

**CITY OF MESA
MINUTES OF THE DOWNTOWN DEVELOPMENT COMMITTEE
MEETING**

DATE: July 19, 2007 **TIME:** 7:30 a.m.

MEMBERS PRESENT

Jeff Jarvis, Chair
Steve Chucri
Linda Flick
Gary Gallagher
Gregory Holtz
Dean Taylor

STAFF PRESENT

Shelly Allen
Sue Cason
Patrick Murphy
Katrina Rogers
Stephanie Bruning
Mike James

STAFF ABSENT

Cathy Ji

MEMBERS ABSENT

Nabil Abou-Haidar
Adam Decker, Vice Chair
Scott Perkinson

Others Present

Tom Verploegen
Marc Soronson

1. Call to Order

The July 19, 2007 meeting of the Downtown Development Committee was called to order at 7:35 a.m. at the City Council Chambers, Upper Level 57 E. First Street by Chair Jeff Jarvis.

2. Approval of Minutes of the June 21, 2007 Regular Meeting.

It was moved by Linda Flick and seconded by Dean Taylor to approve the minutes of June 21, 2007.

**Vote: 6 in favor
0 opposed**

3. Discuss and Consider Variance Case No. ZA07-076TC associated with the proposed Auto Repair Buildings located at 517 and 525 W. Mahoney Avenue.

Due to a conflict of interest, Mr. Steve Chucri abstained from the discussion and voting on this agenda item.

Ms. Katrina Rogers stated that this project consists of two new auto repair buildings to be constructed side-by-side on adjacent lots at 517 and 525 W. Mahoney Avenue. The project will be completed in two phases, with the building at 525 W. Mahoney completed first. Presently, there is a structure at 517 W. Mahoney currently used as

an auto repair facility, and 525 W. Mahoney is a vacant lot. The property owner has not yet decided on a schedule for demolition of the existing building at 517 W. Mahoney, however, if it is demolished prior to construction of phase one, the six foot (6') masonry wall that is proposed along the south property line (along the alley) will be constructed the full width of both sites during construction of phase one to help screen the residential uses during construction. The proposed buildings are identical in design. Each building will be approximately 3,170 square feet and will house four (4) service bays, a small office, and a waiting room. The buildings will be constructed within eight (8) inches of each other along the common property line. The space between the buildings will be filled in at the front and rear to give it the appearance of one building.

Staff has administratively approved the design of the proposed project. The applicant has provided nine (9) parking spaces required for each phase and also provided twenty feet (20') of landscaping on the front setback, and fifteen feet (15') of landscaping along the side and rear setbacks. The project meets all the City Code requirements with the exception of three (3) variances being requested as follows:

- (1) Eliminate the side yard building and landscaping setback on the east property line of phase one (525 W. Mahoney),
- (2) Eliminate the side yard building and landscaping setback on the west property line of phase two (517 W. Mahoney), and
- (3) Eliminate the required landscaping along the common property line for both phases.

All property owners within three-hundred feet (300') of the project were notified by mail of the proposed development on July 5, 2007. To date, staff has not received any comments or calls in opposition.

Staff recommends approval of the variances with stipulations.

It was moved by Gary Gallagher and seconded by Dean Taylor to recommend approval of Variance Case No. ZA07-076TC associated with the proposed Auto Repair Buildings located at 517/525 W. Mahoney Avenue subject to the following stipulations:

- 1. Compliance with the basic development as described in the project narrative and as shown on the development plans.**
- 2. Compliance with all City development codes and regulations.**

**Vote: 5 in favor
0 opposed
1 abstained (Steve Chucri)**

4. Discuss and Consider amending Sections 11-4-3 (D) and 11-5-4 (A) of the Zoning Ordinance relating to Office Uses in a Level 1 Historic Structure.

Discuss and Consider adoption of a Resolution establishing guidelines for Office Uses in a Level 1 Historic Structures.

Ms. Stephanie Bruning, City of Mesa Historic Preservation Officer, noted that the purpose of this Ordinance is to allow professional and general office uses in Level 1 Historic Structures, subject to approval of a Special Use Permit (SUP). Previous Ordinances did not address all Level 1 Historic Structures; out of forty-four (44) historic structures identified, nine (9) structures have not been given the opportunity to apply for a Special Use Permit. The proposed Ordinance amends the Code to address all Level 1 Historic Structures identified in the 1984 Mesa Historical Survey.

In November 2006, the Downtown Development Committee recommended approval of the Ordinance labeled Exhibit 1 and the Resolution labeled Exhibit 2 (by a vote of 5-0). The Ordinance is being brought back before this Board for consideration to include the addition of Section 11-4-3 (D, 3) amended to add:

(d) an accessory use to the primary single family residential land use.

The proposed Ordinance does not guarantee approval of a SUP for an office use, it simply grants the property owner the right to apply for a SUP. The Zoning Administrator will consider the application for a SUP. As part of the citizen participation plan, the applicant will ensure that the public is notified of the proposed application.

Staff conducted a public meeting regarding the proposed Ordinance on November 8, 2006. The neighborhood representatives from each historic district and all residents and business owners within 300 feet surrounding the properties potentially affected received an informational flyer. To date the Town center Development Office has not received any negative comments. The July 2007 meetings were also advertised for public notice.

Staff recommends approval of the proposed Ordinance and Resolution.

It was moved by Steve Chucri and seconded by Linda Flick to recommend approval to amend Sections 11-4-3 (D) and 11-5-4 (A) of the Zoning Ordinance relating to Office Uses in a Level 1 Historic Structures and the adoption of a Resolution establishing guidelines for Office Uses in a Level 1 Historic Structures.

**Vote: 6 in favor
0 opposed**

5. **Informational Item – Hear an update on the High Capacity Transit Alternatives Analysis evaluating light rail and bus transit alternatives for the Main Street Corridor.**

Mr. Marc Soronson, Project Manager for HDR/S.R. Beard & Associates, gave a brief update on the Central Mesa Corridor High Capacity Transit Study. The study includes alternative modes of travel and technology other than just light rail to extend from the Sycamore Station located on Main Street east to Superstition Springs Mall.

There are two different study areas within the Mesa analysis; (1) the area east from the Sycamore Station to Mesa Drive or Horne Street; (2) the area east from Mesa Drive or Horne Street to Power Road then south to the Superstition Springs Mall. There are two possible technologies; light rail and bus rapid transit. The potential alignments from the Sycamore Station are; Main Street, 1st Street and 1st Avenue. The completion date for the Rapid Transit System to Power Road is scheduled for 2015.

Mr. Gallagher asked how the route from the Sycamore Station through east Mesa was determined.

Mr. Soronson replied that the route was initiated through the Proposition 400 planning process that Maricopa Association of Governments (MAG) undertook. It also was evaluated as part of the draft impact statement for the Central Phoenix project. However, given all the issues around Main Street and the controversy around Downtown Mesa, it was determined that the project would be limited to Sycamore Street with the understanding that the extension east would be studied at a later date.

Mr. Gallagher wanted to know why the light rail was not constructed to Sky Harbor Airport as in other cities.

Mr. Soronson responded that due to the cost and the fact that a tunnel east of 44th Street to 24th Street would need to be constructed to avoid interruptions and flight path issues. It was determined that the station at 44th and Washington Streets would connect to an automated people mover system that would then transport to the east economy garage at the airport then shuttled to the terminals.

Mr. Jarvis stated that before the people mover gets built, a bus transit system will transport people to the airport terminals.

Mr. Jarvis suggested that the Downtown Development Committee would be involved with the determination of the route and technology solution for the Downtown Area.

6. **Informational Item – Hear an update on the Main Street Bus Rapid Transit Design for express bus service that will open with the starter segment of light rail in December 2008.**

Mr. Mike James, City of Mesa Deputy Transportation Director, gave a brief update on the Bus Rapid Transit (BRT) System that will coincide with the opening of the Light

Rail Transit (LRT) System in December 2008 as an extension from the Sycamore Station east to Power Road and then south to Superstition Springs Mall.

The enhanced bus service focused on two issues, speed and image. The system will have limited stop stations (approximately every mile with frequent service), signal priority treatments, enhanced station design with variable message boards, and enhanced bus styling with new exterior color design and marketing.

The BRT project is 100% funded by Proposition 400 with approximately \$15.2 million capital budget. The City is in the process of purchasing ten (10) sixty-foot (60') buses with upgraded seating.

A public meeting is being held at 5:30 pm on July 26, 2007 at the Mesa City Plaza to show the design concepts that TranSystems has prepared. Mr. James stated that once some of the design concepts from the committee meetings and public are prioritized, the updated information can be brought back to the Downtown Development Committee for further viewing and comments.

7. Board Member Comments

There were no comments.

8. Director's Report, Shelly Allen, Town Center Development Director

Ms. Allen gave her report at the Study Session prior to the Downtown Development Committee Meeting.

9. Report from Downtown Mesa Association, Tom Verploegen, President

Mr. Verploegen gave a short report and suggested that the new Downtown Development Committee members would benefit from the Annual Bus Tour on Wednesday, August 22, 2007 at 9:30 am. Mr. Verploegen noted that the Policy Development Committee is now called the Strategic Alliance Committee. The Downtown Mesa Association Board would like to become more collaborative with the Town Center Development Office and the Downtown Development Committee.

Mr. Verploegen would like to give a presentation of Downtown Mesa Association's prospective of a new Concept Plan for Downtown to the Downtown Development Committee.

10. Items from Citizens Present (No action can be taken)

There were no items presented.

11. Adjournment

With there being no further business, this meeting of the Downtown Development Committee adjourned at 8:31 a.m.

Respectfully Submitted,

Shelly Allen, Town Center Development Director
Minutes prepared by Sue Cason