



COUNCIL MINUTES

March 28, 2019

The City Council of the City of Mesa met in a Study Session in the lower level meeting room of the Council Chambers, 57 East 1st Street, on March 28, 2019 at 7:30 a.m.

COUNCIL PRESENT

John Giles
Mark Freeman
Francisco Heredia
David Luna
Kevin Thompson
Jeremy Whittaker

COUNCIL ABSENT

Jennifer Duff

OFFICERS PRESENT

Christopher Brady
Dee Ann Mickelsen
Jim Smith

Mayor Giles excused Councilmember Duff from the entire meeting.

1. Review items on the agenda for the April 1, 2019 Regular Council meeting.

All of the items on the agenda were reviewed among Council and staff and the following was noted:

Conflict of interest: None.

Items removed from the consent agenda: None.

Chief Financial Officer Mike Kennington introduced Office of Management and Budget Deputy Director Ryan Wimmer who displayed a PowerPoint presentation (**See Attachment 1**) and discussed items 6-c through 6-g (**6-c - Authorizing the issuance and sale of General Obligation Bonds, Series 2019, not to exceed \$33,100,000, 6-d - Authorizing the issuance and sale of Utility Systems Revenue Bonds, Series 2019A, not to exceed \$112,000,000, 6-e - Authorizing the defeasance and redemption of a portion of the City's outstanding Taxable Utility Systems Revenue Bonds, Series 2009 (Build America Bonds), not to exceed \$11,000,000, 6-f - Authorizing the issuance and sale of Utility Systems Revenue Refunding Bonds, Series 2019B, not to exceed \$60,000,000, and 6-g - Authorizing the issuance and sale of Utility Systems Revenue Refunding Bonds, Series 2019C, not to exceed \$95,000,000. (Citywide)**) on the Regular Council Meeting agenda.

In response to a question posed by Mayor Giles related to bond ratings, City Manager Christopher Brady replied that other municipalities have used another rating agency called Fitch, that is providing municipalities with AAA bond ratings. He noted that staff has chosen not to pursue Fitch due to the lack of information on the influence in the marketplace. He clarified that the City

relies primarily on Sales Tax and Enterprise fund transfers since the City has no primary property tax, which in return offsets the ratings.

Mr. Wimmer clarified that a AAA rating would result in lower bond rates. He pointed out that the cost difference is not significant at this time but may be in the future.

Mr. Wimmer stated that the City issues Utility Systems Revenue bonds on five utility systems which are secured and paid primarily by the revenues collected on the utilities. He highlighted the new 2019 bonds to be issued for the General Obligation bonds of \$33 million and Utility Systems Revenue bonds of \$112 million. (See Pages 5 and 6 of Attachment 1)

Mr. Wimmer detailed the issuance of the 2019 General Obligation bonds. He displayed a graph showing the General Obligation bond debt service into the future. He explained that a large amount of bond debt service in Fiscal Year (FY) 2019/20 is due to a significant payment to pay down the principal interest using the Fund Balance in the first year. (See Pages 7 and 8 of Attachment 1)

Mr. Brady explained that by paying the amount up front reduces the interest costs over the term of the bond.

In response to a question posed by Councilmember Whittaker, Mr. Wimmer reported that the secondary property tax can only be used to pay off debt service per state statute and staff structures the bonds to absorb the fund balance reserves through debt service.

Discussion ensued relative to secondary property tax payments, reduction of principal interest, and spending reserves from the General Obligation Bond Redemption fund due to state statute requirements.

Mr. Wimmer highlighted the 2019 Utility Systems Revenue Bond issuances and noted that the original water bond issuance in 2014 was \$315 million and reduced to below \$50 million in 2019. (See Page 9 of Attachment 1)

Mr. Brady pointed out that staff will have a detailed discussion with Council during the Capital Improvement Projects (CIP) presentation on the authorization of future bonds to maintain the City's water and wastewater systems.

Mr. Wimmer displayed the graph on the Utility Systems Revenue Bond debt service. (See Page 10 of Attachment 1)

Mr. Brady clarified that the Utility Systems Revenue Bond debt service is paid through the revenues collected from the Enterprise Fund through the debt service line item of the budget.

In response to a question from Councilmember Whittaker, Mr. Brady explained that the detail of the CIP and funding will occur when the departments present their budgets. He stated that he will provide the current percentage ratio of debt service payment relative to revenue for each utility.

Further discussion ensued relative to when the debt service versus revenue ratio differences become a concern, bond coverage ratios requirements, and CIP investments for future rates and growth.

In response to a question posed by Councilmember Whittaker, Mr. Brady explained that the City has two types of CIP funds: cash CIP funds are available from the revenues generated from the current FY, and financed CIP which are financed through the debt service program.

Mr. Wimmer added that a bond covenant requirement that establishes replacement extension in a reserve fund requires the City to set aside 2% of all utility revenues to support the debt first and then reinvest into the infrastructure and maintenance.

Mr. Wimmer highlighted the anticipated 2019 bond defeasance (pre-fund) of \$10 million to assist in lowering debt costs and refunding of \$12 million which increases the fund balance on the Utility Systems Revenue Bonds. He noted that impact fee revenues can only be used for debt service. (See Page 11 of Attachment 1)

Mr. Wimmer reviewed the estimated timeline for the 2019 bond transactions. (See Page 12 of Attachment 1)

In response to a question from Councilmember Thompson related to refunding developers on water/sewer line installments (City Share), Mr. Brady stated that the funds are shown as a line item named City Share in the transportation and utility section of the budget.

Mayor Giles thanked staff for the presentation.

Planning Director Nana Appiah displayed a PowerPoint presentation (**See Attachment 2**) and discussed item 10-a (**ZON18-00689 (District 6) Within the 3200 and 3300 blocks of South Power Road (east side). Located north of Elliot Road on the east side of Power Road (9± acres). Rezoning from LI-PAD to RM-2-PAD-AF; and Site Plan Review. This request will allow for a multi-residential development. Brennan Ray, Burch & Cracchiolo, applicant; Garage Town, USA, LLC, owner**) on the Regular Council Meeting agenda.

Mr. Appiah explained that the case is a rezoning from light-industrial to multiple residence plan area development with an airfield overlay on nine acres and displayed site photos. He stated that the main issue is that the City's General Plan character designation is mixed-use activity and employment to create an employment center with light industrial and commercial uses. He added that residential does not fit into the character of the General Plan designation. He commented that typically mixed-used development areas have a 25-acre minimum, however, the City considers separate proposals that fit into the general character designation of the area. He noted that residential is not completely prohibited and is a secondary use in the mixed-use activity and employment, which means that the City allows primary uses that include employment areas generating uses to set a pace for development of the area and then complete an assessment to determine where residential may fit. (See Pages 2 through 4 of Attachment 2)

Mr. Appiah pointed out that residential uses are not allowed to dictate what would be developed moving forward and that the Town of Gilbert has similar zoning across the street from the requested development. He explained that the RS-43 zoning shown is a one dwelling unit per acre and staff does not anticipate a development occurring since the corridor is general commercial. He stated that the designation in the Gateway Strategic Plan is to facilitate continuous development of the Gateway Airport and create an employment generated area that includes four categories designated within the Gateway Strategic Plan as follows: (See Pages 5 and 6 of Attachment 2)

- Inner Loop District

- Mix-Used Community District
- Airport/Campus District
- Logistics and Commerce District

Mr. Appiah reviewed the proposed site plan submitted by the applicant and reiterated that the plan does not fit into the City's General Plan, however, staff at that time reviewed the proposal for possible future residential development if the designation would fit after the employment, light-industrial, and commercial uses have been completed. He pointed out that the City had approved two uses similar to this proposal which are surrounded by residential zoning and not surrounded by mixed-use activity and employment uses. (See Pages 7 and 8 of Attachment 1)

Mr. Appiah highlighted the Planning and Zoning Board discussion and concerns that resulted in the denial of the application. (See Pages 9 and 10 of Attachment 2)

In response to a question posed by Mayor Giles regarding the RS-43 designation, City Attorney Jim Smith responded that the RS-43 is one house per acre and is considered a holding zone and currently used as an agricultured use and frequently seen on agricultural property.

Councilmember Thompson emphasized the need to determine if residential development will or will not occur along Elliot Road to protect the airport and business corridor.

Economic Development Department Director Bill Jabjiniak stated that the Economic Development Advisory Board does not support the residential request since the employment area is growing and recommends that the residential designation not set the tone of the area.

Brennan Ray of Burch & Cracchiolo, representing the applicant, reported that the proposal is located on a nine-acre site and isolated from future development. He stated the opinion that the area is uniquely situated with no direct access to the remainder of the Elliot Road corridor. He noted that they have worked closely with staff to ensure that the development would fit and become part of a larger mix-use activity and employment district. He reviewed the staff report prepared by Development Services Department Director Christine Zielonka and former Planning Director Mr. John Wesley on January 28, 2019 and commented that they solved the issue of the lack of connectivity by providing a new site plan that includes a pedestrian connection, a vehicular connection, and an additional pedestrian connection for a larger mixed-use development. He concluded by reading the third paragraph of the memo into the record. **(See Attachment 3)**

Mayor Giles thanked staff for the presentation.

2-a. Hear a presentation, discuss, and provide direction on the City's SmartCity Master Plan and the use of technologies and data-driven insights to improve the quality of life, civic engagement, economic development, service delivery, and community vibrancy.

Chief Information Officer Travis Cutright displayed a PowerPoint presentation. **(See Attachment 4)** He commented that the process for the City's SmartCity Master Plan began in 2018 with interviewing department staff, working with department heads, and Council to understand what initiatives would represent the SmartCity Master Plan and developing a comprehensive list. He noted that a consultant was hired to assist with the master plan in addition to facilitating a workshop with the community where over 70 residents and/or businesses participated.

Mr. Cutright clarified that a Smart City is specific to an organization and defined by the City's strategic priorities. (See Page 4 of Attachment 4)

Mr. Cutright highlighted the seven key strategies of the following (See Page 5 of Attachment 4):

- Smart Community
- Smart Downtown
- Smart Environment
- Smart Government
- Smart Infrastructure
- Smart Public Safety
- Smart Transportation and Mobility

Mr. Cutright pointed out that the map displays 213 miles of fiber and 442 miles of conduit, which represents an opportunity to innovate, connect, and attract businesses to Mesa. (See Page 6 of Attachment 4)

In response to a question posed by Mayor Giles related to the voter-approved Public Safety Bond that includes fiber and information technology, City Manager Christopher Brady confirmed that future fiber and conduit build-outs are not included in the map presented.

In response to a question from Councilmember Luna relating to the 5G deployment, Mr. Brady reported that staff has expressed interest in having the telecommunication providers work together. He noted that at this time no 5G vendors are using the conduit, however, the City has signed leases with companies that run their fiber through the conduit to private businesses.

Discussion ensued relative to placement of new conduit and strategies, working with Cox on placement of conduit, and small wireless antenna placements.

In response to a question posed by Mayor Giles, City Engineer Beth Huning reported that 5G is currently being placed on the City's streetlight poles through permitting and will provide those numbers to the Council.

Mr. Cutright highlighted the initiatives departments have identified, key priorities for the next 18 to 24 months, and the next steps. He pointed out that the public can go to the City's website and view the SmartCity master plan. (See Pages 7 through 10 of Attachment 4)

In response to a question from Councilmember Heredia regarding affordable internet through the City utility, Mr. Cutright stated that staff has looked into the process similar to what the City of Chattanooga has where high-speed internet is in the downtown corridor to attract businesses. He stated that the City has a pilot program in place, working with Benedictine University and processing service level agreements (SLA) to include a utility cost.

In response to questions posed by Councilmember Whittaker, Mr. Cutright replied that staff would work to determine the low-income areas in need of internet service provided by the City, however, estimates and timeframes are unknown. He added that the downtown internet pilot program will cost the City less than \$100,000.

In response to a question from Vice Mayor Freeman, Mr. Cutright clarified that wi-fi use in City parks is on a schedule and shuts-off at a certain time in the evening and can be controlled through City policy.

In response to a question posed by Mayor Giles, Mr. Brady confirmed that staff will provide a map to include the known future fiber and conduit build-outs.

In response to a question from Councilmember Luna, Transportation Director RJ Zeder stated that federal funds have been used to build-out traffic fiber through the Congestion Mitigation Air Quality (CMAC) funding and general use of street projects.

Mayor Giles thanked staff for the presentation.

3. Acknowledge receipt of minutes of various boards and committees.

3-a. Audit, Finance and Enterprise Committee meeting held on March 4, 2019.

3-b. Transportation Advisory Board Meeting held on January 15, 2019.

3-c. Library Advisory Board meeting held on January 15, 2019.

3-d. Judicial Advisory Board meeting held on February 6, 2019.

It was moved by Vice Mayor Freeman, seconded by Councilmember Luna, that receipt of the above-listed minutes be acknowledged.

Upon tabulation of votes, it showed:

AYES – Giles-Freeman-Heredia-Luna-Thompson-Whittaker

NAYS – None

ABSENT – Duff

Mayor Giles declared the motion carried unanimously by those present.

4. Hear reports on meetings and/or conferences attended.

There were no reports on meetings and/or conferences attended.

5. Scheduling of meetings and general information.

City Manager Christopher Brady stated that the schedule of meetings is as follows:

Saturday, March 30, 2019, 9:00 a.m. – Falcon Field Airport Open House

Monday, April 1, 2019, 5:00 p.m. – Study Session

Monday, April 1, 2019 5:45 p.m. – Regular Council meeting

6. Adjournment.

Without objection, the Study Session adjourned at 9:13 a.m.

JOHN GILES, MAYOR

ATTEST:

DEE ANN MICKELSEN, CITY CLERK

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Study Session of the City Council of Mesa, Arizona, held on the 28th day of March, 2019. I further certify that the meeting was duly called and held and that a quorum was present.

DEE ANN MICKELSEN, CITY CLERK

js
(Attachments – 4)



2019 Bonds Sales, Refundings, and Defeasance

March 28, 2019

Michael Kennington, Chief Financial Officer
Ryan Wimmer, Deputy Budget Director

Municipal Bonds

Mesa voters:

- authorize the City to sell bonds to finance infrastructure
 - the City's capital improvement program (CIP) funded primarily with bonds

The City:

- evaluates (annually) the need to sell new bonds
- **issues**, or sells, new bonds to finance capital projects for the calendar year
- looks for opportunities to **refund**, or refinance, existing bonds at a lower cost over the same timeframe
- uses available funding to **defeas**e, or pre-fund, existing debt service

Debt Service

- The City pays principal and interest (debt service) for the life of the bonds (typically 20-25 years)
- The structure of new debt service is coordinated with existing debt to maintain stable payments from year to year
- The City's financial forecast includes debt service for both existing and anticipated bond issuances

General Obligation Bonds

- To finance general governmental infrastructure
- Secured by the full faith and credit of City (i.e., property tax)
- Paid for primarily from the City's secondary property tax levy

2018 Bond Ratings

Moody's: Aa2 "of high quality and subject to very low credit risk"

S&P: AA- "capacity to meet financial commitments is very strong"

Utility Systems Revenue Bonds

- To finance utility systems infrastructure
- Secured by utility systems revenue
- Paid for primarily from utility systems revenue

2018 Bond Ratings

Moody's: Aa2 "of high quality and subject to very low credit risk"

S&P: AA- "capacity to meet financial commitments is very strong"

Anticipated 2019 New Bond Issues

General Obligation Bonds	\$33M
Parks and Culture	
Public Safety	
Streets	
Utility Systems Revenue Bonds	\$112M
Electric	
Natural Gas	
Solid Waste	
Wastewater	
Water	

2019 General Obligation Bond

Issuance: \$33,065,000

Purpose	Authorization Year(s)	Available Authorization	Proposed Sale Series 2019	Remaining Authorization
Parks	2012	\$ 4,915,000	\$ 4,915,000	\$ 0
Parks and Culture	2018	\$ 111,000,000	\$ 8,060,000	\$ 102,940,000
Streets	2013	\$ 30,310,000	\$ 10,045,000	\$ 20,265,000
Public Safety	2018	\$ 85,000,000	\$ 10,045,000	\$ 74,955,000
G.O. Bond Total		\$ 231,225,000	\$ 33,065,000	\$ 198,160,000

Project Examples

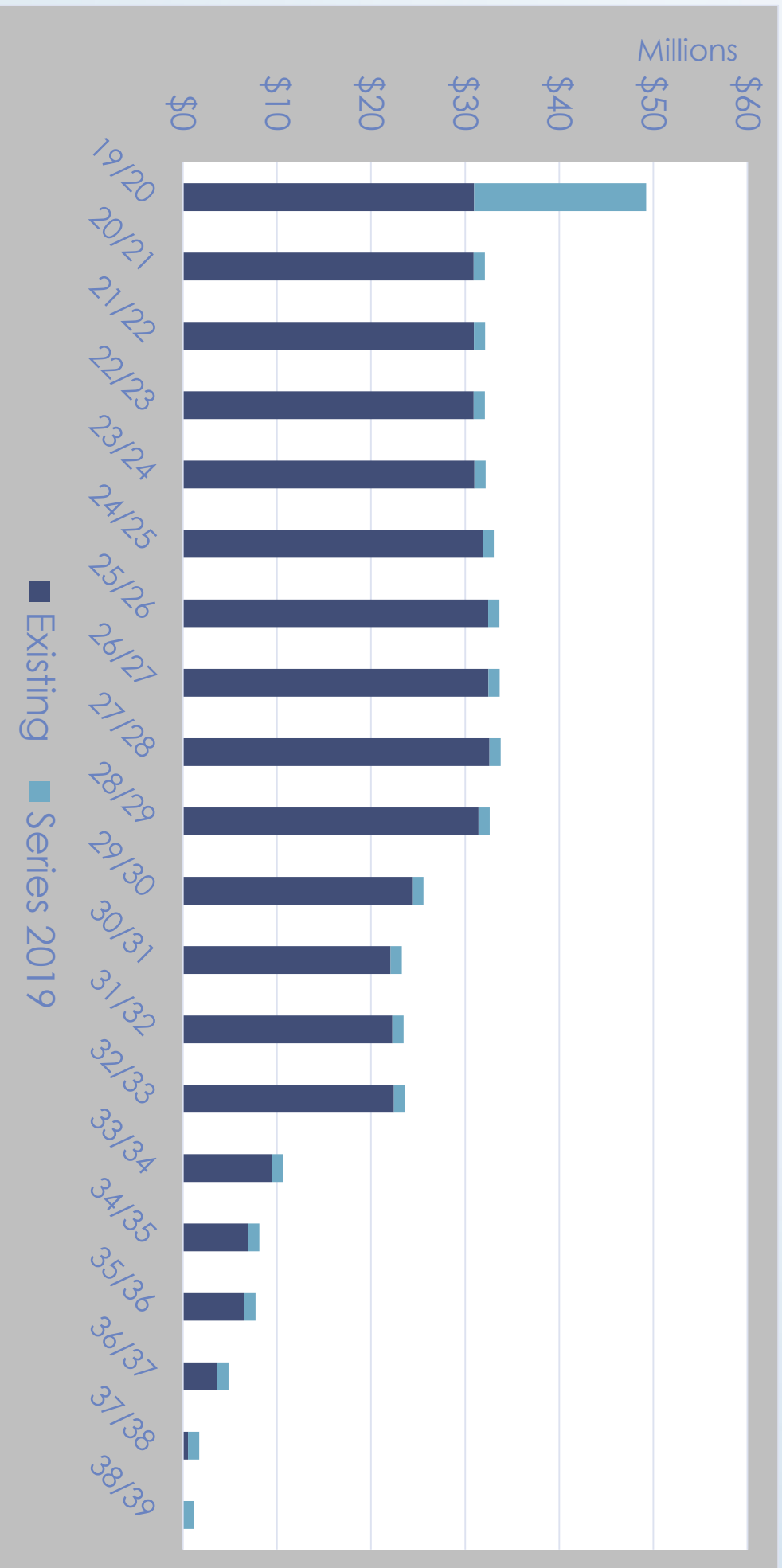
Elliot Road Technology Corridor

Fire Apparatus

Library Improvements

Signal Butte Park

General Obligation Bond Debt Service



2019 Utility Systems Revenue Bond

Issuance: \$111,835,000

Purpose	Authorization Year(s)	Available Authorization	Proposed Sale Series 2019	Remaining Authorization
Electric	2014	\$ 21,490,000	\$ 5,015,000	\$ 16,475,000
Natural Gas	2014	\$ 56,470,000	\$ 8,025,000	\$ 48,445,000
Solid Waste	1994	\$ 2,220,000	\$ 1,520,000	\$ 700,000
Wastewater	2014	\$ 135,247,788	\$ 65,185,000	\$ 70,062,788
Water	2014	\$ 80,070,402	\$ 32,090,000	\$ 47,980,402
Utility Bond Total		\$ 295,498,190	\$ 111,835,000	\$ 183,663,190

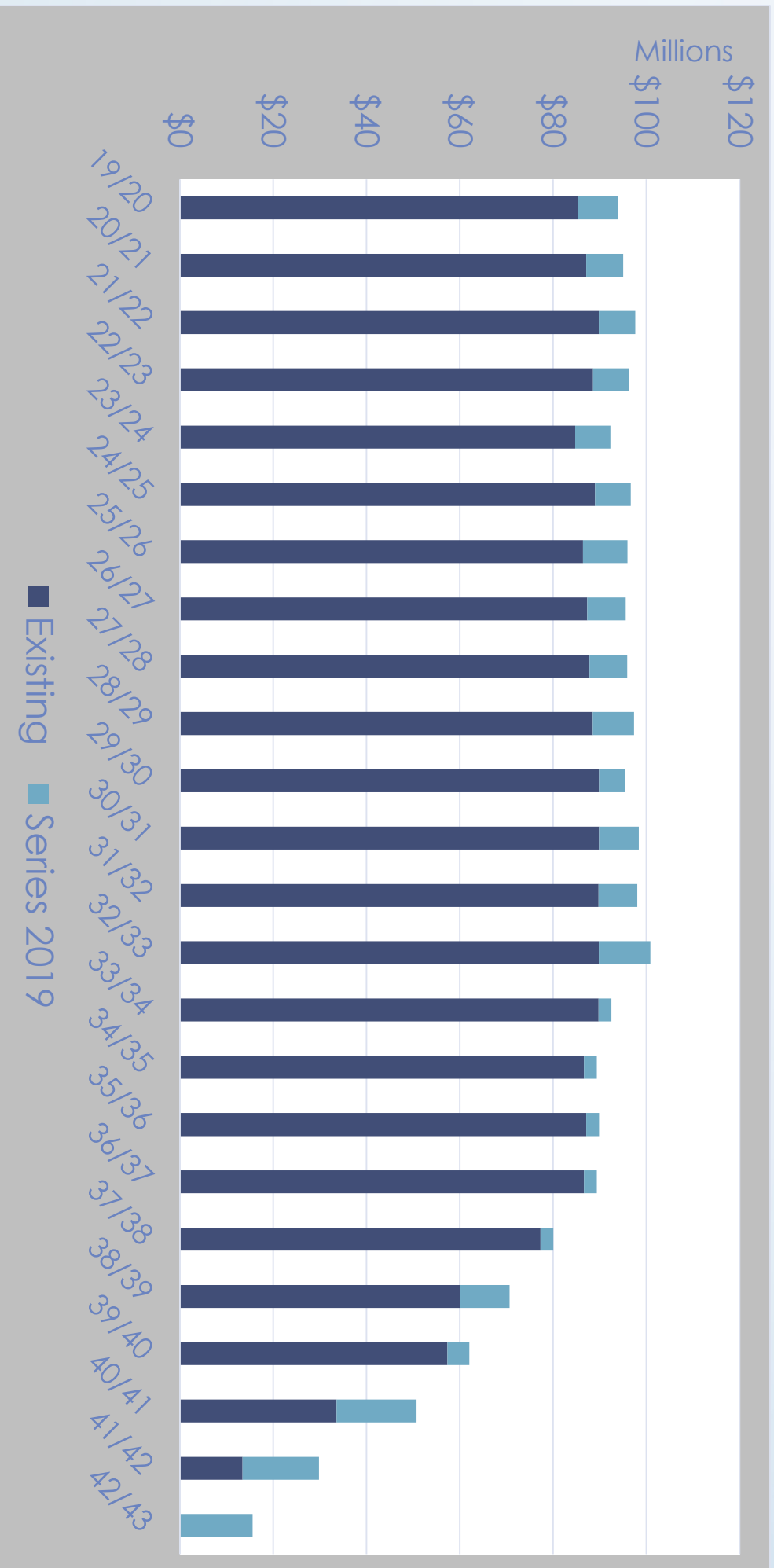
Project Examples

Greenfield Wastewater Reclamation Plant Expansion

Horne Avenue - Utility Improvements

Mesa Drive Phase II - Utility Improvements

Utility Systems Revenue Bond Debt Service



Anticipated 2019 Bond Defeasance and Refundings

Utility Systems Revenue Bonds

1. Defeasance – 2009 Build America Bonds (BABs)
Defease: \$10.0 million
 - Funded by development fee revenue
 - Removed from City financial statements
2. Refunding – 2009 Build America Bonds (BABs)
Estimated Savings: \$4.7 million
3. Refunding – 2012 Utility Revenue bonds
Estimated Savings: \$7.3 million

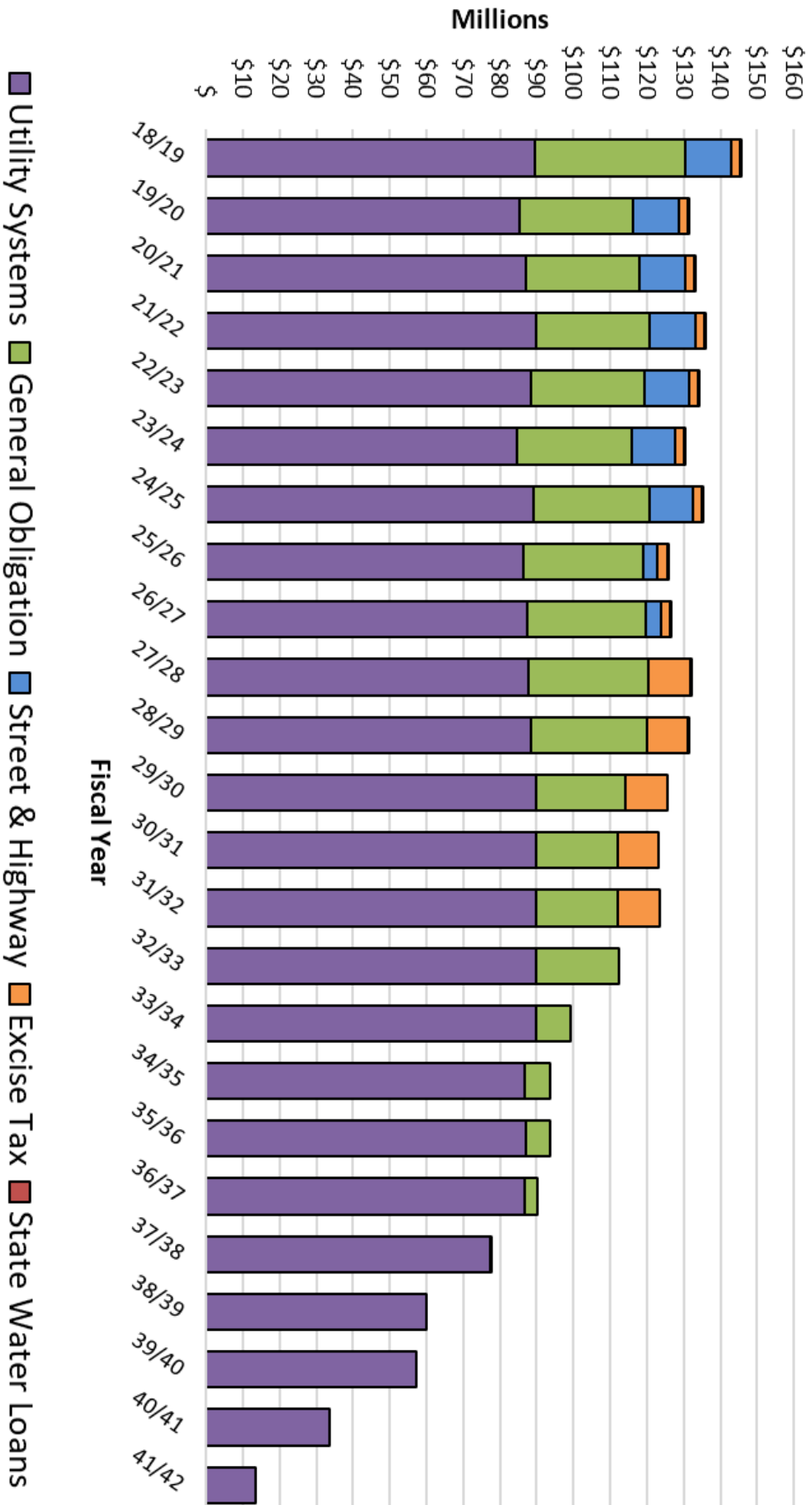
Estimated Timeline for 2019 Bond Transactions

- April 1 Council considers authorization of issuances
- April 16 City closes on utility bond defeasance
- April 29 Bond offerings are priced
- May 23 City closes on bond offerings



City of Mesa Debt Service

Debt Service Payments by Type



City Debt

Debt Type	Principal (\$M)
Utility Systems Revenue Bonds	\$1,227
General Obligation Bonds	366
HURF (Street & Highway) Bonds	77
Excise Tax Revenue Obligations	49
State Water Loans	2

General Obligation Bond Debt Limit

The Arizona Constitution states that outstanding general obligation debt may not exceed the following percentages of a city's net assessed (taxable) property value:

Purpose	Limit
Water, wastewater, artificial light, parks and recreational facilities, public safety, and transportation	20%
General municipal purposes	6%
Total	26%

General Obligation Debt Limit (FY 2018-19)			
	20%	6%	Total
Limit	\$871,678,466	\$261,503,540	\$1,133,182,006
Bonds Outstanding	365,107,171	647,830	365,755,000
Debt Capacity Used			
Borrowing Capacity Remaining	\$506,571,296	\$260,855,711	\$767,427,007
			32%

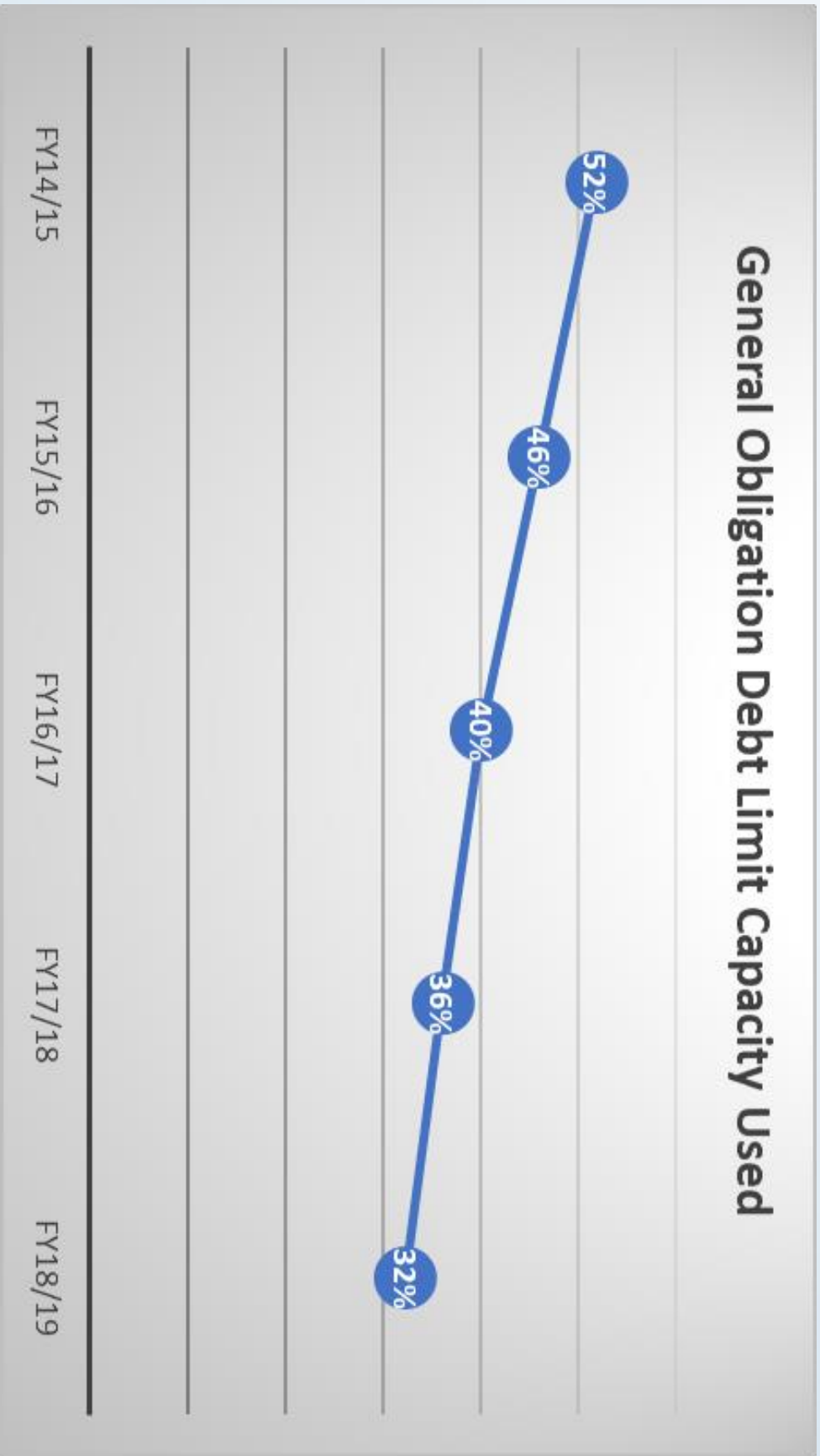
Comparing G.O. Bond Debt

	Population *	Outstanding G.O. Bond Debt**	G.O. Bond Debt per Resident	Percent of G.O. Debt Limit**
Gilbert	250,900	\$ 128,090,000	\$ 511	23%
Glendale	244,500	\$ 146,985,000	\$ 601	40%
Phoenix	1,614,800	\$ 1,149,785,000	\$ 712	27%
Mesa	487,100	\$ 365,755,000	\$ 751	32%
Chandler	266,800	\$ 301,665,000	\$ 1,131	33%
Tempe	181,700	\$ 372,070,000	\$ 2,048	58%
Scottsdale	246,600	\$ 525,465,000	\$ 2,131	28%

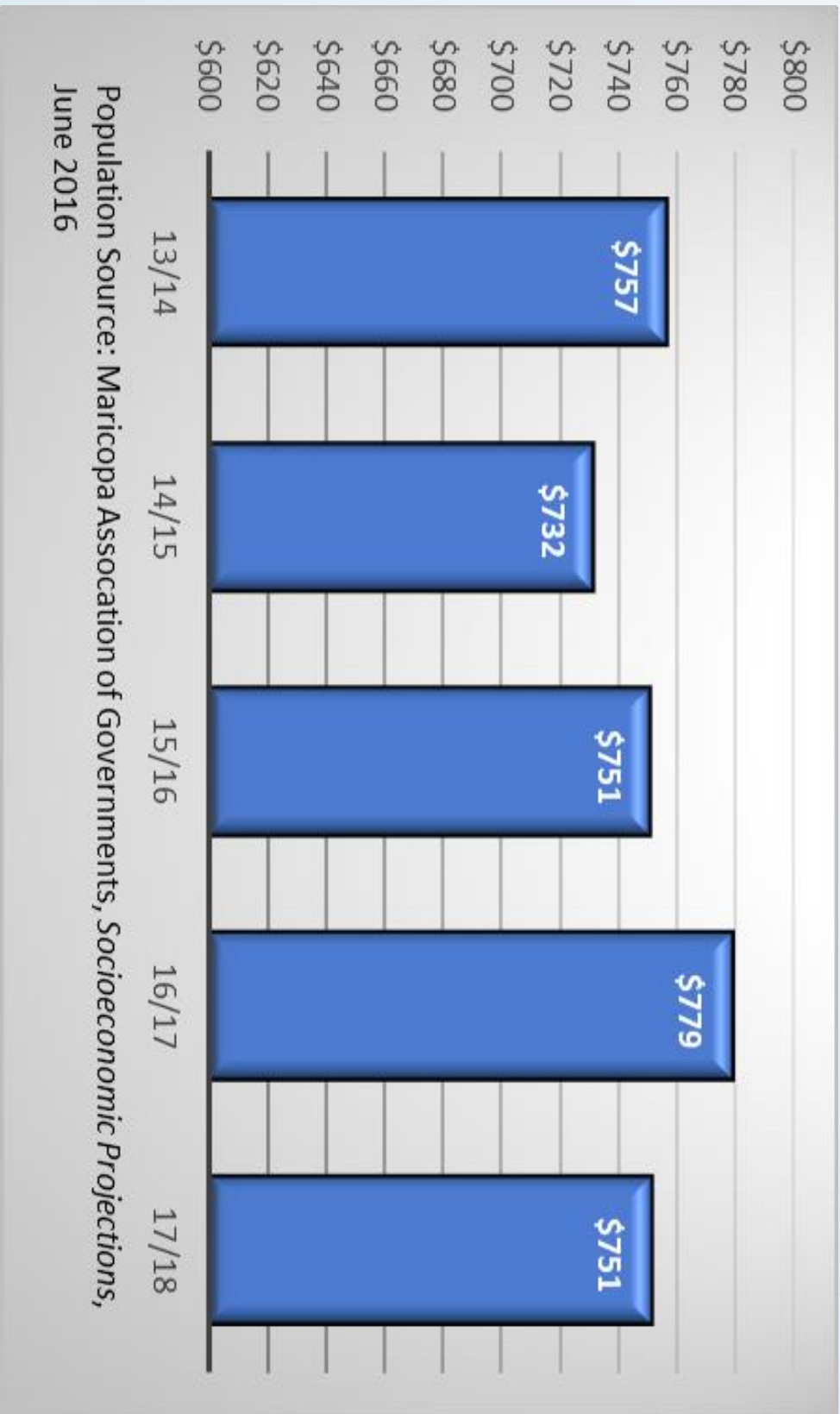
*Source: Maricopa Association of Governments estimate as of July 1, 2018

**Source: Openbooks.az.gov Report of Long Term Debt as of June 30, 2018

General Obligation Legal Debt Capacity



General Obligation Debt Per Capita



Rezoning Request

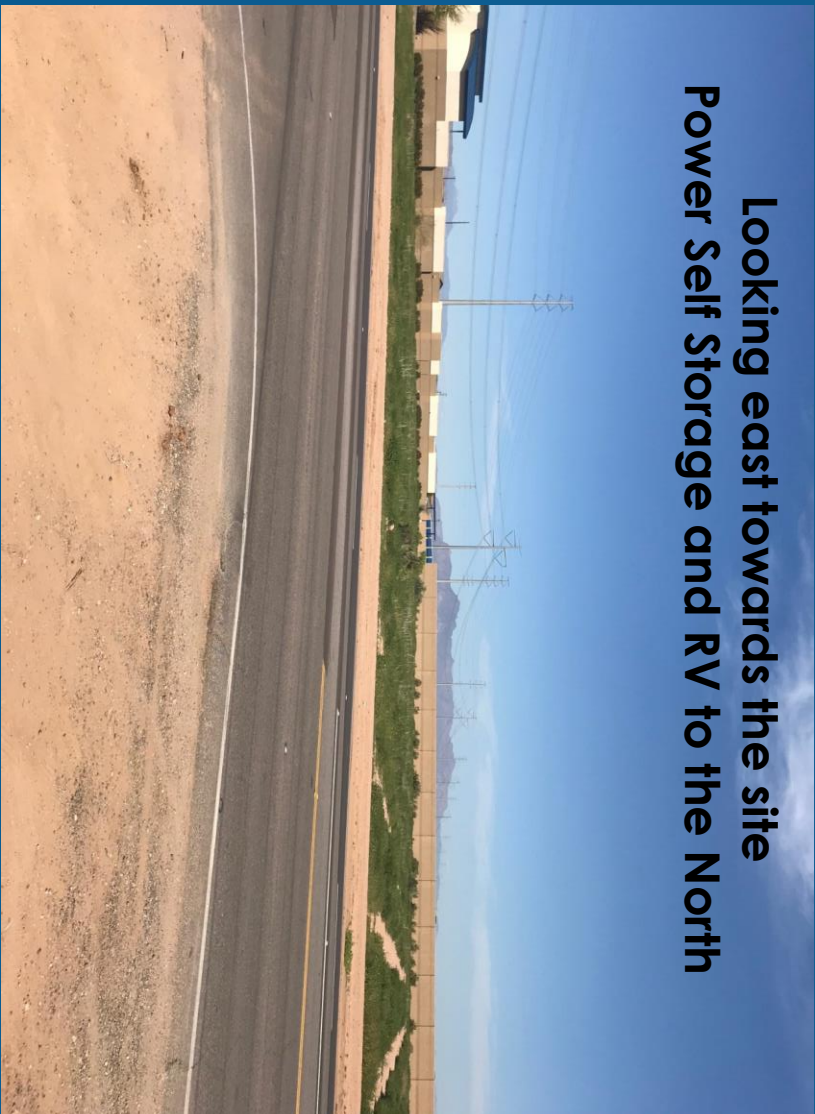
- ❑ Rezone from Light Industrial-Planned Area Development to Multiple Residence - Planned Area Development with Airfield Overlay

- ❑ Site Plan Approval



Site Photos

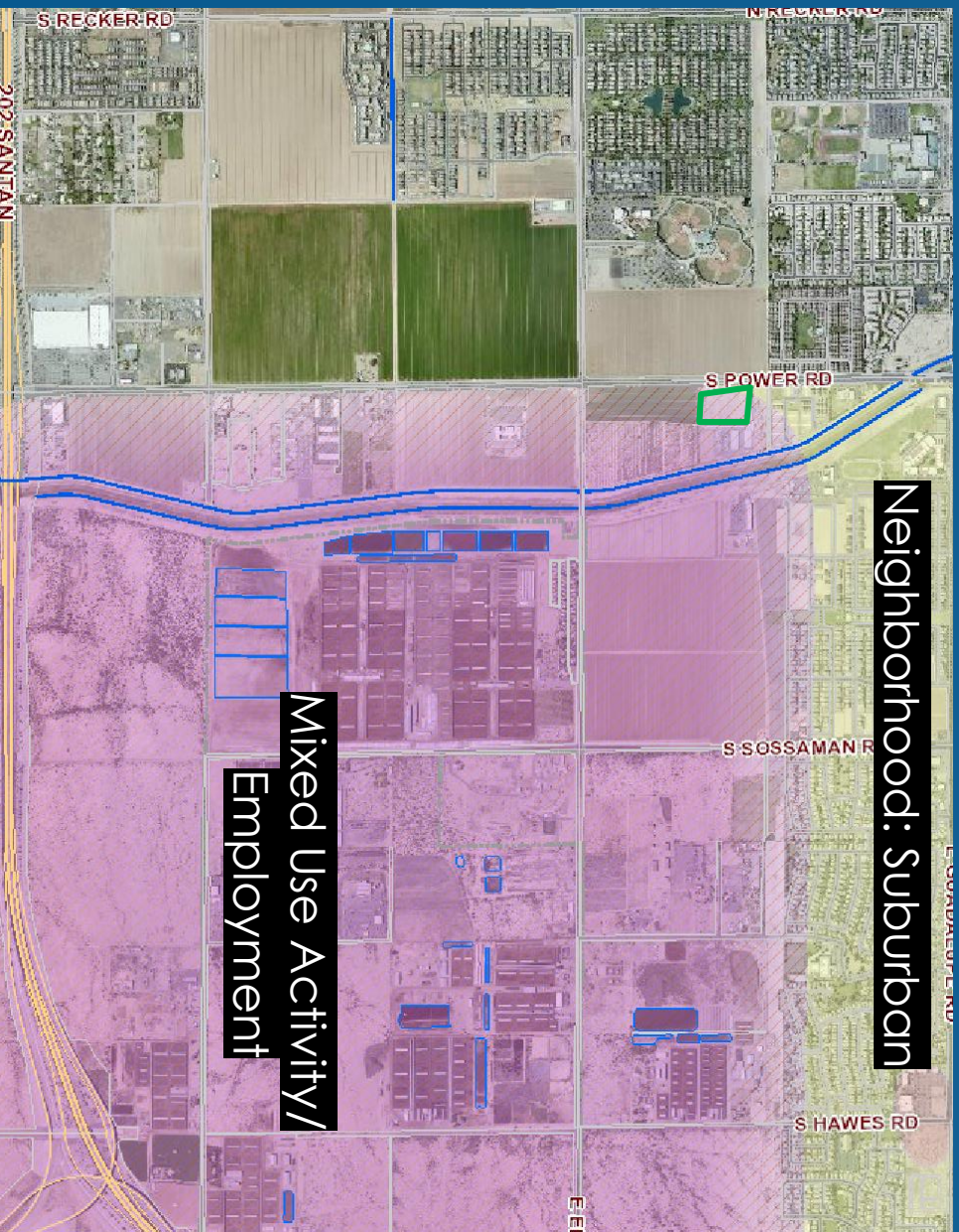
Looking east towards the site
Power Self Storage and RV to the North



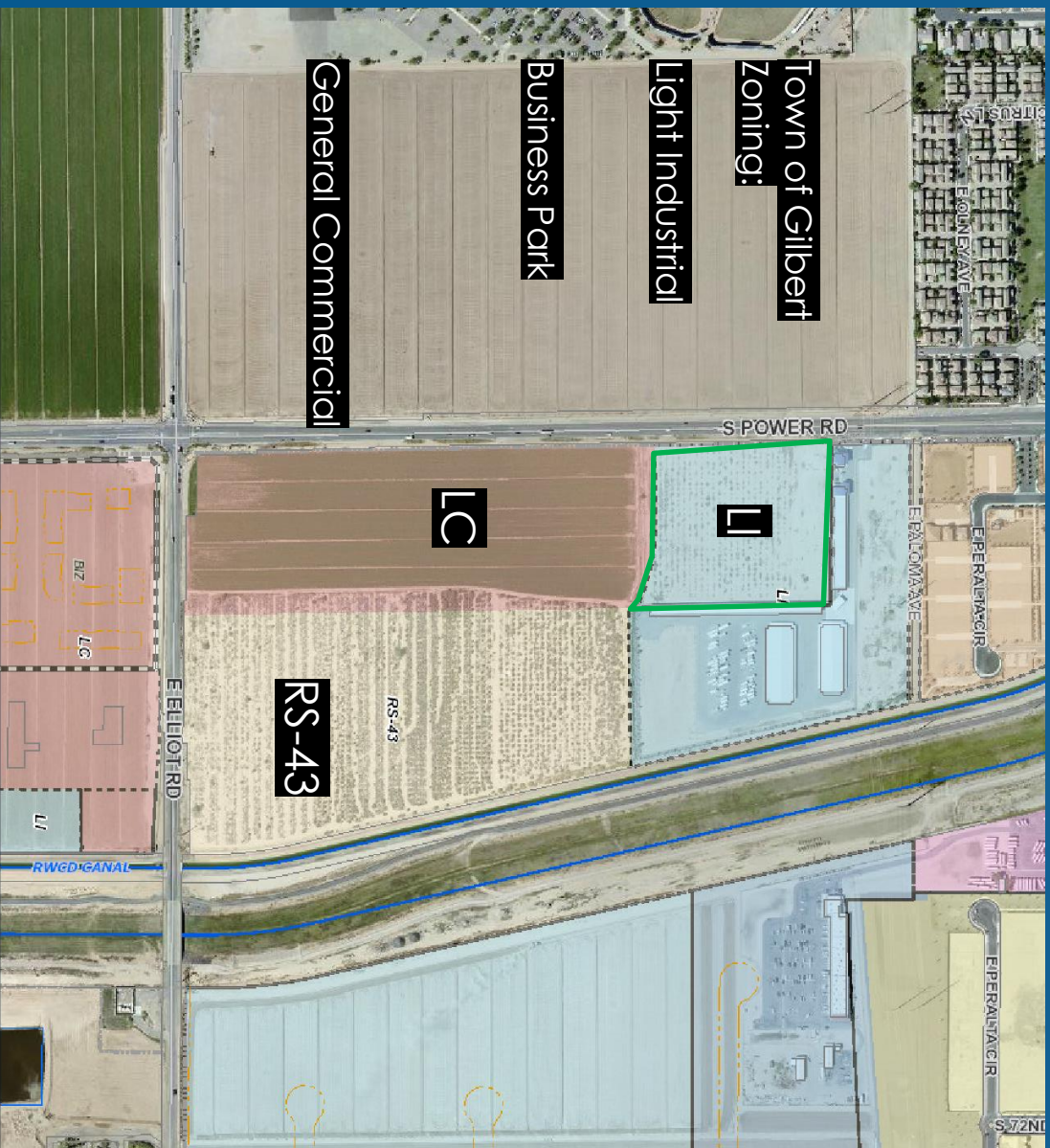
Looking west from the site
San Tan Charter School and
Cactus Yards



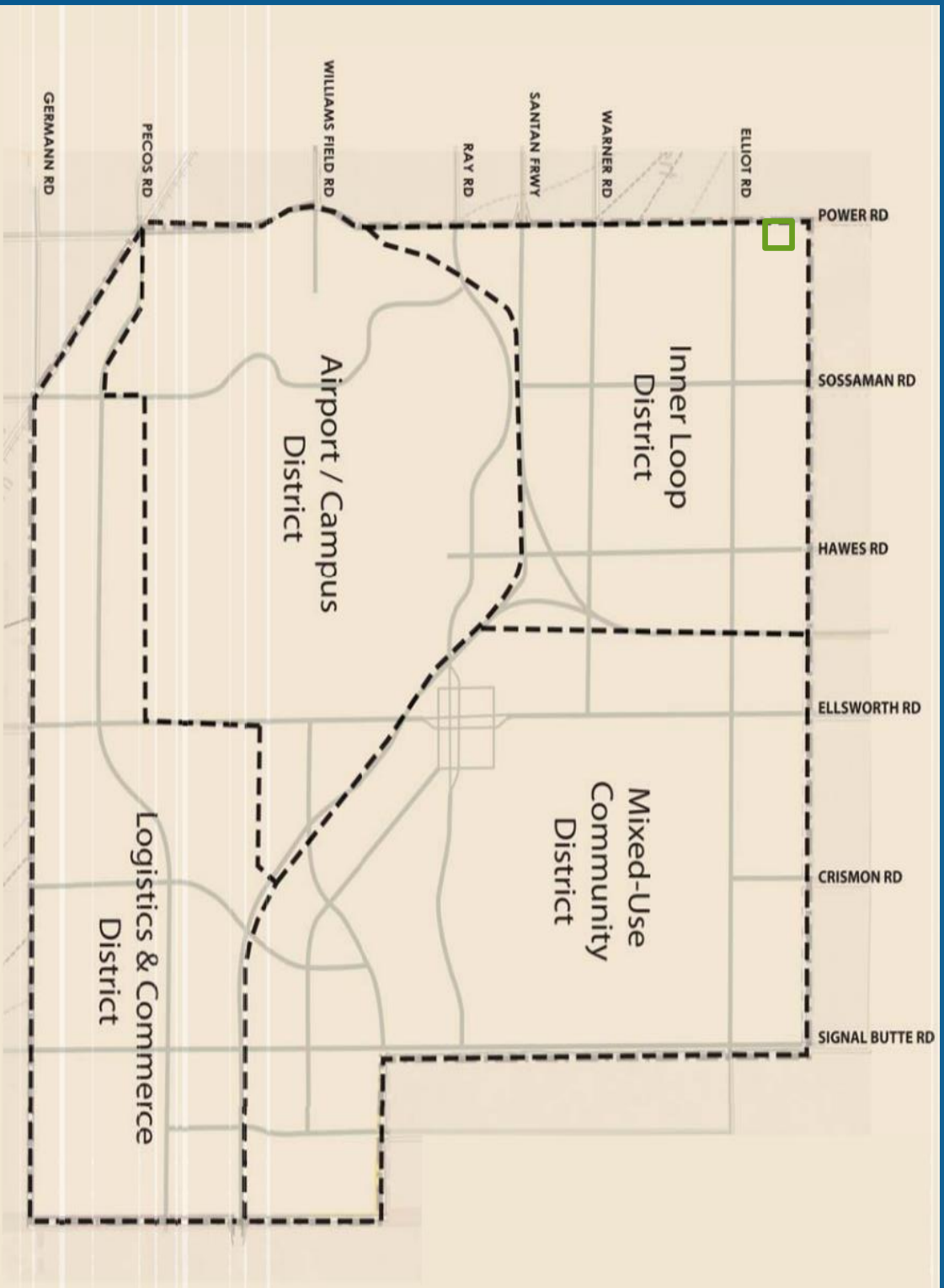
General Plan Character Designation (Mixed Use Activity/Employment)



Current Gilbert and Mesa Zoning



Gateway Strategic Plan Map



Proposed Site Plan



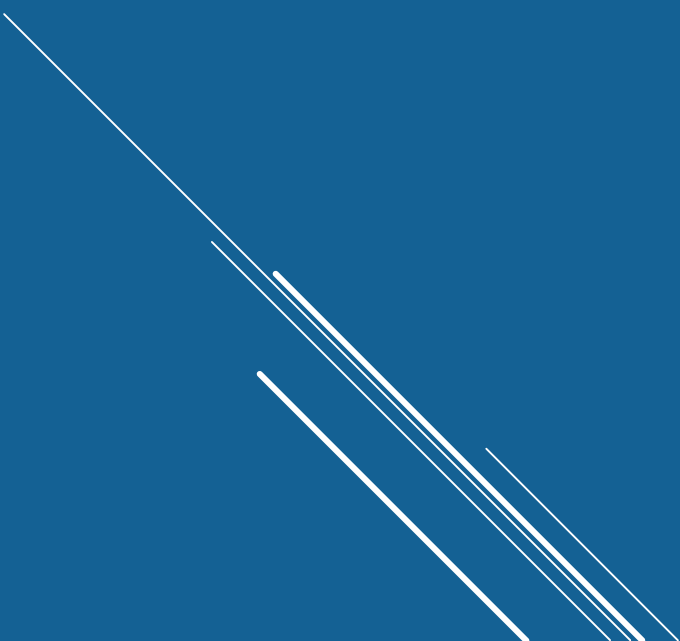
Planning and Zoning Board Discussion/Concerns

- ❑ Protection of employment zones in the City
- ❑ Conformity with the Elliot Road Technology Corridor plan
- ❑ Development needs to be part of an integrated development
- ❑ Acceptable housing product, but in wrong location

RECOMMENDATIONS

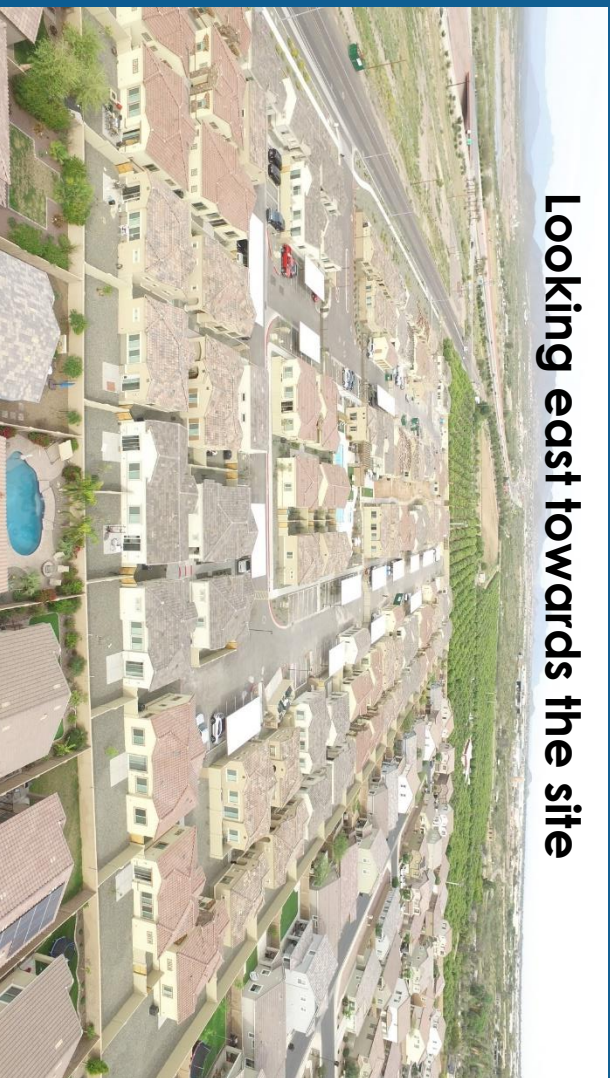
- ❑ The Planning Staff recommended denial
- ❑ The Planning and Zoning Board recommended denial with a 6-1 vote.

QUESTIONS/DISCUSSION



Thomas Rd. & Val Vista Dr

Looking east towards the site



Looking south toward the site



Previous Proposed Elevations

One Bedroom Duplex



Two Bedroom



Three Bedroom

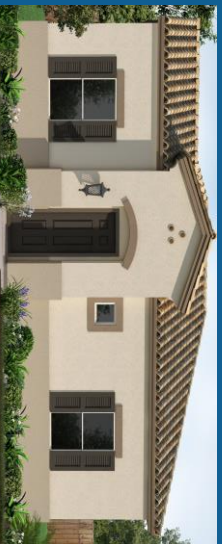


Revised Elevations

One Bedroom Duplex



Two Bedroom



Three Bedroom



General Development Standards

- Total Area: 9 acres (~380,000 sq. ft.)
- Setback Requirements (~21,000 sq. ft.)
- General Parking Requirements
 - 1 space per 375 sq. ft. for office/retail uses
 - 45,000 sq. ft. building (requires 120 spaces)
 - 120 spaces = ~22,000 sq. ft.
- Total Remaining Developable Area = ~290,000 sq. ft. (not including detention)

CONDITIONS OF APPROVAL IF COUNCIL SUPPORTS REQUEST

1. Compliance with the site plan submitted (without guarantee of lot yield, building count, lot coverage) except as modified below:
2. Compliance with all City development codes and regulations, except as modified in Table 1 of the staff report.
3. Dedicate the right-of-way and easements required under the Mesa City Code at the time of application for a building permit or at the time of the City's request for dedication, whichever comes first.

CONDITIONS OF APPROVAL IF COUNCIL SUPPORTS REQUEST

4. Compliance with all requirements of Chapter 19 of the Zoning Ordinance including:
 - a. Owner shall execute and record the City's standard Avigation Easement and Release for Phoenix-Mesa Gateway Airport prior to or concurrently with the recordation of the final subdivision map or the issuance of a building permit, whichever occurs first.
 - b. Provide written notice to future property owners that the project is within 3 mile(s) of Phoenix-Mesa Gateway Airport.
 - c. Due to the proximity to Phoenix-Mesa Gateway Airport, any proposed structure is subject to an FAA filing for review in conformance with CFR Title 14 Part 77.9, (form 7460), to determine any effect to navigable airspace or air navigation facilities. A completed form with a response by the FAA must accompany any building permit application for a structure(s) on the property.
 - d. Prior to the issuance of a building permit, provide documentation by a registered Professional Engineer or registered Profession Architect demonstrating compliance with noise level reductions required by Section 11-19-5 of the Zoning Ordinance.



Memorandum

TO: Mayor and City Council

THROUGH: Karolyn Kent, Assistant City Manager

FROM: Christine Zielonka, Development Services Director
John Wesley, Planning Director

SUBJECT: Case ZON18-00689, rezoning from LI-PAD to RM-2-PAD-AF for a multi-residential development; and site plan review

DATE: January 28, 2019

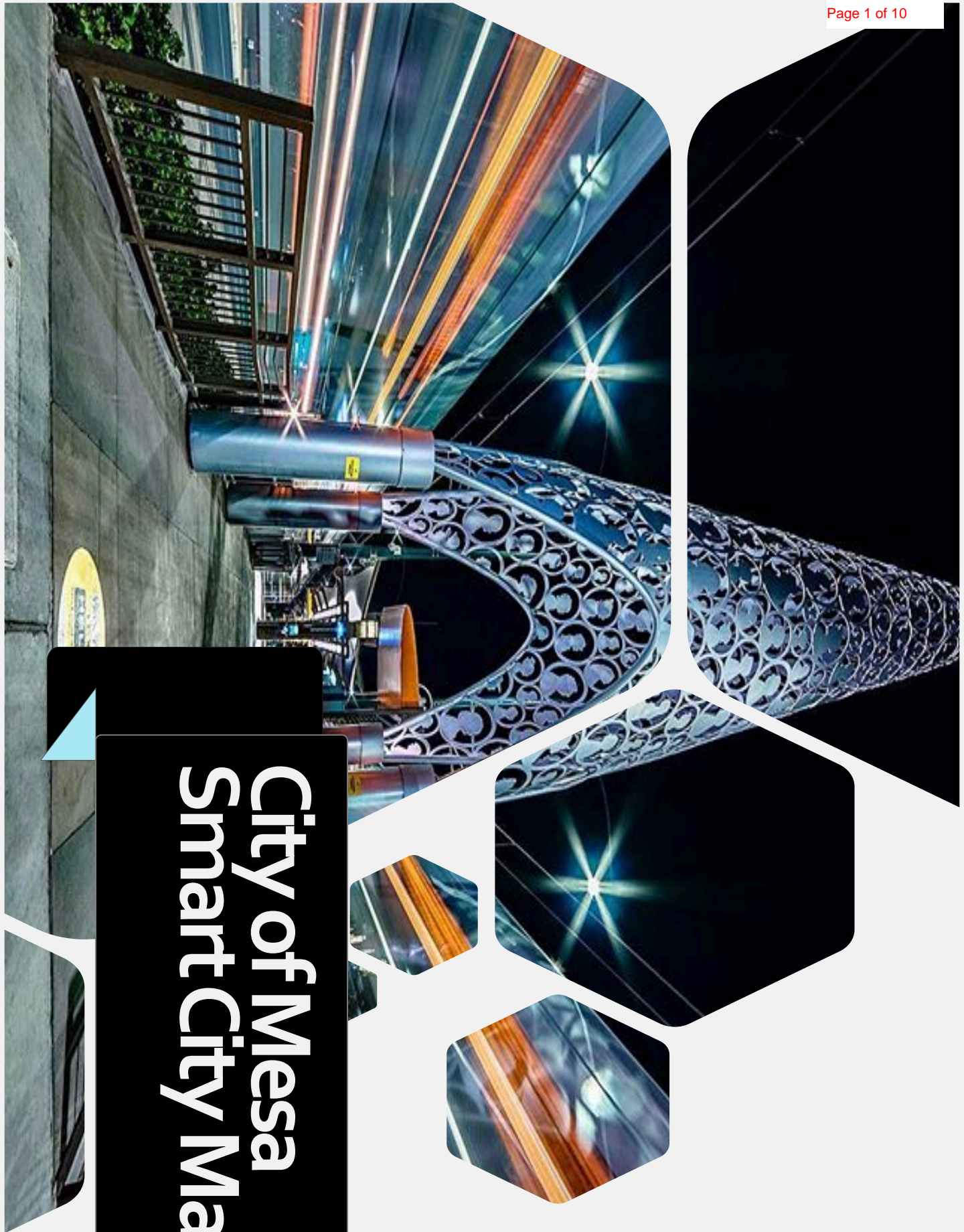
This case involve an approximately 9-acre tract located on the east side of Power north of Elliot. The proposed development would change the zoning from LI, Light Industrial, to RM-2-PAD to allow for the development of a “residential casita” multi-residence community.

Staff has recommended denial of the request based on the General Plan, Gateway sub-area plan, the lack of connectivity of this site to adjacent development to create a long-term viable neighborhood, and the recent activity in the Elliot Road corridor. The Planning and Zoning Board agreed with the staff recommendation and has forwarded a concurrent recommendation for denial of this request. The Planning and Zoning Board cited the need to maintain employment areas and the fact this property is located within one of the newly designated Federal Opportunity Zones as reasons to retain the current zoning designation.

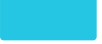
Because the property in question is at the border between the Neighborhood and Employment character areas designated along this section of Power Road and this property could be developed for multi-residence uses without significantly impacting the remainder of the property to the south, an ordinance has been submitted for consideration should the Council determine the requested change is appropriate. The ordinance has standard conditions of approval.



City of Mesa Smart City Master Plan



Innovation is the Mesa Way. We deliver innovative services and solutions for our residents, visitors, and businesses large and small.



What is a Smart City?

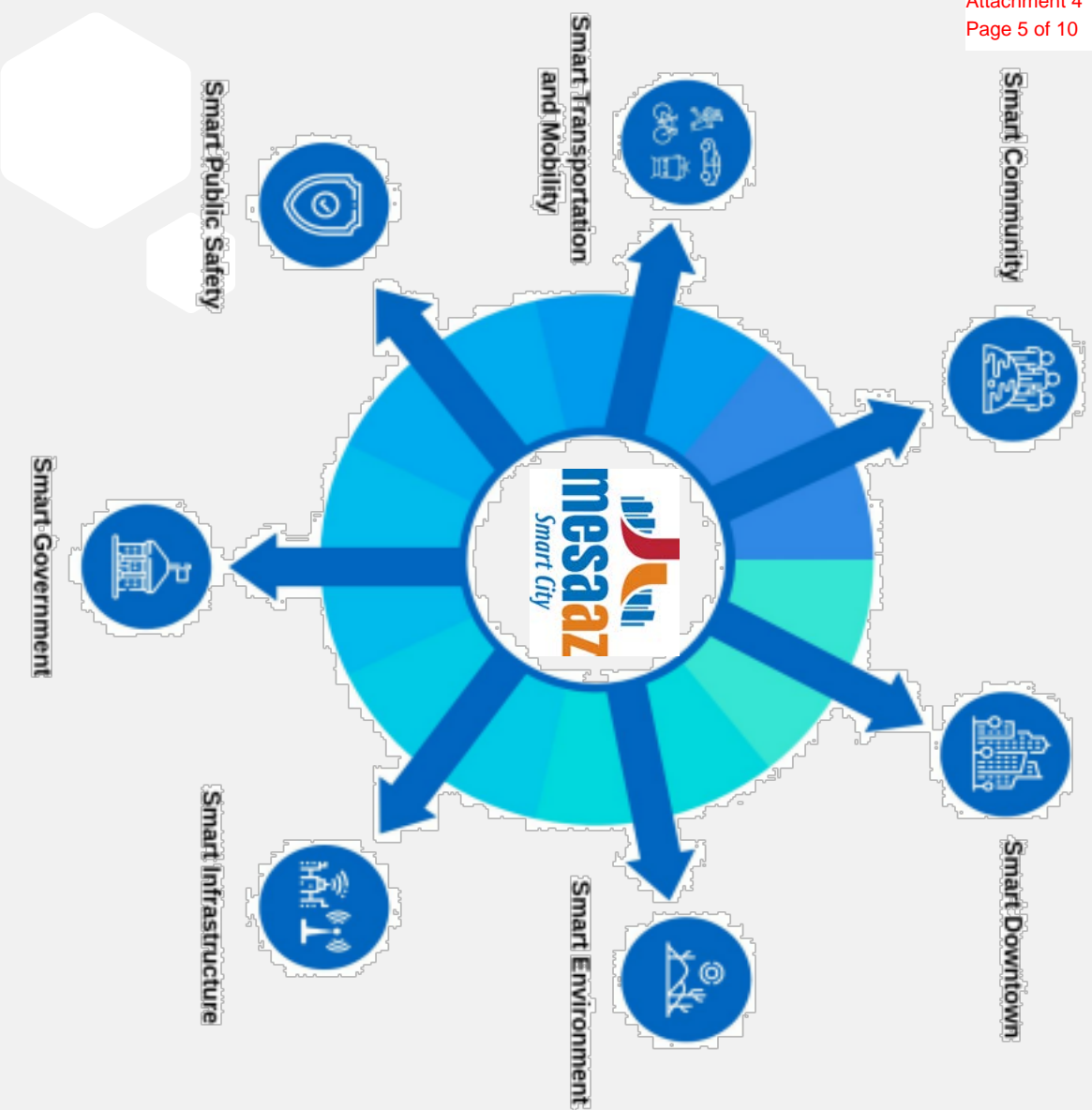


➤ In short, a Smart City is one in which the latest technologies and data-driven insights are leveraged to improve the quality of life, civic engagement, economic development, service delivery, and community vibrancy for its citizens, businesses and visitors.

➤ A Smart City is actually about people versus tech itself. A Smarter Mesa is where modernized communications infrastructure, Internet of Things (IoT) connected smart systems and data work together to provide responsive solutions that enhance the live, work & play experiences of people in our community.



Key Strategies



Smart Community - create an engaged, inclusive & equitable community that provides a high-quality life to all Mesa citizens

Smart Downtown - create a vibrant, attractive downtown that is thriving with live work & play activities for both residents & businesses

Smart Environment - protect the environment and create sustainable options where possible

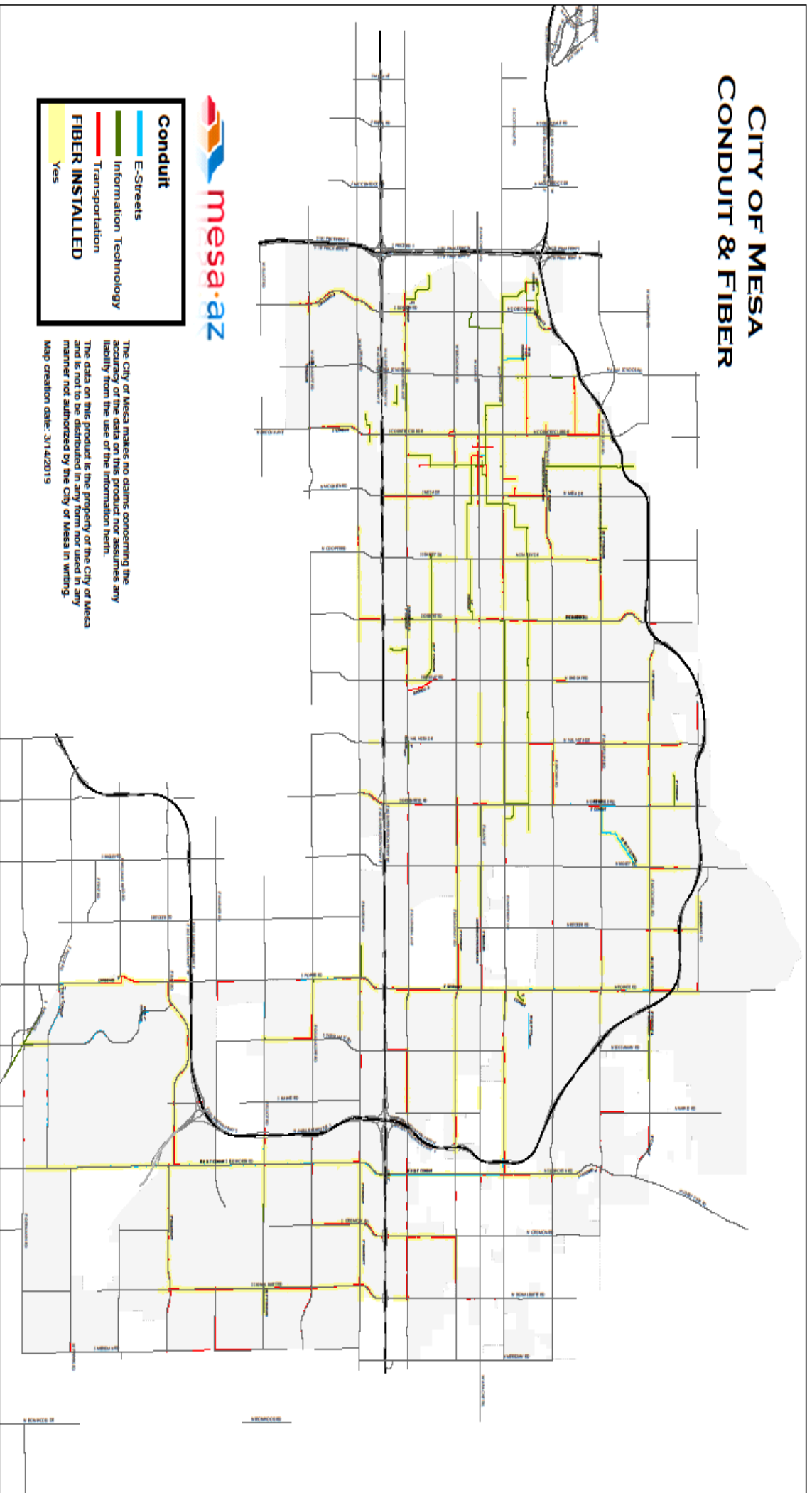
Smart Government - create a responsive, engaged city that makes decisions based on data & understands citizen needs

Smart Infrastructure - modernize essential infrastructure to provide essential city services and preserve a high quality of life in Mesa

Smart Public Safety - create a safe and secure environment for all citizens

Smart Transportation and Mobility - create accessible, equitable & safe multi-modal transit options along with creating the ability to move easily throughout Mesa

213 Miles of Fiber and 442 Miles of Conduit



Smart Mesa Today

Community Safety ▼ Transform Neighborhoods ▼ Placemaking ▼ Skilled & Talented Workforce ▼ Sustainable Economy

FirstNet

- Compatible Camera Systems
- Next Gen 911
- Intelligent Traffic Systems
- LED Lighting Pilot and Study
- Fire Deployment Analytics



- Smart Irrigation Controllers in Parks



- Wi-Fi in Parks
- MesaNow
- Chief Digital Officer
- Downtown Wi-Fi and Fiber Broadband

- Arts and Culture Interactive Events
- Imagine Mesa
- Innovation District
- ASU Partnerships



Smart Mesa Today

Community Safety ▼ Transform Neighborhoods ▼ Placemaking ▼ Skilled & Talented Workforce ▼ Sustainable Economy

- Data Governance and Open Data
- Strategic Planning and Analysis
- Facilities Automation
- Advanced Meter Infrastructure/ Energy Smart Metering (AMI)
- Vehicle Location and Informatics (Fleet, Parks, Transportation, Waste)
- Food-to-Energy Anaerobic Waste Digester Pilot
- Launchpoint
- Mesa K Ready
- Hacktivate Mesa
- THINKspot



Key Priorities: Next 18 to 24 Months

Building the Foundation

Provision infrastructure to support Smart City needs

- ◆ Network Communications Infrastructure
- ◆ Data Infrastructure

Downtown Vibrancy

Cultivate a thriving live, work & play experience for residents, businesses & visitors

- ◆ WiFi & Broadband
- ◆ Interactive Kiosks
- ◆ Parking Detection
- ◆ Smart Lighting
- ◆ Innovation District

Public Safety

Continue advancements supporting community safety

- ◆ Crime Intel Center
- ◆ FirstNet
- ◆ Fire Service Analytics (NFORS)

Other

Foster continued innovation for City services

- ◆ Innovations
- ◆ Advanced Metering Infrastructure
- ◆ City Facilities Automation
- ◆ Food-to-Energy Pilot



Next Steps

- Budget Presentations
 - Transportation
 - Public Safety
 - PRCF
 - Utilities\Energy
- Data Privacy Policy
- Mesa's Smart City Branding

