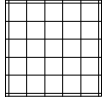
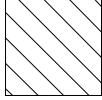
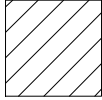
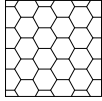
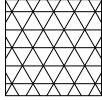
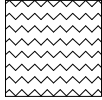



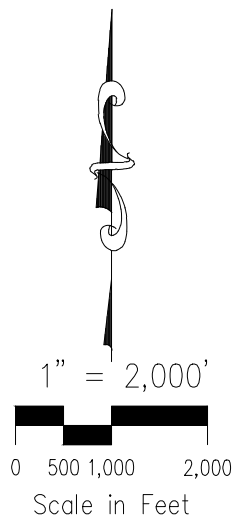
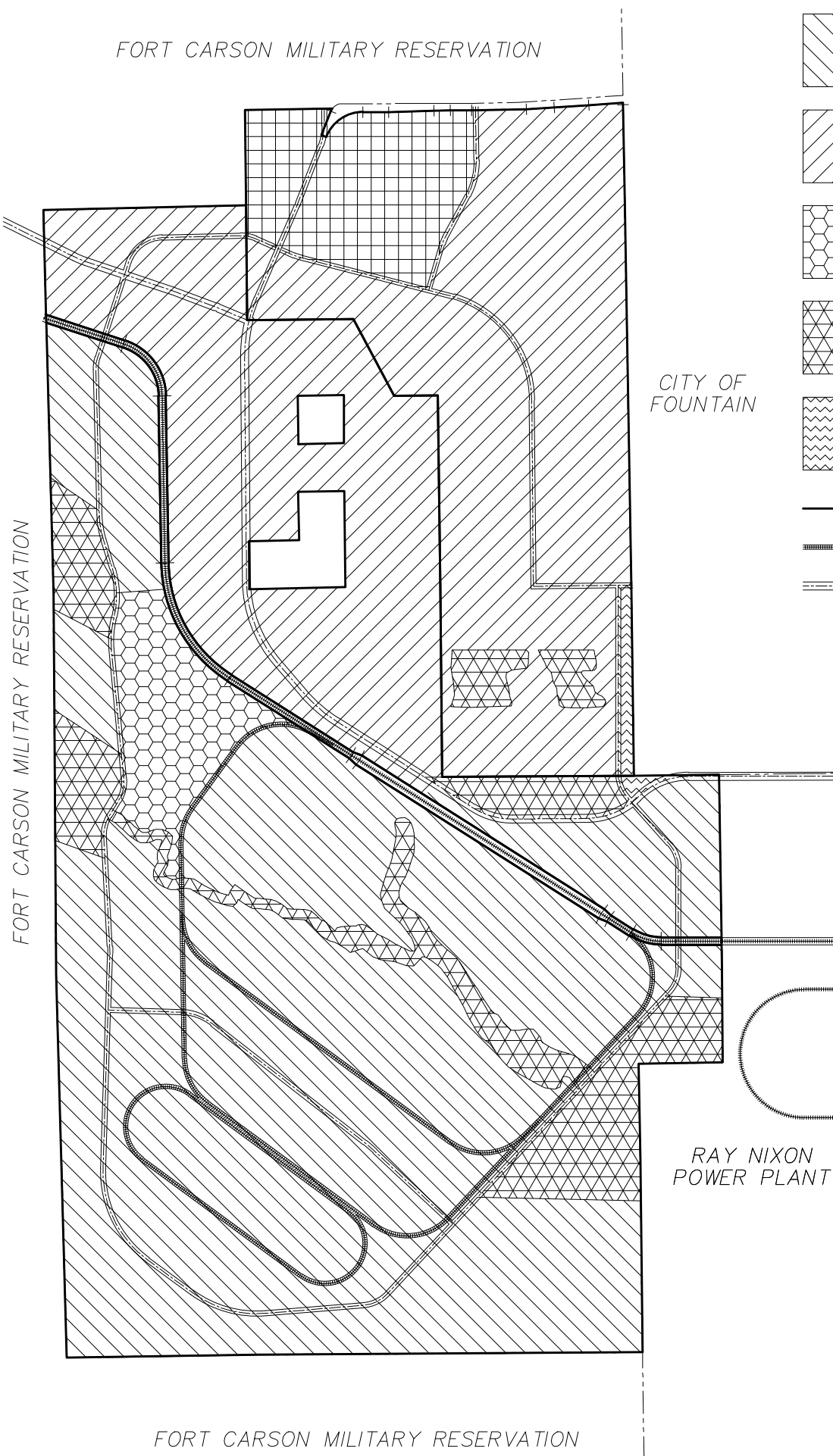


# SOUTHERN COLORADO RAIL PARK DISTRICT SERVICE AREA MAP

## LEGEND

-  COMMERCIAL
-  HEAVY INDUSTRIAL
-  LIGHT INDUSTRIAL
-  LOW IMPACT USE
-  DETENTION, WETLAND MITIGATION, FLOOD CONTROL, AND FLOODPLAIN
-  ENTRY FEATURE LANDSCAPE BUFFER
-  DISTRICT BOUNDARIES
-  RAILROAD
-  ROADWAY



### NOTES:

THIS SKETCH IS INTENDED FOR LEGAL DESCRIPTION ONLY. THIS SKETCH IS NOT INTENDED TO REPRESENT A LAND SURVEY PLAT NOR AN IMPROVEMENT LOCATION SURVEY PLAT.

SOUTHERN COLORADO RAIL PARK  
DISTRICT SERVICE AREA MAP  
JOB NO. 10-012  
DATE PREPARED: 11/03/2023  
DATE REVISED:



CIVIL CONSULTANTS, INC.

212 N. WAHSATCH AVE., STE 305  
COLORADO SPRINGS, CO 80903  
PHONE: 719.955.5485

SHEET 1 OF 1

## SKETCH PLAN PROPOSAL

The SCRP Sketch Plan includes the entire 3,100 acres of the Levy ownership in this location. As noted above, there are 6 out-parcels in the center of the property, totaling approximately 40 acres, that are not included in the subject property. The Sketch Plan includes the general alignment of the proposed railroad spur through the property to service Fort Carson, together with an internal rail loop to provide train storage and expand the area for rail access.

Approximately 650 acres of the property is currently an active gravel mine, operated by Schmidt Construction Company. It is anticipated that the mining operation will continue until all aggregate has been extracted from the property, which will take about 15 years. Once the mining area is reclaimed it will be available for development as part of the SCRP.

### Land Uses

The Sketch Plan identifies parcels for heavy railroad-oriented industry in the southern half of the site that has direct access to the rail spur and rail loop. In the northern portion of the site there is a transition to light industrial and commercial service uses. A 10-acre parcel is identified adjacent to Charter Oak Road and next to Gate 19 into Fort Carson, which is expected 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.

### Phasing

The development will be phased as follows:

|         | 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 |

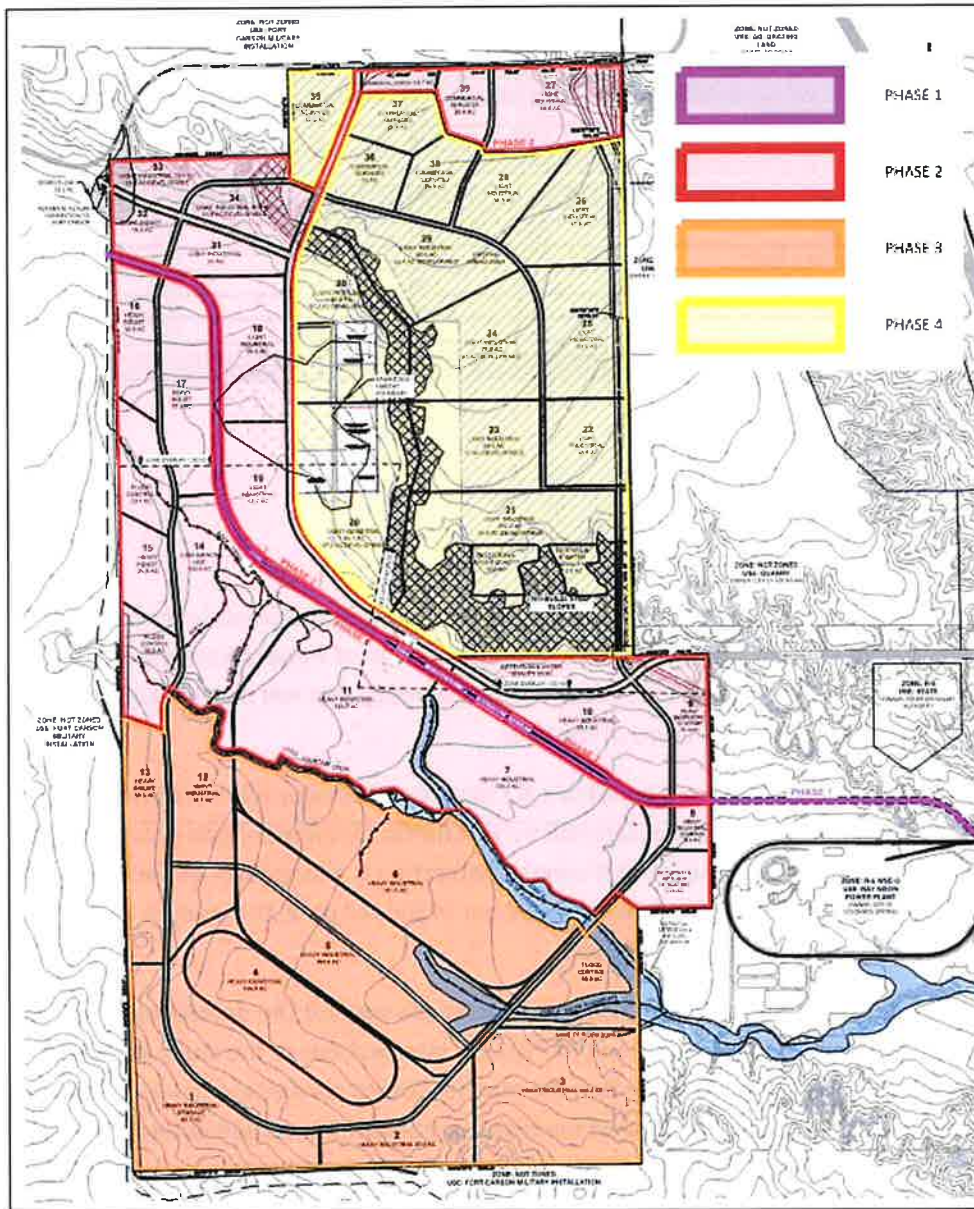
### Floorspace and Employment Assumptions

Estimates of Floor Area Ratios (FARs) have been extrapolated by comparison with similar rail-oriented activities and other industrial and commercial uses in the region. Generally, the FARs for rail-oriented industrial uses are very low as the properties tend to be used primarily for external storage with limited need for buildings.

Estimates of the number of employees have also been extrapolated from data provided by the City of Fountain on business projects that are seeking rail-oriented sites and an "IMPLAN" analysis undertaken by the Colorado Springs Chamber and EDC. The employment data has been used as the basis for the

Traffic Impact Analysis as a more accurate method of evaluating trips for this type of use, rather than the traditional use of building square footage.

### PHASING PLAN



**DUAL-SERVICE RAIL PARK OF SOUTHERN COLORADO: LAND USE MATRIX**

|         | TIMELINE | PROPOSED LAND USES           | ACREAGE     | ADJUSTED<br>ACREAGE <sup>1</sup> | APPROX. FAR | APPROX. SQ.FT.   | SQ.FT./<br>EMPLOYEE | # EMPLOYEES  |
|---------|----------|------------------------------|-------------|----------------------------------|-------------|------------------|---------------------|--------------|
| PHASE 1 | 2025     | Rail Spur and Easement       | 37          | n/a                              | n/a         | n/a              | n/a                 | n/a          |
|         |          | <b>PHASE 1 TOTAL</b>         | <b>37</b>   |                                  |             |                  |                     |              |
| 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          |
|         |          | <b>PHASE 2 TOTAL</b>         | <b>803</b>  |                                  |             |                  |                     |              |
| PHASE 3 | 2035     | Heavy/Rail-Served Industrial | 928         | 742                              | 0.0388      | 1,254,210        | 880                 | 1425         |
|         |          | <b>PHASE 3 TOTAL</b>         | <b>928</b>  |                                  |             |                  |                     |              |
| PHASE 4 | 2040     | Commercial Services          | 109         | 87                               | 0.15        | 568,197          | 400                 | 1420         |
|         |          | Light Industrial             | 575         | 460                              | 0.1         | 2,003,760        | 880                 | 2277         |
|         |          | <b>PHASE 4 TOTAL</b>         | <b>684</b>  |                                  |             |                  |                     |              |
|         |          | <b>TOTAL</b>                 | <b>2451</b> | <b>2206</b>                      |             | <b>5,635,153</b> |                     | <b>7,736</b> |
|         |          | Low Impact                   | 101         | n/a                              | n/a         | n/a              | n/a                 | n/a          |
|         |          | Drainage/Open Space          | 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          |
|         |          | <b>TOTAL ACREAGE</b>         | <b>3109</b> |                                  |             |                  |                     |              |

NOTES

1. Reduced 20% for internal local roads and on-site detention

**Access and Traffic**

An arterial road connection through the property is proposed that will ultimately connect Fort Carson and Charter Oak Ranch Road to the north with a new intersection of Powers Boulevard to I-25 to the south. Internally there will be industrial collectors and local roads that will provide access to the proposed industrial and commercial areas of the site.

A Traffic Impact Analysis (TIA) prepared by Wilson & Company is included with the Sketch Plan submittal. The TIA assumes that initial access will be via Charter Oak Ranch Road only to support the initial phases of development. The new I-25/Powers intersection is a long-term project and, while it is anticipated to be in place by the time of the full build out of the rail park, the analysis of the intersection is deferred to a future interstate access request.

The TIA concludes that the Charter Oak Ranch Road access can support the development of Phases 1 and 2 of the development. With the build-out of Phase 3, intersections in the study area will begin to exhibit poor levels of service and it is likely that the planned future connection to I-25 will be needed prior to the completion of Phase 3. In view of the high-level assumptions used at this initial Sketch Plan stage, the TIA recommends that the need for the I-25 connection should be evaluated as development progresses. The TIA concludes that the proposed functional classification of the internal roadways are appropriate based upon projected build-out daily traffic volumes, connectivity and expected use.