



**PEAK METROPOLITAN DISTRICT NO. 3  
PROPOSED FINANCE PLAN FOR BONDS  
AND  
PROPOSED NEW ORGANIZATIONS  
PEAK METROPOLITAN DISTRICT NOS. 4-7**

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**BUDGET COMMITTEE SESSION –  
JUNE 28, 2022**

# FINANCING REQUEST

- Approve Bond Finance Plan to Authorize Peak MD No. 3 Issuance of:
  - \$69,600,000\* Limited Tax General Obligation Bonds, Series 2022A-1
  - \$ 29,391,643\* Convertible Capital Appreciation Limited Tax General Obligation Bonds, Series 2022A-2
  - **ANTICIPATED PROCEEDS: 74,800,000\***

\*Approximate amount – subject to change based upon final sales terms

# DISTRICT STRUCTURE REQUEST

- Peak MD No. 3
  - Financing District for current phase, **Series 2022 Bonds**
- Peak MD No. 2:
  - Overlapping Operations District
  - Responsible for Managing Operations and Maintenance of District Public Infrastructure throughout Service Area of all Districts
- Peak MD No. 1:
  - Financing District for first phase of development
  - Issuer of Series 2021 Bonds
- **PROPOSED Peak MD Nos. 4-7:**
  - **Future Financing Districts**



**OVERALL D1,**  
**D3 – D7**  
**BOUNDARIES**  
**AND SERVICE**  
**AREA - PROPOSED**

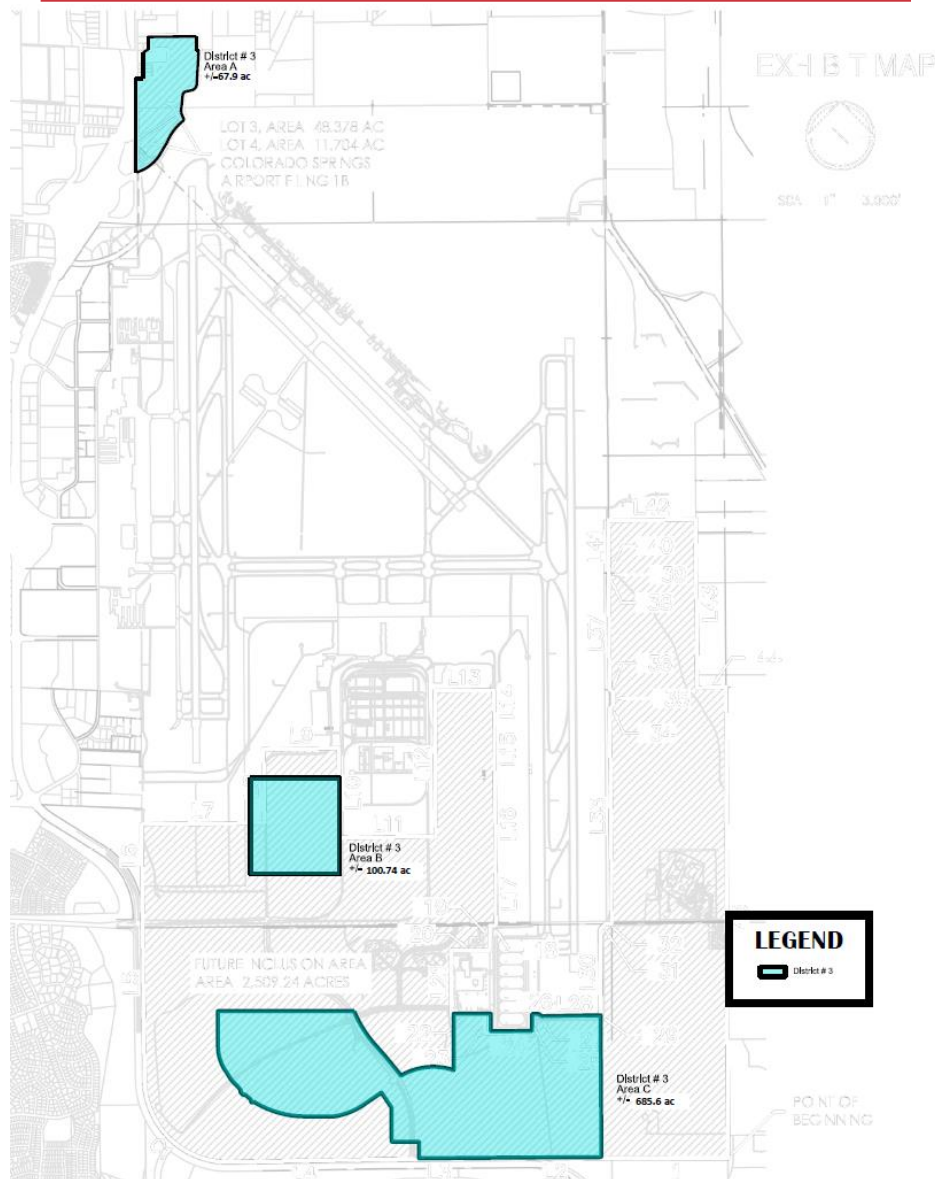


# CURRENT AND FUTURE D2 BOUNDARY - PROPOSED

# DEVELOPMENT OVERVIEW

- Peak MD No. 1
  - Includes approximately 485 acres of proposed Office, Hospitality, Retail, and Light Industrial/Distribution Land Uses. 4.3 million square feet of buildings have been completed.
  - Approximately \$27m of Public Infrastructure has been constructed to date, with an anticipated additional \$10m to deliver projects in process.
- Peak MD No. 3:
  - Will include approximately 854 acres of proposed Office, Retail, and Light Industrial/Distribution Land Uses. 1.9 million square feet of buildings are anticipated to be completed within the next 3 years.
- Peak MD Nos. 4-7:
  - Will include approximately 1,300 acres of proposed Office, Hospitality, Retail, and Light Industrial/Distribution Land Uses. Multiple Districts are proposed to accommodate project phasing, land use, and bond requirements for distinctly different infrastructure requirements.

# DISTRICT 3 (Current Phase, 2022 Financing District) BOUNDARIES AT TIME OF ISSUANCE



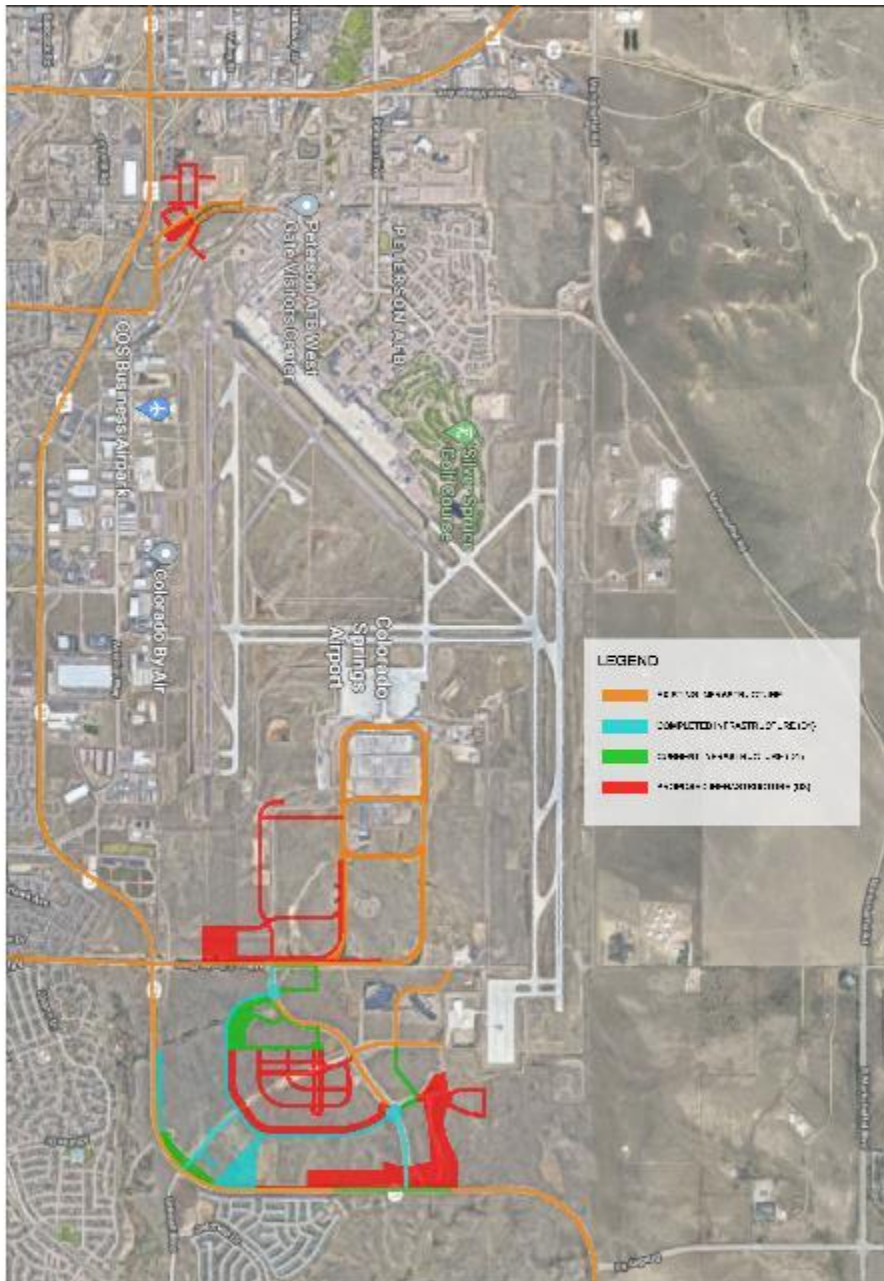
# PROPOSED PEAK MD NO. 3 BONDS

- Series 2022A-1:
  - Par Amount: \$69,600,000\*
  - Estimated Rate: 5.75%\*
- Series 2022A-2:
  - Par Amount: \$29,391,643\*
  - Estimated Rate: 6.25%\*
- Both Payable from:
  - 37 Debt Service Mills
  - Specific Ownership Taxes from 37 Mills
  - PILOT Revenues from Exempt Property

- \*Estimate – Final amounts subject to change.



# CURRENT AND FUTURE INFRASTRUCTURE



## LEGEND

- EXISTING INFRASTRUCTURE
- COMPLETED INFRASTRUCTURE (D1)
- CURRENT INFRASTRUCTURE (D1)
- PROPOSED INFRASTRUCTURE (D3)

# D3 PUBLIC INFRASTRUCTURE COSTS – NORTH\*

## Area A (North)

### Description:

### TOTAL Estimated Cost:

- **Sanitation Improvements:**

- Extension to Phase 1 and 2 Development Areas

\$ 639,000

- **Water Improvements:**

- Relocation of Existing and Extension to Phase 1 and 2 Areas

\$ 1,723,000

- **Street and Safety Protection:**

- Loop Road in Phase 1, Sidewalks and Streetlights
- Phase 2 Extensions

\$ 3,210,000

- **Drainage:**

- Regional Detention Pond, Phase 1 Storm Drainage
- Storm Drainage Phase 2

\$ 2,414,000

- **Park And Recreation Improvements:**

- Landscape Existing Public Road Tree Lawns
- Restoration of Disturbed Areas

\$ 380,000

**TOTAL: \$ 8,366,000**

\*Preliminary, subject to change.

# D3 PUBLIC INFRASTRUCTURE COSTS – CENTER\*

## Area B (Center)

<u>Description:</u>	<u>TOTAL Estimated Cost:</u>
• <b>Sanitation Improvements:</b>	
○ Extension to Phase 1 Development Area	\$ 1,063,000
• <b>Water Improvements:</b>	
○ Extension of Potable Water Main and Lines to Phase 1 Areas	\$ 1,856,000
• <b>Street and Safety Protection:</b>	
○ Extension of Peak Innovation Pkwy, Peak / Proby Traffic Signals, Widening of Proby at Peak Intersection	\$ 5,951,000
• <b>Drainage:</b>	
○ Regional Detention Pond, Regional Pond Outlet, Storm Drainage Lines for Phase 1	\$ 29,966,000
• <b>Park And Recreation Improvements:</b>	
○ Landscape at Regional Detention, Landscaping along Phase 1 Roadways	\$ 1,625,000
<b>TOTAL:</b>	<b>\$ 40,461,000</b>

\*Preliminary, subject to change.

# D3 PUBLIC INFRASTRUCTURE COSTS – SOUTH\*

## Area C (South)

<u>Description:</u>	<u>TOTAL Estimated Cost:</u>
<ul style="list-style-type: none"> <li>• <b>Sanitation Improvements:</b> <ul style="list-style-type: none"> <li>○ Extension to Phase 1 East Development Area</li> <li>○ Construction of Peak Lift Station and Force Main</li> </ul> </li> </ul>	\$ 5,393,000
<ul style="list-style-type: none"> <li>• <b>Water Improvements:</b> <ul style="list-style-type: none"> <li>○ Extension of Potable Water Main and Lines to Phase 1 East Area</li> </ul> </li> </ul>	\$ 1,508,000
<ul style="list-style-type: none"> <li>• <b>Street and Safety Protection:</b> <ul style="list-style-type: none"> <li>○ Extension of Integration Loop to Serve Phase 1 East Area, Construction of Logistics Point</li> </ul> </li> </ul>	\$ 4,174,000
<ul style="list-style-type: none"> <li>• <b>Drainage:</b> <ul style="list-style-type: none"> <li>○ Construction of Storm Drainage Lines to Serve Phase 1 East</li> <li>○ Regional Detention Pond and Storm to Serve PA-7</li> <li>○ Regional Detention Pond and Storm to Serve PA-3</li> </ul> </li> </ul>	\$ 12,896,000
<ul style="list-style-type: none"> <li>• <b>Park And Recreation Improvements:</b> <ul style="list-style-type: none"> <li>○ Landscape along Roadways that Serve Phase 1 East, Monument and Directional Signage</li> </ul> </li> </ul>	\$ 1,970,000
<b>TOTAL:</b>	<b>\$ 25,941,000</b>

\*Preliminary, subject to change.

## D3 PUBLIC INFRASTRUCTURE COSTS – SUMMARY FOR INITIAL ISSUANCE\*

<b>AREA A (NORTH):</b>	<b>\$ 8,366,000</b>
<b>AREA B (CENTER):</b>	<b>\$ 40,461,000</b>
<b>AREA C (SOUTH):</b>	<b><u>\$ 25,941,000</u></b>
<b>TOTAL:</b>	<b>\$ 74,768,000</b>

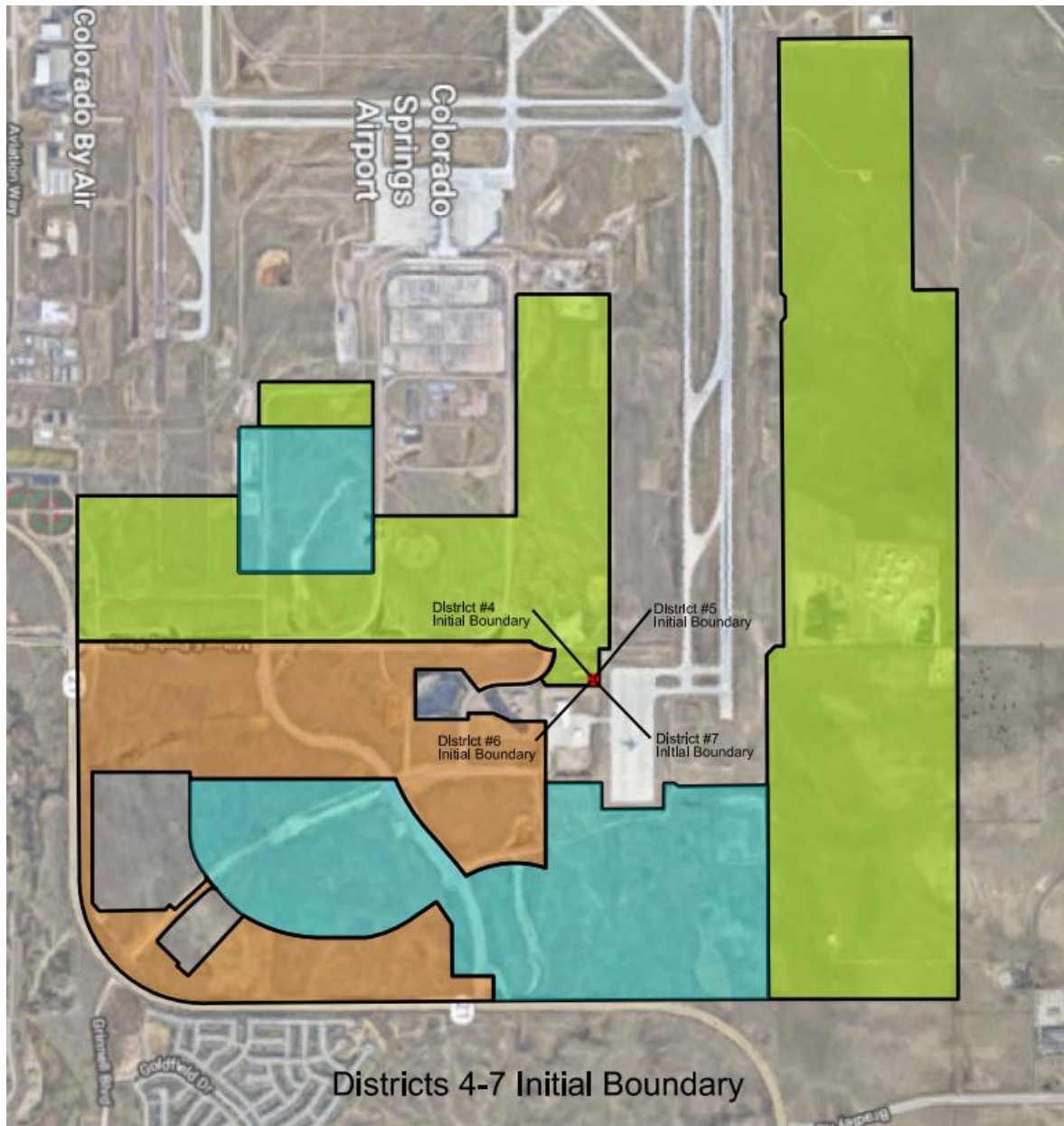
\*Preliminary, subject to change.

## PEAK MD NO. 3 REQUEST

- Approve Bond Finance Plan to authorize Peak MD No. 3 issuance of Series 2022A-1 and 2022A-2 Bonds
- Boundaries to secure proposed Bonds as noted in attached map
- Amounts are estimated and may be more or less depending upon final pricing terms
- Bonds issued in compliance with maximum debt authority of Service Plan - Currently, maximum of \$200,000,000 authorized
- Mill levy pledge is less than maximum authorized pursuant to Service Plan – Currently 50 debt mills maximum

# ADDITIONAL DISTRICT REQUEST

- Approve Consolidated Service Plan for proposed Peak Metropolitan District Nos. 4 - 7
  - Districts 4-7 will act as additional Financing Districts for future phases of the Peak Development Project
  - Approximately 1,388 Acres in Service Area
  - Approximately \$100 Million in Public Infrastructure Costs



**PROPOSED**  
**PEAK 4-7**  
**SERVICE**  
**AREA AND**  
**INITIAL**  
**BOUNDARIES**



# DISTRICT NOS. 4-7 SERVICE PLAN

- Service Plan is **Materially the same** as existing Service Plan for Peak MD 1-3
- Additional **\$200 Million as Aggregate Maximum Debt Authority for Peak MD 4-7**
- Same Maximum Mill Levies:
  - Max Debt Service Mills:
    - **30 Mills for Residential\***
      - Maximum of 40 Years
    - **50 Mills for Commercial\***
  - **Maximum Operations Mills – 10 Mills\***

\*Adjusted for any legislative changes from January 1, 2006

# MULTIPLE DISTRICT STRUCTURE

- **Two (2) Existing, Four (4) Additional Financing Districts Proposed:**
  - Anticipated to cooperate in providing debt service mill levy, operations mill levy, bond proceeds and/or other revenue to the Management District, which revenue will be applied to the payment of: (i) the acquisition, construction, and financing of the public infrastructure; and (ii) the costs of administration, operation and maintenance of the public infrastructure within the development.
- **One (1) Overlapping Operations and Maintenance District:**
  - Peak MD No. 2 – To overlap entire Peak Development.
  - Anticipated to coordinate Operations and Maintenance Services throughout service area.
- **Board Composition:**
  - Each Board comprised of five (5) board members, initially to be members of the development team
  - One (1) Ex Officio Board Member: Colorado Springs Airport Director of Aviation, or its designee

# QUESTIONS?



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