

1. **Compliance with the purpose, goals and objectives of the Comprehensive Plan. Some of the goals and objectives of the Comprehensive plan are to;**
 - a. Become a more balanced city.
 - i. Both the existing operation and the new IT room will balance some of the service jobs with high tech personnel and make the existing business a more viable long term employer. The scope of jobs available at a large terminal facility such as this one can become quite broad and help the city with a balanced offering of careers and services. The near future will hopefully allow Old Dominion to demolish the abandoned terminal and add terminal doors in a T shape. The suite of services being offered won't change, but the number of jobs and size of the capital investment will be significant and greatly contribute to the overall Commerce City economy.
 - b. Invest in infrastructure and services over the long term.
 - i. The type of infrastructure created with a data center and an expanded freight terminal is different from roads and utility services, but valuable nonetheless. As more freight passes through a terminal, it lowers the overall rate for additional freight and becomes more of a regional hub. As business and residential customers place more demand on local routes more resources will be provided. UPS is a major local employer, and Old Dominion will begin to see its Denver facility as one of its largest.
 - c. Retain and increase revenue producing uses.
 - i. The addition of an IT facility is key to keeping ODFL as a long term resident in Commerce City. As they diversify their building and its functions they will begin to add jobs. Commerce City has already seen how important national freight carriers can be to local economies. More than \$60,000,000 million in business is generated by this facility.
 - ii. The health of the terminal in Commerce City will continue to create strong revenue as this site becomes a primary terminal for ODFL.
 - d. Diversify revenue.
 - i. UPS is one of the primary employers in Commerce City. ODFL is one of the largest transport companies in the country and can be seen as a compliment to UPS. All of those professional drivers, managers, dock workers and logistical personnel can diversify and apply their skills at a company with a similar business.
 - e. Reinvest and rehabilitate aging stock.
 - i. The nature of adding on and improving an existing facility is the very model of rehabilitating aging stock. This is usually mentioned with residential stock, but

industrial is much the same and precludes the development of 40 acres of raw land. The increased investment into the facility will make the Commerce City ODFL one of the most important locations for a company with more than 225 terminals nationwide. The potential demolition of the old Estes facility, on the southwest, will also improve the area and eliminate the blight of an abandoned terminal.

- f. Focus on infill development and strengthen existing neighborhoods.
 - i. The area around Holly Street and 56 Ave is highly developed. In an industrial sense we are filling in more area by locating more buildings and infrastructure and thus strengthening the existing area by adding functionality. If it were too expensive to retro-fit the existing terminal, as happened previously with this location and FedEx, a new location would need to be found and would require moving to a different city.
- g. Coordinate transportation regionally.
 - i. Our economy and country are highly dependent on trucking. LTL, or Less Than Truck Load carriers like ODFL cater to small businesses and do not service the larger companies like Wal Mart and Target who commission entire truck loads. This type of transport is essential to landlocked states and remote communities.
- h. C3 Vision statement
 - i. Context and Environment - by adding to an existing operation and allowing ODFL to affordably add on, it conserves green field sites and allows infill development.
 - ii. Community and Social Well-being – By building on Commerce Cities’ existing commitment to transporters like UPS, Old Dominion Freight Line will be able to expand its operations and employ more local people. As these citizens make ODFL more successful, the amount of freight shipped through its doors will create revenue that finds its way to the local economy. The well-being of residents is enhanced as wages rise and job security is enhanced.
 - iii. Commerce and Economy – As ODFL makes a larger commitment to its Commerce City terminal, it becomes a more important dot on its corporate map. When a large transport company prospers, it tends to spin off many smaller accounts and transport lines that are a direct result of the regional relationships that are formed when a terminal handles a lot of freight. Smaller local shipping lines are identified and often a driver or two will start their own local line. Businesses are started and new routes are created.

2. Harmony with the character of the neighborhood.

- a. The neighborhood surrounding 56th ave and Holly Street is home to many large industrial companies including Estes trucking and CT Power to the west, Houg Special

Services to the north, and South Adams Fire and Back to Back Trucking to the east and FedEx to the south. Other neighbors include Titan Machinery, Kendo, NPL Construction, TDS Tire, Reis Environmental, Bighorn Metal works and some equipment rental businesses. We feel that the existing operations are consistent with the neighborhood and the proposed addition will enhance the ongoing operation by bringing additional investment and longevity. It is a large expense in computer hardware to create the corporate backup in Commerce City and will make sure ODFL stays in the Denver market for a long time. The overall use of the site as a cross dock is entirely in keeping with the nature and use of the land and neighborhood. General Merchandise comes in, is loaded onto other trucks and shipped out, usually within a few hours. The office portion holds traditional clerical duties, and the shop just handles the maintenance of fleet vehicles. The expanded operation of data housing will be an almost invisible addition to these existing activities.

3. Compatibility with the surrounding area.

- a. Given the nature of our operation, see answer to previous question about compatibility.

4. Community need for the proposed use.

- a. We feel the existing terminal operation readily justifies the communities need for the use. Landlocked cities like Denver rely on trucking for the majority of their daily needs. The addition of the IT room meets the need of the community because it will lead to more high tech jobs that stay in the area long term. Old Dominion is a trucking company that currently employs more than 300 people. Most of those jobs are involved with day to day labor activities not associated with the technology jobs that are created by a computer facility of this caliber. As ODFL brings the IT room online, it will demand more high tech jobs. The company has always housed its data at the headquarters in North Carolina. The company is approaching \$3 billion in revenue and has reached a point where data and security are becoming a priority. ODFL has decided to locate its first remote data center at either Commerce City, or Salt Lake City. Whichever city hosts the remote location will immediately become a central hub for the company and no doubt see more investment because of the data centers. The potential expansion of the IT and additional terminal doors onto the Estes property will just help deliver more goods and more jobs to Commerce City.

5. Effects on the adjacent properties.

- a. With virtually every neighbor being in a similar business (see answer 2) we feel the IT addition and the potential of more dock doors will not affect the adjacent properties in a negative way. The addition will not bring more customer visits to the terminal and will have only a slight visual impact. The IT room and additional dock doors (if pursued) will be mitigated by matching exterior materials and elevations to the existing office. Plantings along the East elevation will also enhance the curb appeal.

6. Effects on public improvements and city services.

- a. The new IT room will be a buffering use and cause no negative impact on the public services. No traffic, emissions, pollution or water/sewer waste will be created. It will not change the fixture count or ERUs. The room will eventually fill with servers and equipment and become a significant electrical load, but that will be gradual as the company grows and backs up more of their corporate data. The potential addition of dock doors wouldn't place an undue burden on any city services.

7. Site characteristics such as size, shape, location, topography, and other natural features.

- a. The site is so large that the IT addition represents less than .0025% of the overall site. We can't think of any topographical or natural features worthy of note. The other operations of day to day truck delivery is only characterized by its minimal building coverage, as most of the site is left for parking and vehicle movement. No materials are ever stored on the ground, and few goods ever stay in the warehouse for more than a few hours.

8. Landscaping and screening that insures harmony with adjacent uses.

- a. Our 26 acre site is constantly full of trailers. We routinely have more than 400 onsite at any given time. Screening isn't normally an issue because operations are constantly happening behind 12 foot tall trailers that are almost 53 feet long. We will enhance the appearance of the building with some attractive trellis work or screen walls which will soften the east elevation. The overall appearance of the existing building and proposed addition will be in keeping with all adjacent uses.

9. Noise, dust, vibrations, odor, or other nuisances beyond interior buffer yard line.

- a. The IT addition will create no noise, dust, or odor and be less conspicuous than any other possible activity. The existing operations do not create dust or vibrations beyond the normal movement of vehicles and any potential expansion of the terminal would not add any new operations not already occurring on a large scale on the site. The overall terminal use is very straightforward. Office, warehouse and shop all involve the obvious clerical, warehousing and maintenance duties one would expect. The immediate IT expansion, and the longer range terminal door expansion would both allow for more of the same operations.

10. Additional requested information.

A less than truckload carrier handles shipments that are larger than a parcel company and less than a full truckload. This typically means 1 pallet to half a truck load per shipment. We have approximately 50 local delivery drivers in the Denver metro area who

deliver shipments to hundreds of customers every day. In addition to the local trucks there are 75-100 trucks coming in and going per day, a total of approximately 155 total trips per day. When a customer in Denver has a less than truckload shipment, they contact us for pick up and outgoing shipments at the same time. Once their pickups are completed, they return to our terminal with these LTL shipments where we consolidate them into full loads for our service centers around the country. We typically handle general commodity items, such as foodstuffs, auto parts, and any type of item found at a normal retail store.

There are three Old Dominion Freight Line locations within the State of Colorado. Terminal locations are located in Commerce City CO, Colorado Springs CO and Grand Junction CO. which make up a network of 224 terminals across the United States.

The Commerce City terminal employs approximately 300 people either in the office, working the dock, local delivery or as a road driver to our other service centers. We average about 75 to 100 inbound and outbound drivers at the facility each day bringing in trailers for delivery or relay to the next terminal. The drivers utilize the main corridors of I-270, I-70, I-25 and I-76 in and out of Commerce City. From the terminal, drivers will utilize Holly Street to either 56th Ave to access I-270 or 60th Ave to Quebec to access I-70. In addition, we send approximately 50 city drivers out each day to deliver and pick up shipments to and from shippers in and around Commerce City and other locations around the metro area.

Please see the attached Longer Vehicle Combinations permit and its stated routes for additional route details.

The Commerce City facility generated more than \$60,000,000 in 2013 and is on track to grow almost 10% in 2014. The addition of the IT room won't affect the earning capacity of the terminal, but it will make this installation one of the most significant in the country to the managers and officers of the company.