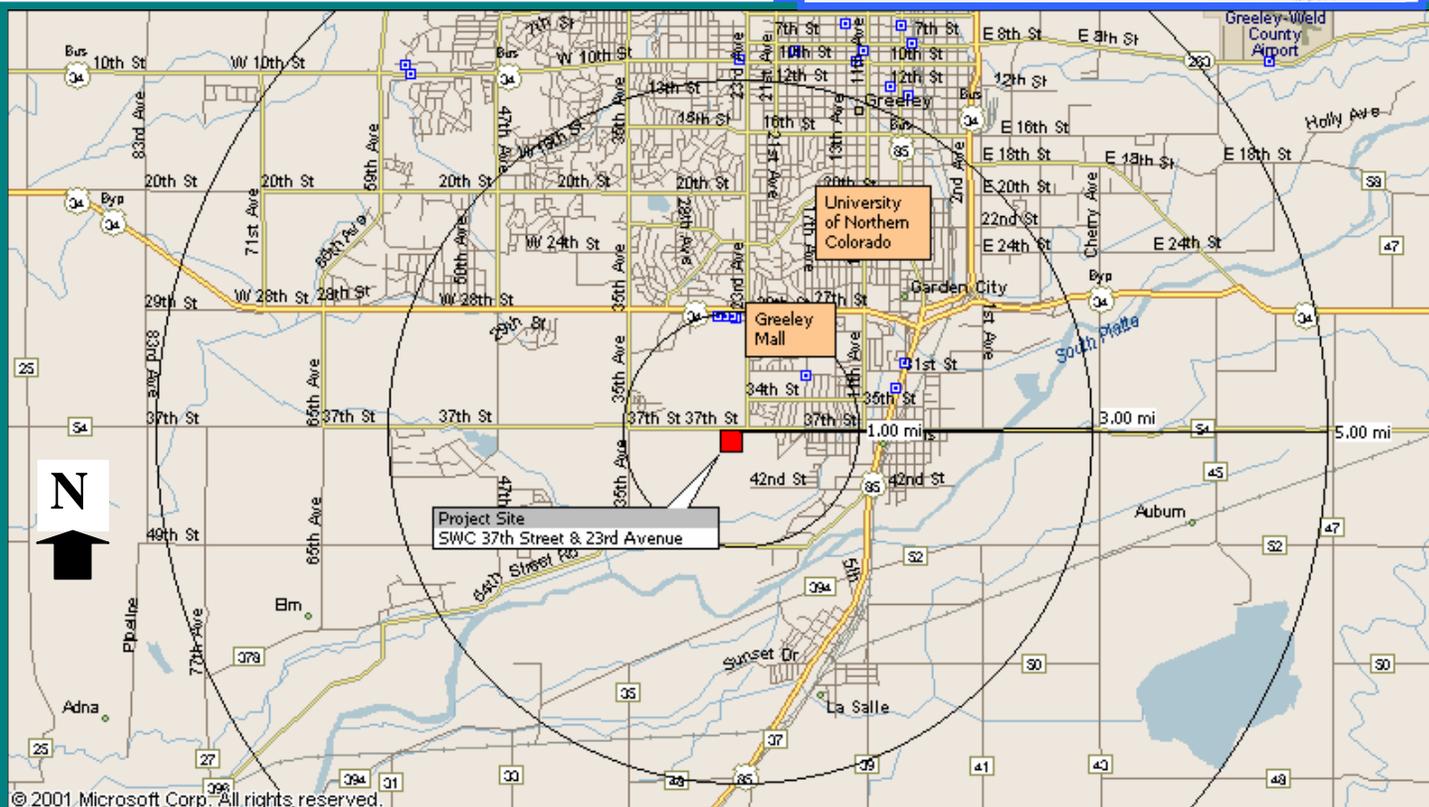
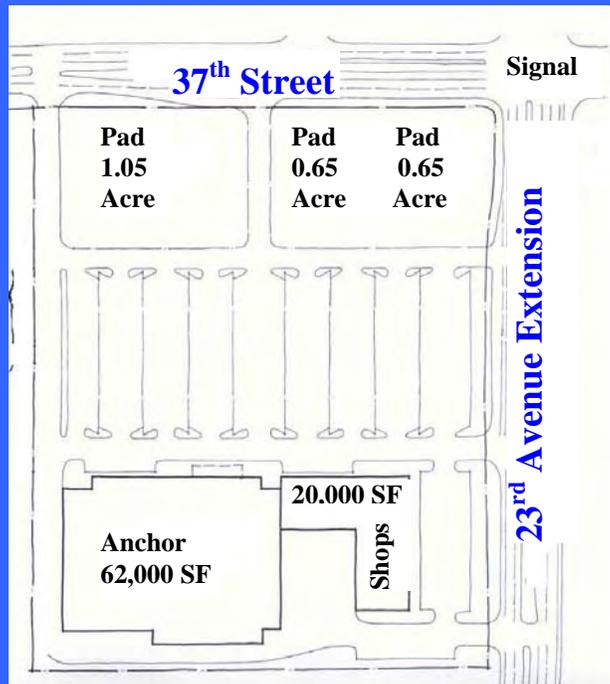


Greeley / Evans Retail Center

SWC 37th Street and 23rd Avenue – Evans, Colorado

**18 Acre Site
Build to Suit
Restaurant, Bank
And Retail Pads
From \$600,000
Shop Space from 1,200SF
\$16 - \$20 SF NNN**

This site is located south of the University of Northern Colorado and the Greeley Mall on 23rd Avenue at the intersection of 37th Street. It has convenient access to Hwy 34 Bypass & Hwy 85 (the major east/west and north/south corridors). 23rd Avenue will be extended to 42nd Street with project development.

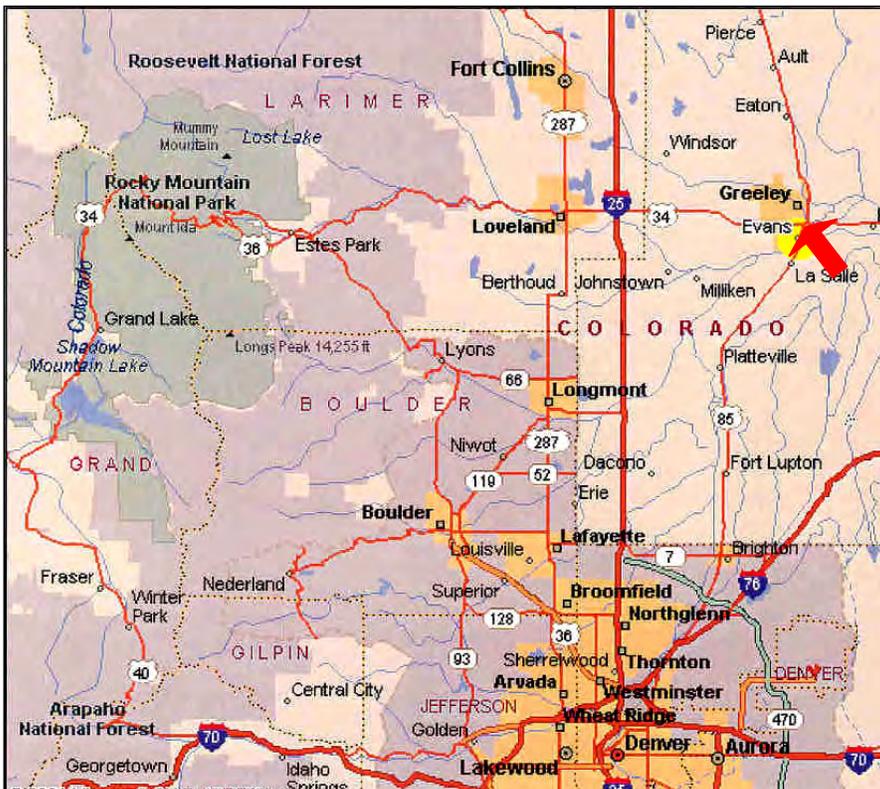
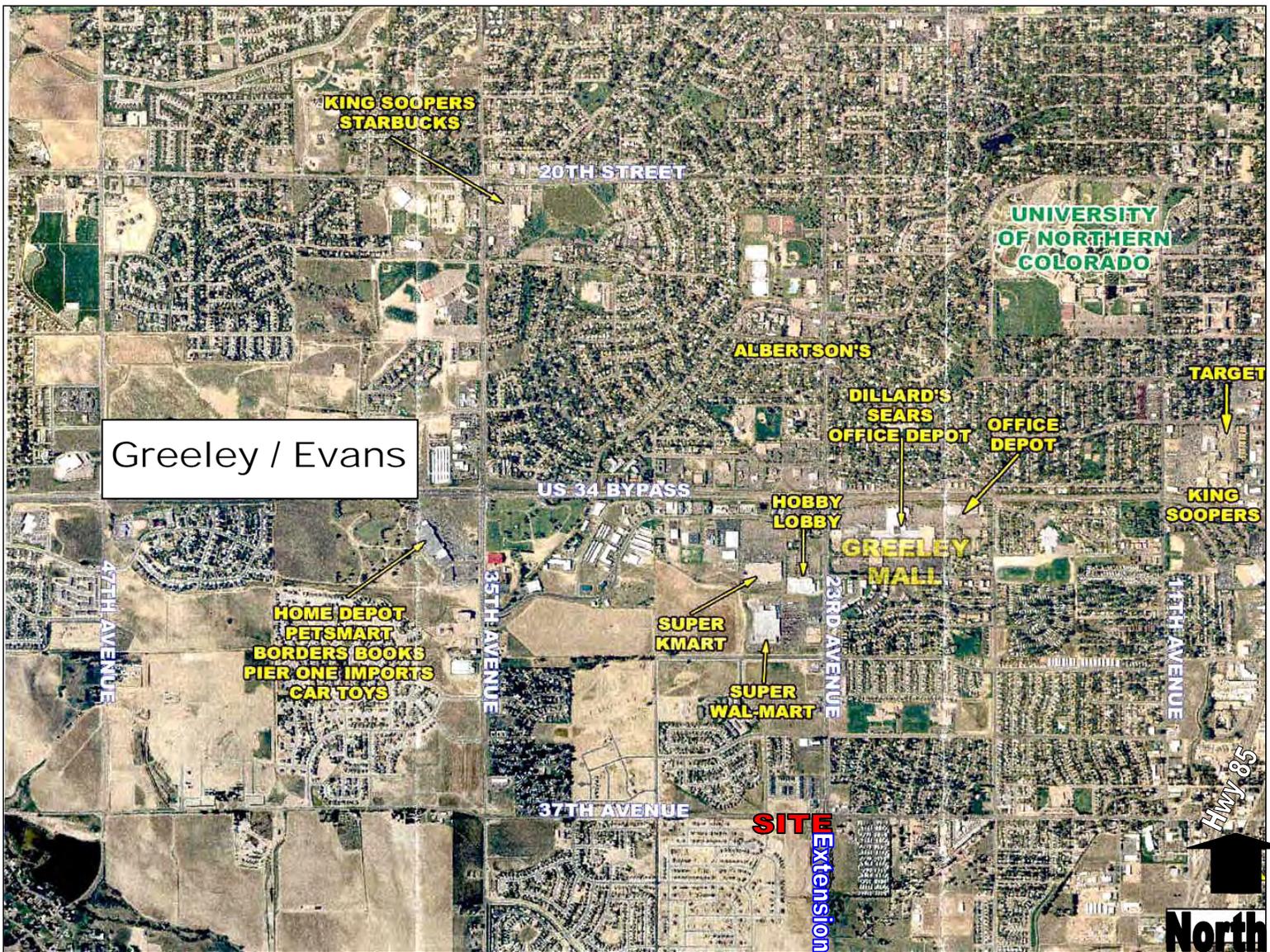


The property is annexed to the City of Evans, Colorado

Traffic Counts - Source: City of Evans (2005)
 On 37th Street east of 23rd Avenue: 15,226 cars / day
 On 37th Street west of 23rd Avenue: 14,319 cars / day
 On 23rd Avenue north of 37th Street: 11,188 cars / day



Contact: Stephen Tebo
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 Email: mail@tebo.biz Website: www.tebo.com



The City of Evans is a highly diversified and stable community experiencing significant growth and development. Evans' population continues to increase:

	<u>1 mile radius</u>	<u>3 mile radius</u>	<u>5 mile radius</u>
Est. 2004	10,004	63,303	111,703
Projected 2009	12,556	74,139	130,603

This retail site is located south of the Greeley Mall on 23rd Avenue at the intersection of 37th Street. The site has convenient access to Highway 34 Bypass and Highway 85 (the major east/west and north/south corridors.) 23rd Avenue to be extended to 42nd Street with project development.

23rd Avenue is being designed as a 5 lane with median. A signal is being designed at 37th Street and 23rd Avenue. The access to the commercial property from 23rd Avenue will most likely be restricted to R-in/ R-out. Access on 37th Street is being built as full-turn at west end and R-in/ R-out at center of frontage.

Highway 402 corridor firing up

By Steve Porter
The Business Report

Development potential strong for Weld road that connects U.S. 85, I-25

EVANS -- It's generally considered one of the hottest development corridors in Northern Colorado, and the potential exists to turn the heat up even higher in the next few years.

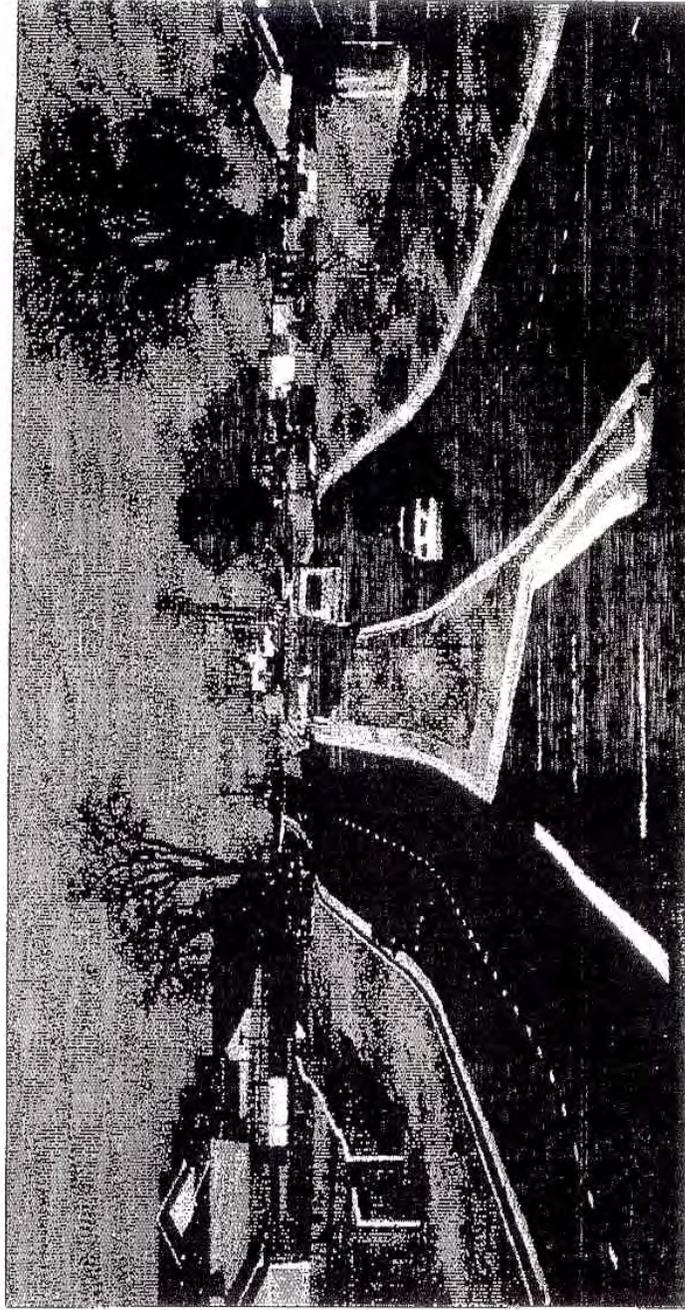
Thirty-seventh Street in Evans, as it heads west out of this town of about 15,000, is a hotbed of residential development activity and more residential and commercial building is on the way.

"We really see 37th Street as an integral part of our community," said Bruce Eisenhauer, Evans' city manager. "It has been an active corridor and we expect it to continue to be."

The roadway has three names as it moves from U.S. Highway 85 on the east to Interstate 25 on the west. Known as 37th Street within Evans, it becomes Weld County Road 54 about five miles west of town and turns into Colorado Highway 402 as it connects with I-25.

Next big thing?

Regional real estate brokers see this "402 corridor" as perhaps the next big



STEVE PORTER • BUSINESS REPORT

ROAD OF THE FUTURE — Thirty-seventh Street in southwest Evans is being viewed as potentially one of the hottest development corridors in the region. The street has already seen hundreds of new homes constructed as more subdivisions prepare to break ground. The street turns into Weld County Road 54 as it goes west, eventually becoming State Highway 402 when it connects with Interstate 25.

thing. "I think that's definitely going to be a hot corridor in the future and it's happening now," said Seth Ward, broker with Renaissance Cos. in Greeley. "Because of all the residential, commercial is circling around and I would expect to see that certainly within the next two years and probably sooner."

Ashcroft Heights, Fox Crossing and a half dozen other residential communities are under construction along 37th Street now and more are on the drawing board.

"There's been a tremendous amount of interest and a lot of other properties coming under contract and setting the stage for future development," Eisenhower said.

Commercial interests have indeed been watching the rapid growth in Evans -- which has jumped in population from about 9,500 in the 2000 census to an estimated 15,000 just three years later -- and Eisenhower said he expects some commercial projects will break ground along 37th Street later this year.

Michael Ehler, a broker with Realtec Commercial Real Estate Services Inc. in Fort Collins, said the 402 corridor has one of the best transportation locations in the region, connecting two of the most heavily used north-south roadways -- U.S. Highway 85 and I-25 -- and intersecting with roads that connect with Johnstown and Milliken, two more Weld County towns experiencing growth spurts.

"It already carries a lot of traffic," Ehler said. "I think it'll turn into a parallel corridor with (U.S. Highway) 34."

U.S. Highway 34, located about a mile north of Highway 402, is also a strong development corridor but suffers from dangerous interchange with I-25. The Highway 402/I-25 interchange, by contrast, does not have the competing circular on and off ramps on both sides of the interstate found at 34/I-25.

Ehler said he believes the 402 corridor will likely develop similar to how the Colorado Highway 392 corridor is developing between I-25 and downtown Windsor.

"What I envision is that corridor will develop into a mix of commercial and residential uses," he said. "Next, we'll see more development around the interchange, then in-fill toward Evans."

Others in running

While the 402 corridor is considered one of the region's prime development zones, other corridors are also in the running:

U.S. Highway 34 is already churning with development, with the 3,000-plus-acre Centerra development in Loveland and Promontory in west Greeley as prime projects well under way. Huge in-fill projects are also taking place, including Centerplace, a 300,000-square-foot shopping mall now under construction along the Highway 34 bypass in south-central Greeley.

"That's (Highway 34 bypass) where all of Greeley's interest and activity is going to be for the next three to five years and maybe beyond," Ward said.

Harmony Road in Fort Collins has been an explosive growth corridor, but most parcels are now either developed or about to be. But on the east side of I-25, the story is yet to be written. Significant development has been proposed around Timnath and heavy residential development is under way in Severance.

"I don't see that as a commercial corridor so much but very much a dominant connector route," Ehler said.

Colorado Highway 392 ends just west of I-25, turning into Larimer County Road 32 and then Carpenter Road as it enters the city of Fort Collins. Development along Carpenter Road is under way and is expected to increase after a new King Soopers is built in a new shopping center planned for the northwest corner of the Carpenter Road / U.S. Highway 287 intersection.

Ted Shepard, city planner, said the project -- called Longview Marketplace -- should pioneer other commercial and residential development on that end of the roadway, which dead-ends into Highway 287. But Duck Lake and Fossil Creek open space will likely inhibit development nearer the interstate.

Highway 402 going west from I-25 connects to Highway 287 in south Loveland and is the main south entrance into the city from the interstate. But Ehler said he doesn't see that corridor heating up anytime soon.

"Eventually, it's going to happen, but I really see that being later in the (development) process," he said.

Other corridors to watch include Crossroads Boulevard, which is home to the new Larimer County fairgrounds and events center and the Wal-Mart distribution center; Colorado Highway 60, which runs through Johnstown and Milliken; and Colorado Highway 56 as it runs west into Berthoud.

"That's going to be a challenge because Berthoud hasn't been that receptive to growth," said Ehler, who also noted some jurisdiction and geographic issues that could slow development along the corridor.

Ward said all of the transportation corridors that radiate out from I-25 eventually will land in the development spotlight. "Some of these are still a little green and a couple of years away, but their time to shine is coming soon," he said.