



Project Narrative

Rezoning, Site Plan Review, and Design Review
For The Expansion Of An Existing Industrial Facility

Located at the Southwest Corner of
South Mountain Road and State Route-24
Parcel Nos. 304-34-035G, 304-34-019Q, 304-34-019R,
304-34-019S, 304-34-019X, 304-34-019T, and 304-34-019Y

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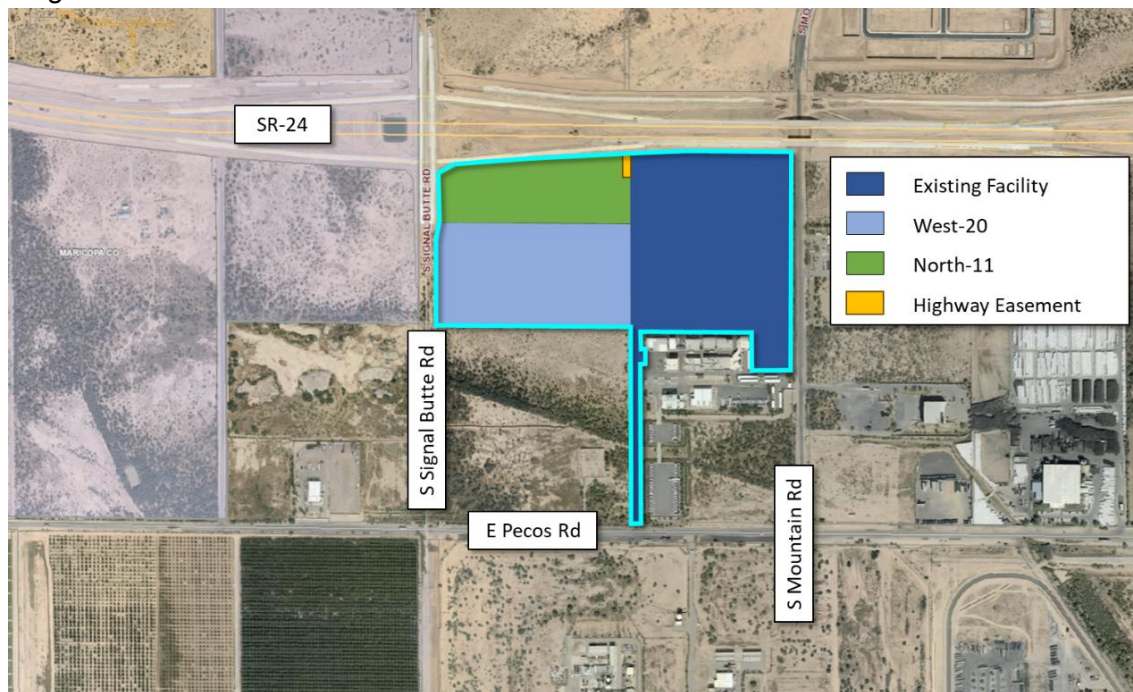
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II. INTRODUCTION AND PROJECT OVERVIEW

The law firm of Quarles & Brady, LLP submits this application for a rezoning, site plan approval, and design review on behalf of FUJIFILM Electronic Materials U.S.A., Inc. ("FUJIFILM" or the "Applicant"). FUJIFILM is a world leader in the development and manufacturing of materials for the semiconductor industry and is a leading producer of specialty chemicals. The growth of FUJIFILM'S business has increased production demand, as well as the need to provide greater flexibility to respond to the frequent non-forecasted spikes in demand. The existing Raw Material warehouse, Solvent Storage warehouse, Finished Goods warehouse, and isotainers (special containers to store and transport hazardous and non-hazardous liquids) storage areas all need increases in spatial allotment to account for continued growth.

To accommodate the increased demand projections and to allow for greater flexibility, FUJIFILM is proposing to build out a 20-acre portion of the western half of their property (the "West-20") and approximately 11 acres of newly acquired property (the "North-11"), the North-11 consists of 5 parcels and a recently abandoned highway easement strip obtained from the Arizona Department of Transportation ("ADOT") in 2022 as part of the SR-24 expansion and 1 parcel obtained in 2024 after the completion of the Signal Butte interchange. The Applicant intends to expand an existing industrial complex comprising of multiple buildings (the "Development").

Figure 1



III. PROPERTY OVERVIEW AND EXISTING ZONING ENTITLEMENTS

The Development will be located at the Southeast Corner of South Signal Butte Road and State Route-24 ("SR-24") on Maricopa County Assessor Parcel Nos. 304-34-035G, 304-34-019Q, 304-

34-019R, 304-34-019S, 304-34-019X, 304-34-019T, and 304-34-019Y, consisting of approximately 68.4 acres (the "Property").

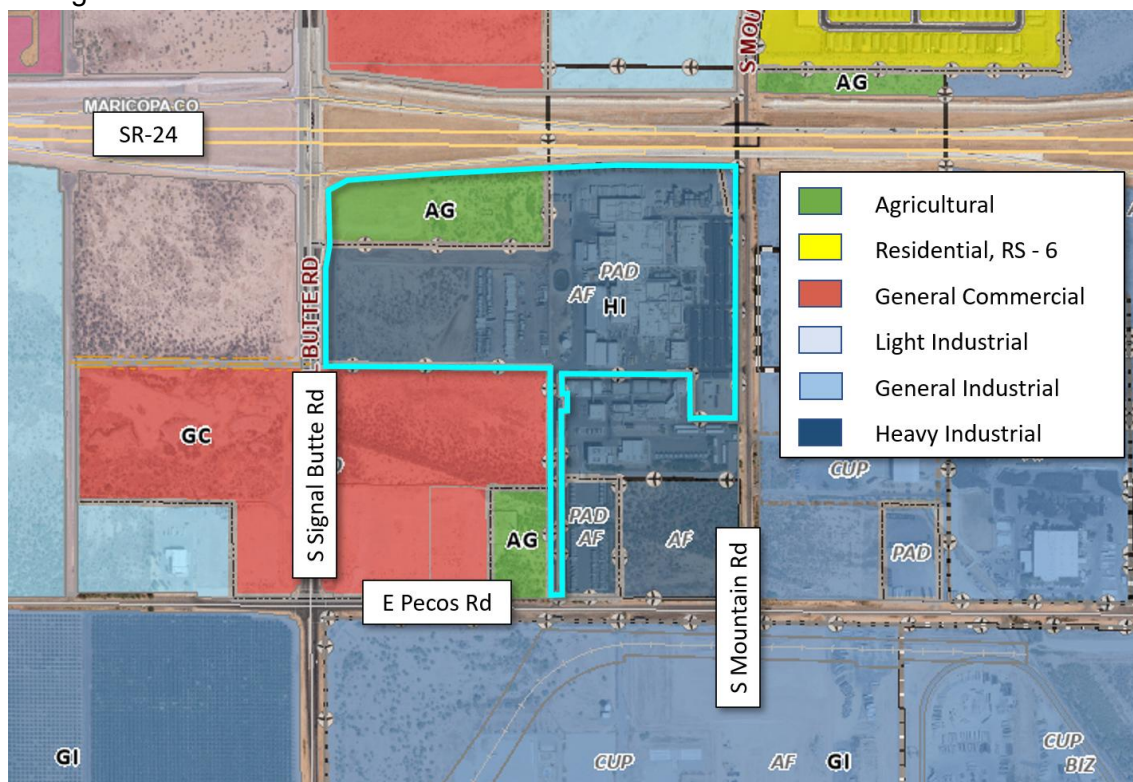
The Property includes a former 30-ft highway easement ("Easement") along the East side of Parcel No. 304-34-019Y of the North-11, adjacent to Parcel No. 304-34-035G of the existing facility. Per the title record of the Property, the previous 30-foot Easement on the East side of Parcel No. 304-34-019Y is real property owned by FUJIFILM Electronic Materials USA INC. and is fully integrated into the proposed site plan.

The Easement was dedicated as an "Easement and Agreement for Highway Purposes" to Maricopa County in 1981, Record No. 19810526233. Subsequently, the Easement was annexed into the City Mesa in 1990, under Annexation Ordinance No. 2514, as part of a larger annexation area. Neither the County nor City have ever established a right-of-way ("ROW") use on the Easement. The City Council approved the Applicant's request to abandon this Easement as part of a separate, concurrent application, Case No. 25-V05. As shown on the Preliminary Plat with this application, the Applicant will combine all parcels into one parcel and incorporate the Easement into the overall site plan layout.

Existing Zoning

The Property includes two zoning districts: **(1)** Heavy Industrial with both a Planned Area Development Overlay and the Airfield Overlay District ("HI PAD-AF") on approximately 49.8 acres (Case No. Z17-002) and **(2)** Agricultural ("AG") on approximately 11 acres.

Figure 2.



Approval of Rezoning Case No. Z17-002 expanded the existing FUJIFILM facility by adding a 20-acre parcel (the "West-20") to the previous boundary. The current PAD overlay modifications were approved under Case No. Z17-002 to accommodate minor deviations to the Mesa development standards and recognized all existing conditions of the main FUJIFILM facility. The current PAD overlay modifications are shown below.

1. Reduction in the landscape setback along the south property line to allow an 8-ft tall property wall and a small area of the isotainer parking pad to extend beyond the parking blocks to allow safe movement for employee access and handling of isotainers during periods of connection to the provided power supply and cooling equipment.
2. Elimination of the required shrubs along the north, south and east property lines due to lack of visibility from adjacent properties which will be screened via an 8-ft. high block wall.
3. Allowance of temporary chain link security fencing as shown on the Site Plan and through all portions of Phase 2 [of the approved 20-acre expansion].
4. Allow shrubs only in isotainer landscape island endcaps.
5. Relative to the existing property, the PAD is solely for the purposes of maintaining the existing conditions of the developed property, as currently constituted. Notably, there are no known violations of the development standards, but such application of the PAD overlay in this instance is being made out of an abundance of caution.

The AF (Airfield) overlay is due to the Property's proximity to the Phoenix-Mesa Gateway Airport, wherein the property is located within the AO3 overflight area.

General Plan 2040

The Mesa General Plan 2040 ("GP 2040") designates the Property within the Employment Character Area within the Gateway Economic Activity Area, where the primary focus is for employment-type land uses of at least 20 acres. We believe that expanding the existing FUJIFILM industrial facility fits within the surrounding area, consisting of the airport and other industrial uses.

Mesa Gateway Strategic Development Plan

The Property falls within the Logistics and Commerce District of the Mesa Gateway Strategic Development Plan, which is a policy document outlining the vision and goals to guide how the area functions, looks, and operates as well as improve financial and environmental sustainability. The Logistics and Commerce District focuses on bringing heavy industrial, light industrial, business park, and commercial uses to the areas south and east of the Phoenix-Mesa Gateway Airport ("Airport") with high-quality development and architecture. The Development implements the following goals outlined for the Logistics and Commerce District in the Mesa Gateway Strategic Development Plan.

A. Goal 1: Maximize Potential of Phoenix-Mesa Gateway Airport

1. The Development is an optimal land use option, developing the historically agricultural property to industrial activities that will support employment growth.

B. Goal 2: Job Creation

1. As a multiple building expansion, the Applicant will provide opportunities for a variety of new employees seeking to be within close proximity to the Airport and near the growing residential areas of Southeast Mesa.
2. FUJIFILM is experiencing increased demand and the project is expected to generate additional high-paying technical employment once fully constructed.

C. Goal 3: Connectivity - Transportation/Transit

1. Specific attention is given to the major arterial intersection of Signal Butte Road and SR-24 with additional access to Pecos Road to ensure safe truck movements.

D. Goal 4: Sustainable Development

1. The Development includes energy efficient LED lighting inside the warehouse and outside the buildings, windows around the warehouse that will maximize natural light and minimize the need for electricity for interior lighting, and energy efficient roofing insulation to minimize need for HVAC in the warehouse and offices.

IV. ENTITLEMENT REQUEST

As part of the proposed Development, the Applicant is requesting the following approvals from the City of Mesa:

- Amend the PAD development standards approved under Case No. Z17-002 for the existing facility and West-20 (approximately 49.8 acres) and to expand the PAD to encompass the North-11.
- Rezone the North-11 from AG to HI PAD-AF (approximately 11 acres).
- Site Plan Approval to modify the site plan approved under Case No. ZON18-00362.
- Design Review Approval.

Rezoning and Proposed PAD Expansion

The Applicant is proposing to amend the existing PAD overlay to: **(1)** update the approved development standards; **(2)** expand the PAD boundary by rezoning the North-11, approximately 11 acres, from AG to HI PAD-AF and **(3)** modify the approved master site plan for the existing industrial facility.

The Property expansion is proposed to include a new automated storage and retrieval system (“ASRS”) warehouse with associated office space, a new loading dock addition, a new solvent warehouse addition, a new outdoor material processing area with processing towers, a new outdoor storage/isotainer area with gantry crane, a new utility-owned substation, and supporting ancillary buildings such as a new guard shack, new mechanical equipment buildings, and new control room. The Property expansion will be constructed in Phases as outlined in subsequent sections of this document.

The proposed PAD expansion will incorporate the North-11 into the Property and the Applicant will design a master site plan as one parcel. By revising and expanding the PAD boundary, FUJIFILM will avoid future issues of having different zoning standards on different portions of the property.

Revised PAD Standards and Justifications

FUJIFILM is seeking to revise and update the modifications outlined in the existing PAD overlay approved under Rezoning Case No. Z17-002. The proposed development standards, which differ from the HI zoning district, are in **bold and highlighted** in the tables below.

Table 11-7-3: Development Standards – Employment Districts		
Standard	HI Development Standard	Proposed HI PAD Development Standard
Maximum Height (ft.)	50	120 (Warehouse Buildings) 86 (Processing Towers)
Street-Facing Side Setback:	Freeways: 30 ft	Freeways: 0 ft for existing and Phase II outdoor storage / isotainer parking area* Freeways: 15-ft within Future Development Area (Future Development) for Outdoor storage / isotainer parking area
Perimeter Landscape Yards:	15-ft	0 ft landscape yard adjacent to non-residential districts when fully screened by a solid wall*
Landscape Yard Quantities	Minimum of 1 Tree and 6 Shrubs per 25 Linear Feet of Street Frontage along Pecos Road and 'flagpole' access right drive aisle Minimum of three (3) non-deciduous trees and 20 shrubs per 100 linear feet of South property line within landscape yard.	No minimum landscaping along Pecos Road and adjacent to non-residential districts along Pecos Road and 'flagpole' access right drive aisle. *Final landscape design and quantities along Signal Butte Rd to be approved by City Staff.
Landscape Islands, quantity:	1 per 8 spaces	1 per 16 spaces
Landscape Islands, dimensions (ft.):	8 (wide) x 15 (long) for single-row 8 (wide) x 30 (long) for double-row	Single-Row: 6 (wide) x 18 (long) Double-Row: 6 (wide) x 36 (long)
Covered Parking Canopy, Maximum Length:	15 spaces	16 spaces*

Table 11-7-3: Development Standards – Employment Districts

Standard	HI Development Standard	Proposed HI PAD Development Standard
Required Parking, Per Special Use Permit Case No. ZON18-00362:	Existing Facility 1 space per 1.5 warehouse or production workers based on the 2 largest shifts. 1 space per 300 sf administration / office Total Required Parking = 387 spaces	1 space per 1.5 warehouse or production workers based on the 2 largest shifts. 1 space per 300 sf administration / office spaces Total Required Parking = 483 spaces*
Massing and Scale	Publicly visible walls exceeding 50 feet must include at least two (2) of the following: change in plane, change in texture or masonry pattern, windows, trellis with vines, or an equivalent element that subdivides the wall into human scale proportions	Publicly visible walls exceeding 50 feet will include a change in texture or pattern such as varying types of insulated metal panels, or an equivalent element, that subdivides the wall into human scale proportions.
Materials and Colors	a. facades shall incorporate at least three (3) different and distinct materials. b. No more than fifty percent (50%) of the total façade may be covered with one (1) single material. c. Buildings larger than 10,000 square feet shall be finished with more than one (1) color on all elevations that are visible from public streets.	a. Facades shall incorporate at least two (2) visually distinct materials. b. Up to eighty percent (80 %) the total façade may be covered with one (1) single material, if varying types/colors are included to provide visual differences. c. Buildings larger than 10,000 square feet shall be finished with more than one (1) color on all elevations that are visible from public streets.
Screening of Ground-mounted Equipment	Ground-mounted equipment facing a street or not otherwise separated from the street by intervening building(s) shall be screened to a height of at least 12 inches above the equipment	The processing towers (“Melville”) may be open scaffolding and piping.

Table 11-7-3: Development Standards – Employment Districts		
Standard	HI Development Standard	Proposed HI PAD Development Standard
Maximum Height of Lighting Fixtures: All other non-residential districts.	Within 50 feet of any street frontage: 20 ft. Within 50 feet of a residential district: 15 ft. Any other location: 25 ft.	Any other location: 65 ft.
Maximum Perimeter Wall Height	8-feet	16-ft when adjacent to utility infrastructure
Barbed wire, razor wire, etc.	Prohibited	Permitted when the wire is facing inward toward the property and not toward the ROW.
*Mirrored from current PAD Development Standards or existing conditions		

The items below provide a description of and justification for the proposed revisions to the approved PAD modifications that will be applied to the Property, including: **(1)** the existing facility; **(2)** the West 20; and **(3)** the North-11.

1. The Applicant proposes an enhanced streetscape along the Signal Butte Road frontage with a xeriscape landscape area. The Site Plan includes a 120,000 SF retention area that will create an attractive foreground for vehicle and pedestrian traffic. The new enhanced landscape area will serve as the primary focus of eastbound drivers along SR-24 and southbound drivers along Signal Butte Road.
2. A new 15-ft landscape buffer will be included along SR-24, between Signal Butte Road and the proposed outdoor storage/isotainer parking area. The Applicant requests a permanent reduction in the landscape setback requirement along the remaining portion of the North property line adjacent to SR-24. Working with City Staff, the request mimics the existing conditions of an 8-ft tall block wall along the North property line and allows the proposed outdoor storage/isotainer parking area to be extended adjacent to SR-24. This reduction would also bring the existing built conditions into compliance based on the PAD development standards.
3. The Applicant requests to increase the lighting heights, The light fixtures will be downward facing and shielded to prevent light spillage and glare on neighboring properties and residential areas.
4. The proposed site plan removes the required perimeter landscape yards adjacent to other non-residential districts due to the perimeter screen wall and onsite industrial uses. This request will ensure the existing facility complies with the proposed standard. Please note, the applicant will include some interior landscaping along the south property line of the West-20 between the drive aisle and perimeter wall.
5. The Applicant requests removing landscaping islands within the isotainer parking areas to eliminate unnecessary obstructions for the safe and efficient handling of the isotainers.

6. The two banks of processing towers (also known as “Melville”) are not typical ground-mounted equipment in the same manner as accessory equipment such as generators or Heating Ventilation, Air Conditioning (“HVAC”) units. The Melville Towers are an essential industrial use integrated into the existing FUJIFILM facility. Applying any sort of sheeting or paneling to the scaffolding or piping would create a significant safety hazard and drastically impair the efficiency of the processing equipment.
7. In order to better and more efficiently administer future development of the Property, the revised PAD development standards, such as a new maximum building height limit of 120-ft, will be applied across the entire Property.
8. With the nature of the existing facility’s operations, the manufacturing and storage functions require uniquely large footprints to accommodate their intended use. The actual number of employees required to operate and support the facility is not commensurate to the parking demands within the Mesa Zoning Ordinance. The Applicant requests to permanently incorporate parking reductions into the revised PAD standards, matching the condition approved as part of a Special Use Permit Case No. ZON18-00362.

Proposed Parking Calculation

The Mesa Zoning Ordinance (“MZO”) currently regulates parking requirements based on the building area of each different use. However, the City of Mesa utilized the City of Phoenix Zoning Ordinance (Section 702.C Parking Requirements) as a guide for the Special Use Permit (“SUP”) parking calculation approved under Case No. ZON18-00362 to regulate parking using employee counts for the highest populated shifts onsite. Per Case No. ZON18-00362, the FUJIFILM shall provide 1 space per 300 SF of administration space plus 1 space per 1.5 warehouse or production workers.

The current parking area, located east of the existing facility, includes 423 standard and accessible parking spaces. The Applicant is proposing an additional 97 parking spaces along Mountain Road to be constructed during the phase in which the required parking exceeds the existing parking provided. Refer to calculations below.

Existing Facility, per ZON18-00362

49,489 (office space) SF/ 300 = 165 spaces

148 production or warehouse workers * 1.5 = 222 spaces

Total Parking Required Per ZON18-00362 = 387 spaces

Existing Parking Provided = 423 spaces

Proposed Expansion

23,110 (office space) SF/ 300 = 78 spaces

12 production or warehouse workers * 1.5 = 18 spaces

Total Parking Required Per ZON18-00362 = 96 spaces

Proposed New Parking to be Provided = 97 spaces

Existing and Proposed Parking Required = 483 spaces

Total Existing and Proposed Parking Provided = 520 spaces

After the Phase 2 expansion is complete, Fuji anticipates approximately 443 total employees, of which 183 work in production and 260 work in administration. This facility is a 24/7 operation with shifts consisting of front-end days, front-end nights, back-end days and back-end nights. If the facility runs more than 1 shift a day, employee count will be based on the two largest shifts, approximately 160 production employees.

Existing and Proposed Site Plan

The proposed Development modifies the site plan previously approved under Zoning Case No. Z18-00362 to meet growing industrial production demands.

FUJIFILM currently operates an industrial complex consisting of a total of 365,554 SF of warehouse buildings, offices, operations buildings, and canopies. The existing buildings are labeled A through R on the Project Data Sheet (Sheet A.01) and Architectural Site Plan (Sheet A.02) of the submittal packet as follows:

Existing Buildings

- A. Thin Films Building and Canopy: ±40,563 SF
- B. Electrical Building: ±250 SF
- C. Central Plant Building: ±8,053 SF
- D. Raw Materials Warehouse and Canopy: ±29,772 SF
- E. Manufacturing Building and Canopies: ±60,548 SF
- F. Finish Goods Warehouse: ±65,318 SF
- G. Solvent Storage Building and Canopies: ±11,458 SF
- H. Foam Building, Pump House, and Mechanical Canopy: ±1,877 SF
- I. DI/Waste Water Canopy: ±2,009 SF
- J. Bulk Tank Canopy: ±26,287 SF
- K. Raw Materials Warehouse Building Addition: ±8,400 SF
- L. 'X' Lab Building: ±11,233 SF
- M. Main Building: ±32,453 SF
- N. Solvent Building Addition: ±4,326 SF
- O. Finished Good Addition: ±25,515 SF
- P. Isotainer Maintenance Shop: ±31,725 SF
- Q. UPW Equipment Canopy: ±4,125 SF
- R. Mechanical Equipment Canopy: ±4,125 SF

Proposed Phasing Plan

The scope of this expansion project will be developed over 2 phases, which will include construction of the new tank farm with chillers, control room, equipment canopy, and processing towers (also known as “Melville”), additional container parking, ancillary buildings for operational support, and five new building structures, totaling approximately ±86,455 SF. The proposed site plan also includes space allocated for a future publicly-owned utility substation and a future manufacturing/warehouse area with associated parking, and an unallocated space for future development. While the exact use and size of the buildings have not yet been determined, FUJIFILM is forward-thinking by reserving areas of the Property for future development. The phasing plan is shown on Sheet A0.4.

Phase One

Phase One of the proposed site plan will include a new shared driveway at Signal Butte Road, a new retention basin landscaped with a native plant palette and sized to accommodate proposed and future development of the West-20 and North-11, site walls, and a new internal circulation layout. Expanding the industrial facility will include constructing the following buildings and structures, as labeled on the Project Data Sheet (Sheet A0.1A) and shown on Architectural Site Plan (Sheet A0.2) of the submittal packet.

Proposed Buildings and Structures

14. CONTROL ROOM BUILDING: ±940 SF
15. EQUIPMENT CANOPY: ±1,550 SF (HALF BUILT IN PHASE 1 AND HALF BUILT IN PHASE 2)
- CHILLERS
- PIPE RACKS / PIPE BRIDGE
- MELVILLE 1 (TANK FARM, HIGH PROCESSING TOWER, AND HIGH STAIR TOWER)
(PORTION BUILT IN PHASE 1 AND REMAINDER BUILT IN PHASE 2)
- NEW PERIMETER WALL
- NEW UTILITY SUBSTATION WALL (3-SIDES)
- NEW RETENTION BASIN AND LANDSCAPING
- NEW DRIVEWAY FROM SIGNAL BUTTE
- NEW GRAVEL DRIVE AISLE (FIRE ACCESS)

Additionally, portions within the West-20 and the North-11 will be reserved for Phase 2 of the proposed expansion and future development. These areas will largely remain undisturbed with natural grading and desert landscaping. Any areas that will be disturbed that are not intended for development within Phase I will be replanted with native seeding / vegetation. FUJIFILM will also install a new asphalt drive aisle along the east and north portions of Melville 1 and gravel paving, in compliance with dust control requirements, for the construction of Phase One. The gravel road will then remain for secondary emergency access and outline the future expansion areas as shown on the Architectural Site Plan. All vehicle traffic for facility operations during Phase One will be on existing or new paved surfaces with freight ingress/egress from the drive aisle that connects to East Pecos Road. As part of Phase 1, the new gravel drive aisle will be reserved for fire access to connect to South Signal Butte Road.

Phase Two

Phase Two of the proposed site plan will include paving the circulation paths laid out in Phase one. The new proposed buildings that will be constructed in Phase 2 are labeled 12 through 16, and 21A and 21D, on the Project Data Sheet (Sheet A0.1B) and Architectural Site Plan (Sheet A0.3) of the submittal packet as follows:

Proposed Buildings

12. AUTOMATED STORAGE RETRIEVAL SYSTEM WAREHOUSE ("ASRS"): ±65,305 SF
13. GUARDHOUSE BUILDING: ±435 SF

15. EQUIPMENT CANOPY: $\pm 1,550$ SF (HALF BUILT IN PHASE 1 AND HALF BUILT IN PHASE 2)
16. FILTER ROOM BUILDING: $\pm 3,040$ SF
- 21A. LOADING DOCK ADDITION: $\pm 2,280$ SF
- 21D. SOLVENT STORAGE EXPANSION: $\pm 4,645$ SF
MELLVILLE 1 (TANK FARM, HIGH PROCESSING TOWER, AND HIGH STAIR TOWER) (PORTION BUILT IN PHASE 1 AND REMAINDER BUILT IN PHASE 2)
MELVILLE 2 (TANK FARM, HIGH PROCESSING TOWER, AND HIGH STAIR TOWER)
NEW CONTAINER PARKING (PAVED)
NEW GANTRY CRANE
REPLACE GRAVEL EMERGENCY (FIRE ACCESS) DRIVE AISLE WITH NEW ASPHALT PAVING

Phase 2 includes additions and interior modifications to the main facility including the modification of interior portions of the existing Finished Goods Warehouse, expansion of the Solvent Warehouse, a new Loading Dock Addition, and a new Automated Storage and Retrieval System (“ASRS”) Warehouse to the west of the existing Finished Goods Warehouse. Part of the ASRS Warehouse will be dedicated to office functions. A portion of the ASRS Warehouse will be located on the North-11 portion of the Property, which the Applicant proposes to rezone as part of this PAD amendment.

The site plan modifications also include expanding the existing isotainer parking along the north property line in the North-11 boundary and a gantry crane to stack empty isotainers in preparation for them to be filled. The Applicant intends to stack two (2) full isotainers and five (5) empty isotainers using the new gantry crane. Additional parking for the new buildings will be located on the southeast side of the Property, directly south of the existing personnel parking lot.

At the completion of Phase 2, the West-20 portion of the site will include two the new tank farms and associated processing towers (also known as “Melville”), additional container parking, and ancillary buildings for operational support. Ancillary buildings include a new guard shack and associated truck scales, a new electrical building for the motor control center gear, a new two-story process building within the tank farm area containing final filtration equipment, and a new control room.

Future Development

Future development of the Property includes a proposed utility substation and two future manufacturing/warehouse areas. One future manufacturing/warehouse area will be along the south border of the West-20. The other future expansion area will be along the western portion of the North-11, along the SR-24. Future expansions proposed by FUJIFILM will be compatible with the existing facility and consistent with the proposed expansion facilities outlined in this request. The Applicant will coordinate the design and permitting process with the utility provider with a future development application. Additionally, the utility substation and additional Melville tank farms with processing towers, and future manufacturing building expansion will comply with the requirements in Section 11-69-4(A) Eligibility for Administrative Review AND 11-69-7

Modifications To Approved Site Plans of the MZO. In order to ensure eligibility for an administrative review, the future design will include the following.

1. Compliance with the Mesa Gateway Strategic Plan and MZO.
2. Compliance with the PAD approved for the Property.
3. The future development request will not request a rezoning or amendment to the PAD approved for the Property.
4. The future development will not adversely impact the adjacent parcels.

V. DESIGN REVIEW

As an industrial development with a design with a gross floor area greater than 20,000 square feet, the City requires the Applicant to submit for formal review by the Design Review Board ("DRB"). The overall character of the development utilizes materials and forms that are influenced by the architectural character found in the existing facility and complies with the building form requirements in the MZO.

Mesa Quality Development Design Guidelines

The overall design complies with "Site Design" and "Architectural Design" sections of Chapter 5-Industrial in the Mesa Quality Development Design Guidelines. The Applicant proposes to use similar design and materials as the existing building to integrate the new construction into the campus.

A. Site Design

1. Building Placement and Orientation. The facility expansion is comprised of building additions that will physically connect to the existing structure on the west side of the facility. The ASRS Warehouse (Building #012) and Loading Dock Addition (Building #21A) will be attached to the north and west sides of the existing Finished Goods Warehouse. The Solvent Warehouse Expansion (Building #21D) will be attached to the north side of the existing Solvent Warehouse Addition. A new Guard House (Building #013) will be used to control new truck access from Signal Butte.

The Melville tank farm and associated support buildings and equipment canopies are located to the west of the existing facility close to the central portion of the Development to minimize visibility from the adjacent roadways along Mountain Road with an 8-ft screen wall and large retention area adjacent to Signal Butte Road. All new construction adheres to the minimum front setback requirements along both streets.

The southern portion of the property is reserved for a new utility substation, surrounded by a 14-ft high masonry wall and a future manufacturing building and parking expansion area.

2. Parking, Loading, and Vehicular Access. The proposed site plan provides additional parking within the Development along Mountain Road and internally within the West 20 as a future parking lot. Loading and service areas are screened from the public ROW. Additional truck access to the site will be provided from the west side of the property at a new entry along Signal Butte Rd. The new entry is proposed as a shared drive with the property to the south. A future three-spur rail line, which is not part of this request, is shown to anticipate future transportation options for FUJIFILM's goods.

The Development also proposes to expand the isotainer parking along the northern portion of the property. Additional container parking will be located on the western half of the development.

3. Landscaping and Shading. The arterial street intersection frontage includes sufficient hardscape and landscape features, utilizing the large retention areas. FUJIFILM recently completed a landscape enhancement to the main entry of the facility for employees to enjoy, which is sized to accommodate the additional proposed expansion per the City of Mesa common space calculation requirements. Due to the industrial nature of this development, the outdoor spaces are used primarily by employees for sitting, eating, and gathering areas. Located in the general access areas of the campus to ensure they are safe and readily accessible for employees, these areas are adjacent to each of the three entrances for each recently revised building and include shade, seating, bicycle parking, and trash receptacles. The new enhanced landscaping along Signal Butte Road serves as the passive open space area and attractive frontage along a major intersection.
4. Exterior Lighting. Entries use accent lighting to not only create a focal point but also a sense of security. Parking lot and interior lighting fixtures are downward facing, designed to enhance and illuminate the Property while minimizing the night sky pollution.

B. Architectural Design

1. General Design. The architectural design for the proposed project will complement and be consistent with the existing industrial uses in the area and the current FUJIFILM facility. The various components of the project will contain building elevations that are consistent with the City's goal for high quality development and in keeping with the surrounding industrial community.

The exterior architectural character of the building expansions will complement the adjacent commercial and industrial properties. Since the building expansions are primarily located behind the main facility and in the central portion of the property, extra attention is provided to the portions of the expansions that will be visible from the surrounding streets and freeways. The material palette for these buildings will consist of commonly used materials for commercial and industrial building types and is consistent with the existing facility.

2. Entrances. The existing facility recently updated and improved the public entrances, located along Mountain Road by adding pedestrian walkways that includes lighting, decorative hardscapes, and prominent landscaping. An additional entrance to the property will be added to Signal Butte Road.
3. Massing and Scale. The proposed expansion area is centrally located within the large 56-acre site to ensure the larger warehouses and Melville tank farm is fully separated from property lines and public rights-of-way to reduce the impact of massing and scale.

Since the height and mass of the ASRS Warehouse makes it visible from SR-24 and will be primarily viewed by occupants traveling on the freeway, the massing of the exterior façade is broken into intersecting masses viewed on the urban scale.

The top massing of the ASRS Warehouse is dedicated to the warehousing system and not occupied by personnel. To break up a seemingly large mass on the horizon, rectangular shapes of varying types of insulated metal panels are juxtaposed on the façade to add visual interest in an energy efficient and constructable way.

4. Facade Articulation. The base of the ASRS will be smooth concrete consistent with the rest of the facility. Windows will be provided on the south side of the facility to maximize daylighting for the office occupants. To elongate the appearance of the windows into ribbons and provide a textural element, a form liner will be applied to the concrete and painted in a dark grey to match the existing facility (Dunn Edwards #DE 6376 "Looking Glass").

Sun shading devices are employed over the ribbon windows for energy efficiency and will mimic the sun shading devices in design and character as the existing facility. A projecting cornice at the top of the upper ASRS warehouse provides additional height variation and interest at the roofline. Where mechanical equipment is proposed, the equipment will be screened by the concrete parapet of the building.

Ancillary buildings on the site will be consistent with the concrete facades of the existing facility. The processing towers and nontypical ground-mounted equipment will maintain the open scaffolding façade and reflect the character of other processing towers in the vicinity. Applying any sort of sheeting or paneling to the scaffolding or piping would create a significant safety hazard and drastically impair the efficiency of the processing equipment.

5. Materials and Colors. The exterior building material for all the warehouse additions will match the existing exterior color and wall design, consisting of painted (Dunn Edwards # DEW340 "Whisper") smooth precast concrete wall panels.

The primary façade material of the ASRS warehouse consists of an insulated metal panel with a white textured stucco finish and a staggered joint pattern, which mimics

a stucco or EFIS finish. This material meets the City's goal of limiting the appearance of metal panels on the façade. The textured metal panels are accented by prominently ribbed metal panels in a slate gray color that provides a textural element with the same language as the form lined panels between the windows and at the existing visitor's entry. Projecting vertical fins in a smooth metal panel in dark grey march across the façade, creating shadow lines and a more three-dimensional façade, which ties back to the character of the existing facility.

VI. PRELIMINARY PLAT

FUJIFILM intends to combine Parcel Nos. 304-34-035G, 304-34-019Q, 304-34-019R, 304-34-019S, 304-34-019X, 304-34-019T, and 304-34-019Y into a single parcel prior to developing the Phase 1 expansion. The proposed Preliminary Plat is included with this development application is filed in Case No. ZON25-00715. The City Council approved the easement abandonment request, Case No. 25-V05, to abandon the Easement. The Applicant will file a subsequent development application with the City of Mesa for a Final Plat.

VII. CONCLUSION

The proposed Development is in conformance with the General Plan 2040 goal to increase employment opportunities in Southeast Mesa and develop prior farmland sites into viable industrial areas to serve the existing and future population growth. FUJIFILM will inject more high-demand industrial jobs into this area and help address the balance between jobs and housing near the Mesa Gateway Airport. The Development fills the significant need for job creation and the high-quality design will become a benefit for this community.