

13th Avenue Station Urban Renewal Plan

Aurora, Colorado

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Prepared for:

Aurora Urban Renewal Authority

Aurora, Colorado City Council

13th Avenue Station Urban Renewal Plan

Aurora, Colorado

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Exhibits

Exhibit A: Urban Renewal Area Legal Description

Exhibit B: Tax Increment Financing (TIF) Area #1 Legal Description

Exhibit C: Tax Increment Financing (TIF) Area #2 Legal Description

Attachments

Attachment 1: Property Conditions Assessment (Blight Study) – East Colfax 13th Ave Station,
September 2024

Aurora, Colorado

Proposed infrastructure improvements, mainly the extension of Dillion Way and a multimodal bridge crossing of



Tollgate creek, would enable the redevelopment of two attractive sites adjacent/ near to the station: 1) the approximately 16-acre RTD property which currently includes an underutilized surface parking lot east of the station platform, as well as vacant land south of the parking lot and on the west side of the light rail tracks; and 2) the approximately 14 acres of vacant private property south of Tollgate Creek, that is currently owned by Bach Homes.

These residential redevelopment sites both benefit from proximity to the 13th Avenue station as well as good visibility from I-225; however, neither site can be easily developed due to the need to provide a secondary access road to meet Aurora's Fire, Life and Safety requirements.

The high-level vision for residential development at the 13th Avenue Station hinges on solving the access and infrastructure challenges in the area. By taking the lead in planning and securing financing for necessary infrastructure, mainly the extension of Dillion Way and a multimodal bridge crossing of Tollgate Creek, the City of Aurora, Colorado ("City") and Aurora Urban Renewal Authority (the "Authority") will enable the construction of a significant concentration of workforce housing and affordable/mixed-income housing. Depending on final site plan designs, development at 13th Avenue station could provide upwards of 1,000 new infill housing units in a compact, sustainable format.

Section 2.0 Goal and Purposes

This Plan proposes the following goals and purposes for the Urban Renewal Area:

- Remediate the existing blighting conditions (see Attachment 1).
- Solve significant access and infrastructure problems that inhibit the full redevelopment and maximum utilization of two large properties that are capable of supporting large-scale infill development.
- Provide new workforce and mixed-income and/or affordable housing development in a key strategic location, with excellent proximity to the 13th Avenue light rail station, regional trails, and employment centers.

- Increase Aurora’s transit-accessible housing supply and support the revenue and ridership goals of the Regional Transportation District (RTD) by enabling transit-oriented development.
- Maximize the benefits of existing and future public infrastructure investments by offering new residents access to an ever-expanding multimodal mobility network that includes the Tollgate Creek regional trail, as well as bicycle and pedestrian improvements to the 13th Avenue corridor.
- To assure that development will be sensitive to, protect, and serve surrounding areas by maintaining stability, avoiding gentrification or displacement, and providing improved access to the 13th Avenue light rail station and new multimodal transportation connections.
- Remove a potentially hazardous condition by providing a secondary access road to the adjacent manufactured home community, The Meadows.
- Implement the adopted Aurora Places Comprehensive Plan and the updated Colfax and 13th Avenue Station Area Plan by promoting infill development in an existing urban area, thereby accommodating growth in a cost-effective manner: maximizing the utility of existing public facilities and infrastructure.
- Activate the Tollgate creek and trail corridor, providing safety improvements for the wider community.

Section 3.0 Urban Renewal Boundaries

The urban renewal boundaries match the boundaries used in the Blight Study by Matrix Design (see Attachment 1: Property Conditions Assessment (Blight Study) – East Colfax 13th Ave Station, September 2024). The area assessed (the “Study Area”) is composed of more than 112 acres north and south of East Colfax Avenue between East 17th Avenue on the north and the Aurora Meadows apartment complex on the south. The Study Area included parcels of land east and west of the RTD Light Rail Corridor and along Tollgate Creek. The boundary area for the Blight Study is illustrated in Figure 1.



Figure 2: Blight Study and Urban Renewal Area Boundary

The properties near Colfax Station are currently occupied by stable land uses, including the RTD East Metro Bus Maintenance Facility, a truck rental business, and a self-storage facility. This Plan does not contemplate any immediate changes for the Colfax Station submarket. Rather, this Plan is primarily concerned with the current residential development opportunities at and around the 13th Avenue Station. If potential redevelopment opportunities arise in the Colfax submarket, it is anticipated that this Plan will be substantially amended to support future urban renewal undertakings and to describe the nature of a partnership with the Authority.

Section 4.0 Context and History

4.1 Existing Demographics and Neighbors

The 13th Avenue Multimodal Corridor Study (2023) looked at demographics along the corridor (which typifies the conditions in the station area) and found that:

The 2020 median household income was \$39,920, which is \$24,093 lower than the Aurora average. Low-income households (the percent of households with income below the poverty line) comprise 22% of all households in the study area compared to 10% city-wide. Households with no vehicle comprise 21% of rented homes in the study area and five percent of owner-occupied homes, compared to 12% and two percent of homes within the city overall, respectively. One or no vehicle households are more likely to be dependent on non-vehicle transportation modes.

Immediately east of the 13th Avenue Station is The Meadows Manufactured Home Community. This Plan proposes no changes to this stable, long-standing community. Mobile home parks serve a critical role in providing attainable housing in Aurora. The Meadows Manufactured Home Community is an all-age community and has over 300 housing units on 33 acres.

4.2 RTD R Line

RTD began construction on the R line 2012, with light rail service beginning in February 2017. The 10.5-mile line connects Nine Mile Station (a previously existing station on a spur of the Southeast Light Rail Line) with Peoria Station on the East Rail Line (with service to

Downtown Denver and Denver International Airport). The transit corridor traverses the city and provides connectivity to major activity centers such as the Aurora City Center and Anschutz Medical Campus/Fitzsimons Innovation Community.



Figure 3: RTD R Line Route Map

4.3 Urban Land Institute Study of Redevelopment Potential and Major Employers

In 2016, given the anticipated light rail line and the access challenges of the station site, the city asked a Technical Advisory Panel (TAP) from the Urban Land Institute (ULI Colorado) to study the development potential for the RTD parcel, and to evaluate it for affordable housing, housing and services for disadvantaged veterans, and potential other uses.

The 2016 ULI TAP study for 13th Ave Station concluded that, although the site is challenging, it offers an attractive opportunity for affordable and mixed-income housing. Located between two major employment centers: Buckley Space Force Base and the Anschutz Medical Campus/Fitzsimons Innovation Community, it is well-positioned to provide much-needed workforce housing. The potential market also includes employees currently working at or near the I-70 logistics hubs or Denver International Airport.

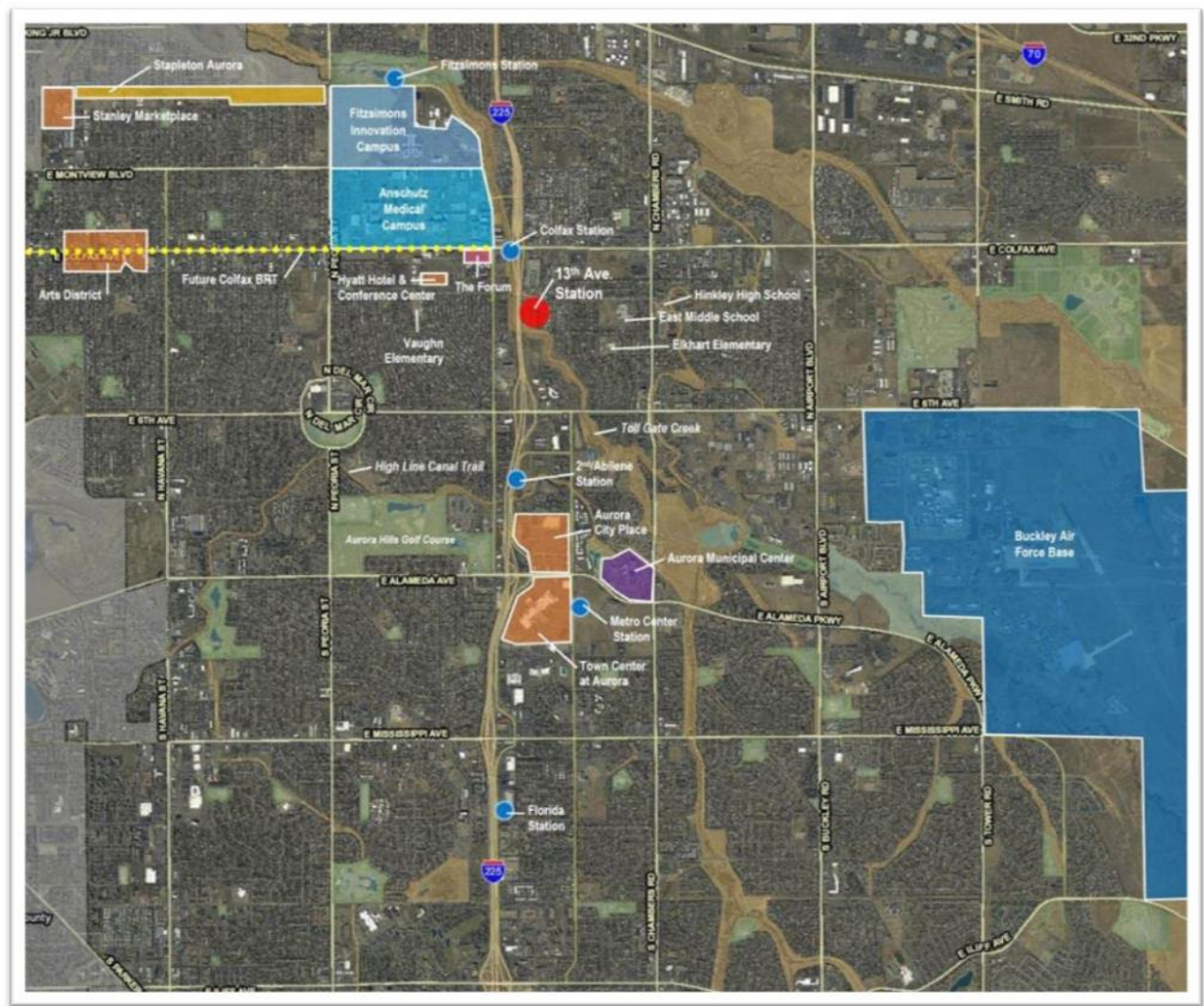


Figure 4: Aurora Employment Centers Near 13th Avenue Station

4.4 RTD Parking Utilization

As illustrated in the following route map, the 13th Avenue station was planned as a Park-n-Ride location, partly because the nearby Colfax Station has no associated parking.

However, demand for parking has not materialized and most of the station's 242 parking spaces are unutilized. In fact, in 2019, the station was found to have the 2nd lowest ridership of all stations: 297 avg. daily boarding/alighting's. This Plan proposes that the unused parking should be redeveloped as mixed-income or affordable housing.

4.5 RTD Affordable Housing Policy

The proposed redevelopment of the underutilized station area into affordable and/or mixed-income housing is a bold step toward implementing RTD's Equitable Transit-Oriented Development Policy. In 2021 RTD approved policy guidance to permit and encourage the development of affordable housing on RTD real property. The policy supports "the creation of housing affordable for low-income households in order to increase transit ridership through transit-supportive land use, generate revenue through joint development, and enhance community relationships" (Resolution 2021-002). The policy is composed of the following five key elements:

- **Affordability Goal:** Systemwide over the next 10 years, RTD aspires to a goal of 35 percent of all residential joint development projects developed on RTD property being affordable to low-income households.
- **Parking Replacement:** For new development located on an existing Park-n-Ride, RTD will now determine the quantity of replacement parking based on projected future parking utilization, among other agency considerations.
- **Shared Parking:** RTD has more recently stated that they are open to opportunities for shared parking between transit customers and non-transit customers.
- **Expedited Administration:** Staff may waive internal processing and development review fees, minimize review times, and entitle agency property to attract developers and reduce development uncertainty, costs, and schedules.
- **Negotiated Land Price:** RTD will operate within the bounds of its existing statutory requirements to allow reductions in purchase price or rent in exchange for affordable housing development or other benefits to the agency.

4.6 RTD Parking Study

Further supporting a more flexible approach to joint development, RTD commissioned an in-depth study of parking supply and demand at 86 station-area developments. The report, “Residential Parking in Station Areas: A Study of Metro Denver” (December 2020, revised January 2021) included data and justification for residential parking reductions near stations. The study primarily found that: “At market-rate properties, 40% of parking spaces go unused at peak, while income restricted properties provide 50% more parking than used.” Additionally, the study found that: “Co-locating income-restricted housing and high-frequency transit service benefits both low-income households and transit agencies.” The study concludes that right-sizing parking supply at station-area developments reduces the overall development cost, ultimately lowering housing and transportation costs for residents while simultaneously increasing RTD ridership.

Section 5.0 Existing Conditions: The Case for Revitalization

5.1 Property Conditions Assessment (Blight Study)

Under Urban Renewal Law of the State of Colorado, (Part 1 of Article 25 of Title 31, Colorado Revised Statutes, as amended; the “Act”), for the Study Area to qualify as a “blighted area,” the presence of at least four factors of blight (out of a possible eleven) must be identified. These factors are indicators of substantially impaired or arrested growth of the municipality, retardation of the provision of housing accommodations, economic or social liability, and can be considered a menace to the public health, safety, morals, or welfare of the area. The Act further provides that, if private property is to be acquired by the Authority by eminent domain, at least five blight factors must be present.

A site assessment identified conditions within the Study Area to qualify a total of six blight factors including the following:

- Predominance of defective or inadequate street layout;
- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
- Unsanitary or unsafe conditions;
- Unusual topography or inadequate public improvements or utilities;

- Environmental contamination of buildings or property; and
- 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.

After conducting a public hearing in March 2025, Council approved Ordinance 2025-21 declaring the Study Area a blighted area and appropriate for an urban renewal project. At that time, Council expressed support for a plan to provide affordable housing as part of a redevelopment effort at 13th Avenue Station.

5.2 Property South of Tollgate Creek

Bach Homes is a Utah-based residential developer with projects in five western states. The integrated company builds, owns and manages apartment projects, adding 350 to 700 units per year to its portfolio. The property adjacent to Tollgate Creek is the company's first project in Colorado.

Bach Homes purchased the 12.8 acres of vacant land immediately south of Tollgate Creek in 2019. The property is accessed from E. 6th Avenue via N. Dillion Way, which currently terminates within the Aurora Meadows apartment complex. Dedicated city right-of-way extends approximately 1,500 feet to a new terminus in the center of the landholding. However, given the city code pertaining to traffic and life-safety requirements, this single point of access is insufficient to support the density of development envisioned in city plans.

With the Dillion Way extension and bridge over Tollgate Creek, Bach Homes, as current owner, is anticipating the development of 526 workforce housing units (457 rental apartments and 59 rental townhomes) developed in two phases, with a site plan that incorporates surface, podium and covered parking, as well as garages for the townhome units. The proposed unit mix will include studio, one, two and three-bedroom units with rents averaging approximately 70% of the area median income (AMI). In June 2023 Council unanimously approved the rezoning of the property south of Tollgate Creek. The Zoning Map Amendment changed the property designations from Business/Tech District (I-1) to Mixed Use Transit-Oriented Development (MU-TOD Edge). Similarly, the Comprehensive

Plan Amendment changed the placetype designation from Industry Hub to Urban District. These changes support a vision for a dense urban fabric and new multi-family housing.

5.3 13th Avenue Station Design Charrette

Since 2019 Development Services and Housing and Community Development staff have engaged RTD in strategic conversations around the property and intend to partner with RTD on a future Request for Proposal for development. Toward that end, in late 2022 the city retained an architecture and engineering consultant team, Santulan Architecture and Strategic Land Solutions, to facilitate a site visit and interactive charrette for city and RTD staff. The consultants, with pro bono financial feedback from a local affordable housing developer, led charrette participants through a review of site constraints and opportunities (see Figure 5) and produced two preliminary concept plans for housing at the 13th Avenue Station (see Section 7.5).

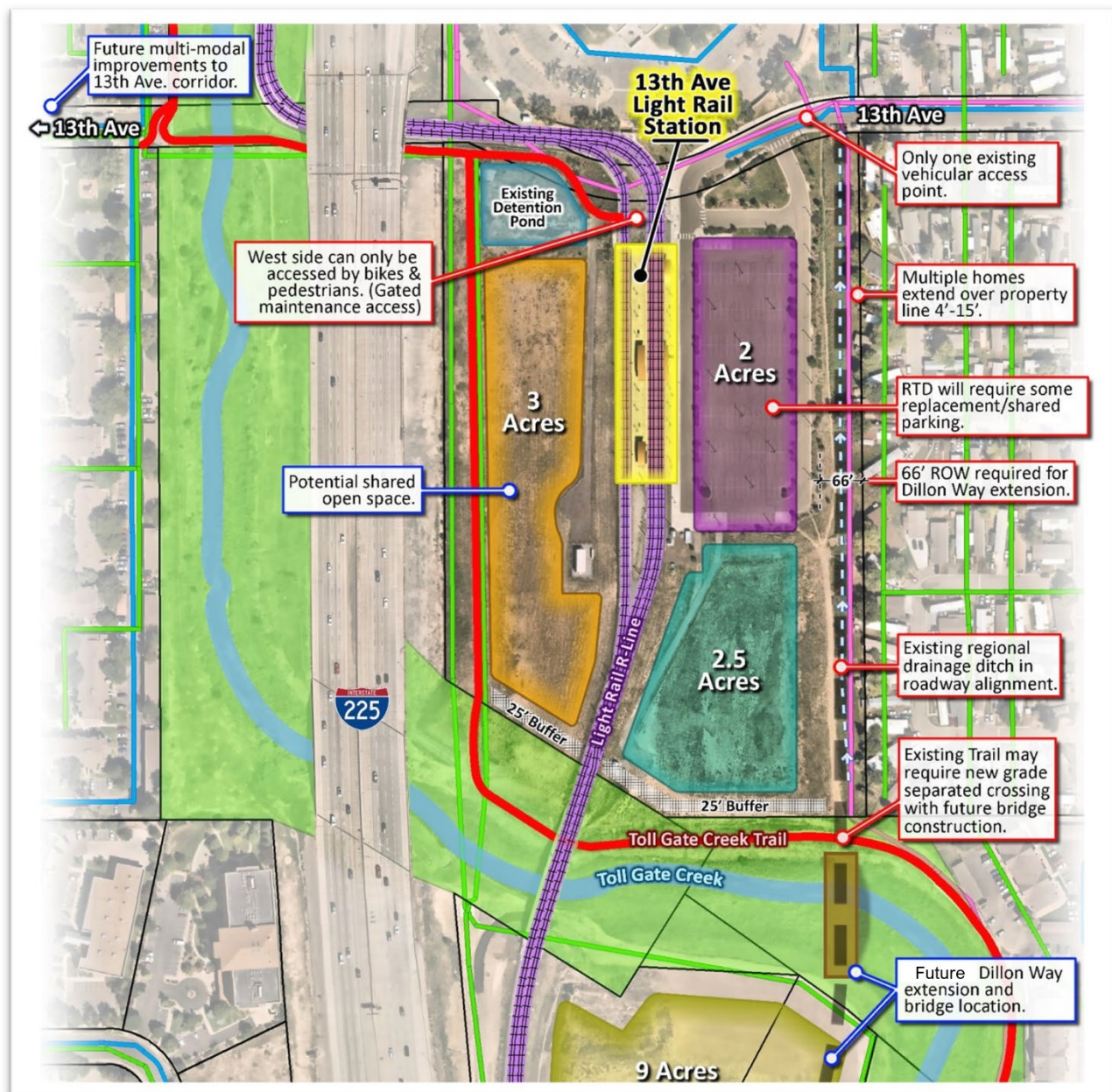


Figure 5: Opportunities and Constraints

Section 6.0 Public Infrastructure

6.1 Streets and Roadways

Many of the development constraints at 13th Ave Station are related to gaps in the city's roadway network. Since 2009, the city has planned for additional access to facilitate transit-oriented development at 13th Avenue Station. At the time, an extension of 13th Avenue

under I-225 (and over Tollgate Creek) was recommended as a City of Aurora capital project. However, fatal flaws found in the engineering of the light rail line, determined that the highway underpass right-of-way was insufficient to accommodate both a road and the light rail tracks. Nevertheless, the Colfax and 13th Avenue Station Area Plan (September 2009, updated 2025) also envisioned secondary access to the station by way of an extension of Dillon Way north from 6th Avenue, through the undeveloped property south of Tollgate Creek, and across Tollgate Creek to the station and 13th Avenue.

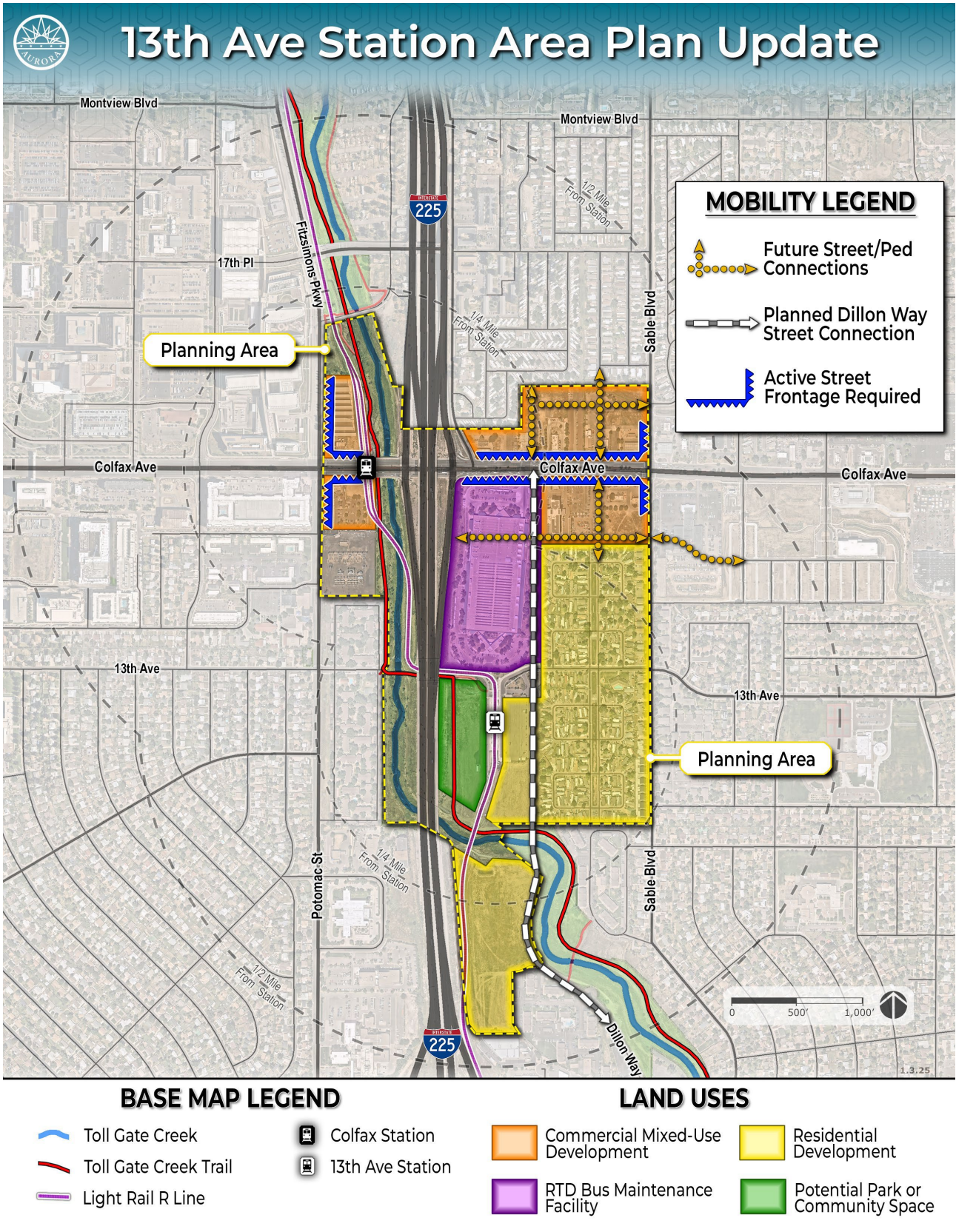


Figure 6: Mobility Framework, Colfax and 13th Avenue Station Area Plan (2025)

The Dillon Way extension and bridge crossing Tollgate Creek are key to unlocking the residential development potential for vacant property at and around the 13th Ave Station. The city code pertaining to Fire, Life and Safety standards requires secondary access to serve dense development.

A USACE floodplain analysis will be required and highlights an existing drainage ditch running along the eastern edge of the RTD property. The existing drainage ditch may require undergrounding as Dillon Way is extended north through the RTD property, to connect to 13th Avenue and east to Sable Boulevard. The preliminary bridge concept also notes multiple mobile homes and accessory structures that extend over the RTD property line, with encroachments varying between 4 and 15 feet. The ultimate Dillon Way alignment may need to shift to the west, thereby avoiding the encroachments.

The construction cost of the bridge and road connections shown in the preliminary concept is estimated to be \$8 million.. Since the proposed location of the bridge in one area of the Tollgate Creek and floodplain is located on private property, the City has initiated discussions with the owner of the Aurora Meadows Apartments to acquire property for the bridge crossing and to ultimately dedicate it to the city, along with the bridge right-of-way.

6.2 Bicycle and Pedestrian Infrastructure

The residential development sites at and near 13th Avenue Station enjoy excellent multimodal access. The Tollgate Creek Trail, a regional bicycle and pedestrian corridor, runs generally south-north through the Study Area and connects directly to the station. The ten-foot wide concrete, multi-use bi-directional trail opened in 2021 and was part of a \$7.1 million multi-year project to fill a 3.1-mile gap in the city's trail network. Funding for the trail came from Federal (CMAQ) grants and local matching funds. The DRCOG Transportation Improvement Program (TIP) awarded the project competitive grants in fiscal years 2016 and 2017.

This trail link extended the Tollgate Creek Trail from the east side of the Anschutz Medical Campus (at Montview Boulevard and Fitzsimons Parkway), south to the West Tollgate Creek/High Line Canal trailhead, near Aurora Municipal Center (at Chambers Road and Alameda Parkway). Trail users can now connect to other portions of the greater metropolitan trail network, including the Sand Creek Greenway, the High Line Canal Trail, and the Cherry Creek Trail/Colorado Front Range Trail, among others.

With the completion of the 13th Avenue Multimodal Mobility Study (see Section 8.3), the city has received funding to bring the entire corridor up to 60% design, and 1-mile equivalent up to 100% design. In future Federal Transportation Improvement Program (TIP) rounds the city will be actively seeking grant funding to construct sidewalk and bicycle improvements along 13th Avenue, ultimately extending from Yosemite (the city limit) on the west, to the High Line Canal (near Chambers Road) on the east.

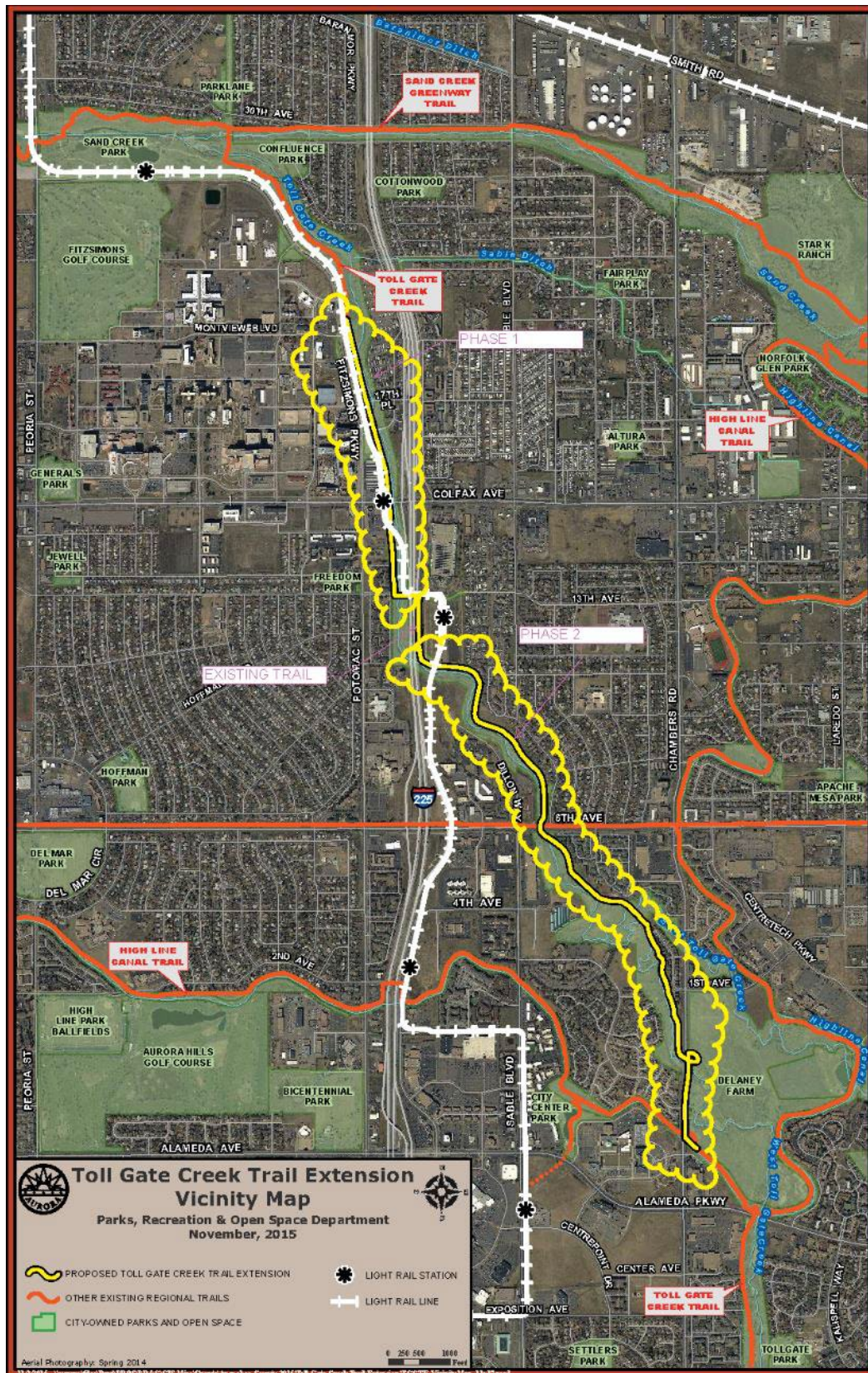


Figure 8: Tollgate Creek Trail Extension

6.3 Public Transportation

The 13th Avenue Station is a gateway to a myriad of destinations served by RTD's regional rail infrastructure. Local destinations within three stops include: shopping areas such as Aurora City Place and Aurora Town Center; civic destinations such as City Hall, the Municipal Court, the Central Library, and Arapahoe County Social Services; and healthcare institutions such as four major hospitals and numerous clinics and medical offices. Future residents will be one or two stops away from the Fitzsimons Campus and the employment opportunities at its three hospitals, academic and research institutions, and diverse public and private entities. The Peoria Station, three stops away, provides connections to downtown Denver and Denver International Airport, as well as the I-70 logistics hubs.

The station is not currently served by any local bus routes; however, there is a 15L bus stop two blocks east, at Sable Boulevard and 13th Avenue. Additionally, Colfax Bus Rapid Transit (BRT) and its proposed extension to Picadilly Road will be less than 1/2 mile north of the RTD-owned development site. The Dillon Way extension and bridge connection will provide an opportunity for RTD to consider new bus routes or service modifications in the area.

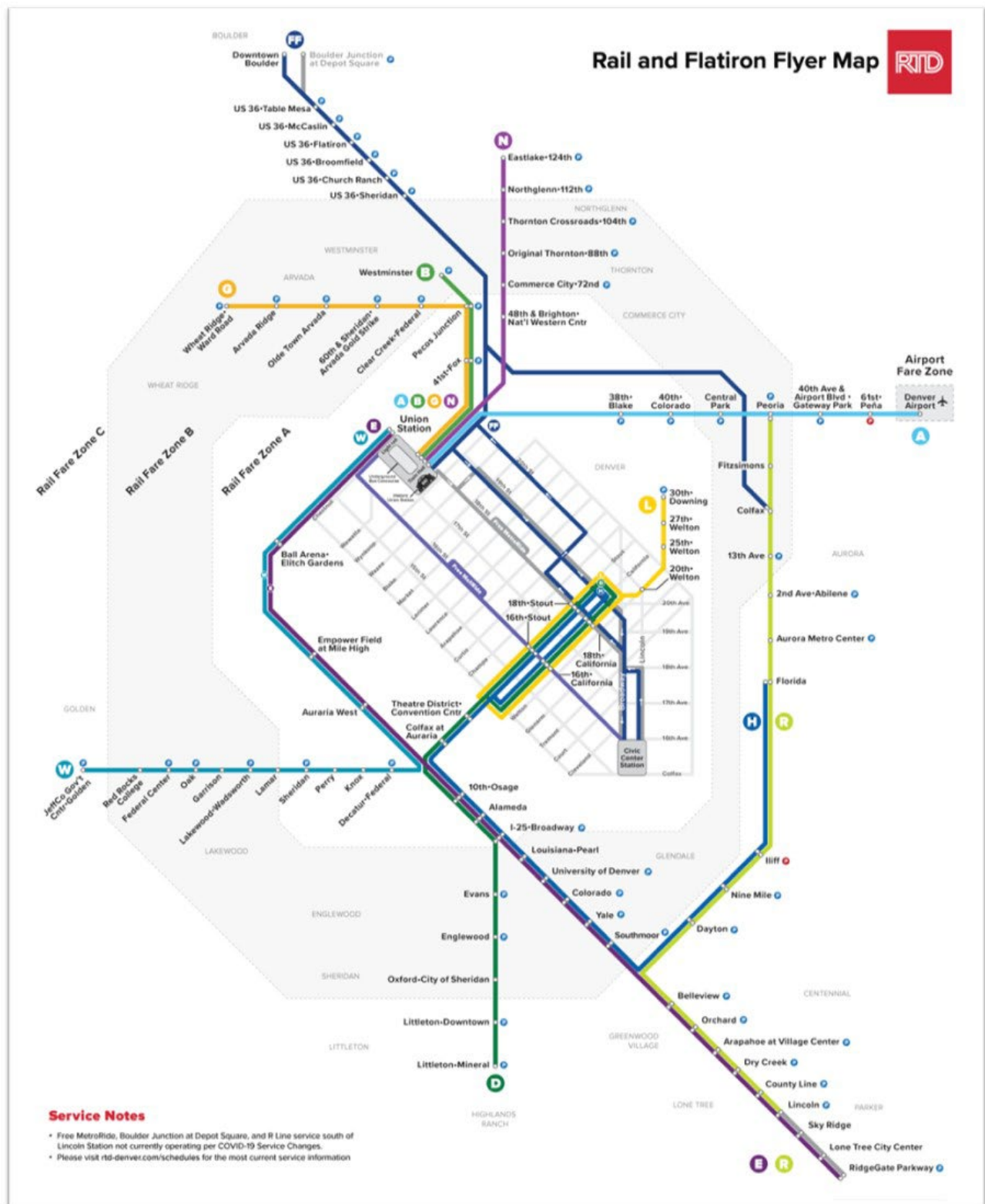


Figure 9: RTD Rail Map

6.4 Water and Sanitary Sewer

Like the single vehicular access challenge, both residential development sites face difficulties in achieving the required looped water supply. A new water line crossing under the creek will satisfy water looping requirements for both the RTD property and the property south of Tollgate Creek. Development of the property south of Tollgate Creek will require an extension of the existing 8-inch potable water main in Dillon Way. Development of the RTD site will require a new 8-inch water main in 13th Avenue, replacing the existing, undersized 6-inch water line.

Obtaining sanitary sewer service for the RTD property may be challenging. Connecting to a 42" sanitary sewer interceptor on the west side of the RTD property (the west side of the tracks) would require manholes. Alternatively, there is a 15-inch main located within the mobile home park. Both mains are considered 'critical' infrastructure and therefore require special review and contractor selection.

6.5 Stormwater

The entire RTD property and most of the property south of Tollgate creek is outside the 100-year floodplain (1% Annual Flood Chance Hazard), meaning both sites are suitable for development. As previously mentioned, there is an existing regional drainage ditch along eastern edge of the RTD property that may require undergrounding in coordination with the Dillon Way extension (depending on the final right-of-way alignment).

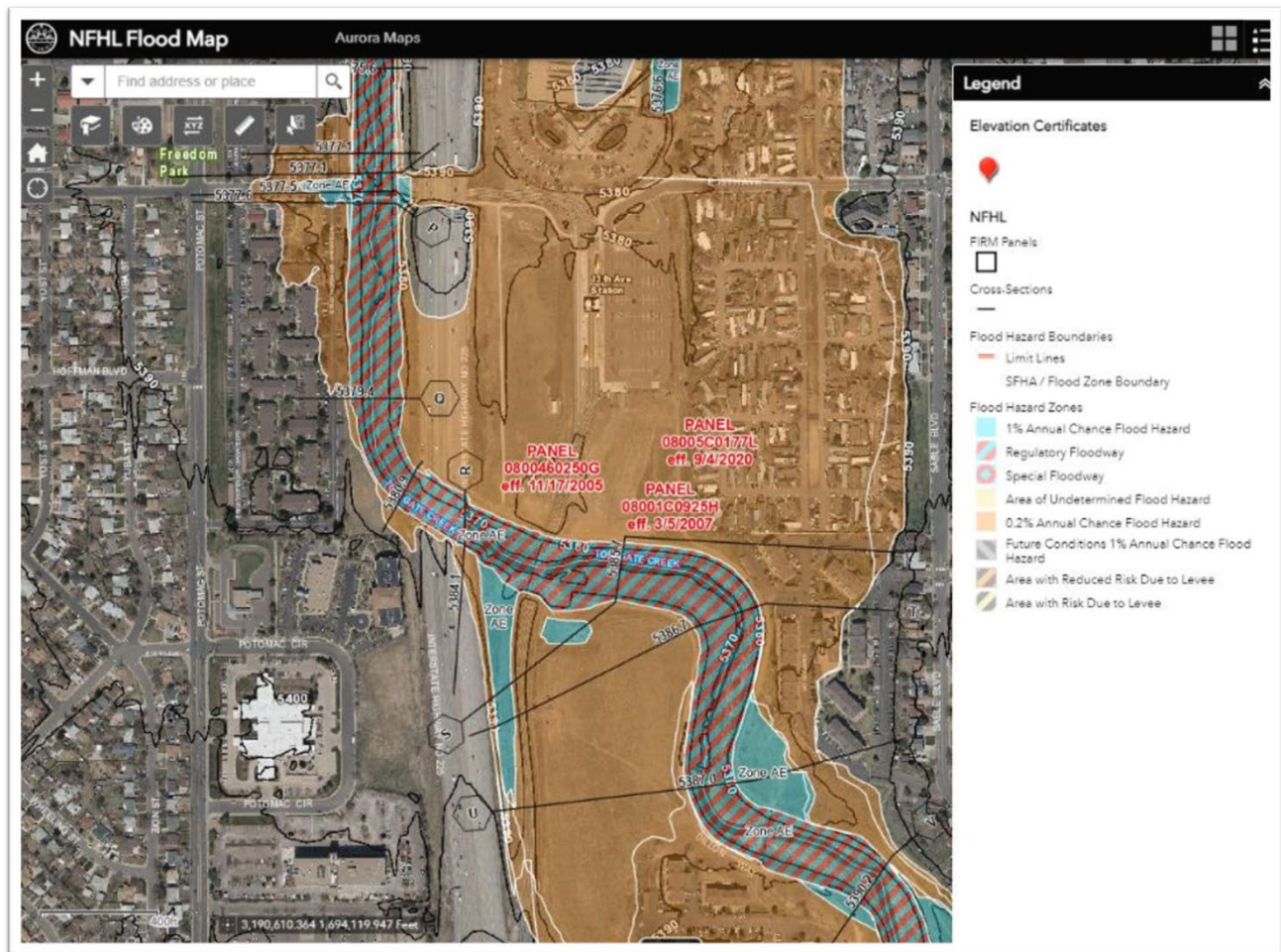


Figure 10: 13th Ave Station Area Floodplain Map

6.6 Parks, Recreation and Open Space

No open space land dedication is required for these residential Transit-Oriented Development sites. Each site can use a “Small Urban Park” (greater than 10,000 square feet) to help satisfy park dedication requirements. Given the fact that the western portion of the RTD property (west of the tracks) can only be accessed by bikes and pedestrians and cannot be commercially developed, the area presents a prime opportunity for the development of a potential neighborhood park. Residents of the area have expressed frustration with the lack of park space. Grant and other funding opportunities for the development of a park should be explored. A park on the west side of the station tracks was also a recommended outcome from the 13th Ave Station Design Charrette.

6.7 Aurora Public Schools

The 13th Avenue Station area is served by Aurora Public Schools (APS, Adams Arapahoe 28J). Students living in the station area will be within walking distance of Elkhart Elementary School, East Middle School, and Hinkley High School. There are no concerns related to APS's school capacity and ability to serve new students living in the proposed residential developments. In fact, compact infill development helps to boost enrollment in portions of the city where the school-age population is generally declining.

Section 7.0 Development Plan

7.1 Development Principles

The following development principles are derived from the Station Area Plan and the Comprehensive Plan (further described in Sections 8.1 and 8.2).

- The Transit Oriented Community (TOC) works as an “urban district.” The one-half mile area around the transit station is considered to be the area of influence. These areas can become new neighborhoods where development draws value from the transit stations, parks and plazas are gathering places, and the mix of uses allows pedestrians to easily reach their destinations.
- TOCs must be walkable. TOCs are to create an urban scale where the pedestrian is important. Attractive and safe pedestrian connections are a priority in TOCs.
- Central spaces give identity to TOCs. Public spaces are very important in TOCs, and parks, plazas and main streets that are beautiful and useful can become important identifying elements.
- TOCs connect to the surrounding neighborhoods. The pedestrian network of the TOC should allow easy pedestrian connections to surrounding neighborhoods. The relatively small size of the blocks should allow for an attractive and convenient pedestrian experience.

- Density is important. TOCs should have density sufficient to create an active center for an existing or new neighborhood. Higher densities take advantage of the public investment in transit. Density also creates the potential for diversity of housing types and a range of land uses. Density should transition from the highest densities in the core of the TOC around the transit station to lower densities next to existing residential neighborhoods.
- Design matters. The quality of building architecture and the design of streets, parks and plazas are important elements that create the identity of a station area.
- Promote sustainability. Compact development promotes efficiency in infrastructure and may require innovative approaches to detention and water quality.
- Housing for All. High-quality housing options enable people across all socioeconomic levels, cultural practices and stages of life to establish and manage households.
- Stewardship of Natural Resources. Careful stewardship of water, energy and natural resources not only represents a commitment to protecting the natural environment but is also essential to the city's ability to meet the growing needs of its residents and businesses as the city develops. Stewardship of natural assets such as Tollgate Creek is increasingly important to maintain Aurora's quality of life and provide both functional and environmental benefits.

7.2 Proposed Land Uses

As envisioned in the Station Area Plan, this area is to be primarily characterized by high- to medium-density residential neighborhoods. Supporting the neighborhoods are public space amenities which are important to provide the new residents with active and passive recreational opportunities.

7.3 Zoning and Neighboring Land Uses

In preparation for redevelopment, Both the RTD site and the development site south of Tollgate Creek have been rezoned to Mixed-Use Transit Oriented Development (MU-TOD). The TOD zoning district references the Station Area Plan to provide guidance concerning

boundaries, building form and intensity. The RTD property has a MU-TOD “Core” designation, which is intended for the densest station area development. The property south of Tollgate Creek is designated MU-TOD “Edge,” which permits slightly less dense development.

A variety of existing developments surround the station area. The RTD East Metro Bus Maintenance Facility lies immediately north of the 13th Avenue Station. The property is zoned Mixed-Use Commercial (MU-C) and MU-TOD. RTD has indicated this is a long-term land use and that no changes are anticipated in the foreseeable future. Similarly, the stable, 300-unit Meadows Manufactured Home Community lies east of the station. This long-standing community is zoned Manufactured Home Park Residential District (R-MH) and is anticipated to remain. The city’s Housing Strategy seeks to support mobile home parks and affirms that they serve a critical role in providing attainable housing in Aurora. The property south of Tollgate Creek is bordered on the east by the Aurora Meadows apartment community. This 461-unit apartment community offers garden-style workforce housing units in three-story buildings. Immediately south of the development site on the south bank of Tollgate Creek, is a collection of small warehouse and commercial spaces served by N. Billings Street and zoned MU-C. The Interstate 225/light rail corridor and Tollgate Creek border the development sites on the west.

7.4 Property South of Tollgate Creek Development Concept

The need for infill development on the property south of Tollgate Creek is critical to meet the vision of the Station Area Plan and facilitate public improvements for this site, as well as the RTD 13th Avenue Station property. Development of the site will entail the construction of the Dillon Way extension and bridge over Tollgate Creek, connecting to 13th Avenue at the station and unlocking the development potential of that site as well. As was demonstrated in the rezoning approval, higher-density residential development is desired at this location.

The current property owner is considering a phased approach to development, which will allow them to test the market and to fine-tune their approach to parking, calibrating future phases to the demonstrated demand. The current workforce housing concept includes approximately 526 total market-rate rental units in a variety of configurations: three four-

story buildings with podium parking (467 units) and step-down townhomes with individual garages (59 units).

The development concept for the property south of Tollgate Creek will be further refined through the site planning and development review process. The current owner is also commissioning engineering studies and plans for the design and construction of the Dillon Way extension and bridge project, which is anticipated to begin prior to the construction start for the multifamily apartments.

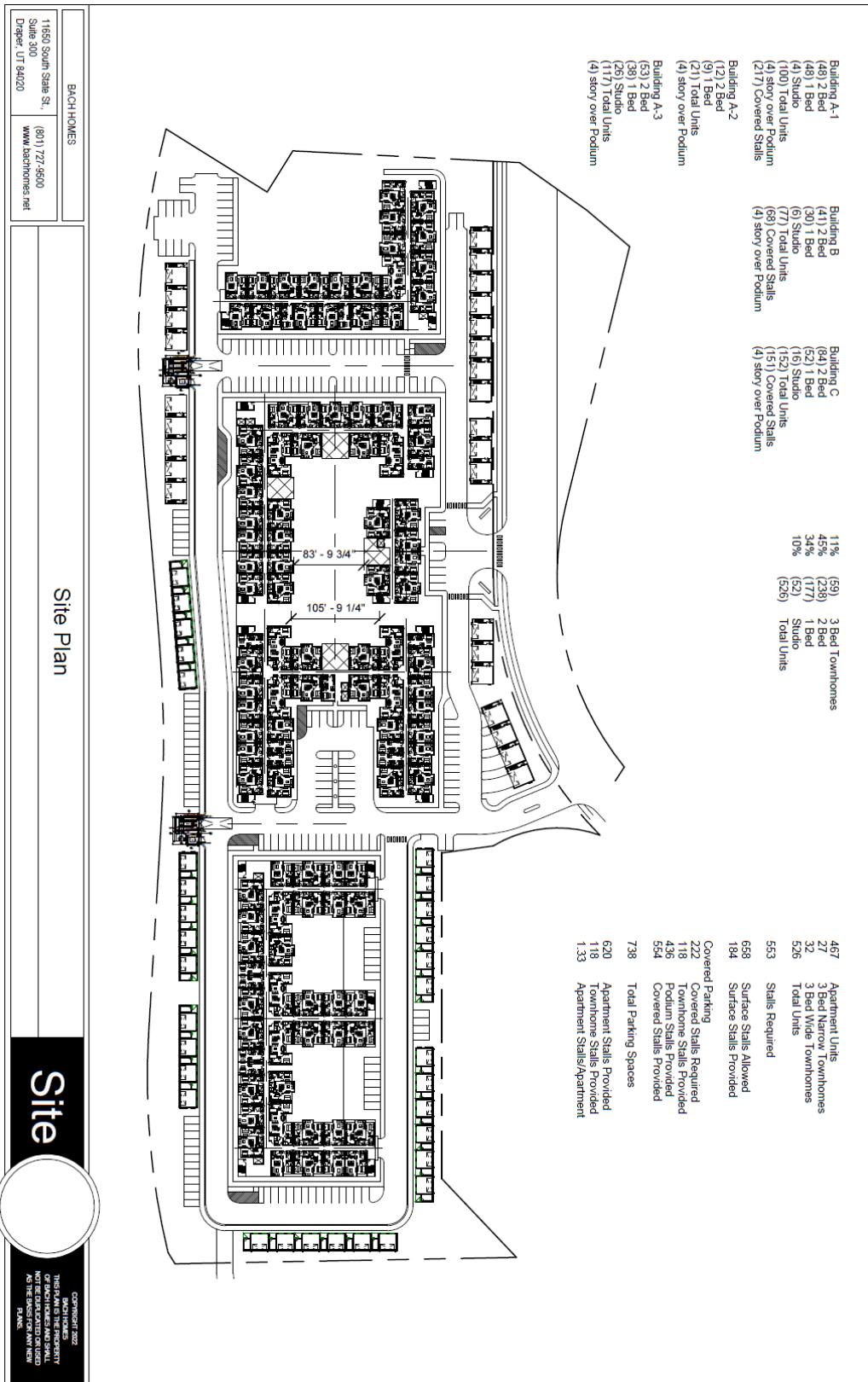


Figure 11: Bach Homes Development Concept

7.5 RTD Development Concepts

As previously described, Planning and Business Development and Housing and Community Services staff intend to partner with RTD on a Request for Proposal (RFP) for development at 13th Avenue Station. The late 2022 site visit and design charrette produced two preliminary concept plans for housing at the 13th Avenue Station. The charrette report illustrates a medium-density concept (Scheme 1) and a two-phase higher density concept (Schemes 2a and 2b). The following design test fit schemes are intended to spark development interest in the RTD site and support the RFP for affordable and mixed-income housing at the station.

Scheme 1 retains the northern half of the existing RTD parking lot, preserving 120 surface commuter parking spaces. The southern half of the parking lot (approximately 1 acre) and the vacant land to the south (an additional 2.5 acres) are redeveloped with three 4- or 5-story buildings with tuck-under and surface parking. The scheme also proposes improving the vacant land on the west side of the tracks, providing a shared-park space. Overall, the scheme represents approximately 190 to 240 residential units in a physical format that is achievable for affordable housing developers.



Figure 12: RTD Charrette Scheme 1 (Medium Density)

Scheme 2a represents the first phase of a higher-density development scenario. The concept features a cluster of three-story townhomes with tuck-under parking on the south edge of the site, overlooking Tollgate Creek. Ideally, these units would be for-sale affordable homes. Immediately north of the townhomes, the scheme steps up to a small 4-story building that could be conducive for permanent supportive affordable housing. Proceeding north, the concept proposes a large 4-story attainable apartment building, with a wrapped parking structure. Like Scheme 1, the concept plan retains the northern half of the RTD surface lot (120 spaces) and proposes locating an improved shared park space on the access-challenged western portion of the RTD property. Together, as proposed, the three housing types represent approximately 240 to 280 residential units.

Scheme 2b illustrates the full buildout of the higher-density development scenario. In addition to all the development shown in Scheme 2a, the Scheme 2b concept shows full redevelopment of the RTD parking into a 100 to 150-unit mixed-income multifamily structure wrapping a large parking garage (serving RTD and the residential units). This design shows four levels of housing over 3 levels of parking (one level underground) and again proposes shared park space on the west side of the RTD property. With the additional multifamily structure, Scheme 2b represents 340 to 430 total residential units.



Figure 13: RTD Charrette Scheme 2a (High Density, Phase 1)



Figure 14: RTD Charrette Scheme 2b (High Density, Phase 2)

AURA and RTD staff are actively partnering together to facilitate implementation of housing at 13th Avenue Station. Since the October 2022 design charrette, RTD staff has stated that they no longer have a need to retain the 120-space parking lot, and that it may be redeveloped in addition to their site further south. RTD has not definitively stated if they will have a need to retain any amount of parking for the station; however, they indicate that they are quite flexible, given the current status of low ridership and underutilization of the station.

Section 8.0 Relationship to Other City Objectives and Plan

8.1 Relationship to the Aurora Places Comprehensive Plan

The Aurora Places Comprehensive Plan was adopted in 2018. The plan is the foundation for decision-making related to growth and development in the city. The plan emphasizes the creation and improvement of a variety of placetypes, including the Urban District placetype at the 13th Avenue Station. Urban Districts represent the city's most intensely developed areas, with multifamily residential as a defining use. Urban districts are characterized by a relatively dense urban fabric, pedestrian-friendly environment, and prioritization of multimodal transportation. Urban parks provide green space for residents and serve as locations for community activities.

Aurora Places also identifies the 13th Avenue Station area as an “urban center” within the planning framework for the Denver Regional Council of Governments (DRCOG). Urban centers feature a multimodal travel network and are a model for healthy, livable communities. A DRCOG goal is to locate 25 percent of the Metro Area's new housing in urban centers such as 13th Avenue. Similarly, Aurora Places focuses growth into Strategic Development Areas, thereby capitalizing on valuable development opportunities and building upon existing transportation networks and infrastructure. As a station area TOD, 13th Avenue Station is particularly suitable for significant investment and in need of ongoing focus and intervention.

8.2 Relationship to the Colfax and 13th Avenue Station Area Plan

As previously mentioned, the Colfax and 13th Avenue Station Area Plan (first adopted in 2009, updated 2025), fully anticipated the need for and importance of infrastructure improvements to access the development sites near the station. The initial plan and graphics the Dillon Way extension across Tollgate Creek to provide additional vehicular access the station.

The Station Area Plan also outlines key principles (referenced in section 7.1) to foster successful transit-oriented development. The principles are reinforced by standards for the form and density of new development adjacent to the station. The Station Area Plan identifies locations for public spaces that can enhance the station area character and promotes a complete street grid, with relatively small blocks. Ultimately, the Station Area Plan promotes new dense, walkable neighborhoods with high-quality architecture, urban design, and public spaces.

8.3 Relationship to 13th Avenue Multimodal Mobility Study

The 13th Avenue corridor has long been identified as an important east-transportation connection in multiple local and regional plans and policy documents. However, when RTD constructed the R Line through the I-225 underpass at 13th Avenue, precluding the use of the underpass for a street connection, the city began to re-imagine the entire corridor.

A Case Study for the Complete Streets Consortium was completed in 2018. In 2019 the Denver Regional Council of Government (DRCOG) awarded the city \$295,000 through the 2020-2023 Transportation Improvement Program competitive grant process, which also required a \$205,000 local match to support planning efforts for the corridor.

In late 2020, the city hired a consultant team led by Alta Planning + Design, Inc. and began a study to look ahead at the future of transportation on the 13th Avenue corridor from Yosemite

Street (the Aurora city limit) on the west, to the intersection of 12th Avenue and the High Line Canal Trail on the east (near Chambers Road). The study team undertook extensive public engagement, working to document how people were currently using the corridor and how those experiences could be improved. Stakeholders identified the following preferred vision statement to guide the study and proposed mobility improvements: “13th Avenue feels different! Cars still travel the corridor, but it feels like a place where options for bicycling, walking, and transit are on equal footing with car travel.”

The study was completed in 2023 and identifies future infrastructure improvements (15% concept design) to make it easier, safer, and more comfortable for people to walk, bike, ride transit, and drive in the corridor. The city is now seeking grant funding opportunities to implement the plan recommendations.

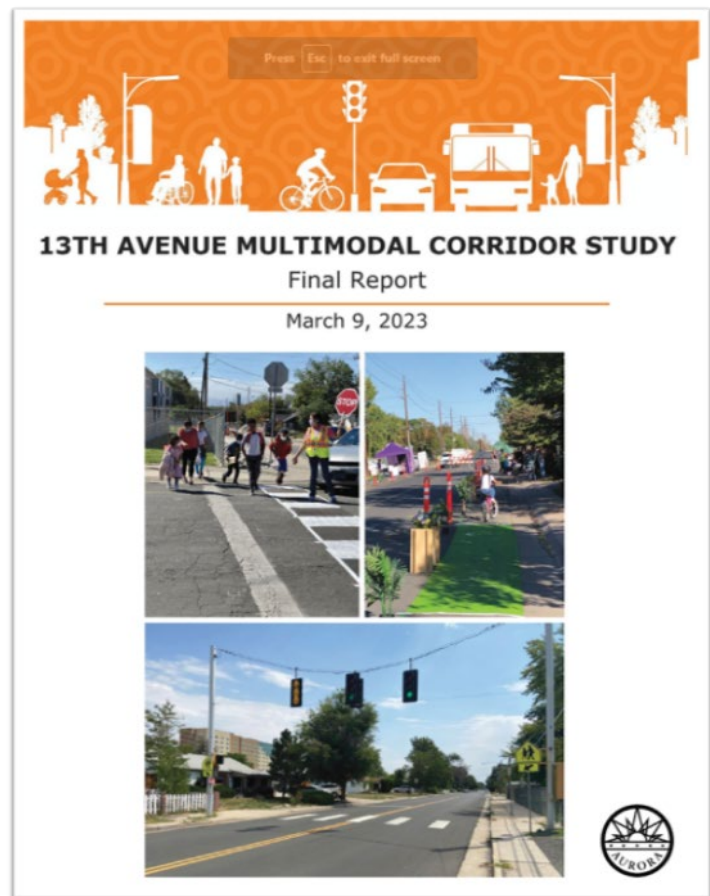


Figure 15: 13th Avenue Multimodal Corridor Study

8.4 Relationship to the Aurora Housing Strategy

The provision of up to nearly 1,000 new housing units (assuming development at maximum densities) in the 13th Avenue Station area is in alignment with two key policies in the adopted Aurora Housing Strategy:

- Policy A: Foster a balanced and sustainable housing portfolio in Aurora.
- Policy C: Expand the inventory of housing options throughout Aurora.

Moreover, the development of affordable and mixed income housing on the RTD property will implement key aspects of the city's adopted Housing Strategy:

- Strategy S.4: Identify and set aside publicly owned land for mixed-income housing.
- Strategy S.5: Pilot innovative housing projects for rental and homeownership.

The Housing and Community Development Division offers regular opportunities for gap assistance through its Community Investment Financing Program. The eventual developer(s) of the RTD property will have the opportunities to apply for project assistance from various sources: Community Development Block Grant (CDBG), HOME Investment Partnership Program (HOME), Private Activity Bonds (PAB), and the General fund.

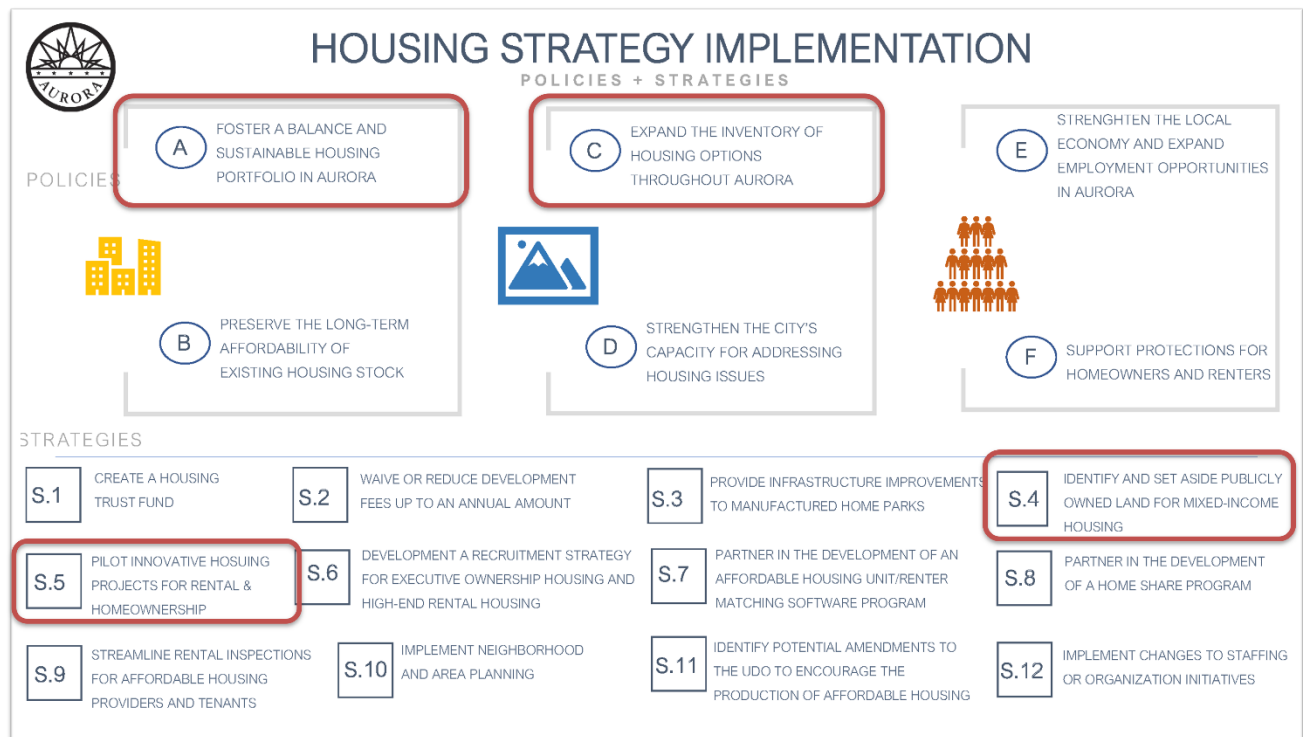


Figure 16: Aurora's Housing Policies and Strategies

8.5 Relationship to City Council Goals for Urban Renewal

In 2019 the Aurora City Council approved a list of thirteen desired goals desired for urban renewal activities and financing. The development projects planned for the 13th Avenue Station Urban Renewal Plan area meet at least **six** of the defined goals, including:

- Increased housing density at urban centers and TOD's;
- New housing and/or business choices;
- Public gathering spaces;
- Multi-modal connections;
- Energy efficiency and environmental design; and
- Maintain affordable units while creating a diversity of new units.

Section 9.0 Project Timing and Phasing

9.1 Timing for Development South of Tollgate Creek

The responsibility for constructing the Tollgate Creek crossing bridge is to be borne equally by the developer of land on the south side of Tollgate Creek and RTD, however, because the southern development is anticipated to occur first, Bach Homes must take the lead on designing and constructing the Tollgate Creek bridge crossing and extension of Dillon Way to provide two means of egress. The property owner has finalized their development concept for the housing project and will be submitting their site plans for the Dillon Way extension and bridge, as well as the multifamily housing project on their site, sometime in mid to late 2025.

9.2 RTD Timing

The process to initiate the required Request for Proposal (RFP) for redevelopment of the RTD site is anticipated to begin within 2026, once the Tollgate Creek bridge design and construction is underway. Earlier efforts towards this goal include the 2022 design charrette, 2024 and 2025 public engagement meetings for the Station Area Plan update, and ongoing communication with RTD staff. The timeline for development will include writing and posting a Request for Proposal (RFP), selection of applicants and final approval by the RTD Board of Directors, planning and design of affordable and mixed-income housing projects, application and securing of Low-Income Housing Tax Credits and other project financing, and construction of projects. Due to the numerous steps, the housing projects will likely be completed on the RTD site within five to ten years and may be implemented in phases.

Section 10.0 Financing

10.1 Public Investment Objective

The city has long held a vision for transit-oriented development, and in particular, housing, at the 13th Avenue Station. Despite this, the area surrounding and south of the station area has remained underutilized due to the extraordinary infrastructure costs of constructing

the required Tollgate Creek crossing and roads necessary to provide a secondary point of access for any new development. With the cooperation of partnering taxing entities, the Authority will expand the breadth and depth of the city's housing supply, support the construction of up to 1,000 new homes, serve residents with a wide range of incomes, and facilitate development at an attractive infill location with excellent transit and multimodal access.

Unfortunately, the Dillon Way bridge is not eligible to receive Federal transportation funding support because the Dillon Way extension would function as a local road, not as a part of a regional arterial system. In 2024 Aurora was awarded two Colorado Department of Local Affairs (DOLA) competitive grants, totaling \$4 million, for the purpose of financially assisting with essential road extensions and multimodal bridge over Tollgate Creek. It is expected that the Housing and Community Development Division will make available financial tools such as their Community Investment Financing program, which leverages Federal funding and sources such as HUD HOME funds, HUD Community Development Block Grant (CBDG) funds and Private Activity Bonds to financially assist an affordable/mixed-income project on the RTD property.

10.2 Use of Tax Increment Financing

It is the intent of the City Council in approving this Plan to authorize the use of tax increment financing (TIF) by the Authority as part of its efforts to undertake this Plan. TIF is a mechanism used to provide funding assistance to address costs that the market may not otherwise bear, such as assisting in filling the gap between the total cost of a redevelopment project and the level of private financing it can support. Under this financing mechanism, the level of property tax and municipal sales tax, use tax, and/or lodger's tax in a TIF Area before redevelopment is used as the base, which continues to be paid to the taxing entities. The increment collected as a result of the physical development of the redevelopment project is paid into the special fund of the Authority and is used to support the redevelopment efforts.

Pursuant to the provisions of Section 31-25-107(9) of the Act and Section 130-4 of the City Code, the City Council, in approving this Urban Renewal Plan, contemplates the creation of two new Tax Increment Financing (TIF) Areas: one for future development on property

south of Tollgate Creek (TIF Area #1) and a second for future development on the RTD property (TIF Area #2).

With early estimates for the bridge and roads estimated at \$8 million, the \$4 million in awarded DOLA grants will cover no more than half of the costs, and potentially less than half, depending on final design and costs. Authority funds of approximately \$4 million are needed up-front for the required grant matches, funding the contractor's ability to design and construct the bridge and roads. Tax increment financing will be an important mechanism to close the financial gap for the public improvements, enabling the provision of nearly 1,000 units of workforce and affordable housing to the Plan Area.

Any increment derived from the RTD property (TIF Area #2) would also be dedicated to the implementation of public infrastructure necessary to provide affordable and mixed-income housing at the RTD site. However, the affordable/mixed income development on RTD property (TIF Area #2) is anticipated to generate minimal TIF Revenue, particularly if the majority of the project(s) are held by a non-profit entity.

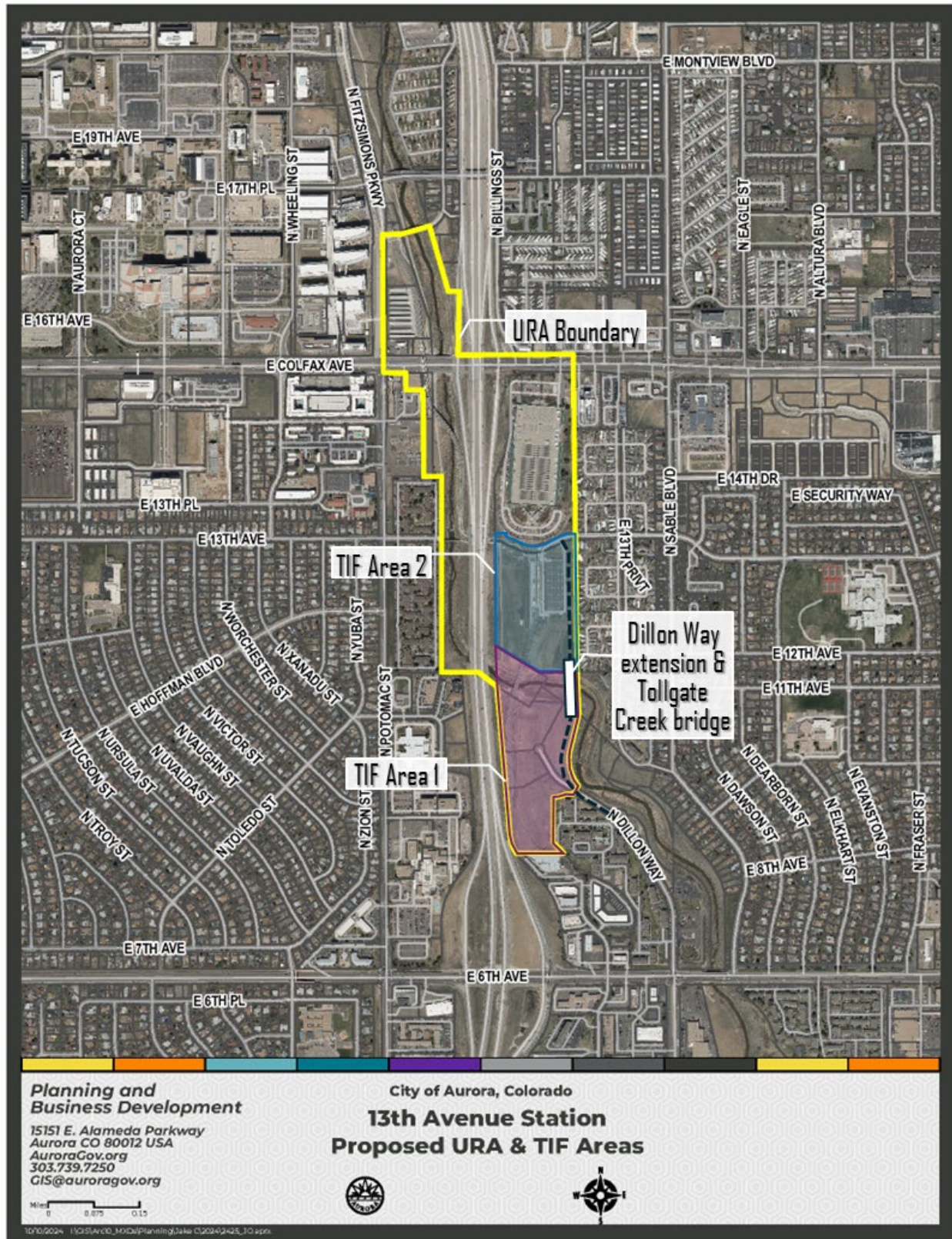


Figure 17: 13th Avenue Station Proposed URA and TIF Areas

10.3 Cooperation with Public and Private Entities

The aggregate impact of potential investment within the Area is reflected in the Impact Reports, which have been provided to the taxing entities under separate cover consistent with C.R.S. § 31-25-107. This Plan, negotiated with partnering taxing jurisdictions, is intended to be adopted in conjunction with corresponding Cooperation Agreement(s) which set forth the agreed-upon tax increment sharing provisions and percentages as set forth in Section 11.8 of this Plan.

Section 11.0 Authorized Urban Renewal Undertakings and Activities

11.1 Preface

This Urban Renewal Plan has been prepared at the request of the Authority and the City. It will be carried out by the Authority, pursuant to the provisions of the Urban Renewal Law of the State of Colorado, Part 1 of Article 25 of Title 31, Colorado Revised Statutes, 1973, as amended (the “Act”). The administration and implementation of this Plan, including the preparation and execution of any documents implementing it, shall be performed by the Authority. If any portion of this Plan is held to be invalid or unenforceable, such invalidity will not affect the remaining portions of the Plan.

As previously described, the 13th Avenue Station Area Renewal Area is located in west-central Aurora, Arapahoe County. The Area generally includes approximately 108 acres of land north and south of East Colfax Avenue between East 17th Avenue on the north and the Aurora Meadows apartment complex on the south, as delineated in Figure 2 and described in the legal description presented in Exhibit A. As per the Act, the legal description controls the boundary description in case of any conflict. The boundaries of the Area are drawn as narrowly as feasible to accomplish the planning and development objectives of this Plan.

As previously mentioned, (see Section 5.1), the Area is appropriate for one or more urban renewal activities and other undertakings authorized by the Act to be advanced by the Authority. One or more such undertakings could require the demolition and clearance of certain public and private improvements within the Area as provided in this Plan. Such

actions are necessary to eliminate unsafe conditions, obsolete and other uses detrimental to the public welfare, and otherwise remove and prevent the spread of deterioration.

It is the intent of the City Council in adopting this Plan that the Authority exercise all powers authorized in the Act, which may be necessary, convenient, or appropriate to accomplish the objectives of this Plan, including, but not limited to, the power of eminent domain. It is the intent of this Plan that the Authority may exercise all such powers as may now be possessed or hereafter granted for the elimination of qualifying conditions in the Area.

In adopting this Plan, the City Council has made the legislative determination that the powers conferred by the Act are for public uses and purposes for which public money may be expended and police powers exercised; and, that this Plan is in the public interest and necessary.

11.2 Purpose of the Plan

The principal public purpose of this Plan is to facilitate redevelopment in order to reduce, eliminate and prevent the spread of blight within the Area. A secondary public purpose of this Plan is to stimulate economic growth and investment within the Area boundaries. To accomplish these purposes, this Plan promotes local objectives with respect to appropriate land uses, private investments and public improvements. The delineation of such objectives shall not be construed to require that any particular activity or undertaking necessarily promote all such objectives. The Plan sets parameters for the future development and redevelopment of the Area. Future redevelopment undertakings must fit within the parameters set forth within the Plan in order to be considered eligible to receive incentives through tax increment financing.

The Act allows for a wide range of activities to be used in the implementation of an urban renewal plan. In the case of this Plan, it is the Authority's intent to undertake urban renewal activities to stimulate private investment in cooperation with property owners, developers, stakeholders and other affected parties in order to accomplish its objectives. Public-private partnerships and other forms of cooperative development will support the

Authority's strategy for eliminating existing blight conditions and preventing the spread and/or recurrence of blight within the Area.

Existing conditions present within the Area will be remedied by the proposed Plan but will need to first be identified as a priority public investment item by the Authority in consultation with the City and Area property owners. Improvements will be phased as the market allows and may be funded in part by tax increment revenues.

11.3 Public Improvements and Facilities

The Authority may undertake certain actions to make the Area more attractive for private investment. The Authority may, or may cause others to, install, construct, and reconstruct any public improvements. The Authority may, or may cause others to, demolish and clear buildings and existing improvements for the purpose of promoting the objectives of the Plan and the Act. Additionally, the Authority may, or may cause others to, install, construct and reconstruct any other authorized improvements, including, without limitation, other authorized undertakings or improvements for the purpose of promoting the objectives of this Plan and the Act.

Public undertakings are intended to stimulate (directly and indirectly) private sector investment to assist in the conversion of the Area into a viable residential district, supported by accessible transportation and inviting public spaces, which contributes to increased revenues from Property and City Taxes.

11.4 Other Improvements and Facilities

Other non-public improvements or facilities in the Area may be required in connection with urban renewal activities and undertakings to accommodate development of the Area. These may include items related to the provision of affordable and mixed-income housing, or the development of a neighborhood park on the west side of the RTD Station.

11.5 Development Standards

In conformance with the Act and the Plan, the Authority may adopt design standards and other requirements applicable to undertakings by the Authority. It is the intent of the City Council in adopting this Plan to conform to all concepts, land uses and design standards of this Plan. Unless otherwise approved by the City Council, any such standards and requirements adopted by the Authority shall be consistent with all other City zoning and development policies and regulations.

While the Act authorizes the Authority to undertake zoning and planning activities to regulate land use, maximum densities, and building requirements in the Area, the City will regulate land use and building requirements. At a minimum, all undertakings of the Authority within the Area shall comply with all applicable municipal requirements. As development occurs in the Area, it shall conform to the Comprehensive Plan and any subsequent updates; the Station Area Plan as adopted by Council; any rules, regulations, and policies specified by the City's Unified Development Ordinance; any site-specific planning documents that might impact properties in the Area including, but not limited to, City-approved site, drainage, and public improvement plans; and any applicable City design standards, all as in effect and as may be amended from time to time.

11.6 Variations in Plan

Over time, the Authority may propose, and the City Council may make such modifications to this Urban Renewal Plan as may be necessary provided they are consistent with the Comprehensive Plan and Station Area Plan, and any subsequent updates, as well as the Act. The Authority may in specific cases allow non-substantive variations from the provisions of this Plan if it determines that a literal enforcement of the provisions of this Plan would constitute an unreasonable limitation beyond the intent and purpose of this Plan. Moreover, a change in the identity of any particular property owner or developer within the Plan Area shall not constitute a substantial modification to the Plan within the meaning of the Act.

11.7 Urban Renewal Plan Review Process

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

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

- (a) The Authority may propose modifications, and the City Council may make such modifications as may be necessary provided they are consistent with the Comprehensive Plan and Station Area Plan, and any subsequent updates, as well as the Act.
- (b) Modifications may be developed from suggestions by the Authority, property and business owners, and City staff operating in support of the Authority and advancement of this Plan.

It is the intent of this Plan to remain consistent with the Comprehensive Plan and Station Area Plan, and any subsequent updates. Amendments or modifications to these plans shall not constitute an amendment to this Urban Renewal Plan.

11.8 Financing of Undertakings and Activities and Creation of Tax Increment Areas

The Authority may finance undertakings pursuant to this Plan by any method authorized under the Act or any other applicable law, including without limitation, utilization of the following: issuance of notes, bonds and other obligations in an amount sufficient to finance all or part of this Plan; borrowing of funds and creation of indebtedness; loans, advances, and reimbursement agreements; appropriations, loans, grants or advances from the City; federal, state or other loans or grants; interest income; agreements with public or private entities, including any arrangements made for the payment of moneys in lieu of taxes; sale of property or other assets; and pledging of lawfully available revenues to one or more special districts or other governmental or quasi-governmental entities to be used and pledged by such entities to pay their obligations incurred to finance public infrastructure and other lawful improvements under the Act.

For purposes of this Plan, “Debt” may include bonds, refunding bonds, notes, interim certificates or receipts, temporary bonds, certificates of indebtedness, advance and reimbursement agreements, Public Finance and Redevelopment Agreement(s), or any other obligation lawfully created by the Authority, any special district or other governmental or quasi-governmental entity.

In addition to the above referenced financing methods, an accepted method for financing urban renewal undertakings is to utilize incremental tax revenues, including property and/or municipal tax revenues (including sales, use and lodgers) attributable to the redevelopment in the plan area to pay the principal of, the interest on, and any premiums due in connections with the bonds or, loans or advances to, or indebtedness incurred by the Authority.

While Projects within the Area are expected to be primarily privately financed, it is the intent of the City Council in approving this Urban Renewal Plan to authorize the use of tax increment financing by the Authority as part of its efforts to assist in the redevelopment of the Area. Pursuant to the provisions of Section 31-25-107(9) of the Act and Section 130-4 of the City Code, the City Council, in approving this Plan, contemplates that two Tax Increment Areas shall be created within the Urban Renewal Area. Subject to the designation of the Tax Increment Areas, the Authority is specifically authorized to receive and use incremental revenues, except those previously dedicated, for the benefit of the Area, to the extent authorized by the provisions of Section 31-25-107(9) of the Act, Section 130-4 of the City Code, and specific terms of any subsequent agreement. The Tax Increment Areas approved by City Council shall continue in existence for a period of not to exceed twenty-five years commencing on the date of Plan adoption.

11.8.1 Eligible Activities for TIF Consideration

Redevelopment activities located within the Area will be required to conform to this Plan, the Comprehensive Plan, and the Station Area Plan, in order to be considered for tax increment financing, although the Authority may include certain properties within the TIF Area to reserve revenues for other area activities or improvements.

This Urban Renewal Plan authorizes the Authority to use or allocate all or a portion of incremental tax revenues to finance the costs of urban renewal activities and undertakings through the provisions of one or more Cooperation Agreement(s), Public Finance and Redevelopment Agreement (PFRA), Redevelopment Agreement (RA), or other lawful agreement. At the discretion of the Authority, this may include pledging all or part of said revenues to a special district or other government or quasi-governmental entity created for the purpose of financing public infrastructure and other lawful improvements for the benefit of a redevelopment, and to be pledged by such district or entity for payments on obligations it incurs to fund such infrastructure or improvements. Furthermore, the Authority may, at its discretion, pledge all or part of said revenues as security for debt or other obligations of the authority to fund public infrastructure and other improvements under the Act and the City Code.

11.8.2 Tax Increment Financing Areas

Pursuant to the provisions of Section 31-25-107(9) of the Act and Section 130-4 of the City Code, the City Council, in approving this Plan, is creating two Tax Increment Financing (TIF) Areas covering portions of the Urban Renewal Area. Generally, TIF Area #1 contains property south of Tollgate Creek; TIF Area #2 contains the RTD property at 13th Ave Station. The TIF Area legal descriptions and maps are contained in Exhibit B and Exhibit C, respectively. The TIF Areas are planned to contain new residential development and all roads, public improvements, and landscape to support the City's vision as outlined in this Plan, the Station Area Plan, and the Comprehensive Plan. The establishment of the TIF Areas will provide needed funding to ensure high-quality transit-oriented development and public spaces, offsetting inordinate expenses associated with public improvements such as the Tollgate Creek crossing.

The TIF Areas shall then continue for a period not-to-exceed 25 years from the date of Plan adoption. Incremental tax revenue generated from activities in the TIF Areas will be utilized by the Authority for the purposes of implementing critical public infrastructure.

11.8.3 TIF Areas #1 and #2 and Allocation of Tax Increment Revenue to the Authority

TIF Area #1 and TIF Area #2 shall be deemed established on the date of approval of this Plan. The boundaries are legally described in Exhibit B and Exhibit C, attached hereto and incorporated by this reference. The allocation of Property Tax Increment and City Tax Increment generated from within TIF Areas #1 and #2 shall commence on the date of adoption of this Plan.

11.8.4 TIF Areas #1 and #2 and Allocation of Tax Increment Revenue Derived from Arapahoe County Property Taxes

Pursuant to negotiations with Arapahoe County, ___percent (___%) of the Property Tax Increment derived from Arapahoe County Taxes shall be allocated to the Authority for the purposes and activities outlined in this plan. ___percent (___%) of incremental revenues shall be retained by the County.

Pursuant to negotiations with Arapahoe County, none of the Property Tax Increment derived from Developmental Disability Taxes shall be allocated to the Authority for the purposes and activities outlined in this plan. One hundred percent (100%) of incremental revenues shall be retained by the County.

11.8.5 TIF Areas #1 and #2 and Allocation of Tax Increment Revenue derived from Aurora Public Schools (APS) Property Taxes

Pursuant to negotiations with Aurora Public Schools, ___percent (___%) of the Property Tax Increment derived from Aurora Public School Taxes shall be allocated to the Authority for the purposes and activities outlined in this plan. ___percent (___%) of incremental revenues shall be retained by the APS.

11.8.6 TIF Areas #1 and #2 and Allocation of Tax Increment Revenue derived from Mile High Flood District Property Taxes

Pursuant to negotiations with Mile High Flood District, ___percent (___%) of the Property Tax Increment derived from the Flood District Taxes shall be allocated to the Authority for

the purposes and activities outlined in this plan. ___percent (___%) of incremental revenues shall be retained by the Mile High Flood District.

11.8.7 TIF Areas #1 and #2 and Allocation of City Tax Increment and Increment Revenue derived from City Property Taxes

One hundred percent (100%) City Tax Increment derived from Sales Tax and Lodger's Tax shall be allocated to the Authority. One hundred percent (100%) of the City Tax Increment derived from the Construction and Materials Use Tax shall be allocated to the Authority. One hundred percent (100%) of the Property Tax Increment derived from the City Taxes shall be allocated to the Authority.

11.8.8 Other Financing Mechanisms / Structures

The Plan is designed to provide for the use of tax increment financing as the primary tool to facilitate investment and reinvestment within the Area. However, in addition to tax increment financing, the Authority shall be authorized to finance implementation of the Plan by any method authorized by the Act or any other applicable law, including without limitation and in any combination: appropriations, loans, grants or advances from the City; state loans and grants; federal loans and grants; interest income; agreements with public and private parties or entities, including any arrangements made for the payment of moneys in lieu of taxes; sale of securities or other assets; and loans and advances from any other available source.

11.9 Property Acquisition and Land Assemblage

The Authority may acquire property or any interest therein by negotiation or any other method authorized by the Act. In addition, the Authority may acquire property or any interest therein through the exercise of the power of eminent domain, which property or interest may be transferred to a private party as the Authority deems appropriate; provided, however, that any such acquisition and/or transfer shall be conducted in accordance with Sections 31-25-105.5 and 31-25-107(4.5) of the Act, as from time to time amended. The Authority may operate, manage and maintain such acquired property in accordance with the powers granted to it under the Act.

11.10 Relocation Assistance

It is not anticipated that acquisition of real property by the Authority will result in the relocation of any individuals, families, or business concerns. However, if such relocation becomes necessary, the Authority shall act in accordance with the Relocation Assistance and Land Acquisition Policy adopted by the Authority Board on October 18, 2004, per Authority Resolution R2004-02, or its subsequent amendment, and in conformance with the Act.

11.11 Demolition, Clearance, Environmental Remediation, and Site Prep

In carrying out this Plan, it is anticipated that the Authority may, on a case-by-case basis, elect to demolish and clear buildings, structures and other improvements. Additionally, development activities consistent with this Plan, may require such demolition and clearance to eliminate unhealthy, unsanitary, and unsafe conditions; eliminate obsolete and other uses detrimental to the public welfare; and otherwise remove and prevent the spread of deterioration. Environmental remediation, if required, may be facilitated through the use of various Federal programs that are available as a result of being located within the Area.

With respect to property acquired by the Authority, it may demolish and clear, or contract to demolish and clear, those buildings, structures, and other improvements pursuant to this Plan, if, in the judgment of the Authority it is the best means to forward the implementation of the Plan. The Authority may also undertake such additional site preparation and environmental remediation activities, as it deems necessary to facilitate the disposition and/or development of such property.

11.12 Property Disposition

The Authority may sell, lease, or otherwise transfer real property or any interest in real property subject to covenants, conditions, and restrictions, including architectural and design controls, time restrictions on development, and building requirements, as it deems necessary to develop such property. Real property or interests in real property may be sold, leased or otherwise transferred for uses in accordance with the Act and this Plan. All property and interest in real estate acquired by the Authority in the Area that is not

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

11.14 Redevelopment Agreements and Public Finance and Redevelopment Agreements

For the purpose of this Plan, the Authority is authorized to enter into RDAs, PFRAs, or other contracts with developer(s) or property owners or such other individuals or entities as are determined by the Authority to be necessary or desirable to carry out the purposes of this Plan. Such Redevelopment Agreements or other contracts may contain such terms and provisions as shall be deemed necessary or appropriate by the Authority for the purpose of undertaking the activities contemplated by this Plan and the Act, and may further provide for such undertakings by the Authority as may be necessary for the achievement of the objectives of this Plan or as may otherwise be authorized by the Act. Existing agreements between the City and private parties that are consistent with this Plan are intended to remain in full force and effect.

11.15 Cooperation Agreements

For the purpose of this Plan, the Authority may enter into one or more Cooperation Agreements pursuant to the Act. The City and the Authority recognize the need to cooperate in the implementation of this Plan and, as such, Cooperation Agreement(s) may include, without limitation, agreements regarding the planning or implementation of this Plan and its undertakings, as well as programs, public works operations, or activities which the Authority, the City or such other public body is otherwise empowered to undertake and including, without limitation, agreements respecting the financing, installation, construction and reconstruction of public improvements, utility line relocation, storm water detention, environmental remediation, landscaping and/or other eligible improvements. The Cooperation Agreements may reference or include services that are typically provided by such Agencies, such as public education and other programs and services. This paragraph shall not be construed to require any particular form of cooperation.

Section 12.0 Definitions

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

Area or Urban Renewal Area – means the 13th Avenue Station Urban Renewal Area as depicted in Figure 2 and legally described in Exhibit A

Authority – means the Aurora Urban Renewal Authority.

Authority Board – means the Board of Commissioners of the Aurora Urban Renewal Authority.

Base – means as to Property Taxes on property within the boundaries of the TIF Area the total assessed valuation of all taxable property last certified prior to the effective date of approval of the Plan, and as to municipal sales, use and/or lodger's tax the amount collected within the boundaries of said TIF Area in the twelve-month period ending on the last day of the month prior to the effective date of approval of the Plan.

Blight Study – means the East Colfax 13th Avenue Station Property Conditions Assessment, September 2024, attached hereto as Attachment 1 and incorporated herein by this reference.

City – means the City of Aurora, a home-rule municipal corporation of the State of Colorado.

City Code – means the City Code of the City of Aurora.

City Council or Council – means the City Council of the City of Aurora.

City Taxes – means, collectively, (i) the Sales Tax, (ii) the Lodger's Tax, and (iii) the Use Tax.

Comprehensive Plan – means the Aurora Places Comprehensive Plan 2018, as such plan has been or may be amended from time to time.

Cooperation Agreement – means an agreement between developer(s) and the Authority or the City and/or other public bodies regarding the planning or implementation of this

Urban Renewal Plan and its undertakings, as well as programs, public works operations, and/or activities. Subjects of an agreement may include financing, installation, construction and reconstruction of public improvements, utility line relocation, storm water detention, environmental remediation, landscaping and/or other eligible improvements.

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

Impact Reports - mean the Impact Reports for the 13th Avenue Station Urban Renewal Plan, which have been provided to the taxing entities under separate cover consistent with C.R.S. § 31-25-107.

Increment - means the increase in revenue derived from taxes that are actually collected above the specified Base imposed in a TIF Area.

Lodger's Tax - means the lodger's tax authorized by Chapter 130, Article IV, Division I of the City Code and currently imposed at the rate of 8.0%, subject to any generally applicable decreases in rate that may occur during the term of the Plan and any generally applicable increases in rate that may be allocated to the Authority by amendment to the Plan made by the City during the term of the Plan.

Plan or Urban Renewal Plan - means this 13th Avenue Station Urban Renewal Plan.

Property Taxes - means, without limitation, all levies to be made on an ad valorem basis by or for the benefit of any public body upon taxable real and personal property in a Tax Increment Financing Area.

Project(s) - means any activity and/or development of any size that is undertaken by the Authority alone or in cooperation with property owners, developers, stakeholders or other affected parties in order to eliminate and prevent blight within the Area and to accomplish the goals and objectives of this Plan and the Act. It is anticipated that the Project(s) shall be completed in multiple phases.

Public Finance and Redevelopment Agreement (PFRA) -- means one or more agreements between the Authority, the developer and/or developers of property within the Area, any special district or districts organized or caused to be organized by such developer or developers for the purpose of financing or refinancing public improvements within the

Area, or such other individuals or entities as may be determined by the Authority to be necessary or desirable to carry out the purposes of this Plan pursuant to any of the powers set forth in the Act or in any other provision of Colorado law.

Redevelopment Agreement (RDA) – means one or more agreements between the Authority, the developer and/or developers of property within the Area, or such other individuals or entities as may be determined by the Authority to be necessary or desirable to carry out the purposes of this Urban Renewal Plan pursuant to any of the powers set forth in the Act or in any other provision of Colorado law.

Sales Tax – means the sales tax authorized by Chapter 130, Article II, Division IV of the City Code and currently imposed at the rate of 3.75%, subject to any generally applicable decreases in rate that may occur during the term of the Plan and any generally applicable increases in rate that may be allocated to the Authority by amendment to the Plan made by the City during the term of the Plan. “City Sales Tax” shall not mean the 0.25% sales tax dedicated to increased staffing of the City police department and operation and maintenance of the City detention facility and codified in the City Code at Section 130-2.

Station Area Plan – means the Colfax and 13th Avenue Station Area Plan, September 2009 and updated in 2025.

Study Area – means the geographic territory defined in the Blight Study.

Tax Increment Financing (TIF) – is a mechanism used to assist in providing funding to address costs that the market may not otherwise bear such as assisting in filling the gap between the total cost of a redevelopment project and the level of private financing it can support. Under this financing mechanism, the level of property tax and municipal sales tax, use tax, and/or lodger’s tax in a TIF Area before redevelopment is used as the base, which continues to be paid to the taxing entities. The increment collected as result of the physical development of the redevelopment project is paid into the special fund of the Authority and is used to support the redevelopment effort.

Tax Increment Financing Area(s) (TIF Area(s)) – means one or more portions of the Area designated as a Tax Increment Area, as defined and pursuant to the procedures set forth in Section 11.8 of this Plan.

TIF Revenue – means, collectively, the City Tax Increment and the Property Tax Increment.

Urban Renewal Area (URA) – means the 13th Avenue Station Urban Renewal Area depicted in Figure 2 and legally described in Exhibit A.

Urban Renewal Plan – means this 13th Avenue Station Urban Renewal Plan.

Use Tax – means the City use tax authorized by Chapter 130, Article II, Division V of the City Code and currently imposed at the rate of 3.75% on construction materials used, stored, distributed, and/or consumed within the Area, subject to any generally applicable decreases in rate that may occur during the term of the Urban Renewal Plan and any generally applicable increases in rate that may be allocated to the Authority by amendment to the plan made by the City during the term of the Plan. “City Use Tax” shall not mean the 0.25% use tax dedicated to increased staffing of the City police department and operation and maintenance of the City detention facility and codified in the City Code in Section 130-2.

Exhibit A: Urban Renewal Area Legal Description

EXHIBIT A

A parcel of land situated in the SW 1/4 of Section 31, Township 3 South, and in the W 1/2 of Section 6, Township 4 South, Range 66 West of the 6th Principal Meridian, City of Aurora, Counties of Adams and Arapahoe, State of Colorado, more particularly described as follows:

Beginning at the southwest corner of said Section 31;

Thence N00°21'27"W, coincident with the west line of the SW 1/4 of said 31, a distance of 1151.61 feet;

Thence N89°33'33"E, a distance of 171.93 feet to a point on the westerly line of the Tollgate Creek Channel as shown on the Colorado Department of Transportation Right-of-Way plans for Federal Aid Project No. IR-NH(CX) 225-4(46);

Thence N73°19'27"E, a distance of 240.12 feet to a point on the easterly line of said Tollgate Creek Channel as shown on said Right-of-Way plans;

Thence coincident with said easterly line the following two (2) courses:

1. Thence S16°40'33"E, a distance of 423.92 feet;
2. Thence N89°37'02"E, a distance of 110.00 feet;

Thence S00°27'03"E, a distance of 701.50 feet to a point 110.00 feet north of the south line of the SW 1/4 of said Section 31, when measured perpendicular thereto;

Thence N89°32'57"E, 110.00 feet north of and parallel with said south line, a distance of 1017.71 feet;

Thence S00°27'03"E, a distance of 150.00 feet to the northeasterly corner of that parcel of land described in that Warranty Deed recorded June 22, 1978, in Book 2798 at Page 744 in the office of the Arapahoe County Clerk and Recorder;

Thence S00°35'19"E, coincident with the easterly line of said parcel, a distance of 2605.86 feet to the southeasterly corner of said parcel;

Thence S03°28'22"E, a distance of 368.99 feet to the northeasterly corner of Lot 4, Tollgate Commercial Subdivision Filing No. 1, the plat of said subdivision being recorded May 13, 1999, at Reception No. A9080062 in said office;

Thence coincident with the easterly line of said Lot 4 the following three (3) courses:

1. Thence S13°52'27"W, a distance of 317.00 feet to a point of tangent curvature;
2. Thence along said curve to the left (whose chord bears S12°33'25"E, a distance of 320.49 feet) having a radius of 360.00 feet, and a central angle of 52°51'43", an arc distance of 332.14 feet to a point of non-tangency;
3. Thence S32°58'43"W, a distance of 19.85 feet;

(continued)

Thence S09°23'30"E, a distance of 81.21 feet to the northeasterly corner of Lot 1, said Tollgate Commercial Subdivision Filing No. 1, said corner being a point of non-tangent curvature;

Thence coincident with the easterly and southerly lines of said Lot 1 the following five (5) courses:

1. Thence along said curve to the left (whose chord bears N89°01'17"W, a distance of 158.87 feet) having a radius of 149.90 feet, and a central angle of 64°00'00", an arc distance of 167.44 feet to a point of non-tangency;
2. Thence S82°12'05"W, a distance of 62.05 feet;
3. Thence S00°03'59"E, a distance of 388.19 feet;
4. Thence S43°21'47"E, a distance of 129.33 feet;
5. Thence S88°55'01"W, a distance of 407.22 feet to a point on the easterly right-of-way of Interstate Highway No. 225 as shown on the Colorado Department of Transportation Right-of-Way plans for Federal Aid Project No. I225-4(2)206, said point being a point of non-tangent curvature;

Thence coincident with said easterly line the following two (2) courses:

1. Thence along said curve to the right (whose chord bears N18°56'56"W, a distance of 174.72 feet) having a radius of 363.18 feet, and a central angle of 27°50'14", an arc distance of 176.45 feet to a point of tangency;
2. Thence N05°01'49"W, a distance of 1292.30 feet;

Thence N58°01'49"W, a distance of 234.32 feet to a point on the south line of the NW 1/4 of said Section 6;

Thence S89°42'02"W, coincident with said south line, a distance of 294.39 feet to a point on the westerly right-of-way of Interstate Highway No. 225 as shown on said Right-of-Way plans;

Thence coincident with said westerly right-of-way the following five (5) courses:

1. Thence N00°17'03"W, a distance of 1131.40 feet;
2. Thence N89°32'57"E, a distance of 20.00 feet;
3. Thence N00°17'03"W, a distance of 570.50 feet;
4. Thence S89°32'57"W, a distance of 75.70 feet;
5. Thence N00°20'03"W, a distance of 500.00 feet to the southeasterly corner of that parcel of land described in that Deed with Reserved Easements recorded April 14, 2017, at Reception No. D7042612 in said office;

Thence S89°32'57"W, coincident with the southerly line of said parcel, a distance of 80.00 feet to the southeasterly corner of Lot 1, Block 1, Woods Subdivision - First Filing, the plat of said subdivision being recorded April 5, 1977, at Reception No. 1623911 in said office;

(continued)

Thence coincident with the easterly line of said Lot 1 the following three (3) courses:

Thence N00°17'43"W, a distance of 250.00 feet;

Thence S89°32'57"W, a distance of 150.00 feet;

Thence N00°17'43"W, a distance of 150.00 feet to a point 40.00 feet south of the north line of the NW 1/4 of said Section 6, when measured perpendicular thereto;

Thence S89°32'57"W, 40.00 feet south of and parallel with said north line, a distance of 195.01 feet to a point on the west line of said NW 1/4;

Thence N00°17'11"W, coincident with said west line, a distance of 40.00 feet to the **Point of Beginning**.

Said parcel containing 4,910,566 square feet (112.731 acres) more or less.

Bearings based on the north line of the NW 1/4 of Section 6, T4S, R66W, 6th P.M., being N89°32'57"E, and all lineal units are represented in US Survey Feet.

Illustration attached and made a part hereof.

Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

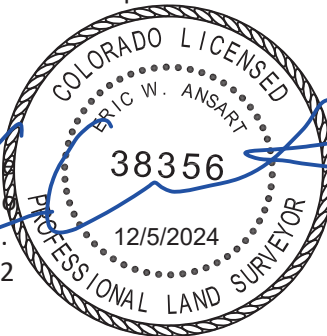
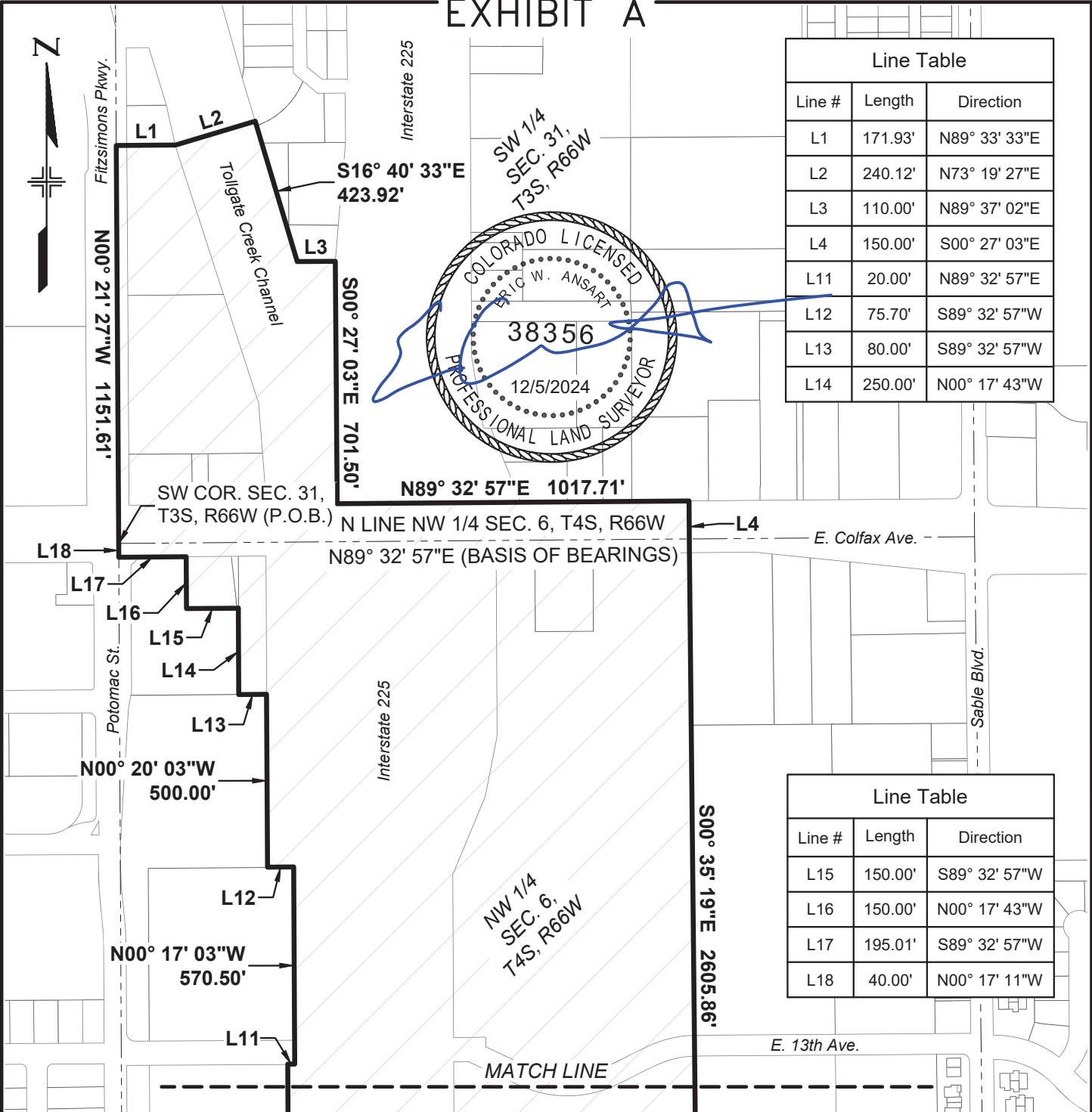


ILLUSTRATION FOR
EXHIBIT A



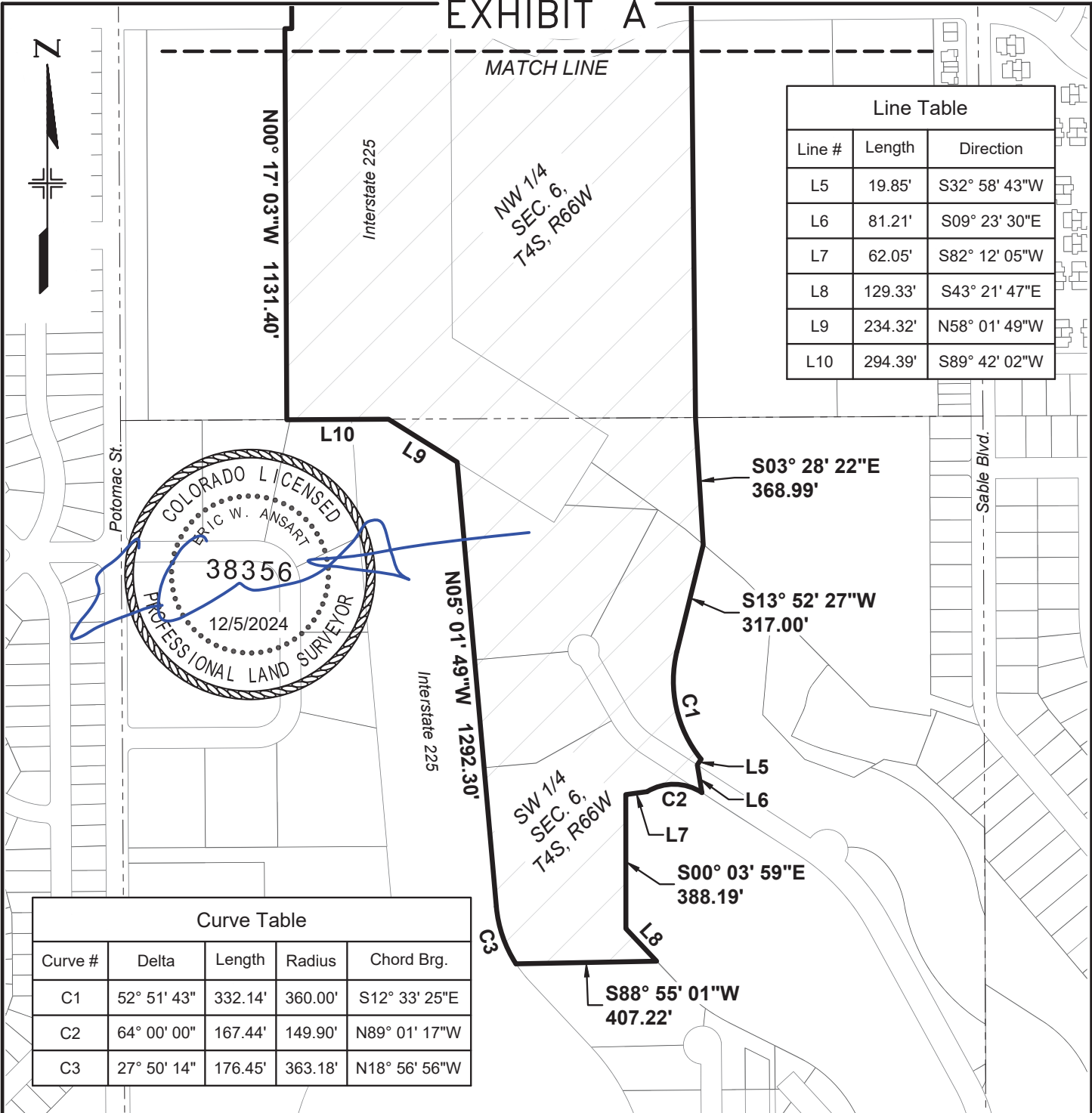
BEARINGS BASED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 6, T4S, R66W, 6TH P.M., BEING N89°32'57"E
THE ABOVE DESCRIBED PARCEL CONTAINS 4,910,566 SQUARE FEET (112.731 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL TYPE
EWA	NONE	N/A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	12/2/2024	N/A

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF
SEC. 31, T3S, AND IN THE W 1/2 OF SEC. 6, T4S,
R66W, 6TH P.M., CITY OF AURORA, COUNTIES OF
ADAMS AND ARAPAHOE, STATE OF COLORADO

ILLUSTRATION FOR
EXHIBIT A



BEARINGS BASED ON THE NORTH LINE OF THE NW 1/4 OF SECTION 6, T4S, R66W, 6TH P.M., BEING N89°32'57"E
THE ABOVE DESCRIBED PARCEL CONTAINS 4,910,566 SQUARE FEET (112.731 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY: EWA	SCALE: NONE	PARCEL TYPE N/A
CHECKED BY: DMR	DATE: 12/2/2024	JOB NUMBER: N/A

A PARCEL OF LAND SITUATED IN THE SW 1/4 OF
SEC. 31, T3S, AND IN THE W 1/2 OF SEC. 6, T4S,
R66W, 6TH P.M., CITY OF AURORA, COUNTIES OF
ADAMS AND ARAPAHOE, STATE OF COLORADO

Exhibit B: Tax Increment Financing (TIF) Area #1 Legal Description

EXHIBIT B

A parcel of land situated in the W 1/2 of Section 6, Township 4 South, Range 66 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, more particularly described as follows:

Beginning at the southeasterly corner of that parcel of land described in that Warranty Deed recorded June 22, 1978, in Book 2798 at Page 744 in the office of the Arapahoe County Clerk and Recorder;

Thence S03°28'22"E, a distance of 368.99 feet to the northeasterly corner of Lot 4, Tollgate Commercial Subdivision Filing No. 1, the plat of said subdivision being recorded May 13, 1999, at Reception No. A9080062 in said office;

Thence coincident with the easterly line of said Lot 4 the following three (3) courses:

1. Thence S13°52'27"W, a distance of 317.00 feet to a point of tangent curvature;
2. Thence along said curve to the left (whose chord bears S12°33'25"E, a distance of 320.49 feet) having a radius of 360.00 feet, and a central angle of 52°51'43", an arc distance of 332.14 feet to a point of non-tangency;
3. Thence S32°58'43"W, a distance of 19.85 feet;

Thence S09°23'30"E, a distance of 81.21 feet to the northeasterly corner of Lot 1, said Tollgate Commercial Subdivision Filing No. 1, said corner being a point of non-tangent curvature;

Thence coincident with the easterly and southerly lines of said Lot 1 the following five (5) courses:

1. Thence along said curve to the left (whose chord bears N89°01'17"W, a distance of 158.87 feet) having a radius of 149.90 feet, and a central angle of 64°00'00", an arc distance of 167.44 feet to a point of non-tangency;
2. Thence S82°12'05"W, a distance of 62.05 feet;
3. Thence S00°03'59"E, a distance of 388.19 feet;
4. Thence S43°21'47"E, a distance of 129.33 feet;
5. Thence S88°55'01"W, a distance of 407.22 feet to a point on the easterly right-of-way of Interstate Highway No. 225 as shown on the Colorado Department of Transportation Right-of-Way plans for Federal Aid Project No. I225-4(2)206, said point being a point of non-tangent curvature;

Thence coincident with said easterly line the following two (2) courses:

1. Thence along said curve to the right (whose chord bears N18°56'56"W, a distance of 174.72 feet) having a radius of 363.18 feet, and a central angle of 27°50'14", an arc distance of 176.45 feet to a point of tangency;
2. Thence N05°01'49"W, a distance of 1292.30 feet;

Thence N02°21'29"W, a distance of 360.97 feet to the southwesterly corner of said parcel described in Book 2798 at Page 744;

(continued)

Thence coincident with the southerly line of said parcel the following two (2) courses:

1. Thence S57°57'03"E, a distance of 440.39 feet;
2. Thence N89°42'02"E, a distance of 331.39 feet to the **Point of Beginning**.

Said parcel containing 924,798 square feet (21.230 acres) more or less.

Bearings based on the south line of the NW 1/4 of Section 6, T4S, R66W, 6th P.M., being N89°42'02"E, and all lineal units are represented in US Survey Feet.

Illustration attached and made a part hereof.

Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

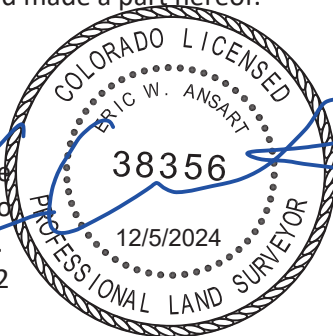
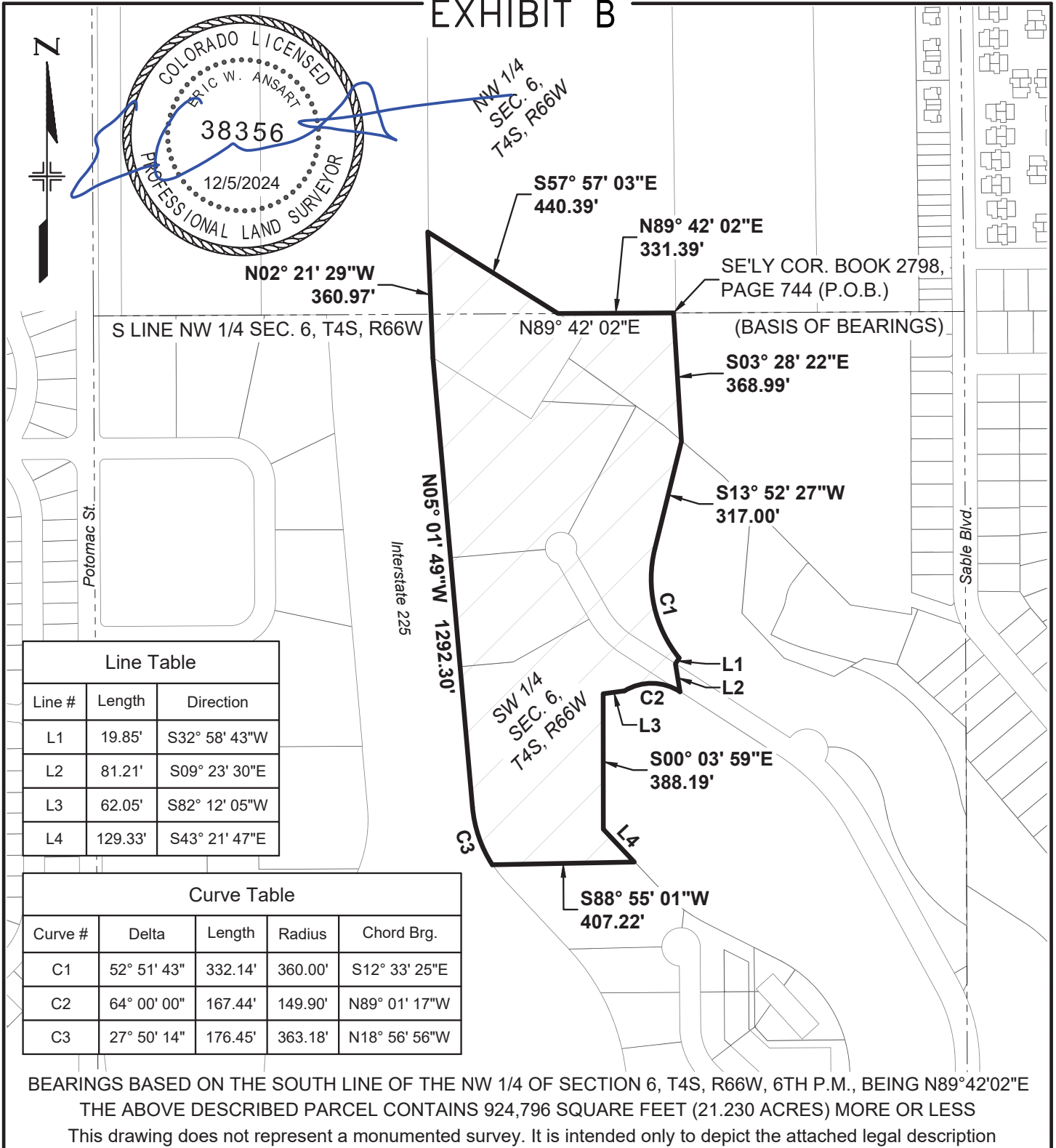


ILLUSTRATION FOR EXHIBIT B



CITY OF AURORA, COLORADO

DRAWN BY: EWA	SCALE: NONE	PARCEL TYPE N/A
CHECKED BY: DMR	DATE: 12/2/2024	JOB NUMBER: N/A

A PARCEL OF LAND SITUATED IN THE W 1/2 OF
 SEC. 6, T4S, R66W, 6TH P.M., CITY OF AURORA,
 COUNTY OF ARAPAHOE, STATE OF COLORADO

Exhibit C: Tax Increment Financing (TIF) Area #2 Legal Description

EXHIBIT C

A parcel of land situated in the NW 1/4 of Section 6, Township 4 South, Range 66 West of the 6th Principal Meridian, City of Aurora, County of Arapahoe, State of Colorado, more particularly described as follows:

Beginning at the southeasterly corner of that parcel of land described in that Warranty Deed recorded June 22, 1978, in Book 2798 at Page 744 in the office of the Arapahoe County Clerk and Recorder;

Thence coincident with the southerly and westerly lines of said parcel the following five (5) courses:

1. Thence S89°42'02"W, a distance of 331.39 feet;
2. Thence N57°57'03"W, a distance of 440.39 feet;
3. Thence N00°17'03"W, a distance of 976.32 feet;
4. Thence N89°32'57"E, a distance of 100.00 feet;
5. Thence S00°17'03"E, a distance of 35.80 feet to the northwesterly corner of that parcel of land described in that Quit Claim Deed recorded April 23, 1980, in Book 3206 at Page 744 in said office, said corner being a point of non-tangent curvature;

Thence coincident with the northerly line of said parcel the following five (5) courses:

Thence along said curve to the right (whose chord bears S65°20'28"E, a distance of 3.65 feet) having a radius of 331.56 feet, and a central angle of 00°37'51", an arc distance of 3.65 feet to a point of tangency;

Thence S65°01'33"E, a distance of 120.00 feet to a point of tangent curvature;

Thence along said curve to the left (whose chord bears N89°24'41"E, a distance of 234.36 feet) having a radius of 271.56 feet, and a central angle of 51°07'33", an arc distance of 242.32 feet to a point of tangency;

Thence N63°50'54"E, a distance of 120.00 feet to a point of tangent curvature;

Thence along said curve to the right (whose chord bears N76°37'48"E, a distance of 146.70 feet) having a radius of 331.56 feet, and a central angle of 25°33'47", an arc distance of 147.93 feet to a point on the easterly line of said parcel described in Book 2798 at Page 744;

Thence S00°35'19"E, coincident with said easterly line, a distance of 1210.35 feet to the **Point of Beginning**.

(continued)

Said parcel containing 764,824 square feet (17.558 acres) more or less.

Bearings based on the south line of the NW 1/4 of Section 6, T4S, R66W, 6th P.M., being N89°42'02"E,
and all lineal units are represented in US Survey Feet.

Illustration attached and made a part hereof.

Eric W. Ansart
Colorado PLS# 38356
For and on behalf of the
City of Aurora, Colorado
13636 E. Ellsworth Ave.
Aurora, Colorado 80012

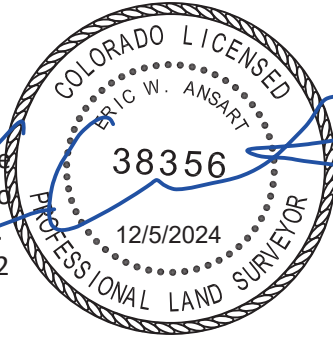
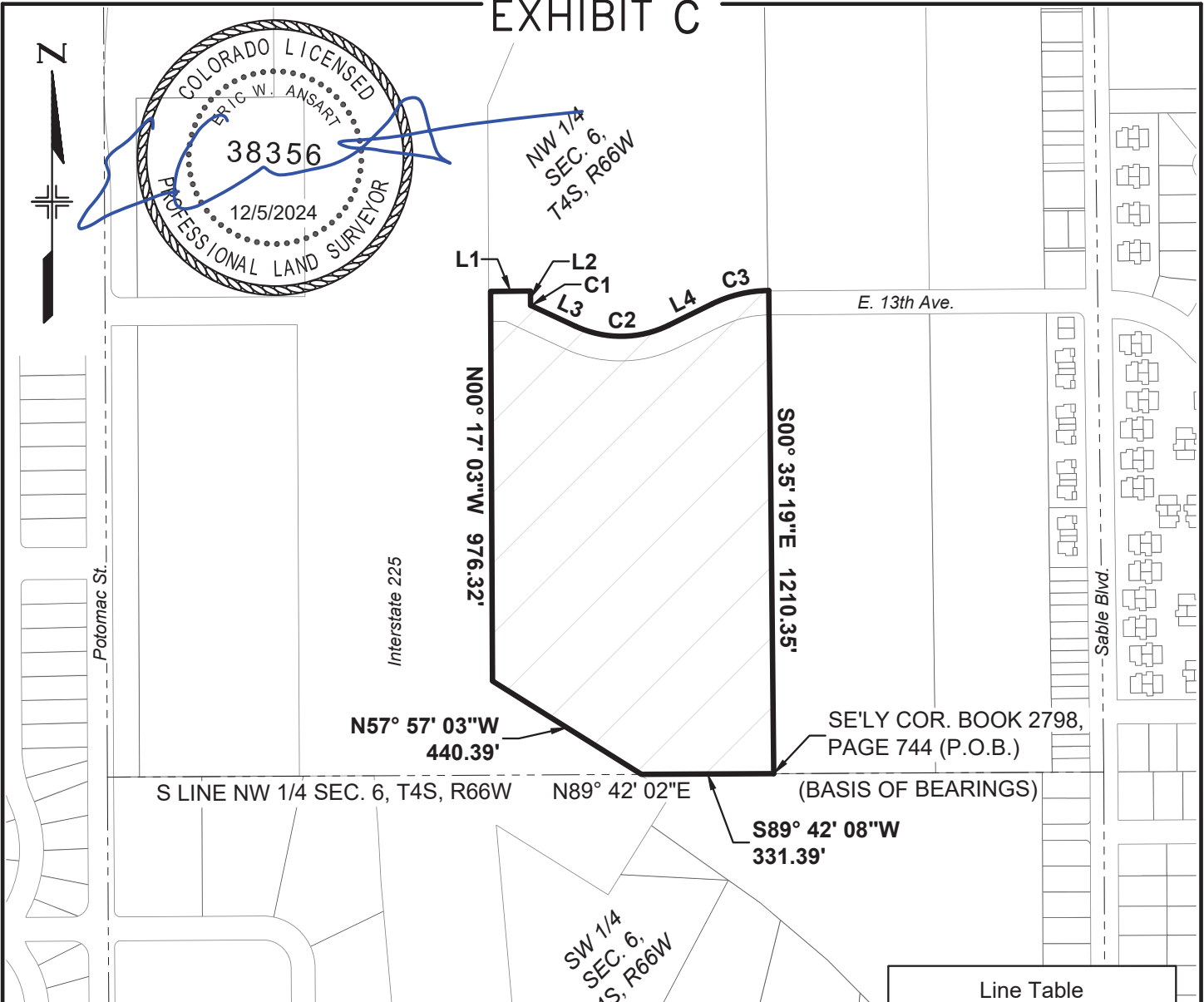


ILLUSTRATION FOR
EXHIBIT C



BEARINGS BASED ON THE SOUTH LINE OF THE NW 1/4 OF SECTION 6, T4S, R66W, 6TH P.M., BEING N89° 42' 02"E
THE ABOVE DESCRIBED PARCEL CONTAINS 764,824 SQUARE FEET (17.558 ACRES) MORE OR LESS
This drawing does not represent a monumented survey. It is intended only to depict the attached legal description

CITY OF AURORA, COLORADO

DRAWN BY:	SCALE:	PARCEL TYPE
EWA	NONE	N/A
CHECKED BY:	DATE:	JOB NUMBER:
DMR	12/2/2024	N/A

A PARCEL OF LAND SITUATED IN THE NW 1/4 OF
SEC. 6, T4S, R66W, 6TH P.M., CITY OF AURORA,
COUNTY OF ARAPAHOE, STATE OF COLORADO

**Attachment 1: Property Conditions Assessment (Blight Study) – East Colfax 13th Ave
Station, September 2024**



Property Conditions Assessment (Blight Study)

East Colfax 13th Ave Station

Aurora, Colorado

September 2024



Prepared for:

**Aurora Urban Renewal Authority
(AURA)**

Prepared by:

 **Matrix**
ENVIRONMENTAL

No document content on this page

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Section 1: Project Overview

EXECUTIVE SUMMARY

The Aurora Urban Renewal Authority (AURA) and the City of Aurora have requested that Matrix Design Group, Inc. (Matrix) complete a Property Conditions Assessment (also known as a “Conditions Assessment” or “Blight Study”) for the East Colfax 13th Avenue Station RTD Light Rail Corridor located along Toll Gate Creek. The Study Area is generally bounded by East 17th Ave to the north, Potomac Street to the west, Sable Boulevard to the east and Aurora Meadows apartment complex to the south. This Assessment is an examination and analysis of physical conditions identified within a defined geographic area to determine if the area qualifies as “blighted” within the meaning of Colorado Urban Renewal Law under the 2023 Colorado Revised Statute (CRS Title 31, Article 25, Part 1 (*CRS § 31-25-101 et seq.*)).

The area assessed as part of this Conditions Assessment is composed of approximately 108.5 acres of land. The Conditions Assessment Survey Area (also identified as the “Study Area”) includes five parcels of land within Adams County and 18 parcels of land within Arapahoe County. The Study Area is developed, with an RTD bus depot metro facility, bus and light rail platforms, a Park-n-Ride asphalt lot, commercial operations, Interstate 225, Toll Gate Creek and portions of vacant native land. A detailed map of the Study Area boundary for the current Conditions Assessment is included in *Figure 1.1*.

For the Study Area to qualify as a blighted area, the presence of at least **four** factors of blight (out of a possible eleven) must be identified. These factors are indicators of substantially impaired or arrested growth of the municipality, retardation of the provision of housing accommodations, economic or social liability, and can be considered a menace to the public health, safety, morals, or welfare of the area (*CRS § 31-25-103 (2)*).

This assessment identified conditions within the Study Area to qualify a total of **six** blight factors including the following:

- Predominance of defective or inadequate street layout
- Faulty lot layout in relation to size, adequacy, accessibility, or usefulness
- Unsanitary or unsafe conditions
- Unusual topography or inadequate public improvements or utilities
- Environmental contamination of buildings or property
- 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.

Based on this Conditions Assessment prepared in accordance with the Colorado Urban Renewal statute, the E. Colfax 13th Ave Station survey area qualifies as a **blighted area**.

Figure 1.1 – Study Area Boundary



Methodology

The Conditions Assessment includes data collection for conditions of blight (see Sections 2 and 3 for what constitutes conditions of blight) which was accomplished through several means. For those blight conditions that could be identified by visual observation, Matrix conducted a field survey on August 22, 2024. For those blight conditions that are not observable in the field (such as traffic data, crime statistics, etc.), blight condition data was obtained through research of numerous sources.

The defined geographic area (the East Colfax RTD Light Rail Corridor survey area) examined in this Conditions Assessment lies entirely within the City of Aurora's municipal boundaries includes 5 parcels of land listed by the Adams County Assessor and 19 Parcels of land listed by the Arapahoe County Assessor. In addition to the parceled land, areas of unparcelled land are present within the Study Area boundary, mainly along ill-defined roadways and Toll Gate Creek.

Previous Blight Studies

In February 2001, the *Fitzsimons Boundary Area Blight Survey* was prepared by Clarion Associates, LLC. This Conditions Assessment included some of the northern portion of the current Study Area as well as several acres of land along Colfax Avenue and Peoria Street (west of the current Study Area). The 2001 Blight Survey identified ten factors of blight and concluded that the area "in its present condition and use 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". Because of the age of the 2001 historic Blight Survey, significant development of the area in the past 23 years, and incompatible size of the 2001 Survey Area and the current Study Area, the 2001 Conditions Assessment does not corroborate or validate the historical findings of the current Blight Survey.

In June 2019, an *East Colfax RTD Light Rail Corridor Blight Study* was prepared by Matrix. This Conditions Assessment included the current study area with along with a single additional parcel of land in Adams County parcel number 0182131306013. The 2019 Blight Survey identified six factors of blight and concluded that the area "in its present condition, exhibits a sufficient level of blight to be considered a "blighted area". Matrix notes that the 2019 Blight Survey area is representative of the current survey area as significant changes in development have not occurred since then. When compared, the findings in the 2019 report corroborate and validate the historical findings of the current Blight Survey.

In 2023, The *Toll Gate Creek Conditions Survey* was completed for the Toll Gate Creek survey area located east of the Fitzsimons Health Sciences Area. Seven factors of blight were identified in the 2023 Conditions Survey and the site qualified as a blighted area. This Conditions Assessment included several acres of land adjacent to the north of the current study area as well as Adams County parcel

number 0182131306013. The 2023 Conditions Survey does not corroborate or validate the historical findings of the current Conditions Assessment based on different location.

Section 2: Colorado Urban Renewal Statutes

In *CRS 31-25 (§ 31-25-101 et seq.)*, the legislature has declared that an area of blight “constitutes a serious and growing menace, injurious to the public health, safety, morals, and welfare of the residents of the state in general and municipalities thereof; that the existence of such areas contributes substantially to the spread of disease and crime, constitutes an economic and social liability, substantially impairs or arrests the sound growth of municipalities, retards the provision of housing accommodations, aggravates traffic problems and impairs or arrests the elimination of traffic hazards and the improvement of traffic facilities; and that the prevention and elimination of slums and blight is a matter of public policy and statewide concern....”

Under the Urban Renewal Law, the term “blighted area” describes an area with an array of issues, including health and social deficiencies, and physical deterioration *CRS § 31-25-103(2)*. Before remedial action can be taken, however, the Urban Renewal Law requires a finding by the appropriate governing body that an area such as the Study Area constitutes a blighted area. *CRS § 31-25-107(1)*.

For purposes of the Survey, the definition of a blighted area is articulated in the Colorado Urban Renewal statute 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, dilapidation, deterioration, defective design, physical construction, or faulty or inadequate facilities;

- j. Environmental contamination of buildings or property; or
- k. (actually k.5. in the statute) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements; or
- l. if there is no objection by the property owner or owners and the tenant or tenants of such owner or owners, if any, to the inclusion of such property in an urban renewal area, 'blighted area' also means an area that, in its present condition and use and, by reason of the presence of any **one** of the factors specified in paragraphs (a) to (k.5) of 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 (l), the fact that an owner of an interest in such property does not object to the inclusion of such property in the urban renewal area does not mean that the owner has waived any rights of such owner in connection with laws governing condemnation.

The statute also states a separate requirement for the number of blight factors that must be present if private property is to be acquired by eminent domain. *CRS § 31-25-105 .5(5)*, paragraph (a.) states, "'Blighted area' shall have the same meaning as set forth in section 31-25-103 (2); except that, for purposes of this section only, 'blighted area' means an area that, in its present condition and use and, by reason of the presence of at least **five** of the factors specified in section 31-25-103 (2)(a) to (2)(l)..."

In any case where the acquisition of property by eminent domain by an authority displaces individuals, families, or business concerns, the authority shall make reasonable efforts to relocate such individuals, families, or business concerns within the urban renewal area, where such relocation is consistent with the uses provided in the urban renewal plan, or in areas within reasonable proximity of, or comparable to, the original location of such individuals, families, or business concerns.

Thus, the state statutes require, depending on the circumstances, that a minimum of **one** (if no objections by owner or tenant), **four** (standard number of blight factors required), or **five** (acquisition by eminent domain) blight factors be present for an area to be considered a "blighted area."

Several principles have been developed by Colorado courts to guide the determination of whether an area constitutes a blighted area under the Urban Renewal Law. First, the absence of widespread violation of building and health codes does not, by itself, preclude a finding of blight. According to the courts, "the definition of 'blighted area' contained in [the Urban Renewal Law] is broad and encompasses not only those areas containing properties so dilapidated as to justify

condemnation as nuisances, but also envisions the prevention of deterioration.”
CRS § 31-25-103.

Second, the presence of one well-maintained building does not defeat a determination that an area constitutes a blighted area. Normally, a determination of blight is based upon an area “taken as a whole,” and not on a building-by-building, parcel-by-parcel, or block-by-block basis. *CRS § 31-25-103.*

This report makes a recommendation as to whether the Study Area qualifies as a blighted area based on the number of blight factors identified during the Assessment. As discussed in the following sections, **six** of the eleven factors of blight have been identified within the Study Area indicating that the East Colfax 13th Avenue Station Light Rail Corridor qualifies as a blighted area in all scenarios.

Section 3: Conditions Indicative of the Presence of Blight

As discussed in Section 3, the Colorado Urban Renewal statute provides a list of 11 factors that, through their presence, may allow an area to be declared as blighted. This section elaborates on those 11 factors by describing some of the conditions that might be found within a Study Area that would indicate the presence of those factors.

a. Slum, Deteriorated, or Deteriorating Structures:

During the field reconnaissance of the Study Area, the general condition and level of deterioration of buildings within the Study Area are evaluated. This examination is limited to a visual inspection of the building's exterior condition and is not a detailed engineering or architectural analysis, nor does it include the building's interior. The intent is to document obvious indications of disrepair and deterioration to the exterior of a structure found within the Study Area. Some of the exterior elements observed for signs of deterioration include:

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

b. Predominance of Defective or Inadequate Street Layout:

The presence of this factor is determined through a combination of both field observation as well as an analysis of the existing transportation network and vehicular and pedestrian circulation patterns in the Study Area by persons with expertise in transportation planning and/or traffic engineering. These conditions include:

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

These conditions can affect the adequacy or performance of the transportation system within the Study Area, creating a street layout that is defective or inadequate.

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

This factor requires an analysis of the parcels within the Study Area as to their potential and usefulness as developable sites. Conditions indicative of the presence of this factor include:

- Lots that are long, narrow, or irregularly shaped
- Lots with limited or no access
- Lots that are inadequate in size
- Lots with configurations that result in stagnant, misused, or unused land
- Lots with billboards that have active leases, making redevelopment more difficult

This analysis considers the shape, orientation, and size of undeveloped parcels within the Study Area and if these attributes would negatively impact the potential for development of the parcel. This evaluation is performed both through observation in the field and through an analysis of parcel boundary maps of the Study Area.

d. Unsanitary or Unsafe Conditions:

Conditions observed within the Study Area that qualify under this blight factor include:

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

These represent situations in which the safety of individuals, especially pedestrians and children, may be compromised due to environmental and physical conditions considered to be unsanitary or unsafe.

e. Deterioration of Site or Other Improvements:

The conditions that apply to this blight factor reflect the deterioration of various improvements made on a site other than building structures. These conditions may represent a lack of general maintenance at a site, the physical degradation of

specific improvements, or an improvement that was poorly planned or constructed. Overall, the presence of these conditions can reduce a site's usefulness and desirability and negatively affect nearby properties.

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

f. Unusual Topography or Inadequate Public Improvements or Utilities:

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

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

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

Certain properties can be considered non-marketable making redevelopment overly difficult if they have overly restrictive or prohibitive clauses in their deeds or titles, or if they involve an unusually complex or highly divided ownership arrangement. Examples of conditions considered non-marketable include:

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

h. Existence of Conditions that Endanger Life or Property by Fire or Other Causes:

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

- Sites inaccessible to fire and emergency vehicles
- Fire-prone areas or structures
- Blocked/poorly maintained fire and emergency access routes/frontages
- Insufficient fire and emergency vehicle turning radii
- Properties not in compliance with fire codes or environmental regulations

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:

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

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

j. Environmental Contamination of Buildings or Property:

This factor represents the presence of contamination in the soils, water sources, or other locations within the Study Area and may include:

- Presence of hazardous substances, liquids, or gases
- Presence of Environmental Land Use Controls
- Regulatory Oversight or Corrective Actions
- Presence of Recognized Environmental Conditions

k.5 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:

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

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

Section 4: Study Area Location, Definition, and Description

This Conditions Assessment focuses on the East Colfax RTD 13th Avenue Station Study Area. The Study Area includes both parceled land and unparcelled land. The unparcelled land mainly includes roadways, right of ways, land along Toll Gate Creek and Toll Gate Creek itself. A map outlining each parcel is included in Figure 4.1. The following table includes a list of the parceled properties located within the Study Area boundary, with addresses, parcel numbers, and legal descriptions recorded by the County Assessor Geographic Information System (GIS) databases:

Parcel No.	Address	Legal Description
182131320007 (Adams County)	1600 Potomac St	SUB:GUTHEIL GARDENS DESC: BEG AT A PT ON W LN BLK 6 WHICH PT IS 260 FT N OF S LN SW4 SEC 31/3/66 TH E 383/9 FT TO A PT ON WLY ROW LN S H NO 72 TH ALG SD ROW LN N 04D 08M W 149/6 FT TH N 18D 44M W 79/5 FT TH N 17D 04M W 177/9 FT TH N 17D 58M W 518 FT M/L TO PT ON N LN LOT 3 BLK 5 TH W 140 FT M/L TO PT ON W LN SD BLK 5 TH S ALG W LN BLKS 5 AND 6 891/6 FT M/L TO POB EXC PARC
182131320008 (Adams County)	1520 N Fitzsimons Pkwy	SUB:GUTHEIL GARDENS DESC: PT OF BLKS 5 AND 6 DESC AS FOLS BEG AT PT 260 FT N AND 30 FT E OF SW COR SW4 SEC 31/3/66 SD PT ALSO ON E ROW LN POTOMAC ST TH E 383/90 FT TO PT ON WLY ROW LN INTERSTATE 225 TH N 04D 08M W ALG SD ROW 149/60 FT TH N 18D 44M W 79/50 FT TH N 17D 40M W 177/90 FT TH N 17D 58M W 68/31 FT TH W 276/12 FT TO PT ON E ROW LN POTOMAC ST TH S 460 FT TO POB EXC PARC TO RTD FOR FASTRACKS (REC NO 2016000061404) BLKS 5 AND 6
182131320009 (Adams County)	13721 E Colfax Ave	SUB:GUTHEIL GARDENS BLK:6 DESC: BEG AT PT ON N LN E COLFAX AVE AND W LN BLK 6 WHICH PT IS 110 FT N OF S LN SW4 SEC 31 TH E ALG N LN E COLFAX AVE 180 FT TH N 150 FT TH W 180 FT TO PT ON W LN SD BLK 6 TH S 150 FT TO POB BLK 6
18213132005 (Adams County)	13771 E Colfax Avenue	SUB:GUTHEIL GARDENS BLK:6 DESC: BEG AT A PT ON N LN E COLFAX AVE WHICH PT IS 110 FT N OF S LN SW4 SEC 31/3/66 AND 180 FT E OF W LN BLK 6 TH E 50 FT TH N 150 FT TH W 50 FT TH S 150 FT TO POB EXC PARC TO RTD FOR FASTRACKS (REC NO 2013000071792) (2013 - ENTIRE PARCEL TO REGIONAL TRANSPORTATION DISTRICT (RTD - EXEMPT) PER DEED IN RECEPTION NO 2013000071792. PRORATED FOR 226 DAYS FOR 2013 AND FULL

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Parcel No.	Address	Legal Description
		EXEMPTION FOR 2014.)
18213132010 (Adams County)	13791 E Colfax Ave	SUB:GUTHEIL GARDENS DESC: PT OF BLK 6 DESC AS FOLS BEG AT A PT ON N LN E COLFAX AVE WHICH PT IS 110 FT N OF S LN OF SW4 SEC 31/3/66 AND 230 FT E OF W LN SD BLK 6 TH N 89D 28M E ALG N LN E COLFAX AVE 164/7 FT M/L TO A PT ON WLY ROW LN HIWAY 72 TH N 04D 08M W 150/4 FT M/L TO A PT WHICH IS 150 FT M/L N OF SD N LN OF E COLFAX AVE TH S 89D 28M W 153/9 FT M/L TO A PT 230 FT E OF W LN BLK 6 TH S 0D 27 E 150 FT TO POB EXC PARC TO RTD FOR FASTRACKS (REC NO 2013000071792) (2013 - ENTIRE PARCEL TO REGIONAL TRANSPORTATION DISTRICT (RTD - EXEMPT) PER DEED IN RECEPTION NO 2013000071792. PRORATED FOR 226 DAYS FOR 2013 AND FULL EXEMPTION FOR 2014.)
1975-06-2-00-018 (Arapahoe County)	13750 E Colfax Ave	That Part Of The Nw 1/4 Of Sec 6-4-66 Desc As Beg 40 Ft S & 195 Ft E Of The Nw Cor Of Sd Nw 1/4 Th S 150 Ft Th E 145.69 Ft Th Nw 150.79 Ft To A Pt On The S Row Line Of E Colfax Ave Th W 129.88 Ft To Beg Sec 6-4-66
1975-06-2-00-019 (Arapahoe County)	0 E Colfax Avenue	That Part Of The Nw 1/4 Of Sec 6-4-66 Desc As Beg 347.2 Ft Se Of The Nw Cor Of Sd Sec At A Pt On The S Row Line Of E Colfax Ave Th S 150 Ft Th W 4.31 Ft Th Nw 150.79 Ft To Sd S Row Line Th E 20.12 Ft To Beg Sec 6-4-66
1975-06-2-00-025 (Arapahoe County)	No Address	That Part Of The Nw 1/4 Of Sec 6-4-66 Desc As Beg 70 Ft S & 425 Ft E Of The Nw Cor Of Sd Nw 1/4 Th S 370 Ft Th W 80 Ft Th N 370 Ft Th E 80 Ft To Beg Sec 6-4-66
1975-06-2-00-020 (Arapahoe County)	14100 E Colfax Ave	That Part Of The Nw 1/4 Of Sec 6-4-66 Desc As Beg At The Ne Cor Of Lot 1 Blk 1 H&H Sub Amended At A Pt On The S Row Line Of E Colfax Ave Th E 279.5 Ft M/L Th S 1395.5 Ft To A Pt On The N Row Line Of E 13Th Ave Th W 2.63 Ft Th Alg Curve To Left 147.93 Ft Th Sw 120 Ft Th Alg Curve To Left 242.32 Ft Th Nw 120 Ft Th Alg Curve To Left 3.51 Ft Th N 35.92 Ft Th W 100 Ft To A Pt On The E Row Line Of Int
1975-06-2-04-001 (Arapahoe County)	No Address	Lot 1 Blk 1 H & H Sub Amended
1975-06-2-00-021 (Arapahoe County)	0 E Colfax Avenue	That Part Of The Nw 1/4 Of Sec 6-4-66 Desc As Beg 827.66 Ft W Of The Se Cor Of Sd Nw 1/4 At The Sw Cor Of Blk 4 Mobile Home Estates Subdivision Th W 334.53 Ft Th Nw 441.86 Ft Th

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Parcel No.	Address	Legal Description
		N 906.41 Ft To A Pt On The S Row Line Of E 13Th Ave Th E 11.7 Ft Th Alg Curve Rt 69.56 Ft Th Se 120 Ft Th Alg Curve To Left 295.86 Ft Th Ne 120 Ft Th Alg Curve Rt 121.16 Ft Th S 1150.17 Ft To Beg Sec 6-4-66
1975-06-3-14-005 (Arapahoe County)	No Address	Tract C Tollgate Commercial Sub 1st Flg
1975-06-3-14-012 (Arapahoe County)	No Address	That Part Of Lot 3 Tollgate Commercial Subdivision Filing No. 1 Desc As Beg At The Sw Cor Of Sd Lot Th Nw 575.1 Ft Th Se 187.93 Ft Th Alg Curve To Left 341.59 Ft Th Se 63.2 Ft & 63.32 Ft To A Pt On The S Line Of Sd Lot Th Sw 89.2 Ft To Beg Tollgate Commercial Subdivision Filing No. 1
1975-06-3-14-013 (Arapahoe County)	No Address	Lot 3 Tollgate Commercial Subdivision Filing No. 1 Ex That Part Desc As Beg At The Sw Cor Of Sd Lot Th Nw 575.1 Ft Th Se 187.93 Ft Th Alg Curve To Left 341.59 Ft Th Se 63.2 Ft & 63.32 Ft To A Pt On The S Line Of Sd Lot Th Sw 89.2 Ft To Beg Tollgate Commercial Subdivision Filing No. 1
1975-06-3-14-004 (Arapahoe County)	No address	Lot 4 Tollgate Commercial Sub 1st Flg
1975-06-3-14-015 (Arapahoe County)	No address	Lot 2 Tollgate Commercial Subdivision Filing No. 1 Ex That Part Desc As Beg At The Nw Cor Of Sd Lot Th Ne 89.2 Ft Th Se 98.35 Ft & 51.99 Ft Th Alg Curve Rt 163.39 Ft To A Pt On The S Line Of Sd Lot Th Sw 78.04 Ft Th Nw 313.32 Ft To Beg Tollgate Commercial Subdivision Filing No. 1
1975-06-3-14-014 (Arapahoe County)	No Address	That Part Of Lot 2 Tollgate Commercial Subdivision Filing No. 1 Desc As Beg At The Nw Cor Of Sd Lot Th Ne 89.2 Ft Th Se 98.35 Ft & 51.99 Ft Th Alg Curve Rt 163.39 Ft To A Pt On The S Line Of Sd Lot Th Sw 78.04 Ft Th Nw 313.32 Ft To Beg Tollgate Commercial Subdivision Filing No. 1
1975-06-3-14-016 (Arapahoe County)	No Address	That Part Of Lot 1 Tollgate Commercial Subdivision Filing No. 1 Desc As Comm At The Sw Cor Of Sd Lot Th Alg Curve Rt 16.12 Ft To The Pob Th Alg Curve Rt 160.33 Ft Th Nw 403.88 Ft Th Ne 78.04 Ft Th Alg Curve Rt 43.52 Ft Th Sw 51.99 Ft & 204.62 Ft Th Alg Curve To Left 263.04 Ft To Beg Tollgate Commercial Subdivision Filing No. 1
1975-06-3-14-	No Address	Lot 1 Tollgate Commercial Subdivision Filing

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Parcel No.	Address	Legal Description
017 (Arapahoe County)		No. 1 Ex That Part Desc As Comm At The Sw Cor Of Sd Lot Th Alg Curve Rt 16.12 Ft To The Pob Th Alg Curve Rt 160.33 Ft Th Nw 403.88 Ft Th Ne 78.04 Ft Th Alg Curve Rt 43.52 Ft Th Sw 51.99 Ft & 204.62 Ft Th Alg Curve To Left 263.04 Ft To Beg & Ex That Part Desc As Beg At The Se Cor Of Sd Lot Th W 45.89 Ft & 18.93 Ft Th N 67.78 Ft Th Se 27.39 Ft & 66.4 Ft T
1975-06-3-03-026 (Arapahoe County)	No Address	That Part Of Lot 2 Desc As Beg At Se Cor Of Sd Lot Th N 44.76 Ft Th Sw 23.16 Ft To A Pt On Nely Row Line Of Dillon Way Th Se 26.11 Ft To Beg Blk 1 Casa Grande
1975-06-3-03-028 (Arapahoe County)	No Address	Tri Tract Lying In Sw Cor Of Lot 2 Blk 1 Casa Grande Desc As 62.13 Ft X 70 Ft X 25 Ft M/L Blk 1 Casa Grande
1975-06-3-14-010 (Arapahoe County)	No Address	That Part Of Lot 1 Tollgate Commercial Sub 1st Flg Desc As Beg 45.89 Ft W Of The Se Cor Of Sd Lot Th W 18.93 Ft Th N 67.78 Ft Th Se 27.39 Ft Th S 47.99 Ft To Beg Tollgate Commercial Sub 1st Flg
1975-06-3-14-011 (Arapahoe County)	No Address	That Part Of Lot 1 Tollgate Commercial Sub 1st Flg Desc As Beg At The Se Cor Of Sd Lot Th W 45.89 Ft Th N 47.99 Ft Th Se 66.4 Ft To Beg Tollgate Commercial Sub 1st Flg
1975-06-3-03-006* (Arapahoe County)	1030 Cimarron Circle	Lot 1 Blk 1 Tollgate Apartments

**The site area includes a portion of parcel 1975-06-3-03-006 along the eastern boundary see Figure 4.1 for complete parcel map.*

Figure 4.1: Adams County Parcel Map



Section 5: Survey Findings

The overall findings of the East Colfax 13th Avenue RTD Light Rail Corridor Conditions Assessment are presented below in a format that mirrors the list of factors and conditions of blight discussed in Section 3.

a. Slum, Deteriorated, or Deteriorating Structures

Slum, deteriorated, or deteriorating structures refers to current buildings that exist within the Study Area. Although a small amount of deterioration was identified in buildings within the Study Area, the amount of deterioration and the number of properties exhibiting deterioration does not rise to the level of a condition of blight for the Study Area as a whole.

No finding of Deterioration of Site or Other Improvements has been made.

b. Predominance of Defective or Inadequate Street Layout

Based on the size of the Study Area, configuration of the streets, layout of the parcels within the Study Area, the position of Toll Gate Creek corridor, and the presence of the RTD light railway; defective or inadequate traffic circulation (both vehicular and pedestrian) throughout the Study Area is an issue. A breakdown of defective or inadequate street layout is outlined below:

- *Northern portion of the Study Area (Adams County parcels). 17th Avenue,*



constructed in 2010-2011, is the preferred (shortest) route for pedestrian access to the Colfax corridor business district. Toll Gate Creek, I-225, grade-separated 17th Place, and the RTD light rail limit pedestrian access to the Fitzsimons campus and to major retail and transportation corridors along Colfax Avenue.

Although the roadway is adequate for the current vehicular traffic volume, there are some issues regarding pedestrian traffic including no sidewalks along 17th Avenue and no sidewalks along the eastern

**Evidence of Lack of sidewalk at northwestern portion of site west of self-storage building.*

side of Fitzsimons Parkway. Pedestrian traffic is therefore required to cross the high-speed light rail tracks at 17th Avenue, then cross a major thoroughfare, Fitzsimons Parkway, at a signaled intersection. Although adequate pedestrian protections are in place (light rail crossing signage and gates- and signal-protected crossings), evidence of pedestrian traffic along the east side of Fitzsimons Parkway (no sidewalks) was observed.

- *Southern portion of the Study Area (Arapahoe County parcels)* Defective and inadequate street layout is present within the southern portion of the Study Area, with several Arapahoe County parcels inaccessible by streets or sidewalks, and other parcels accessed by streets that were not designed for additional load. East 13th Avenue, for example, is the only route of vehicular traffic access to the RTD Park and Ride for the 13th Avenue Light Rail Station. Furthermore, under current fire/life safety standards, the site cannot be redeveloped with dense Transit-oriented development (TOD) as specified by the zoning guidelines. This same problem impedes development on the vacant property south of the creek.

Aurora Meadows, a large apartment complex, bounds the study area to the south. Dillon Way is the only established road that accesses this area and does not have any sidewalks, ending in a cul-de-sac resulting in a single access point. Sidewalks are also not present along Dillon Way creating additional pedestrian traffic along the roadway.

Within the southern portion of the Study Area are several parcels of land that do not have any means of vehicular access. Development of these parcels will require construction of roadways, likely by extending Dillon Way to the north. The additional traffic from new development would also likely require upgrades to Dillon Way north of 6th Avenue.

Figure 5.1 details the access issues for pedestrians and *Figure 5.2* outlines the pedestrian crossing at 17th Avenue and Fitzsimons Parkway.

Figure 5.1: Pedestrian Access Issues

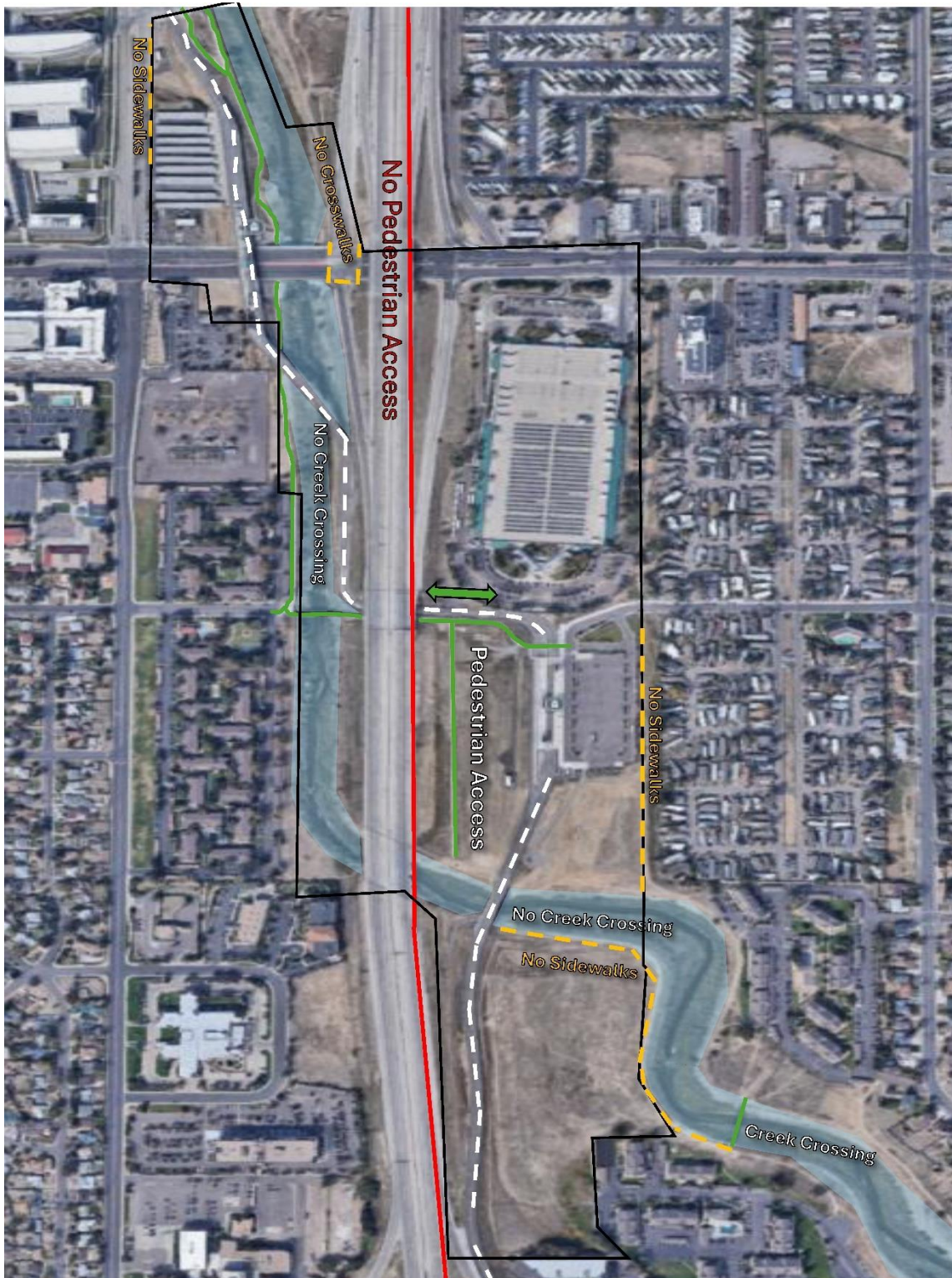
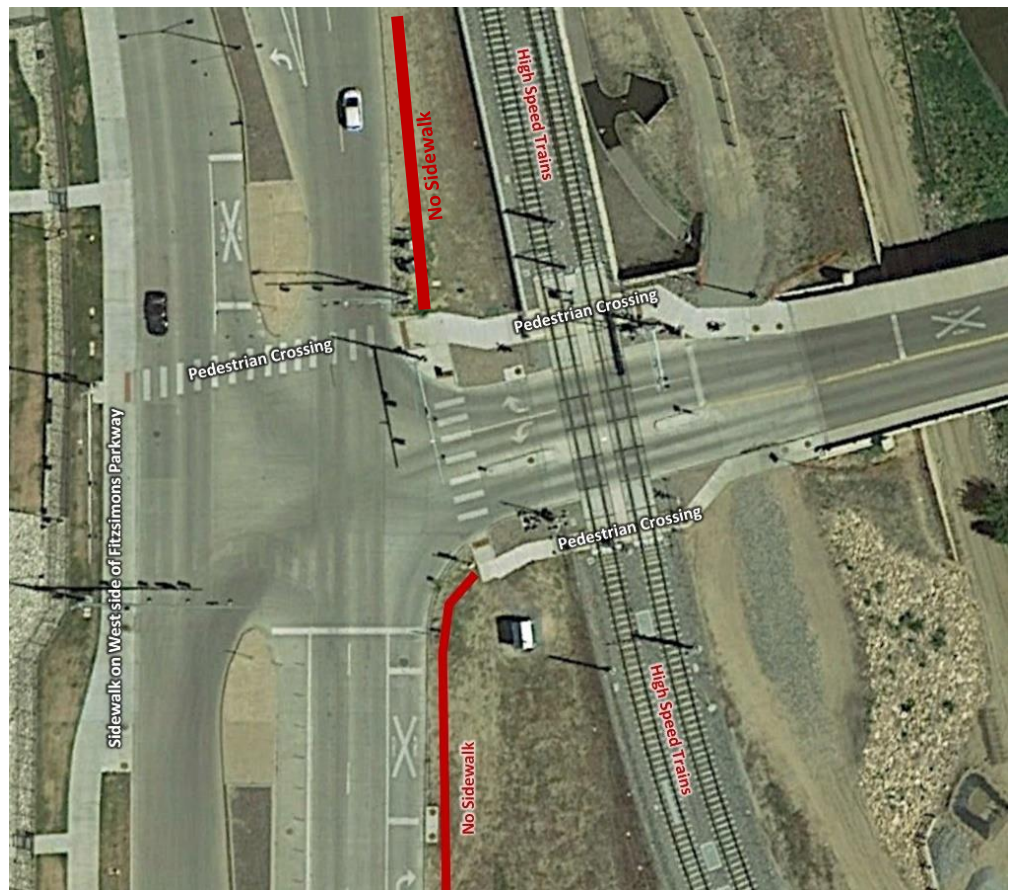


Figure 5.2: Fitzsimons and 17th Avenue Parkway Pedestrian Crossing



Blight Factor: Predominance of Defective or Inadequate Street Layout is present.

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

Faulty street layout often produces faulty lots, particularly when vehicular access is impacted. Other causes of faulty lot layout can include the presence of natural features (such as creeks) or manmade features (such as the presence of highways, rail roads, etc). Commercial properties that lack access or visibility are at a significant disadvantage compared to those with adequate access/visibility and are, in many cases undervalued.

In addition to visibility and access constraints, the size and shape of a property can impact a parcel's utilization. Irregularly shaped parcels, inadequately shaped parcels, or parcels with natural or man-made obstacles can lead to undeveloped or inaccessible areas within the parcel itself, while small parcels may have little development value.

The Study Area has several parcels of land (both in the northern portion of the Study Area and the southern portion of the Study Area) that can be considered

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inaccessible, odd-sized or shaped, and generally inadequate for development. The following Table identifies parcels within the Study Area that are considered faulty in relation to size, adequacy, accessibility, or usefulness.

Parcel No.	Faulty Lot Layout
0182131320005 (Adams County)	<i>Usefulness, size.</i> The size and location of this parcel (between two larger parcels) would make redevelopment difficult.
1975-06-2-00-019 (Arapahoe County)	<i>Usefulness, size.</i> The size and location of this parcel (between two larger parcels) would make redevelopment difficult. In addition, the elevated RTD light rail goes through this property.
1975-06-2-00-025 (Arapahoe County)	<i>Usefulness, size.</i> This parcel, owned by RTD, is crossed by an elevated portion of the RTD light rail tracks. The northern portion of the property is not accessible to Colfax Avenue and will likely remain undeveloped.
1975-06-2-00-021 (Arapahoe County)	<i>Usefulness, partial access limitations.</i> This parcel, owned by RTD, is the location of the 13 th Avenue Park and Ride and Light Rail Station. Less than half of the parcel is developed. The western half of the property (approximately 6 acres) remains inaccessible and undevelopable. The southern portion of the parcel, although it could be accessed through the southern portion of the parking area, is undeveloped. Because this is a “commercial” property, its visibility to main thoroughfares is important. Its limited accessibility and layout makes this parcel difficult to find and not readily accessible to any major thoroughfares. Any future development in the area immediately surrounding the RTD Station would be at a competitive disadvantage relative to other transportation-oriented development areas.

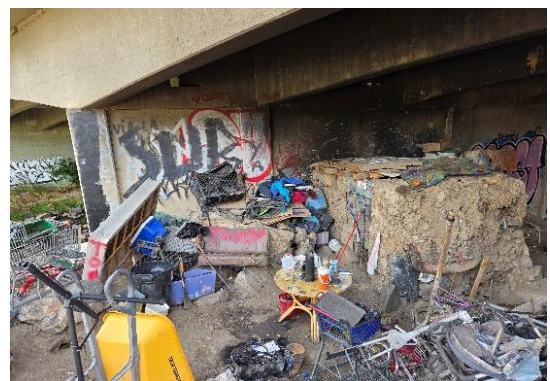
Parcel No.	Faulty Lot Layout
1975-06-3-14-005 1975-06-3-03-028 1975-06-3-14-010 1975-06-3-14-011 1975-06-3-14-008 (Arapahoe County)	<i>Usefulness, size, accessibility.</i> These small parcels are not accessible and are too small for development. These parcels would be more useful if incorporated into adjacent parcels.
1975-06-3-03-026 (Arapahoe County)	<i>Usefulness, size.</i> The size and location of this parcel (between two larger parcels) limits the beneficial uses for redevelopment activities.
1975-06-3-14-013 1975-06-3-14-004 1975-06-3-14-015 1975-06-3-14-017 (Arapahoe County)	<i>Inaccessible.</i> Currently there are no roadways or other means available for vehicular access. These parcels would require the extension of Dillon Way for accessibility prior to development.

Blight Factor: Faulty Lot Layout is present.

d. Unsanitary or Unsafe Conditions

Many factors can contribute to unsanitary or unsafe conditions including insufficient infrastructure improvements (e.g. inadequate lighting or a lack of sidewalks or other pedestrian protections), high crime, homelessness, a lack of public safety protection (e.g., undermanned or overworked police forces or a lack of readily available fire protection equipment) and unsafe physical conditions (natural or man-made).

During the field survey, Matrix observed numerous conditions at and near the Study Area that could be considered unsanitary and/or unsafe. The following



**Evidence of graffiti, homeless encampments and debris.*



**Evidence of graffiti, homeless encampments and debris.*

sections discuss unsanitary/unsafe conditions observed within or near the Study Area boundary.

Homelessness: Evidence of homelessness including campfire pits, tents, a mud hut, mattresses, shopping carts, debris, and personal items were observed nestled under an overpass next to the I-225S in the southern portion of the Study Area.

Evidence of homelessness including a tent hidden in the brush was also observed along Toll Gate Creek near the northern portion of the study area.

The presence of homeless camps can lead to unsanitary and/or unsafe conditions in the area.

Light Rail Tracks: Although the RTD light rail system is a significant asset for the area, it also presents a pedestrian safety concern. The presence of the RTD light Rail system in densely developed residential areas may be a safety concern to pedestrians or children living in the area. The RTD light rail tracks run from north to south throughout the Study Area and have limited pedestrian crossings. Although



**Evidence of homeless encampments.*

the tracks are protected by grade separation, fencing, and signage in many areas, any transit- adjacent development must be carefully designed, taking into account the high voltage equipment and pedestrian safety.

Illegal Dumping: A significant amount of illegal dumping was identified along the banks of Toll Gate Creek at Dillon Way in the southern portion of the Study Area. Illegal dumping can be considered unsanitary or unsafe.



**Evidence of illegal trash dumping.*

Lack of Sidewalks: The east side of Fitzsimons Parkway does not have a sidewalk or protections for pedestrian traffic on the northern portion of the study area. Evidence of significant pedestrian traffic walking along the east side of the street was observed in the form of a well-worn path through the grass. A lack of sidewalks creates an unsafe condition for pedestrian traffic at the Study Area.

Floodplains: The presence of Toll Gate Creek and associated flood plains can be unsafe for many reasons. Flash flooding can be an imminent source of danger for pedestrians or children playing along the creek and structures located within the 100- or 500-year flood area may also be at risk. Matrix reviewed the Federal Emergency Management Agency (FEMA) floodplain database and applicable Letters of Map Revisions (LOMR)s for Toll Gate Creek at the Study Area and estimates that approximately 30% of the Study Area is located within the Regulatory floodway designated as Zone AE and more than 97% of the Study Area is designated as Zone X (Shaded) with at least a 0.2% annual chance for flood hazard. Figure 5.3 shows the FEMA Floodplain designations for the area.

Crime: The Aurora police department participates in the Federal Bureau of Investigation (FBI) Uniform Crime Reporting System (UCR) database and voluntarily reports Violent Crime (murder, rape, aggravated assault, and robbery) and Property Crime (burglary, larceny, and motor vehicle theft).

Matrix reviewed annual crime data for the Aurora area along Colfax Avenue including the Study Area. As indicated in *Figure 5.4: Crime Density Map*, the area with higher annual crime is located along the East Colfax Avenue corridor that transects the northern portion of the Study Area.



**Evidence of graffiti and tagging.*

Evidence of graffiti (tagging) and other indicators of criminal activity can also point to higher crime and unsafe conditions. During the site reconnaissance, instances of tagging were observed on the overpass, walls, on public utility boxes, and on fencing.

Figure 5.4: Crime Density Map

Legend

- Well Below Avg:
- Slightly Below Avg:
- Slightly Above Avg:
- Well Above Avg:

e. Deterioration of Site or Other Improvements

No finding of Deterioration of Site or Other Improvements has been made.

f. Unusual Topography or Inadequate Public Improvements or Utilities

As discussed in several sections above, many of the parcels in the Study Area, especially those south of Colfax Avenue, lack adequate infrastructure (streets,



sidewalks, utilities, drainage improvements, etc.) necessary for development. For example, the expansion of Dillon Way in the southern portion of the Study Area would be required to access many parcels in Arapahoe County, and utility corridors to these parcels would also be required prior to development.

**Evidence of lack of accessibility.*

In addition, a significant portion of the Study Area is impacted by Toll Gate Creek and its associated floodplain. The presence of the creek presents several logistical challenges to development by limiting the amount of developable space to provide public improvements and providing accessibility barriers.

Blight Factor: Unusual Topography or Inadequate Public Improvements or Utilities is present

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

Conditions within the Study Area are not expected to render the Title Non-marketable.

This blight factor is not considered to be present in the Study Area.

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

This blight factor may be present when site and/or building maintenance or use contributes to conditions that may physically expose site users to potentially dangerous conditions. The factor may also include increased threats from fire or other causes due to site conditions. Although Matrix identified an area with signs of fire activity, the extent of this area did not threaten life or property and no other conditions indicating danger to life or property by fire or other causes were identified as part of this assessment.

This blight factor is not considered to be present in the Study Area.

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

This blight factor is typically related to deterioration of buildings and site or other improvements (blight factors a. and e.) and is said to be present when conditions exist that could be considered dangerous to the extent that habitation and/or daily use is unsafe or unhealthy. Buildings, facilities, or other primary improvements that would potentially pose a danger to the extent required for this factor of blight were not identified during the onsite assessment.

This blight factor is not considered to present in the Study Area.

j. Environmental Contamination of Buildings or Property

Environmental conditions include the presence or likely presence of contamination in the soils, water sources, or other locations within the Study Area. Matrix contracted Environmental Risk Information Services (ERIS) to complete a database search for potential historical environmental conditions. The ERIS report identified the following areas of environmental concern:

- *Asbestos in Soil:* Prior to construction of the RTD light rail tracks, asbestos containing materials (ACM) were identified within urban infill at the current 13th Avenue RTD Station (Arapahoe County Parcel No. 1975-06-2-00-021). Hudspeth & Associates (Hudspeth) was contracted to complete an abatement of the identified Transite in August 2013. Remediation included clearance of surficial ACM in a gridded area and clearance by a CDPHE-certified asbestos building inspector (CABI). The remediation did not include removal or investigation of potential subsurface ACM, even though the report noted that some of the ACM in the area appeared to have been brought to the ground surface by burrowing prairie dogs. Matrix notes that Transite materials are considered non-friable. Furthermore, the identified area is limited to a single parcel of land at the site areas. However, ACM's may still be present below the ground surface within the Study Area boundary, thus an environmental condition is present.
- Multiple spill events within the study area boundaries were reported to Colorado Department of Public Health and Environment (CDPHE). A February 1990 gasoline spill of approximately 30 gallons was reported to CDPHE at 14100 East Colfax Avenue. In September 1994 an estimated 60 gallons of diesel was released at 14100 East Colfax Avenue. An April 2004 oil spill was also reported to the CDPHE with an unknown quantity at 14100 East Colfax Avenue.

- An Environmental Baseline Survey for Fitzsimons Army Medical Center completed in May 1996 identified a landfill (Landfill No. 4) located along Toll Gate Creek in the northern portion of the Study Area. Groundwater contamination from this landfill has historically been detected at concentrations exceeding regulatory levels. Landfill No. 4 has been remediated and has received closure from the CDPHE.
- Several leaking underground storage tank (LUST) sites were identified along the Colfax corridor upgradient to and within an eighth of a mile from the Study Area boundary. Petroleum-contaminated groundwater from these potential source areas have the potential to impact the Study Area.

Blight Factor: Environmental Contamination of Buildings or Property exists.

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

Vacancy and underutilization are present within the Study Area. As outlined in previous sections, a majority of the Study Area consists of vacant, undeveloped parcels with no public services present.

Because of the lack of development, vacancies, and underutilization and the significant amount of infrastructure upgrades that would be required for development, especially along a major transportation corridor the study area meets the criteria for the presence of substantial physical underutilization.

Blight Factor: Substantial Underutilization or vacancy of sites, buildings, or other improvements is present.

Section 6: Conditions Assessment Summary and Conclusion

Within the entire Study Area, **six** of the eleven blight factors were identified as being present. The blight factors identified within the Study Area include:

- 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
- f. Unusual topography or inadequate public improvements or utilities
- 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.

As discussed in Section 2, in order for an area to meet the definition of blight, a certain number of the eleven blight factors identified in the Colorado Urban Renewal Law must be found within the Study Area. Four of the eleven factors is the required minimum, unless eminent domain is to be used, then the required minimum is five of the eleven factors.

It is the conclusion of this Conditions Assessment that **six** blight factors identified within the Study Area exhibited significant levels of blight. Those six factors exceed the minimum required number under Colorado Urban Renewal Law to consider the Study Area a “blighted area”.