

PECOS 10

Rezoning, PAD, Site Plan and Design Review Narrative

8607 E. Pecos Road, APN: 304-62-011L



Revised September 2020
Cavan Commercial

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ATTACHMENTS

- 1. Citizen Participation Report
- 2. CIVTECH Parking Study

INTRODUCTION

This request seeks to obtain approval of several applications; rezoning with a PAD overlay, a site plan review, a preliminary plat and design review to construct a small industrial condominium development for ownership by small service businesses to be called PECOS 10. This Site is part of a larger area for which the City Council adopted Resolution 7838 in 2002 to provide City Staff with guidance in the future analyses of industrial developments both near the Airport but also the residential subdivision to the south. The Resolution provided 10 conditions that were to be considered during the rezoning process and this development proposal either complies now or will comply as it moves thru the rezoning process. Items such as CCR's just cannot be provided at this early stage.

Over the last two years, we have attended a pre-submittal conference (PRS18-00739), a first submittal comment review meeting and a second submittal comment review meeting. We have worked with the Staff and City leaders to respond to all of the provided comments and the results are reflected in this 3rd submittal.

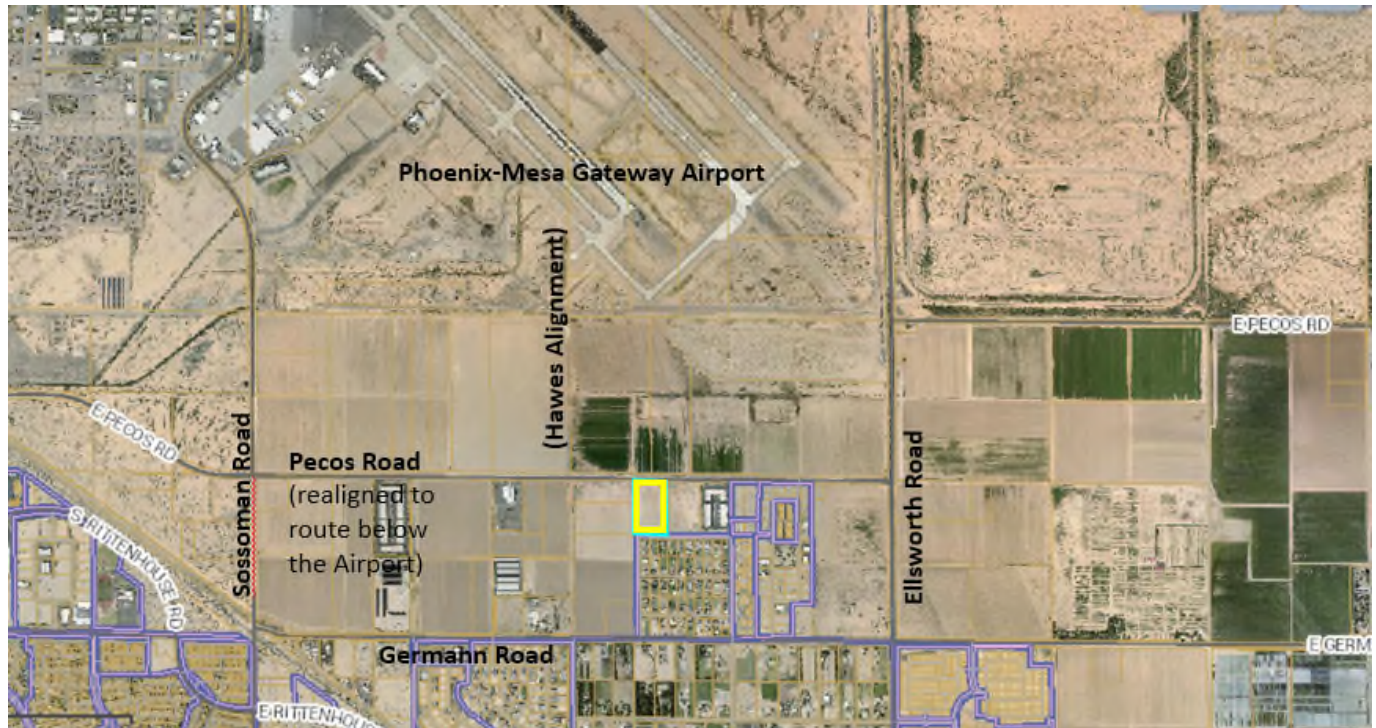
SITE CONDITIONS AND ACCESSIBILITY

A Context Aerial Photo and two photos of the Site are included in this submittal. The Site is essentially flat with a slight slope of less than 1% to the northwest. Access into the center is proposed from Pecos Road which eventually become a 6-lane Major Arterial.



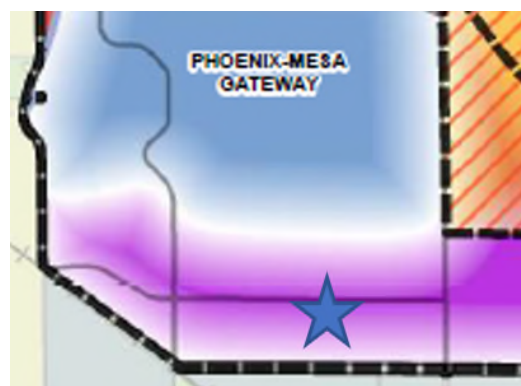
The Site has never actually been improved with structures. Since the 1930's, the site has either been fallow or put to agricultural uses. The Site is roughly ½ mile from the south end of the Phoenix-Mesa Gateway Airport as shown below. To the east is a new church and a small industrial development. The

abutting land to the north and the west is not developed and partially in agricultural use. To the south is the Queens Park subdivision that was created while under County jurisdiction in 1981.



REZONING COMPLIANCE WITH GENERAL PLAN AND MESA GATEWAY STRATEGIC PLAN

The site is currently zoned AG while the current General Plan designation on the property is Employment.



In 2008, the City adopted the Mesa Gateway Strategic Development Plan to establish a refined vision for the southeast Mesa area and more particularly in the vicinity of the Airport. This project falls within the **Logistics and Commerce District** where desired uses include manufacturing facilities, large warehouses, business park and commercial uses will be the predominant uses in this area shown below in the City's Framework Map.

Staff explained in the first review comments that the Logistics designation applies to areas south of the Airport/Campus District and the Williams Gateway Freeway where this property is located. *“Heavy industrial, light industrial, business park, and commercial uses will be predominant within this district. Desired uses include manufacturing facilities, large warehouses, distribution facilities, planned employment parks, and similar uses.”* One of the key issues in any zoning case is use compatibility. Here, that issue was expressly debated back in 2007 with the rezoning of this area and was the reason that the deep buffer was stipulated on the 10-ac. lot one lot to the east which, like the subject lot abuts the north side of the Queens Park subdivision.

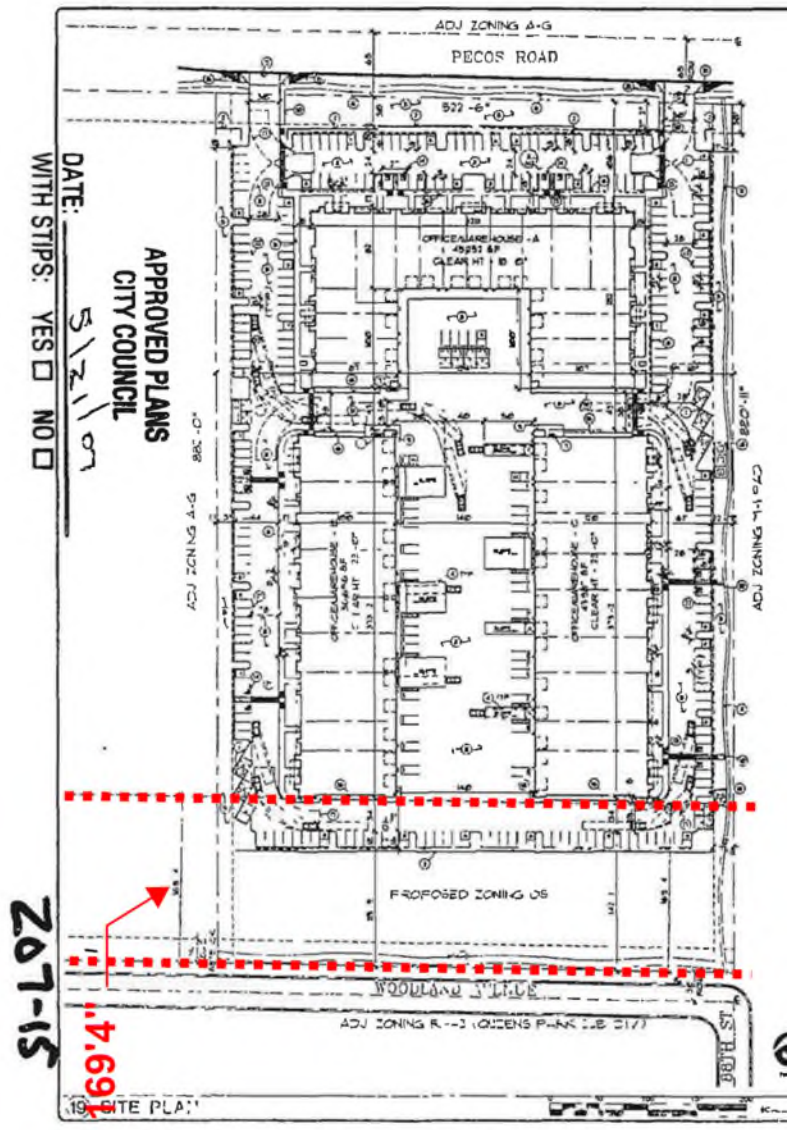
In order to create a “high-quality employment environment that is compatible with increasing over-flight activities associated with Phoenix-Mesa Gateway Airport” and yet still be compatible with the abutting residential subdivision, it was important to this property owner to build less height and intensity. As a result, the intensity of this high-quality planned business park development is on par with the industrial development referenced earlier which is one lot to the east. The City’s plans themselves state that; *“Greater intensity and higher density uses will be encouraged for development approaching the northern boundary of this area as it transitions to the planned freeway”*. That is north of this site.

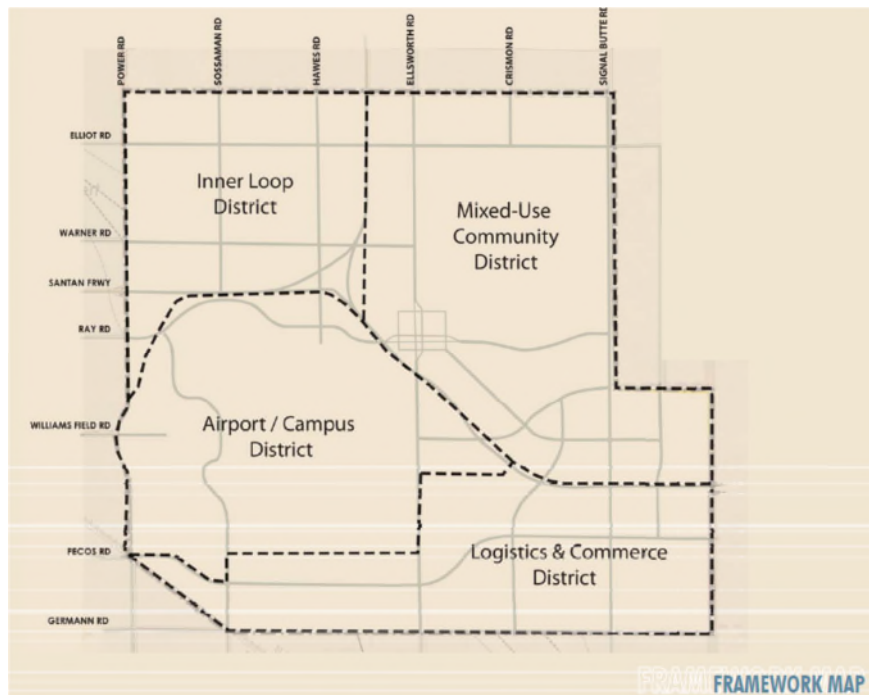
Both in the pre-submittal comments and in the first review comments, Staff was concerned with the lack of a significant buffer. We respectfully submit that we have fully examined the history of the original M-1 zoning in this area in Case Z07-15 and we have designed a deep landscape setback that meets the principles behind the negotiated depth of this landscape buffer. In the April 19, 2007 Staff report to the PZB, it reads as follows:

“The southern 169’-4” is now requested to be rezoned from AG to O-S, and no buildings are proposed for this area. The southern edge of the parking field is within the O-S portion of the site, and at the south edge of the parking field is a screen wall designed with materials and colors to match the buildings. The wall sits atop a berm, and spans the south end of the site. The overall height of the wall plus the berm is 12’ (measured from the grade of the adjacent parking field).”

In that site plan, a setback of 169’ 4” was provided with a minimum landscape depth of 119-ft. The proposed site plan in this application also provides a 169’ 4” setback where no buildings will be built as well as a minimum 120-ft. deep buffer that is proposed to be rezoned to O-S; the equivalent of the O-C district that was eliminated in the last Code rewrite.

The additional 49-ft in the 2007 site plan were used for parking and circulation just as they are on the proposed site plan. The reason the O.C. is only proposed for 100-ft. of the actual landscape setback area is due to a change in the Zoning Ordinance regulations that did not exist in 2007. Today, Sec. 11-7-3 requires that a min. 20-ft. landscape setback be provided when the LI zoning district is next to a commercial zoning district. The combination of the 100-ft for the O.C. zoning and the additional 20-ft landscaped setback as required per MZO Sec. 11-7-3 achieves the 120-ft. landscape setback – the same depth landscape setback as was provided by the development one lot over to the east.





Taking all of the above into account, the proposed zoning classification is Light Industrial (LI) for the buildings and Office Commercial (O-C) for the southerly 95-ft. of 120-ft. deep landscape setback on the south end of the development. The proposed use complies with the requested zoning of LI as described in MZO Section 11-7-1-B.

This project will meet the goals set forth for this particular district. To meet goal number one (Maximize Potential of Phoenix-Mesa Gateway Airport), this project provides the potential for many types of uses including those related to the nearby airport and in harmony with the adjacent residential. To meet goal number two (Job Creation), the Pecos 10 project is designed to allow many users to purchase individual buildings providing the opportunity for unique and varied tenant mix. Small business is the backbone of the economy and that is precisely who this development is designed for. The versatility of the buildings allows businesses to grow as needed, resulting in employment opportunities. In short, this is an outstanding type of development for this specific circumstance.

SITE PLAN AND PRELIMINARY CONDO PLAT

Site Plan and Building Data is summarized in the table below.

Site Plan and Building Data – PHASE 1	
APN	304-62-011L
General Plan	Employment
Current Zoning	Agricultural (AG)
Proposed Zoning <i>(Statistics shown for LI only since OC will not be developed upon.)</i>	Light Industrial (LI) & Office Commercial (OC) with a PAD Overlay
Site Area	10.6 net acres
Gross Building Area	+/- 111,415 Sq. Ft. (Gross)
Lot Coverage	24%
Max. Building Height Allowed	40'
Max. Building Height Proposed	26'
Parking Required by Code	242 Spaces
Parking Required per Parking Study	134 Spaces
Parking Provided	145 Total Spaces
Min. Lot Width- Required	100-ft.
Min. Lot Width- Provided	520-ft.

Pecos 10 is an upscale light industrial project that is comprised of 14 units located within eight buildings. As you will see on the updated site plan, some buildings contain one unit and some contain two units. Each unit will be a condominium for small business ownership with the common elements of the development being managed by an association. The buildings with two units currently range in size from 5,000 SF to 10,000 SF but could consolidate into one unit if an entire two-unit building were to be purchased. The buildings with one unit currently range from 11,000 SF to 15,500 SF. The total square footage of all units/buildings combined is 111,415 SF.

These proposed units are ideal for small contractors and service providers who do their primary business off-site but need a safe and secure location to store products, supplies and equipment. Each unit will have its own private rear yard that will only be accessible to the unit owner. The principal purpose of the rear yard is to provide an outdoor storage option (not to exceed 50% of the rear yard SF) and for optional secured parking for service vehicles. There will be no public access or public parking in these rear yards.

The current site plan responds to the comments that were provided in the pre-submittal report, the first round of written comments issued on October 1, 2019, the second submittal comments issued on July 7, 2020 and subsequent conversations with Staff. A detailed response letter to the first and second round of written comments are accompanied within this submittal. The primary discussion over the last several months has centered around the site design related to solid waste service.

Solid Waste Design

The design for solid waste pick-up incorporated into the site plan was vetted with Staff before this re-submittal. Based on those discussions, the City is requiring the site to be built with trash per City codes and standards (M62 details) even though private service is preferred by the owner. Although the MZO provides an option for the Planning Director to approve an alternative for solid waste collection, we are formally requesting approval of the solid waste plan proposed in the submitted site plan. Sec. 11-30-12: TRASH AND REFUSE COLLECTIONS AREAS in the MZO states that trash and refuse collection areas, including enclosures, should be an integral component of the project. The areas should be safe and convenient. The location should not be visually prominent. We have actually spent the last 6-months pursuing a design that responds to these principles.

The notes section of detail number M-62.02.2 states, *“All commercial properties shall be designed with enclosures to accommodate (1) refuse an (1) recycling enclosure for every 20,000 square feet of building space.”*. As this development is being constructed in one phase and on one legal parcel, it should be deemed a singular commercial property. The proposed site plan has a total of 111,415 SF of building space, requiring 5.6 refuse enclosures and 5.6 recycle enclosures per City requirements. Assuming we round up, we are required to provide 12 enclosures and we are currently proposing to provide a total of 14 enclosures (some as double and some as single).

Additionally, the trash truck turning movements are shown for all enclosure locations and comply with the required clearance requirements in detail number M-62.01. Furthermore, the enclosure designs comply with the required double-wide bin enclosure and single-wide bin enclosure configurations in detail number M-62.01.

Condominium Owner’s Association

This development is being proposed as a condominium community for light industrial users. Each unit will be owned, there will be no ground sales. All of the common elements between the building fronts back to the rear yard gates will be maintained by the association. This will include the private street, the landscaping, and the on-going maintenance of all of the improvements. In addition, the association will be responsible for the condition of the outside of each building. Each owner however will be responsible for the maintenance of the gated or private rear yards including the inside of the perimeter walls and the pavement.

The water system will be private with a master water meter and sub-meters to service each building will be individually metered. Each building will have its own electric service.

PAD Overlay

Per MZO 11-22, the purpose of the Planned Area Development (PAD) overlay district is to allow for innovative design and superior standards with an intent to to provide for creative, high-quality developments. We believe this proposed delveopment satisfies this intent.

The proposed development includes 14 different light industrial buildings of varying building size and varying rear yard sizes that will all be owned and occupied by different small businesses. No more than two buildings will have a shared wall, allowing for increased open space within the development and a design that replicates more of a residential town home community or professional corporate park versus an industrial complex. All rear yard areas will be private and not accessible or visible by the public. Additionally, in a typical LI district, buildings are allowed by right to be up to 40' in height and our current building designs do not exceed 24'. As primary customers of these various businesses will not be visiting the buildings, this development does not have the same demand for parking or need the same level of elevation embellishment that a normal store front would benefit from. As a result, we believe this light industrial "town home" style design is innovative and goes above and beyond to compliment the adjacent residential zonings and exceeding the standard code requirements.

Due to the unique and innovative nature of this development with the functional private rear yard areas accessible only to owner service vehicles and limited outside storage, relief from several development standards is being requested:

1. Relief from MZO Section 11-7-3 requiring that the building setback be landscaped is being requested. The subject property is surrounded on the east, north and by 496-ft. of the common shared property line with the parcel to the west. All of these properties are zoned Light Industrial (LI).

The remaining 345-ft of the common shared property line of the parcel to the west is still zoned AG like the subject parcel. All of the surrounding properties in Mesa are designated in the General Plan for employment uses. It would be an extreme hardship to require that the subject property landscape any part of the current "required" building setback from the AG zoning when this adjacent parcel will in all likelihood be rezoned to LI in the future. It would be an anomaly to rezone the adjacent parcel to any zoning district other than LI.

2. Relief from MZA Section 11-7-3 requiring that the building setbacks be landscaped where the subject property is adjacent to OC zoning on the east and west sides of the subject property where the depth of the adjacent OC zoned buffers are different.
3. Relief from the City of Mesa's off-site parking requirements specified in Table 11-32-3.A of Chapter 32 of the MZO. Per these requirements, industrial building shells without a specified user must park at rates of 75% at one space per 500 SF and 25% at one space per 375 SF. Applying these ratios to the 2nd submittal site plan yields a requirement of 242 spaces. Our current site plan is providing 145 spaces.

The parking demand for these owners is low since they generally do not have products or services that they sell on-site so parking demand is very low. In that regard, while we have provided space for all of the required number of spaces, the spaces along the main entry will be more than sufficient to meet the demand for parking. And there is no issue with the potential for cars to park off-site; it's just too inconvenient in this circumstance.

The enclosed parking analysis by CivTech notes that the developer intends to provide 145 parking spaces, which is more than the ITE average requirement of 134. **Attachment 2** has two pages copied from ITE's Parking Generation Manual. The ITE data is based on 11 studies of industrial parks with average floor areas totaling 193 KSF. The 85th percentile rate is 2.09 spaces/KSF. Thus, the developer's parking ratio is greater than those calculated using the average (i.e., 50th percentile) rate and fewer than use of the 85th percentile rate.

The proposed Pecos 10 development at 8607 East Pecos Road in Mesa will provide a total of 145 spaces. Based on Mesa's Zoning Ordinance, the development would warrant 242 spaces, a shortage of 97 spaces (-40%). Based on the number of 134 spaces calculated by using the ITE's published average rate, the result would be a surplus of 11 spaces (+8%). Therefore, based on CivTech's experience, the proposed number of parking spaces is sufficient for the type of development proposed.

SITE PLAN REVIEW CRITERIA

In Chapter 11-69-5, specific review criteria are provided for Staff to evaluate a Site Plan Review application. Following are our answers to each of these criteria.

1. The project shall be consistent with and conform to the adopted general plan and any applicable sub-area or neighborhood area plans, is consistent with all of the development standards of this Ordinance, and is consistent with any specific conditions of approval placed on the zoning of the property.

Response: In 2008, the City adopted the Mesa Gateway Strategic Development Plan which set forth a refined vision for the southeast Mesa area and more particularly in the vicinity of the Airport. This project falls within the Logistics and Commerce District and is consistent with the uses proposed in this District as explained earlier. It is also a very compatible development with the Queens Park subdivision to the south.

2. The overall design of the project including its scale, massing, site plan, exterior design, and landscaping will enhance the appearance and features of the project site and surrounding natural and built environment.

Response: This project is at the south end of the City's Gateway area and just north of a residential subdivision. This one-story low intensity use that is for small business owners in the area is a perfect use for this site in all respects.

3. The project site plan is appropriate to the function of the project and will provide a suitable environment for occupants, visitors, and the general community.

Response: Correct.

4. Project details, colors, materials, and landscaping, are internally consistent, fully integrated with one another, and used in a manner that is visually consistent with the proposed architectural design.

Response: The building architecture is intended to convey a contemporary and fresh look utilizing clean lines, painted metal canopies at the entries, clear anodized storefront, and a straightforward paint scheme. The site is designed to provide adequate parking and separation between individual buildings with an emphasis on providing low maintenance landscape areas around the front and sides of the buildings with minimalized hardscape. These areas will be well lit by pole lighting, wall mounted lights and recessed can lighting under the canopies for each individual user.

5. The project is compatible with neighboring development by avoiding big differences in building scale and character between developments on adjoining lots in the same zoning district and providing a harmonious transition in scale and character between different districts.

Response: The proposed development includes 14 different light industrial buildings of varying building size and varying rear yard sizes. No more than two buildings will have a shared wall, allowing for increased open space

within the development and a design that replicates more of a residential town home community or professional corporate park versus an industrial complex. All rear yard areas will be private and not accessible or visible by the public. Additionally, in a typical LI district, buildings are allowed by right to be up to 40' in height and our current building designs do not exceed 24' to be more compatible with the scale and height of adjoining properties. As a result, we believe this light industrial "town home" style design is innovative and goes above and beyond to compliment the adjacent residential zonings and exceeding the standard code requirements.

6. The project contributes to the creation of a visually interesting built environment that includes a variety of building styles and designs with well-articulated structures that present well designed building facades, rooflines, and building heights within a unifying context that encourages increased pedestrian activity and promotes compatibility among neighboring land uses within the same or different districts.

Response: The proposed site plan includes five different building types (A-E) that vary in size and shape. These varied sizes naturally provide for variation in cohesive building design and architectural elements as each is shaped slightly different. Based on MZO 11-71-6.7 (Design Review- Review Criteria), it states that the Design Board is looking for additional articulated structures that present well designed building facades on all sides, rooflines, and building heights within a unifying context that encourages increased pedestrian activity. However, with this light industrial product, we are not looking to attract pedestrian activity nor are we trying to differentiate storefronts/buildings with significant architectural variation. This development is not intended to serve customers on-site but intended to be a location for off-site service/product company to use for storage and distribution. We have secured several LOI's for purchase of these buildings based on the current design as it is viewed as an upgraded option from alternates in the market.

Each proposed building has predominant characteristics shared by other building within the development that vary in application based on the building type/size (paint colors, stucco and masonry block finishes, black iron canopies, aluminum window storefronts, plaza areas at each entry and two levels of varied roof lines) so that each building within the development appears to be part of a cohesive, planned area, yet are not exactly monotonous in design. This is also consistent with 11-7-3-B (Site Planning and Design Standards for Employment Districts).

In regards to the DB requirement to have well-articulated elevations on all sides of the building, per 11-7-1-B.2. (Specific to LI Light Industrial) the purpose of a Light Industrial district is to include "...well designed buildings on sites that may or may not have campus-like settings and areas visible to the general public include well-designed landscape areas". Consideration is taken to not require landscape to areas not visible to the public and we believe this should also apply to any further enhancement to those building elevations as they will not be seen by the public. Requiring further elevation to the rear or back side elevations will not provide any added value to the development.

We believe that our current building design and site plan layout established character and a sense of place through the strategic use of architectural elements, building form, materials, landscaping and lighting.

7. The streetscapes, including street trees, lighting, and pedestrian furniture, are consistent with the character of activity centers, commercial districts and nearby residential neighborhoods.

Response: Correct.

8. Street frontages are attractive and interesting for pedestrians and provide for greater safety by allowing for surveillance of the street by people inside buildings and elsewhere.

Response: Correct. Please refer to the accompanying landscape plan which shows the 15-ft. building setback on-site and the additional 30-ft. (+/-) for the excess right-of-way for Pecos resulting in a 45-ft. building setback effectively from the Pecos roadway.

Additonally, the two building elevations facing Pecos Road (the project's only street frontage), have added architectural enhancements to further increase their attractiveness as visible to the public. These Pecos elevations also have additional landscape growing against the buildings. Furthermore, there is also an 8' high decorative wall with extensive landscaping in fornt of it along the western and eastern halves of this frontage.

9. The proposed landscaping plan is suitable for the type of project and site conditions and will improve the appearance of the community by enhancing the building and site design; and the landscape plan incorporates plant materials that are drought-tolerant, will minimize water usage, and are compatible with Mesa's climate.

Response: Yes, please refer to the accompanying landscape plan.

10. The project has been designed to be energy efficient including, but not limited to, building siting, and landscape design. For purposes of this criterion, buildings that meet environmental standards such as LEEDTM, Green Globe or equivalent third-party certification are considered to be energy efficient.

Response: The project will be designed to meet current energy code as required by the City of Mesa. We are not attempting to receive certification from any third-party organization.

Additional Criteria for Sites Located in Employment Districts is also required and our responses are as follows:

1. Create a distinctive and appealing community with well-designed buildings that represent a 'desert tech' look.

Response: We believe this project design accomplishes this objective.



2. Create a safe, attractive and inviting environment at the ground floor of building(s) on sides used by the public.

Response: Correct.

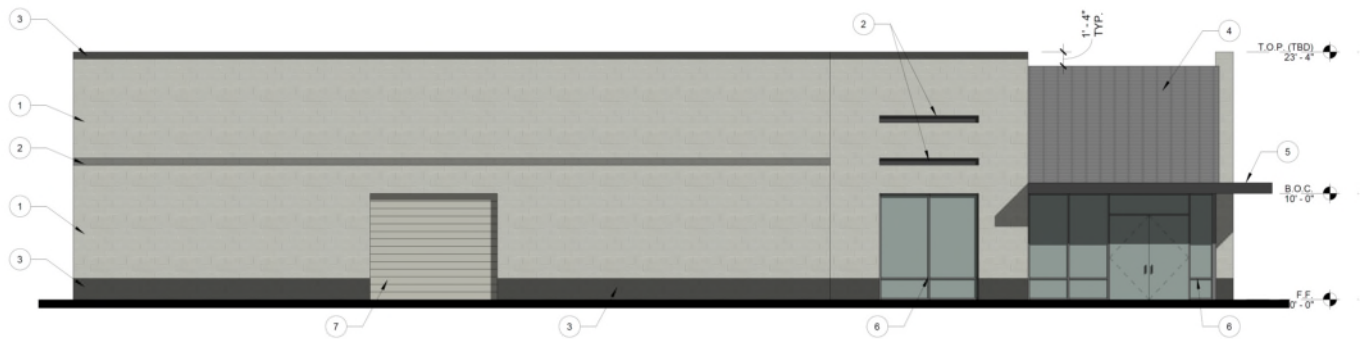
3. Respond to intensity of specific land use classifications located within employment districts as follows:

b. LI sites shall provide a higher degree of design interest, building articulation and attention to building scale and massing for those sides of the building visible to the public, and on those sides of the building visible from abutting residential districts. Sides of the building that are both not visible from the street and not visible from abutting residential districts may utilize simpler forms and less articulation.

Response: See image above. Each proposed building has predominant characteristics shared by other building within the development that vary in application based on the building type/size (paint colors, stucco and masonry block finishes, black iron canopies, aluminum window storefronts, plaza areas at each entry and two levels of varied roof lines) so that each building within the development appears to be part of a cohesive, planned area, yet are not exactly monotonous in design. This is also consistent with 11-7-3-B (Site Planning and Design Standards for Employment Districts).

4. Reduce the impact of employment uses on adjacent residential development by providing appropriately scaled transitions and buffers to abutting land uses, and provide a higher degree of architectural interest on walls visible from residential development.

Response: We believe we have done so. Please see image below of the south elevation of the closest building on the south which will be approximately 167-ft. north of the south property line behind an 8-ft. tall wall. Between the 8' tall wall and the south property line will be a 95' deep landscape area zoned OC that will act as an additional buffer between the proposed development and the residential development across Woodland Avenue. Additionally, along our western and eastern property lines, each unit contains a rear yard acting as additional buffer between our property and adjacent properties.



5. Mitigate the effects of solar exposure for users and pedestrians.

Response: Canopies are located at each main entry to provide shading. In addition, trees are located throughout the site to distribute shade throughout the parking lot as well as along sidewalks wherever possible.

DESIGN REVIEW

The Pecos 10 project complies with the Mesa Gateway Strategic Development Design Guidelines by creating a contemporary aesthetic and complies with Chapter 3 of the Mesa 2040 General Plan by providing a high quality development. The use of metal canopies and smooth-face CMU along with a cool grey palette enhances the design, creates distinct building entries, and pushes it beyond a typical warehouse design standard, which is similar to an upscale corporate park. These building materials are durable, interesting and attractive. The building architecture is intended to convey a contemporary and fresh look utilizing clean lines, painted metal canopies at the entries, clear anodized storefront, and a straightforward paint scheme.

Each proposed building has predominant characteristics shared by other building within the development that vary in application based on the building type/size (paint colors, stucco and masonry block finishes, black iron canopies, aluminum window storefronts, plaza areas at each entry and two levels of varied roof lines) so that each building within the development appears to be part of a cohesive, planned area, yet are not exactly monotonous in design. This is also consistent with 11-7-3-B (Site Planning and Design Standards for Employment Districts).

The main entry to each building is located on the front corners and architecturally highlighted by doing so. These corner entries assist in directing visitors, provide design relief along the front of the buildings and gives each business a presence within the development. The site is also designed to provide adequate parking and separation between individual buildings with an emphasis on providing low maintenance landscape areas around the front and sides of the buildings with minimalized hardscape. These areas will be well lit by LED pole lighting, wall mounted lights and recessed can lighting under the canopies for each individual user.

In order to provide a “variety of building styles and designs with well articulated structures” per MZO 11-71-6.t, the proposed site plan includes five different building types (A-E) that vary in size and shape. These varied sizes naturally provide for variation in cohesive building design and architectural elements as each is shaped slightly different. Based on MZO 11-71-6.7 (Design Review- Review Criteria), it states that the Design Board is looking for additional articulated structures that present well designed building facades on all sides, rooflines, and building heights within a unifying context that encourages increased pedestrian activity. However, with this light industrial product, we are not looking to attract pedestrian activity nor are we trying to differentiate storefronts/buildings with significant architectural variation. This development is not intended to serve customers on-site but intended to be a location for off-site service/product company to use for storage and distribution.

In regards to the DB requirement to have well-articulated elevations on all sides of the building, per 11-7-1-B.2. (Specific to LI Light Industrial) the purpose of a Light Industrial district is to include “...well designed buildings on sites that may or may not have campus-like settings and areas visible to the general public include well-designed landscape areas”. Consideration is taken to not require landscape to areas not visible to the public and we believe this should also apply to any further enhancement to those building elevations as they will not be seen by the public. Requiring further elevation to the rear or back side elevations will not provide any added value to the development.

SIGNAGE

The planned signage will conform to the City's Sign Ordinance.

UTILITIES/INFRASTRUCTURE

All of the Site's basic infrastructure is already available in Pecos Road. Only ½ street improvements will be required by for and by this development.

CONCLUSION

The proposed Pecos 10 Industrial Condominium is a perfect use for this site. Not only is it a low intensity use in terms of height and the amount of building area but also because this type of use meets a market need for small business owners living in the area who do not have the space for service vehicles at their home for business supplies or materials. Frankly, it can be a blighting influence when over-sized service vehicles try to fit into residential driveways. Here, the service vehicles can be securely parking in a secured yard.

This type of modest development will be occupied by local citizens and small business owners who provide significant tax revenues to the City. We believe that this development will contribute positively to the well-planned growth of the City of Mesa and its enviable high quality of life.

ATTACHMENT ONE

CITIZEN PARTICIPATION REPORT & PLAN

ATTACHMENT TWO

CIVTECH PARKING STUDY

June 18, 2020

Mr. Dale Cavan, Principal/Manager
Cavan Commercial, LLC
10632 North Scottsdale Road, Suite 200
Scottsdale, Arizona 85254



**RE: Proposal to Provide Traffic Engineering Services for Pecos 10 –
8607 East Pecos Road, Mesa, Arizona**

Dear Mr. Cavan:

CivTech appreciates this opportunity to again serve Cavan Commercial, LLC with this Parking Statement for Cavan's Pecos 10 Industrial Condos proposed for a vacant parcel at 8607 East Pecos Road in the City of Mesa, Arizona.

This parking statement documents CivTech methods in determining an appropriate number of parking spaces to serve the proposed development. The goal is to establish an appropriate balance between the number of spaces required by the City's Zoning Ordinance and those needed by the commercial tenants per industry references. This parking statement was completed in accordance with Chapter 32 of the Mesa Zoning Ordinance (MZO).

PURPOSE AND BACKGROUND

The purpose of this study is to evaluate the need for parking and to determine if the 145 surface parking spaces proposed are sufficient to meet the needs of the general Light Industrial land use are sufficient.

The proposed development is located on the south side of Pecos Road east of the Hawes Road alignment in Mesa. **Figure 1** is a map of the project vicinity. The project will develop a vacant lot surrounded by vacant lots to the north (across Pecos Road) and west. Immediately to east is a church with a business park east of the church. There is a large-lot (1-acre) residential neighborhood to the south of Pecos 10, the church, and the business park. There are no Valley Metro bus lines within the vicinity of the site. The project is expected to be constructed in a single phase with an anticipated opening in 2021. The latest ground floor plan is included as **Attachment A** to this statement.



FIGURE 1 – VICINITY MAP

METHODOLOGY

This analysis will apply parking rates published in Table 11-32-3.A of Chapter 32 of the MZO. A development's minimum parking requirements is the product of the applicable parking ratio times appropriate quantity of the applicable land use before the application of any allowable reductions. The proposed number of spaces for motor vehicles is less than the minimum required by the Code; therefore, an analysis is required. The purpose of the analysis is to determine an appropriate number of motor vehicle parking spaces for the proposed development. This analysis will compare the minimum parking requirements found using the MZO rates to values found utilizing the 5th Edition of the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*.

PROPOSED DEVELOPMENT

Pecos 10 is expected to consist of eight light industrial buildings with five different footprints offering up to 14 prospective tenants floor areas from 5,295 to 15,557 square feet (SF) with a total floor area of approximately 111,415 SF. The site is currently zoned AG for agricultural use and has a gross area of approximately 512,201 SF. The net site area is approximately 462,493 SF and a Light Industrial zoning is being sought. Therefore, for the purposes of the analysis below, the proposed development will be assumed to be a group of shell buildings with no specified use under the category, Group Industrial Buildings and Uses. As noted, 145 parking spaces will be provided.

PARKING REQUIREMENTS

City of Mesa

Mesa's off-site parking ratios are specified in Table 11-32-3.A of Chapter 32 of the MZO. For industrial building shells (with no specific uses) in groups (i.e., not standing alone), parking spaces must be provided at rates of 75% at 1 space per 500 SF and 25% at 1 space per 375 SF. Columns 4 and 5 of **Table 1** summarize the parking requirements for the proposed development applying City of Mesa parking ratios. Applying the City's two ratios to the floor area allocated as indicated in Table 11-32-3.A yields a requirement of 242 spaces.

ITE

The 5th edition of ITE's *Parking Generation Manual* provides recommendations for the number of spaces required for numerous land uses based on a unit of measure appropriate to that land use.

TABLE 1: PARKING SPACE CALCULATIONS

Project Data			Weekday Motor Vehicle Spaces (Monday – Friday)					
			Per MZO		Per ITE <i>Parking Generation</i> , 5 th Edition			
Land Use	LUC	Quantity Units	Published Ratios	Spaces	Average Rate	Spaces	Via Equation	Spaces
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Building Shells (75%)	130	83,561 SF	1.00 per 500 SF	167.12				
Building Shells (25%)	130	27,854 SF	1.00 per 375 SF	74.28			$Ln(P) = 0.84Ln(X) + 0.93$	
Building Shells (100%)	130	111.415 KSF*			1.20 per KSF*	134	1.19 per KSF*	133
Totals (Rounded up)	130	111,415 SF		242		134		133
Parking Spaces Provided				145		145		145
Differences [#(%)]			-97(-40%)		+11(+8.2%)		+12(+8.3%)	

Notes: *KSF = 1,000 Square Feet; †Rate shown is total spaces calculated (by using equation shown) divided by total floor area in KSF.

CivTech reviewed the land uses and identified by their names two potential land uses to be investigated further. The General Light Industrial land use, Land Use Code 110 (LUC 110), is defined by ITE as a “free-standing facility devoted to a single use” and is, therefore, not applicable here. With multiple buildings proposed, the appropriate ITE land use is Industrial Park, LUC 130. For the Industrial Park land use, average rates and other data can be applied on the basis of either floor area or the number of employees expected on a typical weekday, that is, for a typical Monday through Friday workday. Information on five expected tenants is known for the proposed industrial park. Four tenants are expected to be HVAC contractors which would mean that employees would visit the site in the morning to stock up on supplies and then be out in the field the rest of the day. One tenant is expected to be a machine shop that would supply small parts to medical facilities so the building would have mostly machinery and only a small number of employees. This known information on the expected tenants should be considered when determining the appropriate number of spaces that would be sufficient for the development. CivTech will calculate the required parking by using the total floor area in SF (as required by the City) or 1,000 SF, abbreviated as KSF, the measure used by ITE.

CivTech applied both the ITE average rate of 1.20 spaces/KSF, which resulted in a requirement of 134 spaces, and the logarithmic equation shown in the table, which yielded a total of 133 spaces required, which, when divided by the floor area in KSF, yielded an average rate of 1.19 spaces/KSF.

To summarize, based on the proposed land uses, the development would need 242 spaces to meet MZO requirements and 134 spaces to meet the greater of the two ITE recommendations.

Analysis. CivTech notes that the developer intends to provide 145 parking spaces, which is 11 spaces (8.2%) more than the ITE average requirement of 134, or an average of 1.3 spaces/KSF. **Attachment B** has two pages copied from ITE's *Parking Generation Manual*. The ITE data is based on 11 studies of industrial parks with average floor areas totaling 193 KSF. The 85th percentile rate is 2.09 spaces/KSF. Thus, the developer's rate of 1.3 spaces/KSF is greater than those calculated using the average (i.e., 50th percentile) rate and fewer than use of the 85th percentile rate. It is not possible for CivTech to determine from the graph in **Attachment B** the precise coordinates of each plotted point; therefore, CivTech cannot recreate the graph and calculate the percentile of the developer's average rate of 1.3 spaces/KSF. If such can be estimated by interpolation of the known data—which may not be strictly valid mathematically—the rate provided of 1.3 spaces/KSF would be approximately the 53rd or 54th percentile. Also, please note that, of the point plotted for the 11 studies, only three were above the average, with one point well above the average, a point that could have skewed the data, since that single point represents 9% of all the data collected. Without that one point, the published rates could have been very different.

INTERNAL CAPTURE AND ALTERNATE TRAVEL MODE REDUCTIONS

Since the number of vehicular parking spaces required by Code is greater than the spaces to be provided, CivTech conducted online research to identify reasonable/supportable reduction factors that could be applied to the parking requirements that could account for internal capture and/or for the use of alternate modes of transportation. Both are described below.

Internal Capture. Both formal studies and general experience have proven that some reduction in parking should be applied to projects where there are multiple land uses. While there will be multiple users (i.e., tenants), there would be few visitors to one user that would also visit another over the course of a typical day, as a shopper might step into two different stores in a retail/restaurant plaza. Presumably, certain delivery vehicles may make more than one stop, but there would be few, if any, beyond those vehicles. Therefore, no reduction can or will be applied for internal capture.

Alternate Mode Reduction. The mode split is the percentage of persons arriving at a destination in different modes of transportation. As noted, there is no transit service in the area. While someone living in the homes to the south or in the vicinity may own or be able to find employment in the proposed development and be able to walk or bicycle to work, no reduction will be applied for the use of alternate modes of travel.

Summary

Based on the above, CivTech will not apply any reductions to the parking spaces.

CONCLUSIONS

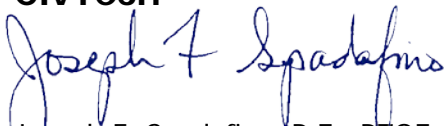
From the above, the following can be concluded:

- The proposed Pecos 10 development at 8607 East Pecos Road in Mesa will provide a total of 145 parking spaces on the site.
- Based on Mesa's Zoning Ordinance, the development would warrant 242 spaces, a shortage of 97 spaces (40%).
- Based on the number of 134 spaces calculated by using the ITE's published average rate, the result would be a surplus of 11 spaces, an excess of just over 8%.
- Therefore, based on CivTech's experience and what is currently known about the tenants moving in, the proposed number of parking spaces is sufficient for the type of development proposed.

Thank you for allowing CivTech to assist you on this project. Please contact me with any questions you may have on this statement

Sincerely,

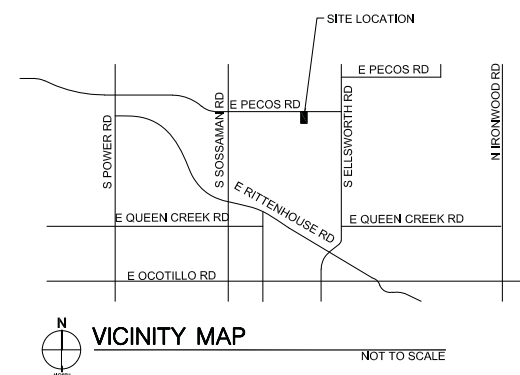
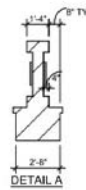
CivTech



Joseph F. Spadafino, P.E., PTOE, PTP
Project Manager/Senior Traffic Engineer



- NOTES:
1. A MAXIMUM OF 50% OF EACH YARD CAN BE USED AS STORAGE SPACE.



Land Use: 130 Industrial Park

Description

An industrial park contains several individual industrial or related facilities. It is characterized by a mix of manufacturing, service, and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly-diversified facilities. Some parks in the database have a large number of small businesses and others have one or two dominant industries. General light industrial (Land Use 110) and manufacturing (Land Use 140) are related uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at two general urban/suburban study sites.

Hour Beginning	Percent of Weekday Peak Parking Demand
12:00–4:00 a.m.	—
5:00 a.m.	—
6:00 a.m.	—
7:00 a.m.	59
8:00 a.m.	89
9:00 a.m.	99
10:00 a.m.	99
11:00 a.m.	99
12:00 p.m.	95
1:00 p.m.	98
2:00 p.m.	100
3:00 p.m.	94
4:00 p.m.	66
5:00 p.m.	47
6:00 p.m.	—
7:00 p.m.	—
8:00 p.m.	—
9:00 p.m.	—
10:00 p.m.	—
11:00 p.m.	—

Industrial Park (130)

Peak Period Parking Demand vs: 1000 Sq. Ft. GFA

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Peak Period of Parking Demand: 8:00 a.m. - 3:00 p.m.

Number of Studies: 11

Avg. 1000 Sq. Ft. GFA: 193

Peak Period Parking Demand per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.20	0.55 - 2.44	0.86 / 2.09	***	0.61 (51%)

Data Plot and Equation

