

## **CITY OF MESA / scip – project guidelines justification compatibility statement**

autoline industries / ksport / debartolo architects - 09 15 2015

Founded in 2004 **Autoline Industries** is a manufacturer of high performance automotive parts. We also offer comprehensive manufacturing services for businesses in the medical, aerospace, automotive and technology related industries. Our private brands include **Ksport** suspension and **Voodoo13** automotive performance products.

After much consideration, Autoline has chosen the subject site for its new corporate headquarters, located at 254 W. Broadway Rd in Mesa, Arizona. This property had been previously owned by the Sunkist / Mesa Citrus Growers. Autoline chose this particular site due to; the building's square footage, large overall property size, and our interest in being part of the revitalization of Downtown Mesa. Autoline is looking to relocate our existing Gilbert manufacturing facility, to the Mesa location. Additionally, we will be transitioning our overseas manufacturing from Taiwan to Mesa, Arizona.

The former Sunkist / Mesa Citrus Growers property presents a unique opportunity for Autoline Industries to revitalize and renovate a distinctive and unique building. We will be replacing all of the major mechanical, plumbing and electrical systems, in order to provide a state of the art energy efficient setting for the manufacturing and assembly of our products. The Sunkist / Mesa Citrus Growers building's brick exterior and original 'Sunkist' signage will be restored and preserved. Subtle architectural features will be added to accent and pay homage to the building's vintage appearance, while increasing security and bringing the structure up to current code. The building has the potential to be a canvas for a remarkable project where the "old" industrial building meets the "new" high tech fabrication environment. We are excited to renovate an existing, neglected building in order to provide the building with a renewed purpose, and foster a sense of civic pride for both Autoline Industries, and the greater community of Mesa.

Autoline's architect / contractor team have recommended the removal of the non-historical and dilapidated aspects of the building including; the patch work of sheet metal panels, unsafe roofing and the wooden structure east of the historical brick building. Our renovation and replacement of non-compatible components will emphasize the simplicity and beauty of the original brick structure, while maintaining much of the structure's unique character. Autoline will take numerous steps to improve the security of the facility, in order to allow a safe environment for our employees and visitors alike. Existing accessory structures on the site will be painted, along with existing perimeter site walls. The landscape plant material was selected based on: its native character and sympathetic scale to the original building. We are also paying homage to the structure's original citrus packing function / use, with the integration of citrus trees in select locations.

In summary, Autoline is excited to work with the City of Mesa to bring jobs to this area, and assist in revitalizing Mesa's Downtown Business District.

The following analysis outlines our Project in terms of the following criteria: City of Mesa DB-2 Zoning Development Standards and the SCIP Design Guidelines. We have made every attempt to comply with Development Standards within the scope of our project and the project budget / schedule.

## 11-8-5: Development Standards—Downtown Business Districts

Table 11-8-5 prescribes the development standards for the DB districts. The "Additional Standards" column lists additional standards that apply. Section numbers in this column refer to other sections of the Zoning Ordinance, while individual letters refer to subsections that directly follow the table.

<b>Table 11-8-5: Development Regulations – DB Downtown Business Districts</b>			
<i>Standard</i>	<i>DB-1</i>	<i>DB-2</i>	<i>Additional Standards</i>
<b>Building Form and Location for Non-Residential Development</b>			
Maximum Height (ft)	50	40 - <b>compliant</b>	P&Z Board may approve additional height through site plan review.
Minimum Setback (ft) – Nonresidential buildings			
Front	15	15 - <b>see below (9'-6" proposed)</b>	May be reduced to 10 feet when located on an arterial street and not adjacent to residential.
Interior side: not adjacent to residential development	0	0 - <b>compliant</b>	
Interior side: adjacent to residential development	10	10 - <b>not applicable</b>	Section 11-8-5(A)
Street Side	15	15 - <b>compliant west</b>	May be reduced to 10 feet when located on an arterial street and not adjacent to residential.
Rear: not adjacent to residential	0	0 - <b>compliant east</b>	
Rear: adjacent to residential	10	10 - <b>not applicable</b>	Section 11-8-5(A)
<b>Building Form and Location for Residential Development - not applicable – note: removed for clarity</b>			

page reference 8-11

### SETBACKS:

No changes to existing rear + side setbacks are proposed, and all currently comply:

rear (0 not adjacent to residential) / west side (15' adjacent to street) / east side (0' not adjacent to residential)

### SETBACK / FRONT - Sunkist Building

The current historic valued Sunkist Building does not meet the current zoning / front setback requirements.

The current historic valued Sunkist Building encroaches into the right of way, roughly 3.4', per encroachment permit / doc #92-505173

The currently proposed demolition removes all current non-permitted construction that intrudes into the public row, with the exception of the historic valued Sunkist Building.

Two items of new construction are proposed to encroach beyond the property line in order to meet existing encroached conditions: (1) a portion of the entry stair, in order to meet the corner of the Sunkist Building, and a new site wall that will meet the existing south site wall alignment. Please refer to the Site Plan sheet.

#### SETBACK - FRONT: Proposed Addition

The proposed Addition column lines H.2 through K.2 does not meet the current zoning / front setback. However, it aligns with a previous 1980's era addition located 9'-6" from the front property line (9'-6" setback).

This addition will replace a portion of the demolished sub-standard construction located at the right of way, and allow Autoline / K-Sport to recuperate a portion of this valuable / usable real estate.

This 9'-6" setback will also allow for an efficient vertical circulation stair, in order to integrate with the historic valued Sunkist Building existing floor elevations (half level up to the main level +5', and half level down into the basement level -5').

This 9'-6" setback alignment allows for a more efficient industrial production line layout, as well as accommodating a necessary life safety exit from the basement.

The Proposed Addition is on an arterial street, and not adjacent to a residential street.

#### MESA ZONING ORDINANCE Chapter 8: Downtown Districts

Table 11-8-5: Development Regulations – DB Downtown Business Districts			
Standard	DB-1	DB-2	Additional Standards
Rear	20	Plan Specific	
Minimum Open Space (sq. ft./dwelling unit)	200	Plan Specific	Section 11-8-4(B)2
Supplemental Standards			
Fences and Walls	Section 11-30-4, Fences and Freestanding Walls <b>compliant</b>		
Landscaping	Section 11-8-5(B); Chapter 33, Landscaping <b>compliant</b>		
Off-Street Parking and Loading	Section 11-8-7(A) and (B); Chapter 32, On-Site Parking, Loading, and Circulation <b>compliant</b>		
Pedestrian Connections	Section 11-30-8, Pedestrian Connections <b>compliant</b>		
Projections above Height Limits	Section 11-30-3, Exceptions to Height Limits		
Screening	Section 11-8-5(C), Section 11-30-9, Screening <b>compliant</b>		
Signs	Article 5, Signs <b>compliant</b>		
Trash Storage and Screening	Section 11-30-12, Trash and Refuse Collection Areas <b>compliant</b>		

A. Intrusion on Adjacent Residential. Multi-storied structures with windows on sides adjacent to residential districts or uses shall utilize methods such as increased setbacks, window screens, and/or window placement, as determined by the Planning Director, to limit intrusion on the adjacent residential district or use.

no adjacent residential – not applicable

B. Landscaping. Landscape materials and quantities shall be installed and maintained in compliance with Chapter 33, Landscaping, unless specified by a landscape design plan or specific redevelopment plan adopted by the City Council. The following landscape requirements shall also apply:

1. The required front-yard setback and street right-of-way area shall have low water usage, vegetative ground cover and plants; no more than 20 percent may be covered with inorganic materials. Street rights-of-way shall be landscaped in accordance with any landscape design plan or specific redevelopment plan adopted by the decision making authority.
2. The required quantity of trees, shrubs and vegetation specified in Chapter 33, Landscaping, shall be located in the required front-yard setback and street right-of-way area. Front yards shall be as noted in Table 11-8-5 of this section. Where conflict occurs between the landscaped setbacks specified in Chapter 33, and the yard requirements of this section (in Table 11-8-5), the yard requirements of this section shall prevail.
3. Landscaping also shall be installed and maintained free from encroachments such as parking spaces, driveways, mechanical equipment or buildings in side and rear yards as specified in Chapter 33, Landscaping.

see Landscape sheets – project is compliant – street trees are provided, sized properly for under existing electrical / power lines

page reference 8-12

C. Screening. In addition to the screening standards of Section 11-30-9, Screening, the following standards shall apply:

1. A 6-foot masonry wall with mortar wash finish, stucco or other finish, designed to match the main building on the site, shall be installed with the first phase of commercial development along all interior property lines adjacent to residential districts or uses. Section 11-30-4, Fences and Freestanding Walls

The existing 6'-0" high site wall is proposed to be raised to 8'-0" high and painted gray, in an attempt to accomplish added security + ease in the removal of graffiti.

2. All refuse and ground mounted mechanical equipment areas shall be:
  - a. screened on at least 3 sides by 6-foot high masonry walls,
  - b. located at least 10 feet away from adjacent residential property lines and
  - c. shall not be located within required street-yard setbacks.

The refuse containers are located behind, and screened by the perimeter site walls, see above. – project is compliant – please refer to the site plan sheet.

D. Additional Height to Buildings. For sites located within DB-1 or DB-2 districts, additional height may be granted, up to a 20-percent increase over the district maximum, through a site plan review hearing by the Planning & Zoning Board.

not applicable

## 11-8-7 Supplemental Regulations for all Downtown Districts

### A. Parking

1. Off site Parking 2. Shared Parking 3. Enclosed Structures 4. Interconnectivity

All existing on-site parking spaces to remain (39) – scope of this project to add (9) on-site parking spots including (2) ada van accessible compliant spots.

### B. Loading

All non-residential uses shall demonstrate availability of convenient, paved space for loading and unloading of commercial vehicles within 300'

project is compliant – pull through loading and unloading zone adjacent to front public row at front of site, on public side of vehicular security gate

### C. Detached Accessory Structures

project is compliant – none proposed - existing accessory structures on site to remain as is, will be painted project gray

### D. Building Projections into Required Yards

project is compliant – none proposed

## SCIP – Design Guidelines

The proposed project should comply where possible with the intent of the revised Design Guidelines and Site Development Standards (Chapters 14 and 15 of the Mesa Zoning Ordinance). Existing conditions of surrounding properties are taken into account to provide a context setting for the project, but may not necessarily set a precedent for setback requirements. The Planning Division staff recommendations are based on how well the project works within the following parameters (each given equal weight):

- 1) Fitting within the context of the existing development;
- 2) Fitting within the context of surrounding development;
- 3) Maintenance or development of new buffering mechanisms between dissimilar uses; and
- 4) How well the project works to achieve the intent of the revised standards.

Creative solutions that achieve these goals are encouraged. Designs that include combined requirements may be considered if the resulting design meets the intent of both standards (example: side yard landscaping requirements and parking lot landscape islands). Remodeled elevations or the design of new buildings should show compliance with all design related standards found in Chapter 14, Design Guidelines.

Each case will differ because of the existing site improvements and the nature of the new construction and/or building addition being requested. For this reason, each project will be reviewed on a case-by-case basis.

### ◆ Foundation Base - Sec. 11-15-3(C)

New construction should show compliance with intent to separate the building and outdoor seating areas from parking spaces and circulation drives, as well as provide a pleasant pedestrian entry to the building, as well as an attractive landscaped setting.. Existing construction should provide a landscaped pedestrian landing area in front of the primary entry. New Construction should comply with foundation base requirements.

### foundation base – section 11-15-3C

please refer to south + west elevations – ‘sunkist’ building with historic value | proposed new addition

1. windows – ‘sunkist’ building - historic valued windows have been retained on the south elevation.
2. doors – (3) non-functioning door locations have been in-filled with new windows to retain the historic fenestration pattern, while securing the public elevation of the project on the south elevation.
3. materiality - existing brick / clay masonry structure will be retained / cleaned + sealed typical.
4. ‘sunkist’ sign is to be stabilized and retained on the south elevation.
5. wood structure / equipment conveyor / 1980’s ramp / other – are scheduled to be removed due to life safety issues / structural issues / costly restoration / extreme need for increased security.
6. scale – ‘sunkist’ building - the historic valued scale will be retained
7. landscaping – refer to landscaping sheets – project meets code compliancy / intent
8. trees – new trees were selected to accommodate existing power lines – refer to landscape sheets
9. parking separation – has been created with landscaped parking islands – refer to landscape sheets
10. drive separation – a drive separation has been created with a new 5’-0” wide pedestrian sidewalk to meet the public row sidewalk - refer to site plan + landscape sheets
11. pleasant pedestrian entry – 5’-0” wide pedestrian sidewalk connects row sidewalk to public stair / accessible ramp / landscaped area - refer to site plan + landscape sheets
12. new proposed addition has an 8’-0” high masonry plinth, that the metal panel addition sits on. Similarly, the historic valued ‘sunkist’ building has a concrete base plinth, on which sits the buildings brick masonry body.
13. trees - (2) rows (deep / staggered) of trees have been indicated at the proposed addition to help mitigate visually the proposed addition’s elevation’s length – refer to landscape sheets

### ◆ Maintenance of Existing Landscaping - Sec. 11-15-3(F)

Inventory existing landscaping. Replace dead or unhealthy plants. Bring the plant counts up to the number required at the time the original project was developed. In some cases, supplementing the original plant count will be recommended.

### maintenance of existing landscape – section 11-15-3F

south elevation| at project scope

1. Previously existing trees has been removed due to life cycle age / mature size conflict with power lines. This topic was discussed with City of Mesa / Electric.
2. Landscaping – see landscaping sheets – project meets code compliancy / intent – entry sidewalk / accessible route / accessible ramp + stair to the new west entry doors are all under a canopy of desert native (hybrid) shade trees, parking islands are full of soft lush grasses + the ramp is accented with ‘sunkist’ inspired specimen citrus trees.
3. Trees – new street trees were selected to accommodate ultimate size, and limit conflict with existing power lines at public row.

♦ Pedestrian Connections - Sec. 11-15-5(A)

Provide pedestrian walkways between the street and the building entry, and to adjacent buildings. If applicable, connect walkways from building entries to bus stops.

**pedestrian connections – section 11-15-5A**

A 5'-0" wide pedestrian sidewalk connects the row sidewalk with the new public monument stair.

Accessible parking spaces are located behind the secure vehicular gate (gate is equipped with automatic / call functioning). See site plan sheet.

Accessible route is located behind the secure vehicular gate (gate is equipped with automatic / call functioning). See site plan sheet.

♦ Parking Lot Landscape Islands - Sec. 11-15-3(B)

Install parking islands in new parking fields at the specified ratio. Large additions may require the installation of landscape islands within the existing parking field.

**parking lot landscape islands – section 11-15-3B**

Landscaped + tree compliant parking islands are adjacent to the two groupings of (9 total) new parking spaces – refer to landscape plan.

♦ Perimeter Landscaping Adjacent to Residence District(s) - Sec. 11-15-3(A) All new construction should meet the specified landscape area widths and plant ratios. Existing landscaping will be reviewed for impacts on the number of required parking spaces and storm-water retention basins, and the effectiveness of the screening.

**perimeter landscaping adjacent to residential uses – section 11-15-3A**

No residential use adjacent – not applicable

♦ Perimeter Screening Standards - Sec. 11-15-4

(Including parking lots and outdoor display area) Provide screening where required, especially for instances regarding outdoor display or outdoor storage. Install landscaping in required areas when the number of parking spaces exceeds 150% of the minimum required by the Zoning Ordinance

**perimeter screening standards – section 11-15-4**

The project area as indicated, will have an +8'-0" high perimeter site wall for screening purposes + security concerns – the project is compliant with development standards.

♦ Parking Lot Layout Standards – Sec. 11-15-5(B)

Existing parking fields may be maintained at present size. New development, which requires the addition of 200 or more parking spaces, should comply with the specified standards.

**parking lot layout standards – section 11-15-5(B)**

The existing parking layout will remain the same.

The two groupings of (3 spaces) + (6 spaces, including 2 accessible spots) = (9 total) new parking spaces – refer to site plan – the project is compliant with development standards.

♦ Building Separations – Sec. 11-15-2(C)

Existing building separations may be maintained. New construction should comply with present requirements.

**building separations – section 11-15-2C**

No change in separation is proposed – not applicable

♦ Retention Basin Design – Sec 11-15-3(D)

Existing retention basin design may be maintained. Landscaping within and around the retention basin should comply with ordinance standards. New basins will comply with current standards.

**retention basin design – section 11-15-3D**

No retention basins exist. No new retention basins are proposed – not applicable

♦ Open Space Requirements – Secs. 11-5-6(A) & 11-15-3(E)

Open space for existing development may be maintained at the current size. Open space for new development should be provided at the ordinance specified standard. Multiple residence projects should consider private open space for individual units as well as common open space.

**open space requirements – section 11-5-6A + 11-15-3(E)**

No retention basins exist. No new retention basins are proposed – not applicable

♦ Parking Lot Light Standards – Sec. 11-15-3(F)15

New light poles should meet requirements. Existing light poles may be maintained at existing height.

**parking lot light standard – section 11-15-3F15**

Existing parking lot light fixture to remain – no change.

A new pole mount light fixture is proposed + located deliberately to add excessive light onto the new entry and public row sidewalk adjacent to the new entry (sw corner of the 'sunkist' building), in order to enhance the general area lighting, and for enhanced security purposes - refer to elevation + site plan sheets for light fixture location.

New wall mount light fixtures are proposed that are located on the existing buildings and new addition south elevation, deliberately to add light onto the new + existing parking areas / new entry stair + ramp / and public row sidewalk adjacent to the new entry, in order to enhance the general area lighting and for enhanced security purposes. The project is compliant with development standards - refer to elevation sheets for light fixture locations.

♦ Perimeter Landscaping (All Sides) - Section 11-15-3(A)

New construction should meet all of the required setbacks, except in circumstances where maintaining or extending existing circulation lanes would unnecessarily tighten turns, or create unaligned lanes that cross a primary entrance aisle. Small encroachments of parking spaces into landscape areas may be allowed in exchange for increasing the frequency of parking landscape islands. Additional small encroachments into street-side landscape areas MAY be considered for projects that do not over-build a site. Comparisons will be based on building floor areas that are consistent with similar developments on similar sized parcels, and on the development context of the site.

**parking landscaping – section 11-15-3A**

The existing parking is behind the +8'-0" high site wall. The landscape area between the wall, (that is on the property line) and the back of public row sidewalk – within the project scope, is compliant with development standards – refer to landscape sheets.

The new front service / loading parking area in front of the secure vehicular gate is landscaped, including a parking island adjacent to back of sidewalk – within the project scope, is compliant with development standards.

The existing single curb cut 100' long is proposed to be replaced by the following: a new 24'-0" wide (2) way entry / exit curb cut and a new 16'-0" front service / loading parking area (that is designed as a one way pull through / right hand turn exit / single curb cut). This new configuration allows for greater security / better public row pedestrian - vehicular separation / a back of curb landscaped (tree) island / and a continuous accessible public row sidewalk configuration. – refer to site plan + landscape sheets.

Please let us know if you have any additional questions, or require any additional information during your SCIP review.

Thank you,

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