

SOUTHERN COLORADO RAIL PARK

SKETCH PLAN

Introduction

Steve Mulliken

PROJECT TEAM

L. Steven Weiner, VP, EDW. C. Levy Co | LANDOWNER

Gary Barber, HydroSource, Inc. | PROJECT MANAGER

Steve Mulliken, Mulliken, Weiner, Berg, Jolivet | LAND USE ATTORNEY

Andrea Barlow, N.E.S. Inc. | LAND PLANNER

Virgil Sanchez – M & S Civil | CIVIL ENGINEER

Scott Asher & Eric Lundberg - Wilson & Company | TRAFFIC ENGINEER

Cory Beasley, Et Al. – HDR Engineering | RAILROAD /ENVIRONMENTAL

HISTORY OF THE PUBLIC/PRIVATE PARTNERSHIP

1. Genesis was from El Paso County – How do we create jobs?
2. Memorandum of Understanding signed/dated May 13, 2018
 - El Paso County
 - City of Fountain
 - City of Colorado Springs
 - Chamber of Commerce & Economic Development Corp.
 - Edw. C. Levy Co.
3. Feasibility Study June 28, 2019

FEASIBILITY STUDY OF THE PROPOSED “FRONT RANGE DUAL- SERVICE RAIL PARK OF SOUTHERN COLORADO”

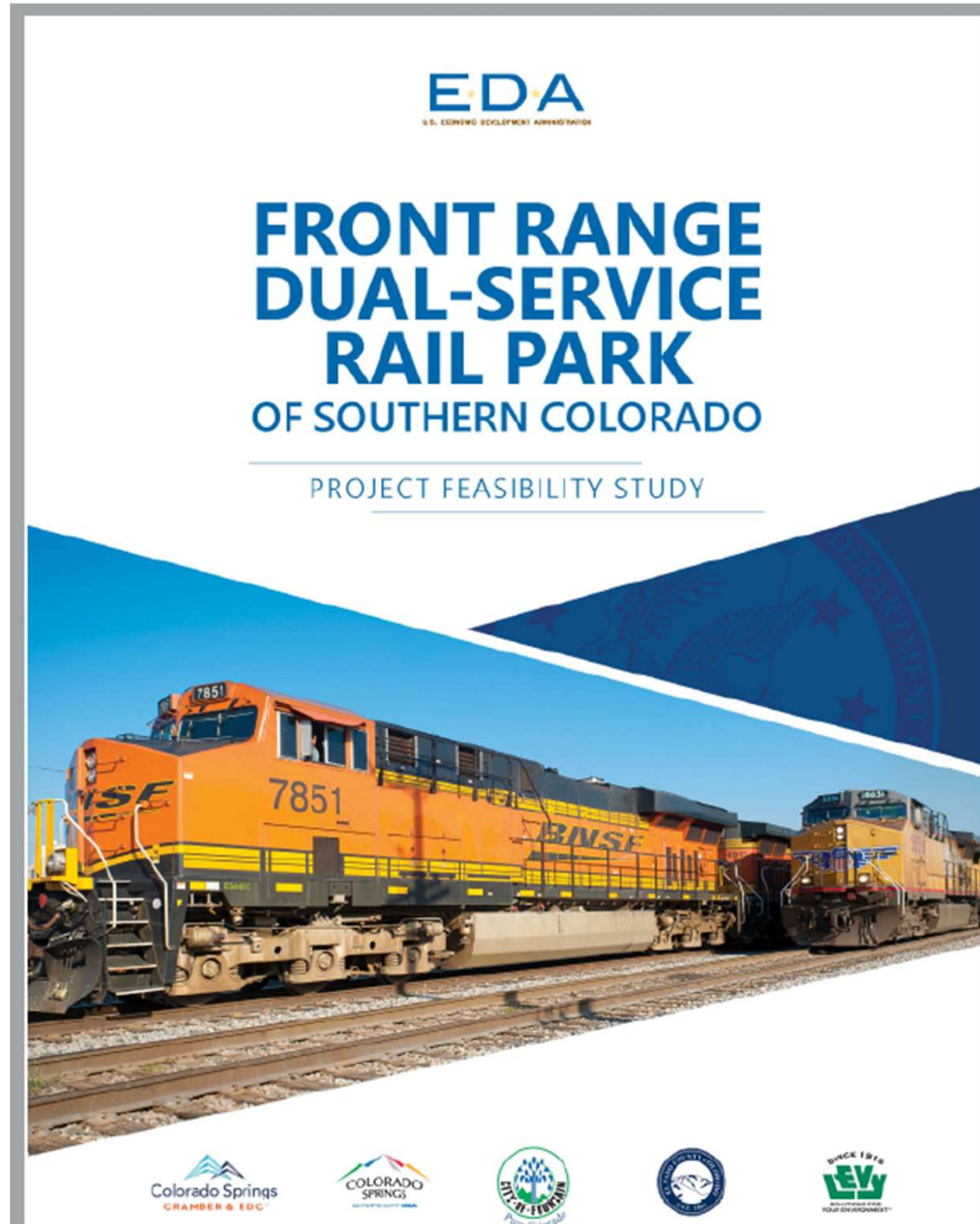
A public/private partnership which will both improve Fort Carson's rapid deployment capability and foster economic growth in the region through development of a 2,000 acre heavy industrial rail park in Fountain, Colorado



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3. Feasibility Study June 28, 2019
4. EDA Grant and May 2022 EDA Report

HISTORY OF THE PUBLIC/PRIVATE PARTNERSHIP



Land Planning
Landscape
Architecture
Urban Design

NES

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3. Feasibility Study June 28, 2019
4. EDA Grant and May 2022 EDA Report
5. Trackage Agreement with City of Colorado Springs recorded May 30, 2023
6. Application for a CRISI Grant submitted May 28, 2024

Why is Sketch Plan approval through EPC needed?

- First step in process
- Needed to create Title 32 District
- Possible Title 29 Rail Authority
- Why a Title 32 District is needed
- Applicant for CRISI grant
 - Helps to be rural now
 - Shows level of community & political support
 - Financing infrastructure
 - Long-term maintenance & security

Project Description

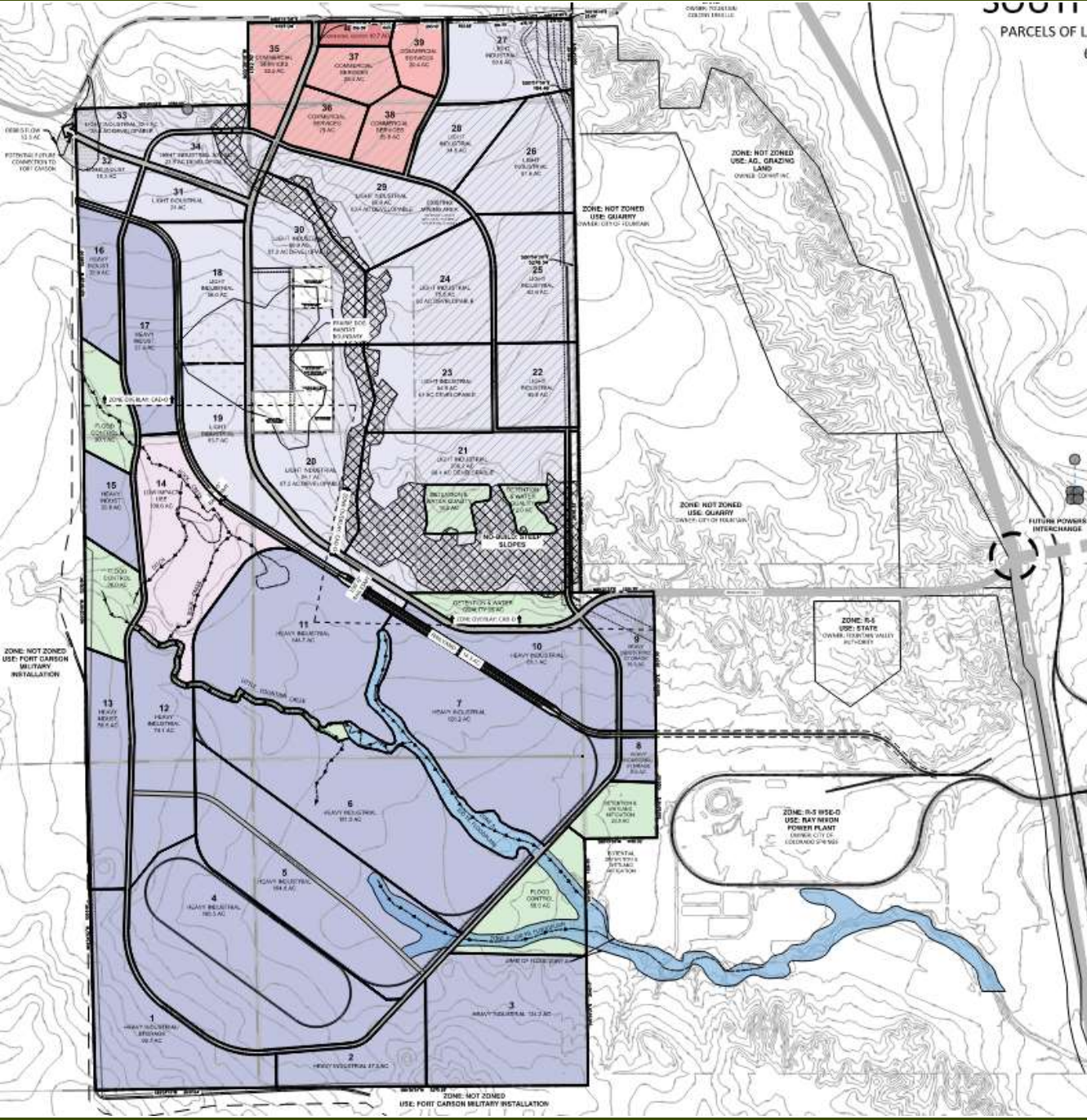
Andrea Barlow

PROJECT DESCRIPTION

- 3,100 acres
- Proposing a rail spur to service Fort Carson
- Dual service railroad service
- Phased development of a rail park to include commercial, commercial services, light and heavy industrial uses.
- Road access to I-25
- 6 out-parcels excluded



SKETCH PLAN



LAND USE LEGEND

- COMMERCIAL CENTER
- COMMERCIAL SERVICES
- LIGHT INDUSTRIAL
- HEAVY INDUSTRIAL
- PRESERVATION / LOW IMPACT USES
- DRAINAGE, FLOOD CONTROL & OPEN SPACE
- 100 YR FLOODPLAIN
- RAIL EASEMENT
- ROADWAYS
- FUTURE/ PROPOSED ROADWAYS, BY OTHERS
- PRESERVED ROW FOR FUTURE PROPOSED ROADWAYS

SYMBOL & LINETYPE LEGEND

- SITE ACCESS POINT
- NO-BUILD AREA
- 100-YR FLOOD AREA
- CURRENT MINING OPERATION TO BE DEVELOPED UPON COMPLETION OF MINING OPERATION

Land Planning
Landscape Architecture
Urban Design



LAND USES

- **Commercial Center:** intended to serve day-to-day commercial needs of Fort Carson military personnel, civilian employees, dependents, and visitors, as well as employees and visitors of the Rail Park.
- **Commercial Services:** intended to accommodate retail, wholesale or service commercial uses that serve the general public.
- **Light Industrial:** intended to accommodate light industrial and manufacturing activities, which are generally clean, quiet and free from objectionable or dangerous nuisance or hazard.
- **Heavy Industrial:** heavy railroad-oriented industry with direct access to the rail spur and rail loop

LAND USE LEGEND



COMMERCIAL CENTER



COMMERCIAL SERVICES



LIGHT INDUSTRIAL



HEAVY INDUSTRIAL



PRESERVATION / LOW IMPACT USES



DRAINAGE, FLOOD CONTROL & OPEN SPACE

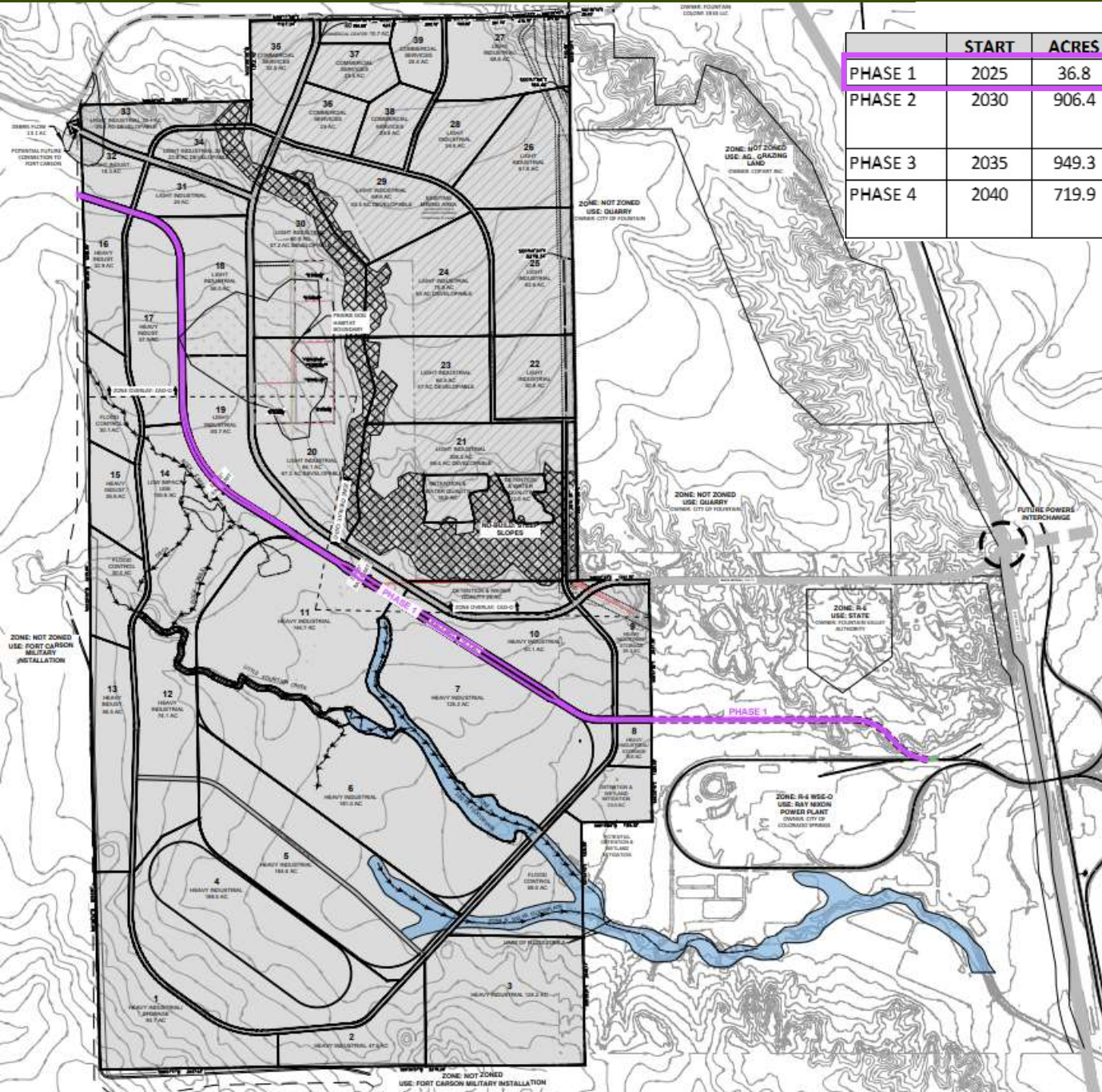


100 YR FLOODPLAIN

LAND USE MATRIX

	TIMELINE	PROPOSED LAND USES	ACREAGE	ADJUSTED ACREAGE ¹	APPROX. FAR	APPROX. SQ.FT.	SQ.FT./ EMPLOYEE	# EMPLOYEES
PHASE 1	2025	Rail Spur and Easement	37	n/a	n/a	n/a	n/a	n/a
		PHASE 1 TOTAL	37					
PHASE 2	2030	Commercial	11	9	0.2	74,575	150	497
		Commercial Services	20	16	0.15	106,635	400	267
		Light Industrial	274	219	0.1	954,835	880	1085
		Heavy/Rail-Served Industrial	498	398	0.0388	672,941	880	765
		PHASE 2 TOTAL	803					
PHASE 3	2035	Heavy/Rail-Served Industrial	928	742	0.0388	1,254,210	880	1425
		PHASE 3 TOTAL	928					
PHASE 4	2040	Commercial Services	109	87	0.15	568,197	400	1420
		Light Industrial	575	460	0.1	2,003,760	880	2277
		PHASE 4 TOTAL	684					
		TOTAL	2451	2206		5,635,153		7,736
		Low Impact	101	n/a	n/a	n/a	n/a	n/a
		Drainage/Open Space/Low Impact	234	n/a	n/a	n/a	n/a	n/a
		No-Build Steep Slopes	190	n/a	n/a	n/a	n/a	n/a
		Right-of-Way	121	n/a	n/a	n/a	n/a	n/a
		Misc.	12	n/a	n/a	n/a	n/a	n/a
		TOTAL ACREAGE	3109					

PHASING PLAN














	START	ACRES	USE
PHASE 1	2025	36.8	Construction of Rail Spur through center of the park
PHASE 2	2030	906.4	Commercial development adjacent to Charter Oak Road and heavy/light industrial development adjacent to rail spur
PHASE 3	2035	949.3	Industrial development in the southern portion of the park
PHASE 4	2040	719.9	Closure of the mining operation in northeast portion of park/completion of commercial and light industrial development

PHASE 1 36.8 AC TOTAL

36.8 AC RAIL SPUR & ESMT

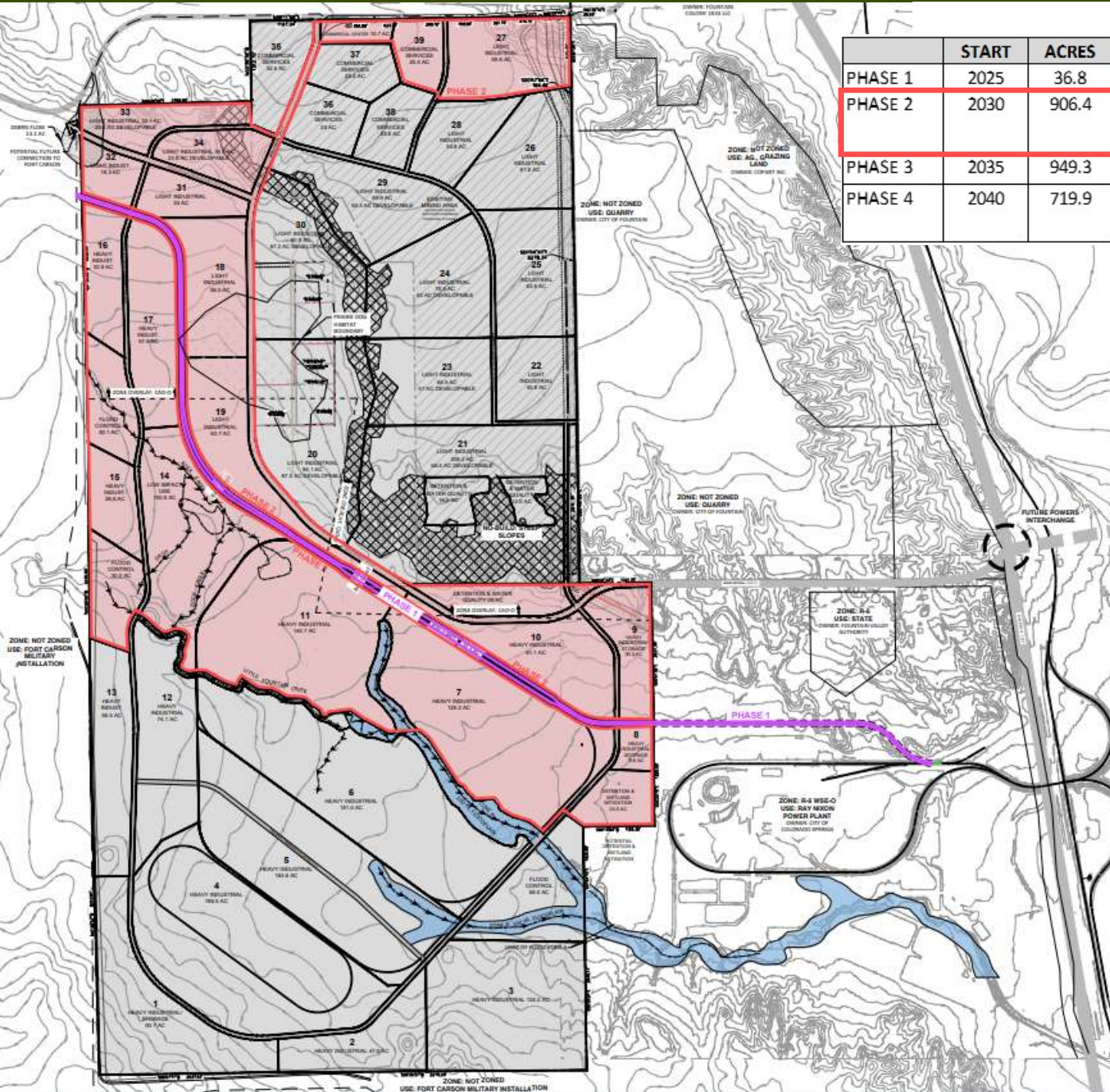
SYMBOL & LINETYPE LEGEND

-  SITE ACCESS POINT
-  WATERWAYS
-  RAILWAYS
-  PROPERTY BOUNDARY
-  PHASE 1
-  PHASE 2
-  PHASE 3
-  PHASE 4
-  NO-BUILD AREA
-  100-YR FLOOD AREA
-  CURRENT MINING OPERATION TO BE DEVELOPED UPON COMPLETION OF MINING OPERATION

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PHASE 2 906.4 AC TOTAL

- 10.9 AC COMMERCIAL
- 20.4 AC COMMERCIAL SERVICES
- 274.6 AC LIGHT INDUSTRIAL
- 490.9 AC HEAVY INDUSTRIAL
- 109.6 AC DETENTION & FLOOD CONTROL

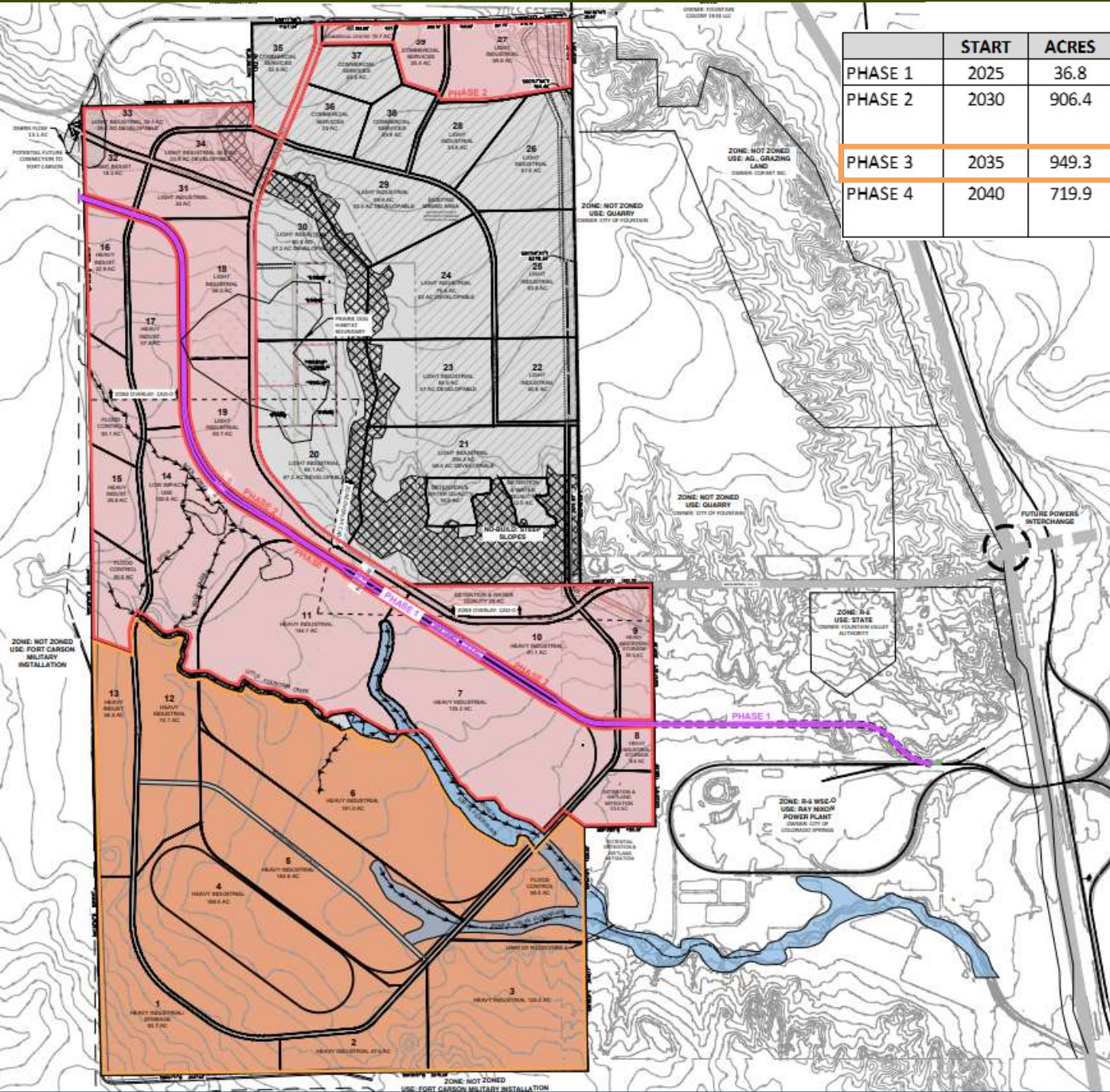
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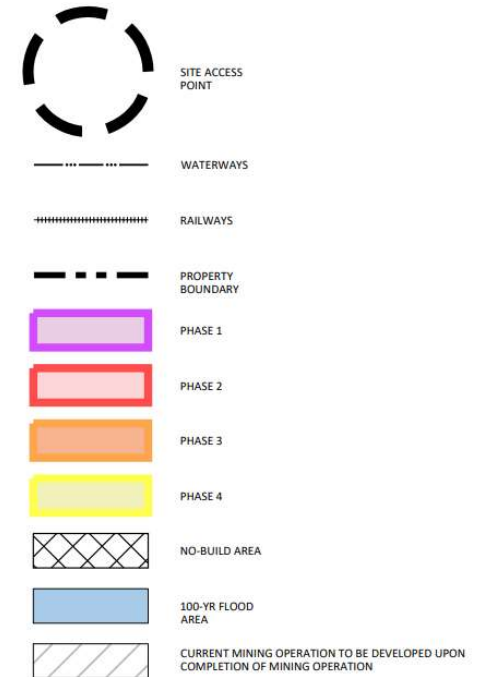


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PHASE 3 949.3 AC TOTAL



SYMBOL & LINETYPE LEGEND

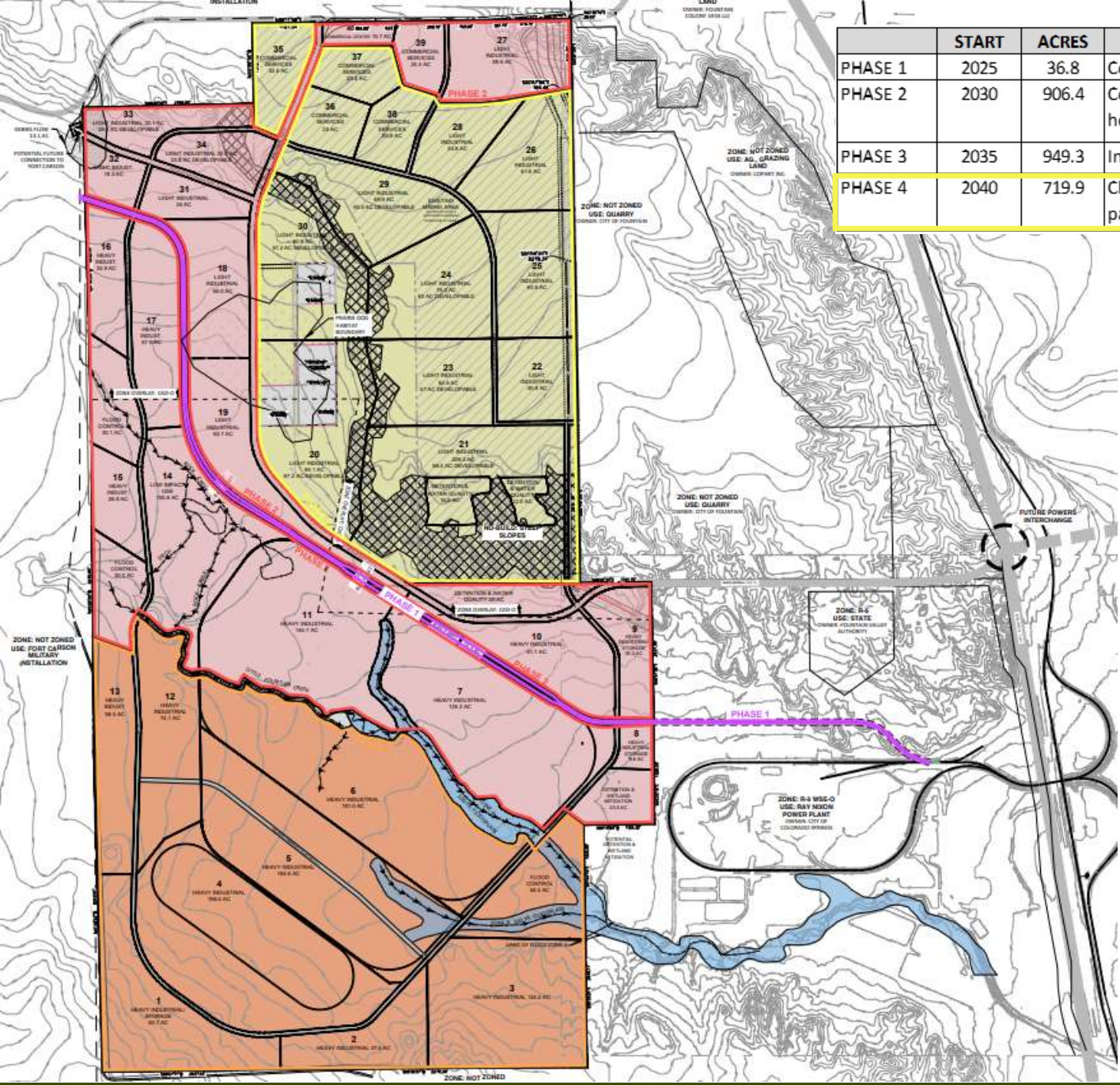


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PHASING PLAN

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PHASE 4	719.9 AC	TOTAL
	110.5 AC COMMERCIAL SERVICES	
	581.4 AC LIGHT INDUSTRIAL	
	28 AC DETENTION	

SYMBOL & LINETYPE LEGEND

- SITE ACCESS POINT
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- PROPERTY BOUNDARY
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Compliance with Sketch Plan Review Criteria

Andrea Barlow

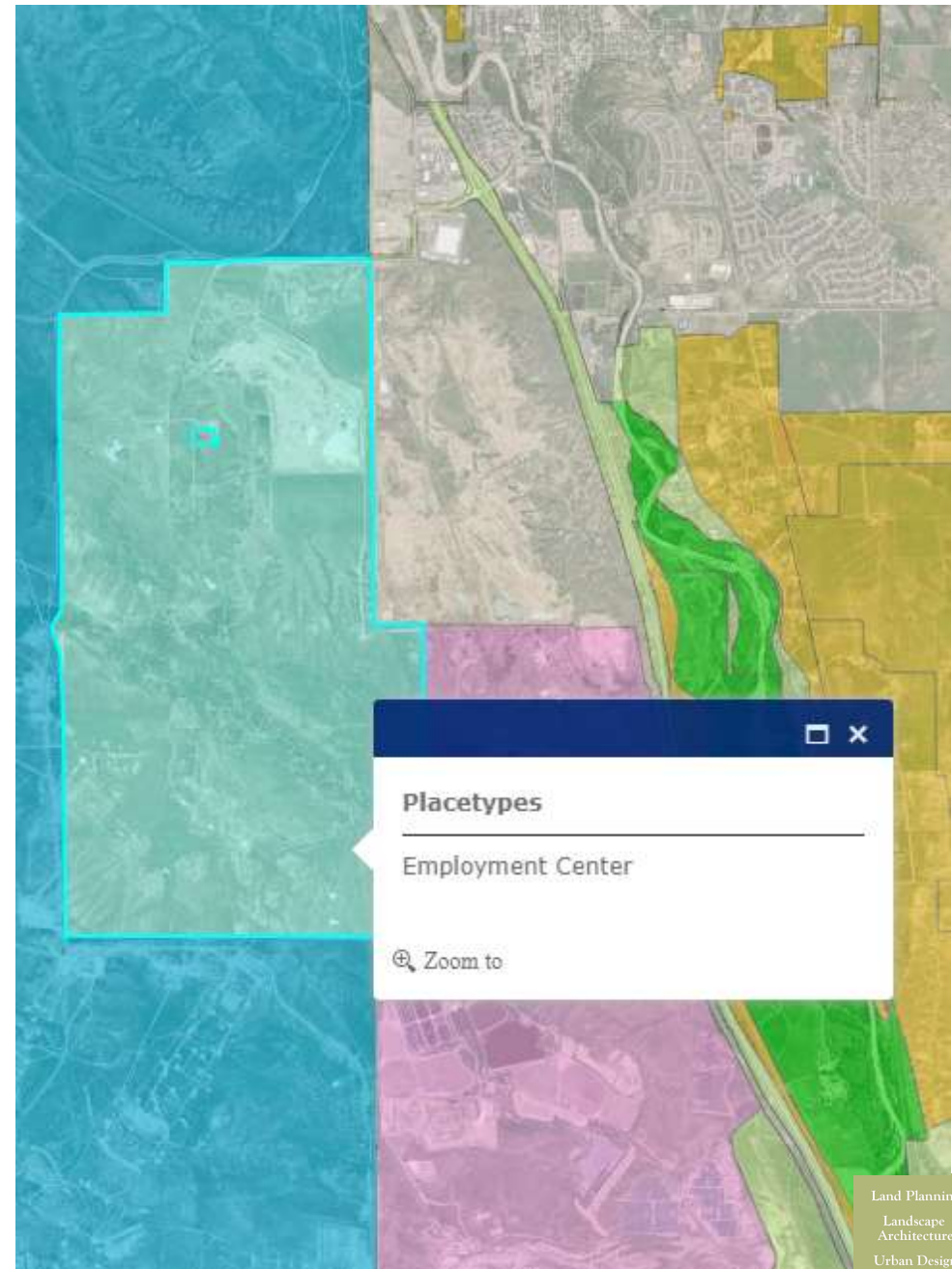
SKETCH PLAN REVIEW CRITERIA

Criteria for Approval. In approving a sketch plan, the BoCC shall find that:

1. The proposed subdivision is in general conformance with the goals, objectives, and policies of the Master Plan;
2. The proposed subdivision is in conformance with the requirements of this Code;
3. The proposed subdivision is compatible with existing and proposed land uses within and adjacent to the sketch plan area;
4. The water supply report provides sufficient information to identify probable compliance with the water supply standards and identifies any need for additional water supplies;
5. Services are or will be available to meet the needs of the subdivision including, roads, police and fire protection, schools, recreation facilities, and utility service facilities;
6. The soil is suitable for the subdivision;
7. The geologic hazards do not prohibit the subdivision, or can be mitigated;
8. The subdivision will not interfere with the extraction of any known commercial mining deposit [C.R.S. §§ 34-1-302(1), et seq.];
9. The design of the subdivision protects the natural resources or unique landforms;
10. The proposed methods for fire protection are adequate to serve the subdivision; and
11. The subdivision is appropriate and the design is based on mitigating the constraints of topography, soil types, geologic hazards, aggregate resources, environmental resources, floodplain, airplane flight overlays, or other constraints.

YOUR EL PASO MASTER PLAN

- **Placetypes – Employment Center - Priority Employment Area**
 - specific locations throughout the County that should be prioritized for new employment development to maintain a diverse economy
- **Key Areas – Potential Areas for Annexation**
 - This Key Area outlines the portions of the County that are anticipated to be annexed as development occurs.
- **Areas of Change – New Development**
 - These areas will be significantly transformed as new development takes place on lands currently largely designated as undeveloped or agricultural areas



Economic Development

Goal ED1. Recruit new businesses and spur the development of growing sectors.

- Objective ED1-6: Large employers should be located on major roadways to improve connectivity and minimize their impact on daily traffic.
- Identify areas with enough land to support companies that require a significant development footprint as development continues to occur.

Goal ED4. Utilize economic opportunity zones to support new business development.

- Support the development of the railyard by Fort Carson as a catalyst for the creation of a strong employment hub to serve the entire County.

Transportation and Mobility

Goal TM1. Establish a transportation network that connects all areas to one another, emphasizing east-west routes, reducing traffic congestion, promoting safe and efficient travel.

- Help facilitate the development of the railyard located adjacent to the Fort Carson spur of the shared BSNF and UP line.

Military

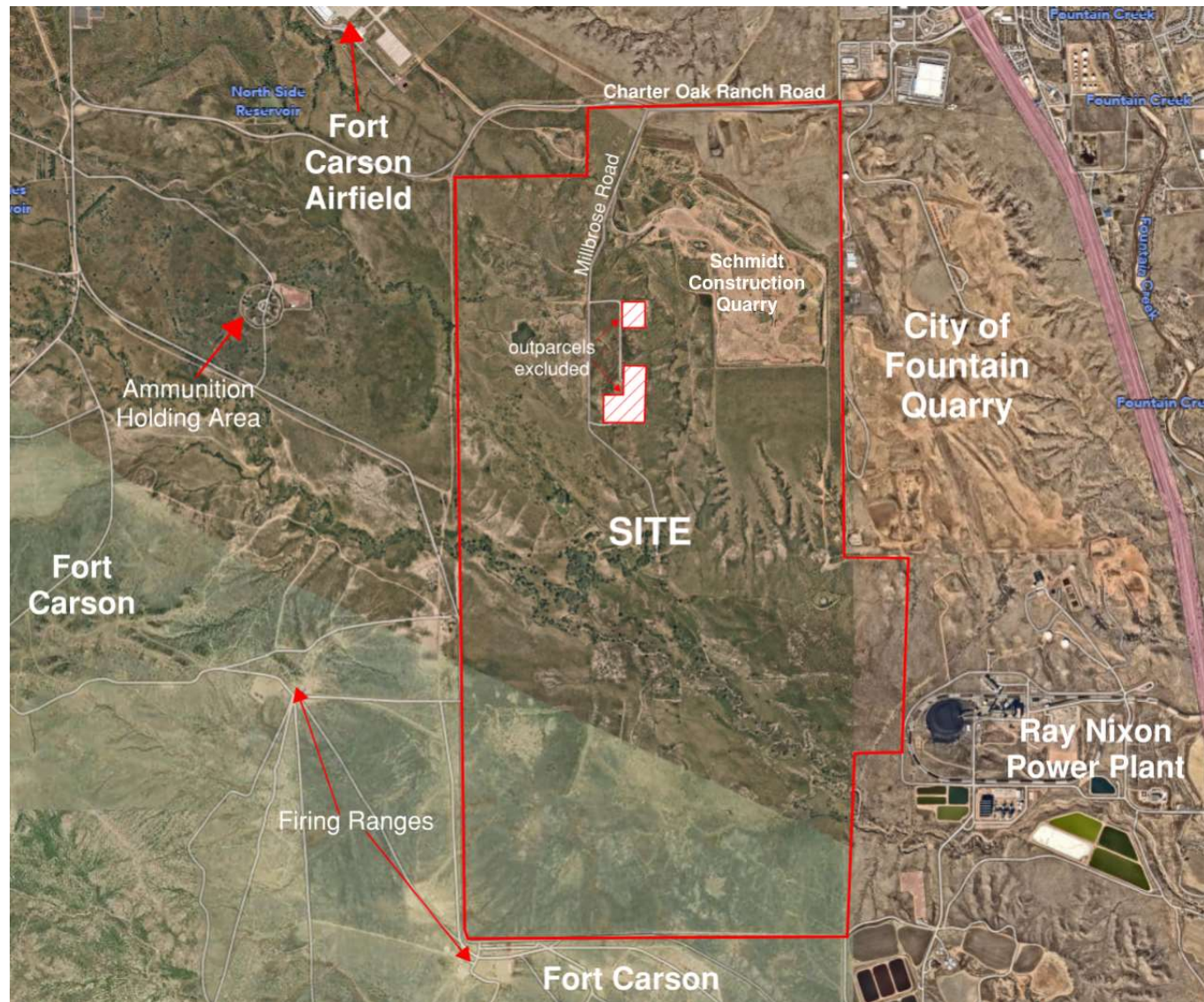
Goal M1. Support compatible land uses within and in close proximity to bases and associated facilities.

Goal M2. Ensure coordinated planning efforts for transportation impacts and access.

- Objective M2-1: Manage future transportation projects that could affect gate traffic and associated stormwater impacts.
- Objective M2-2: Continue to work with CDOT to prioritize transportation improvements along the routes that serve military bases.
- Objective M2-3: Cooperate with CDOT and the Pikes Peak Area Council of Governments (PPACG) to meet regional military transportation needs.
 - Improve Charter Oak Ranch Road outside Gate 19 at Fort Carson.
 - Develop an alternate rail connection to Fort Carson to support redundant and increased rail service.

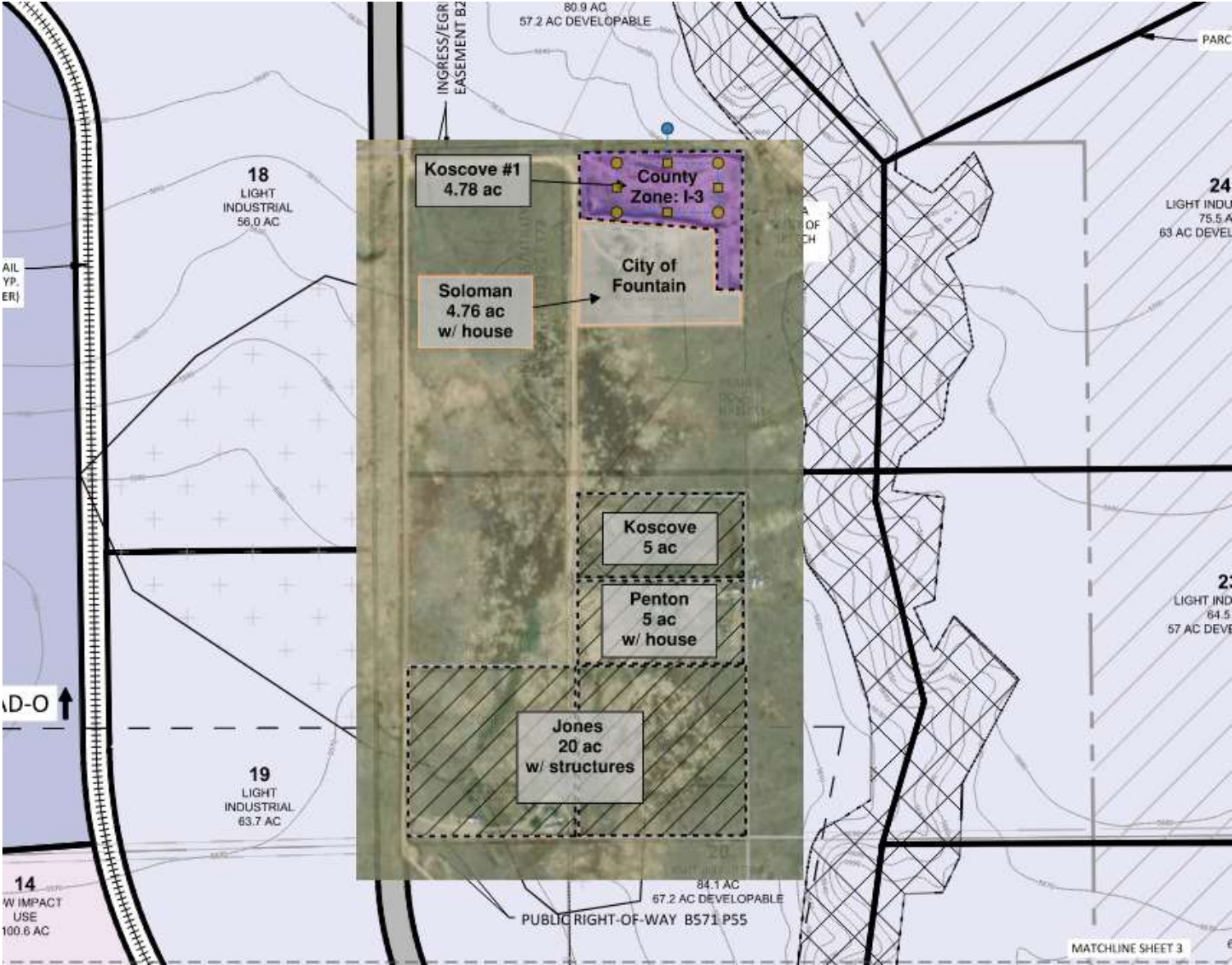
COMPATIBILITY WITH SURROUNDING LAND USES

- The site is adjacent to existing heavy industrial uses and intense military training activity which include:
 - Fort Carson live-fire gunnery ranges
 - Fort Carson Combat Air Brigade (helicopters)
 - Quarries within and adjacent to the site
 - Electric generation power plant that is rail served



COMPATIBILITY WITH SURROUNDING LAND USES

- The existing out parcels are already exposed to these high-impact uses. Construction of stormwater facilities and paved roads will likely help mitigate these existing impacts



Project Benefits

Steve Mulliken

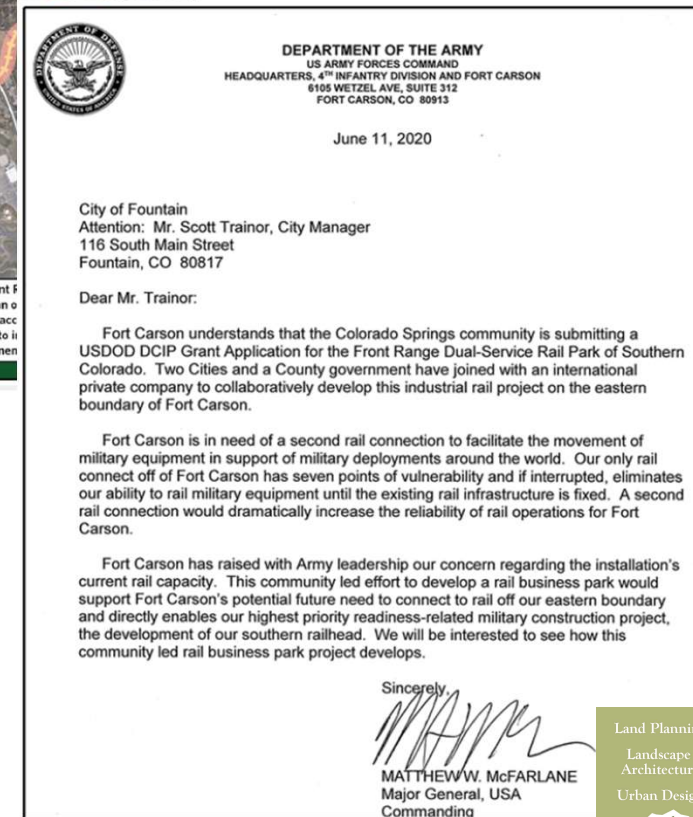
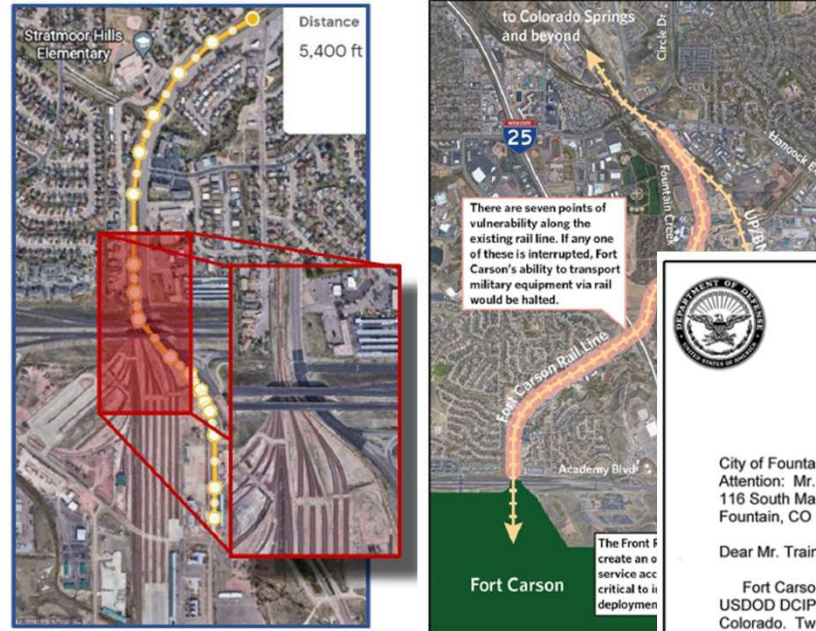
REASONS TO SUPPORT THE PROJECT AND SKETCH PLAN

Support for Fort Carson:

- The existing rail spur is problematic, having seven critical points of failure.
- The project's first phase and first priority is to extend the line to Fort Carson.
- Makes Fort Carson more resilient and BRAC proof
- Grants Utilities a new utility easement to Fort Carson if needed for redundancy.
- Removes truck trips from the highways, improving safety and saving on highway maintenance

5.3.1.1 Fort Carson Current Rail Service

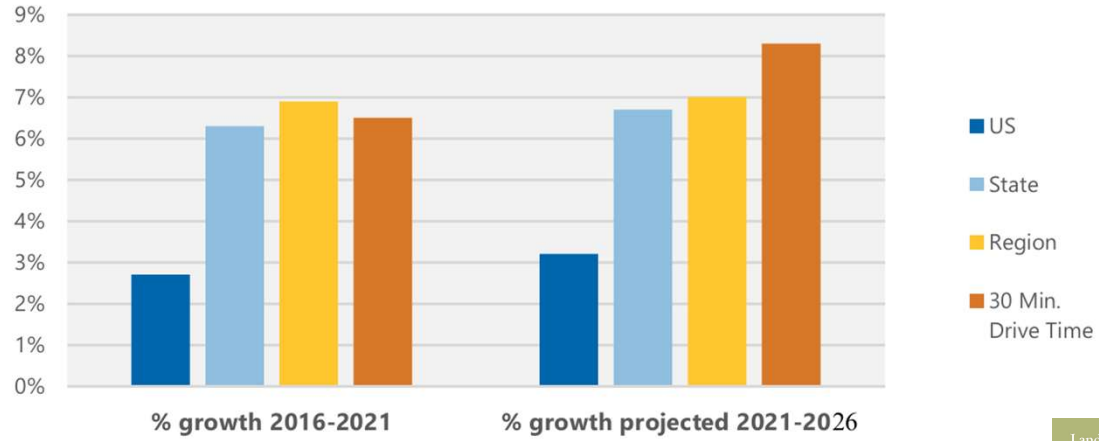
The existing rail spur and rail head are located at the northern end of the Fort Carson Cantonment. The rail spur, which meets the mainline at the Kelker Junction yard, was established when Fort Carson was created in 1942, shortly after the attack on Pearl Harbor. The United States Army owns the spur. As shown, the deployment capacity of the railhead requires the some of the rail cars to be located outside the Fort proper. This factor, along with the many crossing points of the rail spur, generated the assessment provided by Major General Matthew McFarlane in a letter to Fountain City Manager Scott Trainor in support of a Defense Communities Infrastructure Program grant request.



CREATION OF JOBS

- We will be growing substantially in population, and we will need employment to support the growing population.
- As of 2021, the population in the 30-minute drive time radius increased since 2016, growing by 12,814 (6.5%). Population is expected to increase by 8.3 percent between 2021 and 2026, adding 17,483. This outpaces both the national and state of Colorado’s projected growth rates, as well as the region.
- Estimated square footage and job creation:
 - 5,635,153 sf of buildings
 - 7,736 new jobs

Figure 3-2: Regional and Drive Time Population Growth Compared to US, 2021-2026



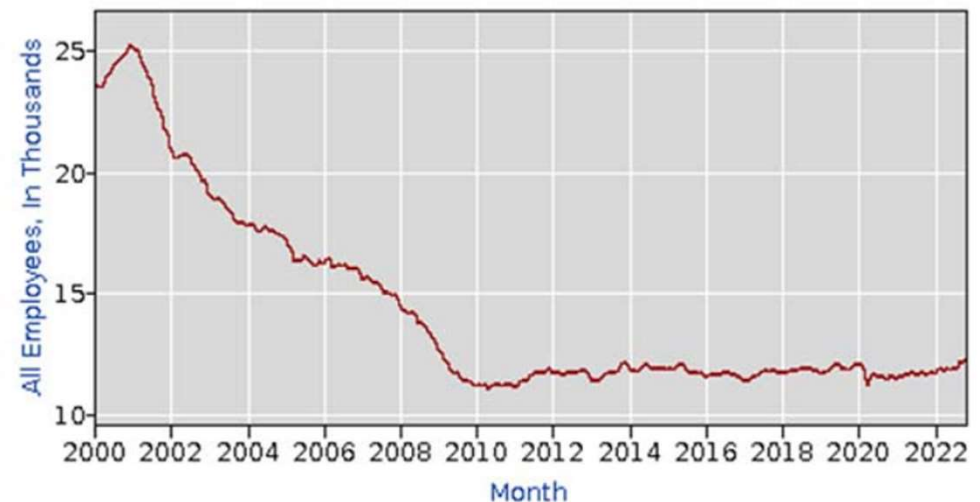
Source: Emsi, Q1 2022



MEGA-SITE FOR MANUFACTURING

- We have steadily been losing manufacturing nationally, at the State level, and at a greater pace locally.
- Loss of manufacturing is a strategic concern.
- Brings manufacturing back to the US, Colorado and El Paso County:
 - Perfect site for large-scale manufacturing
 - Perfect neighbors for manufacturing
 - Not visible from I-25
 - Dual rail service
 - Available work-force
 - Specialized training opportunities available in the region to meet manufacturers needs

Manufacturing Employees in Colorado Springs



From January 2000 to January 2022, Colorado Springs lost 11,800 manufacturing jobs (over 50% decline)

SPECIALIZED TRAINING

Military personnel exiting into the civilian workforce is an incredibly unique asset to the region. For example, Fort Carson alone has on average 400 military personnel exiting active duty with the potential to enter the civilian workforce every month. Moreover, over 65% of these transitioning military personnel indicate a desire to stay in the region (Fort Carson Transition Center, 2022)



The Honorable Pete Buttigieg
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Ave., SE
Washington D.C., 20590

Re: *Southern Colorado Rail Park*

Dear Secretary Buttigieg,

Pikes Peak State College (PPSC) has long supported the Southern Colorado Rail Park initiative to bring new jobs to our community via a public/private partnership of regional governments and a private property owner. The Southern Colorado Rail Park has a two-fold purpose: 1) to establish a rail spur to serve Fort Carson to enhance its global deployment mission and capability, and; 2) to generate new, primary jobs for our community. Current plans estimate that 7,700 jobs in the manufacturing sector will be created by the new industrial park. We work closely with the United States Army and its Transition Center to provide educational opportunities for military personnel leaving military service, sixty-five percent of whom indicate they want to remain in the Pikes Peak Region.

PPSC has a campus adjacent to Fort Carson, which focuses on providing education that prepares its students for success in the marketplace. PPSC would relish the opportunity to work directly with any new manufacturers and other employers to determine their needs and develop courses of study to fulfill those needs. When we do that, we make certain that PPSC is properly preparing students for success in real jobs, which is our core mission. The close proximity of the new employment center to our Fort Carson campus will facilitate achieving this goal and greatly benefit both military families on post and the disadvantaged communities located adjacent to the future employment center.

I strongly encourage you to approve the 2023/24 Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant application from the City of Colorado Springs on behalf of the Southern Colorado Rail Park project. Thank you for your consideration.

Sincerely,

Lance Bolton, President
Pikes Peak State College

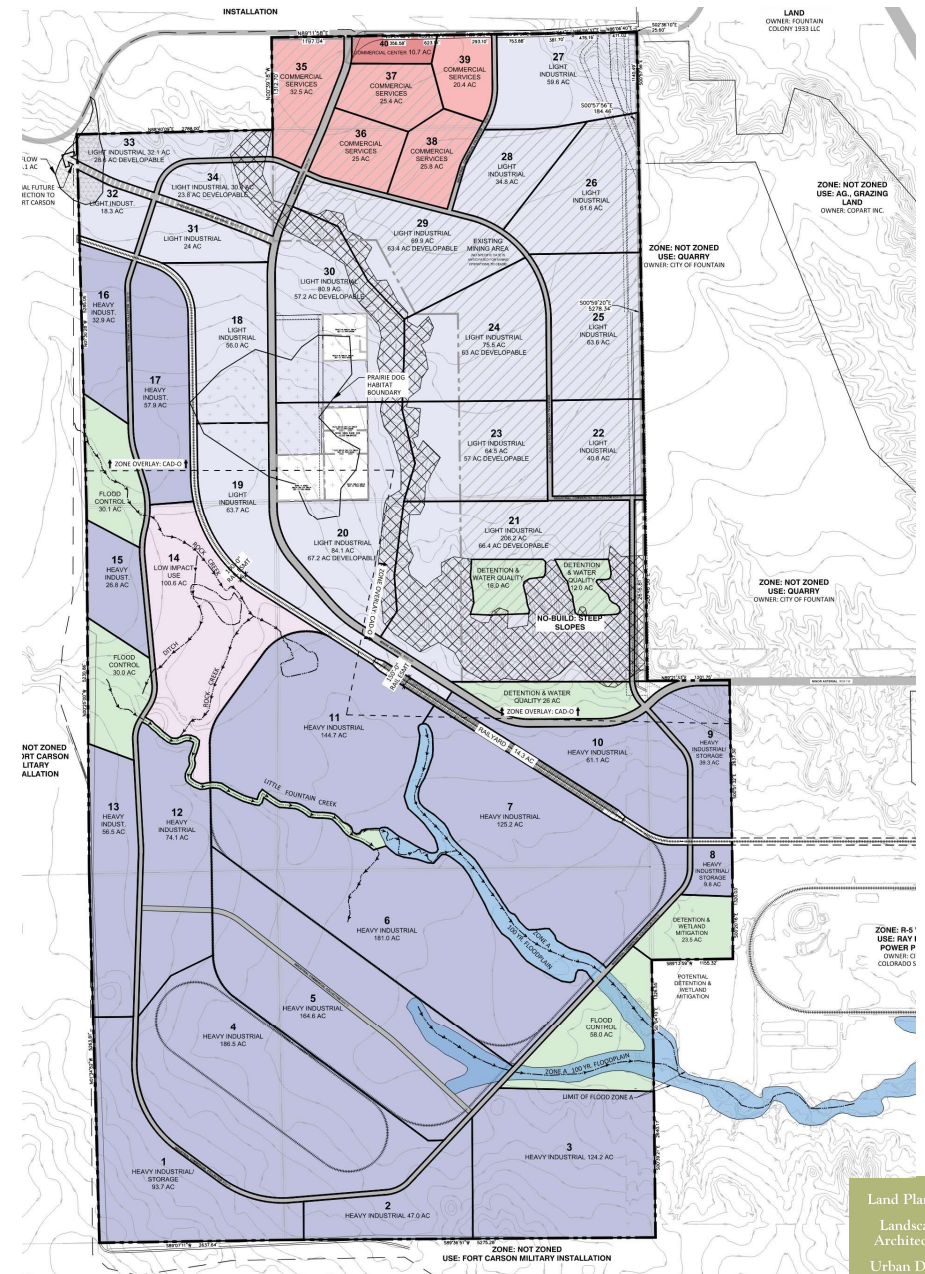
Office of the President
Centennial Campus
5675 S. Academy Blvd.
Colorado Springs, CO 80906
719.502.2042

Summary

Steve Mulliken

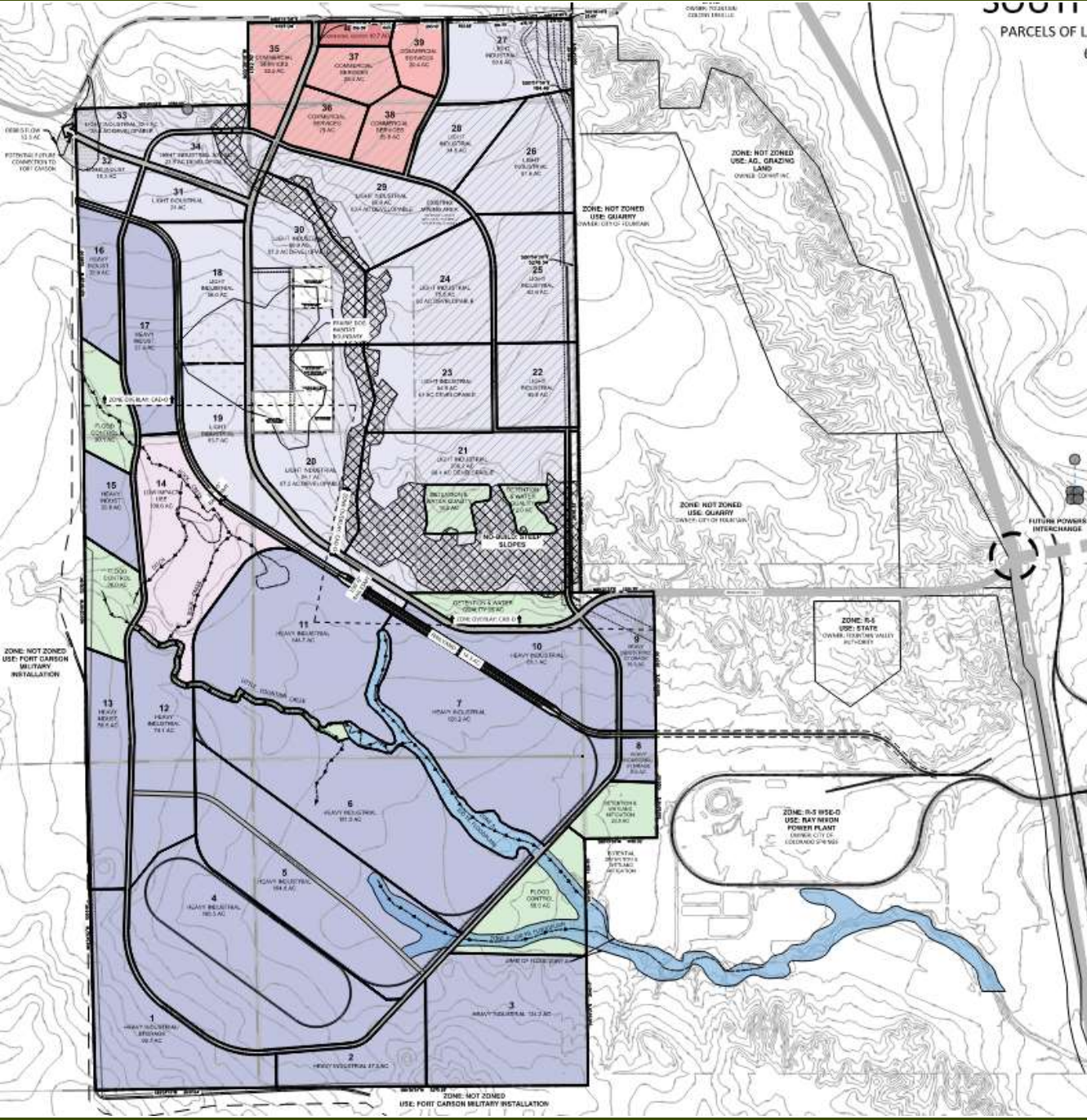
SUMMARY

- SCRP will provide an alternative, dedicated and secure rail line to Fort Carson
- SCRP's 3,100-acre site will generate approximately 7,700 industrial jobs
- The SCRP Project has strong community support built over years of collaboration
- The project is ready to both pursue a CRISI (Federal Rail) Design Build grant and entertain proposals from large users
- SCRP offers measurable environmental benefits
- Your El Paso Master Plan anticipates and accounts for the Southern Colorado Rail Park
- All Sketch Plan review criteria are met
- This is an early step in a much larger process





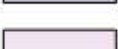








Land Planning
Landscape Architecture
Urban Design





QUESTIONS?



LAND USE LEGEND

-  COMMERCIAL CENTER
-  COMMERCIAL SERVICES
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
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Extra Slides

OUTPARCEL OUTREACH

Gerald (Gary) L. Barber, Sole Proprietor
P.O. Box 1976
Colorado Springs, CO 80901
gary@hydrosww.com

January 31, 2024

BY U.S. MAIL, REGULAR AND
CERTIFIED - RETURN RECEIPT REQUESTED

Burl Jones
P.O. Box 186
Fountain, CO 80817-0186

Re: Southern Colorado Rail Park

Dear Mr. Jones:

Greetings. I am the project manager for the development initiative to construct a rail spur to serve Fort Carson, known as the Southern Colorado Rail Park. The rail spur will also serve a future industrial park which can receive service by both BNSF and Union Pacific railroads. The rail park is planned for the approximately 3,100-acre tract which is adjacent to your property at 12450 Millbrose Road. The site contains the Schmidt Construction quarry.

The community anticipates this project will provide a new and attractive location for manufacturing, create about 7,700 jobs, while completing a much needed second rail access for Fort Carson. We have been working on a Sketch Plan for this development, and I would like to discuss it with you and get your input on the draft Sketch Plan. A copy is enclosed for your review. The project team would also be interested in potentially acquiring your property, if perhaps it might be for sale.

I would welcome the chance to meet with you if you would be available and willing to meet with me. We can meet at the City of Fountain Administrative building or another location convenient for you. If you can let me know when you might have time for a meeting, I will plan around your schedule. We can also begin a dialogue by phone if that would be more convenient. You can reach me by phone at (719) 660-0948.

I look forward to speaking with you, thank you for your consideration.

Sincerely,



Gary Barber

Enclosure: Draft Concept Plan

Also sent to:

BY U.S. MAIL, REGULAR AND
CERTIFIED - RETURN RECEIPT REQUESTED

Michael Koscove
3365 Oak Creek Drive E.
Colorado Springs, CO 80906-4513

BY U.S. MAIL, REGULAR AND
CERTIFIED - RETURN RECEIPT REQUESTED

Regina Solomon
7829 Firecracker Trail
Fountain, Colorado 80817-4289

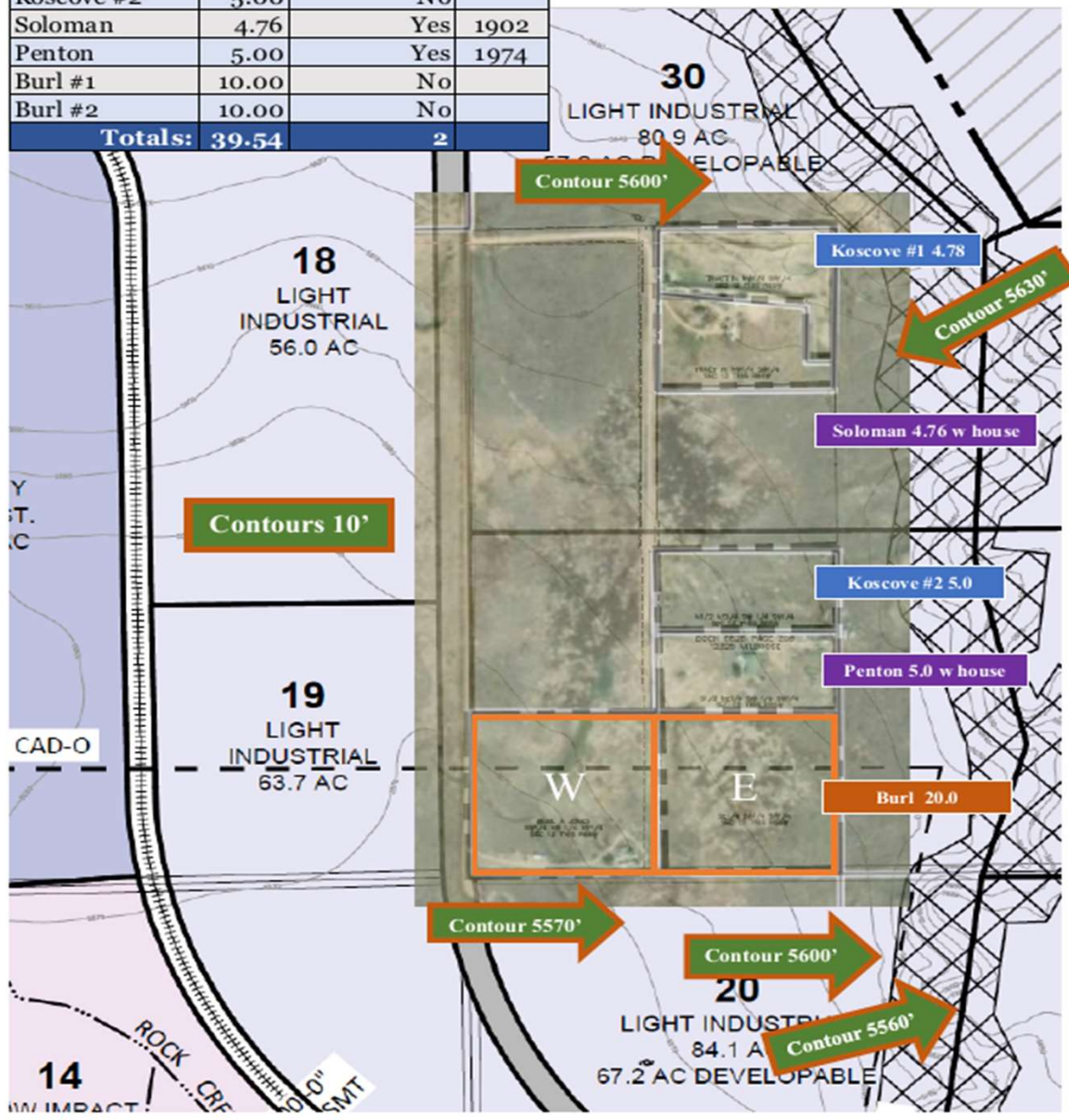
BY U.S. MAIL, REGULAR AND
CERTIFIED - RETURN RECEIPT REQUESTED

Julia Penton
P.O. Box 184
Fountain, CO 80817-0184

OUTPARCELS

Owner Name	Acres	Residence?	YB
Koscove #1	4.78	No	
Koscove #2	5.00	No	
Soloman	4.76	Yes	1902
Penton	5.00	Yes	1974
Burl #1	10.00	No	
Burl #2	10.00	No	
Totals:	39.54	2	

OUTPARCELS



Land Planning
Landscape Architecture
Urban Design



OUTPARCELS



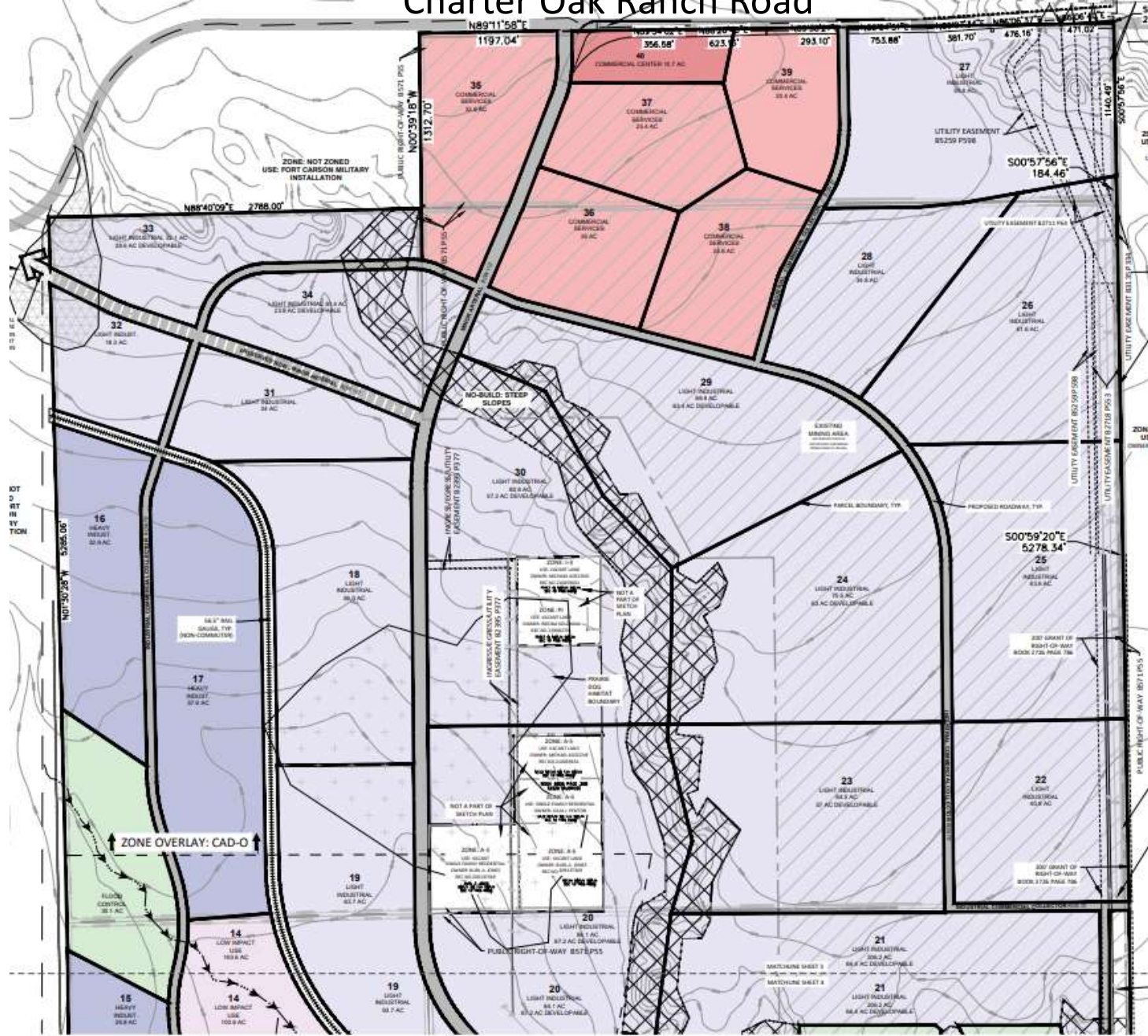
SUMMARY OF BENEFITS

Colorado's 5th Congressional District Rail Project Benefits




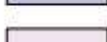
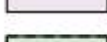
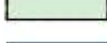




	STATE	REGIONAL	FORT CARSON	LOCAL
Establishes regional "destination" for heavy industrial / manufacturing uses	✓	✓		✓
Offers competitive "dual-service" rail rates	✓	✓	✓	✓
Creates ± 6,000 quality employment opportunities for post-service veterans from 5 nearby military installations		✓	✓	✓
Supports planned base expansion at Gate 19		✓	✓	✓
Reduces regional truck traffic, improving safety and reducing road wear		✓	✓	✓
Enhances training capabilities at Fort Carson by improved access to Piñon Canyon Training area			✓	
Improves rapid deployment capability at Fort Carson			✓	
Provides harmonious, productive land use adjacent to a power plant and military training facility		✓	✓	✓

SKETCH PLAN



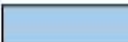

Charter Oak Ranch Road



LAND USE LEGEND

-  COMMERCIAL CENTER
-  COMMERCIAL SERVICES
-  LIGHT INDUSTRIAL
-  HEAVY INDUSTRIAL
-  PRESERVATION / LOW IMPACT USES
-  DRAINAGE, FLOOD CONTROL & OPEN SPACE
-  100 YR FLOODPLAIN
-  RAIL EASEMENT
-  ROADWAYS
-  FUTURE/ PROPOSED ROADWAYS, BY OTHERS
-  PRESERVED ROW FOR FUTURE PROPOSED ROADWAYS

SYMBOL & LINETYPE LEGEND

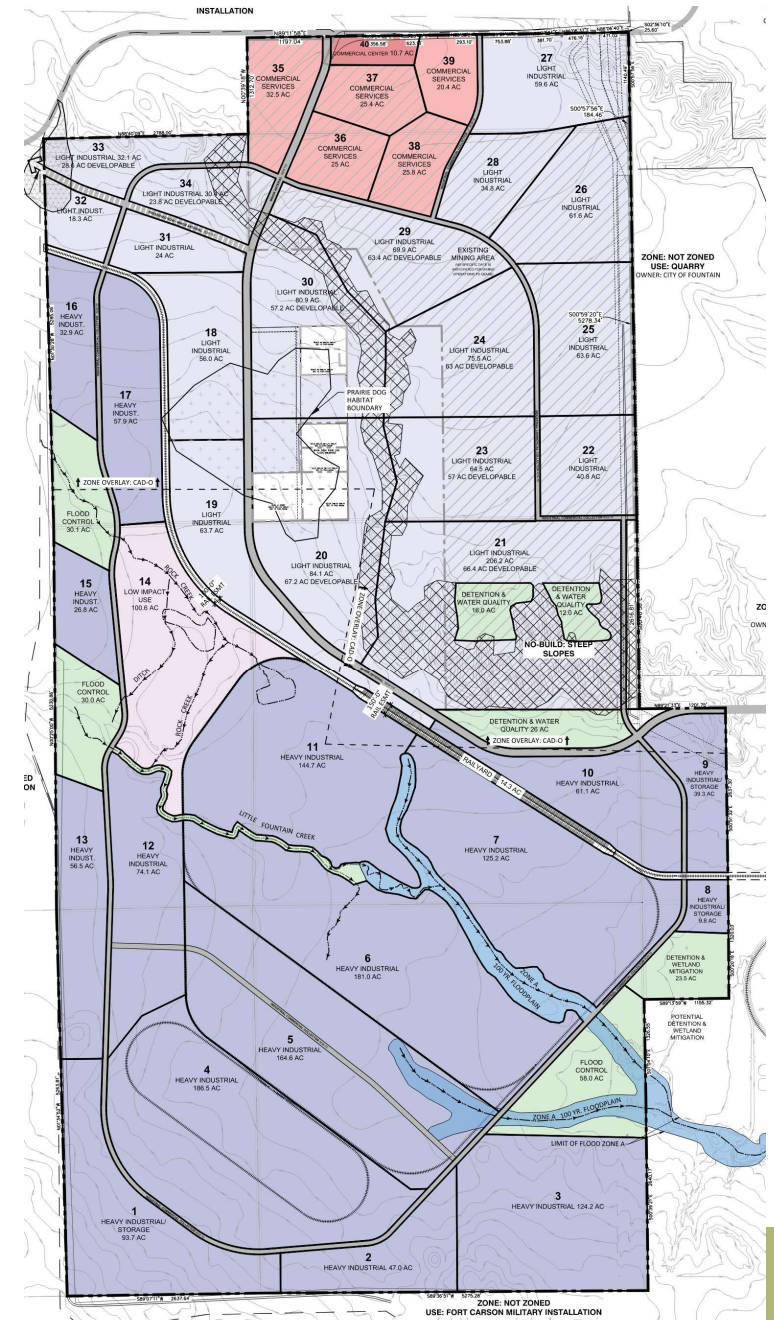
-  SITE ACCESS POINT
-  NO-BUILD AREA
-  100-YR FLOOD AREA
-  CURRENT MINING OPERATION TO BE DEVELOPED UPON COMPLETION OF MINING OPERATION

Land Planning
Landscape
Architecture
Urban Design



CRITERIA 2: CONFORMANCE WITH EPC LAND CODE

- **Access and Traffic**
 - Traffic Impact Analysis is included with Sketch Plan submittal.
 - Charter Oak Ranch Road:
 - Intended to provide initial access to the site. Can likely support phases 1 and 2 of the project
 - Will provide a future connection to Fort Carson
 - Powers/I-25 extension
 - Long-term project that should be evaluated as the park is built out but will likely be necessary prior to build out of Phase 3
 - Internally, industrial collectors and local roads will serve the individual sites



CRITERIA 2: CONFORMANCE WITH EPC LAND CODE

- **Drainage**

- A Conceptual Drainage Summary is included with the Sketch Plan submittal.
- 2 major drainage ways on site – Rock Creek to the north and Little Fountain Creek to the South
 - Zone A – 100 year floodplain designation on southern portions of Little Fountain Creek
 - Neither drainageway contains improvements for flood/erosion control
- Drainage Basins – Primarily within the Little Fountain drainage basin, 1% of the site on the northeastern corner is within the Fort Carson Drainage Basin
- Intent to leave creek and floodplain areas undisturbed by development other than for roads and bridges.
- Identification of future flood control and detention on sketch plan
- Site specific drainage analysis will be provided with each new development plan. Intent to have full-spectrum detention and water quality on each site.

CRITERIA 6, 7, & 8 – SOILS, GEOHAZARDS, MINING

Soils and Geology:

- A Soils and Geology Report was conducted by HDR in March 2024 that concluded that the property is generally suitable for development and any concerns can be mitigated.
- Site specific reports will be provided at the development plan stage evaluating subsurface conditions and potential engineering constraints.
- Potential Hazards:
 - Steep and potentially unstable slopes associated with the bluffs in the northeast portion of the site. Slope stability will be evaluated to determine setbacks, areas of concern.
 - Debris flow, largely confined to the northwest portion of the property, is minimal but future design and construction should account for this potential hazard

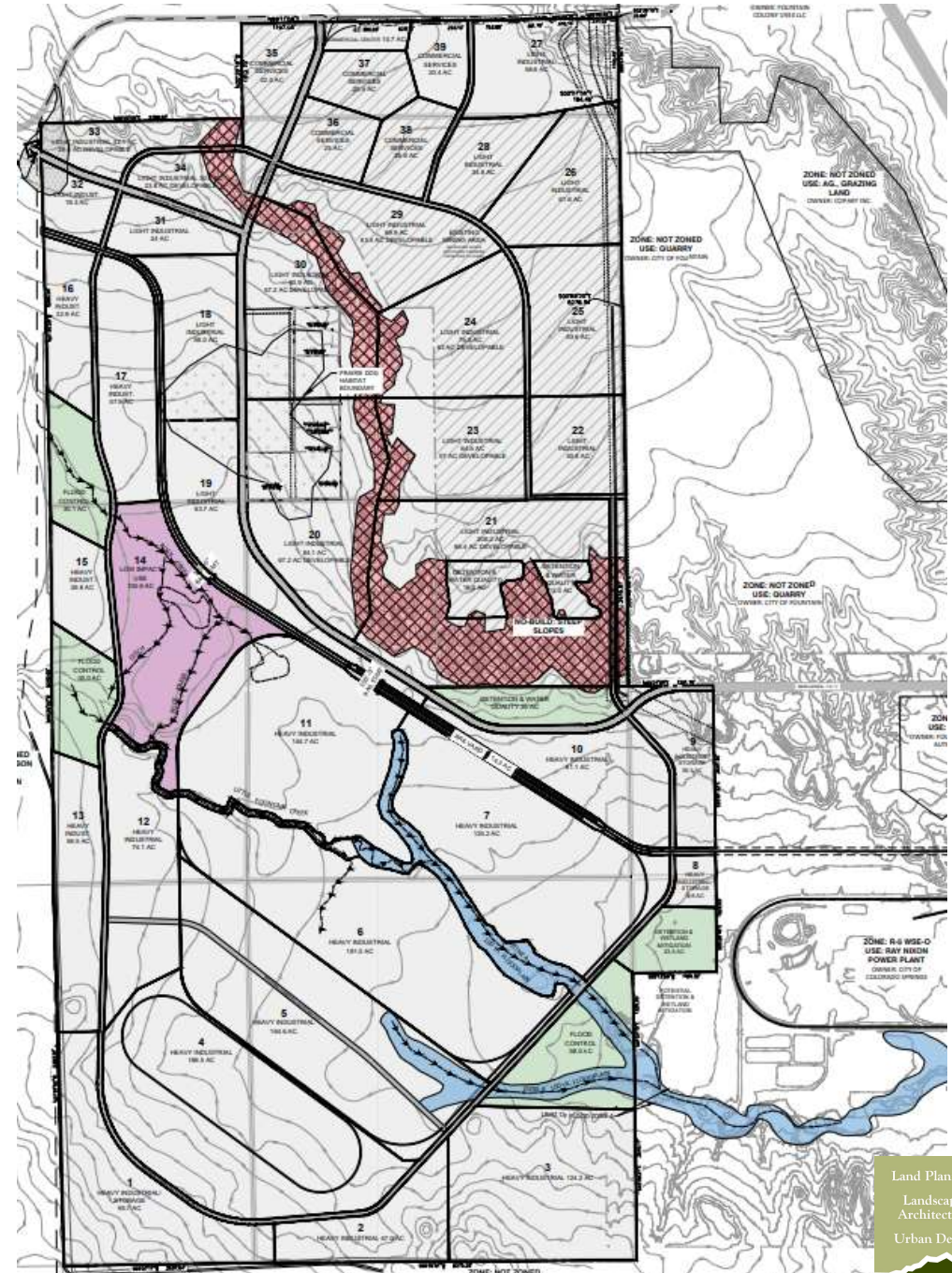
Mining:

- There is an active, 650-acre gravel mine that will operate until all aggregate is extracted (approximately 10-15 years). This area will be reclaimed and available for development once mining is complete.

CRITERIA 9: NATURAL RESOURCES AND LANDFORMS

Topography & Natural Features:

- The Sketch Plan identifies the Little Fountain Creek channel as open space and includes areas for flood control.
- Rock Creek is a smaller stream and crosses into the site from the northwest but does not have a designated floodplain.
- The Sketch Plan identifies parts of the property as “no-build areas” due to their steep slope.
- The area at the confluence of Rock Creek and Little Fountain Creek is designated for lower intensity uses. This area requires further evaluation to establish appropriate uses with future development plans.



CRITERIA 9: CONTINUED

Wildlife:

- No critical habitat for federally endangered species on site.
 - The monarch butterfly has the potential to occur as a migrant species in the project area
- State-listed species that could potentially occur include bald eagle, burrowing owl, ferruginous hawk, and American peregrine falcon.
- Due to heavy industrial activity and grazing, ground-nesting migratory birds may exist but it is unlikely. Recommendations for vegetation removal outside of the nesting season were provided.

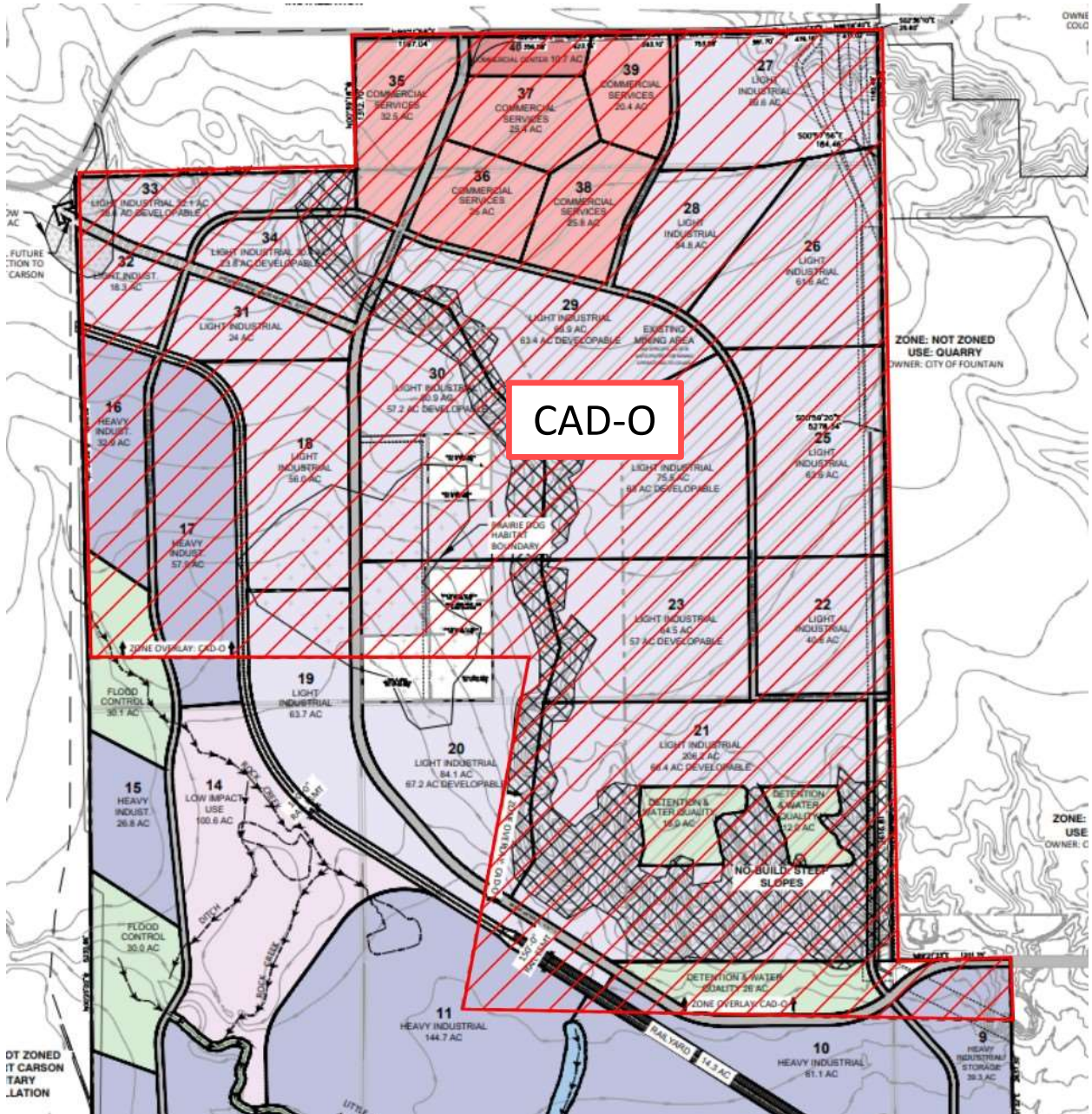
Wetlands and Waters of the US:

- Several jurisdictional streams on site, including:
 - Little Fountain Creek – intermittent creek on south end of the project site and drains into Fountain Creek (not on site).
 - Rock Creek – intermittent creek that crosses under Millbrose Rd in a culvert and drains into Little Fountain Creek.
- Several wetlands on site:
 - A cattail marsh along Rock Creek near the old Homestead
 - A dried up freshwater pond west of Millbrose Rd – several emerging wetlands in the vicinity.

CRITERIA 11: CAD OVERLAY

Commercial Airport Overlay District (CAD-O)

- Encumbers majority of the northern portion of the site
- Industrial uses are compatible with the CAD-O
- The CAD-O does not have any additional height or use restrictions that would apply to this site



Land Planning
Landscape Architecture
Urban Design

SOUTHERN COLORADO RAIL PARK (“SCRP”)

I. SCR Will Provide an Alternative, Dedicated and Secure Rail Line To Fort Carson

- Ft. Carson’s current rail ingress/egress has seven critical points of failure, threatening their ability to deploy (see Attachment # 1 – Letter from Major General Matthew McFarland.)
- The current route winds through residential neighborhoods and is highly accessible to the public, posing serious security and safety risks.
- The new rail alignment through CSU and Levy property will be secure and help meet the Fort’s mission to “enable Army readiness in support of U.S. national objectives.”
- This rail infrastructure will make Fort Carson, Colorado’s largest employer, less susceptible to BRAC downsizing or closure.

II. SCR’s 3,100 Acre Site Will Generate Approximately 7,700 Industrial Jobs

- This mega site (roughly 2 miles x 2 miles) is situated between CSU’s largest power generation facility and Fort Carson and is not readily visible from I-25.
- It is an ideal location to address the dearth of large parcels with heavy industrial zoning in the State.
- SCR can offer competitive inter-modal transportation opportunities because it enjoys dual Class I rail service (BNSF and UPSP) and will have direct access to I-25.
- The area has an available work force of 400 soldiers exiting military service monthly.
- Pikes Peak State College has experience in providing technical training classes tailored to manufacturers’ needs.
- SCR provides a great opportunity for heavy manufacturing to return to the United States, addressing a national strategic concern.

CONCLUSION

III. The SCRP Project Has Strong Community Support Built Over Years of Collaboration

- The SCRP was conceived and developed as a Public-Private Partnership with El Paso County, the City of Fountain, the City of Colorado Springs, and the Colorado Springs Chamber & EDC.
- SCRP has been guided by a Steering Committee comprised of community leaders and the Edw. C. Levy Co., the private property owner, all pursuant to an MOU executed in 2018

IV. The Project Is Ready to Both Pursue a CRISI (Federal Rail) Design Build Grant and Entertain Proposals from Large Users

- The project has no fatal flaws as confirmed in a 2022 Feasibility Study funded by a US Economic Development Administration grant.
- The Project has a recorded Trackage Agreement with the City of Colorado Springs providing for use of the existing rail and the right to extend the track to Fort Carson.
- A Title 32 Metropolitan District is in formation to facilitate eventual financing of public infrastructure.
- The Conceptual Sketch Plan approval process is underway in El Paso County.

V. SCRP Offers Measurable Environmental Benefits

- Each Unit Train of 100 railcars will eliminate 400 truck trips from the highways, reducing emissions, increasing safety, and diminishing wear and tear on the highways.
- The rail park is proposed adjacent to a rural, environmentally disadvantaged community that will benefit from clean industrial development.
- Only projects that meet the highest industrial and environmental standards in both processes and energy management will be developed in the rail park.