

PROJECT SUMMARY

The purpose of the Intsel Properties PUD is to create a 54 acre multi-lot Industrial project in the Irondale area of Commerce City that features large scale industrial, manufacturing and distribution with outdoor storage and warehousing capabilities. Products are to be delivered and distributed by rail and by truck throughout the Denver Metropolitan area and the Colorado region. Use and development standards are as allowed by the City's I-2 Zoning classification with the additional allowance for rail service and other related uses as outlined in this document. The area contained in the subject PUD is large enough to justify the cost of constructing a rail-spur and the site can accommodate rail spur geometry and the tract radii necessary. (See PUD drawing outlining the rail alignment currently proposed by the rail designers, 360 Rail Specialties). The PUD provides standards to facilitate the master planned multi-use industrial park with some flexibility in front setback and building height. Landscape standards are included which are appropriate for the type of development that will occur within the PUD area, and include some xeriscape principals when suitable. This will allow on-site storm water retention facilities with the appropriate amount of landscaping.

Street closure and vacation of a portion of Ulster Street is proposed to increase safety by eliminating rail crossings of the public road. A cul-de-sac will be constructed at the north end of the Ulster Street closure, which will continue to provide access for two residential parcels which are currently serviced by the road. Easements will be granted for any utilities located within the portion of Ulster Street being vacated. As proposed, a cul-de-sac will also be constructed approximately 900 feet west of Ulster Street within the 83rd Avenue alignment to provide access to Area C of the Intsel PUD and to continue to provide access to the property south of 83rd Avenue which is owned by Union Pacific Railroad. In conjunction with the future development of the Intsel PUD area, a portion of 84th Avenue from Ulster Street, west to the Syracuse Avenue alignment, will be improved, as currently under review and discussions with Commerce City Public Works.

In conjunction with the proposed overall re-zoning, the 1.25 acre "White" parcel referenced on page 3 of 6 of the PUD is proposed for Annexation into the City. The "White" parcel has been purchased by Mid-Rail Real Estate (the owners of the 52 acre Intsel property) and is suitable for location of a portion of the proposed rail spur alignment. As proposed the annexed parcel is to be a part of the overall PUD with uses identical to the other land holdings. A Minor Subdivision Plat combining the "White" parcel, the former rail easement area, and a portion of the vacated Ulster Street right-of-way, will be submitted immediately following the PUD Zoning and parcel annexation.

There is a lack of storm water conveyance systems in the Irondale Area. Storm water retention is required due to a lack of storm water outfall infrastructure. This requires large areas of the Intsel PUD to be devoted to storm water ponds.

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With the street vacation proposed for Ulster Street, most circulation from and to the PUD area will be to East 88th Avenue from Ulster Street where circulation then connects to the metropolitan area highway network. Some access will occur along East Avenue to Rosemary Street. Final driveway connections are to be approved by the City Engineer. It is important to note that the installation of the rail will significantly reduce truck trips to the site as the majority of larger deliveries will be by rail rather than by truck, and smaller loads by truck will be out-going from the property. It is anticipated that railcar deliveries and the unloading of the railcars will occur approximately 1 or 2 times in a 24 hour period (1 in 1 out) or (2 in 2 out). Deliveries may also be restricted to 2 or 3 times per week. No cars will ever sit stationary blocking 84th Avenue, but will traverse across. The primary rail spur will be limited to one crossing at 84th Avenue (approximate location shown on Page three Land Use Map). It is anticipated that rail cars will be dropped off onto rail spurs located on individual lots.

Ongoing meetings have been conducted over the last several months with Commerce City Public Works, the Colorado Public Utilities Commission and JR Engineering Traffic Engineer. It has been determined that although the City will not support the closing of 84th Avenue for the rail crossing, given the limited number of train car crossings expected to cross 84th Avenue, and the limited amount of traffic currently using 84th Avenue, passive warning devices only would be required initially at the rail cross of 84th Avenue. It has been agreed that the updated Traffic Report being generated by JR Engineering will propose a “trigger point” at which more active electronic warning devices might be required. The updated Traffic Report is to be reviewed by Public Work in conjunction with this proposed PUD zoning.

Rail Description

Proposed: 50' right-of-way width (approximate) – exact dimension to be determined

Rail (single track) Width: 10' to 12' average track with

Includes: 9' long railroad ties
 4'-8" rails (inside to inside)
 1' long ballast on either side of the rails
Other: Ditch to ditch surrounding rail: 24' total

Rail to cross 84th Avenue and the Xcel Gasline Easement at 90 degree angle

Materials for Construction: 15" average under the railroad ties

Subgrade: 8" to 12" depth sub ballast (Rock)

Then 2" depth big rock

Then 8" of rock material under the railroad tie

7" thick, wood railroad tie

7" thick metal base plate (to top of rail)

Rail crossing at the road (84th Avenue)

Road crossing will be concrete or wood material (flat surface) surrounding the rail

Asphalt will go right up to the concrete or wood

Operations:

Rail cars to be unloaded off of the BNSF track (which is located directly west of Highway 2)

Cars will be unloaded onto a spur which will be located parallel to (west of) the BNSF track

It is estimated that several times per day (maximum) rail cars will be retrieved via a "track mobile car", managed by Intsel Steel, and delivered to the Intsel lot and possibly several other lots within the Intsel Properties PUD area. Cars will be dropped off onto rail spurs located on individual lots.

Once or twice per day, empty rail cars to be transported via "track mobile car" back to the BNSF track area.

Rail Car Descriptions:

Car height (average): 15' height (minimum is a 23' clearance)

Car weight (average): Lightest Car (unloaded): 80,000 lbs.

Heaviest Car: (loaded): 205,000 lbs.