

**TOWN OF ERIE
PLANNING COMMISSION AGENDA ITEM
April 2, 2025**

SUBJECT: **PUBLIC HEARING: RESOLUTION P25-03**
Planned Development – Development Plan (PD-DP)
Resolution P25-03: A Resolution of the Planning Commission of the Town of Erie Recommending that the Town Council Approve the I-25 Gateway South Planned Development – Development Plan (PD-DP)

CODE REVIEW: Erie Municipal Code, Title 10

PURPOSE: Consideration of a PD-DP

DEPARTMENT: Planning and Development

PRESENTER: Harry Brennan, Senior Planner

STAFF RECOMMENDATION:

Staff finds the I-25 Gateway South PD-DP complies with the Planned Development Approval Criteria and recommends the Planning Commission adopt Resolution P25-03 recommending approval to the Town Council.

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

Applicant: Town of Erie
645 Holbrook
Erie, CO

Existing Conditions:

Zoning: AG/OS – Agricultural/Open Space

Project Size: 253 Acres

Existing Use: Undeveloped

Future Land Use: Mixed Use

Location:

Below is a map which depicts the site shaded in blue and outlined in red, in context with the surrounding area.

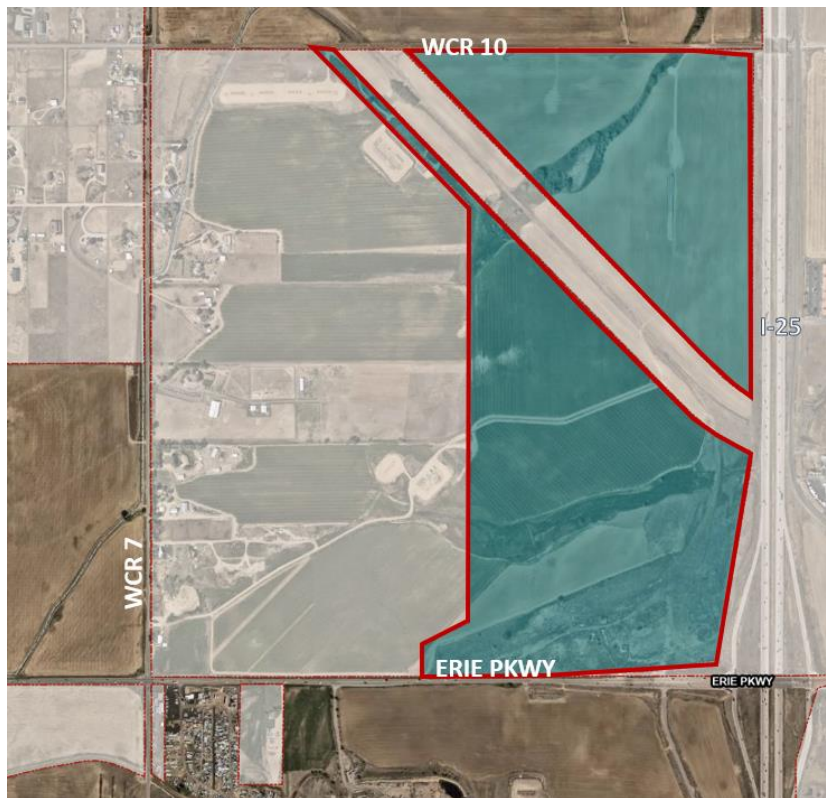


Figure 1: Location map

Adjacent Land-Use/Zoning:

	ZONING	LAND USE
NORTH	Across WCR 10 – PD, Erie Corp. Center/North Station	Mixed Use
SOUTH	Across Erie Pkwy - PD	Commercial
EAST	Across I-25 – Commercial, Industrial, and Residential (Dacono)	Commercial and Residential
WEST	Agriculture (Weld County)	Agricultural and Rural Residential

Site History and Specific Development Information:

The Erie Gateway area is located at the east end of Erie along I-25. The area encompasses approximately 1,250 acres and extends two miles along the highway. This key location and presence along I-25, coupled with the Erie Parkway interchange, makes this area an important visual marker and economic opportunity for the Town.

In recognition of the area's value and opportunity, the Town proactively acquired 253 acres on the southeastern edge of the Gateway area in December 2018, from Erie Ventures LLC and Colson & Colson Construction Co. The Town purchased this key property at the I-25/Erie Parkway interchange to catalyze development of a walkable, mixed-use employment and commercial center. Also in 2018, the Town engaged Design Workshop to develop the Erie Gateway Developer Book, establishing an initial vision and land use plan based on community engagement. The visioning efforts extended beyond

the Town's property to include the broader Erie Gateway area bounded by Weld County Road 12 on the north, I-25 on the east, Erie Parkway on the south, and Weld County Road 10 to the west, representing approximately 1,250 acres of property in the Town of Erie and unincorporated Weld County.

In July 2022, Town staff initiated an intensive planning process for the I-25 Erie Gateway site to articulate the vision with a new Planned Development (PD) district, hiring Torti Gallas + Partners, Inc. to prepare the PD document. The planning area covered by the PD includes the 640-acre footprint of "Erie Gateway – South" (provided below), between Weld County Road 10 and Erie Parkway to the north and south, and Weld County Road 7 and I-25 to the west and east, the southern half of the "I-25 Erie Gateway" site studied by Design Workshop, excluding the 600-acre property to the north, privately owned by Community Development Group of Erie ("CDG").

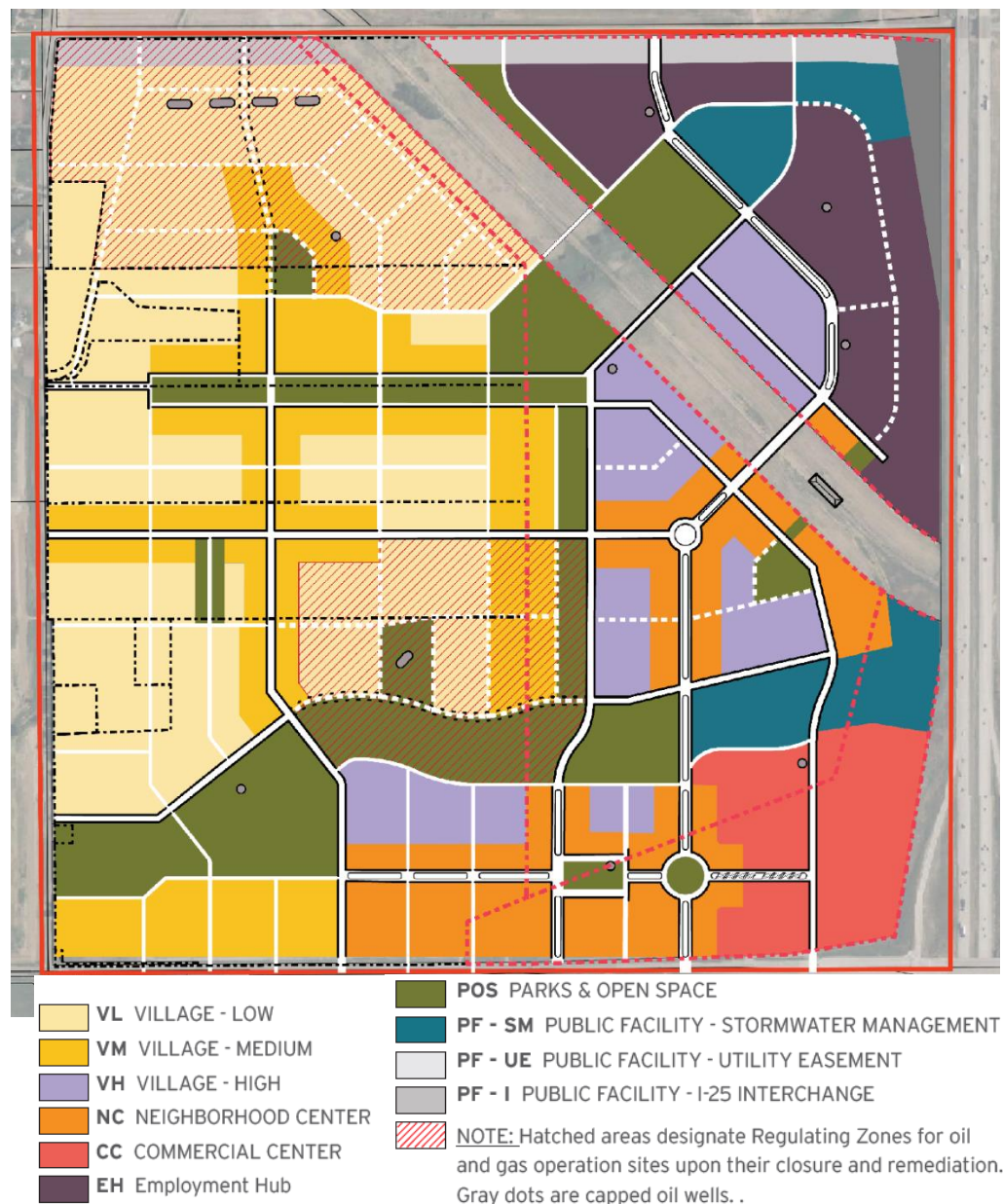


Figure 2: Overall Concept Plan

The larger footprint of the planning area ensures the land uses, streets, parks, and open space connections are consistent with the Town's vision, Elevate Erie Comprehensive Plan, Transportation and Mobility Plan, and Parks, Recreation, Open Space, and Trails Plan (PROST) among others. The continuity of these elements is essential to address at the larger scale to set the stage for holistic, connected development in the future. Street and trail connections, open space networks, and regional drainage are planned across the 640-acre area. When approved, the PD district will govern the 253-acre Town-owned property (shown below). Other property owners within the full planning area may choose to annex into the Town and include their properties in the Town's current entitlement process or may apply the PD at any time if they should choose to develop in the future.

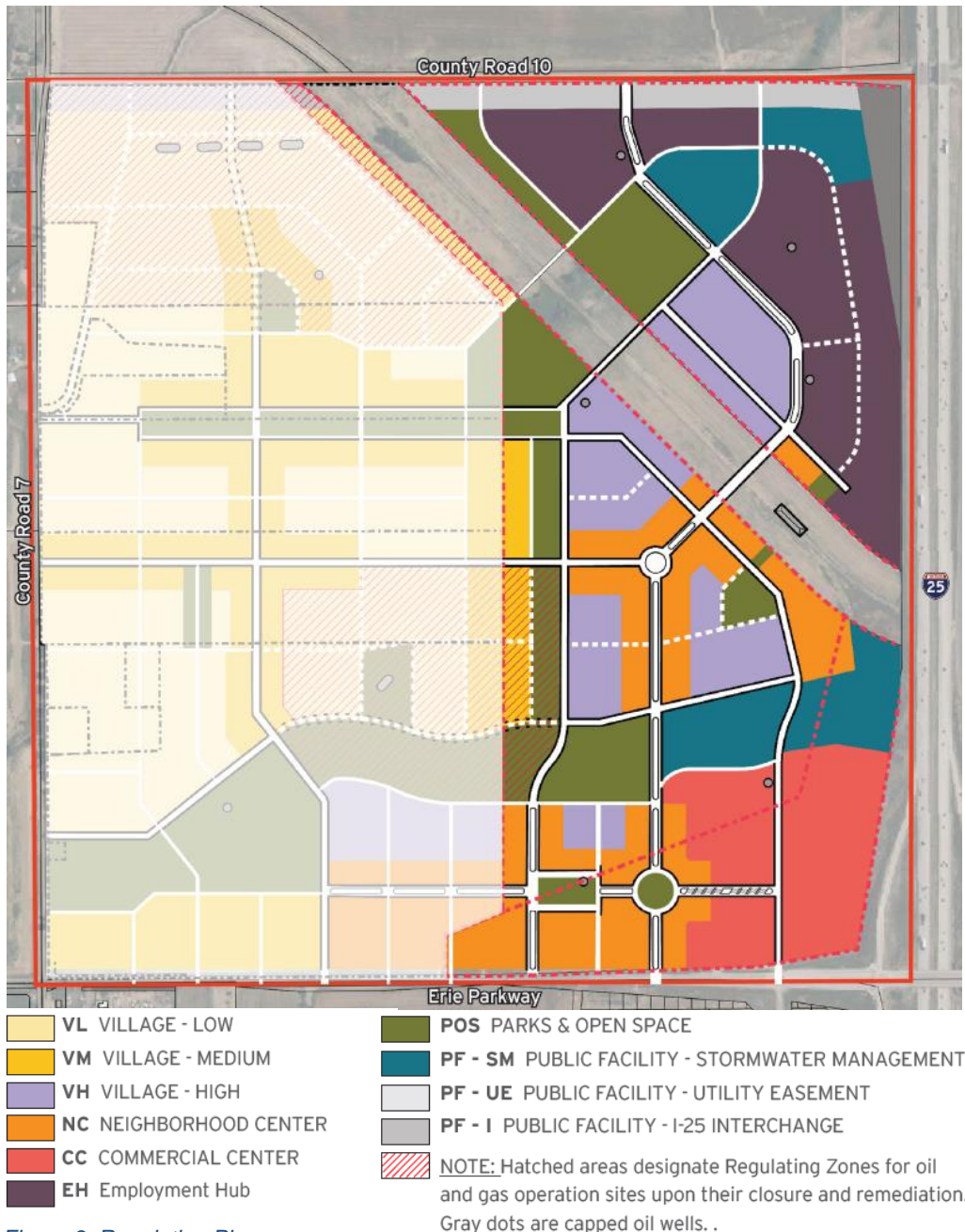


Figure 3: Regulating Plan

In September 2022, the Town's project team began meeting individually with property owners to confirm an overall vision, talk about future development opportunities and interest, and discuss opportunities to participate in an Urban Renewal Plan Area (URA). Property owners were also queried over their interest in joining the Town's PD process, which would include a petition for annexation of their property and inclusion in the PD. Staff hosted an informational meeting with planning area property owners on Sept. 14, 2022, followed by outreach with individual owners by the project team. A second broader informational meeting was held on Oct. 5, 2023; to share the draft plan and land uses for the area. Following this meeting, a second round of individual meetings with property owners was conducted, along with follow-up communication. Town staff contacted every property owner within the study area, and nearly every owner engaged in discussions.

Staff are working with existing property owners in the surrounding area, including residents in unincorporated Carlson Estates to the west, and owners of larger properties including North Station/CDG to the north and North Westerly/Southern Land to the west. This outreach included community and individual conversations on Oct. 24, 2024 (summary provided as an attachment).

Regulating Zones and Development Standards

The PD-DP proposes three residential districts, two mixed use districts, and an employment district. The zones densities, Floor to Area Ratio (FAR), and Building Heights are summarized below.

Table 1: Density/Intensity and Building Height by Regulating Zone

<i>Regulating Zone</i>	<i>Density</i>	<i>FAR</i>	<i>Max Building Height</i>
<i>Village Low</i>	2 to 8 du/ac	n/a	2 stories
<i>Village Medium</i>	8 to 18 du/ac	n/a	3 stories
<i>Village High</i>	18 to 30 du/ac	n/a	5 stories
<i>Neighborhood Center</i>	30 du/ac min	n/a	7 stories
<i>Commercial Center</i>	60 du/ac min	0.25 min	8 stories
<i>Employment Hub</i>	60 du/ac max	n/a	6 stories

Uses permitted by-right, and those requiring special review are outlined in Chapter 3 of the PD-DP.

To provide for a variety of uses and household types and to create a walkable environment the development standards proposed by the I-25 Gateway PD-DP specify building type by regulating zones. These standards intend to articulate development form and avoid monotonous, block-like building designs in favor of more varied building designs with reduced bulk at the upper stories. Once a particular building type is selected, development must adhere to the type-specific standards and guidelines, including lot

width, pedestrian access, parking, outdoor space, landscape, frontage types, building massing, and in some cases, maximum width, all specified in Chapter 4. The following table illustrates the allowed Building Types by Regulating Zone.

Table 2: Building Types allowed by Regulating Zone

Building Type	Village Low	Village Medium	Village High	Neighborhood Center	Commercial Center	Employment Hub
Single Family Dwelling	P	P				
Rowhouse		P	P	P		
Attached Single Family Dwelling		P	P	P	P	
Manufactured Home	P					
Flex Loft		P	P	P	P	P
Multi-Family Plex	P	P	P			
Walk-Up Dwelling			P	P	P	P
Bungalow Court	P	P	P	P		
Urban Block			P	P	P	P
Large Format – Type 1				P	P	P
Large Format – Type II					P	P
Flex Block	P	P	P	P	P	P
Flex Shed	P				P	P
Fuel Station					P	P

Though each regulating zone specifies maximum building heights, these are further modified in each district depending on building type, but do not exceed the maximum building heights. For example, in Village Low the max building height is two stories, but for building types of Flex Shed and Bungalow Court max building height is limited to one story. The building types and heights are specified for each regulating zone in Chapter 4, Table B.

In addition to building types, the PD-DP specifies Frontage Types in Chapter 5, Section 19 of the PD-DP. Frontage Types specify dimensional standards as well as entries, paving and landscaping, and furnishings (when applicable). An overview of permitted

Frontage Types by Building Type is provided below.

Building Type	Yard / Porch	Stoop	Fence and Hedge	Front-Loaded Garage	Residential Terrace	Commercial Terrace	Shopfront	Industrial Shop
Single Family Dwelling	P	P		P	P			
Rowhouse	P	P			P			
Attached Single Family Dwelling	P	P			P			
Manufactured Home	P	P						
Flex Loft		P				P	P	
Multi-Family Plex	P	P						
Walk-Up Dwelling	P	P						
Bungalow Court	P	P						
Urban Block		P				P	P	P
Large Format – Type 1						P	P	
Large Format – Type II						P	P	
Flex Block						P	P	
Flex Shed						P	P	
Fuel Station							P	

Figure 4: Permitted Frontage Type by Building Type

Other Development Standards

Chapter 5 of the PD-DP outlines, in addition to building and frontage types, architectural standards, outdoor lighting, setback exceptions, and landscaping regulations.

Street Network

Chapter 6 of the PD-DP contains regulations regarding streets. The PD-DP outlines 'framework' streets, meaning those whose alignment should generally follow what is shown on the Street Network Plan to ensure connectivity and traffic flows. Framework streets are shown as solid lines on the Street Network Plan, while undesignated network streets are shown as dashed lines (see figure on following page).

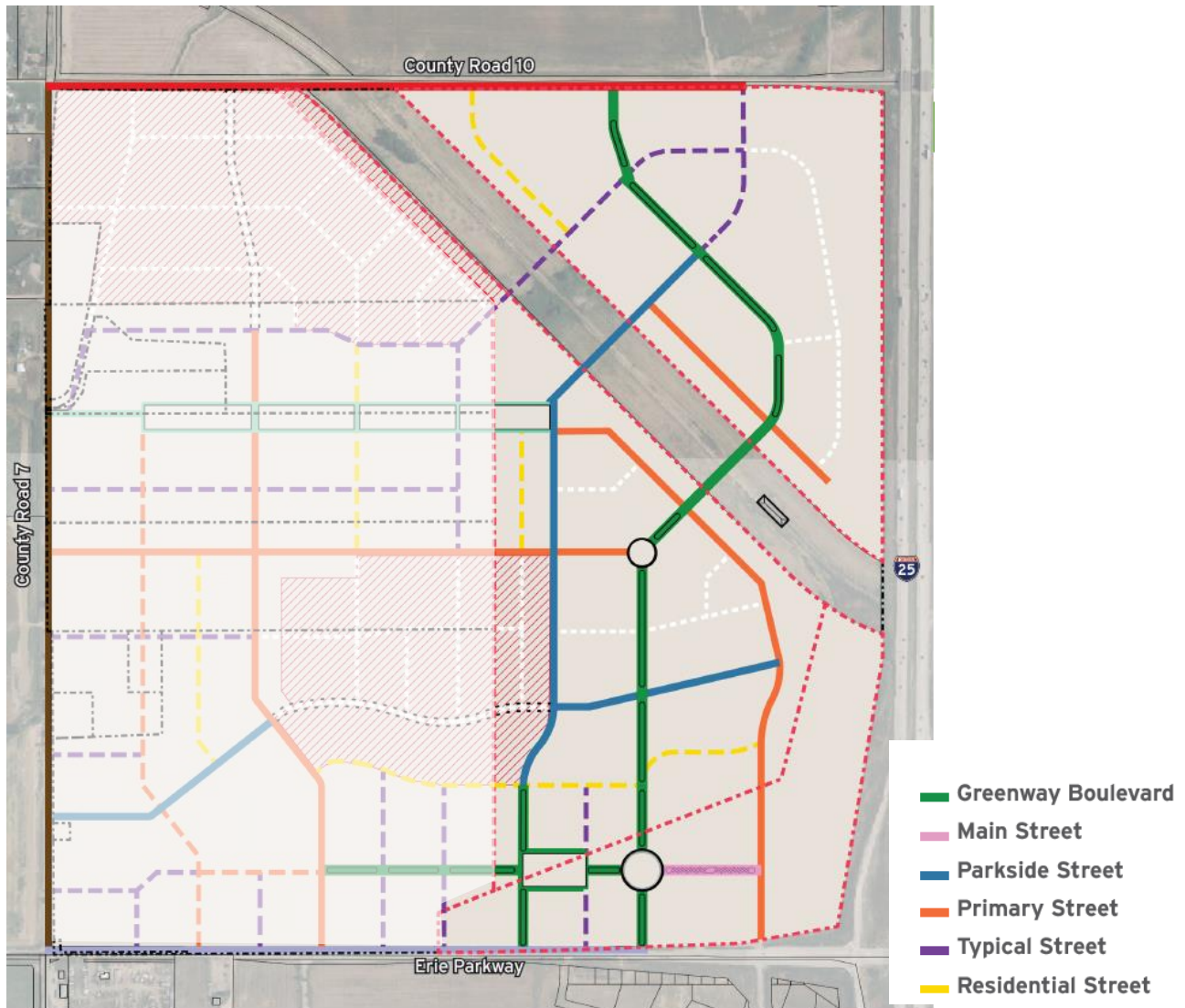


Figure 5: Street Network Plan

Street sections are provided within the PD-DP for roadways within the subject site, and Erie Parkway. Interior street typologies are: Greenway Boulevard, Main Street, Parkside Street, Primary Street, Typical Street, and Residential Street. The street sections specify overall right-of-way dimensions, pedestrian zones, parkway or furnishing zones, bicycle facilities and additional standards such as outdoor dining.

Trails, Parks, and Open Space

Chapter 8 details civic and public space network standards including parks, open space and trail corridors. The PD-DP contemplates trails with connections beyond the subject property and to the regional trail system. These connect to planned parks and open spaces on site. Safe crossings and/or underpasses will be provided at intersections of Multi-Use Regional Trails and multi-modal corridors in accordance with the Town of Erie Transportation and Mobility Plan.

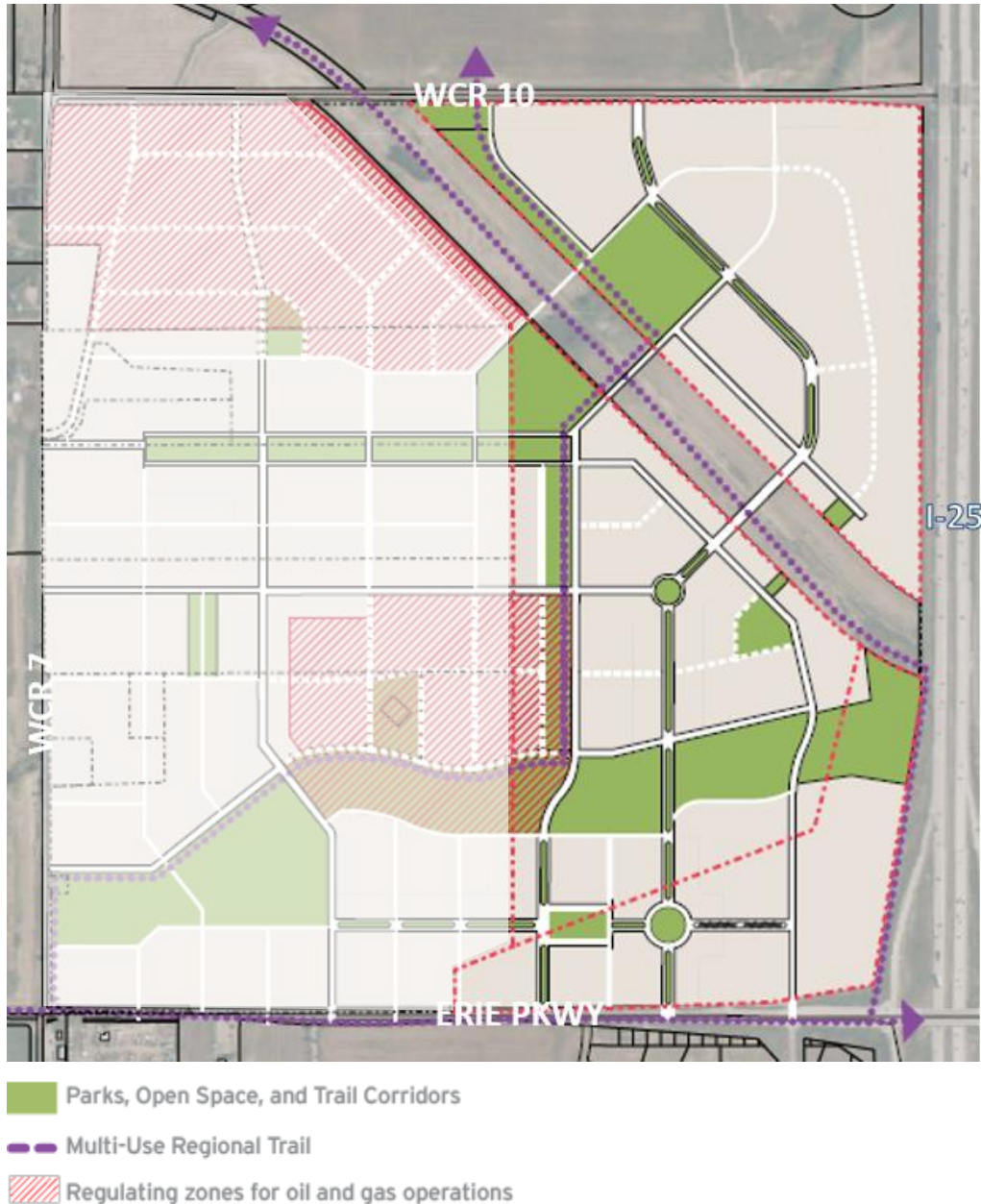


Figure 6: Civic and Public Space Network Plan

Signs

Chapter 9 of the PD-DP regulates signs. Permitted signs by Regulating Zone are summarized below. The table below notes if a sign type is permitted with a checkmark, and 'P' indicates that a sign permit would be required.

Table 3: Permitted Signs

Sign Type	REGULATING ZONE						Maximum Allowed	Maximum Area	Illumination Allowed	Subject to Maximum Wall Sign Allowance
	VL	VM	VH	NC	CC	EH				
Permanent Signs										
Awning Signs	-	✓	✓ (P)	✓ (P)	✓ (P)	✓ (P)	1 per Awning face	40% of Awning face	No	Yes
Canopy Signs	-	✓ (P)	✓ (P)	✓ (P)	✓ (P)	✓ (P)	1 per Canopy face	20% of Canopy face, or 15 sq, whichever is less	Yes	Yes
Window Signs	✓	✓	✓	✓	✓	✓	Limited to Maximum Area	10% of Door or Window	No	No
Mural	✓ (P)	✓ (P)	✓ (P)	✓ (P)	✓ (P)	✓ (P)	Limited to Maximum Area	75% of eligible building facade	No	No
Projecting Signs	-	✓ (P)	✓ (P)	✓ (P)	✓ (P)	✓ (P)	1 per tenant entry, not to exceed 2 per tenant	9 sf per sign	Yes	Yes
Freestanding Signs	-	-	-	-	-	✓ (P)	1 per drive entry, not to exceed 2 per street frontage	32 sf per sign	No	No
Wall Signs	-	-	✓ (P)	✓ (P)	✓ (P)	✓ (P)	1 per tenant per frontage	50 sf	Yes	N/A
Temporary Signs										
Fabric Signs	✓ (P)	✓ (P)	✓ (P)	✓ (P)	✓ (P)	✓ (P)	1 per tenant	32 sf	No	N/A
Sandwich Board Signs	✓	✓	✓	✓	✓	✓	1 per tenant	12 sf	No	N/A
Site Signs	✓	✓	✓	✓	✓	✓	1 per street frontage	32 sf	No	N/A
Temporary Window Sign	✓	✓	✓	✓	✓	✓	Limited to Maximum Area	25% of Door or Window	No	N/A

URA & Infrastructure Financing

On Aug. 13, 2024, the Town Council adopted the new Erie Gateway Phase 1 Urban Renewal Plan Area (URA) for the northernmost part of the I-25 Erie Gateway development area as well as several properties to the west and north. The Phase I URA encompasses 1,100 acres and 536 parcels within the Town of Erie, south of Highway 52 and north of WCR-10. The Phase 1 URA will allow TOEURA to use tax increment financing (TIF) to remediate existing blighting conditions and extend necessary infrastructure to facilitate the development of this area. The envisioned uses in the Phase I URA area include residential, employment, entertainment and affordable housing opportunities.

This work involved completing required planning documents with Pioneer Development Company (PDC), including a Conditions Survey, Plan Document, and Impact Report, and negotiating terms for tax increment revenue sharing with each of the underlying taxing districts. Based on the Phase 1 URA Plan and Impact Report, and per the executed agreements with each taxing district, future development in the Gateway area may include approximately 3,000 new residential units and 680,000 sq. ft. of new commercial space, generating up to \$180 million in property tax and sales tax increment (TIF) to be captured by TOEURA over 25 years.

The Erie Gateway Phase 1 URA is the first phase in a likely series of phases along I-25 to continue efforts to remediate blight and extend infrastructure from WCR-7 east to I-25, and from I-25 south to Erie Parkway, providing necessary utilities to the full I-25 Erie Gateway corridor. Town staff presented initial documents to the TOEURA Board of Commissioners for a larger survey area in May 2023, but ultimately received direction and support for individual smaller phases (such as the approved Phase 1) to activate development over time and maximize the use of tax increment financing (TIF) available by TOEURA over 25 years.

In May 2024, staff completed preliminary work with its consultants, Burns & McDonnell, to provide updated construction cost estimates for the sanitary sewer transmission line to serve the I-25 Erie Gateway development area. This work is estimated to be completed in three phases, including Summerfield (under construction), WCR-7 to I-25, and I-25 to Erie Parkway, with a new lift station along I-25, for an estimated cost of \$30.6 million (2024 dollars). The new Phase 1 URA, and future phases, may be available to help support these costs.

Future Required Applications:

The development review process is modeled after the Town Center PD. Development of the subject site will include platting and Site Plan applications. The approval standards included in the PD-DP exempt developments from sketch plan and preliminary plat requirements. Additionally, Site Plans and Site Plan Amendments are administratively approved, meaning that no public hearings would be required for future site plans if projects are in compliance with the uses and standards of the PD.

Compliance with Town of Erie Comprehensive Plan:

The Comprehensive Plan's Future Land Use Plan Map designates this site Mixed Use Neighborhood and Mixed Use Village. These designations contemplate shopping, residences, entertainment, and services within a walkable environment. Mixed Use Neighborhood density guidance of 6 to 12 dwelling units per acre, and Village at 12 to 30 dwelling units per acre.

The subject site is outlined in black, below.

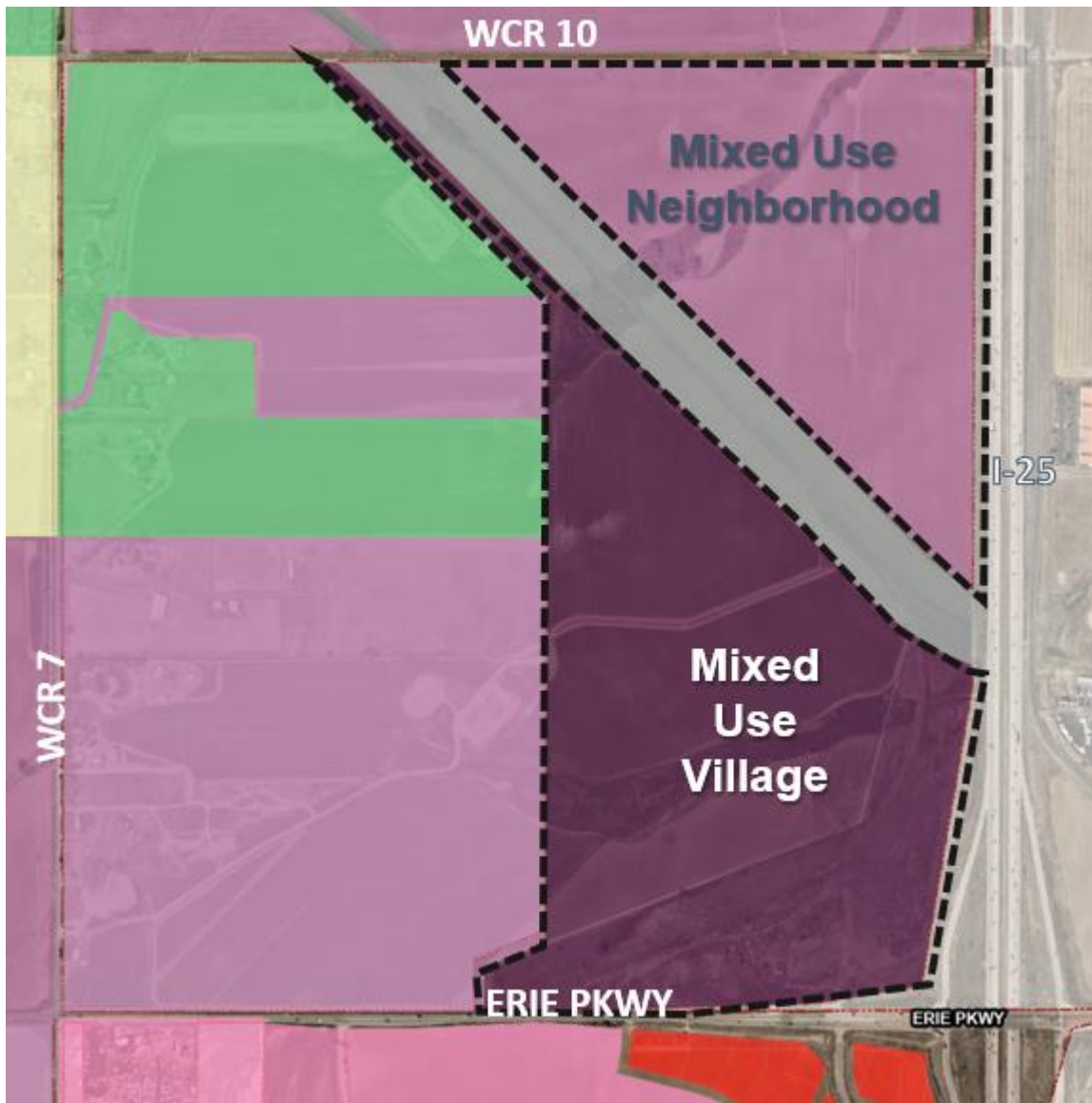


Figure 7: Future Land Use Map

Town of Erie Zoning Map:

The subject property is zoned Agricultural/Open Space (AG-OS). The property is outlined in black on the zoning map, below. The AG-OS zoning district allows limited uses.



Figure 8: Zoning map (March 2025)

STAFF REVIEW AND ANALYSIS

Staff reviewed the I-25 Gateway South PD-DP for conformance with Municipal Code, Title 10, UDC Section 10-7-20 Approval Criteria. Staff finds the PD in compliance with the Approval Criteria as listed below.

- a. The PD is generally consistent with the purpose of the PD zone district as set forth in UDC sections 10-2-5 and 10-7-6.

Staff: The I-25 Gateway South PD is consistent with the purpose of the PD zone

district. The PD will create benefits by unifying the area under one set of development standards and will contribute to the overall design within the I-25 Gateway area to execute the community's vision.

- b. The modification to the UDC regulations is based on creative and innovative design and amenities incorporated in the PD zone district that could not otherwise be achieved through other standard zone districts or through another modification processes such as alternative equivalent compliance in UDC subsection 10-6-1 C.

Staff: The PD creates a mix of housing types, and neighborhood design that would not be possible without the modifications to the UDC regulations. The alternative equivalent compliance process would be inefficient and insufficient to accomplish the community's vision for the Gateway area.

- c. The PD zone district will promote the public health, safety, and general welfare.

Staff: This PD Amendment promotes health, safety, and welfare by requiring an overall level of design consistency.

- d. The PD zone district is generally consistent with the town's comprehensive plan; transportation master plan; parks, recreation, open space, and trails master plan, and other pertinent town plan and policy documents.

Staff: The Future Land Use Map in the Town's Comprehensive Plan designates the site as Mixed Use Neighborhood and Mixed Use Village. The regulating zones and development standards within the proposed PD meet the intent of these land use designations.

- e. Adequate and sufficient public safety, utility facilities and services, recreation facilities, parks, open space, and schools are available to serve the property, while maintaining sufficient levels of service to existing development.

Staff: With the URA extension of utilities to this northeast area of Erie will be possible. And the PD-DP plans for recreation facilities, parks, and open spaces in the Civic and Public Spaces Plan.

- f. The PD zone district provides adequate vehicular circulation and parking facilities in terms of traffic volumes, convenience, safety, access, screening and noise.

Staff: The application provides for adequate traffic circulation, safety, parking, and convenience.

- g. A pedestrian and bicycle circulation system that provides connections to adjacent properties, existing and future trails, parks, open space, recreational facilities, schools, and other places of public gathering.

Staff: The PD-DP plans for recreation facilities, parks, and open spaces in the Civic and Public Spaces Plan and street sections delineate bicycle and pedestrian facilities..

- h. The PD zone district is not likely to result in significant adverse impacts to the natural environment, and significant scenic and historic features.

Staff: The PD Amendment will not result in significant adverse impacts to the natural environment or significant scenic/historic features.

- i. The PD zone district will not result in significant adverse impacts on properties in the vicinity of the PD zone district, or such impacts will be substantially mitigated.

Staff: The PD Amendment will not result in significant adverse impacts on properties in the vicinity of the project.

- j. Proposed uses will be compatible in scale with uses on properties in the vicinity of the PD zone district.

Staff: Uses proposed in this application are compatible and consistent with the surrounding area.

- k. The residential areas of a PD zone district allocate a variety of housing types and densities appropriate to the size of the residential development area.

Staff: The Building Types in the PD-DP provide a variety of housing types from single family dwelling, rowhouse, attached single family dwelling, manufactured home, flex loft, multi-family plex, bungalow court, and walk-up dwelling. The Regulating Zones provide a variety of densities from 2 du/acre to 60 du/acre.

- l. Visual relief is provided through building placement, shortened or interrupted street vistas, visual access to open space, parks, and other design methods.

Staff: Visual relief and interest will be provided through design standards and through parks, open space, and landscaping as well as the frontage regulations and maximum allowed footprint per story by building type.

- m. The modifications permitted in the PD zone district have been made in exchange for greater public benefits that would not have otherwise be achieved through development under another zone district.

Staff: The PD-DP will allow the proposed development to be built in a manner that will be visually compatible and realize the community's vision for the I-25 Gateway site.

NEIGHBORHOOD MEETING

As required by the Municipal Code, a Neighborhood Meeting was held on October 24, 2024. The required notice for the Neighborhood Meeting was provided. The summary and notice information are attached.

PUBLIC NOTICE

Notice of this Public Hearing has been provided as follows:

Published in the Colorado Hometown Weekly:	3/12/25
Property Posted:	3/14/25
Letters to adjacent property owners within 500':	3/14/25