

To: City of Mesa
Development Services

From: David W. Fulk

Subject: Rezoning Application
Komatsu Sales & Service Facility
9927 E Pecos Road
Mesa, AZ 85212
APN: 304-62-001A- 25 Acres on NEC
ZON24-00474

Date: September 3rd, 2024

NARRATIVE

Komatsu and Cawley Architects are requesting Rezoning for a 25 acres site located on the SWC of Pecos Road and Crismon Road. Property is currently vacant and is zoned LI (Light Industrial). APN number of the site is 304-62-001A.

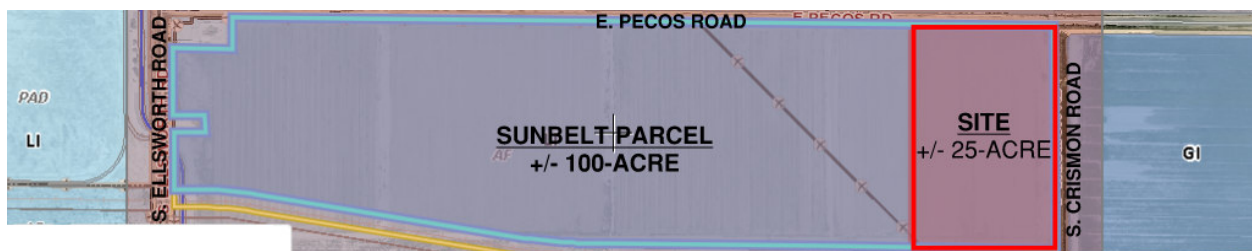
Proposed project is a Light Industrial facility for Komatsu Sales & Service Facility. The applicant requests the following approval from City of Mesa:

- Rezoning from LI (Light Industrial) to LI – PAD (Light Industrial with Planned Area Development overlay)

1. Site Context and Zoning

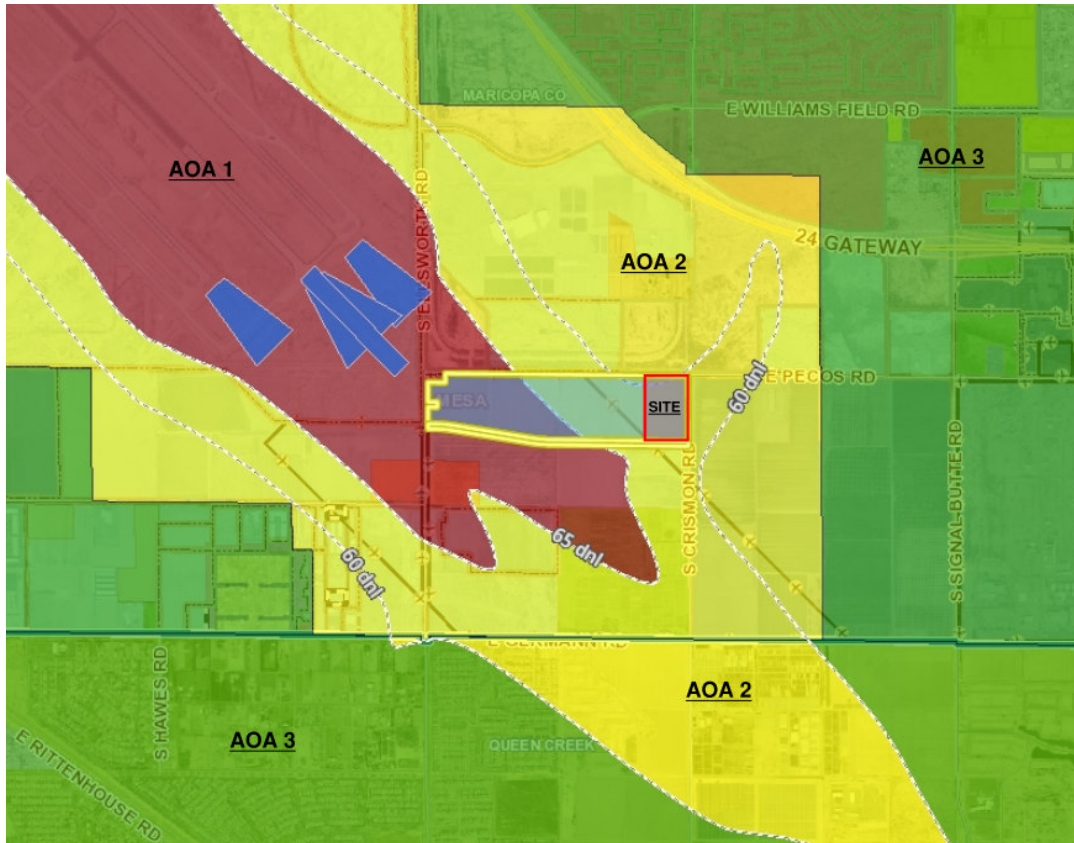
Proposed site is located on the SWC of Pecos Road and Crismon Road. The proposed site is 25 acres, which is part of a 100+ acre property and is located on the eastern portion of this larger property.

Figure 1 – Proposed Site



Proposed site is located within the Mesa Gateway Strategic Development Plan in the Logistics and Commerce District. The site is in close vicinity to Mesa Gateway Airport and falls within City of Mesa Planning and Zoning's **Airfield Overlay District AOA 2**.

Figure 2 – Airfield Overlay Map

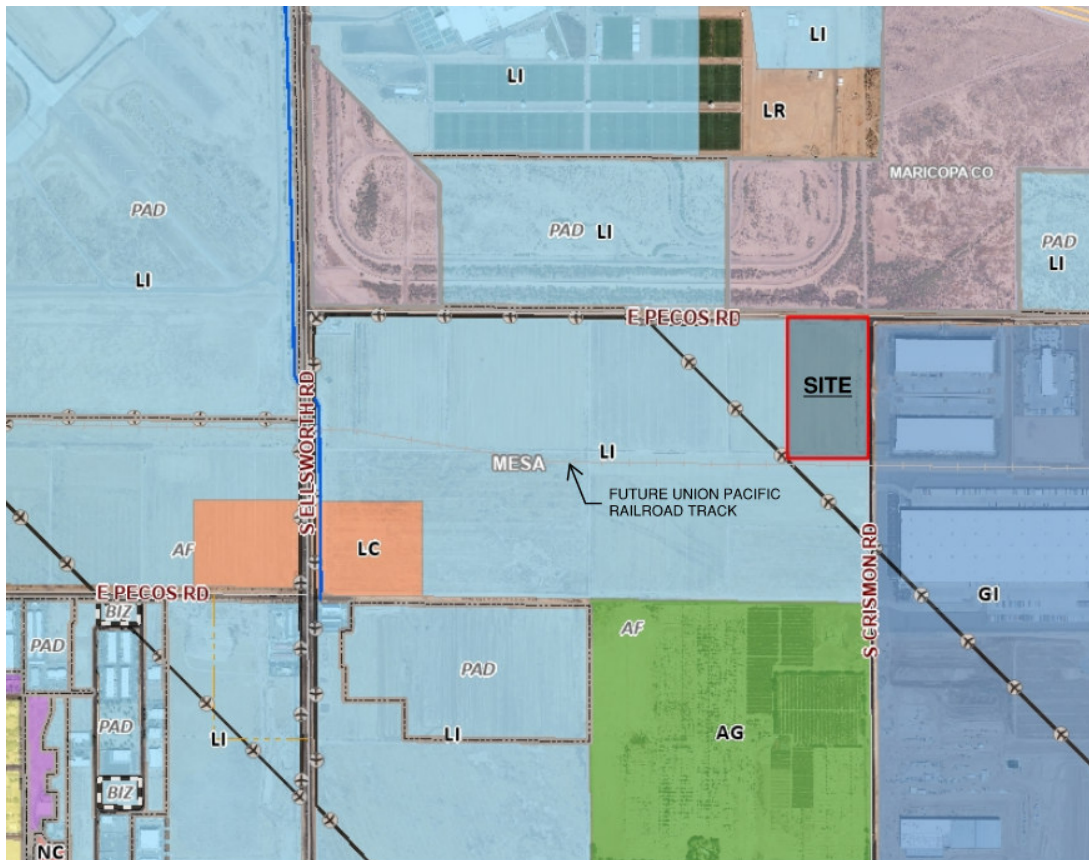


Property is currently vacant and is zoned LI (Light Industrial).

Current Zoning adjacent to the site are as follows:

- To the north of this project (across Pecos Road) is zoned IND-2 and falls under Maricopa County jurisdiction. The site is currently vacant.
- To the east of this project (across Crismon Road) is zoned GI and there are two separate warehouse- industrial projects on the site.
- To the south of this project is zoned LI and is a vacant lot.
- To the west of this project is zoned LI and is a vacant lot.
- Along the south property line is a proposed Union Pacific Railroad Company owned railroad track that will branch off from the existing railroad track located to the west along Rittenhouse Road.

Figure 3 – Site Vicinity Map



Pecos Road, to the north of the site, currently has 65 feet half street Right-of-Way (R.O.W.), Crismon Road, to the east of the site, has 65 feet half street R.O.W.

Roadway improvements for the proposed site are to be developed. 65 feet half street R.O.W. on the northwest corner of the property, and 75 feet half street R.O.W. on the NEC of the property will be constructed along Pecos Road. 65 feet half street R.O.W. will be constructed along Crismon Road. The 25 acres of the site is gross site area that includes this future R.O.W. With the R.O.W. improvements, net area of the site will be +/- 22.35 Acres.

Gross Site Area = +/- 25 Acres
 Net Site Area = +/- 22.35 Acres

2. Parcel Segregation

The proposed site is to be divided into two parcels. A larger parcel will be for the proposed Komatsu project and a smaller parcel will be for an existing active private irrigation wellhead located on the NEC of the site.

Parcel 1 – This parcel will be the larger parcel with a net area of +/- 22.35 Acres (973,459 S.F.). The proposed Komatsu project will be located on this parcel.

Parcel 2 – This parcel will be the smaller parcel for the existing active wellhead with a net area of +/- 0.02 Acres (755 S.F.).

In the future when the active wellhead is decommissioned, Parcel 2 will be dedicated to City of Mesa and will be included in the R.O.W.

A Preliminary Plat has been submitted as part of the Design Review (DRB24-00473) and Planning & Zoning Review (ZON24-00474) processes. Final engineering reports and associated documents will be submitted and reviewed by the city during the Final Plat process.

Figure 4 – Parcel Exhibit with Active Wellhead

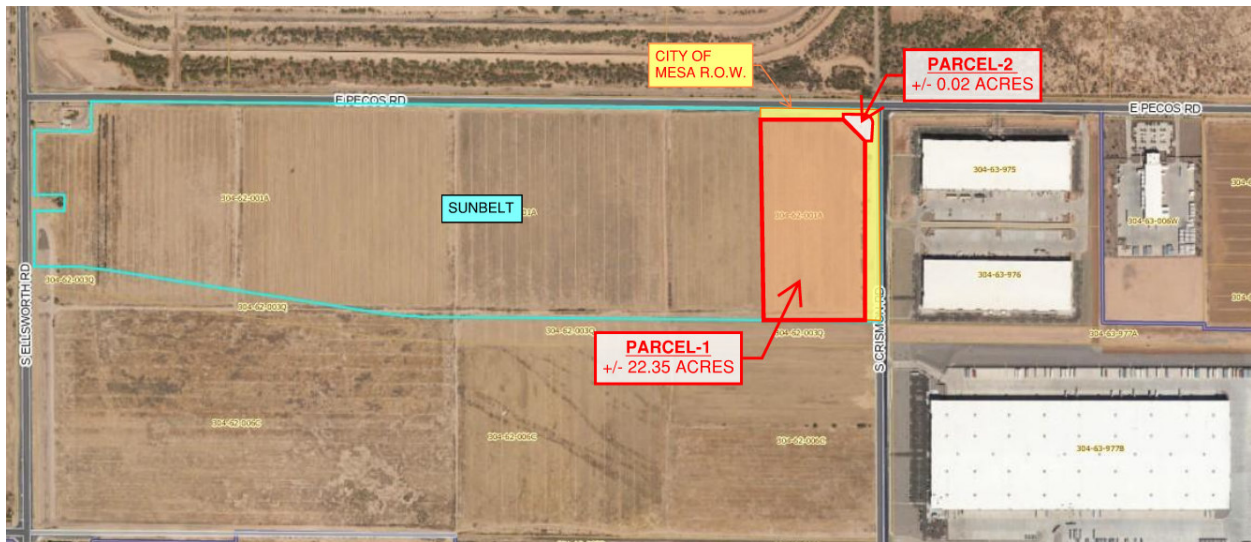
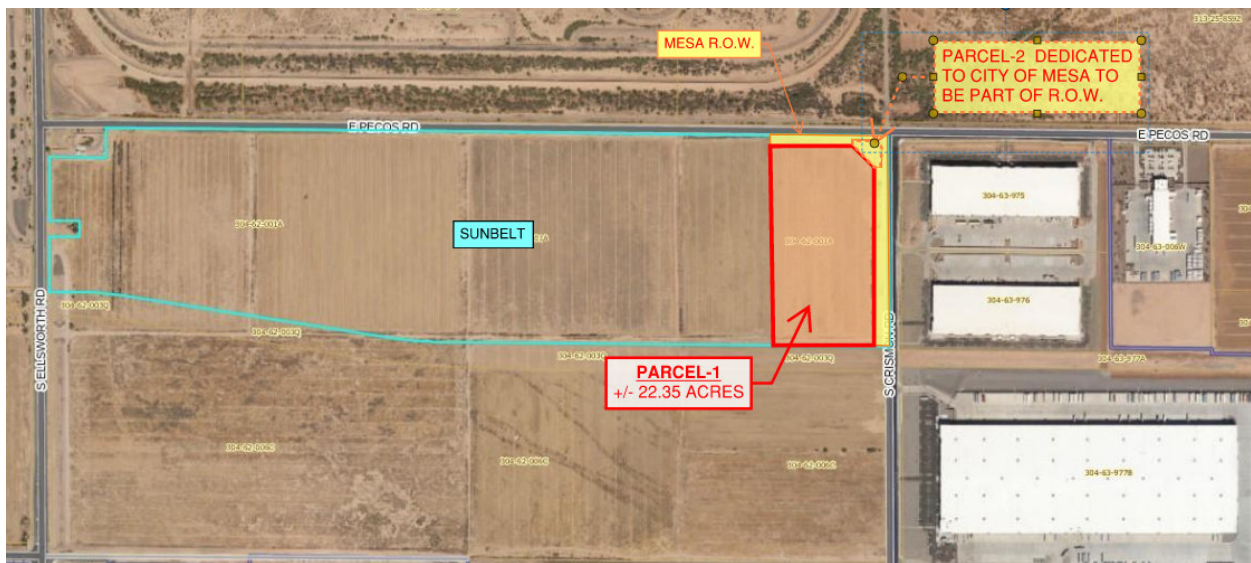


Figure 5 – Parcel Exhibit with Decommissioned Wellhead



Parcel 1 – Komatsu Sales and Service Facility:

Project Description

Proposed project is a Light Industrial facility for Komatsu Sales & Service Facility. Primary functioning of the building will be manufacturing, repair, and maintenance of large mining equipment that will be brought in from mines across Arizona and western New Mexico. Supporting functions will include administration, sales and field service. There will be no equipment stored on the site for sales. All equipment for sale will be stored at remote locations and the sales and field service offices will be primarily for administrative purposes only.

We are proposing one building totaling approximately 237,860 square feet. The building space allocations and functions will include 26,600 square feet of office area; 11,000 square feet of employee lockers, break room and training areas; +/-50,000 square feet of warehouse; +/-50,000 square feet of small equipment shop area; and +/-100,000 square feet of main weld and machine shop area. Additionally, located adjacent to the main weld and machine shop area will be 4,660 square feet of free-standing paint-booth structure and accessory buildings that will include a compressor room and a fire pump room.

The site will provide access and circulation for large multi-trailer transport vehicles, a truck well servicing the warehouse, grade access rollup doors for direct access to each of the three primary function spaces, as well as adequate parking for employees and guests.

The site proposes one driveway entrance along Pecos Road and two driveway entrances along Crismon Road. The two driveway entrances along Crismon Road align with the existing entry drives developed on the east side of the road. These driveway entrances are 40'-0" wide and are return-type driveway entrances designed per MAG Detail 251. Return-type driveway entrances are being proposed due to the need for a 2% or less slope at all driveway entrances for large multi-trailer truck access. Right-turn deceleration lanes, per City of Mesa Standard Detail M-46.06, have been provided at all three driveway entrances for large transport vehicles to comfortably enter the site without hindering traffic flow on either of the roads. A temporary construction easement will be required on the adjacent property, at the northwest corner of the site on Pecos Road, to construct a deceleration lane in ROW.

For off-site improvements, a right-turn deceleration lane has been provided at the intersection of Pecos Road and Crismon Road and provision has been made for a future bus-bay along Crismon Road, per City of Mesa Standard Detail M46.01.2.

Site Planning and Architectural Design

The buildings and site are designed to provide architectural interest and functional access throughout the site. All zoning standards, including required setbacks, driveway widths, parking stall sizes, foundation landscape requirements, entry plaza at main building entrances and outdoor employee amenity areas etc. have been taken into consideration and the design meets the City of Mesa standards. A private screened yard with 8 feet high masonry screen wall has been placed along the south and west property lines, and masonry screen wall with stucco finish has been placed along the north and east property lines. This screened yard will house refuse enclosures, ground mounted mechanical units, electrical transformers, and outdoor storage areas. Three 40 feet wide gates provide

access to the screened yard. Fire Truck and Refuse maneuvering are provided per City of Mesa development standards and have been illustrated on the site plan. Surface retention areas and underground retention tanks have been strategically located on the site for storm water collection.

Functions within the buildings conform to the light industrial zoning criteria. The various functions have been laid out in four different blocks, namely the Administration block, Shop and Warehouse block, Employee Amenity block and the Weld and Machine block. These different blocks have been defined by varied building massing and parapet heights, building materials and architectural elements to bring variety and interest to the long building facade. Canopies and the undulation of the corner building facade are utilized to identify entry areas of the facility. The primary building entry will be via the courtyard and plaza at the front of the Administration block. This architectural feature will be visible from Pecos Road. These design features will have an impressive presence at the intersection of Pecos Road and Crismon Road.

The 36 feet high two-story Administration offices at the north end of the building, the 40 feet high single-story Shop and Warehouse south of the Administration block and the 36 feet high two-story Employee Amenity block to the south of the Shop and Warehouse block are designed to be built out of concrete tilt panels. The Weld and Machine block, which is the southernmost portion of the building, is the largest block in size and height and will be primarily a pre-engineered metal building. The height of the Weld and Machine block is 65 feet due to the large mining equipment that is repaired and maintained inside.

The Shop and Warehouse block, Employee Amenity block and Administration offices (totaling 137,700 square feet) conform to the maximum allowable building height of 40 feet. Building height of the +/-100,100 square feet Weld and Machine block exceeds the maximum allowable height. The shops house large equipment and 150-ton internal bridge cranes to transport enormous mining parts brought in for maintenance and repair. The bridge cranes project out of the shops to offload extremely large mining parts from trucks and transport them to the inside of the shop. Height required to support use of the internal 150-ton bridge cranes and higher clearances required under the bridge crane travelers, that move the large mining parts within the shop, requires the building height to be approximately 62 feet. At the southernmost end of the building, the large pocketed "Megadoors" that service this area will require separate housing, with an additional 3 feet in height for a max height of 65 feet. The property hence needs a PAD overlay to increase the allowable height.

All mechanical roof mounted, or ground mounted units will be screened from view by either parapet walls and/or mechanical screen walls. Parking is conveniently located along the perimeter of the site and around the perimeter of the admin and employee blocks with appropriate screening along both streets.

Mesa Gateway Airport and FAA Compliance

All Mesa Gateway design requirements have been taken into consideration for the proposed project to avoid any potential hazards. Proposed use of the facility meets Mesa Gateway airport's allowable industrial land use. Use of reflective surfaces, lights that interfere with navigation have been thoughtfully avoided.

Materials for the building have been carefully chosen, keeping in mind that the site is within Airfield Overlay District AOA 2. No reflective materials are being used on building facades

or on the roof that would disrupt air traffic. Other considerations kept in mind for the AOA 2 district are that no cell towers will be located on the site and landscaping will be kept below the building height.

Since the site is located near Mesa Gateway Airport, required FAA 7460-2 form has been submitted to FAA and a 'Determination of No Hazard to Air Navigation' has been received from FAA. Aeronautical Study Number (ASN) is 2024-AWP-3067-OE.

Additional FAA applications will be made for approval of use of large construction cranes that need FAA clearance.

Alternative Compliance

For alternate building design solutions, a request for Alternative Compliance has been made as a part of Design Review submittal (DRB24-00473) to allow for deviation from City of Mesa Design Standards requirement per Section 11-7-3(B)(5) and Section 11-7-3(B)(2)(C).

Parcel 2 – Active Wellhead Site:

Description and Site Planning

Parcel 2 is being created for an existing active wellhead that is located on the NEC of the proposed 25-acre site. The parcel includes an existing active private irrigation wellhead, an existing pump, and an existing electrical subpanel. Parcel 2 will be located adjacent to the NEC of Parcel 1, as shown in Figure 4. This well is required to support continued farming operations on the adjacent property to the west of Parcel 1.

With the R.O.W. improvements and new configuration of Pecos Rd and Crismon Rd., Parcel 2 will remain outside of the roadway improvements but will fall within the proposed right-of-way. An enhanced decorative 8 feet tall metal fence will be provided to create an enclosure around the wellhead, pump and the electrical subpanel to screen them from direct view from the R.O.W. The wellhead enclosure can be accessed through a 6 feet wide double gate from Parcel 1. An access path in the landscaped areas will be provided from Parcel 1 to the wellhead for maintenance purposes. The metal fence and wellhead will remain outside of the sight-visibility-triangle at the intersection and will not pose any visual obstruction to vehicles making left-hand turns from Crismon Road to Pecos Road.

A new 4 feet wide private easement will be provided within Parcel 1 that will extend from Parcel 2 along Pecos Road to the adjoining property on the west, to provide private irrigation water line to the adjacent property.

In the future when the active wellhead is decommissioned, Parcel 2 will be dedicated to City of Mesa and will be included in the R.O.W, as shown in Figure 5. At the time of decommissioning the existing active wellhead, pump, electrical subpanel, metal fence, and concrete access path will be removed and replaced with new landscaping per City of Mesa Design Standards.

Development Agreement

A Development Agreement is being prepared between City of Mesa, Komatsu, and Sunbelt Investments Holding Inc. This agreement will be part of the parcel segregation process and the PAD overlay. The agreement will be finalized by the city council.

This agreement establishes provision of access from Parcel 1 to the existing irrigation wellhead in Parcel 2 that is currently functioning. Existing irrigation wellhead is to be maintained to support continued farming operations on adjacent property to the west of Parcel 1. Once farming operations have ceased on the adjacent property, Komatsu will be required to abandon the wellhead and dedicate Parcel 2 to City of Mesa to be included in the R.O.W., and restore landscaping consistent with City of Mesa Design Standards.

3. General Plan Compliance

Proposed Komatsu Sales & Service Facility is located within the Gateway Employment Center of the Mesa 2040 General Plan. Komatsu is a multi-national company that is proposing one of its large light industrial facilities within this upcoming economic zone envisioned to be an internationally recognized destination. This large new facility will generate many jobs and contribute to the economic development of the proposed Logistics and Commerce District. The project meets the General Plan's objective of new economic growth in Mesa.

The proposed light industrial project is within the LI – Light Industrial zoning. Surrounding parcels are zoned for industrial development. The project meets the operating characteristics and is consistent with the purpose of the employment district.

Permitted Uses

The site is zoned LI - Light Industrial. All uses of the proposed project are permitted within this land use for the property under Light Industrial (LI) zoning district of City of Mesa and conform to the light industrial zoning criteria.

Transit Support

Proposed site is located at the intersection of two arterial streets that are well connected to the rest of the city. Proposed Williams Gateway Freeway in close proximity will provide increase connectivity in the future. Future public transportation will serve this area, and a future bus stop has been proposed within the ROW of the site on Crismon Road.

4. Planned Area Development Request

The purpose of this request is to rezone the site from LI (Light Industrial) to LI – PAD (Light Industrial with Planned Area Development overlay) for both Parcel 1 and Parcel 2. The PAD Overlay on current zoning LI is being requested to provide flexibility in zoning standards and requirements for building height and lot size. Due to site constraints and design requirements of proposed building, a PAD overlay will allow for feasibility of the proposed project.

All uses of the proposed project are permitted per current zoning LI (Light Industrial) and the PAD overlay will not alter the allowable uses.

Parcel 1 – Komatsu Sales and Service Facility

Current LI zoning limits the building height to a maximum of 40 feet. As demonstrated above, due to functions inside the building, height of proposed building will be max. 65

feet. The PAD overlay requested will allow for the required building height to be greater than what is allowed in current zoning and meet the building design requirement.

Table below shows requested deviation from the standard.

Table 1 – Development Standard Modifications

Standard	LI	Proposed LI PAD
Building Height	40'	65'

Parcel 2 – Active Wellhead Site

Required minimum lot size, lot width, and lot depth per current LI zoning is more than what is needed for the wellhead site. The PAD overlay requested will allow for a smaller lot size that will be adequate to accommodate the active wellhead.

Table below shows requested deviation from the standard.

Table 2 – Development Standard Modifications

Standard	LI	Proposed LI PAD
Minimum Site Area (acre)	1.0	.02
Minimum Lot Width (ft.)	100	3.5 minimum (35 maximum)
Minimum Lot Depth (ft.)	100	1.5 minimum (27.5 maximum)
Minimum Setback along Property Lines Front and Street-Facing Side	15'	0' (none)
Perimeter Landscaping Requirements	1 Tree and 6 Shrubs per 25 Linear Feet of Street	None No landscaping can be provided as setback along property line is 0'.
Pedestrian Connection to R.O.W.	Connection to Public Sidewalk	None Wellhead site is a private property with limited access for maintenance purposes only. Entry to Parcel 2 will be from Parcel 1 only due to restricted public access.
Setbacks at Intersections Arterial (110' – 130' R.O.W.) with Arterial	Minimum 50' Radius	0' Radius

5. Preliminary Plat

Preliminary Plat has been submitted as part of the Design Review (DRB24-00473) and Planning & Zoning Review (ZON24-00474) processes. Final engineering reports and associated documents will be submitted and reviewed by the city during the Final Plat process.

6. Conclusion

Proposed project implements the vision and objectives of the Mesa General Plan for this site. The project will bring economic development and land use advantages to the city through additional business growth within the area. Proposed PAD overlay to existing LI zoning will allow for the proposed project to achieve design requirements per building functions in Parcel 1, and allow for smaller lot size that will be just adequate for Parcel 2.

As always, we look forward to a successful development that will bring another valued project to both the city and surrounding neighborhood.

Sincerely,



David W Fulk
Principal Architect | Partner | Studio Director
Cawley Architects, Inc.