ERIE GATEWAY



Prepared for the Town of Erie
by Design Workshop

October 29, 2018

CONTENTS

1 The Opportunity

> Regional Context
> The Differentiators
> Erie, Colorado
> Project Goals
> Market Demand
> The Opportunity

2 The Vision

> The Vision
> The Framework

3 The Details

> South 600 Acres
> The 100 Acre Plan
> Perspectives
> Circulation

4 Supporting Data

> Land Use Metrics

> Existing Conditions

> Design Conditions

> SWOT Analysis

A.1 Appendix: Market Investigation

A.2 Appendix: Infrastructure Analysis Memorandum

A.3 Appendix: Public Engagement

TOWN OF ERIE 1874

DESIGNWORKSHOP

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1 The Opportunity

> Regional Context

> The Differentiators

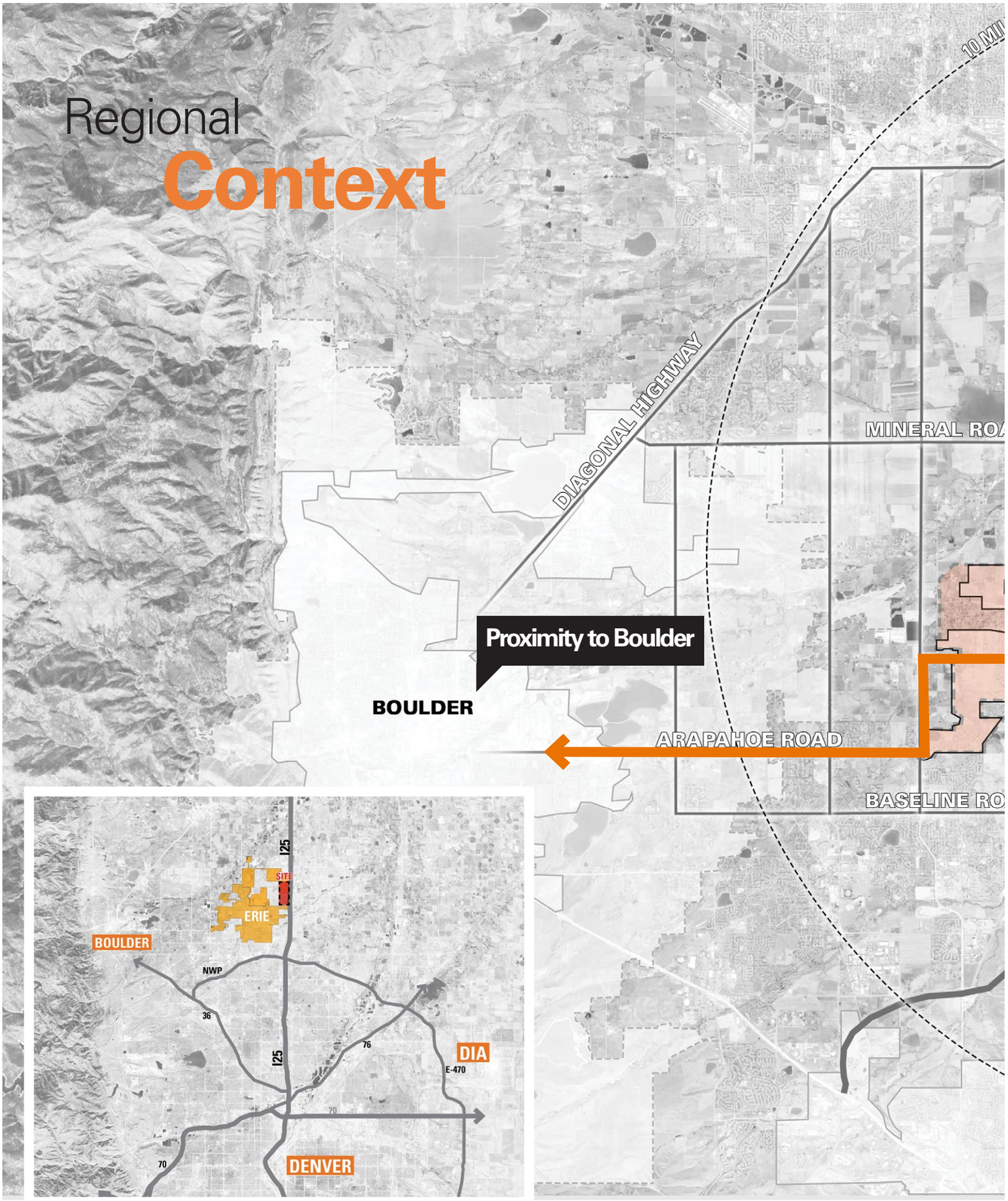
> Erie, Colorado

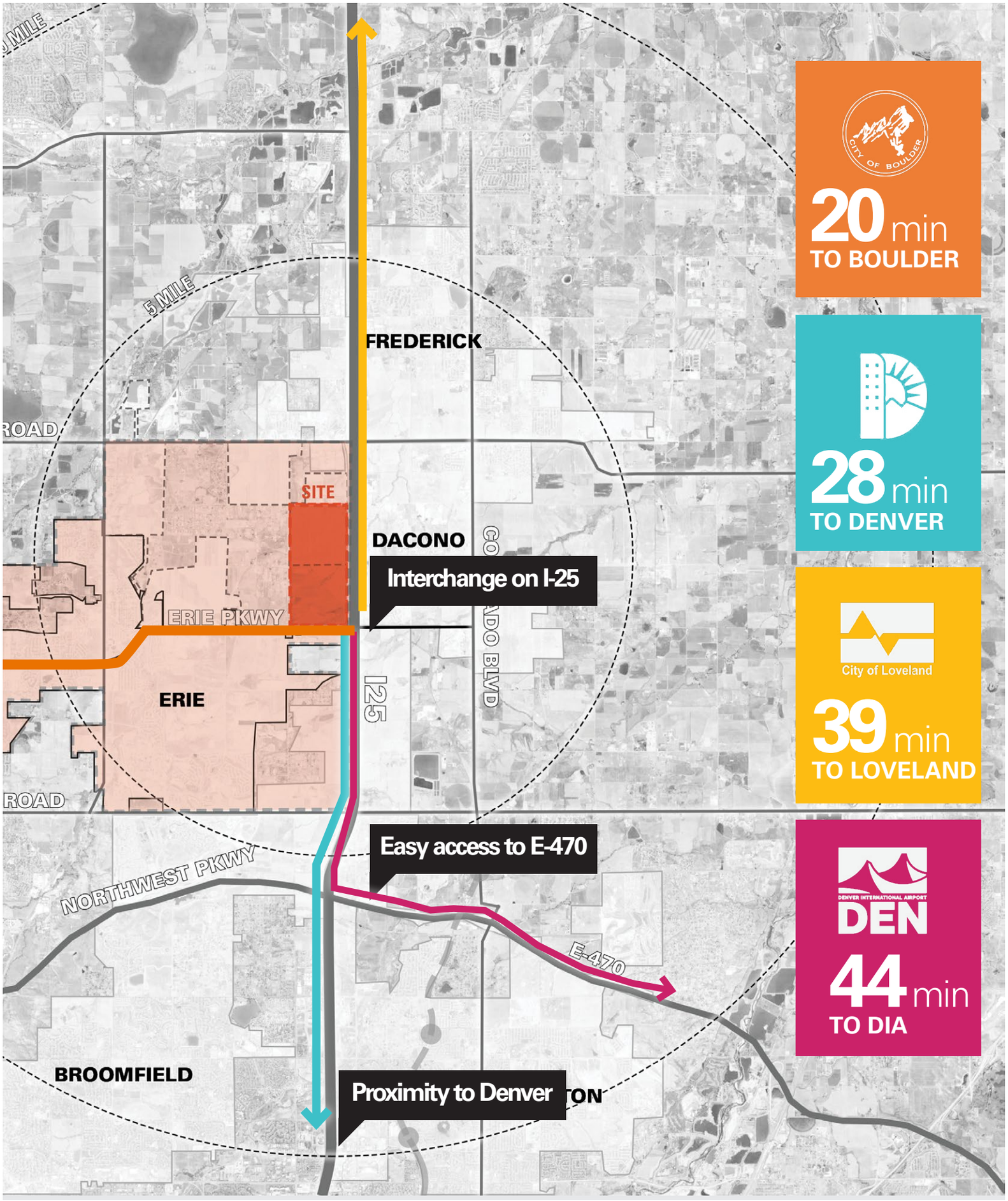
> Project Goals

> Market Demand

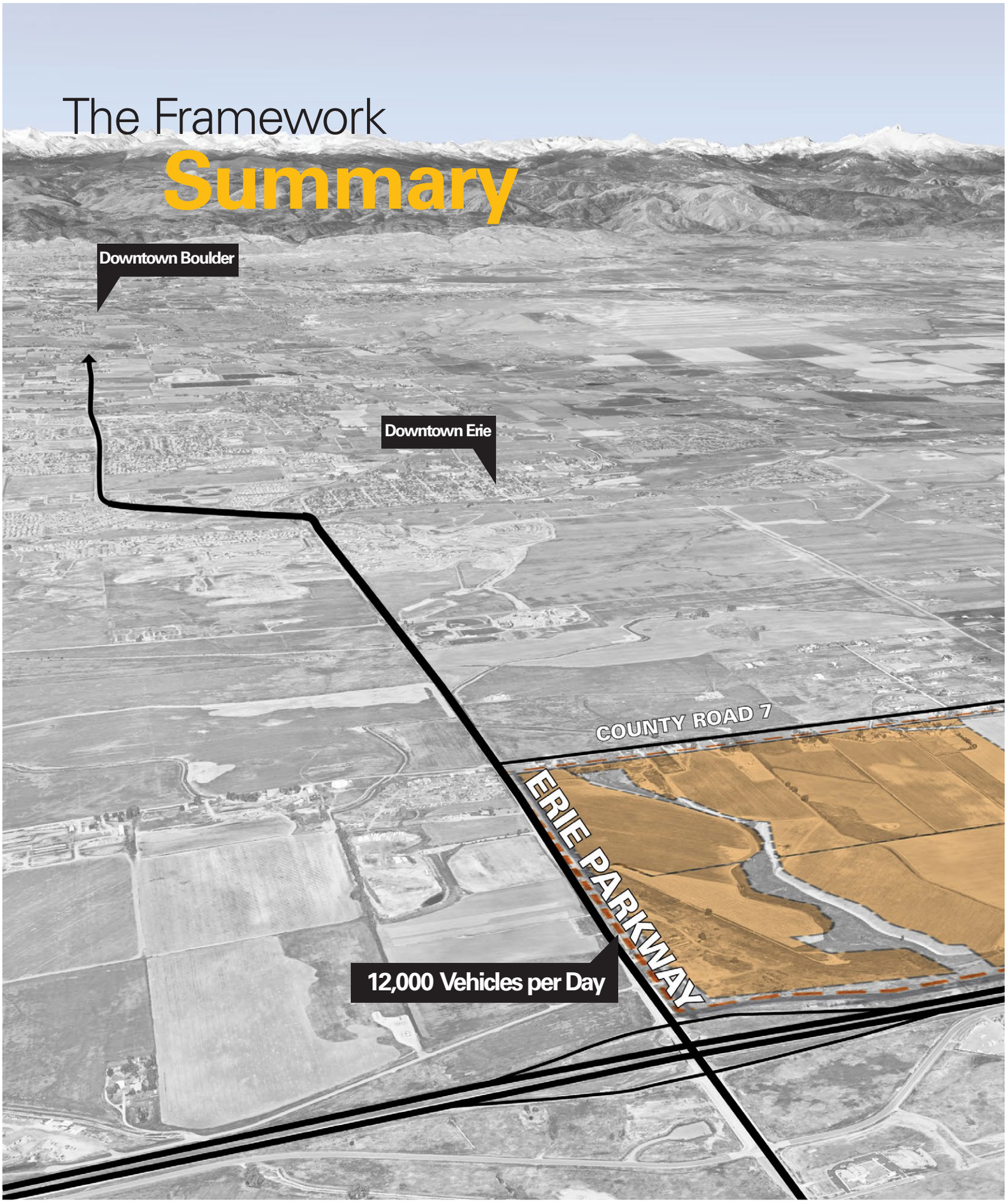
> The Opportunity

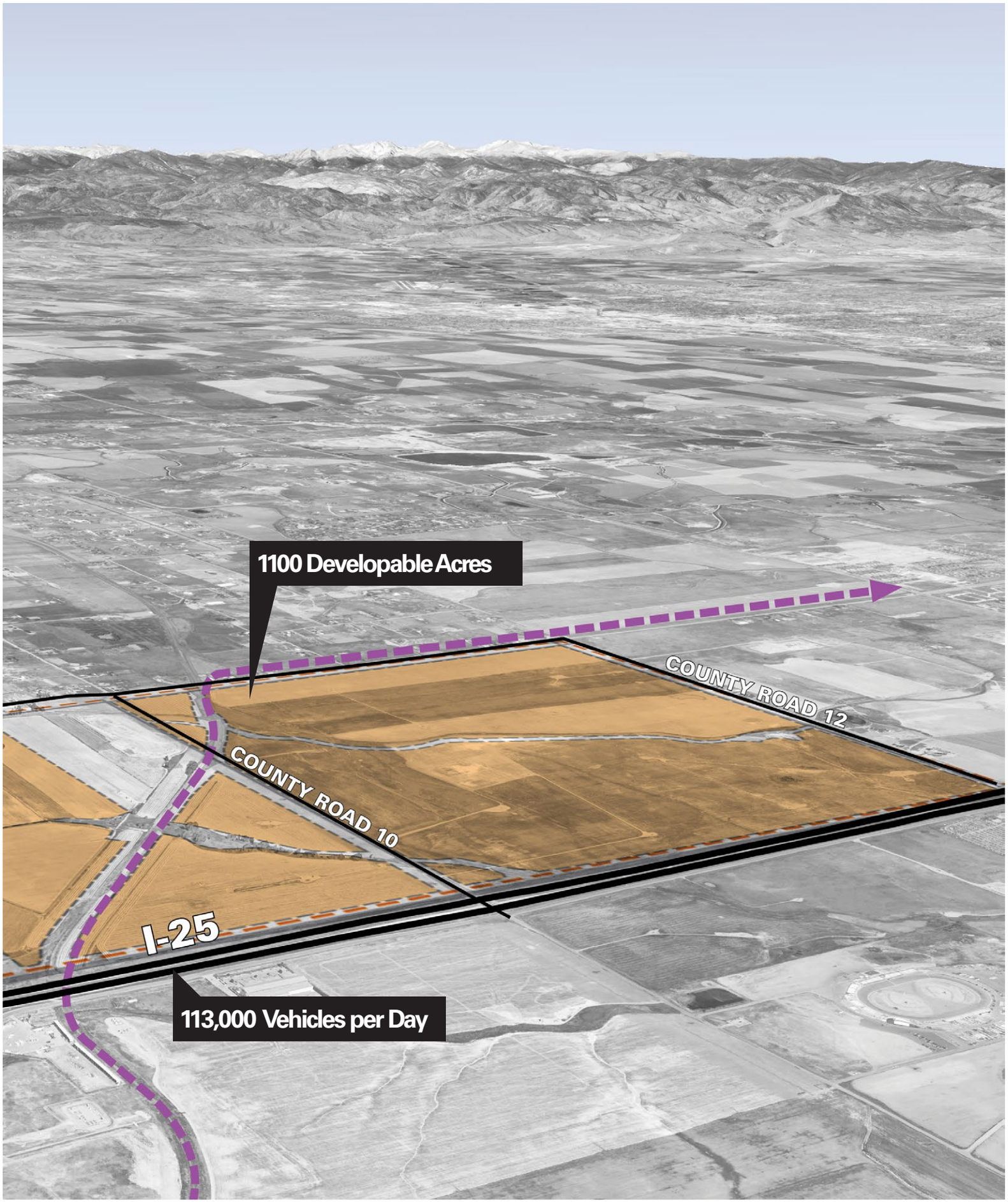
Regional Context

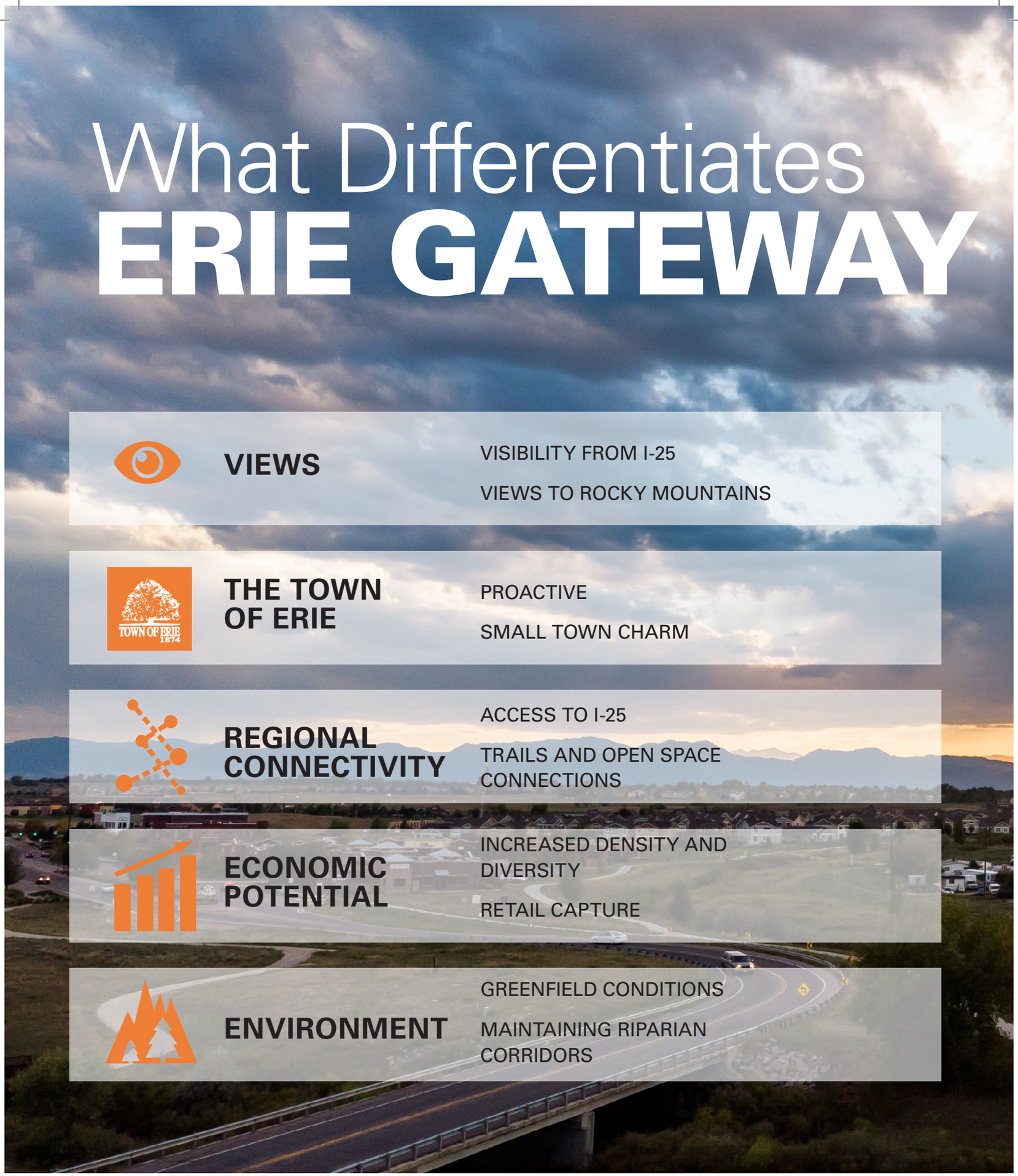



5 MILE
FREDERICK
ROAD
SITE
DACONO
Interchange on I-25
ERIE PKWY
ERIE
I25
ROAD
Easy access to E-470
NORTHWEST PKWY
E-470
BROOMFIELD
Proximity to Denver
20 min
TO BOULDER
28 min
TO DENVER
City of Loveland
39 min
TO LOVELAND
DEN
44 min
TO DIA

The Framework
Summary




1100 Developable Acres
COUNTY ROAD 12
COUNTY ROAD 10
I-25
113,000 Vehicles per Day



What Differentiates ERIE GATEWAY

VIEWS

- VISIBILITY FROM I-25
- VIEWS TO ROCKY MOUNTAINS

THE TOWN OF ERIE

- PROACTIVE
- SMALL TOWN CHARM

REGIONAL CONNECTIVITY

- ACCESS TO I-25
- TRAILS AND OPEN SPACE CONNECTIONS

ECONOMIC POTENTIAL

- INCREASED DENSITY AND DIVERSITY
- RETAIL CAPTURE

ENVIRONMENT

- GREENFIELD CONDITIONS
- MAINTAINING RIPARIAN CORRIDORS



THE ERIE GATEWAY PLAN **PRINCIPALS**

A MIX OF USES

- Attracts diverse visitor traffic
- Different attractions
- Live close to work and activities
- Higher property values

CREATING A DESTINATION

- Entertainment opportunities
- Sense of place
- Walkable district
- Amenities within 5 minute walk of every residence

LOW IMPACT DEVELOPMENT

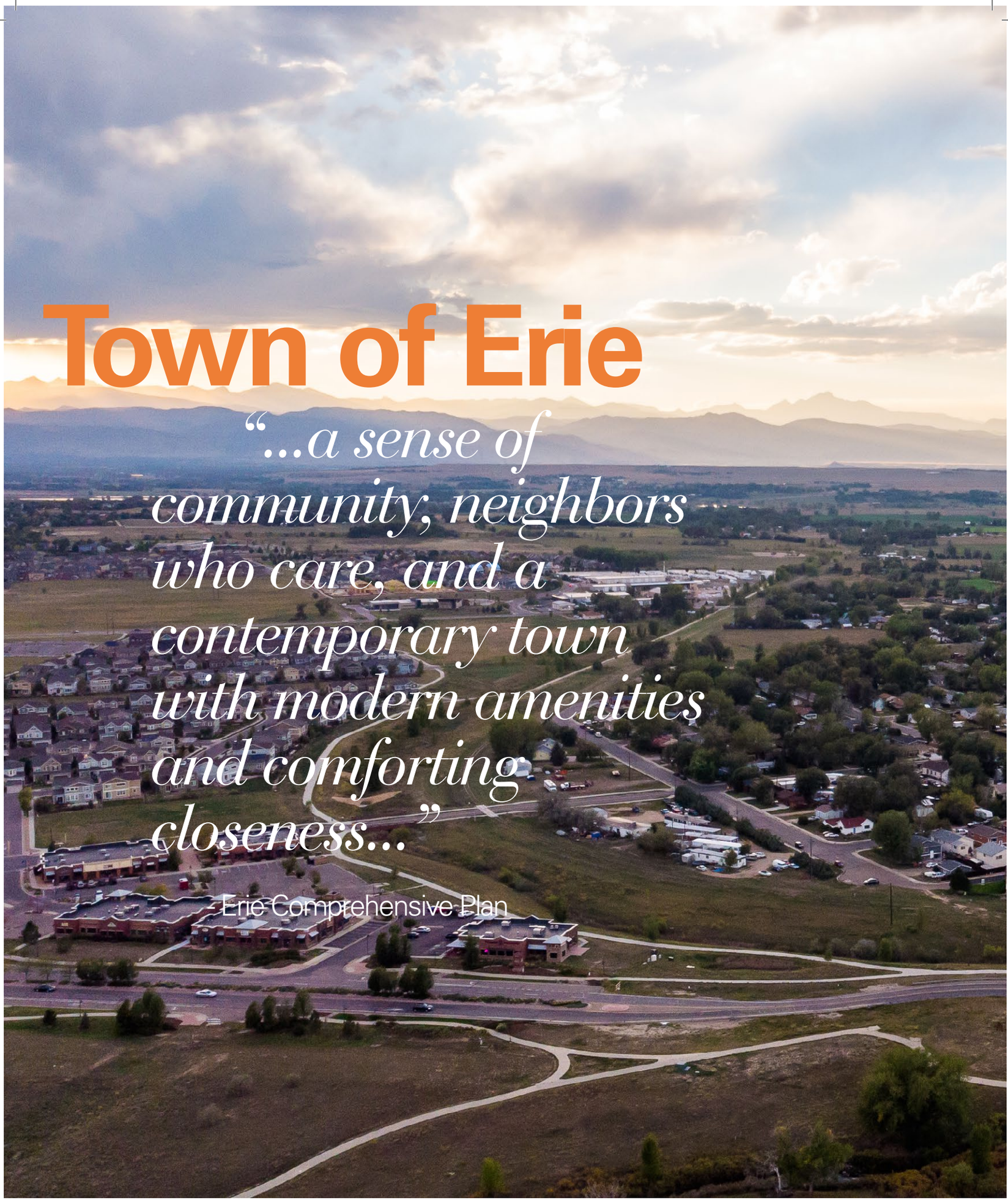
- Preserve or provide habitat in open spaces
- Preserve wetlands
- Reduce infrastructure costs

QUALITY OF LIFE AND PLACE

- Public amenities for residents
- Access to open space and parks
- Encourage a sense of community

DESIGN WITH A LEGACY

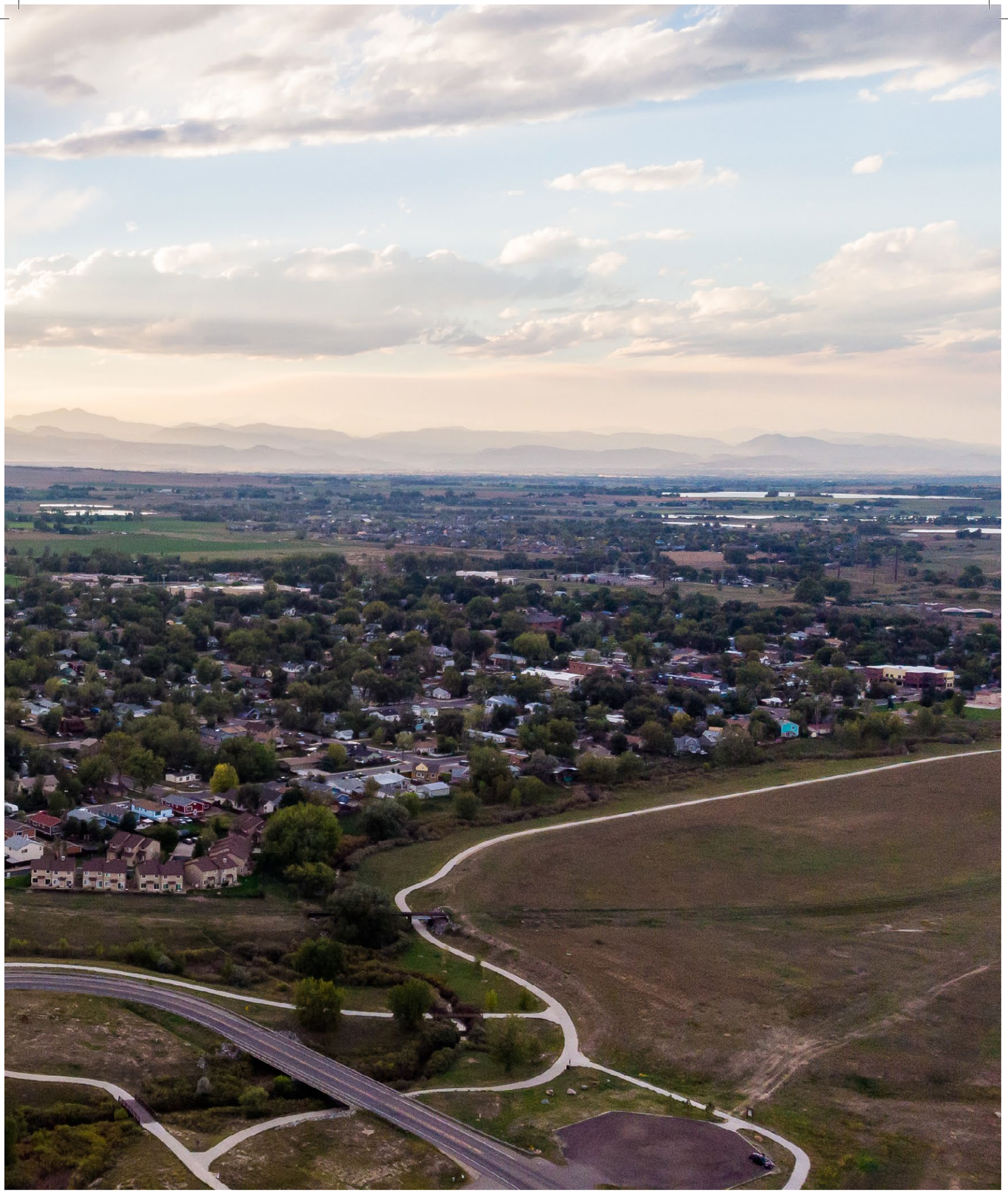
- Balance environment, economics, art, and community factors
- Multi-generational planning



Town of Erie

"...a sense of community, neighbors who care, and a contemporary town with modern amenities and comforting closeness..."

- Erie Comprehensive Plan

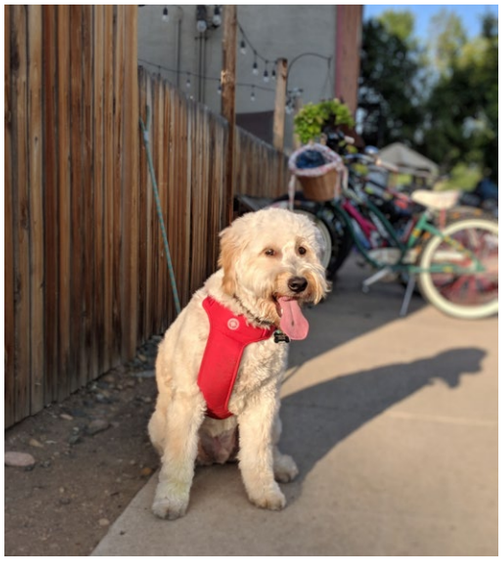


The Site
Erie, Colorado



CHARACTER OF **PLACE**

With an entire panoramic view of the Front Range to the west and undulating farmlands to the east, Erie has a distinct character that makes it a coveted residential and recreational location.









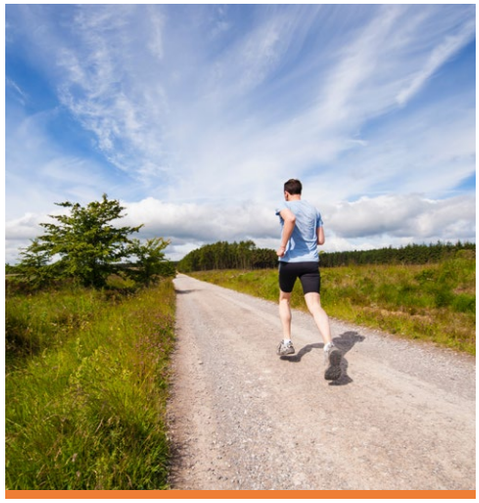




A RICH **HISTORY**

Erie benefits from a historic downtown as well as growth and reinvestment. These characteristics can be incorporated into the Gateway to ensure a cohesive aesthetic.



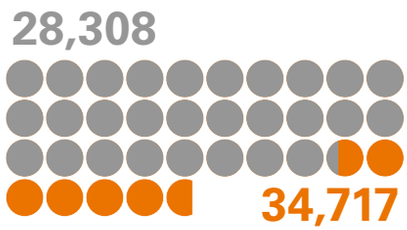


SENSE OF **COMMUNITY**

Erie consists of neighbors that care about their town and its future. Rich cultural events and a wide range of ways to be involved contribute to the sense of community in Erie.

Market Study
Town Profile





18%
PROJECTED POPULATION GROWTH BY 2032

9,912 **HOUSEHOLDS IN THE ERIE PLANNING BOUNDARY**



PROJECTED HOUSEHOLDS BY 2032 20,000



$73,271
DENVER METRO

+56%
MEDIAN HOUSEHOLD INCOME 2018

$114,435
ERIE CO



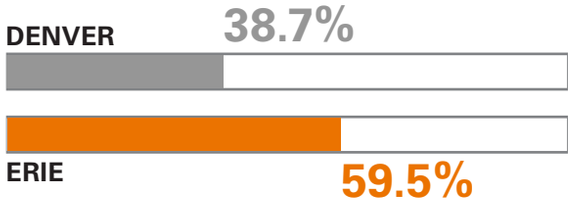
37
MEDIAN AGE IN THE TOWN OF ERIE



2.86
AVERAGE HOUSEHOLD SIZE WITHIN ERIE



RESIDENTS WITH A BACHELORS DEGREE OR HIGHER



Retail Leakage/Surplus

ERIE	**-72.1%**
THORNTON	**-9.6%**
LOVELAND	**+12.0%**
BOULDER	**+20.7%**

Notable Gap Categories

FOOD AND BEVERAGE RETAILERS:	$52,276,000
FOOD AND BEVERAGE RESTAURANTS:	$75,556,000
GENERAL MERCHANDISE STORES:	$71,516,000

GAP FOR ERIE:

$407 MILLION

SALES POTENTIAL FOR ERIE:

$485 MILLION

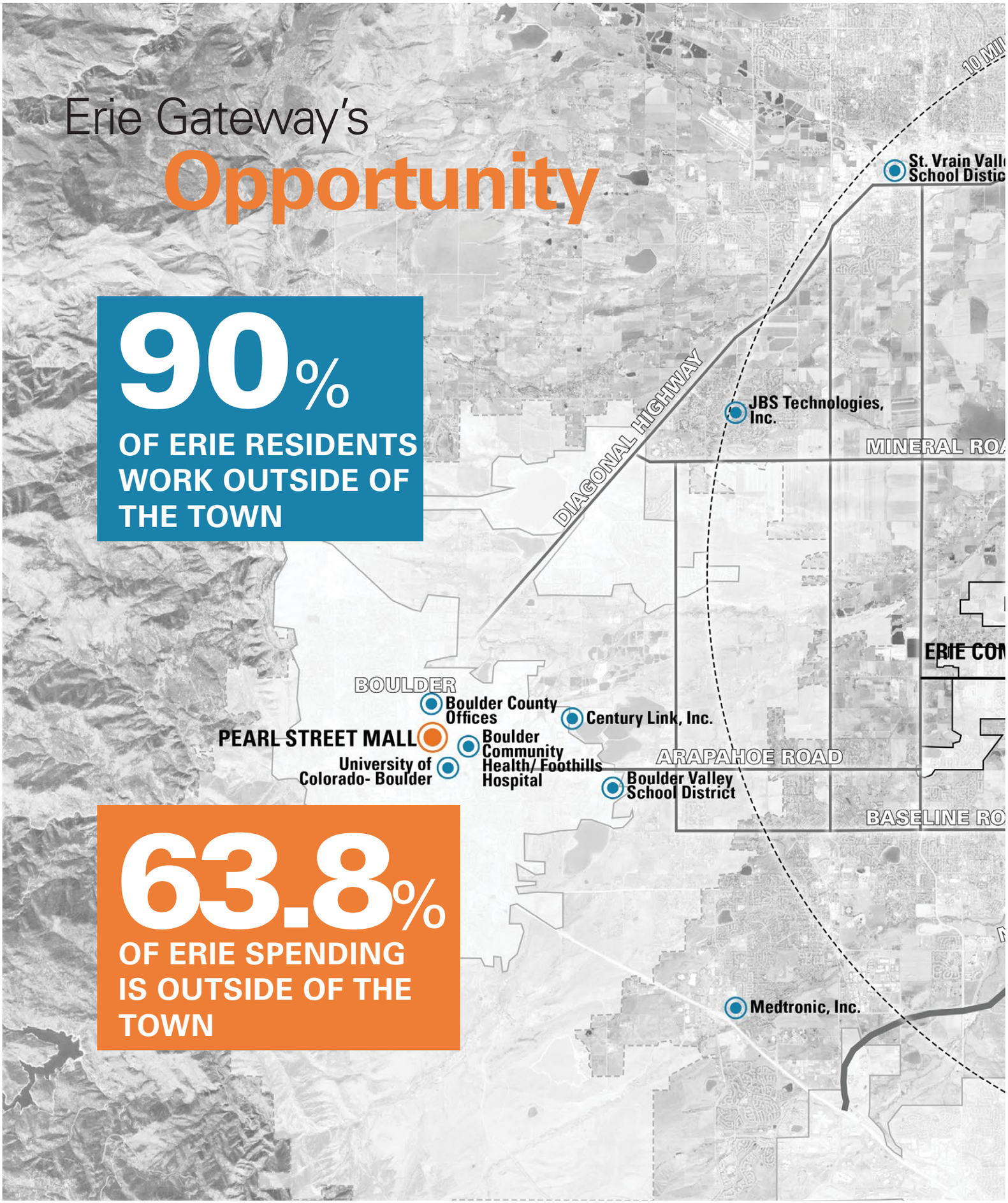
SOURCE: ESRI AND INFOGROUP. RETAIL MARKETPLACE 2017.

*DESIGN WORKSHOP MAKES NO CLAIMS OF OWNERSHIP ON THIS DATA; THE ORIGINAL SOURCE RETAINS THE RIGHTS THERETO. PROVIDED AS A HIGH-LEVEL SNAPSHOT FOR INFORMATIONAL PURPOSES ONLY; A MORE DETAILED REVIEW OF MARKET CONDITIONS WILL BE PROVIDED IN THE PROJECT MARKET STUDY REPORT.

Erie Gateway's Opportunity

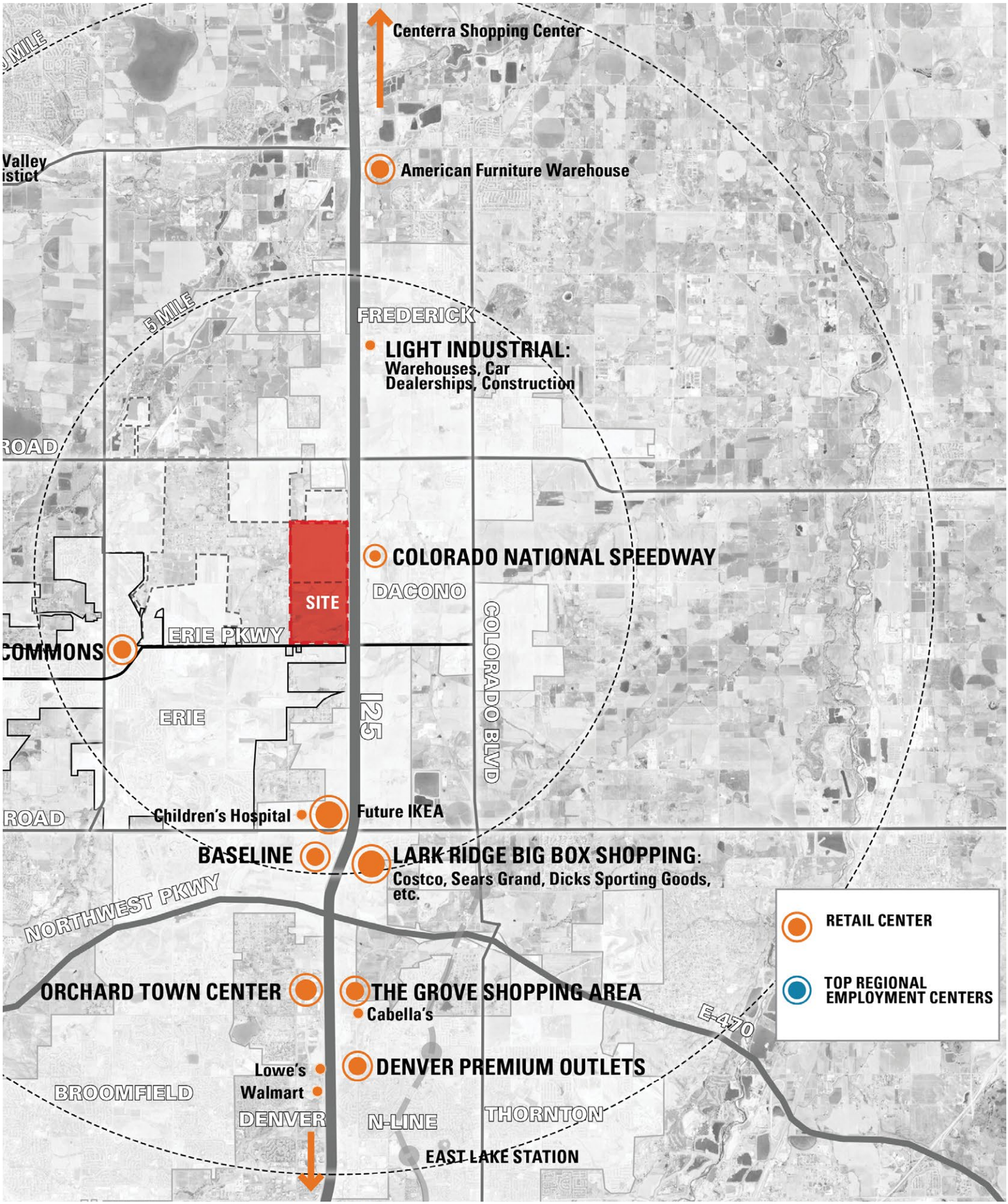
90%

OF ERIE RESIDENTS WORK OUTSIDE OF THE TOWN



63.8%

OF ERIE SPENDING IS OUTSIDE OF THE TOWN


Centerra Shopping Center
American Furniture Warehouse
5 MILE
FREDERICK
LIGHT INDUSTRIAL:
Warehouses, Car
Dealerships, Construction
COLORADO NATIONAL SPEEDWAY
DACONO
SITE
ERIE PKWY
COLORADO BLVD
ERIE
I25
Children's Hospital
Future IKEA
BASELINE
LARK RIDGE BIG BOX SHOPPING:
Costco, Sears Grand, Dicks Sporting Goods,
etc.
NORTHWEST PKWY
RETAIL CENTER
TOP REGIONAL
EMPLOYMENT CENTERS
ORCHARD TOWN CENTER
THE GROVE SHOPPING AREA
Cabella's
E-470
Lowe's
Walmart
DENVER PREMIUM OUTLETS
BROOMFIELD
DENVER
N-LINE
THORNTON
EAST LAKE STATION





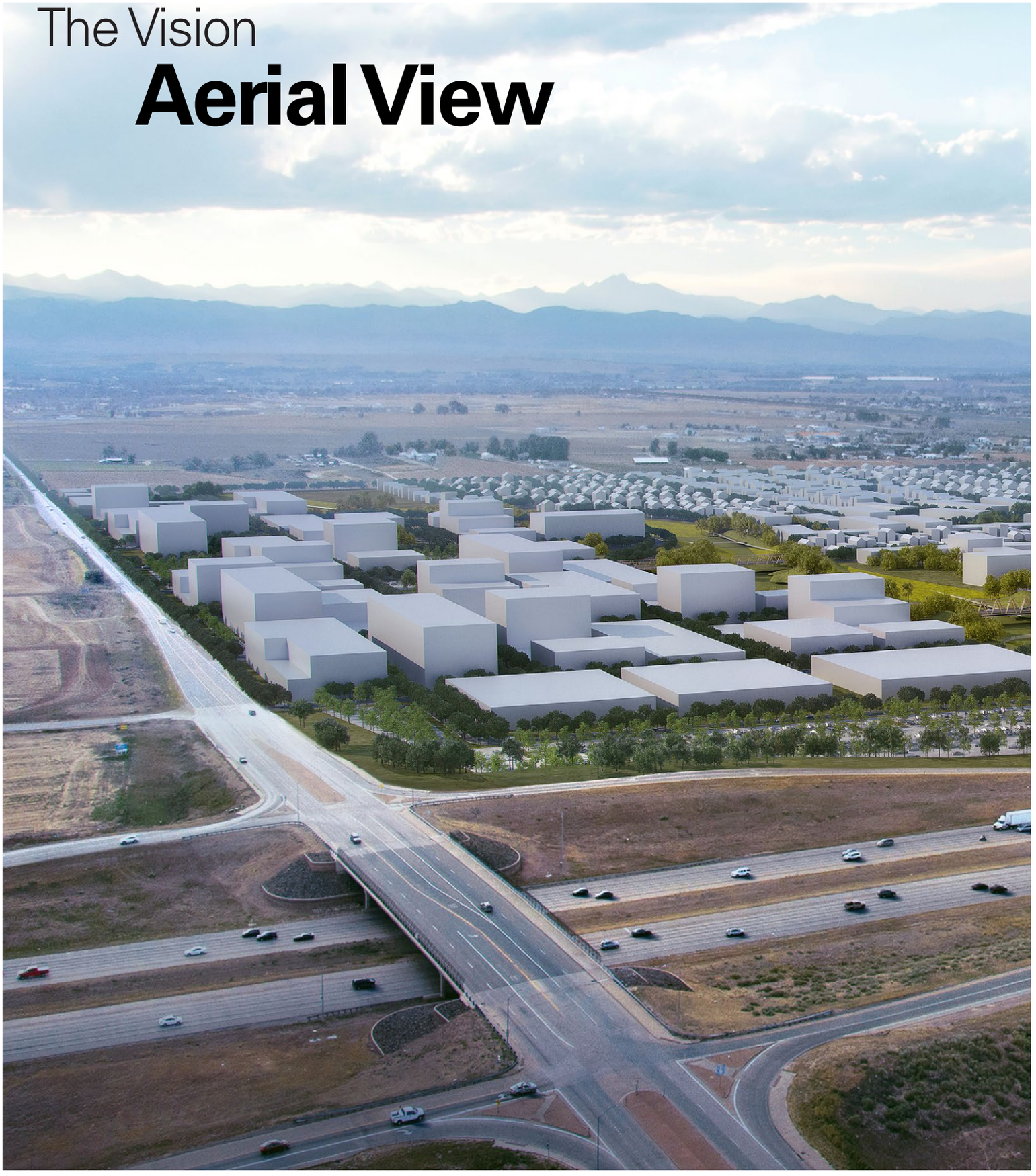
2 The Vision

> The Vision

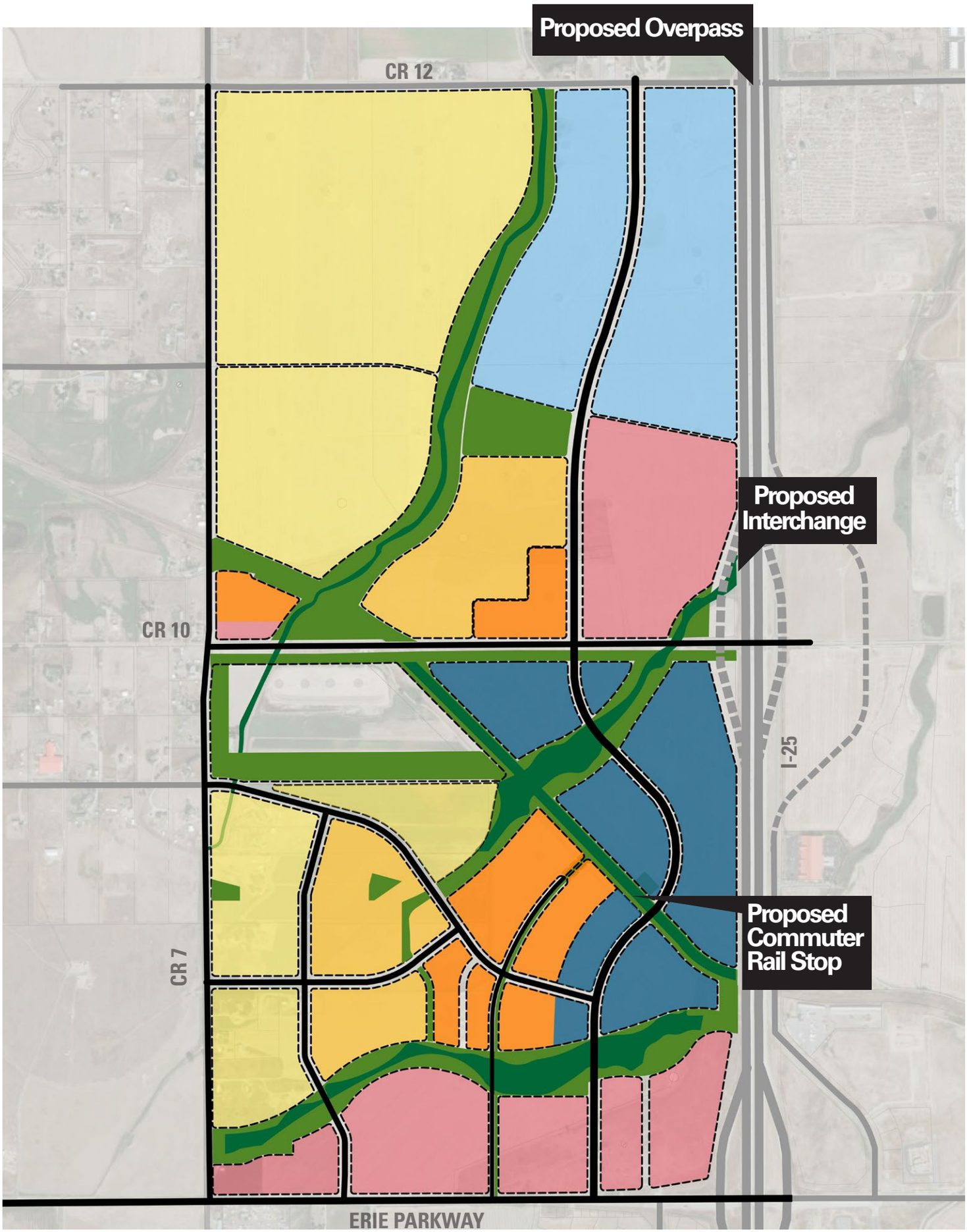
> The Framework

The Vision

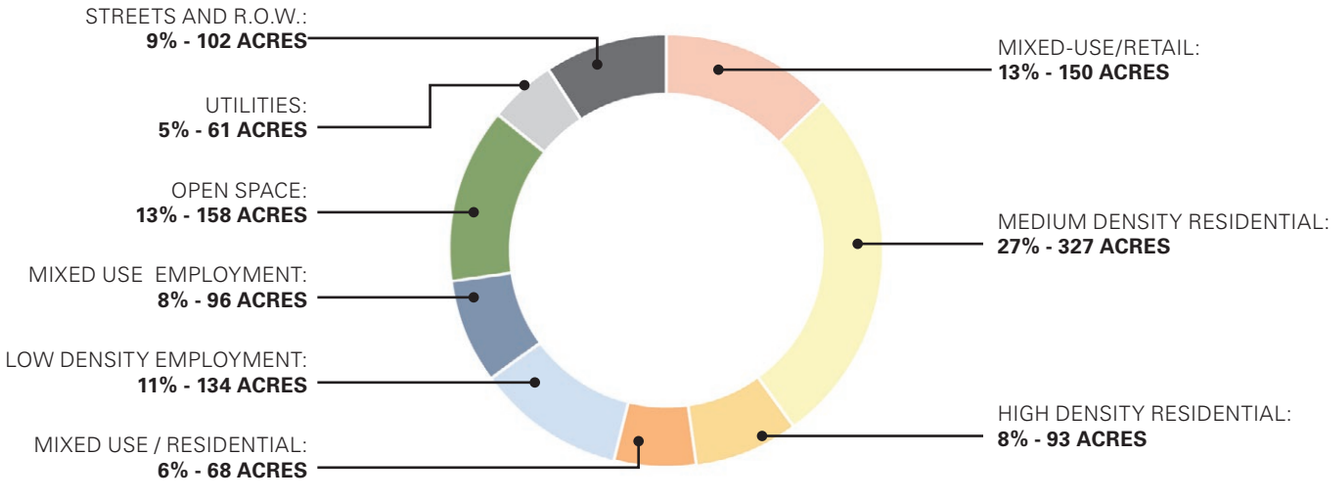
Aerial View






Proposed Overpass
CR 12
Proposed Interchange
CR 10
I-25
Proposed Commuter Rail Stop
CR 7
ERIE PARKWAY

The Vision
Development Plan



INTEGRATED
OPEN SPACE - X ACRES

- Connect the site with trails and bike paths
- Activate public spaces throughout the week
- Establish multi-functional parks and open spaces

EMBEDDED
EMPLOYMENT

- Promote active transportation commuting
- Activate public spaces throughout the week
- Appeal to a diversity of business sizes and types

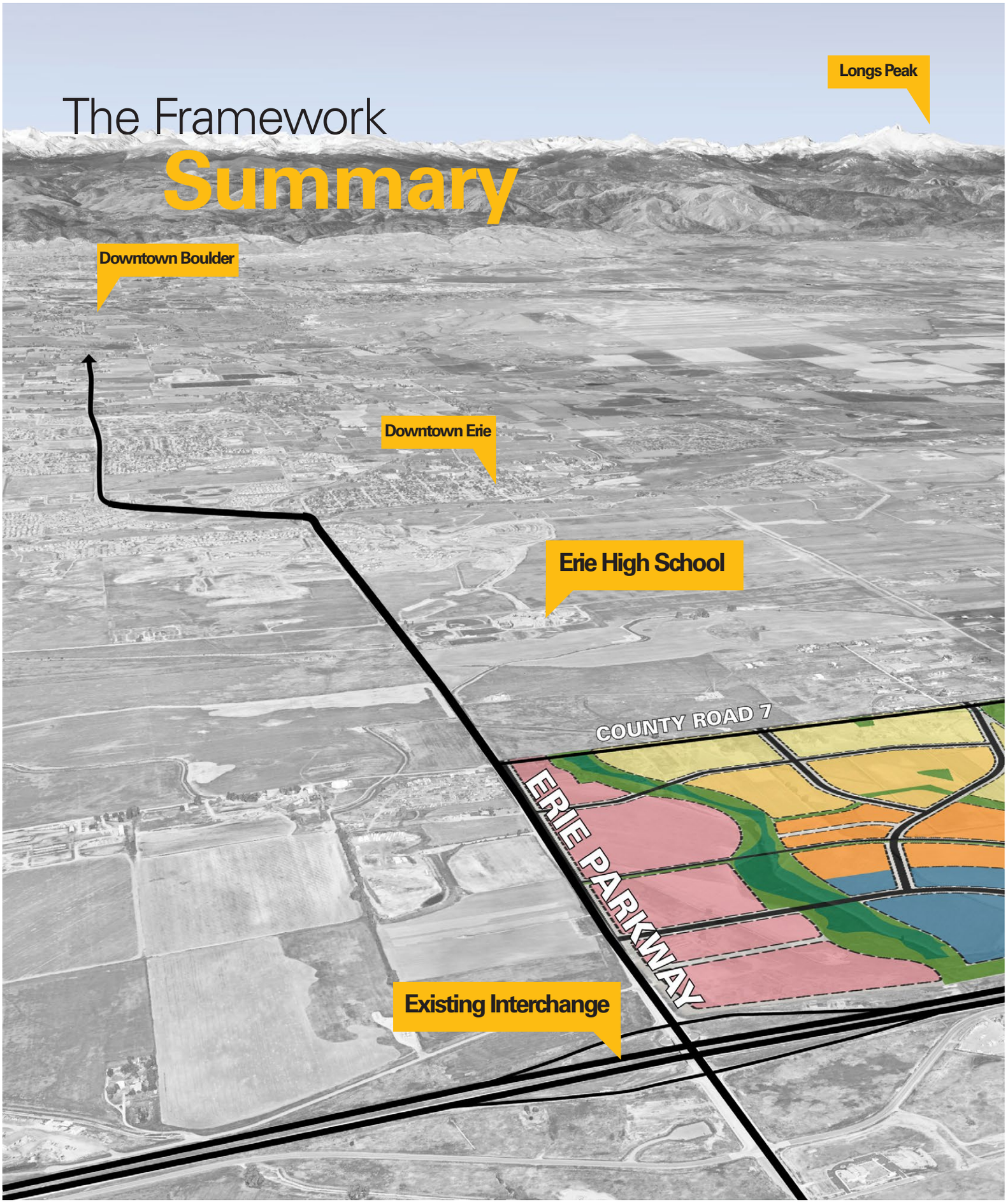
MIXED USE
RETAIL

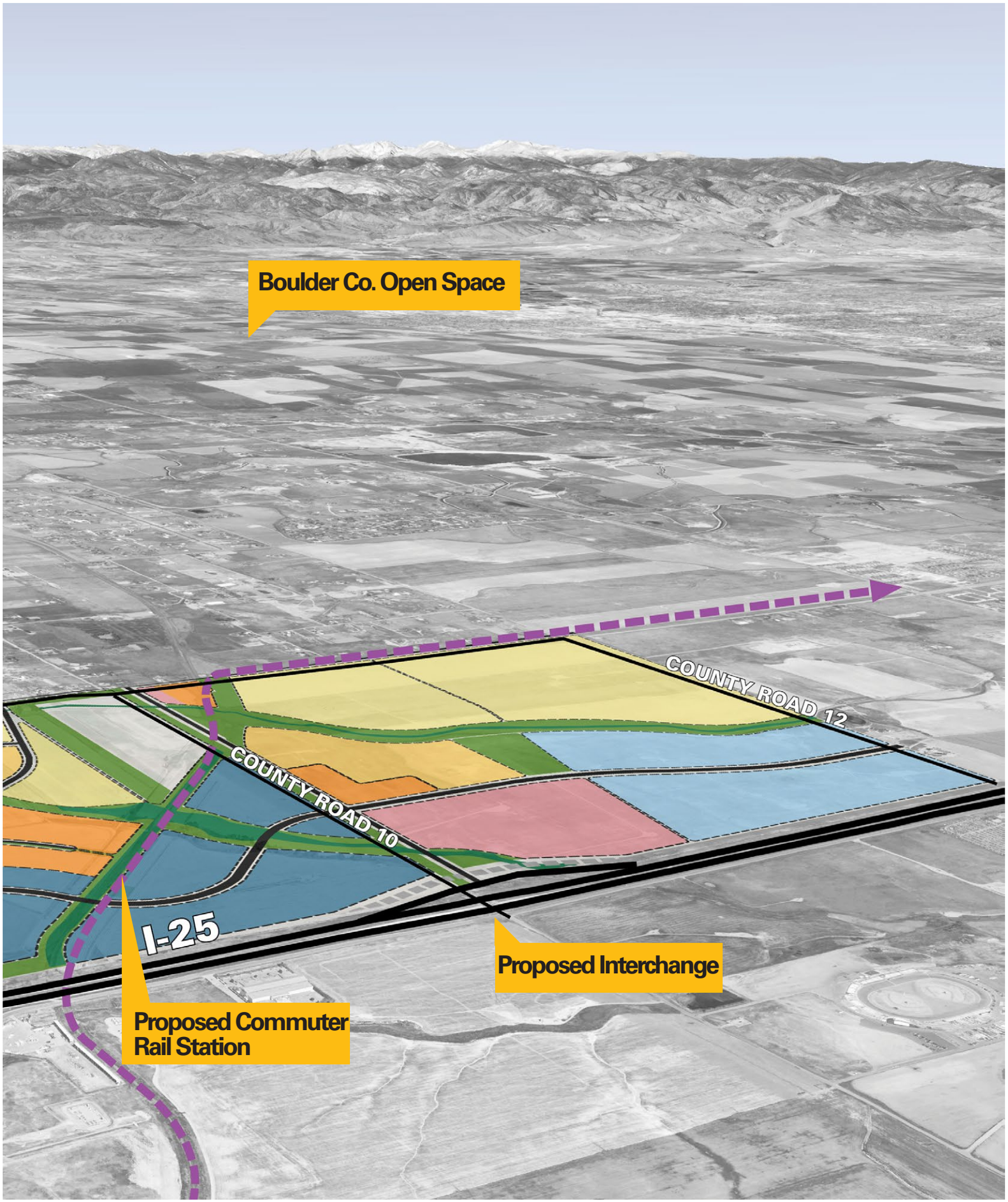
- Promote a safe and walkable environment
- Create retail destinations close to home
- Build resilience for market downturns

DIVERSE
RESIDENTIAL

- Increase density and create a wide variety of housing types, allowing for diverse lifestyles
- Locate amenities within walking distance to a variety of housing types

The Framework
Summary




Boulder Co. Open Space
COUNTY ROAD 12
COUNTY ROAD 10
I-25
Proposed Interchange
Proposed Commuter Rail Station

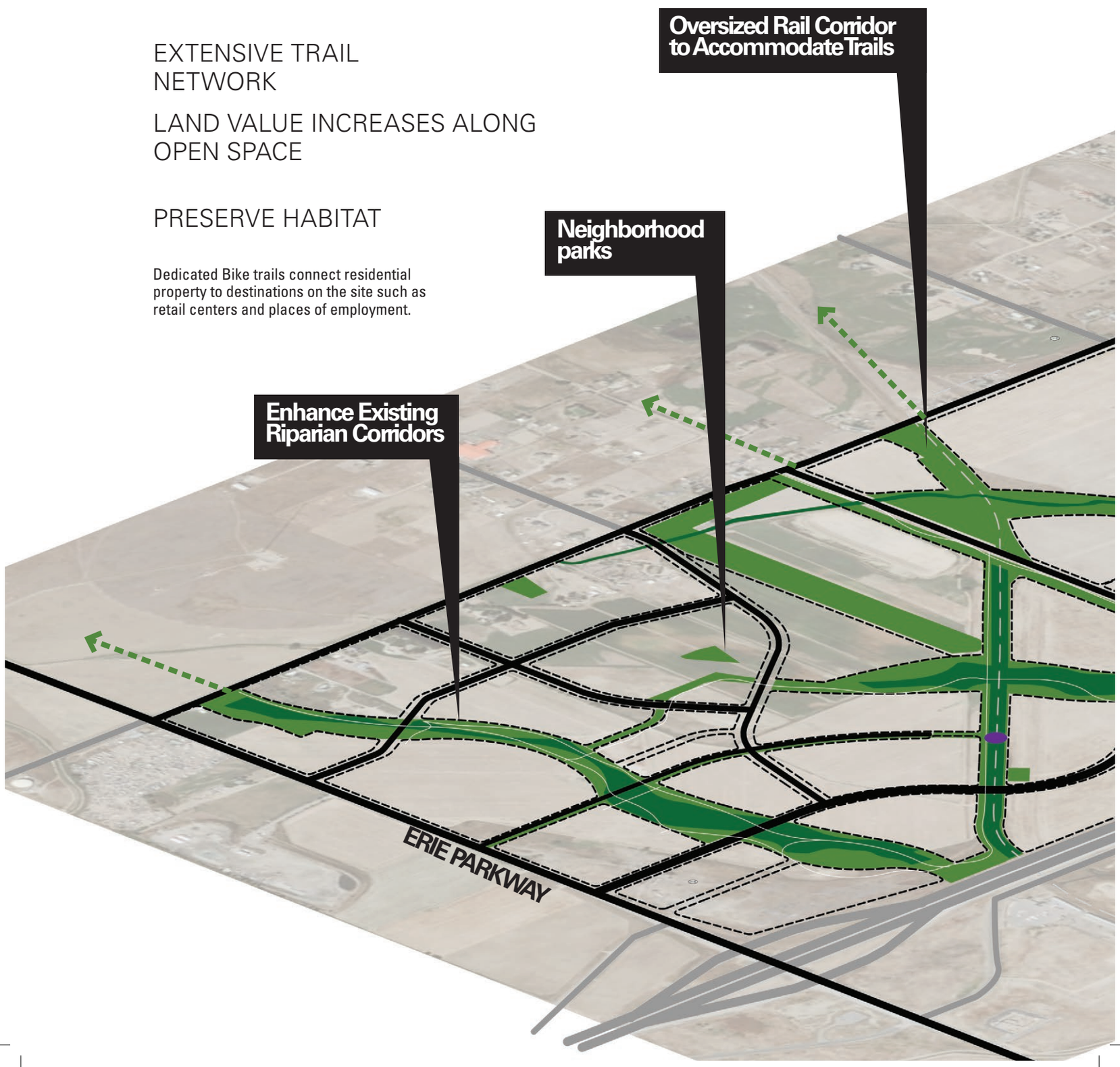
The Framework
Open Space

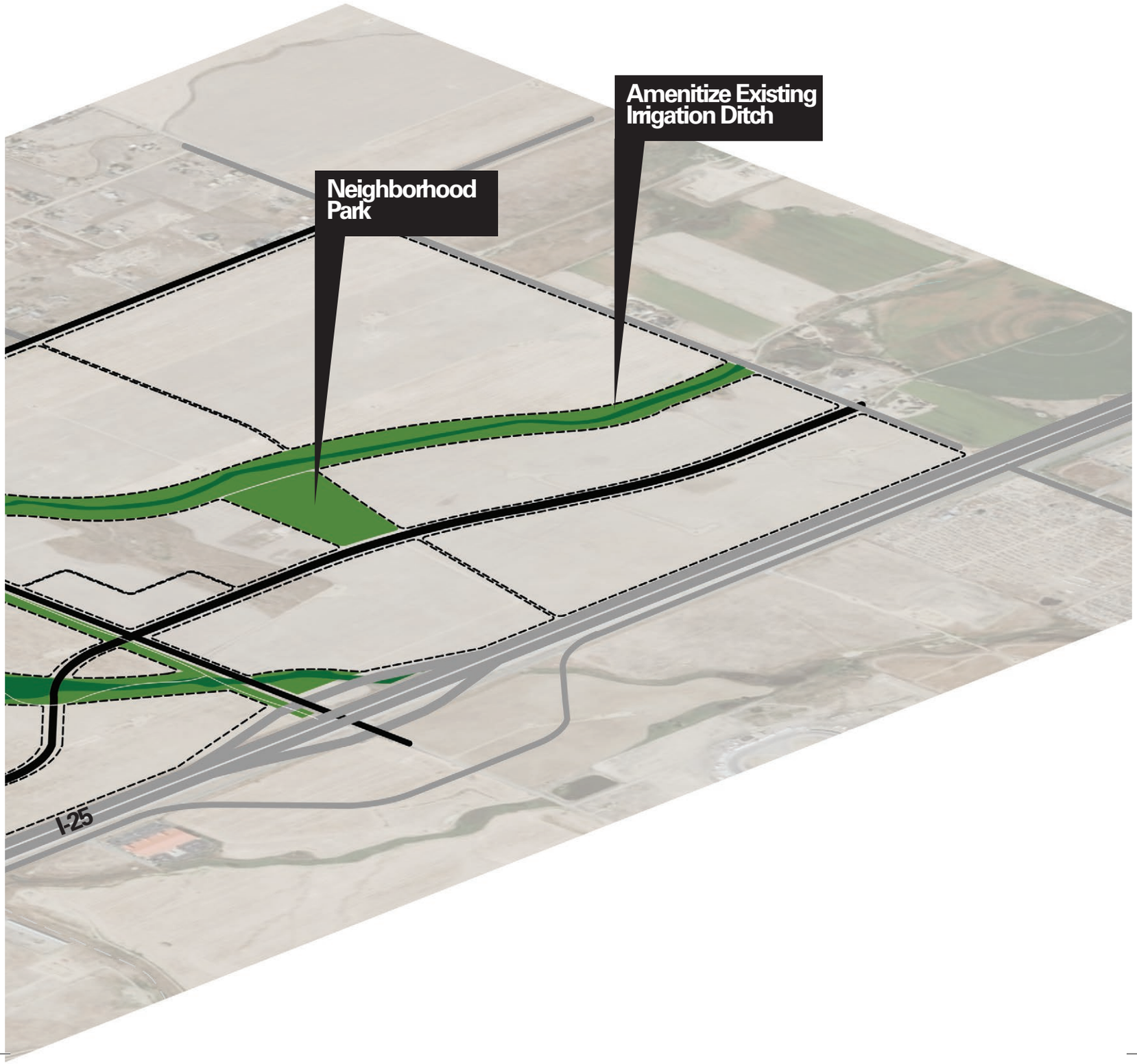
EXTENSIVE TRAIL NETWORK

LAND VALUE INCREASES ALONG OPEN SPACE

PRESERVE HABITAT

Dedicated Bike trails connect residential property to destinations on the site such as retail centers and places of employment.



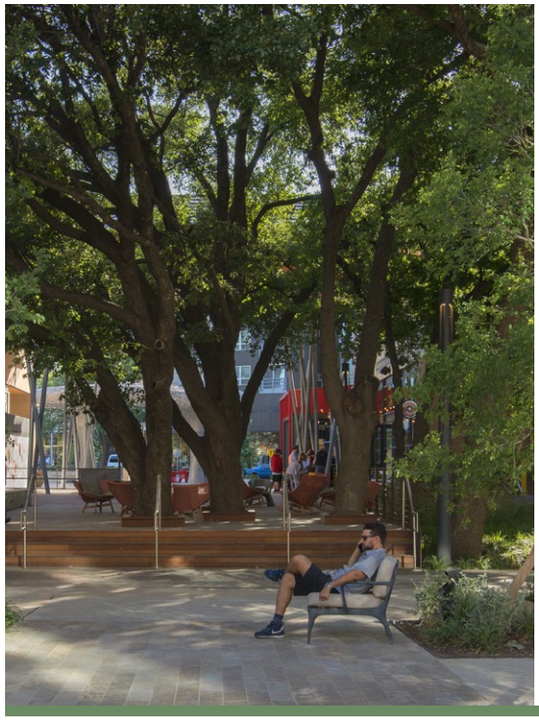

Amenitize Existing
Irrigation Ditch
Neighborhood
Park
I-25

The Framework
Open Space

NETWORK TRAIL **CONNECTIONS**

An integrated system of open space, trails and parks within the development helps to cultivate an active and vibrant community by providing access to outdoor amenities. These spaces enable a wide range of users to enjoy them in a variety of ways due to their flexible uses. The integrated system of open space also creates a higher demand to live and work near this community.

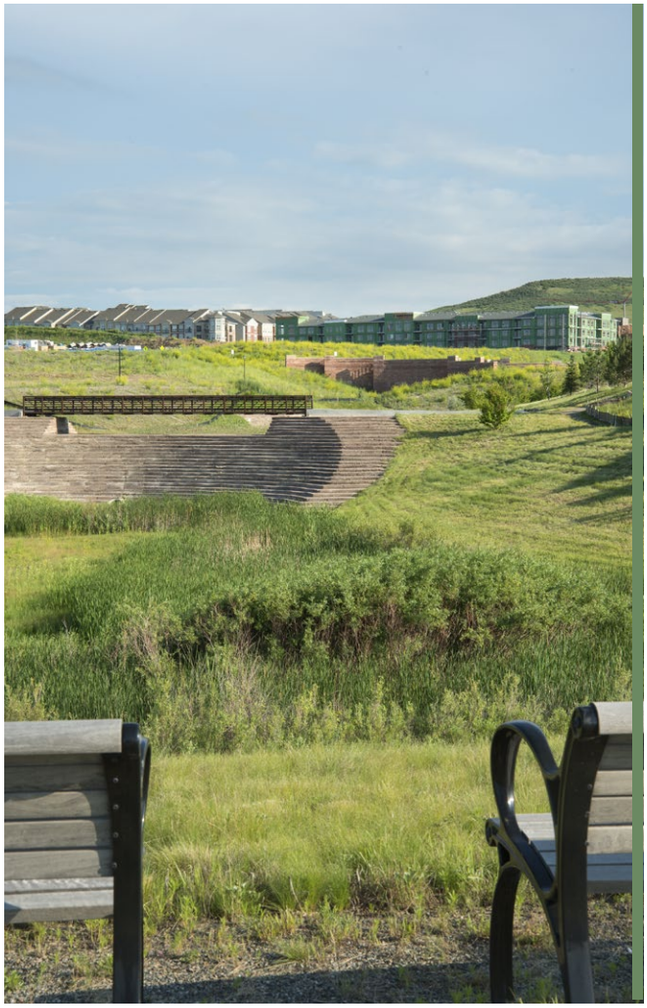






AMENITIZED **PARKS AND PLAZAS**

MULTI-FUNCTIONAL **OPEN SPACE**










VIEW KEY
I-25
ERIE PARKWAY



The Framework

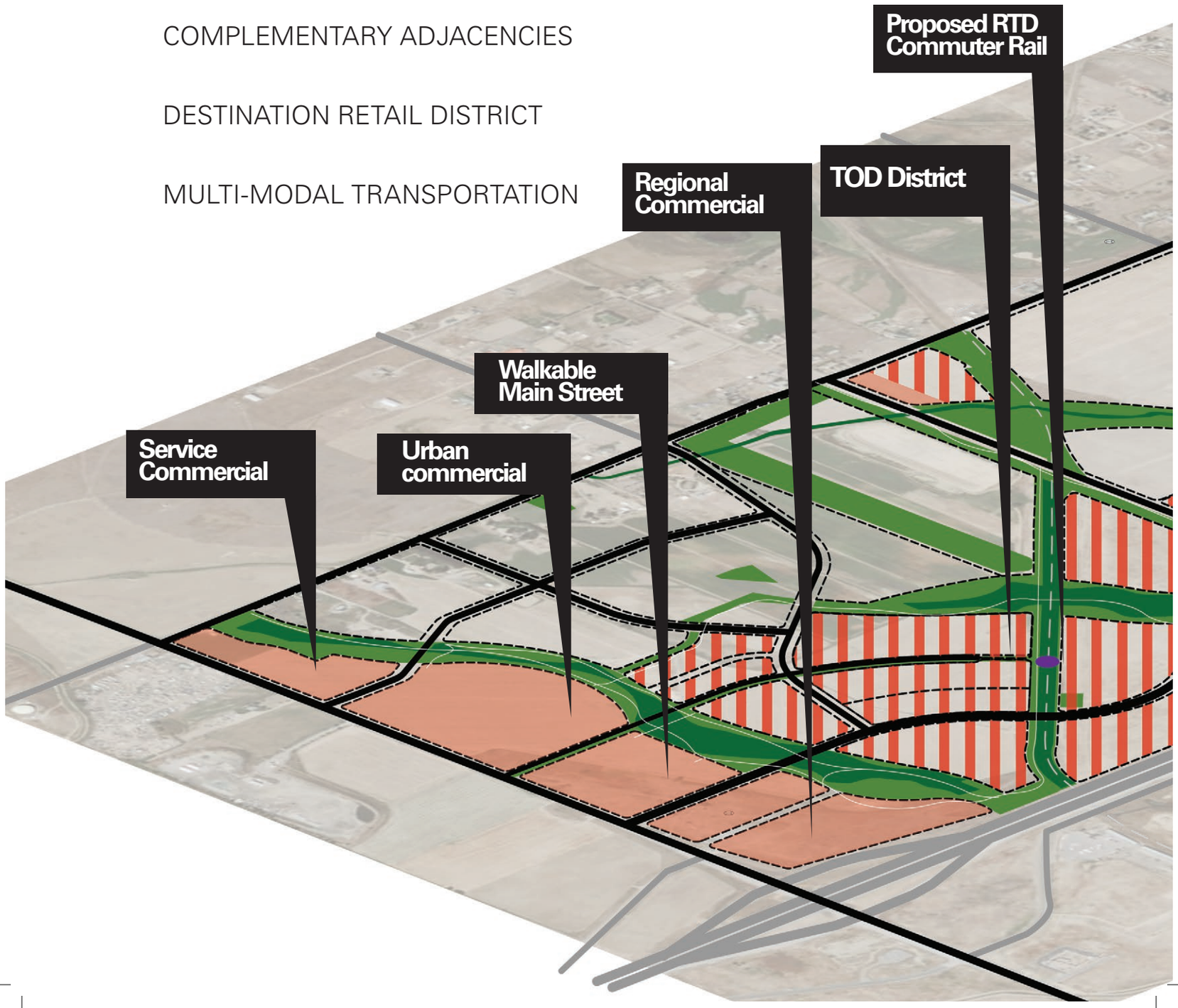
Mixed Use Retail

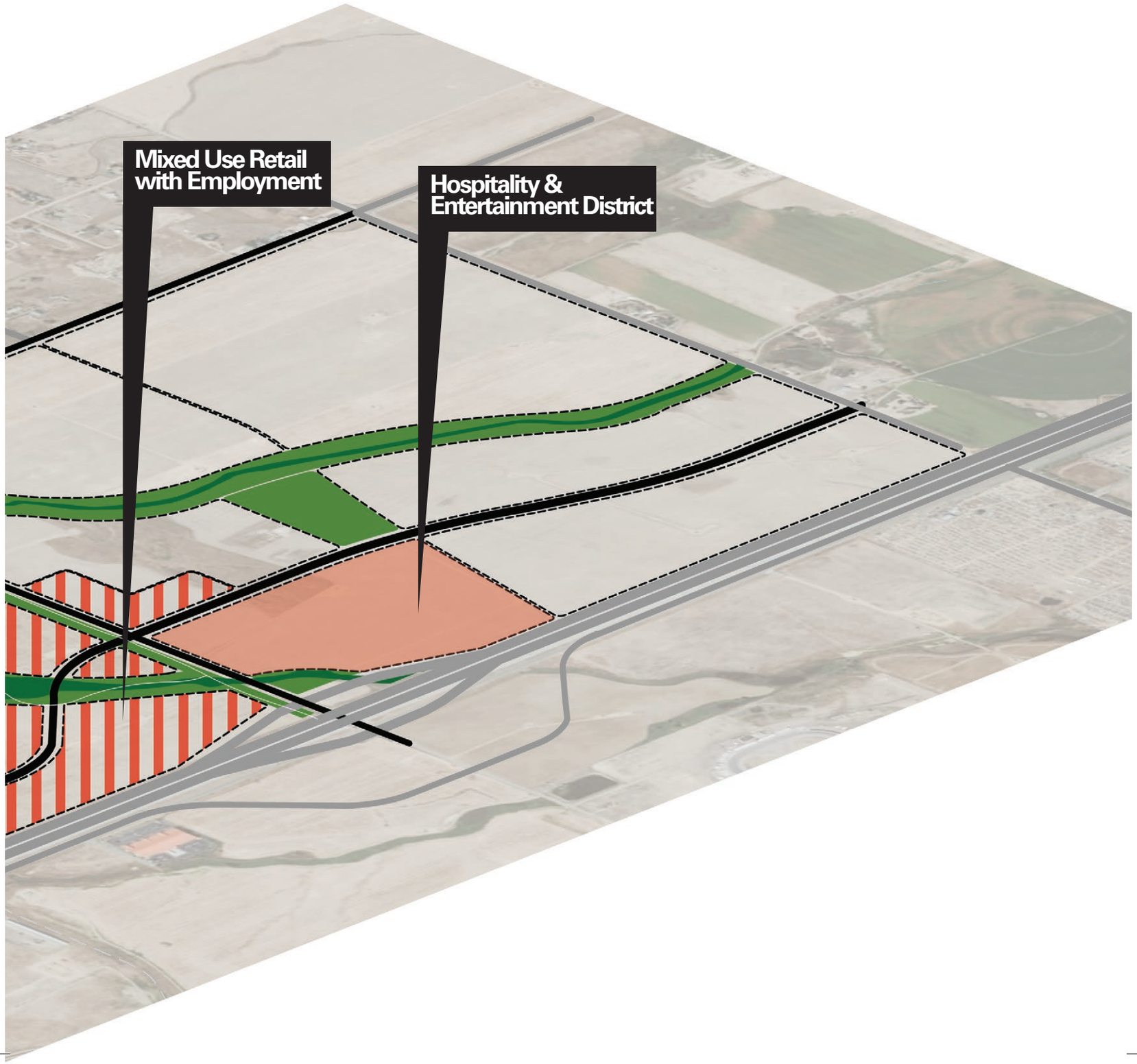
PEDESTRIAN FOCUSED

COMPLEMENTARY ADJACENCIES

DESTINATION RETAIL DISTRICT

MULTI-MODAL TRANSPORTATION




Mixed Use Retail
with Employment
Hospitality &
Entertainment District

The Framework

Mixed Use Retail







COMPLEMENTARY **ADJACENCIES**

VARIETY OF **GATHERING SPACES**

Retail is adjacent to employment centers, residences and a large open space network. Gathering spaces are provided to connect these different uses together. This approachable public realm and variety of uses helps to cultivate a tailored sense of place.







WIDE & WALKABLE **PUBLIC REALM**


VIEW KEY
I-25
ERIE PARKWAY


ERIE
Farmers
Market
COFFEE
BENTLEY

The Framework

Employment

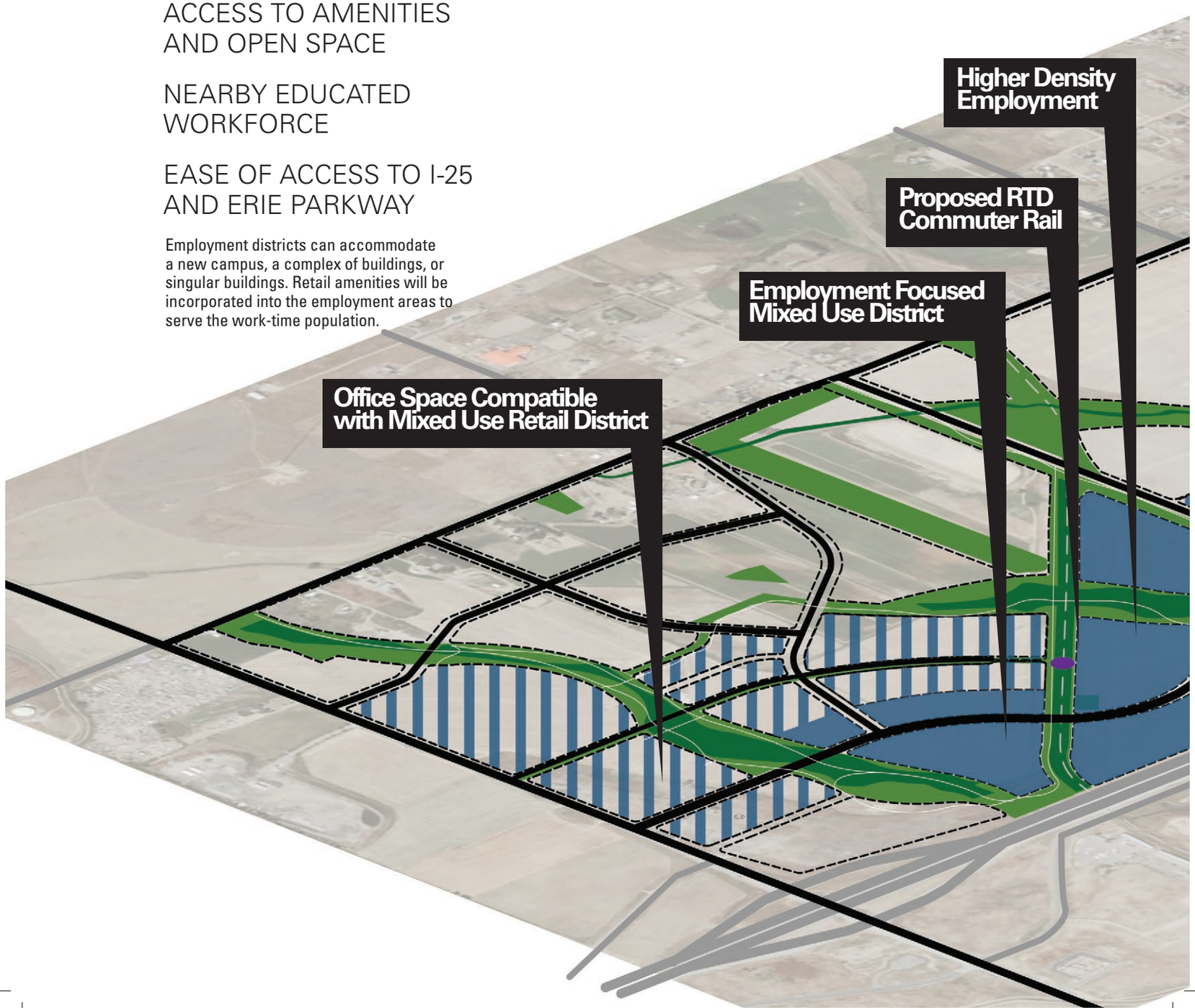
VISIBILITY FROM I-25

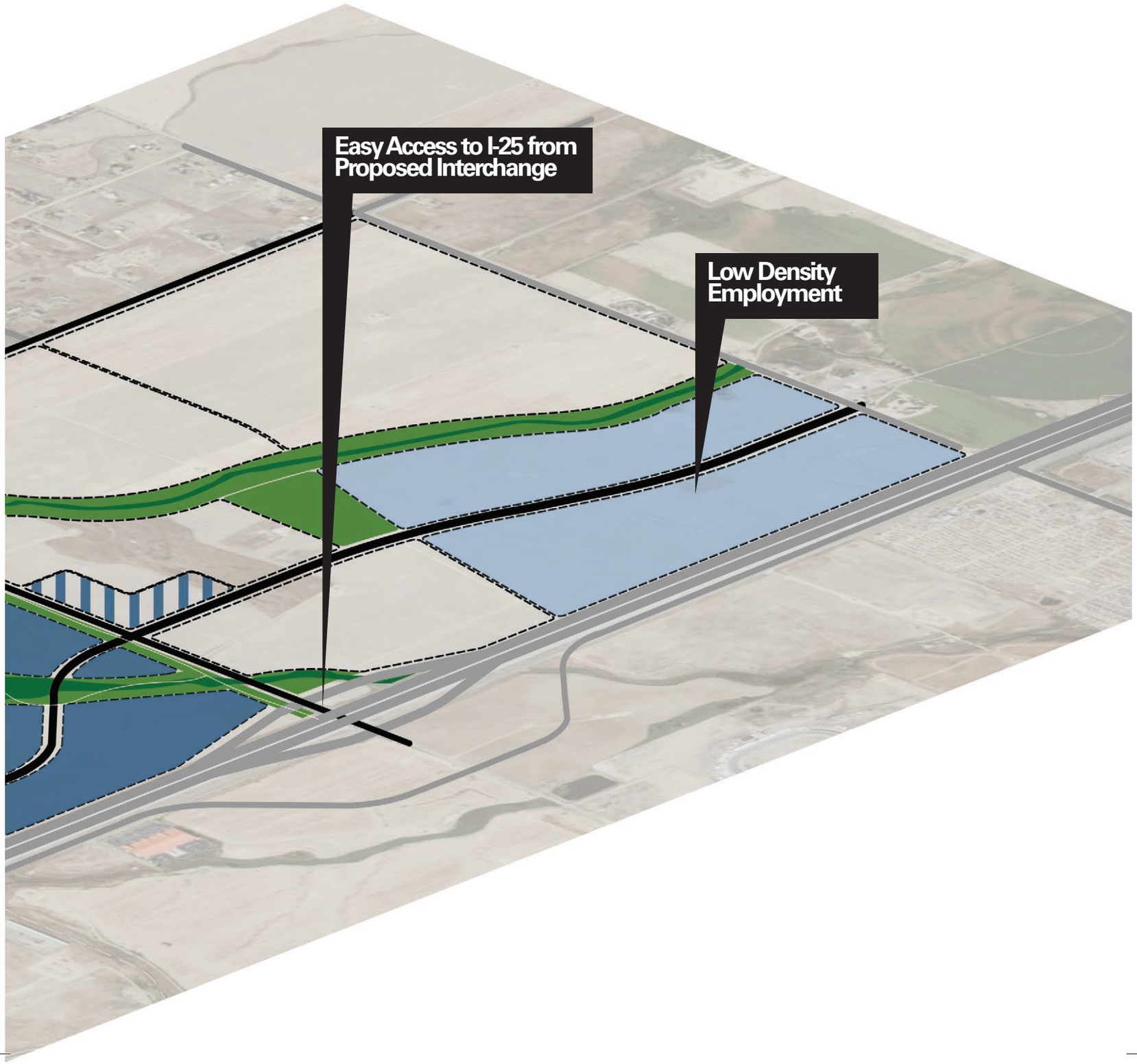
ACCESS TO AMENITIES AND OPEN SPACE

NEARBY EDUCATED WORKFORCE

EASE OF ACCESS TO I-25 AND ERIE PARKWAY

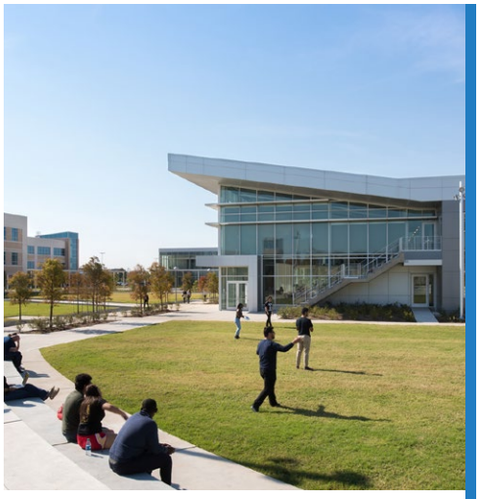
Employment districts can accommodate a new campus, a complex of buildings, or singular buildings. Retail amenities will be incorporated into the employment areas to serve the work-time population.



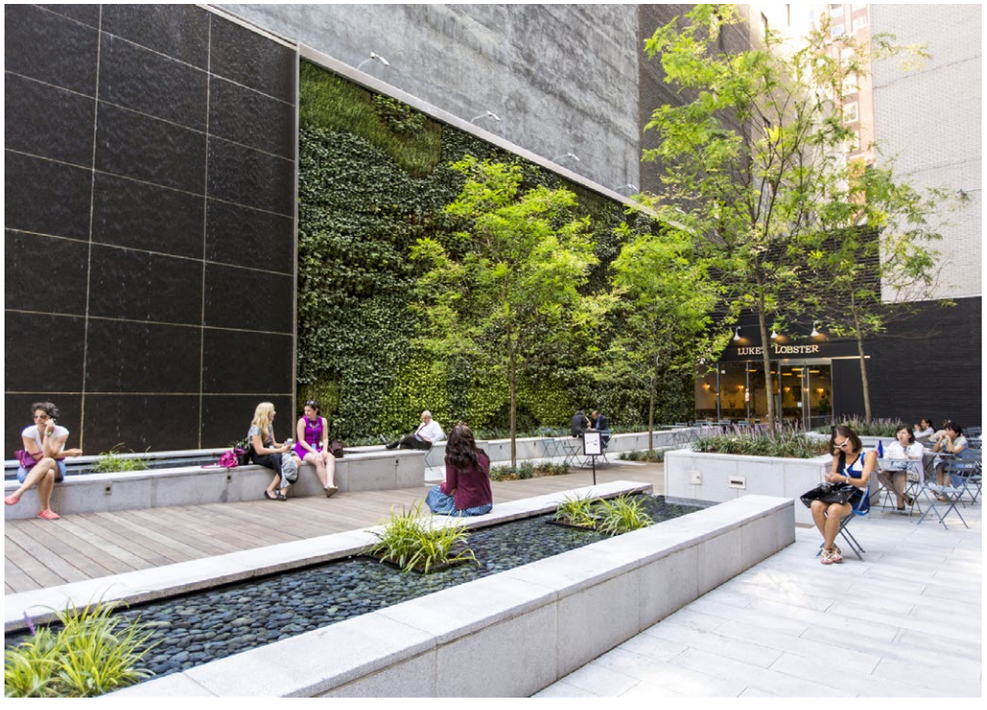

Easy Access to I-25 from Proposed Interchange
Low Density Employment

The Framework
Employment





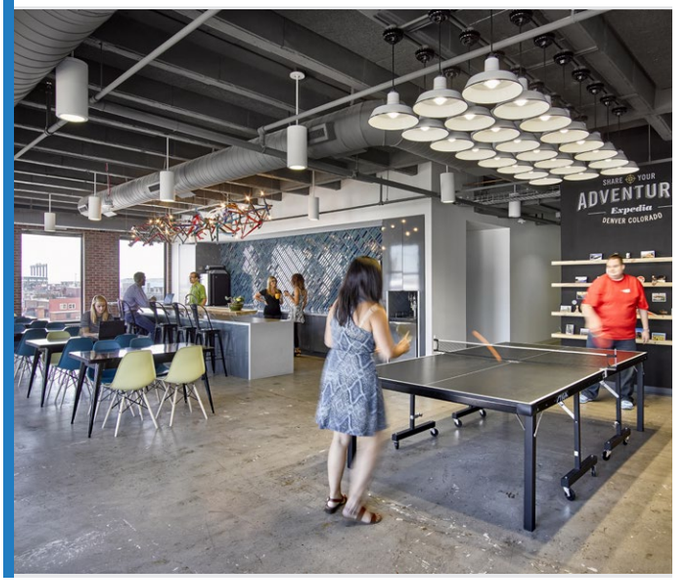
PUBLIC GATHERING AREAS





PROXIMITY TO **AMENITY CENTERS**

Employment centers will be located close to residential areas and retail development. Employment will also be close to civic areas like parks and theaters. This allows for employees to leave for lunch and access a variety of amenities. By providing places to work near places to live and play, the vibrancy of this development will thrive.







FLEXIBLE WORK **ENVIRONMENTS**

The Framework

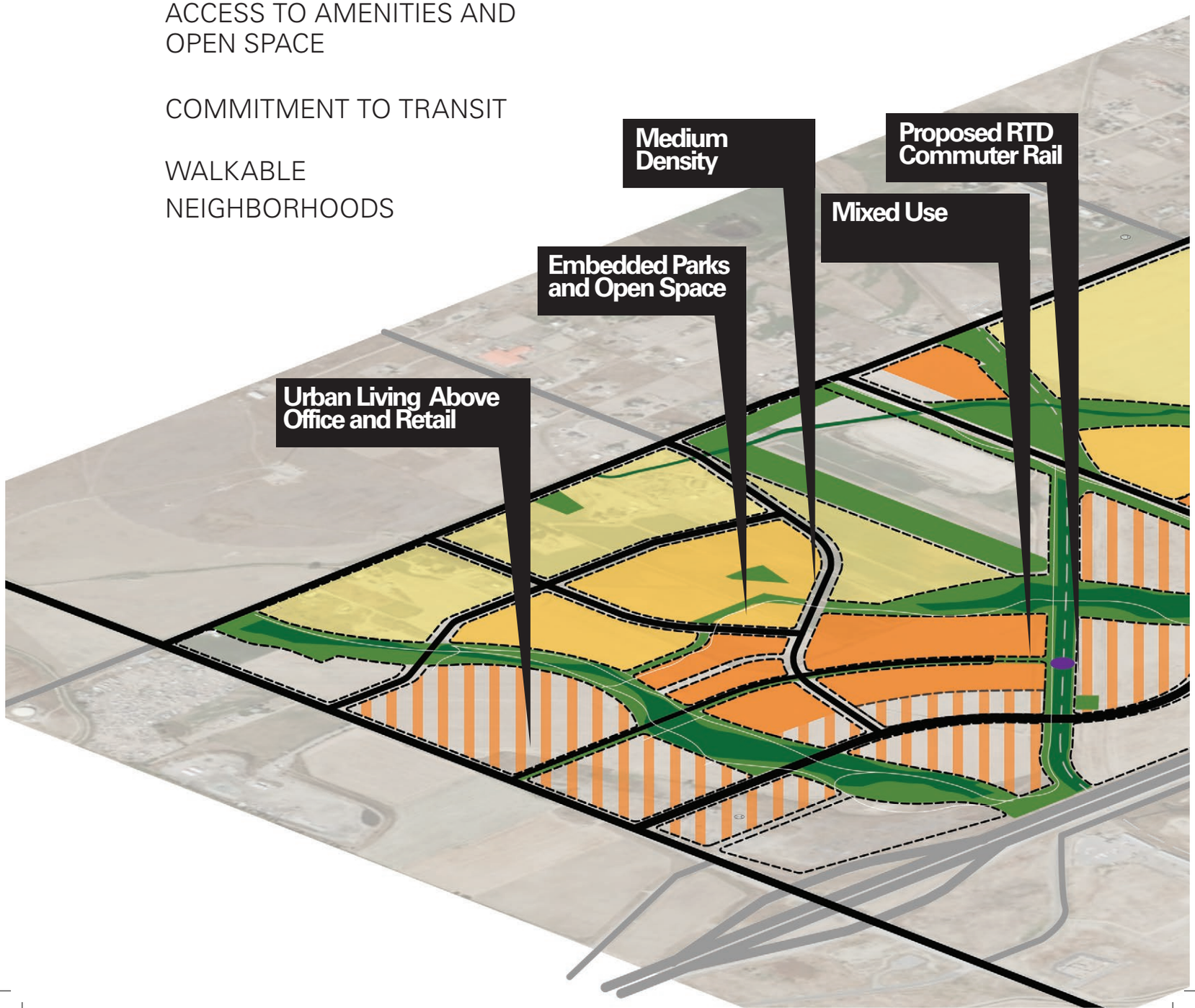
Residential

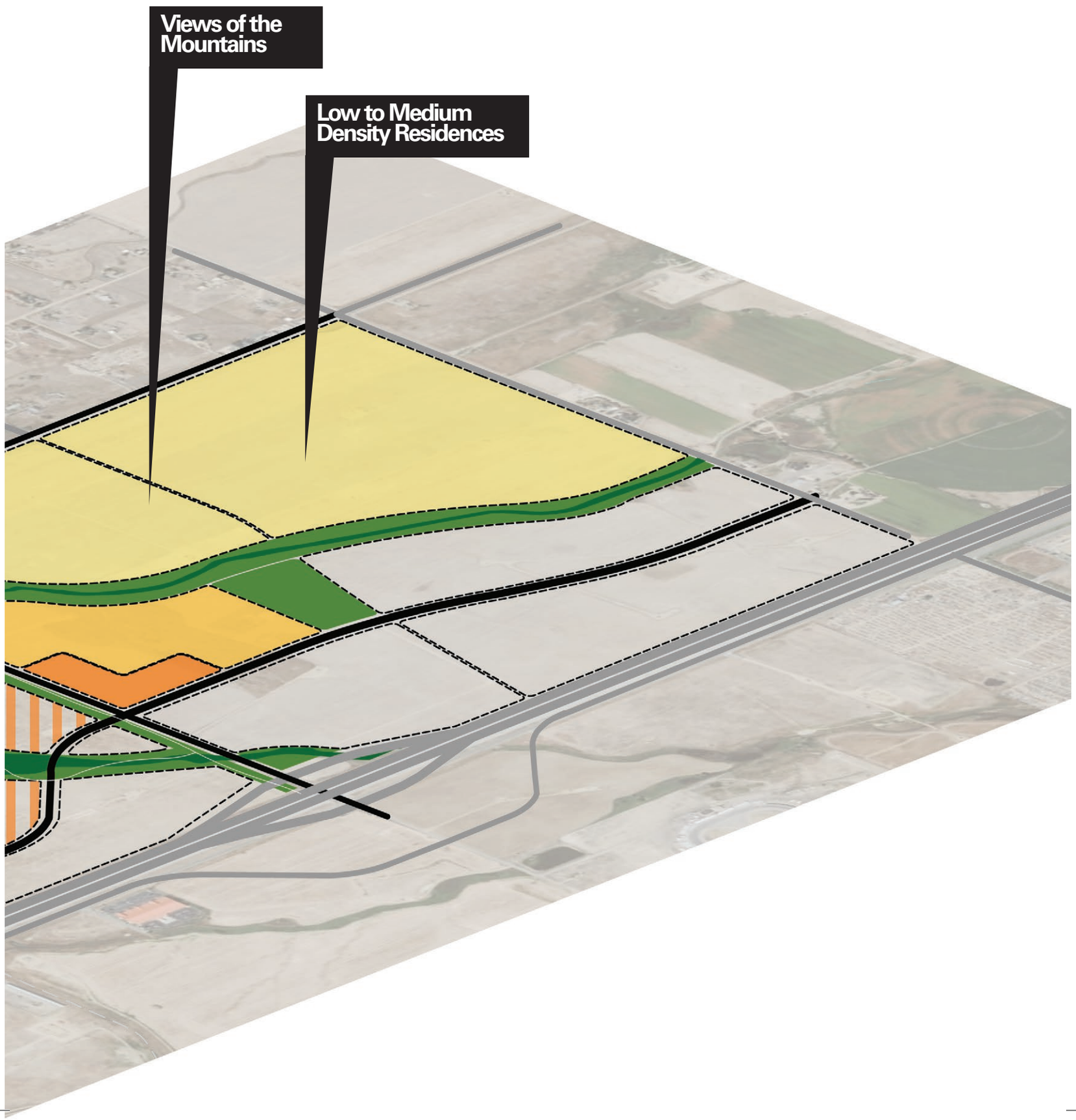
VARIETY OF HOUSING TYPES

ACCESS TO AMENITIES AND OPEN SPACE

COMMITMENT TO TRANSIT

WALKABLE NEIGHBORHOODS

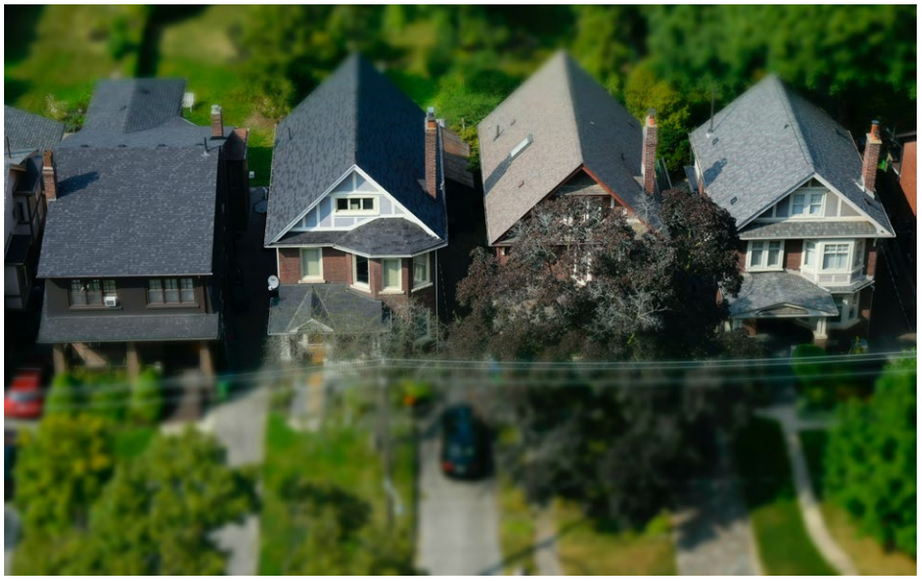



Views of the Mountains
Low to Medium Density Residences

The Framework
Residential



ADJACENT
OPEN SPACE







DIVERSITY OF
HOUSING TYPES

ACCESS TO **AMENITIES**







WALKABLE **COMMUNITIES**

Open space networks right next to a range of housing options will encourage residents to walk and bike through their community. The destination retail and employment centers will create even more foot traffic because it will be possible to walk to a whole range of places.


VIEW KEY
I-25
ERIE PARKWAY


YOGA





3 The Details

> 600 Acre Enlargement

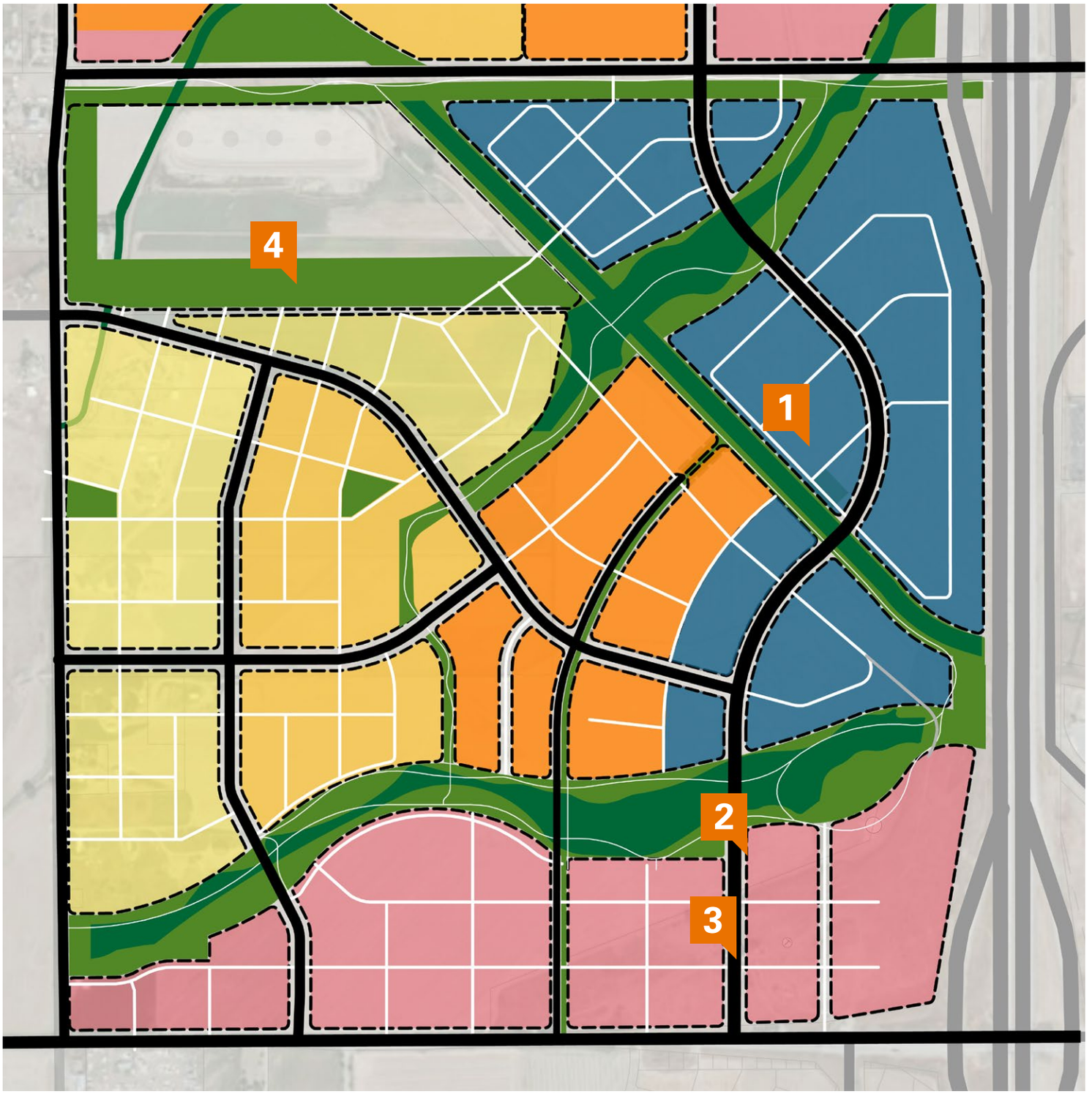
> The 100 Acre Plan

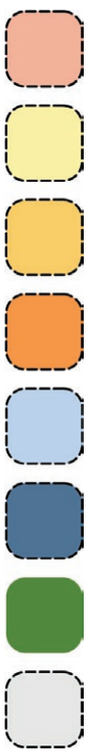
> Perspectives

> Circulation

600 Acre Plan Enlargement

Land Use & Streets





Mixed Use / Retail

Medium Density Residential

High Density Residential

Mixed Use Residential

Low Density Employment

Mixed Use Employment

Open Space

Oil and Gas

1 Possible TOD District with RTD rail station

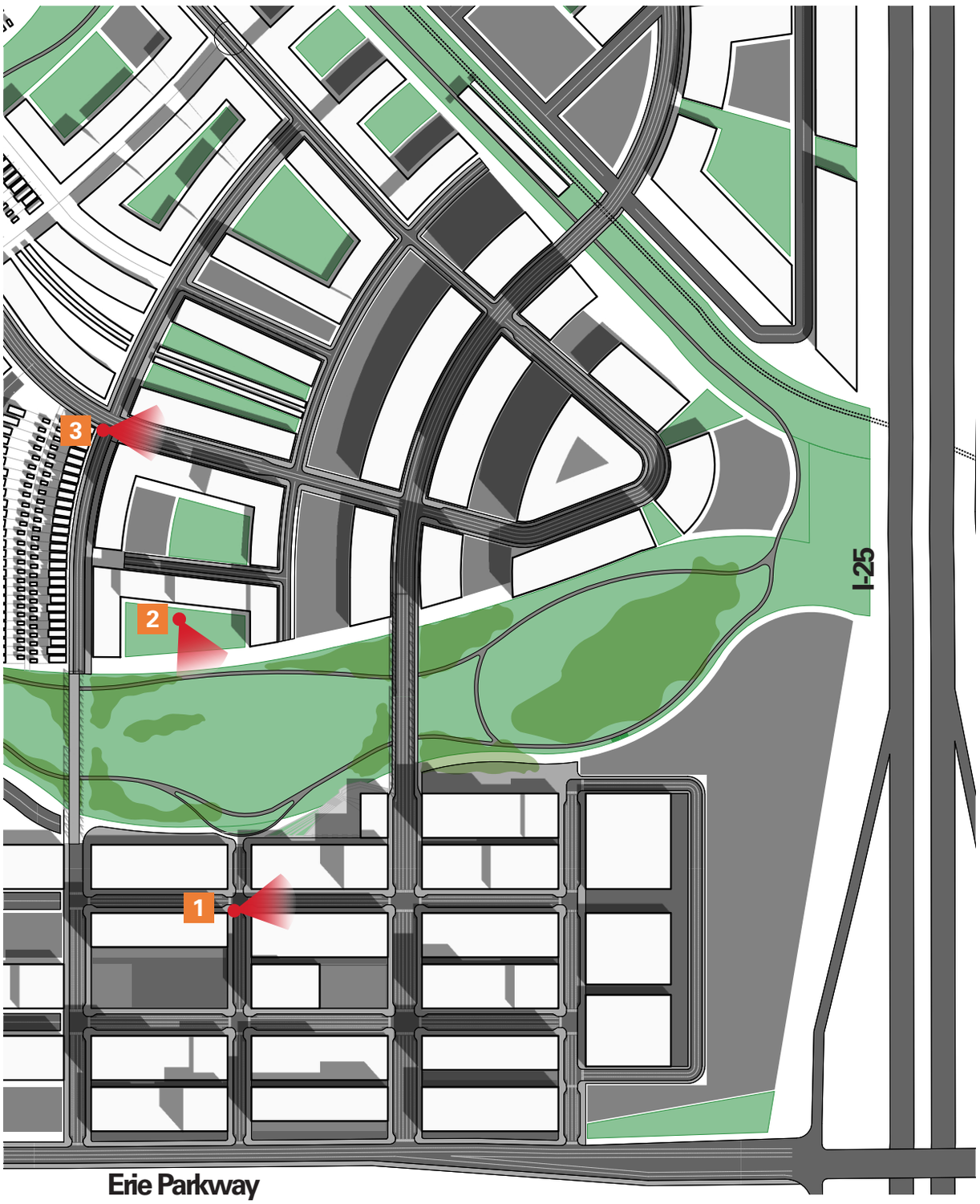
2 Civic amenities opening on to green space network

3 Pedestrian-focused main street within retail mixed use district

4 Open space buffer between the existing oil and gas utilities.

The 100 Acre Plan Enlargement

Building Massing





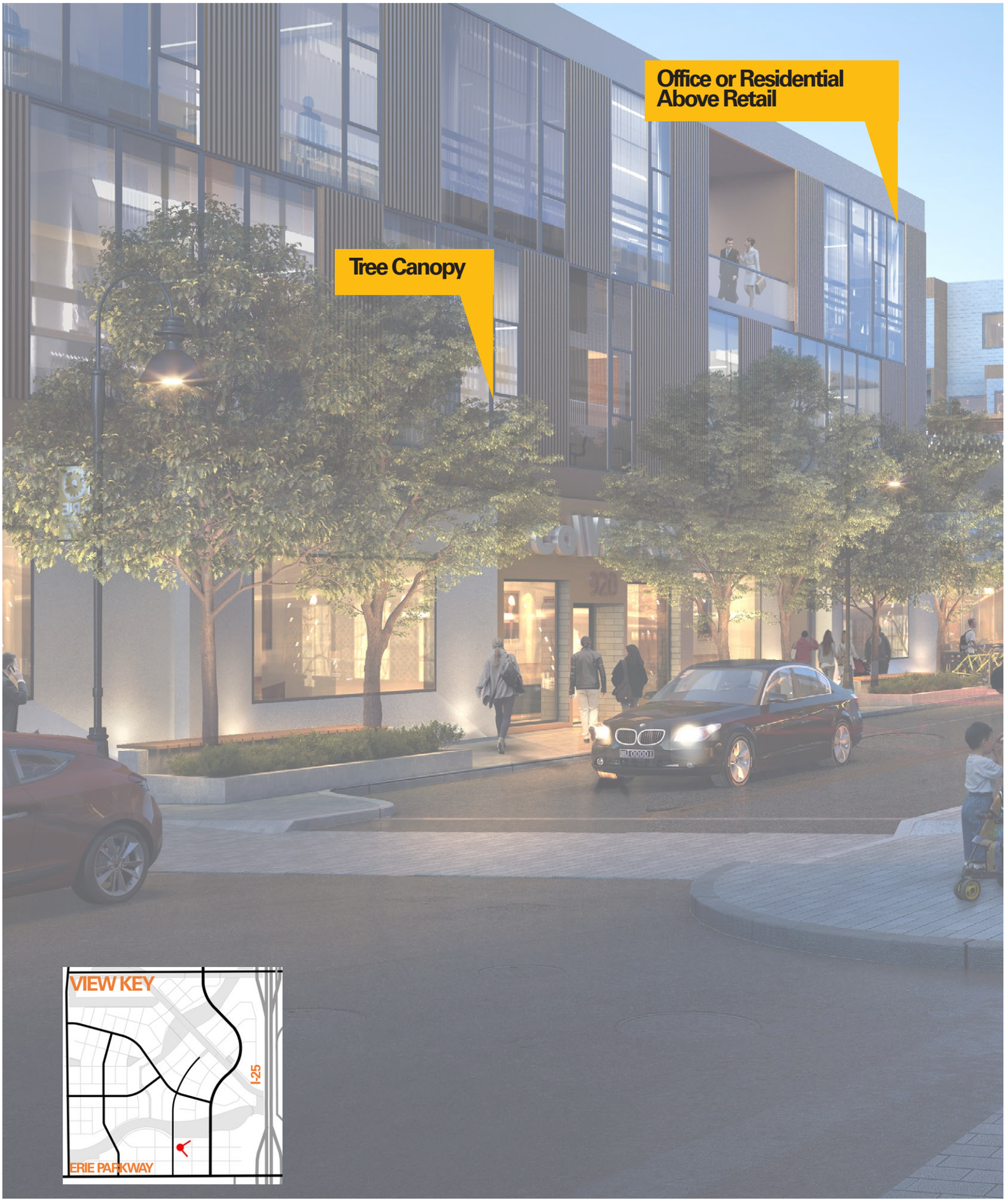
1



2



3


Office or Residential
Above Retail
Tree Canopy
VIEW KEY
I-25
ERIE PARKWAY


Mid-block Pedestrian Crossing
Stormwater Filtration and Retention in Planters
Wide Sidewalks for Restaurant Patio Space
ERIE
Farmers Market
COFFEE
BENTLEY


Diverse Housing Types
Iconic Open Space Crossings
Extensive Trails
VIEW KEY
I-25
ERIE PARKWAY

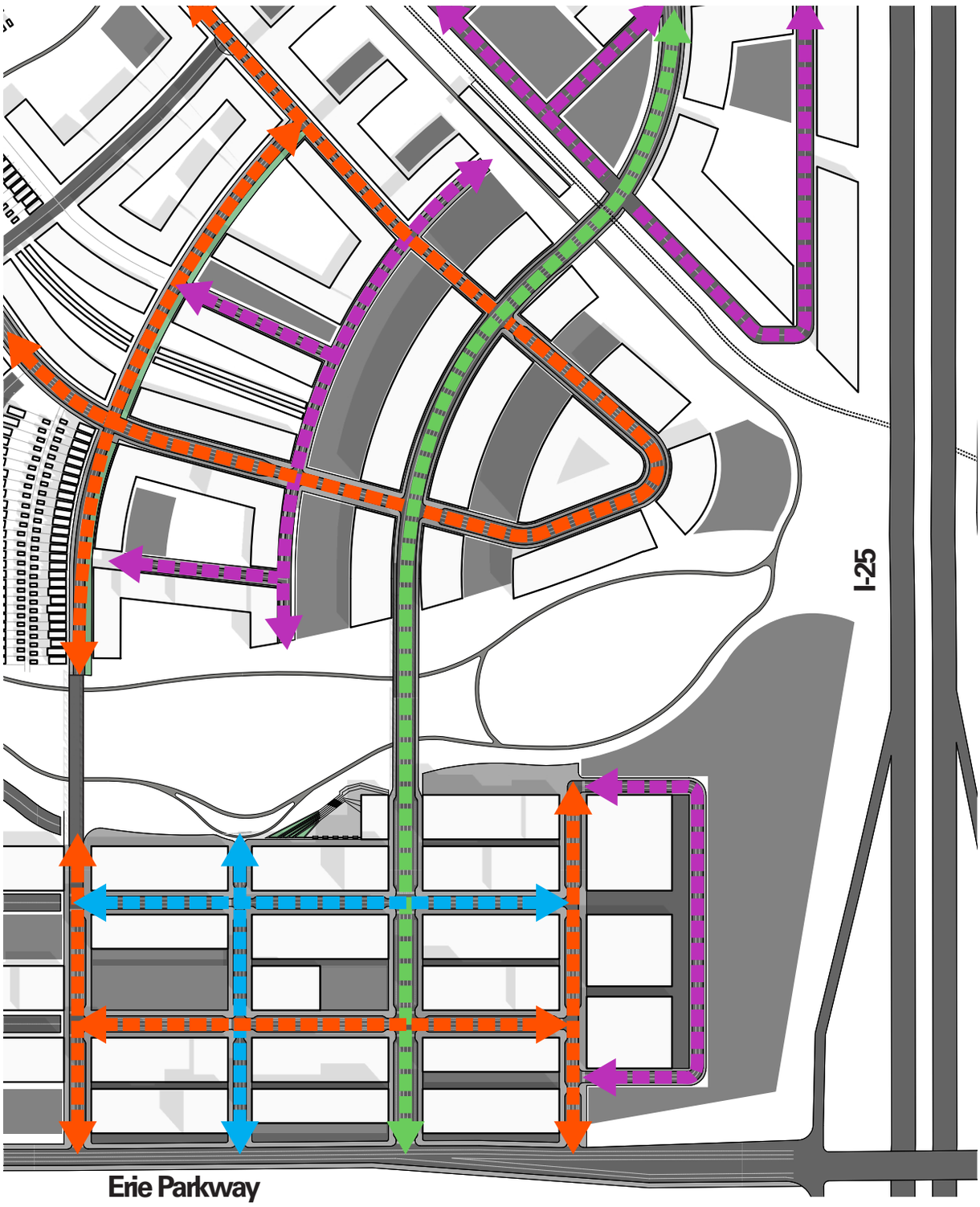

Integrated Public Plazas and Event Spaces
4 to 6 Story Mixed Use Buildings
Existing Wetlands Enhanced

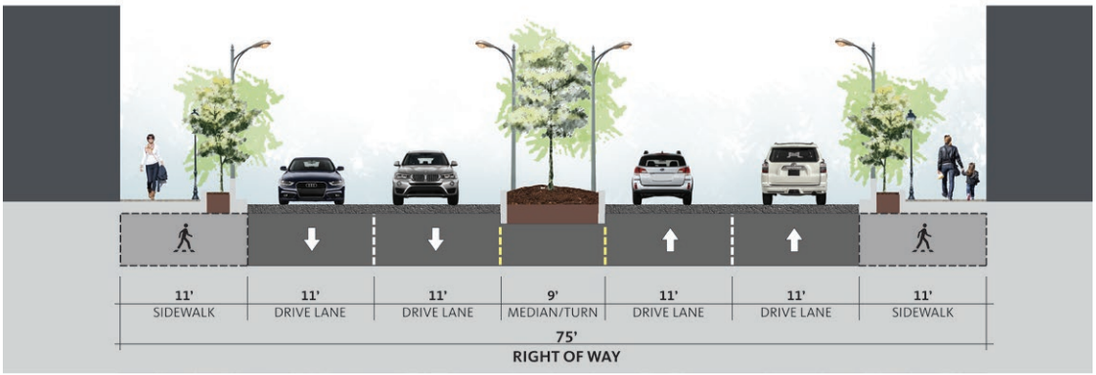

Diverse Housing Types and Styles
Curb Bulb Outs and Directional Ramps for Pedestrian Safety
VIEW KEY
I-25
ERIE PARKWAY


Green Streets
Dedicated Bike Paths
Ground Floor Commercial
YOGA

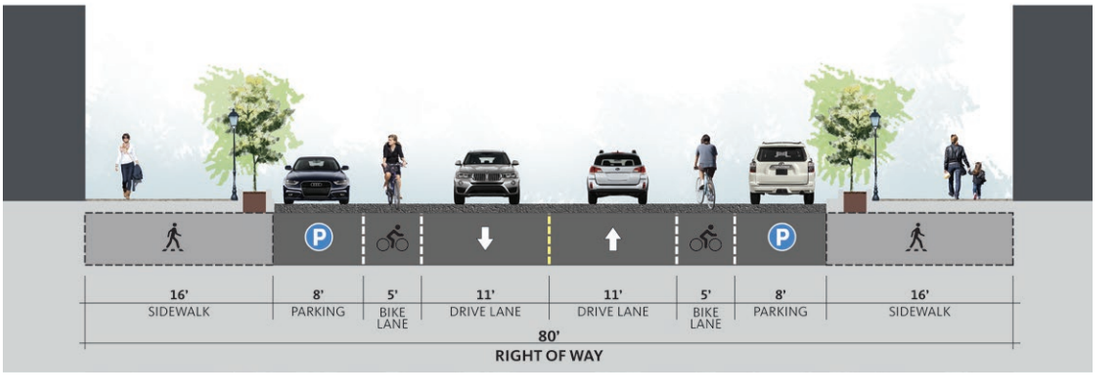
The 100 Acre Plan Enlargement

Street Sections

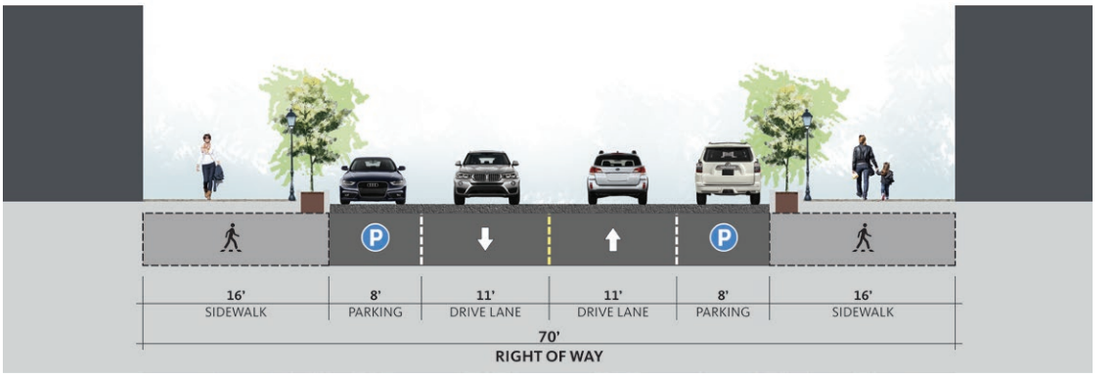




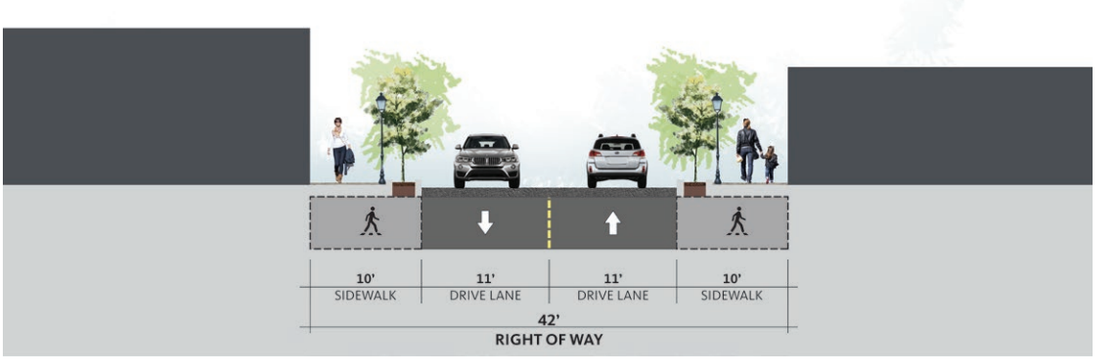
ARTERIAL ROAD



PRIMARY ROAD



PEDESTRIAN FOCUSED ROAD



NEIGHBORHOOD ROAD



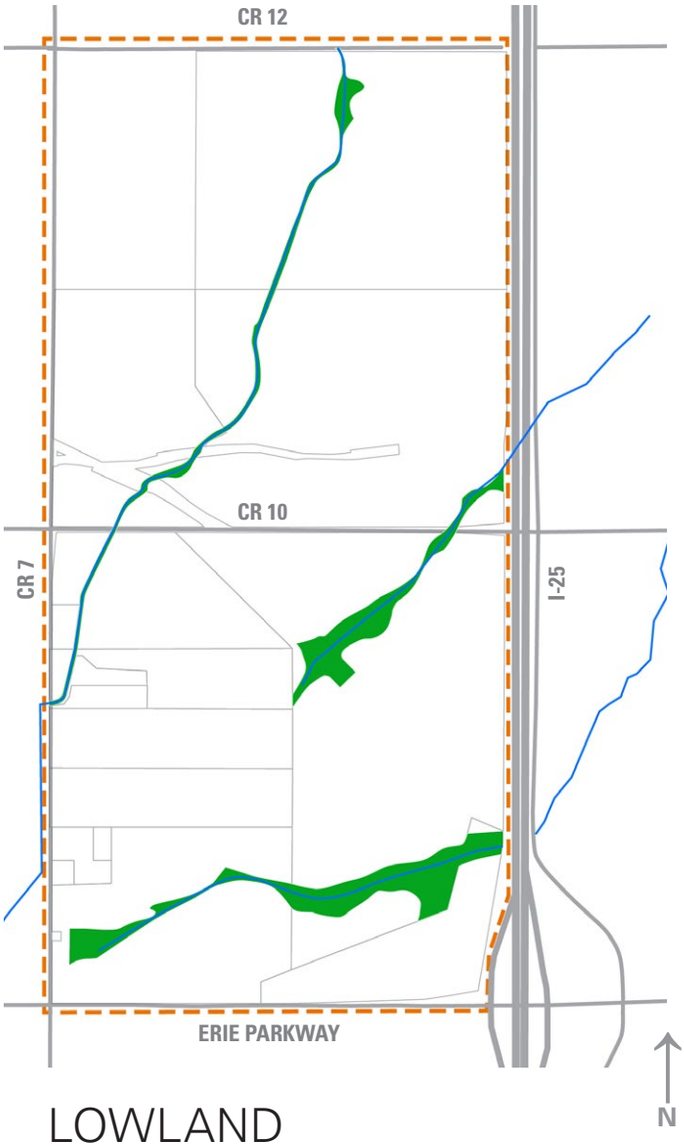
ERIE GATEWAY



4 Supporting Data

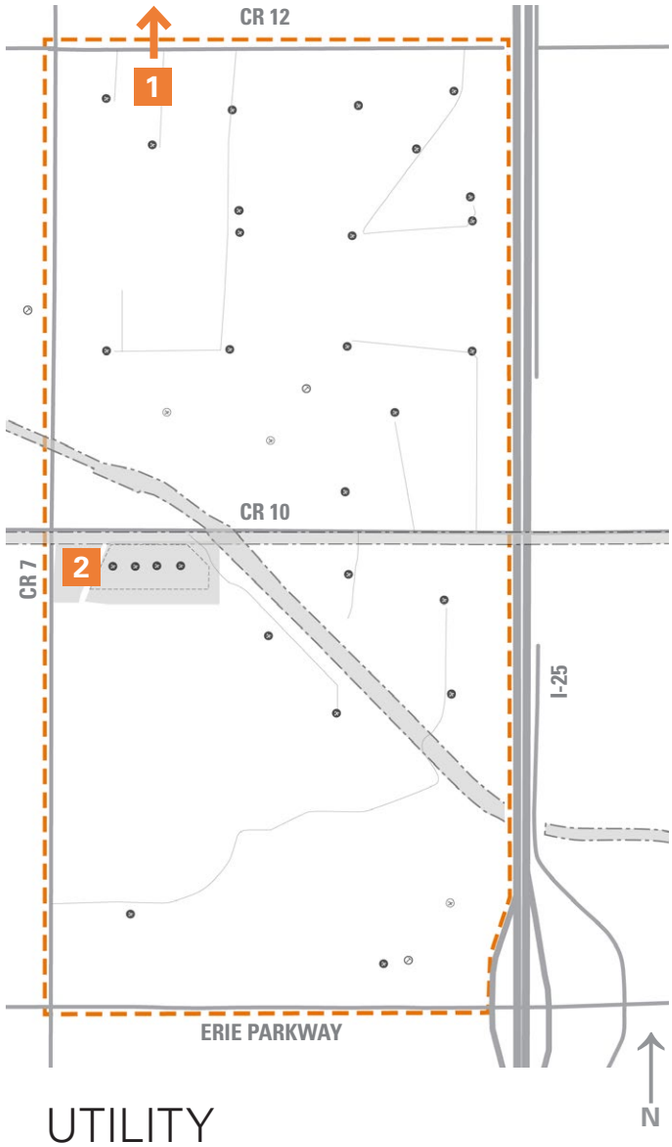
- Land Use Metrics
- Existing Conditions
- Design Conditions
- SWOT Analysis

The Site
Existing Conditions



LOWLAND **DRAINAGES**

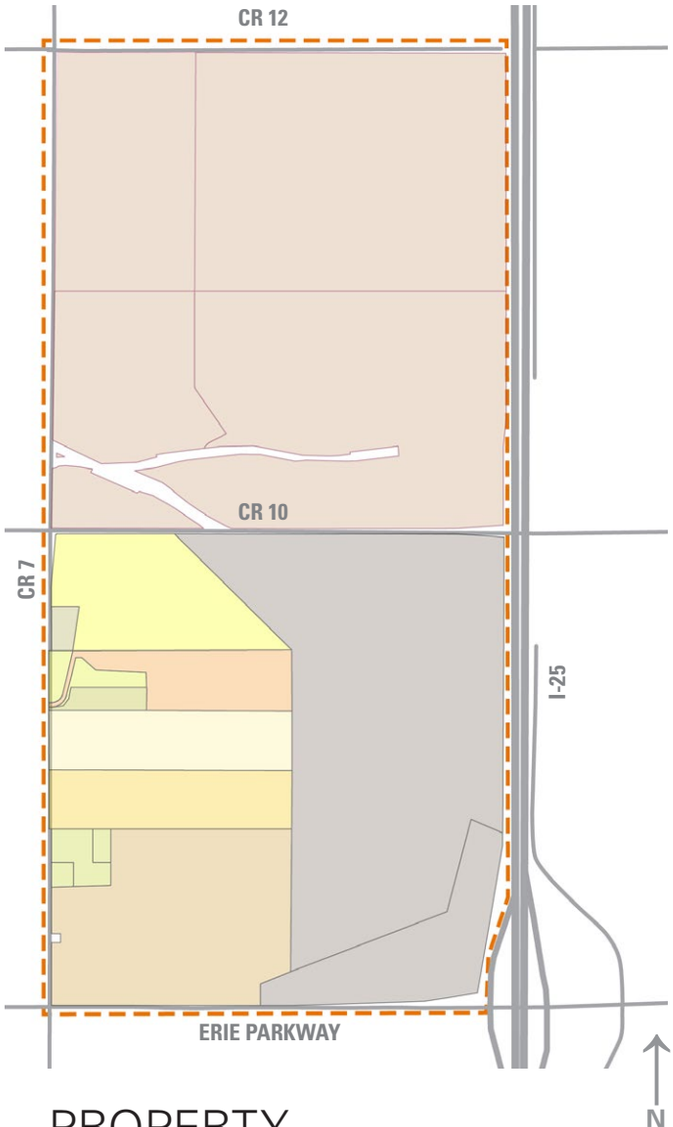
This shows the current location of existing riparian areas. These areas currently serve as drainage areas and wetland habitats.



UTILITY **EASEMENTS**

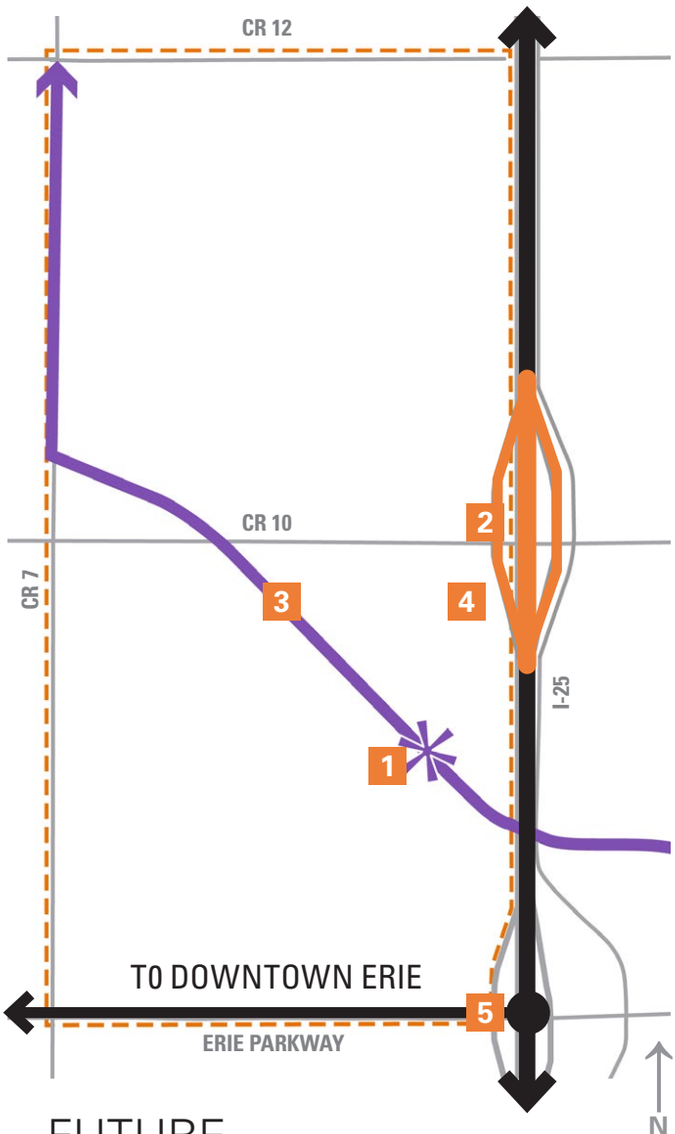
1. Oil planned for consolidation off site
2. Consolidated oil/gas to remain on site

*Circles depict a 50' offset



PROPERTY **OWNERSHIP**

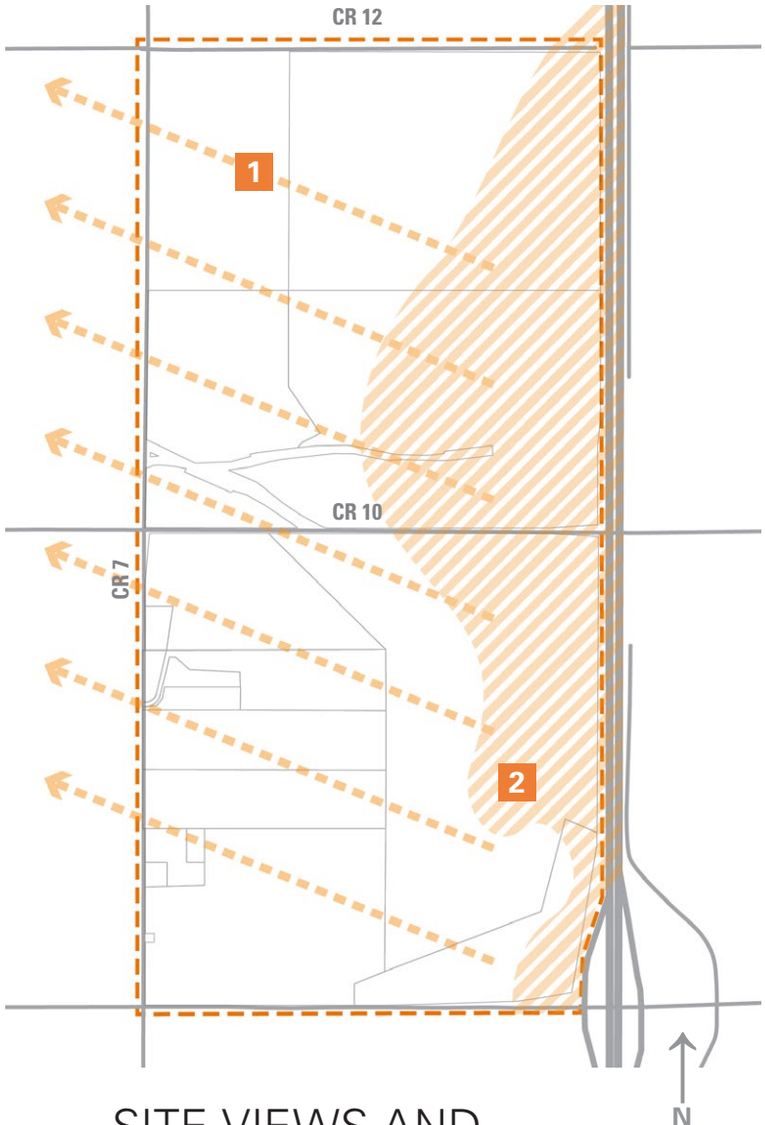
The parcel north of CR-10 is owned by a single owner. South of CR-10 there are multiple private owners.



FUTURE **TRANSIT OPPORTUNITIES**

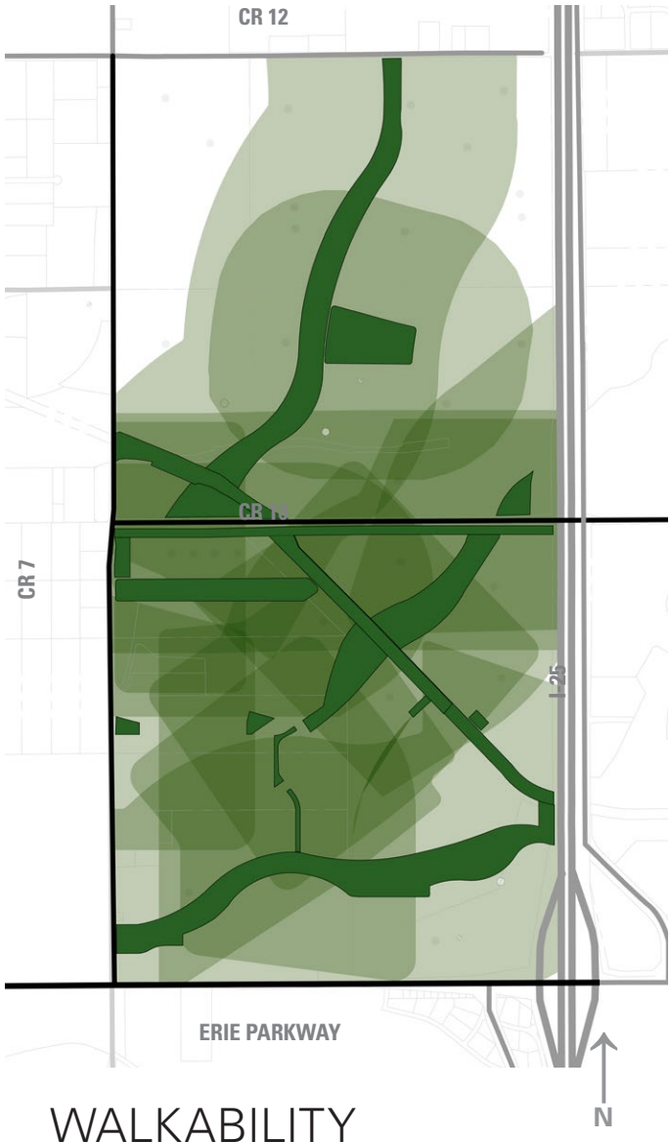
1. Proposed RTD Commuter Rail Station
2. Potential Future Interchange
3. Proposed RTD Rail Alignment
4. Proposed Regional Bus Stop
5. Connection to I-25

Existing and Proposed **Influencers**



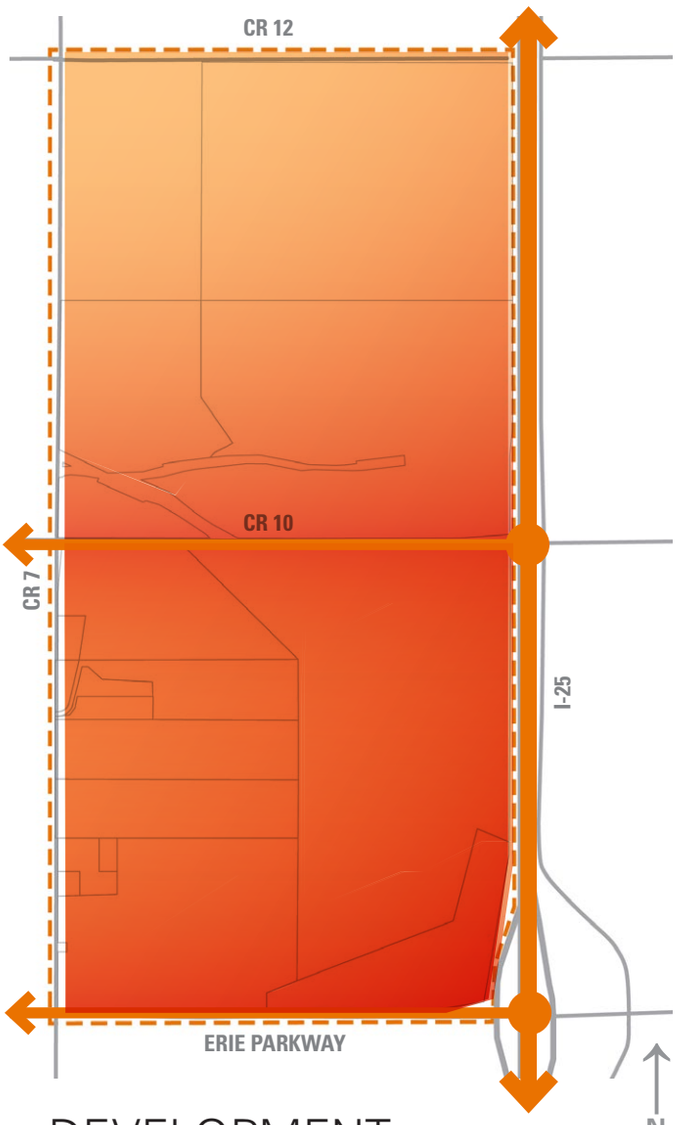
SITE VIEWS AND **VISIBILITY**

1. Views to Rocky Mountains and Longs Peak
2. Highly Visible from I-25



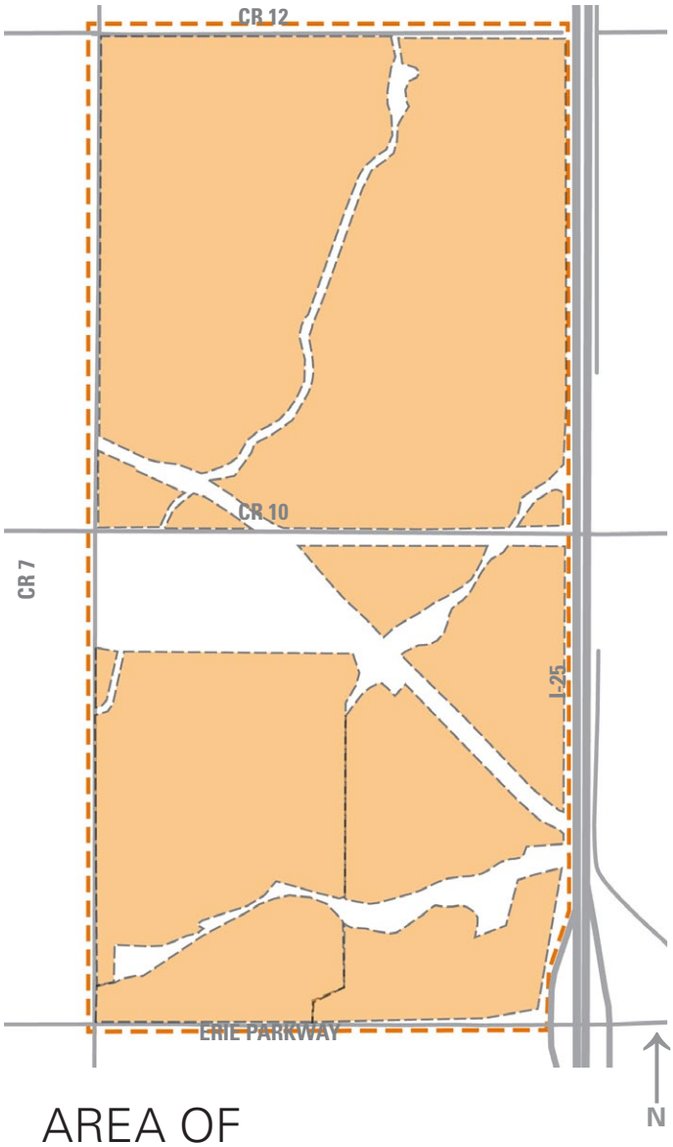
WALKABILITY **FRAMEWORK**

90% of the site is within a 5 minute walk of a park or open space.
100% of the site is within a 5 minute walk from a neighborhood park.



DEVELOPMENT **INTENSITY**

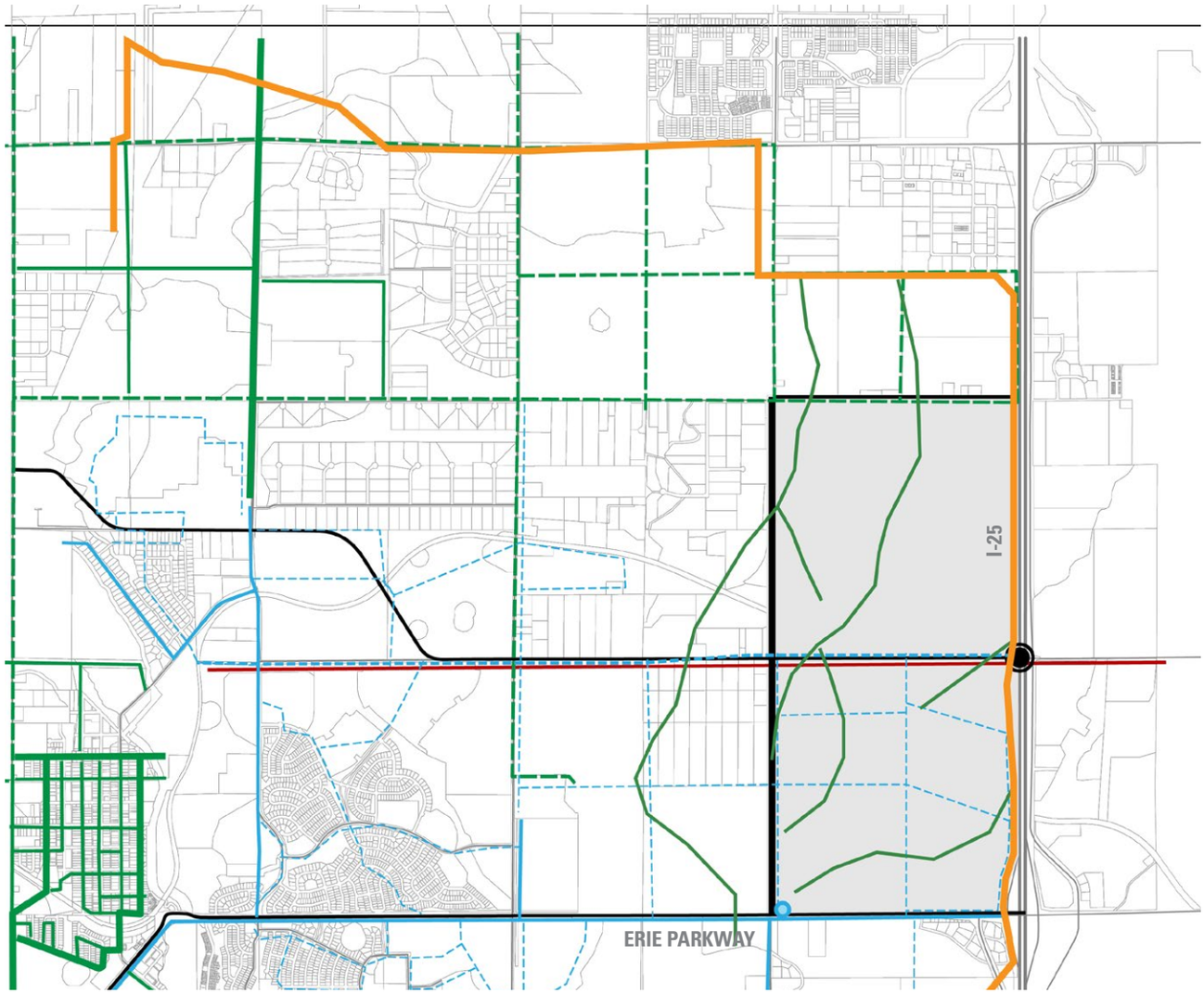
The demand for density is higher near easily accessible areas, such as interchanges. The interior of the development, and areas further from the mixed-use core support less density.



AREA OF **OPPORTUNITY**

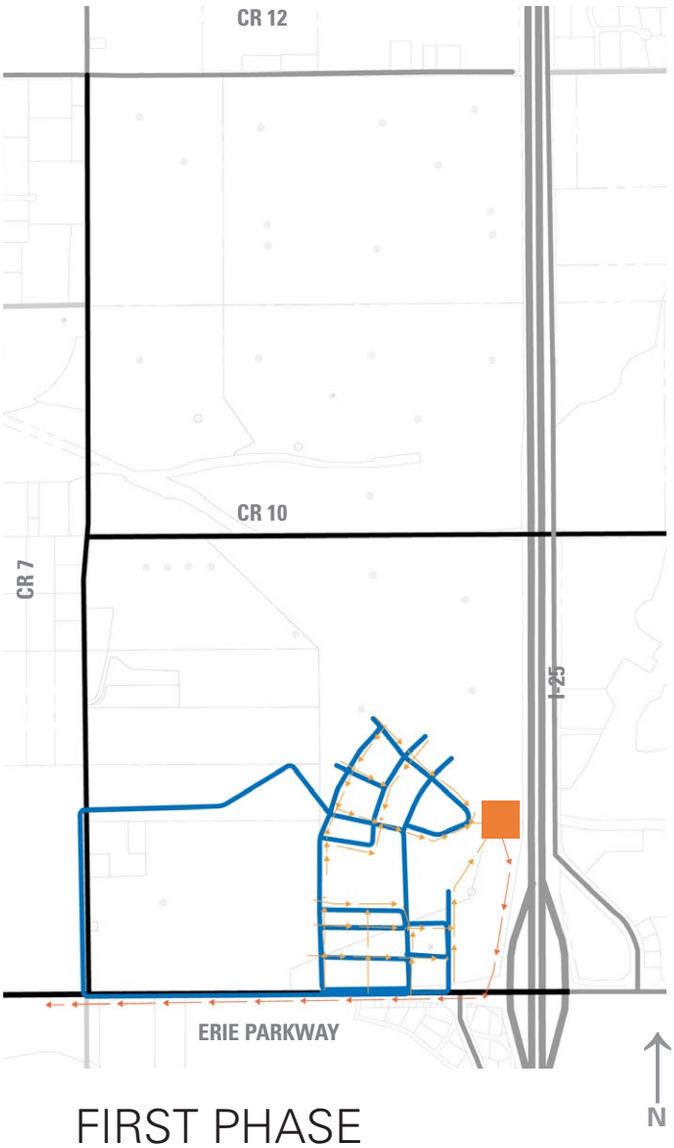
1100 acres

The Site
Utilities



REGIONAL **UTILITIES**

- Interceptor Sewer Drain
- Extension Drain
- Existing Water Line
- High Voltage Power Line



FIRST PHASE **UTILITIES**

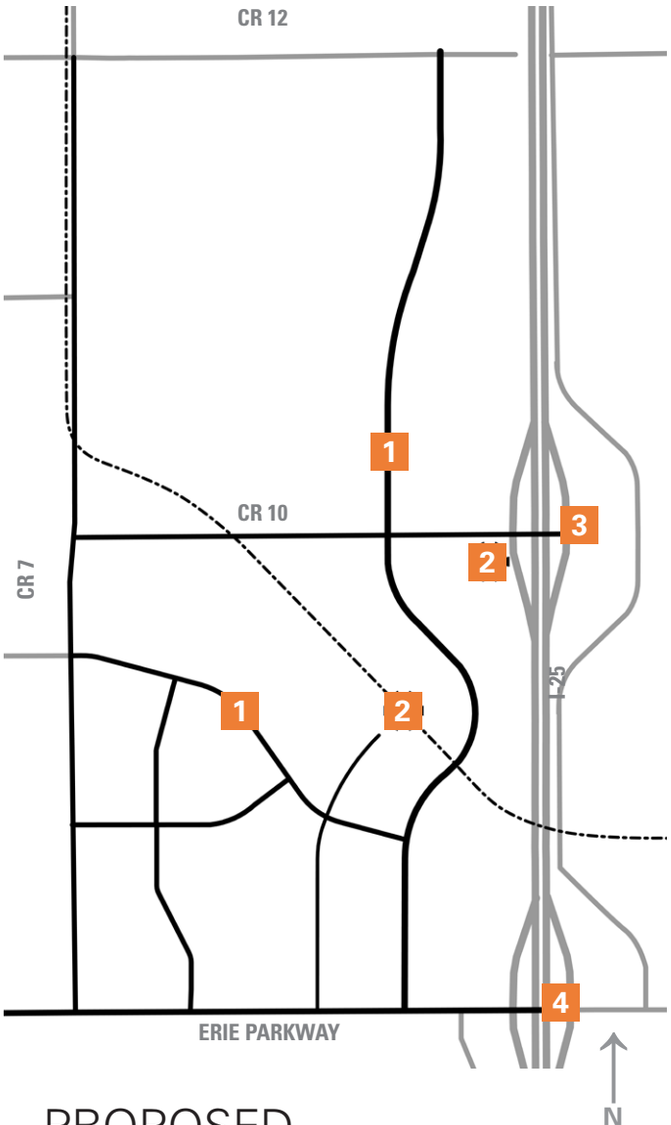
- Gravity Sanitary Line
- Water Line
- Lift Station



FUTURE **UTILITIES**

- Gravity Sanitary Line
- Water Line
- Pumping Station / Connect to 30" line
- Drainage Way
- Detention Area

The Site
Design Framework



PROPOSED **CIRCULATION**

1. Collector or Neighborhood Collector
2. Transit Opportunities
3. Proposed Interchange
4. Existing Interchange



EXPANDED **OPEN SPACE**

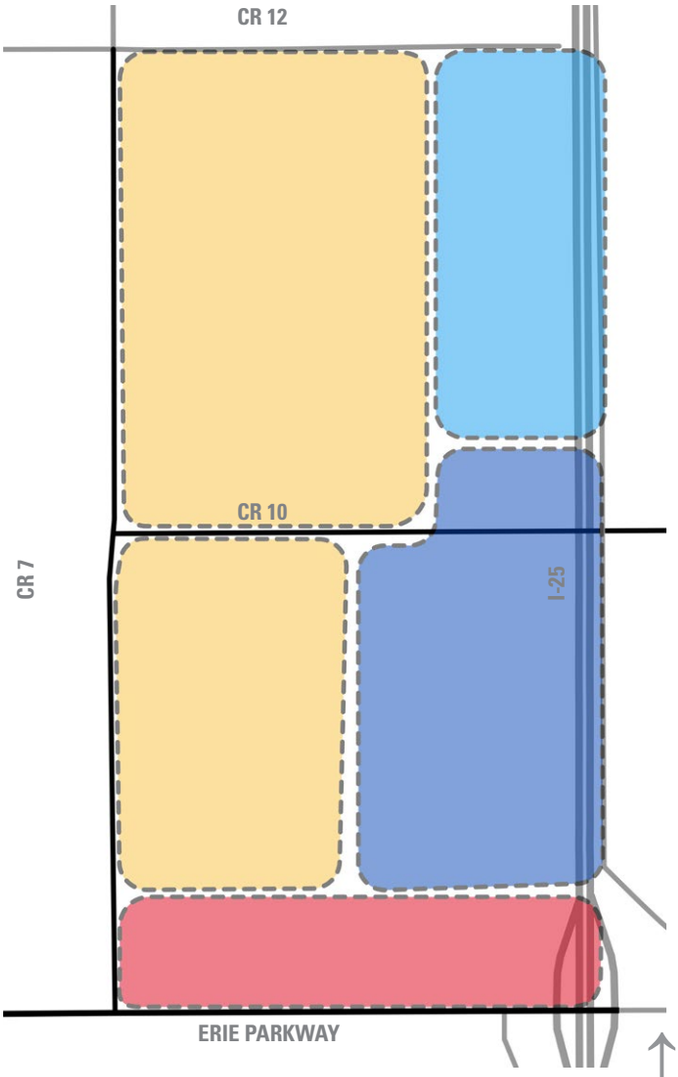
By expanding the extent of the existing drainage network, we are also expanding the ability to allow those spaces to be used for an open space and parks network.



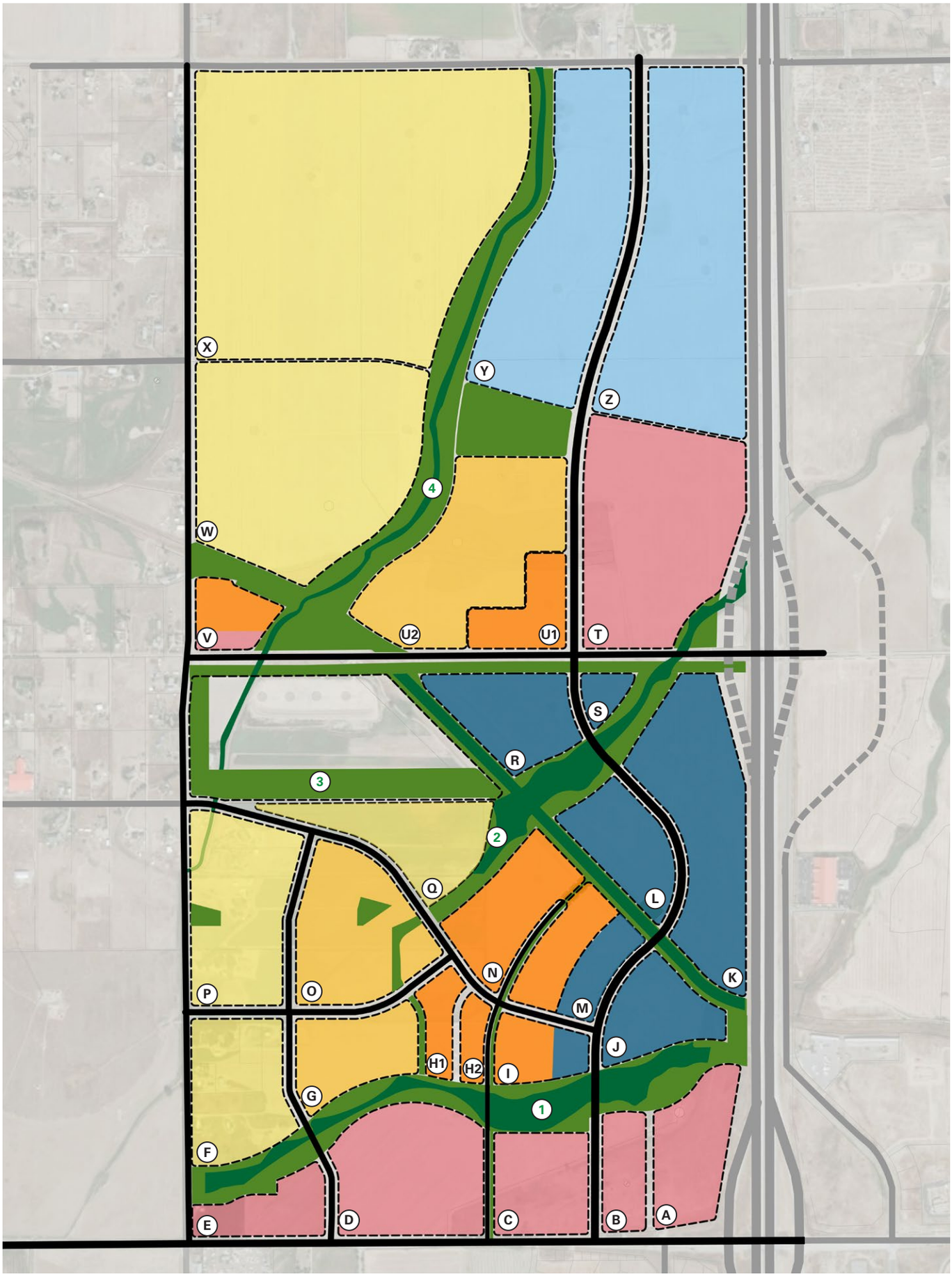
POSSIBLE
PARKS

A range of parks will be available as amenities in this development. The parks will range from regional destination parks to walkable neighborhood parks.

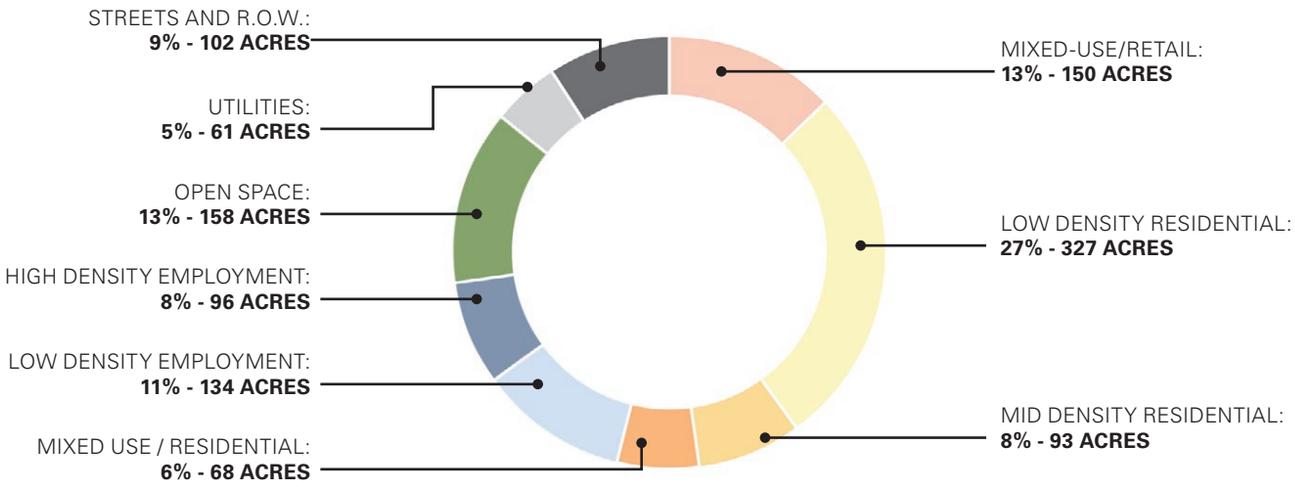
*Note - Neighborhood parks not shown, will be part of a more detailed design.



CONCEPTUAL
LAND USE DISTRIBUTION

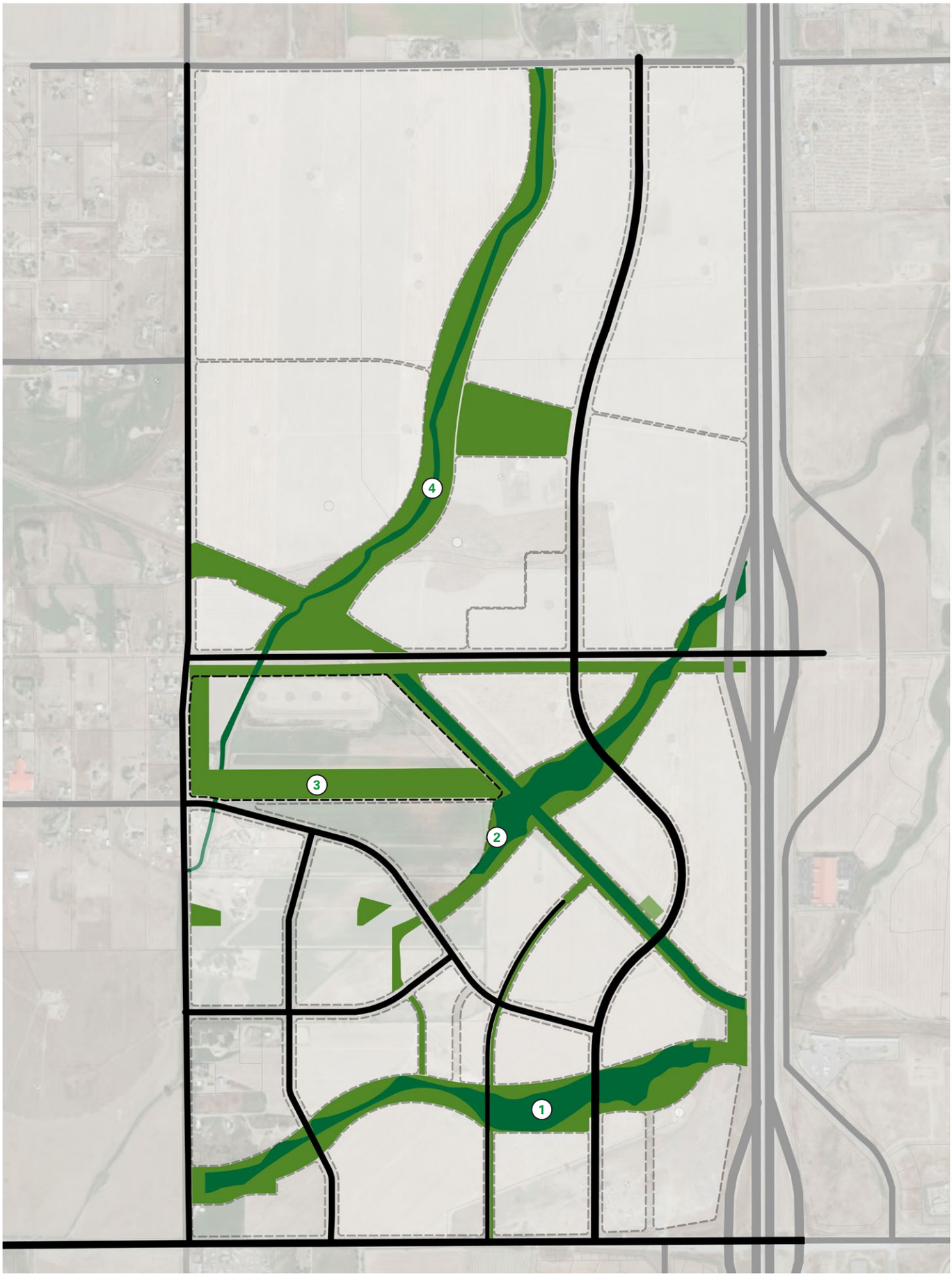

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Erie Gateway
Development Plan



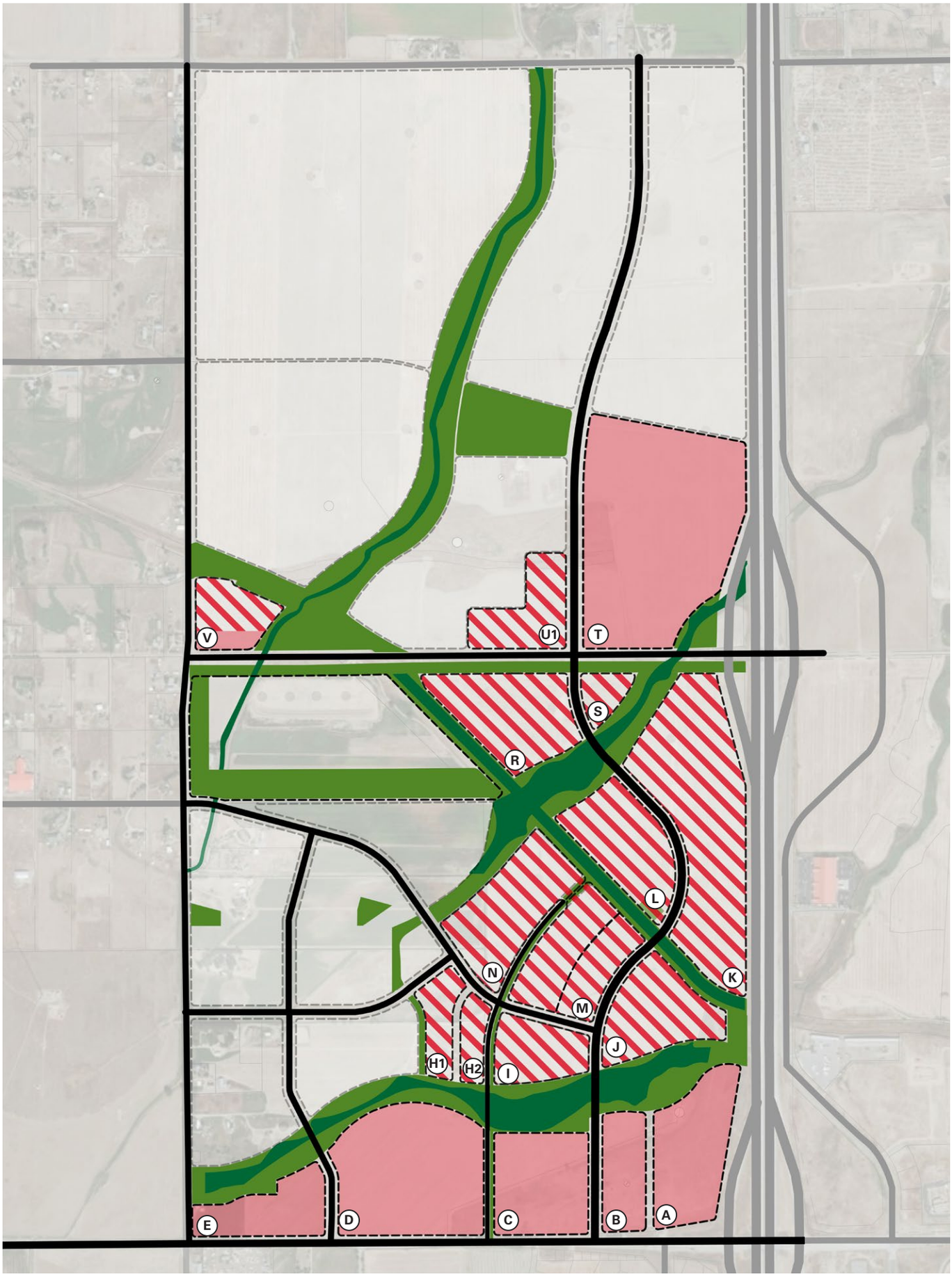
- Mixed Use Retail
- Medium Density Residential
- High Density Residential
- Mixed Use Residential
- Low Density Employment
- Mixed Use Employment
- Open Space
- Oil and Gas

**Numbers on plan Identify parcels Detailed on the following pages*


4
3
2
1

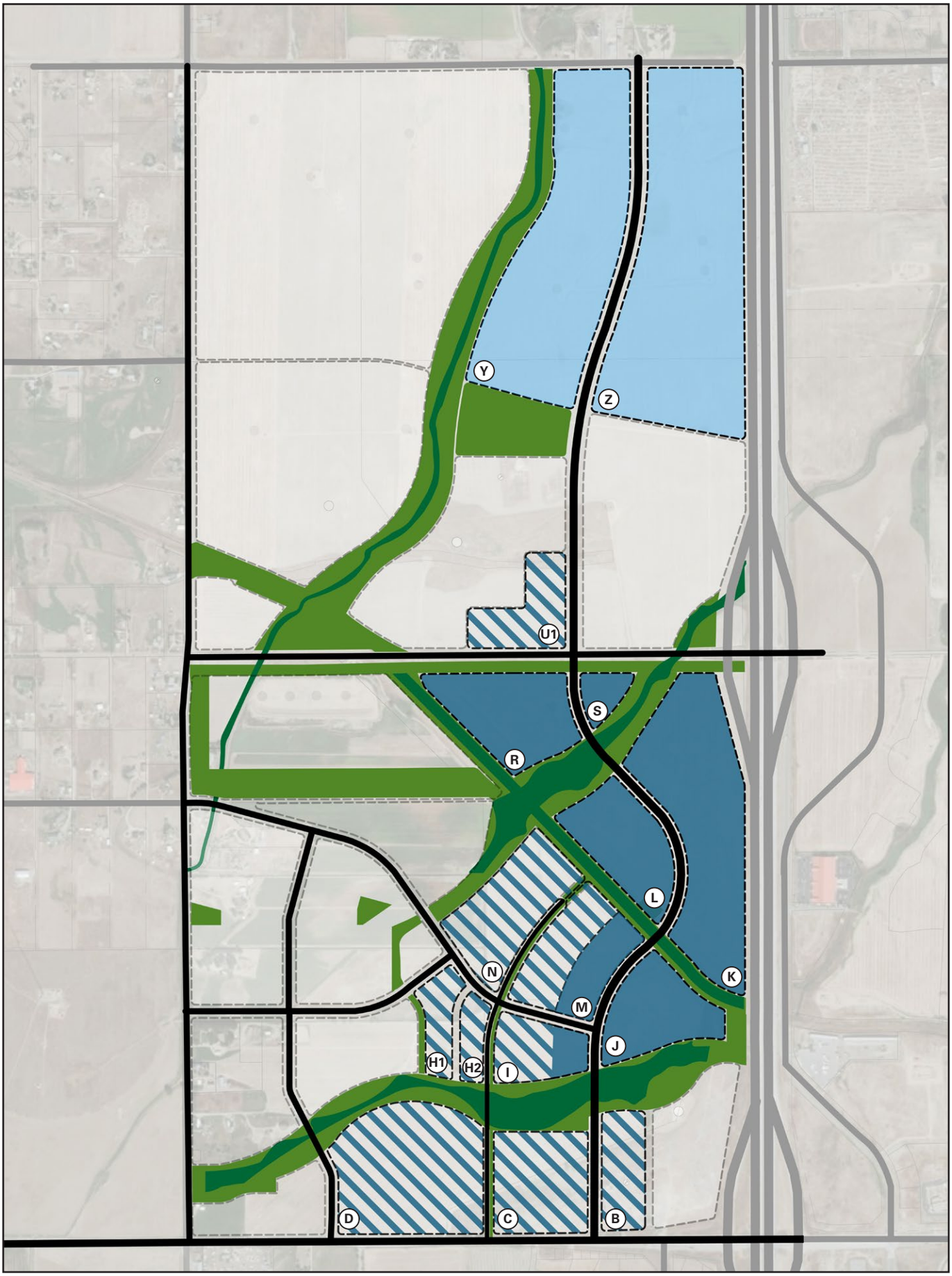
Land Use Data
Open Space

PARCEL	TOTAL AREA	FRONTAGE	TYPE
1	42 Acres	12,000 ft	OPEN SPACE
2	22 Acres	11,500 ft	OPEN SPACE
3	16 Acres	5,285 ft	OIL & GAS BUFFER
4	53 Acres	15,000 ft	OPEN SPACE


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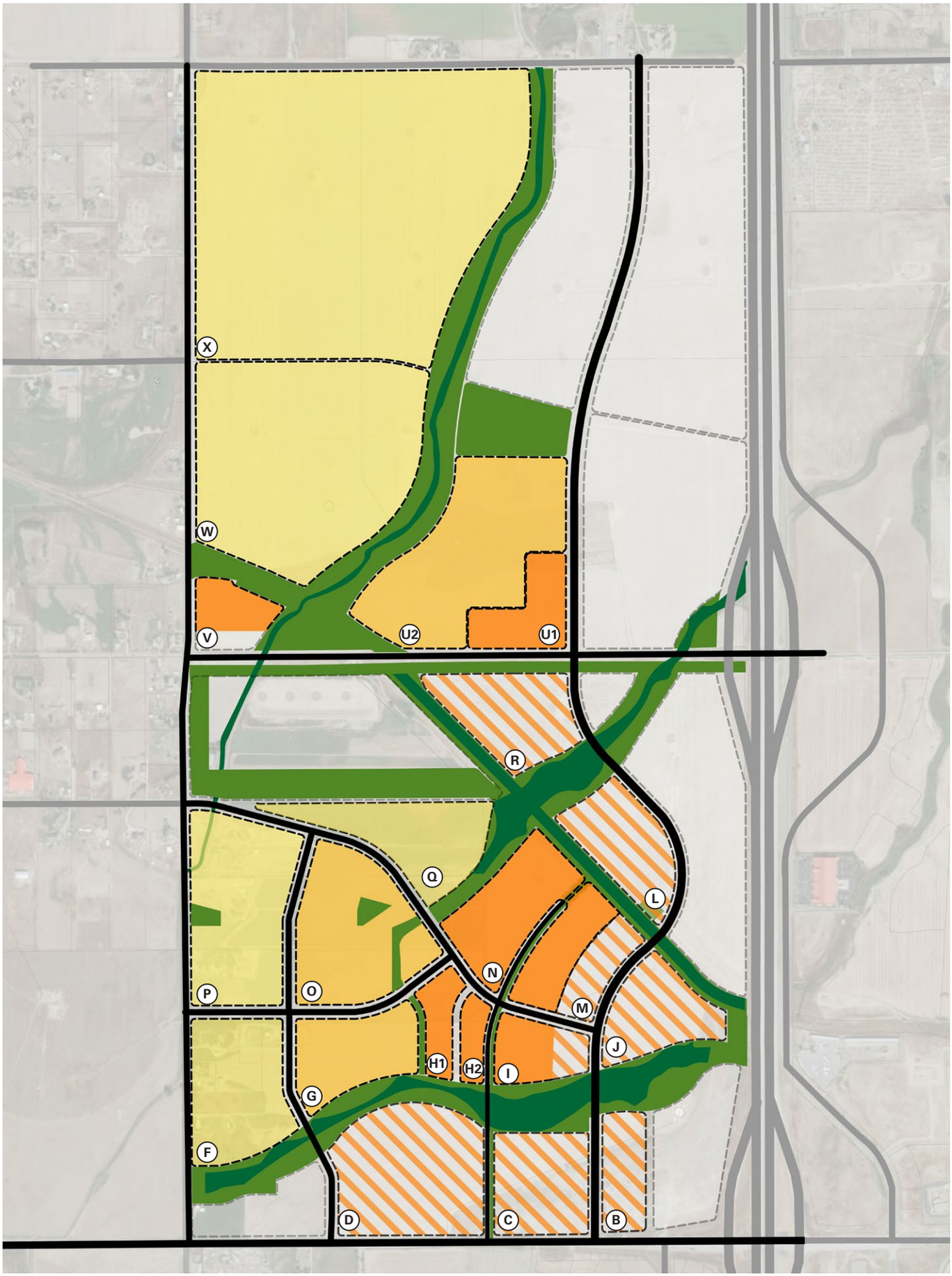
Land Use Data
Mixed Use Retail

PARCEL	TOTAL AREA	DEVELOPABLE	TYPE
A	18.85 Acres	16.5 Acres	REGIONAL COMMERCIAL / ENTERTAINMENT
B	9.6 Acres	8.7 Acres	MIXED USE COMMERCIAL / ENTERTAINMENT
C	17.8 Acres	14 Acres	MIXED USE COMMERCIAL / ENTERTAINMENT
D	33.5 Acres	26.8 Acres	MIXED USE COMMERCIAL / ENTERTAINMENT
E	11.5 Acres	9.5 Acres	REGIONAL COMMERCIAL
H1	6 Acres	5 Acres	NEIGHBORHOOD COMMERCIAL / RETAIL
H2	4 Acres	4 Acres	NEIGHBORHOOD COMMERCIAL / RETAIL
I	10 Acres	9 Acres	NEIGHBORHOOD COMMERCIAL / RETAIL
J	15.3 Acres	13.8 Acres	OFFICE COMMERCIAL / RETAIL
K	41.8 Acres	36.4 Acres	OFFICE COMMERCIAL / RETAIL
L	16.6 Acres	13.5 Acres	OFFICE COMMERCIAL / RETAIL
M	18.6 Acres	16.2 Acres	OFFICE COMMERCIAL / RETAIL
N	18.9 Acres	16.5 Acres	OFFICE COMMERCIAL / RETAIL
R	19.4 Acres	16.4 Acres	OFFICE COMMERCIAL / RETAIL
S	3.6 Acres	3 Acres	OFFICE COMMERCIAL / RETAIL
T	58.7 Acres	58.1 Acres	REGIONAL COMMERCIAL / ENTERTAINMENT
U1	11.4 Acres	11.4 Acres	OFFICE COMMERCIAL / RETAIL
V	8.7 Acres	8.7 Acres	NEIGHBORHOOD COMMERCIAL / RETAIL


Y
Z
U1
S
R
L
K
N
M
J
H1
H2
I
D
C
B

Land Use Data
Employment

PARCEL	TOTAL AREA	DEVELOPABLE	TYPE
B	9.6 Acres	8.7 Acres	MIXED USE OFFICE
C	17.8 Acres	14 Acres	MIXED USE OFFICE
D	33.5 Acres	26.8 Acres	MIXED USE OFFICE
H1	6 Acres	5 Acres	MIXED USE OFFICE
H2	4 Acres	4 Acres	MIXED USE OFFICE
I	10 Acres	9 Acres	MIXED USE OFFICE / REGIONAL EMPLOYMENT
J	15.3 Acres	13.8 Acres	REGIONAL EMPLOYMENT
K	41.8 Acres	36.4 Acres	REGIONAL EMPLOYMENT
L	16.6 Acres	13.5 Acres	REGIONAL EMPLOYMENT
M	18.6 Acres	16.2 Acres	MIXED USE OFFICE / REGIONAL EMPLOYMENT
N	18.9 Acres	16.5 Acres	MIXED USE OFFICE
R	19.4 Acres	14.4 Acres	REGIONAL EMPLOYMENT
S	3.6 Acres	3 Acres	REGIONAL EMPLOYMENT
U1	11.4 Acres	11.4 Acres	MIXED USE OFFICE
Y	57.9 Acres	57.9 Acres	LOW DENSITY EMPLOYMENT
Z	76.4 Acres	76.4 Acres	LOW DENSITY EMPLOYMENT


X
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P
O
M
J
H1
H2
I
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F
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C
B

Land Use Data
Residential

PARCEL	TOTAL AREA	DEVELOPABLE	TYPE
B	9.6 Acres	8.7 Acres	MIXED USE RESIDENTIAL
C	17.8 Acres	14 Acres	MIXED USE RESIDENTIAL
D	33.5 Acres	26.8 Acres	MIXED USE RESIDENTIAL
F	24.4 Acres	20.2 Acres	LOW DENSITY RESIDENTIAL
G	16.9 Acres	13.3 Acres	MEDIUM DENSITY RESIDENTIAL
H1	6 Acres	5 Acres	MIXED USE RESIDENTIAL
H2	4 Acres	4 Acres	MIXED USE RESIDENTIAL
I	10 Acres	9 Acres	MIXED USE RESIDENTIAL
J	15.3 Acres	13.8 Acres	MIXED USE RESIDENTIAL
L	16.6 Acres	13.5 Acres	MIXED USE RESIDENTIAL
M	18.6 Acres	16.2 Acres	MIXED USE RESIDENTIAL
N	18.9 Acres	16.5 Acres	MIXED USE RESIDENTIAL
O	31.3 Acres	23.8 Acres	MEDIUM DENSITY RESIDENTIAL
P	33.9 Acres	23.8 Acres	LOW DENSITY RESIDENTIAL
Q	21.8 Acres	18.8 Acres	LOW DENSITY RESIDENTIAL
R	19.4 Acres	16.4 Acres	MIXED USE RESIDENTIAL
U1	11.4 Acres	11.4 Acres	MIXED USE RESIDENTIAL
U2	44.7 Acres	44.5 Acres	MEDIUM DENSITY RESIDENTIAL
V	8.7 Acres	8.7 Acres	MIXED USE RESIDENTIAL
W	79.4 Acres	79.4 Acres	LOW DENSITY RESIDENTIAL
X	160.1 Acres	160.1 Acres	LOW DENSITY RESIDENTIAL

Strengths
Existing Conditions

Key Takeaways



FRONTAGE ON I-25



COMPETITIVE COST OF LIVING



ABOVE AVERAGE MEDIAN INCOME



LIMITED CONSTRAINTS

Strengths



HIGHLY EDUCATED WORKFORCE



ABOVE AVERAGE MEDIAN INCOME



1.5 MILES OF VISIBILITY ALONG I-25



EXPANSIVE MOUNTAIN VIEWS



OIL AND GAS REVENUES DERIVED FROM PROPERTY



COMPETITIVE COST OF LIVING



GREENFIELD CONDITIONS



NATURAL DRAINAGE COURSES



IN-ACTIVE RAIL LINE FOR TRANSIT AND/OR TRAIL



ACCESSIBLE FROM DENVER, LONGMONT AND BOULDER



NO KNOWN ENVIRONMENTAL REMEDIATION NEEDS

Weaknesses



LACK OF INFRASTRUCTURE



LIMITED ACCESSIBILITY TO FULL PROPERTY WITH ONE INTERCHANGE



LACK OF POPULATION DENSITY ADJACENT



ONLY CONTROL ONE CORNER OF THE INTERCHANGE



OWNERSHIP OF LAND SPLIT BETWEEN PRIVATE OWNERS



COST OF POTENTIAL INTERCHANGE



MAJOR TRANSMISSION LINE THROUGH MIDDLE OF THE PROPERTY



LACK OF NAME RECOGNITION OUTSIDE OF ERIE



NOISE POLLUTION AND VISUAL IMPACTS FROM I-25

Opportunities



MILLENNIAL AND BABY BOOMER POPULATION GROWTH



DIVERSITY OF STRONG EMPLOYERS IN DENVER AND BOULDER



ON PATH OF POPULATION AND DEVELOPMENT GROWTH



NORTHERN COLORADO IS NOT OVER-BUILT YET



GOOD MARKET ABSORPTION



SINGULAR LANDOWNER FOR NORTHERN HALF OF PROPERTY

Threats



HIGH CONSTRUCTION COSTS



ESCALATION OF HOUSING PRICES



EXISTING LANDOWNERS AND HOMES ON PROPERTY



UNKNOWN PLANS FOR INACTIVE RAIL LINE



SINGULAR LAND OWNER ON NORTHERN HALF OF PROPERTY



INCREASING TRANSPORTATION CONGESTION



COMMERCIAL COMPETITION ALONG I-25



PROLIFERATION OF SUA'S AND LACK OF ABILITY TO SWAY PLACEMENT



WORKING WITH UTILITY EASEMENTS



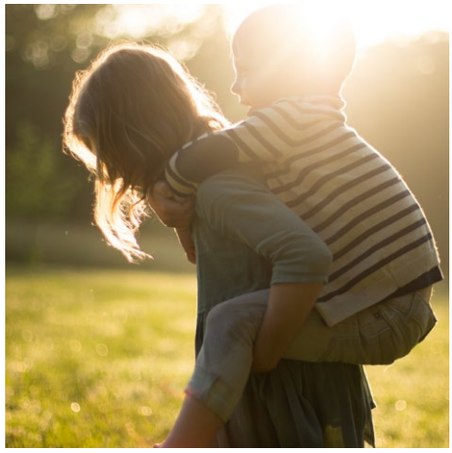


A.1

APPENDIX:
Market Investigation

ERIE GATEWAY

Market Investigation







Prepared for: Town of Erie

Prepared by: Design Workshop, Inc.

October 10, 2018

Contents

Executive Summary i

I. Background 1

II. Trends 1
A. National Trends 1
Transformation of Retail 1
Progression of Generations 3
"Surban" Real Estate 3
Significance of National Trends to Development at Erie 3
B. Regional Trends 4
Economic Growth 4
Transportation 4
Significance of Regional Trends to Development in Erie 4
C. Local Trends 5
Commercial Landscape 5
Residential Sector 6
Town Vision 6
Resident Perception of Erie 6
Significance of Local Trends to Development in Erie 6

III. Situational Analysis 8
SWOT 8
Population Growth 9
Public Incentives 9
Employment 10
Demographic and Psychological Profile 11
Significance of Situational Analysis to Development in Erie 11

IV. Market Feasibility of Land Uses 12
Office 12
Retail 13
Retail Center Typologies 14
Retail Trade Area 14
Trade Area Overview 16
Households and Income within the Trade Area 16
Retail Expenditure Rates 16
Significance of Retail Typologies and Trade Area to Erie 17
Residential 17
Recreation + Sports 17
Entertainment 18
Hospitality 18
Light Industrial 19
Significance of Market Feasibility of Land Uses for Development in Erie 20

V. Competitive and Comparable Projects 21

VI. Conclusion 26
A. The Site 26
B. Land Use Development Opportunities 26
C. Development Scenarios 27

d

EXECUTIVE SUMMARY

The Town of Erie selected Design Workshop to lead the visioning effort for a 1,200 acre parcel of land at the intersection of I-25 and Erie Parkway that will serve as the eastern gateway to the community. The Master Plan will serve to maximize the site's revenue-generating potential while employing sound land use and design principles. While growth along the I-25 corridor into the suburbs north of Denver has not yet reached Erie, now is the time to proactively plan a regionally-scaled, mixed-use development including diverse housing product, entertainment, hospitality, restaurants and a retail and employment center that will serve Northern Colorado and be recognized as a true destination where businesses and people flourish.

Erie's Opportunities

Erie's East Gateway will serve as the portal to the community for Erie residents, work commuters and daytime visitors. With more people moving to the suburbs north of Denver in search of better job opportunities, affordability, and quality of life, coupled with the steady increase of traffic along the I-25 corridor, Erie should establish an identity as more than just a bedroom community by developing the site into a mixed-use employment center comprised of a community retail center, entertainment complexes, hospitality and diverse residential product. Its position as a full service community option within the Denver-Boulder metro area will be determined in large part by the collective vision established by the town and the decisions made regarding future land development and uses.

The key assets of Erie's East Gateway include:

- Proximity to a highly educated workforce with low unemployment and above-average median income
- 1.5 miles of visibility along a major interstate
- Expansive views of the Rocky Mountains
- Accessibility to I-25, Denver, Longmont, Loveland, and Boulder
- Well-positioned greenfield site with natural drainage and no known environmental remediation needs
- Potential future mass transit

Development Potential

The Erie Gateway should serve to strengthen Erie's position as a "true destination where businesses and people flourish". The site should provide ample job opportunities with walkable amenities and a range of diverse housing options.

Residential

With Erie's population projected to double in the next 20 years, providing diverse residential options will be key to meeting market demands. Townhomes, condominiums, apartments and small-lot detached single family should be accommodated in the Master Plan.

Retail

Retail competition to both the north and south of Erie is high. While a regional retailer may be interested in this site, the majority of the retail will serve a five-mile trade area. Other uses developed on the site such as office, residential and hotel will be key to viable retail.

Office

Erie currently sees 95 percent of its work force commuting out of the city for work and the Town hopes to diversify its land use with commercial and office uses. A corporate campus is unlikely and speculative office space has not seen strong absorption in the area. The site can increase its attractiveness by being "shovel ready" and office space should be "built to suit". In a tight labor market, the quality and location of office space is now a key tool for companies to attract and retain employees. New office space developments are increasingly including large public spaces to relax or plug in, multiple food options, high-end fitness facilities, event spaces, roof decks and outdoor open spaces.

Recreation/Sports Facilities and Entertainment

Fieldhouses as flexible recreation facilities and large-scale sports complexes to accommodate weekend tournaments are being built across the country. Facilities like these can complement Erie's recreation programs. Fieldhouses built as a public-private partnership have been successful in many cities. Large tournament-focused sports complexes have not been proven to be economically viable.

Hospitality

With visibility and traffic from I-25, if Erie can attract office, restaurants and other uses, the site could support a limited service hotel.

Light Industrial

The industrial sector has seen sustained demand in recent years. Low inventory and low speculative development has led to high absorption and sustained demand for industrial space. CBRE identifies the land north of I-70 along I-25 as an attractive location for industrial users. If Erie can provide the proper utilities, zoning and entitlements to the site, there is significant opportunity within the light industrial sector.

I. BACKGROUND

The Town of Erie, Colorado has experienced significant growth over the last 20 years, expanding from 1,258 residents in 1990 to 18,000 in 2000 to 26,250 in 2018.[1] In anticipation of realizing the town's full maturity of 68,000 residents in the next 20 to 30 years,[2] Erie put out a request for proposals in 2017 to develop a master plan for 1,200 acres at the intersection of I-25 and Erie Parkway. With a stated vision of "maximiz[ing] the site's revenue generating potential while employing sound land use and high-quality design principles. The Town's intent is to create a regionally-scaled retail and employment center servicing the Northern Colorado marketplace that is recognized as a true destination where businesses and people flourish." The Town goes on to detail that the master plan "should address a mixed-use employment center comprised of upscale retail, specialty shops, restaurants and entertainment complexes, strategically located concentrations of hotels, residential apartments, condominiums and high-end single-family residences."

Design Workshop was selected to lead the I-25 and Erie Parkway Master Plan effort. They are using information about the community, development issues, the influence of physical form, land patterns, market feasibility, political support and future trends as a basis to create site development alternatives. The Master Plan will optimize the revenue-generating potential of the site while creating flexibility for the town to attract the right developers, residents, businesses and visitors.

This document provides a high-level analysis that explores development and market trends in the proposed land uses, delineates strengths, weaknesses, opportunities and threats for the property and uses, provides an overview of competitive markets and comparable projects, and defines market opportunities and challenges for the site. The market investigation is organized into three sections: Trends, Situational Analysis and Market Feasibility of Land Uses. The trends section explores patterns at the national, regional and local level that provide inspiration and perspective to the I-25 and Erie Parkway site. The situational analysis section reviews site-specific considerations such as employment, population, financing, transportation and demographic and psychological profiles. Finally, the land use section explores space types and target industries that are most likely to create the dynamic commercial hub envisioned by Town leadership as it anticipates further growth.

1 *"Town of Erie Community Profile", 2018.*
2 *Town of Erie, 2017.*

II. TRENDS

A. National Trends

Every year, the Urban Land Institute (ULI) partners with PricewaterhouseCoopers (PwC) to produce the *Emerging Trends in Real Estate®* report. Based on more than 800 interviews with developers, real estate advisory firms, investors and lenders in the United States and Canada, ULI and PwC identify the most important indicators for real estate development, financing and management for the coming year and years to come. Trends most applicable to I-25 and Erie Parkway site include the:

- Transformation (and not death) of retail
- Progression of generations and what that means for real estate
- Demand for "surban" real estate

Transformation of Retail

Retail is undergoing the largest transformation since the invention of the regional mall in the 1950s and rise of big box discount stores in the 1980s.[3] While many assume that e-commerce has been the primary driver of the closing of big box stores like K-Mart, Sports Authority and Toys'R'Us, the truth is not that simple. Factors like evolving apparel manufacturing practices and processes, changes in consumer demographics and preferences and the overall maturation of the retail industry and advances in retail technology have led to retail overcapacity and the near obsolescence of department stores. Notwithstanding, nearly 90 percent of retail sales in 2016 occurred in brick-and-mortar stores.

So what does this mean for the future of retail as the Town of Erie looks along I-25 and US 36 at new malls, shopping centers and big box retailers continuing to open up every year? According to Ashley Stiles, vice president of commercial development at McWhinney, a local real estate developer, retail used to be about location, location, location but is now about experience, experience, experience.[4] Citing Union Station in Denver as an example, Stiles goes on to point out the importance of effective retail integration into the every day experiences of working professionals and tourists alike. Whether that means cultivating excitement through pop-up shops, leveraging technology to target shoppers or using augmented reality to create deeper engagement, the ultimate opportunity is customer experience.

3 *2018 Emerging Trends in Real Estate, Urban Land Institute, 2018.*
4 *Wood, Christopher. "Experts weigh demand drivers for commercial real estate", BizWest, March 28, 2018.*

Table 1: Demographic/Expenditure Breakdown

Variable	Erie, CO	Loveland, CO	Boulder, CO	Thornton, CO	Colorado	USA
2017 Total Population (ESRI)	22,533	75,905	108,649	134,889	5,594,670	327,514,334
2022 Total Population (ESRI)	25,825	82,393	114,836	143,687	6,015,314	341,323,594
2017-2022 Population: Annual Growth Rate (ESRI)	2.76%	1.65%	1.11%	1.27%	1.46%	0.83%
2017 Median Household Income (ESRI)	$115,249	$60,292	$56,640	$75,365	$64,401	$56,124
2017 Median Disposable Income (ESRI)	$86,697	$50,482	$46,648	$57,537	$52,593	$46,430
2017 Admission to Sporting Events excluding Trips	$787,746	$1,750,960	$3,090,612	$2,868,346	$136,619,510	$6,875,960,661
2017 Tickets to Movies/ Museums/Parks	$1,117,643	$2,364,963	$4,513,267	$4,313,217	$192,989,633	$9,488,160,654
2017 Tickets to Theatre/ Operas/Concerts	$781,871	$1,858,460	$3,312,393	$2,917,821	$143,846,168	$7,332,880,132
2017 Fees for Participant Sports excluding Trips	$1,488,365	$3,171,453	$4,972,385	$5,399,885	$243,567,959	$12,221,056,357
2017 Membership Fees for Social/Recreation/Civic Clubs	$2,975,720	$6,621,358	$10,974,379	$10,764,901	$508,970,407	$25,922,482,536
2017 Entertainment/ Recreation - Fees & Admissions	$9,442,662	$19,938,448	$33,646,371	$33,815,085	$1,556,273,422	$78,343,831,198
2017 Entertainment/ Recreation	$40,467,063	$94,711,877	$160,362,072	$158,324,327	$7,484,251,206	$384,238,485,196
2017 Total (NAICS11-99) Businesses	411	3,452	7,795	2,255	226,168	11,611,226
2017 Total Daytime Population	12,927	77,652	167,172	87,630	5,549,234	325,600,078
2017 Total Retail Sales Potential (including Food/ Drink Sales)	$485,763,538	$1,147,404,514	$1,941,037,431	$1,943,688,521	$90,790,373,021	$4,687,529,106,014
2017 Leakage/Surplus Factor: Total Retail (including Food/ Drink Sales)	72.1	-12.0	-20.7	9.6	4.4	-0.5

Source: ESRI - Environmental Systems Research Institute

Progression of Generations

While Baby Boomers were once expected to retire early and the enjoy their golden years in the comfort of their expansive homes, the economic recession of 2008 led many to remain in the workforce as well as move into denser dwellings closer to their children and grandchildren.[5] Likewise, Generation X was supposed to buy bigger houses in the suburbs but the recession led many to stay put as they tried to live within their means while waiting on promotions and raises. Finally, the sharing-economy-savvy, urbanist Millennials were expected to remain in smaller units in urban hubs, but instead have demonstrated increasing interest in buying or renting in select suburbs and secondary markets as they balance cost of living and quality of life with their growing families.

The impact of the recession on each generation mentioned has led to a surprisingly similar need: mid-priced housing that is accessible to a diverse buyer pool.[6] Inventory ranging from tract housing to urban rowhouses to condominiums are in demand as buyers forgo big yards and large homes in exchange for economical and efficient quarters that fit their lifestyle. According to data from Zillow and analysis by John Burns Real Estate Consulting, the supply of low and middle-tier home listings have been declining steadily since mid-2014 in the 31 largest housing markets. Low-tier homes priced in the bottom third of home listings decreased at a year-on-year rate of 20 percent. Middle-tier listings decreased at a 12 percent rate while top tier listings decreased 8 percent for the same period.

ULI focus group participants called attention to the dearth of affordable rental units for Millennials. Real estate products like garden apartments, mid-rise rentals and housing as a component of transit-oriented development are in particularly short supply in Colorado. Construction defect laws in Colorado made condominium development unfavorable to developers and put them at financial risk for the last 10 years. A reform bill passed by Colorado's state legislature in 2017 should increase the comfort, appetite and interest in condominium development moving forward.[7] This has proven to be true in 2018, with multiple condominium projects under construction and selling well. The Coloradan, for example, is a 334-unit development by East West Partners in Denver. They sold 90 percent of the units in 9 months.

The final generational trend to note is the future impact of Generation Z (born 1995 to 2010) which has begun graduating from college and entering the workforce. This group of roughly 70 million people is smaller than the Millennial population of 86 million but will have an impact on consumer preferences, household formation and workplace preferences in the years to come.

The Society of Human Resource Management (SHRM) anticipates that Generation Z will be more interested in stability than "making a difference," for which their Millennial predecessors have become known. Sixty-one percent of the Generation Z sampled by SHRM said they would stay 10 or more years with an employer, again a departure from Millennials. To further change the game, Generation Z desires more privacy and structure to their workplace than the collaborative-minded, open-office preferences of Millennials. This preference is likely to play out in office space design as more employees request and seek out work environments that affords a quiet workspace.

"Surban" Real Estate

According to the National Association of Realtors,[8] Millennials are looking for more space but do not want to sacrifice urban amenities like walkability, a vibrant restaurant scene and a mix of retail such as boutiques and mom-and-pop shops. So popular is this concept that the term "surban" has been trademarked, used in industry literature and events and even addressed at length in books.[9] The word "surban" is a mash-up of the words "suburban" and "urban" and is meant to capture the location and experience of Millennials who are beginning to leave bigger cities to save money and start families, while still enjoying the convenience and density of more traditional urban settings.

Significance of National Trends to Development at Erie

1. Successful retail in the future should be focused on the consumer experience by providing consumers with engaging and responsive interactions. Restaurants will be the driver of retail and services. Services like salons, in particular, cannot be replaced by online marketplaces and will remain viable enterprises in local settings.

2. Mixed-use developments are adapting to accommodate the "surban" lifestyle desired by Millennials – smaller homes with walkable amenities and accessible workplaces.

3. Baby Boomers are downsizing to be closer to family and desire similar homes and access to amenities as Millennials.

4. Generation Z is now graduating from college and entering the workforce with a desire for stability in employment, involving privacy and structure in the workplace. This should be considered in the development of office space.

5 2018 Emerging Trends in Real Estate, Urban Land Institute, 2018.
6 Artunian, Adam. "The barbell is crushing the supply of affordable homes," John Burns Real Estate Consulting, February 13, 2018.
7 Aguilar, John. "Construction defects measure in Colorado passes critical legislative committee vote," The Denver Post, April 19, 2017.
8 "Millennials go 'surban'", The Washington Post, http://www.washingtonpost.com/sf/brand-connect/nar/millennials-go-surban, April 12, 2018.
9 Burns, John and Chris Porter. Big Shifts Ahead: Demographic Clarity for Business, 2016.

B. Regional Trends

Colorado Quick Stats

- #1 Overall state economy (US News & World Report 2017)
- #1 State job market (Wallet Hub 2017)
- #1 State labor supply (Forbes 2016)
- #1 Most active state (United Health Foundation 2016)
- #1 State for arts and participation (National Endowment for the Arts 2016)
- Colorado has 50 Inc. 5000 companies with 7 in Northern Colorado

Economic Growth

Colorado has enjoyed nine straight years of economic growth that has led to increased net migration into the state as people seek better jobs and a better quality of life.[10] Based on five-year data provided by the Metro Denver Economic Council, 93 companies were looking to locate to northeast Colorado, with 40 percent of commercial interest stemming equally from the manufacturing and the information technology, software and telecommunications sectors. It should also be noted that of the 110 companies successfully placed over the last five years in Colorado, 23 were in Northeastern Colorado (accounting for 21 percent of total inquiries) although none were in the town of Erie. Any sites put forward by the Metro Denver Economic Development Council to companies of interest must be "shovel ready" with roads, water, wastewater and utilities serving the site. This has reportedly been a deterrent to date for Erie. Assuming the town invests in infrastructure upgrades for at least some of the 1,200 acres at I-25 and Erie Parkway, they will be better positioned to take advantage of corporate interest in locating or relocating in either Northeast Colorado or the Denver-Boulder metropolitan area.

Commercial development is booming around Erie. To the north and east, 2017 commercial land sales for Weld and Larimer counties totaled $155 million with an additional $150 million invested in retail development, $87 million in industrial and $46 million in office development. To the south, an impressive $350 million worth of commercial development projects along I-25 in the city of Thornton were under construction in 2017.[11] Of note is that 330,000 square feet of premium outlets and an 855,000 square foot fulfillment center for Amazon will bring an estimated 2,200 jobs to Thornton. Orchard Town Center is now home to 85 stores and more than a dozen restaurants with a hotel and multi-family development planned. While commercial development in the region demonstrates economic growth and strength, it also creates competition that potential developers at I-25 and Erie Parkway will need to consider.

Transportation

The Town of Erie completed a Comprehensive Plan in 2015 to set a vision for how Erie will adapt as its population continues to increase. Detailed in the Comprehensive Plan are anticipated transportation conditions, including current transit options, future possibilities and current limitations. Culturally, Erie is a car-dependent community with the majority of residents leaving the town during the day to work and shop in other cities and communities.

Erie has been serviced by the Regional Transportation District (RTD) since 1993 with JUMP bus routes connecting Erie to Lafayette and Boulder. L routes provide commuter shuttles into downtown Denver. FasTracks, passed in 2004, is RTD's 12-year Comprehensive Plan to build and operate high speed rail lines, improve bus service and increase park-and-rides for the Denver metropolitan area. Two rail lines included in the plan are the US 36 corridor (bus rapid transit) and N Line (light rail from Union Station to Thornton). Bus routes are anticipated to adapt to connect riders to the N Line as sections are completed. Additionally, the Colorado Department of Transportation (CDOT) is expected to extend express toll lanes on I-25 to E-470 on the northern side of Broomfield, an expansion that would be advantage to Erie residents and workers.

Finally, and perhaps most importantly, a CDOT environmental impact study reviewed existing railroad lines and suggested the maturation of a commuter rail transit line with nine stations connecting Fort Collins to Longmont and Thornton along the Burlington Northern Santa Fe Railroad easement over time. This proposal includes a potential station near Erie Parkway and I-25.[12] A stop near this intersection would benefit the Town of Erie and for commercial development within walking distance of the stop. While unlikely to be realized in the next decade or longer, advanced planning would make for an easy transition when and if the rail line becomes active again.

Significance of Regional Trends to Development in Erie

1. Colorado has proven that it is a great place to live and work has seen tremendous in-migration in the last 20 years with future growth projected to continue in Northern Colorado.

10 Department of Numbers, 2018. https://www.deptofnumbers.com/gdp/colorado/

11 Rubino, Joe. "Here's why some of the world's biggest retailers, and many others, are flocking to north metro Denver," The Denver Post, January 9, 2018. https://www.denverpost.com/2017/10/15/biggest-retailers-amazon-going-to-north-metro-denver/

12 Parsons Brinkerhoff and the Colorado Department of Transportation. "North I-25 EIS Commuter Rail Update: Final Report," May 2015.

2. Sites must be "shovel ready" to be considered by the Metro Denver Economic Development Council. Erie should invest in infrastructure upgrades to take advantage of corporate interest.

3. The I-25 corridor has seen incredible investment in commercial real estate development with a large focus on retail. Erie has an opportunity to create a distinct identity regionally and should thoughtfully consider what mix of development will best serve the eastern gateway into its community.

4. Considering CDOT's suggestion for a future commuter rail in Northern Colorado, the proposed train route that passes through the property at I-25 and Erie Parkway offer an opportunity to plan for transit-oriented development in a proactive manner.

C. Local Trends

Commercial Landscape

Erie's 2015 Comprehensive Plan provides a framework for future growth within the constructs of the town's identity and values. From a growth management perspective, Erie is looking to provide "a more balanced mix of residential and non-residential uses to shift its emphasis away from a bedroom community." Based on 2018 demographic data for residents within Erie's planning boundary, the median disposable income for local households was $84,598.[13] Due to a lack of retail within the community, Erie sees retail leakage of 63.8 percent for the same area, indicating that locals are spending their disposable income outside the community while very few people are coming from other areas to shop in Erie. When compared to neighboring communities like Thornton, Loveland and Boulder, it becomes apparent that Erie has dramatically higher retail leakage, with $453 million being spent by Erie residents outside of the town when its full retail potential is over $580 million. Even if Erie was able to recapture just five percent of the leakage, they would see an increase of almost $800,000 in sales tax revenue coming back to the Town.

Erie has identified economic development as a priority of the town to expand tax revenue and decrease the need for residents to commute outside of the community for work. The Town of Erie currently offers incentives to manufacturing, processing, distribution, retail and research and development businesses that are seeking to build or expand within the town. For qualifying businesses, incentives may be in the form of waiver or deferral of transportation and public facility impact fees or waiver of sales and use tax.

13 *ESRI Retail Marketplace Profile, 2018.*

ESRI Demographic and Retail Marketplace Profile 2018 within Erie Planning Boundary

- Population: 28,308
- Households: 9,912
- Average household size: 2.86
- Median age: 38.1
- Median household income: $114,435
- Median disposable income: $84,598
- Total retail gap for all industry segments: $453,091,353
- Total leakage factor of 63.8%
- Top retail leakage by category
  - » Motor vehicles and parts: $86,679,299 (63.9 %)
  - » General merchandise stores: $84,640,95 (97.2%)
  - » Food and beverage stores (including grocery, specialty grocery and liquor): $60,442,520 (50.3%)
  - » Food service and drinking places: $44,716,518 (61.4%)
  - » Restaurants and other eating places: $42,405,687 (61.9%)
  - » Gasoline stations: $33,885,691 (53.5%)
  - » Health and personal care: $30,433,612 (59.9%)
  - » Clothing and clothing accessory stores: $22,691,230 (85.3%)
  - » Sporting goods, hobby, book and music stores: $18,154,950 (76.8%)
  - » Furniture and home furnishing stores: $16,869,065 (83%)
  - » Miscellaneous store retailers (florist, office, gifts, etc): $15,103,873 (67.3%)

As it relates to activating public spaces and supporting the local economy, the Comprehensive Plan points to opportunities with "local and regional companies to provide complementary services on public property to activate spaces and to integrate residents' daily routines into outdoor and indoor leisure-time activities. Examples include but are not limited to: food and beverage vendors, recreational equipment rental, recreational instruction, entertainment, book sales, markets and other uses that enhance the vibrancy of the public space and its intended use."

While there are currently nine active commercial development projects underway in Erie, the three largest mixed-use

developments that are projected to come online in next two years are:

- Erie Commons: 36-acres at the intersection of Erie Parkway and Briggs Street with a focus on restaurants, banks, drive-through fast food and coffee and auto, among other commercial uses;
- Nine Mile Corner: 45-acres at the intersection of Highway 287 and Arapahoe Road with a focus on retail and residential; and
- Four Corners: 46-acres at the intersection of Erie Parkway and County Line Road with a focus on retail, restaurants, drive-through fast food, banks, a grocery, urban market and mixed residential.

Residential Sector

Single-family home development has been booming in Erie with over 7,500 units planned or under construction in 2018 alone.[14] In 2016, 10,247 homes were sold in Larimer and Weld Counties at an increase of 11 percent, with an average sales price of $335,861, up 10.07 percent from 2015 for Northern Colorado.[15] The town of Erie has seen a higher than average single-family home price of $470,500.[16]

Town Vision

The Town of Erie has engaged in numerous studies and plans to ensure it is prepared for the active growth that will continue to occur through full absorption of 68,000 residents over 40 years. From transportation to water, the town has researched its options and identified policies and strategies that will help the town adapt and plan appropriately. As it relates to the Master Plan of I-25 and Erie Parkway, there is an opportunity to make progress on many of the Town's stated goals, including the following guiding principles outlined in Erie's 2015 Comprehensive Plan:

- A coordinated and efficient pattern of growth
- Quality design and development
- Overall economic vitality
- Stewardship of the natural environment
- Trails, parks and recreation opportunities
- Balanced land use mix
- Stable, cohesive neighborhoods offering a variety of housing types
- Infrastructure and public services provided efficiently and equitably

Additionally, the town has identified the following community building blocks that provide key characteristics for the I-25 and Erie parcel, its master plan and eventual development:

- Neighborhood emphasis (inclusive of a mix of housing products to provide a more diverse selection of lifestyles and housing pricing for Erie residents, activity centers, preservation of natural features and a distinct identity)
- Mixed-use development
- Gateways and corridors
- Rural character
- Economic sustainability

Resident Perception of Erie

Ninety-two percent of residents rated Erie as an excellent or good place to live, with the majority of residents stating that Erie is a great place to raise a family, a higher statistic than similar communities.[17] The top three reasons for living in Erie according to residents are its location, affordability and quality of life. Nine out of 10 residents would recommend living in Erie and plan to stay there for at least another five years. Erie was above average on a number of participation categories including recycling, walkability/bikeability, recreation facility use, library use and voting.

Elements that Erie residents rated lower, as compared to similar communities, included: quality of business and services, shopping opportunities, employment opportunities, and the idea of Erie as a destination to visit. Access to public transportation and cultural/arts/music activities were also low. Through the citizens survey, strong support was expressed for increased shopping, improved regional transportation and town-wide waste and recycling service. Based on conversations with town staff, trustees and local residents, more restaurants, groceries, shopping, recreation and entertainment is desired and should be explored as options for I-25 and Erie Parkway.

Significance of Local Trends to Development in Erie

1. Erie has a prime opportunity to capture some of its nearly $580 million retail spending potential by reducing its retail leakage through strategic development.

2. Single-family home development is booming in Erie and has seen higher than average home prices.

14 "Residential Development Conditions," Town of Erie, 2018.
15 Young, Craig. "Northern Colorado by the Numbers," Reporter-Herald, January 26, 2017. http://www.reporterherald.com/business-top-stories/ci_30753633/northern-colorado-real-estate-by-numbers
16 "Town of Erie 2018 Community Profile," 2018.
17 NCS Citizens Report, 2017.

3. Erie is seeing tremendous population growth, which has already led to a boom in residential development. As the town looks to future growth, increased commercial development will help to attract employers to the town and create a more balanced economy.

4. Current residents like living in Erie and would like to stay there because of its location, affordability, and quality of life, but would like to see more retail, more entertainment options, and better access to public transportation.

5. The I-25 and Erie Parkway Master Plan is an opportunity to respond to current and future market demand for more affordable housing and “surban” development with increased density and a broader mix of uses.

III. SITUATIONAL ANALYSIS

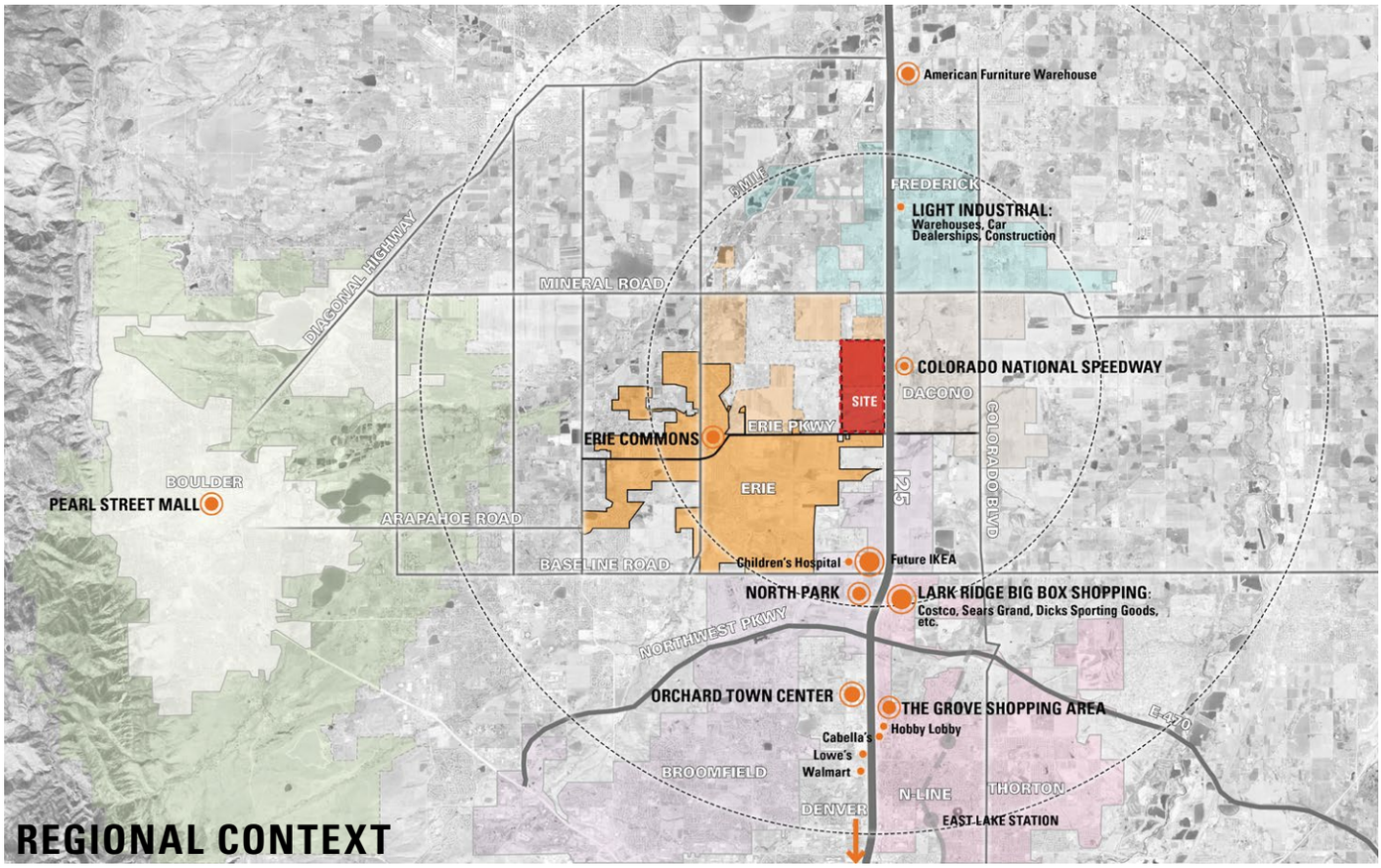
The purpose of the situational analysis is to assess property-specific conditions and constraints. Factors range from physical characteristics of the land to economic instruments to regional market factors considerations.

SWOT

A SWOT analysis looks at the site-specific strengths, weaknesses, opportunities and threats (SWOT) of a property and informs key differentiators and distractions that will factor into how the property is planned, marketed, developed and/or conserved.

Table 2: SWOT Analysis

Strengths • Proximity to a highly educated workforce with low unemployment and above-average median income • Oil and gas revenues derived from property and opportunity to craft attractive incentives while investing in community • Competitive cost of living (compared to Boulder • 1.5 miles of visibility along a major interstate, I-25 • Blank slate due to greenfield conditions of site and opportunity to plan • Views of mountains (Long's Peak, the Rocky Mountains and the Flat Irons) • Natural drainage courses that create natural opportunities for green space • No known environmental remediation needs • Inactive rail line – opportunity for transit and/or repurposed trail • Accessibility – right off of I-25, 20 miles north of Denver, 10 miles south of Longmont, 30 miles south of Loveland and 15 miles east of Boulder	***Weaknesses*** • Lack of existing infrastructure • Cost of potential interchange • Limited accessibility to all parts of the property due to one interchange • Lack of population density immediately nearby • Major transmission line through middle of property • Only control one corner of the interchange • Lack name recognition for Erie outside of the community • Noise pollution and visual impacts from I-25 • Ownership of land split between private owners with differing agendas
Opportunities • Millennial and baby boomer projected population growth in area • Northern Colorado is not overbuilt yet – growth is meeting development[1] • Diversity of strong employers in Denver and Boulder: energy, financial services, tech[2] • Good absorption • On path of population and development growth • Singular landowner for northern half of property	***Threats*** • High construction costs • Escalation of housing prices • Increasing transportation congestion • Commercial competition along I-25 • Existing landowners and homes on property • Proliferation of SUAs and lack of ability to sway their placement • Unknown plans for inactive rail line and general challenges of working with utilities • Singular landowner for northern half of property if their plans differ from proposed plan



Population Growth

According to Colorado's Demography Office, the state will see an increase of 3 million people by 2040 nearly doubling the total state population to 5.6 million as of 2017.[18] The Denver-Boulder metro area will absorb more than one million of these future residents and Weld County anticipating a doubling of population between 2010 and 2035.[19] Erie's Comprehensive Plan highlights Erie's modest growth from 937 persons in 1950 to 1,258 persons in 1990 which is less than one percent growth. From 1990 to 2010, however, Erie went from 1,258 persons to more than 18,000, which amounts to 1,342 percent growth. As of 2018, Erie's population has increased to 26,250 persons and is estimated to grow to a fully mature 68,000 by 2040.[20] According to the *2017 Annual Report of Northern Colorado Real Estate*, commuters are already moving out of Denver in search of affordable homes and residents of Larimer County are expected to migrate to Weld County for increased job opportunities in fields like energy in the next five years.[21]

Public Incentives

The Town of Erie Urban Renewal Authority (TOEURA) was established in 2011. Since that time, the TOEURA has established seven Urban Renewal Planning Areas and is working on its eighth at I-25 and Erie Parkway. The Colorado Urban Renewal statutes introduce several different financing tools that aide in new development and redevelopment, namely land acquisition through imminent domain and tax increment financing (TIF). Were the town of Erie to make this parcel into a metro district, it could offer developers the option to do a credit TIF where the developer is able to use a one percent tax to pay for infrastructure costs borne by the developer.[22]

As Erie looks to attract and work with developers on the 1,200 acres at I-25 and Erie Parkway, the town will likely want to consider how public-private partnerships (P3s) can and cannot be structured. For example, if Erie intends to use tax increment financing, they may want to detail key infrastructure components as eligible public improvements and thus justified in providing a private benefit for a public good. P3s often function best when public entities can point to established public policies or goals, such as a metric for denser development, an increase in commercial square footage or increasing parks and open space proportionately to other development.

18 *Colorado Office of Demography,* https://www.colorado.gov/pacific/dola/co-state-demography-office-provides-review-released-us-census-bureau-estimates*, December 20, 2017.*
19 *O'Toole, Erin. "Ready or not, growth is coming to Northern Colorado," KUNC,* http://www.kunc.org/post/ready-or-not-growth-coming-northern-colorado*, January 17, 2014.*
20 *"Town of Erie Community Profile", 2018.*
21 *The Group, Annual Report of Northern Colorado Real Estate, 2017. http://www.thegroupinc.com/the_annual_report/*

22 *Town of Erie, 2018.*

Table 3: Weld & Boulder County Employers

Weld County - Private Non-Retail			
Rank	**Company**	**Product/Service**	**Employment**
1	JBS Swift & Company	Beef Processing/ Corporate Office	4,520
2	Banner Health: North Colorado Medical Center	Healthcare	3,600
3	Vestas	Wind Turbine Manufacturing	2,570
4	State Farm Insurance Companies	Insurance	1,300
5	TeleTech	Financial Services Support	780
6	Halliburton Energy Services, Inc.	Oil & Gas Development	700
7	Anadarko Petroleum	Oil & Gas Development	510
8	Select Energy Services	Oil & Gas Development	500
9	Noble Energy	Oil & Gas Development	500
10	Leprino Foods	Cheese & Dairy Foods Manufacturing	450

Boulder County - Private Non-Retail			
Rank	**Company**	**Product/Service**	**Employment**
1	Medtronic PLC	Medical Devices & Products	2,330
2	Boulder Community Health	Healthcare	2,310
3	IBM Corporation	Computer Systems & Services	1,870
4	Centura Health: Longmont United Hospital & Avista Adventist Hospital	Healthcare	1,620
5	Seagate Technology	Computer Hard Drives	1,540
6	Ball Aerospace & Technologies Corporation	Aerospace, Technologies, & Services	1,510
7	Good Samaritan Medical Center	Healthcare	1,430
8	Circle Graphics	Digital Billboards & Photo Prints	630
9	Kaiser Permanente	Healthcare	750
10	West Safety Services	911 Database Services	750

Source: Development Research Partners. Metro Denver EDC, Revised May 2017

Employment

Erie's 2017 Transportation Plan reveals data indicating that 95 percent of Erie's population commutes outside of the community. Twenty-five percent commute to Boulder, 10 percent to Denver and a remarkable 11.2 percent work from home (the national average is 4.4 percent and Colorado is 6.5 percent).[23] The balance of working residents are split between jobs in surrounding communities like Broomfield, Louisville and Lafayette, in addition to Erie.

According to Erie's Comprehensive Plan, employment forecasts are estimated as a ratio of jobs to households. In 2016, Erie was estimated to contain 3,089 jobs[24] and 8,300 households,[25] representing a job to household ratio of 0.37, a ratio considerably lower than other communities in the Denver metro region. Boulder, which has the highest ratio, is typically considered "out of balance" with nearly twice the number of jobs in the city as households. Similarly, Louisville with a ratio of 1.75 is considerably higher than the regional average, primarily due to the presence of large employers. This results in a high number of persons commuting into the city for employment. By comparison, other fast-growing communities that are typically referred to as examples of "commuter suburbs" with significant numbers of residents leaving the community each day for employment, include Superior and Thornton. The City of Longmont, with a jobs-to-household ratio of 1.6, is considered to be an example of a community with a healthy balance of employment and households, which is just below the regional average. As Erie works towards a healthier balance of jobs to households, the town will be looking to attract anywhere between 5,000 and 10,000 new jobs into the community.

Table 4: Erie's Employment and Housing Projections Preferences

Year	Households	0.45 Jobs Ratio	0.9 Jobs Ratio
2015	7,666	3,450	6,900
2020	8,887	3,999	7,998
2025	10,303	4,636	9,272
2030	11,944	5,375	10,749
2035	13,846	6,231	12,461

Source: U.S. Census, 2010; Clarion Associates, 2011

23 ACS Longitudinal Employer-Household Dynamics (LEHD) OnTheMap Tool, 2014.
24 Denver Regional Council of Governments (DRCOG), 2016.
25 Town of Erie, 2017.

Within the town of Erie, the municipality is the biggest employer followed by King Soopers, Safeway, Lazy Dog and Aspen Ridge Preparatory School.[26] Regionally, the University of Colorado, Boulder is by far the largest employer followed by Century Link, St. Vrain School District, Boulder Valley School District, Farrellgas and JBS. While the largest private, non-retail employers in Weld County (where the I-25 and Erie Parkway property is located) are split between agricultural and renewable energy manufacturing, healthcare, financial services and oil and gas development. Burgeoning opportunities out of Boulder County in bioscience, technology and aerospace could provide beneficial to Erie as it looks to attract corporate entities.

Demographic and Psychological Profile

As Erie works to attract potential developers and employers into town, having a clear sense of who currently lives there will be essential for attracting the right mix of businesses.

According to the demographic data assessment tool, ESRI, Erie's primary psychological tapestry segment at 66.67 percent is the Boomburbs segment. As for what this group looks like, the average household size is 3.25, median age is 34 and median household income is $113,400. The Boomburbs tapestry represents well-educated young professionals "with a running start on prosperity". Unemployment for this group, like the town of Erie, is low at 3.3 percent while labor force participation is high at 71.3 percent. Most households have two or more workers. Longer commutes have created more home workers for this group with individuals within this population being well-connected to the point of their devices being an intrusion in their personal lives.

With median net worth in the Boomburbs well above the national average of $93,300 at $357,600, financial planning is common and thorough. Eighty-four percent of this group owns their home (national average is 62.7 percent) with a median value of $350K (national average is $207K). Residents typically own SUVs, luxury cars and minivans. These tech-savvy individuals believe that style matters and take both their personal and domestic appearances seriously. To that end, they don't mind contracting for services like lawn care and make physical fitness a priority with spending on things like club memberships and home equipment. Leisure activities range from sports like hiking, biking, swimming and golf to visits to theme parks. Boomburbs residents are charitable donors to causes they believe in.

Significance of Situational Analysis to Development in Erie

1. Colorado's population should increase by three million by 2040 and the Denver-Boulder metro area is anticipated to absorb one million of these.

2. While population growth and inherent characteristics of the land point to a well-positioned opportunity, the town will need to anticipate possible resistance from current landowners and/or developers who have a different vision for how they want to manage their asset.

3. Erie should work towards establishing public policies and goals that can be used as a benchmark for justifying public-private partnerships.

4. Erie has a jobs to household ratio significantly lower than surrounding communities and should strive for a healthier balance through office space development and employer incentives

5. Erie's primary psychological segment is the well-educated, young professional group known as the Boomburbs and future development should consider this demographic.

Erie Quick Facts

- Population: 26,250 (full population will eventually be 68K)[1]
- Median Age: 37
- Housing Units: 8,750
- Median Household Income: $112K
- Annual growth rate: 10.56%[2]
- 89% white, 8.8% Hispanic, 4.2% Asian
- 90.9% of households are considered family households
- 47.9% of households have children

1 Town of Erie 2018 Community Profile.
2 ESRI, 2018.

26 "Town of Erie 2018 Community Profile."

IV. MARKET FEASIBILITY OF LAND USES

With Colorado projected to grow by three million people in the next 20 years, the Denver metro area looking to absorb one million of that population, and Erie and Weld County projected to double their current population over the same span, there will continue to be demand for residential and commercial development. The I-25 corridor between Denver and Fort Collins has already seen significant growth and transformation signaling a need for thoughtful and strategic development patterns moving forward.

Programming Criteria and Preferred Adjacencies

Different land uses perform best when certain criteria are met, leveraging site attributes to optimally position real estate products for highest, best use. Additionally, different tenants perform best when located adjacent to specific tenants with complementary functions.

Office

Generally, there are three types of office spaces: a corporate and/or regional headquarters, a company office and a co-working office share. Two challenges Erie has faced in attracting office tenants have been a lack of population density and a lack of inventory. While there has been an increase in mixed-use development in Old Town Erie, the office space has tended to be leased by smaller firms or medical offices. According to Erie's Transportation plan, roughly 95 percent of Erie's workforce commutes outside of the community – 25 percent to Boulder, 10 to Denver, six to Broomfield and five to Longmont. The next group of workplaces at or just below five percent include Westminster, Louisville, Lafayette and Erie.[27] Erie also has a significant number of residents who work from home.

With residential development booming in Erie and absorption rates high, the Town desires to diversify land use and is focusing on commercial and office uses. In a tight labor market, the quality and location of office space is now a key

Table 5: Land Use Preferences

Land Use Preferential Criteria						
	Office	**Retail**	**Residential**	**Recreation**	**Hospitality**	**Industrial**
Vehicular traffic		X			X	X
Pedestrian traffic		X				
Visibility	X	X			X	
Adjacent parking	X	X	X	X	X	
Adjacent retail	X	X			X	
Market demand	X	X	X	X	X	X
Complementary tenants	X	X	X	X	X	
Easy to find	X	X		X	X	
Proximity to CEO home	X					
Views	X		X		X	
Quiet surroundings			X			
Safety	X	X	X	X	X	

Table 6: Tenant Adjacency Preferences

Tenant Adjacency Preferences	
Office	Other offices, restaurants, errand-friendly retail
Retail	Community: grocery, florist,, pharmacy, dry cleaner, liquor, shipping; Specialty: complimentary anchor retail, chocolate, jewelry, toys, clothing boutique, shoes, beauty, home furnishings, gifts, stationary, ice cream, health, cell phone, art, lingerie, luggage, sunglasses, watches, sporting goods boutique
Residential	Parks; for higher density: restaurants, gyms, community retail
Recreation	None
Hospitality	Restaurants, convenience store, pharmacy, gift shop
Industrial	Major corridor access

27 *Erie Transportation Plan, 2014.*

tool for companies to attract and retain employees. Millennials represent a third of office employees and are beginning to relocate to walkable, affordable, suburban settings that are driving demand for suburban office space. One investor interviewed in the Urban Land Institute's *2018 Emerging Trends in Real Estate* noted that "corporations are ultimately going to follow their workers." National occupancy and absorption rates remain high in both central business districts as well as suburban markets similar to Erie.

CBRE reports that more than 156,000 square feet of office space was delivered in Northern Colorado in 2016, 3.5 times the amount of square footage delivered in 2015.[28] With a strong construction pipeline reported by CBRE, they note that the majority of construction projects were build-to-suit as opposed to speculative construction. This includes properties like Avago Technologies' 98,000 square foot space in Fort Collins. Agrium Advanced Technologies leased 120,000 square feet in Loveland, Comcast leased 82,000 square feet in Fort Collins and Madwire Media leased 67,000 square feet, also in Fort Collins. While these technology companies have all settled in Larimer County, Westminster and Adams County have seen growth in aerospace, Boulder County in bioscience and aerospace, and Broomfield in a mix of industry tenants. This demand for office space for technology, aerospace and bioscience companies is an indicator worth noting since office tenants tend to attract similar and/or complementary office tenants.

As Millennials seek walkability, good schools, quality real estate, experiential amenities and easy access to transportation, suburban markets will see growth. Offices increasingly include large public spaces to relax or plug in, multiple food options, high-end fitness facilities, event spaces, roof decks and outdoor spaces. Suburban applications might include food trucks, outdoor meeting areas, on-site fitness and larger common spaces that benefit all tenants. Bellevue in Seattle is an example of an inviting suburban location that has seen growth in recent years, becoming as trendy and desirable as its urban competition. In light of this, Erie should plan to build flexibility into the development at I-25 and Erie Parkway. Corporate campuses like Woodward's 101-acres in Fort Collins and Charles Schwab's 47-acres in Lone Tree have become exceptions in corporate real estate as tenants seek more mixed-use environments.

Five-year site selection data for corporate office space in the Denver metro area shows Denver County attracted the most new tenants - almost half of the 110 successfully placed companies and representing at least 13,000 new jobs.[29] Outside of Denver, Westminster, Broomfield and Douglas County were the most successful at attracting businesses like Toastmasters International, Viega and Maxar Technologies to locate their headquarters in these communities. Westminster has been marketing itself as "the next urban center on Colorado's Front Range," emphasizing the redevelopment of its downtown, quality of life and location between Boulder and Denver as reasons why companies move there.[30] To the south, Douglas County markets itself as business-friendly destination that provides a high quality of life, low unemployment and a great place to raise a family. Over the last five years, Weld County has landed no new office tenants and four manufacturing or distribution tenants (Smuckers, Agilent, FMC Technologies and Cargill Metals Supply Chain) through the state's official site selection process. Erie benefits from a highly educated population but sees more than half of these people leave Erie every day.[31] If Erie can bring attractive mixed-use development at I-25 and Erie Parkway, the town will begin to capture a higher percentage of the current population during working hours as well as attract new daytime visitors.

Retail

While retail sales continued to enjoy a comfortable annual growth rate over four percent in 2017, the sector has transformed considerably.[32] Beyond the oft-referenced revolution of e-commerce, the retail industry has reached a point of maturity that has coincided with changes in consumer preferences, technology-driven innovations in how products are marketed and an over-saturation of traditional retail locations. In Northern Colorado, retail construction and absorption were matched in 2016 with 300,000 square feet of new retail delivered and over 301,000 square feet of absorption achieved. Overall, direct vacancy at the end of 2016 was 3.7 percent.

From a customer perspective, Baby Boomers still represent the largest single U.S. consumer group and have entered a new life stage: consuming less, shedding assets, and spending a higher percentage of income on dining out, entertainment and travel.[33] The next largest group, Millennials, appear to be spending less on apparel, home goods and even cars with a greater percentage of their incomes going to entertainment and dining out. The lesson here is for retailers to focus on delivering value to shoppers via a vibrant experience within a shopping complex or retail area where the social interaction is an attractor to being there beyond the mere exchange of cash for goods. Big box or large format developments no longer have the appeal they once did, as consumers seek curated experiences at markets, shops and fitness facilities. Personal services such as salons and dining are not easily adapted to online consumption platforms and will continue to perform well in brick-and-mortar settings.

28 CBRE, "Northern Colorado Real Estate Market Outlook," 2017.
29 Metro Denver Economic Development Corporation, 2018.
30 City of Westminster, 2018. cityofwestminster.us/behere
31 "Total Daytime Population," ESRI, 2018.
32 Emerging Trends in Real Estate, Urban Land Institute, 2018.
33 Emerging Trends in Real Estate, Urban Land Institute, 2018.

Erie faces competition from retail being developed along I-25. Developments that are planned and/or under construction include Denver Premium Outlets in Thornton and the fully occupied Orchard Town Center in Westminster with shopping, dining and entertainment options abounding to the south. To the north, Foothills Mall in Fort Collins has been transformed into a "hybrid mall" that includes indoor shopping, outdoor shopping and an entertainment district.[34] While the outdoor shopping and entertainment district have done well, the indoor mall has struggled to attract tenants. In Longmont, the 480,000 square foot Villages at the Peaks made a marketing play to become a fashion center but found that the majority of interested retailers responded to daily needs, value-oriented shoppers, restaurants and entertainment. Other developments along I-25 focus on fast food to attract customers, while the one million square foot Johnstown Plaza in Johnstown is making a place for experiential retail by opening a Scheels All Sports Store that includes a 16,000-gallon saltwater aquarium, a 65-foot Ferris wheel, interactive sports experiences and food and beverage (in addition to the expected sports apparel and goods) to serve as its anchor.

Based on feedback from the Town of Erie and its residents via public forums and informed by market conditions, the subject site could support the following retail uses:

- "eater-tainment" outlets like casual dining, theaters, arenas, art, civic uses and gathering places
- recreation destinations like health clubs and fieldhouses
- daily-use stores like groceries, pharmacies and convenience stores
- experiential retail and dining incorporated into mixed-use development

Retail Center Typologies

A shopping center's classification is based on its tenant mix and the size of the trade area it serves. ULI describes them as:

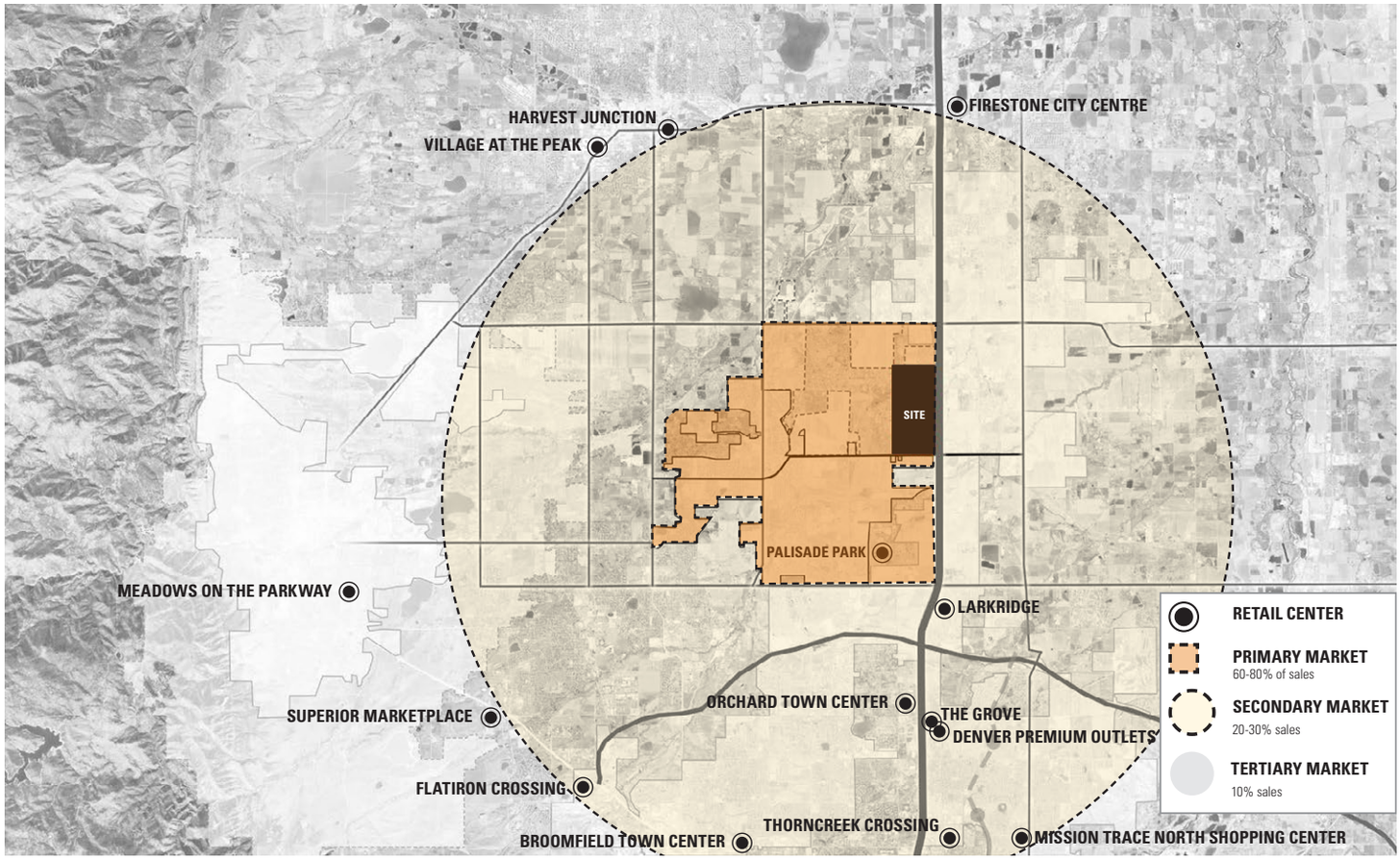
- ***Neighborhood Centers*** sell convenience goods and provide personal services that meet day-to-day living needs of the immediate area. They include take-out and small sit-down restaurants, tend to be less than 1000,00 square feet in size, serve a 2 to 3 mile radius, need 10 to 15 acres of land and are usually anchored by a supermarket.
- ***Community or Super Community Centers Community Centers*** also provide for daily necessities but also include more apparel and specialty stores. They do not include traditional full-line department stores and they serve a smaller trade area than an enclosed regional or super-regional mall. A typical community center contains many of the convenience stores found in neighborhood centers but offer a wider range of hardware, home furnishings and other specialty stores. Many community centers are anchored by a discount department store in addition to a supermarket or drugstore. Home improvement, hardware, lawn and garden, and gift stores as well as banks, professional offices, and larger eating establishments, are also featured in community centers. These centers usually range from 100,000 to more than 300,000 square feet and can occupy at least 30 acres. Trade areas for these centers range from 3 to 5 miles.
- ***Power Centers*** occupy at least 250,000 square feet, contain at least four big box stores, are typically open-air design and serve a trade area of 5 miles or more.
- ***Outlet Centers*** are collections of discount stores directly operated by brand manufacturers or store chains. They may contain food courts, usually have less than 400,000 square feet, have no traditional anchor tenants and serve large metropolitan areas.
- ***Regional Centers*** focus on general merchandise, apparel, furniture and home furnishings. They may have food courts, are typically enclosed with two to three department stores, need at least 250,000 square feet, and serve a trade area of 5 to 8 miles.
- ***Super Regional Malls*** have at least 800,000 square feet of leasable space, three or more department stores and a range of entertainment and food offerings. Many need more than 100 acres of land and serve trade areas of at least 8 miles.
- ***Lifestyle Centers*** are tenanted with upscale apparel, housewares and gift shops as well as restaurants, specialty food stores, and entertainment. They range in size from 150,000 to 500,000 square feet and serve trade areas of 8 to 12 miles.
- ***Town Centers*** are open-air, walkable neighborhood business districts, suburban downtowns and small-town retail cores that contain a wide range of convenience stores and personal care services. They may be well-situated next to transit stations, and are typically more than 200 acres in size.

Retail Trade Area

For a retail store, the retail trade area is the sphere of influence. The primary trade area is the area from which 60 to 80 percent of the patronage and sales will be drawn. The primary trade area provides the vast majority of the steady customers necessary to support a retail center or district. The secondary trade area might account for another 20 to 30 percent.

34 "Retail Follows Three Trends in Northern Colorado," Colorado Real Estate Journal, 2018. https://crej.com/news/retail-follows-3-trends-northern-colorado/

Trade Area Defined by Distance



Trade Area of Proximate Retail Centers

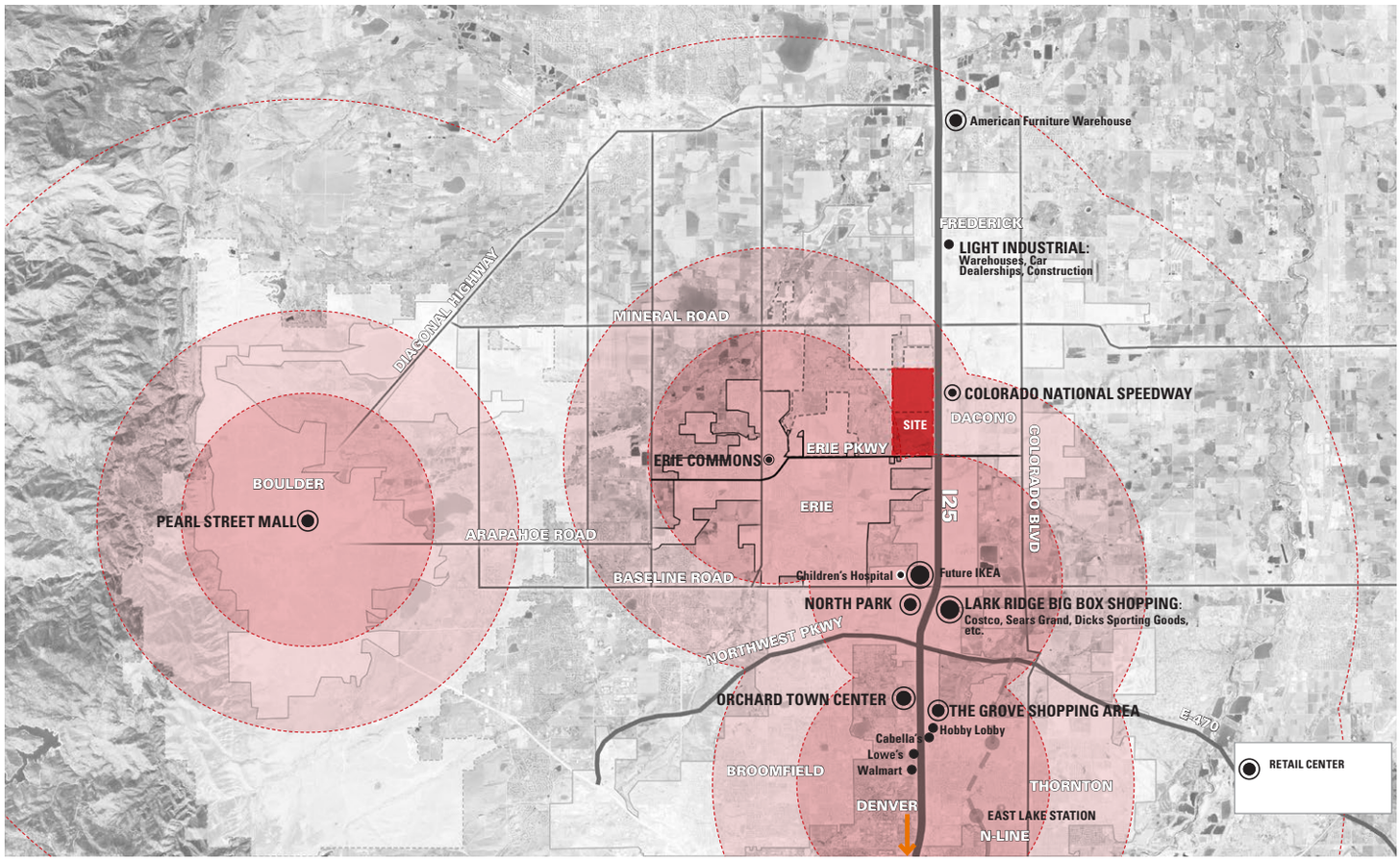


Table 7: Estimates of Households & Income

Estimates of Households and Income within the Primary Market Area				
			Change, 2018-2035	
	Actual 2018	Forecast 2035	Number	Share(%)
Households	9,912	20,000	10,088	102%
Avg. Household Income	$112,000	$119,000	$7,000	6%
Total Avail. Household income	$1,110,144,000	$2,380,000,000	$1,269,856,000	114%

Source: ESRI

In general, retail trade areas are limited by road, transit and pedestrian access. Distance, road networks and travel time will define the boundaries of the trade area but the ease of travel is not the sole determinant of where consumers will shop. They may drive considerable distances to go to a specific store because they enjoy an attractive physical environment and experience. Trade area also is impacted by distance, competition from similarly tenanted centers in the area, population density, demographics (especially income), customer convenience, accessibility and diversity of merchandise.

Trade Area Overview

Due to the lack of retail within the town of Erie and the saturation of accessible retail options within the surrounding suburban communities, retail space developed at the site is likely to capture shoppers who live within immediate proximity (three to five miles) of the site and day-time work commuters who spend the day within that range. The secondary trade area will be made up of shoppers drawn to the property from a larger radius because it offers a mix of stores, price points, and ambiance not available closer to home. This secondary trade area extends 10 miles from the site and will include surrounding communities like Thornton and Broomfield. The tertiary trade area will account for five to 10 percent of sales and does not have a specific range. These shoppers will include people attracted to the anticipated entertainment center and/or recreation and sports facilities, tourists, business visitors, and travelers along the I-25 corridor attracted to the sites appealing visibility from the highway.

Households and Income within the Trade Area

As of 2018 the primary trade area included approximately 9,912 housing units in Erie with a median household income of $112,000. Total available household income is estimated at $1.1 billion.[35] Considering that there are 7,500 single-family homes currently planned or under construction and the population is anticipated to more than double, Design Workshop estimates 20,000 households by 2035 for the projected total available household income. With predicted median household income of about $119,000, the total available household income should be $2.38 billion. Table 7 presents current and projected estimates of households and average household incomes in the primary trade area.

Table 8: Household Budget Expenditures

Household Budget Expenditures of Erie, 2010		
Item	Annual Household Expenditures($)	Share of Average Household Income(%)
Groceries	$7,928	6.9%
Food Away from Home	$5,694	4.9%
Alcoholic Beverages	$936	0.8%
Household Furnishings and Equipment	$3,351	2.9%
Housekeeping Supplies	$1,135	1.0%
Personal Care Products/Services	$1,352	1.2%
Apparel and Services	$3,779	3.3%
Entertainment and Recreation	$5,232	4.5%
Healthcare	$8,847	7.7%
Total	**$38,254**	**33.2%**

Source: ESRI

Retail Expenditure Rates

To estimate the potential purchasing power for the community center goods, Design Workshop reviewed the ESRI 2010 Census Profile for Erie. While the statistics provided are not aligned with Erie's 2018 community profile, the information can be used to provide useful percentages regarding expenditure as it relates to household income. As summarized in Table 8, the Consumer Expenditure Survey (CES) indicates that Erie households spend approximately 33.2 percent of their before-tax income on retail goods and services that could be found in the future community center.

35 Source: ESRI

Significance of Retail Typologies and Trade Area to Erie

1. Based on the size of the site, local and regional attributes and competition, a community retail center is the most realistic for the Erie Parkway/I-25 site.

2. The three to five mile radius includes all residents of the Town and the daily work-commuters that will be in close proximity every day.

3. Due to the higher than average median household income and net worth of Erie residents, the community retail center could pursue more upscale retail options and specialty stores than a typical community center. This would also assist in differentiating the site from nearby competition.

Residential

According to a report from real estate research firm RealPage, metro Denver experienced the second largest apartment rent increases this decade behind San Francisco.[36] Between 2010 and 2017, rents rose 46.9 percent to a monthly rate of $1,401. RealPage forecasts average increases of three percent a year over the next five years. Recent college graduates moving to the Denver area can expect to make $50,390.[37] On this salary and with a 10 percent down payment, a recent graduate could afford a $253,000 home. If this recent graduate wanted to delay a home purchase to save money, eventually they might make Northern Colorado's median household income of $64,935[38] and be able to afford a home worth $329,000 if they put 10 percent down. So what does this mean? A home in the range of $250,000-$330,000 would be appealing to a young professional looking to move to Erie. With the average single-family home in Erie selling for over $470,000 that means different housing products such as townhomes and condominiums need to be developed.

According to John Burns Real Estate Consulting, the supply of low-tier listings (defined by Zillow as the bottom third of home values in the market) has declined since 2014 to 20 percent year-on-year in the 31 largest housing markets. Top tier and middle-tier listings are down eight and 12 percent respectively. Two trends to watch in the housing sector include:

- Strong pent-up demand from Millennials who are finally forming families and looking to buy homes for the first time.
- Increasing demand from move-down buyers looking to take advantage of recent price appreciation and cash out of homes that are too large.

John Burns predicts that the growing retiree population will purchase 77 percent more homes over the next 10 years than the last 10 years, with many buying less expensive homes so they can tap into the equity in their current home. Housing for seniors was selected as the top residential sector for investment and development in 2018 by real estate experts with acknowledgment of the opportunity created by intragenerational diversity and lifestyle preferences. Interestingly, neither Baby Boomers nor Millennials want or need a lot of space and are price-conscious, due to factors like student debt and fixed income.

Erie's Comprehensive Plan states a mix of housing types as a goal as they continue to grow. The two main areas outlined in the plan include varied housing stock and density as well as housing that accommodates the financial considerations of workers across job types and stages of life, including retirement. "The Town will encourage the incorporation of a mixture of housing types with varied price ranges, lot sizes, lot configurations, and densities, to attempt to meet the needs of all segments of the community. In addition, the Town will encourage the use of a mix of builders for larger developments and the incorporation of efficiency standards and clustering, where appropriate."

Additionally, "there is growing concern about the availability of attainable housing for low and moderate-income families in Erie. The Town will work with the private sector and non-profit agencies to ensure that sites that are potentially suitable for housing are available within the Planning Area to achieve a variety of price points. This should include sites at a variety of scales to accommodate both small infill projects and larger redevelopment or greenfield projects. In addition, the Town will encourage innovative design in housing by considering financial incentives and other mechanisms to reduce development costs."

With Erie's current residential portfolio made up almost entirely of single-family homes, the opportunity to offer apartments, condominiums, townhouses, duplexes and single-family homes on small lots could not be more timely. Market conditions point to demand for a broader range of product types at price points accessible to individuals, couples and families in different stages of life.

Recreation + Sports

Erie residents, like most Coloradans, lead active lifestyles, which is why it came as no surprise that recreation and sports were prioritized as a preferred amenity by residents and staff alike. Two trends to watch include the rise of fieldhouses as

36 Add source.
37 "Average Starting Salary in Denver: $50,380," CBS Denver, May 15, 2018. http://denver.cbslocal.com/2018/05/15/average-starting-salary-denver/
38 Metro Denver Economic Development Corporation, 2018. http://www.metrodenver.org/do-business/demographics/income/



flexible recreation facilities and large-scale sports complexes to accommodate large weekend tournaments.

For fieldhouses, companies like Fieldhouse USA out of Texas are building a network of privately-run sports centers that are embedded in their communities and sports leagues. Places like the Parker Fieldhouse in Colorado are financed and managed by the local parks and recreation department. Fieldhouse USA has entered into public-private partnerships for at least two of the three facilities it currently manages, buying land for the city to build on in one instance and using tax increment financing on another to help cover construction costs.

For tournaments, community fields like the Louisville Sports Complex have long been available for group use while the private sector is beginning to take on more ambitious campuses like the Rocky Mountain Sports Park in Windsor. The "Disneyland of Youth Sports" hosted a groundbreaking ceremony in October 2017 to symbolize the beginning of $225 million worth of construction on 68 fields over 490 acres, including a 4,500-person stadium.[39] After nine months of silence, people began to question if the project is moving forward after all. An interview with the construction manager indicated that the park still plans to open by July 4, 2019 with 21 fields and food trucks with a full first season planned for 2020.

In addition to schools, parks and recreation facilities, regional capacity for recreation has been absorbed by facilities like NorCo Volleyball Club, Power2Play and Impact Sports. While larger weekend tournaments have become a mainstay of youth sports, they bring inconsistent business for hotels, restaurants and other vendors. Interest and demand has been expressed by families in the region for recreational facilities at all scales, public and private sector entities will need to consider weekday programming to ensure financial sustainability for a recreation-oriented development. Hedge fund-backed LakePoint Sporting Community in Emerson, Georgia recently filed for Chapter 11 bankruptcy after months of missed financial targets and unpaid debts on the 1,300-acre property became unmanageable. While investors and owners are positioning the bankruptcy as a recapitalization, the ambitious sports complex outside of Atlanta and less than an hour from the airport has been unable to be financially sustainable.

Lessons learned from the recreation models explored and conversations with experts include:

- Financial projections need to be realistic and grounded in reality
- Revenue needs to cover costs – both operational and debt service
- Even if weekend tournament activity is solid, financially sustainable facilities have active weeknight programming
- Proximity to population centers is key to weekday activity – individuals and families are unlikely to drive more than 20 minutes to use a recreation facility
- Land needs to be cheap or free for most projects to succeed
- Experiential recreation like Topgolf has been successful

Entertainment

Cultural and entertainment centers can consist of multi-screen movie theaters, opera houses, community theaters and a wide range of other facilities. Cultural facilities typically rely on philanthropic underwriting and volunteer labor.

Entertainment and food play a central role in driving traffic to bigger developments. Theaters and entertainment have been key to the success of The Orchard Town Center in Westminster and Foothills Mall in Fort Collins. Real estate developer Continuum is using this development model with the redevelopment of the University of Colorado medical campus at 9th Avenue and Colorado Boulevard by using a movie theater and restaurants as anchors. Large outdoor amphitheaters are difficult to operate profitably. Competition for entertainers/performers is extensive with venues such as Fiddler's Green, Red Rocks, Arvada Center, Levitt Pavilion, 1stBank Center, Thunder Mountain Amphitheater and a dozen others.

Hospitality

According to ULI, U.S. hotel occupancy levels in 2017 were at their highest levels since 1981 (over 65 percent). The U.S. has seen an influx of foreign capital from Asia, Europe and other global markets across primary, secondary and tertiary U.S. markets due to the perceived stability of hard assets like hotels. Additionally, hotel groups have shown an interest in brand diversification either through mergers and acquisitions with other chains or internal development and launches of new

39 Blumhardt, Miles. "'Disney World of youth sports' still a reality for Windsor, despite months of silence." Fort Collins Coloradan, June 21, 2018.

brands. In some cases, hotel owners and developers have been building brand diversity by developing assets or campuses featuring two or more brands with distinct products and price segments, while sharing back-of-the-house facilities.

According to the American Hotel & Lodging Association, Colorado contributed $12.4 billion to gross domestic project in 2015 through 24 billion occupied rooms at 1270 hotel properties.[40] Additionally, these hotels support $3.4 billion of federal, state and local taxes and $7.5 billion of labor income including $1.7B in hotel operations. For each $100 spent on lodging, hotel guests spend an additional $221 at other businesses (split 50/50 on and off of the property) and $32 on taxes.[41] Consumer spending on hotels has outpaced GDP over the long-term (230 percent vs. 77 percent since 1980).

Breakdown of travelers to the U.S.[1]

- Domestic leisure travelers: 48.5%
- Business travelers: 24.0%
- International leisure travelers: 14.0%
- Meetings, events and incentive travelers: 13.5%

1 American Hotel & Lodging Association, 2016.

A few specific market factors that affect the hospitality industry and should be considered include the following:

- Domestic trips by US residents: Trends in domestic travel, especially business travel, and the total nights spent away from home directly affect demand for accommodation. As the number of trips made by US citizens rises, demand for hotels and motels to lodge them increases.
- Consumer Confidence Index: Changes in consumer confidence influence decisions that individuals make concerning expenditure on entertainment and traveling, particularly during a recession.
- Consumer spending: Consumer spending levels have a direct effect on travel demand. When consumers are spending more overall, they are more likely to spend some of their money on travel and accommodations.

Within a 10-mile radius of Erie, there are about 25 hotels, mostly clustered to the north at the I-25 exit for Longmont, County Road 119 and to the south at the exit for Broomfield and Northglenn. A 15-mile radius includes hotels that cater to business travelers, particularly in Boulder and Broomfield. A 30-mile radius includes downtown Denver. The location along I-25 is attractive from a visibility and traffic perspective, but most hotel developers will be looking for adjacent uses like restaurants and offices to be in place.

An example of a hotel that carefully considered market conditions and delivered a product that would suit customers in a suburban setting is the Proximity Hotel in Greensboro, North Carolina. Located halfway between the airport and downtown, the hotel attracts business travelers and events, especially for organizations with environmental values. The hotel achieved LEED Platinum certification and included a stream restoration as an attraction for guests. The on-site restaurant provides farm-to-table in an industrial space that has become a sought-after location for parties. In light of high demand, the hotel has been able to rent rooms at a nightly rate uncommonly high for the Greensboro area.

Light Industrial

The industrial sector has seen sustained demand in recent years. With historically low vacancy rates, industrial was the top-rated sector for investment, development and management for 2018, according to ULI. While discussions around demand typically focus on the rise of e-commerce and the space it requires, there are other factors at play that are driving growth. Consumer goods and food companies are leasing up warehouse space, as are more cyclical industries like residential construction. Finally, industries with non-industrial roots like healthcare are finding a need for industrial space as technology transforms medical equipment, devices and pharmaceuticals.

Through the first quarter of 2018, industrial saw its 32nd straight quarter of positive net absorption for the light industrial space across the Denver metro area.[42] In 2016, direct vacancy rates in Larimer County were 6.2% and Weld County's were a low 3.1%.[43] More than 60% of deals executed in 2016 were for spaces smaller than 5,000 square feet and only 10% were for spaces larger than 15,000 square feet. Low inventory and low speculative development has led to high absorption and sustained demand for industrial space. CBRE identifies land north of I-70 along I-25 and I-76 as well as land that has utilities, zoning and entitlements as attractive plots for future development. With all site selections in Weld County over the last five years coming from the manufacturing and distribution sector, and industries like food, technology, aerospace and bioscience thriving in surrounding communities, there is an opportunity for Erie to attract these businesses. In Broomfield, McWhinney recently added flex industrial space to its Baseline property to respond to high demand and low inventory along I-25.

40 Bureau of Economic Analysis, Census Bureau, Oxford Economics, Longwoods Intl and STR, 2016.
41 Oxford Economics, 2016.
42 "Denver industrial market shows strength in Q1," Denver Business Journal,
43 CBRE, "Northern Colorado Real Estate Market Outlook," 2017.

Another creative application of industrial that limits water use while increasing access to fresh food is vertical farming. From a production and efficiency perspective, the yields are high and could be an attractive addition to Erie and Weld County's roots and identity. Colorado currently imports 97 percent of its produce and the projected three million person population growth by 2035 only means greater demand for food. According to the Association of Vertical Farming, the vertical farming sector in agriculture is in a nascent state of development. Engagement with entrepreneurs and companies that are positioned to cooperate in the development of commercial models will be critical to ensure the sector takes positive steps forward to encourage the adoption of vertical farming by commercial growers across diverse markets.

An example is AeroFarms in Newark, New Jersey is currently developing the largest vertical farm in the U.S. over 69,000 square feet of repurposed manufacturing space. Backed by Goldman Sachs, Prudential Financial and RBH Group, AeroFarms plans to grow in 16 days what normally takes 30 in a field with 95 percent less water, 50 percent less fertilizer and zero pesticides, herbicides or fungicides. The operation is estimated to grow and sell two million pounds of kale, arugula and salad greens a year. AeroFarms benefited from the New Jersey Economic Development Authority providing nearly $9 million in incentives stretched over 10 years including a $2.2 million grant under the Economic Redevelopment and Growth program and $6.5 million in tax credits. The facility currently employs close to 100 people and is promising more jobs in the months to come as the company grows.

Two local applications of vertical farms include Altius Farms and Rebel Farm. Altius Farms is due to open a demonstration project summer 2018 in RiNo as a rooftop vertical garden in the sustainability-oriented S*Park community with project yields of greens on the order of 75,000 pounds a year from its 30,000+ plants. Rebel Farm operates a 15,000 square foot green house in southwestern Denver with 38,000 plants. Both sell their greens locally to restaurants as well as to community members.

Significance of Market Feasibility of Land Uses for Development in Erie

1. Office, residential and retail space are all trending towards lifestyle-friendly, amenity-rich and experience-enhancing developments. Projects that effectively integrate these characteristics will be the most appealing to employers, residents and shoppers. That said, North Denver and Northern Colorado have struggled to realize consistent office absorption so this property type and will need approached with caution.

2. The Town cannot depend on a corporate headquarter campus for office development. Office development today is build-to-suit, not speculative construction. Companies are seeking mixed-use environments in which to locate.

3. There is considerable competition for centers and malls, and lifestyle centers (see next section). Community center retail in a mixed-use development will best meet market demands. However, the Town should not preclude a destination retailer that might randomly have interest in this location.

4. Millennial young professionals and Baby Boomers can support a variety of housing product today. A diversity of homes in the range of $250,00-$330,000 will be very appealing to buyers.

5. Land appropriation for recreation and entertainment at I-25 and Erie Parkway will provide value to the immediate and broader community. For recreation-oriented facilities to succeed, the land will need to be cheap, free or packaged within a creative public-private partnership.

6. A hotel at I-25 and Erie Parkway is unlikely to be interested in building on this site without a corporate office tenant or medical anchor to attract weeknight guests. Hotels need to be able to realize 65% occupancy on an annual basis, which means having markets for weekends and weekdays. A limited-service hotel would likely be the first to build in this location.

7. The industrial sector has seen sustained demand and strong positive absorption across the Denver metro area. The land north of I-70 along I-25 that has utilities, zoning, and entitlements has been identified as attractive locations for future development.

V. COMPETITIVE AND COMPARABLE PROJECTS

To understand what is both desirable and possible at I-25 and Erie Parkway, it is important to take a closer look at competing developments in the region as well as precedent (comparable) projects across the country that demonstrate market-driven and successfully executed mixed-use developments.

Competitive Projects



Thornton

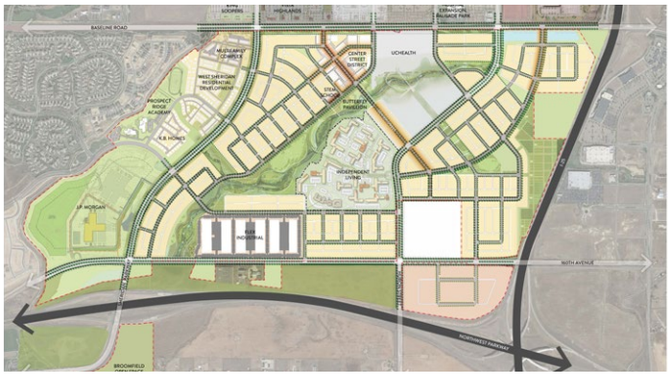
With the N Line of the Regional Transportation District (RTD) light rail currently under construction, the City of Thornton has capitalized on the connection to Denver by pushing for new economic development. Despite the $350 million of commercial development projects along I-25, including the 350,000 sf Simon Premium Outlets and 2.4 million sf Amazon fulfillment center, the City of Thornton is continuing to promote 1,400-acres of greenfield that are "ready for development."[44] Other active commercial projects in Thornton include:

- Topgolf – the 64,000 square foot facility is under construction near the Larkridge Shopping Center with a goal of opening spring 2019. Thornton lured Topgolf with a $3.75 million incentive package.
- Floor and Décor – in Larkridge Shopping Center
- The Summit Entertainment – located adjacent to the Grove Shopping Center, the facility will feature casual dining, bowling laser tag and games with an expected opening in the fall of 2018
- Satire Brewing Co. and Mystic Mountain Distillery Tasting Room – opened summer 2018
- Thorncreek Golf Course – re-opened summer 2018
- Hilton Garden Inn – located at the Grove Shopping Center

From a retail perspective, Thornton is home to almost four million square feet of gross leasable area across six large shopping centers and provides a large source of competition for super-regional malls and power centers that have category-dominant anchors such as home improvement, warehouse clubs and discount department stores.

44 City of Thornton Economic Development Office, 2018. Businessinthornton.com





Northglenn

In 2017, Northglenn absorbed 130,758 square feet of retail, office and industrial space with vacancy rates at 0.8 % for industrial spaces, 7.4% for retail and 11.6% for office.[45] Seventy-nine new businesses opened for the year, creating 328 new storefront jobs in addition to 31 home-based jobs. Through a public-private partnership with the Northglenn Urban Renewal Authority, Hutensky Capital Partners is redeveloping Northglenn Marketplace into an entertainment-oriented destination. Plans include a new theater, restaurants, a plaza, a pedestrian-oriented experience, new retailers and diversified tenants. Construction begins in 2018 with completion in 2020.

Huron Center has also been undergoing a $10 million renovation that has helped to attract a 25,669-square foot AutoZone Mega Hub, 21,773-sqaure foot Save-A-Lot and 2,400-square foot Arby's that are estimated to open before the end of 2018.

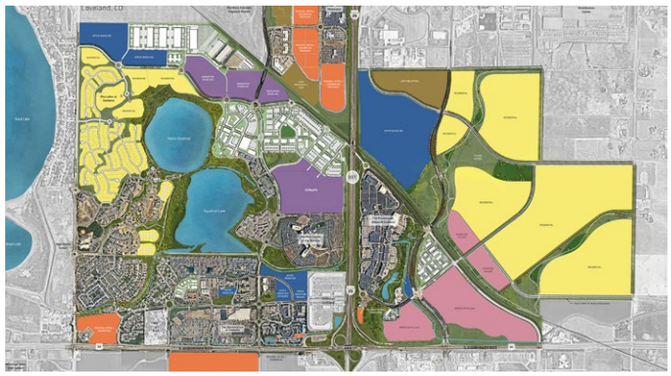
Baseline

Four miles south of the Erie exit on I-25 is McWhinney's 1,100-acre mixed-use development. Renamed in 2018 from "North Park" to "Baseline," the property sits between Baseline Road to the north, Northwest Parkway to the south, I-25 to east a residential community near Sheridan Boulevard to the west. Baseline bills itself as "a new district at the intersection of urban life and outdoor adventure that completes the Denver/Boulder triangle." A focus on sustainability has led McWhinney to prioritize a pollinator-friendly development with opportunities for multi-modal transportation and resident-farmed plots.

Active and completed portions of the concept plan include a data center for J.P. Morgan, three residential developments, two schools, an educational Butterfly Pavilion, a UC Health campus, flex industrial space and the Center Street mixed-use retail district. At full build-out, the development will include 145 acres of open space, 17.2 million square feet of commercial, 375,000 square feet of retail, 50,000 square feet of medical and 6,205 residential units ranging from apartments to single-family homes.

45 *"Business Year in Review," City of Northglenn Economic Development Division, 2018. https://www.northglenn.org/files/ed_year_in_review_17_final.pdf*





Johnstown

20 miles north of Erie, the town of Johnstown has seen a recent flurry of commercial activity. Owned by four developers, "2534" is a 600-acre master-planned, mixed-use community that has benefited from expedited reviews after establishing mutually agreed-upon design guidelines with the town. Recently opened properties at what is now called Johnstown Plaza include a 250,000 square foot Scheels, a 92-room Comfort Suites, 75-room Wingate Wyndham, and a 254-unit Gateway apartment complex. Other tenants include 7-Eleven, Anytime Fitness, Bad Daddy's Burger Bar, Bank of Colorado, Bonefish Grill, Burlington, Ethan Allen, Honolulu Poke Bar, Kaiser Permanente, Lee's Cyclery, Liberty Firearms Institute, Lux Nailbar, Parry's Pizzeria, Qdoba Mexican Grill, Raven's Liquor, Sprint, Starbucks, Trek, Tuesday Morning, Ulta Beauty, Verizon and Visionworks, among others. A 212-unit apartment building broke ground at the end of 2017.

In September 2017, Caliber and Westar Development acquired 256-acres to develop a mixed-use concept called Villages at Johnstown. [46] Initial plans show a 100-acre industrial park. Commercial and retail (said to include a hotel, gas stations, office space, entertainment and medical offices) will follow a planned interstate expansion by the Colorado Department of Transportation (CDOT). The final phase will bring in residential with a focus on moderate and middle-income multi-family housing.

Centerra

At build-out, Centerra's 3,000 acres will have 5 million square feet of development. Located on both sides of I-25 in Loveland, Centerra has 150 businesses, over 100 shops and restaurants, and UC Health Medical Center of the Rockies. In addition to the 1.5 million square feet of retail space, three hotels, two schools, trails and open space and a range of residential housing options, McWhinney broke ground this spring on Industrial Four after announcing that Industrial One and Two were fully leased.[47] The 123,000 square foot building will be the largest industrial building to date in Centerra and demonstrates the high demand with technology and industrial companies in the area. Centerra's current master plan dictates a mix of residential, light industrial, office space, medical offices, mixed-use and retail for future development.

Centerra-located companies generate 7,000 jobs with its biggest employers being UC Health, The Group, Inc., Constant Contact, Heska, Agrium and Olsson Associates.[48] Retail sales are driven by spending at The Promenade Shops at Centerra with average daily spending around $900,000 a day. Gross retail sales since 2004 exceed $2.5 billion with $45 million in sales tax revenue returning to Loveland. Property taxes and public improvement fees collected in Centerra have gone towards new public infrastructure for the development.

*46 "Caliber Unveils Plans for Major Mixed-Use Development North of Denver, Colorado." **Business Wire**, September 6, 2017. https://www.businesswire.com/news/home/20170906005675/en/Caliber-Unveils-Plans-Major-Mixed-Use-Development-North*

47 "McWhinney Breaks Ground on Next Centerra Industrial Building in Loveland." Centerra.com, April 16, 2018.

*48 Rentsch, Julia. "McWhinney to Loveland council: Centerra employment tops 7,000 jobs." **Reporter-Herald**, January 17, 2018. http://www.reporterherald.com/news/loveland-local-news/ci_31600913/mcwhinney-loveland-council-centerra-employment-tops-7-000*

Comparable Projects



RidgeGate

While most communities south of Denver have grown in a typical of suburban pattern, RidgeGate's 3,500 acres along I-25 in Lonetree are being developed as a more mixed-use program. RidgeGate was "surban" before the word was coined. With a mix of residential, retail, office, health services, cultural and recreational facilities and a city center, RidgeGate is three times as compact as typical suburban development, resulting in a community of 30,000 residents, 10,000 homes and over 20 million square feet of commercial.

The plan's diverse land uses and links to public transit such as light rail will promote walking and bicycling between destinations and through its more than 1,000 acres of open space, which include spectacular bluffs and prairie open spaces that will be preserved in perpetuity. Three light rail stations are planned on the property which is part of the RTD FasTracks program and a majority of all homes are within half a mile's walking distance of a park or open space.



The Domain

By promoting urbanism, art, music and culture, The Domain has evolved into the new urban center for the creative class of Austin. The community has been shaped by its mixed uses, adjacency to commuter rail and the existing physical assets that were left behind from a 40-year-old technology campus that once occupied the 127-acre site. New development has been arranged around existing large oak trees and utility corridors. The Domain features 100 upscale and mainstream retail stores and restaurants, almost half of which are exclusive within the market.

The multi-phased The Domain development is anchored by Neiman Marcus, Macy's, Dillard's and Dick's Sporting Goods and also offers more than 800 residential units and ample Class A office space, in addition to four on site hotels - Westin Austin at The Domain, Lone Star Court by Valencia Group, The Archer Hotel and Aloft Austin. Domain Green is a 30,000 square foot park space that hosts a range of events, features a sculptural pavilion and 200 square foot food kiosk that create a distinct sense of place.



Avalon Town Center

Located 25 miles north of Atlanta, Georgia, Avalon is an 86-acre mixed-use development in the affluent suburb of Alpharetta. Constructed in two phases, the community is made up of 800 residents, 68 retailers, 24 restaurants, and a 330-room hotel.[49] Avalon caters to the local technology industry by providing 1,250 miles of fiber optic cable and 750,000 square feet of Class-A office space to tenants like SAP and Microsoft. Avalon claims to be Georgia's first "gigabit community, a futureproof fiberhood with internet connection speeds 100x faster than what's currently available." The Hotel Avalon is a part of Marriott's high-end Autograph Collection and offers 47,000 feet worth of convention space.

Avalon developer, North American Properties (NAP), prioritized public spaces throughout the development putting an emphasis on right-sizing boulevards, plazas and parks to create accessible and appealing places for resident, tenants and visitors to stay.[50] They also focused on "chef-driven" restaurants and recruited a handful of local chefs to open concepts there collectively. The main plaza is turf most of the year and an ice skating rink in the winter. Avalon offers a concierge service for residents, tenants and visitors that includes food delivery, event planning and reservation services. For members of their Black Card, grocery delivery, dog walking, car washing and detailing, dry cleaning, maid service and personal chef services are available, among other perks.

49 Experienceavalon.com
50 "Avalon," ULI Case Studies, Urban Land Institute, October 2016.

VI. CONCLUSION

A. The Site

General

Erie Gateway is located along the path of growth at the intersection of Erie Parkway and I-25. The I-25 interchange provides easy access. The site has good visibility and frontage along the busy interstate highway. As the Denver metro area continues to grow, suburban communities along the I-25 corridor will see growth as people show increased interest in secondary markets and search for better job opportunities, affordability and quality of life outside of the city. With Colorado population expected to grow by three million by the year 2040 and the Denver-boulder metro area expected to capture one million of that, Erie will experience significant growth and is expected to fully mature with a population of 68,000 in the next 20-30 years.

Although the site is in the path of growth, development along the I-25 corridor has not yet reached Erie, from neither the north nor the south. The Master Plan should acknowledge and understand that flexibility will be key for future success, as development is not likely immediately. Proactively planning will not only ensure that the project conforms to the Town's identity and values but will also help identify differentiators that Erie can pursue and make sure that the site is "shovel ready" serviced by roads, water and sewer. Zoning, entitlements and design guidelines that align with the community's values and attract investment will be instrumental in setting up a developable framework. The Town should also consider a capital improvement plan for the URA that can be phased throughout the process.

Ownership

The site currently has several different landowners with different interests and needs. Two entities own the largest portion of the site, with multiple owners located along County Road 7. Local, regional and national developers that provided their thoughts about the site agreed that a master development model, in which the site can be designed, planned and developed in large phases without hindrance from individual landowners, will be the most efficient and practical method. Vision and leadership from the Town at the highest level will be instrumental to ensuring that the site is properly zoned and ready for development when growth along the I-25 corridor reaches the Erie Gateway. The developer panel also noted that at present, the site will require very patient capital or landowners willing to hold or sell at agricultural prices to be attractive to a master developer. The Town should proactively address this by facilitating conversations with landowners to gauge their willingness to sell.

Infrastructure

The presence of utilities, public services, and road networks is an absolute necessity to making the site attractive to developers and should be a priority for the Town. The southeast corner of the site is the most desirable as it is the most visible and accessible part of the property. According to regional developers, there are opportunities to tap into the fiber of the I-25 conduit and to partner with energy companies like Xcel. The potential for a future commuter rail station is appealing, but they recognized this may not be constructed for decades.

B. Land Use Development Opportunities

Residential

Single-family residential, priced $450,000 and higher, is the predominant dwelling type in Erie. The expensive housing precludes buyers such as young professionals and young families from living in Erie. This presents a market supportable opportunity for multi-family projects including townhomes, condominiums and apartments. More units per acre will ensure attainable housing prices that will meet the needs of young professionals and young families moving to the area to balance the cost of living and quality of life, but who are still willing to commute to work before until employment opportunities are available in Erie. Based on household incomes and demographic trends, multi-family units ranging from $250,000-$300,000 would be appealing options to future residents of Erie. Desirable attributes include views, walkability, access to a mix of retail, open spaces and parks, and a vibrant restaurant scene.

Retail

The nature of retail development is changing. Large format retailers are decreasing their expansion plans. Destination stores such as Ikea, Cabella's and Scheels have locations on the I-25 corridor between Denver and Fort Collins. Regional malls such as the Orchard Town Center, Denver Premium Outlets and The Promenade Shops at Centerra satisfy the trade area. Considering the size of the site and traffic counts on I-25, Erie is best suited to support a community retail center in a mixed-use development. Retail developments have shifted drastically from a philosophy of "location, location, location" to one of "experience, experience, experience." While there may a destination retailer interested in this site, marketing efforts should focus on retail as one of a mix of uses, which means smaller format stores and restaurants serving the residential and office users within the development and capturing some of the I-25 drive by market.

Office

Office space has become an integral part of a successful mixed-use development and should be included in the Master Plan for the site. Not only will it provide a closer employment

opportunity for the 95 percent of Erie residents who leave daily for work, but it will also support local retail and restaurants with the daytime employees. Attracting a corporate campus user is unlikely; however, a corporate headquarters in a mixed-use environment is possible, as this is the current trend. Any sites put forward by the Denver Metro-Economic Development Council need to be "shovel ready", which further justifies investment in bringing utilities to this site.

Hospitality

Hotel developers interviewed as part of the market research indicated that brands are moving away from roadside hotels to mixed-use settings that offer a variety of amenities in a suburban setting. Erie East Gateway has the highway visibility and Rocky Mountain views that are attractive to brands. Hotel feasibility is impacted by business, event and leisure travel, which must support a minimum 65 percent annual room occupancy that hotels need to stay profitable. An entertainment and/or a recreation and sports facility can also drive room occupancy and the demand for weekend reservations. Limited service or extended stay brands like Hampton Inn may be a fit for Erie East Gateway in the future. Destination hotels such as Great Wolf Lodge, with an indoor water park and dry land adventures should not be precluded from consideration.

Entertainment and Recreation/Sports Facilities

Entertainment and recreation/sports facilities represent two enhancements for the site. Entertainment is often an anchor of a mixed-use development and can take the form of movie theaters, event space, or indoor sports such as bowling. This will likely be part of the development program for a mixed-use developer on this site.

Large tournament-focused sports complexes have proven to be financially difficult to operate. A fieldhouse-type facility is a good opportunity for the Town to partner with a private developer to fill recreation needs of Erie residents.

Industrial

Low inventory and low speculative development have led to high absorption and sustained demand for industrial space. If the Town can provide the proper utilities, zoning, and entitlements to the site, there is significant opportunity in the industrial sector. The northern portion of the site in particular could be an ideal location for light industrial that does not interfere with residential development. Easy access to I-25 is a criteria for this market.

C. Development Scenarios

There are several development scenarios that could occur for this site.

1: Master Development

In a master development scenario, a developer and capital partners would purchase the entire property or a large portion of the property for a master planned mixed-use development with a singular vision. Master developments are large, complex, challenging deals requiring the developer to take on several roles. The master developers will have predetermined investment objectives and criteria to consider during preliminary due diligence on the site. They will then develop a land packaging plan, negotiate a contract, conduct final due diligence, and then proceed with the acquisition if it meets their needs. A key factor will be the willingness of current landowners to sell to the developer. This is likely an all or nothing scenario in which developers will not proceed unless they can purchase enough of the site to make the vision work. They would apply for appropriate zoning and entitlement changes which can be a lengthy ordeal for a multi-use project and the Town should proactively incorporate zoning, entitlements and design guidelines into the master plan to provide a flexible and responsive framework.

Examples of master developments in the region include:

- Centerra - McWhinney
- Baseline - McWhinney
- Stapleton - Forest City
- Lowry - Lowry Redevelopment Authority

Developers interviewed as part of the research for this site did not believe "there was much of an appetite" for the master developer model.

2: Parcel Development

In this scenario the Town or other entity provides infrastructure, the strong vision and master plan. A developer would purchase a small portion of the site at a time, most likely 20 to 50 acres. Specific land use developers may purchase parcels for their type of development such as multi-family, office or light industrial. Keeping the cohesion of the vision is difficult in this scenario.

3: Destination/Large Scale User Development

While it is big effort with uncertain likelihood, landing a large-scale user or destination product on the site would be a big win for the Town. These users act as anchor tenants and play an important role in the development of a site as they generally require build to suit construction and can have a major impact on the economy, structure, and character of a community. They should be strategically located so that smaller businesses can profit from the customer flows they generate. These marquee tenants may occupy 45 to 70 percent of a shopping center's square footage and attract up to 30 percent of the foot traffic.

A corporate campus or headquarters can validate an area as an ideal place to do business and have a profound effect on the ambiance of a property. A destination attraction like a Great Wolf Lodge or Elitch Gardens would influence adjacent development.

Destination users will attract other developers and drive demand for residential, retail and restaurants that can take advantage of the increased traffic from the anchor tenants. The Town cannot count on this type of user, but that should not preclude them from promoting the site to create this opportunity.

4: Miscellaneous users looking for a location

The last scenario is one in which multiple, unassociated developers purchase small portions of the site for individual land use development that meets market demands. A panel of development professionals indicated that this would most likely start with multi-family housing projects in the form of townhomes, condominiums, and apartments. Once a population density is established on the site through residential development, demand will exist for the development of retail, restaurants, and eventually office space. This scenario may result in single-use buildings and not a vertical mixed-use product.

Overall, the key to success is a Master Plan that provides a strong development framework that accommodates flexibility to respond to changing markets.

Developers Contacted:

- Community Development Group
- Confluent Development
- Continuum
- D4 Urban
- Forest City
- Forum Real Estate Group
- Fulenwider
- Great Wolf Lodge
- Hines
- Hyatt
- Lendlease
- Marriott/Starwood
- Opus
- Pauls Corporation
- Prologis
- Silver West Hotels
- Stonebridge Companies
- Trammel Crow
- Trammel Crow Residential





A.2

APPENDIX:

Infrastructure Analysis Memorandum

I-25 & ERIE PARKWAY MASTER PLAN

CIVIL LAND USE REPORT AND COST ESTIMATE

OCTOBER 2018

For:
DESIGN WORKSHOP
1390 LAWRENCE STREET, SUITE 100
DENVER, CO 80204

Calibre Engineering, Inc. 9090 S Ridgeline Blvd, Suite 105 Highlands Ranch, CO 80129 (303) 730-0434 www.calibre-engineering.com

I-25 & ERIE PARKWAY MASTER PLAN

CIVIL LAND USE REPORT AND COST ESTIMATE

TABLE OF CONTENTS

SCOPE 1

EXECUTIVE SUMMARY 1

GENERAL LOCATION AND DESCRIPTION 2

POTABLE & IRRIGATION WATER SYSTEMS 2

WASTEWATER SYSTEM 3

STORM DRAINAGE SYSTEM 4

TOPOGRAPHY 5

TRANSPORTATION SYSTEM 6

ENVIRONMENTAL AND HISTORICAL CONSIDERATIONS 7

OWNERSHIP AND EXISTING ENCUMBRANCES 7

OVERALL SITE IMPROVEMENT COSTS 8

INITIAL DEVELOPMENT PHASE 9

CONCLUSIONS 10

REFERENCES 11

APPENDICES

A. Exhibits and References

B. Overall Site Improvement Cost

C. Phase 1 Site Improvement Cost

D. Interchange Memo and Cost Estimate

SCOPE

This report presents the findings and analyses performed relative to the civil infrastructure considerations for Sections 10 and 15 (the "Property") in the Town of Erie, Colorado (the "Town". These infrastructure considerations were based upon the land use master plan developed by DesignWorkshop in conjunction with this infrastructure review and analysis. The existing civil infrastructure relevant to the Property consists of the potable and irrigation water systems, wastewater system, storm drainage system, and transportation system. All of these infrastructure systems were reviewed to determine the size and extent of the existing systems compared to the need for the Property's ultimate development, including extensions of the existing systems to serve the Property. These infrastructure elements are also influenced by the Property's topography and environmental and historical considerations which are addressed herein. A cursory review of ownership and existing encumbrances was also performed for the Property. Conceptual-level cost estimates were developed for the primary infrastructure improvements necessary to serve the ultimate development of the Property pursuant to the Master Plan. Additionally, an initial development phase, referred to as Phase 1 herein, was also addressed in terms of its necessary infrastructure improvements and estimated costs.

EXECUTIVE SUMMARY

The Property being reviewed presents an enormous economic opportunity for the Town and represents a future gateway for the Town as it is adjacent to I-25 and is also at the Town's eastern most limits. The Town has identified this Property as a major focal point for the Town's economic engine and has enlisted the help of DesignWorkshop along with the various specialty consultants to prepare a detailed due diligence of the property along with an initial Site Planning Document for future land uses at the Property. Calibre Engineering, Inc on behalf of DesignWorkshop has prepared this Land Use Report to outline various features and possible encumbrances of the site.

Location

The Property is located just west of I-25 and bounded by Erie Parkway to the south, Weld County Road 12 to the North and Weld County Road 7 to the west. The existing Property contains approximately 1280 acres with 19 various parcels of land with various ownership groups.

Utilities

Existing water infrastructure does not currently extend into the Property. However, there is a 30" water main within Erie Parkway that is shown to be the supply connection for much of the site within Zone 3 of the overall Water Master Plan. Additional improvements are proposed near the Property including a water pump station. In addition, the northern most portions of the Property lie within Zone 2 and does not currently have any existing water main nearby. A water tank exists to the south of the site which supplies and feeds water to Zone 3 of the development.

Both raw water along with reclaimed water provide water for the reuse water system. The master plan shows a future trunk line within Weld County Road 7 which this property would tie into once this is constructed.

The Property is within the Interstate Basin as defined in the Wastewater Master Plan. Currently, the Town's sanitary sewer system does not extend to the Property and the Interstate Basin does not have an interceptor outfall line. The ultimate, permanent wastewater service solution for the property will require. An interim wastewater service solution would include a lift station and force main extended to the existing gravity line near the Erie High School, approximately 1 mile west of the Property.

Storm Drainage

Storm water runoff from the Property is generally conveyed overland to the Godding Hollow channel and other local drainage swales that generally flow northwesterly to two existing culverts beneath I-25 and

ultimately to the South Platte River. The Town of Erie Master Outfall Systems Plan identified a 10.3 ac-ft Regional Detention Facility to be constructed within the northern portion of the Property. Other full spectrum detention ponds will be necessary throughout the Property for areas that are not practically served by regional facility. The Godding Hollow channel and other major drainageway corridors will require improvements to promote channel stability, and address water quality and maintenance considerations.

Transportation

An interchange at Erie Parkway provides the major point of connection to the site from I-25. The next closest interchange at Highway 52 which is one mile north of the Property. The Erie Transportation Plan shows the existing underpass at County Road 10 as a future interchange, including widening of County Road 10 and signalization. Additional roadway improvements for the various arterial roads surrounding the Property will also be necessary to address the increased traffic the Property will generate.

GENERAL LOCATION AND DESCRIPTION

Location

The Property is located within the Town of Erie just west of I-25 beteen Erie Parkway and County Road 12 to the south and north and I-25 and Country Road 7 to the east and west. The Property is entirely contained within 2 full sections of land, within Sections 10 and 15 of Township 01 South, Range 68 West.

Description of Property

The current property is currently being used as farm, private large home sites and rangeland with gentle slopes ranging from 1% - 6%. The Property ranges in elevation from a high point located in the southwest corner of the property at ~5190 to a low point at the northeast corner of the property of ~5055. The existing property is comprised of 19 various parcels of land within the aforementioned sections with various ownership groups. Detailed property information will be provided in the following sections.

POTABLE & IRRIGATION WATER SYSTEMS

Existing and Master Planned Potable Water Lines

Existing water infrastructure does not currently extend into the Property however within Erie Parkway is a 30” trunkline that is shown to be the supply connection for much of the Property. The 30” waterline begins at the corner of Erie Parkway and heads west from that point. From this 30” waterline, the 2013 Erie Water Master plan identifies a pump station to be installed within the southwest corner of the Property and additional lateral lines to be installed throughout the Property. The Property currently sits mainly within Zone 3 of the Master Plan which had been identified to have a need for a 4-million-gallon water storage tank to be constructed as part of a capital project in the near future as well.

The master plan additionally calls out new transmission mains to primarily serve areas to the south and west of the Property which were being fed by the aforementioned 30” trunkline and it is our understanding that the trunklines are still to be built which would remove their demand from the existing 30” trunkline. The northern most sections of Section 15 lie within Zone 2 and does not currently have an existing water main nearby. The closest waterline lies to the west of the Property are located at the intersection of Weld County Road 3 and Weld County Road 12. As design alternatives progress, routing of the water lines will be formulized to serve the various needs identified in the master planning documents.

Existing and Master Planned Irrigation Water Lines

Both raw water, which is water provided directly from irrigation ditches or other supply sources and not treated for potable purposes, along with reclaimed water, which is effluent from Erie's water treatment plant treated to meet reuse/irrigation water standards are described in the master report prepared in 2014. Existing irrigation water infrastructure is fairly limited at this time and there are no irrigation waterlines adjacent to the Property. As part of the Daybreak development (Collier's Hill) irrigation mains are being extended to the Daybreak development to provide irrigation for the park areas with future service to the residential homes as well. This development is located approximately 1.5 miles to the west of our Property along Erie Parkway.

The master planned irrigation connection shows a 16" irrigation main to be installed along Highway 7 as part of the phase 2 improvements which were estimated to cost $4,106,000 in 2014 dollars. These improvements proposed for the 16" irrigation main also include a new 10-acre foot reuse pond and a pump station upgrade. Additional sources of irrigation water may be obtained via Community Ditch as Erie currently owns shares within the Ditch service areas per the 2014 report.

Site Limitations

It will be imperative that the designers work with the Town of Erie to identify water needs and existing capacities of the system both via the actual water volume that Erie has the rights to and insure the existing system is adequately sized to convey the demands to the property. The current Property does not pose any major limitations to installing water mains through the Property, but future investigation of soils will be required to determine if the water line will require cathodic protection or any other special measures.

Depending on the demand identified for the project and the development schedule, the developer may be required to assist in funding the proposed transmission mains identified in section 2.1 and any other water infrastructure improvements to adequately serve the Property once land use has been finalized and improvements are identified. Because the northern portion of the Property does not have a nearby water main to supply water, extensive infrastructure improvements would be required to supply this portion of the Property unless this area can be included within Zone 3 as well.

Future Site Potable Water and Irrigation Water Infrastructure

The Property will need to connect to the master planned tank and pump station in the southwest corner of the Property. There is also a master planned loop around the development comprised of 30" and 15" mains. Portions of this major infrastructure will more than likely need to be constructed at the time of development to provide reliable service to the Property and to provide a looped main for the Property. The proposed Property will need to be developed, internally, with 12" minimum water lines in arterial roads to supply fire hydrants with needed fire flow and 8" minimum water lines to provide service for the local roads. Residual pressures will need to be checked for the proposed water layout to ensure they meet a minimum 40 PSI in a peak flow plus fire condition.

WASTEWATER SYSTEM

Existing and Master Planned Sewer System

Per the Wastewater Utility Plan update prepared in 2015, which updates the 2013 master plan, along with information obtained from GIS, the closest sanitary sewer main is currently located at the site of Erie High School approximately 1 mile to the southwest of the Property. Although the above-mentioned sewer line is the closest line, the master plan identifies the Property to lie within a different sanitary sewer basin, the Interstate Basin, which proposes to construct a new sewer system which runs from the highpoint near Erie Parkway and Country Road 7, then east towards I-25 and ultimately to the north and west to a north wastewater treatment plant located north of Highway 52 near Country Road 5 as part of the Highway 52 Interceptor.

The 2006 master plan showed the Highway 52 Interceptor as being built in 2010 which has not occurred as development for this area has slowed from what was expected to occur in the report and the revised report assumes construction of the Highway 52 Interceptor to occur two to seven years from now. Erie however does have a developer's agreement with the parcel of land located to north and east of the Property to construct the Highway 52 Interceptor to serve their development however it is unknown exactly when this will occur. The HWY 52 interceptor is shown to be sized from 18" to 30" to serve three major sewer drainage basins: Bridgewater, County Road 5 and the Interstate Basin which this project lies within. Additionally, the master plan identifies a second option where the Interstate Basin would be served by its own interceptor line which would range from 15" to 21" sewer pipe. This option may be exercised if the town does not foresee development occurring downstream of this project development in the near future.

Site Limitations

Due to the above master plan it may be necessary to construct a temporary treatment plant and/or pump flows to the Erie High School site depending on capacity until such time the Interstate Interceptor is funded and constructed should the timeline be lagging development of the parcels. During recent conversations with the city, a temporary lift station was discussed as a viable alternative for initial phases of development until such time that the interceptor is constructed. Conversely if this project proposes to initially fund the construction of the Interstate Interceptor, development agreements would be likely where parties whom use or benefit from the system would require a fee to be paid to this project's developer to fund the improvements.

The master plan makes mention that the most recent rate study performed did not include fees required for the construction of the interceptors and that the town anticipates that these improvements will be financed by the private developers as development occurs. However, the report also makes note that the town may elect to provide financial assistance to foster growth and specifically mentions the Interstate Interceptor as being an infrastructure piece where the town may need to play a more active role in financing the improvements and then seek reimbursement from developers as additional development occurs in the Interceptor Basin.

A geotechnical study will be required to identify groundwater conditions and related design considerations for buried utilities, including sanitary and storm sewer lines. If high groundwater conditions exist, it may be necessary to incorporate temporary and permanent underdrain systems as a part of the sanitary sewer and storm sewer conveyance systems.

Future Site Sanitary Sewer Infrastructure

Connection to the master planned Highway 52 interceptor or an interceptor constructed for the interstate basin individually will be needed as this Property doesn't have a sanitary connection point at this time. During recent conversations with the town of Erie, a temporary lift station was discussed as a viable alternative for initial phases of development until such time that the interceptor is constructed. The Property would be developed with minimum 8" local mains and larger collector mains throughout the Property. Schematic layouts of the major utilities are included in Appendix B.

STORM DRAINAGE SYSTEM

Existing and Master Planned Drainage System

There is no existing storm sewer located on Property. Drainage from the Property is generally conveyed overland to the Godding Hollow channel and other local drainage swales then conveyed north west towards minor drainage ditches and ultimately to the South Platte River. The Town of Erie Master plan identified a Regional Detention Facility to be constructed within the northern portion of the Property to store 10.3 ac-ft during the 100-year storm event. No additional major drainage improvements were identified at the time.

Site Limitations

I-25 works as a delineation line of the drainage basins of the Property whereby all drainage should be diverted to the existing culvert for the Godding Hollow Channel which carries the major drainage under I-25. As plans progress it will be necessary to ultimately direct flows to the above-mentioned culvert along with existing roadside swales to convey water east past I-25. Further analysis of the culvert's capacity and any other conveyance features to be used will be required.

Soils on the Property generally consist of Type C and D hydrologic soils which have a higher runoff value compared to Type A and B soils. These soils are generally not as conducive to infiltration water quality measures without adding underdrains to these systems which may increase costs. Do note however that most soils found in Colorado are Type C and D soils and infiltration BMPs with underdrains and still commonly used.

Future Site Drainage Infrastructure

The regional drainage facility will need to be constructed prior to the development of the Property. There is also a potential need to construct additional ponds throughout the Property to provide 100-YR full spectrum detention to portions of the Property that cannot feasibly drain into the regional detention facility. Storm sewer will need to be constructed in roadways along with grassed swales in less urbanized areas to convey flow. The Godding Hollow channel may require improvements as per UDFCD's latest criteria. This will most likely include a sinuous channel design and minor regrading in low flow areas as opposed to large trapezoidal armored channels that were common previously.

TOPOGRAPHY

Existing Topography

The existing Property gently slopes generally to the north east portion of the Property with mild undulations of the land. Various draws and swales exist on the Property which convey drainage to the north and east. A local high point "knob" is within the southwestern quadrant of section 10 with a ridge heading in a northeasterly direction. Section 15 also has a ridge at about the midpoint of section running east west.

USGS Web Soil Survey shows soils which consist of loams and clay loams. Clayey soil shows to be more of heavily concentrated in Section 15 with soils containing 22.5 to 30.5 percent clay soils.

Grading Limitations

A detailed topographic survey may be needed to identify any steep slopes or other features that will require detailed grading analysis. Due to the presence of clayey soils expansion of the soils may be experienced and may require mitigation however a geotechnical study will be needed to determine exact soil types and features along with requirements for over-excavation of other soil treatments.

When a mass grading study is completed, phasing of the project will need to be determined to better understand cut/fill balances of earthwork along with discussions with the developer if stockpiles and/or borrow sites within the Property are acceptable as the project construction progresses.

Future Site Grading

The Property will be graded to meet 2% minimum lawn slopes and 1% minimum pavement slopes. Given that the existing Property already has grades in this range, the proposed grading would seek to match existing grade closely.

TRANSPORTATION SYSTEM

Existing Roadways and Public Transportation

The Property is currently bounded on the east by Interstate 25, to the south by Erie Parkway (County Road 8), to the west by County Road 7, and to the north by County Road 12. An interchange at Erie Parkway provides the major point of connection to the Property from Denver. The next interchange heading north is located at Highway 52 which is one mile north of the Property. County Road 10 which bisects the Property is a dirt road for much of the distance which provides access to the various oil well sites on the property. County Road 10 is paved on the eastern portion of the Property and an existing underpass exists beneath I-25 to allow for passage of I-25. County Road 12 is a dirt road as well however there is not an existing underpass or overpass at I-25 so it therefore dead ends about 150' east of I-25.

RTD current bus routes do not come through the Property and the only bus route runs to the north of the Property along Highway 52.

Transportation Master Planning

The Town of Erie's Transportation Plan shows the year 2030 plan expanding Erie Parkway and County Road 10 to 4 lane roads. Additionally, a reroute of County Road 7 is shown which shifts the alignment off the section line and to the east into the project property. The Erie Transportation Plan also shows the existing underpass at County Road 10 being converted to an interchange and an under/overpass to be constructed at County Road 12.

A study specific to Erie Parkway was also commissioned by the Town which shows a signalized intersection at the midpoint between I-25 and County Road 7, along with two other full movement intersections midway spaced at ¼ miles spacings along Erie parkway.

CDOT commissioned an Environmental Impact Study (EIS) in 2011 which showed future improvement plans for the North I-25 Corridor. I-25 is be expanded to include express lanes however no increased ROW is shown at this time. The EIS study additionally showed future rail improvements. A future rail station is proposed within section 15. The rail line will follow the exiting alignment of the historic trail line up until the current the County Road 7 Alignment and then head north.

Pedestrian and Major Trail Improvements

The Town of Erie's revised master plan for Parks, Recreation and Open Space identify major trail corridors through the Property which typically follow the major drainage canals and the ditches. Additional trail location is shown to be along the railway alignment.

A community park is identified to be located within Section 10 of the Property however during recent discussions this was not an area set in stone but only that future improvements of the Property should identify possible public spaces to be incorporated into the planning efforts.

Site Limitations

During discussions with the city it appeared that there may be some opportunities to have custom and configurable roadway cross sections throughout the Property. As planning of the Property continues areas where less car travel is wanted could be established in denser areas to allow for more walkability, increased public transportation and possibilities for autonomous vehicles.

Acquisition of the land and the order in which it occurs will play a major role in the transportation planning. The EIS study identifies thorough fares east and west of I-25 to assist with alleviating traffic on the interstate. Highway 7 was identified as one of the through fares thereby requiring an increased section width to accommodate not only traffic which is traveling to the Property but also traffic which would be traveling through the Property.

Future Site Transportation and Connectivity Infrastructure

Portions of the Property already have planned arterial and local road layouts; the overall Property is planned to be connected by a central spine arterial. A future interchange to I-25 is anticipated from Weld County Route 10, this interchange is being investigated to see how many lanes are possible to carry County Route 10 and how much additional lane length will be required. A memo regarding the interchange is included within Appendix D.

Because the Erie Parkway study was done prior to this planning exercise, revisions to the preferred alternative access spacing and intersection control plan may be necessary to adjust to the revised planning documents.

Weld County Road 7 is expected to maintain its current location vs. the realignment which has been previously shown. The intent of this plan would be for this road to be the arterial roadway north/south along the property with the Spine Road mainly serving the immediate property and possibly the properties to the north and south of the site as development progresses.

ENVIRONMENTAL AND HISTORICAL CONSIDERATIONS

Existing Environmental Information

A specific environmental assessment of the Property has not been performed but as part of CDOT's EIS study portions of the Property are included in their analysis. The EIS study identifies the project location within the Big Dry Creek drainage basin which has been placed on the 2006 303(d) list for E. Coli and selenium as a possible impairment which may trigger additional environmental controls should the Property want to provide on-site water quality treatment.

The study identifies various wildlife species which may impact the Property including but not limited to deer, elk and other wildlife through the drainage tract corridors. Preble Jumping Mouse was not specifically called out for the project site and is assumed to not inhabit the project site since the study provided different drainage basins where they may be present. Burrowing owls may be present on the Property where any prairie dog colonies exist but they were also not specifically called out for this projects location.

Existing Historical Information

The study identified the Community Ditch as a historic feature of the Property. The community ditch was constructed in 1885 and should be preserved. Existing mine shafts exist on the Property which may provide historical significance but would need to be further investigate for any additional information.

OWNERSHIP AND EXISTING ENCUMBRANCES

Current Ownership

The property is currently owned by 15 separate entities as shown in the property map in the appendix. Section 10 is owned by a single LLC, Erie Corporate Investors, and section 15 is owned with private individual families, LLCs, Oil Companies and a Dairy Farm. Ownership of some portions of land is encumbered whereby the deed is held by the lender of the property and should the developer or Erie want to acquire, the lender would need to be satisfied.

Encumbrances

Union Pacific Railroad has an existing encumbrance on sections 10 and 15 of the Property where the old rail line is located. This is a 400' wide swath of land along the entire rail corridor as noted in the ALTA recorded under reception number 2885743.

A 50’ Community ROW exists across the western portion of the private lot within Section 15 which is currently owned by Roger M Meddles (RJ & CO) within parcel 146715200002. This ROW provides access to the subdivided lots A & B.

A 50’ wide gas line easement for the Panhandle Easter Gas Line Company bisects the Cleland Dairy Farm lot, parcel 146715300082, north to south along with an additional gas line easement for the Amoco production line near the well head.

A 50’ wide gas line easement for the Panhandle Easter Gas Line Company lies on the northern portion of the lot owned by Anadarko E & P Company for parcel 146715200084.

A 30’ joint access easement lies on the property owned by Rhonda and Gary Cleland (parcel 146715300002) to provide access to the lot owned by Matthew and Sarah Kosorok for parcel 146715300001.

No defined mining encumbrances were identified however it should be noted that much of the Property is identified as within a historic mining location. At least two identified mine shafts exist on site, but it is unknown what the underground extents of the mine are or if any current mining claims still pertain to the Property.

OVERALL SITE IMPROVEMENT COSTS

Estimated Costs for Future Offsite Infrastructure

Offsite infrastructure improvements are required to extend existing utilities within the Town of Erie to the Property. These infrastructure costs shown below are the minimum expected costs to provide these services to the Property and by and large follow the Town of Erie’s related master plans for the below infrastructure improvements. Portions of the costs shown in the below table may or may not be split among the town and other developers within the area which will benefit from their construction. The interchange cost shown below assumes that the existing bridge over Weld County Road 10 will be used as is and that the major infrastructure costs will be the construction of 4 new ramps.

Item Description	Total Cost
4 MGD Potable Water Tank and Pump Station*	$4,900,000
Offsite Water Main Loop	$2,580,000
Offsite Sanitary Sewer Gravity Interceptors	$9,390,000
Regional Detention Facility**	$1,400,000
I-25 and WCR 10 Interchange	$14,580,000
Roadway Improvement	$63,840,000
Total Offsite Infrastructure	**$96,690,000**

*Cost information from the Water Master Plan
**Cost information from the Town of Erie OSP

Estimated Costs for Future Onsite Infrastructure

The future plan for the Property calls for various land uses ranging from light industrial, employment areas, commercial and single family residential along with various mixed-use areas. Infrastructure costs shown below for the Property are only for the major infrastructure within the major roadways delineated on the sketch plan and as shown in the exhibits within Appendix B. The planning areas shown will require additional infrastructure as those areas are developed.

Item Description	Total Cost
Onsite Water Infrastructure	$6,820,000
Onsite Sanitary Infrastructure	$9,680,000
Major Drainage	$18,780,000
Onsite Roadway Improvements	$43,280,000
Total Onsite Infrastructure	**$78,560,000**

Refer to Appendix B for cost exhibits and detailed cost estimation. These costs do not include additional items not listed above or items which are not included within the cost estimate.

Projected Project Specific Costs

Included in the costs shown above and within those costs shown below for Phase 1 are major infrastructure projects that would help spur development of the site. The below projects shown are intended to be used as possible future Town of Erie capital improvement projects which would make the project site more desirable for developers.

Item Description	Total Cost
Water Main Extensions north along WCR 7 and east within Erie Parkway	$1,101,275
Lift Station and Outfall	$5,021,350
Erie Parkway Widening	$23,961,250
Weld County Road 10 Construction	$6,250,000
Weld County Road 10 Interchange	$14,576,850
Spine Road Construction	$14,780,000
Total Project Costs	**$65,690,725**

INITIAL DEVELOPMENT PHASE

Initial Phase Description

The site for Phase 1 of the Erie Master Plan is located at the Northeast corner of Erie Parkway and I-25 within section 15 of Erie Colorado. The Property is currently undeveloped with dirt or gravel roads connecting existing farming areas and small oil and gas wells. Existing grades onsite vary from around elevation 5161' to 5100' and an existing drainage way flows through the Property with a culvert under I-25 at an elevation around 5090'.

Uses have been proposed for the overall Property including residential, retail, light industrial and mixed uses. Phase 1 of the Property is planned to be developed for mixed use retail and mixed use residential.

Initial Phase Improvements

Site improvements will include new sidewalk, new asphalt roadway and, new concrete curb and gutter. Additional site improvements will include site grading, utilities and infrastructure along with regional green and open space areas.

The proposed Property access configuration is based around a central arterial spine with additional arterial branches and local roads to provide access. This project is also exploring an additional interchange to I-25 at Weld County Road 10 to provide access to the Property directly from the interstate

to a central arterial. This interchange may not be required for the Phase 1 development and is not included in the overall cost for the Phase 1 Improvements. In addition, a future commuter rail station is shown in long range planning documents. A rail corridor has been reserved to connect to this future rail.

Initial Phase Utility Improvements

There is currently a 30" water main at the intersection of Erie Parkway and Weld County Route 7 which is proposed to serve the Property. The water master plan shows a pump station and 4 MGD tank to be required near the southeast corner of the Property. It is anticipated that a looped system will be required for this development which will require the developer to construct 15"-20" looping mains around the perimeter of the Property. The Property would be developed with 8"-12" mains internally to serve end users and fire hydrants.

The closest sanitary connection point within the Interstate Sanitary Sewer Basin as the Property is approximately 6 miles from the Property. It is anticipated that in the future an interceptor main will be constructed to connect this Property and other portions of the Interstate Sanitary Sewer Basin into the towns sanitary system.

As an interim solution, an interim pump station and force mains are proposed to serve only Phase 1 of this development. This pump station would pump flows from Phase 1 of the Property to Erie High School approximately 2 miles west of the lift station location to an existing sanitary sewer main. Internal to Phase 1 the Property would be developed with 8" minimum gravity mains to provide sewer service to end users.

Initial Phase Drainage Improvements

Storm water runoff generated from Phase 1 improvements will be collected and managed onsite prior to being released into the Godding Hollow Gulch and ultimately flow into the existing culvert under I-25. Full spectrum detention will need to be provided as required by the town's regulations. The runoff will be conveyed into this detention and outfall by way of storm sewer and inlets as well as grassed swales.

Initial Phase Cost Estimate

Cost estimate shown below include costs to provide services to the Phase 1 portion of the Property. The costs shown below will include portions of work and cost associated with the costs described within section 9 of this report.

Item Description	Total Cost
Offsite Sanitary Infrastructure	$5,030,000
Onsite Water Infrastructure	$6,220,000
Onsite Sanitary Infrastructure	$4,820,000
Onsite Roadway Improvements	$18,720,000
Total Offiste Infrastructure	**$34,790,000**

CONCLUSIONS

The existing Property does not pose any major setbacks which would mitigate the project from future development regarding soils, grading, drainage and other major infrastructure. The major limitations for the Property would deal mainly with property acquisition and how it is phased. Long term land owners, specifically the dairy farm have mentioned that there is no intention to sell their land which could make phasing difficult in the near term until such time ownership changes hands.

The Property provides strong vistas to the west, good access to major roadway infrastructure and has close access to an existing waterline. The sanitary sewer service is the largest infrastructure related

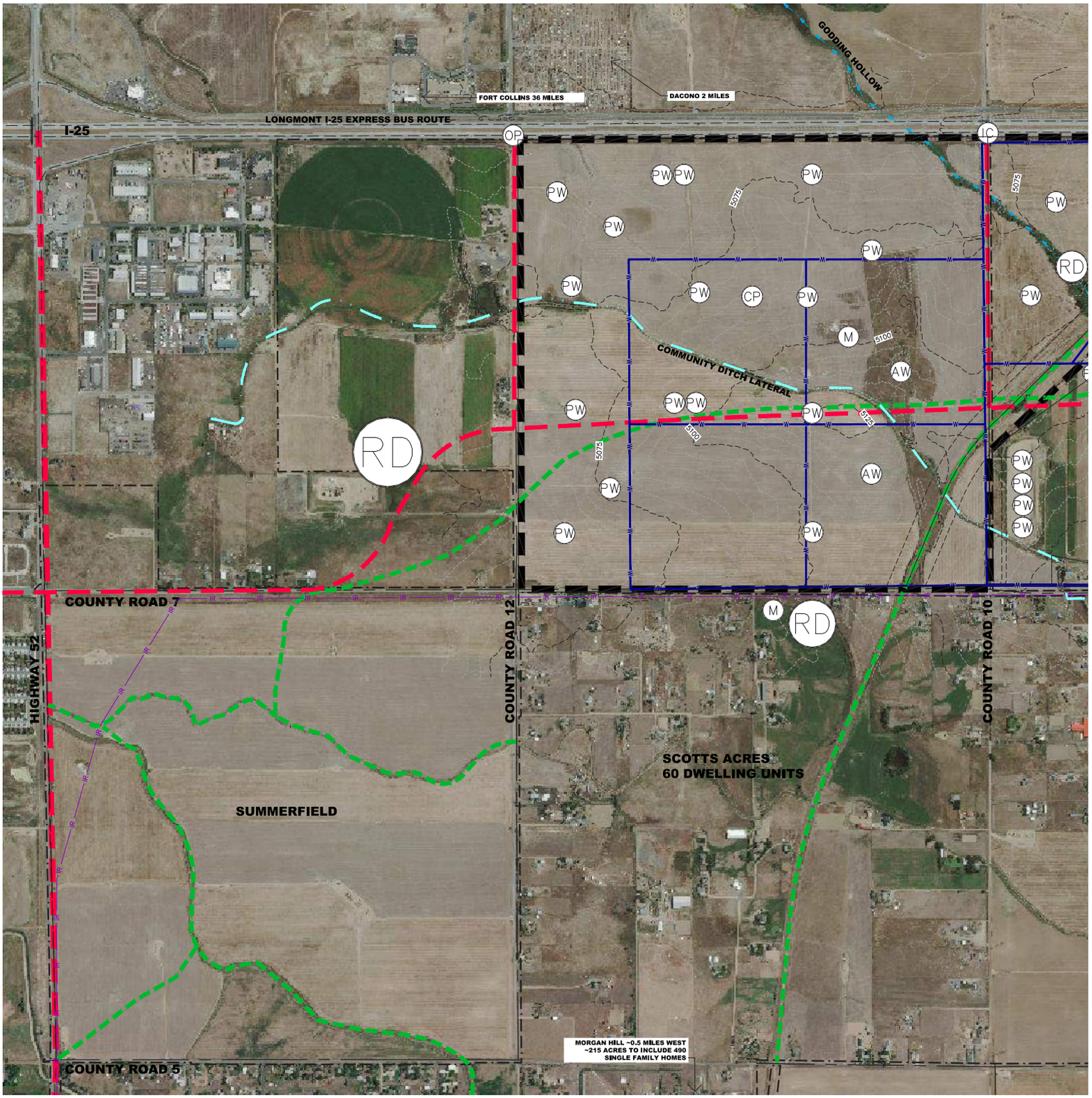
limitation for the Property as the Property lies at the highest point of a sewer basin which currently has no improvements.

Initial development of the first portion of the Property, phase 1, will carry with it a high infrastructure cost to service the Property, however this initial investment in the Property will provide the future backbone of the Property to spur and continue development of the two sections of land.

REFERENCES

- *TOWN OF ERIE WATER MASTER PLAN UPDATE* – Merrick and Company, September 2013
- *ERIE NON-POTABLE WATER MASTER PLAN UPDATE* – DiNatale Water Consultants, Unknown Date
- *TOWN OF ERIE WASTEWATER UTILITY PLAN UPDATE* – Burns and McDonnel, November 2015
- *ERIE OUTFALL SYSTEMS PLANNING, PRELIMINARY DESIGN, TOWN OF ERIE AND WELD COUNTY* – Love and Associated, December 2007
- *TOWN OF ERIE TRANSPORATION MASTER PLAN* – LSA, January, 2008
- *TOWN OF ERIE PARKS, RECREATION, OPEN SPACE, AND TRAILS MASTER PLAN UPDATE* – Town of Erie GreenPlay Design Concepts and RRC Associates, 2006
- *NORTH I-25 EIS* – Various Agencies and business, August 2011

APPENDIX A
EXHIBITS AND REFERENCES



LEGEND

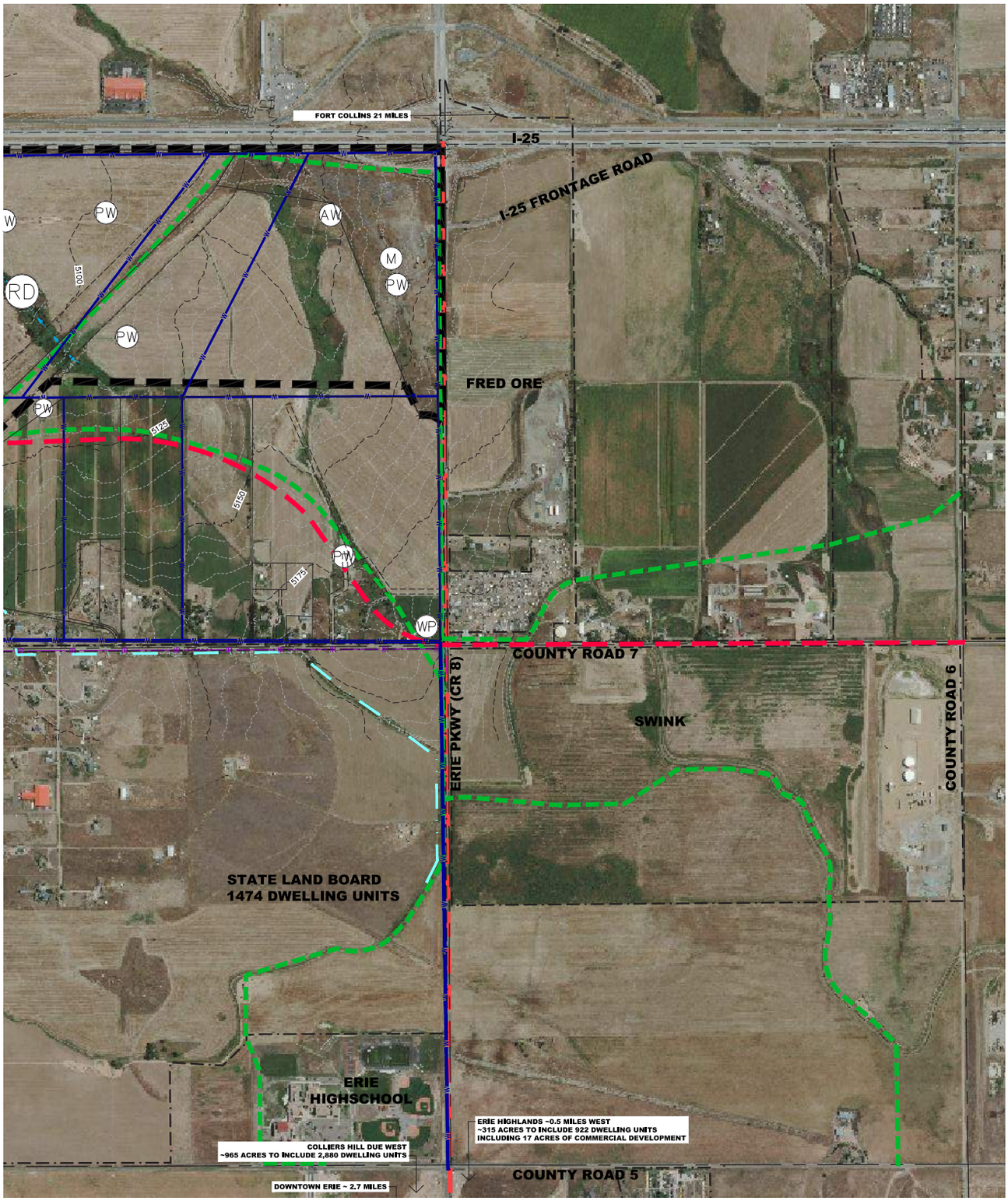
- PUBLIC/QUASI PUBLIC
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMUNITY COMMERCIAL
- REGIONAL COMMERCIAL
- MIXED USE
- BUSINESS
- INDUSTRIAL

- PROPERTY BOUNDARY
- STREET CENTERLINE
- RTD BUS ROUTE
- TOWN OF ERIE BOUNDARIES
- FUTURE ROADWAY
- DITCH CENTERLINE
- STREAM/DRAINAGE CHANNEL CENTERLINE
- FUTURE TRAIL
- FUTURE WATER
- FUTURE IRRIGATION

- (RD) REGIONAL DETENTION
- (CP) COMMUNITY PARK
- (WP) WATER PUMP STATION
- (M) MINE LOCATION
- (PW) PRODUCING WELL
- (AW) ABANDONED WELL
- (IC) FUTURE INTERCHANGE
- (OP) FUTURE OVER/UNDERPASS

GOVERNING DISTRICTS

- RTD
- ROCKY MOUNTAIN TRANSIT DISTRICT
- ST. VRAIN SCHOOL DISTRICT
- MOUNTAIN VIEW FIRE DISTRICT
- ERIE POLICE DISTRICT
- UDFCD
- ERIE WATER & WASTEWATER
- UNITED POWER/XCEL
- XCEL/SOURCE GAS



1″=1500′

NORTH

0 250 500 1000

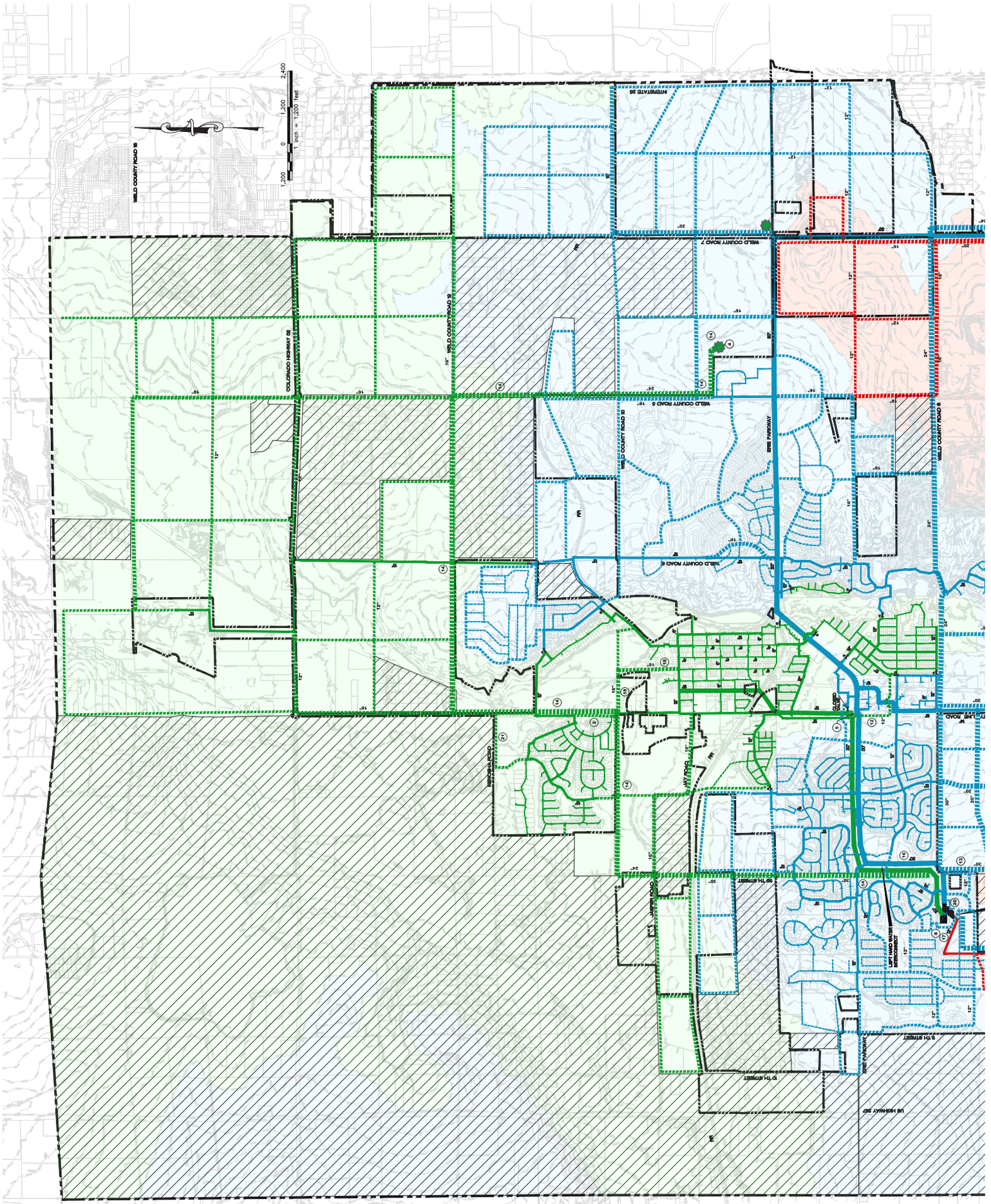
1 inch = 500 ft. Horizontal

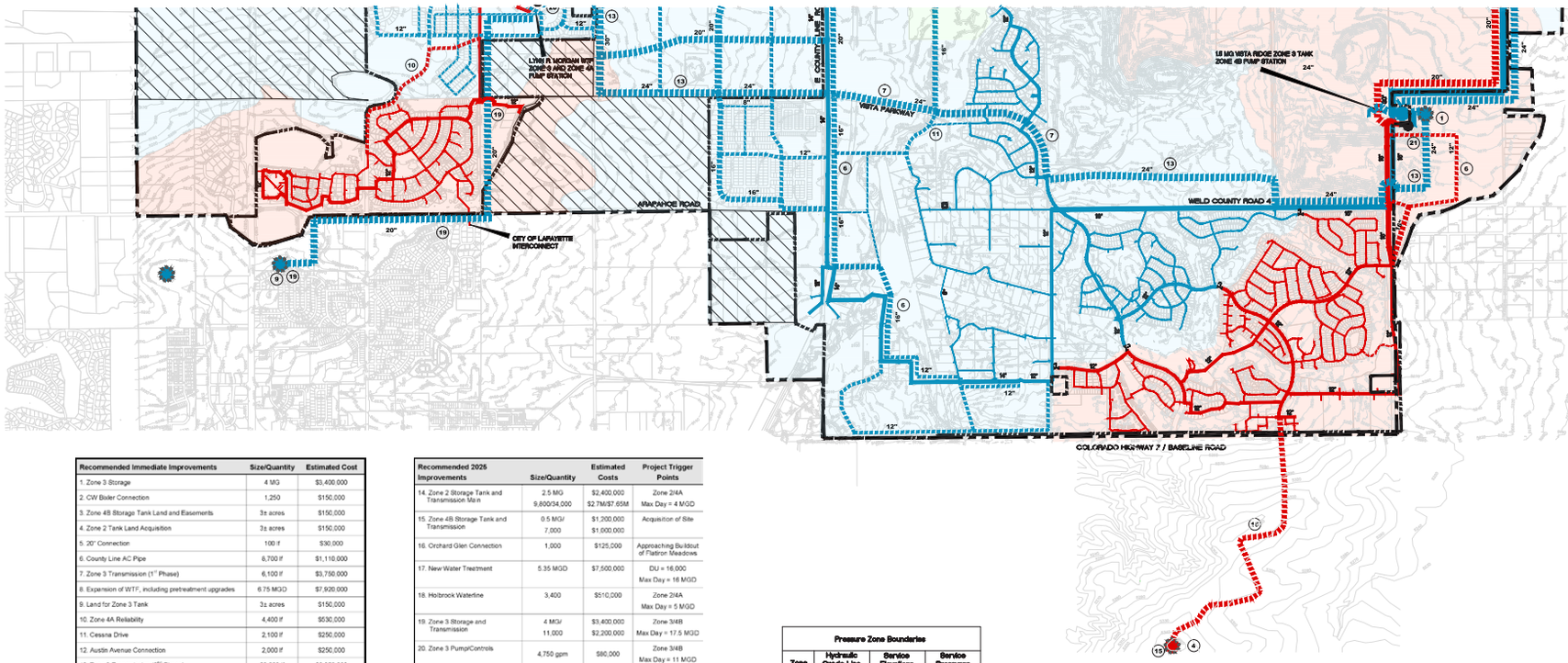
Town of ERIE Colorado

DESIGNWORKSHOP

Calibre

Calibre Engineering, Inc.
9090 South Ridgeline Boulevard, Suite 105
Highlands Ranch, CO 80129 (303) 730-0434
www.calibre-engineering.com
Construction Management Civil Engineering Si


1 inch = 1,200 feet
2,400
1,200
0
1,200
WELD COUNTY ROAD 15
INTERSTATE 25
WELD COUNTY ROAD 7
COLORADO HIGHWAY 52
WELD COUNTY ROAD 5
WELD COUNTY ROAD 10
WELD COUNTY ROAD 6
WELD COUNTY ROAD 8
CROSS ROAD
95TH STREET
US HIGHWAY 287



LEGEND

- Zone 2
- Zone 3
- Zone 4
- Existing Pipeline
- Proposed Pipeline
- (1) Recommendation Identifier

Name	Pressure Zone	Volume, Million Gallons
WTF Old Clearwell	2/3/4A	0.5
WTF New Clearwell	2/3/4A	1.7
Zone 3/4A Pump Station Wetwell	2/3/4A	0.3
Zone 3 Tank	3/4B	1.5

Recommended Immediate Improvements	Size/Quantity	Estimated Cost
1. Zone 3 Storage	4 MG	$3,400,000
2. CW Boiler Connection	1,250	$150,000
3. Zone 4B Storage Tank Land and Easements	3± acres	$150,000
4. Zone 2 Tank Land Acquisition	3± acres	$150,000
5. 20" Connection	100 lf	$30,000
6. County Line AC Pipe	6,700 lf	$1,110,000
7. Zone 3 Transmission (1st Phase)	6,100 lf	$3,750,000
8. Expansion of WTF, including pretreatment upgrades	6.75 MGD	$7,920,000
9. Land for Zone 3 Tank	3± acres	$150,000
10. Zone 4A Reliability	4,400 lf	$530,000
11. Cessna Drive	2,100 lf	$250,000
12. Austin Avenue Connection	2,000 lf	$250,000
13. Zone 3 Transmission (2nd Phase)	22,000 lf	$6,050,000
Construction Costs.		**$23,890,000**
Add 25% for contingencies, engineering, inspection, legal and administrative costs.		$5,973,000
Subtotal - Project Budget		**$29,863,000**

Recommended 2025 Improvements	Size/Quantity	Estimated Costs	Project Trigger Points
14. Zone 2 Storage Tank and Transmission Main	2.5 MG 9,800/34,000	$2,400,000 $2.7M/$7.65M	Zone 2/4A Max Day = 4 MGD
15. Zone 4B Storage Tank and Transmission	0.5 MG/ 7,000	$1,200,000 $1,600,000	Acquisition of Site
16. Orchard Glen Connection	1,000	$125,000	Approaching Buildout of Platron Meadows
17. New Water Treatment	5.35 MGD	$7,500,000	DU = 16,000 Max Day = 16 MGD
18. Holbrook Waterline	3,400	$510,000	Zone 2/4A Max Day = 5 MGD
19. Zone 3 Storage and Transmission	4 MG/ 11,000	$3,400,000 $2,200,000	Zone 3/4B Max Day = 17.5 MGD
20. Zone 3 Pump/Controls	4,750 gpm	$80,000	Zone 3/4B Max Day = 11 MGD
21. Kenosha Connection	1,400	$170,000	Completion of Zone 2 Transmission
Construction Costs.		**$28,935,000**	
Add 25% for contingencies, engineering, inspection, legal and administrative costs.		$7,234,000	
Subtotal - Project Budget		**$36,169,000**	

Pressure Zone Boundaries			
Zone	Hydraulic Grade Line (ft above MSL)	Service Elevations (ft above MSL)	Service Pressures (psi)
2	5,175	4,950–5,070	97–45
3	5,313	5,070–5,210	105–45
4A	5,420	5,210–5,300	91–52
4B	5,420	5,210–5,300	91–52

TOWN OF ERIE
1874

WATER SYSTEM MASTER PLAN

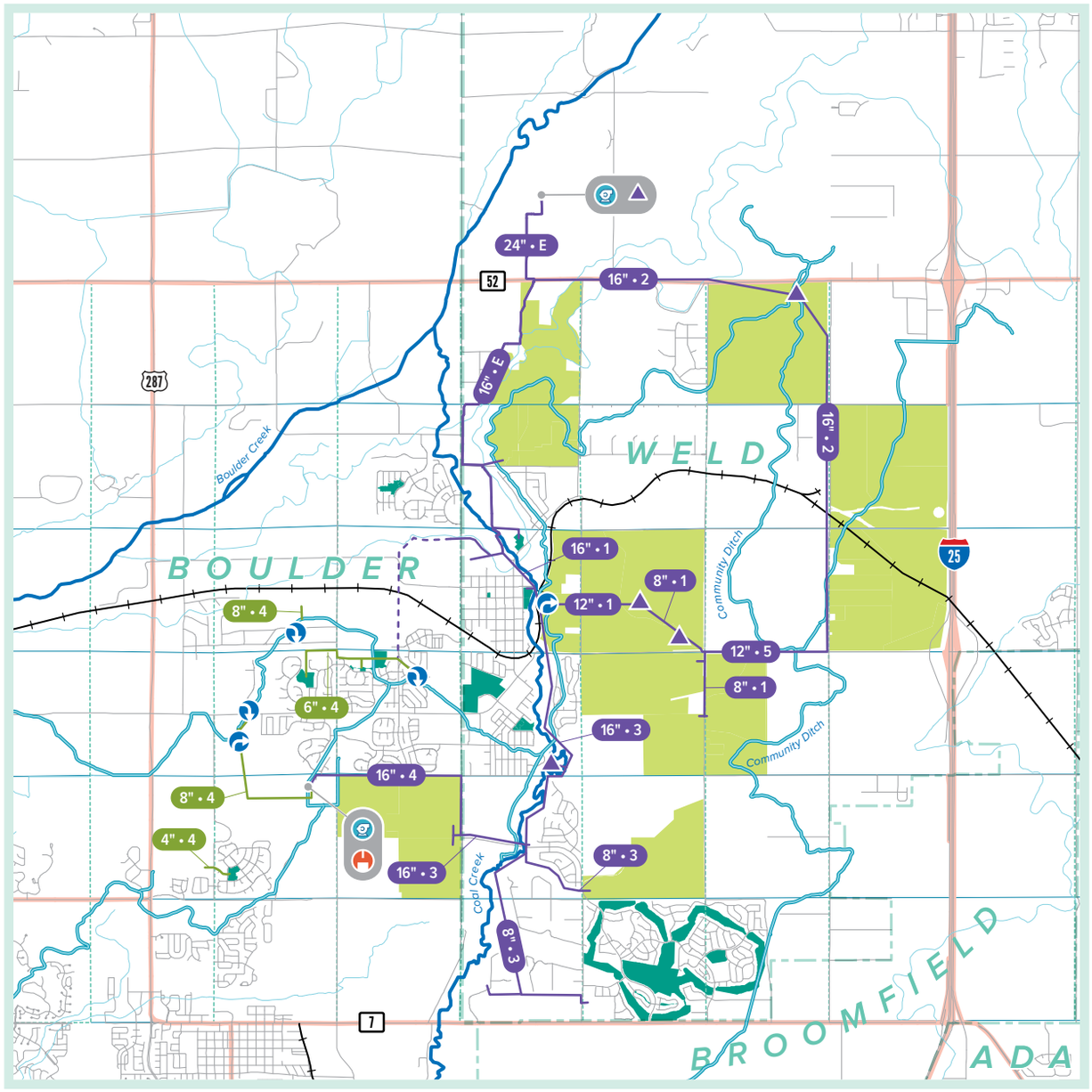
MERRICK & COMPANY
McLaughlin Water Engineers
A DIVISION OF MERRICK & COMPANY

SEPTEMBER 2013

1"=4000'

figure **ES-1.** Map of Non-Potable System Through Phase 5

Oversized version of this figure is available in pocket folder.

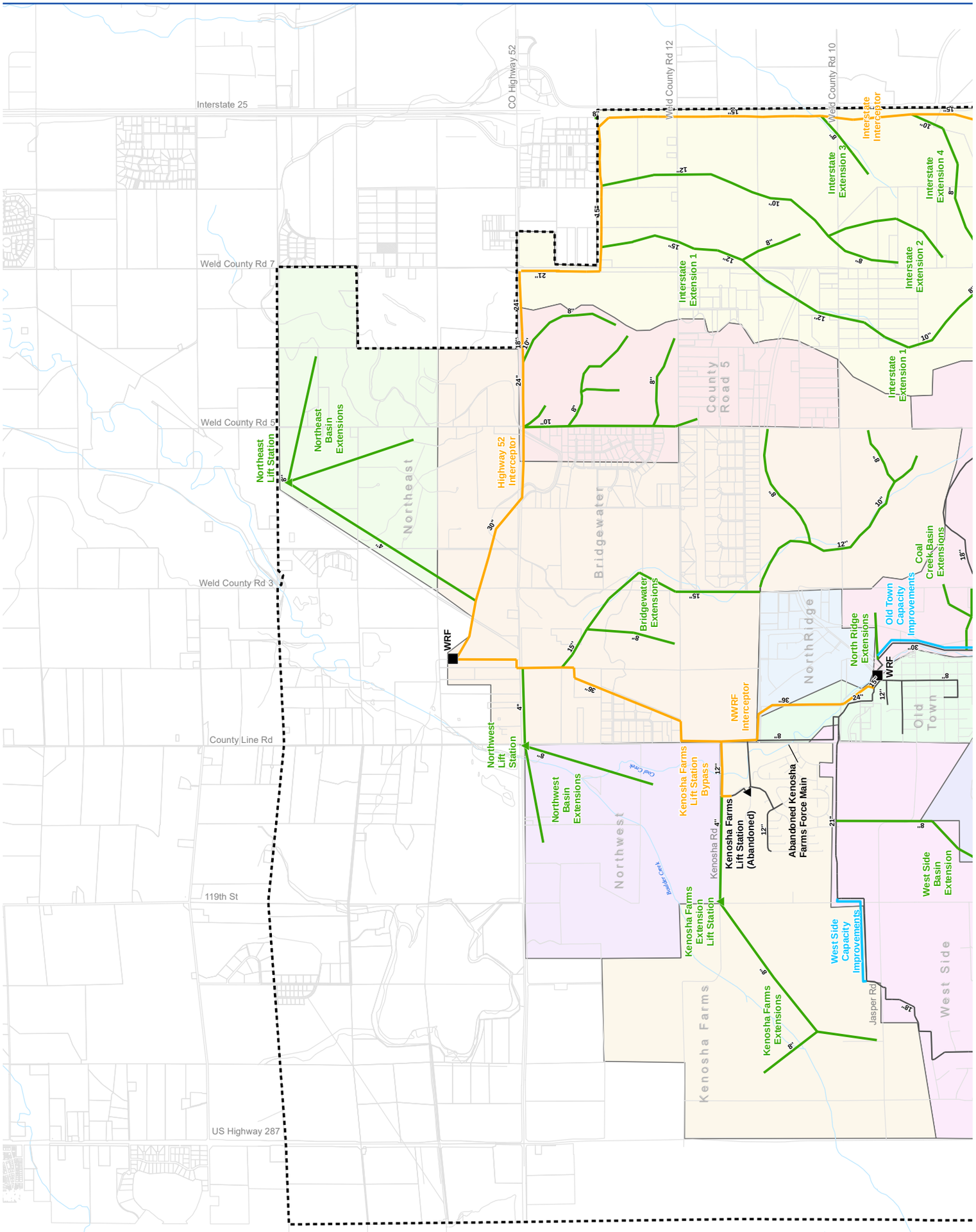


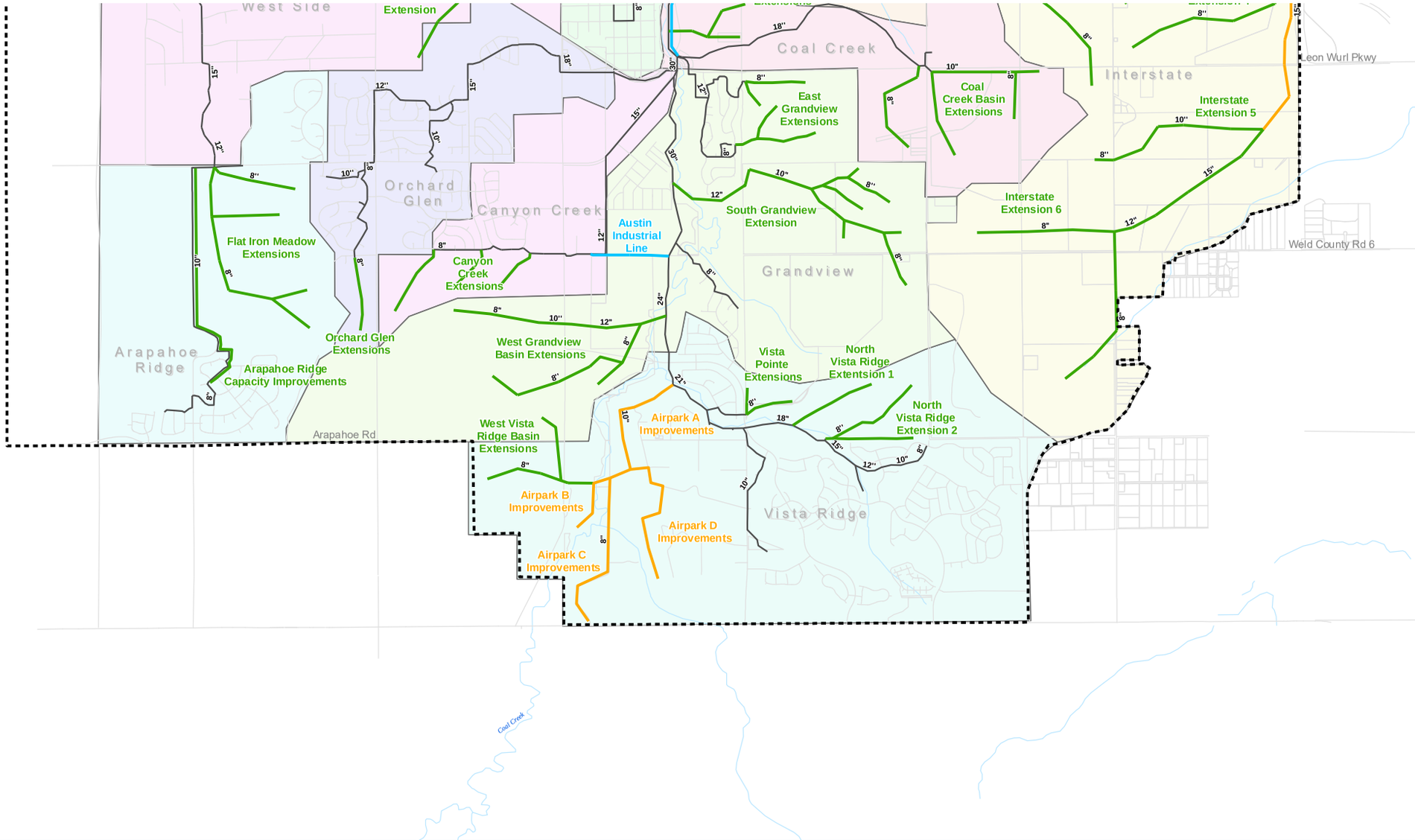
LEGEND

- Pump Station
- Air Gap or Backflow Prevention
- Diversion from Ditch
- Discharge to Ditch
- Reclaimed Pond / Reservoir
- Coal and Boulder Creeks
- Canals with Erie Shares
- Proposed Reclaimed or Raw Line
- Optional Line
- Raw Line
- 8" • 4 — Pipe Size • Phase (E = Existing)
- Highways
- Roads
- Railroad
- County Lines
- Section Lines
- Future Growth Parcels
- Irrigated Parks and Golf Course

N

Miles: 0 1 2 5


Interstate 25
CO Highway 52
Weld County Rd 12
Weld County Rd 10
Weld County Rd 7
Weld County Rd 5
Weld County Rd 3
County Line Rd
119th St
US Highway 287
Interstate Interceptor
Interstate Extension 3
Interstate Extension 4
Interstate Extension 2
Interstate Extension 1
Interstate Extension 1
Northeast Lift Station
Northeast Basin Extensions
Northeast
Highway 52 Interceptor
Bridgewater
County Road 5
Bridgewater Extensions
Coal Creek Basin Extensions
Old Town Capacity Improvements
North Ridge Extensions
NorthRidge
Old Town
WRF
WRF
NWRF Interceptor
Northwest Lift Station
Northwest Basin Extensions
Coal Creek
Northwest
Kenosha Farms Lift Station Bypass
Kenosha Rd
Kenosha Farms Lift Station (Abandoned)
Abandoned Kenosha Farms Force Main
Boulder Creek
Kenosha Farms Extension Lift Station
West Side Basin Extension
West Side Capacity Improvements
West Side
Jasper Rd
Kenosha Farms
Kenosha Farms Extensions



LEGEND

Lift Station

- Buildout Lift Station
- CIP Lift Station
- Existing Lift Station
- Treatment Plant

Model Sewer Lines

- CIP
- Capacity Improvements
- Extensions
- Existing
- Study Area Boundary

Wastewater Collection System Capital Improvements Plan Schedule			
Name	Opinion of Capital Cost ($)	Project in Service	Trigger for Project Initiation
Short-Term (5-Year) CIP 2010 Projects			
Highway 52 Interceptor	4,420,000	2010	Development in northeast along Highway 52
NWRF Interceptor	8,300,000	2009	In progress
Kenosha Farms Lift Station Bypass	470,000	2009	In conjunction with NWRF Interceptor
Long-Term (Buildout) CIP Projects			
Interstate Interceptor	4,440,000	Buildout	Development along I-25
Arapahoe Ridge Capacity Improvements	1,200,000	Buildout	Additional development in basin
West Side Capacity Improvements	880,000	Buildout	Flat Iron Meadow Development
Old Town Capacity Improvements	1,386,000	Buildout	Exceed 10,000 units in drainage basin
Austin Industrial Line	302,000	Buildout	Canyon Creek Development

N
W E
S

0 2,000 4,000 Feet

1 inch equals 2,000 feet

1"=4000'

Wastewater Collection System Recommended Improvements

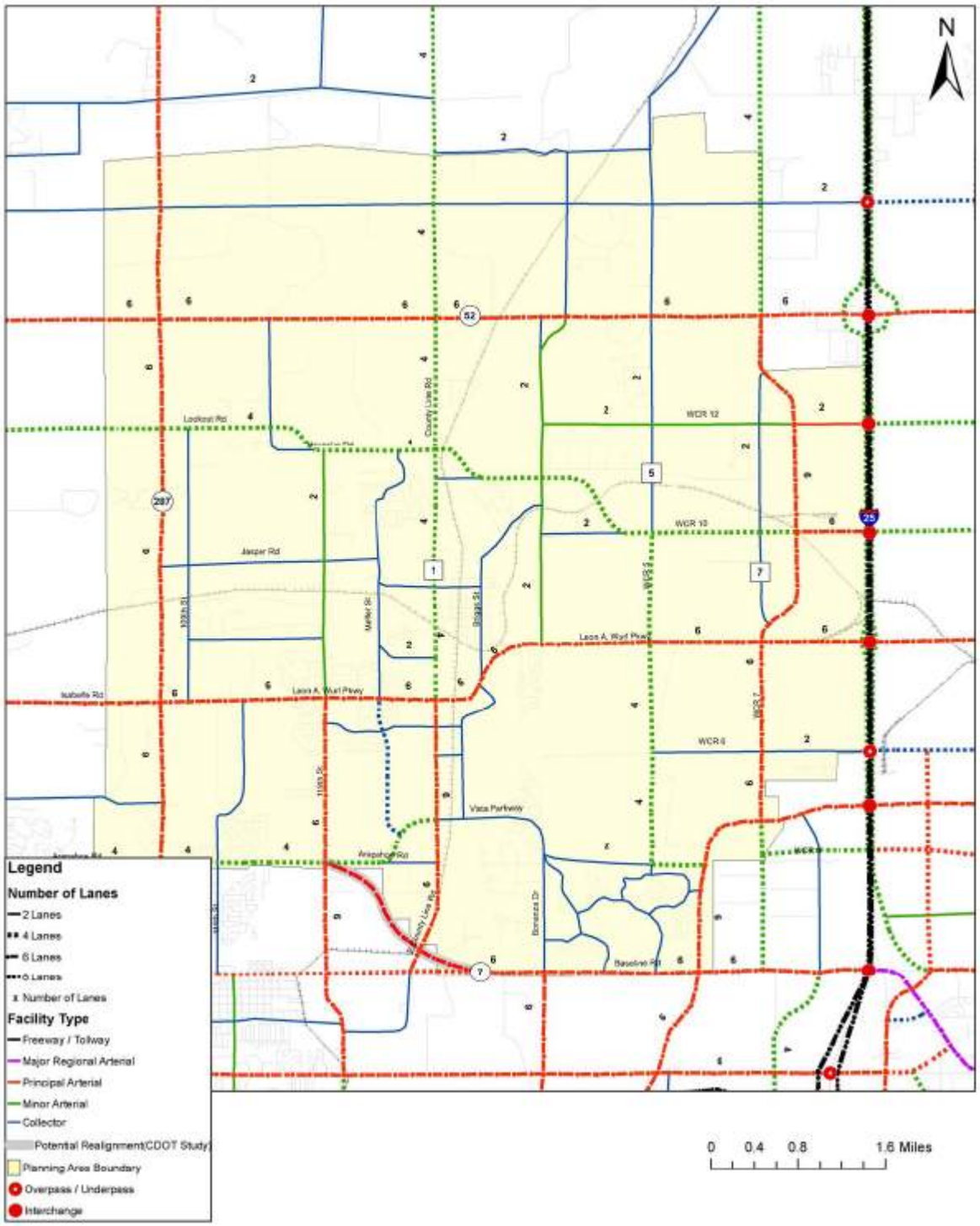
2006 Master Plan Update

Figure 6-8

Revised: April 17, 2008

BLACK & VEATCH
Building a world of difference

FIGURE 11: BUILDOUT ROADWAY NETWORK

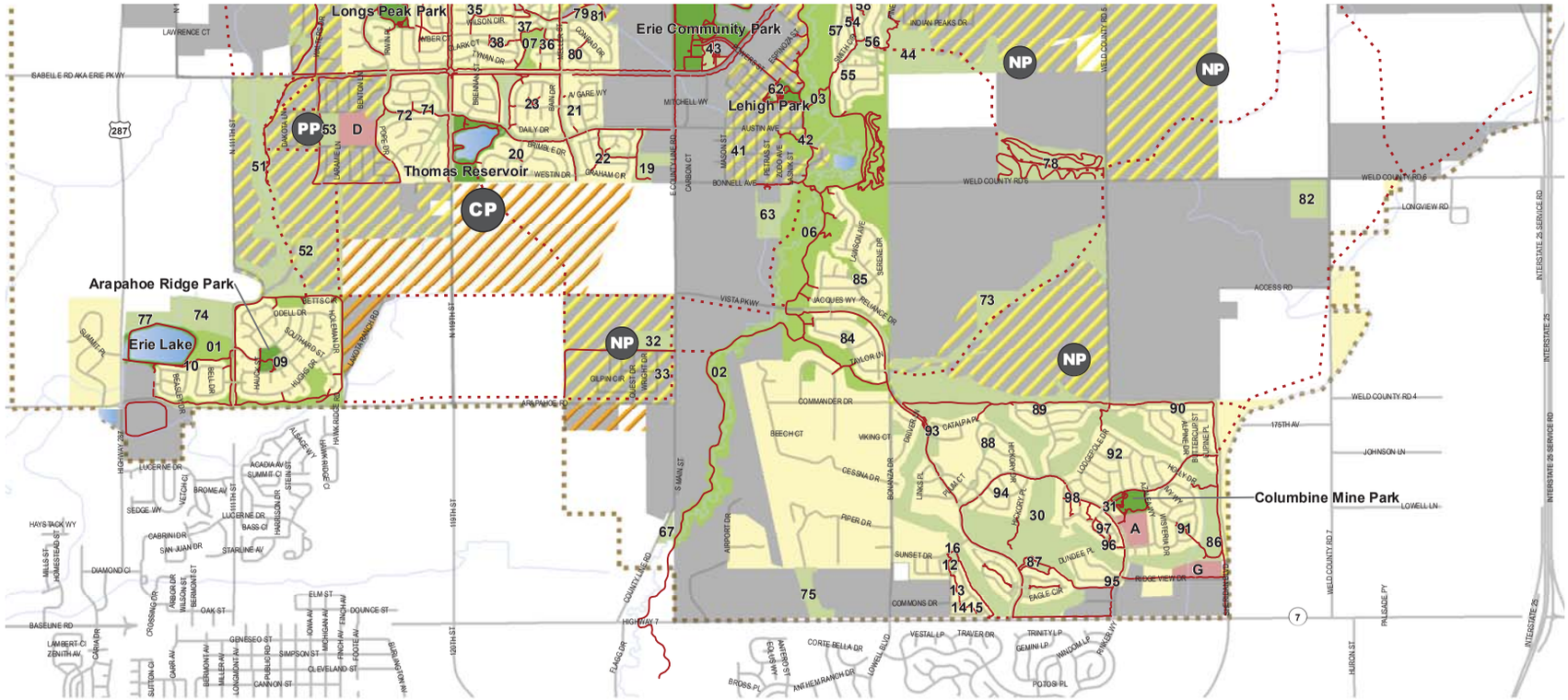


Map F: Future Parks and Facilities (2016)

LABEL	LOCATION
1	Arapahoe Ridge OS
2	Coal Creek OS Airpark
3	Coal Creek OS Grandview-Erie Commons
4	Coal Creek OS Northridge OS
5	Coal Creek OS Old Town
6	Coal Creek OS Vista Pointe
7	Country Fields OS
8	Allan Farms
9	Arapahoe Ridge Pool
10	Arapahoe Ridge PP
11	Baxter
12	Blue Sky PA
13	Blue Sky PP A
14	Blue Sky PP B
15	Blue Sky PP C
16	Blue Sky PP D
17	Bryant Conservation Easement
18	Candlelight Ridge OS
19	Canyon Creek OS
20	Canyon Creek PP A
21	Canyon Creek PP B
22	Canyon Creek PP C
23	Canyon Creek PP D
24	Colliers Hill
25	Colliers Hill Clubhouse
26	Colliers Hill OS A
27	Colliers Hill OS B
28	Colliers Hill PP A
29	Colliers Hill PP B
30	Colorado National Golf Club
31	Columbine Mine Pool
32	Compass Park
33	Compass PP
34	Country Fields Park OS
35	Country Fields PP A
36	Country Meadows PP A
37	Country Meadows PP B
38	Country Meadows PP C
39	Creekside OS
40	Creekside PP B
41	Erie Commons PP A
42	Erie Commons PP B
43	Erie Community Center
44	Erie Highlands OS
45	Erie Highlands PP A
46	Erie Village OS
47	Erie Village PP A
48	Erie Village PP B
49	Erie Village PP C
50	Erie Village PP D
51	Flatiron Meadows OS A
52	Flatiron Meadows OS B
53	Flatiron Meadows Park
54	Grandview OS
55	Grandview PP A
56	Grandview PP B
57	Grandview PP C
58	Grandview PP D
59	Kenosha Estates Open Space
60	Kenosha Farms OS
61	King OS
62	Lehigh Pool
63	Leon A Wurl Service Center OS
64	Linear Park Open Space North
65	Linear Park OS South
66	Meadow Sweet Farm Open Space
67	Messersmith OS
68	Morgan Hill OS



67 Messersmith OS
68 Morgan Hill OS
69 Mt Pleasant Cemetery
70 Oamek UN
71 Orchard Glen OS
72 Orchard Glen PP
73 Redtail Ranch OS A
74 Schofield OS
75 Sierra Vista OS
76 Smoljan Conservation Easment
77 Streby OS
78 Sunset Singletrack OS
79 Sunwest L
80 Sunwest PP A
81 Sunwest PP B
82 Town of Erie OS
83 Town of Erie UN
84 Vista Pointe PP A
85 Vista Pointe PP B
86 Vista Ridge OS A
87 Vista Ridge PA
88 Vista Ridge PP A
89 Vista Ridge PP B
90 Vista Ridge PP C
91 Vista Ridge PP D
92 Vista Ridge PP E
93 Vista Ridge PP F
94 Vista Ridge PP G
95 Vista Ridge PP I
96 Vista Ridge PP J
97 Vista Ridge PP K
98 Vista Ridge PP L
99 Wise Open Space OS
A Black Rock Elementary School
B Erie Elementary School
C Erie High School
D Erie K-8 BVSD
E Erie Middle School
F Red Hawk Elementary
G Vista Ridge Academy



- Planned Park
- Future Neighborhood Park
- Future Community Park
- Existing Residential
- Planned Future Residential
- Comp Plan Designated Residential
- Proposed Trail
- Existing Trail

- Town Park
- Town Open Space
- Other Park/Open Space
- School
- Town of Erie
- Planning Boundary
- Water Body

0 1 2
Miles

N W E S

Map produced for Town of Erie by the GRASP® Team. This map is intended for planning and discussion purposes only.
Refer to the project document for map details. Legend elements may vary slightly in size, color and transparency from those shown on map.
GIS Data Sources Include: Town of Erie, ESRI, GRASP® Team April 2017. Copyright© 2017 Town of Erie

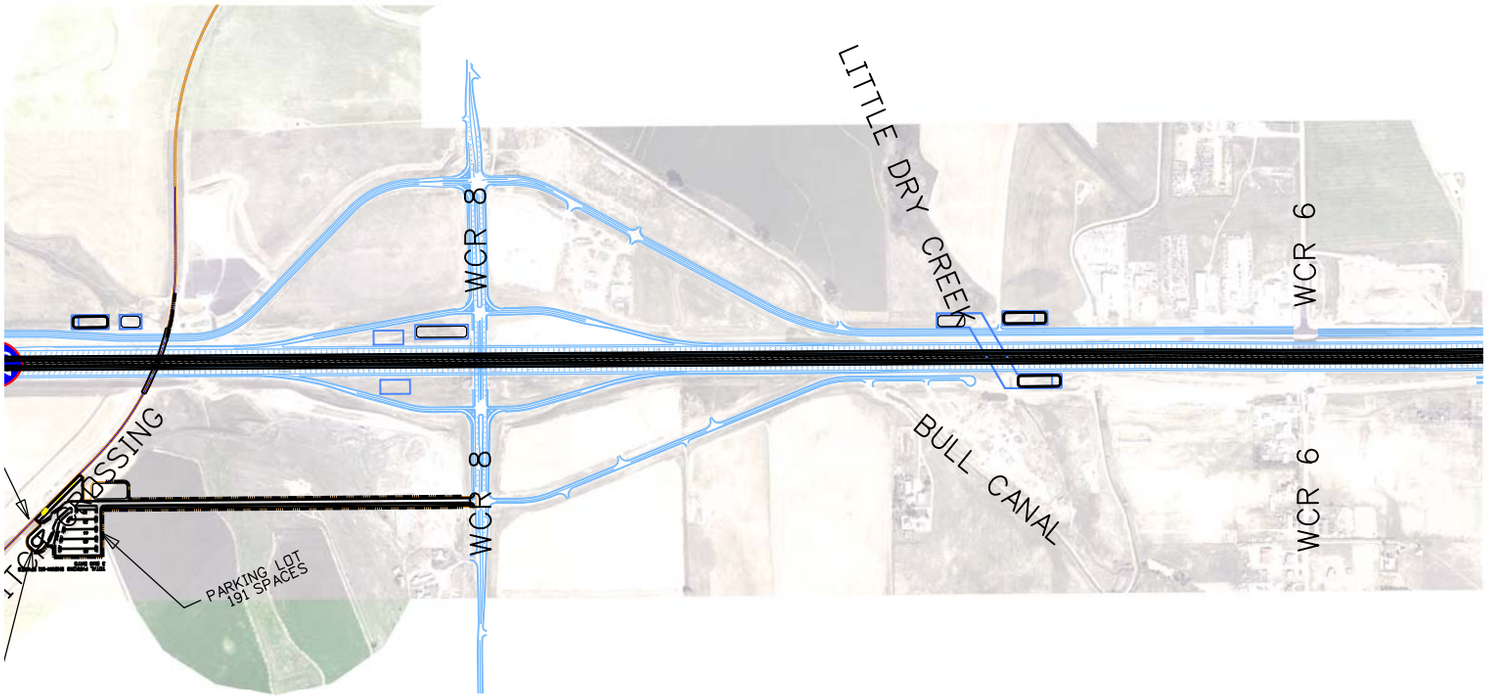
TOWN OF ERIE 1874

GRASP® DESIGN CONCEPTS GREENPLAY

NORTH I-25 EIS

information. cooperation. transportation.

5/11/2011 L:\05071\CAD\Base\PKG PA\14276\Design\Drawings\14276CR1200Scalepo014.dgn



NOTE:
BLACK: PROPOSED PREFERRED ALTERNATIVE TRANSIT IMPROVEMENTS
BLUE: EXISTING INFRASTRUCTURE/ PLANNED LOCAL INFRASTRUCTURE
GRAY: EXISTING RAILROAD TRACK

0 600 1200

SCALE: 1"=1200'

N

PREFERRED ALTERNATIVE - COMMUTER RAIL

CRpa-14

DOT DEPARTMENT OF TRANSPORTATION

U.S. Department of Transportation Federal Highway Administration


INC
RIEDER HOME PLACE LLC
PEAK VIEW ST
AWN CT
WCR 7
ERIE CORPORATE INVESTORS LLC
INTERSTATE 25 SB
E INTERSTATE 25 FRONTAGE RD
INTERSTATE 25 NB
ERIE CORPORATE INVESTORS LLC
WCR 10
ANADARKO E & P COMPANY LP
ERIE VENTURES LLC (78%)
GRILLI ROCKY D
RJ & CO
MUELLER LA VERNE A
ARMS LUVIN
ORADO STATE OF
CLELAND DAIRY FARMS LLC
ERIE VENTURES LLC
INTERSTATE 25 RAMP NB
ERIE EXCHANGE LLC

APPENDIX B
OVERALL COST ESTIMATE

Off-site Waterlines

Date: October 5, 2018

Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Waterline					
	20" Waterline	5300	LF	$ 177	$ 938,100
	16" Waterline	4900	LF	$ 155	$ 759,500
	Connect to Existing pipeline	3	Ea	$ 25,000	$ 75,000
				Subtotal	**$ 1,772,600**
				CONSTRUCTION TOTAL	**$ 1,772,600**
				25% Contingency	$ 443,150
				20% Engineering/Surveying/Testing/CA	$ 354,520
				GRAND TOTAL	**$ 2,570,270**

Note: This Cost Estimate does not include utility locates, potholing, permits, fees, or cost to acquire easements. The contingency costs is intended to compensate for such incidental construction costs.

Off-site San Sewer

Date: October 5, 2018

Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Highway 52 Interceptor					
	30" PVC Pipe	7120	LF	$ 200	$ 1,424,000
	24" PVC Pipe	6310	LF	$ 170	$ 1,072,700
	Trenchless Installation	350	LF	$ 1,500	$ 525,000
				Subtotal	**$ 3,021,700**
Interstate Interceptor					
	21" PVC Pipe	2580	LF	$ 160	$ 412,800
	15" PVC Pipe	18080	LF	$ 125	$ 2,260,000
	Trenchless Installation	450	LF	$ 1,500	$ 675,000
	Excessive Depth	1000	LF	$ 100	$ 100,000
				Subtotal	**$ 3,447,800**
				CONSTRUCTION-TOTAL	**$ 6,469,500**
				25% Contingency	$ 1,617,375
				20% Engineering/Surveying/Testing/CA	$ 1,293,900
				TOTAL	**$ 9,380,775**

Note: This Cost Estimate does not include utility locates, potholing, permits, fees. The contingency costs is intended to compensate for such incidental construction costs.

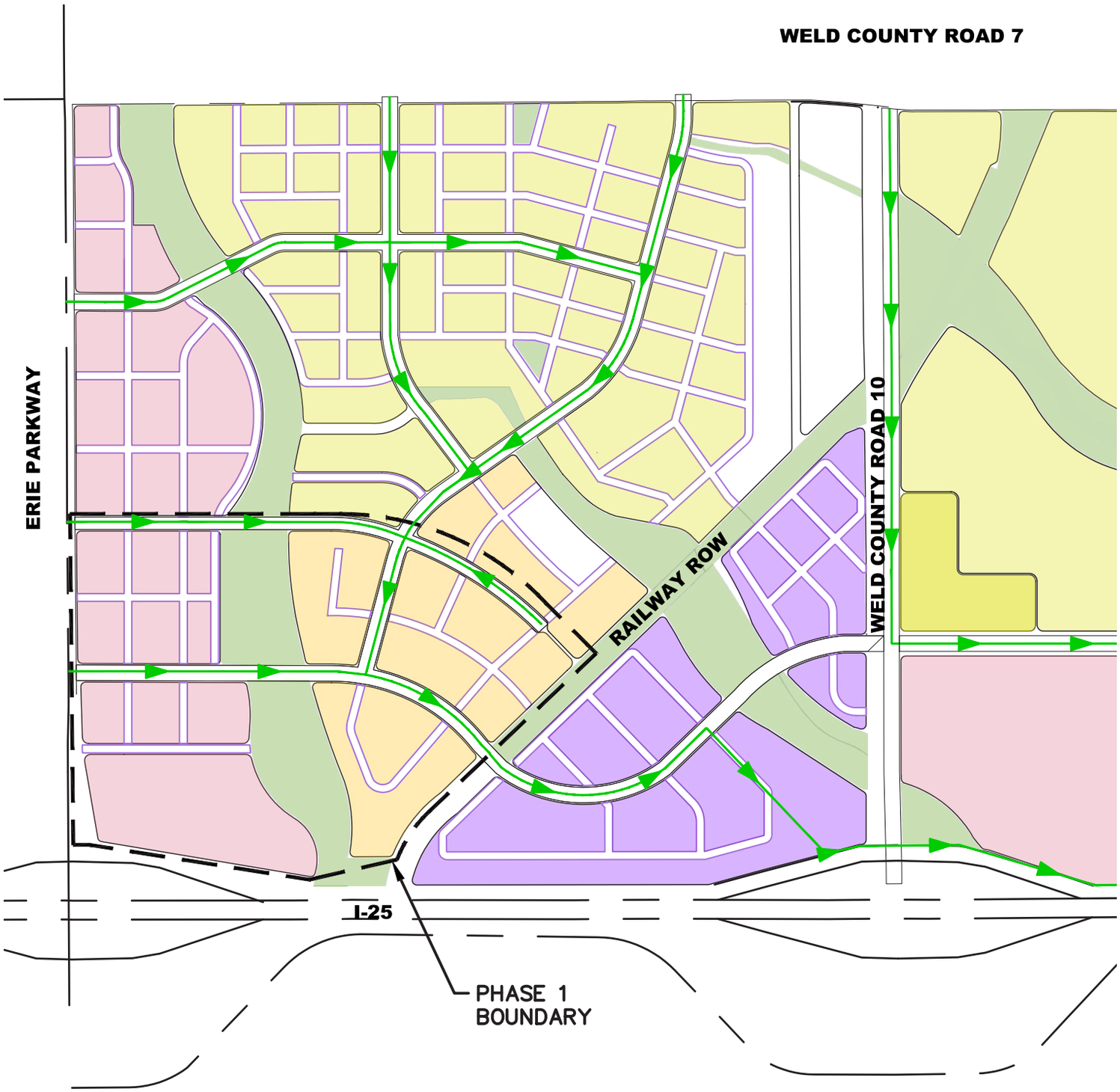
Off-site Roadways

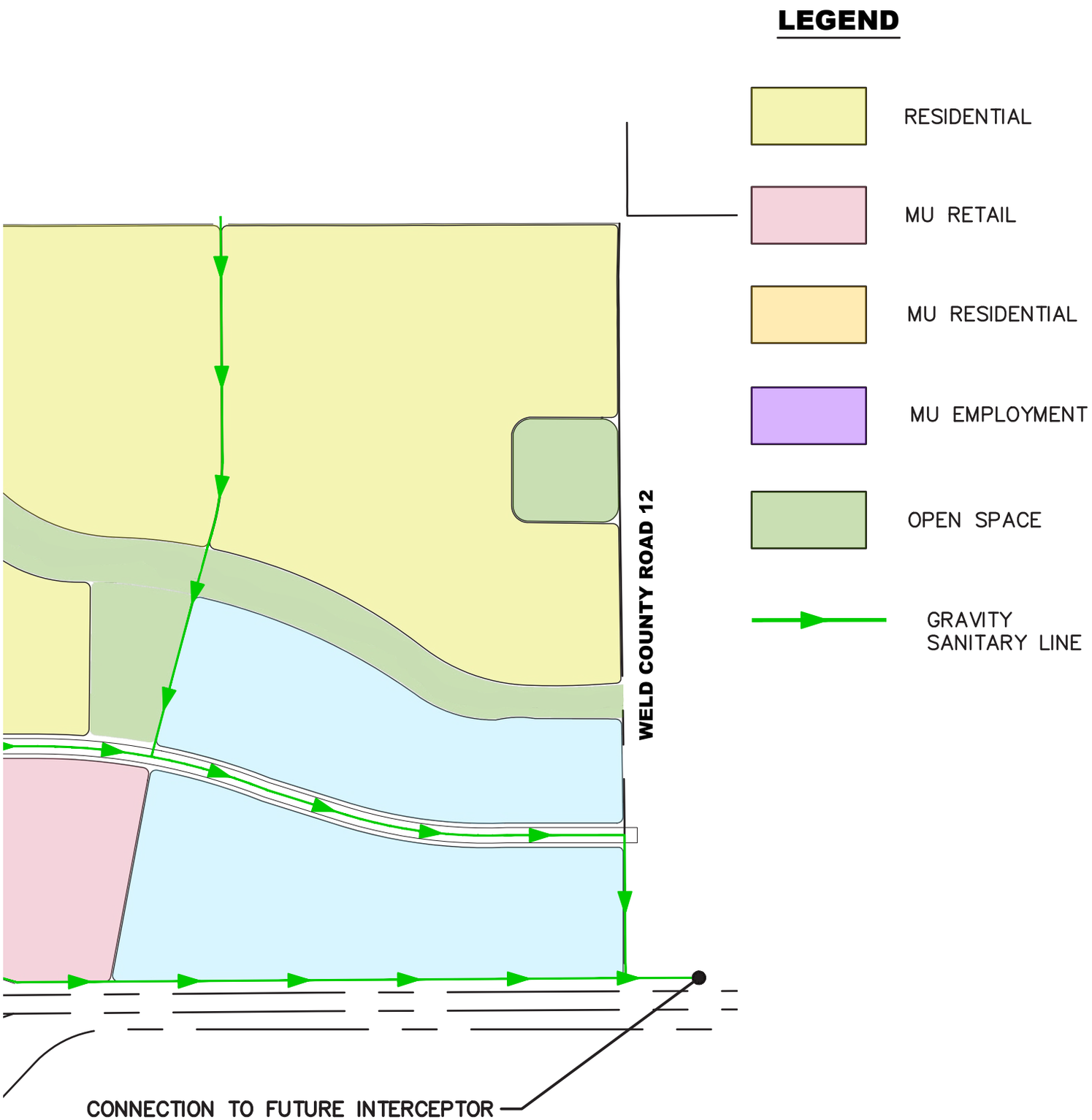
Date: October 5, 2018

Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Road Way					
	Erie Parkway (6 Lane Arterial)	1	Mile	$ 16,525,000	$ 16,525,000
	WCR 12 (2 Lane Minor Arterial)	1	Mile	$ 5,000,000	$ 5,000,000
	WCR 7 (2 Lane Minor Arterial)	3	Mile	$ 5,000,000	$ 15,000,000
	I-25 Erie Parkway Improvments	1	Ea	$ 7,500,000	$ 7,500,000
				Sub-total	**$ 44,025,000**
				CONSTRUCTION TOTAL	**$ 44,025,000**
				25% Contingency	$ 11,006,250
				20% Engineering/Surveying/Testing/CA	$ 8,805,000
				GRAND TOTAL	**$ 63,836,250**

Note: This Cost Estimate does not include utility locates, potholing, adjustments, resets, permits, fees, or cost to acquire easements. The contingency costs is intended to compensate for such incidental construction costs.

ERIE PARKWAY AND I-25 - OVERALL
SANITARY EXHIBIT





NORTH

0 450 900 1800

1 inch = 900 ft. Horizontal

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Construction Management Civil Engineering Surveying

On-site San Sewer

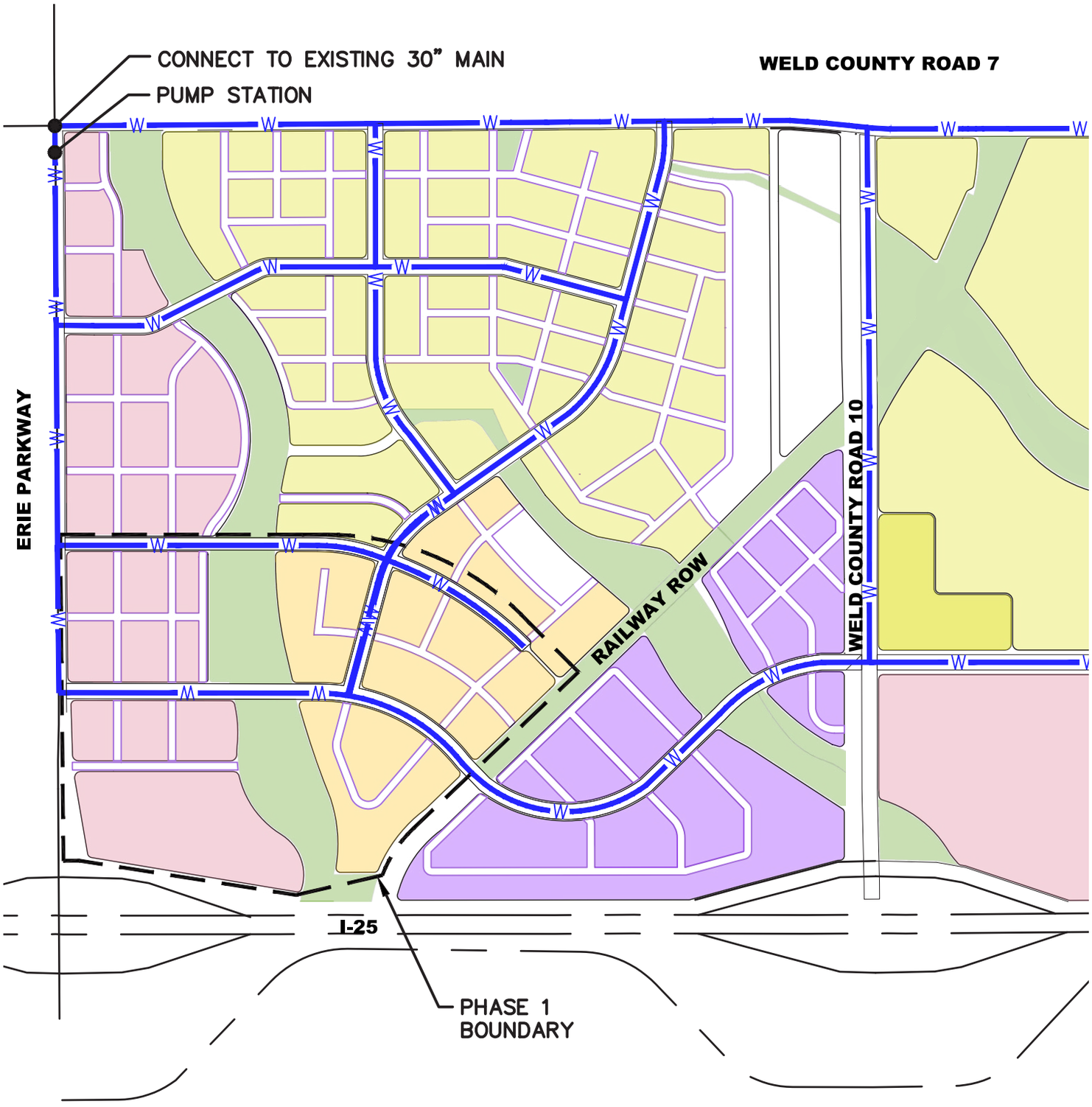
Date: October 5, 2018

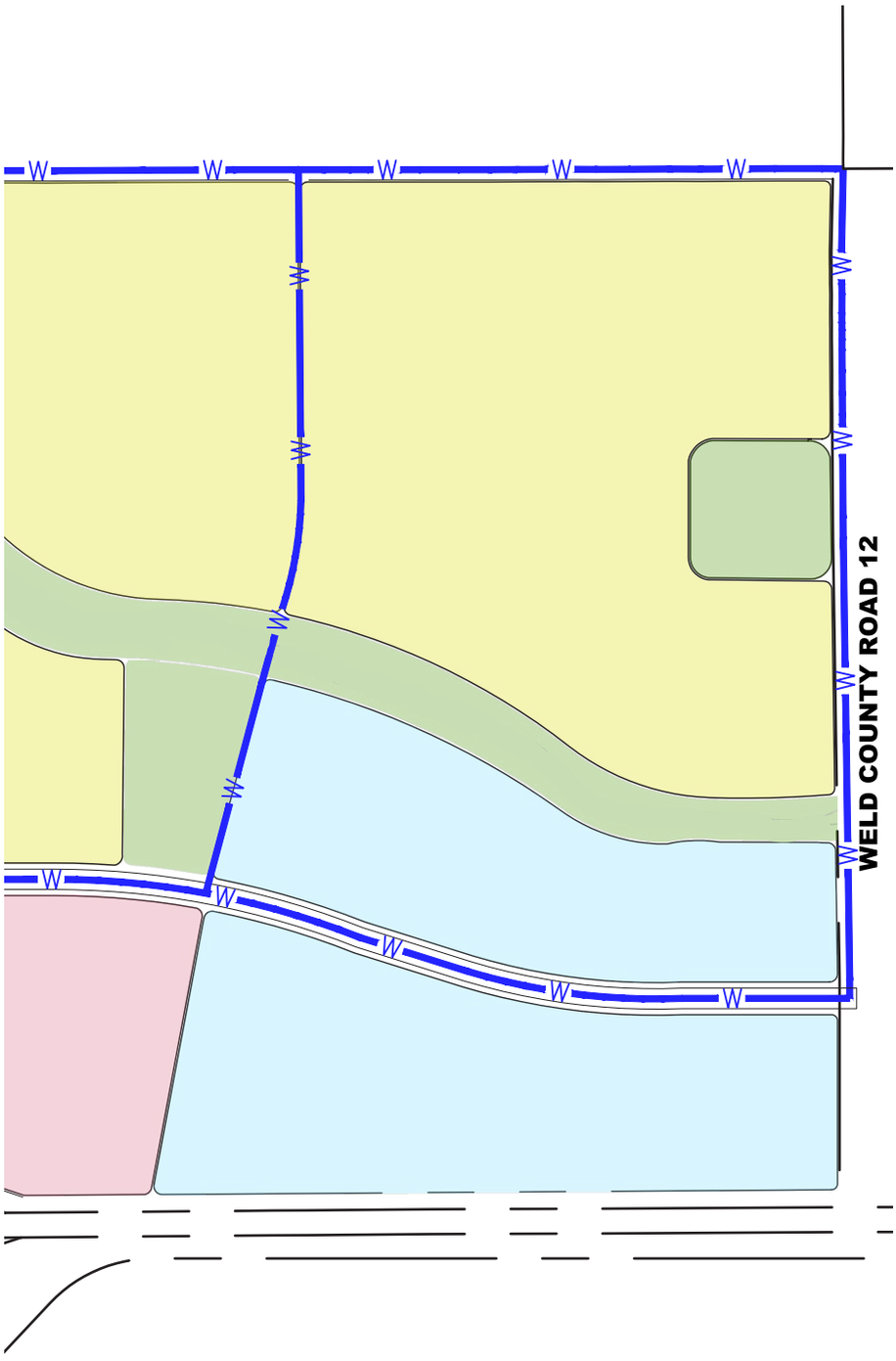
Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Sanitary Sewer Line					
	8" Sanitary Sewer	22750	LF	$ 145	$ 3,298,750
	10" Sanitary Sewer	5250	LF	$ 170	$ 892,500
	15" Sanitary Sewer	7000	LF	$ 190	$ 1,330,000
	Manholes	115	Ea	$ 10,000	$ 1,150,000
				Subtotal	**$ 6,671,250**
				CONSTRUCTION TOTAL	**$ 6,671,250**
				25% Contingency	$ 1,667,813
				20% Engineering/Surveying/Testing/CA	$ 1,334,250
				TOTAL	**$ 9,673,313**

Note: This Cost Estimate does not include utility locates, potholing, adjustments, resets, permits, fees. The contingency costs is intended to compensate for such incidental construction costs.

Assumptions:
Cost shown hereon are to develop backbone infrastructure in major arterials only.
All streets will need to be developed with sanitary mains.
A sewer outfall will be built for these improvements to tie into.

ERIE PARKWAY AND I-25 - OVERALL
WATER EXHIBIT





LEGEND

- RESIDENTIAL
- MU RETAIL
- MU RESIDENTIAL
- MU EMPLOYMENT
- OPEN SPACE
- W — WATER LINE

NORTH

0 450 900 1800

1 inch = 900 ft. Horizontal

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On-site Waterlines

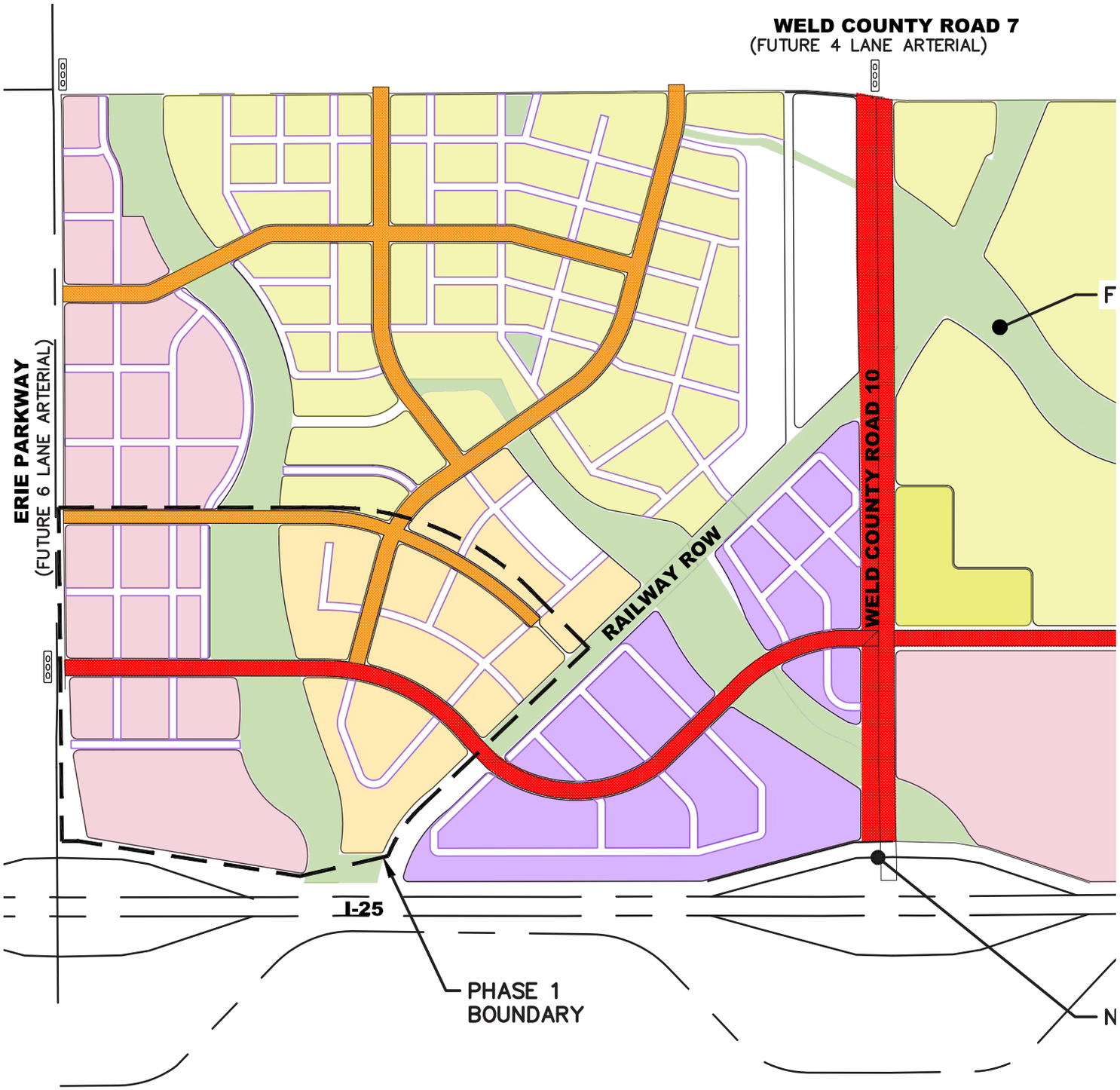
Date: October 5, 2018

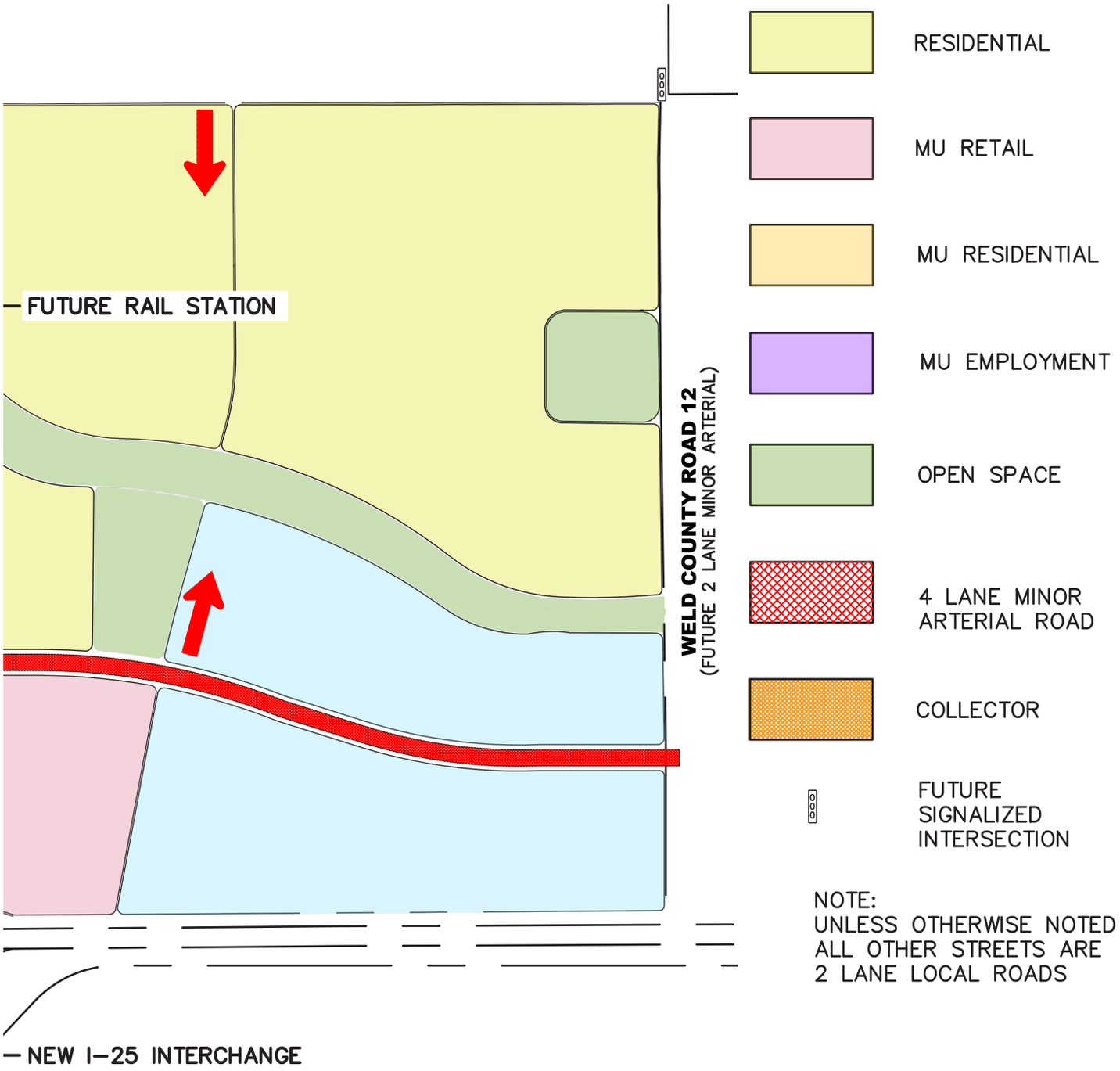
Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Waterline					
	8"waterline	29000	LF	$ 90	$ 2,610,000
	12" Waterline	9700	LF	$ 110	$ 1,067,000
	Connect to existing 30"	1	Ea	$ 20,000	$ 20,000
	Fire Hydrant Assembly	100	Ea	$ 10,000	$ 1,000,000
				Subtotal	**$ 4,697,000**
				CONSTRUCTION TOTAL	**$ 4,697,000**
				25% Contingency	$ 1,174,250
				20% Engineering/Surveying/Testing/CA	$ 939,400
				GRAND TOTAL	**$ 6,810,650**

Note: This Cost Estimate does not include utility locates, potholing, permits, fees, or cost to acquire easements. The contingency costs is intended to compensate for such incidental construction costs.

Assumptions:
Cost shown hereon are to develop backbone infrastructure in major arterials only.
All streets will need to be developed with water mains.
The water main at the southwest corner of the site will be constructed as a tie in point.

ERIE PARKWAY AND I-25 - OVERALL
TRANSPORTATION EXHIBIT





NORTH

0 450 900 1800

1 inch = 900 ft. Horizontal

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Road Improvements for Overall Site Arterials

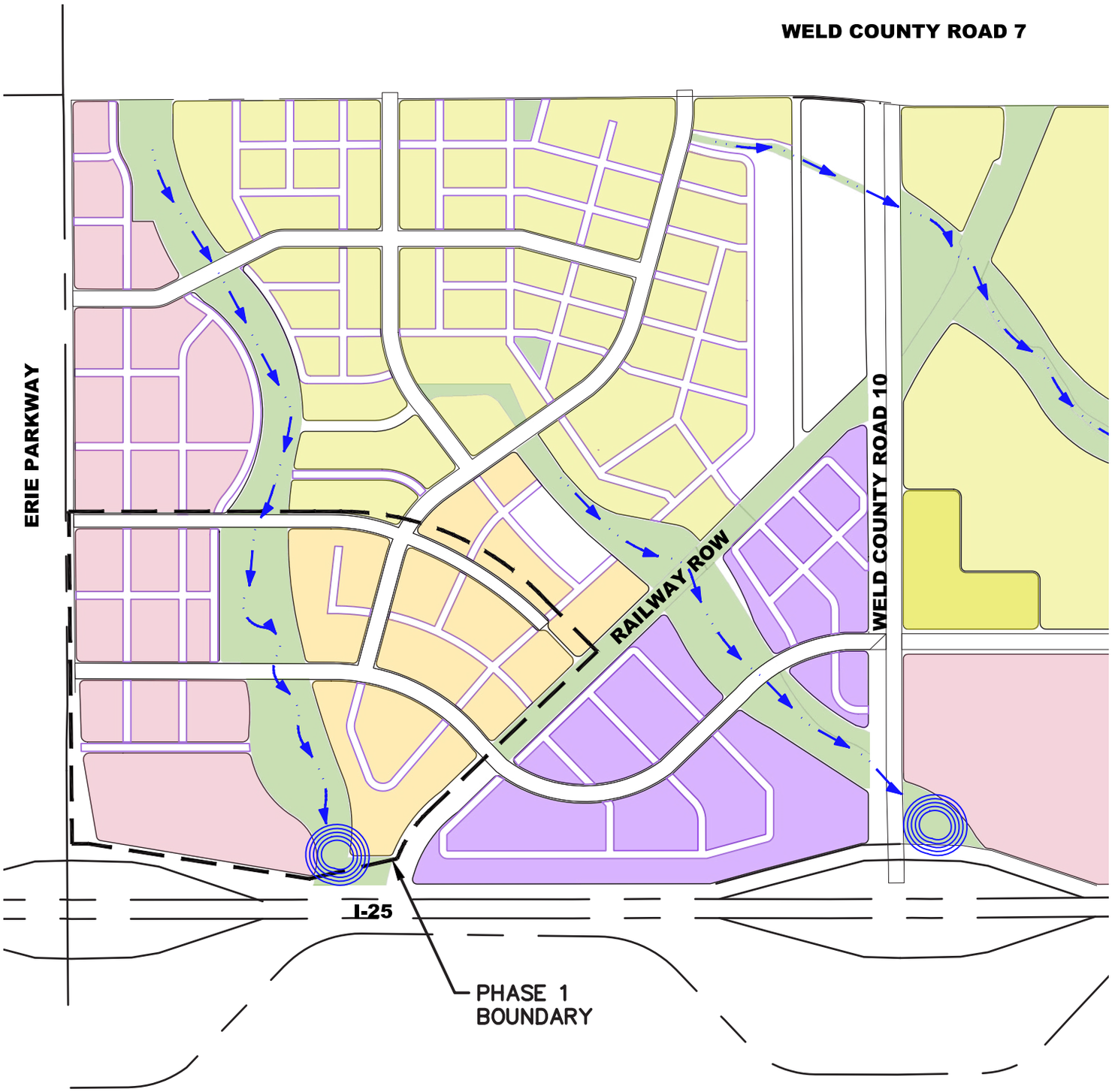
Date: October 5, 2018

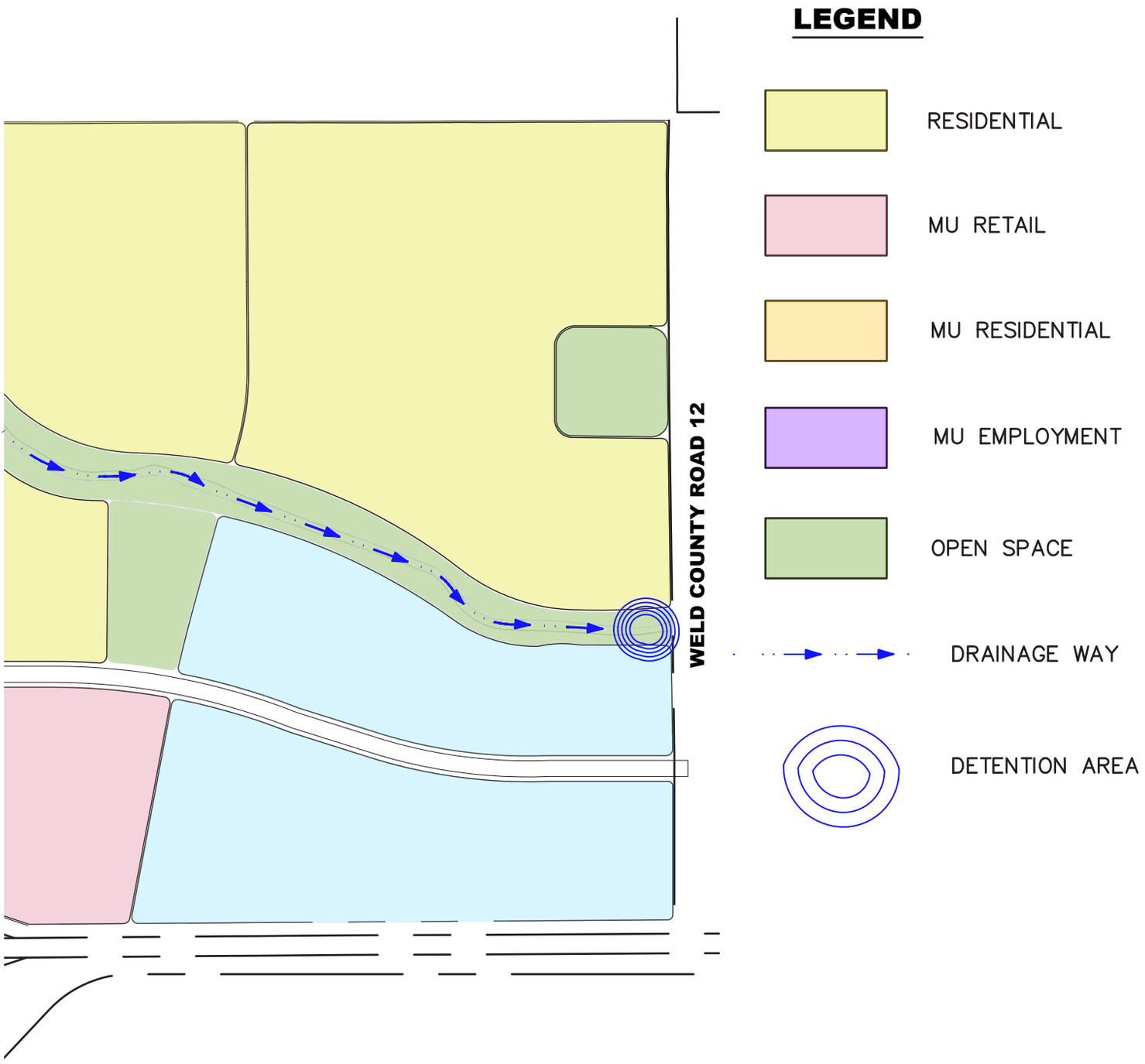
Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Road Way					
	Asphalt Base Course	231810	SY	$ 20	$ 4,636,200
	Asphalt Sub-Base Course	51600	Ton	$ 110	$ 5,676,000
	Asphalt Surface Course	26100	Ton	$ 150	$ 3,915,000
	Concrete Curb and Gutter	135200	LF	$ 28	$ 3,785,600
	Concrete Sidewalk	85800	SY	$ 100	$ 8,580,000
	Street Lights	150	Ea	$ 10,000	$ 1,500,000
	Storm Piping	5750	LF	$ 110	$ 632,500
	Storm Inlets	50	Ea	$ 7,500	$ 375,000
	Erie Parkway and Spine Road Signal	1	Ea	$ 750,000	$ 750,000
				Sub-total	**$ 29,850,300**
				CONSTRUCTION TOTAL	**$ 29,850,300**
				25% Contingency	$ 7,462,575
				20% Engineering/Surveying/Testing/CA	$ 5,970,060
				GRAND TOTAL	**$ 43,282,935**

Note: This Cost Estimate does not include utility locates, potholing, permits, fees, or cost to acquire easements. The contingency costs is intended to compensate for such incidental construction costs.

Assumptions:
Cost shown hereon are to develop backbone infrastructure in major arterials only.
Roadways shown on the plan and their cots presented hereon are standard arterial and local street sections as defined by the Town of Erie.
Streets all have sidewalk, curb and gutter and street lights.
Site pavement is 6" of asphalt over 9" of base.

ERIE PARKWAY AND I-25 - OVERALL
DRAINAGE EXHIBIT





NORTH

0 450 900 1800

1 inch = 900 ft. Horizontal

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Major Drainage

Date: October 5, 2018

Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Road Way					
	Detention Ponds	10.5	ac-ft	$ 70,000	$ 735,000
	Channel Grading	18000	LF	$ 100	$ 1,800,000
	Landscaping Wetlands	4.2	Acre	$ 36,000	$ 151,200
	Landscaping Drainage Channels	41.4	Acre	$ 1,450	$ 60,030
	Grade Control Structure	36	Ea	$ 250,000	$ 9,000,000
	Channel Crossing	3	Ea	$ 400,000	$ 1,200,000
				Sub-total	**$ 12,946,230**
			CONSTRUCTION TOTAL		**$ 12,946,230**
			25% Contingency		$ 3,236,558
			20% Engineering/Surveying/Testing/CA		$ 2,589,246
			GRAND TOTAL		**$ 18,772,034**

Note: This Cost Estimate does not include utility locates, potholing, adjustments, resets, permits, fees, or cost to acquire easements. The contingency costs is intended to compensate for such incidental construction costs.

Assumptions:
Detention Pond Volume is from the available OSP
Channel Grading Assumes grading for channel at 10' wide per length of stream corridor
Grade Control structures assumed to be 1 for every 500' of channel length.

APPENDIX C
PHASE 1 COST ESTIMATE

Phase 1 Cost Estimate, Off-Site Sanitary Sewer Improvements

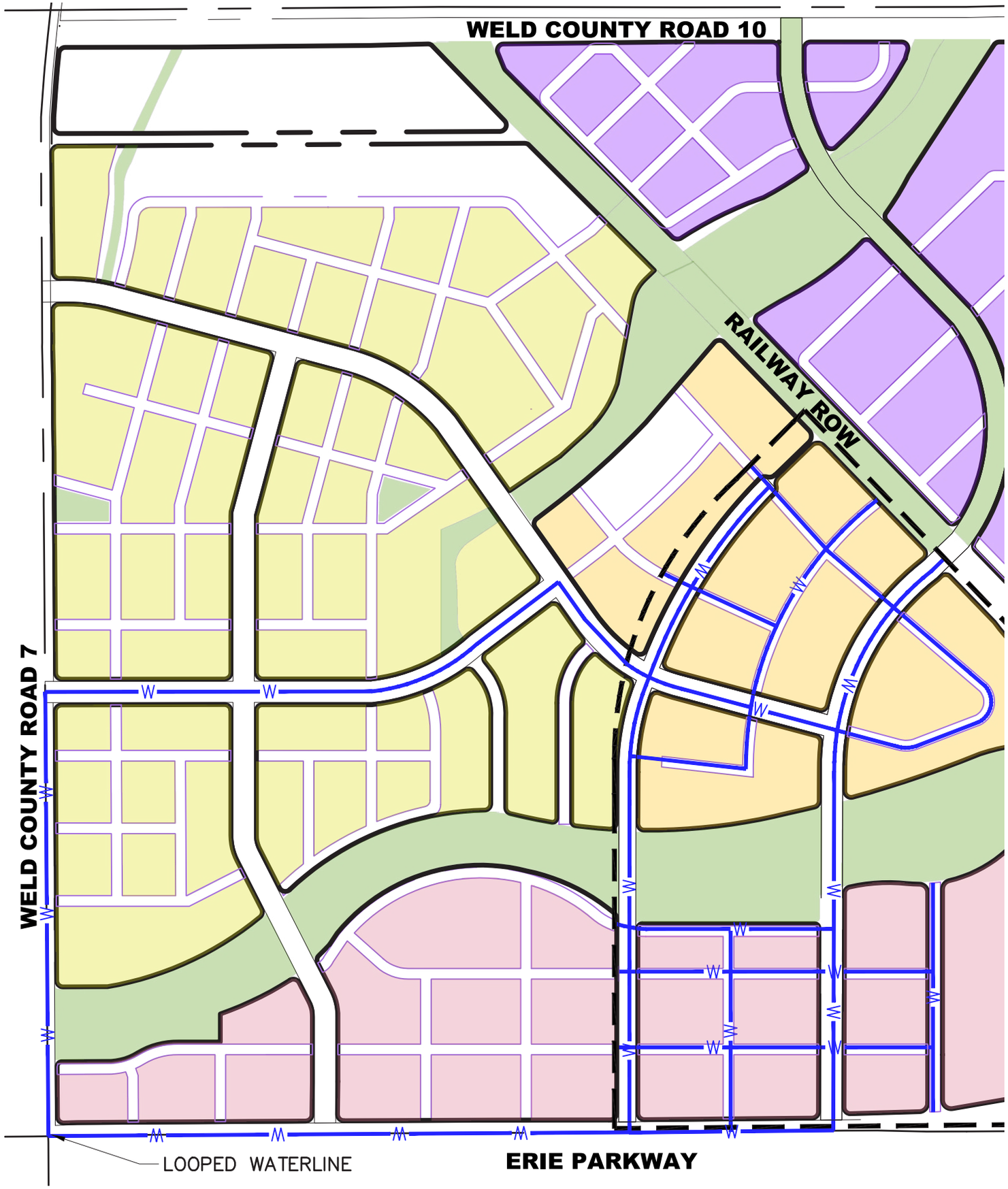
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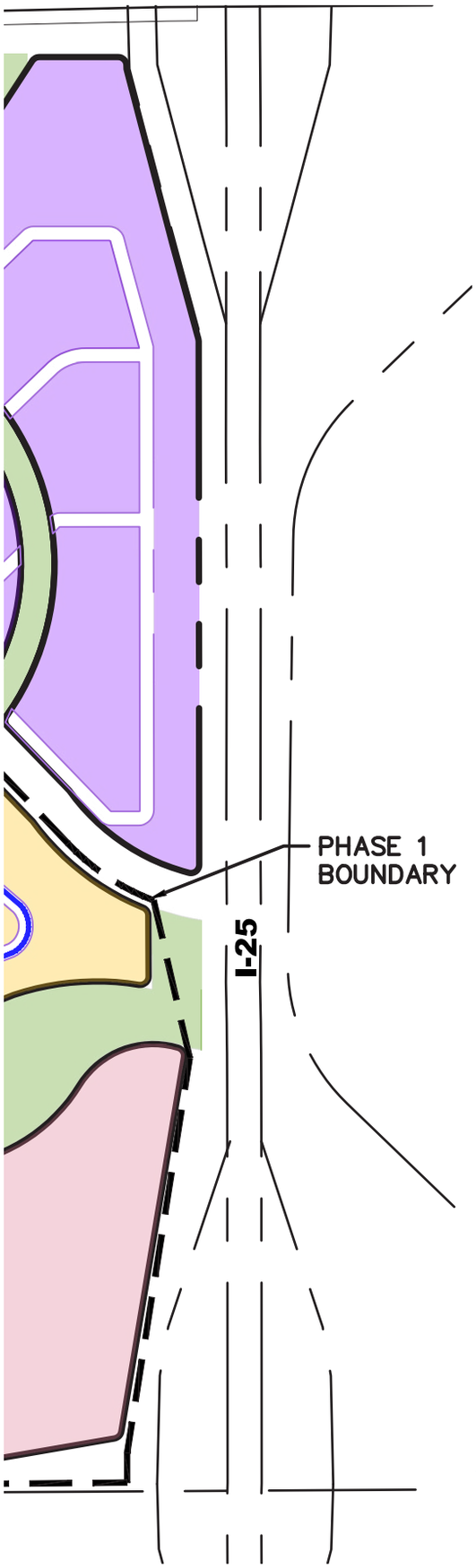
Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Sanitary Sewer line					
	6" Sanitary Sewer Force Main	8300	LF	$ 215	$ 1,784,500
	8" Sanitary Sewer Gravity Main	5150	LF	$ 110	$ 566,500
	Lift Station	1	Ea	$ 250,000	$ 250,000
	Asphalt Removal and Replacement	5555	SY	$ 100	$ 555,500
	Check Valve Manholes	11	Ea	$ 14,000	$ 154,000
	Manholes	15	Ea	$ 12,500	$ 187,500
				Subtotal	**$ 3,498,000**
				CONSTRUCTION-TOTAL	**$ 3,498,000**
				25% Contingency	$ 874,500
				20% Engineering/Surveying/Testing/CA	$ 699,600
				TOTAL	**$ 5,072,100**

Note: This Cost Estimate does not include utility locates, potholing, permits fees. The contingency costs is intended to compensate for such incidental construction costs.

Assumptions:
The sanitary improvements priced here are to service only the Phase 1 area.
The Erie High School is assumed to be the sanitary connection point.
Main will be built within the Town Right of Way.

ERIE PARKWAY AND I-25 - PHASE I
WATER EXHIBIT





LEGEND

- RESIDENTIAL
- MU RETAIL
- MU RESIDENTIAL
- MU EMPLOYMENT
- OPEN SPACE
- W — WATER LINE

NORTH

0 300 600 1200

1 inch = 600 ft. Horizontal

Calibre

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Phase 1 Cost Estimate, On-Site Water Improvements

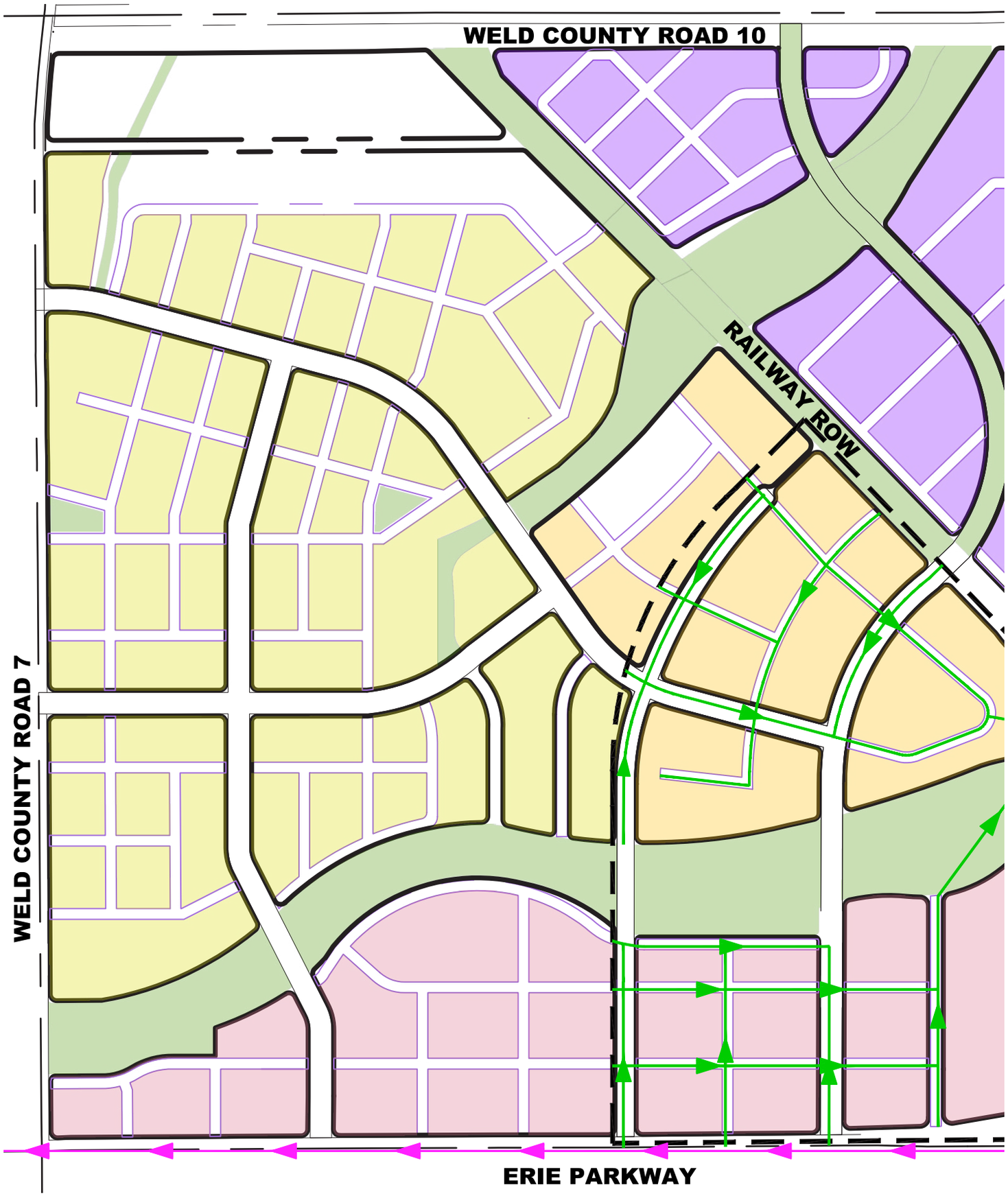
Date: October 5, 2018

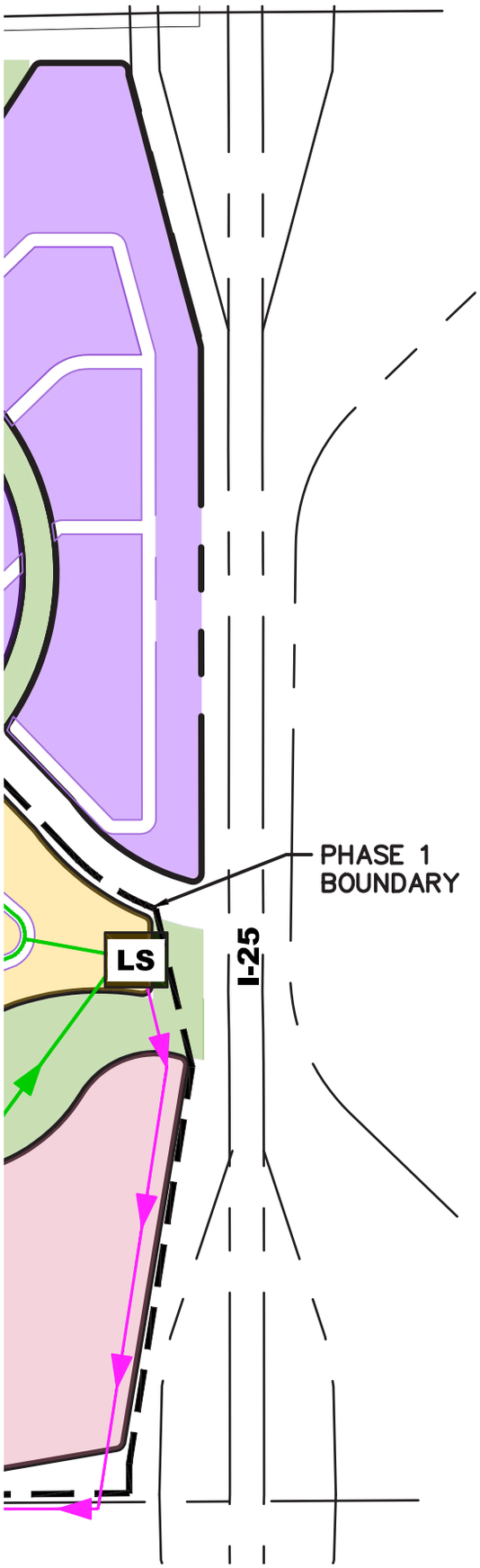
Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Waterline					
	8" waterline	7250	LF	$ 90	$ 652,500
	12" waterline	2250	LF	$ 110	$ 247,500
	20" waterline	15000	LF	$ 177	$ 2,655,000
	Connect to existing 30"	1	Ea	$ 30,000	$ 30,000
	Fire Hydrant Assembly	70	Ea	$ 10,000	$ 700,000
				Subtotal	**$ 4,285,000**
				CONSTRUCTION TOTAL	**$ 4,285,000**
				25% Contingency	$ 1,071,250
				20% Engineering/Surveying/Testing/CA	$ 857,000
				GRAND TOTAL	**$ 6,213,250**

Note: This Cost Estimate does not include utility locates, potholing, permits fees, or cost to acquire easements. The contingency costs is intended to compensate for such incidental construction costs.

Assumptions:
All streets will need to be developed with water mains.
The main at the southwest corner of the site will be constructed as a tie in point.
Unit costs for pipe include costs for fittings

ERIE PARKWAY AND I-25 - PHASE I
SANITARY EXHIBIT





LEGEND

RESIDENTIAL

MU RETAIL

MU RESIDENTIAL

MU EMPLOYMENT

OPEN SPACE

GRAVITY SANITARY LINE

FORCE MAIN

LS LIFT STATION

NORTH

0 300 600 1200

1 inch = 600 ft. Horizontal

Calibre

Calibre Engineering, Inc.
9090 South Ridgeline Boulevard, Suite 105
Highlands Ranch, CO 80129 (303) 730-0434
www.calibre-engineering.com
Construction Management Civil Engineering Surveying

Phase 1 Cost Estimate, On-Site Sanitary Sewer Improvements

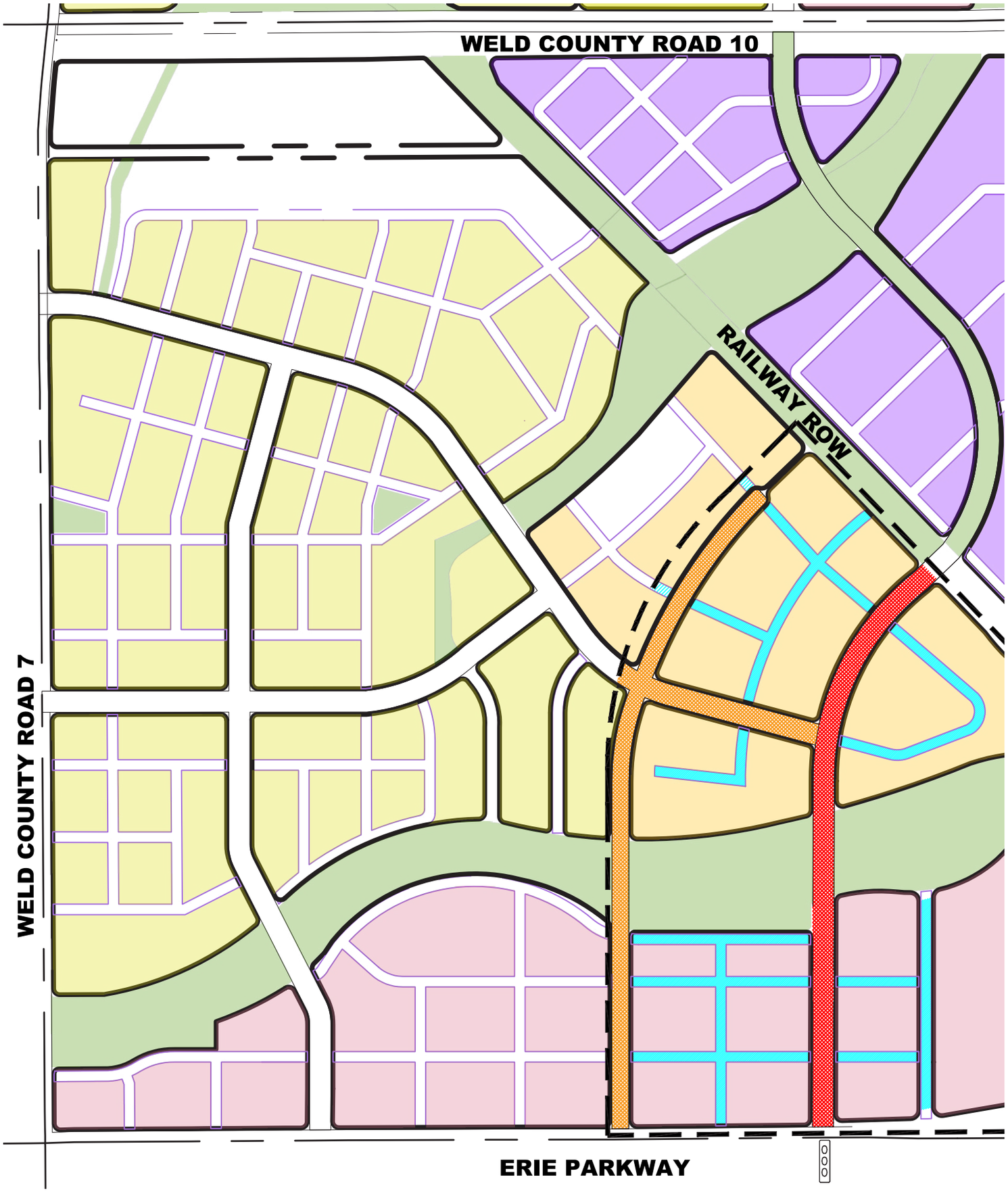
Date: October 5, 2018

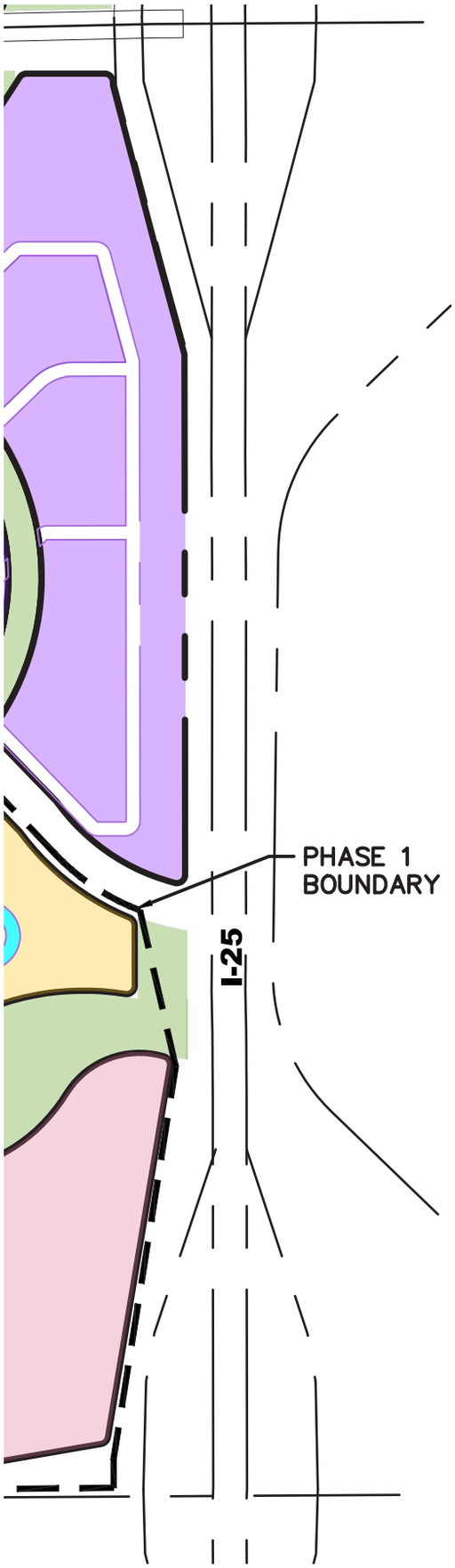
Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Sanitary Sewer Line					
	8" Sanitary Sewer	13700	LF	$ 145	$ 1,986,500
	10" Sanitary Sewer	4600	LF	$ 170	$ 782,000
	Manholes	55	Ea	$ 10,000	$ 550,000
				Subtotal	$ 3,318,500
				CONSTRUCTION TOTAL	**$ 3,318,500**
				25% Contingency	$ 829,625
				20% Engineering/Surveying/Testing/CA	$ 663,700
				TOTAL	**$ 4,811,825**

Note: This Cost Estimate does not include utility locates, potholing, permits fees. The contingency costs is intended to compensate for such incidental construction costs.

Assumptions:
All streets will need to be developed with sanitary mains.
A sanitary sewer outfall will be built for these improvements to tie into.

ERIE PARKWAY AND I-25 - PHASE I
TRANSPORTATION EXHIBIT





LEGEND

- RESIDENTIAL
- MU RETAIL
- MU RESIDENTIAL
- MU EMPLOYMENT
- OPEN SPACE
- 4–LANE MINOR ARTERIAL ROAD
- LOCAL ROAD
- COLLECTOR ROAD
- FUTURE SIGNALIZED INTERSECTION

NORTH

0 300 600 1200

1 inch = 600 ft. Horizontal

Calibre

Calibre Engineering, Inc.
9090 South Ridgeline Boulevard, Suite 105
Highlands Ranch, CO 80129 (303) 730-0434
www.calibre-engineering.com
Construction Management Civil Engineering Surveying

Phase 1 Cost Estimate, Roadway Improvements

Date: October 5, 2018

Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Road Way					
	Asphalt Base Course	83000	SY	$ 20	$ 1,660,000
	Asphalt Sub-Base Course	18500	Ton	$ 110	$ 2,035,000
	Asphalt Surface Course	9350	Ton	$ 150	$ 1,402,500
	Concrete Curb and Gutter	54150	LF	$ 28	$ 1,516,200
	Concrete Sidewalk	20600	SY	$ 100	$ 2,060,000
	Street Lights	50	Ea	$ 10,000	$ 500,000
	Storm Sewer	7400	LF	$ 110	$ 814,000
	Storm Inlets	30	Ea	$ 7,500	$ 225,000
	Earthwork	485900	CY	$ 4	$ 1,943,600
				Sub-total	**$ 12,156,300**
				CONSTRUCTION TOTAL	**$ 12,156,300**
				25% Contingency	$ 3,039,075
				20% Engineering/Surveying/Testing/CA	$ 2,431,260
				GRAND TOTAL	**$ 17,626,635**

Note: This Cost Estimate does not include utility locates, potholing, permits fees, or cost to acquire easements. The contingency costs is intended to compensate for such incidental construction costs.

Assumptions:
Roadways shown on the plan and their cots presented hereon are standard arterial and local street sections as defined by the Town of Erie.
Streets all have sidewalk, curb and gutter and street lights.
Site pavement is 6" of asphalt over 9" of base.

APPENDIX D
INTERCHANGE MEMO AND COST

MEMO

To: Jake Sippy
From: Chris McFarland, PE
CC: Leonard Wilson, Jim MacRae
Date: 10/17/2018
Re: Weld County Road 10 Interchange

This memo is provided as a part of the land use planning for the subject property and addresses the feasibility of a new interchange on I-25 at Weld County Road 10. The feasibility analysis below considers the Federal Highway Authority (FHWA) Interstate Guidelines, Colorado Department of Transportation (CDOT) Interchange Approval Processes, the CDOT North I-25 Final Environmental Impact Statement (FEIS) and the general requirements for the approval of a new interchange.

Background
The I-25/Weld County Road 10 interchange has been identified as a future need for the Town of Erie within the Erie Transportation Plan, dated January 2018. This proposed interchange was considered in the development of the land use plan for the Property.

A Final Environmental Impact Statement (FEIS) was prepared for a 61-mile segment of the I-25 corridor, extending from Fort Collins to Denver, identifying multi modal transportation improvements. The FEIS generally focused on future interstate improvements that address the current needs for communities along I-25 without considering future growth of the communities but addressed current deficiencies within the I-25 corridor. These deficiencies included the number of lanes within the I-25 corridor, replacing aging infrastructure and replacing infrastructure which required geometric corrections to meet current FWHA and CDOT criteria. The FEIS also addressed other forms of transportation besides personal vehicles, including FasTracks rail lines and commuter and express bus services. Toll lanes or High Occupancy Vehicle (HOV) lanes were also considered.

During the development of the Erie East Gateway Planning Documents CDOT provided input relative to the new interchange at Weld County Road 10. CDOT's input noted the improvements identified in the FEIS study and the lack of funding planned for the future interchange. CDOT representatives suggested that if the Town intends to pursue a funding partnership with CDOT and the FHWA, it should begin discussions with the Denver Regional Council of Governments (drcog) and CDOT as soon as possible.

Guidelines
Discussions with CDOT identified their concern about interchange spacing and the resulting weaving movements that can occur with inappropriate interchange spacing. CDOT noted the one-mile spacing of the proposed I-25/WCR 10 and Erie Parkway interchanges, and referenced CDOT and FHWA design requirements associated with interchange spacing. The one-mile spacing is within FHWA guidelines as discussed in their technical briefing No. FHWA-HRT-07-031, and within AASHTO's green book guidelines. Both documents identify recommended interchange spacing between one (1) and two (2) miles,

however the technical briefing goes on to discuss acceptable spacing in urban areas of less than one mile. The FHWA recommends against interchange spacing less than one mile where HOV lanes are present.

Approval Process

Both the FHWA and CDOT have procedures to obtain approval for new interchange requests. CDOT's current policy follows their Procedural Directive (PD) 1601. Both processes require analysis regarding traffic counts, highway speeds, interchange spacing, interchange geometric design, and environmental assessments. Formal approval of a new interchange is granted by the Transportation Commission and upon approval, the applicant is required to demonstrate significant progress within 3 years of approval.

CDOT's PD 1601 discusses two Type of interchanges; Type 1 are interchanges on the state highway system and interstate freeway, which this project would fall under, and Type 2 are interchanges *not* on the interstate freeway system.

The general steps for applying for a new Type 1 interchange would be as follows:

1. Notification by Applicant
2. Pre-Application Meeting
3. Initial Intergovernmental Agreement (IGA)
4. Prepare a System Level Study (SLS)
    a. Applicant initiates/completes the National Environmental Policy Action (NEPA) process:
        i. Conduct agency and policy scoping
        ii. Prepare the NEPA documentation to include Categorical Exclusion, Environmental Assessment and an Environmental Impact Statement
5. Transportation Commission approval of SLS
    a. FHWA approval of the NEPA document and Interchange Access.
6. Approval by MPO/TPR Board
7. Conceptual design and NEPA approval process
8. CDOT approval of Final IGA on cost sharing and operations/maintenance

Funding

As previously mentioned, CDOT does not currently have any planned improvement funds for the WCR 10 interchange. The Town and/or developer would have to fund the construction of the interchange unless other funding could be found. Should a funding partnership with CDOT and FHWA be desired, the Town would need to apply for the appropriate grants and other funding mechanisms through CDOT which would then require approval by the Transportation Commission (of what, FHWA?).

As the project progresses, additional analyses of the interchange should be planned and budgeted. Discussions with CDOT, drcog, and neighboring communities are also recommended during the initial planning phases for the project to gauge partner interest in the project.

The WCR 10 Interchange cost estimate prepared for this project assumes no modifications or improvements to the existing bridge over I-25. Improvements would be limited to widening of I-25 for acceleration and deceleration lanes, and the associated on and off-ramps connecting to WCR 10. (What about signalization of the ramp intersections with WCR 10?)

Conclusion

The I-25/WCR 10 interchange will be a strong catalyst for developing the Property and other areas both sides of I-25 whose link to I-25 via the WCR 10 corridor would be beneficial. The potential development of this new interchange at WCR 10 is feasible pursuant to current interchange design guidelines and CDOT/FHWA criteria, and would be subject to an arduous and lengthy planning, application, design, approval and permitting process. The new interchange will likely rely upon funding primarily sourced from properties and entities receiving the most direct benefit from the interchange, although a relatively small percentage of the total cost may come from grants. While the cost of the new interchange and funding sources represent a relative unknown at this time, there is little question about the enhanced value the Property would realize by the new interchange. It is prudent to advance planning and conceptual designs for the new interchange at this time, together with forming partnerships with other property owners and jurisdictions that might benefit from the commerce enhancement it represents.

References:

Felsburg Holt & Ullevig, *Erie Transportation Plan*, January 2018
Felsburg Holt & Ullevig, *North I-25 EIS,* August 2011
Federal Highway Administration, *Safety Assessment of Interchange Spacing on Urban Freeways,* Summer 2007
American Association of State Highways and Transportation Officials, *A Policy on Geometric Design of Highways and Streets 6th Edition,* 2011
Colorado Department of Transportation, *Interchange Approval Process Policy Directive 1601.0 (PD-1601),* December 2004

Weld County Road 10 Interchange

Date: October 5, 2018

Item	Description	Approximate Quantity	Unit	Unit Cost	Total Cost
Road Way					
	Ramps 6" Base Course	28900	SY	$ 15	$ 433,500
	Ramps 12" Concrete Pavement	28900	SY	$ 145	$ 4,190,500
	Ramps Shoulder	10000	LF	$ 24	$ 240,000
	WCR 10 Removal	2700	SY	$ 12	$ 32,400
	WCR 10 Base Course	14500	SY	$ 20	$ 290,000
	WCR 10 Asphalt	1950	Ton	$ 140	$ 273,000
	Land Acquisition for ROW	70	Acre	$ 50,000	$ 3,500,000
	Bypass Road Removal	12300	SY	$ 12	$ 147,600
	Bypass Road Base Course	12300	SY	$ 20	$ 246,000
	Bypass Road Asphalt	5000	Ton	$ 140	$ 700,000
				Sub-total	**$ 10,053,000**
			CONSTRUCTION TOTAL		**$ 10,053,000**
			25% Contingency		$ 2,513,250
			20% Engineering/Surveying/Testing/CA		$ 2,010,600
			GRAND TOTAL		**$ 14,576,850**

Note: This Cost Estimate does not include utility locates, potholing, fees, or cost to acquire easements. The contingency costs is intended to compensate for such incidental construction costs.

Assumptions:
On/Off-Ramps will be constructed of concrete and be similar to ramps at Erie Parkway Intersection
There will not be signalized intersections for initial phase
Asphalt pavement is 6" of asphalt over 9" of base.





A.3

APPENDIX:

Public Engagement

ERIE PARKWAY + I-25 BOARD OF TRUSTEES WORK SESSION: VISIONING MARCH 6, 2018
DISCUSSION

TIMING

When can we expect development to begin?

This will largely depend on the anchor employer/ development piece. Most development projects start with a small piece and builds from there. For a sense of timing, a fast turnaround would be five years for the first parcel to be completed.

For comparison, what was the timing on the development of North Park in Broomfield?

15 years

Will a residential building be the lead development piece?

Maybe, maybe not. Design Workshop will explore all options and use market research to back up all recommendations and development alternatives for the land.

IDENTITY

How can Erie ensure that they differentiate this development from neighbors?

- One trustee suggested exploring an experiential attraction like a theater or sports venue like TopGolf.
- Another trustee thought that it could be interesting to preserve the mine that is on the property to help tell the story of the area.
- It would make sense to do something outdoorsy that builds on why people move to Erie in the first place
- The town has an opportunity to do something new here.

INFRASTRUCTURE

What public investment will be required to attract developer?

Design Workshop will be looking into this for Erie. This is a crucial backbone for the property.

What ideas do trustees have for transportation considerations?

- McWhinney is pushing RTD to alter their route for the proposed light rail – look into this
- What about partnerships with surrounding communities?
- Parking should be addressed creatively – a lot of people will drive here but it would be great to see the development be pedestrian-friendly instead of car-centric.
- It would be wise to develop a flexible plan that can respond to the evolution of transportation both regionally and globally.

EMPLOYMENT

What industries and potential employers would you like to see in Erie?

- Technology is the biggest employer for residents so tech is a logical target
- Medical could be a stretch but a community hospital/urgent care could work
- Coworking spaces would work here as well as in Old Town
- Food production or prepared foods could work for millennials who don't like to cook
- Defining the value proposition for potential employers will be key

LAND USE

What do you want to see on the residential front?

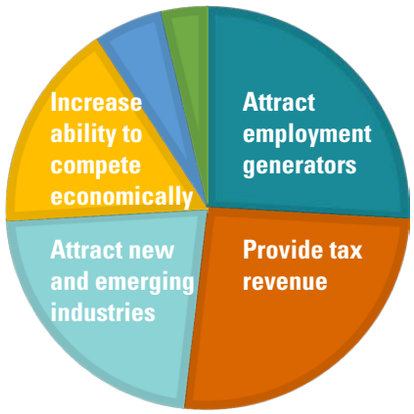
There is an opportunity to diversify housing options. It would be great to see residential that is higher density to attract people in different phases of life.

Entertainment was a theme – what do you want to see?

- Anything
- It will depend on who they can attract to operate there.
- A theater for the region would be a win.
- What about a community recreation center? What would this look like?
- Ice sheets
- An indoor play area for children five and under
- Seems like a public-private partnership could be a win – the public builds it, a private partner runs it
- The regional challenge for sports is that everything is so spread out

ERIE PARKWAY + I-25 BOARD OF TRUSTEES WORK SESSION: VISIONING MARCH 6, 2018

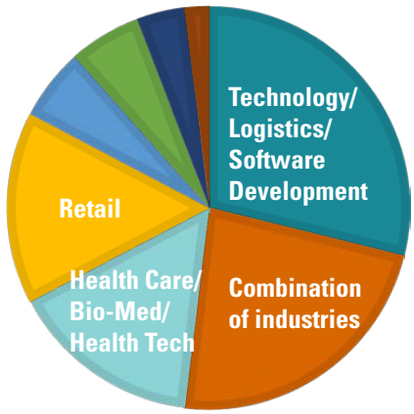
What are your top three priorities for this project?



- Attract employment generators that create jobs
- Provide tax revenue to fund community-wide services
- Attract new and emerging industries and businesses
- Increase Erie's ability to compete economically
- Provide housing diversity
- Promote environmental sustainability

26%	1.	Attract employment generators that create local jobs
17%	2.	Increase Erie's ability to compete economically
22%	3.	Attract new emerging industries and businesses
6%	4.	Provide housing diversity
0%	5.	Provide open space and trail connections
4%	6.	Promote environmental sustainability
26%	7.	Provide tax revenue to fund community-wide services
0%	8.	Other

What types of employment would you like to see on the site?



- Technology/Logistics/Software Development
- Combination of Industries
- Health Care/Biomedical/Health Tech
- Retail
- Office
- Higher Education
- Outdoor/Recreation
- Fitness

6%	1.	Office
29%	2.	Technology/Logistics/Software Development
15%	3.	Health Care/Biomedical/Health Tech
6%	4.	Higher Education
2%	5.	Fitness
4%	6.	Outdoor/Recreation
0%	7.	Agriculture
15%	8.	Retail
23%	9.	Combination of Industries
0%	10.	Other

What aspect of the project should be prioritized during this process?



- Catalyst Project
- Flexibility
- Trend Setter
- Sustainability
- Speed

32%	1.	Flexibility (development framework to allow mixed land uses)
3%	2.	Speed (establish something as quickly as possible)
0%	3.	Connectivity (linking to adjacent project opportunities)
34%	4.	Catalyst Project (find the "right" anchor to kickstart 1st phase)
18%	5.	Trend Setter (new approach that becomes a benchmark)
13%	6.	Sustainability (ensure economic, social, environmental)
0%	7.	Other

ERIE PARKWAY + I-25 PUBLIC MEETING #1: VISIONING MARCH 15, 2018
"QUESTIONS FOR YOU"

RESPONSE NUMBERS

1. What services/amenities are currently missing in Erie?



Restaurants / Retail



Recreational / Sports Facilities



Educational Institutions



Entertainment



Cultural Activities



Multi-use Trails



Medical Facilities

- Hotels
- Industrial Manufacturing

Other Ideas?

2. What community amenities and/or facilities would you like to see located on this site?



STEM or Charter Schools



Civic Facilities



Cultural Facilities



Community Recreation Center



Large Community Park



Community Amphitheater



Multi-Purpose Building for Events



Public Library



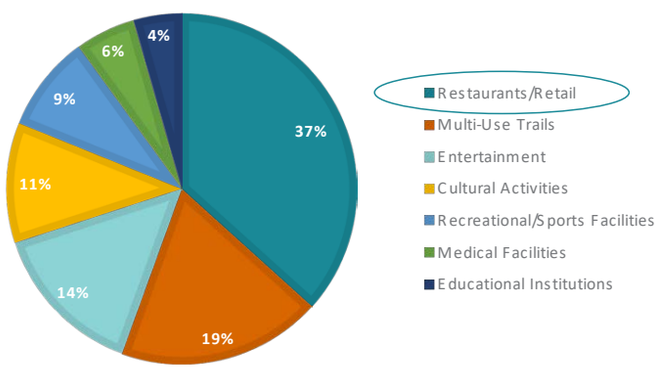
Activity/Sports/Game Center

- Grocery Store
- Senior/Continuing Care Community

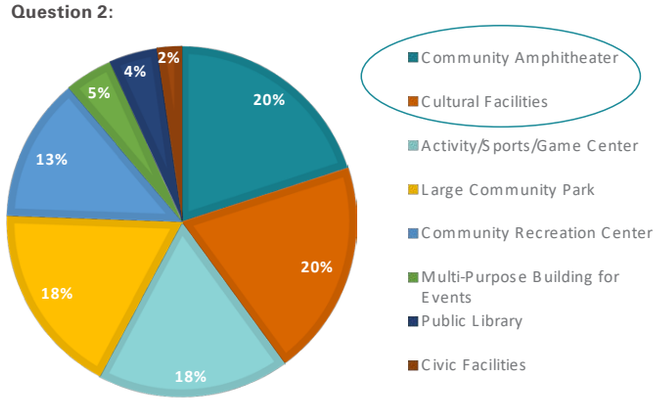
Other Ideas?

RESPONSE PERCENTAGES

Question 1:



Question 2:



ERIE PARKWAY + I-25 PUBLIC MEETING #1: VISIONING MARCH 15, 2018
"QUESTIONS FOR YOU" (CONTINUED)

3. What would you like to see in the project area?



Medium Density Residential



High Density Residential



R+D, Innovation Hub, Co-Work



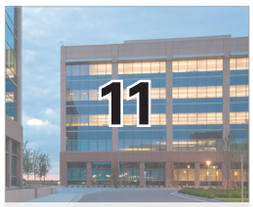
Community Retail



Destination Retail



Traditional Business Park



Professional Office



Recreation / Sports

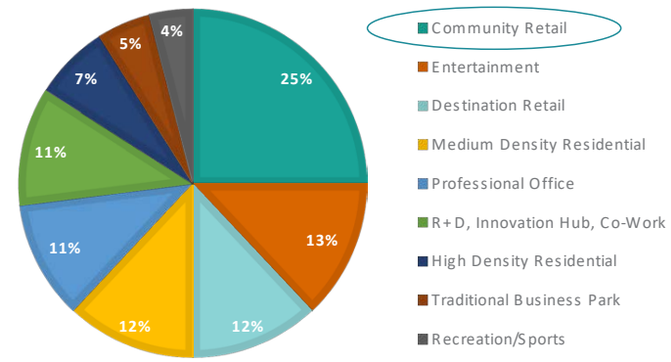


Entertainment

- Hotels
- Restaurants (expand)

Other Ideas?

Question 3:









ERIE PARKWAY + I-25 PUBLIC MEETING #1: VISIONING MARCH 15, 2018
COMMENT CARDS

ERIE PARKWAY + I-25: VISIONING

Please share any ideas or comments you would like us to consider when developing alternatives for the Erie Parkway + I-25 project.

Theater aka "Cal Poly" venue - comfortable, parking, easy access

ERIE PARKWAY + I-25: VISIONING

Please share any ideas or comments you would like us to consider when developing alternatives for the Erie Parkway + I-25 project.

NOTHING - OPEN SPACE :)

ERIE PARKWAY + I-25: VISIONING Emmitt McCully

Please share any ideas or comments you would like us to consider when developing alternatives for the Erie Parkway + I-25 project.

I think everyone is pushing for development so fast that it doesn't make a lot of sense. It is also driving properties up too fast. Soon we will run out of water etc.

ERIE PARKWAY + I-25: VISIONING

Please share any ideas or comments you would like us to consider when developing alternatives for the Erie Parkway + I-25 project.

movie theater
park n ride RTD (or light rail)
local retail

ERIE PARKWAY + I-25: VISIONING

Please share any ideas or comments you would like us to consider when developing alternatives for the Erie Parkway + I-25 project.

ADD TOWN Colors to Distinguish PLANNING AREAS ON CONTEXT MAP

ERIE PARKWAY + I-25: VISIONING

Please share any ideas or comments you would like us to consider when developing alternatives for the Erie Parkway + I-25 project.

Leave Window open to views + community amenities, outdoor entertainment, rec, trail from Boulder. Regional Draw!

ERIE PARKWAY + I-25: VISIONING

Please share any ideas or comments you would like us to consider when developing alternatives for the Erie Parkway + I-25 project.

I support using the concept of the Domain in Austin as a guide for this project.

ERIE PARKWAY + I-25: VISIONING

Please share any ideas or comments you would like us to consider when developing alternatives for the Erie Parkway + I-25 project.

4 lanes on ERIE Pkwy IF you do any more development - we are becoming LA in Colorado - 3 lanes up to FOCO is a MUST!

Hwy Development Site is JUST so commute isn't only to Boulder
- MORE TRAILS N OPEN SPACE N

ERIE PARKWAY + I-25: VISIONING

Please share any ideas or comments you would like us to consider when developing alternatives for the Erie Parkway + I-25 project.

A large community park w/ the old mine as a landmark, along w/ trails, would keep the areas historically rural-ish roots intact. Then a "town area w/ grocery, hotel, dairy queen etc., and a rail line/mass transit station, would allow for other uses. Please ... NO WALMART.

ERIE PARKWAY + I-25: VISIONING

Please share any ideas or comments you would like us to consider when developing alternatives for the Erie Parkway + I-25 project.

It really bothers me that those living on the land could be forced out. They should be able to stay if they chose!





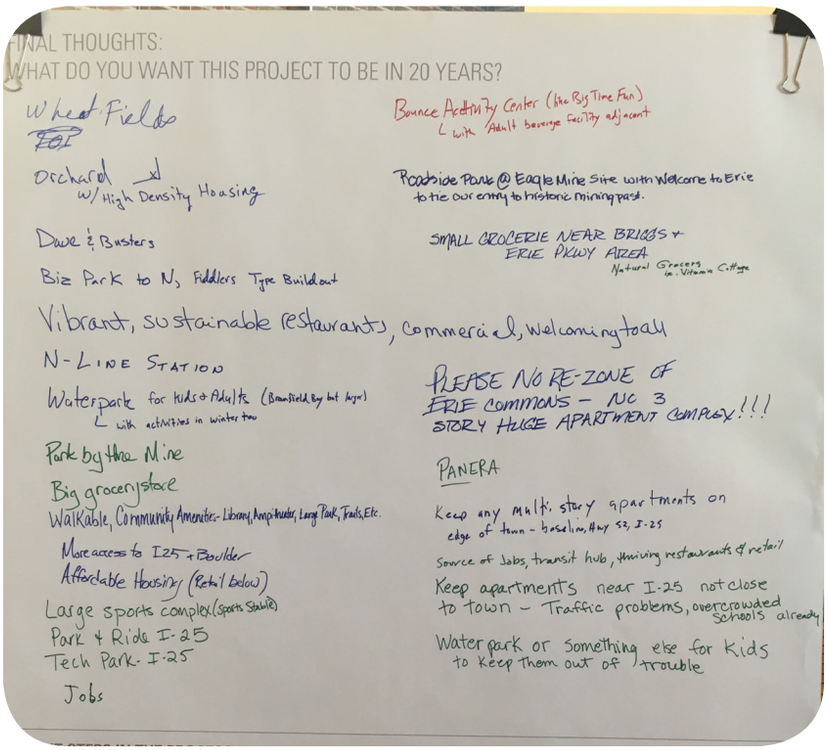
ERIE PARKWAY + I-25 PUBLIC MEETING #1: VISIONING MARCH 15, 2018
FINAL THOUGHTS - WHAT DO YOU WANT THIS PROJECT TO BE IN 20 YEARS?

WRITTEN COMMENTS ON THE BOARD

- Wheat Fields
- Orchard with high density housing
- Business Park to North, Fiddlers Green
- Vibrant, sustainable restaurants, commercial, welcoming to all
- N-Line Station
- Waterpark (with activities in winter, too) for kids and adults
- Park by the Eagle Mine site
- Walkable community amenities
- More access to I-25 and Boulder
- Affordable housing with retail below
- Large sports complex with stables
- I-25 Tech Park
- I-25 Park and Ride
- Activity Center
- Roadside Park at Eagle Mine site with 'Welcome to Erie' feature that celebrates historic mining past)
- Keep multi-story apartments on edge of town (Baseline, Hwy 52, I-25)
- Jobs

WRITTEN COMMENTS ON CARDS

- Good place to offset medium and high-densityresidential
- Bring employment and people, e.g. Smuckers inLongmont, Ikea, Amazon
- Need hotels
- Regional sports, roller derby, ice hockey
- Non-conventional retail
- Roads and increased traffic are concern
- Grocery store and restuarants
- The further you 'grow out' = more crime
- Lower incomes = more crime
- Stop growth, no more houses - need more open space
- Growth boundary
- Preserve view of mountains
- Nothing!
- Whatever happens, need to conserve water
- People want development closer to them, neardowntown, not so far away from existing residentialneighborhoods
- Help for the homeless and people who don't have food





ERIE PARKWAY + I-25 BOARD OF TRUSTEES WORK SESSION: JUNE 12, 2018
DISCUSSION

GENERAL

All Trustees generally preferred the alternatives that did not realign CR 7, expressed a desire to develop the alternative that would be better at distributing traffic internal to the site.

TRANSIT / INFRASTRUCTURE

How do we potentially plan around the idea that mass transit is planned to come in the long term, but we don't control when/how/if?

Build a framework that accommodates future mass transit, with land uses that allow flexibility to respond to the market, and encourage density. First make it a livable, desirable place so it stands on its own legs, but allows those pieces to fall in to place. Phasing will be key over the long term.

Establishing a regional bus route connection might be first step, eventually may have a stop on the commuter rail line.

Can we proceed with the plan before the commuter rail line or interchange are finalized? Don't want to foreclose on the possibility of having retail along Erie Parkway sooner.

Phasing and flexibility are key, but at the end of the day you still want it to be a vibrant destination that is walkable and as dense as the market will support. Make sure do what you do for as long as you possibly can without precluding that aspect of the plan. Could still develop the area as much as possible, keeping station area open and rail lines opoen until the point it is unavoidable. At that point you can decide about the trade-offs. This plan allows for you to phase it in; other plans or strategies would assume it doesn't happen, which would look very different from these alternatives.

Appreciate the potential benefits of mass transit, appreciate aspects of the plan that build off transit. Want to leave the door open for rail, but don't want to hang everything on it.

Ridgegate seemed to benefit from having both sides of the highway when going after its interchange. How can Erie be succesful in this without owning both sides of I-25?

While the transit sits on Erie's property, it is part of the greater system. Ridgegate wasn't the sole beneficiary of the rail going through that area, and had to rally other jurisdictions for support. It will take the same for Erie; if you feel it is valuable enough, then you will be able to garner support and start to develop relationships with other agencies and jurisdictions that will build over time.

OIL AND GAS ADJACENCY

Concerned about residential abbutting the oil and gas operations. Can we swap residential for something else or reduce the amount of housing nearby?

We will update the buffers and make appropriate land use adjustments. The northern area especially could shift toward a different land use near O&G.

DENSITY

This is one of the foremost areas for medium to high denisty development in Erie. Does this entirely depend on getting commuter rail?

No, jobs, housing variety, livability and placemaking are also key drivers of density. We are really trying to choreograph experiences for people, which make this a desirable place to be. Building height is also a key driver of both density and placemaking.

Prefer more density than some of the options show; already have an abundance of single-family housing and much more is planned or even in approvals stage.

OPEN SPACE

Love the open space corridors. If you're going to have higher density, need the place where "you can go and walk your dog." Appreciate the open space and wetland areas as attractors.

Agreed. We want to make sure they are usable, have other benefits for habitat, etc. Also, remember that we are not showing all neighborhood parks at this stage. A lot of those locations are subject to development plans and street layout.

ERIE PARKWAY + I-25 PUBLIC MEETING #2: BLOCK PARTY JUNE 15, 2018
"QUESTIONS FOR YOU"

RESPONSE NUMBERS

HOUSING









RETAIL TYPES









EMPLOYMENT









TRANSPORTATION









PARKS AND OPENSPACE









RECREATION FACILITIES









ERIE PARKWAY + I-25 PUBLIC MEETING #2: JUNE 15, 2018
WHAT TYPE OF DEVELOPMENT WOULD YOU LIKE TO SEE IN ERIE?

RECORDED COMMENTS

- Light industrial is good. Creates jobs for the town
- Refrigerated warehouses could be a great opportunity for the site
- Realigning County Line RD increases cut through traffic at Vista Ridge.
- Need a destination, something cute and attractive to draw people in.
- Recreation Center?
- Food places, Somewhere to eat out.
- Transportation, transit, trails
- More jobs, would love to be 5 minutes from work
- Lafayette has way more businesses, Erie needs that
- Oil and gas needs a bigger setback.
- Business park with integrated shopping
- Trails lacking in Erie area
- Need a light at Erie Parkway ramp
- Increase diversity
- Need a light at Erie and I-25
- Too many houses. No more housing projects
- Grocery Stores
- Would be nice to have a field to launch hot air balloons
- Erie is a small town







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WHAT TYPE OF DEVELOPMENT WOULD YOU LIKE TO SEE IN ERIE?

CARD RESPONSES

- Outdoor Pool!!
- City Pool facility
- No more houses
- Target Retail store
- Bike Parks
- No more oil wells
- Open Space
- Tennis courts
- Soccer fields
- No fracking
- Public Park?





