

NARRATIVE

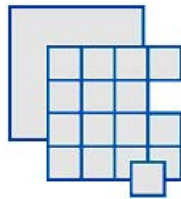
for

Site Plan Review

Old Dominion, ODFL Mesa

Approximately 628 west of the
SWC of Pecos Road & Merrill Road

Submitted by:



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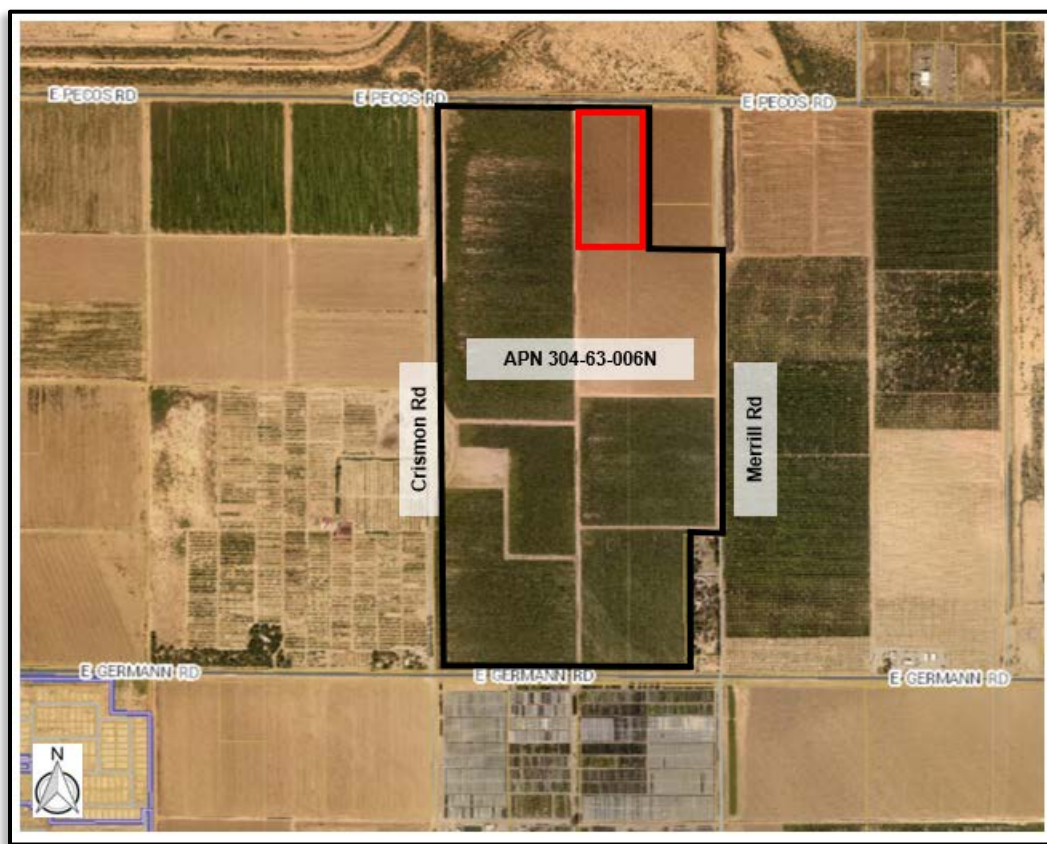
March 5, 2019


Project Narrative

Introduction

Pew & Lake PLC, ("Applicant"), on behalf of Schwob Building Company, is pleased to submit this application for a Site Plan Review and Design review for the approximately 18.6 acres located approximately 628 feet west of the SWC of Pecos Road & Merrill Road in Mesa (a portion of APN 304-63-006N; "Property"). The site is currently zoned General Industrial, and the proposed project is an industrial site plan consisting of an industrial cross dock facility with a small office.

Figure 1 – Maricopa County Aerial Map

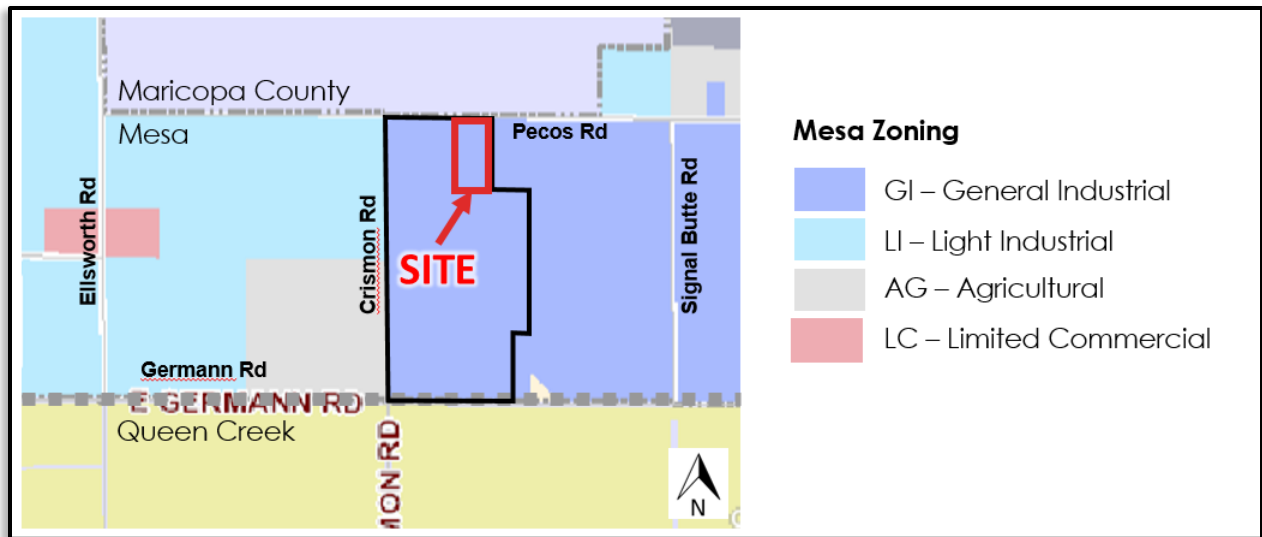


 **Subject Property**
(a portion of APN 304-63-006N)

Existing General Plan Designation and Zoning Classification

The Property is currently designated in the City of Mesa General Plan as Employment and is zoned General Industrial (GI, formerly known as M-2).

Figure 2 – City of Mesa Existing Zoning Map



The proposed site is surrounded by other high intensity industrial uses and industrially-zoned land. This broad industrial zoning district allows a variety of employment uses, such as general manufacturing, processing, warehousing, contractors' yards, and truck terminals. The vast scale of the industrial area designated in the General Plan and Zoning Ordinance, the proximity to the Mesa Gateway Airport, and Mesa's vision for this area becoming a regional jobs and economic hub, all support the notion that great intensities of employment uses are fully anticipated in the area and that exceed the intensity of what is being proposed in this application.

Some of the employment-generating uses proposed in this area will include buildings that differ from traditional warehouse/bulk storage buildings, light industrial buildings, or business park campuses that are more commonly seen in the East Valley. The proposed cross dock facility with a front office consists of quality architecture and is fully consistent with the intent of the General Plan and Zoning Ordinance. The proposed immense building setbacks of more than 200 feet and the high quality landscaping along Pecos Road indicate the project's sensitivity with the surrounding environment. As designed, the overall development will support the nearby airport, grow the jobs base, and add value to properties in the area.

Existing Surrounding Land Uses and Zoning

The project site vacant, agricultural land. It is bound on the north by Pecos Road and on the south, east, and west by vacant agricultural land. The property to the north of Pecos Road is vacant, raw land located in unincorporated Maricopa County.

Table 1 – Surrounding Properties

Direction	General Plan Character Area	Existing Zoning	Existing Use
Subject Property	Mesa, Employment	Mesa, GI	Vacant agricultural
North	Mesa, Mixed Use Community	Unincorporated Maricopa County, RU-43	Vacant, raw land
East	Mesa, Employment	Mesa, GI	Agricultural, undeveloped
South	Mesa, Employment	Mesa, GI	Agricultural, undeveloped
West	Mesa, Employment	Mesa, GI	Agricultural, undeveloped

Project Description

Proposed is a new Service Center for Old Dominion Freight Line, Inc. (“ODFL”) that is designed in conformance with zoning standards. The project includes a cross dock facility where transported goods are unloaded from a tractor trailer within the interior dock area short term and then subsequently loaded onto another trailer bound for another destination in the Phoenix area or to the broader national market.

The front of the building houses the office for administrative support functions. The office area will be approximately 5,450 sq. ft., and the dock is approximately 46,550 sq. ft. By definition of the building code, the office area is Group B and the dock area is defined as an S-1 occupancy. It will be a fully sprinklered facility. It is noted that the proposed building is setback more than 200 feet to Pecos Road, 271 feet to the west, 269 feet to the east, and 289 feet to the south, which far exceeds required building setbacks.

The approximately 60-foot width of the interior space illustrates the fluid nature of freight handling for this cross dock facility. It is not designed as a long-term storage warehouse, but rather a transfer point in the logistics chain. The intention is not to store goods or materials outside in the yard enclosure, but to transfer goods from one truck to another in the cross dock building space.

ODFL’s intention is to establish a high-security facility that protects the freight, employees, and their vehicles (some left overnight in the employee parking area). Although public access is not expected, members of the public can arrive (if invited) and access the site by the controlled access keypad at the employee parking gate. The facility is designed to provide direct logistics services to ODFL’s customers.

Circulation and Parking: Vehicular access will be provided along Pecos Road, with one-way driveways that enter at the west entry and exit at the east access. Tractor-trailers will proceed past solid screening gates into the rear yard where they will stage in the truck parking areas and dock at one of the docks to unload or load a variety of goods and materials. The staging and docking area will be completely enclosed with a gated entry and keypad access for security of the goods, equipment, and employees.

A raised landscaped strip separates the entry driveway from a secured employee parking area. Both employees of the ODFL's local team and the line haul truck drivers will enter the employee parking area from the western-most one-way entry and exit toward the east to the primary exist driveway. As designed, the parking counts comply with the parking requirements of the City (see figure below).

Figure 3 – Employee Parking



Wall Plan: The proposed wall plan complies with City standards and developments of similar nature. As provided on the submitted wall plan, the area where the facility's trucks and trailers are stored are proposed to be screened along E. Pecos Road by an 8'-4" to 9'-0" high solid decorative masonry screen wall in colors that complement the building facade. The rear and sides of the site will be secured by an 8'-0" chain link fence, followed by site landscape areas that exceed requirements.

The secured parking area enclosed in a view fence that is designated to protect the employee parking, located north of the office entry. Employee parking is gated to provide security for overnight parking. Parking will be further screened from E. Pecos Road with a parking screen wall and landscaping in compliance with zoning standards.

Architectural Design: The building structure will be concrete tilt wall construction with a painted textured finish with a low slope membrane roof over steel framing. The dock roof has a canopy on three sides. The fascia is proposed to be a smooth face

metal panel with no ribs in a color matching the concrete panels. The tilt walls of the office area are extended above the roof to hide the roof top units. The below images from a similar site that represents the type of architecture that is anticipated for a project of this type.

Figure 4 – Representative Imagery of Proposed Architecture



Unlike typical warehouses or business parks, the above imagery illustrates the nature of this cross dock logistics use and how the intensity and proximity of the loading docks create inherent vertical and horizontal articulation in the building façade typical of similar uses. Nonetheless, the submitted elevations provide enhanced articulation and undulation to create additional breaks in the exterior form, as depicted on the submitted elevations (see below figures).

Figure 5 – Proposed Elevations



Figure 6 – Proposed Renderings





Landscaping and Open Space: The proposed landscape plan meets or exceeds City requirements. Perimeter landscaping will be provided along Pecos Road and the entire site in a manner that establishes a quality natural appeal and that adds screening to the onsite activities. Landscaping will continue seamlessly into the site along the side-yard perimeter landscape and the entry and exit driveways. Parking lot landscaping and vegetation at the building's primary entrance will increase the amount of plant material that will screen the site from views from Pecos Road.

Phasing: The proposed site plan is designed to be developed in 1 main phase, in which access, utilities, and infrastructure will be developed before vertical construction. At some unknown point in the future, areas shown on the site plan are designated for future expansion. The expansion area of the truck docks will extend to the south, and parking to support this expansion will be provided at the property's northeast corner. No detailed plans are included for these expansions – but any expansion, as well as the initial phases, will comply with required zoning standards and parking requirements.

Conclusion

ODFL carefully selected the project site in an area that has been particularly set aside in the General Plan and Zoning Ordinance for uses that embrace its proposed cross dock facility. Its design team took great effort to prepare a site plan that is sensitive to the surrounding land use context and the nature of the employment and industrial-oriented area. The proposed development complies with City of Mesa standards and will result in a high quality use that will support the Mesa Gateway Airport and generate quality jobs for residents in Mesa.