

From: [Chris LaRue](#)
To: ["Ted Harberg"](#)
Cc: [Lynn Merwin](#); [Katie Allen](#); [cmocrew](#)
Subject: RE: 3rd Referral Review - ZON2025-00005 Sierra Vista Rezoning & SUB2025-00006 Sierra Vista Minor Subdivision
Date: Wednesday, February 25, 2026 4:53:00 PM
Attachments: [image001.png](#)
[image002.png](#)
[2. Avigation Review.pdf](#)
[3. Erie Airport - Manager Correspondence.pdf](#)

Hello Ted:

Thanks for sharing the letter from the City. The applicants wanted to make sure you received the attached two documents to see if that had any impact on Broomfield's comments.

Thank you, and we look forward to hearing from you.

Chris LaRue | Principal Planner

Planning & Development



Town of Erie
645 Holbrook Street | P.O. Box 750 | Erie, CO
80516
Phone: 720-745-1030
www.erieco.gov | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

From: Ted Harberg <ttharberg@broomfield.org>
Sent: Friday, January 16, 2026 2:25 PM
To: Development Referral <developmentreferral@erieco.gov>
Cc: Lynn Merwin <lmerwin@broomfield.org>; Katie Allen <kallen@broomfield.org>; cmocrew <CMOCrew@broomfield.org>
Subject: Fwd: 3rd Referral Review - ZON2025-00005 Sierra Vista Rezoning & SUB2025-00006 Sierra Vista Minor Subdivision

External Email: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Please see the attached comment letter from Broomfield regarding the 3rd Referral Review for ZON2025-00005 Sierra Vista Rezoning & SUB2025-00006 Sierra Vista Minor Subdivision.

Will you also please confirm that no public hearings have yet been scheduled for this application?

Thank you,

Ted Harberg
Senior Planner, AICP
City and County of Broomfield
Direct: 303-438-6362

[Planning Division web page](#)

Applications are now open for the City and County of Broomfield Boards and Commissions. [Learn more or apply today!](#) Applications close Jan. 30.

Please visit the [Broomfield Community Development Department](#) web page or [Broomfield.org/FindMyService](#) to view ways to access all Broomfield City and County services.

----- Forwarded message -----

From: **Melinda Helmer** <mhelmer@erieco.gov>

Date: Tue, Dec 23, 2025 at 12:52 PM

Subject: 3rd Referral Review - ZON2025-00005 Sierra Vista Rezoning & SUB2025-00006 Sierra Vista Minor Subdivision

To: john@coloradols.com <john@coloradols.com>, Timothy Bilobran - CDOT <timothy.bilobran@state.co.us>, Kloska - CDOT, Jeff <jeff.kloska@state.co.us>, Bradley Sheehan - CDOT <bradley.sheehan@state.co.us>, planningapps@broomfield.org <planningapps@broomfield.org>

Cc: Chris LaRue <clarue@erieco.gov>

Good afternoon,

Please see the link for 3rd Referral Review submittal documents on the above noted projects:

Rezoning: <https://portal.laserfiche.com/Portal/Browse.aspx?id=328398&repo=r-a69d230a>

Minor Subdivision: <https://portal.laserfiche.com/Portal/Browse.aspx?id=304795&repo=r-a69d230a>

Referral comments are due back by January 20, 2026. Staff DRT is scheduled for January 22, 2026.

Please forward referral comments to developmentreferral@erieco.gov

Please let me know if you have any questions.

Regards,



Melinda Helmer, CMC | Business Operations Coordinator

Town of Erie | Planning & Development

645 Holbrook Street | P.O. Box 750 | Erie, CO 80516

Cell: 720-745-1062

<https://www.erieco.gov/108/Planning-Development> | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

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To unsubscribe from this group and stop receiving emails from it, send an email to PlanningApps+unsubscribe@broomfield.org.

To view this discussion visit

<https://groups.google.com/a/broomfield.org/d/msgid/PlanningApps/SA9PR09MB601542BF64866D9B905C9633CBB5A%40SA9PR09MB6015.namprd09.prod.outlook.com>.



October 16, 2025

Blake Carlson
BC Land, LCC
Broomfield, CO 80023

Subject: Sierra Vista Rezoning

We are writing to provide clarification regarding the recent recommendations to protect the property within the Runway Protection Zone (RPZ) and non-precision approach surfaces associated with Erie Municipal Airport, specifically land between the south end of Runway 15-33 and State Highway 7 adjacent to your proposed development.


This recommendation is provided solely to enhance safety and ensure compliance with Federal Aviation Administration (FAA) guidelines concerning land use compatibility. The RPZ and approach surfaces are critical safety buffers designed to protect people and property on the ground in the event of an aircraft overrun or undershoot during landing or takeoff. This is best achieved through restricting development and use.

There are no expectations that increases in air traffic, or changes in the airport's operational footprint will be induced as a result of this rezoning. The portion of the property that is being proposed as Airport (AP) zoning is compatible with FAA guidelines and must be maintained in accordance with FAA standards for RPZ land use and approach protection, which prohibit structures, public gatherings, and other incompatible uses within the safety zone. We wish to emphasize that this recommendation is not in support any expansion of airport operations or activities.

This measure is strictly precautionary and reflects efforts to protect public safety and responsible airport stewardship. Should you have any questions or require further documentation, please feel free to contact me at 303-275-8030 or Jeremy.Lee@meadhunt.com.

Sincerely,

MEAD & HUNT, Inc.



Jeremy K. Lee, PE
Project Manager

From: [Blake Carlson](#)
To: [Beccah Bailey](#); [Heidi Majerik](#)
Subject: Erie Airport - Manager
Date: Wednesday, October 29, 2025 7:16:41 PM

Blake -

Just a follow up to the conversation you and I had recently regarding your property located southeast of the Erie Municipal airport bordered by highway 7 and Bonanza drive.

As we discussed the airport already has an easement on the western portion of your property that protects the airspace off the approach end to runway 34. This area is referred to as the RPZ (Runway Protection Zone). Provided your development doesn't violate the easements already in place to protect the RPZ there would be no changes in the way aircraft operate in that area. Additionally there would be no change in the airport aircraft traffic pattern and no change to the approach and departure corridor reserved for aircraft landing to the north and departing to the south off the main runway.

The opportunity for the Town of Erie to potentially own the western portion of your parcel of land including the area where the RPZ exists would have a significantly positive impact on the Erie Municipal Airport.

Owning the portion of property that is within the RPZ area vs controlling it as we do now with easements would solidify the airports ability to protect the RPZ. The FAA has always preferred we own these safety area vs controlling them with easements although this is not always possible. Any other portion of the land that the Airport could potentially acquire that is not currently reserved for the RPZ, long term could potentially be developed in the future for aircraft hangars or some other airport use. Of the property available for development on and around the airport it's my opinion that the western portion of your property is the most challenging given the steep grade and amount of dirt work necessary to make the site buildable. As for any concerns about additional hangar development significantly impacting/increasing overall airport operations I do not believe the data will support that. We have recently installed aircraft tracking software that provides data on number and type of aircraft operations. We have only been collecting data for approximately 4 months and the data is already showing what I have always suspected, that the majority of the operations (takeoffs and landings) are flight school aircraft performing flight training activities from Erie and the majority coming from surrounding airports. Privately owned recreational aircraft based at the Erie airport tend to have a minimal impact on overall operations and over the coming months we will have tangible data to actually compare based vs non based and recreational vs flight training operations.

Lastly as we discussed, any structures built on your property will be required to have an FAA obstruction evaluation/Airport Airspace Analysis to ensure these structures do not present a hazard to navigable airspace. This is standard for construction near airports.

I hope this information is helpful. Please do not hesitate to contact me with any additional questions/concerns.

Regards,

Jason Hurd
Airport Manager - Erie Municipal Airport.



Sierra Vista – Rezoning with Minor Subdivision 1st Review

Planning & Development

To: Beccah Bailey, Norris Design
From: Aly Burkhalter, Senior Planner
Date: August 21, 2025
Re: ZON2025-00005 Sierra Vista Rezoning

Planning Division Comments

The Planning Division has reviewed the applications for the Sierra Vista Rezoning concurrent with Minor Subdivision for conformance with Municipal Code, Title 10. A Minor Subdivision land use application is required with this rezoning as no lot shall be divided by a zone district boundary line per UDC 10-5-4.D.4. Comments for both the rezoning and minor subdivision application are contained within this memo. Other Town staff and outside referral agency comments can be found in eTRAKIT project portal under Reviews and found in Attachments. Referral comments received by the Town after the date of this memo shall be uploaded in eTRAKIT.

The next step for the application is revision and resubmittal for another referral and Development Review Team review. Please make the appropriate revisions to the application materials and provide written response to address each written comment from the Town staff and referral agencies. All resubmittals shall be submitted via eTRAKIT.

Rezoning Comments

These comments are organized by submittal requirement. All submittal requirements are listed for record keeping and may not require revision or response. Please provide written response to all comments in red.

- 1) **Land Use Application** – Provided.
 - a) **Please update Land Use Application Project Description:** “and +/-5.9 ACRES FROM COMMUNITY COMMERCIAL TO COMMUNITY MIXED USE”
 - b) **Please update Development Review Fees to “All Other Zoning/Rezoning” as you are not requesting Planned Development (PD) zoning.**
- 2) **Pre-Application Meeting** notes and comments. – Provided.
- 3) **Application fee** – Paid online
- 4) **Proof of ownership** – provided a Title Commitment dated 2/6/2025. Staff waived that the title was older than 30 days.
- 5) **Letter of authorization** - Provided
- 6) **Copies of any special agreements** – Applicant did not provide. Staff acquired via reception numbers provided with the Title Commitment
 - a) **Annexation Agreement:** Staff reviewed the Annexation and did not find anything to impact the Rezoning application.
 - b) **Avigation easement:** The avigation easement does have rights to limit structures which is not dictated within the Rezoning or dimensional standards of the proposed zone districts.
 - c) Metro District: Record of Dissolution on 6/10/2019 (Reception #4496042)
- 7) **Written narrative**, describing the proposed development which at a minimum provides the following information:

- a) General project concept and purpose of the request – provided
 - b) Proposed development time-line – **please provide**
 - c) How the proposal relates to the existing land-use of the subject property and the zoning and land-use of adjacent properties, including statements describing areas of compatibility and conflict and the mitigation measures utilized – **Please describe areas of compatibility and conflict and the mitigation measures utilized for each of the adjacent land uses listed. Include this in an updated Written Narrativr.**
 - Airport to the west
 - Rural Residential to the north
 - Planned Development to the east
 - City of Broomfield, Planned Unit Development to the south
 - d) How the proposal complies with the Town's Comprehensive Plan and rezoning approval criteria – provided
 - e) A description regarding the status of mineral rights and the substance of any existing or proposed covenants, special conditions, grants of easements, or other restrictions applying to the proposed subdivision – **please provide**
- 8) ALTA/ASCM Land Title Survey – provided
- 10) Zoning Map shall be prepared by or under the supervision of a registered professional land surveyor licensed with the State of Colorado for recording in the office of the County Clerk and Recorder. The zoning map shall contain the following information:
- a) A title block (both sheets) shall provide:
 - i) **total acreage**
 - ii) **number ZON2025-00005**
 - b) A block in the lower right hand corner shall include:
 - i) **revision date chronology (both sheets)**
 - ii) **north arrow designated as true north (sheet 2)**
 - iii) **written and graphic scale (sheet 2)**
 - c) For subdivided land, label all property lines with bearings, distance, curve data and lot/block numbers as shown on the final plat; **→ See Zone Map redlines**
 - d) For proposals requesting multiple zone districts, label all zone district boundary lines with bearing, distance and curve data – provided
 - e) A scaled vicinity map that depicts the area around the proposal within a 1-mile radius – provided
 - f) A written legal description for subdivided property or a written metes and bounds description of the site's boundary for unsubdivided property – provided
 - g) A written legal description for each zone district indicated on the map – provided
 - h) Depict existing subdivision lot lines or metes and bounds property lines and rights-of-way within 100' of the proposal. Said information for adjacent properties shall be screened back **→ Please screen back adjacent property information**
 - i) Identify the land use and zone district information of all adjacent property. When an adjacent property is not within the Town's boundary, the respective jurisdictions' land use and zone district information shall be identified – provided
 - j) **Please update to Town Council Approval Certificate**
- TOWN COUNCIL APPROVAL CERTIFICATE**
 THIS ZONING MAP IS TO BE KNOWN AS THE " _____"
 ZONING MAP" AND IS APPROVED AND ACCEPTED BY ORDINANCE NO. _____,
 PASSED AND ADOPTED OF ERIE, COLORADO, HELD ON _____
 _____, 20____.
- _____

MAYOR

ATTEST

TOWN CLERK

- 11) Concept Plan shall be prepared on 24" x 36" sheet size at a scale no greater than 1" = 200'. The Concept Plan shall show the general location of proposed streets, lots, tracts, parks, open space, trails, drainage facilities and existing and proposed oil/gas wells and their associated setbacks – provided
 - a) Scale is greater than 1" = 200' and staff waives that requirement at this time.
 - b) Please add label or legend to indicate dashed lines are proposed streets
 - c) Please provide zone district boundaries on concept plan
 - d) The CMU zone district shall be subject to UDC 10-6-8.B. and Table 6.8-1, which requires a minimum 3 principal uses (residential, office, commercial and public/institutional use groups). Each required principal use shall occupy a minimum of 25 percent of the gross floor area of the entire CMU or NMU district development area. → please indicate on the Concept Plan how you intend to meet this criteria.
 - i) Please include maximum residential density to coordinate with TIA
 - ii) Please include maximum gross floor area to coordinate with TIA
- 12) Development Reports/Studies:
 - a) An Assessment of Impact Report, detailing the impact the proposed development may have on Town, County, Special District, and utility facilities and services, including but not limited to:
 - i) water and wastewater → Explanation is insufficient. Please provide more information. Incorrectly references Comp Plan designation of LDR.
 - ii) open space and recreation – Applicant should acknowledge future conformance with Park and Open Space Dedication requirements per Municipal Code and Annexation Agreement as PROST did not account for parks in this area.
 - iii) law enforcement – Provided
 - iv) fire protection – Not provided. Mountain View did receive referral but did not comment.
 - v) schools– Provided
 - vi) general utilities (electric, gas, telephone) – Provided
 - b) **Market Study or Economic Impact Study**– waived by Economic Development
 - c) **Phase I Drainage Report**– Report provided. Plan waived by Engineering. Please see Engineering Review.
 - d) **Traffic Impact Study** – provided. Please see Transportation Review.

Rezoning Approval Criteria

Below is the staff review for approval criteria for the Land Use Application type of Rezoning per UDC 10-7-5:

- a. The rezoning will promote the public health, safety, and general welfare →
 - i. There is low subsidence hazards per the Mine Subsidence Evaluation memo
 - ii. There is no oil & gas hazards.
 - iii. There is airport influence that is considered appropriate for the AP zoning and will need to be evaluated for appropriate future CMU uses.
- b. The rezoning is generally consistent with the town's comprehensive plan and the purposes of this UDC;

- i. Per UDC 10-2-4.D. *Community mixed-use district (CMU)*: The purpose of the CMU zone district is to provide for a community-serving mixed-use development at a higher scale than is appropriate for neighborhood locations. The CMU district is intended for use along key transportation corridors and at important nodes in the town on sites of five acres or larger. The CMU district is intended to include commercial, institutional, recreational, and service facilities needed to support surrounding neighborhoods and the community at-large. Medium to higher-density housing should be incorporated within or located around the CMU zone district, and development should facilitate pedestrian connections between residential and nonresidential land uses.
 - i. This project site located along a key transportation corridor
 - ii. This project site is larger than 5-acres
 - iii. The project is intended to include commercial (retail), public institutional (medical offices) and higher density residential uses
 - iv. It has not yet been reviewed what pedestrian connection can be made.
- ii. Per UDC 10-2-5.C. *Airport (AP)*: The purpose of the AP zone district is to provide areas for the development of airport land uses. The area is also regulated by the airport overlay (APO) zone district.
 - i. This is consistent with the project
- c. Adequate facilities and services (including streets and transportation, water, gas, electric, police and fire protection, and sewage and waste disposal, as applicable) will be available to serve the subject property while maintaining adequate levels of service to existing development → See Impact Report comments. Please provide additional information
- d. The rezoning is not likely to result in significant adverse impacts upon the natural environment, including air, water, noise, storm water management, wildlife, and vegetation, or such impacts will be substantially mitigated; → Expansion of Airport uses may have significant adverse impacts upon the natural environment. Please explain how those impacts may be impacted.
- e. The rezoning is not likely to result in significant adverse impacts upon other property in the vicinity of the subject property → Expansion of Airport uses may have significant adverse impacts upon other property in the vicinity of the subject property. Please explain how those impacts may be impacted.
- f. Future uses on the subject property will be compatible in scale with uses on other properties in the vicinity of the subject property → Airport uses are consistent with adjacent airport. Commercial uses are consistent with Vista Ridge commercial. Residential uses are consistent with Erie Airpark residential uses.
- g. The rezoning is generally consistent with the town's economic development goals and objectives in bring positive growth and sustainable revenues to the town. → Economic Development supports this criteria.

Minor Subdivision Comments

These comments are organized by submittal requirement for a Minor Subdivision. All submittal requirements are listed for record keeping and may not require revision or response. Please provide written response to all comments in red.

- 1) **Land Use Application** → provided
- 2) **Pre-Application Meeting** notes and comments. → provided
- 3) **Application fee** → provided

- 4) **Written narrative**, describing the proposed development which at a minimum provides the following information:
 - a) General project concept and purpose of the request → provided
 - b) The total land area to be subdivided → provided
 - c) The total number of lots, and if residential the proposed density → Total lots provided. **Residential density is requested to be part of the Rezoning application Concept Plan**
 - d) If non-residential, the total square footage of floor area proposed; → **requested to be part of the Rezoning application Concept Plan**
 - e) The total land area to be preserved as open space → **requested to be part of the Rezoning application Concept Plan**
 - f) A brief description regarding the phasing of the proposed subdivision → not required for a zoning replat
 - g) A brief description regarding the availability and adequacy of existing infrastructure and other necessary services including schools, fire protection, water/sewer service, and utility providers → provided with Zoning Impact Report
 - h) A brief description regarding the location, function and ownership/ maintenance of public and private open space, parks, trails, common areas, common buildings → not required for a zoning replat
 - i) A brief description regarding the substance of any existing or proposed covenants, special conditions, grants of easements, or other restrictions applying to the proposed subdivision. **→ Please provide**
- 5) **Proof of ownership** → provided
- 6) **Letter of authorization** → provided to process the application, when the landowner is not the applicant.
- 7) **Special agreements**, oil/gas surface use agreements, conveyances, restrictions, or covenants that will govern the use and/or maintenance of the proposed development, or statement that no such agreements exist. → Applicant did not provide.
- 8) **ALTA/ACSM Land Title Survey** → provided
- 9) **Engineered cost estimates for public improvements** → not required. No public improvements as part of rezoning application and plat.
- 10) **Minor Subdivision Final Plat Exhibit**
 - a) **Please provide the total acreage, number of lots proposed, and project file number**
 - b) **A block in the lower right hand corner shall include revision date chronology**
 - c) Depict existing subdivision lot lines or metes and bounds property lines and rights-of-way within 100' of the proposal. Said information for adjacent properties shall be screened back. **Please update adjacent property line work for Vista Ridge Filing NO. 6, 2nd Amendment, including Commons Dr.**
 - d) **Please remove the Board of Trustees Approval Certificate. It is not required for a Minor Subdivision that does not include dedications or easements to the Town.**
- 11) **Phase III Drainage Report and Construction Plans** → waived to Phase 1 Drainage Report by Project Engineer.
- 12) **Final Erosion and Sediment Control Plans and a Stormwater Management Plan** → Waived by Project Engineer
- 13) **Final Area Grading Plan** → Waived by Project Engineer
- 14) **Final Road Construction Plans** → No roads proposed with rezoning application.
- 15) **Final Utility Construction plan and Utility Report** → Waived by Project Engineer
- 16) **Final Landscape Construction Plans** → Not required with rezoning
- 17) **Geological Report** → Provided. No subsidence concerns with this application. May review and provide further comment at future plat or site plan.

- 18) **Traffic Impact Study** → Provided. See Transportation Comments.
 - 19) **Threatened and Endangered Species, Habitat, and Wetlands** report → not required
 - 20) **Cultural Archaeological, and Historical Resource Report and Protection Plan.** → not required
 - 21) **Native Tree and Vegetation Survey and Protection Plan** → not required
 - 22) **Environmental Hazards Report** → not required
 - 23) **Addressing Plat** → not required
 - 24) Any additional information or referral documents as required by the Planning & Development Director, in order to thoroughly review the impacts of the proposed development. → Part 77 Maps provided for Airport Influence review
- The review process is a cumulative process and dependent on various criteria. We reserve the right to provide further comment(s) and request additional information.

Process Informational Comments

No response required as these are informational comments.

Concurrent Reviews

A Minor Subdivision land use application is required with this rezoning as no lot shall be divided by a zone district boundary line per UDC 10-5-4.D.4. The Minor Subdivision upon approval will be recorded at the time of the Zoning Map recording. The Minor Subdivision may be ready for recording prior to the zoning approval, but will not be recorded until the zoning is recorded.

Neighborhood Meeting

A neighborhood meeting is required for all rezoning applications. The requirements of the neighborhood meeting can be found in Municipal Code section 10.7.2 D. **Staff would like to see the resubmittal before a neighborhood meeting takes place.**

Public Hearings

Your Rezoning application requires a public hearing & recommendation by Planning Commission and public hearing & decision by Town Council. Staff will not schedule the public hearing until there are no more significant comments and the neighborhood meeting has taken place. Staff will provide later instructions for public hearing when they deem this application ready for public hearing.

Please contact me at 303-981-5985 or aburkhalter@erieco.gov for further clarification. Staff would be happy to schedule a virtual meeting to discuss the comments and answer any questions.

Sincerely,

Aly Burkhalter | Senior Planner

Planning & Development

Pronouns: *She / Her / Hers* ([What's this?](#))



Town of Erie
Street Address | P.O. Box 750 | Erie, CO 80516
Phone: 303-981-5985
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Enhancing the quality of life by serving and building Erie with PRIDE.

SIERRA VISTA ZONING

LOCATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO

LEGAL DESCRIPTION AP ZONING PARCEL

A PARCEL OF LAND BEING A PORTION ON THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO, BEING ALSO A PORTION OF TRACT A AND TRACT B OF SIERRA VISTA MINOR SUBDIVISION, RECORDED SEPTEMBER 17, 2018 IN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER UNDER RECEPTION NUMBER 4431602, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31; THENCE NORTH 89°40'29" EAST, ON THE NORTH LINE OF SAID SOUTH HALF, A DISTANCE OF 246.47 FEET TO THE NORTHWESTERLY CORNER OF SAID TRACT B, SAID POINT BEING THE **POINT OF BEGINNING**;

THENCE CONTINUING NORTH 89°40'29" EAST, ON THE LINE COMMON TO SAID NORTH LINE OF THE SOUTH HALF AND THE NORTH LINE OF SAID TRACT B, A DISTANCE OF 1,044.88 FEET;

THENCE SOUTH 00°20'01" WEST A DISTANCE OF 1245.94 FEET TO THE SOUTH LINE OF SAID TRACT A, BEING ALSO THE NORTH RIGHT-OF-WAY LINE OF COLORADO STATE HIGHWAY NO. 7 (EAST 168TH AVENUE) AS DESCRIBED IN THAT SPECIAL WARRANTY DEED RECORDED FEBRUARY 15, 1989 IN SAID RECORDS UNDER RECEPTION NUMBER 2170911;

THENCE ON THE SOUTH LINE OF SAID TRACT A AND SAID NORTH RIGHT-OF-WAY LINE THE FOLLOWING (2) TWO COURSES:

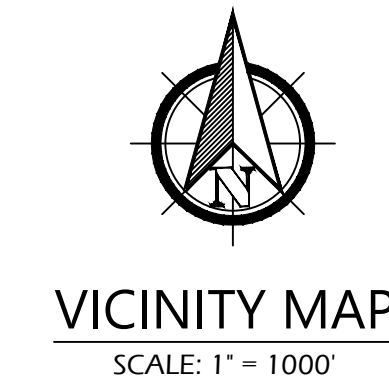
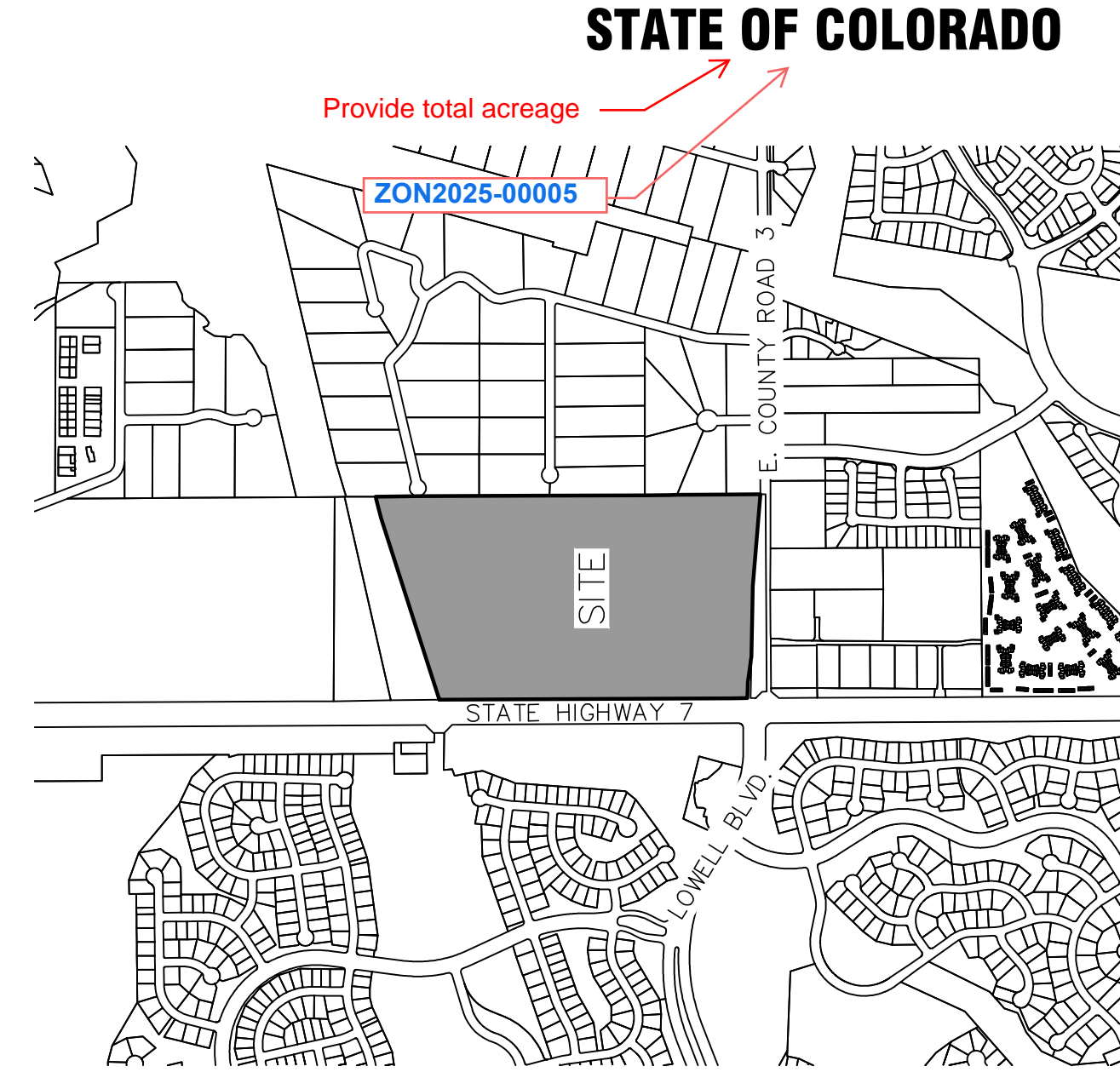
1. SOUTH 89°40'31" WEST A DISTANCE OF 647.35 FEET,
2. NORTH 89°59'45" WEST A DISTANCE OF 13.49 FEET TO THE SOUTHWESTERLY CORNER OF SAID TRACT A;

THENCE NORTH 17°15'42" WEST, ON THE WESTERLY LINE OF SAID TRACT A, A DISTANCE OF 540.19 FEET TO A POINT ON THE WESTERLY LINE OF SAID TRACT B;

THENCE ON SAID WESTERLY LINE THE FOLLOWING (2) TWO COURSES:

1. NORTH 17°15'27" WEST, ON SAID WESTERLY LINE, A DISTANCE OF 636.15 FEET;
2. NORTH 12°59'44" WEST A DISTANCE OF 123.44 FEET TO THE **POINT OF BEGINNING**;

CONTAINING A CALCULATED AREA OF 24.5 ACRES (1,067,934 SQUARE FEET), MORE OR LESS.



LEGAL DESCRIPTION HR ZONING PARCEL

A PARCEL OF LAND BEING A PORTION ON THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO, BEING ALSO A PORTION OF TRACT A, TRACT B AND TRACT C OF SIERRA VISTA MINOR SUBDIVISION, RECORDED SEPTEMBER 17, 2018 IN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER UNDER RECEPTION NUMBER 4431602, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31; THENCE NORTH 89°40'29" EAST, ON THE NORTH LINE OF SAID SOUTH HALF, A DISTANCE OF 246.47 FEET TO THE NORTHWESTERLY CORNER OF SAID TRACT B; THENCE CONTINUING NORTH 89°40'29" EAST, ON THE LINE COMMON TO SAID NORTH LINE OF THE SOUTH HALF AND THE NORTH LINE OF SAID TRACT B, A DISTANCE OF 1,044.88 FEET TO THE **POINT OF BEGINNING**;

THENCE CONTINUING NORTH 89°40'29" EAST, ON THE LINE COMMON TO SAID NORTH LINE OF THE SOUTH HALF AND THE NORTH LINE OF SAID TRACT B, A DISTANCE OF 1,285.29 FEET TO THE NORTHEASTERLY CORNER OF SAID TRACT B, BEING ALSO THE WESTERLY RIGHT-OF-WAY LINE OF BONANZA DRIVE;

THENCE ON THE LINE COMMON TO SAID TRACT B AND SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING (2) TWO COURSES:

1. SOUTH 04°02'11" W A DISTANCE OF 564.17 FEET;
2. SOUTH 00°18'10" WEST A DISTANCE OF 183.35 FEET TO THE SOUTHEASTERLY CORNER OF SAID TRACT B;

THENCE SOUTH 00°19'43" WEST, ON THE LINE COMMON TO THE EASTERLY LINE OF SAID TRACT C AND SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 156.53 FEET;

THENCE SOUTH 89°40'54" WEST A DISTANCE OF 1,248.97 FEET;

THENCE NORTH 00°20'01" EAST A DISTANCE OF 902.30 FEET TO THE **POINT OF BEGINNING**;

CONTAINING A CALCULATED AREA OF 26.1 ACRES (1,137,144 SQUARE FEET), MORE OR LESS.

GENERAL NOTES

1. BASIS OF BEARINGS: THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN IS ASSUMED TO BEAR NORTH 89°29'51" EAST BASED ON NAD83 (2011) COLORADO STATE PLANE NORTH ZONE (501) COORDINATES, BEING MONUMENTED AT THE WEST END BY A 2" ALUMINUM CAP STAMPED, "PLS 14083 1995" RECOVERED 0.2' BELOW THE SURFACE, BEING THE NORTHWEST CORNER OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 1 AND ON THE EAST END BY A 2-1/2" ALUMINUM CAP STAMPED, "PLS 20142 2015" RECOVERED 0.3' BELOW THE SURFACE, BEING THE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 1.

2. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

3. THIS MAP WAS PREPARED WITHOUT ANY BENEFIT OF A CURRENT TITLE COMMITMENT AND DOES NOT CONSTITUTE A TITLE SEARCH BY LJA SURVEYING, INC. TO DETERMINE OWNERSHIP, RIGHTS-OF-WAY, EASEMENTS OR OTHER MATTERS OF PUBLIC RECORD.

LEGAL DESCRIPTION CC ZONING PARCEL

A PARCEL OF LAND BEING A PORTION ON THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO, BEING ALSO A PORTION OF TRACT A, TRACT B AND TRACT C OF SIERRA VISTA MINOR SUBDIVISION, RECORDED SEPTEMBER 17, 2018 IN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER UNDER RECEPTION NUMBER 4431602, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31; THENCE NORTH 89°40'29" EAST, ON THE NORTH LINE OF SAID SOUTH HALF, A DISTANCE OF 246.47 FEET TO THE NORTHWESTERLY CORNER OF SAID TRACT B; THENCE CONTINUING NORTH 89°40'29" EAST, ON THE LINE COMMON TO SAID NORTH LINE OF THE SOUTH HALF AND THE NORTH LINE OF SAID TRACT B, A DISTANCE OF 1,044.88 FEET TO THE **POINT OF BEGINNING**;

THENCE NORTH 89°40'54" EAST A DISTANCE OF 486.31 FEET;

THENCE SOUTH 00°19'06" EAST A DISTANCE OF 343.59 FEET TO THE SOUTH LINE OF SAID TRACT C, BEING ALSO THE NORTH RIGHT-OF-WAY LINE OF SAID COLORADO STATE HIGHWAY NO. 7 (EAST 168TH AVENUE);

THENCE SOUTH 89°40'54" WEST, ON THE SOUTH LINE OF SAID TRACT C AND SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 109.53 FEET TO THE SOUTHWEST CORNER OF SAID TRACT C;

THENCE SOUTH 89°40'42" WEST, ON THE SOUTH LINE OF SAID TRACT B AND SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 361.51 FEET TO THE SOUTHEAST CORNER OF SAID TRACT A;

THENCE SOUTH 89°40'31" WEST, ON THE SOUTH LINE OF SAID TRACT A AND SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 19.18 FEET;

THENCE NORTH 00°20'01" EAST A DISTANCE OF 343.64 FEET TO THE **POINT OF BEGINNING**;

CONTAINING A CALCULATED AREA OF 3.8 ACRES (167,767 SQUARE FEET), MORE OR LESS.

There are multiple references to the POB.

This certificate is superfluous. Weld county does not use it. Delete

PLANNING COMMISSION CERTIFICATE

THIS ZONING MAP, ~~ZAXX-XXX~~, WAS VIEWED BY THE PLANNING COMMISSION ON THE

_____ DAY OF _____, 201__ A.D.

CHAIRMAN OF ERIE PLANNING COMMISSION

PERSON

Town Council

BOARD OF TRUSTEES APPROVAL CERTIFICATE

THIS ZONING MAP IS TO BE KNOWN AS THE "SIERRA VISTA ZONING MAP" AND IS APPROVED

AND ACCEPTED BY ORDINANCE NO. _____, PASSED AND ADOPTED AT THE

REGULAR (SPECIAL) MEETING OF THE BOARD OF TRUSTEES OF ERIE, COLORADO, HELD ON

A MEETING OF THE TOWN COUNCIL

MAYOR

ATTEST _____

CLERK & RECORDER CERTIFICATE

STATE OF COLORADO
COUNTY OF WELD

I HEREBY CERTIFY THAT THIS ZONING MAP WAS FILED IN MY OFFICE THIS _____ DAY OF _____, 201__ A. D. AND WAS RECORDED AT RECEPTION NUMBER _____

SIGNATURE
WELD COUNTY CLERK & RECORDER

SURVEYOR'S CERTIFICATE

I, PATRICK S. JERNIGAN, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS ZONING MAP TRULY AND CORRECTLY REPRESENTS THE ABOVE DESCRIBED LEGAL DESCRIPTION FOR EACH ZONE DISTRICT.

I ATTEST THE ABOVE ON THIS _____ DAY OF _____, 2024.

FOR REVIEW ONLY

PATRICK S. JERNIGAN
COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR # 37042
FOR AND ON BEHALF OF LJA SURVEYING, INC.

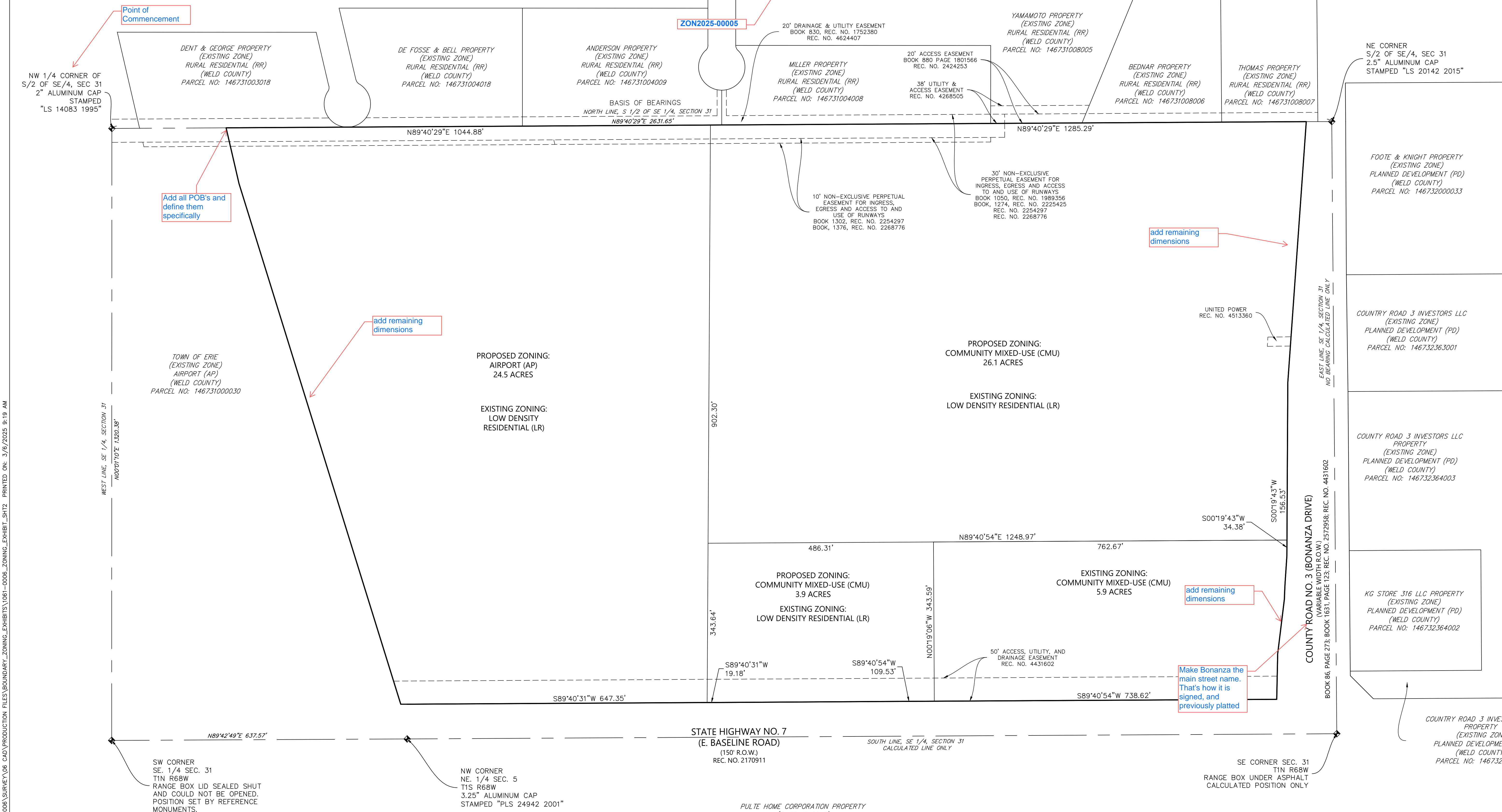
A block in the lower right hand corner shall include: i) revision date chronology

SIERRA VISTA ZONING

LOCATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO

ZRXX-XXX

ZON2025-0005



I:\JOB FOLDERS\1061-0005-SURVEY\06 CAD\PRODUCTION FILES\BOUNDARY_ZONING_EXHIBITS\1061-0005_ZONING_EXHIBIT_SHT2 PRINTED ON: 3/6/2025 9:19 AM

A block in the lower right hand corner shall include:
 i) revision date chronology
 ii) north arrow designated as true north;
 iii) written and graphic scale

LJA SURVEYING
 7800 E Union Avenue
 Suite 575
 Denver, CO 80237
 303-390-8510
 www.lja.com

Date: 3/6/2025 Job No: 1061-0006 Sheet: 2 of 2



DEDICATION STATEMENT

KNOW ALL BY THESE PRESENTS THAT THE UNDERSIGNED, BEING THE OWNERS OF THE LAND DESCRIBED HEREON HAVE LAID OUT, PLATTED, AND SUBDIVIDED INTO TRACTS, AS SHOWN HEREON UNDER THE NAME AND STYLE OF SIERRA VISTA MINOR SUBDIVISION FILING NO. 2, AND DOES BY THESE PRESENTS, OF ITS OWN FREE WILL AND VOLUNTARILY, WITHOUT COERCION, THREAT, OR BUSINESS COMPULSION.

CONTAINED WITHIN THE TITLE COMMITMENT PREPARED BY LAND TITLE GUARANTEE COMPANY, ORDER NUMBER _____, WITH A COMMITMENT DATE OF _____.

A PARCEL OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN IS ASSUMED TO BEAR NORTH 89°29'51" EAST BASED ON NAD83 (2011) COLORADO STATE PLANE NORTH ZONE (501) COORDINATES, BEING MONUMENTED AT THE WEST END BY A 2" ALUMINUM CAP STAMPED, "PLS 14083 1995" RECOVERED 0.2' BELOW THE SURFACE, BEING THE NORTHWEST CORNER OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 1 AND ON THE EAST END BY A 2-1/2" ALUMINUM CAP STAMPED, "PLS 20142 2015" RECOVERED 0.3' BELOW THE SURFACE, BEING THE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 1.

TRACT A, TRACT B, AND TRACT C OF SIERRA VISTA MINOR SUBDIVISION, RECORDED SEPTEMBER 17, 2018 IN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER UNDER RECEPTION NUMBER 4431602

CONTAINING A CALCULATED AREA OF 2,630,667.460 SQUARE FEET OR 60.392 ACRES, MORE OR LESS.

BC LAND, LLC, A COLORADO LIMITED LIABILITY COMPANY

OWNER: BLAKE CARLSON

BY: _____ DATE: _____
BLAKE CARLSON

TITLE: MANAGER OF BC LAND

ATTEST:
SECRETARY/TREASURER
STATE OF COLORADO)
) SS.
COUNTY OF _____)

ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20____

BY: _____ AS _____

OWNER - BC LAND, LLC.
WITNESS MY HAND AND OFFICIAL SEAL

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO
COUNTY OF WELD

I HEREBY CERTIFY THAT THIS FINAL PLAT WAS FILED IN MY OFFICE ON THIS ____ DAY OF _____, A.D., AT _____ A.M./P.M. AND WAS RECORDED PER RECEPTION NUMBER _____ BOOK _____ PAGE _____.

COUNTY CLERK AND RECORDER

LAND SUMMARY CHART

TYPE	AREA	% OF TOTAL
TRACTS A - C	60.392	100%

TRACT SUMMARY CHART

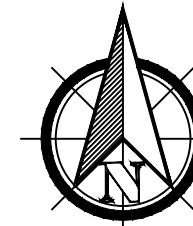
TRACT	AREA (SQ.FT.)	AREA (AC.±)	USE	OWNED / MAINTAINED
TRACT A	1,067,933	24.516	FUTURE DEVELOPMENT	BC LAND, LLC
TRACT B	1,137,137	26.105	FUTURE DEVELOPMENT	BC LAND, LLC
TRACT C	425,598	9.770	FUTURE DEVELOPMENT	BC LAND, LLC

SIERRA VISTA MINOR SUBDIVISION FILING NO. 2

LOCATED IN THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE 6TH P.M., TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO

A REPLAT OF TRACTS A, B, AND C, SIERRA VISTA MINOR SUBDIVISION

60.392 Acres - 3 TRACTS SUB2025-00006



VICINITY MAP
SCALE: 1" = 1000'

TITLE VERIFICATION CERTIFICATE

WE, LAND TITLE GUARANTEE COMPANY, DO HEREBY CERTIFY THAT WE HAVE EXAMINED THE TITLE OF ALL LAND PLATTED HEREON AND THAT TITLE TO SUCH LAND IS IN THE DEDICATOR(S) FREE AND CLEAR OF ALL LIENS, TAXES AND ENCUMBRANCES, EXCEPT AS FOLLOWS: THOSE ITEMS AND OWNERSHIP INTERESTS SHOWN IN TITLE COMMITMENT _____, EFFECTIVE _____.

LAND TITLE GUARANTEE COMPANY

BY: _____ DATE _____

NAME: _____
TITLE: _____

STATE OF COLORADO)
) SS.

COUNTY OF BOULDER)

ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20____.

BY: _____ AS _____

WITNESS MY HAND AND OFFICIAL SEAL

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

PLANNING AND DEVELOPMENT APPROVAL CERTIFICATE

THIS PLAT IS HEREBY APPROVED BY THE TOWN OF ERIE PLANNING AND DEVELOPMENT DIRECTOR ON THE ____ DAY OF _____ A.D., 20____.

PLANNING AND DEVELOPMENT DIRECTOR

BOARD OF TRUSTEE APPROVAL CERTIFICATE

THIS PLAT IS TO BE KNOWN AS _____ IS APPROVED AND ACCEPTED BY RESOLUTION NO. _____, PASSED AND ADOPTED AT THE REGULAR MEETING OF THE BOARD OF TRUSTEE OR ERIE, COLORADO, HELD ON THE ____ DAY OF _____, 20____.

MAYOR

ATTEST _____
TOWN CLERK

Remove. Town Council approval not required for Minor Subdivisions.

PLAT NOTES

- NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACTS ANY PUBLIC LAND SURVEY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
- BASIS OF BEARINGS: THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31 WAS ASSUMED TO BEAR N 89°40'29" EAST AND IS MONUMENTED AS SHOWN HEREON, WITH ALL MEASURED BEARINGS SHOWN HEREON, WITH ALL MEASURED BEARINGS SHOWN HEREON RELATIVE THERETO.
- BASED UPON A REVIEW OF FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 0813C0443K, MAP REVISED AUGUST 14, 2019, THE SUBJECT PROPERTY IS NOT WITHIN THE 100-YEAR FLOOD PLAIN LIMITS.
- TRACT MONUMENTATION SHALL BE IN ACCORDANCE WITH THE COLORADO REVISED STATUTES (CRS 38-51-105).
- THE LINEAL DISTANCE UNIT USED IN THE PREPARATION OF THIS PLAT IS THE UNITED STATES SURVEY FOOT. THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY DEFINES THE UNITED STATES SURVEY FOOT AS 120/3937 METERS.
- LAND TITLE GUARANTEE COMPANY COMMITMENT NUMBER: _____ EFFECTIVE DATE _____ WAS ENTIRELY RELIED UPON FOR RECORDED INFORMATION REGARDING RIGHTS OF WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS PLAT. NO LIABILITY IS ACCEPTED BY LJA SURVEYING, LLC. FOR THE ACCURACY OF INFORMATION CONTAINED IN SAID COMMITMENT.
- DUE TO THE PROXIMITY OF THE PROPERTY TO THE ERIE MUNICIPAL AIRPORT, THERE WILL BE AIRCRAFT PASSING OVER THE PROPERTY, AIRCRAFT PASSING OVER THE PROPERTY. AIRCRAFT PASSAGE MAY RESULT IN NOISE AND OTHER IMPACTS ON THE PROPERTY. AIRCRAFT MAY CROSS PROPERTY AT LOW ALTITUDE HEIRS, SUCCESSORS AND ASSIGNS SPECIFICALLY ACKNOWLEDGE THE RIGHT OF PASSAGE OVER THE PROPERTY FOR AIRCRAFT AND AGREE TO HOLD HARMLESS THE TOWN OF EIRE FOR AIRCRAFT OPERATIONS.
- THE SOLE INTENTION AND PURPOSE OF THE SIERRA VISTA MINOR SUBDIVISION IS TO CREATE TRACTS OF LAND IN ORDER TO ENABLE THE SALE OF THE INDIVIDUAL TRACTS SHOWN HEREIN. ALL TRACTS WILL NEED TO BE REPLATTED TO LOTS TO ACCOMMODATE DEVELOPMENT.
- NO DEVELOPMENT RIGHTS ARE GRANTED BY THE SIERRA VISTA MINOR SUBDIVISION AND NO DEVELOPMENT SHALL BE ALLOWED ON ANY TRACT CREATED HEREIN UNTIL THE FOLLOWING REQUIREMENTS ARE FULLY COMPLIED WITH. NO DEVELOPMENT OR BUILDING OF IMPROVEMENTS SHALL BE ISSUED FOR ANY PURPOSE UNTIL THERE IS FULL COMPLIANCE WITH ALL TOWN OF EIRE MUNICIPAL CODE REQUIREMENTS, INCLUDING BUT NOT LIMITED TO: COMPLETION OF SUBDIVISION PROCEDURES FINAL PLAT; A DEVELOPMENT AGREEMENT (AND ANY OTHER AGREEMENTS THAT MAY BE REQUIRED BY THE TOWN OF ERIE MUNICIPAL CODE); AND IF NECESSARY COMPLETION OF THE SITE PLAN REVIEW PROCEDURE.
- UTILITIES, VEHICULAR AND PEDESTRIAN ACCESS ROUTES, AND IMPROVEMENT GUARANTEE REQUIREMENTS WILL BE REQUIRED PER THE TOWN OF ERIE MUNICIPAL CODE, PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT.
- THE RESTRICTIONS AND REQUIREMENTS SET FORTH BY THE SIERRA VITA MINOR SUBDIVISION SHALL RUN WITH THE LAND INCLUDED WITH THE SIERRA VISTA MINOR SUBDIVISION AND SHALL INSURE TO THE BENEFIT OF AND BE BINDING UPON THE SUCCESSORS AND ASSIGNS OF THE OWNER. ALL OBLIGATIONS AND RESPONSIBILITIES OF THE OWNERS HEREIN SHALL PASS TO EACH AND EVERY SUCCESSOR AND/OR ASSIGN. IT IS THE RESPONSIBILITY OF ANY PURCHASER OF A TRACT WITHIN THIS SIERRA VISTA MINOR SUBDIVISION TO FULLY INVESTIGATE THE REQUIREMENTS PRIOR TO SUCH PURCHASE.

SURVEYOR'S CERTIFICATE

I, PATRICK S. JERNIGAN, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS MAP WAS MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF THE PARCEL SHOWN HEREON IS CONTIGUOUS WITH THE PRESENT BOUNDARY OF THE TOWN OF JOHNSTOWN, AND THAT THIS PLAT COMPLIES WITH SECTION 31-12-107(1)(d), COLORADO REVISED STATUTES, CONCERNING ANNEXATION PLATS.

FOR REVIEW ONLY

PATRICK S. JERNIGAN
COLORADO PLS NO. 37042
FOR AND ON BEHALF OF LJA SURVEY, INC
7800 EAST UNION AVENUE, SUITE 575,
DENVER, COLORADO 80237

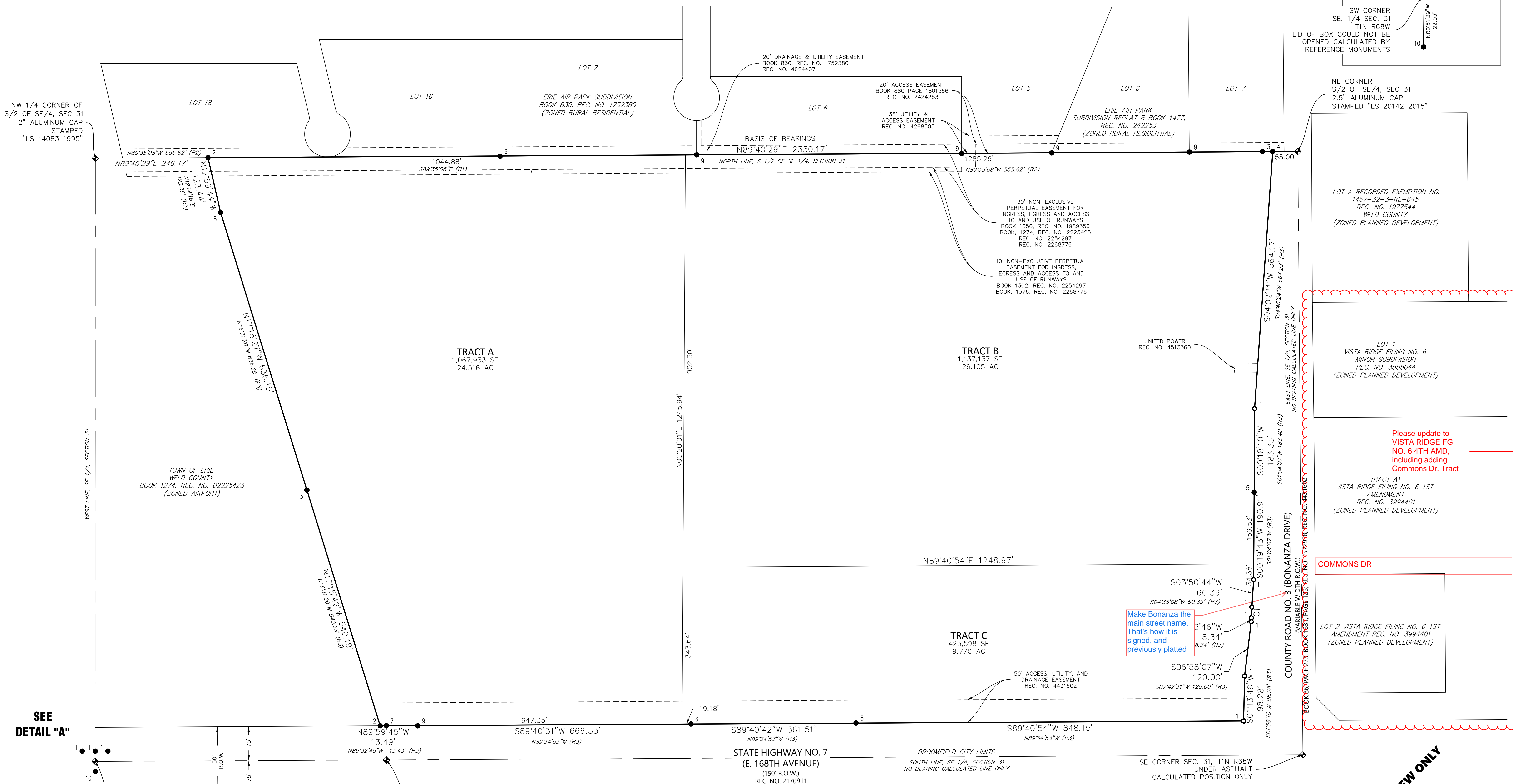
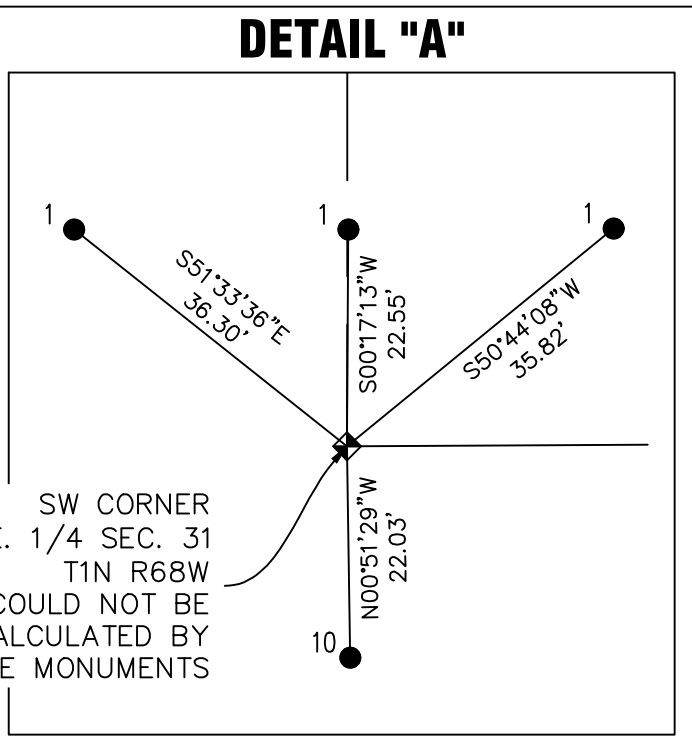
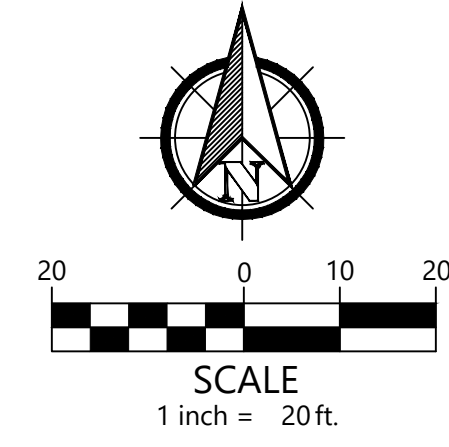
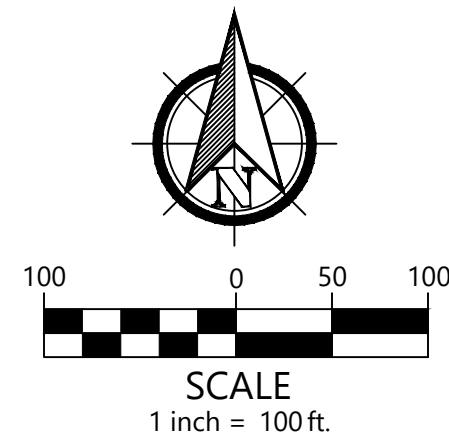
NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON AND DEFECT IN THIS SURVEY BE COMMENCED MORE THEN TEN YEARS FROM THE DATE OF THE CERTIFICATE SHOWN HEREON.

LJA SURVEYING
7800 E. Union Avenue
Suite 575
Denver, CO 80237
303-390-8510
www.lja.com

Date: 12/10/2024 Job No: 1061-0006 Sheet: 1 of 2

SIERRA VISTA MINOR SUBDIVISION FILING NO. 2

LOCATED IN THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 1 NORTH,
RANGE 68 WEST OF THE 6TH P.M.,
TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO



TOWN OF ERIE
WELD COUNTY
BOOK 1274, REC. NO. 02225423
(ZONED AIRPORT)

TRACT A
1,067,933 SF
24.516 AC

TRACT B
1,137,137 SF
26.105 AC

TRACT C
425,598 SF
9.770 AC

LOT A RECORDED EXEMPTION NO.
1467-32-3-RE-645
REC. NO. 1977544
WELD COUNTY
(ZONED PLANNED DEVELOPMENT)

LOT 1
VISTA RIDGE FILING NO. 6
MINOR SUBDIVISION
REC. NO. 3555044
(ZONED PLANNED DEVELOPMENT)

TRACT A1
VISTA RIDGE FILING NO. 6 1ST
AMENDMENT
REC. NO. 3994401
(ZONED PLANNED DEVELOPMENT)

LOT 2 VISTA RIDGE FILING NO. 6 1ST
AMENDMENT REC. NO. 3994401
(ZONED PLANNED DEVELOPMENT)

Make Bonanza the
main street name.
That's how it is
signed, and
previously platted

FOR REVIEW ONLY

SEE
DETAIL "A"

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	23.40'	512.50'	2°36'58"	S02° 32' 15"W	23.40

- MONUMENT SYMBOL LEGEND**
- ◆ RECOVERED SECTION CORNER AS NOTED HEREON
 - 1 RECOVERED REFERENCE MONUMENT WITH A 1.5" ALUMINUM CAP STAMPED "PLS 38621 RYNEARSON RM"
 - 2 RECOVERED NO. 5 REBAR WITH A 2" ALUMINUM CAP STAMPED "PLS 4846 W. M. STENGEL"
 - 3 RECOVERED IRON ROD WITH A 1.25" YELLOW PLASTIC CAP
 - 4 RECOVERED IRON ROD WITH A 1.25" YELLOW PLASTIC CAP STAMPED "PLS 20142"
 - 5 RECOVERED IRON ROD WITH A 1.25" YELLOW PLASTIC CAP STAMPED "PLS 38621 STRAITON"

- MONUMENT SYMBOL LEGEND**
- 6 RECOVERED IRON ROD WITH A 1.25" YELLOW PLASTIC CAP STAMPED "PLS 25965"
 - 7 RECOVERED IRON ROD WITH A 2" ALUMINUM CAP STAMPED "PLS 28286" 0.2 ABOVE GROUND
 - 8 RECOVERED NO. 5 REBAR WITH A 2" ALUMINUM CAP STAMPED "PLS 4846 W. M. STENGEL" BENT
 - 9 RECOVERED IRON RODS NOT HELD BY THIS SURVEY
 - 10 RECOVERED IRON ROD REFERENCE MONUMENT STAMPED "4RV WIT"

- MONUMENT SYMBOL LEGEND**
- 1 SET 18" LONG NO. 5 REBAR WITH 1.25" ORANGE PLASTIC CAP STAMPED "LJA SURVEYING PLS 37042" FLUSH WITH THE GROUND
 - (R1) DIMENSION PER LEGAL DESCRIPTION ERIE AIR PARK SUBDIVISION AT RECEPTION NUMBER 1752380
 - (R2) DIMENSION PER LEGAL DESCRIPTION ERIE AIR PARK SUBDIVISION REPLAT B AT RECEPTION NUMBER 242253
 - (R3) DIMENSION PER LEGAL DESCRIPTION SIERRA VISTA MINOR SUBDIVISION AT RECEPTION NUMBER 4431602

LJA SURVEYING
7800 E Union Avenue
Suite 575
Denver, CO 80237
303-390-8510
www.lja.com

I:\JOB FOLDERS\1061-0006\SURVEY\06 CAD\PRODUCTION FILES\PLAT\061-0006-SIERRA VISTA-DETAILS PRINTED ON: 12/10/2024 1:12 PM



Development Application Review Comment Letter

Sierra Vista, ZON2025-00005 (rezoning) & SUB2025-00006 (minor subdivision)

PZ-25-00179

First Referral

July 31, 2025

Recipient: Doug Trettin
Jefferson County

Doug,

Thank you for submitting your application. Comments from internal City and County of Broomfield reviewers are provided below. Comments provided from outside agencies are included as an attachment to this letter.

Please resubmit once your team has received updated application documents and provided responses to the comments pertaining to any plans, documents, and reports. Included as part of your resubmittal should be a single consolidated response to the comment letter that addresses all of the comments provided in this letter. The resubmittal should be prepared according to the instructions at the end of this letter.

Comments Received By:

- Ted Harberg, Planning

City and County of Broomfield Agency Review Comments

Ted Harberg - Planning

1. The City and County of Broomfield would like to better understand the purpose of the proposed rezoning of Tract A from Low-Density Residential (LR) to Airport (AP). **Is this rezoning intended to allow an expansion of operations at the Erie airport?**
 - a. An expansion of operations would mean either an expansion of the airport itself, or the addition of new private facilities such as hangars, flight training schools, or any other uses that would increase air traffic at the airport.
2. Broomfield would have concerns about the impacts that any expansion of the Erie airport has on Broomfield residents.
3. Please provide a response explaining the applicant's intention by rezoning this parcel to Airport (AP).
4. The City and County also requests that any resubmittals or future applications regarding the airport or this property be referred to Broomfield for further review.

Resubmittal Instructions

Please resubmit the items listed below as a single, complete package for follow-up review. This resubmittal should be sent directly to me tharberg@broomfield.org and the Planning Applications Email (planningapps@broomfield.org).

Project Review History

First Referral

Date Application Referred: 7/18/2025

Date Comments Sent to Applicant: 7/31/2025

Sincerely,



Ted Harberg

Senior Planner

tharberg@broomfield.org

303-438-6362

Traffic & Safety

Region 1
2829 W Howard Place, 2nd Floor
Denver, Colorado 80204



COLORADO
Department of Transportation
Region 1

Project Name: CO-7 & Lowell Blvd, Erie, CO, 80516, USA

Print Date: 8/7/2025

Highway: 007

Mile Marker: 65.18

A comment response letter is REQUIRED along with the next submittal.

Review POC: Varner, Jessica

Environmental Comments:

Planning defers to the program engineer as there is a CO-7 Highway Widening project and a Multimodal Improvements project in this area.

As the two full spectrum pond designs move forward, we recommend not including any CDOT ROW in the contributing drainage basin. If stormwater runoff from CDOT ROW is routed to the ponds for treatment an IGA will be required with the Town and CDOT. This is not a smooth process so please consider schedule when deciding whether to treat CDOT ROW.

The Permittee shall complete a stormwater management plan (SWMP) which must be prepared with good engineering, hydrologic, and pollution control practices and include at a minimum the following components: qualified stormwater manager; spill prevention and response plan; materials handling; potential sources of pollution; implementation of control measures; site description; and site map.

In addition, the Permittee shall comply with all local/state/federal regulations and obtain all necessary permits. Permittee shall comply with CDOT's MS4 Permit. When working within a local MS4 jurisdictional boundary, the permittee shall obtain concurrence from the local MS4 that the local MS4 will provide construction stormwater oversight. The local MS4 concurrence documentation shall be retained with the SWMP.

For ANY ground disturbance/work within CDOT ROW---

Required:

Arch/History/Paleo:

Since this is a permit, a file search for Arch, Paleo and History is required. If the file search identifies anything, a more extensive report will be required. If nothing is identified, then the file search should be sufficient. For the file search contact:

Cultural/History File Search: <https://www.historycolorado.org/file-access> Email: hc_filesearch@state.co.us

Paleo File Search: Colorado University Museum of Natural History - <https://www.colorado.edu/cumuseum/research-collections/paleontology/policies-procedure> Email: jacob.vanveldhuizen@colorado.edu and from the Denver Museum of Nature and Science – Email: kristen.mackenzie@dmns.org <https://www.dmns.org/science/locality-search-request/>

Hydraulics Comments:

SBL - 8/5/2025

- 1) Please provide a written response to all drainage comments.
- 2) CDOT requires a historic basin map and a proposed basin map with CDOT right-of-way delineated, tables summarizing the 5-yr or 10-yr and 100-year flow rates, and a design point(s) where flows enter the CDOT right-of-way so that historic and proposed flow rates can be compared.
- 3) CDOT requires site developments maintain historic flow patterns at historic, undeveloped flow rates to CDOT right-of-way.
- 4) Improvements or work within CDOT right-of-way will require a separate drainage report identifying and discussing requirements from the CDOT Drainage Design Manual with supporting calculations.

Permits Comments:

Please show the current CDOT Right of Way (ROW) and label as CDOT ROW. RLW July 31 2025

8-4-2025 The proposed Right-in, Right-out access from SH 7 at Sierra Vista Drive is in compliance with the Access Control Plan. A State Highway Access Permit will be required for this access. Point of contact for that permit is Steve Loeffler, steven.loeffler@state.co.us

--Steve Loeffler, 8-4-2025

08-06-2025 For our Traffic unit to review the provided Traffic Impact Analysis it will need to be stamped by the PE. Please also do some internal QC on the Traffic Impact Analysis before resubmittal of the document.

-Jessica Varner, 08-06-2025

Residential Engineer Comments:

Mekonnen Mulugeta 8/6/2025

Please consider preserving the 170 feet of right-of-way recommended in the CO7 PEL study to accommodate future ultimate cross-sections and potential corridor widening of CO7.

Right Of Way Comments:

John Olson - Rev 1 - 7/24/2025 - I have some concerns the ALTA and Plat may not reflect the CDOT Acquisitions which were part of 25250.

James Daley Comment 7/28/25 - The deeds, plat, and 25250 ROW plans have been uploaded by John Olson. The surveyor should add the recorded 25250 parcels/easements to any documents for the development where they exist. They should also compare the existing ROW lines from our plans to make sure they are in acceptable agreement with their resolutions. I do not think any A-Lines exist along the property, but the surveyor should look on our plans for those (if any) and show/label if they do exist.

From: Lauren Kanner <lauren@gmail.com>
Sent: Tuesday, August 12, 2025 7:04 PM
To: Development Referral
Subject: Re: 1st Referral Review - Sierra Vista, ZON2025-00005 (rezoning) & SUB2025-00006 (minor subdivision)

External Email: Do not click links or open attachments unless you recognize the sender and know the content is safe.

On behalf of the Erie Airpark Homeowners Association located to the direct North of this proposed development, we wanted to make sure that the development team is aware of the existing aircraft traffic and deeded taxiway easements which are inherent to the nature of our community as an active Air Park. We can help facilitate communication with the impacted property owners to provide specific details of the easements as required.

In particular, we want to emphasize concerns around ensuring continued access for aviation usage as well as the negative impact of aircraft traffic, noise (including helicopters), and safety for the future residents and businesses in this proposed community. Additionally, most insurance companies will have increased rates for builders and occupants commensurate with the increased risk profile of being nearby aircraft traffic which we want to be certain the developers have incorporated into their plans. We're keen to understand the plans for protecting both future occupants of this development as well as limiting potential liabilities for the owners of the adjacent properties on the north side.

We are happy to provide additional comment and information which may be of use in the evaluation and planning of this development. You may reach us at board@eahoa.org. We look forward to future engagement with you.

Lauren Kanner
cell: 303-803-3260

On Fri, Jul 18, 2025 at 3:26 PM Patricia Miller <millerpatricia262@gmail.com> wrote:
Hi, Lauren. I think you should send this out to the HOA membership. They might have comments. I'd like to know what kind of minor subdivision this will be. Ugly apartments like the ones down by the church off HW 7? Five story condos? I'd like to see more information.

Pat

----- Forwarded message -----

From: Doug Trettin <dtrettin@erieco.gov>

Date: Fri, Jul 18, 2025 at 3:02 PM

Subject: 1st Referral Review - Sierra Vista, ZON2025-00005 (rezoning) & SUB2025-00006

(minor subdivision)

To: Lee Mathis <lmathis@erieco.gov>, Mike Haefele <mhaefele@erieco.gov>, prevention@mvfpd.org <prevention@mvfpd.org>, dsaba@mvfpd.org <dsaba@mvfpd.org>, mkelly@mvfpd.org <mkelly@mvfpd.org>, John Ehrhart <john@coloradols.com>, Jason Hurd <jason@vectorair.net>, terrym@vectorair.net <terrym@vectorair.net>, john.sweeney@faa.gov <john.sweeney@faa.gov>, michael.b.matz@faa.gov <michael.b.matz@faa.gov>, Kloska - CDOT, Jeff <jeff.kloska@state.co.us>, kirk.allen@state.co.us <kirk.allen@state.co.us>, marilyn.cross@state.co.us <marilyn.cross@state.co.us>, referrals@weld.gov <referrals@weld.gov>, planningapps@broomfield.org <planningapps@broomfield.org>, mark@publicalliancellc.com <mark@publicalliancellc.com>, James Spehalski <jspehalski@marathonlc.com>, katina.croghan@managementtrust.com <katina.croghan@managementtrust.com>, millerpatricia262@gmail.com <millerpatricia262@gmail.com>, dj_cummings@yahoo.com <dj_cummings@yahoo.com>, rockiesland@westernmidstream.com <rockiesland@westernmidstream.com>, Bob Bresnahan <bbresnahan@civiresources.com>, Chandler Newhall <cnewhall@civiresources.com>, Sean Casper <scasper@civiresources.com>, Don_Jobe@oxy.com <don_job@oxy.com>, Glandon, Ashly <ashly_glandon@oxy.com>, Steve_Fisher@oxy.com <steve_fisher@oxy.com>, Reyos, Kelly <kelly.reyos@westernmidstream.com>, kwasylenky@jostenergyllaw.com <kwasylenky@jostenergyllaw.com>, rons@mdsslaw.com <rons@mdsslaw.com>, Michelle Creasy <mcreasy@carmelpartners.com>

Cc: Aly Burkhalter <aburkhalter@erieco.gov>, Melinda Helmer <mhelmer@erieco.gov>

Hello,

Please see the links for 1st Referral Review submittal documents on the above noted project:

<https://portal.laserfiche.com/Portal/Browse.aspx?id=304796&repo=r-a69d230a> (minor subdivision)

<https://portal.laserfiche.com/Portal/Browse.aspx?id=304799&repo=r-a69d230a> (rezoning)

Referral comments are due back by August 12, 2025. Staff DRT is scheduled for August 14, 2025.

Please forward referral comments to developmentreferral@erieco.gov

Please let me know if you have any questions. Thank you!

Doug Trettin | Planning Technician



Town of Erie | Planning & Development

645 Holbrook Street | P.O. Box 750 | Erie, CO 80516

Planning Division: 303-926-2770

Cell: 720-591-0714

www.erieco.gov/planning

Delivering exceptional public service with honesty, efficiency, and compassion

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From: Mark & Pat Kilpatrick <kilpatrick91@comcast.net>
Sent: Saturday, July 19, 2025 2:22 PM
To: Development Referral
Subject: Development on the corner of Bonanza and Baseline.

Follow Up Flag: Follow up
Flag Status: Flagged

External Email: Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Doug,

A very bad idea!

Baseline - Highway 7 - is incredibly congested throughout the day!

Numerous stoplights that are not timed for through traffic flow, sinking roads creating huge dips and bumps and more!

Find a more secluded property that the feeder roads could be widened and traffic filtered into adjacent roads!

Poor planning on the part of all concerned!

Pat Kilpatrick

303-931-9162

DEDICATION STATEMENT

KNOW ALL BY THESE PRESENTS THAT THE UNDERSIGNED, BEING THE OWNERS OF THE LAND DESCRIBED HEREON HAVE LAID OUT, PLATTED, AND SUBDIVIDED INTO TRACTS, AS SHOWN HEREON UNDER THE NAME AND STYLE OF SIERRA VISTA MINOR SUBDIVISION FILING NO. 2, AND DOES BY THESE PRESENTS, OF ITS OWN FREE WILL AND VOLUNTARILY, WITHOUT COERCION, THREAT, OR BUSINESS COMPULSION.

CONTAINED WITHIN THE TITLE COMMITMENT PREPARED BY LAND TITLE GUARANTEE COMPANY, ORDER NUMBER _____, WITH A COMMITMENT DATE OF _____.

A PARCEL OF LAND SITUATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BASIS OF BEARINGS: THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN IS ASSUMED TO BEAR NORTH 89°29'51" EAST BASED ON NAD83 (2011) COLORADO STATE PLANE NORTH ZONE (501) COORDINATES, BEING MONUMENTED AT THE WEST END BY A 2" ALUMINUM CAP STAMPED, "PLS 14083 1995" RECOVERED 0.2' BELOW THE SURFACE, BEING THE NORTH-WEST CORNER OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 1 AND ON THE EAST END BY A 2-1/2" ALUMINUM CAP STAMPED, "PLS 20142 2015" RECOVERED 0.3' BELOW THE SURFACE, BEING THE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 1.

TRACT A, TRACT B, AND TRACT C OF SIERRA VISTA MINOR SUBDIVISION, RECORDED SEPTEMBER 17, 2018 IN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER UNDER RECEPTION NUMBER 4431602

CONTAINING A CALCULATED AREA OF 2,630,667.460 SQUARE FEET OR 60.392 ACRES, MORE OR LESS.

BC LAND, LLC, A COLORADO LIMITED LIABILITY COMPANY

OWNER: BLAKE CARLSON

BY: _____ DATE: _____
BLAKE CARLSON

TITLE: MANAGER OF BC LAND

ATTEST:
SECRETARY/TREASURER
STATE OF COLORADO)
) SS.
COUNTY OF _____)

ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20____

BY: _____ AS _____

OWNER - BC LAND, LLC.
WITNESS MY HAND AND OFFICIAL SEAL

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

CLERK AND RECORDER'S CERTIFICATE

STATE OF COLORADO
COUNTY OF WELD

I HEREBY CERTIFY THAT THIS FINAL PLAT WAS FILED IN MY OFFICE ON THIS ____ DAY OF _____, A.D., AT _____ A.M./P.M. AND WAS RECORDED PER RECEPTION NUMBER _____ BOOK _____ PAGE _____.

COUNTY CLERK AND RECORDER

LAND SUMMARY CHART

TYPE	AREA	% OF TOTAL
TRACTS A - C	60.392	100%

TRACT SUMMARY CHART

TRACT	AREA (SQ.FT.)	AREA (AC.±)	USE	OWNED / MAINTAINED
TRACT A	1,067,933	24.516	FUTURE DEVELOPMENT	BC LAND, LLC
TRACT B	1,137,137	26.105	FUTURE DEVELOPMENT	BC LAND, LLC
TRACT C	425,598	9.770	FUTURE DEVELOPMENT	BC LAND, LLC

SIERRA VISTA MINOR SUBDIVISION FILING NO. 2

LOCATED IN THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE 6TH P.M., TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO

A REPLAT OF TRACTS A, B, AND C, SIERRA VISTA MINOR SUBDIVISION

60.392 Acres - 3 TRACTS SUB2025-00006



TITLE VERIFICATION CERTIFICATE

WE, LAND TITLE GUARANTEE COMPANY, DO HEREBY CERTIFY THAT WE HAVE EXAMINED THE TITLE OF ALL LAND PLATTED HEREON AND THAT TITLE TO SUCH LAND IS IN THE DEDICATOR(S) FREE AND CLEAR OF ALL LIENS, TAXES AND ENCUMBRANCES, EXCEPT AS FOLLOWS: THOSE ITEMS AND OWNERSHIP INTERESTS SHOWN IN TITLE COMMITMENT _____, EFFECTIVE _____

LAND TITLE GUARANTEE COMPANY

BY: _____ DATE _____

NAME: _____
TITLE: _____

STATE OF COLORADO)
) SS.
COUNTY OF BOULDER)

ACKNOWLEDGED BEFORE ME THIS _____ DAY OF _____, 20____

BY: _____ AS _____

WITNESS MY HAND AND OFFICIAL SEAL

NOTARY PUBLIC

MY COMMISSION EXPIRES: _____

PLANNING AND DEVELOPMENT APPROVAL CERTIFICATE

THIS PLAT IS HEREBY APPROVED BY THE TOWN OF ERIE PLANNING AND DEVELOPMENT DIRECTOR ON THE ____ DAY OF _____, A.D., 20____.

PLANNING AND DEVELOPMENT DIRECTOR

BOARD OF TRUSTEE APPROVAL CERTIFICATE

THIS PLAT IS TO BE KNOWN AS _____ IS APPROVED AND ACCEPTED BY RESOLUTION NO. _____, PASSED AND ADOPTED AT THE REGULAR MEETING OF THE BOARD OF TRUSTEE OR ERIE, COLORADO, HELD ON THE ____ DAY OF _____, 20____.

MAYOR

ATTEST _____
TOWN CLERK

PLAT NOTES

- NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.
- ANY PERSON WHO KNOWINGLY REMOVES, ALTERS OR DEFACTS ANY PUBLIC LAND SURVEY MONUMENT OR ACCESSORY COMMITS A CLASS TWO (2) MISDEMEANOR PURSUANT TO STATE STATUTE 18-4-508, C.R.S.
- BASIS OF BEARINGS: THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31 WAS ASSUMED TO BEAR N 89°40'29" EAST AND IS MONUMENTED AS SHOWN HEREON, WITH ALL MEASURED BEARINGS SHOWN HEREON, WITH ALL MEASURED BEARINGS SHOWN HEREON RELATIVE THERETO.
- BASED UPON A REVIEW OF FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 0813C0443K, MAP REVISED AUGUST 14, 2019, THE SUBJECT PROPERTY IS NOT WITHIN THE 100-YEAR FLOOD PLAIN LIMITS.
- TRACT MONUMENTATION SHALL BE IN ACCORDANCE WITH THE COLORADO REVISED STATUTES (CRS 38-51-105).
- THE LINEAL DISTANCE UNIT USED IN THE PREPARATION OF THIS PLAT IS THE UNITED STATES SURVEY FOOT. THE UNITED STATES DEPARTMENT OF COMMERCE, NATIONAL INSTITUTE OF STANDARDS AND TECHNOLOGY DEFINES THE UNITED STATES SURVEY FOOT AS 120/3937 METERS.
- LAND TITLE GUARANTEE COMPANY COMMITMENT NUMBER: _____ WAS ENTIRELY RELIED UPON FOR RECORDED INFORMATION REGARDING RIGHTS OF WAY, EASEMENTS AND ENCUMBRANCES IN THE PREPARATION OF THIS PLAT. NO LIABILITY IS ACCEPTED BY LJA SURVEYING, LLC. FOR THE ACCURACY OF INFORMATION CONTAINED IN SAID COMMITMENT.
- DUE TO THE PROXIMITY OF THE PROPERTY TO THE ERIE MUNICIPAL AIRPORT, THERE WILL BE AIRCRAFT PASSING OVER THE PROPERTY, AIRCRAFT PASSING OVER THE PROPERTY. AIRCRAFT PASSAGE MAY RESULT IN NOISE AND OTHER IMPACTS ON THE PROPERTY. AIRCRAFT MAY CROSS PROPERTY AT LOW ALTITUDE HEIRS, SUCCESSORS AND ASSIGNS SPECIFICALLY ACKNOWLEDGE THE RIGHT OF PASSAGE OVER THE PROPERTY FOR AIRCRAFT AND AGREE TO HOLD HARMLESS THE TOWN OF EIRE FOR AIRCRAFT OPERATIONS.
- THE SOLE INTENTION AND PURPOSE OF THE SIERRA VISTA MINOR SUBDIVISION IS TO CREATE TRACTS OF LAND IN ORDER TO ENABLE THE SALE OF THE INDIVIDUAL TRACTS SHOWN HEREIN. ALL TRACTS WILL NEED TO BE REPLATTED TO LOTS TO ACCOMMODATE DEVELOPMENT.
- NO DEVELOPMENT RIGHTS ARE GRANTED BY THE SIERRA VISTA MINOR SUBDIVISION AND NO DEVELOPMENT SHALL BE ALLOWED ON ANY TRACT CREATED HEREIN UNTIL THE FOLLOWING REQUIREMENTS ARE FULLY COMPLIED WITH. NO DEVELOPMENT OR BUILDING OF IMPROVEMENTS SHALL BE ISSUED FOR ANY PURPOSE UNTIL THERE IS FULL COMPLIANCE WITH ALL TOWN OF EIRE MUNICIPAL CODE REQUIREMENTS, INCLUDING BUT NOT LIMITED TO: COMPLETION OF SUBDIVISION PROCEDURES FINAL PLAT; A DEVELOPMENT AGREEMENT (AND ANY OTHER AGREEMENTS THAT MAY BE REQUIRED BY THE TOWN OF ERIE MUNICIPAL CODE); AND IF NECESSARY COMPLETION OF THE SITE PLAN REVIEW PROCEDURE.
- UTILITIES, VEHICULAR AND PEDESTRIAN ACCESS ROUTES, AND IMPROVEMENT GUARANTEE REQUIREMENTS WILL BE REQUIRED PER THE TOWN OF ERIE MUNICIPAL CODE, PRIOR TO THE ISSUANCE OF ANY BUILDING PERMIT.
- THE RESTRICTIONS AND REQUIREMENTS SET FORTH BY THE SIERRA VITA MINOR SUBDIVISION SHALL RUN WITH THE LAND INCLUDED WITH THE SIERRA VISTA MINOR SUBDIVISION AND SHALL INSURE TO THE BENEFIT OF AND BE BINDING UPON THE SUCCESSORS AND ASSIGNS OF THE OWNER. ALL OBLIGATIONS AND RESPONSIBILITIES OF THE OWNERS HEREIN SHALL PASS TO EACH AND EVERY SUCCESSOR AND/OR ASSIGN. IT IS THE RESPONSIBILITY OF ANY PURCHASER OF A TRACT WITHIN THIS SIERRA VISTA MINOR SUBDIVISION TO FULLY INVESTIGATE THE REQUIREMENTS PRIOR TO SUCH PURCHASE.

SURVEYOR'S CERTIFICATE

I, PATRICK S. JERNIGAN, A REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS MAP WAS MADE BY ME OR UNDER MY DIRECT SUPERVISION, AND IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THAT AT LEAST ONE-SIXTH (1/6) OF THE PERIPHERAL BOUNDARY OF THE PARCEL SHOWN HEREON IS CONTIGUOUS WITH THE PRESENT BOUNDARY OF THE TOWN OF JOHNSTOWN, AND THAT THIS PLAT COMPLIES WITH SECTION 31-12-107(1)(d), COLORADO REVISED STATUTES, CONCERNING ANNEXATION PLATS.

FOR REVIEW ONLY

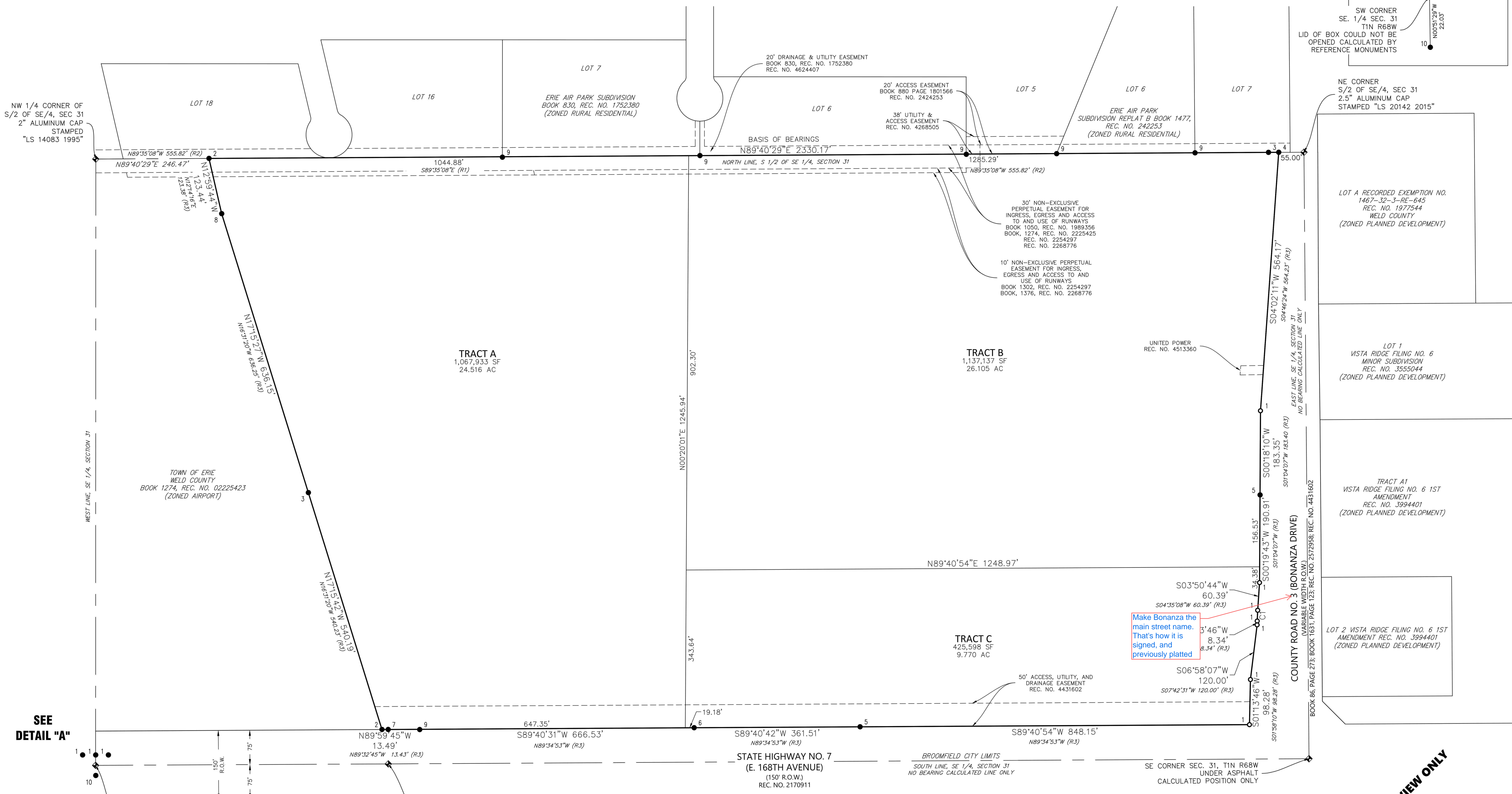
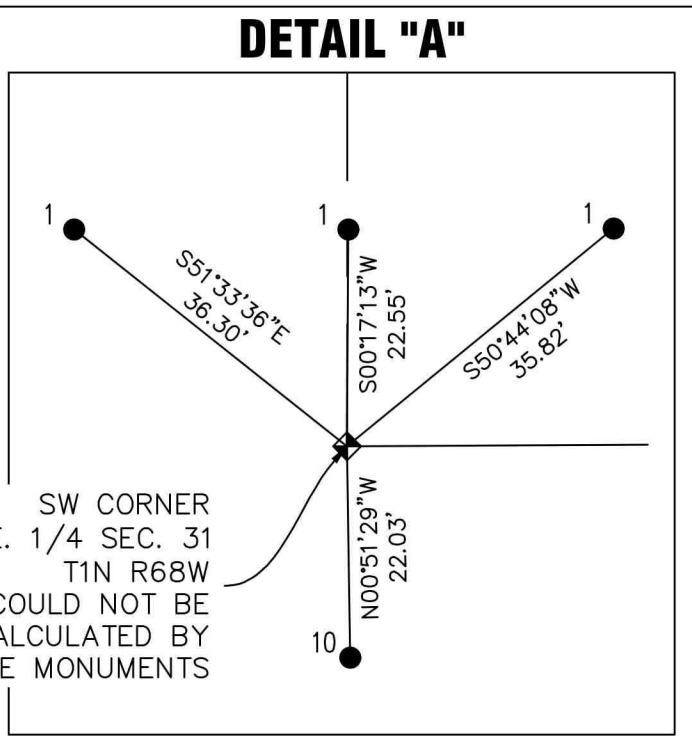
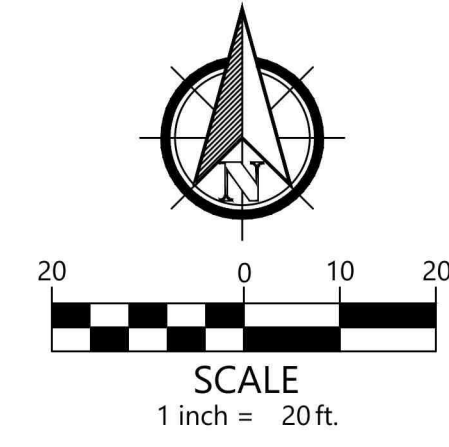
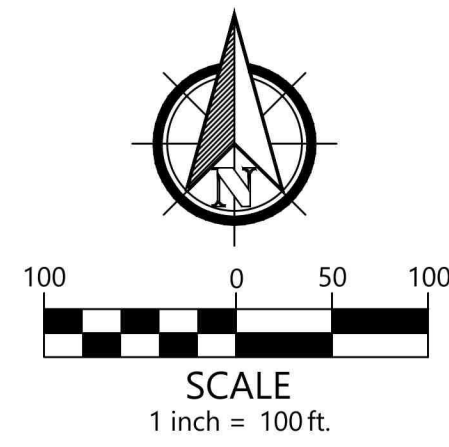
PATRICK S. JERNIGAN
COLORADO PLS NO. 37042
FOR AND ON BEHALF OF LJA SURVEY, INC
7800 EAST UNION AVENUE, SUITE 575,
DENVER, COLORADO 80237

NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVEN MAY ANY ACTION BASED UPON AND DEFECT IN THIS SURVEY BE COMMENCED MORE THEN TEN YEARS FROM THE DATE OF THE CERTIFICATE SHOWN HEREON.

Date: 12/10/2024 Job No: 1061-0006 Sheet: 1 of 2

SIERRA VISTA MINOR SUBDIVISION FILING NO. 2

LOCATED IN THE SOUTH 1/2 OF THE SOUTHEAST 1/4 OF SECTION 31, TOWNSHIP 1 NORTH,
RANGE 68 WEST OF THE 6TH P.M.,
TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO



SEE
DETAIL "A"

FOR REVIEW ONLY

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	23.40'	512.50'	2°36'58"	S02° 32' 15"W	23.40

- MONUMENT SYMBOL LEGEND**
- ◆ RECOVERED SECTION CORNER AS NOTED HEREON
 - 1 RECOVERED REFERENCE MONUMENT WITH A 1.5" ALUMINUM CAP STAMPED "PLS 38621 RYNEARSON RM"
 - 2 RECOVERED NO. 5 REBAR WITH A 2" ALUMINUM CAP STAMPED "PLS 4846 W. M. STENGEL"
 - 3 RECOVERED IRON ROD WITH A 1.25" YELLOW PLASTIC CAP
 - 4 RECOVERED IRON ROD WITH A 1.25" YELLOW PLASTIC CAP STAMPED "PLS 20142"
 - 5 RECOVERED IRON ROD WITH A 1.25" YELLOW PLASTIC CAP STAMPED "PLS 38621 STRAITON"

- MONUMENT SYMBOL LEGEND**
- 6 RECOVERED IRON ROD WITH A 1.25" YELLOW PLASTIC CAP STAMPED "PLS 25965"
 - 7 RECOVERED IRON ROD WITH A 2" ALUMINUM CAP STAMPED "PLS 28286" 0.2 ABOVE GROUND
 - 8 RECOVERED NO. 5 REBAR WITH A 2" ALUMINUM CAP STAMPED "PLS 4846 W. M. STENGEL" BENT
 - 9 RECOVERED IRON RODS NOT HELD BY THIS SURVEY
 - 10 RECOVERED IRON ROD REFERENCE MONUMENT STAMPED "4RV WIT"

- MONUMENT SYMBOL LEGEND**
- 1 SET 18" LONG NO. 5 REBAR WITH 1.25" ORANGE PLASTIC CAP STAMPED "LJA SURVEYING PLS 37042" FLUSH WITH THE GROUND
 - (R1) DIMENSION PER LEGAL DESCRIPTION ERIE AIR PARK SUBDIVISION AT RECEPTION NUMBER 1752380
 - (R2) DIMENSION PER LEGAL DESCRIPTION ERIE AIR PARK SUBDIVISION REPLAT B AT RECEPTION NUMBER 242253
 - (R3) DIMENSION PER LEGAL DESCRIPTION SIERRA VISTA MINOR SUBDIVISION AT RECEPTION NUMBER 4431602

LJA SURVEYING
7800 E Union Avenue
Suite 575
Denver, CO 80237
303-390-8510
www.lja.com

I:\JOB FOLDERS\1061-0008\SURVEY\06 CAD\PRODUCTION FILES\PLAT\061-0008-SIERRA_VISTA_DETAILS PRINTED ON: 12/10/2024 1:12 PM

SIERRA VISTA ZONING

LOCATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO

LEGAL DESCRIPTION AP ZONING PARCEL

A PARCEL OF LAND BEING A PORTION ON THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO, BEING ALSO A PORTION OF TRACT A AND TRACT B OF SIERRA VISTA MINOR SUBDIVISION, RECORDED SEPTEMBER 17, 2018 IN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER UNDER RECEPTION NUMBER 4431602, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31; THENCE NORTH 89°40'29" EAST, ON THE NORTH LINE OF SAID SOUTH HALF, A DISTANCE OF 246.47 FEET TO THE NORTHWESTERLY CORNER OF SAID TRACT B, SAID POINT BEING THE **POINT OF BEGINNING**;

THENCE CONTINUING NORTH 89°40'29" EAST, ON THE LINE COMMON TO SAID NORTH LINE OF THE SOUTH HALF AND THE NORTH LINE OF SAID TRACT B, A DISTANCE OF 1,044.88 FEET;

THENCE SOUTH 00°20'01" WEST A DISTANCE OF 1245.94 FEET TO THE SOUTH LINE OF SAID TRACT A, BEING ALSO THE NORTH RIGHT-OF-WAY LINE OF COLORADO STATE HIGHWAY NO. 7 (EAST 168TH AVENUE) AS DESCRIBED IN THAT SPECIAL WARRANTY DEED RECORDED FEBRUARY 15, 1989 IN SAID RECORDS UNDER RECEPTION NUMBER 2170911;

THENCE ON THE SOUTH LINE OF SAID TRACT A AND SAID NORTH RIGHT-OF-WAY LINE THE FOLLOWING (2) TWO COURSES:

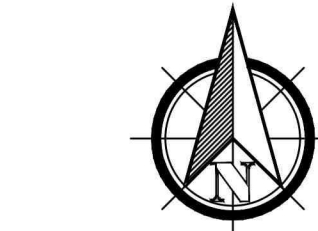
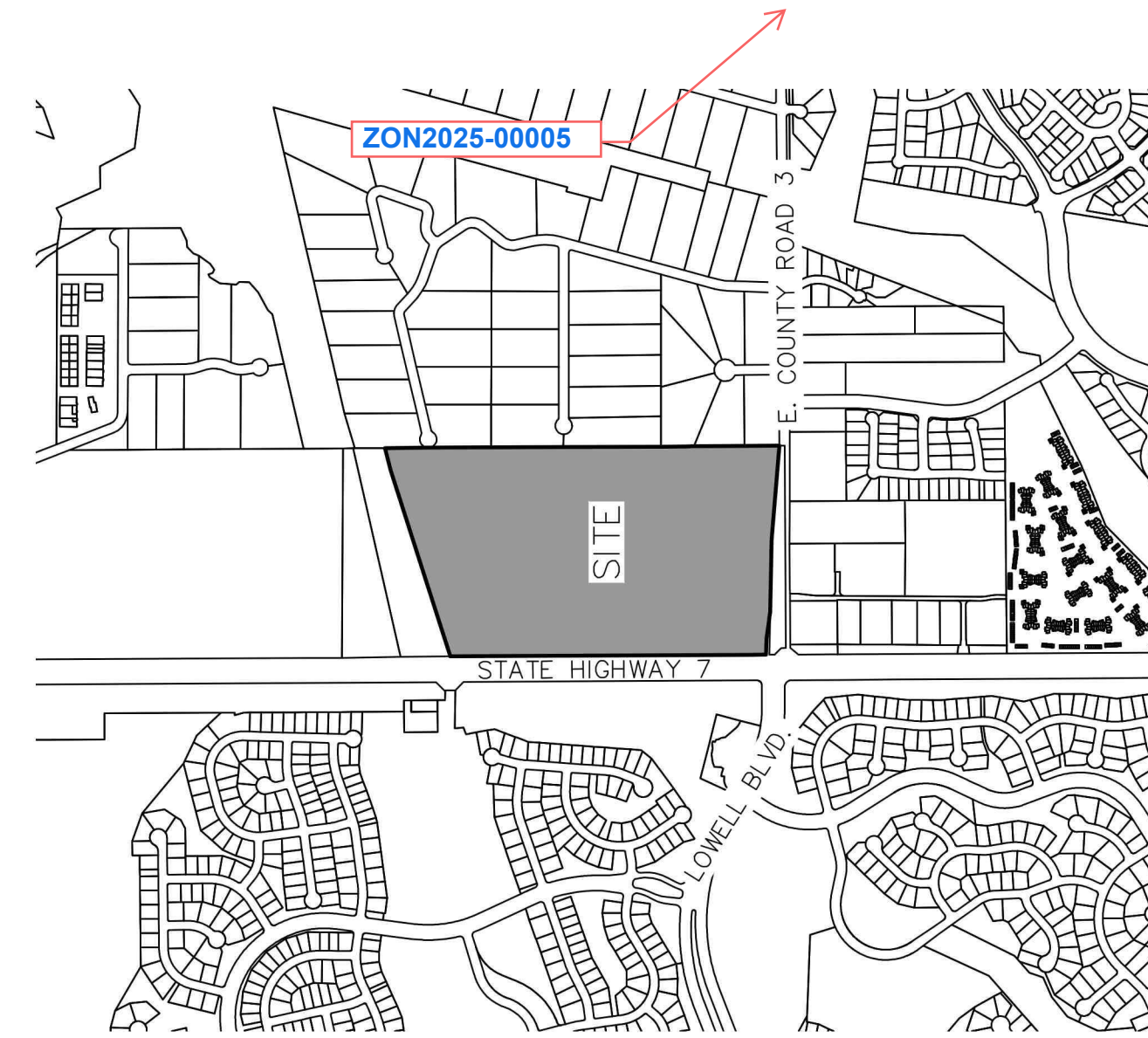
1. SOUTH 89°40'31" WEST A DISTANCE OF 647.35 FEET,
2. NORTH 89°59'45" WEST A DISTANCE OF 13.49 FEET TO THE SOUTHWESTERLY CORNER OF SAID TRACT A;

THENCE NORTH 17°15'42" WEST, ON THE WESTERLY LINE OF SAID TRACT A, A DISTANCE OF 540.19 FEET TO A POINT ON THE WESTERLY LINE OF SAID TRACT B;

THENCE ON SAID WESTERLY LINE THE FOLLOWING (2) TWO COURSES:

1. NORTH 17°15'27" WEST, ON SAID WESTERLY LINE, A DISTANCE OF 636.15 FEET;
2. NORTH 12°59'44" WEST A DISTANCE OF 123.44 FEET TO THE **POINT OF BEGINNING**.

CONTAINING A CALCULATED AREA OF 24.5 ACRES (1,067,934 SQUARE FEET), MORE OR LESS.



VICINITY MAP
SCALE: 1" = 1000'

PLANNING COMMISSION CERTIFICATE

THIS ZONING MAP, ZAXX-XXX, WAS VIEWED BY THE PLANNING COMMISSION ON THE

_____ DAY OF _____, 201__ A.D.

CHAIRMAN OF ERIE PLANNING COMMISSION

ZON2025-00005

20

BOARD OF TRUSTEES APPROVAL CERTIFICATE

THIS ZONING MAP IS TO BE KNOWN AS THE "SIERRA VISTA ZONING MAP" AND IS APPROVED AND ACCEPTED BY ORDINANCE NO. _____, PASSED AND ADOPTED AT THE REGULAR (SPECIAL) MEETING OF THE BOARD OF TRUSTEES OF ERIE, COLORADO, HELD ON

_____ 201__

MAYOR

ATTEST _____

20

CLERK & RECORDER CERTIFICATE

STATE OF COLORADO
COUNTY OF WELD

I HEREBY CERTIFY THAT THIS ZONING MAP WAS FILED IN MY OFFICE THIS _____ DAY OF _____, 201__ A. D. AND WAS RECORDED AT RECEPTION NUMBER _____

SIGNATURE
WELD COUNTY CLERK & RECORDER

This certificate is superfluous. Weld county does not use it. Delete

SURVEYOR'S CERTIFICATE

I, PATRICK S. JERNIGAN, A DULY REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF COLORADO, DO HEREBY CERTIFY THAT THIS ZONING MAP TRULY AND CORRECTLY REPRESENTS THE ABOVE DESCRIBED LEGAL DESCRIPTION FOR EACH ZONE DISTRICT.

I ATTEST THE ABOVE ON THIS _____ DAY OF _____, 2024.

2025

PATRICK S. JERNIGAN
COLORADO REGISTERED PROFESSIONAL LAND SURVEYOR # 37042
FOR AND ON BEHALF OF LJA SURVEYING, INC.

FOR REVIEW ONLY

LEGAL DESCRIPTION HR ZONING PARCEL

A PARCEL OF LAND BEING A PORTION ON THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO, BEING ALSO A PORTION OF TRACT A, TRACT B AND TRACT C OF SIERRA VISTA MINOR SUBDIVISION, RECORDED SEPTEMBER 17, 2018 IN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER UNDER RECEPTION NUMBER 4431602, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31; THENCE NORTH 89°40'29" EAST, ON THE NORTH LINE OF SAID SOUTH HALF, A DISTANCE OF 246.47 FEET TO THE NORTHWESTERLY CORNER OF SAID TRACT B; THENCE CONTINUING NORTH 89°40'29" EAST, ON THE LINE COMMON TO SAID NORTH LINE OF THE SOUTH HALF AND THE NORTH LINE OF SAID TRACT B, A DISTANCE OF 1,044.88 FEET TO THE **POINT OF BEGINNING**;

THENCE CONTINUING NORTH 89°40'29" EAST, ON THE LINE COMMON TO SAID NORTH LINE OF THE SOUTH HALF AND THE NORTH LINE OF SAID TRACT B, A DISTANCE OF 1,285.29 FEET TO THE NORTHEASTERLY CORNER OF SAID TRACT B, BEING ALSO THE WESTERLY RIGHT-OF-WAY LINE OF BONANZA DRIVE;

THENCE ON THE LINE COMMON TO SAID TRACT B AND SAID WESTERLY RIGHT-OF-WAY LINE THE FOLLOWING (2) TWO COURSES:

1. SOUTH 04°02'11"W A DISTANCE OF 564.17 FEET;
2. SOUTH 00°18'10" WEST A DISTANCE OF 183.35 FEET TO THE SOUTHEASTERLY CORNER OF SAID TRACT B;

THENCE SOUTH 00°19'43" WEST, ON THE LINE COMMON TO THE EASTERLY LINE OF SAID TRACT C AND SAID WESTERLY RIGHT-OF-WAY LINE, A DISTANCE OF 156.53 FEET;

THENCE SOUTH 89°40'54" WEST A DISTANCE OF 1,248.97 FEET;

THENCE NORTH 00°20'01" EAST A DISTANCE OF 902.30 FEET TO THE **POINT OF BEGINNING**.

CONTAINING A CALCULATED AREA OF 26.1 ACRES (1,137,144 SQUARE FEET), MORE OR LESS.

There are multiple references to the POB.

LEGAL DESCRIPTION CC ZONING PARCEL

A PARCEL OF LAND BEING A PORTION ON THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 NORTH, RANGE 68 WEST OF THE 6TH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD, STATE OF COLORADO, BEING ALSO A PORTION OF TRACT A, TRACT B AND TRACT C OF SIERRA VISTA MINOR SUBDIVISION, RECORDED SEPTEMBER 17, 2018 IN THE RECORDS OF THE WELD COUNTY CLERK AND RECORDER UNDER RECEPTION NUMBER 4431602, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31; THENCE NORTH 89°40'29" EAST, ON THE NORTH LINE OF SAID SOUTH HALF, A DISTANCE OF 246.47 FEET TO THE NORTHWESTERLY CORNER OF SAID TRACT B; THENCE CONTINUING NORTH 89°40'29" EAST, ON THE LINE COMMON TO SAID NORTH LINE OF THE SOUTH HALF AND THE NORTH LINE OF SAID TRACT B, A DISTANCE OF 1,044.88 FEET TO THE **POINT OF BEGINNING**;

THENCE NORTH 89°40'54" EAST A DISTANCE OF 486.31 FEET;

THENCE SOUTH 00°19'06" EAST A DISTANCE OF 343.59 FEET TO THE SOUTH LINE OF SAID TRACT C, BEING ALSO THE NORTH RIGHT-OF-WAY LINE OF SAID COLORADO STATE HIGHWAY NO. 7 (EAST 168TH AVENUE);

THENCE SOUTH 89°40'54" WEST, ON THE SOUTH LINE OF SAID TRACT C AND SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 109.53 FEET TO THE SOUTHWEST CORNER OF SAID TRACT C;

THENCE SOUTH 89°40'42" WEST, ON THE SOUTH LINE OF SAID TRACT B AND SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 361.51 FEET TO THE SOUTHEAST CORNER OF SAID TRACT A;

THENCE SOUTH 89°40'31" WEST, ON THE SOUTH LINE OF SAID TRACT A AND SAID NORTH RIGHT-OF-WAY LINE, A DISTANCE OF 19.18 FEET;

THENCE NORTH 00°20'01" EAST A DISTANCE OF 343.64 FEET TO THE **POINT OF BEGINNING**.

CONTAINING A CALCULATED AREA OF 3.8 ACRES (167,767 SQUARE FEET), MORE OR LESS.

GENERAL NOTES

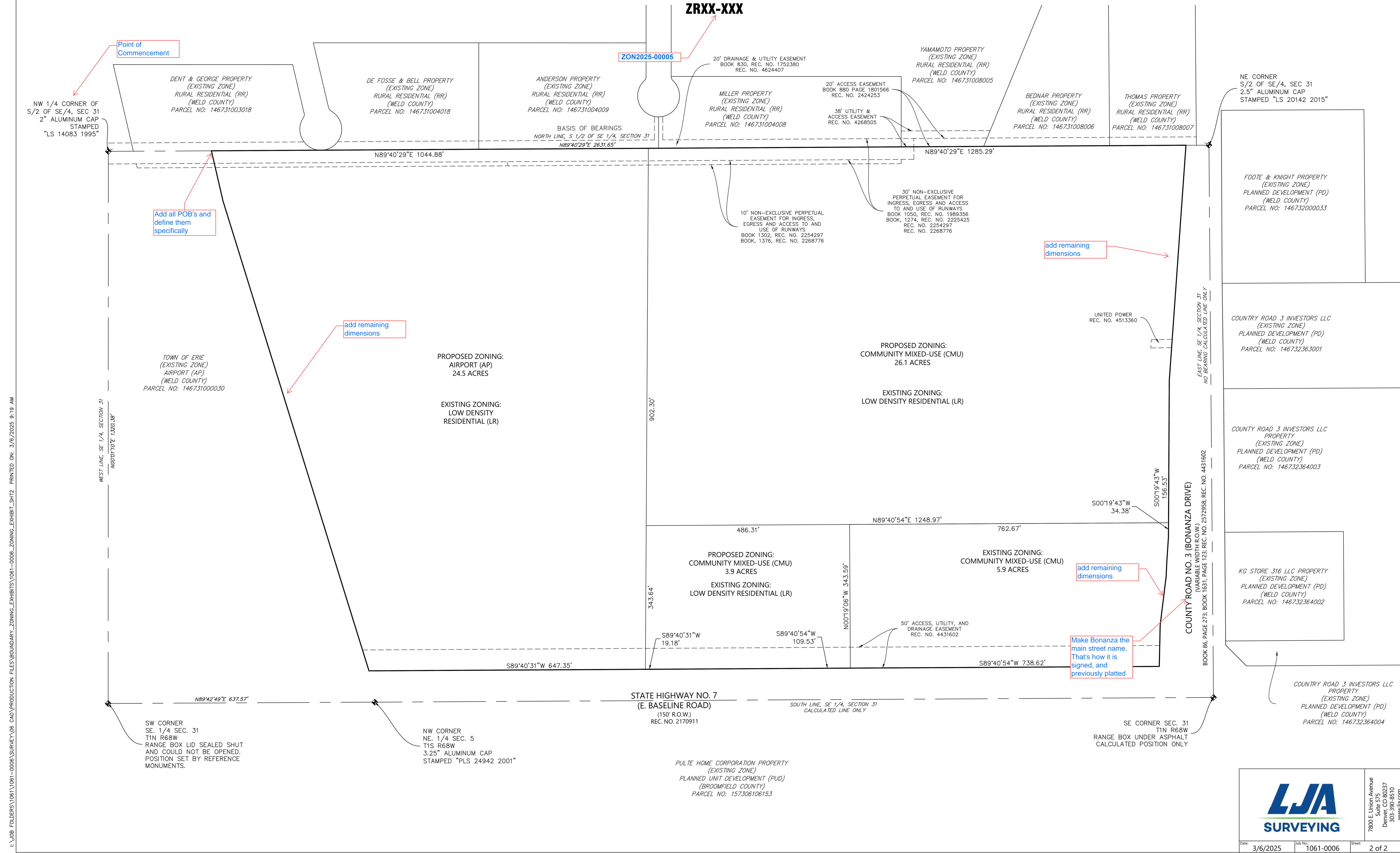
1. BASIS OF BEARINGS: THE NORTH LINE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1 SOUTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN IS ASSUMED TO BEAR NORTH 89°29'51" EAST BASED ON NAD83 (2011) COLORADO STATE PLANE NORTH ZONE (501) COORDINATES, BEING MONUMENTED AT THE WEST END BY A 2" ALUMINUM CAP STAMPED, "PLS 14083 1995" RECOVERED 0.2' BELOW THE SURFACE, BEING THE NORTHWEST CORNER OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 1 AND ON THE EAST END BY A 2-1/2" ALUMINUM CAP STAMPED, "PLS 20142 2015" RECOVERED 0.3' BELOW THE SURFACE, BEING THE OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 1.

2. NOTICE: ACCORDING TO COLORADO LAW YOU MUST COMMENCE ANY LEGAL ACTION BASED UPON ANY DEFECT IN THIS SURVEY WITHIN THREE YEARS AFTER YOU FIRST DISCOVER SUCH DEFECT. IN NO EVENT MAY ANY ACTION BASED UPON ANY DEFECT IN THIS SURVEY BE COMMENCED MORE THAN TEN YEARS FROM THE DATE OF THE CERTIFICATION SHOWN HEREON.

3. THIS MAP WAS PREPARED WITHOUT ANY BENEFIT OF A CURRENT TITLE COMMITMENT AND DOES NOT CONSTITUTE A TITLE SEARCH BY LJA SURVEYING, INC. TO DETERMINE OWNERSHIP, RIGHTS-OF-WAY, EASEMENTS OR OTHER MATTERS OF PUBLIC RECORD.

SIERRA VISTA ZONING

LOCATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 31, TOWNSHIP 1
NORTH, RANGE 68 WEST OF THE SIXTH PRINCIPAL MERIDIAN, TOWN OF ERIE, COUNTY OF WELD,
STATE OF COLORADO
ZRXX-XXX



I:\JOB FOLDERS\1061-0006\SURVEY\06 CAD\PRODUCTION FILES\BOUNDARY_ZONING_EXHIBITS\1061-0006_ZONING_EXHIBIT_SHT2 PRINTED ON: 3/6/2025 9:19 AM

LJA SURVEYING

7800 E Union Avenue
Suite 575
Denver, CO 80237
303-390-8510
www.lja.com

Date: 3/6/2025 Job No: 1061-0006 Sheet: 2 of 2



Sierra Vista Minor Sub & Rezoning 1st Review

Development Review

To: Aly Burkhalter, Senior Planner
From: Chad Schroeder, P.E., Development Engineering Supervisor
Date: August 22, 2025
Re: SUB2025-00006 & ZON2025-00005 Sierra Vista Minor Sub & Rezoning

Engineering Division Comments

The development review team has reviewed the applications for the Sierra Vista Minor Sub & Rezoning for conformance with Town Standards and Specs.

The next step for the application is revision and resubmittal for another engineering review. Please make the appropriate revisions to the application materials and provide written response to address each written comment from the Town staff and referral agencies. All resubmittals shall be submitted via eTRAKIT.

1. Provide a general utility master plan and road plan for the entire Sierra Vista Development.
 - a. Sanitary Sewer – show the truck lines from the connection point in at the Baron Court and Airport Drive intersection to the intersection at Bonanza Drive and Commons Drive intersection.
 - b. Water – show how water will be looped through the site. Note that along the northern boundary of Sierra Vista (adjacent to the Erie Air Park Subdivision) is an existing 14-inch asbestos concrete (AC) water line which goes west through Baron Court and ends at Airport Drive. The Sierra Vista project will need to provide a replacement of this AC water line. Most likely the AC water line can be abandoned in place, to be determined in later reviews.
 - c. Storm – provide a plan for the swales and culvert trunk lines to the proposed detention ponds.
2. Utility Studies need to cover the following:
 - a. Sanitary Sewer
 - Does the downstream sanitary sewer system have the capacity to handle the proposed sanitary sewer flows from the proposed Sierra Vista uses? The system is constrained in segments just south of the Vista Parkway Bridge over Coal Creek. A downstream parallel line may need to be installed.
 - The lift station in Vista Ridge Filing 6 (in the southeast corner of Little Sunshine's Daycare Center) will need to be taken offline and decommissioned with the installation of the Sierra Vista sanitary sewer network.
 - b. Water
 - Sierra Vista is in the Zone 3 pressure Zone. It borders the Zone 4B to the east of Bonanza. The water looping needs to be within Zone 3. The Town highly discourages PRVs
 - c. Storm / Drainage Study
 - The detention ponds need to be sized and proportionally laid out on the plans for all of the Sierra Vista proposed drainage runoff.

- The existing drainage swales at the southwest corner of the property where some of the drainage from Sierra Vista will drain to are eroded and will need to be addressed and stabilized with this development.
 - There are FAA regulations pertaining to detention ponds and birds in relations to airfields. This needs to be researched for the appropriate setbacks of detention ponds to the airfield and runway approach zones.
 - Drainage swale improvements along CO7 will need to be reviewed and approved by CDOT.
 - Review the East Coal Creek OSP for recommended drainage improvements.
3. What is the general plan for ground vehicle and aircraft access to the airfield from the proposed western airport use areas?

The review process is a cumulative process and dependent on various criteria. We reserve the right to provide further comment(s) and request additional information.

Please contact me at 303-926-2876 or cschroeder@erieco.gov for further clarification. Staff would be happy to discuss the comments and answer any questions.

Sincerely,

Chad Schroeder, P.E. | Development Engineering Supervisor

Development Review, Public Works



Town of Erie

Street Address | P.O. Box 750 | Erie, CO 80516

Phone: 303-926-2876

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Enhancing the quality of life by serving and building Erie with PRIDE.



Internal Memo

To: Aly Buckhalter, Senior Planner

From: Shane Greenburg, Senior Parks Planner

**Subject: Sierra Vista Minor Sub with Zoning (SUB2025-00006 & ZON2025-00005)
– Parks & Recreation, Development & Neighborhood Services –1st Review**

8/21/25 – 1st review – Subdivision and Zoning

GENERAL COMMENTS

- 1) The Town needs to see a cohesive pedestrian connectivity and park / open space plan through the entire property (including commercial and residential areas) to prevent a disjointed design. As the property is more than a mile from existing Erie trails and park space, we need to see some enhanced pocket park / amenity space to reasonably meet the resident and commercial tenant park space needs. Neighborhood and Community Park requirements need to be met with fees-in-lieu. Park requirements are determined by the number of planned residential units and more details will be provided once we see more information in that regard.
 - a) You can find park dedication requirements in the Town's UDC.
 - i) https://library.municode.com/co/erie/codes/code_of_ordinances?nodeId=TIT10UNDECO_CH6DEDEST_10-6-3PAOPSPTR
 - b) You can find park and trail design standards in the Town's Standards and Specifications
 - i) <https://www.erieco.gov/DocumentCenter/View/10043/Section-1000---2024-Private-Development-Landscape-Irrigation-Parks-Open-Space--Trails?bidId=>
 - ii) In particular see design standards for pocket parks in Section 1080.00 POCKET PARK DESIGN STANDARDS, and trail design standards in Section 1091.00 Trails & Park Paths.
- 2) Please adhere to the Town's Park, Trail, and Open Space Plan found at the link below.
 - a) <https://erieco.gov/DocumentCenter/View/8802/PROST-Plan-Update-2016?bidId=>



Memo

To: Aly Burkhalter, Senior Planner
From: Nick Wagner, Transportation Engineer
Date: August 18th, 2025
Subject: Sierra Vista Minor Sub & Rezoning - Transportation Engineering Comments
CC: John Firouzi

Transportation Concept Plan Comments – Provided by Nick Wagner:

1. Remove internal site arrows/linework. At this level we would only like to see where the site entrances are being proposed as well as their movement. Any further information should come through site plans.
2. Align North site access point with the emergency access point for the ErieStorage.com building. This would put the North drive at an equal distance from Commons Dr. to the south and Sunset Dr. to the North.
3. Continue coordination with CDOT through the development process in terms of the RI/RO along HWY 7. Due to spacing with Bonanza Dr, the RI/RO might have to serve as a acceleration lane/deceleration lane, which is similar condition to Commons Way connection.

Transportation TIA Comments – Provided by Bill Cowen of FoxTuttle:

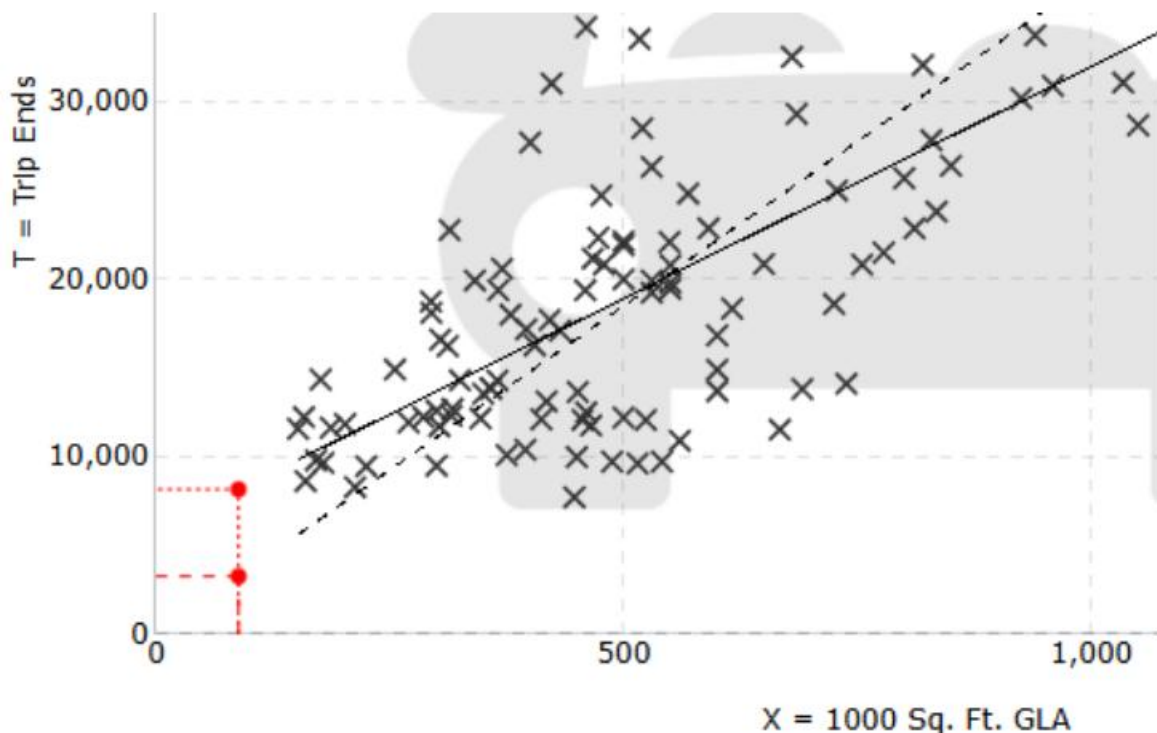
1. In general, I will note that the TIA was completed in 2024 and the Town of Erie adopted new requirements for TIAs in 2025 so it is anticipated that some of the new requirements will not be met. I will clearly detail these new requirement needs in my comments to follow. In addition, it is important to note that Baseline Road (SH-7) is a state highway so CDOT requirements would apply. Also, the southern leg of the main SH 7 intersection (Lowell Boulevard) is in the City and County of Broomfield and coordination with that jurisdiction on the requirements for this TIA would be recommended.
2. New TIA requirements for the Town of Erie require that the applicant conduct a pre-application meeting and, through that meeting, get directions from the Town on the following topics:
 - i. The Study area boundary and the intersections requiring operational analysis
 - ii. The design years to be studied
 - iii. The times of day (typically peak hours) to be studied
 - iv. Trip generation methodology and modification of assumptions (such as pass-by, internal, etc.)
 - v. The method of projecting future background traffic volumes
 - vi. Data required including specific traffic count data to be used
 - vii. Traffic analysis software to be used and whether progression or micro-simulation analysis is required
 - viii. The type of TIA to be performed (Master Study, traffic conformance letter, transportation assessment or full TIA)
- a. Since the study was generated in 2024, this pre-application meeting likely did not occur. As such the Town may not have weighed in on these topics.

3. The TIA noted the study area including all intersections within a mile. However, it only included two existing intersections and there were more intersections within a mile distance. In addition, I question the limitation of a mile, and I would recommend that all intersections receiving a substantial amount of the project traffic be included in the TIA. At a minimum, I would recommend that the additional intersections include:

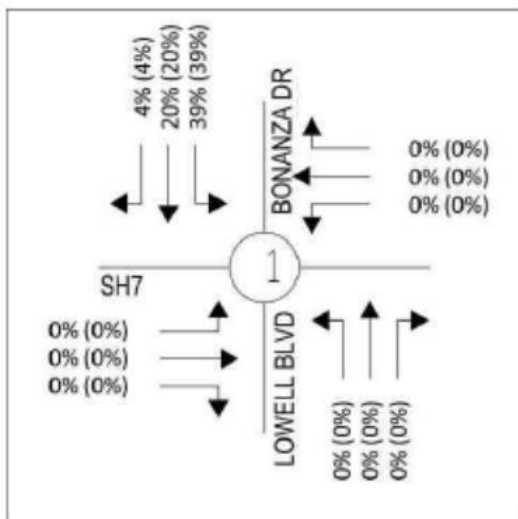
- i. Bonanza Drive and Sunset Drive
- ii. Bonanza Drive and Piper Drive
- iii. Bonanza Drive and Cessna Drive
- iv. Lowell Boulevard and Indian Peaks Parkway
- v. Lowell Boulevard and Anthem Ranch Road (northern intersection)
- vi. Lowell Boulevard and Middle Peak Drive
- vii. Lowell Boulevard and Anthem Road/Preble Creek Parkway (southern intersection)
- viii. SH 7 and Vista Parkway
- ix. SH 7 and Mountain View Boulevard
- x. SH 7 and Coal Creek Boulevard

a. Please note I excluded recommendation of several intersections because they were anticipated to be lower volume intersections, and they were either cul-de-sacs or limited movement intersections.

4. A trip generation estimation and summarized table was provided in the TIA. Information from the 11th Edition of the ITE Trip Generation Manual was used to provide these estimates. There was a need to estimate Gross Leasable Area for commercial and warehousing space but the applicant used a standard industry practice of 25% and it would be my recommendation that this be considered a reasonable technique for estimating GLA. My only concern with the trip generation is that the applicant used “fitted curve” equations for the residential and warehousing and used rates for the commercial development. A snapshot of the key portion of the ITE chart is shown below.



- a. The bottom red dot is the daily trip estimate for the commercial land use using rates. The top red dot is the daily trip estimate for the commercial land use using a fitted curve. The difference is approximately 5,000 vehicles per day. In addition, when one looks at the data points for the studies of commercial closest to the size of this commercial land use, they are all above the rate line and massed around the fitted curve line. This would seem to suggest that using the fitted curve would be more appropriate. It would be my recommendation that the applicant be directed to either defend the decision to use the rate for this land use in light of the aforementioned information or redo the trip generation (and all associated analyses) using the fitted curve.
5. The main background growth projections needed for this study were for the SH 7 corridor and the applicant used information in CDOT's OTIS future projections for the corridor. It would be my recommendation that this be considered a reasonable approach for this determination. There were no other pertinent submitted TIAs for nearby development considered in this study. It is unclear to me whether this would be a requirement for this study. There was a recent study performed on Airport Road and there have been several in the new Parkdale subdivision.
 6. Trip Distribution is an important part of any TIA. This study notes that "Generated traffic volumes were assigned to the routes that provide the shortest travel distance to their corresponding origins/destinations". This is too high level to help a reader understand the process and doesn't really speak technically to how the trip distribution was developed. One of the key determinations of potential trip distribution is how trip making is occurring today at the intersections closest to the site. This would help understand existing trends towards population and job centers in the area. When I compare the trip distribution shown in Exhibits 5 and 6 in the Appendix to the traffic counts at the SH 7 and Bonanza Drive/Lowell Boulevard intersection they do not compare equitably. As an example, the residential trip distribution shown in Exhibit 5 shows 70% of the traffic traveling to and from the east, while existing traffic counts show only 25% of the traffic doing that. Exhibit 5 also shows only 10% of the traffic coming to and from points south, while 50% of existing traffic does this. There are also errors in Exhibit 6 which make it difficult to understand the Commercial distribution. It only shows the outbound distribution (image below)



- a. Just looking at the outbound distribution suggests that the percentages are quite different from what existing traffic counts would suggest. It would be our recommendation that a more robust explanation of how trip distribution was determined should be provided in the TIA and an expectation that the distribution should better align with existing traffic counts or have excellent rationale for why they do not.
7. The design year scenarios to be studied in the TIA were identified as 2027 (build out) and 2043 (Horizon). The Town's requirements are for a short-term scenario of 5 years in the future and a long-term scenario of 20 years in the future. In 2024, that would be required years 2029 and 2044 scenarios. Now that it is 2025, the study should have 2030 and 2045 scenarios.
8. Intersection Capacity Analysis was performed in the TIA for four intersections (two existing intersections and two new driveway intersections). Software using the HCM methodology was used as required. It would not be my recommendation that any additional analyses such as progression or micro-simulation be required for this study. The results are summarized in Tables 4 through 8. My only concern with these tables is that they summarize delay of service and delay by intersection approach. The Town's requires that HCM information be summarized by total intersection and by movement. I would recommend that when the tables are updated that this standard be followed. In addition, the applicant should continue to highlight any intersection or movement which operates at worse than the Table 100-1 Motor Vehicle LOS Standards.
9. A requirement of the Town for TIAs is to provide a summary table of queuing information obtained through technical analysis. The table should detail existing (or planned for new lanes) storage lengths and summation of the 95th%ile queue for each time period studied. This helps inform whether queue issues might back into through lanes and cause operational issues. It may also trigger the need for more robust technical analyses such as micro-simulation. This TIA does not speak about queuing and does not include the required table. It is our recommendation that this be required in a revised study.
10. The Town's new standards include a Safety Assessment. The requirements of this are outlined in Section 100 of the Town's Standards and Specifications and the updated TIA should provide this information. Of key consideration should be detail about each site access, whether it has acceleration and/or deceleration lanes and the potential for conflict with people walking and biking. Documentation of the addition of traffic to unprotected left turn movements would be appropriate. Also, consideration of the potential for people walking or biking from the neighborhood to the south to cross Baseline Road and travel to and from the site should be considered. In all cases, mitigation should be suggested for any potentially unsafe conditions.
11. The Town's new standards include an evaluation of Bicycle facilities for new roadways. The requirements of this are outlined in Section 100 of the Town's Standards and Specifications and the updated TIA should provide this information. Of key consideration would be the appropriate bicycle facility for Bonanza Drive adjacent to the site. CDOT will have future for a bicycle facility on SH 7.
12. The Town's new standards include an evaluation of needed pedestrian crossing treatments. The requirements of this are outlined in Section 100 of the Town's Standards and Specifications and the updated TIA should provide this information. Of key consideration would be potential crossing treatments for any transit stops on Bonanza

Drive (if such exist) or the need for a treatment connecting the development to the Kum & Go across Bonanza Drive.

13. The Town's new standards include an evaluation of Parking Management. The requirements of this are outlined in Section 100 of the Town's Standards and Specifications and the updated TIA should provide this information. The potential for any parking impacts to nearby residential land uses should be evaluated.
14. The TIA does evaluate potential motor vehicle improvements and details the evaluation and conclusions. The Town's standards require consideration of the CDOT Access Code for determining the need for right turn and left turn acceleration and deceleration lanes and it appears that the applicant has followed this practice in making improvement determinations.
 - a. However, in considering operations at the signalized intersection of SH 7 and Bonanza/Lowell, the recommendation was made to increase the cycle length. Since this intersection is a state highway intersection, this would be a reasonable mitigation recommendation only if CDOT already has plans to make such a change. Otherwise, a change in the cycle length for only this intersection would likely have adverse impacts on the progression of the corridor and may require a progression analysis for the TIA. Consultation with CDOT concerning such a change is advised.
 - b. Based on other changes suggested in this review (Trip Generation, Trip Distribution, Scenario Years, etc...), new analyses may yield different needs for mitigation.



Sierra Vista – Rezoning

Strategic Planning Division

To: Beccah Bailey, Norris Design
From: Josh Campbell, Senior Strategic Planner
Date: August 15, 2025
Re: ZON2025-00005 Sierra Vista – Rezoning

Strategic Planning Comments

The Strategic Planning Division, as part of the Planning & Development Department, has reviewed the application for the Sierra Vista – Rezoning for conformance with the 2024 Comprehensive Plan and the Town's commitment to increasing its livability, connectivity, and sustainability.

Land Use Conformance

Staff find that the rezoning application partially conforms with the Future Land Use Map designation in the 2024 Comprehensive Plan. The parcel(s) in question are Employment and Corridor Commercial uses. While these uses do not primarily support residential, residential is a secondary supporting use under Employment if not negatively impactful to the primary Employment use. At this time, it is not clear within the application how much residential is being considered in comparison to employment uses. For this reason, staff indicate a partial conformance with the Future Land Use Map designations in the Comprehensive Plan.

Policy Conformance

The Strategic Planning Division finds that the application conforms with multiple goals and policies within the 2024 Comprehensive Plan, especially the following policies:

1. **C.5.1:** Ensure that new development meets Comprehensive Plan vision, priorities, and resources management.
 - a. The rezoning to CMU and AP will allow for the creation of more employment potential, increasing the employment base of the town.
2. **H.1.1:** Locate higher density housing and mixed use development in areas that are currently served or will be served by bus transit and neighborhood centers.
 - b. The rezoning will encourage mixed use development near future transit lines and areas of employment and commercial opportunities.

Policy Recommendations

In response to the 2024 Comprehensive Plan goals, staff make the following recommendations:

1. Staff recommend the alignment with policy C.3.8 of the Comprehensive Plan as Highway 7 (Baseline) is seen as a corridor of special consideration.
2. Staff recommend thoughtful consideration of the placement of future residential uses as to not impede or negatively impact the primary use of employment as seen within the Future Land Use Map.

The review process is a cumulative process and dependent on various criteria. We reserve the right to provide further comment(s) and request additional information. Please contact me at

(720) 955-2566 or jcampbell@erieco.gov for further clarification. Staff would be happy to schedule a virtual meeting to discuss the comments and answer any questions.

Sincerely,

Josh Campbell | Senior Strategic Planner
Planning & Development



Town of Erie
645 Holbrook Street | P.O. Box 750 | Erie, CO 80516
Phone: 720-955-2566
www.erieco.gov | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

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Ben Kellond

ENVIRONMENTAL
REVIEW

Please provide documentation that each of the three (3) potential drill sites designated on the ALTA have been vacated. Once verified, please update the ALTA accordingly.

8/20/2025 9:45:17 AM

Ben Kellond

ENVIRONMENTAL
REVIEW

Applicant did not respond to comments made during first submittal. Per the first submittal, please provide documentation that each of the three (3) potential drill sites designated on the ALTA have been vacated. Once verified, please update the ALTA accordingly.

11/13/2025 2:43:07 PM

•	ENVIRONMENTAL REVIEW	ReviewerBen Kellond	Sent12/22/2025	Sent By CL02
	Group3RD SUBMITTAL	RemarksDRT is on 1/22 - Planning to send comments on 1/30/26	Due1/29/2026	Received By BK01
	StatusCOMPLETE NO COMMEN...		Returned1/21/2026	



Sierra Vista – Rezoning with Minor Subdivision 2nd Review

Planning & Development

To: Beccah Bailey, Norris Design
From: Aly Burkhalter, Senior Planner
Date: November 14, 2025
Re: ZON2025-00005 Sierra Vista Rezoning

Planning Division Comments

The Planning Division has reviewed the applications for the Sierra Vista Rezoning concurrent with Minor Subdivision for conformance with Municipal Code, Title 10. A Minor Subdivision land use application is required with this rezoning as no lot shall be divided by a zone district boundary line per UDC 10-5-4.D.4. Comments for both the rezoning and minor subdivision application are contained within this memo. Other Town staff and outside referral agency comments can be found in eTRAKIT project portal under Reviews and found in Attachments. Referral comments received by the Town after the date of this memo shall be uploaded in eTRAKIT.

Comment responses were not provided for DNS, Engineering, or Environmental Reviews. Please make sure to include responses to all reviews in your next submittal.

The next step for the application is revision and resubmittal for another referral and Development Review Team review. Please make the appropriate revisions to the application materials and provide written response to address each written comment from the Town staff and referral agencies. All resubmittals shall be submitted via eTRAKIT.

Rezoning Comments

These comments are organized by submittal requirement. Previous comments and comments that have been resolved are in **grey** and can be removed from response to comments for the 3rd submittal. Applicant 2nd submittal responses in **blue** if unresolved and Town 2nd review comments are in **red**.

- 1) **Land Use Application** – Provided.
 - a) Please update Land Use Application Project Description: "and +/-5.9 ACRES FROM COMMUNITY COMMERCIAL TO COMMUNITY MIXED USE"
Applicant 2nd submittal response: Revision has been made as requested.
Town 2nd Review: Resolved
 - b) **Please update Development Review Fees to "All Other Zoning/Rezoning" as you are not requesting Planned Development (PD) zoning.**
Applicant 2nd submittal response: Revision has been made as requested.
Town 2nd Review: Comment remains
- 2) **Pre-Application Meeting** – no comment
- 3) **Application fee**
 - a) **Town 2nd Review:** Please note that 3rd party review application fees have been added
- 4) **Proof of ownership** – no comment
- 5) **Letter of authorization** - no comment
- 6) **Copies of any special agreements** – Applicant did not provide. Staff acquired via reception numbers provided with the Title Commitment

- a) **Annexation Agreement:** Staff reviewed the Annexation and did not find anything to impact the Rezoning application.
- b) **Avigation easement:** The avigation easement does have rights to limit structures which is not dictated within the Rezoning or dimensional standards of the proposed zone districts.
- c) Metro District: Record of Dissolution on 6/10/2019 (Reception #4496042)
- 7) **Written narrative**, describing the proposed development which at a minimum provides the following information:
 - a) General project concept and purpose of the request – provided
 - b) Proposed development time-line – please provide
 Applicant 2nd submittal response: Proposed development timeline is uncertain as the landowner is not the long-term developer. This information has been added to the narrative
 Town 2nd Review: Applicant noted that development timeline will be established at future site plan applications.
 - c) How the proposal relates to the existing land-use of the subject property and the zoning and land-use of adjacent properties, including statements describing areas of compatibility and conflict and the mitigation measures utilized – Please describe areas of compatibility and conflict and the mitigation measures utilized for each of the adjacent land uses listed. Include this in an updated Written Narrative
 - Airport to the west
 - Rural Residential to the north
 - Planned Development to the east
 - City of Broomfield, Planned Unit Development to the south
 Applicant 2nd submittal response: Additional information has been added to the Surrounding Land Use portion of the narrative, to better explain the transition of uses.
 Town 2nd Review: Resolved
 - d) How the proposal complies with the Town's Comprehensive Plan and rezoning approval criteria – provided
 - e) A description regarding the status of mineral rights and the substance of any existing or proposed covenants, special conditions, grants of easements, or other restrictions applying to the proposed subdivision – please provide
 Applicant 2nd submittal response: No mineral rights users exist on this site, which has been reflected on the updated narrative, included with this resubmittal application.
 Town 2nd Review: Resolved
 - f) **Town 2nd Review: please update the Written Narrative permitted use to comply with permitted by right uses listed in UDC TABLE 3-1: TABLE OF PERMITTED USES**
- 8) ALTA/ASCM Land Title Survey – provided
- 9) Zoning Map shall be prepared by or under the supervision of a registered professional land surveyor licensed with the State of Colorado for recording in the office of the County Clerk and Recorder. The zoning map shall contain the following information:
 - a) A title block (both sheets) shall provide:
 - i) total acreage
 - ii) number ZON2025-00005
 Applicant 2nd submittal response: Total Acreage and number have been added
 Town 2nd Review: Resolved
 - b) A block in the lower right hand corner shall include:
 - i) revision date chronology (both sheets)
 - ii) north arrow designated as true north (sheet 2)

- iii) written and graphic scale (sheet 2)
 Applicant 2nd submittal response: Revision date (bottom right), True North and scale (written and graphic) added (upper left, sheet 2).
 Town 2nd Review: Resolved
 - c) For subdivided land, label all property lines with bearings, distance, curve data and lot/block numbers as shown on the final plat; → See Zone Map redlines
 Applicant 2nd submittal response: All dimensions have been added.
 Town 2nd Review: Resolved
 - d) For proposals requesting multiple zone districts, label all zone district boundary lines with bearing, distance and curve data – provided
 - e) A scaled vicinity map that depicts the area around the proposal within a 1-mile radius – provided
 - f) A written legal description for subdivided property or a written metes and bounds description of the site's boundary for unsubdivided property – provided
 - g) A written legal description for each zone district indicated on the map – provided
 - h) Depict existing subdivision lot lines or metes and bounds property lines and rights-of-way within 100' of the proposal. Said information for adjacent properties shall be screened back → Please screen back adjacent property information
 Applicant 2nd submittal response: This information is now shown on the map on sheet 2.
 Town 2nd Review: Resolved
 - i) Identify the land use and zone district information of all adjacent property. When an adjacent property is not within the Town's boundary, the respective jurisdictions' land use and zone district information shall be identified – provided
 - j) **Please update to Town Council Approval Certificate**
 Applicant 2nd submittal response: Approval certificate has been updated per the above comment.
 Town 2nd Review: Not updated. Comment remains.
- 10) Concept Plan shall be prepared on 24" x 36" sheet size at a scale no greater than 1" = 200'. The Concept Plan shall show the general location of proposed streets, lots, tracts, parks, open space, trails, drainage facilities and existing and proposed oil/gas wells and their associated setbacks – provided
 - a) Scale is greater than 1" = 200' and staff waives that requirement at this time.
 - b) **Please add label or legend to indicate dashed lines are proposed streets**
 Applicant 2nd submittal response: A legend has been added per comment request.
 Town 2nd Review: No legend was seen on the Concept Plan dated 10/13/2025. If street linework is removed per Transportation comments, no legend is required.
 - c) Please provide zone district boundaries on concept plan
 Applicant 2nd submittal response: Zone district boundaries have been added to the concept plan.
 Town 2nd Review: Concept plan areas match zone district boundaries. Zone district boundaries are not indicated as separate linework. Resolved
 - d) **The CMU zone district shall be subject to UDC 10-6-8.B. and Table 6.8-1, which requires a minimum 3 principal uses (residential, office, commercial and public/institutional use groups). Each required principal use shall occupy a minimum of 25 percent of the gross floor area of the entire CMU or NMU district development area. → please indicate on the Concept Plan how you intend to meet this criteria.**
 - i) **Please include maximum residential density to coordinate with TIA**
 - ii) **Please include maximum gross floor area to coordinate with TIA**
 Applicant 2nd submittal response: Additional information has been added to the

narrative to include uses that could be permitted within the CMU zoning category. Permitted categories are aligned with the included TIA.

Town 2nd Review: Please continue to coordinate permitted uses in the Written Narrative and TIA.

11) Development Reports/Studies:

a) An Assessment of Impact Report, detailing the impact the proposed development may have on Town, County, Special District, and utility facilities and services, including but not limited to:

i) water and wastewater → Explanation is insufficient. Please provide more information. Incorrectly references Comp Plan designation of LDR.

Applicant 2nd submittal response: The Comprehensive Plan designation of Employment has been revised on the Impact Report.

Town 2nd Review: Explanation is insufficient as it does not address water or wastewater availability. Comment remains.

ii) open space and recreation – Applicant should acknowledge future conformance with Park and Open Space Dedication requirements per Municipal Code and Annexation Agreement as PROST did not account for parks in this area.

Applicant 2nd submittal response: Noted, the Impact Report has been updated to reflect any future Site Development Plans will meet the required Open Space and Recreation noted in the Town of Erie Municipal Code.

Town 2nd Review: Resolved

iii) law enforcement – Provided

iv) fire protection – Not provided. Mountain View did receive referral but did not comment.

Applicant 2nd submittal response: Comment noted, thank you.

Town 2nd Review: Resolved

v) schools– Provided

vi) general utilities (electric, gas, telephone) – Provided

b) **Market Study or Economic Impact Study**– waived by Economic Development

c) **Phase I Drainage Report**– Report provided. Plan waived by Engineering. Please see Engineering Review.

d) **Traffic Impact Study** – provided. Please see Transportation Review.

Rezoning Approval Criteria

Below is the staff review for approval criteria for the Land Use Application type of Rezoning per UDC 10-7-5:

a. The rezoning will promote the public health, safety, and general welfare →

i. There is low subsidence hazards per the Mine Subsidence Evaluation memo

ii. There is no oil & gas hazards.

iii. There is airport influence that is considered appropriate for the AP zoning and will need to be evaluated for appropriate future CMU uses.

Applicant 2nd submittal response: Comment noted, thank you.

Town 2nd Review: Resolved

b. The rezoning is generally consistent with the town's comprehensive plan and the purposes of this UDC;

i. Per UDC 10-2-4.D. *Community mixed-use district (CMU)*: The purpose of the CMU zone district is to provide for a community-serving mixed-use development at a higher scale than is appropriate for neighborhood locations. The CMU district is

intended for use along key transportation corridors and at important nodes in the town on sites of five acres or larger. The CMU district is intended to include commercial, institutional, recreational, and service facilities needed to support surrounding neighborhoods and the community at-large. Medium to higher-density housing should be incorporated within or located around the CMU zone district, and development should facilitate pedestrian connections between residential and nonresidential land uses.

- i. This project site located along a key transportation corridor
 - ii. This project site is larger than 5-acres
 - iii. The project is intended to include commercial (retail), public institutional (medical offices) and higher density residential uses
 - iv. It has not yet been reviewed what pedestrian connection can be made.
 - ii. Per UDC 10-2-5.C. Airport (AP): The purpose of the AP zone district is to provide areas for the development of airport land uses. The area is also regulated by the airport overlay (APO) zone district.
 - i. This is consistent with the project
- c. Adequate facilities and services (including streets and transportation, water, gas, electric, police and fire protection, and sewage and waste disposal, as applicable) will be available to serve the subject property while maintaining adequate levels of service to existing development → See Impact Report comments. Please provide additional information
Applicant 2nd submittal response: Noted, Impact Report has been updated per received comments.
Town 2nd Review: Resolved
- d. The rezoning is not likely to result in significant adverse impacts upon the natural environment, including air, water, noise, storm water management, wildlife, and vegetation, or such impacts will be substantially mitigated; → Expansion of Airport uses may have significant adverse impacts upon the natural environment. Please explain how those impacts may be impacted.
Applicant 2nd submittal response: At this time, it is not confirmed what uses will be proposed on this site. At time of Site Development Plan, specific uses will be proposed and future applications will provide any necessary impact reports, as required by Town staff.
Town 2nd Review: Resolved
- e. The rezoning is not likely to result in significant adverse impacts upon other property in the vicinity of the subject property → Expansion of Airport uses may have significant adverse impacts upon other property in the vicinity of the subject property. Please explain how those impacts may be impacted.
Applicant 2nd submittal response: At this time, it is not confirmed what uses will be proposed on this site. At time of Site Development Plan, specific uses will be proposed and future applications will provide any necessary impact reports, as required by Town staff.
Town 2nd Review: Resolved
- f. Future uses on the subject property will be compatible in scale with uses on other properties in the vicinity of the subject property → Airport uses are consistent with adjacent airport. Commercial uses are consistent with Vista Ridge commercial. Residential uses are consistent with Erie Airpark residential uses.
- g. The rezoning is generally consistent with the town's economic development goals and objectives in bring positive growth and sustainable revenues to the town. → Economic Development supports this criteria.

Minor Subdivision Comments

No further comments on the Minor Subdivision. The Minor Subdivision is ready for recording prior to the zoning, and will not be recorded until the zoning is recorded.

- 1) **Land Use Application** → provided
- 2) **Pre-Application Meeting** notes and comments. → provided
- 3) **Application fee** → provided
- 4) **Written narrative**, describing the proposed development which at a minimum provides the following information:
 - a) General project concept and purpose of the request → provided
 - b) The total land area to be subdivided → provided
 - c) The total number of lots, and if residential the proposed density → Total lots provided. Residential density is requested to be part of the Rezoning application Concept Plan
Applicant 2nd submittal response: This rezone submittal application is specific to the zoning designation. The applicant cannot provide number of lots or density, as it is not known at this time. Specific information will be provided at time of Site Plan application.
Town 2nd Review: Resolved
 - d) If non-residential, the total square footage of floor area proposed; → requested to be part of the Rezoning application Concept Plan
Applicant 2nd submittal response: This rezone submittal application is specific to the zoning designation. The applicant cannot provide square footage, as it is not known at this time. Specific information will be provided at time of Site Plan application.
Town 2nd Review: Resolved
 - e) The total land area to be preserved as open space → requested to be part of the Rezoning application Concept Plan
Applicant 2nd submittal response: This rezone submittal application is specific to the zoning designation. The applicant cannot provide the specifics on future open space provided, as it is not known at this time. Specific information will be provided at time of Site Plan application.
Town 2nd Review: Resolved
 - f) A brief description regarding the phasing of the proposed subdivision → not required for a zoning replat
 - g) A brief description regarding the availability and adequacy of existing infrastructure and other necessary services including schools, fire protection, water/sewer service, and utility providers → provided with Zoning Impact Report
 - h) A brief description regarding the location, function and ownership/ maintenance of public and private open space, parks, trails, common areas, common buildings → not required for a zoning replat
 - i) A brief description regarding the substance of any existing or proposed covenants, special conditions, grants of easements, or other restrictions applying to the proposed subdivision. → Please provide
Applicant 2nd submittal response: There are no known existing or proposed covenants, special conditions, grants of easements, or other restriction for this project site.
Town 2nd Review: Resolved
- 5) **Proof of ownership** → provided
- 6) **Letter of authorization** → provided to process the application, when the landowner is not the applicant.

- 7) **Special agreements**, oil/gas surface use agreements, conveyances, restrictions, or covenants that will govern the use and/or maintenance of the proposed development, or statement that no such agreements exist. → Applicant did not provide.
- 8) **ALTA/ACSM Land Title Survey** → provided
- 9) **Engineered cost estimates for public improvements** → not required. No public improvements as part of rezoning application and plat.
- 10) **Minor Subdivision Final Plat Exhibit**
 - a) Please provide the total acreage, number of lots proposed, and project file number
Applicant 2nd submittal response: Total Acreage, number of Tracts (no lots) and File Number have been added.
Town 2nd Review: Resolved
 - b) A block in the lower right hand corner shall include revision date chronology
Applicant 2nd submittal response: Revision dates have been added.
Town 2nd Review: Resolved
 - c) Depict existing subdivision lot lines or metes and bounds property lines and rights-of-way within 100' of the proposal. Said information for adjacent properties shall be screened back. Please update adjacent property line work for Vista Ridge Filing NO. 6, 2nd Amendment, including Commons Dr.
Applicant 2nd submittal response: Adjacent information was already included but has been adjusted to appear "screened". Vista Ridge 6 information has been added.
Town 2nd Review: Resolved
 - d) Please remove the Board of Trustees Approval Certificate. It is not required for a Minor Subdivision that does not include dedications or easements to the Town.
Applicant 2nd submittal response: This has been removed.
Town 2nd Review: Resolved
- 11) **Phase III Drainage Report and Construction Plans** → waived to Phase 1 Drainage Report by Project Engineer.
- 12) **Final Erosion and Sediment Control Plans and a Stormwater Management Plan** → Waived by Project Engineer
- 13) **Final Area Grading Plan** → Waived by Project Engineer
- 14) **Final Road Construction Plans** → No roads proposed with rezoning application.
- 15) **Final Utility Construction plan and Utility Report** → Waived by Project Engineer
- 16) **Final Landscape Construction Plans** → Not required with rezoning
- 17) **Geological Report** → Provided. No subsidence concerns with this application. May review and provide further comment at future plat or site plan.
- 18) **Traffic Impact Study** → Provided. See Transportation Comments.
- 19) **Threatened and Endangered Species, Habitat, and Wetlands** report → not required
- 20) **Cultural Archaeological, and Historical Resource Report and Protection Plan.** → not required
- 21) **Native Tree and Vegetation Survey and Protection Plan** → not required
- 22) **Environmental Hazards Report** → not required
- 23) **Addressing Plat** → not required
- 24) Any additional information or referral documents as required by the Planning & Development Director, in order to thoroughly review the impacts of the proposed development. → Part 77 Maps provided for Airport Influence review

The review process is a cumulative process and dependent on various criteria. We reserve the right to provide further comment(s) and request additional information.

Process Informational Comments

No response required as these are informational comments.

Concurrent Reviews

A Minor Subdivision land use application is required with this rezoning as no lot shall be divided by a zone district boundary line per UDC 10-5-4.D.4. The Minor Subdivision upon approval will be recorded at the time of the Zoning Map recording. The Minor Subdivision may be ready for recording prior to the zoning approval, but will not be recorded until the zoning is recorded.

Neighborhood Meeting

A Neighborhood Meetings was held on September 30, 2025 without posted notice. A second Neighborhood meeting with proper notice was held on October 30, 2025. **Please provide neighborhood meeting summary and affidavits of notice via eTRAKIT.** The neighborhood meeting shall take place within six months of the first required hearing date, and if more than six months elapse, an additional neighborhood meeting shall be held which meets this requirement.

Public Hearings

Your Rezoning application requires a public hearing & recommendation by Planning Commission and public hearing & decision by Town Council. Staff will not schedule the public hearing until there are no more significant comments. Staff will provide later instructions for public hearing when they deem this application ready for public hearing. Tentative dates are provided below with posting deadlines:

- 2/4/2026 Planning Commission
 - Applicant Materials Due: 1/5/2026
 - Notice to Paper - Hometown: 1/8/2026
 - Publication in Paper: 1/14/2026
 - Letters Sent Out: 1/16/2026
 - Property/TH Posted: 1/16/2026
- 2/24/2026 Town Council
 - Applicant Materials Due – General Business: 1/26/2026
 - Notice to Paper - Hometown: 1/29/2026
 - Publication in Paper: 2/4/2026
 - Letters Sent Out: 2/6/2026
 - Property/TH Posted: 2/6/2026

I will no longer be with the Town after November 19, 2025. Please direct all future communication to Chris LaRue at clarue@erieco.gov.

Sincerely,

Aly Burkhalter | Senior Planner

Planning & Development

Pronouns: *She / Her / Hers* ([What's this?](#))



Town of Erie
Street Address | P.O. Box 750 | Erie, CO 80516
Phone: 303-981-5985
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Referral Response Letter

Sierra Vista, ZON2025-00005 (rezoning) & SUB2025-00006 (minor subdivision)
Second Referral
November 4, 2025

Recipient: Melinda Helmer
Town of Erie

Dear Melinda,

Thank you for providing the above-referenced referral from the Town of Erie. Review comments from the City and County of Broomfield are provided below.

Comments Received By:

- Ted Harberg, Planning

City and County of Broomfield Agency Review Comments

1. Thank you for your response to our previous comments. In this response, the applicant wrote that *“the applicant does not have any rights to expand the Erie Municipal Airport.”* Although partially an answer to our questions, we do not believe our questions were fully addressed and would like to rephrase our most important question below.

If Tract A is rezoned from Low-Density Residential (LR) to Airport (AP), would this allow a future owner to develop aviation-related uses on the property, such as a heliport, helistop, or related airport uses like private airplane hangars?

As part of your response, please also provide a complete list of permitted uses, conditional uses, and similar uses that could be permitted in the Airport (AP) zone district.

2. Please continue to refer this application to The City and County of Broomfield for any resubmittals or future applications regarding the airport or this application.
3. Please inform Broomfield in advance when a Public Hearing for this application is scheduled.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ted Harberg'.

Ted Harberg
Senior Planner
tharberg@broomfield.org
303-438-6362

Referral Review History

First Referral

Date Application Referred: 7/18/2025

Date Comments Sent to Applicant: 7/31/2025

Second Referral

Date Application Referred: 10/27/2025

Date Comments Sent to Applicant: 11/4/2025

From: John Ehrhart <john@coloradols.com>
Sent: Thursday, November 6, 2025 11:27 AM
To: Development Referral
Cc: Aly Burkhalter; Melinda Helmer
Subject: Re: 2nd Referral Review - ZON2025-00005 Sierra Vista Rezoning & SUB2025-000006 Sierra Vista Minor Subdivision

External Email: Do not click links or open attachments unless you recognize the sender and know the content is safe.

No further comments on this one.

Thank you,
John

John P. Ehrhart, PLS
Ehrhart Land Surveying, LLC
Mapping the Future Together
303-828-3340

On Wed, Oct 22, 2025 at 10:28 AM Melinda Helmer <mhelmer@erieco.gov> wrote:

Good morning,

Please see the link for 2nd Referral Review submittal documents on the above noted project:

Rezoning: <https://portal.laserfiche.com/Portal/Browse.aspx?id=328398&repo=r-a69d230a>

Minor Subdivision:
<https://portal.laserfiche.com/Portal/Browse.aspx?id=304795&repo=r-a69d230a>

Referral comments are due back by November 11, 2025. Staff DRT is scheduled for November 13, 2025.

Please forward referral comments to developmentreferral@erieco.gov

Please let me know if you have any questions.

Regards,



Melinda Helmer, CMC | Business Operations Coordinator

Town of Erie | Planning & Development
645 Holbrook Street | P.O. Box 750 | Erie, CO 80516
Cell: 720-745-1062

<https://www.erieco.gov/108/Planning-Development> | [Facebook](#) | [Twitter](#) | [LinkedIn](#)

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Memo

To: Chris LaRue, Principal Planner
 From: Nick Wagner, Transportation Engineer
 Date: November 17th, 2025
 Subject: Sierra Vista Rezoning & Minor-Sub - Transportation Engineering Comments
 CC: John Firouzi

General Transportation Comments Provided by Nick Wagner with Town of Erie:

1. Update the TIA based on the findings/conclusion that the Sierra Vista team discussed on the 11/14 teams call regarding ITE land use code “Warehouse” as being applicable for the AP land use Code.
2. The town of Erie has a roundabout 1st policy for all intersections. Because the intersection of Commons Dr. and Bonanza is being improved, a roundabout needs to be investigated for this intersection. This is per TOE standards and specifications section 521.
3. Update concept plan to remove dashed lines as they could be interpreted as proposed access roads, which is not the case. Update the scale on the concept plan to be accurate to the site plan.
4. Show continued coordination with CDOT and City/County of Broomfield as they are the issuing authority on STH 7 as well as any proposed improvements south of STH 7 that are identified in the TIA

Transportation Impact Analysis Comments Provided by Bill Cowen with FoxTuttle:

1. It is important to note that Baseline Road (SH-7) is a state highway so CDOT requirements would apply. Also, the southern leg of the main SH 7 intersection (Lowell Boulevard) is in the City and County of Broomfield and coordination with that jurisdiction on the requirements for this TIA would be recommended.
2. On Page 4, the TIA discusses Trip Generation for the site and summarizes these numbers in Table 2 which I’ve copied below.

Table 2 - Vehicle Trip Generation Totals for Proposed Development

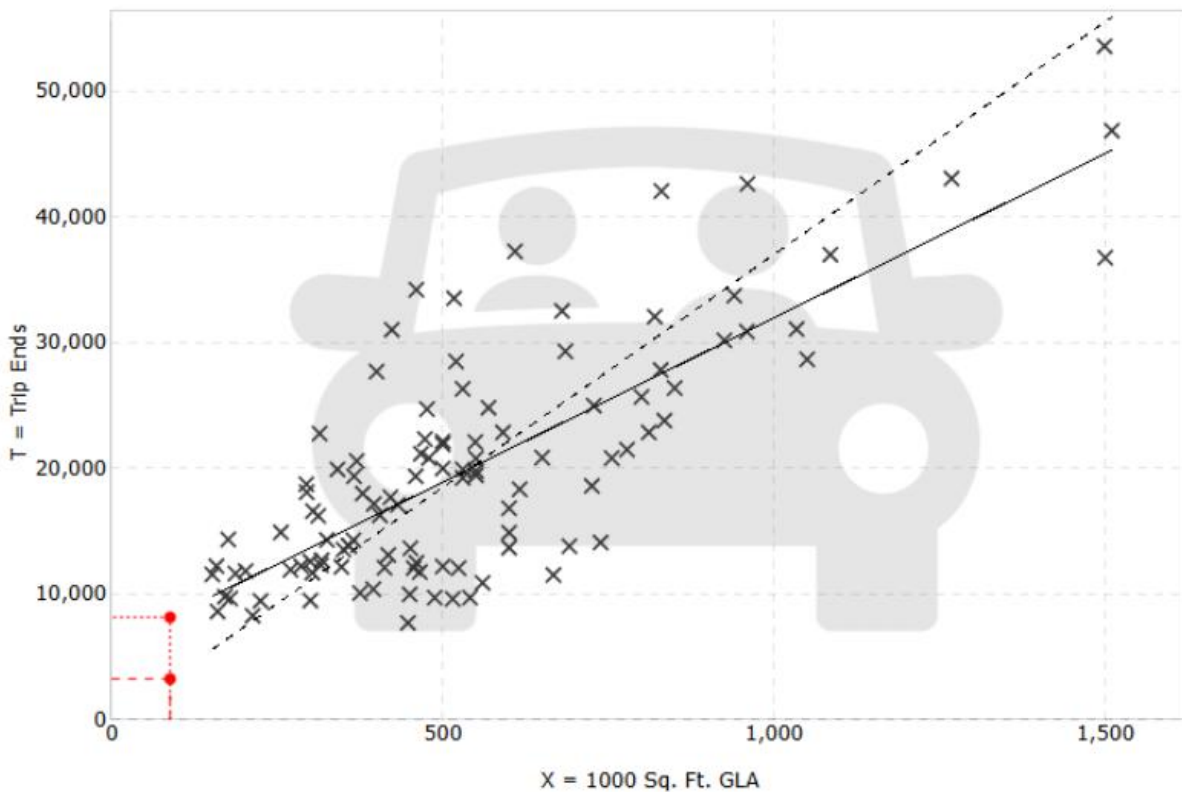
Land Use (ITE Code)	Units & /1000 sqft	AM Peak Trips (vph)			PM Peak Trips (vph)			Weekday 24-hour Trips
		In	Out	Total	In	Out	Total	
Single-Family (210)	500	79	175	254	169	127	296	3,760
Warehousing (150)	115.1	29	9	38	11	29	40	220
Commercial/Retail (820)	88.3	46	28	74	144	156	300	3,269
Total		154	212	366	324	312	636	7,249

The TIA states that they have used the 11th edition of the Trip Generation Manual and that trips

were generated using “fitted equations” from the manual. Therefore, I used the fitted equations of each of the three land uses to check the trip generation values. The following concerns were identified.

- a. For the Single-Family Housing land use (ITE 210), the numbers shown in Table 2 do not align with either the fitted curve or the Average Rate. As an example, the “Weekday” trip generation is listed as 3,769 vpd total in Table 2 and that value should be 4,436 vpd. The PM peak trips are listed as 296 vph total and that value should be 451 vph.
- b. The Commercial/Retail land use (ITE 820) appears to have been calculated using the Average Rate instead of the Fitted Curve. I noted in previous comments that the fitted curve seems to be the most appropriate to use given the relatively low square footage of commercial/retail here. I’ll reiterate those comments below. The difference in trip generation calculated using the average rate and the fitted equations is almost 5,000 vpd, which represents a more than doubling of the trips generated by this land use.
- c. Trip generation for the Warehousing land use (ITE 150) appears to have been calculated and summarized correctly.

A snapshot of the ITE Trip Generation chart for Commercial/Retail (ITE 820) is shown below.



The bottom red dot is the daily trip estimate for the commercial/retail land use using rates. The top red dot is the daily trip estimate for the same land use using a fitted curve. The difference is approximately 5,000 vehicles per day. In addition, when one looks at the data points for the studies of commercial/retail land uses closest to the size of this

commercial land use, they are all above the rate line and massed around the fitted curve line. This would seem to suggest that using the fitted curve would be more representative of commercial development of this size. Therefore, it would be my recommendation that the applicant be directed to either defend the decision to use the Average Rate for this land use in light of the aforementioned information or redo the trip generation (and all associated analyses) using the fitted curve. Again, the TIA currently states that trip generation has been accomplished using the fitted curve and that is what I am recommending.

- On Page 7, the TIA provides the first of several tables which summarize the level of service and delay for the study area intersections. This one is Table 4 (Existing Conditions) and is shown below.

Table 4 – LOS Summary – Existing Conditions

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Bonanza Dr/Lowell Blvd at SH 7	Signal	All	24.9	C	42.2	D
		EB	21.2	C	53.7	D
		WB	28.1	C	27.8	C
		NB	22.1	C	33.4	C
		SB	29.6	C	42.3	D
Bonanza Dr at Commons Dr	TWSC	All	3.2	A	3.0	A
		WB	11.2	B	12.8	B
Bonanza Dr at Sunset Dr	TWSC	All	5.7	A	3.8	A
		WB	10.3	B	9.8	A
Airport Dr at SH 7	TWSC	All	0.7	A	1.2	A
		SB	35.8	E	52.7	F
Lowell Parkway at Indian Peaks Pkwy	TWSC	All	3.8	A	2.2	A
		EB	18.5	C	11.6	B
		WB	14.9	B	16.4	C
Vista Pkwy and SH 7	Signal	All	39.5	D	21.4	C
		EB	11.5	B	14.8	B
		WB	65.8	E	31.3	C
		SB	9.3	A	9.3	A

As can be seen, this table and all subsequent tables in the TIA provide summation of only the total approach and total intersection LOS and delay. They do not provide the movement LOS and delay as required by Section 100 (TIA Standards) of the Town's Standards and Specifications.

Consequently, all conclusions which follow from these summations are of limited value as they do not address specific movements that may be experiencing changes in LOS or poor LOS results.

A comparison of LOS and delay between Background and Background plus Project trips in Tables 5 through 8 showed that there were situations where project traffic was added to a scenario, but the amount of approach delay decreased for the intersection or specific movements. These evaluations should be a comparison where all things remain equal except for the addition of project trips. This suggests that the same traffic signal timing

may not have been used in the evaluations used for these comparisons. I would recommend that the applicant be reminded to make sure they are using exactly the same traffic signal timing and phasing to compare conditions with and without project traffic and to clearly document any changes in traffic signal timing or phasing as potential mitigation in the appropriate section.

Sections of Tables 5 and 6 (intersection of Bonanza/Lowell and SH 7) are shown below to illustrate this issue

Table 5 – LOS Summary – Year 2030 (Build out) Background Only

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Bonanza Dr/Lowell Blvd at SH 7	Signal	All	31.4	C	68.7	E
		EB	21.3	C	107.2	F
		WB	35.6	D	30.8	C
		NB	32.0	C	37.8	D
		SB	39.3	D	44.4	D

Table 6 – LOS Summary – Year 2030 (Build out) Background plus Development

Study Intersection	Control Type	Movement	AM Peak		PM Peak	
			Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Bonanza Dr/Lowell Blvd at SH 7	Signal	All	34.1	C	66.8	E
		EB	21.3	C	104.5	F
		WB	35.8	D	28.3	C
		NB	41.3	D	46.3	D
		SB	40.6	D	51.7	D

Note that the overall PM peak hour delay at the intersection “improves” in Table 6 when project traffic is added. This is also true for the PM peak hour delay for the EB and WB approaches.

4. On Page 11, the TIA begins a discussion of “Right and Left Turn Lane Analyses”. It notes that these evaluations were performed in accordance with CDOT guidelines. This would certainly be true for the new driveway on SH 7 however the Town of Erie now has town specific guidance in the Standards and Specifications – City Street Construction – Section 500. Specifically, Section 521.03.09 discusses “Auxiliary Lanes” and provides different standards than the CDOT Access Code. I believe that the outcomes (what facilities are needed) remain the same, and thus the only change to the TIA would be to note that both the CDOT Access Code and the Town’s Standards and Specifications were both used in these determinations. The primary purpose for raising this comment here is so that the Town’s standards can be used in the design of storage and taper.
5. The Town’s TIA requirements detailed in the Standards and Specifications – Section 100, require that a Safety Assessment be performed. This includes an evaluation of the most recent 5 years of crash data, the identification of all serious injury and fatal crashes as well as any crash trends. It also requires the identification of any locations where site traffic is

adding to potential for conflict with people using any mode of transportation. Finally, it requires identification of potential mitigation for any existing or potential safety issue present. It does not appear that this Safety Assessment occurred in this TIA, and it is my recommendation that this be required in the subsequent DRAFT of this TIA.

6. On Page 12, the TIA provides information about the percentage of project traffic being contributed to each intersection in the study area. It notes that this is “requested” for such submittals however I could find no reference to this in Section 100. I did a quick assessment of the percentages provided in this section and I noted that the percentage of traffic proportioned to the three accesses to this site summed to only 83.7%. It seems probable that 100% of the site generated traffic would be present at the sum of these three intersections. I would recommend that in the next DRAFT of this TIA the applicant check the traffic volume distribution to assure that all project traffic is accounted for.
7. On Page 14, there is a discussion of “Bicycle Facilities”. The TIA notes that “There are no existing bicycle facilities on the adjacent roadways”. This is not accurate, as there are bicycle lanes on Bonanza, north of SH 7 and on Lowell, south of SH 7. It also notes that the Town Code requires that bicycle facilities should be considered on new roadways. This is also not accurate. Section 100 notes the following pertaining to bicycle facilities:

Bicycle facilities for new roadways

1. **An assessment of the appropriate bicycle facility should be performed, using information in the FHWA Bicycle Selection Guide for any roadway with a traffic volume of 2,000 vpd or greater OR a speed limit of 30 mph or greater OR a roadway that falls on a designated bikeway in the Transportation Mobility Plan. The Town may choose to require the addition of these bicycle facilities into the street cross-section as needed, depending upon this assessment.**

Since the speed limit on Bonanza is 35 mph, this section north of SH 7 would qualify for evaluation. It is likely that this evaluation would suggest “separated bicycle facilities” for a roadway with this speed limit and volume. The section of Lowell south of SH 7 has a speed limit of 45 mph but this roadway is in the City and County of Broomfield so it is unclear what Broomfield’s TIA requirements would say about evaluating bicycle facilities. SH 7 is a state highway and CDOT’s requirements would pertain to that corridor. There has been an extensive study of SH 7 which speaks to future bicycle facilities on this corridor and it would be my recommendation that the TIA address the future bicycle facilities planned for SH 7 in this section. CDOT may have requirements pertaining to these facilities regarding the project site’s frontage with SH 7. It is noted that in Section 521.04 of the Town’s Standards and Specifications, it states that the appropriate bicycle facilities for a major collector or for a minor collector with bicycle facilities are “Buffered Bike Lanes”. Bonanza Drive would fall into one of these two categories and currently has only standard bike lanes. There should be discussion of this in the TIA.

8. Also on Page 14, the TIA discusses “Pedestrian Facilities”. It notes that there are no existing pedestrian facilities adjacent to the proposed development. It suggests that any sidewalks that are constructed as part of the development should connect to the existing network. It also suggests that no new pedestrian crossing treatment should be placed across Bonanza at Drive A but that one should be put at Drive B if it is converted to a four-way stop-controlled intersection.

Section 521.05 of the Standards and Specifications notes that pedestrian facilities are included on both sides of all streets within Erie. It goes on to provide a table with facility type, sidewalk/path width and tree lawn width. I would recommend that this information be included in the subsequent DRAFT of the TIA.

9. Section 100 requires that a TIA identify destinations likely to generate pedestrian trips (such as the convenience store across Bonanza from the project site) but the TIA does not do so. Section 100 also asks the TIA to identify pedestrian crossing treatments for places where pedestrians are crossing collector or arterial streets. The TIA suggests one across Bonanza at Drive B but only if it's a four-way stop-controlled intersection. The TIA does not provide any technical analyses to justify this change in traffic control (i.e. multi-way stop control warrants in the MUTCD). A pedestrian crossing treatment across Bonanza Drive at Drive B may be needed regardless of whether the traffic control at this location is changed to four-way stop control. It is my recommendation that the applicant address this further in the subsequent DRAFT TIA.
10. In Section 521.06, the Standards and Specifications note that "All new developments shall include traffic calming measures in their site design". The TIA should have a section which addresses this statement. In addition to consideration of traffic calming within the site itself, consideration should also be given to whether there is a need for traffic calming on Bonanza Drive, especially in the vicinity of Drive B since there may need to be a pedestrian crossing treatment at this location connecting the site to the convenience store on the other side of the roadway.
11. Section 100 (subsection I.) of the Standards and Specifications requires that a TIA "Analyze impact to on-street parking utilization and emergency vehicle access" using the current version of the ITE Parking Generation Handbook to estimate parking demand. It does not appear that parking has been addressed in this version of the TIA, and I recommend it be addressed in a subsequent DRAFT TIA.
12. On Page 15, the TIA discusses potential mitigation measures. There were several concerns with the mitigation being suggested.

It was suggested in the TIA that the Signal Cycle Length be changed during the AM and PM peak hours for the Bonanza/Lowell and SH 7 intersection. Consistent cycle length in a corridor (like SH 7) is critical to progression and therefore, unless CDOT concurs that a change in cycle length will work at this one intersection or is planning to change the cycle length to this value at all signals in the corridor then this would not be a feasible mitigation. Consultation with CDOT is recommended.

It was suggested that the intersection of Bonanza and Commons/Drive B change the traffic control to an all-way stop. It appears that this is in response to a poor LOS (F) in the WB approach. Also, potentially to address a pedestrian crossing issue at this location as previously discussed. This may be a reasonable recommendation. However, it is typical that recommending such a change would be accompanied by an evaluation of MUTCD warrants for selecting multi-way stop control. It did not appear that such an evaluation was performed and documented in the TIA. It would be important to know whether the applicant is suggesting a warranted or "unwarranted" change to four-way stop control at this location. In addition, this intersection is approximately 500 feet from the intersection of Bonanza/Lowell and SH 7 to the south. It would be critical that queues from NB traffic at Commons not back up and impede operations at the SH 7 intersection. In a review of Table 10 on P. 13, it does not appear that the TIA evaluated the queue impacts of this mitigation.

As previously noted, there were some questions about how delay might improve at an intersection in a comparison between conditions with and without project traffic. This would seem to suggest that changes in signal timing were made for different scenarios. Any recommended changes in signal timing should be identified in mitigation.



Sierra Vista Minor Sub & Rezoning 1st Review

Development Review

To: Chris LaRue, Principal Planner
From: Chad Schroeder, P.E., Development Engineering Supervisor
Date: November 21, 2025
Re: SUB2025-00006 & ZON2025-00005 Sierra Vista Minor Sub & Rezoning

Engineering Division Comments

The development review team has reviewed the applications for the Sierra Vista Minor Sub & Rezoning for conformance with Town Standards and Specs.

The next step for the application is revision and resubmittal for another engineering review. Please make the appropriate revisions to the application materials and provide written response to address each written comment from the Town staff and referral agencies. All resubmittals shall be submitted via eTRAKIT.

These comments are organized by submittal requirement. Previous comments and comments that have been resolved are in grey and can be removed from response to comments for the 3rd submittal. Applicant 2nd submittal responses in blue if unresolved and Town 2nd review comments are in red.

1. Provide a general utility master plan and road plan for the entire Sierra Vista Development.
 - a. Sanitary Sewer – show the truck lines from the connection point in at the Baron Court and Airport Drive intersection to the intersection at Bonanza Drive and Commons Drive intersection.
Note, sanitary sewer line stub in Baron Court was upsized to 12-inches per the request of the Sierra Vista development team.
 - b. Water – show how water will be looped through the site. Note that along the northern boundary of Sierra Vista (adjacent to the Erie Air Park Subdivision) is an existing 14-inch asbestos concrete (AC) water line which goes west through Baron Court and ends at Airport Drive. The Sierra Vista project will need to provide a replacement of this AC water line. Most likely the AC water line can be abandoned in place, to be determined in later reviews.
 - c. Storm – provide a plan for the swales and culvert trunk lines to the proposed detention ponds.
Delivery lines were not provided, but pond locations and general drainage layout are acceptable at this time. Next applications for the tracts will need to provide drainage layouts.
2. Utility Studies need to cover the following:
 - a. Sanitary Sewer
 - Does the downstream sanitary sewer system have the capacity to handle the proposed sanitary sewer flows from the proposed Sierra Vista uses? The system is constrained in segments just south of the Vista Parkway Bridge over Coal Creek. A downstream parallel line may need to be installed.

There are two current segments of the South Coal Creek sanitary sewer interceptor that have capacity issues. One in the area of the Vista Parkway Bridge over Coal Creek and the other just north of the Erie Parkway Bridge over Coal Creek. Town staff is looking into both of these sanitary sewer capacity issues. We don't know exactly what if any requirements would be made of the Sierra Vista developments to upgrade these sanitary sewer lines. These sanitary sewer issues do not need to be addressed with the Sierra Vista Minor Subdivision application. But we want to let you know about these issues for the future applications.

- The lift station in Vista Ridge Filing 6 (in the southeast corner of Little Sunshine's Daycare Center) will need to be taken offline and decommissioned with the installation of the Sierra Vista sanitary sewer network.

This will be addressed in future applications, but we want to note that the lift station needing to be removed and decommissioned is a part of the Sierra Vista development.

b. Water

- Sierra Vista is in the Zone 3 pressure Zone. It borders the Zone 4B to the east of Bonanza. The water looping needs to be within Zone 3. The Town highly discourages PRVs

c. Storm / Drainage Study

- The detention ponds need to be sized and proportionally laid out on the plans for all of the Sierra Vista proposed drainage runoff.
- The existing drainage swales at the southwest corner of the property where some of the drainage from Sierra Vista will drain to are eroded and will need to be addressed and stabilized with this development.
- There are FAA regulations pertaining to detention ponds and birds in relations to airfields. This needs to be researched for the appropriate setbacks of detention ponds to the airfield and runway approach zones.
- Drainage swale improvements along CO7 will need to be reviewed and approved by CDOT.
- Review the East Coal Creek OSP for recommended drainage improvements.

The Town may still make requirements of offsite drainage improvements to the Coal Creek tributary in which the Sierra Vista detention ponds will outlet into.

3. What is the general plan for ground vehicle and aircraft access to the airfield from the proposed western airport use areas?

To be addressed in future applications.

New Comments

Utility easements need to be provided for the general utility layout provided for water, sanitary sewer, and storm structures in the attached master utility plan from 21 November 2025. Easements need to be at least 25 feet in width for one utility line. Wider easements are required for deeper utilities (a 1-1 slope of excavation is required for deeper utilities, i.e. a 15-foot sanitary line will require a 30-foot-wide easement). Two utilities need at least a 30-foot-wide easement (minimum 10-foot spacing between utility lines and/or the edge of the easement).

The easements are needed now to ensure that the utilities for all three tracts can be installed regardless of ownership or which tract develops first.

The review process is a cumulative process and dependent on various criteria. We reserve the right to provide further comment(s) and request additional information.

Please contact me at 303-926-2876 or cschroeder@erieco.gov for further clarification. Staff would be happy to discuss the comments and answer any questions.

Sincerely,

Chad Schroeder, P.E. | Development Engineering Supervisor

Development Review, Public Works



Town of Erie

Street Address | P.O. Box 750 | Erie, CO 80516

Phone: 303-926-2876

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Design Point	Tributary Basins	Tributary Area	Composite Imperv. %	Runoff (CFS)	
				5-Year	100-Year
HA	HA-1	35.01	2%	2.86	66.22
HB	HB-1	25.47	2%	2.04	47.36
HO1	HOS-1	2.00	20%	0.22	5.11

LEGEND

- Property Line
- Tract Line
- Sanitary Sewer Line
- Water Line
- Storm Line
- Ex. Water Line
- Ex. Sanitary Sewer Line
- Sanitary Sewer Manhole
- Ex. Sanitary Sewer Manhole
- Existing Major Contour
- Existing Minor Contour
- Overflow Direction Arrow
- Drainage Flow Direction
- Major Basin Boundary
- Drainage Design Point
- Drainage Basin ID

NOTES:

- ALIGNMENT AND SIZING OF CONCEPTUAL UTILITIES INCLUDED IN THIS PLAN ARE FOR REFERENCE ONLY. FURTHER STUDIES AND SITE PLAN LAYOUT ARE REQUIRED TO DETERMINE ULTIMATE DESIGN LOCATIONS AND SIZES.
- IT IS INTENDED THAT UTILITY CONNECTIVITY BE PROVIDED TO ALL UPSTREAM USERS FROM DOWNSTREAM PROPERTIES.
- ALL TRACTS ARE REQUIRED TO CONVEY HISTORIC RUNOFF FROM UPSTREAM PROPERTIES/PARCELS. SHOULD DEVELOPED RUNOFF BE DESIRED TO BE RELEASED AND CONSOLIDATED INTO A SHARED DOWNSTREAM POND, UPSIZING OF DOWNSTREAM CONVEYANCES SHALL BE BY THE UPSTREAM PROPERTY/PARCEL. DETENTION POND PROPOSED SHALL COMPLY WITH FAA ADVISORY CIRCULAR FOR SURFACE DRAINAGE SECTION 11.4, WHICH MANDATES A MAXIMUM DRAIN TIME OF 48 HOURS FOR THE POND AND 40 HOURS FOR THE WQCV WITH MICRO POOLS FULLY CONTAINED WITHIN A STRUCTURE.

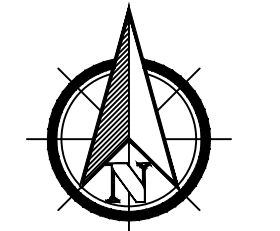
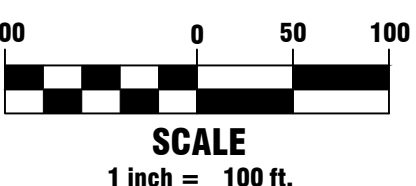



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No.	Rev.	Date	Revision Type
1			
2			
3			
4			
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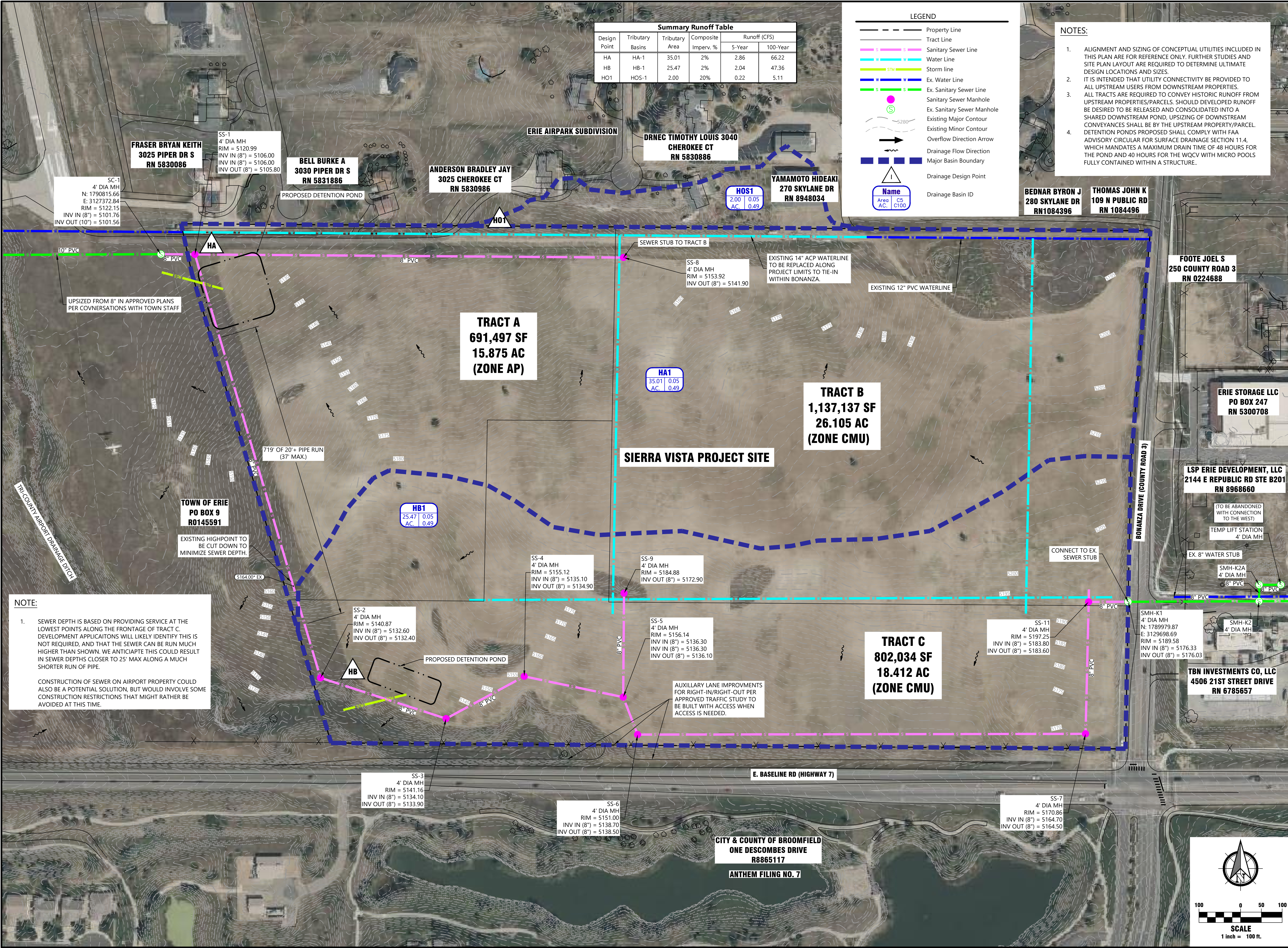
Designed: SAS Job No.: 1061-0006 Sheet: 1 of 1
 Prepared: SAS Scale Horiz: 1" = 100' Date: November 21, 2025
 Approved: KRL Scale Vert: N/A

Sierra Vista
Town of Erie, Colorado
Minor Subdivision Exhibit
Master Facilities Plan

Know what's below.
Call before you dig.

No. 1



NOTE:

- SEWER DEPTH IS BASED ON PROVIDING SERVICE AT THE LOWEST POINTS ALONG THE FRONTAGE OF TRACT C. DEVELOPMENT APPLICATIONS WILL LIKELY IDENTIFY THIS IS NOT REQUIRED, AND THAT THE SEWER CAN BE RUN MUCH HIGHER THAN SHOWN. WE ANTICIPATE THIS COULD RESULT IN SEWER DEPTHS CLOSER TO 25' MAX ALONG A MUCH SHORTER RUN OF PIPE.

CONSTRUCTION OF SEWER ON AIRPORT PROPERTY COULD ALSO BE A POTENTIAL SOLUTION, BUT WOULD INVOLVE SOME CONSTRUCTION RESTRICTIONS THAT MIGHT RATHER BE AVOIDED AT THIS TIME.

I:\JOB FOLDERS\1061-0006\CIVIL EXHIBITS\MASTER FACILITIES MAP\MFM - SIERRA VISTA - 2025-11-19 PRINTED ON: 11/21/2025 1:21 PM



Internal Memo

To: Chris LaRue, Principal Planner

From: Shane Greenburg, Senior Parks Planner

**Subject: Sierra Vista Minor Sub with Zoning (SUB2025-00006 & ZON2025-00005)
– Parks & Recreation, Development & Neighborhood Services –2nd Review**

8/21/25 – 1st review – Subdivision and Zoning

11/22/25 – 2nd review – Subdivision and Zoning - **New comments in red**

Please see comments from the 1st review and additional comments from the 2nd review.

GENERAL COMMENTS

- 1) The Town needs to see a cohesive pedestrian connectivity and park / open space plan through the entire property (including commercial and residential areas) to prevent a disjointed design. As the property is more than a mile from existing Erie trails and park space, we need to see some enhanced pocket park / amenity space to reasonably meet the resident and commercial tenant park space needs. Neighborhood and Community Park requirements need to be met with fees-in-lieu. Park requirements are determined by the number of planned residential units and more details will be provided once we see more information in that regard.
 - a) You can find park dedication requirements in the Town’s UDC.
 - i) https://library.municode.com/co/erie/codes/code_of_ordinances?nodeId=TIT10UNDECO_CH6DEDEST_10-6-3PAOPSPTR
 - b) You can find park and trail design standards in the Town’s Standards and Specifications
 - i) <https://www.erieco.gov/DocumentCenter/View/10043/Section-1000---2024-Private-Development-Landscape-Irrigation-Parks-Open-Space--Trails?bidId=>
 - ii) In particular see design standards for pocket parks in Section 1080.00 POCKET PARK DESIGN STANDARDS, and trail design standards in Section 1091.00 Trails & Park Paths.

This has not been addressed. As part of the subdivision and zoning map, we want to get a better understanding of where park and pedestrian needs will be addressed in the subdivision. A conceptual display showing intended park and open space would be helpful.
 - b) You can find park and trail design standards in the Town’s Standards and Specifications
 - i) <https://www.erieco.gov/DocumentCenter/View/10043/Section-1000---2024-Private-Development-Landscape-Irrigation-Parks-Open-Space--Trails?bidId=>
 - ii) In particular see design standards for pocket parks in Section 1080.00 POCKET PARK DESIGN STANDARDS, and trail design standards in Section 1091.00 Trails & Park Paths.

This has not been addressed. As part of the subdivision and zoning map, we want to get a better understanding of where park and pedestrian needs will be addressed in the subdivision. A conceptual display showing intended park and open space would be helpful.
- 2) Please adhere to the Town’s Park, Trail, and Open Space Plan found at the link below.
 - a) <https://erieco.gov/DocumentCenter/View/8802/PROST-Plan-Update-2016?bidId=>
- 3) **As the requested zoning is mixed use, please adhere to additional design standards found within the Mixed-Use Vision Guide.**
 - a) <https://www.erieco.gov/DocumentCenter/View/20240/Mixed-Use-Development-Vision-Guide-2024---Accessible?bidId=>

Chris LaRue

PLANNING
REVIEW

Plat:

1. A Town Council signature block shall be added to the plat since easement dedications are being made. The Plat will need to be approved prior to zoning approval, but we can discuss internally how that should happen.
2. See comments from Broomfield and provide a response. We'd be happy to have a discussion with your team if necessary.
3. Please review comments from engineering. Easements adjustments are necessary.
4. We should hold a quick meeting together to make sure engineering comments are addressed. Another full-round review is not necessary as the requested adjustments can be made and reviewed quickly.
5. I'll provide a full timeline for the public hearings with action items once the plat is updated, executed by your team, and submitted to the Town.

Zoning:

1. Provide the executed zoning map to the Town.

1/30/2026 5:56:17 PM



Date: 1/16/2026

To: Melinda Helmer, Business Operations Coordinator
Town of Erie

From: Lynn Merwin, Planning Director and Deputy Director of Community Development
City and County of Broomfield

Subject: ZON2025-00005 Sierra Vista Rezoning & SUB2025-00006 Sierra Vista Minor Subdivision

Thank you for the third referral regarding Sierra Vista, ZON2025-00005 (rezoning) & SUB2025-00006 (minor subdivision) dated 12/23/2025. On behalf of the City and County of Broomfield, I am writing to provide comments on the subject application.

The application includes a proposed rezoning of approximately 60 acres at the southeast edge of the existing airport, north of CO 7, and the City and County of Broomfield. The rezoning map depicts three tracts with existing zoning identified as “Low Density Residential” (LR). The two eastern tracts comprising 44.5 acres are proposed to be rezoned as “Community Mixed Use” (CMU). Broomfield staff understands that the Erie Comprehensive Plan Future Land Use Map designates this 60-acre property as “Employment.” Based on the property’s proximity to CO 7, Broomfield does not have a concern at this time with the proposal to rezone Tract B and Tract C to CMU (Community Mixed Use).

Broomfield does have a concern with the proposal to rezone the northwest parcel comprising 15.9 acres from LR to Airport “AP”. As part of the third referral, we received the applicant’s Response to Comment letter in which Beccah Bailey confirmed that, if Tract A is rezoned to Airport (AP), then heliport, helistop, or related airport uses would be permitted, along with other permitted Airport Zoning Uses.

While there are no site-specific development details presented at this time, Broomfield expects that the proposed rezoning of Tract A to “Airport” has the potential to increase air traffic activity and its associated impacts on surrounding communities. These impacts may include more frequent aircraft overflights, increased noise exposure, and heightened safety considerations for residents located beneath or proximate to existing or anticipated flight paths. Such effects could be particularly impactful to nearby residential areas, schools, and other sensitive land uses within Broomfield and Erie.

Broomfield values our collaborative relationship with the Town of Erie, and continued intergovernmental coordination will help ensure that development decisions are made with a full understanding of their regional implications. Broomfield requests that operational constraints be incorporated into the land use plans to minimize increased flight activity over Broomfield and particularly our established nearby neighborhoods, such as Anthem Ranch and Anthem Highlands.

Please continue to refer this application and any future applications related to airport activities, to Broomfield for our review. We also request to be notified in advance when a Public Hearing for this application is scheduled.

Thank you for your consideration of our comments. Please let me know if you have any questions.

Sincerely,

Lynn Merwin

Lynn Merwin
Planning Director and Deputy Director of Community Development

Referral Review History

First Referral

Date Comments Sent to Erie: 7/31/2025

Second Referral

Date Comments Sent to Erie: 11/4/2025

Third Referral

Date Comments Sent to Erie: 1/16/2026

From: [John Ehrhart](#)
To: [Development Referral](#)
Cc: [Chris LaRue](#); [Melinda Helmer](#)
Subject: Re: 3rd Referral Review - ZON2025-00005 Sierra Vista Rezoning & SUB2025-00006 Sierra Vista Minor Subdivision
Date: Wednesday, December 31, 2025 11:53:38 AM
Attachments: [image001.png](#)

External Email: Do not click links or open attachments unless you recognize the sender and know the content is safe.

No further comments on this one.

Thank you,
John

John P. Ehrhart, PLS
Ehrhart Land Surveying, LLC
Mapping the Future Together
303-828-3340

On Tue, Dec 23, 2025 at 12:52 PM Melinda Helmer <mhelmer@erieco.gov> wrote:

Good afternoon,

Please see the link for 3rd Referral Review submittal documents on the above noted projects:

Rezoning: <https://portal.laserfiche.com/Portal/Browse.aspx?id=328398&repo=r-a69d230a>

Minor Subdivision: <https://portal.laserfiche.com/Portal/Browse.aspx?id=304795&repo=r-a69d230a>

Referral comments are due back by January 20, 2026. Staff DRT is scheduled for January 22, 2026.

Please forward referral comments to developmentreferral@erieco.gov

Please let me know if you have any questions.

Regards,



Melinda Helmer, CMC | Business Operations Coordinator

Town of Erie | Planning & Development
645 Holbrook Street | P.O. Box 750 | Erie, CO 80516
Cell: 720-745-1062

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Sierra Vista Minor Sub & Rezoning 1st Review

Development Review

To: Chris LaRue, Principal Planner
From: Chad Schroeder, P.E., Development Engineering Supervisor
Date: January 29, 2026
Re: SUB2025-00006 & ZON2025-00005 Sierra Vista Minor Sub & Rezoning

Engineering Division Comments

The development review team has reviewed the applications for the Sierra Vista Minor Sub & Rezoning for conformance with Town Standards and Specs.

The next step for the application is revision and resubmittal for another engineering review. Please make the appropriate revisions to the application materials and provide written response to address each written comment from the Town staff and referral agencies. All resubmittals shall be submitted via eTRAKIT.

These comments are organized by submittal requirement. Previous comments and comments that have been resolved are in grey and can be removed from response to comments for the 4th submittal. Applicant 3rd submittal responses in blue if unresolved and Town 3rd review comments are in green.

1. Provide a general utility master plan and road plan for the entire Sierra Vista Development.
 - a. Sanitary Sewer – show the truck lines from the connection point in at the Baron Court and Airport Drive intersection to the intersection at Bonanza Drive and Commons Drive intersection.
Note, sanitary sewer line stub in Baron Court was upsized to 12-inches per the request of the Sierra Vista development team.
 - b. Water – show how water will be looped through the site. Note that along the northern boundary of Sierra Vista (adjacent to the Erie Air Park Subdivision) is an existing 14-inch asbestos concrete (AC) water line which goes west through Baron Court and ends at Airport Drive. The Sierra Vista project will need to provide a replacement of this AC water line. Most likely the AC water line can be abandoned in place, to be determined in later reviews.
 - c. Storm – provide a plan for the swales and culvert trunk lines to the proposed detention ponds.
Delivery lines were not provided, but pond locations and general drainage layout are acceptable at this time. Next applications for the tracts will need to provide drainage layouts.
The northwest detention pond outlet extends offsite onto Town property. When the pond is constructed, the development will need to obtain an easement from the Town for drainage improvements required. If an easement cannot be obtained, the drainage improvements will need to be moved onto the property and ensure the drainage does not adversely affect downstream property. The southwest detention pond outlet drainage release will also need to ensure offsite drainage does not adversely affect downstream property, or

offsite easements will need to be obtained as well to construct offsite drainage improvements.

2. Utility Studies need to cover the following:

a. Sanitary Sewer

- Does the downstream sanitary sewer system have the capacity to handle the proposed sanitary sewer flows from the proposed Sierra Vista uses? The system is constrained in segments just south of the Vista Parkway Bridge over Coal Creek. A downstream parallel line may need to be installed.

There are two current segments of the South Coal Creek sanitary sewer interceptor that have capacity issues. One in the area of the Vista Parkway Bridge over Coal Creek and the other just north of the Erie Parkway Bridge over Coal Creek. Town staff is looking into both of these sanitary sewer capacity issues. We don't know exactly what if any requirements would be made of the Sierra Vista developments to upgrade these sanitary sewer lines. These sanitary sewer issues do not need to be addressed with the Sierra Vista Minor Subdivision application. But we want to let you know about these issues for the future applications.

Future Sierra Vista applications most likely will need to contribute to the downstream sanitary sewer improvements. The amount of the contribution will be determined by the scope of the proposed Sierra Vista development and what (if any) improvements would be necessitated by the Sierra Vista development.

- The lift station in Vista Ridge Filing 6 (in the southeast corner of Little Sunshine's Daycare Center) will need to be taken offline and decommissioned with the installation of the Sierra Vista sanitary sewer network.

This will be addressed in future applications, but we want to note that the lift station needing to be removed and decommissioned is a part of the Sierra Vista development.

b. Water

- Sierra Vista is in the Zone 3 pressure Zone. It borders the Zone 4B to the east of Bonanza. The water looping needs to be within Zone 3. The Town highly discourages PRVs

c. Storm / Drainage Study

- The detention ponds need to be sized and proportionally laid out on the plans for all of the Sierra Vista proposed drainage runoff.
- The existing drainage swales at the southwest corner of the property where some of the drainage from Sierra Vista will drain to are eroded and will need to be addressed and stabilized with this development.
- There are FAA regulations pertaining to detention ponds and birds in relations to airfields. This needs to be researched for the appropriate setbacks of detention ponds to the airfield and runway approach zones.
- Drainage swale improvements along CO7 will need to be reviewed and approved by CDOT.
- Review the East Coal Creek OSP for recommended drainage improvements.

The Town may still make requirements of offsite drainage improvements to the Coal Creek tributary in which the Sierra Vista detention ponds will outlet into.

Requirements for offsite drainage improvements will be made during future development submittals. See green comments above about the northwest and southwest detention pond outlets.

3. What is the general plan for ground vehicle and aircraft access to the airfield from the proposed western airport use areas?

To be addressed in future applications.

New Comments

Utility easements need to be provided for the general utility layout provided for water, sanitary sewer, and storm structures in the attached master utility plan from 21 November 2025. Easements need to be at least 25 feet in width for one utility line. Wider easements are required for deeper utilities (a 1-1 slope of excavation is required for deeper utilities, i.e. a 15-foot sanitary line will require a 30-foot-wide easement). Two utilities need at least a 30-foot-wide easement (minimum 10-foot spacing between utility lines and/or the edge of the easement).

The easements are needed now to ensure that the utilities for all three tracts can be installed regardless of ownership or which tract develops first.

1. Upsize the single utility 20-foot easements to be at least 25-feet. Sanitary sewer easements may need to be wider, see red comments above.

The review process is a cumulative process and dependent on various criteria. We reserve the right to provide further comment(s) and request additional information.

Please contact me at 303-926-2876 or cschroeder@erieco.gov for further clarification. Staff would be happy to discuss the comments and answer any questions.

Sincerely,

Chad Schroeder, P.E. | Development Engineering Supervisor

Development Review, Public Works



Town of Erie

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Memo

To: Chris LaRue, Principal Planner
 From: Nick Wagner, Transportation Engineer
 Date: January 22nd, 2025
 Subject: Sierra Vista Rezoning & Minor-Sub – 3rd Submittal - Transportation Engineering Comments
 CC: John Firouzi

Note: Provided comments are advisory comments for future application submittals. Currently there are no comments that require immediate response. With the next application submittal for the Sierra Vista project, these comments are expected to be addressed in the final TIA.

Transportation Impact Analysis Comments Provided by Bill Cowen with FoxTuttle:

1. On Page 5, the TIA discusses Trip Generation for the site and summarizes these numbers in Table 2 which I’ve copied below.

Table 2 - Vehicle Trip Generation Totals for Proposed Development

Land Use (ITE Code)	Units & /1000 sqft	AM Peak Trips (vph)			PM Peak Trips (vph)			Weekday 24-hour Trips
		In	Out	Total	In	Out	Total	
Residential (220)	500	49	156	205	161	99	260	3,105
Storage/Office (150) ¹	115.1	48	30	78	141	147	288	3,213
Commercial/Retail (820)	88.3	12	4	16	6	3	19	208
Total		109	190	299	308	249	567	6,526

It appears that the applicant has mistakenly placed the trip generation numbers for the Storage/Office land use in the Commercial/Retail land use row and vice versa. The total trip generation calculations remain the same, but they are in the wrong row.

In addition, the TIA states that they have used the 12th edition of the Trip Generation Manual and that trips were generated using rates from the manual. As I noted in my comments on the previous version of the TIA, the numbers generated from the Fitted Curve equations appear to better align with the data used to generate trips for the Commercial/Retail land use and would represent a more conservative approach to estimating potential trip generation for the site. A comparison of the two (provided on the next page) shows that there would be a significant change in trip generation between these two approaches. It is understood that the 12th Edition of the ITE Trip Generation Manual does not provide a fitted curve for daily trip generation and thus daily trips would need to be calculated using the rates provided. I would propose that being “consistent” using all rates or all formulas is less important than providing the most accurate assessment of trip generation potential for the site.

Here is information for trip gen land use 820

By Rate

Daily: 3,213 trips

AM Peak Hour: 78 trips (62% in, 38% exit)

PM Peak Hour: 288 trips (49% in, 51% exit)

Fitted Curve

AM Peak Hour: 187 trips (62% in, 38% exit)

PM Peak Hour: 487 trips (49% in, 51% exit)

Therefore, it would be my recommendation that in future TIAs for this project, that the fitted curve equations be used for the Commercial/Retail land use whenever a fitted curve equation is available.

2. On Page 5, there is additional detail about trip generation, and it is noted that it would be reasonable to assume internal trip capture and pass-by trip reduction for this development. I concur, however, the TIA goes on to state that they have not assumed either to be a part of this study. I noted previously that not including either of these considerations in the trip generation may overestimate the trip generation for the site. I would recommend that any future TIA for this project estimate the internal and pass-by trip capture for the site.
3. The Town's TIA requirements detailed in the Standards and Specifications – Section 100, require a number of additional evaluations to occur which have not been done in this TIA. These include a Safety Assessment, review of appropriate bicycle facilities, evaluation of pedestrian crossing treatments, the potential need for traffic calming and detailed parking management. Each of these requirements in the Standards and Specifications should be carefully reviewed and included in any future TIA developed for the project.
4. On Page 15, the TIA discusses potential mitigation measures. One of the purposes of a TIA is to determine if future conditions require change and if so what “reasonable” change might be planned for to offset these future impacts. There were two concerns with the mitigation being suggested.
 - a. It was suggested in the TIA that the Signal Cycle Length be changed during the AM and PM peak hours for both the Bonanza/Lowell and SH 7 intersection and the Vista Parkway and SH 7 intersection. Consistent cycle length in a corridor (like SH 7) is critical to progression and therefore, unless CDOT concurs that a change in cycle length will work at these intersections or is planning to change the cycle length to this value at all signals in the corridor then this would not be a feasible mitigation. Unless CDOT concurs that this is considered reasonable mitigation to their traffic signals, this should not be described as recommended mitigation in the TIA.
 - b. It was suggested that the intersection of Bonanza and Commons/Drive B change the traffic control to an all-way stop. It appears that this is in response to a poor LOS (F) in the WB approach. Also, potentially to address a pedestrian crossing issue at this location. As previously noted, this may be a reasonable recommendation. As requested, the applicant provided (on Pages 18 through 21) a section of the report detailing an all-way stop control warrant analysis. However, the analysis did not include the actual technical analyses performed. On Page 21 the report states the following:

3.9.4 Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles)

We only have 4 hours of data, but each of the 4 hours of data passes the warrant. If the data is projected out to 8 hours, then it is anticipated that the warrants will continue to be passed.

However, the report does not include a summation of these numbers nor does it describe the procedure used to project off-peak traffic count data not possessed. In future versions of the TIA for this project, the actual technical analyses should be provided in the TIA along with any conclusions.

This section also references Warrant E of the MUTCD all-way stop control evaluation as follows:

3.9.5 Warrant E: Other Factors

It is anticipated that there will be some level of pedestrian traffic going from the residential development to the gas station across Bonanza Drive. The installation of an AWSC intersection would allow for safer crossing options for pedestrians and bicyclists, thus meeting condition C.

The MUTCD states that all-way stop control may be warranted “Where pedestrian and/or bicyclist movements support the installation of all-way stop control”. It is understood that this is a vague statement. But the applicant’s determination would suggest all-way stop control may be appropriate at any location that has pedestrians crossing. The Town of Erie has requirements for placing less restrictive traffic control devices in the public ROW (Pedestrian Crossing Guidelines) and it is questionable that all-way stop control would require less pedestrian usage than these less impactful devices to be considered appropriate.

In future versions of the TIA for this project, if this argument is to be made for the feasibility of this mitigation, then some effort to estimate the level of pedestrian crossing activity expected should be included.