

Memorandum

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CC			
Subject	Development Plan Operations Narrative Letter		
For	BNSF Irondale Project		
Date	July 09, 2012		

- 1) Use and scope of project
 - a. The use and scope of the BNSF Irondale staging lot is to enlarge the car unloading facility to meet anticipated peak demand.
- 2) General site layout and circulation
 - a. The approx 50 acre BNSF site will use single directional auto staging for new automotives to be unloaded by train and then loaded onto trucks for distribution within the greater Denver area. Trucks enter through new security gate, park, load cars and then exit.
- 3) Anticipated number of employees
 - a. Anticipate 9 employees. Same as present.
- 4) Hours of operation
 - a. The staging lot operation hours will remain 24 hours a day, 7 days a week for loading of auto carriers only.
- 5) Anticipated number of vehicles and or truck deliveries/traffic
 - a. The anticipated number of truck deliveries are as follows: 45 inbound, 45 outbound 5 days per week. This traffic is significantly less on Saturday and Sunday. Peak: Monday through Friday- 50; Saturday – 25; Sunday – 5.
- 6) Buffering for neighboring land uses (if applicable)
 - a. Not anticipated as an issue.
- 7) Any other specific operating Characteristics of the site.
 - a. The site will have Railroad traffic. The anticipated train traffic (number of trains) will use the at-grade crossing of Yosemite as it is now. The increased number of spurs at the facility does not affect the existing traffic (number of trains) except it will provide means for quicker distribution of cars to the facility and a means to handle a larger amount of cars during peak periods. (For example, the facility is capable of handling 30 train cars which means that an engine can spot 15 cars on track 1 then 15 card on track 2. He next moves to a parking spot where he waits until all the train cars are unloaded at which time he moves into the facility to pick up the 30 train cars and spots them on a siding and gets 30 more cars to move into the facility which the cycle starts over again say approximately 6 times per day (6 in and 6 out)for a full train. With the addition of the new tracks the engine will be able to spot 115 cars thus potentially changing the number of times crossing Yosemite from say 12 times per

day to 2 times per day. Thus the number of trains stay the same, however the number of times trains cross Yosemite can decrease.)