



City of Leadville, CO

Central Leadville Urban Renewal Plan

18 June 2019

Prepared for:

Leadville City Council

Leadville Urban Renewal Authority (LURA)

Leadville Residents and Stakeholders

Presented by:



Ricker | Cunningham

Anne Ricker
Principal and Owner
Redevelopment Specialist



Creating an Urban Renewal Area

- Determine survey and plan area boundaries
- Notify property owners (and business interests prior to the public hearing) within its boundaries
- Verify presence and location of conditions contributing to “blight” as defined by the statute
- Prepare **conditions survey report**
- Present survey findings to urban renewal entity and council for acceptance *
- Complete market assessment of known and potential develops in order to inform impact report
- Define future role of urban renewal area in community and investment intentions
- Identify elements of comprehensive plan the urban renewal plan could advance
- Prepare **urban renewal plan**
- Quantify (tax increment finance – TIF) potential impact of new investment within area
- Complete **impact reports** for county and other impacted taxing bodies
- Negotiate sharing of incremental resources with taxing entities
- Present reports and plan to urban renewal entity for referral and adoption by council
- Work with property and business owners to implement plan objectives and remediate adverse conditions

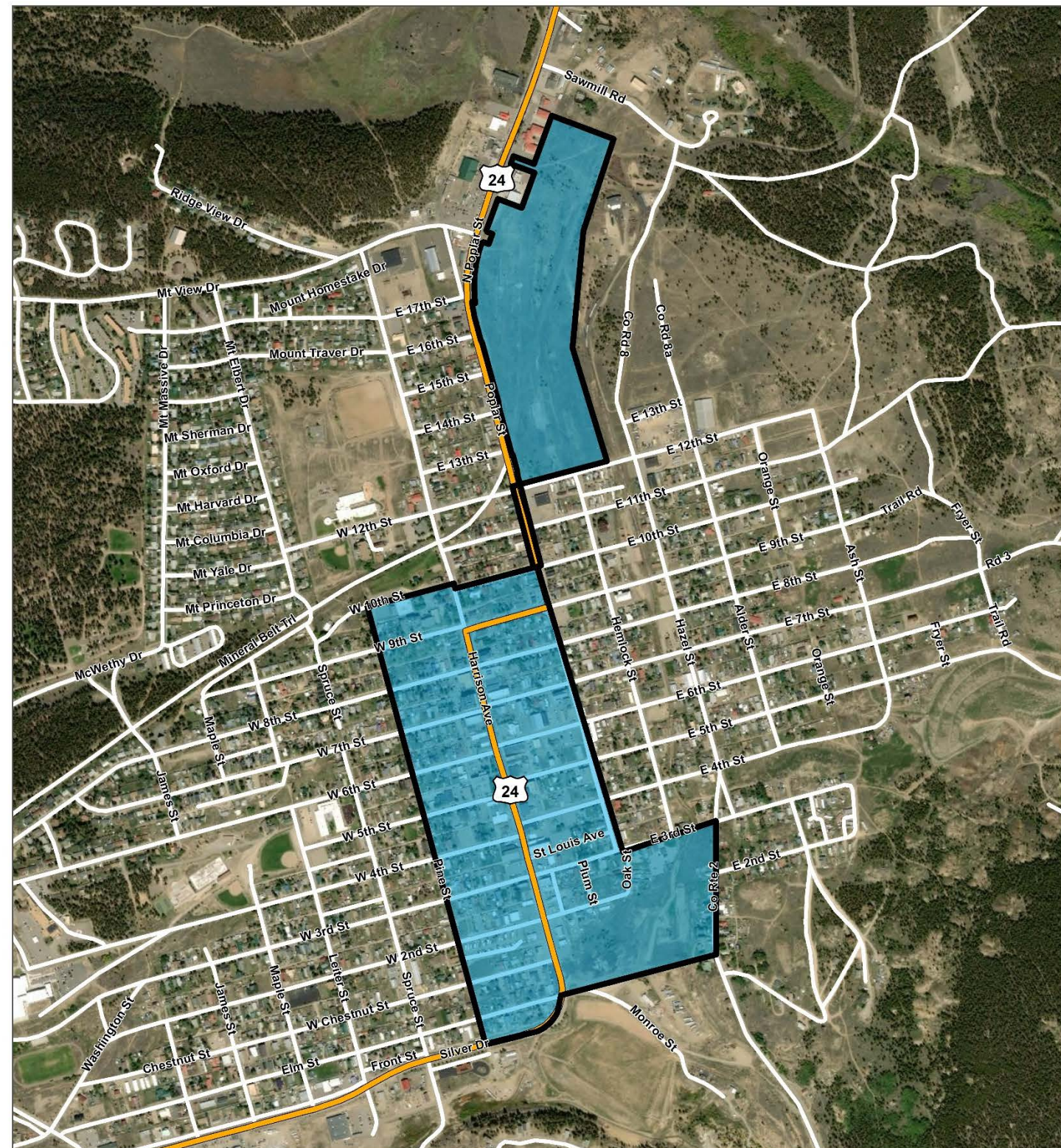
* Presentation to Council may occur in conjunction with presentation of final urban renewal plan.



Conditions Survey Report



Survey Area Boundary



Boundary Description:

Properties along .. both sides of Harrison Avenue between Elm and Monroe Streets on the south and 10th Street on the north, including the National Mining Hall of Fame and Museum; in addition to the northern extent of State Highway 24 and railyard property located between East 12th Street and Sawmill Road.



SOURCE: US Census and ESRI
Date: Thursday, May 2, 2019

Central Leadville Urban Renewal Plan Area Boundary



Survey Area Characteristics

Area Description:

Approximately 370 **parcels**

Approximately 330 **acres**

Over 300 **parcel owners or owner entities**

Complete parcels (public and private) and **rights-of-way**

Located within the **Historic Conservation Overlay District** and including **the Railyard Property**

Total land and improvement **actual value** = \$62.0 million

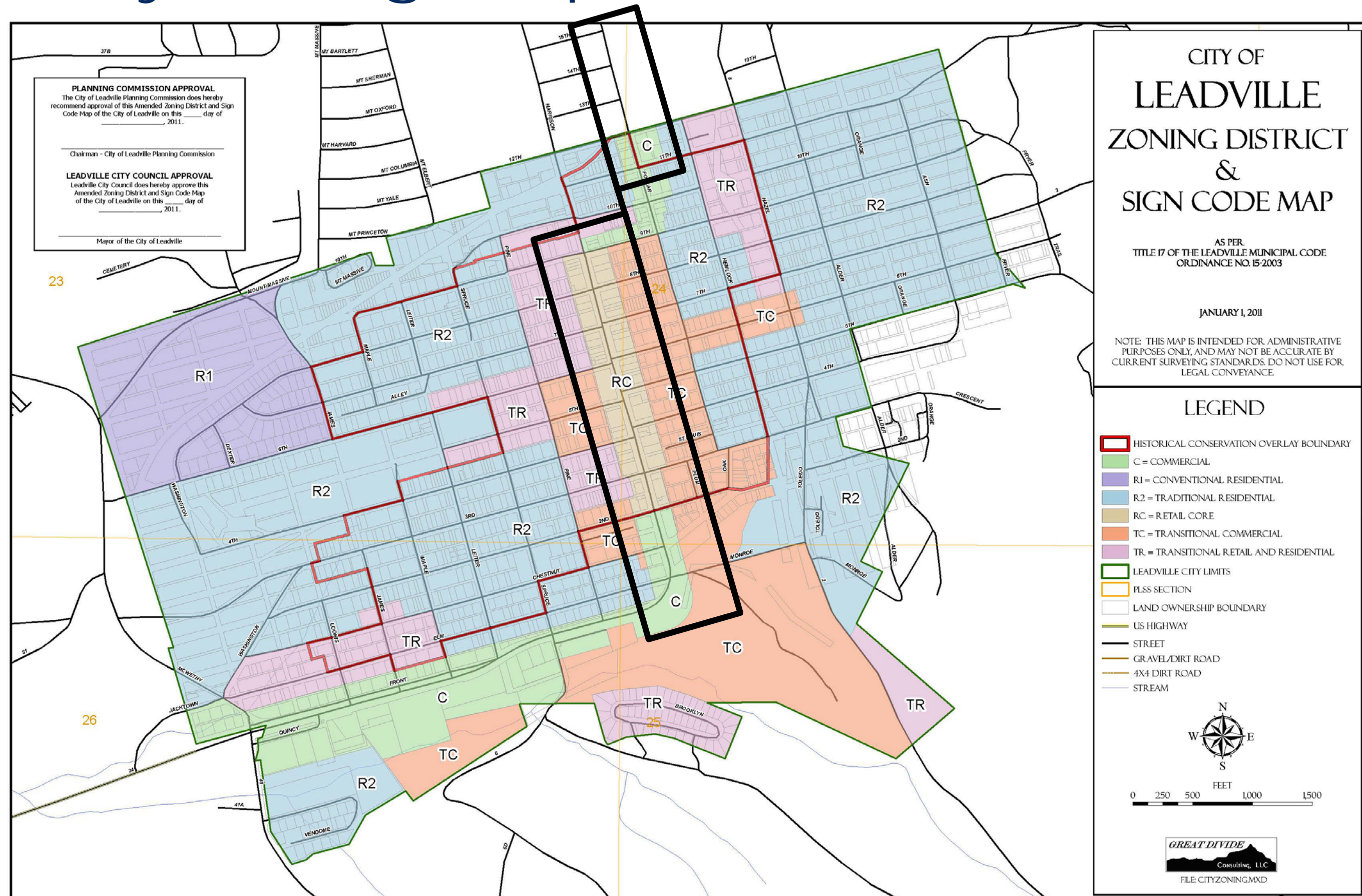
Total land and improvement **assessed value** = \$8.7 million (14% of actual value)

Uses – Historic Structures, Commercial Businesses, Residential Structures, Vacant Land

Statutory Factors Present - Eleven (11) of 11



City Zoning Map



Zoning Categories in Survey Area

Chapter 17.32 COMMERCIAL/ HIGHWAY BUSINESS (C) DISTRICT

17.32.010 General requirements.

This district is created for the purposes of providing for tourism and automobile oriented business and commercial, office and retail services along the city's major highway approaches, and providing for the scenic and visual enhancement of those major highway approaches to Leadville. Consequently, the visual appearance and contribution to attractiveness of Leadville's gateways shall be a significant characteristic of all new and expanded development in this district.

Chapter 17.28 RETAIL CORE (RC) DISTRICT

17.28.010 General requirements.

This district is created to encompass the principal retail and commercial core of the city, often with residential and office use on the upper floors of multi-story structures and intensive pedestrian shopping and sightseeing along the principal rights-of-way in the district. Streetscaping amenities along with rear or alleyway delivery facilities are particularly encouraged in this business and tourism oriented district.

Chapter 17.24 TRANSITIONAL RETAIL/RESIDENTIAL (TR) DISTRICT

17.24.010 General requirements.

This district is created to allow traditional residential occupation in association with commercial business uses so long as such mixed land usage does not produce significant or objectionable levels of traffic, noise, dust or other adverse side effects not compatible with residential occupation.



Statutory Definition of “Blight”

A determination of blight is a cumulative conclusion based on the presence of several physical, environmental, and social factors defined by state law. In reality, blight is often attributable to a multiplicity of conditions, which, in combination, tend to contribute to the phenomenon of deterioration of an area. For purposes of this Survey, the definition of a blighted area is based upon the definition articulated in the Colorado Urban Renewal Law, as follows:

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

- (a) Slum, deteriorated, or deteriorating structures;*
- (b) Predominance of defective or inadequate street layout;*
- (c) Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;*
- (d) Unsanitary or unsafe conditions;*
- (e) Deterioration of site or other improvements;*
- (f) Unusual topography or inadequate public improvements or utilities;*
- (g) Defective or unusual conditions of title rendering the title non-marketable;*
- (h) The existence of conditions that endanger life or property by fire or other causes;*
- (i) Buildings that are unsafe or unhealthy for persons to live or work in because of building code violations, dilapidations, deterioration, defective design, physical construction, or faulty or inadequate facilities;*
- (j) Environmental contamination of buildings or property;*
- (k.5) The existence of health, safety, or welfare factors requiring high levels of municipal services or substantial physical underutilization or vacancy of sites, buildings, or other improvements;*

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



Findings by Factor

Conditions and improvements associated with this factor are listed below. Those observed or identified within the Survey Area that are present and deemed adverse or in disrepair, or absent and determined to be essential, are presented in **blue**.

a. Slum, Deteriorated, or Deteriorating Structures

Roof

Walls, Fascia, Soffits

Foundation

Gutters / Downspouts

Exterior Finishes

Windows and Doors

Stairways / Fire Escapes

Mechanical Equipment

Loading areas

Fences / Walls / Gates

Other Structures

Numerous properties, both occupied and abandoned, exhibited visible damage to the items identified above.



Findings by Factor

Conditions and improvements associated with this factor are listed below. Those observed or identified within the Survey Area that are present and deemed adverse or in disrepair, or absent and determined to be essential, are presented in blue.



b. Predominance of Defective or Inadequate Street Layout

Vehicular Access

Internal Circulation

Driveway Definition / Curbcuts

Parking Layout Substandard

Accommodations for Non-Vehicular Mobility

Traffic Accident History *

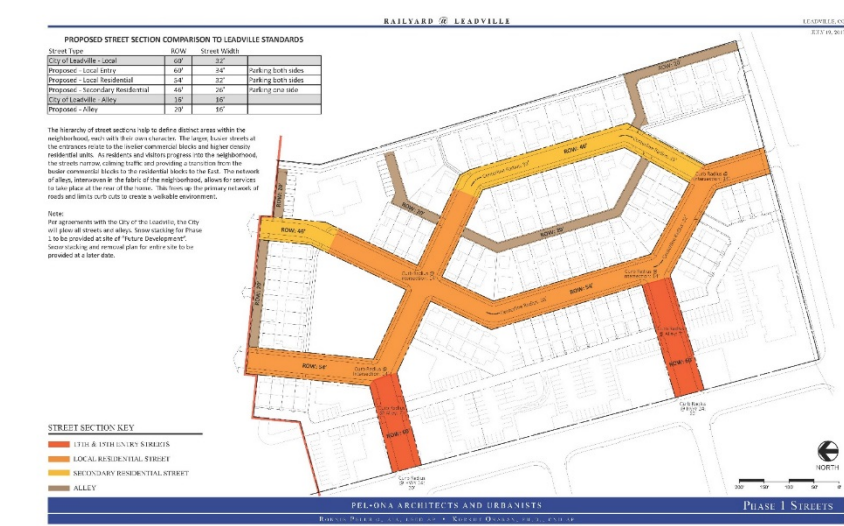


Numerous instances of roadway conditions, including a lack of appropriate accommodations for safe vehicular and non-vehicular movement, and deteriorating infrastructure, were both visible and confirmed by discussions with local officials.

* As of the date of this report, no information was available regarding traffic incidents.

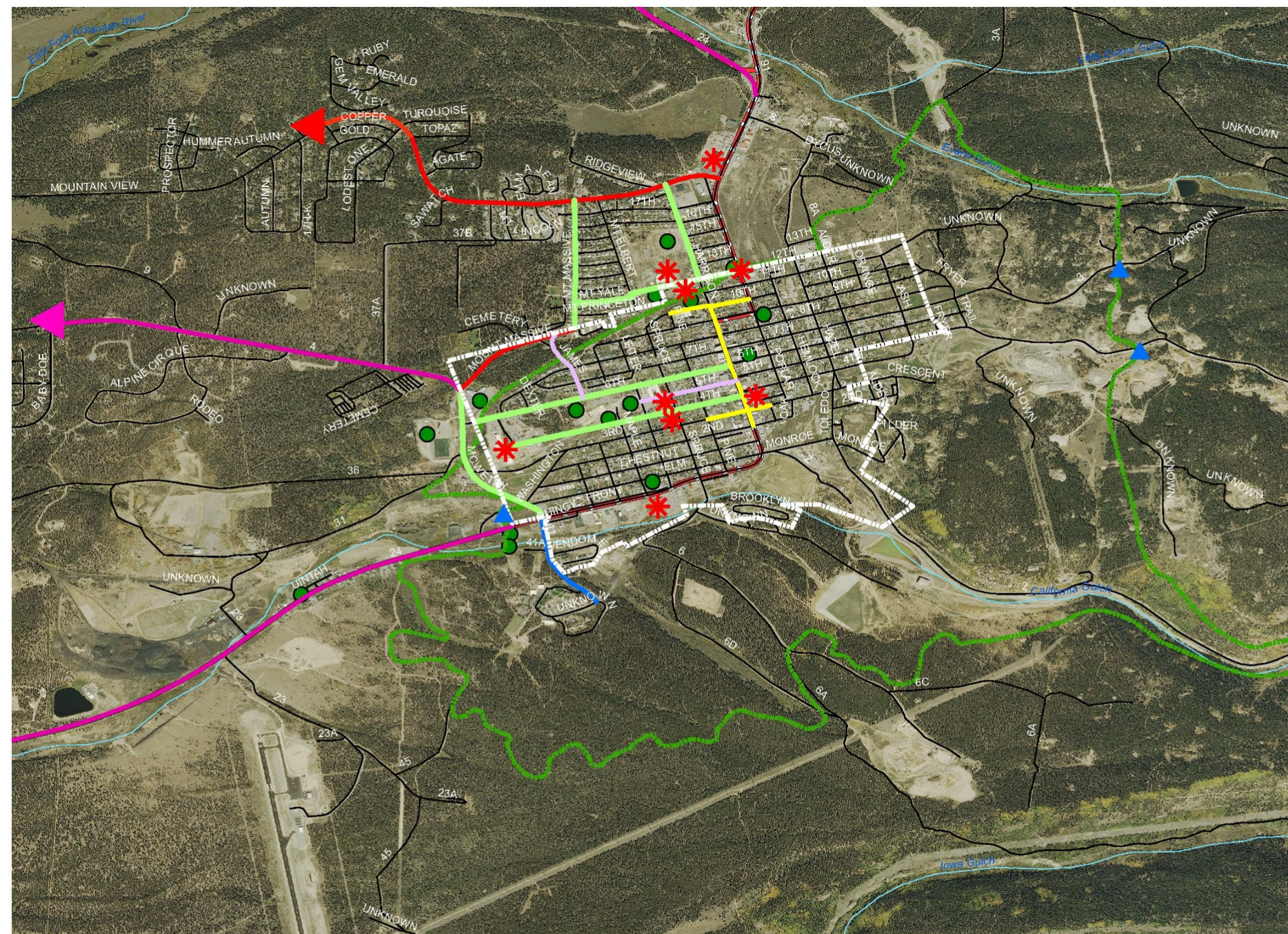
A lack of roads within large parcels has also been determined to contribute to unsafe conditions.

Railyard Property Proposed Street Plan



Pedestrian and Bike Corridors Map

The Leadville Comprehensive Plan identifies the location of numerous pedestrian and bike improvements that are necessary to safely accommodate non-vehicular movement, as well as advance strategic community objectives. Few, if any, have been completed.



This DRAFT PRODUCT map was created using Lake County GIS digital data, but this is a secondary product, not verified or authorized by the County. Parcel data reflects available data, which is not complete.

1:24,000



Multi-Modal Strategies Pedestrian and Bike Corridors Map

Lake County and City of Leadville
Coordinated Comprehensive Plans Update

Legend

Regional Connections

These corridors, primarily along Highway 24 and County Road 6, are characterized by soft shoulders and heavy traffic. They connect important residential areas to the City's infrastructure and represent opportunities sidewalks and/or parallel pathways.

CMC Bike Connection

The connection between the City and CMC should include a detached pathway or bike/pedestrian lane and safe highway crossing.

Important Sidewalk Connection

These segments of sidewalk improvement will connect pedestrian traffic from Mt. Massive along James Street to the Mineral Belt Trail and the City's grid, as well as from Harrison Avenue to the school.

Bike/Pedestrian Safety Concerns

These areas also have significant safety issues and provide an opportunity to connect residential areas with the internal circulation system.

Important Walking/Biking Routes

These corridors represent the connective backbone for pedestrian and bicycle circulation with the City. Investment should focus on sidewalk improvements and bike lanes where feasible.

Downtown Retail Core

The Downtown core spines represent areas where traffic should be slowed, walkability encouraged and beautification of public realm. Particular focus should be in creating public spaces for gathering and passive enjoyment, while enhancing human scale experiences.

Mineral Belt Access Points

Access points to the trail should include the use of interpretive and wayfinding signage and formalized parking where appropriate.

Leadville Boundary

- Road Network
- * Origins and Destinations
- Parks
- Mineral Belt Trail



Findings by Factor

Conditions and improvements associated with this factor are listed below. Those observed or identified within the Survey Area that are present and deemed adverse or in disrepair, or absent and determined to be essential, are presented in blue.

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

Faulty Lot Shape or Layout

Vehicular Access

Inadequate Lot Size

Whereas conditions related to the presence of Factor c, are either similar to, or the same as, those related to Factor b, particularly related to inadequate and unsafe property ingress and egress (a lack of curb and gutter or unmarked curbcut), both are considered to be present in the Survey Area.

A review of parcel lines visible from aerial photography illustrates numerous parcels which are irregular in shape, particularly among those located beyond the major corridors bisecting the Area, and likely the result of past property subdivision filings.



Findings by Factor

Conditions and improvements associated with this factor are listed below. Those observed or identified within the Survey Area that are present and deemed adverse or in disrepair, or absent and determined to be essential, are presented in blue.

d. Unsanitary or Unsafe Conditions

Poorly Lit or Unlit Areas

Cracked or Uneven Sidewalks

Hazardous Contaminants

Poor Drainage

Floodplain / Flood Hazard

Grading / Steep Slopes

Unscreened Trash / Mechanical

Pedestrian Safety Issues

High Crime Incidence

Fire Safety / Unprotected

Lack of Fire Protection

Vagrants / Vandalism / Graffiti

Conditions found under Factor k5 related to criminal incidents and service calls

Whereas conditions related to the presence of Factor c, are either similar to, or the same as, those related to Factor b, particularly related to inadequate and unsafe property ingress and egress (a lack of curb and gutter or unmarked curbcut), both are considered to be present in the Survey Area.

A review of parcel lines visible from aerial photography illustrates numerous parcels which are irregular in shape, particularly among those located beyond the major corridors bisecting the Area, and likely the result of past property subdivision filings.



Findings by Factor

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e. Deteriorating Site or Other Improvements

Presence of Billboards

Signage Problems

Neglect / Maintenance

Trash / Debris / Weeds

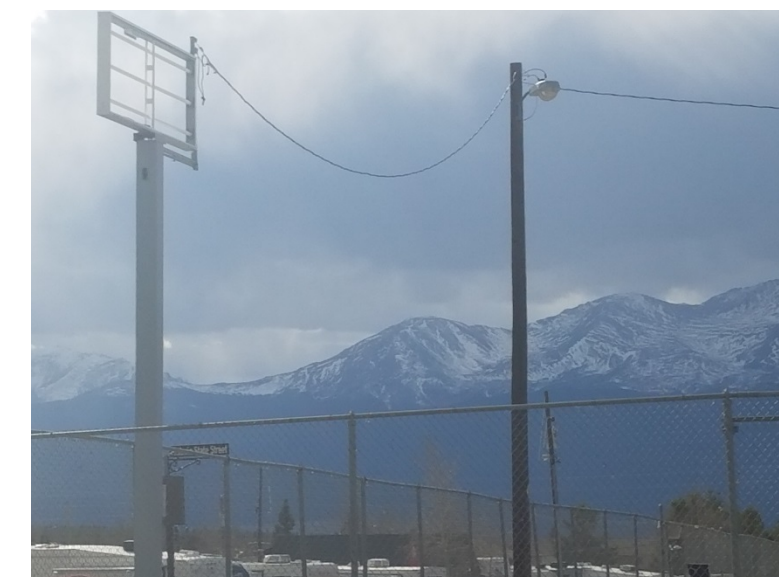
Parking Surface

Lack of Landscaping

Abandoned and degraded signs are obvious throughout the Survey Area, primarily along the major roadway corridors that bi-sect the major Survey Area segments.

Several vacant commercial properties located along Harrison Street appear abandoned and neglected, with overgrown weeds, cracked pavement, and accumulating trash and debris visible.

Few commercial properties have landscaping, and several of those with landscaping elements are adequately maintained.



Findings by Factor

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f. Unusual Topography or Inadequate Public Improvements or Utilities

Slopes or Unusual Terrain

Street Pavement

Curb and Gutter

Street Lighting

Overhead Utilities

Lack of Sidewalks / Parking

Lack of Roads

Substandard Road

Water Service

Sewer Service

Storm Water Quality



In addition to overhead utilities present throughout the Survey Area, and absence of pedestrian and bicycle accommodations, there is inadequate lighting to allow for a safe walking environment. According to surveys completed by the owners of the Railyard Property, as well as discussions with representatives of the City, existing infrastructure and utilities serving the Area will require improvements including upsizing and material replacement, in order to meet the requirements of new development and redevelopment projects.



Findings by Factor

Conditions and improvements associated with this factor are listed below. Those observed or identified within the Survey Area that are present and deemed adverse or in disrepair, or absent and determined to be essential, are presented in blue.



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

Defective Title

Utility and Public Easements

Mineral Rights

MATERIALS MANAGEMENT PLAN

Old Rail Yard Property
Leadville, Lake County, Colorado

September 22, 2015
Project #: ESS-HCD-MMP-001

Prepared for:
John P. Lichtenegger
Managing Member
High Country Developers, LLC

Prepared by:
Environmental Science Solutions LLC
8059 Wolff Street, Unit A
Westminster, CO 80031
(303) 427-5238

As per the, "Materials Management Plan report, dated September 22, 2015," regarding the presence of environmental contamination within the Railyard Property, "The Property is included as a portion of OU3, designated as 'Denver and Rio Grande Western Railroad Slag Piles, Railroad Easement, and Rail Yard.' Operable Unit 3 (OU3) of the CERCLA site includes three slag piles (Arkansas Valley, La Plata, and Harrison Street), an old railway easement that runs diagonally through the City of Leadville (now part of the "Mineral Belt Trail"), and the Old Rail Yard site on which the Property is located."



Findings by Factor

Conditions and improvements associated with this factor are listed below. Those observed or identified within the Survey Area that are present and deemed adverse or in disrepair, or absent and determined to be essential, are presented in blue.

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

Fire Safety / Unprotected *

Hazardous Contaminants

High Crime Incidence *

Floodplain

Conditions found under Factor i related to unsafe conditions

Conditions found under Factor k5 related to a lack of fire protection and service calls *



Visible circumstances contributing to unsafe and unhealthy conditions primarily include those identified in the context of other factors including abandoned structures left in disrepair and inadequate infrastructure for non-vehicular mobility. Also posing a threat to property and people is the presence of environmental contaminants within the Railyard Property and a lack of appropriate protections from fire. In a letter provided by the Leadville Fire Marshal on 31 October 2017, there are several businesses and apartments located along Harrison Street in need of improvements that will make them fire code compliant. In addition, among those businesses which maintain a smoke detector, they are primarily located within the store area; meaning, if a detector activates it will only alert the occupants present in the building at the time, and no notification sent to the Lake County Dispatch.

* As of the date of this report, no information was available regarding service calls.



Findings by Factor

Conditions and improvements associated with this factor are listed below. Those observed or identified within the Survey Area that are present and deemed adverse or in disrepair, or absent and determined to be essential, are presented in blue.



i. Sites / Buildings That Are Unsafe or Unhealthy to Live or Work

Hazardous Contaminants

Fire Safety Problems *

Building / Facilities / Site Conditions Unsafe

Whereas conditions related to the presence of Factor i, are either similar to, or the same as, those related to Factor h, particularly related to the presence of hazardous contaminants and a lack of infrastructure to protect properties and people from fire and other causes, both are considered to be present in the Survey Area.

* As of the date of this report, no information was available regarding service calls.

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Leadville, Lake County, Colorado

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Findings by Factor

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j. Environmental Contamination of Buildings or Property

Hazardous Contaminants

As per the, "Materials Management Plan report, dated September 22, 2015," regarding the presence of environmental contamination within the Railyard Property, "The Property is included as a portion of OU3, designated as 'Denver and Rio Grande Western Railroad Slag Piles, Railroad Easement, and Rail Yard.' Operable Unit 3 (OU3) of the CERCLA site includes three slag piles (Arkansas Valley, La Plata, and Harrison Street), an old railway easement that runs diagonally through the City of Leadville (now part of the "Mineral Belt Trail"), and the Old Rail Yard site on which the Property is located. All OU3 sites are owned or were previously owned by the Denver & Rio Grande Western Railroad Company (D&RGW). The medium of environmental concern at the OU3 sites is 'slag', a term used to describe a type of waste derived from the blast or reverberatory furnaces (smelters) historically used to support mining efforts in the Leadville area. These smelters, which operated primarily in the late 1800's and early 1900's, released metals from mined ore and produced slag as a byproduct. Slag is a dark vitreous material that is composed primarily of iron, magnesium, calcium, and silica with residual heavy metals such as lead and zinc; it is hard and dense and exists as lava-like rock layers or blocky and angular material often found near the smelter areas or in use as railroad ballast. Slag was used at the Old Rail Yard as railroad ballast and road base to provide support for heavy vehicle traffic."

MATERIALS MANAGEMENT PLAN

**Old Rail Yard Property
Leadville, Lake County, Colorado**

September 22, 2015

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Findings by Factor

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k.5. High Service Requirements or Substantial Physical Under-Utilization

High Volume of Calls for Service *

High Crime Incidence *

Site and / or Building Underutilization

There are numerous instances of both vacant and abandoned properties and buildings throughout the Survey Area. Efforts to protect pedestrians range from wire fencing to remnant infrastructure (roadway barriers), yet several offer no protections.

* As of the date of this presentation, no information has been available regarding criminal incidents and service calls.



Urban Renewal Plan



Major Plan Elements

- Plan purpose
- Plan principles
- Plan objectives (informed by Comp Plan)
- Consistency with City of Leadville Comprehensive Plan, 2015
- Conditions to be addressed by the Plan
- Plan development and design goals
- Plan powers
- Plan funding strategies
- Plan implementation
- Urban renewal projects
- Plan review and amendments

- One plan area
- One or more tax increment financing (TIF) districts
- Commencing the collection of TIF
- Urban renewal projects as identified



Plan Purpose

The purpose of the Central Leadville Urban Renewal Plan (the Plan) is to reduce, eliminate and prevent the spread of blight and to stimulate growth and investment within the area boundaries.

To accomplish this purpose, the Plan is intended to promote local objectives expressed in adopted community plans and advance the priorities of the City of Comprehensive Plan, adopted in 2015.



Plan Objectives

1. **Eliminate and prevent blight** by facilitating redevelopment.
2. **Implement** elements of the **Comprehensive Plan**.
3. Support and advance actions identified in existing plans related to **development of vacant and under-utilized parcels** that are consistent with the vision of this Plan.
4. **Provide public infrastructure** and make more efficient use of existing land.
5. Promote sustainability - development, fiscal, resource, etc.
6. Make **private investment along Harrison Avenue** consistent with established safety requirements.
7. Advance product types that can **leverage public investment** in planned improvements including **accommodations for non-vehicular mobility**.
8. **Enhance the public realm** including streetscape amenities, trail connections and other pedestrian-friendly improvements in a manner consistent with the existing community character.
9. Encourage economic balance throughout the community and growth in appropriate locations.
10. Provide a **range of financing mechanisms** for improvements.
11. Support additional opportunities for **residential development** to support commercial uses in the area.
12. **Encourage growth and stability in local businesses**.
13. Facilitate public-private partnerships.



Conditions to be Addressed by Plan

- (a) **Slum, deteriorated, or deteriorating structures** -- demolition of vacant and obsolete structures which endanger the health and welfare of individuals
- (b) **Predominance of defective or inadequate street layout** -- curb and gutter, driveway, **pedestrian,** and **safety improvements**
- (c) **Faulty lot layout in relation to size, adequacy, accessibility, or usefulness** -- vehicular access and other **roadway improvements**; pedestrian and safety improvements, and lot assemblage
- (d) **Unsanitary or unsafe conditions** -- enhanced lighting within public rights-of-way; pedestrian improvements within public spaces; and, any required **improvements** deemed reasonable and for the **public benefit**
- (e) **Deterioration of site or other improvements** -- removal of trash and remnant infrastructure, parking lot improvements, fencing and other physical **improvements to properties and within public spaces**
- (f) **Unusual topography or inadequate public improvements or utilities** -- grading to improve drainage, completion of roadways and **undergrounding of utility lines**, as well as **improvements which will leverage private investment** within the area



Conditions to be Addressed by Plan

- (g) **Defective or unusual conditions of title** – will consider private requests on a case-by-case basis
- (h) **Existence of conditions that endanger life or property by fire or other causes** -- roadway improvements that lessen the number of traffic incidents within adjacent rights-of-way and mitigation of environmentally contaminating substances
- (i) **Buildings that are unsafe or unhealthy for persons to live or work in** -- see factor (a) above
- (j) **Environmental contamination of buildings or property** -- mitigation and removal of environmentally contaminating substances
- (k5) **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 – participation in eligible expenses** (as per the Act) that make development in the area feasible, and **put vacant properties into productive use**





Consistency with Comprehensive Plan

As development occurs in the area, it shall conform to: the Comprehensive Plan and any subsequent updates; building and development codes as well as any rules, regulations and policies promulgated pursuant thereto; any site-specific planning documents that might impact properties in the area including, but not limited to, city-approved site, drainage, and public improvement plans, and, any applicable city design standards, all as in effect and as may be amended from time to time.



Plan Development and Design Goals

All development in the area shall conform to the Zoning Code and any site-specific zoning regulations or policies which might impact properties, all as are in effect and as may be amended from time to time. The City will regulate land use and building requirements through existing municipal codes and ordinances.

General objectives include redevelopment of properties within the area for the purpose of generating revenue sufficient to fund public improvements that address conditions of blight and facilitate investment. Specific objectives include those presented on the following slide.



Plan Powers

Demolition, Clearance, Environmental Remediation and Site Prep

Property Acquisition and Disposition

Installation, Construction and Reconstruction of Public Improvements

Elimination of Unhealthful, Unsanitary or Unsanitary or Unsafe conditions

Prevention of the Spread of Deterioration

Participation in Redevelopment / Development / Cooperation Agreements

Relocation Assistance (if necessary)



Plan Funding Strategies

It is the intent of the City Council in approving this Plan to authorize the use of Property and Sales Tax Increment Financing (TIF) by the Authority. Further, such tax incremental revenues may be used for a period less than, but not to exceed the statutory requirement, which is presently twenty-five (25) years after the effective date of the tax increment area. Also, unless and until the total valuation for assessment of the taxable property in the TIF areas exceeds the base valuation, all of the taxes levied upon taxable property shall be paid into the funds of the respective public bodies. Finally, TIF revenues will be used as a supplemental resource for financing improvements, not the be only tool used to facilitate investment and reinvestment, and not the first to fill any project financing gap.



Plan Implementation

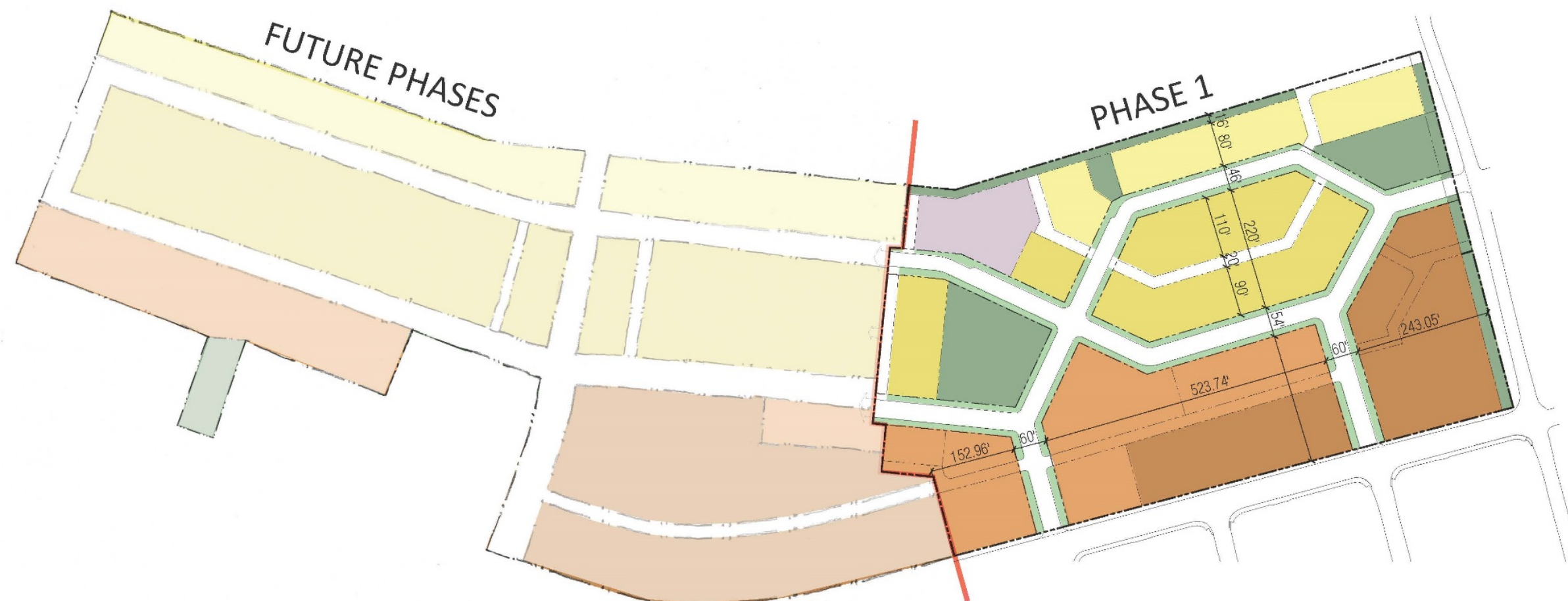
The Authority will attempt to remediate conditions of blight through implementation of the Plan and redevelopment by private enterprise, but will first need to be identified as a priority investment by the Authority in consultation with the City and stakeholders in the area. It is the intent of the Plan that public improvements will be phased as the market allows and funded in part by tax increment revenues.



Urban Renewal Project: Transect Zones

RAILYARD @ LEADVILLE

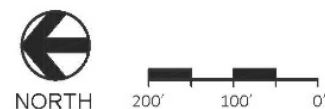
LEADVILLE, CO
JULY 19, 2017



AREA CALCULATIONS

TOTAL SITE area: 1,617,352 sf (37.1 acres)
PHASE 1 PUD area: 688,529 sf (15.8 acres)

Note:
Block sizes, street grids and proposed uses in area designated as "Future Phases" are shown for illustrative purposes only. Additional information to be provided at a later date.



TRANSECT ZONES AND PERMITTED LOT TYPES IN EACH ZONE

T3: Village Garden Transect
• Street Loaded Single Family Detached House Lot
• Alley Loaded Single Family Detached House Lot
• Alley loaded Duplex Lot

T4: General Village Transect
• Street Loaded Single Family Detached House Lot
• Alley Loaded Single Family Detached House Lot
• Alley Loaded Duplex Lot
• Alley Loaded Townhouse Lot
• Apartment Building Lot

T5: Village Center/Main Street Transect
• Alley Loaded Townhouse Lot
• Apartment Building Lot
• Main Street Building Lot

HWY 24 Corridor
• Alley Loaded Townhouse Lot
• Apartment Building Lot
• Main Street Building Lot
• HWY 24 Building Lot

Civic and community district
• Civic / Community Building Lot

Parks and neighborhood greens

ROW Tree Lawns & Sidewalks

PEL•ONA ARCHITECTS AND URBANISTS

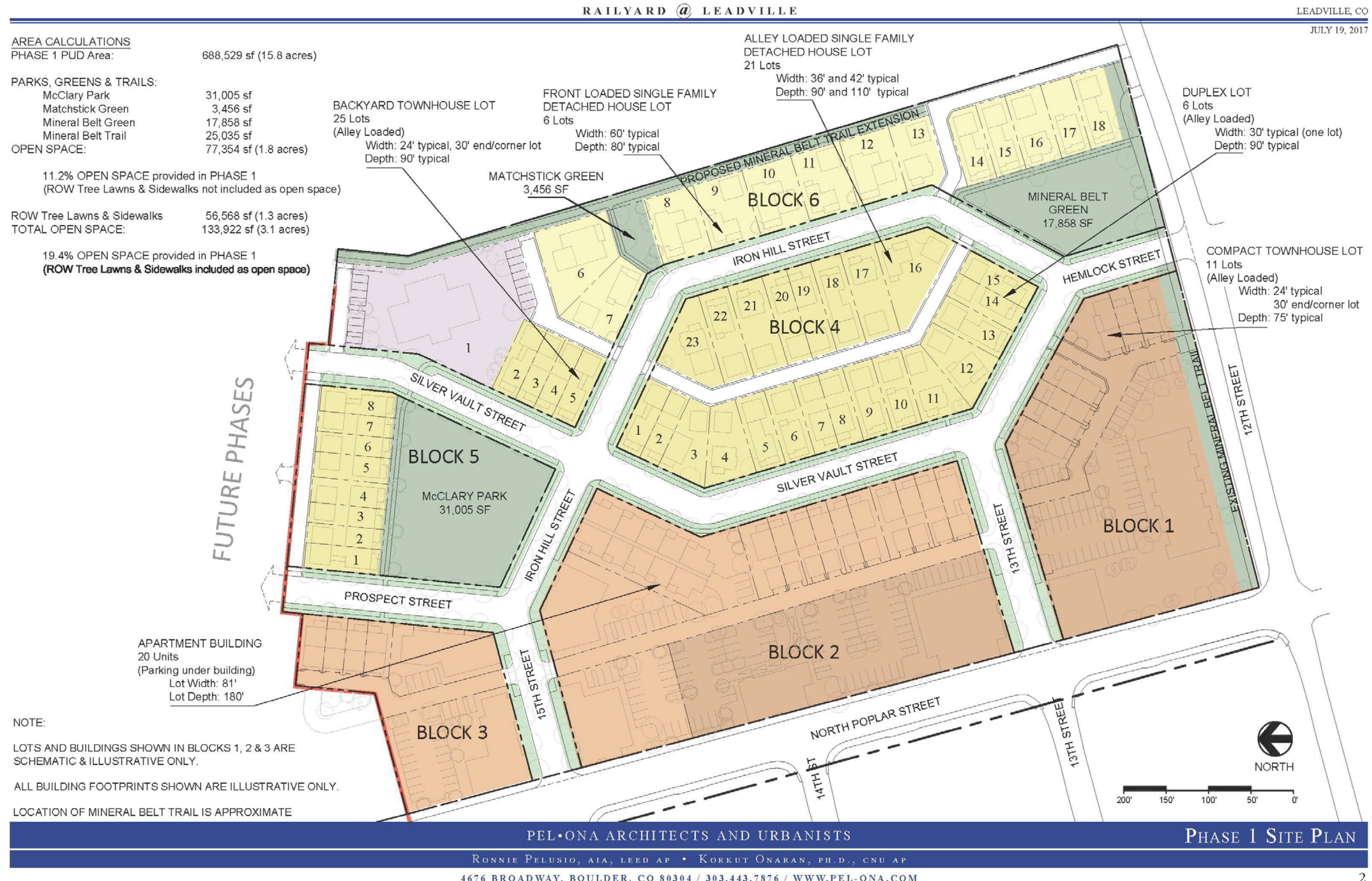
PHASE 1 REGULATING PLAN

RONNIE PELUSIO, AIA, LEED AP • KORKUT ONARAN, PH.D., CNU AP

4676 BROADWAY, BOULDER, CO 80304 / 303.443.7876 / WWW.PEL-ONA.COM

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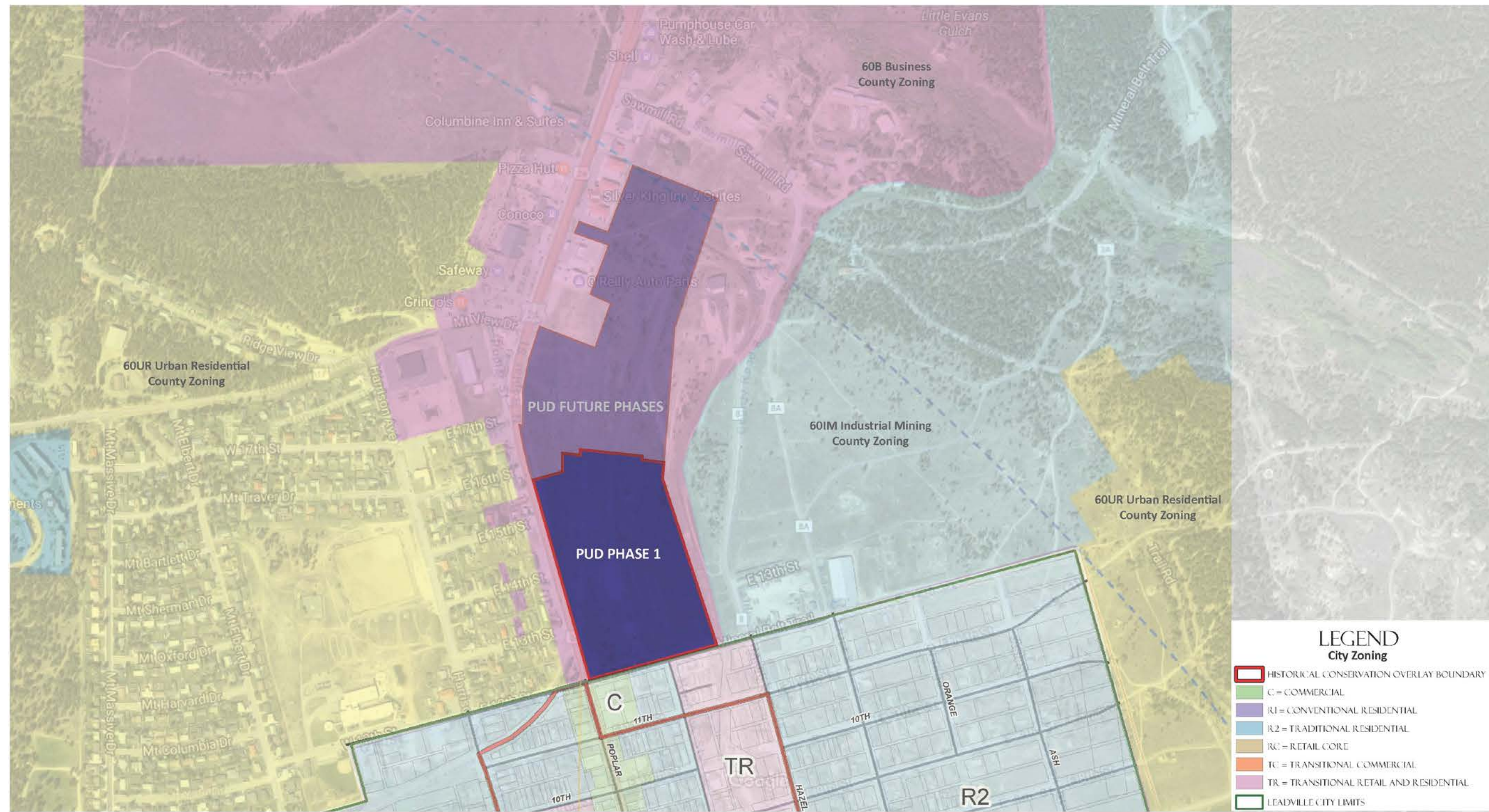
Urban Renewal Project: Lot and Block Plan



Urban Renewal Project: Future Phases

RAILYARD @ LEADVILLE

LEADVILLE, CO
JULY 19, 2017



PEL•ONA ARCHITECTS AND URBANISTS

PHASE 1 LOCATION MAP

RONNIE PELUSIO, AIA, LEED AP • KORKUT ONARAN, PH.D., CNU AP
4676 BROADWAY, BOULDER, CO 80304 / 303.443.7876 / WWW.PEL-ONA.COM

8

Plan Review and Amendments

The Plan will be periodically reviewed so as allow those parties responsible for implementing key projects to periodically evaluate its effectiveness and make adjustments to ensure efficiency in implementing the recommended activities. The following steps will guide future Plan review:

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



Future Plan Amendments

Actions which will require a “major amendment” to the urban renewal plan include:

- Alteration in urban renewal boundaries (add parcels, extract parcels)
- Commence TIF clock (property and sales, or additional source)
- Enter into an agreement with all new urban renewal projects (as per new legislation)

Consequences of a major plan amendment:

- “Opens up” urban renewal plan to requirements of any new legislation
- Requires noticing, a public hearing, and estimates of impact
- Potential new negotiations with partner taxing entities
- Other legal and financial matters
 - Possible risk for private sector (real or perceived)
 - Possible funding uncertainty (bondability in question)



Impact Reports



Sources of Revenue

Sources:

- Taxing Entities and Mill Levy Rates:

- Incremental Property Tax Period 25-Year

96.730 mills on new investment (less terms)

- Incremental Municipal Sales Tax Period 25 Years

As per Terms of Urban Renewal Plan

- Leveraged Private Investment

Will depend on types and value of \$

- Resources Saved by Remedying Adverse Impacts

TBD

- In-kind Matching Grant Dollars

TBD

- Low Interest Loans

TBD



Potential Impacts

Taxing Entity	Mill Levy	Tax Base
Lake County	0.036172	\$0
Lake County School District	0.030399	\$0
City of Leadville	0.013840	\$0
St. Vincents Hospital	0.009106	\$0
Leadville Sanitation District	0.003216	\$0
Colorado Mountain College	0.003997	\$0
Total All Entities	0.096730	\$0

25-YEAR PROPERTY TAX INCREMENT	Cumulative By:				
Central Leadville URA	2021	2026	2031	2036	2041
Property Tax Revenues From New Redevelopment	\$43,082	\$702,579	\$2,285,678	\$4,921,345	\$8,951,063
Total Property Tax Increment	\$43,082	\$702,579	\$2,285,678	\$4,921,345	\$8,951,063

TAXING DISTRICT SHARE OF INCREMENT (future \$)	District Share @:			
Central Leadville URA	5%	25%	75%	100%
Lake County	\$167,362	\$836,808	\$2,510,425	\$3,347,233
Lake County School District	\$140,651	\$703,255	\$2,109,764	\$2,813,019
City of Leadville	\$64,035	\$320,177	\$960,530	\$1,280,706
St. Vincents Hospital	\$42,132	\$210,660	\$631,979	\$842,638
Leadville Sanitation District	\$14,880	\$74,399	\$223,198	\$297,598
Colorado Mountain College	\$18,493	\$92,467	\$277,402	\$369,869
Total Property Tax Increment to Taxing Districts	\$447,553	\$2,237,766	\$6,713,297	\$8,951,063
Total Property Tax Increment to LURA	\$8,503,509	\$6,713,297	\$2,237,766	\$0
	\$8,951,063	\$8,951,063	\$8,951,063	\$8,951,063

TAXING DISTRICT SHARE OF INCREMENT (today's \$)	District Share @:			
Central Leadville URA	25%	50%	75%	100%
Lake County	\$293,132	\$586,264	\$879,396	\$1,172,528
Lake County School District	\$246,348	\$492,697	\$739,045	\$985,394
City of Leadville	\$112,157	\$224,314	\$336,471	\$448,628
St. Vincents Hospital	\$73,794	\$147,587	\$221,381	\$295,174
Leadville Sanitation District	\$26,062	\$52,124	\$78,186	\$104,248
Colorado Mountain College	\$32,391	\$64,782	\$97,173	\$129,564
Total Property Tax Increment to Taxing Districts	\$783,884	\$1,567,768	\$2,351,652	\$3,135,536
Total Property Tax Increment to LURA	\$2,351,652	\$1,567,768	\$783,884	\$0

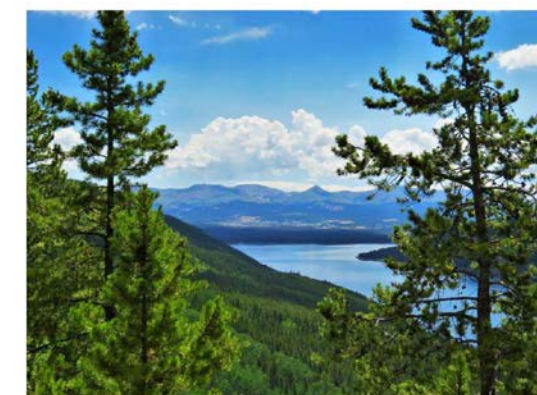
Source: Ricker | Cunningham.



Planning Process Summary

Timeline

Authority Adopted	April 2017
Information Meeting	October 2017
Survey Notice Distributed	October 2017
Original Public Hearing Date	December 6, 2017
Negotiations with Taxing Entities Commenced	November 2017
Negotiations Concluded (following Mediation)	January 2019
Public Hearing Notice Distributed	April 2019
Public Hearing	June 4, 2019
	June 18, 2019



17 OCTOBER 2017 LEADVILLE URBAN RENEWAL AUTHORITY

Informational Meeting

The City of Leadville and Leadville Urban Renewal Authority would like to invite residents, business and property owners, and other interested parties to attend an open house and informational meeting about the community's plans for advancing key community initiatives in downtown and protecting your shared and valued assets.



Open House

5:00 – 5:30 pm

Presentation

5:30 – 6:00 pm

Q&A

6:00 – 6:30 pm

Presenters:

Anne Ricker

Principal and Owner,
Ricker/Cunningham,
Redevelopment Specialist

Linda Michow

Partner, Michow Cox &
McAskin LLP, Urban
Renewal Attorney

Did you know that new construction in Colorado's urban renewal planning areas exceeded \$6.5 billion in 2015 ... permanent jobs created surpassed 100,000 ... public investment totaled more than \$40 million and private investment more than \$90 million?

Glossary of Terms

Urban Renewal Terms (as defined in the Statute)

Area or Urban Renewal Area – means the physical geography, identified by City Council, legally defined, and found to be eligible for an urban renewal designation due to the presence of a sufficient number of blighting conditions as identified in the law.

Authority – means the urban renewal entity for the municipality identified and approved by its Mayor and City Council.

Blight Study – means a report of findings identified and observed within a defined Survey or Study Area, and an opinion regarding their consistency with those factors described in the law which constitute conditions of blight.

Conditions Survey – another term used to describe a Blight Study.

Impact Report – means a report, required by the law, which estimates potential levels of incremental revenues that may be generated within an Urban Renewal Area, and quantifies potential impacts (if any) to the County and relevant taxing entities.

Plan or Urban Renewal Plan – means a report that illustrates and defines the boundaries of the Urban Renewal Area, identifies its purpose and objectives, provides a list of those factors of blight which future Urban Renewal Projects will attempt to mitigate or eliminate, and describes the strategy by which improvements within the Area will be financed.

Study (or Survey) area – means the geographic territory which will be investigated for the potential presence of conditions consistent with factors of blight defined in the law, the boundaries of which may or may not be coterminous with the final Urban Renewal Area boundaries, excluding any parcels not located within the municipal boundaries.

Tax Increment Area – means all or a portion of the Area where incremental revenues will be collected and reinvested in furtherance of the Plan's goals and objectives for the purpose of reducing, eliminating or preventing the spread of blight.

Urban Renewal Project – as defined by the law, but generally an improvement, public or private that addresses the findings of blight and advances the goals of the Plan.

