current code. The commercial structures do not meet the code since a building of their size would have to be fire sprinkled. The mobile homes are nonconforming because they do not meet the minimum 1972 Housing and Urban Development (HUD) or the City of Greeley fire safety standards.

CONCLUSION: Two commercial buildings and 16 mobile homes are legal non-conforming structures with regard to the Greeley Fire Code in the study area. These structures would not otherwise be allowed in Greeley in their current condition and are therefore shown as impacted by Factor (i) on Map 24. This criterion for blight is found in the study for these criteria.

Factor (j): Environmental contamination of buildings or property

Analysis: No building or site has been confirmed to be environmentally contaminated in the study area.

CONCLUSION: No building or site has been confirmed to be environmentally contaminated in the study area. Therefore, no map for Factor (j) has been presented.

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.

Analysis:

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.

There are 124 residential dwelling units according to the Weld County Assessor’s data for the study area. An analysis of the 2000 U.S. Census Data indicates that there are 159 households. The data suggest two things: one there are multiple households in a single dwelling unit, and second, some household are co-located with their business. While this arrangement is often beneficial for the occupants and business owners, the multiple households in one unit often leads to overcrowding, parking problems which lead to zoning code and police enforcement actions.

Owner/Renter

The ratio of owners to renters in the neighborhood was also reviewed and compared to City-wide and state figures as shown in Table 1 ~ *Owner vs. Renter Occupied Units*. While household ownership in Greeley has risen from 53.9% in 1990 to 58.4% in 2000, there has been a decrease in home ownership in the W. 10th Street Neighborhood Area. The percentage of home ownership in the 10th Street census block groups ranges from a low of 23 % to a high of 77%. The percentage of home ownership in the W. 10th Street Commercial Corridor drops even lower to 20%. Comments from the participants at the neighborhood meetings have noted a slow but steady conversion from owner-occupied homes to rental units.

This conversion from a predominately single family/home ownership to a multi-family/rental neighborhood, has been a consistent neighborhood concern. Longer term residents relate a general degradation of site and structure care, and note other impacts such as parking issues increasing in the area as a result of more rentals. In addition to the physical changes that seem to follow rental properties, residents express the disquiet that accompanies not knowing one’s neighbors, due to the transient nature of the folks who live in the neighborhood and which also makes such programs as Neighborhood Watch more difficult to establish. Expressed differently, it is a shift from long-term to short-term neighborhood investments ranging from financial to personal and social levels of commitment.

Table 6 ~ Owner - vs. Renter-Occupied Units

	% Owner	% Renter
10 th St. Commercial Corridor	19.4%	80.6%
10 th Street Neighborhood Study Area	46.7%	53.3%
City of Greeley	58.4%	41.6%
Weld County	68.7%	31.3%
State of Colorado	67.3%	32.7%

Source: 2000 Bureau of Census and City of Greeley

Per Capita Income

The 2000 Census Per Capita Income by Block Group income indicator for the residents of the Commercial Corridor is present identifies that the incomes in the study area block groups range from approximately \$11,500 on the eastern portion of the study area to almost \$19,000 at the high end in the western end of the study area. The average per capita income for the City of Greeley at \$17,775 was 23% higher than the average for the study area which was \$14,461. The average per capita income for the State of Colorado at \$24,049 was 66% higher than the per capita income for the commercial corridor.

Business Economic Profile – One standard measure of economic business health is reflected in reported taxable sales. The W. 10th Street Commercial Corridor percent of total sales for the City has declined as additional retail had been added throughout the City. However, most concerning has been the dramatic decline to sales within this corridor since 2002 as well as shown in the Table 7 ~ 10th Street Corridor – Taxable Sales.

10th Street Corridor - Taxable Sales

	2000	2001	2002	2003	2004
10th Street Corridor Taxable Sales	\$90,758,460.11	\$91,791,833.83	\$86,826,763.56	\$77,460,269.18	\$75,929,677.79
Total Taxable Sales	\$774,562,562.03	\$823,441,649.36	\$823,386,447.93	\$883,332,316.96	\$907,178,780.05
% of Total Sales	11.72%	11.15%	10.55%	8.77%	8.37%

Parcels w/ code violations Non-resident owned parcels are 41.6% of the parcels in the City of Greeley and 51.2% of the 10th St. Neighborhood Plan Area. However, in the W. 10th Street Commercial Corridor study area 80.6% of the residential units are not owner occupied. The zoning code enforcement citywide has identified 85% of all zoning code enforcement actions are against non-owner occupied properties. As previously shown in Table 4 and 5, the overall rate of violations in the study area are approximately double the rates for the rest of the City. In addition, because the former K-Mart site is vacant, it has received four violations in a two-year period while the two Wal-Marts in Greeley have had none. Accordingly, the Greeley Zoning Code Enforcement Division has identified that for 2004 there were a disproportionate number of enforcement actions in the study area.

Crime (for area & comparison) - As previously noted in Blight Factor (d) in Maps 8 and 9 the Greeley Police dispatch calls for 2001 by number and type of crime. The six types of crime identified on the maps are assault, burglary, rape, robbery, theft and vandalism. For comparison, the crime statistics for a similarly sized area immediately west of the study area was also mapped. The maps show a rate of approximately 50% higher in the study area than the similarly sized area immediately to the west of the study area thus requiring significantly higher levels of police services.

Traffic Accidents. As previously noted in Table 1 for Blight Factor (b), the 10th Street Commercial Corridor has one of the highest rates of traffic accidents in the state of Colorado for a comparable roadway. The accidents typically require police, and occasionally emergency services thus requiring significantly higher levels of municipal services.

Substantial physical underutilization or vacancy of site Not only is the former K-Mart site vacant, and a substantial physical underutilization of the site, as shown in Table 4, the site also generates a disproportionate share of trash, weed and unauthorized use violations by virtue of the site being vacant. The violations have become so numerous and constant that the Greeley Zoning Code Enforcement officers make the site a regular stop for their field enforcement thus requiring much higher levels of municipal services than comparably sized commercial sites.

CONCLUSION: The low per capita income for the study area suggests potentially serious financial limitations for many residents to maintain or enhance their properties, such as seniors on fixed incomes with rising medical and household costs. Likewise, the drop in taxable sales in the study area indicates a troubling trend in the area and its ability to upgrade its facilities and maintain its economic viability without significant assistance. 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 W. 10th Street Conditions Study Area, as described in this report, there is a reasonable presence of adverse physical and economic conditions sufficient to meet criteria established in the state statutes. Although some portions of the Study area are in standard or sound condition, there exist deteriorated and substandard physical conditions and adverse economic conditions throughout the Study Area as a whole, which lead to a finding that this area is blighted in accordance with state statutory defined provisions. The conclusion of this study is based on the following summary of blighted conditions found in the Study Area and described in this report.

Factors (a) and (i): Deteriorating or deteriorated structures and sites and buildings identified as unsafe or unsanitary were evident within the Study Area. Most notable of these is the former K-Mart building with broken and boarded up windows, broken façade, and a structure and site that no longer meets City of Greeley design standards for large retail uses. Additionally, problems exist with the physical condition and design of other legal non-conforming commercial and residential structures that could not be rebuilt as they currently exist. Instances of blight, due in part to apparent neglect, were evident on several sites.

Factors (b) and (c): Defective or inadequate street and lot layout is clear throughout the study area as shown in the *10th Street US 34 Business Access Control Plan*. This section of 10th Street has significantly higher accident rate than the Colorado state average for the year 2002. The Access Control Plan recommends 135 site-specific corrective actions to be taken from reconstructing existing driveways and access points to conform to City and State standards, to closing three streets and relocating an intersection. Faulty lot layout is clear in the existing mobile home park in the study area and the older residential areas that were developed prior to being annexed to the City of Greeley. Four lots were identified as not being put to productive use, the most prominent being the 10-acre former K-Mart site.

Factors(d) and (h): Unsanitary or unsafe conditions and endangerment were prevalent throughout the Study Area. Conditions included lack of sidewalks, inadequate storm water drainage, poorly lit or unlit areas; fire safety problems; instances of trash/debris/weeds; and curb and gutter deterioration, unscreened trash and machinery, and elevated crime incidence.

Factor (e): Substandard improvements were prevalent throughout the Study Area. Conditions included parking surface deterioration, neglect and site maintenance problems, with large areas with no landscaping and billboards spread throughout the area.

Factor (f): Inadequate public improvements were most commonly storm water drainage, street pavement deterioration, lack of sidewalks; and overhead utilities.

Factor (k.5): High Services Demand or Site Underutilization could be found at several sites throughout the Study Area, with services demand highest at traffic accidents, retail, and nightclub locations.

Table 1 summarizes blight qualifying conditions present in the Study Area.

Table 1 ~ City of Greeley Conditions Survey - Summary of Findings

<i>Blight Qualifying Conditions</i>											
Factor	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k.5)
Study Area	yes	yes	yes	yes	yes	yes	yes	yes	yes	no	yes

Source: City of Greeley

- (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*

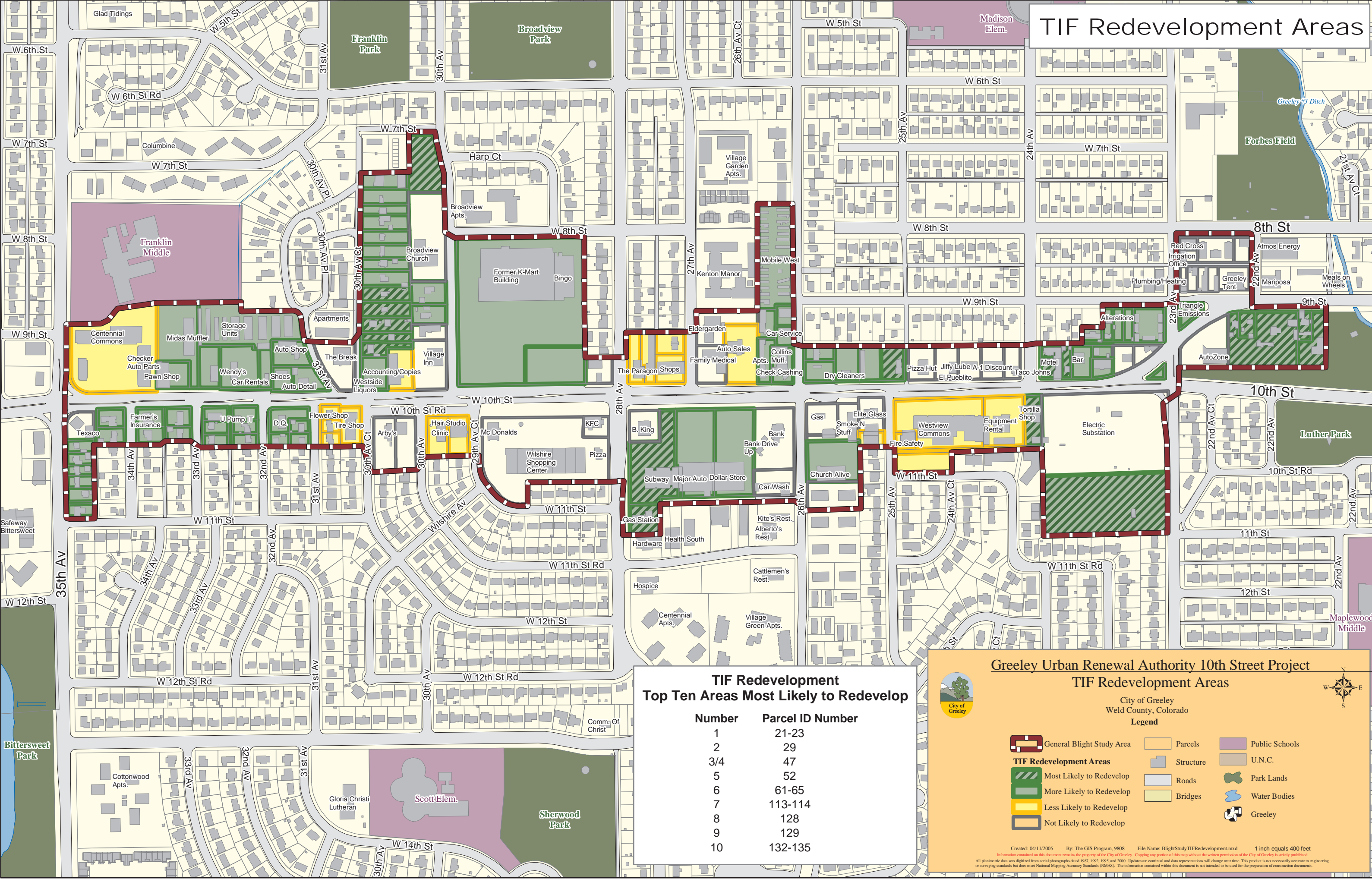
Map 25 ~ *Summary of Blight Areas by Parcel* provides a visual summary and numerical analysis of the above factors. This map is a composite of ten factors from the Colorado State Statutes which were applied to the Survey. Since there was no environmental contamination identified, it was not mapped. Factors such as billboards were allocated to the appropriate parcel as a blight factor, and factors such as deteriorated streets were allocated to the adjacent parcels.

APPENDIX

Appendix A - Maps of Blight Conditions by Category

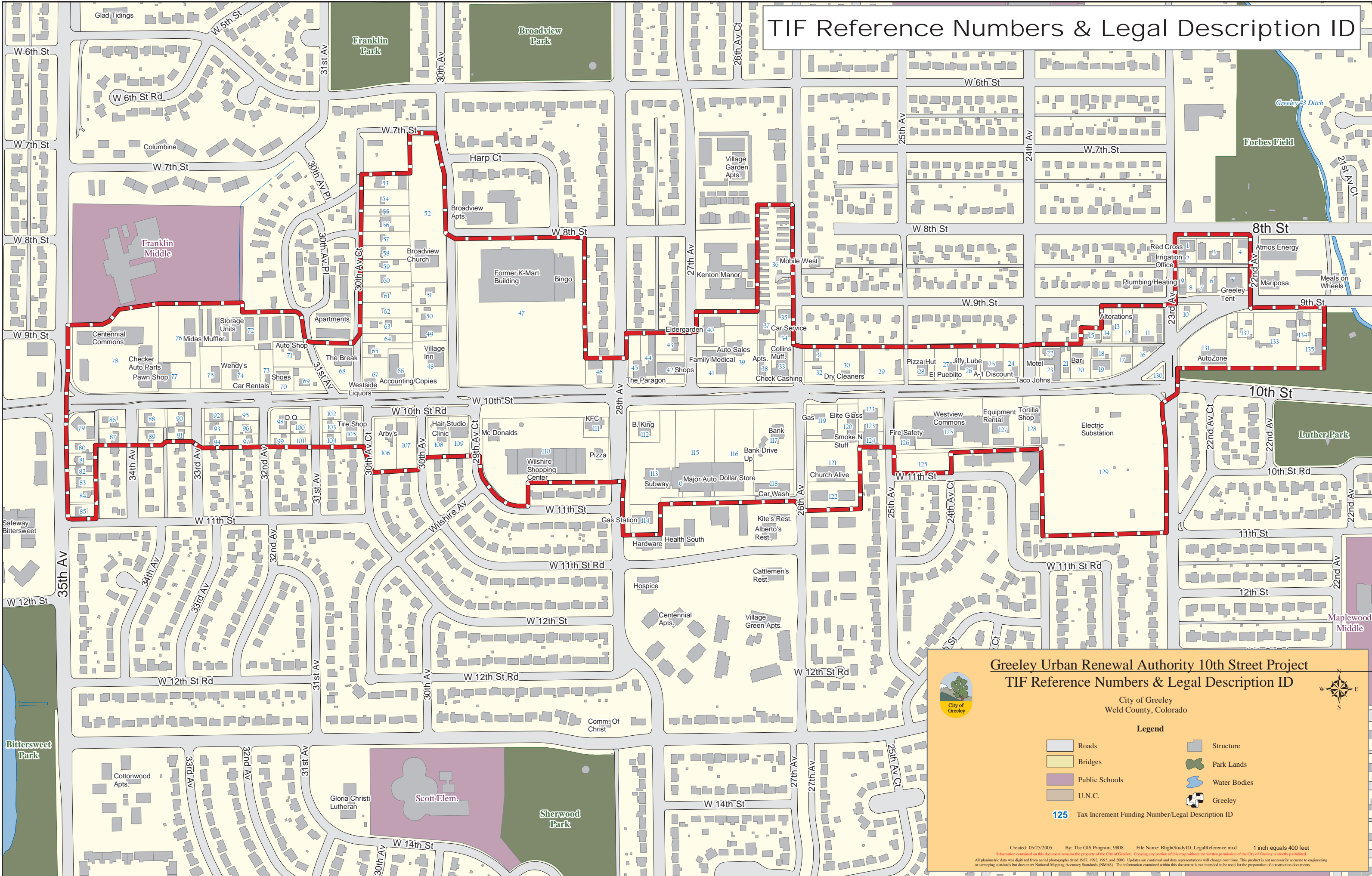
Appendix B - Photo Inventory of Representative Blight Conditions

Appendix C - Field Survey Sample





TIF Reference Numbers & Legal Description ID



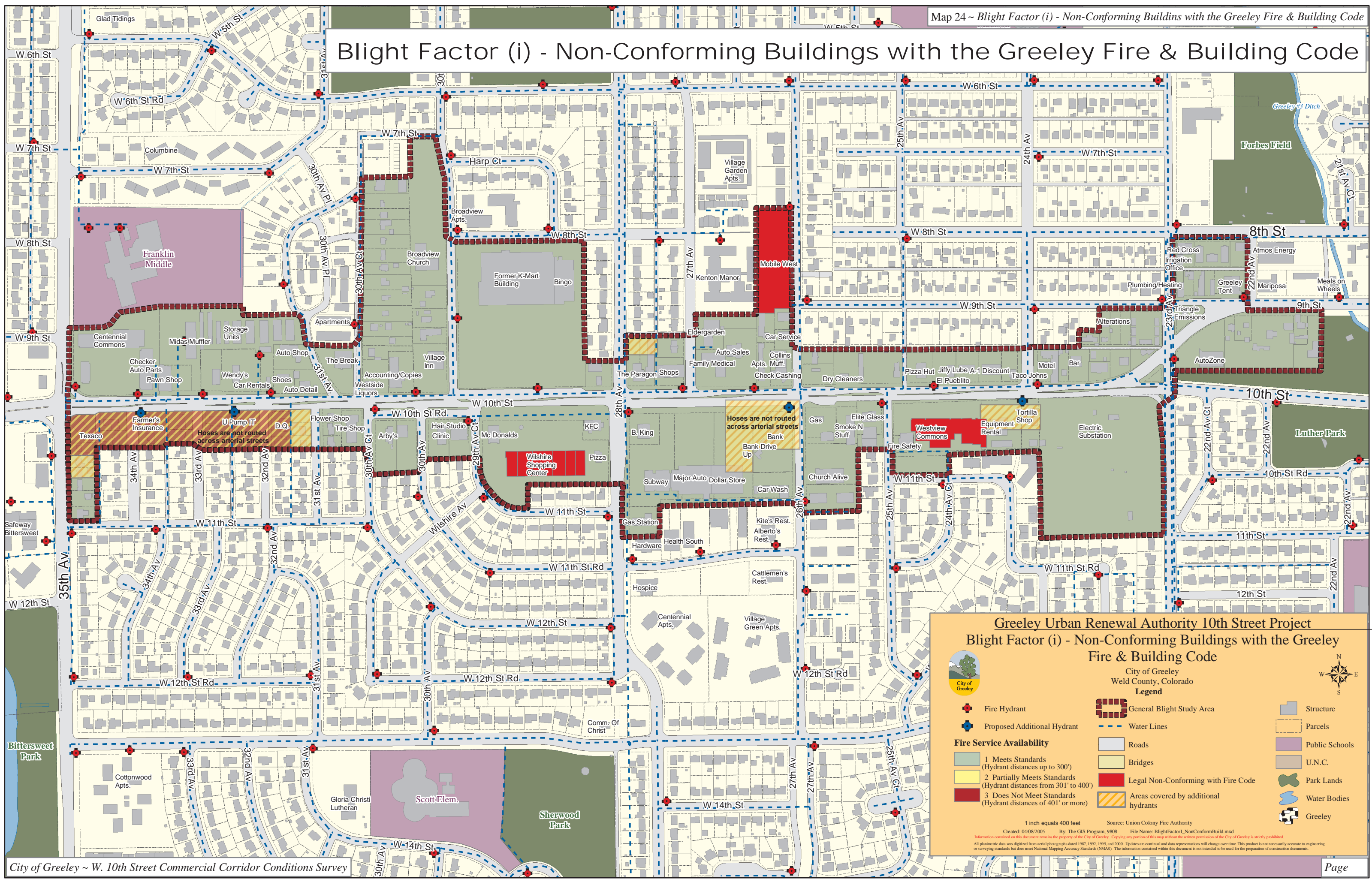
Greeley Urban Renewal Authority 10th Street Project TIF Reference Numbers & Legal Description ID

City of Greeley
Weld County, Colorado



Created: 05/25/2005 By: The GIS Program, 9808 File Name: BlightStudyID_LegalReference.mxd 1 inch equals 400 feet
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Blight Factor (i) - Non-Conforming Buildings with the Greeley Fire & Building Code



Greeley Urban Renewal Authority 10th Street Project

Blight Factor (i) - Non-Conforming Buildings with the Greeley Fire & Building Code

City of Greeley
Weld County, Colorado

Fire Hydrant

Proposed Additional Hydrant

Fire Service Availability

1 Meets Standards
(Hydrant distances up to 300')

2 Partially Meets Standards
(Hydrant distances from 301' to 400')

3 Does Not Meet Standards
(Hydrant distances of 401' or more)

General Blight Study Area

Water Lines

Roads

Bridges

Legal Non-Conforming with Fire Code

Areas covered by additional hydrants

Structure

Parcels

Public Schools

U.N.C.

Park Lands

Water Bodies

Greeley

1 inch equals 400 feet

Created: 04/08/2005 By: The GIS Program, 9808 File Name: BlightFactor1_NonConformBuild.mxd

Source: Union Colony Fire Authority

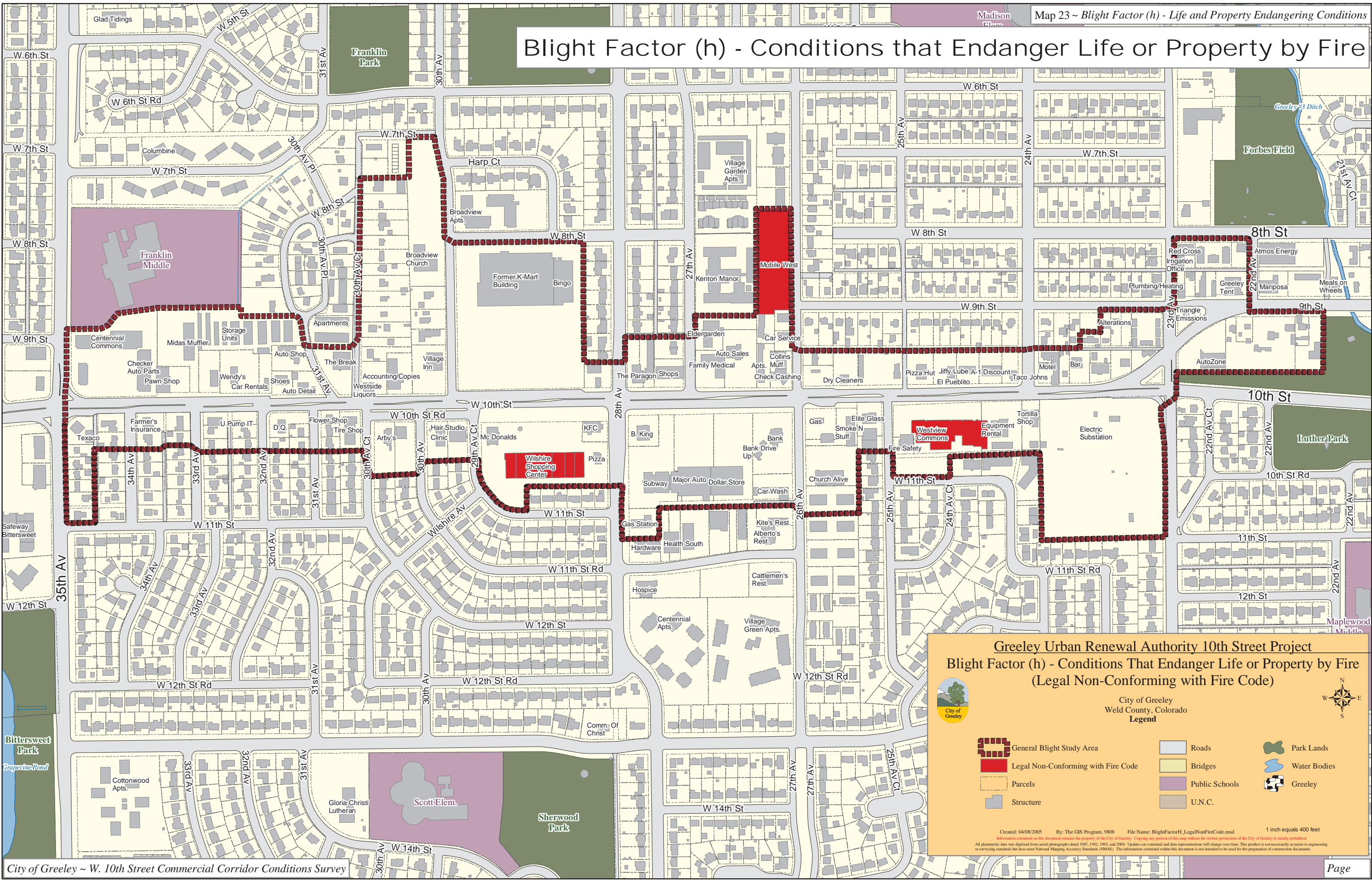
Information contained on this document remains the property of the City of Greeley. Copying any portion of this map without the written permission of the City of Greeley is strictly prohibited.

All planimetric data was digitized from aerial photographs dated 1987, 1992, 1995, and 2000. 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.

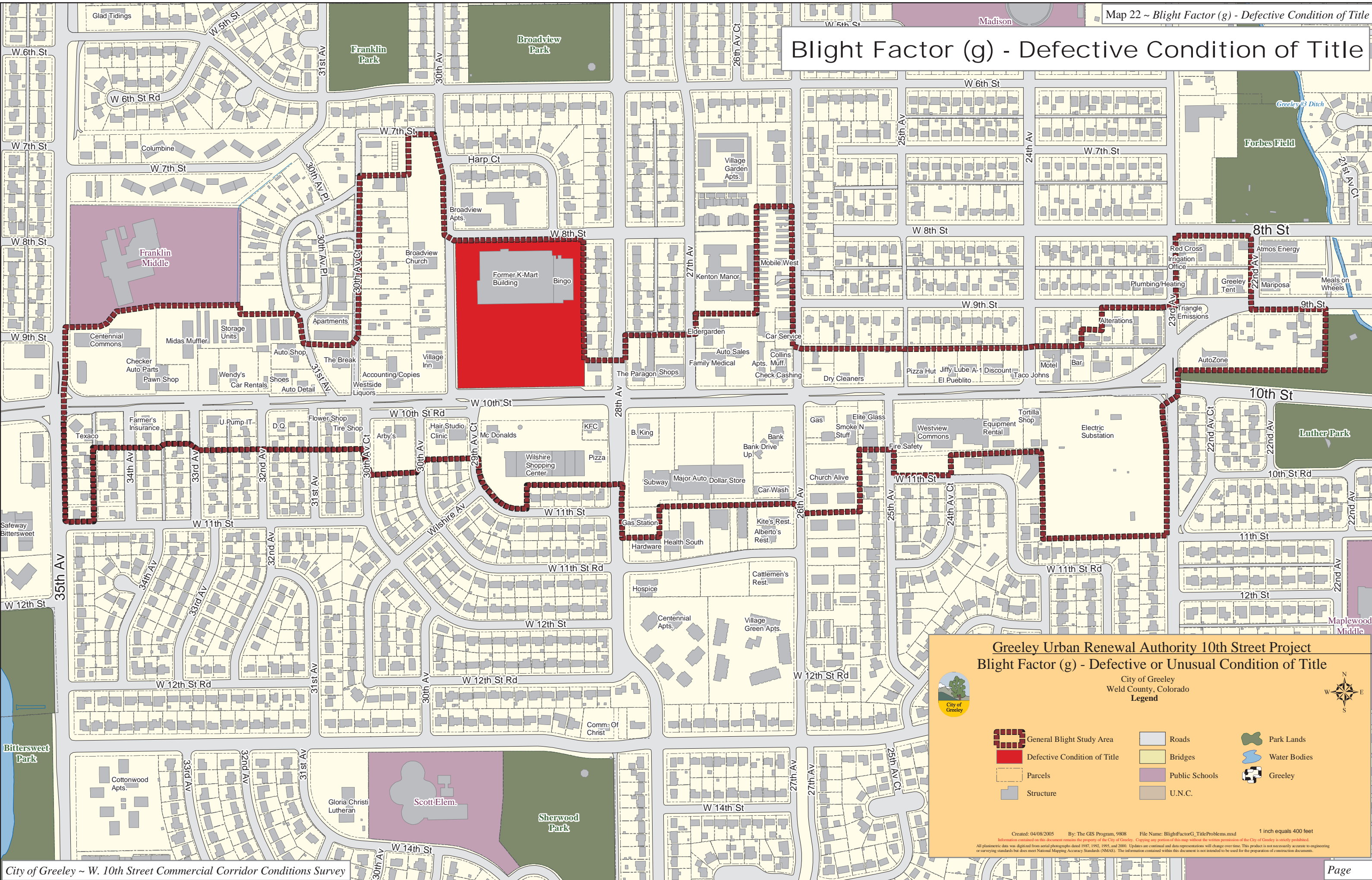
City of Greeley ~ W. 10th Street Commercial Corridor Conditions Survey

Page

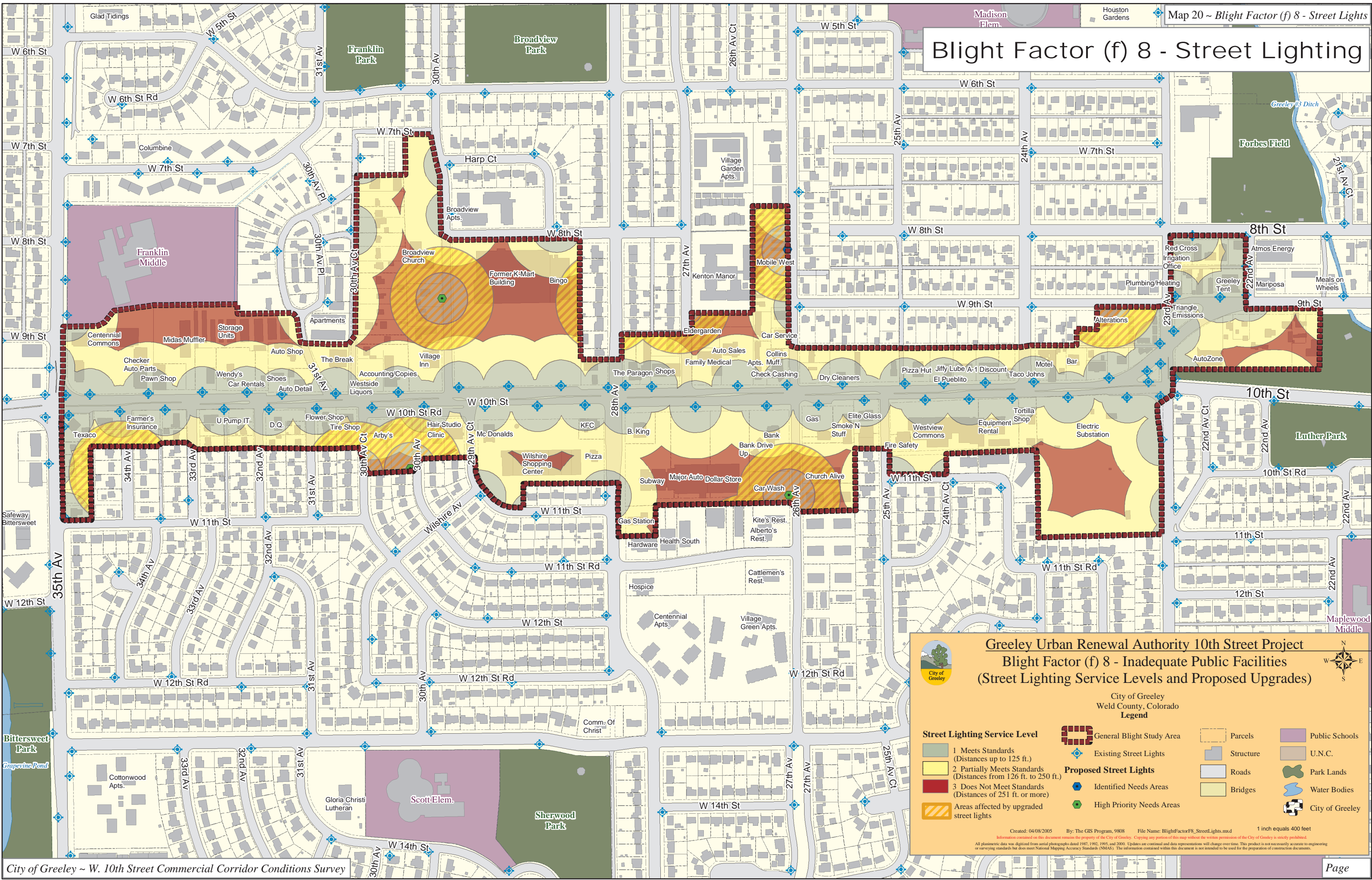
Blight Factor (h) - Conditions that Endanger Life or Property by Fire



Blight Factor (g) - Defective Condition of Title



Blight Factor (f) 8 - Street Lighting



Greeley Urban Renewal Authority 10th Street Project

Blight Factor (f) 8 - Inadequate Public Facilities

(Street Lighting Service Levels and Proposed Upgrades)

City of Greeley
Weld County, Colorado

Legend

Street Lighting Service Level

- 1 Meets Standards (Distances up to 125 ft.)
- 2 Partially Meets Standards (Distances from 126 ft. to 250 ft.)
- 3 Does Not Meet Standards (Distances of 251 ft. or more)

Areas affected by upgraded street lights

Proposed Street Lights

- Identified Needs Areas
- High Priority Needs Areas

General Blight Study Area

- Existing Street Lights

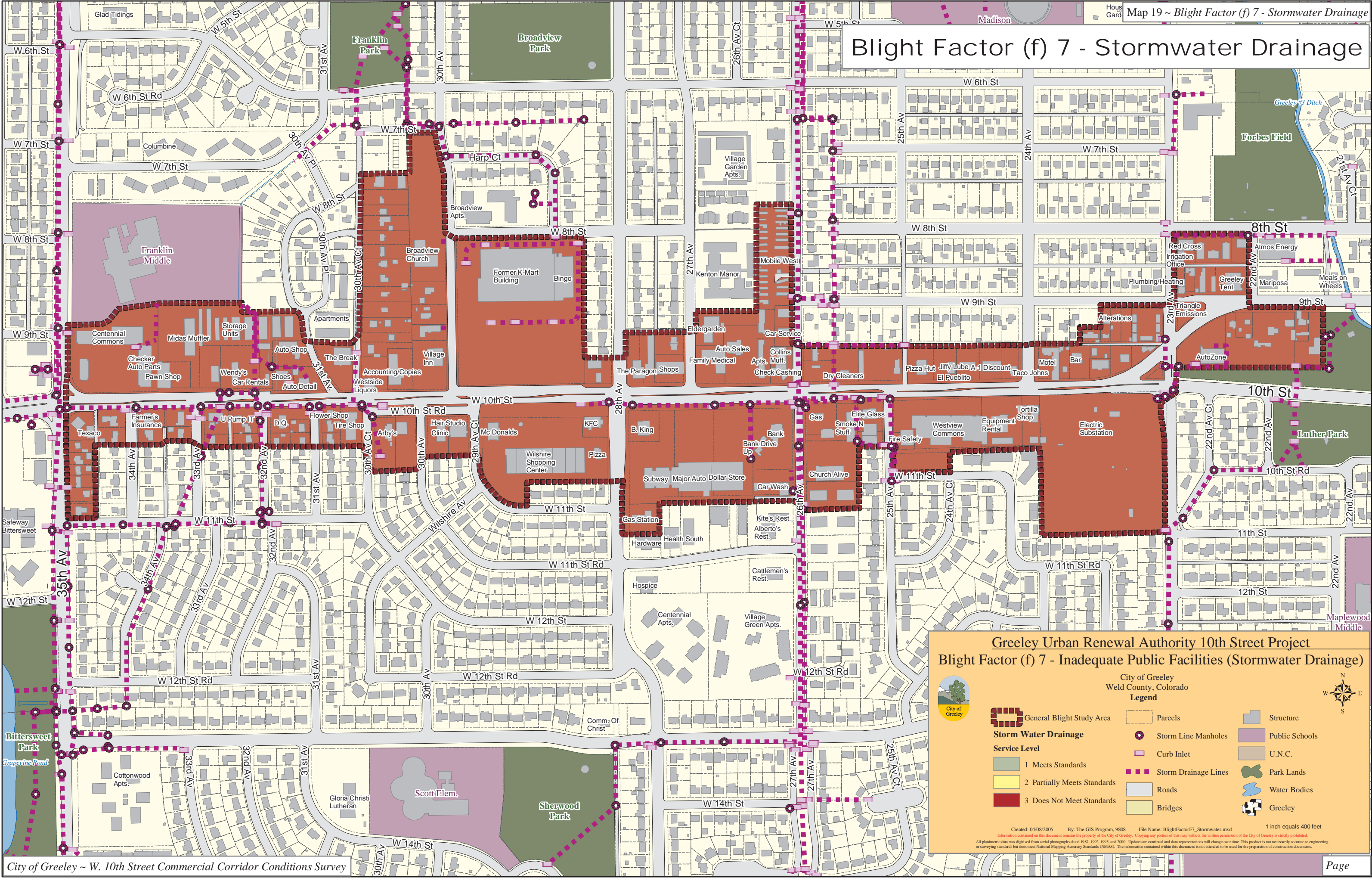
Other Features

- Parcels
- Structure
- Roads
- Bridges
- Public Schools
- U.N.C.
- Park Lands
- Water Bodies
- City of Greeley

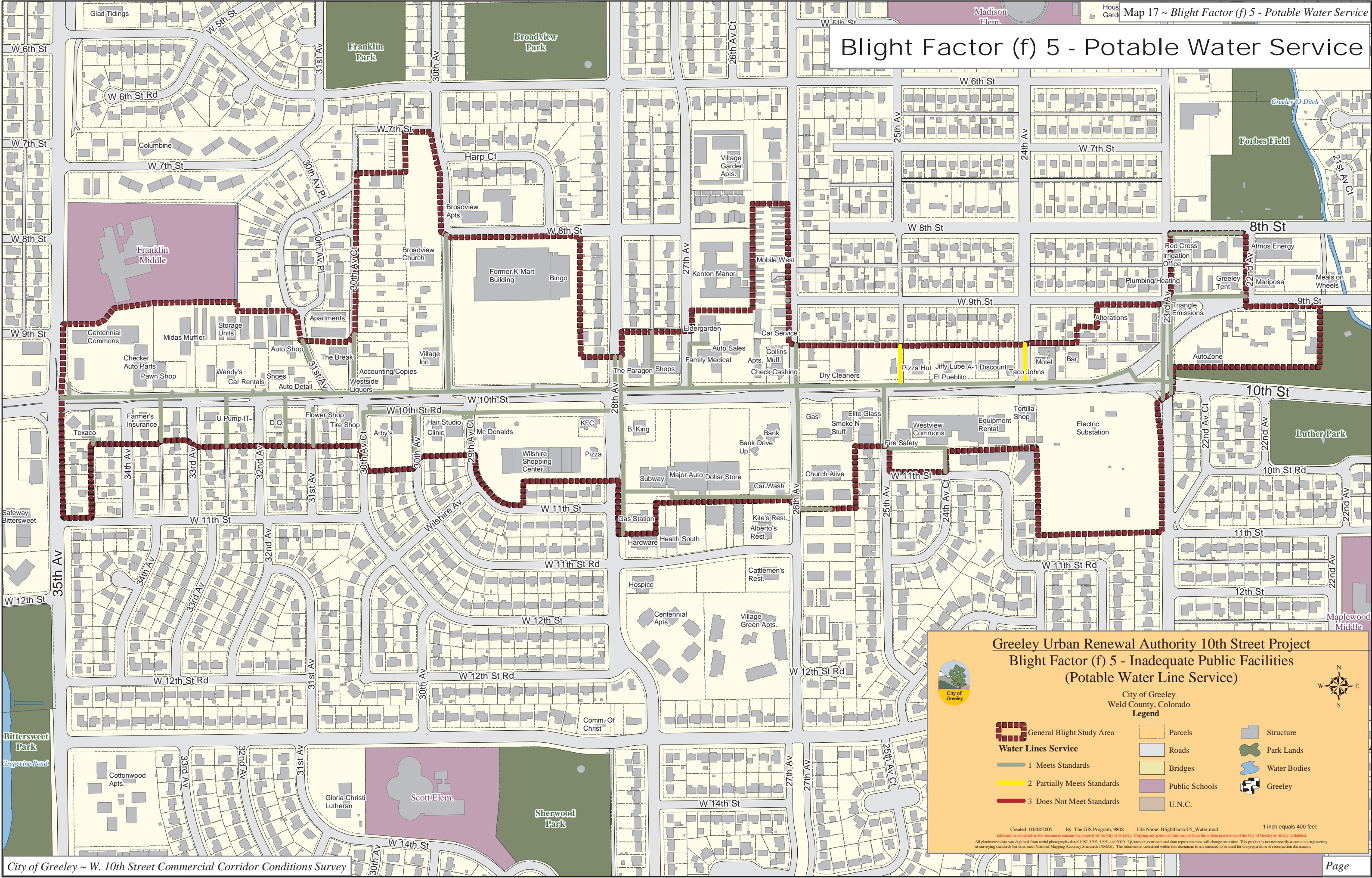
Created: 04/08/2005 By: The GIS Program, 9808 File Name: BlightFactorF8_StreetLights.mxd 1 inch equals 400 feet

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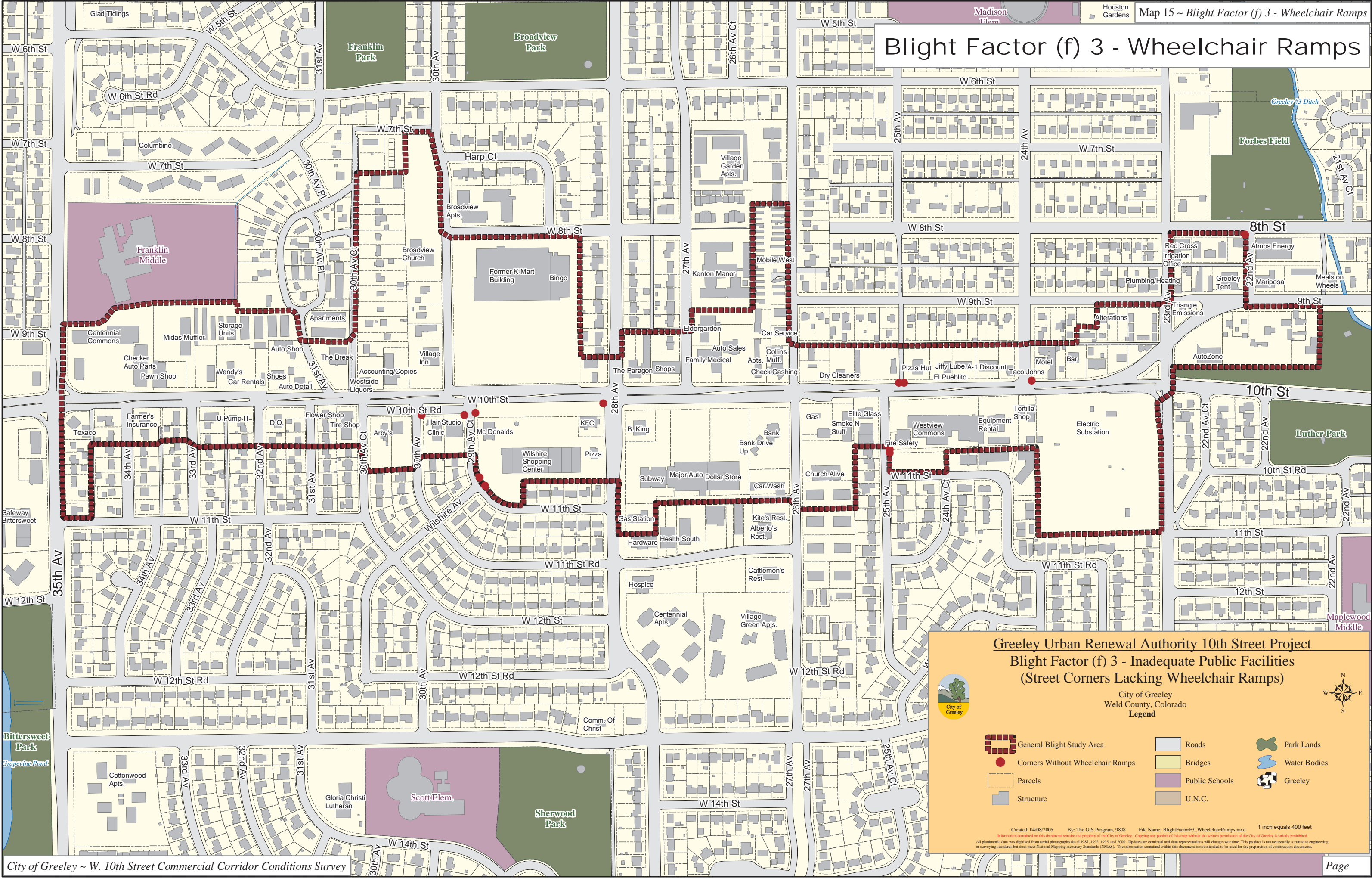
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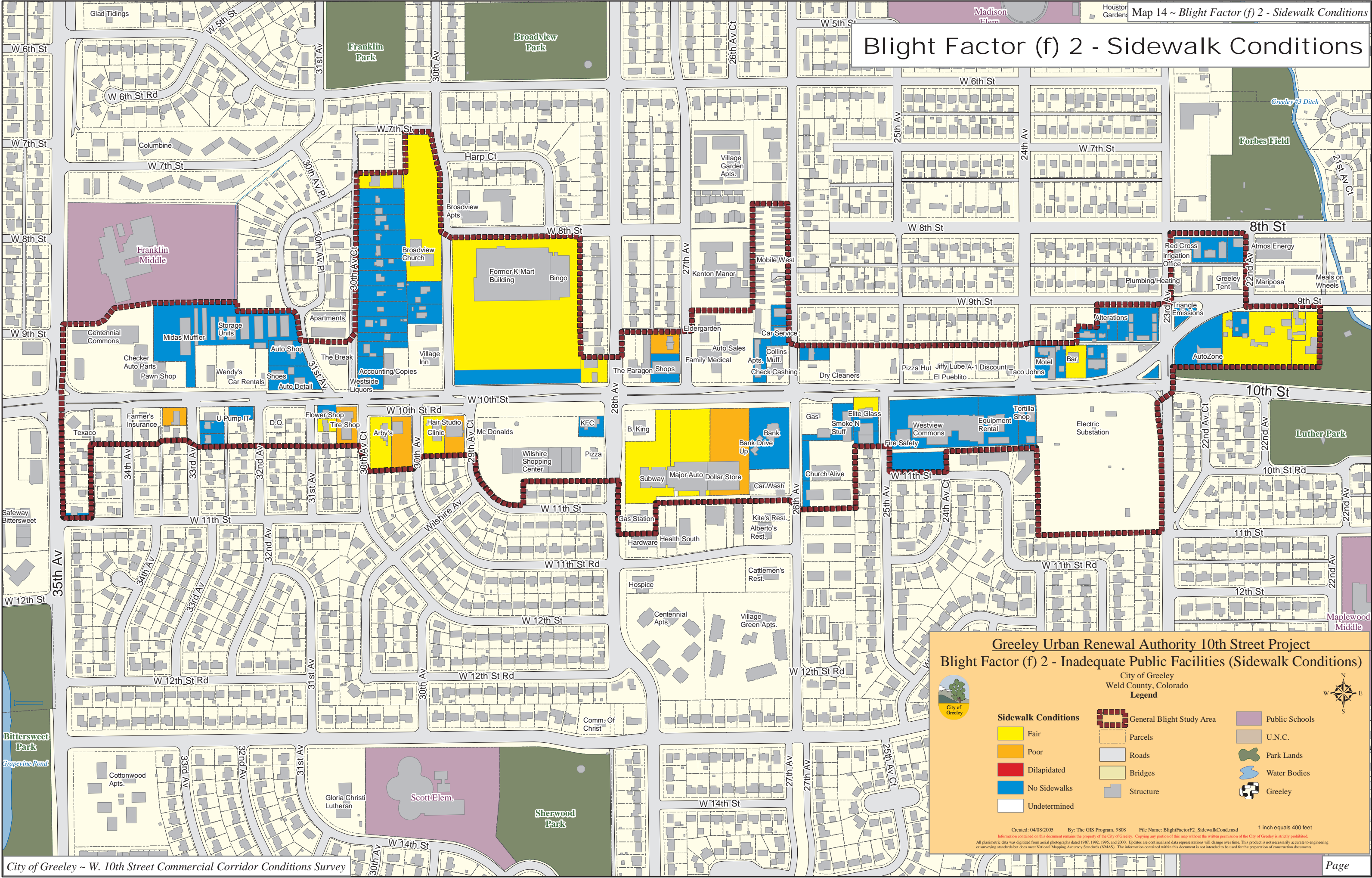


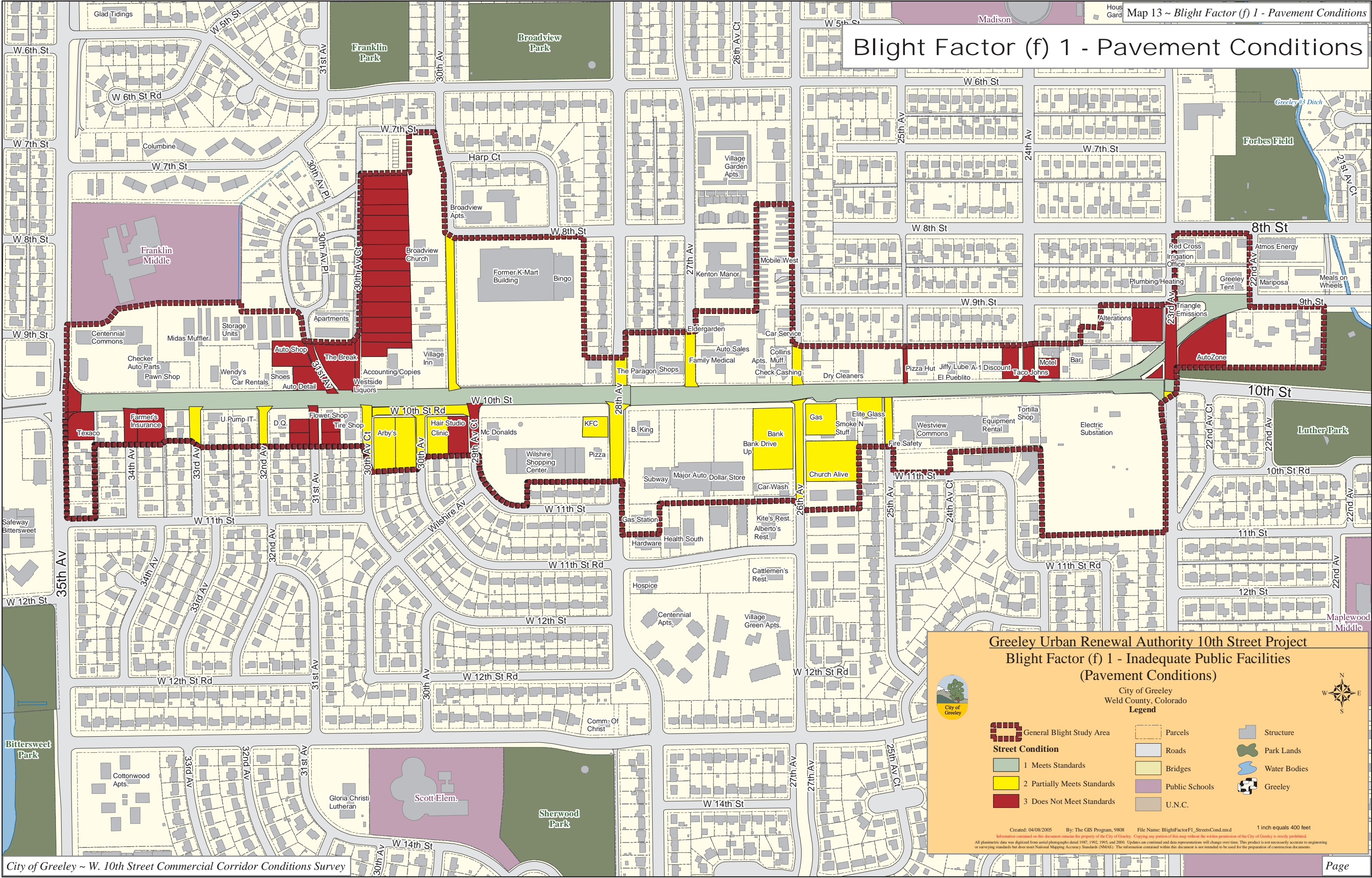




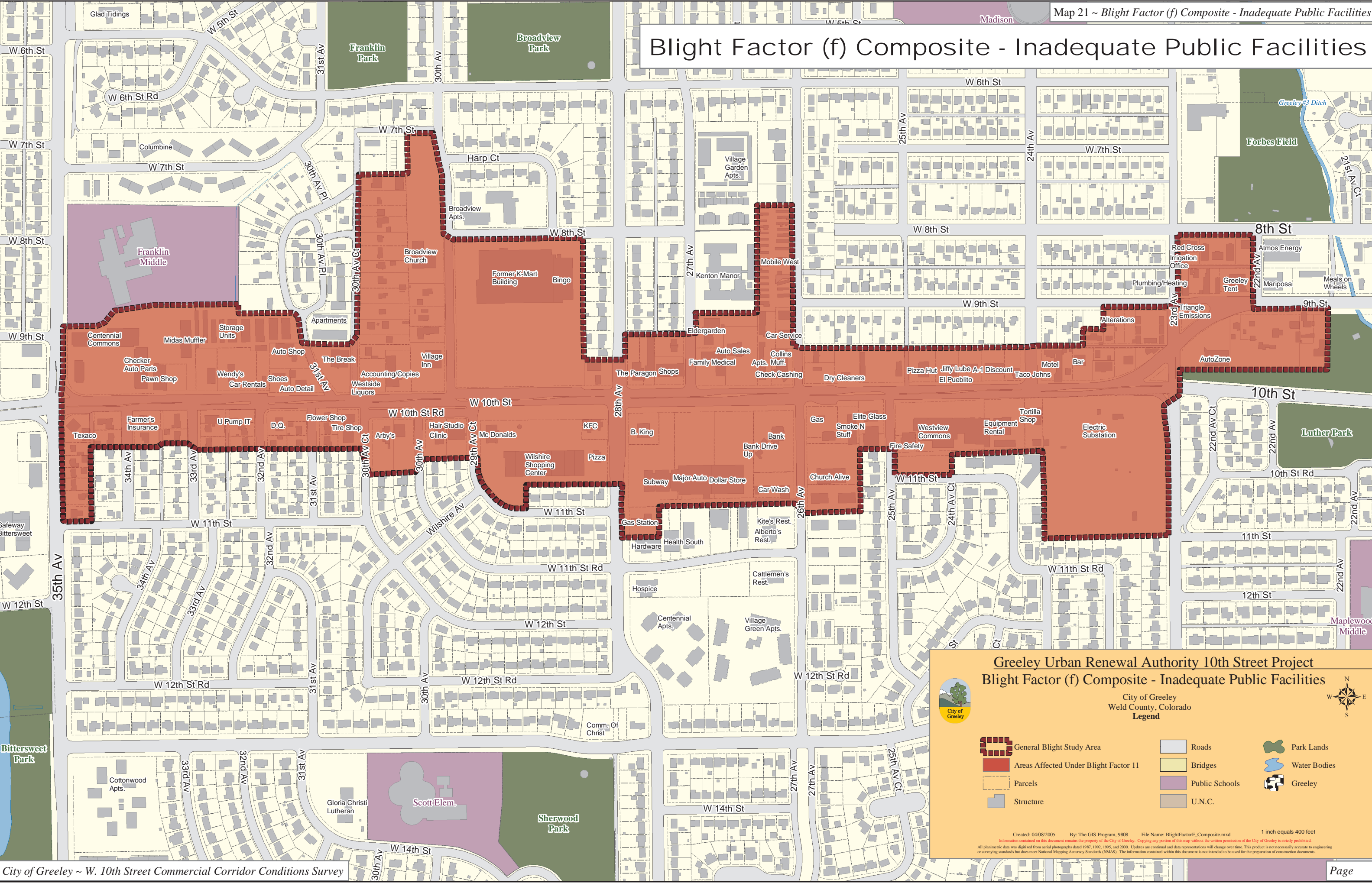


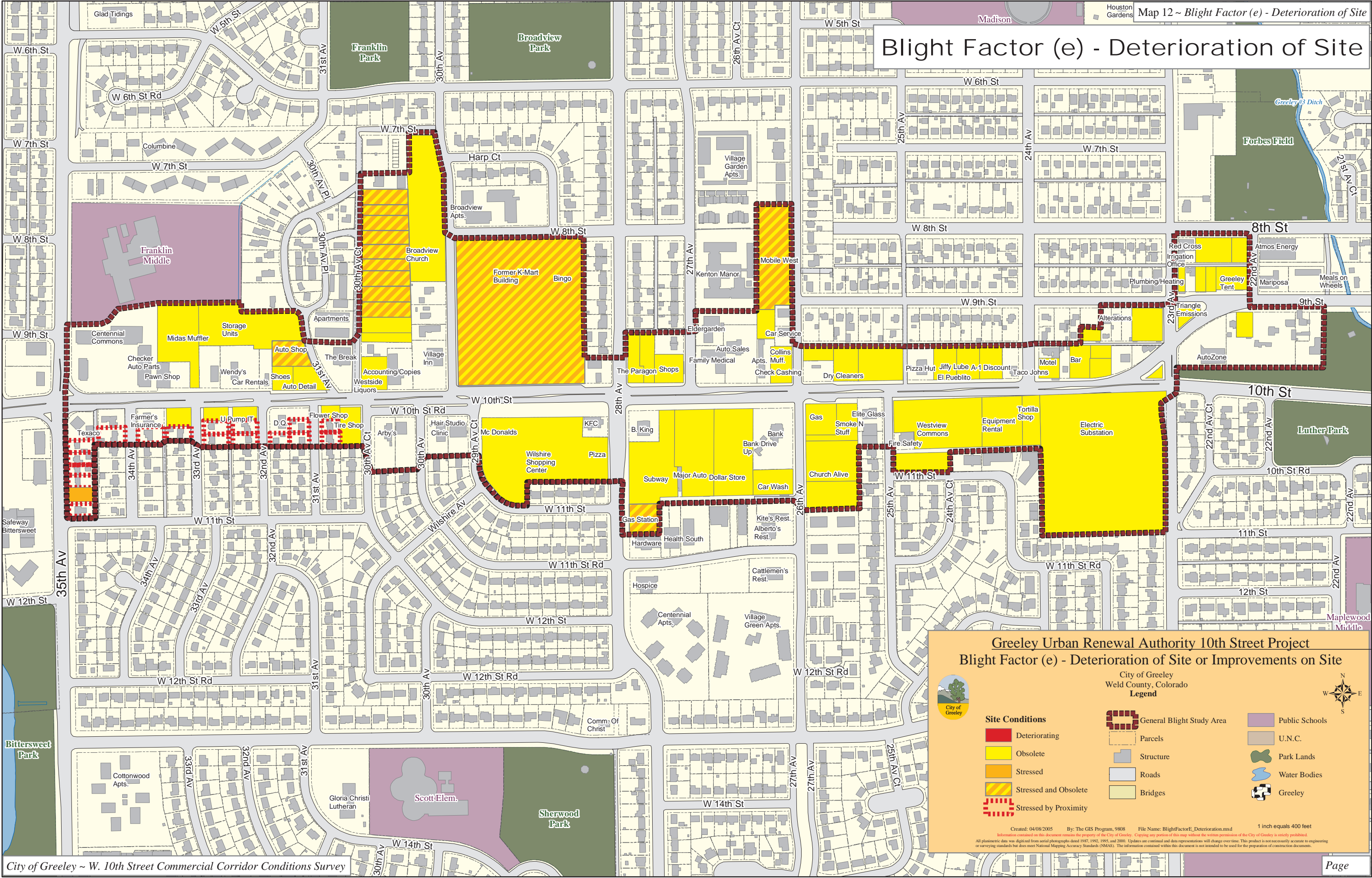


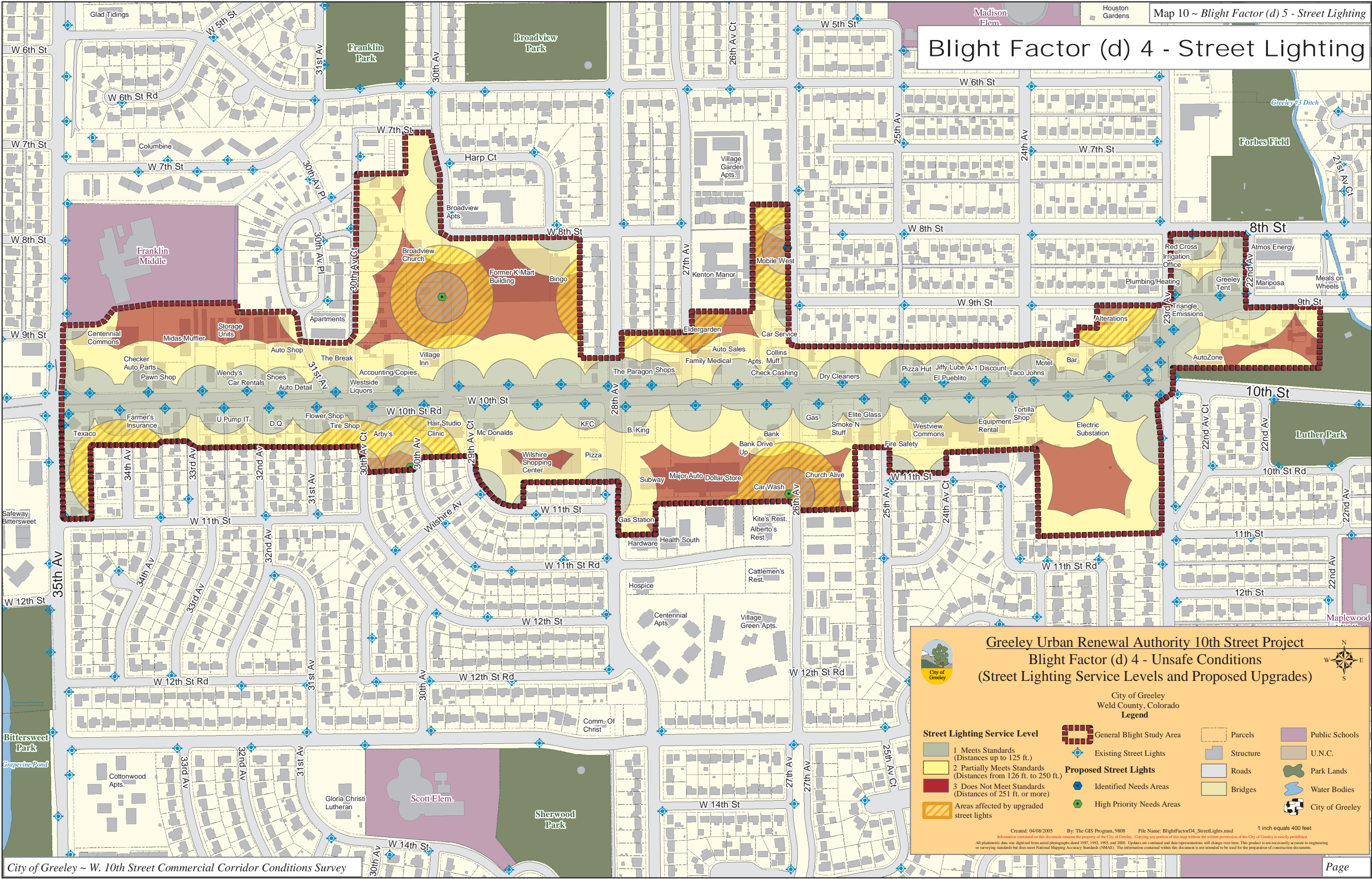




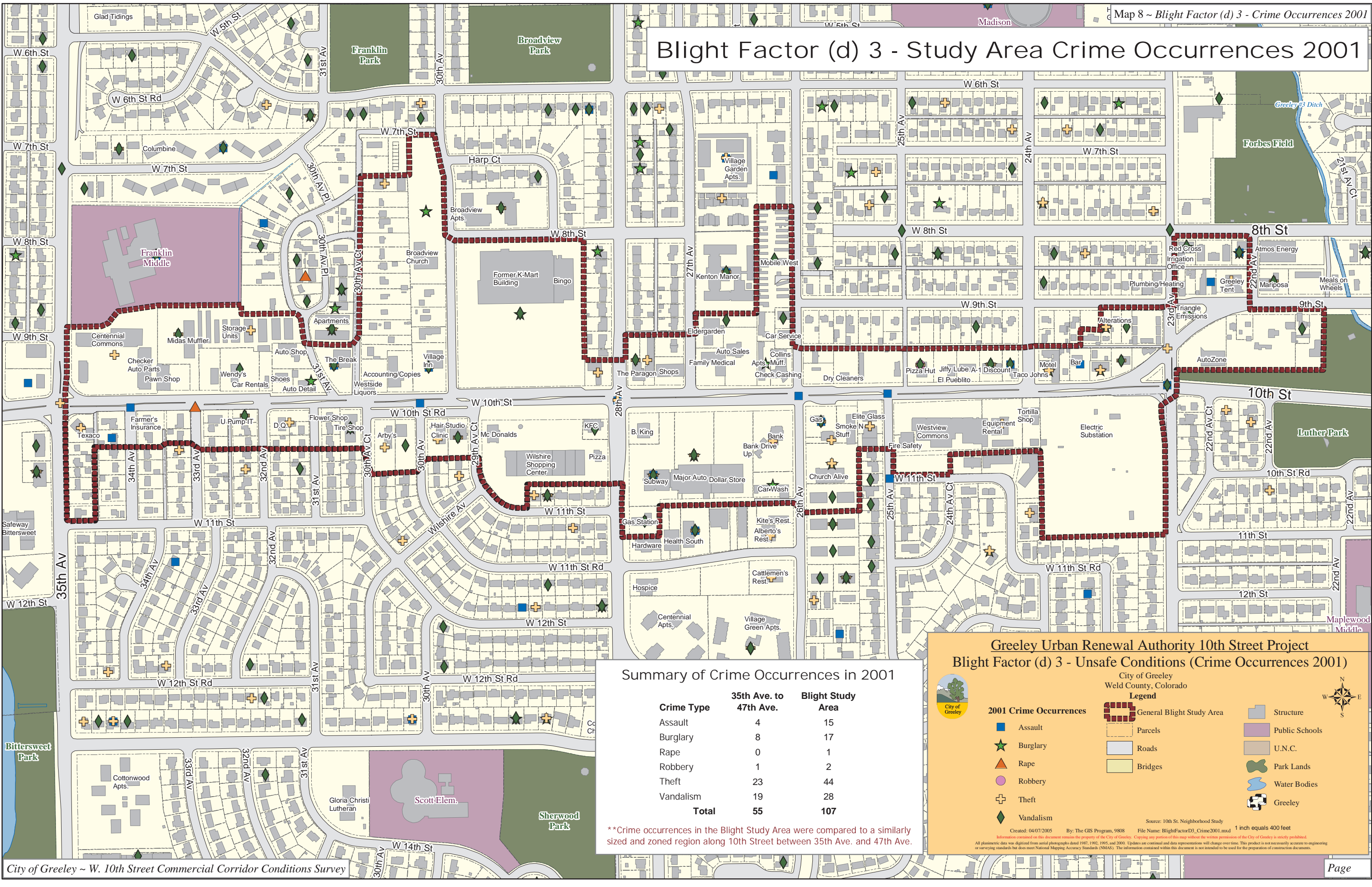
Blight Factor (f) Composite - Inadequate Public Facilities



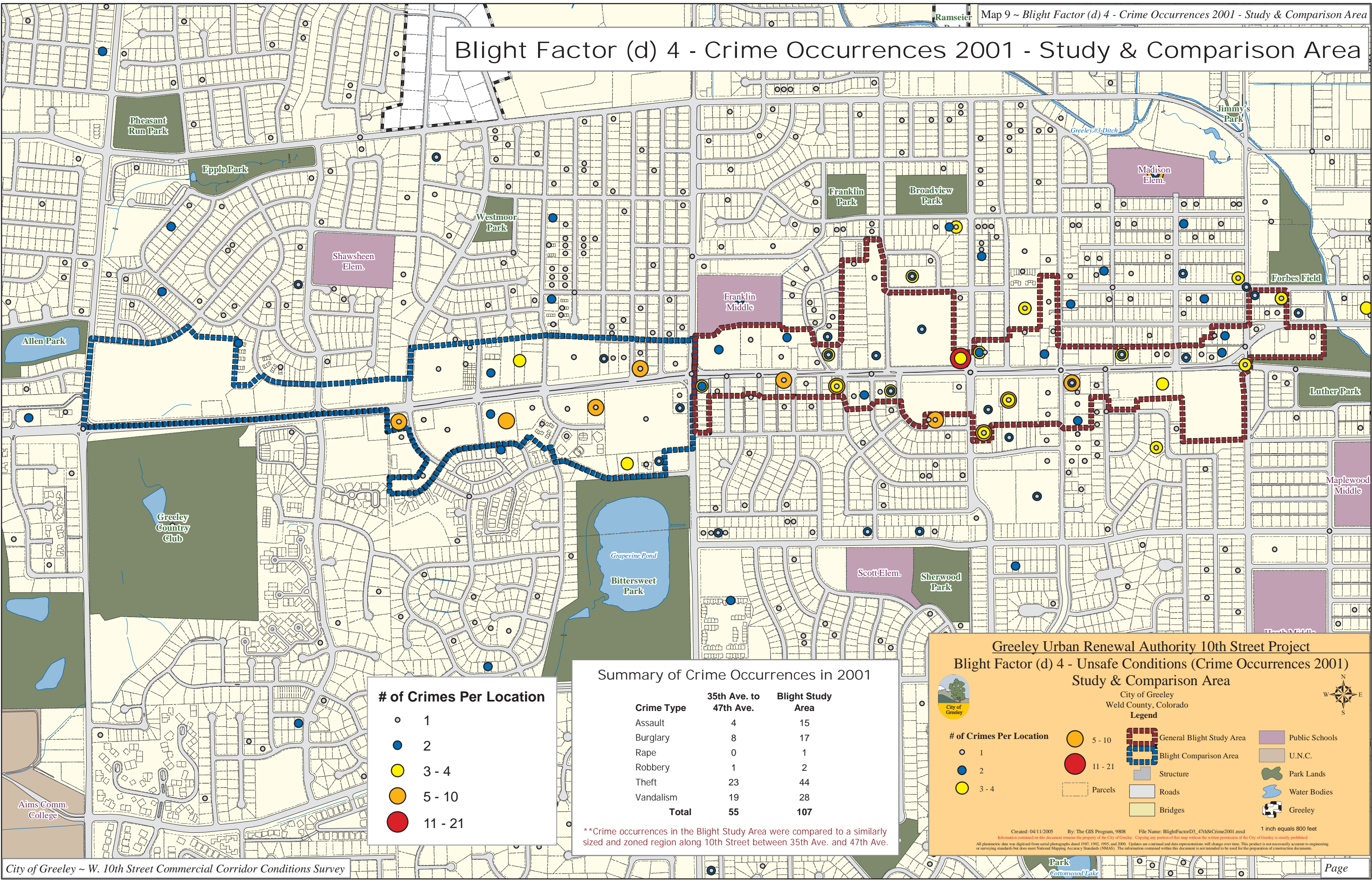




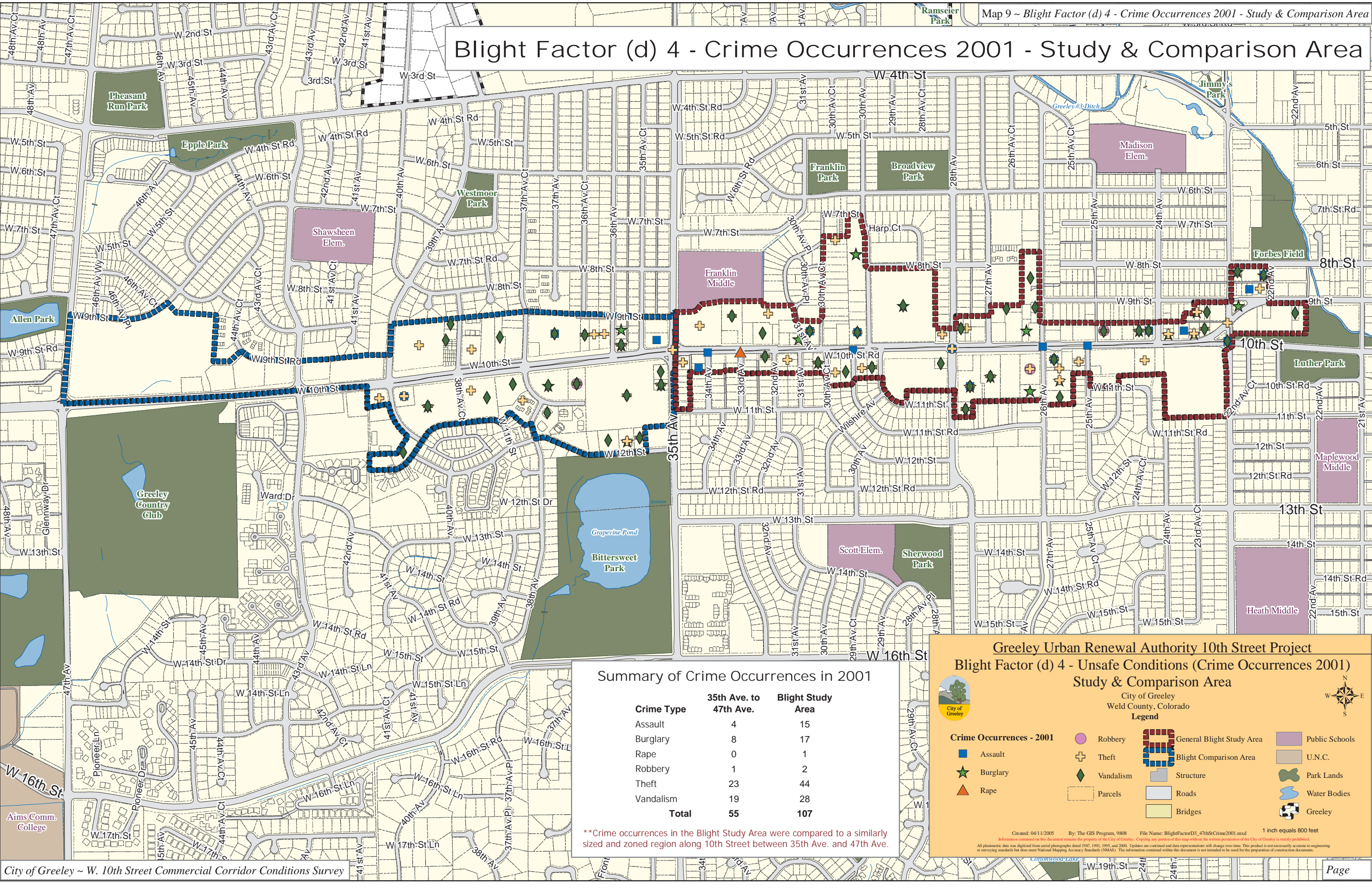
Blight Factor (d) 3 - Study Area Crime Occurrences 2001



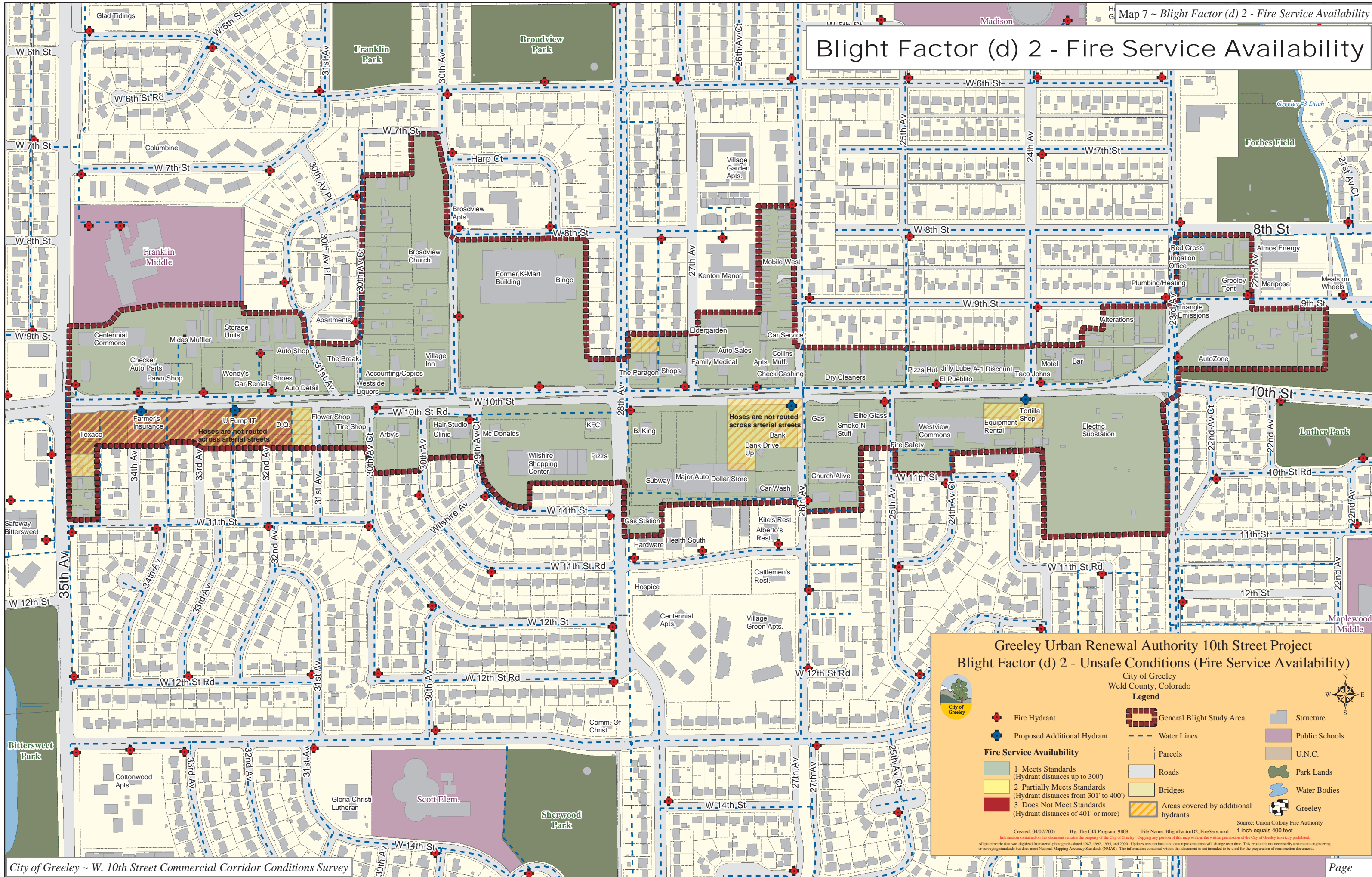
Blight Factor (d) 4 - Crime Occurrences 2001 - Study & Comparison Area



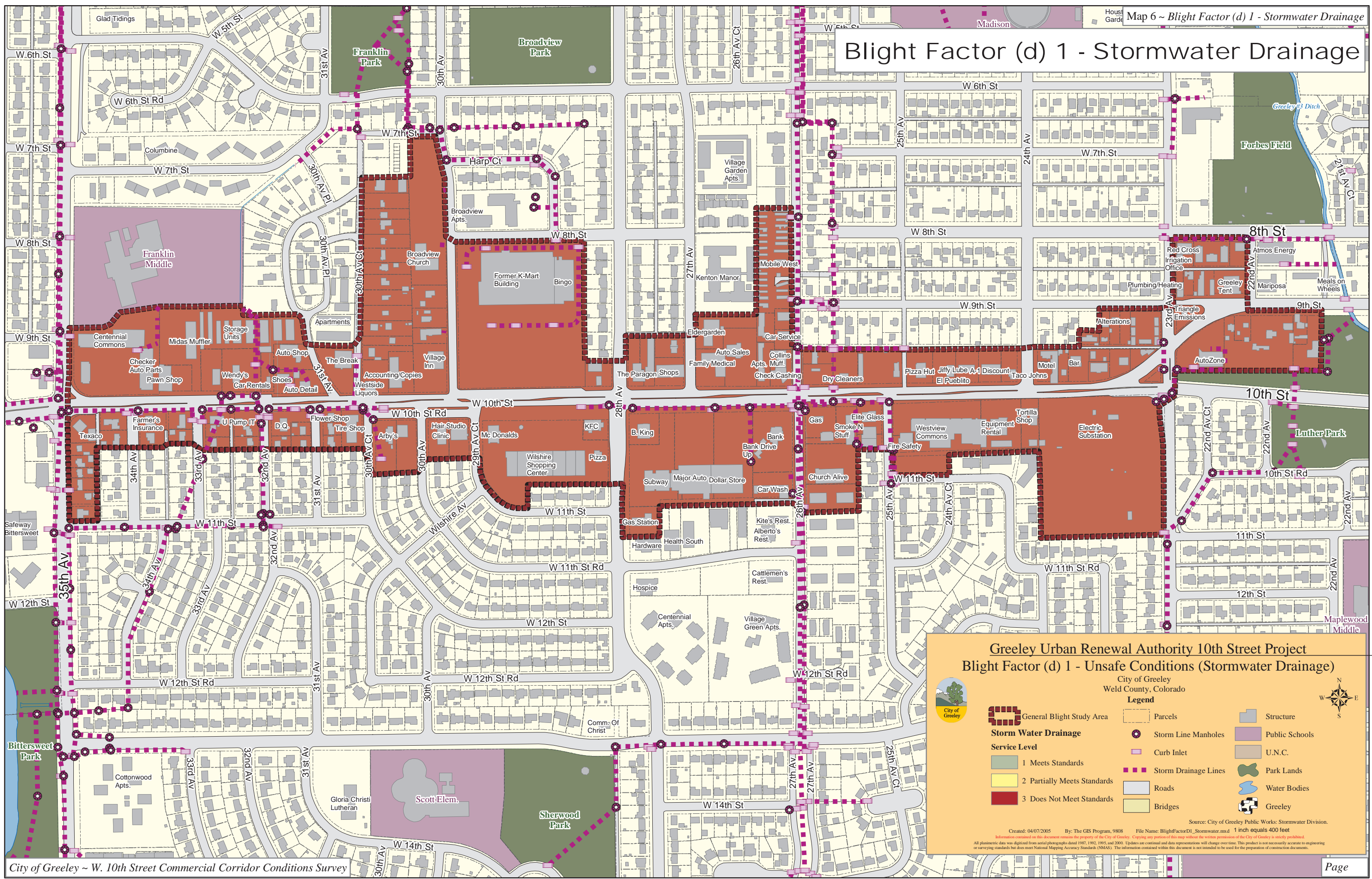
Blight Factor (d) 4 - Crime Occurrences 2001 - Study & Comparison Area




Blight Factor (d) 2 - Fire Service Availability



Blight Factor (d) 1 - Stormwater Drainage



















Greeley Urban Renewal Authority 10th Street Project Blight Factor (d) 1 - Unsafe Conditions (Stormwater Drainage)



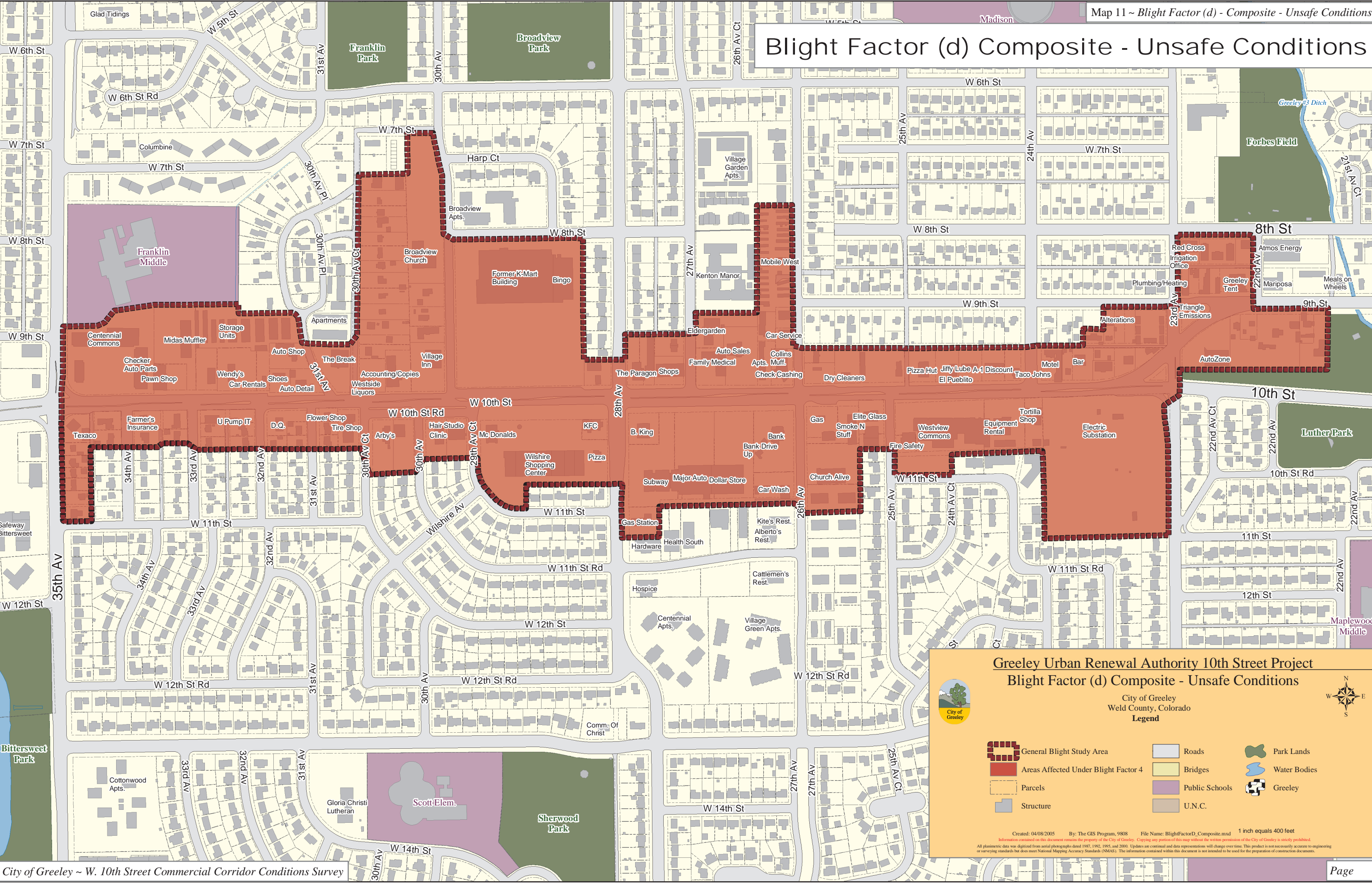
City of Greeley
Weld County, Colorado

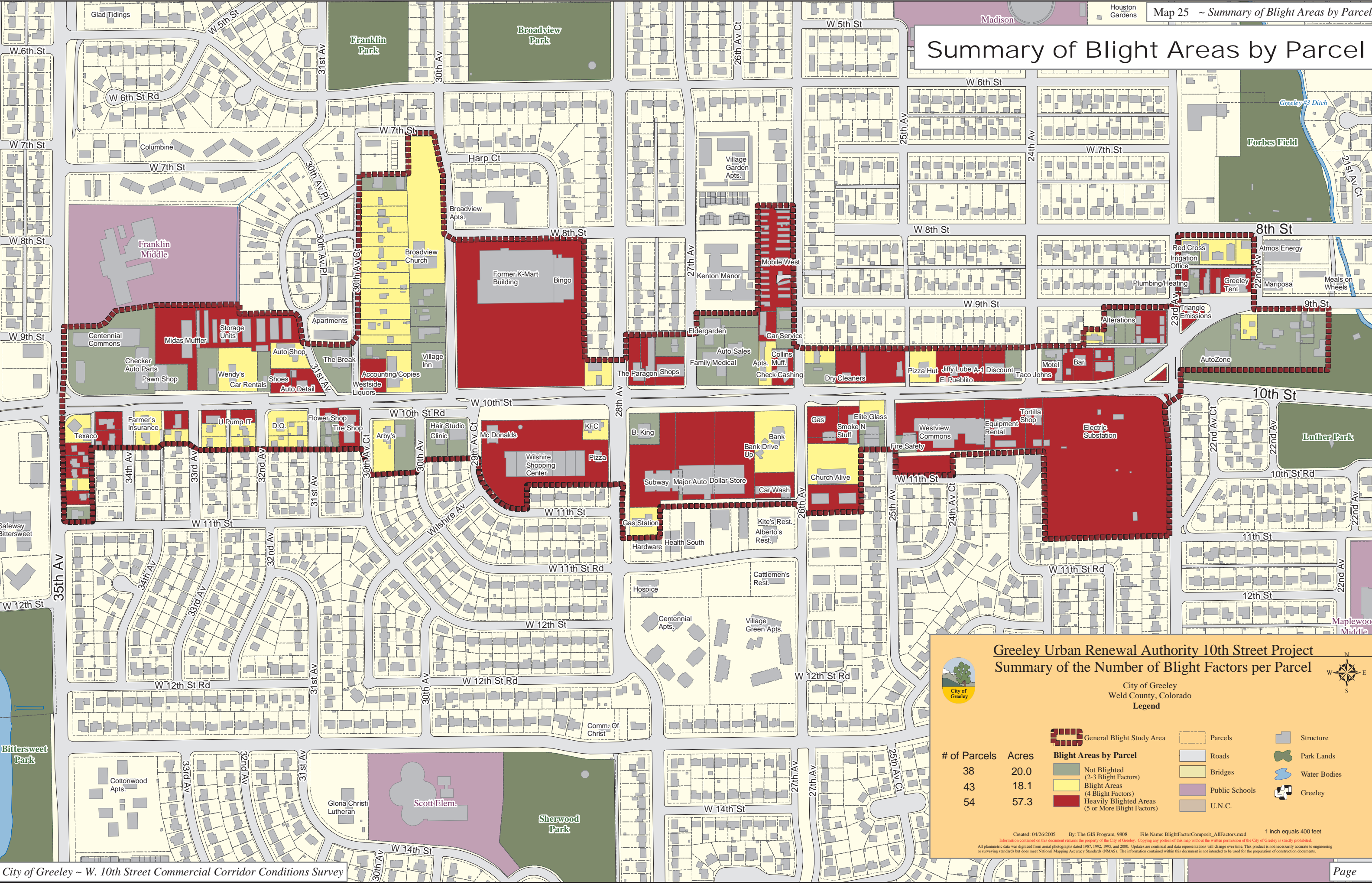
Legend

 General Blight Study Area	 Parcels	 Structure
Storm Water Drainage	 Storm Line Manholes	 Public Schools
Service Level	 Curb Inlet	 U.N.C.
 1 Meets Standards	 Storm Drainage Lines	 Park Lands
 2 Partially Meets Standards	 Roads	 Water Bodies
 3 Does Not Meet Standards	 Bridges	 Greeley

Source: City of Greeley Public Works: Stormwater Division.
Created: 04/07/2005 By: The GIS Program, 9808 File Name: BlightFactorD1_Stormwater.mxd 1 inch equals 400 feet
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Blight Factor (d) Composite - Unsafe Conditions





Summary of Blight Areas by Parcel

Greeley Urban Renewal Authority 10th Street Project

Summary of the Number of Blight Factors per Parcel

City of Greeley
Weld County, Colorado

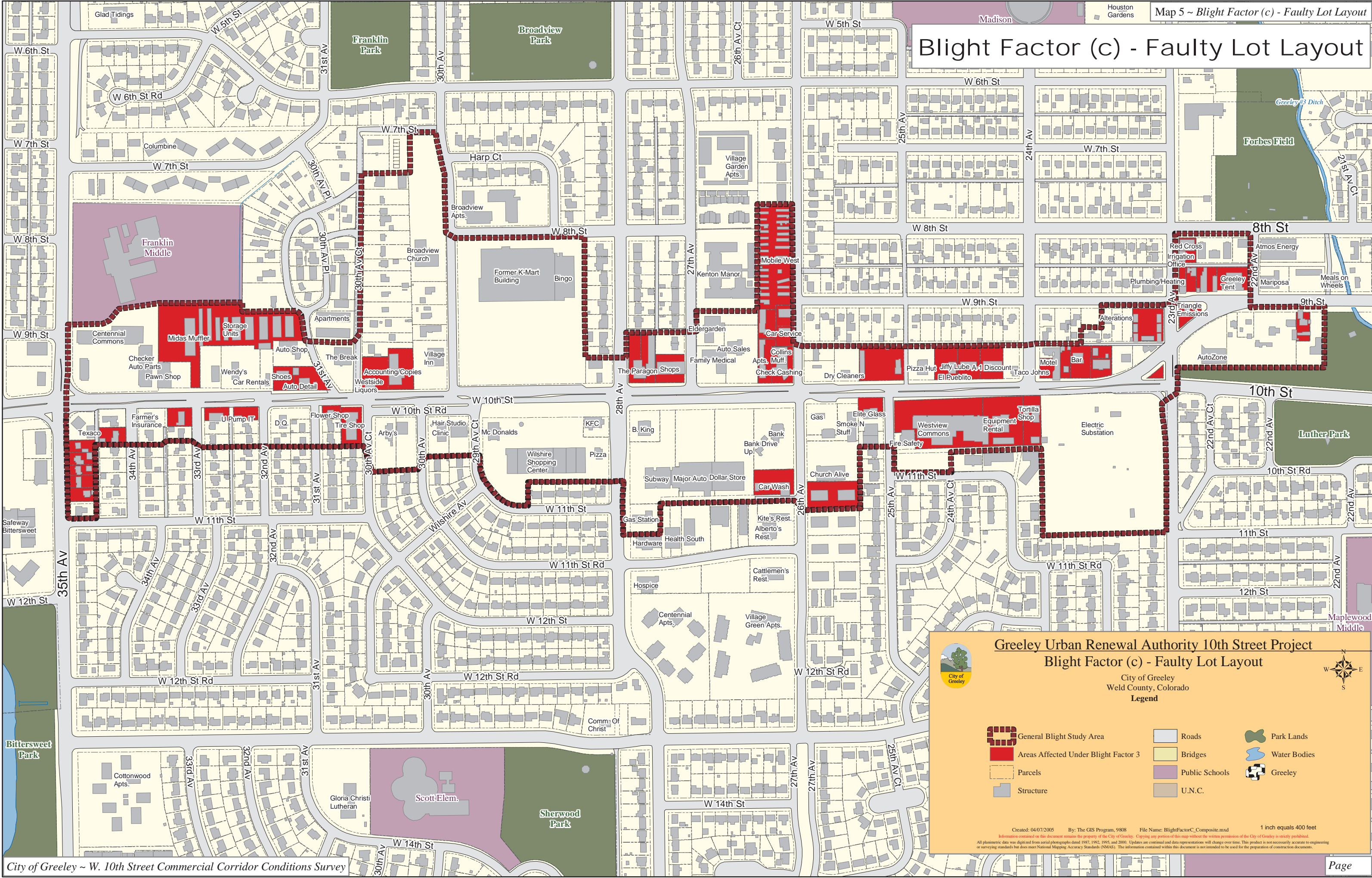
# of Parcels Acres	
38	20.0
43	18.1
54	57.3

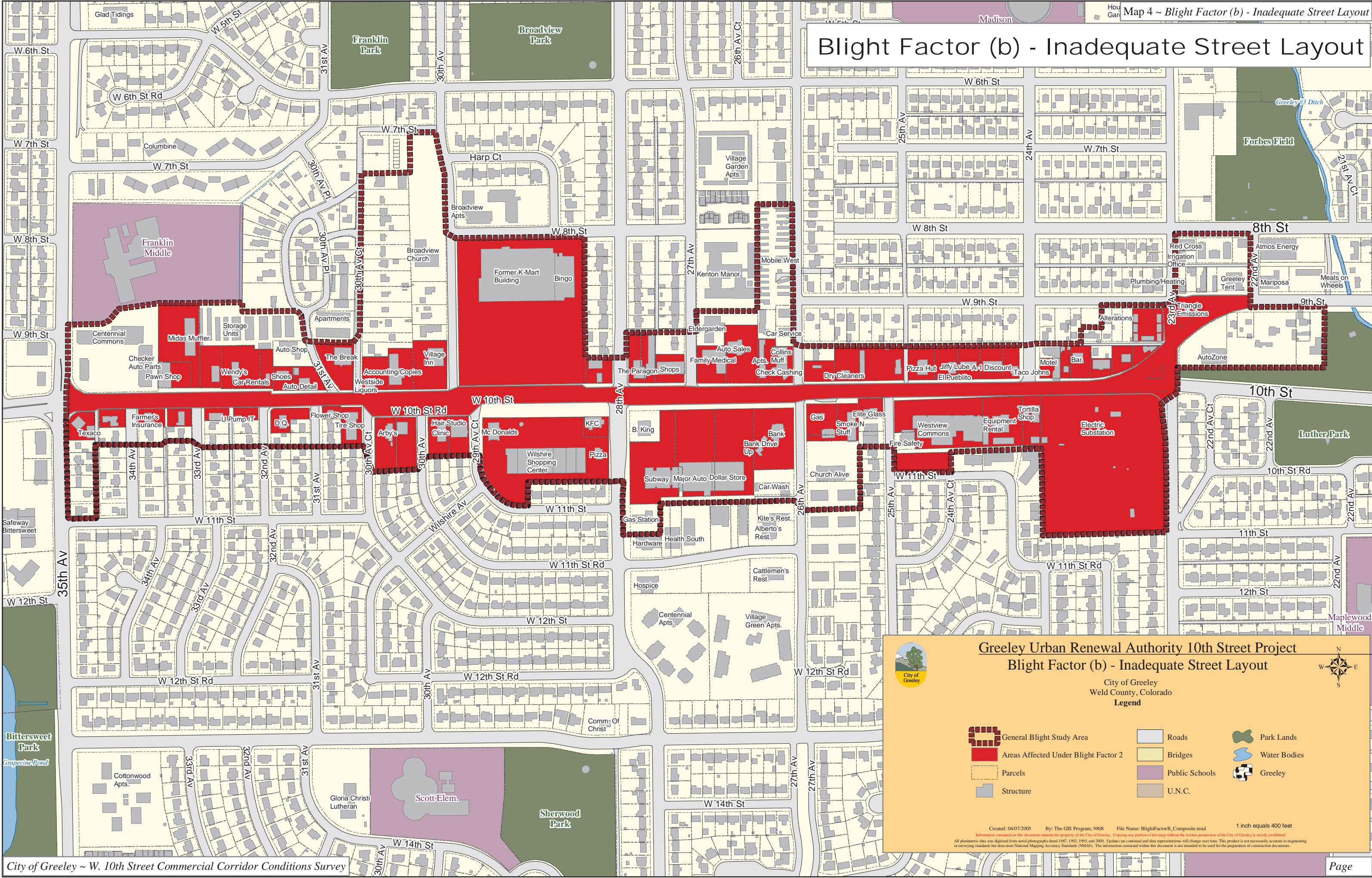
Blight Areas by Parcel	
	Not Blighted (2-3 Blight Factors)
	Blight Areas (4 Blight Factors)
	Heavily Blighted Areas (5 or More Blight Factors)

Legend	
	General Blight Study Area
	Parcels
	Roads
	Bridges
	Public Schools
	U.N.C.
	Structure
	Park Lands
	Water Bodies
	Greeley

Created: 04/26/2005 By: The GIS Program, 9808 File Name: BlightFactorComposit_AllFactors.mxd 1 inch equals 400 feet

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Appendix B – Photo Inventory

U Pump It – 32nd Ave. & 10th St. – No Landscaping, No Curb, Open Access, Inadequate Set-back, Non-conforming Building and Site Design, Overhead Utilities.



Back of Gas Station – Trash, Weeds, Barbed Wire, Electric Fence



2207 9th St. – Non-Conforming Bldng. Design: No Landscaping or Stormwater Detention Inadequate Setbacks, No Parking Landscaping, 75' Power Pole w/ overhead power lines.



Former K-Mart – Boarded-up Windows, Dangling Gutter, Pedestrian Cover Torn Away



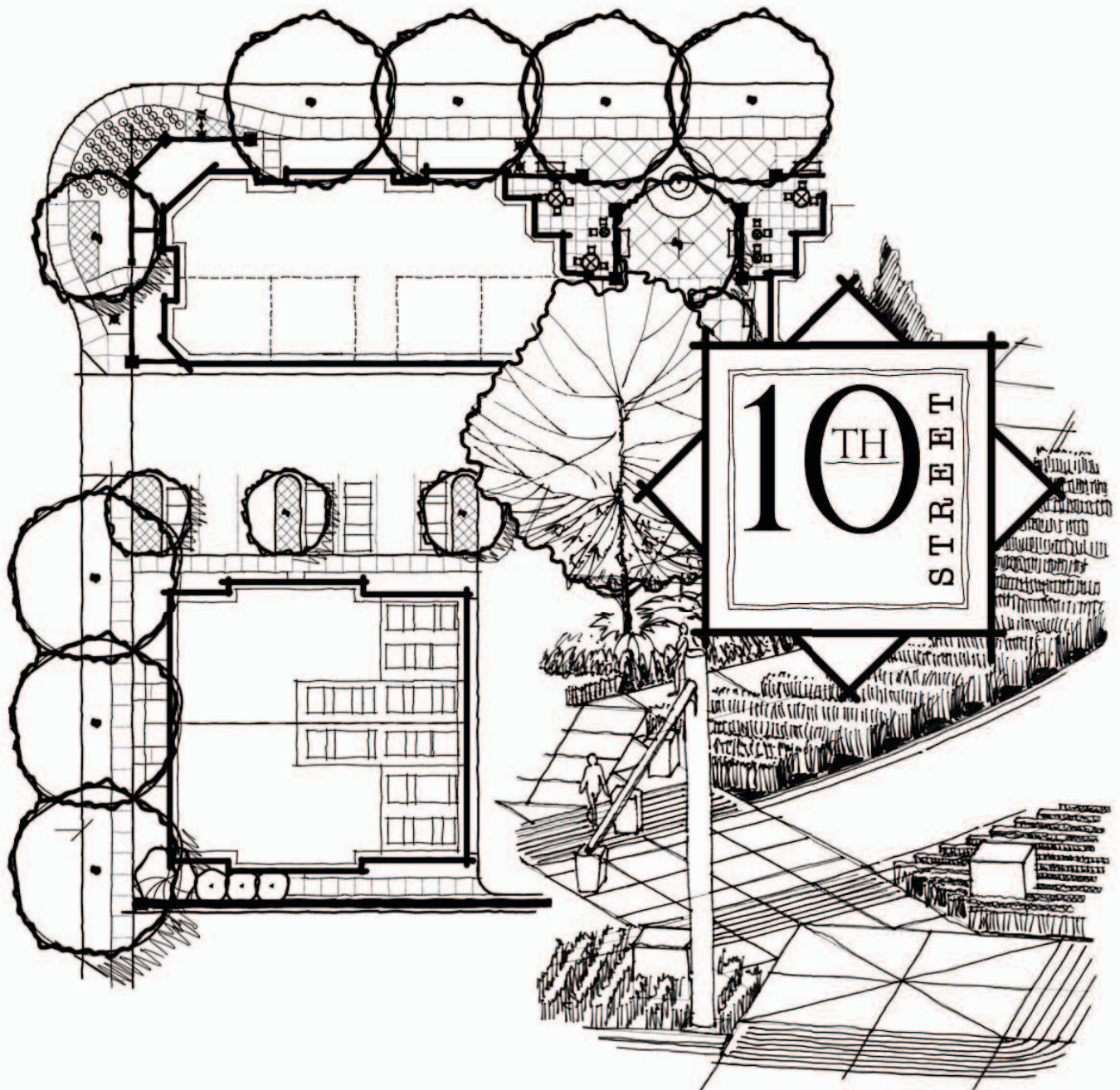
23rd Ave. & 10th St. – Overhead Power Lines, Open Microwave Towers, Large Power Poles, Minimal Screening of Substation, Truck on Walkway



Former K-Mart – No Parking Lot Landscaping or Stormwater Drainage, Boarded-up Windows, Non-conforming Building Design and Non-conforming Site Design

West 10th Street Corridor

Urban Design Plan Elements



CITY OF GREELEY, COLORADO
MAY 24TH, 2005

West 10th Street Corridor Urban Design Plan Elements

Document prepared for:

City of Greeley, Community Development Department

Document prepared by:

Cityscape Urban Design, Inc.

With support from:

City of Greeley, Community Development Department

City of Greeley, GIS Department

May 24th, 2005

Acknowledgements

Various resources contributed to the development of this document, including:

- City of Greeley - *West 10th Street Corridor - Neighborhood Plan* (May, 2004)
- City of Greeley - *Greeley Development Code* (January, 2003)
- City of Greeley - *Streetscape Standards* (August, 2004) prepared by Carter Burgess
- City of Greeley - *Entryway Master Plan* (July, 1994) prepared by EDAW

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West Corridor Gateway	
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Secondary Node - Intersection	
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West 10th Street Corridor Study Area

▲ North

INTRODUCTION

West 10th Street is a major arterial running east and west, serving as the US 34 Business Route into Downtown Greeley. This corridor was selected in 2002 as the first neighborhood to be reviewed under the new policies set forth in the *City of Greeley 2020 Comprehensive Plan*. In June of 2004, after a thorough analysis of the corridor from 35th Avenue to 11th Avenue, the *West 10th Street Corridor Neighborhood Plan* was completed and adopted by Greeley City Council. The studies conducted during the *Neighborhood Plan* identified the neighborhood as 'Level B', defined as "in a state of transition", and thus recommended it undergo extensive evaluation and analysis to form a neighborhood redevelopment strategy. Over \$1.2 million in City 2A-Quality of Life funds were committed to its implementation.

This was the catalyst for a closer look at the primary commercial corridor within the neighborhood, located between 23rd and 35th Avenues and approximately one mile in length. Further study was conducted to determine if parcels adjacent to 10th Street qualified as 'blighted', which could make several sources of funding available for redevelopment efforts. The study concluded that blight conditions are present as defined in Colorado State Statutes.

The *Urban Design Plan Elements* document is a tool setting the stage for redevelopment. It establishes a framework of design guidelines for the specific corridor along 10th Street between 23rd and 35th Avenues in order to create a uniquely identifiable image for this area of Greeley. The document identifies redevelopment opportunities and presents cohesive design standards. This gives the City a reference to ensure consistent and high quality character for future private and public redevelopment, bringing continuity and a sense of place to the corridor.

PURPOSE & GOALS

The purpose of the *Urban Design Plan Elements* document is to establish design guidelines for use along the West 10th Street Corridor and present suggested design examples. The guidelines and examples were created with four primary goals in mind:

- *Create a unique corridor image while retaining continuity with the rest of the city.*
- *Stimulate economic growth and prosperity along the West 10th Street Corridor by providing opportunities and amenities that attract people and reinvestment.*
- *Create a pedestrian friendly shopping and working environment where goods and services are readily available for local residents, employees, and visitors.*
- *Accommodate safe, understandable, vehicular circulation and adequate parking.*

The *Urban Design Plan Elements* document is intended as an implementation tool to guide future redevelopment with a consistent theme. The specific areas addressed are street and site furniture, landscaping, sidewalk and median enhancements, signage, and architectural features. These elements comprise the streetscape that helps to define the character of the corridor.

The gradual implementation of a West 10th Street promenade featuring visually interesting streetscape elements and architecture will add to the vitality of the corridor, creating a more pedestrian friendly experience for shopping and other activities. Areas for social gathering and interaction should be provided.

Included in the document is a 'Kit of Parts' that specifies site furnishings and elements. The Kit of Parts provides examples and components that share a common theme to help create a distinct identity along the corridor.

This document should be used in conjunction with the current version of the *Greeley Development Code*; it does not replace the development code and is intended only as a more descriptive supplement.

THEMING

Theming is critical in creating a harmonized design. Thematic elements tie everything together, helping to make the West 10th Street Corridor an inviting and comfortable place to live, work, and shop; an identifiable place to be proud of and feel ownership in. The corridor theme should be firmly established at each end and incorporated into redevelopment design in between. The theme should be strong enough to create a distinct sense of place, yet not overpower the unique community fabric of Greeley. This can be accomplished by using standardized site furniture elements previously identified for use in the entire community in conjunction with special thematic elements proposed for the corridor.

The proposed West 10th Street Corridor theme references Greeley's history as an agricultural community. Imagery representing the community's farming and ranching heritage can be incorporated into the streetscape, site and landscape design, and architecture through the use of various thematic emblems. One such proposed emblem is "blades of grass", symbolizing Greeley's connection to agriculture and the Colorado plains.

TARGET LAND USE MIX

One of the requirements for effective redevelopment is to determine an ideal mix of land uses for the area. This requires careful thought and analysis, as outlined in the *West 10th Street Corridor Neighborhood Plan*.

"While the area seems to have a balance in the amount of each type of land use found throughout the community, with the exception of industrial zoning, the contemporary standards for the use of the property has changed over time and needs review. The number of single family homes converted to multi-family rentals is growing and deters families from seeking home ownership in the area out of the concern for continual property appreciation and compatible neighbors. In addition, there is very little buffering between land uses of differing intensity and design, which further impacts the interest in property improvements and investments.

These types of concerns are an important indicator of a neighborhood's sense of safety, livability, and prosperity. As a result, there needs to be a careful examination of the appropriateness of various zoning categories and land use types and consideration of adjustments where it will achieve greater stability and neighborhood and commercial well-being."

An in-depth study of the economics, social dynamics, and compatible land uses is required for proper confirmation of the most appropriate land uses for the corridor. The design examples in this document take conceptual liberty to suggest certain land uses that are likely to promote economic vitality. Land use suggestions include:

- Commercial, retail, and service oriented businesses
- Restaurants (sit-down and drive thru/drive-in)
- Destination shopping centers or business (theaters, antique malls, etc.)
- Specialty food services (tortilla shop, donut shop, bakery, catering, etc.)

-
- Mixed-use development
 - High density residential development; either stand alone or mixed-use buildings
 - Small government offices that generate daytime activity (Bureau of Motor Vehicles, post office, etc.)
 - Supermarket or small neighborhood grocery store catering to local needs
 - Seasonal special event opportunities (open air and/or enclosed)
 - A public transit hub

REDEVELOPMENT & INCENTIVES

Corridor theming and design guidelines alone will not create economic prosperity. City and community support in conjunction with implementation and funding tools are required. Incentives for prospective redevelopment could include the following:

- Tax Increment Financing (TIF) participation, subject to Greeley Urban Renewal Authority (GURA) approval. TIF may be used toward the construction of public improvements such as streets, walks, street furniture, parking (if open to general public use) and other infrastructure.
- Revolving loan programs for façade or other architectural improvements.
- Reduction of plant material sizing (not quantity) requirements on redeveloped properties - for example 1" caliper trees rather than 2" caliper trees at installation.
- Fee reductions or waivers for items such as building permits, zoning applications, etc.
- Offering site furniture and features from the Kit of Parts at reduced cost.
- Expedited Review - If possible, creating a faster and/or guaranteed development review process schedule, reducing the time frame from 1st submittal to final approval.
- A "Conceptual Site Planning Assistance Program" where GURA would provide matching funds toward the provision of conceptual redevelopment plans for any property within the TIF District.

DESIGN EXAMPLES

The following design examples illustrate how specific activity areas or nodes could be developed along the West 10th Street Corridor. They include thematic elements intended to help create a cohesive look and feel for the corridor and demonstrate how they could be used. These graphics paint a picture of what the West 10th Street Corridor could become with properly guided site planning. Property owners and developers should discuss options with the Community Development Department and GURA before undertaking any redevelopment within the corridor.

NODES

Nodes are focal points along the corridor where features beyond the typical streetscape occur. They can be areas for pedestrian gathering, enhanced landscaping, or monument features. Five nodes are proposed for the West 10th Street Corridor at a minimum, spaced approximately every quarter-mile. These include a gateway or entry at each end, a large activity area or feature near the center, and two smaller amenities between each gateway and the central node.

The gateway nodes serve to mark the beginning of the corridor through landscape plantings, entry monuments, and other enhanced streetscape features. The theme is established in these elements to be carried throughout the corridor. While all corridor nodes should feature pedestrian amenities, the gateway nodes are key visual areas for vehicular traffic as well. Landscaping and monuments should be appropriately scaled to produce a strong visual impact at the design speed of 10th Street and provide a sense of arrival to the corridor.

The primary node is proposed at the realigned intersection of 10th Street and 30th Avenue. This site offers the greatest opportunity for a central gathering and activity point along the corridor because of the redevelopment opportunity of the K-mart commercial site. Significantly more land is available here than anywhere else in the corridor for features such as a plaza, transit station, or similar amenity. This node should be primarily pedestrian oriented and serve as a key feature to draw people to the corridor.

Secondary nodes can occur anywhere along the corridor, but at least two are suggested midway between each gateway and the primary node. These nodes should also be predominantly pedestrian oriented, though smaller in scale than the primary node. They should feature amenities such as small plazas, outdoor seating areas, or special landscape features. Secondary nodes should be located near centers of pedestrian activity, such as business entrances, outdoor dining areas, or where pedestrian corridors from surrounding neighborhoods intersect the West 10th Street Corridor. Individual site constraints and business redevelopment will likely be the driving force behind these nodes and their location.

The graphics presented here offer concepts and suggestions for elements and features within nodes. Particularly, the secondary node illustrations are intended as starting points and do not represent specific site designs. These examples are intended to provide ideas and a general direction to be further developed by the City of Greeley and the private landowner.

SPACER FOR 11"x17" OF CORRIDOR
GATEWAYS/NODES/PED OPPORTUNITIES, ETC.
REMOVE THIS SHEET AND REPLACE WITH PRINT OF
SEPARATE FILE.

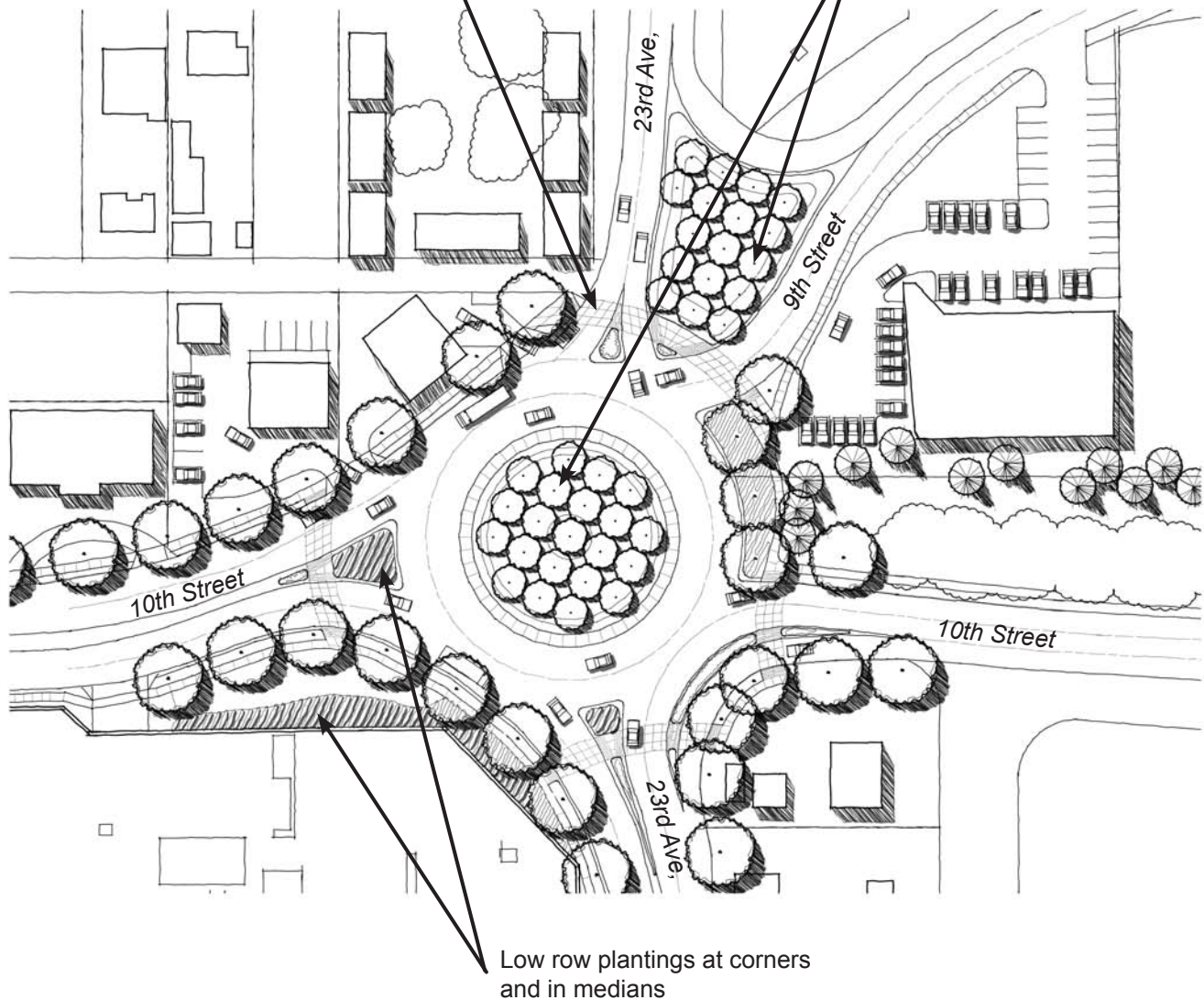
SPACER FOR 11"x17" OF CORRIDOR
GATEWAYS/NODES/PED OPPORTUNITIES, ETC.
REMOVE THIS SHEET AND REPLACE WITH PRINT OF
SEPARATE FILE.

EAST CORRIDOR GATEWAY CONCEPT

The corridor gateway establishes the thematic entry statement to the West 10th Street Corridor. The enhanced landscape, hardscape, monument signage, and lighting all play a part in setting the stage for what is to come.

Colored concrete or other distinctive crosswalk paving materials help alert traffic to pedestrians.

Orchard pattern plantings of ornamental trees



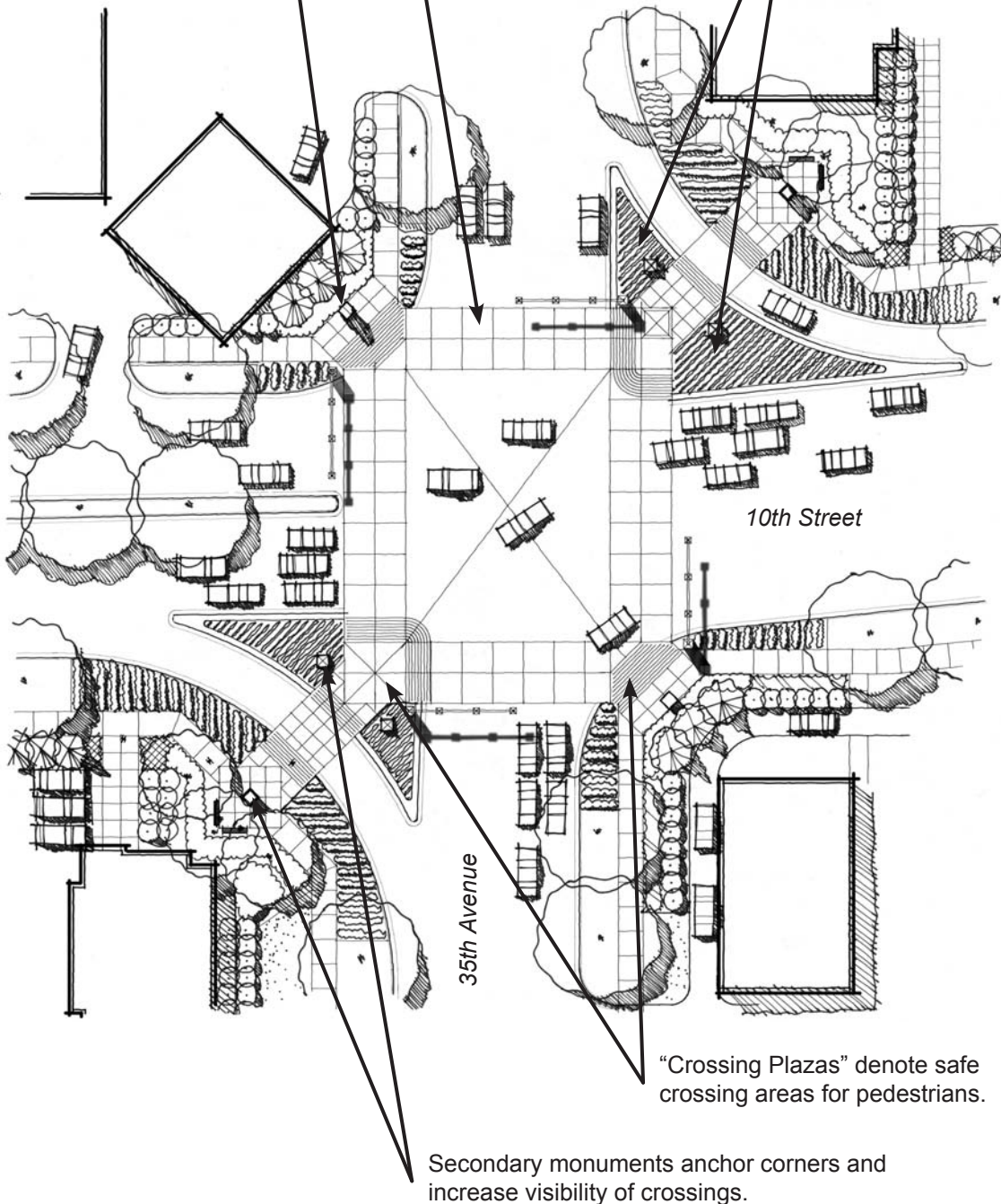
WEST CORRIDOR GATEWAY CONCEPT

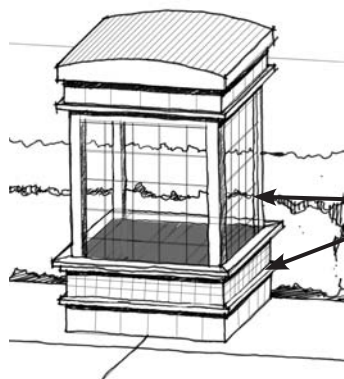
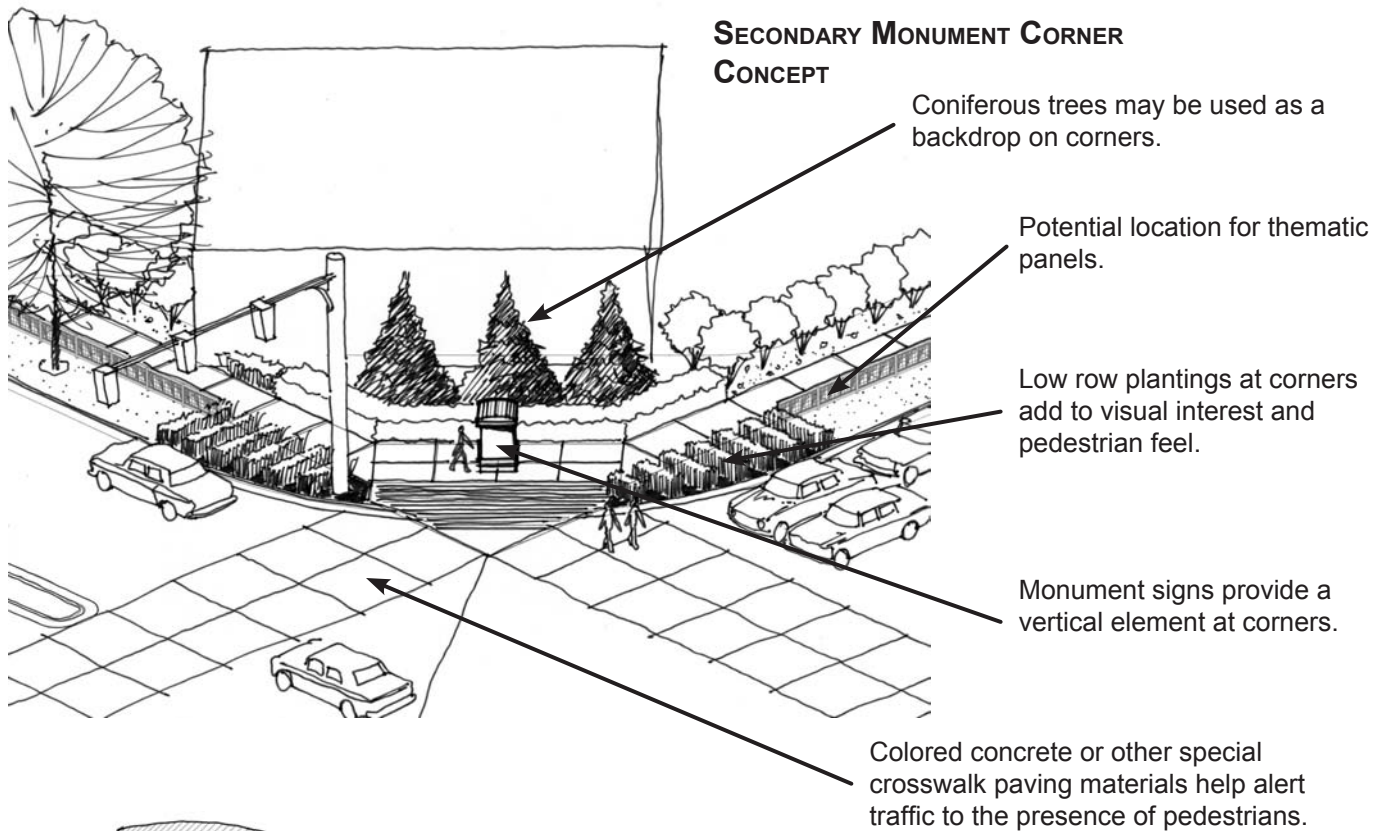
The corridor gateway establishes the thematic entry statement to the West 10th Street Corridor. The enhanced landscape, hardscape, monument signage, and lighting all play a part in setting the stage for what is to come.

Wide pedestrian crosswalks increase intersection safety and visibility. Colored concrete or other special paving help alert drivers that pedestrians may be present.

Primary monuments serve as a landmark corridor entry statement.

Landscaped islands soften hardscape and add visual interest to the gateway. The islands also help establish a landscape theme for the corridor.





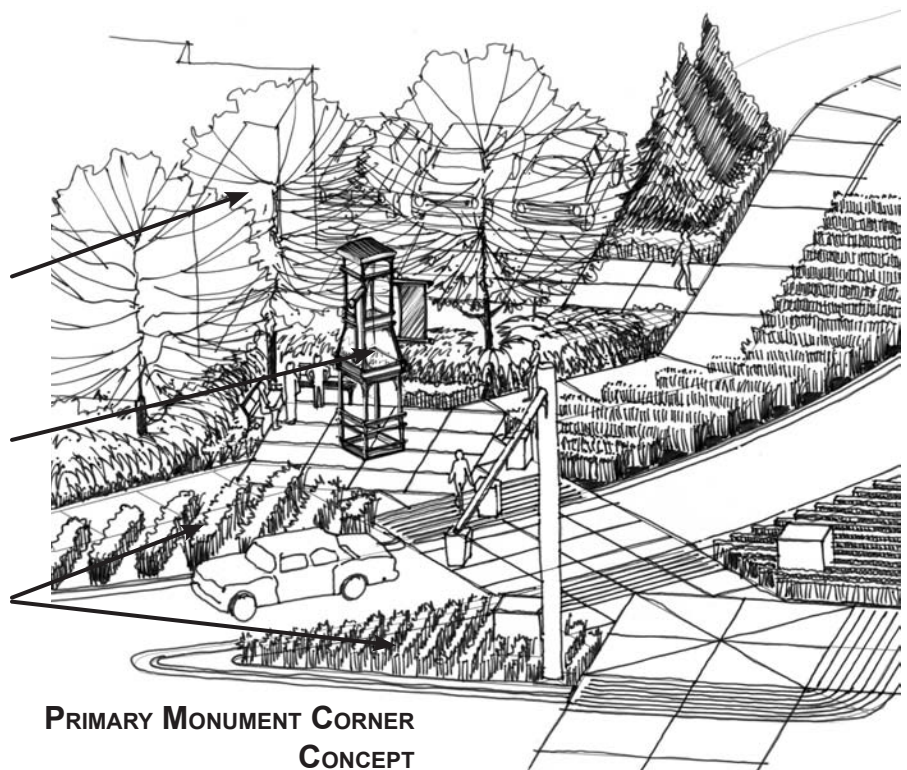
TYPICAL ENTRY MONUMENT CONCEPT

Monuments should be constructed of metal frames with a masonry or other heavy base.

Pedestrian amenities with landscaping such as canopy or ornamental trees, screening shrubs, and/or native grasses.

Larger monument signs can be a focal point for pedestrians and vehicles alike, acting as a welcoming element to the corridor.

Low plantings in a row pattern add an additional interest at key intersections.



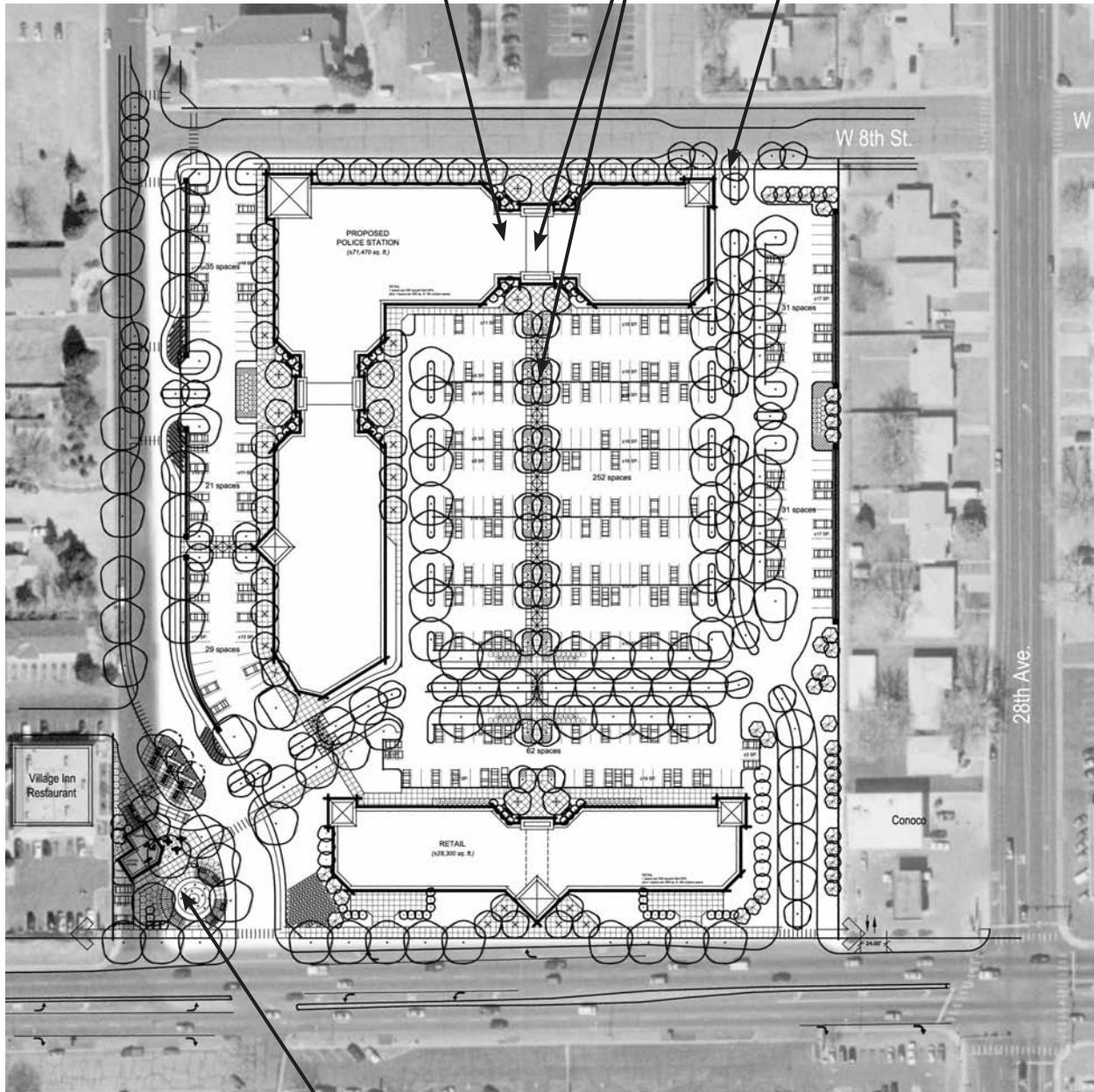
PRIMARY NODE - CONCEPT I

The ten acre parcel formerly the site of K-mart presents many redevelopment opportunities. This concept plan includes the police facility while creating an opportunity for retail and commercial uses along 10th Street. Determination of the site for the police station use should be made prior to defining the tax increment district boundary.

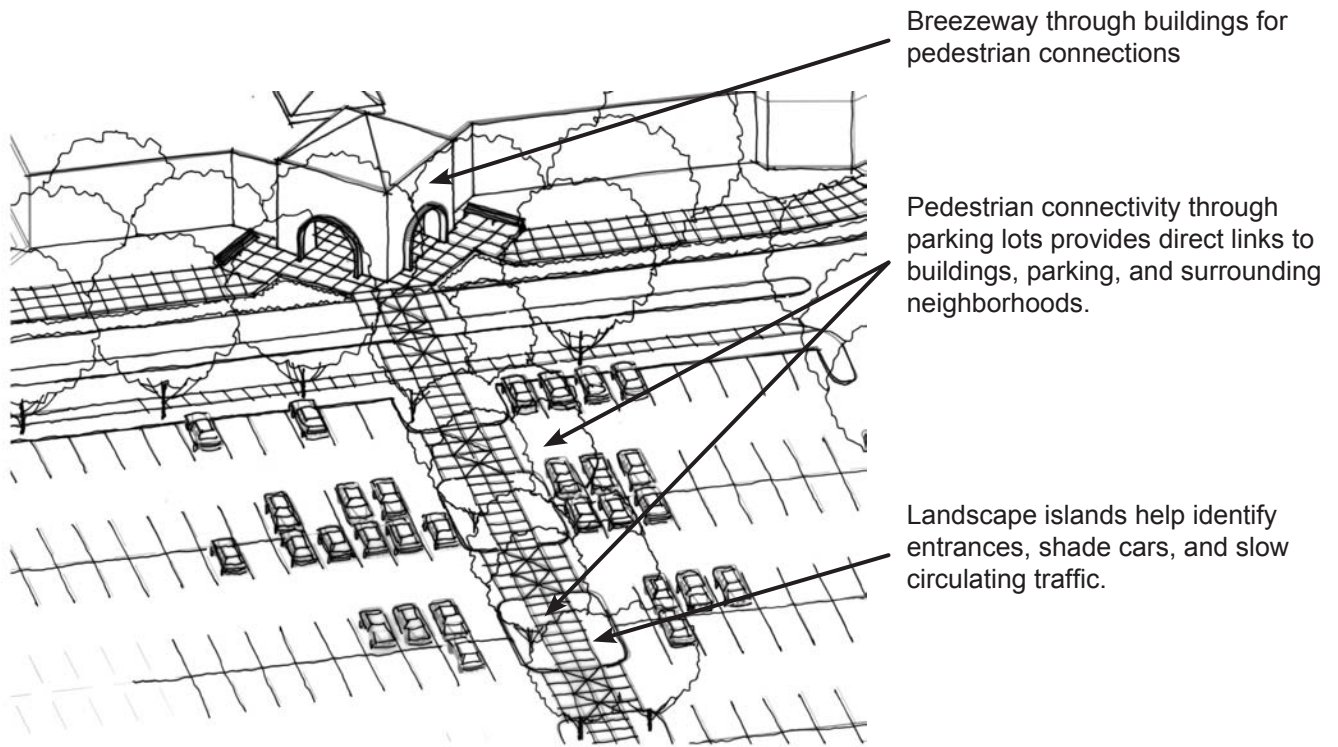
Police station fronting on W. 8th Avenue with pedestrian connections aligning with main entrances

Breezeways through buildings, landscaping, and paving emphasize pedestrian connections through site.

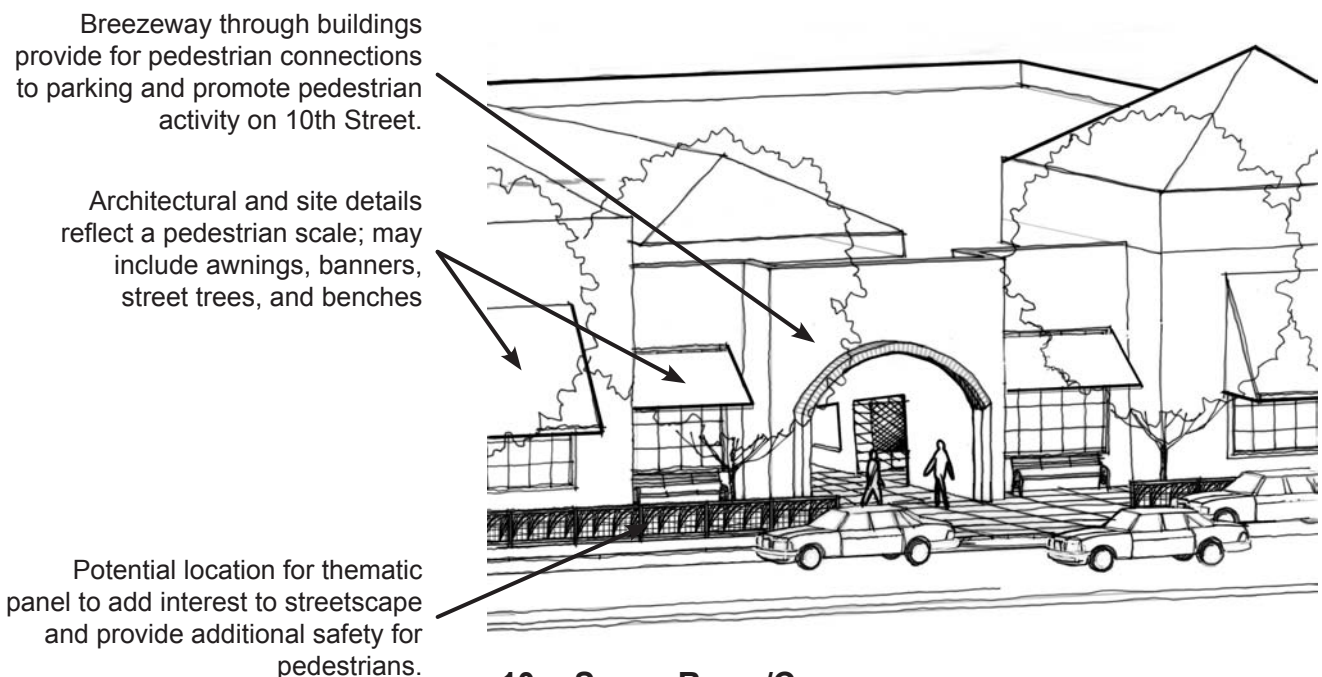
Easy vehicular access from local streets can relieve some vehicle trips on 10th street.



Transit stop with retail plaza and 10th Street icon amenity



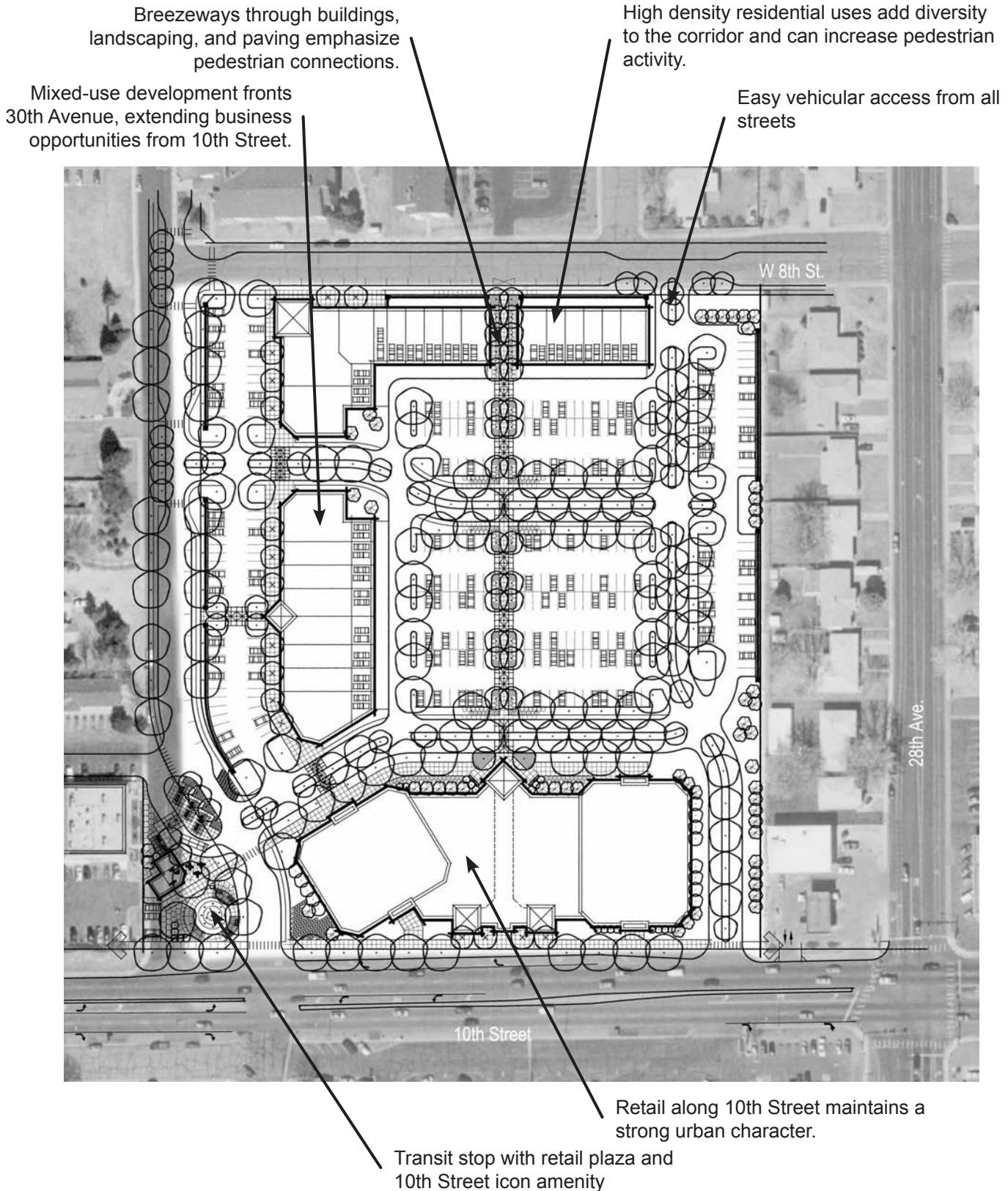
**PEDESTRIAN CONNECTION
CONCEPT**



**10TH STREET RETAIL/COMMERICAL
ENTRY CONCEPT**

PRIMARY NODE - CONCEPT II (OPTIONALLY WITH POLICE STATION FORWARD)

This concept locates retail and commercial uses along West 10th Street, with mixed-use and high density residential to the north and east as a transition into the surrounding area.



10TH STREET TRANSIT STOP CONCEPT

Transit stop may include a small transit sales office, coffee shop, news stand, or similar use.

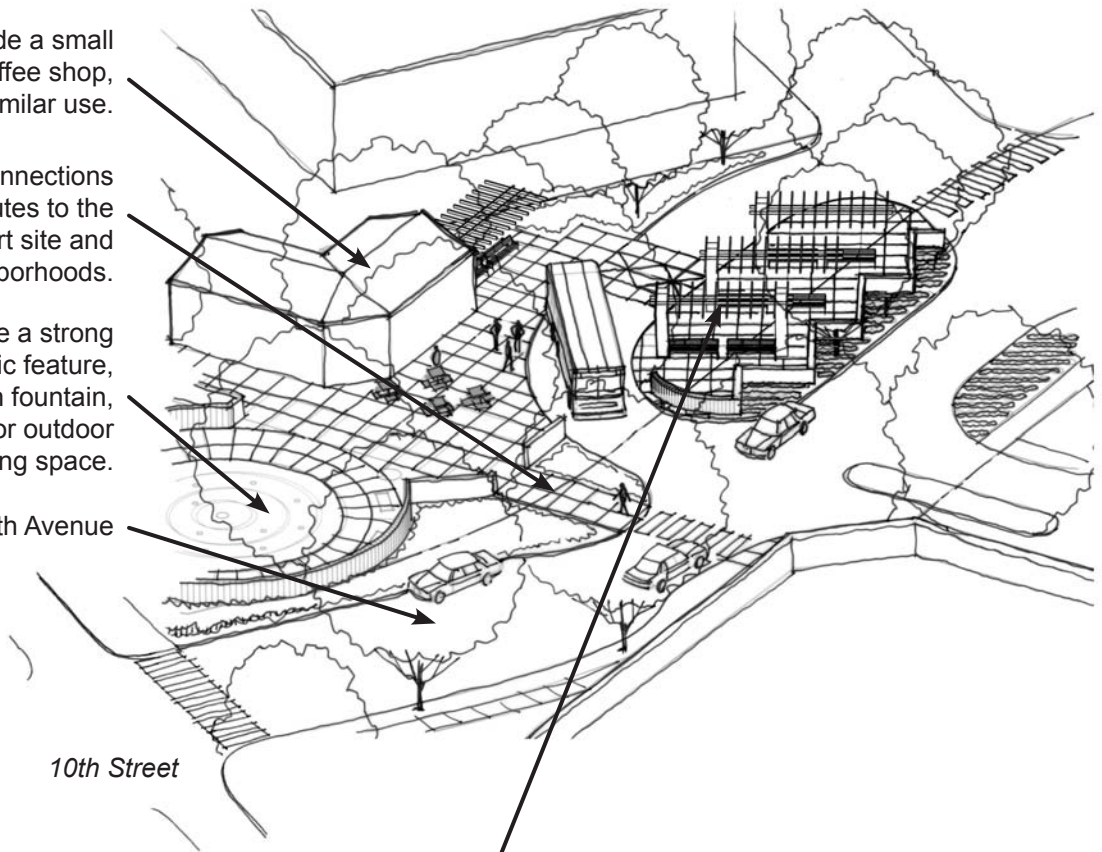
Pedestrian connections should include routes to the redeveloped K-mart site and other existing neighborhoods.

Corner may include a strong 10th Street iconic feature, such as a splash fountain, large planting area, or outdoor gathering space.

Realigned 30th Avenue

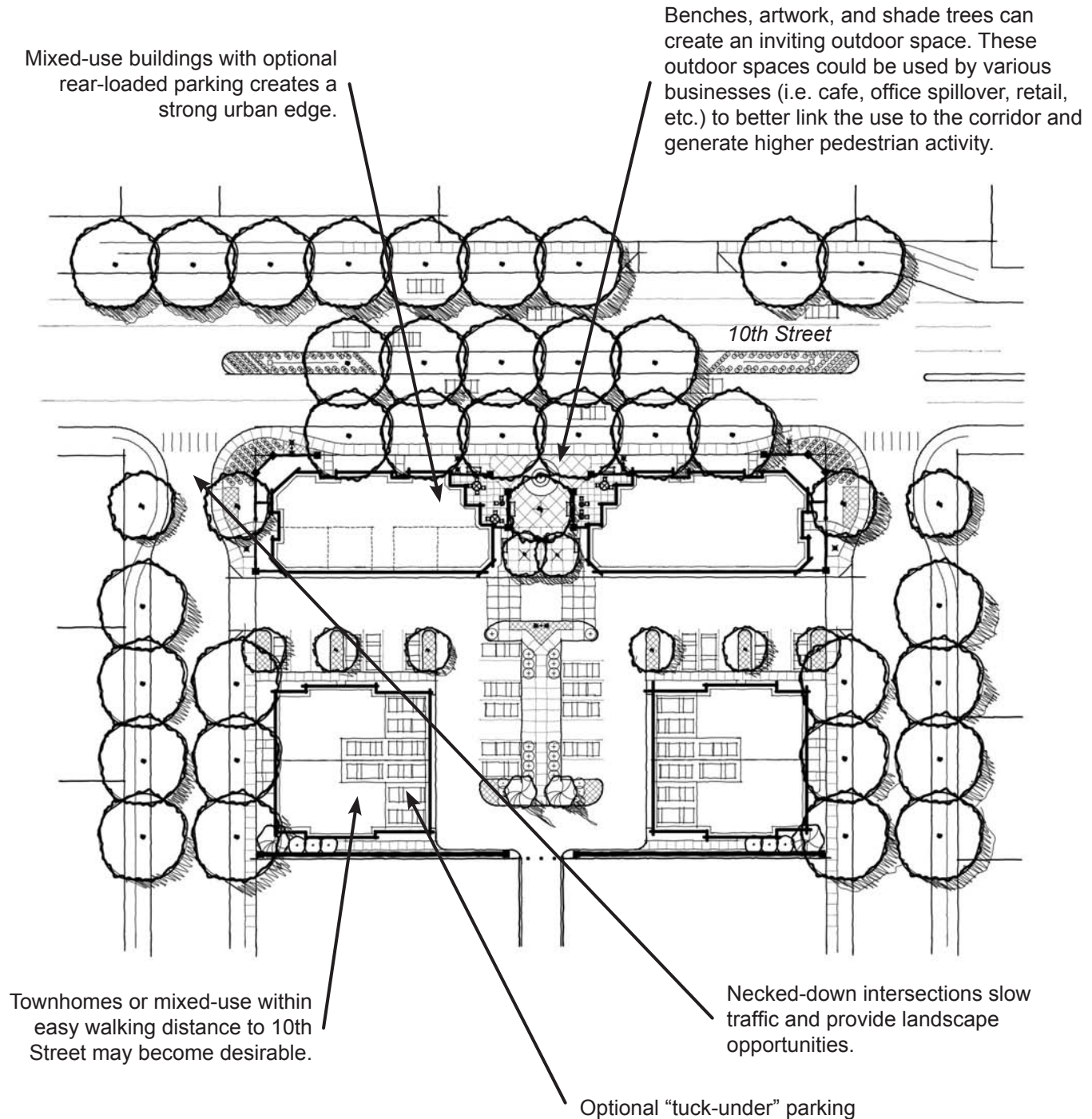
10th Street

Transit stop elements may include benches, arbors, plantings, and special paving.



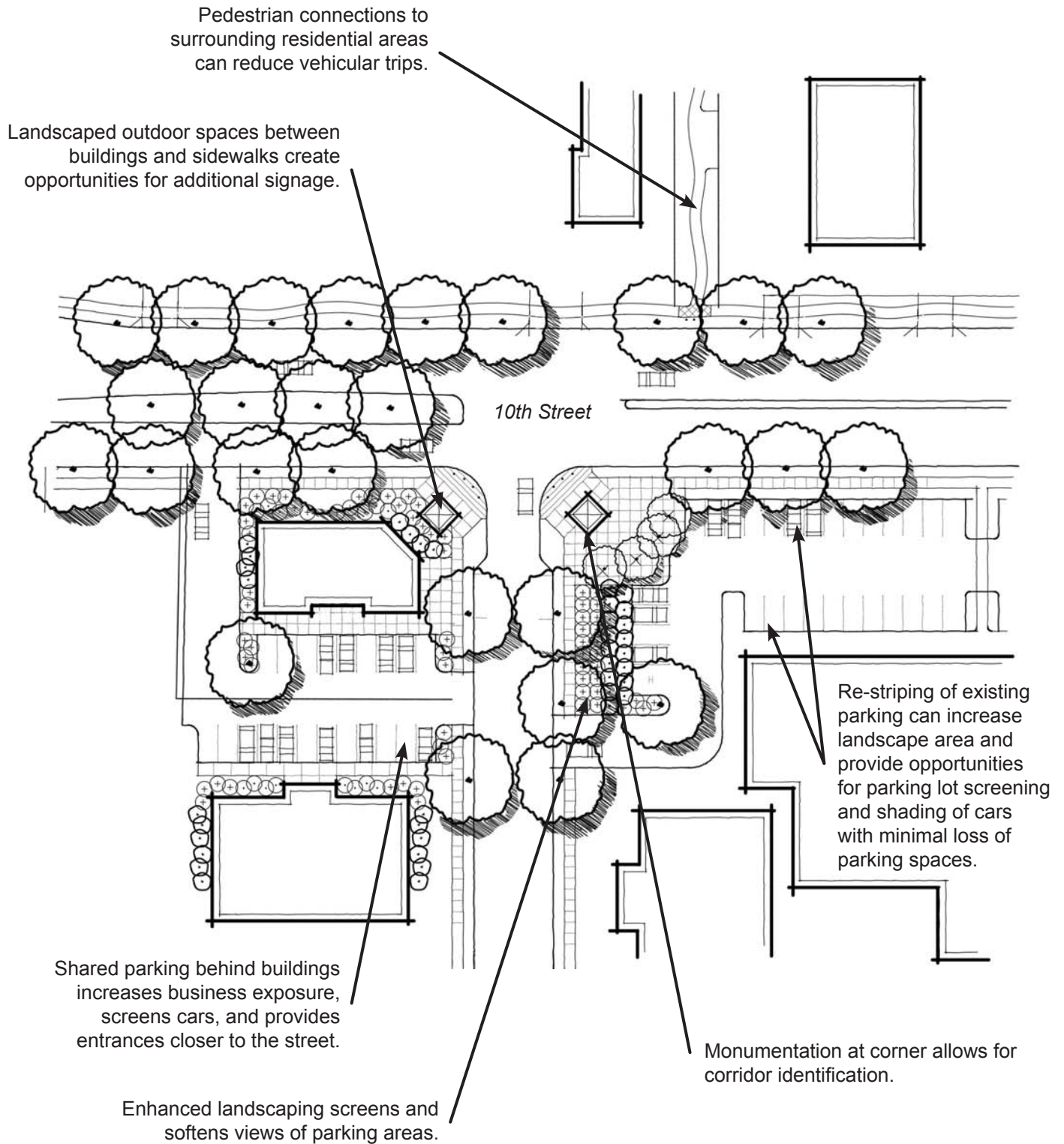
SECONDARY NODE - MID-BLOCK

Redevelopment of the West 10th Street Corridor may result in or encourage redefined land uses. New development could include mixed-use businesses with compatible residential uses to the rear and opportunities for activity nodes along 10th Street.



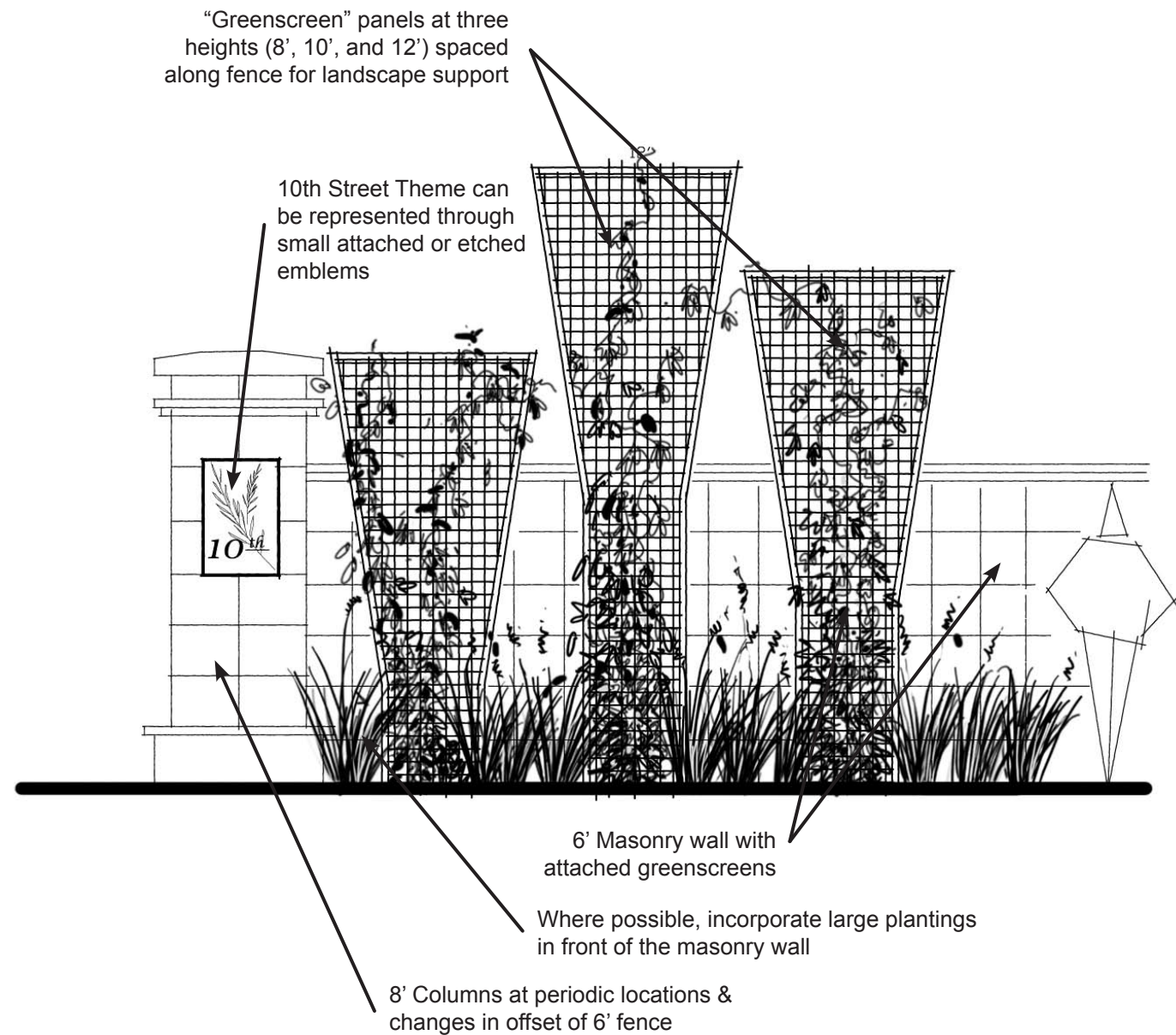
SECONDARY NODE - INTERSECTION

Pedestrian friendly intersections with amenities may reduce reliance on vehicles and will increase pedestrian opportunities.



XCEL SUBSTATION SCREENING & FENCING

The substation screen/fencing draws the eye down towards the landscape and fence elements. The openness of the fence plays off the tower members and allows for on site security monitoring.



CORRIDOR IDENTITY EMBLEM OPTIONS

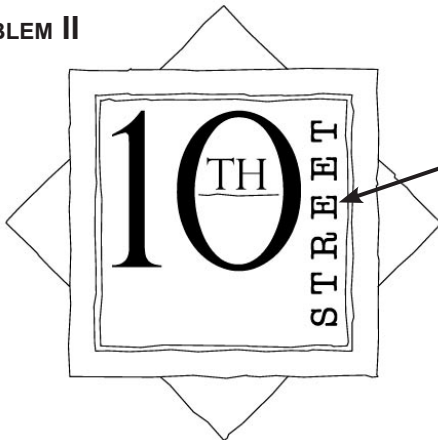
An emblem helps reinforce theme and can take many forms with varied text styles. They can be secured to light posts, benches, and monument signs, as well as stamped, etched, or embedded into special paving areas.

Variations in lettering style or font can help make emblems distinctive, such as the written form of ten instead of the numerical version.



EMBLEM I

EMBLEM II



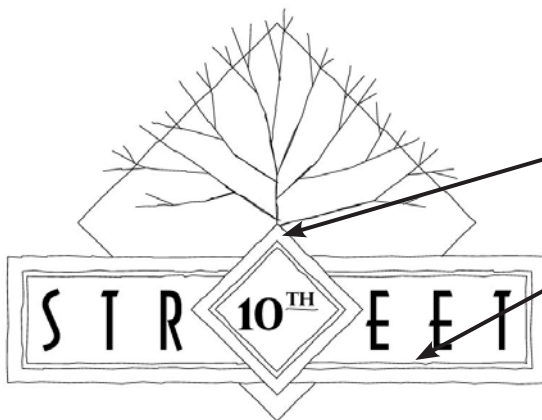
The arrangement of lettering can be adjusted. Lettering can be graphically enhanced in a variety of shapes, directions, and sizes on signs made of steel or masonry.

Incorporates native grasses either in a grouped form or as a single seed head

Font changes add variety.



EMBLEM III



EMBLEM IV

A stylized City of Greeley logo can be incorporated into the emblem.

Larger plaques can be applied building façades and used to tie groups of buildings together. For example - a group of structures in a shopping center

More abstract objects such as a single tree leaf can work in combination with 10th Street lettering.

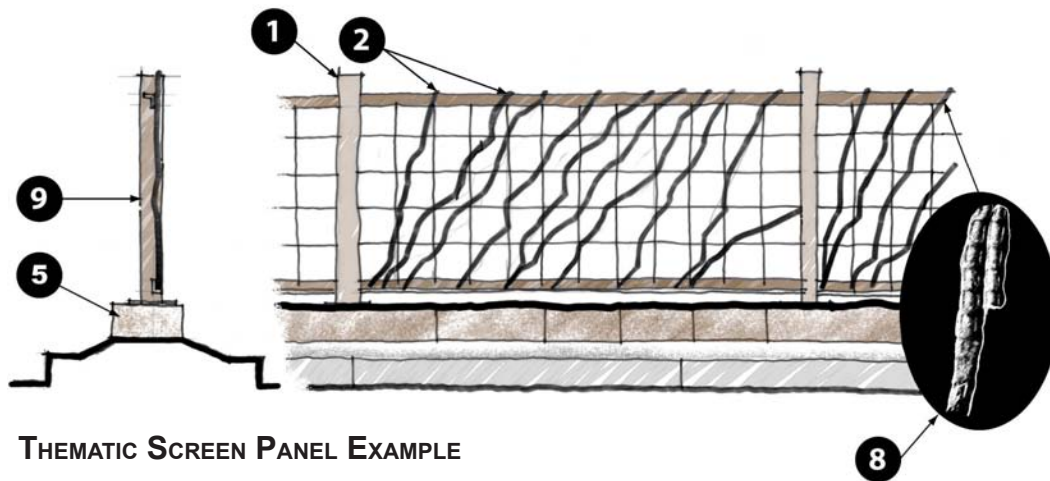


EMBLEM V

Note: One emblem (emblem III is the preferred alternative) may become the GURA "typical" and be set up for easy duplication and sale to West 10th Street Corridor businesses and property owners.

THEMATIC PANEL & COLUMN EXAMPLES

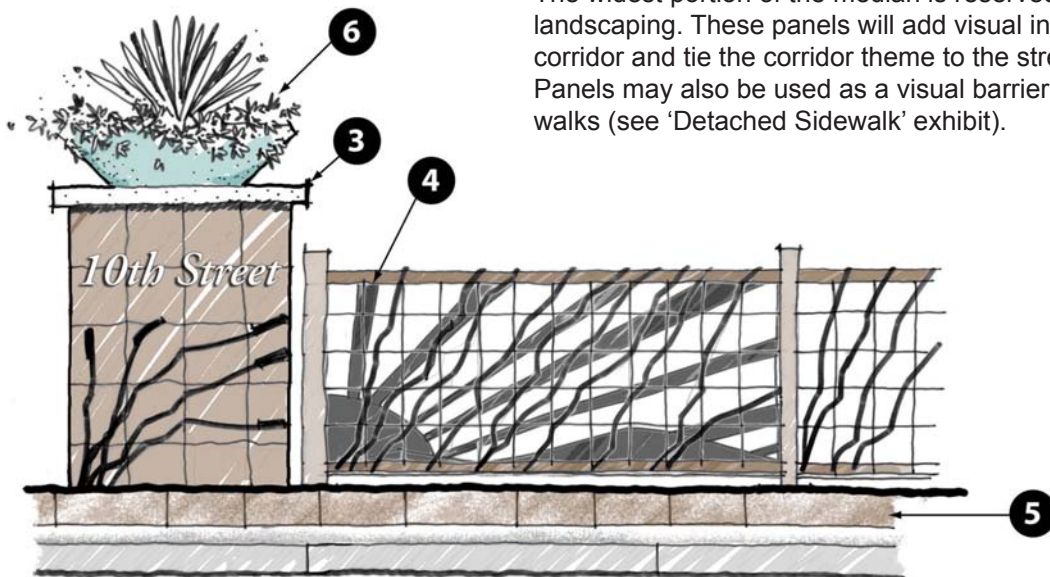
Intended as a series of low fence panels running lengthwise down portions of the West 10th Street Corridor, this thematic screen panel symbolizes Greeley's connection to the prairie. The panel can be used in a variety of situations including medians and tree lawns, as bike racks, or to screen newspaper "corrals," electrical transformers, and other street clutter.



THEMATIC SCREEN PANEL EXAMPLE

Each panel is a Corten steel frame with a heavy gauge, welded wire mesh backing. Rebar bent and welded to the panel represents prairie grass blowing in the wind.

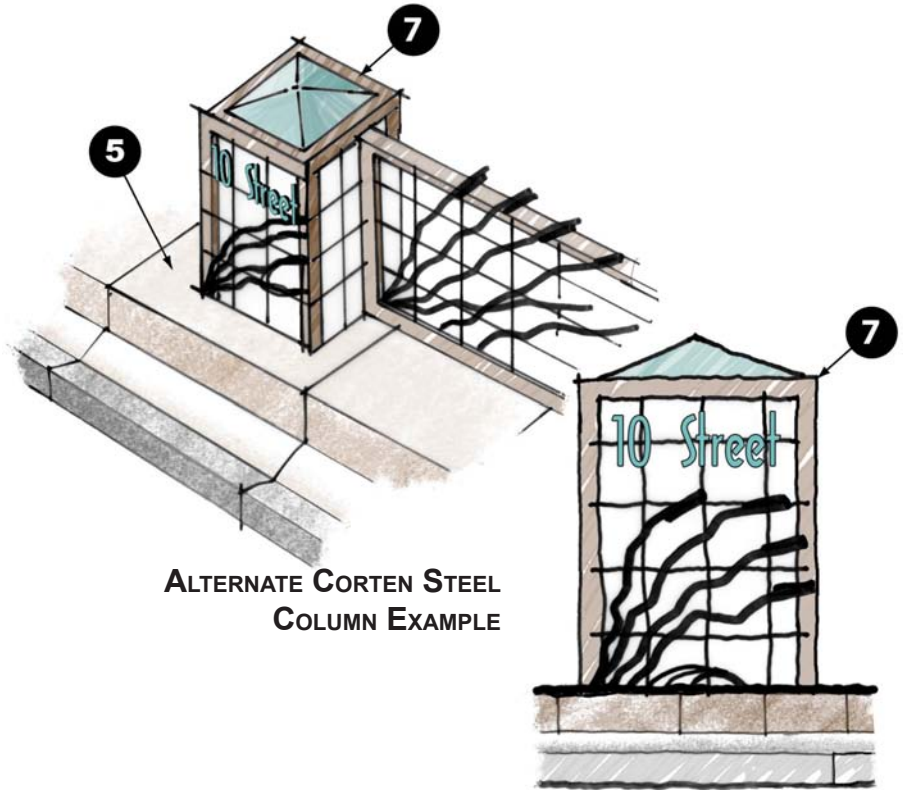
Starting at the narrow end portions of a typical median, the fence panels extend inward toward the, running a variety of distances. When median widths increase beyond 6', the fence terminates at an architectural column, shown in masonry or alternative steel forms. The widest portion of the median is reserved for landscaping. These panels will add visual interest to the corridor and tie the corridor theme to the streetscape. Panels may also be used as a visual barrier along walks (see 'Detached Sidewalk' exhibit).



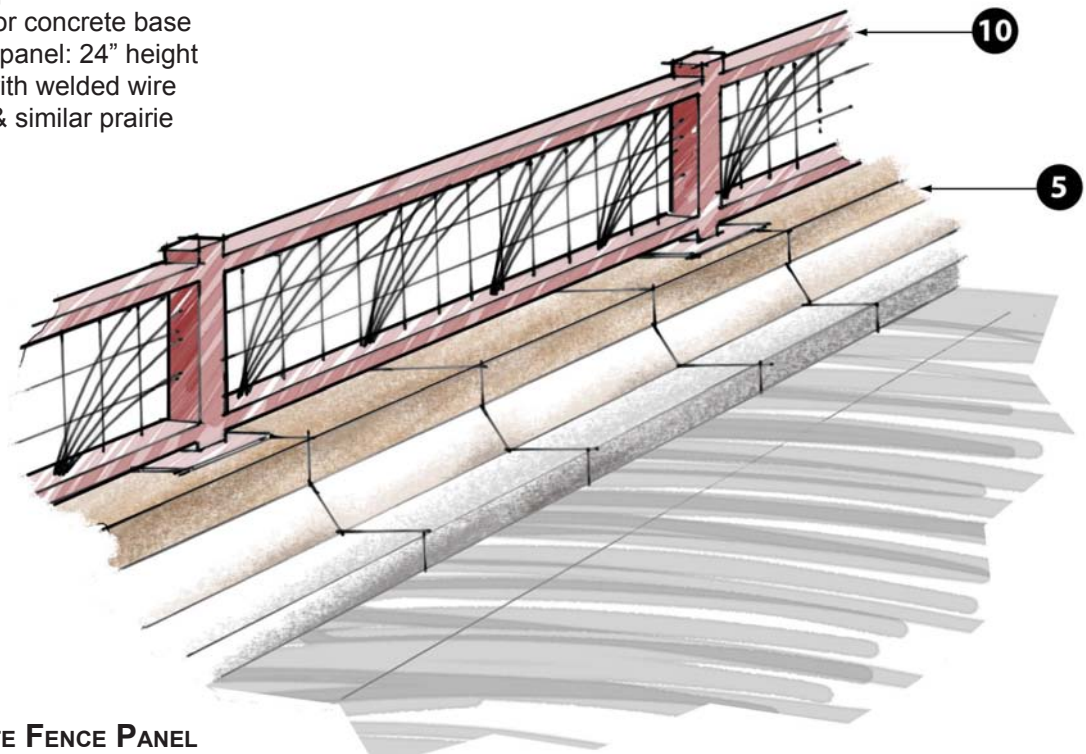
THEMATIC SCREEN PANEL & MASONRY
COLUMN EXAMPLE

THEMATIC PANEL & COLUMN KEY

- (1) Corten steel frame fence with 6" welded wire mesh backing (fence panel: 3'x6')
- (2) #5 rebar, welded and bent to form "prairie grass" pattern
- (3) 2 1/2' x 2 1/2' x 3 1/2' color masonry column with rebar grass patterns on nose and street side faces. Masonry color to compliment the Corten steel fence.
- (4) Plasma cut "sun/ray" plate Corten steel pattern at end panel
- (5) Color concrete fence pedestal
- (6) Concrete planter with "Greeley Green" acid stain
- (7) Corten steel frame column with welded wire mesh vertical faces, and grass rebar patterns on nose and street side faces. Translucent "Greeley Green" Lexon cap with uplight at column base.
- (8) Welded rebar seed cap
- (9) Fence panel end view includes: 4" Corten steel post, #5 rebar, welded wire mesh between "L" angle Corten steel top and bottom runners; fence panel surface mounted to color concrete base
- (10) Alternate fence panel: 24" height Corten frame with welded wire mesh backing & similar prairie grass pattern



ALTERNATE CORTEN STEEL
COLUMN EXAMPLE



ALTERNATE FENCE PANEL
EXAMPLE

TYPICAL 10TH STREET SIDEWALK EXAMPLES

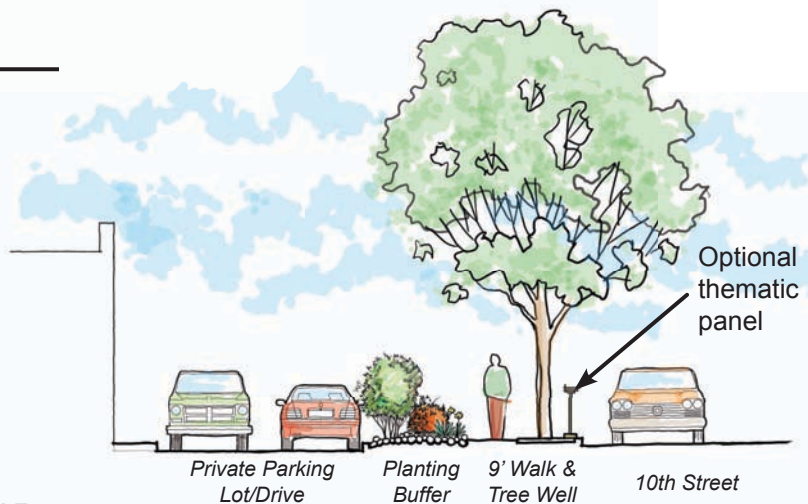
Based on the varied right-of-way width along 10th Street, three sidewalk options are proposed. Established R.O.W. and type of sidewalk use would most likely be determined once redevelopment is underway.

TYPICAL ATTACHED SIDEWALK EXAMPLE

5' wide (minimum) sidewalk, monolithic to curb, with no planting

10' wide (minimum) sidewalk, monolithic to curb, with street tree in well - may include thematic panels in some locations

Standard tree well is 5' by 5'



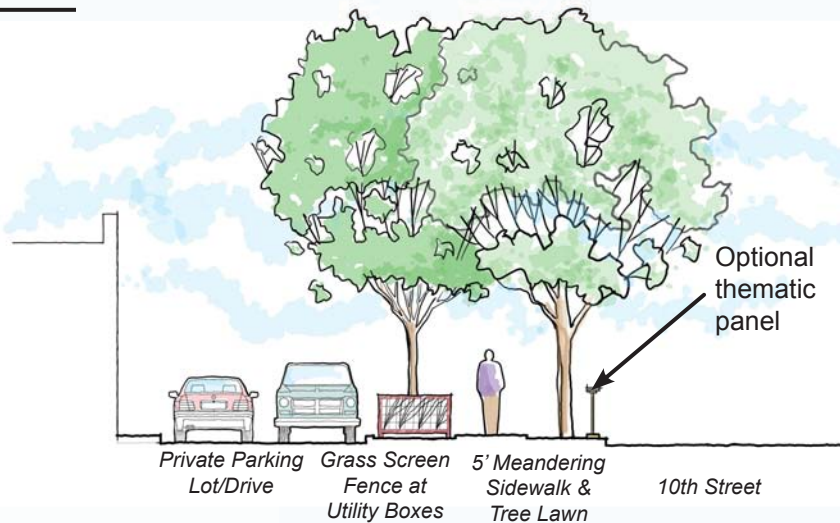
TYPICAL MEANDERING SIDEWALK EXAMPLE

5' wide (minimum) meandering sidewalk, approximately 7' landscape strip on both sides of walk. Need approximately 20' overall width between curb face and R.O.W.

Can be used where ample R.O.W. exists

Can be used perpendicular to 10th Street as a connection between residential development and the West 10th Street Corridor

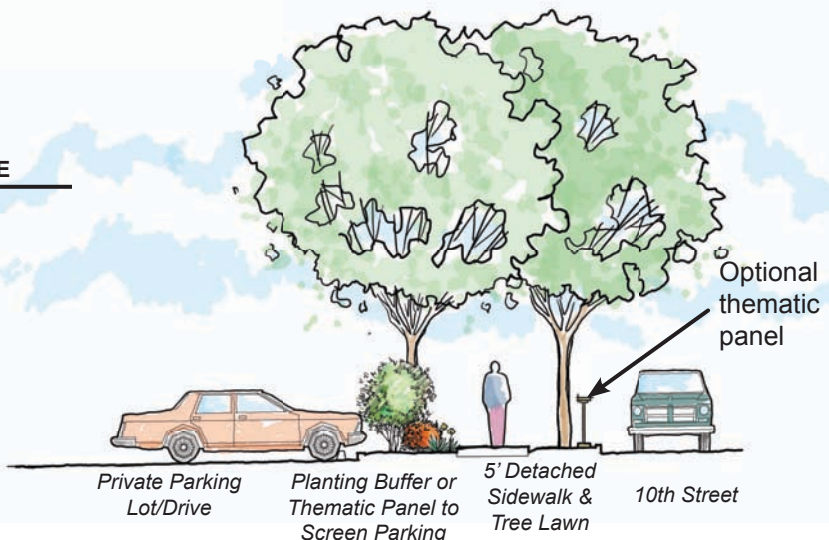
Thematic panels should be removable around utility vaults for accessibility.

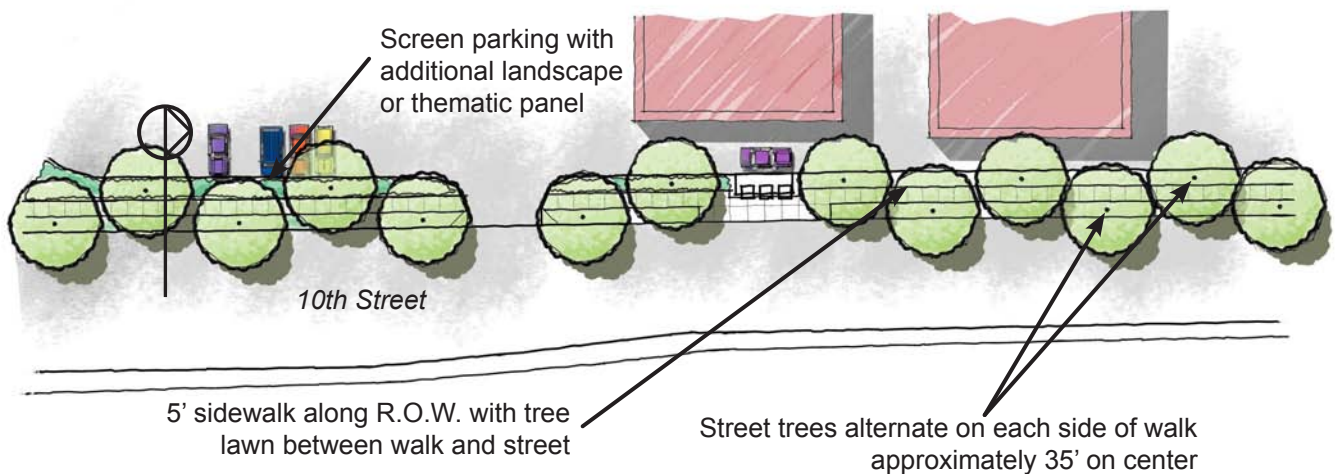
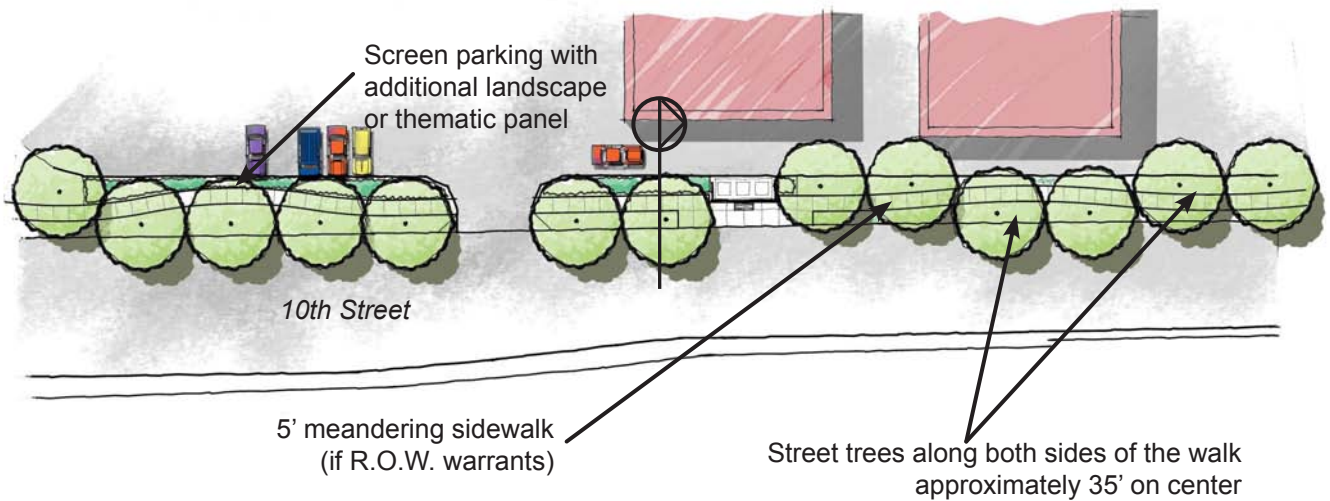
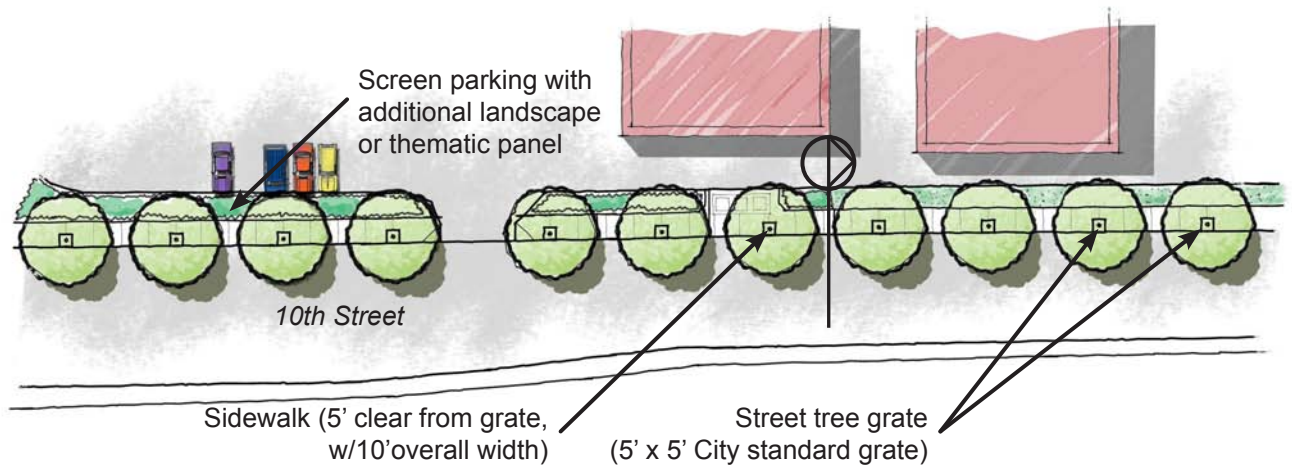


TYPICAL DETACHED SIDEWALK EXAMPLE

5' wide (minimum) detached sidewalk, with a minimum 6' tree lawn between the back of curb and edge of walk

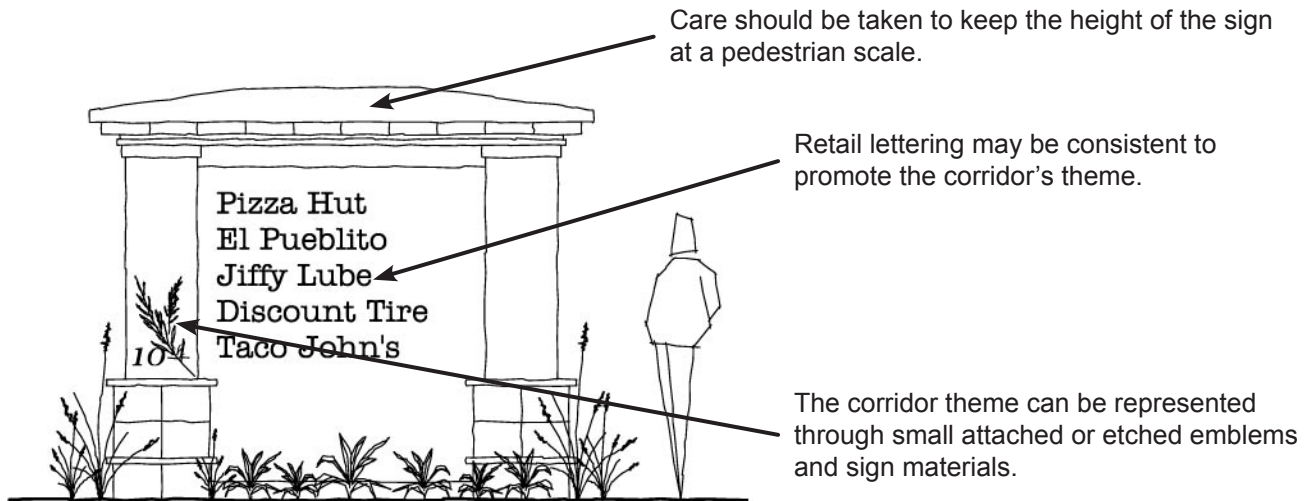
Thematic panels may be used to reinforce pedestrian/vehicular separation.



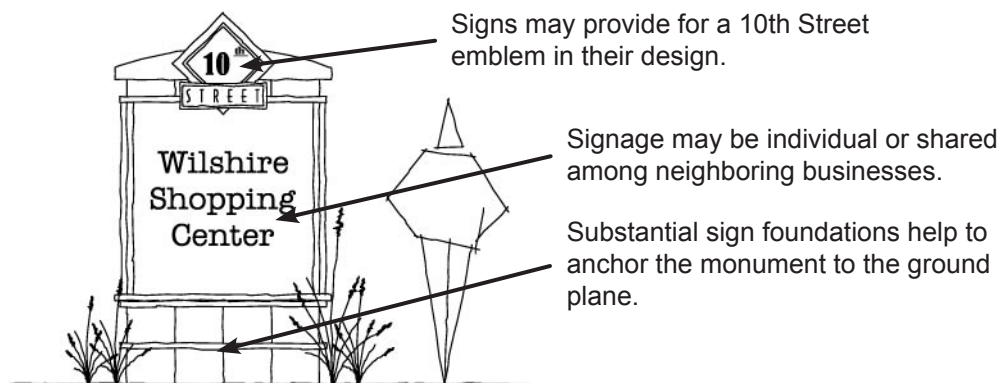
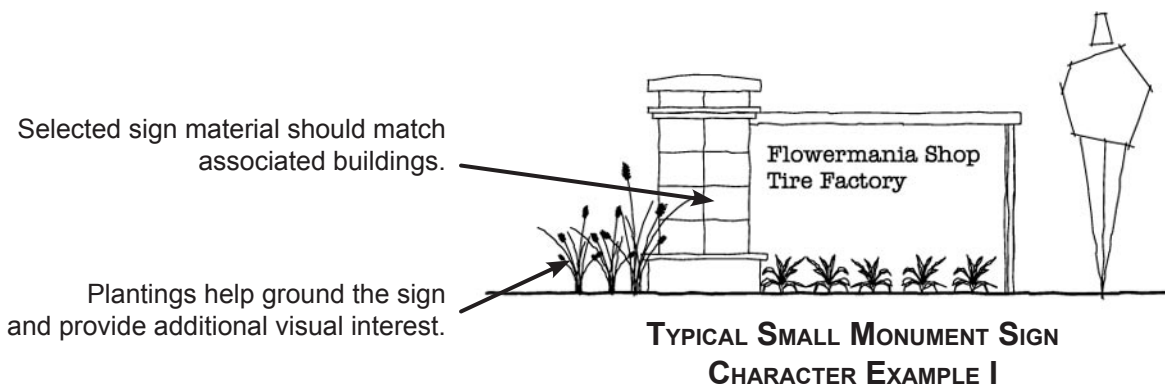


TYPICAL MONUMENT SIGNS & STREET FURNITURE

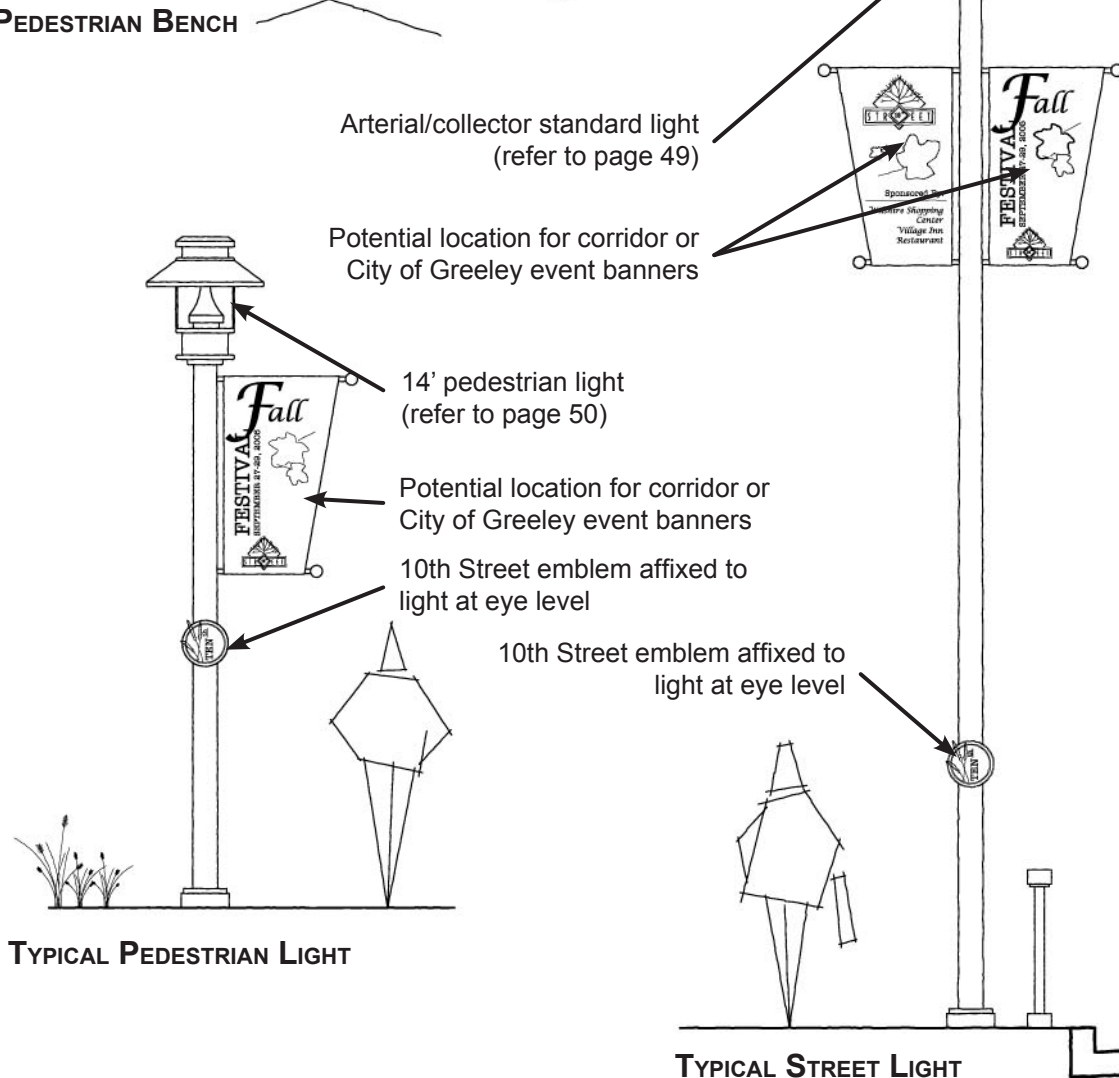
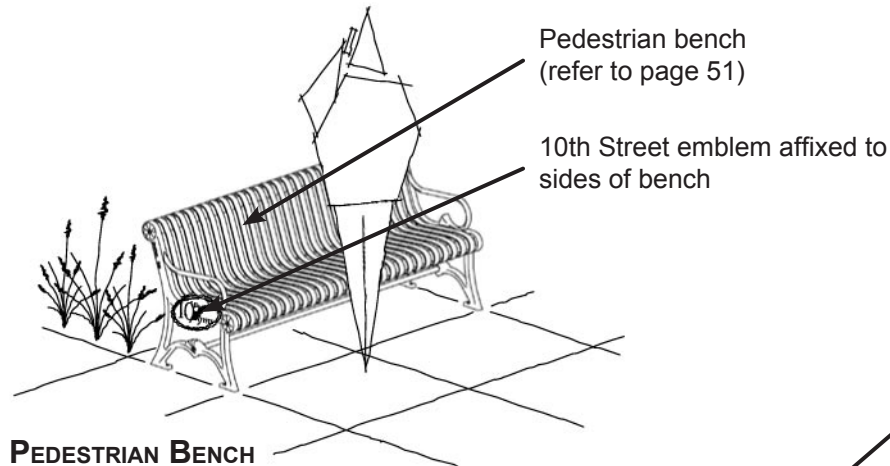
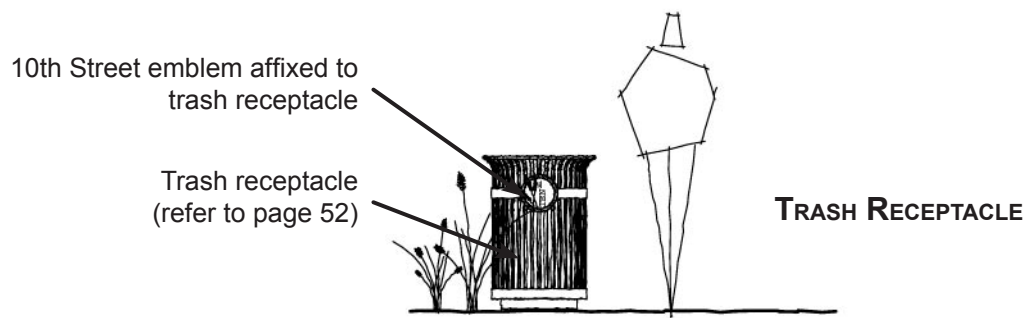
Monument signage helps establish a theme and ties specific corners and areas together. Signage material should be consistent with the prevailing architectural and wall material for thematic consistency. The following examples illustrate varying monument designs with unifying thematic elements. All signage must meet development code standards.



TYPICAL LARGE MONUMENT SIGN CHARACTER EXAMPLE

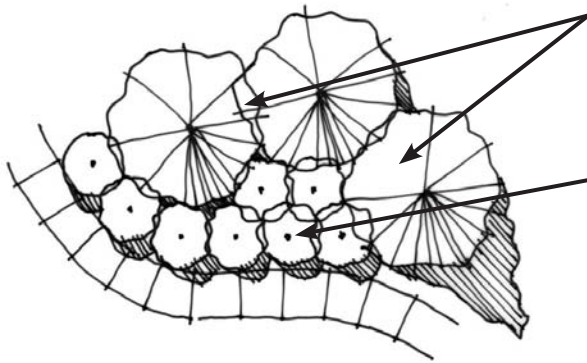


TYPICAL SMALL MONUMENT SIGN CHARACTER EXAMPLE II



TYPICAL 10TH STREET PLANTING DETAILS

The landscape planting theme is as important as the plant palette itself. Appropriate tiered plantings at corners and entryways establish focal points. The following are recommended planting layouts that support and enhance the corridor design.

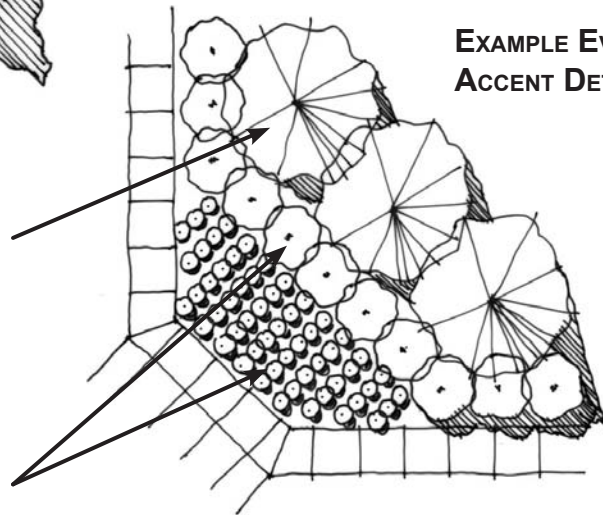


Where space allows, evergreen tree accents should be planted in informal groupings or formal windrows of three plants or more. Evergreen plantings can also help screen loading areas.

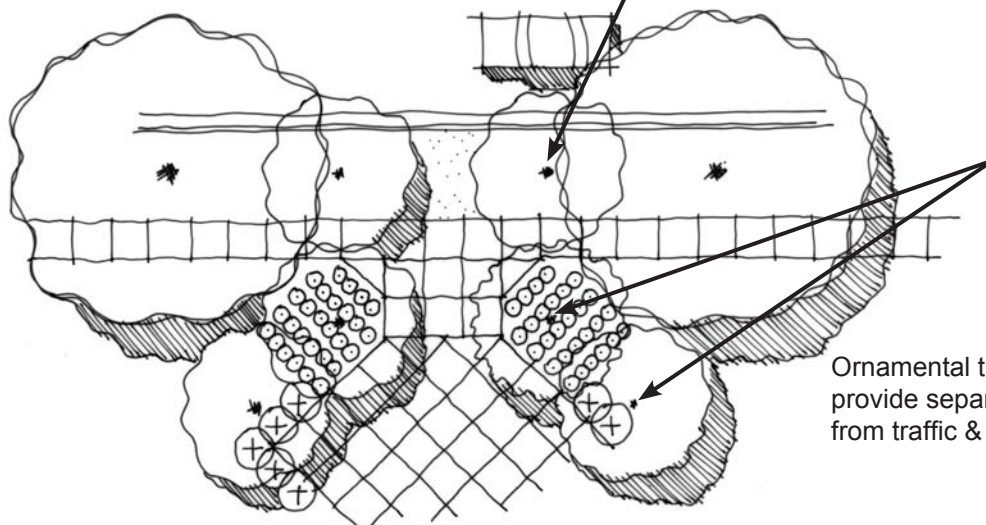
Groups of evergreen trees should be used in combination with deciduous shrubs, perennials, and/or ornamental grasses.

When planted as a backdrop at a corner or intersection, or as a windrow pattern to screen or shelter, evergreen trees should be spaced tightly and perpendicular to structures, fences, major sight lines, and/or ornamental grasses.

Evergreen trees should be used to form backdrops to other shrubs, perennials and ornamental grasses, particularly at intersections, corners, and pedestrian plazas.



EXAMPLE EVERGREEN ACCENT DETAILS



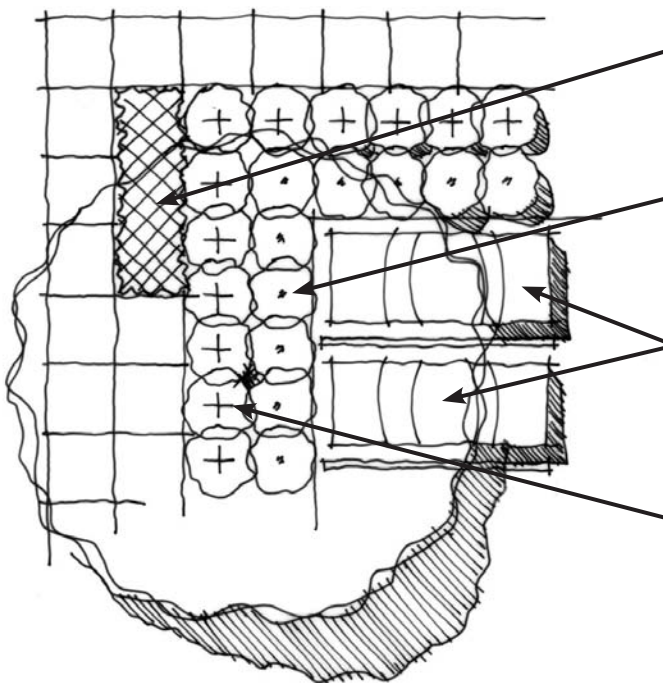
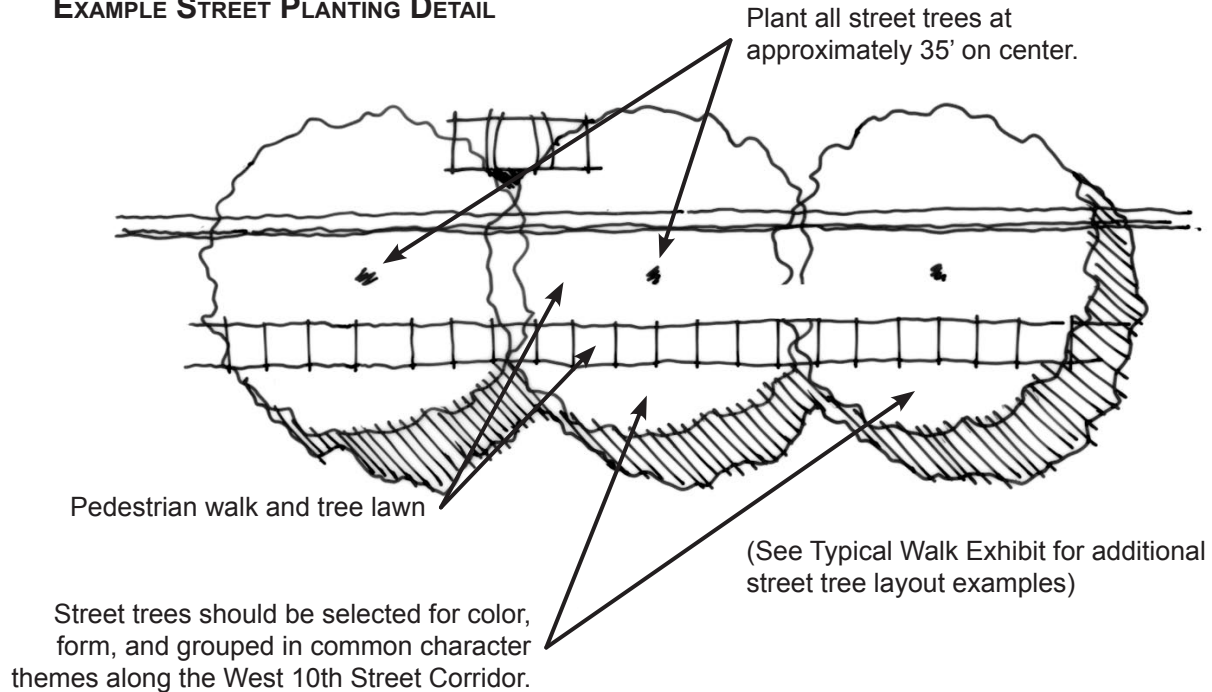
Ornamental trees can be used in combination with other planting themes at corners such as patterned row, perennial colorscape, or hedges.

Ornamental trees can be used as special accent plantings at plaza entries, intersections, and monument signs, providing seasonal color to draw attention to business entries.

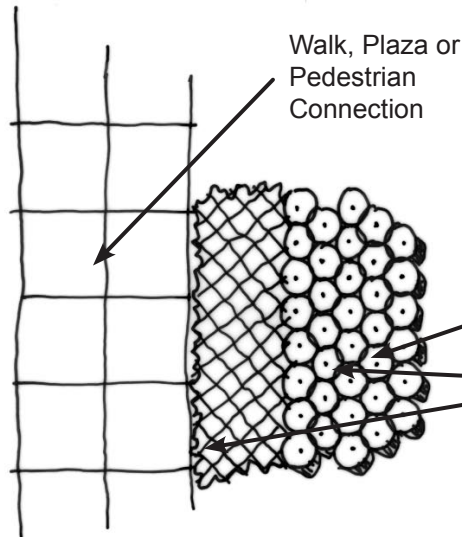
Ornamental trees frame the plaza and provide separation for pedestrians from traffic & structures.

Plaza or Pedestrian Connection

EXAMPLE ORNAMENTAL TREE DETAIL

EXAMPLE STREET PLANTING DETAIL**EXAMPLE PLANT SCREENING DETAIL**

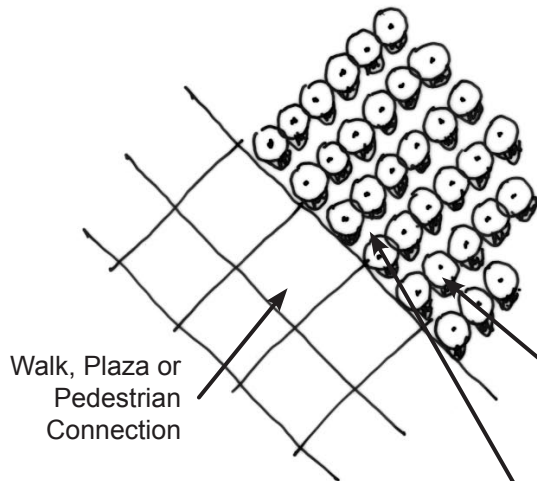
ROW & COLORSCAPE PLANTING THEMES



Perennial plant selections should be made based on color, form, and size. Large washes of similar plants rather than small mixes of different varieties, should take precedent as a common theme.

Where possible, shrubs, perennials, and grasses should be planted in large masses to create bold, grouped statements of form, texture, and color.

Combination plantings should provide a front to back appearance with smaller plants in front and taller plants featured as a backdrop.



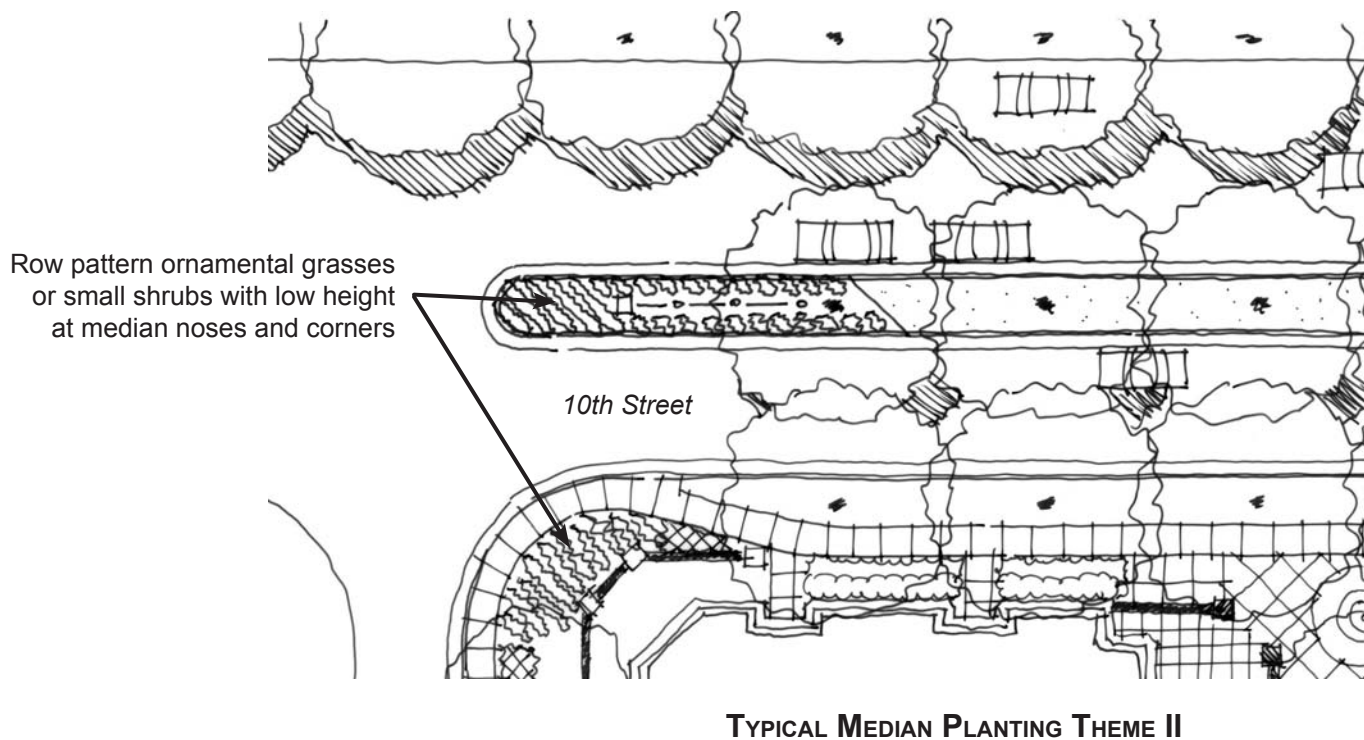
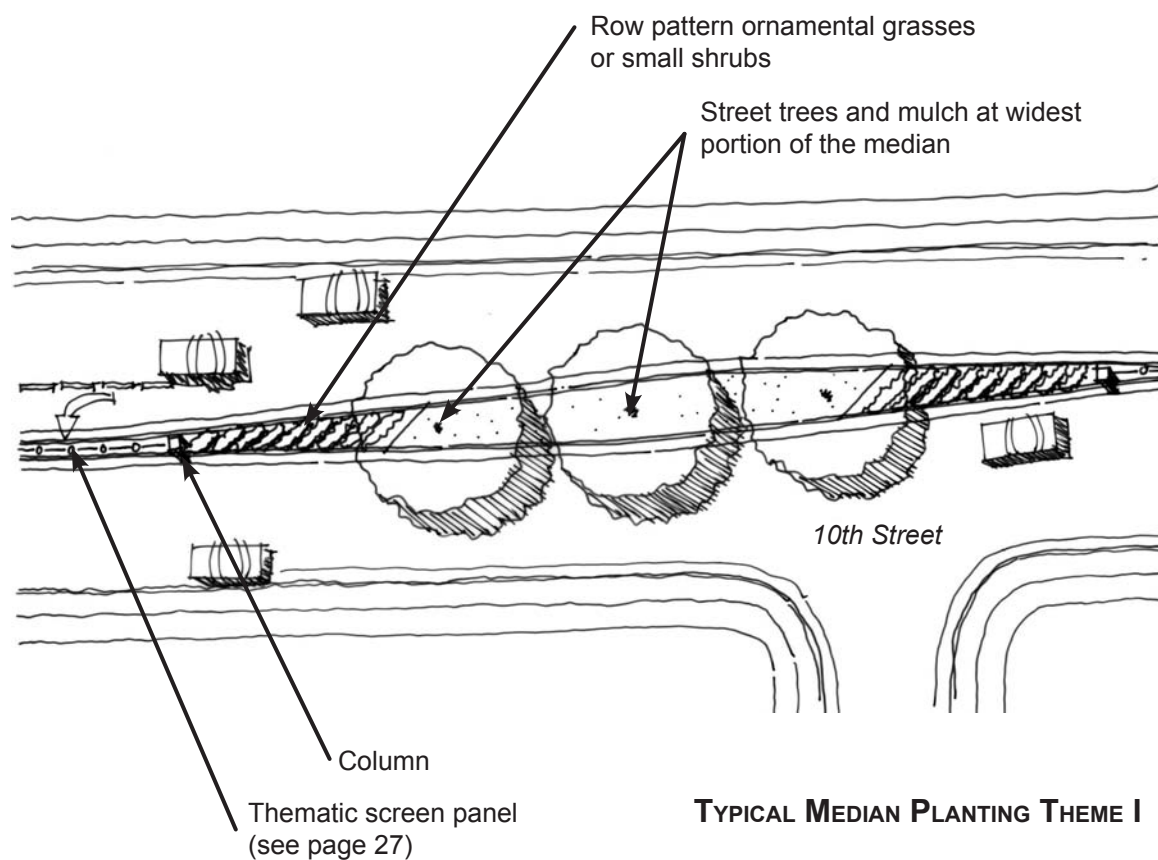
Row pattern plants should be limited to ornamental grasses or small shrubs with one or two common plant selections throughout the entire length of the West 10th Street Corridor.

Row pattern plants in traffic islands and tree lawn areas should have a low overall height: Blue Fescue Grass, Blue Avena Grass or Goldflame Spirea.

Row pattern plantings outside of sight restricted areas can have a 3' to 5' height: Feather Reed Grass, Switch Grass, or Compact European Cranberry.

Plant spacing is approximately two-thirds of total row spacing (based on mature plant size).

Row pattern perpendicular to the primary sight line



DESIGN STANDARDS

Design standards are a principal tool for any redevelopment program. They promote functional and cohesive development while ensuring consistency with surroundings, and help to identify specific ways in which design policies of the City's Comprehensive Plan can be implemented. These design standards are specific to the West 10th Street Corridor, yet compatible with the City's overall standards. Most of the streetscape elements are the City's standard with thematic modifications, such as incorporating emblems into site furniture and a more selective plant palette.

STREET & SITE FURNITURE

Applicable Development Code Sections: 18.40.060; 18.40.070; 18.40.110 (General Performance Standards)

Street and site furniture should be consistent with the unifying corridor theme. Colors and a thematic emblem should be repeated in benches, fencing, trash receptacles, monument signs, light poles, shelters, and other related structures. Construction materials (e.g. masonry, steel, aluminum, fencing, enhanced paving, etc.) should also be compatible throughout the corridor.

The City of Greeley has an established streetscape and furniture list. The 'Kit of Parts' references this list, with some modifications to fit the chosen theme of the West 10th Street Corridor. Consistent furnishings throughout the city are an advantage in tying the whole community together. Slight modification to the furnishings such as attaching a thematic emblem to the standard bench, trash receptacle, or other element is a cost effective and practical way to create a unique "10th Street look" that compliments Greeley's existing standard.

Thematic Panels - The thematic panels can be used to provide a sense of safety and security with an aesthetic element. Thematic fencing (see "Thematic Screen Panel" detail) can be used to add a vertical element and visual interest to medians too narrow for planting; provide a buffering element where walks must be attached due to restrictive right-of-way widths; or screen street clutter such as backflow preventers, utility cabinets or newspaper dispensers. The panel can also be used as a bike rack. Developing a standardized thematic panel or panels would be a practical and cost effective measure for multiple applications and possible replacement needs.

Benches - Benches should be located at key points along the corridor (i.e. primary and secondary nodes) and areas that are practical for pedestrian accessibility and circulation. They should not create pedestrian obstructions along sidewalks or obstruct parking overhangs. Whenever possible seating should be arranged such that circulation does not occur behind a user unless a screen or buffer is used. A thematic emblem can be attached within the existing arm void of the Greeley standard bench.

Pedestrian Lights - Landscape and pedestrian lighting adds life and security to a streetscape, and can extend a social gathering area's hours of use. Fixtures and poles should complement the corridor theme, be appropriately scaled, and placed to give proper walk illumination. Lighting can be a valuable tool in accenting monument signage and design elements such as fountains or specimen trees. Consistent pedestrian lights can help to tie a privately developed site to the streetscape.

Street Lights - Street lighting should reflect the corridor theme and be placed according to City standards. Light poles can also be enhanced with supports to display a West 10th Street Corridor or special holiday/event banner. All planted medians should include waterproof receptacles on photocell for holiday lighting.

Sidewalks - A system of sidewalks and multi-use (pedestrian/bike) trails should provide for safe connectivity within the corridor and to surrounding areas. A 5' (minimum) detached sidewalk with a 10' landscape separation to the curb is ideal. Where limited right-of-way exists, a wider monolithic walk with tree wells should be considered. Multi-use trails

should be a minimum of 10' in width. The thematic emblem can be stamped or embedded as a metal cut-out periodically along the walkway.

Trash Receptacles - Trash receptacles should be provided where practical from both a usability and service accessibility standpoint. As with benches, they should not obstruct sidewalks or vehicular overhangs. A thematic emblem may be attached to the Greeley standard trash receptacle.

Bollards - Bollards provide safety, security, and an aesthetic landscape element. They also provide vertical relief and enhance the corridor character, especially at major intersections. Lighted bollards should be considered at major pedestrian crossings and along connecting walkways. A minimum of 3.5' spacing is required for ADA accessibility.

Bike Racks - Bike racks should be located near transit stops, pedestrian amenities and gathering areas, and public entrances to buildings. The thematic fencing/screening panel can also serve as a bike rack.

Special/Enhanced Paving - Enhanced paving such as pavers or colored concrete should be primarily used at pedestrian crossings and intersection corners to help visually highlight pedestrian presence in vehicular use areas. Special paving can reflect the corridor theme through colors and patterns, as well as provide directional aid for pedestrians and bicyclists.

Screen Walls - Screen walls can provide visual buffering, noise abatement, and enhanced security along the corridor. A consistent design which reflects the corridor theme can provide continuity through color, texture, and materials. Screen walls can be structural, free-standing, created using plant material, or a combination of materials. Plantings create a softer barrier or edge, and can be used in conjunction with masonry for a desired effect.

Artwork/Amenities - Areas of interest and focal points centered around artwork, fountains, or small gathering/seating areas should occur every 600'-800' along the corridor. This adds interest and can create a draw for pedestrian activity. Artwork can be used to create a unique feature of the corridor through periodic art shows, rotating displays from local artists, opportunities for performance art, or annually recurring festivals.

LANDSCAPE PALETTE

Applicable Development Code Sections: 18.44.010-18.44.090 (Landscape & Buffering Standards)

The purpose of landscape standards is to improve aesthetic appearance and maintain consistency in the landscaping of the corridor. Landscaping should occur in setback areas, common open space, public right-of-way, and off-street vehicular parking areas. It can be used to screen undesirable views or provide a buffer between uses. The landscape palette should support and enhance the corridor theme through common elements and plant species. Refer to the Development Code Standards for details regarding the size, quantity and placement of plant material.

Plant Materials - Plants should be chosen from the selected corridor list for consistency (refer to Appendix B). Material type and size should be appropriate for the location based on the Development Code Standards and site conditions. Drought tolerant and low water use material should be used whenever possible and selected based on color, size, and growth habit. Primary and secondary nodes should illustrate hierarchy of plant material both in size, color, and type. All plants should be irrigated; drip irrigation systems are the preferred method of watering for shrubs, trees, and non-turf groundcovers. Plant material along streets and in medians should be tolerant of deicing chemicals and pollution.

Street Trees - Locate shade trees at $\pm 35'$ on-center and ornamental trees at $\pm 25'$ on-center along public right-of-way. Fruit bearing trees should not be used along walkways, drives, or roads. Safety and code sight-distance requirements must be met; trees should be located a minimum of 25' from intersections. Trees should also be located a minimum of 2.5' (and preferably 5') from any paved surface when not in a tree well. Monoculture, or the extended use of a single species of tree, shall be limited to prevent severe impacts from disease and insects.

Shrubs - Planting areas that cannot support trees or turf should be landscaped with shrubs and other low ground cover. Shrubs are excellent for screening parking and views of undesirable site features (i.e. utility vaults, unadorned architecture, etc.) as well as softening hardscape areas. The use of xeric species can significantly reduce maintenance and water use once established.

Tree Lawns - A minimum 6' width is required between the edge of walk and curb face for turf installation with proper irrigation and maintenance in tree lawns. Turf areas along the West 10th Street Corridor may be minimal due to the limited availability of right-of-way. In larger areas, such as around primary and secondary nodes, turf should be considered in combination with berms. Consideration should be given to the intended use of a turf area and water consumption; low water blends and species are recommended for areas that will not have high pedestrian traffic.

Landscape Enhancements - In special focal areas such as gateway entries and primary or secondary nodes, enhanced landscaping in the form of additional shrubs, annuals, and perennials should be used. In medians 6' or wider, low maintenance landscaping such as shrubs, perennials, or groundcovers are recommended. In accordance with the theme of "blades of grass", native grasses should be incorporated into the design where possible

and appropriate. Landscape lighting can also enhance these areas by accenting them at night.

Plant Massing - An important part of landscape design is plant massing at specific intervals and locations along the corridor. The landscape theme that creates rhythm along the corridor might be varied in areas where screening or landscape emphasis is required (e.g. utility & parking screening; nodes; intersections; etc.). Layering and selection of plant material with regard to color, texture, and location is of key importance.

Typical Streetscape Planting Patterns - Streetscape plantings should be consistent along the corridor. Whenever possible, street trees should be planted in the median and along tree lawns or in tree wells. Shrubs and other low plant material, particularly colorful perennials, should be used to enhance key features (such as bus stops or pedestrian crossings) and intersections.

SIGNAGE

Applicable Development Code Standards: 18.54 (Signs)

The Development Code Standards discuss in detail the criteria for various types of signage and their applications. Sign materials and colors should match prevailing architectural and wall material for consistency. Monument signage can be oriented either horizontally or vertically.

Primary Monument - Primary monuments set the standard for the appearance of signage throughout the corridor. They are surrounded by enhanced landscaping and the largest of the monument signage. The corridor theme is introduced through the primary monuments at each corridor gateway and repeated at the primary node.

Secondary Monument - Secondary monuments should be placed at secondary nodes, large social gathering areas or pedestrian amenities, and shopping centers. They are characterized by features such as special lighting and enhanced landscaping. It may also be used in conjunction with the primary monuments to balance opposing corners. Secondary monument signs may also include the names of individual businesses in shopping centers.

Directional / Informational - Directional signage includes street names, named plazas or gathering areas, and other destinations (i.e. landmarks, schools, transit hubs, etc.). Signs are most likely be pole mounted and not a pedestal monument. The corridor theme can be reflected in the color and format of signs.

Interpretive - Interpretive signage for historic landmarks or special features will be the least predominate, but should be consistent with other corridor design elements.

Business Signage - Business signs may include secondary monuments with individual business names as well as smaller pedestal monument signs. These smaller monuments should be consistent with the architecture and materials of the buildings they serve while respecting the corridor theme. Attached or wall signs should be scaled and designed with respect to neighboring signs.

ARCHITECTURAL FEATURES

Applicable Development Code Standards: 18.40.090 & 18.46.040

Architectural review standards should be followed with any proposed redevelopment. Where there is no established neighborhood character or the existing character is not desirable, the proposed redevelopment should be designed to establish an attractive image and set a precedent to follow. Shopping centers and larger mixed-use developments are ideal to establish a desirable aesthetic as they offer a highly visible anchor that can support the appearance of smaller redevelopment parcels.

Materials - The façade and building materials used should be consistent with the architectural design and the character of the corridor. Varied material and its application is an important element of design. Corner wrapping of material is important to give uniform, consistent look. Factors to consider include:

- Architectural material may extend to other on-site elements. Complimentary material should be utilized on walls, ornamental pilasters and other elements that tie together.
- Appropriate use of varying materials should take into account color, texture, and quantity of application with respect to architectural style.
- Monochromatic color palettes and reflective materials are discouraged. Accent colors should be used to call attention to certain architectural features or to form a particular pattern. Accent colors should cover no more than 5% of a building façade. Changes in building base color should occur at a change in building plane.

Mass and Scale - The mass and scale of buildings, as well as their relationship to street frontage, should be proportional and consistent with the surrounding area. Stepping back upper floors is preferable to a tall, dominant building face. Redevelopment should stress locating buildings toward the street with parking to the rear or side whenever possible. This creates an urban edge that is more inviting and pedestrian friendly than large, open expanses of parking. Greater attention to building detail and articulation should be considered on façades oriented toward the street. Developments with multiple buildings should include a similar architecture style, materials and colors in each building for a unified appearance, yet not be monotonous in design.

Roof Forms - Stepped roof planes should be encouraged. Varying the roof heights adds interest and character. The use of dormers (i.e. hip, gable, or shed) should be incorporated if the architectural style permits. Varying roof forms break up the massing and add interest. Varying shades of roof tile can also add depth and character. Design suggestions include:

- Varying roof planes and the use of roof detailing (e.g. dormers, accent trim, tile material with varying color) is encouraged.
- Roof forms such as parapets should be used to screen HVAC equipment

Articulation - Vertical and horizontal building articulation is encouraged. Windows and doorways can add a sense of continuity and rhythm, and should occupy at least 20% of the street facing wall surface. Primary building entrances should be clearly defined by projections, door recesses, rooflines, and material change. On large, unavoidable wall planes, the use of “artificial” windows or other fenestration in conjunction with projections is vital. Even slightly projected columns with a slight color variance can add character to a stark wall. The correct use of mullions around windows can add greatly to the detailing. As the building plane changes the type or application of the material may also change to add depth.

The Development Code (18.40.090-3) states that “façades or walls facing public right-of-way or adjacent properties in excess of 100’, horizontally, shall have a minimum of 20% of the length projected or recessed at a minimum depth of 3% of the length. Screening of at least 50% of the area may be a suitable alternative to this projection or recession requirement.” Design suggestions include:

- The use of pilasters, awnings, canopies and other projects where appropriate can add life to the architecture.
- Appropriate “up-lighting” on varying planes can add depth and interest at night.

APPENDICES

APPENDIX A - KIT OF PARTS

In addition to the streetscape elements presented in the Design Examples section of this document, the Kit of Parts includes items from the City of Greeley's established streetscape and furniture list. The standard site furnishings can be modified to fit the theme of the West 10th Street Corridor by attaching the "blades of grass" emblem in various forms. Similar theme-consistent elements can be substituted for those specified in the list with the approval of the Greeley Urban Renewal Authority.

Design Element: Color Scheme

Color Application

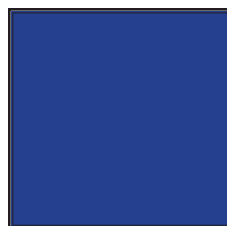
Base Color: Used as primary color for all metal elements and as field or background color on sign panels.



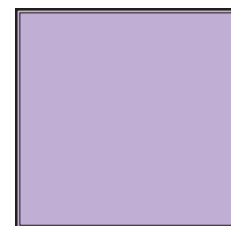
Pantone 18-5315 "Greeley Green"

Accent Colors: Used as trim or detail colors and for minor graphics in limited areas on sign panels.

Note: Pantone numbers refer to Pantone, Inc.'s copyrighted color standards. Colors were selected from the Pantone Professional Color System Selector, 4th Edition. Color samples available from designer on request.



Pantone 18-3945
Blue



Pantone 18-3828
Violet

Design Element: Street Light

Model: Curvilinear Cutoff

Manufacturer:

Kim Lighting Inc.
P.O. Box 60080
City of Industry, CA 91716-0080
(626) 968-5666
(626) 369-2695 FAX
www.kimlighting.com

Distributor:

M/H Lighting Associates
1044 Speer Blvd.
Denver, CO 80204
(303) 573-0222
(303) 573-0922 FAX
www.mhlighting.com

Detail Specifications:

Mounting Height: 30'
Pole Height: 30'

Color: Custom - Greeley Green



Design Element: Pedestrian Light

Model: Largent

Manufacturer:

Architectural Area Lighting
14249 Artesia Boulevard
La Mirada, CA 90638
(714) 994-2700
(714) 994-0522 FAX
www.aal.net

Distributor:

M/H Lighting Associates
1044 Speer Blvd.
Denver, CO 80204
(303) 573-0222
(303) 573-0922 FAX
www.mhlighting.com

Detail Specification:

Mounting Height: 14'
Pole Height: 12' (Note: Shorter light poles may be used in conjunction with bridge pilasters at entryways, particularly river crossings.)

Color: Custom - Greeley Green with color accents



Design Element: Bench

Model: Bench 58-60

Manufacturer:

DuMor, Inc.
P.O. Box 142
Mifflintown, PA 17059-0142
(717) 436-2106
(800) 598-4018
(717) 436-9839 FAX
www.dumor.com

Distributor:

E.J. Renner & Associates
1375 West Alameda Avenue
Denver, CO 80223
(303) 744-3631
(303) 777-0706 FAX

Detail Specification:

6' All Metal

Color: Custom - Greeley Green



Design Element: Bike Rack

Model: Bollard CycLoops 2173

Manufacturer:

Columbia Cascade
1975 S.W. 5th Avenue Suite 301
Portland, OR 97201-5293
(800) 547-1940
(503) 223-4530 FAX
www.timberform.com

Distributor:

Recreation Plus
15207 West Ellsworth Place
Golden, CO 80401
(303) 278-1455
(303) 278-1606 FAX

Detail Specifications: 2173-E-C, permanent mounting option, powder coated

Color: Custom - Greeley Green



Design Element: Litter Receptacle

Model: Ironsites Bethesda Series S-35

Manufacturer:

Victor Stanley, Inc.
P.O. Drawer 330
Dunkirk, MD 20754
(800) 368-2573
(410) 257-7579 FAX
www.victorstanley.com

Distributor:

Victor Stanley, Inc.
P.O. Drawer 330
Dunkirk, MD 20754
(800) 368-2573
(410) 257-7579 FAX

Detail Specifications: Metal, 24 gal.

Color: Custom - Greeley Green with color
accent band.



Design Element: Bollard

Model: 8-2C1

Manufacturer:

Urban Accessories Products & Foundry
P.O. Box 310
Woodinville, WA 98072
(425) 487-0488

Distributor:

Recreation Plus
15207 West Ellsworth Place
Golden, CO 80401
(303) 278-1455
(303) 278-1606 FAX

Custom Color: Greeley Green



Design Element: Tree Grate

Model: Chinook (5' square)

Manufacturer:

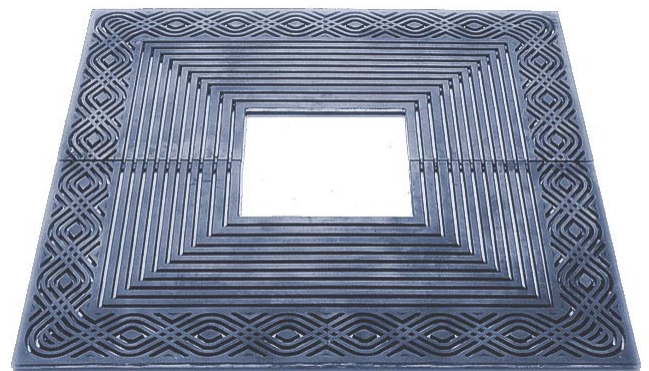
Urban Accessories Products & Foundry
P.O. Box 310
Woodinville, WA 98072
(425) 487-0488

Distributor:

Recreation Plus
15207 West Ellsworth Place
Golden, CO 80401
(303) 278-1455
(303) 278-1606 FAX

Finish: Painted

Color: Black



Design Element: Special Paving

Model:

Holland Stone (8"x4"x2-3/8")

Bomanite Running Bond Used Brick

Manufacturer(s):

Holland Stone, by LPS Pavement Company

67 Stonehill Road

Oswego, IL 60543

(800) 232-1770

(630) 551-2105 FAX

www.lpspavement.com

Bomanite, by Bomanite Corporation

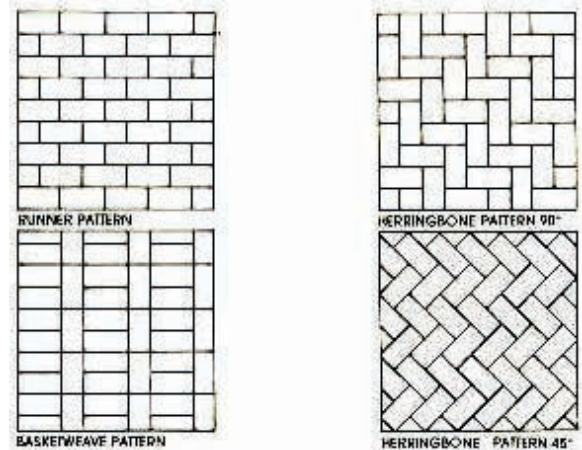
232 S. Schnoor Ave.

Madera, CA 93637

(559) 673-2411

(559) 673-8246 FAX

www.bomanite.com



Holland Stone Paving Patterns

Distributor(s):

Bomanite distributed by:

Van Heukelem Concrete, Inc.

8085 East Harvard Ave.

Denver, CO 80231

(303) 750-8200

Color:

LPS Colors:

9-A-6090, 9-A-5790

Bomanite Colors:

Harvest Amber B-9

Franciscan Red B-14



Bomanite Running
Bond Used Brick

APPENDIX B

West 10th Street Corridor Selected Plant List

COMMON NAME	SCIENTIFIC NAME	K-VAL	HEIGHT	SPREAD	CONDITION
LARGE DECIDUOUS TREES					
ACCOLADE ELM	ULMUS 'MORTON'	M	40-50'	30-40'	2" Cal
AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'	M	40-60'	40-50'	2" Cal
BOULEVARD LINDEN	TILIA AMERICANA 'BOULEVARD'	M	40-50'	35-40'	2" Cal
CIMMARON ASH	FRAXINUS PENNSYLVANICA 'CIMMZHAN'	M	50-60'	25-30'	2" Cal
ENGLISH OAK	QUERCUS ROBUR	M	40-60'	40-60'	2" Cal
FRONTYARD LINDEN	TILIA AMERICANA 'BAILYARD'	M	60-70'	25-30'	2" Cal
GREENSPIRE LINDEN	TILIA CORDATA 'GREENSPIRE'	M	30-40'	25-35'	2" Cal
WESTERN HACKBERRY	CELTIS OCCIDENTALIS	L	50-60'	40-50'	2" Cal
MANCHURIAN ASH	FRAXINUS MANDSCHURICA 'MANCANA'	M	40-50'	20-25'	2" Cal
NORTHERN RED OAK	QUERCUS RUBRA	M	40-60'	40-60'	2" Cal
PRAIRIE SPIRE ASH	FRAXINUS PENNSYLVANICA 'RUGBY'	M	50-60'	25-30'	2" Cal
SHADEMASTER HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SHADEMASTER'	L	40-50'	30-40'	2" Cal
ORNAMENTAL DECIDUOUS TREES					
AUTUMN BLAZE PEAR	PYRUS CALLERYANA 'AUTUMN BLAZE'	M	30-40'	23-30'	1-1/2" Cal
CORALBURST CRABAPPLE	MALUS 'CORALBURST'	M	12-15'	12-15'	1-1/2" Cal
CHANTICLEER PEAR	PYRUS CALLERYANA 'CHANTICLEER'	M	20-30'	15-20'	1-1/2" Cal
CENTURION CRABAPPLE	MALUS 'CENTURION'	M	20-25'	15-20'	1-1/2" Cal
GOLDENRAIN TREE	KOELREUTERIA PANICULATA L		20-30'	20-30'	CAL & CLMP
JAPANESE TREE LILAC	SYRINGA RETICULATA	L	15-25'	15-20'	CAL & CLMP
RED JADE CRABAPPLE	MALUS 'RED JADE'	M	8-10'	12-15'	1-1/2" Cal
NEWPORT PLUM	PRUNUS CERASIFERA 'NEWPORT'	M	15-20'	15-20'	1-1/2" Cal
STONEHILL PEAR	PYRUS CALLERYANA 'STONEHILL'	M	20-30'	10-20'	1-1/2" Cal
SPRING SNOW CRABAPPLE	MALUS 'SPRING SNOW'	M	20-25'	20-25'	1-1/2" Cal
SELECT USSURIAN PEAR	PYRUS USSURIENSIS 'FORT COLLINS SELECT'	M	40-50'	40-50'	1-1/2" Cal
THORNLESS COCKSPUR HAWTHORN	CRATAEGUS CRUS-GALLI 'INERMIS'	L	15-25'	15-20'	CAL & CLMP
EVERGREEN TREES					
AUSTRIAN PINE	PINUS NIGRA	L	40-60'	30-40'	6-8' Height
BAKERI SPRUCE	PICEA PUNGENS 'BAKERI'	M	35-40'	15-20'	6-8' Height
BOSNIAN PINE	PINUS HELDREICHII	L	10-15'	8-10'	6-8' Height
COLORADO BLUE SPRUCE	PICEA PUNGENS (BLUE)	M	40-60'	20-30'	6-8' Height
COLORADO GREEN SPRUCE	PICEA PUNGENS (GREEN)	M	40-60'	20-30'	6-8' Height
COLOGREEN JUNIPER	JUNIPERUS SCOPULORUM 'COLOGREEN'	VL	15-20'	4-6'	15 gallon
HILLSPIRE JUNIPER	JUNIPERUS VIRGINIANA 'CUPRESSIFOLIA'	L	15-20'	4-6'	10 gallon
PONDEROSA PINE	PINUS PONDEROSA	L	60-80'	30-40'	6-8' Height
PINON PINE	PINUS EDULIS	VL	20-30'	10-20'	6-8' Height
EVERGREEN SHRUBS					
ARCADIA JUNIPER	JUNIPERUS SABINA 'ARCADIA'	L	18-24"	4-6'	5 gallon
BLUE CHIP JUNIPER	JUNIPERUS HORIZONTALIS 'BLUE CHIP'	L	8-12"	6-8'	5 gallon
BAR HARBOUR JUNIPER	JUNIPERUS HORIZONTALIS 'BAR HARBOUR'	L	8-12"	6-8'	5 gallon
BUFFALO JUNIPER	JUNIPERUS SABINA 'BUFFALO'	L	12-18"	6-8'	5 gallon
BROADMOOR JUNIPER	JUNIPERUS SABINA 'BROADMOOR'	L	12-18"	6-8'	5 gallon
BLUE POINT JUNIPER	JUNIPERUS CHINENSIS 'BLUE POINT'	L	3-4'	3-4'	5 gallon
BIG TUNA MUGO PINE	PINUS MUGO 'BIG TUNA'	L	6-8'	5-6'	5 gallon
GREEN MOUND JUNIPER	JUNIPERUS PROCUMBENS 'GREEN MOUND'	L	6-12"	4-6'	5 gallon
HUGHES JUNIPER	JUNIPERUS HORIZONTALIS 'HUGHES'	L	12-18"	5-6'	5 gallon
PRINCE OF WALES JUNIPER	JUNIPERUS HORIZONTALIS 'PRINCE OF WALES'	L	4-6"	8-10'	5 gallon
SEA GREEN JUNIPER	JUNIPERUS X MEDIA 'SEA GREEN'	L	5-6'	6'-8'	5 gallon
TAMMY JUNIPER	JUNIPERUS SABINA 'TAMARISCIFOLIA'	L	4-6'	6-8'	5 gallon

COMMON NAME	SCIENTIFIC NAME	K-VAL	HEIGHT	SPREAD	CONDITION
LARGE DECIDUOUS SHRUBS					
AUSTRIAN COPPER ROSE	ROSA FOETIDA 'BICOLOR'	L	6-10'	6-8'	5 gallon
ALLEGHANY VIBURNUM	VIBURNUM x RHYTIDOPHYLLOIDES 'ALLEGHANY'	L	8-10'	6-10'	5 gallon
BAILEY REDTWIG DOGWOOD	CORNUS STOLONIFERA 'BAILEY'	M	6-10'	6-10'	5 gallon
COLUMNAR BUCKTHORN	RHAMNUS FRANGULA 'COLUMNARIS'	L	8-12'	3-4'	GAL & CLMP
CISTENA PLUM	PRUNUS x CISTENA	M	6-8'	4-6'	5 gallon
COMMON WHITE LILAC	SYRINGA VULGARIS ALBA	L	10-20'	8-12'	5 gallon
NORTHERN SUN FORSYTHIA	FORSYTHIA x 'NORTHERN SUN'	M	6-8'	8-10'	5 gallon
PURPLE BUTTERFLY BUSH	BUDDLEJA DAVIDII 'BLACK KNIGHT'	M	6-12'	4-8'	5 gallon
PURPLE LEAF NINEBARK	PHYSOCARPUS OPULIFOLIUS 'DIABLO'	L	6-8'	6-8'	5 gallon
HYBRID RED SINGLE LILAC	SYRINGA x HYACINTHIFLORA 'POCAHONTAS'	L	8-12'	8-12'	5 gallon
SIBERIAN PEASHRUB	CARAGANA ARBORESCENS	L	10-15'	8-12'	5 gallon
SASKATOON SERVICEBERRY	AMELANCHIER ALNIFOLIA	M	6-12'	6-12'	5 gallon
VANHOUTTE'S SPIREA	SPIRAEA VANHOUTTEI	M	5-7'	6-8'	5 gallon
MEDIUM DECIDUOUS SHRUBS					
ALPINE CURRENT	RIBES ALPINUM	L	4-5'	4-5'	5 gallon
BLUE MIST SPIREA	CARYOPTERIS x CLANDONENSIS 'BLUE MIST'	L	3-4'	2-3'	5 gallon
COMPACT AMERICAN CRANBERRYBUSH	VIBURNUM TRILOBUM 'COMPACTUM'	M	4-5'	4-5'	5 gallon
COMPACT EUROPEAN CRANBERRY	VIBURNUM OPULUS 'COMPACTUM'	M	4-5'	5-6'	5 gallon
DWARF KOREAN LILAC	SYRINGA MEYERI 'PALIBIN'	L	4-6'	4-6'	5 gallon
DWARF NINEBARK	PHYSOCARPUS OPULIFOLIUS 'NANUS'	L	4-5'	4-5'	5 gallon
ISANTI DOGWOOD	CORNUS SERICEA 'ISANTI'	M	4-5'	4-6'	5 gallon
MANHATTAN EUONYMUS	EUONYMUS KIAUTSCHOVICA 'MANHATTAN'	M	4-6'	6-8'	5 gallon
REDLEAF BARBERRY	BERBERIS THUNBERGII 'ATROPURPUREA'	L	4-6'	4-6'	5 gallon
RED LAKE CURRENT	RIBES SILVESTRE 'RED LAKE'	L	3-4'	3-4'	5 gallon
RED MEIDLAND ROSE	ROSA x 'MEIDLAND RED'	L	3-4'	2-3'	5 gallon
RED YUCCA	HESPERALOE PARVIFLORA	VL	3-4'	3-4'	5 gallon
THREE-LEAF SUMAC	RHUS TRILOBATA	VL	3-6'	3-6'	5 gallon
SMALL DECIDUOUS SHRUBS					
ANTHONY WATERER SPIREA	SPIRAEA JAPONICA 'ANTHONY WATERER'	M	2-3'	3-4'	5 gallon
CRANBERRY COTONEASTER	COTONEASTER APICULATUS	L	18-24"	4-6'	5 gallon
CRIMSON PYGMY BARBERRY	BERBERIS THUNBERGII 'CRIMSON PYGMY'	L	1-2'	1-2'	5 gallon
DOUBLE DARK RED SHRUB ROSE	ROSA x 'CUTHBERT GRANT'	L	2-3'	3-4'	5 gallon
FRAGRANT DWARF SUMAC	RHUS AROMATICA 'GRO-LOW'	L	2-3'	6-8'	5 gallon
GOLD DROP POTENTILLA	POTENTILLA FRUTICOSA 'GOLD DROP'	L	2-3'	2-3'	5 gallon
GOLDFLAME SPIREA	SPIRAEA JAPONICA 'GOLDFLAME'	M	2-3'	2-3'	5 gallon
KATHRYN DYKES POTENTILLA	POTENTILLA FRUTICOSA 'KATHRYN DYKES'	L	2-3'	3-4'	5 gallon
LOWFAST COTONEASTER	COTONEASTER DAMMERI 'LOWFAST'	L	12"	3-5'	5 gallon
LODENSE PRIVET	LIGUSTRUM VULGARE 'LODENSE'	L	2-3'	3-4'	5 gallon
LITTLE PRINCESS SPIREA	SPIRAEA JAPONICA 'LITTLE PRINCESS'	M	12-18"	2-3'	5 gallon
PINK BEAUTY POTENTILLA	POTENTILLA FRUTICOSA 'PINK BEAUTY'	L	2-3'	2-3'	5 gallon
WHITE MEIDLAND ROSE	ROSA x 'MEIDLAND WHITE'	L	1-2'	4-6'	5 gallon
GROUND COVER, VINES & PERENNIALS					
BLUE AVENA GRASS	HELIOTRICHON SEMPERVIRENS	L	2-3'	2'	1 gallon
BURGUNDY BLANKET FLOWER	GAILLARDIA x GRANDIFLORA 'BURGUNDY'	L	18-24"	18-24"	1 gallon
BLACK-EYED SUSAN	RUDBECKIA FULGIDA 'GOLDSTRUM'	L	18-24"	18-24"	1 gallon
BLUE FLAX	LINUM PERENNE	L	1-2'	12-18"	1 gallon
BEARDED IRIS	IRIS x GERMANICA VARIETIES	L	2-3'	12-18"	1 gallon
BLUE SWITCH GRASS	PANICUM VIRGATUM 'HEAVY METAL'	L	3-4'	12-18"	1 gallon
DWARF DOUBLE COREOPSIS	COREOPSIS GRANDIFLORA 'SUNRAY'	L	12-18"	12-18"	1 gallon
ELIJAH BLUE FESCUE	FESTUCA GLAUCA 'ELIJAH BLUE'	L	6-8"	6-8"	1 gallon
FIRECRACKER PENSTEMON	PENSTEMON EATONII	L	18-24"	12-18"	1 gallon
FEATHER REED GRASS	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	L	4-5'	18-24"	1 gallon
GOLDFINK COREOPSIS	COREOPSIS LANCEOLATA 'GOLDFINK'	L	18-24"	18-24"	1 gallon
MORNING LIGHT MAIDEN GRASS	MISCANTHUS SINENSIS 'MORNING LIGHT'	M	4-5'	4-5'	5 gallon
MOONSHINE YARROW	ACHILLEA 'MOONSHINE'	L	24-30"	18-24"	1 gallon
PURPLE CONEFLOWER	ECHINACEA PURPUREA	L	2-3'	18-24"	1 gallon
PINELEAF PENSTEMON	PENSTEMON PINIFOLIUS	L	6-8"	12-15"	1 gallon
PURPLE MAIDEN GRASS	MISCANTHUS SINENSIS PURPURASCENS	M	3-4'	2-3'	5 gallon
CLIMBING DOUBLE RED ROSE	ROSA X CLIMBING BLAZE'	M	6-8'	10'	1 gallon
RED MAGIC DAYLILY	HEMEROCALLIS 'RED MAGIC'	L	30-36"	24-36"	1 gallon
ROCKY MOUNTAIN PENSTEMON	PENSTEMON STRICTUS	L	18-24"	12-18"	1 gallon
RED VALERIAN	CENTRANTHUS RUBER	L	2-3'	18-24"	1 gallon
SILVER FEATHER GRASS	MISCANTHUS SINENSIS 'SILVER FEATHER'	M	4-6'	3-4'	5 gallon
TALL YELLOW YARROW	ACHILLEA FILIPENDULINA 'PARKER'S VARIETY'	L	3-5'	18-24"	1 gallon
TRUMPET VINE	CAMPIS RADICANS	L	VINE	VINE	1 gallon
WHITE CONEFLOWER	ECHINACEA PURPUREA 'WHITE SWAN'	L	24-30"	18-24"	1 gallon

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Corridor Gateway

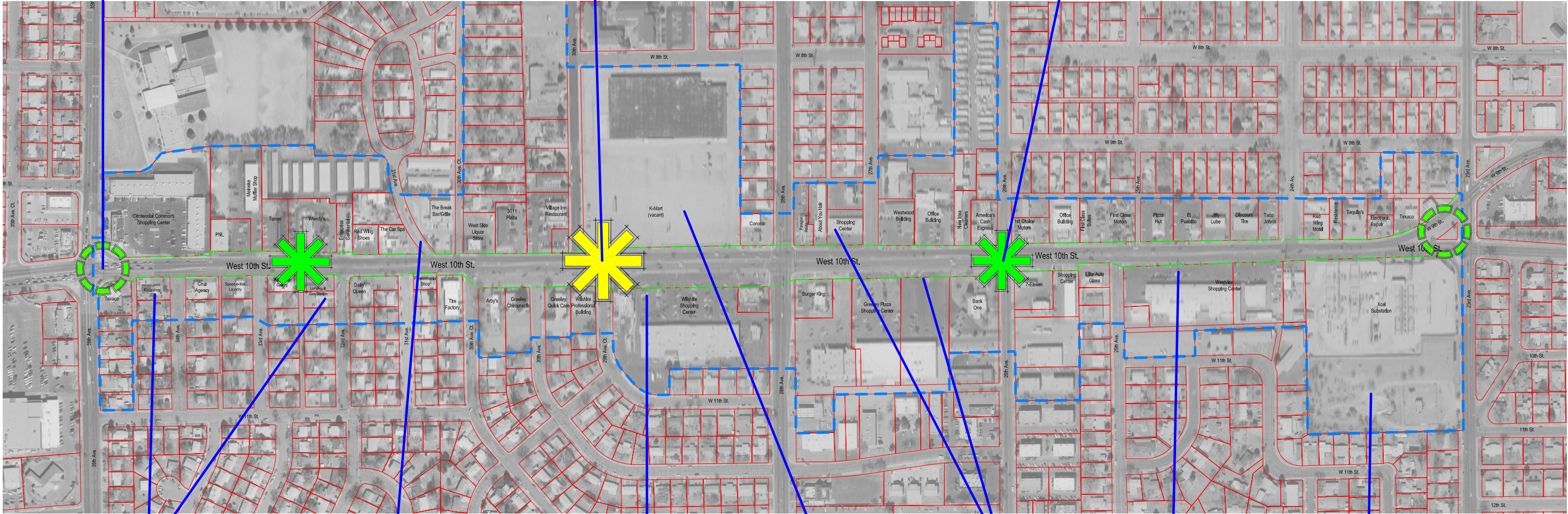
- Monumentation Signage
- Establish Corridor Theme - Site Features (ex. low fencing; lighting; establish Corridor building materials)
- Enhanced Landscape (opportunity to establish theme with color / plant materials.)
- Artwork
- Establish "Character of Corridor"
- Establish a "Sense of Arrival"

Primary Node

- Plaza (ex. seating; fountains; amphitheater; etc.)
- Landmark Feature (ex. large fountain or artwork; etc.)
- Social Meeting Point
- Bus Stop with themed shelter
- Opportunity for small Civic Use (ex. branch library; information kiosk; etc.)
- Prominent Landscape Feature (most hierarchal landscape)

Secondary Node

- Pedestrian Connection
- Landscape Features (ex.bollards; enhanced paving; seating walls; small artwork; etc.)
- Unifying design elements
- Opportunity to "re-emphasize" corridor theme.



Business Opportunity
Mixed-Use shops with higher density residential to the rear or Work/Live.

Business Opportunity
Closure of 31st. Ave would create corner parcel with good exposure and connectivity with residential & "Secondary Node".

Business Opportunity
Shares corridor with "Primary Node" & 10acre premium parcel.

Major Business Opportunity
10 acre parcel shares a premium edge with "Primary Node".

Business Opportunity
Large R.O.W. with good street exposure near central corridor.

Business Opportunity
Connectivity with "Secondary Node". Wide & shallow parcel offers great street frontage. Good potential.

Business Opportunity
Large parcel with frontage along 23rd. arterial. Support businesses for neighboring residential.

West 10th Street Corridor Map

