



**Planning and Economic Development
MINUTES**

Date: July 14, 2021
Time: 8:30 am

Members Present Marsha Berzins, Dave Gruber, Angela Lawson

2. Approval of Minutes

2.a May 12, 2021 minutes were approved.

3. General Business

3.a The Inland Port

Summary of Issue and Discussion:

Karen Gerwitz, World Trade Center Denver; Andrea Amonick, Development Services/ AURA Manager

- Councilmember Gruber introduced Karen Gerwitz to the committee. Karen Gerwitz presented a history of the Inland Port concept and provided a status report on meetings and progress to date. The World Trade Center Denver launched a grassroots stakeholder group several months ago to explore the potential for a future Colorado Inland Port - a multi-modal, cargo-rich commerce hub surrounding the economic engine - Denver International Airport. Karen highlighted that there is great opportunity to set a bold vision now to incentivize future development of the area around the airport to maximize trade, storage, distribution, and transportation for our growing communities, while positioning the area as a vibrant global commerce hub. This initiative will become a valuable tool in our toolbox for attracting more manufacturers into the state. The World Trade Center (WTC) is currently convening a diverse private and public stakeholder group from several business sectors and multiple counties and cities surrounding the airport, who have a keen interest in economic development, transportation, logistics and trade. At our next meeting, we will hear from various rail companies discussing expansion plans out in Hudson and other locations. There are many other successful inland ports throughout the United States and internationally

that we can learn from and invite in to make presentations to our group, and at our last meeting we heard from the very successful Centreport in Winnipeg. Most inland ports started from a stakeholder group like what the WTC is convening. Karen encouraged Council input, comments, and questions about what might be possible, how WTC and the stakeholder group should move this initiative forward with widespread support, and what the group will need to keep in mind while planning this infrastructure.

- CM Gruber commented that Adams County recently approved a rail spur to be added on the Union Pacific line immediately east of the Colorado Spaceport. This is a great opportunity for us with the wonderful airport, the rail spur in that area, and trucking coming into the area. The rail spur will allow Aurora to foster a logistics platform and bring manufacturers to the metro region. The synergistic effect of the inland port to Aurora is very exciting and will impact jobs, opportunities, and other businesses. CM Gruber added that the Aerotropolis Regional Transportation Authority had funded the interchange going in at I-70 & Harvest up to Jackson Gap. The interchange will support the businesses and homeowners in the area. He agreed that transportation needs to be an active part of the overall planning. He added that to create an inland port, all they need is the developers or landowners to say we want to be part of an inland port. They put up signs with the inland port name then grow it from there. The government isn't involved at all. Right now, the landowners and the people who surround this area are the ones in the driver's seat. He hopes they will take advantage of the opportunity.
- CM Lawson commented her concern and question is the transportation grid in general. She would like to see transportation grid concerns addressed in the platform and future development.
- CM Bergan commented that she agrees this is a great opportunity for manufacturing jobs. She asked about rails running East and West and if the rails are one of the reasons why this has not moved forward fast enough? Karen Gerwitz responded it has to do with the volume of export versus import. CM Gruber pointed out on the slide where the East-West (Union Pacific) rail line runs and the location of the rail spur. CM Bergan asked what a rail spur is? CM Gruber answered that the rail spur allows cargo to be loaded on and off the rail cars then those rail cars can be connected to another engine to be pulled to another state.

APPROVED

- CM Berzins agreed that rail is far behind. This would help our industries, manufacturing, developers, cities, and our country. She hopes we can get this going.
- ACTION: CM Berzins requested a copy of the presentation for Council. Karen Gerwitz responded that she would forward the presentation.
- OUTCOME: see attached copy of Inland Port presentation

3.b Northeast Aurora Development Update

Summary of Issue and Discussion:

George Adams, Planning and Development Services Director

At the January 2021 PED meeting Council Member Gruber requested presentations on development activity in key areas of the city. This is the first in a series of presentations to be provided to the committee. Staff from Planning and Development Services and the Office of Development Assistance (ODA) will provide an overview of development activity in Northeast Aurora.

- George Adams presented the residential and commercial portion of Northeast development.
- CM Gruber added that there will be a Town Center with shopping immediately South of the Gaylord at the Northern border of the Painted Prairie project. They will be extending 64th avenue to Jackson Gap, which is the southern entrance to the airport. Like Tower Road, 64th avenue will be a significant economic driver for the city for the next 50 years.
- Jacob Cox presented the industrial portion of Northeast development.
- CM Gruber thanked the staff for the presentation. He added he is delighted to see the city is working actively with Painted Prairie, Aurora Highlands, and other developments to increase the number of houses. The ability to grow the city in a well thought out way is essential for the future. CM Gruber commented that the Northeast Aurora area transportation study identifies areas for busses and how to move people from the Northeast area to the rail line. He asked Mac Callison to comment about mass transportation in that area. Mac Callison commented that part of the Northeast area transportation study involves the identification of transportation mobility hubs. They can continue through Reimagine RTD (Regional Transportation District) and other initiatives to emphasize that this is a growth area of statewide significance in terms of development.

- CM Berzins asked if Planning and Development are okay as far as staffing. George responded that they are hiring several planners and will bring them on over the next several months. They are also working with the DCM (Deputy City Manager) on budget requests for additional staffing. CM Berzins encouraged George to please ask if they need more staff as the council is here to help get this done. CM Berzins thanked the Developers for bringing their money and building their projects in Aurora.
- CM Lawson commented that her concern is the grid, although it's great to have all these projects and all the businesses. The development needs to be wise as the roads in this area will be shared with Denver. CM Lawson is on the reimagine RTD and advocates for bus expansion and expansion of the rail lines. She added that she would like to see that the grid is considered instead of just building houses during development.
- CM Bergan asked how many planned units they have based on population projections for the City of Aurora? She commented that she's not sure how this correlates with redistricting.

3.c Havana Street Corridor Study Update

Summary of Issue and Discussion:

Huiliang Liu, Principal Transportation Planner

- The purpose of this project is to conduct a corridor-wide transportation, land use and visioning study that promotes safe and active pedestrian, bicycle and transit friendly places along and across the Havana Street Corridor. The Havana Street corridor is a multimodal transportation corridor with regional significance and is critical to the fiscal and economic health of the City of Aurora. Multimodal enhancements for the Havana Street Corridor will make it safer, more interesting, convenient and an attractive place for people to shop, walk and enjoy and for businesses to flourish and thrive. The corridor has a high concentration of vulnerable populations which can also greatly benefit from multimodal enhancements and place making. Goals for this project include: • Working with stakeholders to develop a vision and land use framework for the corridor • Incorporating existing Havana Street Business Improvement District (On Havana) branding and public art • Evaluating the corridor's multimodal transportation system, travel needs and system performances, relative to all modes of travel, while considering existing and future land uses, economic development and business activities, and • Providing safe, convenient and reliable mode choices to users of all ages,

incomes and abilities as well as businesses that provide services and products or sell goods.

- CM Lawson commented that she appreciates the robust civic engagement process with stakeholders.
- CM Gruber asked about the funding strategy. Huiliang Liu responded that there are several funding opportunities from federal, state, and local funding sources. The staff has just submitted a CMPI (Community Mobility Planning and Implementation) grant with DRCOG (Denver Regional Council of Governments)

4. Miscellaneous Matters for Consideration

4.a Aurora Economic Development Council

- Yuriy Gorlov reported on:
 - Yuriy Gorlov had to leave, so CM Berzins relayed Yuriy's update: AEDC is working on two dozen deals with people coming into the city or want to come into the city. He is supportive of the Inland Port and will be happy to work with them.

4.b Havana Business Improvement District

- Chance Horiuchi reported on:

New Businesses:

- Ross Dress for Less at the Gardens on Havana<<https://onhavanastreet.com/business/ross-gardens-on-havana/>> (SIGN IS UP & HIRING)
- Cobblestone Auto Spa<<https://onhavanastreet.com/business/cobblestone-auto-spa/>> (Autawash/Autalube sold 5/26/2021)
- Mazal Motors<<https://onhavanastreet.com/business/mazal-motors/>> (former Mark Vissering State Farm) – Opening July 2021,
- FSL Motors<<https://onhavanastreet.com/business/fsl-motors/>> (former Massa Auto Pawn & Sales)
- High Tech Auto Sales<<https://onhavanastreet.com/business/high-tech-auto-sales/>> (redeveloping Broadview Kennels),
- Sharetea<<https://onhavanastreet.com/business/sharetea/>> – Taiwanese Boba Shop

APPROVED

- Tous les Jours<<https://www.tljus.com/>> Korean/French Bakery – Opening Late 2021,
- Q Chicken<<https://www.bbqchickeneats.com/>> - Korean Fried Chicken – Opening Late 2021,
- Coffee Story<<https://onhavanastreet.com/business/coffee-story/>> – Korean Coffee Shop & Café – Opening mid-June 2021
- JP Style Hair<<https://onhavanastreet.com/business/jp-style-hair/>>
- Old Town Hot Pot<<https://onhavanastreet.com/business/oldtownhotpot/>> (former Mr. Super Panda Buffet) – Opened May 2021
- Golden Luxe Salon<<https://onhavanastreet.com/business/golden-luxe-salon/>> (former Juno Hair) – Opened April 2021.
- K Town Update - “is a virtual marketing and branding initiative aimed to be lifting up Korean businesses, creating a sense of place in Aurora for visitors interested engaging in Korean culture. Aurora is our go to place for Korean food and entertainment and goods. The BID will be supporting the stakeholders hosting a golf tournament on 8/26.
- **Events:**
 - June 1, 2021-July 31, 2021 \$500 Summer Giveaway–Enter to Win!<<https://onhavanastreet.com/events/2021summer-giveaway/>>
 - \$500 Frozen Treats Giveaway-Last Day to Enter 7/15-Enter to Win!<<https://onhavanastreet.com/events/frozen-treats-giveaway-july-2021/>>
 - July 5th to 31st, 2021-Larry H. Miller Dealerships Pack a Backpack– Learn More Here<<https://onhavanastreet.com/events/july-5th-to-31st-2021-larry-h-miller-dealerships-pack-a-backpack/>>
 - Thursday, July 15, 2021, 6-7:30pm-Join the Final General Public Meeting for the Havana Street Corridor Study– 7/15/2021<<https://onhavanastreet.com/events/join-the-final-general-public-meeting-for-the-havana-street-corridor-study-7-15-2021/>>
 - 7/17/2021-Youth Equity Clinic at The Colorado Rapids Youth Soccer Club<https://onhavanastreet-my.sharepoint.com/personal/chance_onhavanastreet_com/Documents/AG%20ENDA%20MTG%20DOCS%20BID%20BOARD%20Meetings/2021/7%202021/7/17/2021%20-

[%20%20Youth%20Equity%20Clinic%20at%20The%20Colorado%20Rapids%20Youth%20Soccer%20Club](https://cpccei.net/)> 2nd Dose, Register at <https://cpccei.net/>

- See more BID Stakeholder Events on our website, The BID will promote and share existing events here at <https://onhavanastreet.com/events/>

4.c Aurora Chamber of Commerce

- Kevin Hougen reported on:
 - There is a City Council Candidate Forum scheduled for Wednesday, September 29th, from 5 PM to 9 PM in the City Council Chambers. Invitations went out per the list received from the City Clerk's office for Wards I, II, III and the at-Large. It's not a debate format. They'll ask some good important community related questions.
 - The Armed Forces recognition luncheon will be on August 20th. It is close to being sold out. They will be honoring all those young men and women at Buckley that have done such a great job for us.
 - There is a Site Selector Breakfast scheduled on July 22nd, 7:30 AM at Dick Sporting Goods on 56th Kevin has a couple of tables if anyone would like to attend.

4.d Planning Commission

- Dennis Lyon reported on:
 - There are several agenda items of interest for tonight's meeting:
 - 7-11 going in at Cross Creek on Sixth Avenue.
 - Apartment complex with 225 units and five floors high going in at Nine Mile Peoria and Parker.
 - Study session tonight with Aurora Water. They will be discussing all the development and what the future of water looks like and the relationship between rural water and planning.
 - CM Berzins asked if they are still virtual. Dennis responded they are virtual. He has not heard anything about meetings in person but will follow whatever city council does.

4.e Oil and Gas Committee

- Brad Pierce reported on:

- Brad's memo on the activities of the oil and gas advisory committee is in the PED packet, last page.
- Brad thanked City Council for the reappointment of the three members whose term expired on June 30.
- They will be making a recommendation soon to City Council for a citizen appointment.

4.f Business Advisory Board

- Garrett Walls reported on:
 - They had to cancel the May meeting due to travel. The June meeting was on June 21st.
 - In the June meeting, there was an update from Mayor Coffman on the urban camping ban. The BAB (Business Advisory Board) did not take a position. If any City Council members would like BAB to elicit business owner or stakeholder feedback, the BAB is happy to investigate that.
 - Mayor Coffman also reported that Chief Wilson would be addressing gun violence at the July 19th Council Study Session. The BAB brought up concerns from the business community on the skyrocketing petty crimes and property crimes that are incredibly impactful. They asked Mayor Coffman if Chief Wilson would consider another forum with the business community to address the crime concerns.
 - They have formed a subcommittee of the BAB to address House Bill 1162. The bill relates to the plastic bag, Styrofoam, and polystyrene bans that Governor Polis signed on July 6th. He thanked Council Member Angela Lawson and Council Member Crystal Murillo for attending the first subcommittee and stakeholder meeting.

4.g Retail

- Bob Oliva reported
 - Sierra Trading Post is going in at Cornerstar.
 - Didi's Discount is coming to City Place in the Sports Authority Space. Next to that they are working on putting in a childcare center.
 - In September, there will be a quarterly review of what's going on in retail
 - Coming out of COVID. They see in general that retailers that had an online presence didn't get that hard; department stores did get hit hard.

The restaurants are having issues with the cost of goods sold, labor costs going up, and they only have about 70% of their customers back.

4.h Small Business

- Marcia McGilley reported on:

Early Childhood Business Assistance Program

1. **Partnerships:** Office of Economic Development and International Trade (OEDIT), Colorado SBDC Network, Colorado Office of Early Childhood and the Arapahoe County Early Childhood Education Council. 2021 Grant funds received: \$24,000 for programming and \$2,500 for one-on-one technical assistance.
2. **Purpose:** To address the Governor's initiative and local business owner's request for the increasing need for early childhood services. Our program provides business educational webinars that offer business owners practical business information, continuing education credits (CEU's) and one-on-one technical assistance.
3. **Overall Program: Home-Based Child Care Business Training Program – 2021** – 4 programs scheduled (2 in Spanish, 2 in English); 6-session course covering: business model, maximizing income, understanding costs and how to minimize expenses and using social media to promote your business.
4. **Outcome:** April 6 – May 12, 2021, Spanish language virtual program; 6-sessions; Registered: 12; Attended: 7; Graduated: 4 (4 existing businesses and 3 start-ups). Claudia Yanez, SBDC Business Consultant, taught the course with assistance from Elena Vasconez and the Colorado Office of Early Childhood.
5. **Outcome:** July 13 – Aug 17, 2021, English language virtual program; 6-sessions, CEU's offered; Registered: 30, Attended the first session: 23. Laurie Womer, SBDC Business Consultant, is teaching the course with assistance from Elena Vasconez and the Arapahoe Office of Early Childhood. This office will have a representative attend the sessions and assist with industry-specific questions.
6. **Still to come:** 2 additional programs in 2021; Spanish language – Homebased program; English language – Center based program
7. **Colorado SBDC Network statewide Early Childhood Education Committee** – Marcia McGilley and Elena Vasconez sit on this committee. Aurora-South Metro SBDC developed the Spanish language program for the Colorado

APPROVED

SBDC Network statewide and will be developing an English language, Center-based Early Childhood program for the fall of 2021.

4.i Visit Aurora

- Bruce Dalton was traveling on business and was not able to attend today.

5. Confirm Next Meeting Date

August 11, 2021 at 8:30 AM Teleconferencing meeting (agenda inadvertently noted the next meeting as August 14, 2021)

6. Adjournment



Marsha Berzins, Chair

19 APRIL 2021

DEN Intermodal Study

Infrastructure Network



WORLD TRADE CENTER®
DENVER

TRYBA ARCHITECTS



COLORADO. STRONGER WHEN WE TRADE



WHAT: An inland port defined

An inland port (sometimes referred to as dry port) is a physical site located away from traditional land, air and coastal borders with the vision to facilitate and process international trade through strategic investment in multi-modal transportation assets and by promoting value-added services as goods move through the supply chain.



WORLD TRADE CENTER®
DENVER

Mile High And Worldwide

Key Characteristics

- Operating as a center for transshipment of sea cargo to inland destinations
- Multimodal in scope
- Include facilities for storage and consolidation of goods, maintenance for road or rail cargo carriers and customs clearance services.
- Can speed up the flow of cargo between ships and major land transportation networks
- Can improve the movement of imports and exports, moving the time-consuming sorting and processing of containers inland, away from congested seaports.
- Inland ports may also be used for a similar model of a site linked to an airport or land border crossing rather than a seaport.



WORLD TRADE CENTER®
DENVER

Mile High And Worldwide

Dry ports in North America

-  : [CentrePort Canada, Winnipeg, Manitoba, Canada](#) ^[31]
-  : [Global Transportation Hub, Regina, Saskatchewan, Canada](#)
-  : [Port Alberta, Edmonton, Alberta, Canada](#) ^[32]
-  : [Ashcroft Terminal, Ashcroft, British Columbia, Canada](#)
-  : [CenterPoint Intermodal Center, Elwood, Illinois](#)
-  : [Port of Memphis, Memphis, Tennessee](#)
-  : [Port of Tucson, Tucson, Arizona](#)
-  : [Port San Antonio, San Antonio, Texas](#)
-  : [Greer Inland Port, Greer, South Carolina](#) ^{[33][34]}
-  : [Virginia Inland Port, Front Royal, Virginia](#) ^[35]
-  : [Charlotte Inland Terminal, Charlotte, North Carolina](#) ^[36]
-  : [Piedmont Triad Inland Terminal, Greensboro, North Carolina](#) ^[37]
-  : [Martinsburg Inland Port, Martinsburg, West Virginia](#) ^[38]

There are over 80 ports in the U.S. tied to waterways

Close to Home...

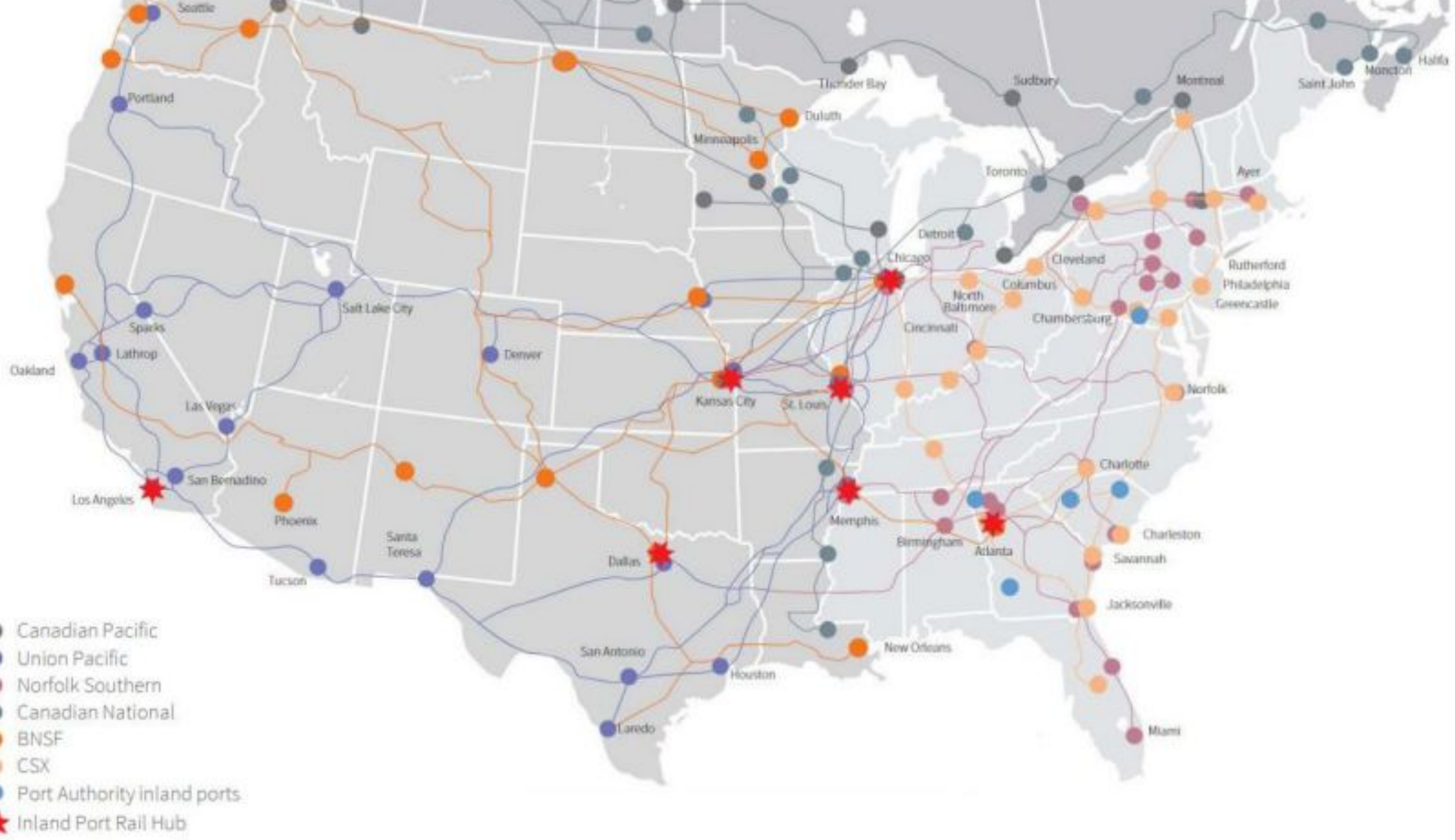
The **Utah Inland Port** is a proposed [dry port](#) in the northwest quadrant of [Salt Lake City, Utah](#) and other undeveloped land in [Salt Lake County](#). It is currently in the planning and preconstruction stages. It would cover over 16,000 acres.^[1]

The Port of Kansas City is an [inland port](#) on the [Missouri River](#) in [Kansas City, Missouri](#), near the confluence with the [Kansas River](#). Kansas City is the second-largest rail hub and third-largest trucking hub in the country.

The [intermodal](#) facility has approximately 160,000 square feet (15,000 m²) of storage space, a loading system consisting of three 25-ton cranes, one 100-ton crane, eight front-end loaders, portable conveyor systems, and a [truck scale](#).^[2] The terminal is served by the [Union Pacific Railroad](#), with extensive rail track at the facility for loading and unloading [containers](#).

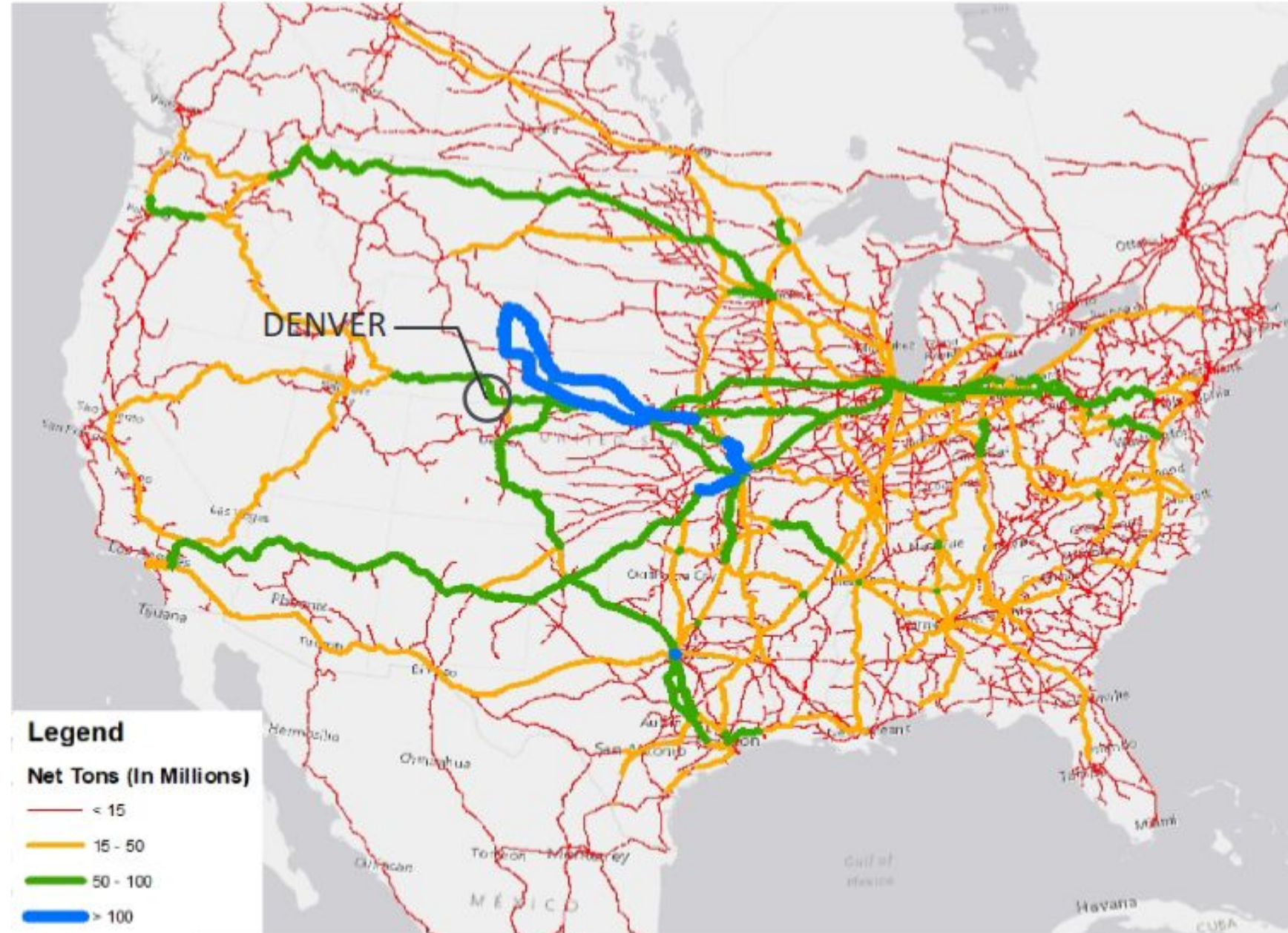


Image courtesy of Tryba Architects



US FREIGHT NETWORK

- **Denver** sits at the crossroads of some of the **nation's largest rail lines** when measured by net tonnage of commodities carried
- Union Pacific Railroad and BNSF Railway carry between **50 and 100 Net Million Tons** of commodities through the Denver Metro Area annually.
- As Denver increases in size and becomes more urbanized, the region will demand a higher volume of freight. Denver is posed to meet increased freight demands by offering intermodal transportation hubs and logistics facilities.
- The opportunity to combine this rail traffic with DEN's air traffic has the potential to transform Denver into world-wide intermodal hub.



Colorado Connections | BNSF & UP Railways

Colorado **Inbound** Commodities from Top Rail Trading States

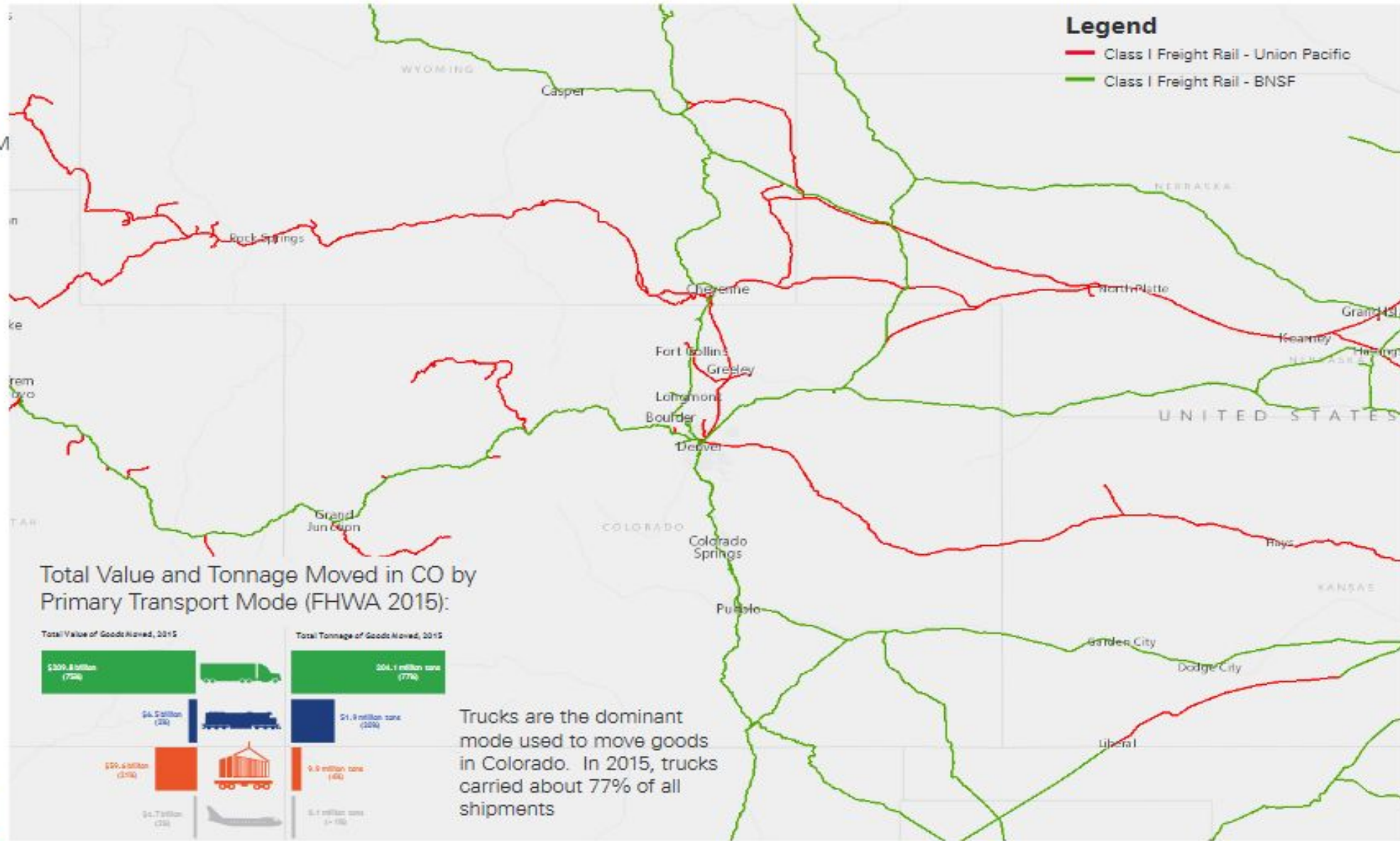
- Mining, \$207.8M
- Manufactured Goods, \$157.6M
- Intermodal & Mixed Freight, \$150.9M
- Coal & Petroleum, \$127.1M
- Bulk Goods, \$72.5M
- Farm & Food, \$36.9M

Colorado **Outbound** Commodities to Top Rail Trading States

- Coal & Petroleum, \$481.1M
- Farm & Food, \$81.5M
- Intermodal & Mixed Freight, \$81.2M
- Manufacturing, \$37.3M
- Mining, \$32.7M
- Bulk Goods, \$25.3M

Trends in Freight Tonnage to and from Colorado - 1997 to 2040

- By 2045 Colorado will ship as many higher-priced soft goods as it ships coal



Total Value and Tonnage Moved in CO by Primary Transport Mode (FHWA 2015):



Trucks are the dominant mode used to move goods in Colorado. In 2015, trucks carried about 77% of all shipments

WHY NOW?

**53% value of
exported cargo goes
by air vs. 23% by
other modes**

**42% value of
imported cargo
comes in by air vs.
30% by other modes**

**Increased population
and eCommerce
activity due to COVID**

**Need to position CO
globally to attract
more FDI and
manufacturers to the
state**



Regional Context

Existing Network

- Two-thirds of rail traffic in Colorado (~100 million tons) passes through the state via North-South routes.
- Adams and Weld Counties have expressed direct interest in future rail development.
- Texas, Illinois and California are key trading partners for inbound and outbound commodities.
- Coal and petroleum, farm and food, and Intermodal/Mixed Freight make up the most inbound and outbound shipment

Legend

- Class I Freight Rail - Union Pacific
- Class I Freight Rail - BNSF
- Passenger Rail - Amtrak
- RTD Lightrail Line
- Freight Rail Stop
- ⊙ Development Opportunity - *County has plans for future intermodal development*
- ⊙ Established Logistics Facility - *BNSF, Union Pacific, and Private Ownership Hubs*

Regional Context

Future Planned Developments



PLANNED DEVELOPMENTS

- Residential
- Mixed-Use
- Commercial
- Industrial
- Institutional

Legend

- Class I Freight Rail - Union Pacific
- Class I Freight Rail - BNSF
- Passenger Rail - Amtrak
- RTD Lightrail Line
- Freight Rail Stop
- Development Opportunity - County has plans for future intermodal development
- Established Logistics Facility - BNSF, Union Pacific, and Private Ownership Hubs

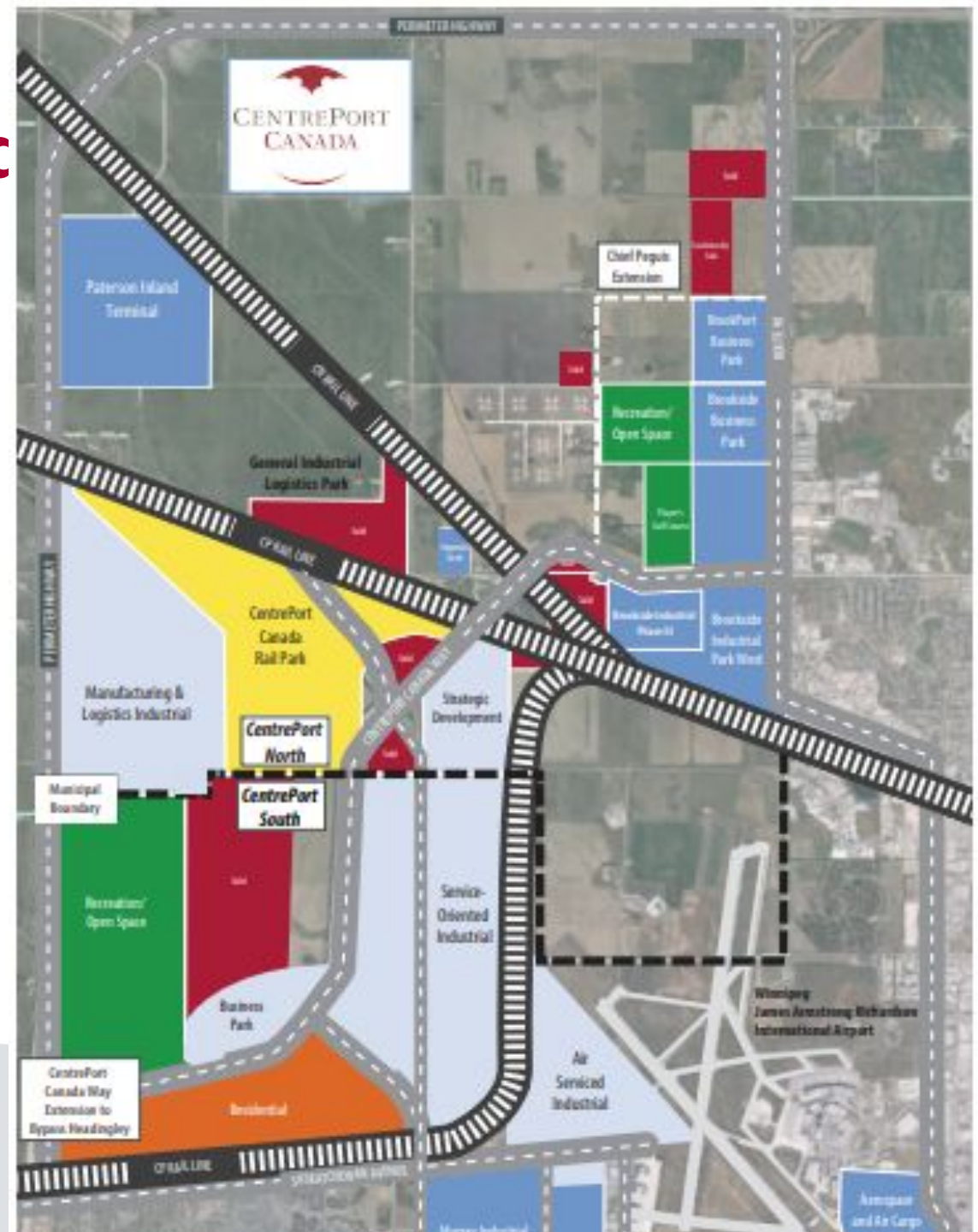
APPENDIX

Scale

Comparisons

CENTREPORT, WINNIPEG, Canada

20,000 Acres



Chicago, IL - CenterPoint Intermodal Center

NUMBER OF CLASS I RAILROADS	POPULATION WITHIN 300 MILES (MILLIONS)	TOTAL ACREAGE	TOTAL WAREHOUSE SF (MILLIONS)
6	47.1	6,500	20

CenterPoint Intermodal Center (CIC) - Joliet/ Elwood is the largest master-planned inland port in North America. Located 40 miles southwest of Chicago, CIC - Joliet/ Elwood is the largest point of origin and termination for rail-to-truck intermodal shipments in the U.S., with nearly half of all shipments beginning or ending their journey in the region. Together the region's 18 intermodal terminals moved 15.4 million TEU's (typ. cargo unit) in 2014 (latest available data), collectively ranking as the second busiest port behind Los Angeles and Long Beach. The majority of this volume flows through CenterPoint. The center currently supplies 15 million sq. ft. of space to major distributors, manufacturers, retailers and third-party logistics operators, averaging 1 million sq. ft. of space annually since opening in 2002. CIC is anchored by two Class I rail hubs: Union Pacific's 785-acre Joliet Intermodal Terminal and the 770-acre BNSF Logistics Park Chicago. Together, these two rail terminals handle more than 3 million TEUs annually and offer direct rail service to 80% of the major U.S. seaports in under three days and all 10 major seaports in five days.

Chicago's prominence within the national freight network is supported by its extensive freight infrastructure, which includes seven interstate highways, six of North America's seven Class I railroads, O'Hare International Airport and multiple water terminals serving the Great Lakes and Illinois Waterway. The region is a key node along the transcontinental rail corridor linking West and East coasts and connecting importers and exporters with direct routes to major international trading partners, such as China, Mexico and Germany, and key U.S. consumer markets.



Kansas City - Logistics Park Kansas City

NUMBER OF CLASS I RAILROADS	POPULATION WITHIN 300 MILES (MILLIONS)	TOTAL ACREAGE	TOTAL WAREHOUSE SF (MILLIONS)
1	19.8	1,700	30

BNSF's Logistic Park Kansas City is a \$250 million facility that opened in 2013. It is located 30 miles southwest of KC in Edgerton, KS. The new facility will replace the 45-acre Argentine Yard Intermodal Terminal in downtown Kansas City. LPKC is the only full-service facility in the western two-thirds of the United States offering the combination of domestic intermodal service, international intermodal service, and direct-rail/ carload service. The facility is BNSF's newest facility, with convenient interstate highway access and benefits from locating in a Foreign Trade Zone. The LPKC advanced infrastructure consist of 443 acres of yards capable of handling 1.5 million TEUs annually. This figure was expanded several years after the initial capacity of 500,000 annual TEUs was introduced. The infrastructure is supported by eight wide-span all electric cranes, 4,300 container stacking spots, 1,810 paved parking spaces for trailers and 64,000 feet of track (eight 8,000-ft strip tracks). LPKC is developing rapidly in part because of KC's central-U.S. location and access to four major interstates: 29, 35, 49 and 70.

NorthPoint, a Kansas City-based real estate development and management and leasing firm was the warehouse development partner for the logistics park. Initially, NorthPoint opened the facility with two build-to-suites consisting of 900,000 sq. ft. of warehousing space, and an additional 500,000 sq. ft. speculative warehouse. Today the park has built 17 million sq. ft. with a capacity to ultimately build-out 30 million sq. ft. LPKC also features 300 acres that can accommodate rail-served facilities totaling 3.4 million sq. ft. each with an industrial spur at each facility that connects to the park's main industrial spur and attached to BNSF's mainline.



WORLD TRADE CENTER®
DENVER

Mile High and Worldwide



WORLD TRADE CENTER®
DENVER

Columbus, OH - Rickenbacker Inland Port

NUMBER OF CLASS I RAILROADS	POPULATION WITHIN 300 MILES (MILLIONS)	TOTAL ACREAGE	TOTAL WAREHOUSE SF (MILLIONS)
2	50.3	5,000	60

The Rickenbacker Inland Port is anchored by the Rickenbacker International Airport (one of the only cargo-dedicated airports in the world), and Norfolk Southern's Rickenbacker Intermodal Terminal. Norfolk Southern operates the most extensive intermodal network in the East. CSX also provides rail service from the port. Together the yards are capable of handling upwards of 400,000 TEUs annually. The international airport has two 12,000-foot runways, 200,000 sq. ft. of air cargo facility space and 130 acres of uncongested cargo ramp and hydrant fueling system.

With 47% of the U.S. population and 33% of Canada accessible within one trucking day, Rickenbacker is geographically centered within the heart of the U.S. This node boasts more than 60 million sq. ft. of warehousing space within the near vicinity. Cargo comes to Rickenbacker from every point of the world, running the gamut from electronics and fashion items to pharmaceuticals and automobile supplies. This cargo is stored and supported by nearly 1,600 acres over five campuses surrounding the LCK and intermodal terminal.

“Rail lines are interested in investing in inland terminals where they can extend their services deeper into customer supply chains.”



Dallas/ Fort Worth - Alliance Global Logistics Hub

NUMBER OF CLASS I RAILROADS	POPULATION WITHIN 300 MILES (MILLIONS)	TOTAL ACREAGE	TOTAL WAREHOUSE SF (MILLIONS)
2	31.3	26,000	50

Alliance Global Logistics Hub is located in Haslet, Texas just outside of Fort Worth. The logistics hub is anchored by a 1,200 acre BNSF Railway’s Alliance Intermodal Facility, Union Pacific, and the Fort Worth Alliance Airport, a 100% industrial airport. Alliance is located off Interstate Highway 35W, and Texas Highways 114 and 170. BNSF’s Railway’s Alliance Intermodal Facility has the capacity to facilitate 1 million TEU lifts annually. The hub is located within a Foreign-Trade Zone (FTZ), supporting a bevy of duty-free and tax exemption benefits.

Alliance Airport services two parallel 11,000 sq. ft. runways and offers four hangars with over 130,000 sq. ft. of air cargo facility space. The airport services the FedEx Southwest Regional Sort Hub, with on-site U.S. customs and processing of cargo.

“Coupled with supply chain diversification and corporate sustainability initiatives, we expect to see supply chains shift more volume off of the nation’s highways and onto the high efficiency of rail. In the midst of both capacity volatility and structural change in the trucking industry, intermodal continues to prove a stable and cost effective near- and long-term shipping alternative.” - JLL, 2018



Casa Grande - Inland Port Arizona

NUMBER OF CLASS I RAILROADS	POPULATION WITHIN 300 MILES (MILLIONS)	TOTAL ACREAGE	TOTAL WAREHOUSE SF (MILLIONS)
1	10.2	1,600	6

Located in the heart of the Sun Corridor, a megaregion expected to double by 2030, Pinal County is at the epicenter of the Southwest's explosive economic growth. With immediate accessibility to five neighboring states, and Mexico, the site is situated for manufacturing and import/export-oriented companies.

Access to global shipping is hours away through California and Mexico's coastal ports via Highway 87, nearby Interstate 10 and 8, and an on-site Union Pacific rail line.

Tucson - Port of

NUMBER OF CLASS I RAILROADS	POPULATION WITHIN 300 MILES (MILLIONS)	TOTAL ACREAGE	TOTAL WAREHOUSE SF (MILLIONS)
1	8.8	800	2

The port of Tucson is a full-service inland port with 800 acres of available land, ground up ready infrastructure, 2 million sq. ft. of improved space, refrigerated storage and distribution, intermodal capabilities, full service chassis yard, rail served and rail dock served buildings, in-port trans-loading and locomotive services, 10 miles of loop track, and high speed transfer switch.



Denver - Denver International Center

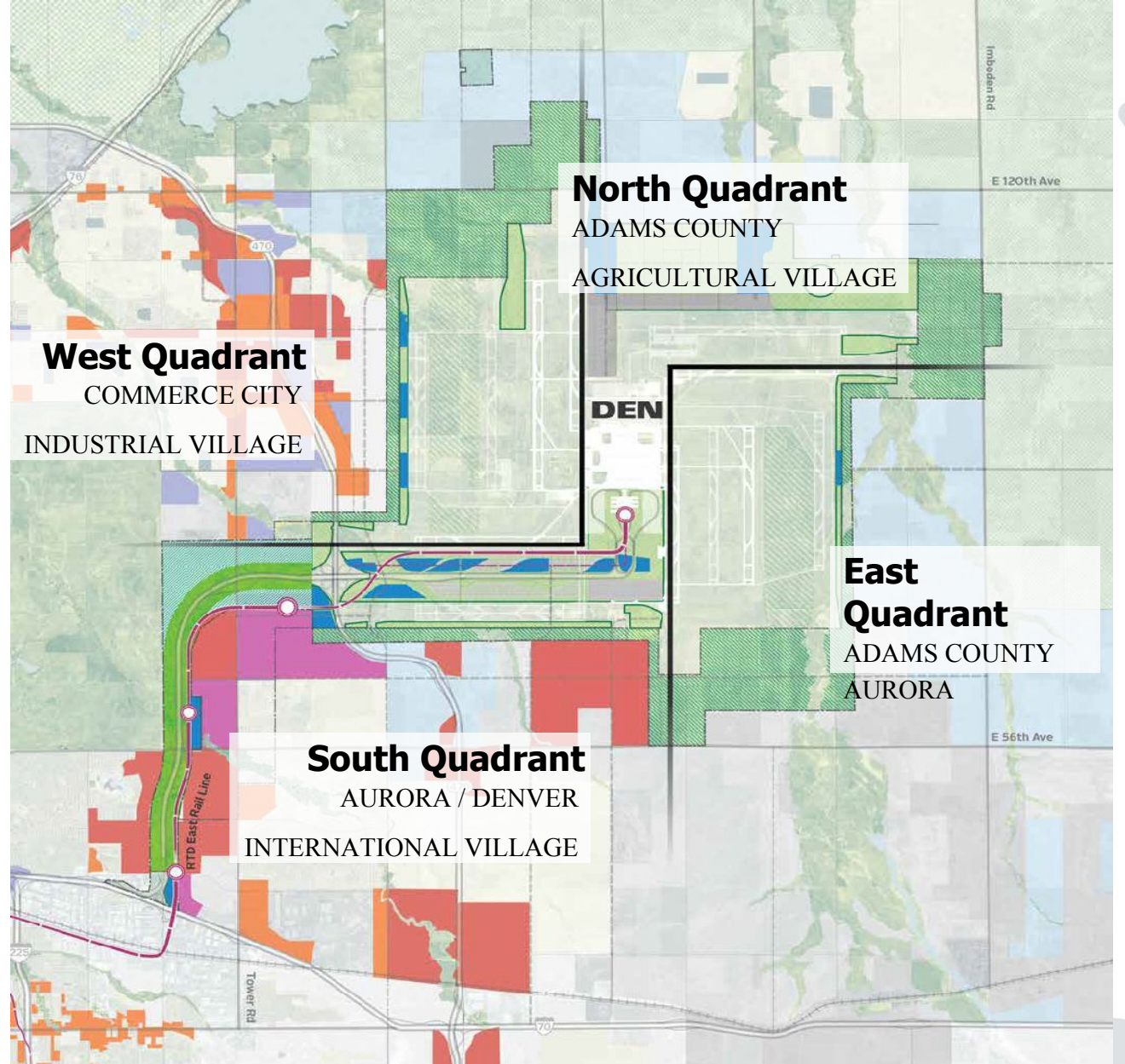
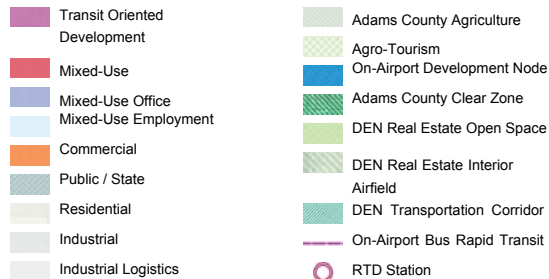
NUMBER OF CLASS I RAILROADS	POPULATION WITHIN 300 MILES (MILLIONS)	TOTAL ACREAGE
2	7.8	34,000

The Airport is divided into quadrants—North, South, East and West as they relate to the airfield’s pinwheel configuration. Whole Site Design structures the Quadrants.

Each Quadrant has a distinct relationship to the Airport, regional transportation infrastructure and neighboring land uses. Quadrant development is guided by the unique character, vision and priorities of the Airport and local jurisdiction.

Reflects a rigorous analysis of FAA Regulations, the Airport Master Plan, Airport Layout Plan to ensure integration and alignment with goals and regulations.

Figure 2.1-4 Quadrants with Regional Comprehensive Plans





Arial Shot Courtesy of Tryba Architects

What Can Differentiate Colorado's Inland Port

- Central Location in North America, Largest Port Land Area
- Quad-Modal – Truck, Rail, Air, Space
- Can Start with an Inland Port Zone to Influence Desired Industrial Development
- Create General Foreign Trade Zone or help developers apply for special FTZ approvals
- Green and Sustainable;
- Industry Specific Vertical Specialties
- Connect Developments through Shared Services (Shared Last Mile Delivery, Rotating Crews, Doc Support), Advanced Secure Technology Platform, Possible Membership Model
- Improved Communications with Other Inland or Seaports
- Shared Resources & Databases – Supported by WTC Denver; Member Driven
- Incentive-based – Reduced Taxes, Speed Up Zoning Timelines, Sustainability, Other?
- Private-Public Partnership Stakeholder Led; Explore Possible Authority in the Future
- Creates One More Tool in Economic Development Toolbox to Attract Manufacturers

Next Steps (Coming Months)

- Presentation to CDOT's Freight Advisory Council
- Briefing by Rail Companies at next Stakeholder Meeting
- Attend Logistics Development Forum in Vail
- Plot all mode connection points surrounding airport; Determine area to target for inland port
- Conduct feasibility study/needs assessment with broader industry base – what has already been studied or decided around transportation? Incorporate Aerotropolis Studies. How can we avoid what happened in Utah?
- Plan infrastructure needs; Budget accordingly; Possible Federal Support
- Develop master plan and publicize the vision
- Define shared services and resource needs at inland port; Set up relationships with other ports
- Explore P3 Authority
- Implement latest in technology and environmental enhancements



WORLD TRADE CENTER®
DENVER

Mile High And Worldwide

Current Stakeholders Interested in Inland Port

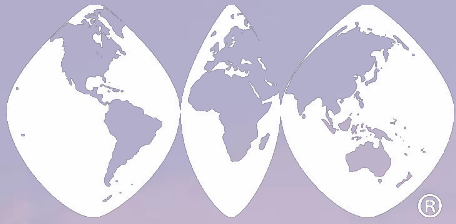
<u>Associations</u>	<u>Government/Quasi Government</u>	<u>Industry</u>
World Trade Center Denver	Adams County Commissioner, Eco Dev	Arrow
Denver Transportation Club	Aurora City Council, Eco Dev	Ball
Colorado Motor Carriers Association	Commerce City Council	JBS
Denver Transportation Institute (DU)	Denver Economic Development	Leprino
Aurora Chamber of Commerce	Denver International Airport	Lockheed Martin
	Metro Denver EDC	Terumo BCT
	Regional Economic Development P-Ship	Vestas
	Colorado Office of Economic Development & Trade	DBJ
	Colorado Department of Transportation	
<u>Real Estate/Developers/Architects</u>	<u>Logistics/Couriers/Specialists</u>	<u>Rail/Trucking</u>
Aspen Distribution, FTZ	Fed Ex	BNSF
JA Green	UPS	UP
Porteos	Gallagher Transport	Pioneer Railcorp
Tryba Architects	Crane	Houg Trucking
Aurora Highlands	Cap Worldwide	
	USI Insurance	

WTC Denver Vision

Become the organization most known for transforming
Denver Metro into a global commerce hub

We seek to inspire Colorado businesses to think bigger. To see what global trade can do, not just for our bottom lines, but for the places we call home. Beyond just imports and exports, Denver Metro will be a global commerce hub. It's about bringing prosperity to our state and communities by forging ties with other communities around the world. It's about a better future for all of us. **Trade matters.**





WORLD TRADE CENTER[®] DENVER

Mile High And Worldwide

Karen Gerwitz
President & CEO
World Trade Center Denver

Karen.Gerwitz@WTCDenver.org
303.592.5363

