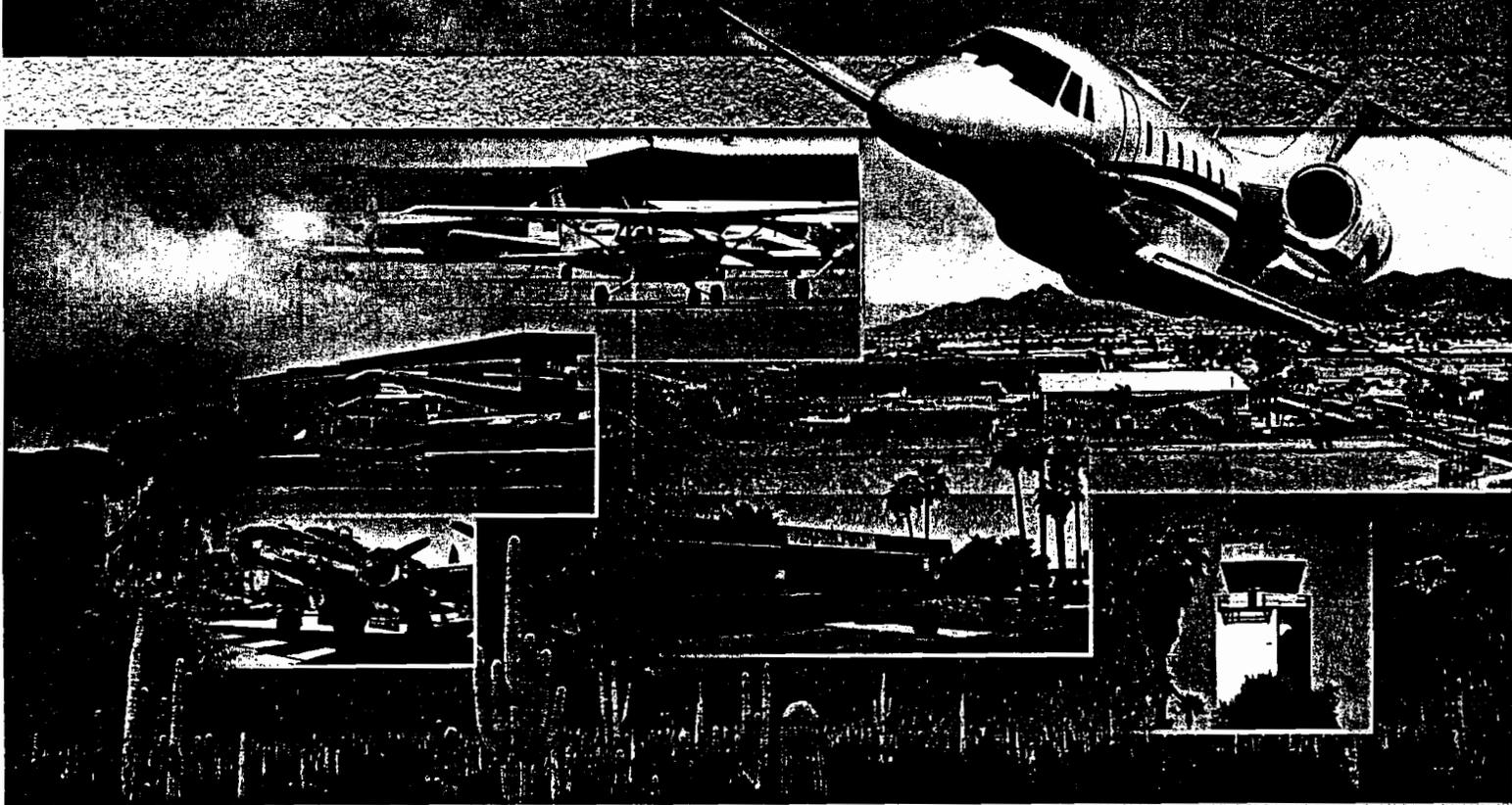


MESA-FALCON FIELD AIRPORT



AIRPORT MASTER PLAN

1

THE AIRPORT MASTER PLAN

- Is a proactive document
- Identifies and plans for future facility needs before the need actually exists
- Is sensitive to the needs of the surrounding area
- Facilitates the implementation of several of the Ad Hoc Task Force recommendations

PURPOSE OF A MASTER PLAN

- Evaluate the airport's capabilities and role in the community
- Forecast future aviation demand
- Plan for timely development of new or expanded facilities that may be required to meet demand
- Provide guidelines for the airport's overall maintenance, development, and operation
- Necessary in order to receive federal and state funds for capital improvements

A MASTER PLAN

- Does not establish aircraft flight patterns
- Does not determine who the airport's tenants will be
- Is not a commitment to build new facilities
- Is not a study of aircraft noise trends
- Is not a study of the air space around the airport

THE IMPORTANCE OF FALCON FIELD

- Serves as a major business and employment center for Mesa and the surrounding area.
- Serves as an amenity for recreational aircraft users.
- Serves as a general aviation reliever airport for Sky Harbor and Phoenix-Mesa Gateway airports.

FALCON FIELD AIRPORT ECONOMIC IMPACT

- In 2007 - \$2.33 billion per year
(Based on 2002 ADOT Study figures)
- On-Airport: 84 businesses - 1,233 jobs
(As of March 2009)
- Off-Airport: 13,249 jobs
(Provided by Claritas)
- Economics aside, achieving a balance between the airport business needs and the needs of the surrounding community is critical to the airport's overall success.



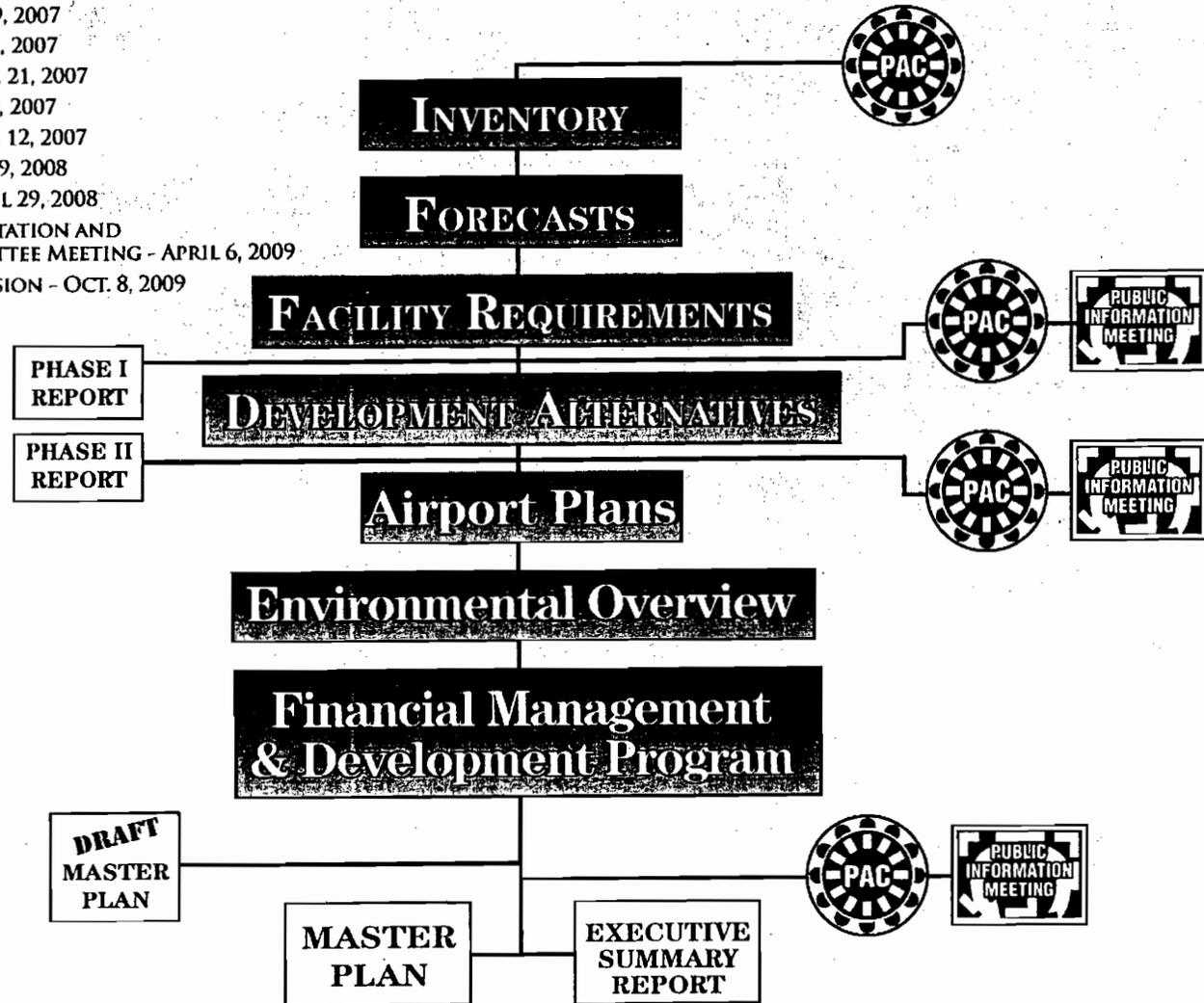
THE VISION FOR FALCON FIELD

- The bright economic nucleus in and around which thriving businesses are concentrated
- Continue to evolve as a major business hub - both on and off the airport
- Responsible for creating more jobs

PROJECT WORK FLOW

MEETING DATES

- PAC MEETING #1 - MAR. 29, 2007
- PAC MEETING #2 - AUG. 21, 2007
- PUBLIC MEETING #1 - AUG. 21, 2007
- PAC MEETING #3 - DEC. 12, 2007
- PUBLIC MEETING #2 - DEC. 12, 2007
- PAC MEETING #4 - APRIL 29, 2008
- PUBLIC MEETING #3 - APRIL 29, 2008
- CITY COUNCIL TRANSPORTATION AND INFRASTRUCTURE COMMITTEE MEETING - APRIL 6, 2009
- CITY COUNCIL STUDY SESSION - OCT. 8, 2009



GOALS OF THE MASTER PLAN

- Establish a schedule of development priorities designed to meet forecast aviation demand
- Enhance the safety and security of aircraft operations
- Meet FAA and ADOT - Aeronautics Group airport design standards
- Develop active and productive public involvement throughout the planning process
- Maintain a balance between airport growth and the quality of life of the surrounding community

DEMAND BASED AVIATION FORECAST ASSUMPTIONS

- The airport will continue to operate as a general aviation reliever
- The airport will continue to serve general aviation and corporate business aviation based tenants
- The general aviation industry will grow as forecast in the FAA Aerospace Forecasts - Fiscal Years 2007-2020
- Area population and employment will grow as forecast by the MAG and State of Arizona

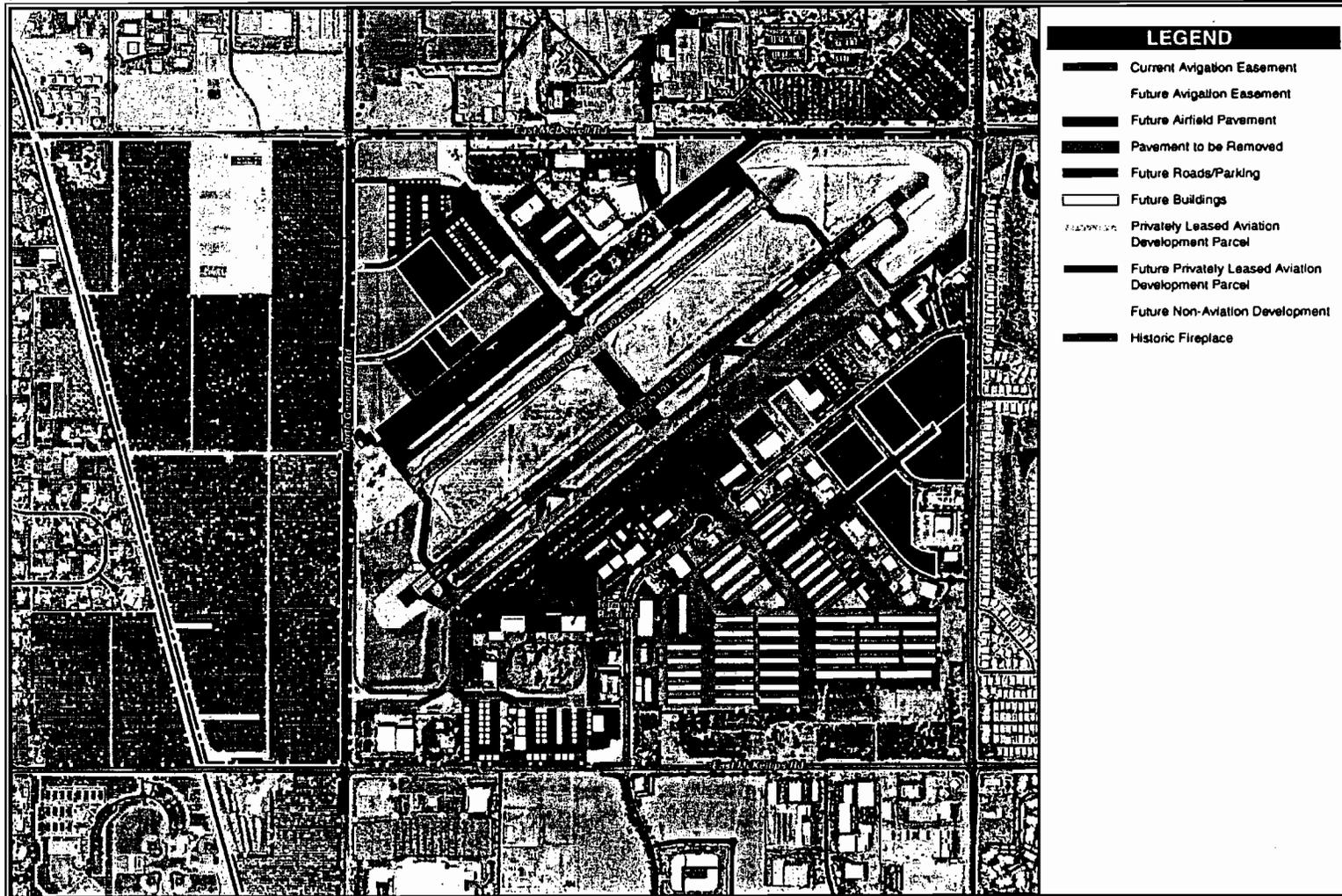
FORECAST SUMMARY

	Actual 2008	2012	2017	2022	2027
Based Aircraft Forecast					
Single Engine	679	909	1,033	1,109	1,187
Multi-Engine	123	132	135	135	132
Turboprop	13	18	23	28	33
Jet	11	19	30	38	48
Helicopter	66	72	79	90	100
TOTAL Based Aircraft	892*	1,150	1,300	1,400	1,500
Operations Forecast					
Itinerant					
GA	134,773	150,000	170,000	185,000	195,000
Air Taxi	6,912	8,900	10,800	13,200	16,000
Military	1,746	4,000	4,000	4,000	4,000
TOTAL Itinerant	143,431	162,900	184,800	202,200	215,000
Local					
GA	170,026	190,000	210,000	225,000	235,000
Military	672	1,000	1,000	1,000	1,000
TOTAL Local	170,698	191,000	211,000	226,000	236,000
3% Post-Tower Hours	9,424	10,600	11,900	12,800	13,500
TOTAL Operations	323,553	364,500	407,700	441,000	464,500
Peak Operations					
Peak Month	30,738	34,628	38,730	41,895	44,128
Busy Day	1,361	1,534	1,717	1,857	1,955
Design Day	1,024	1,154	1,291	1,396	1,470
Design Hour	133	150	155	160	166
AIA's	N/A	650	739	808	860

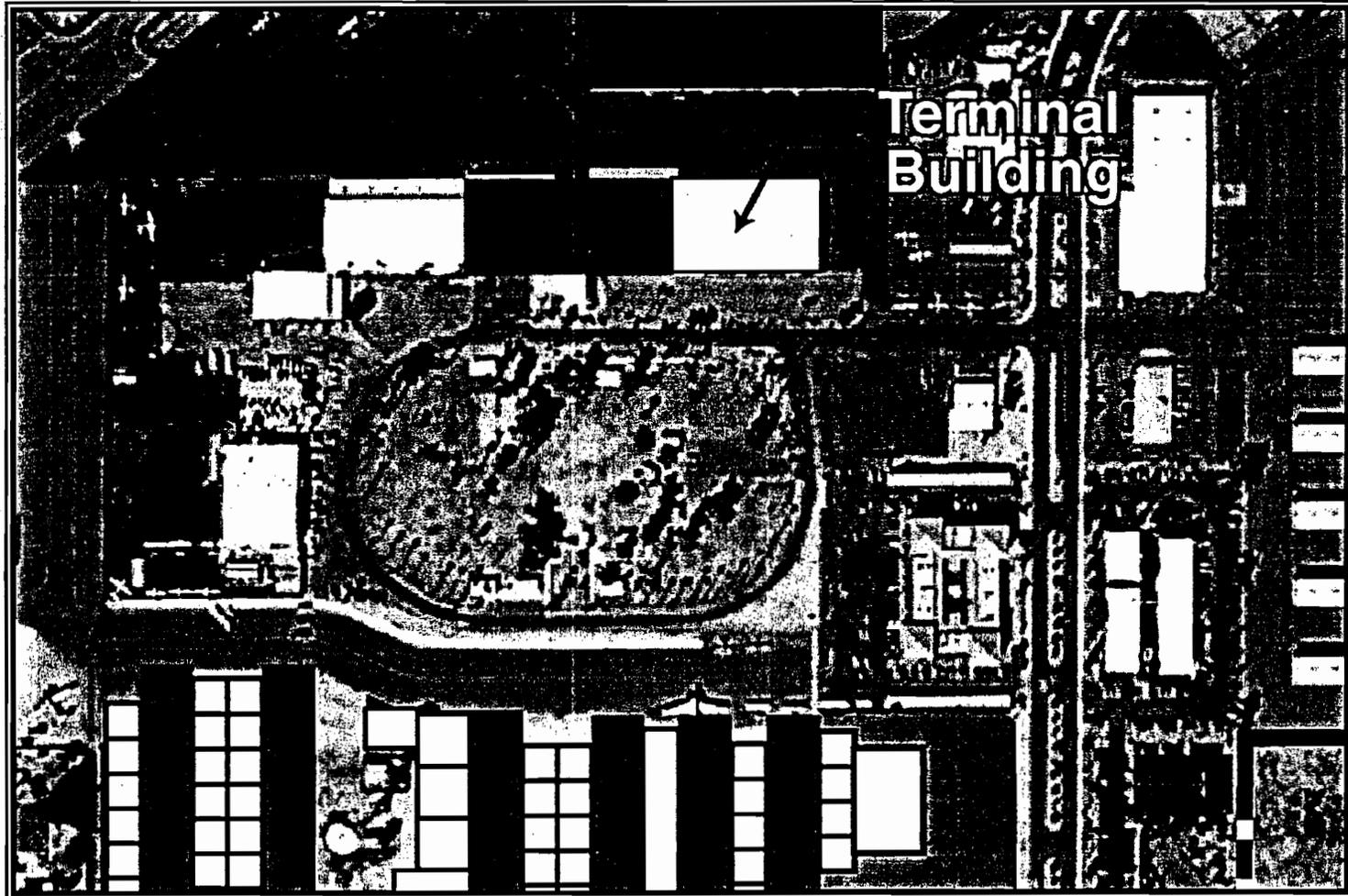
* March 2007 based aircraft total



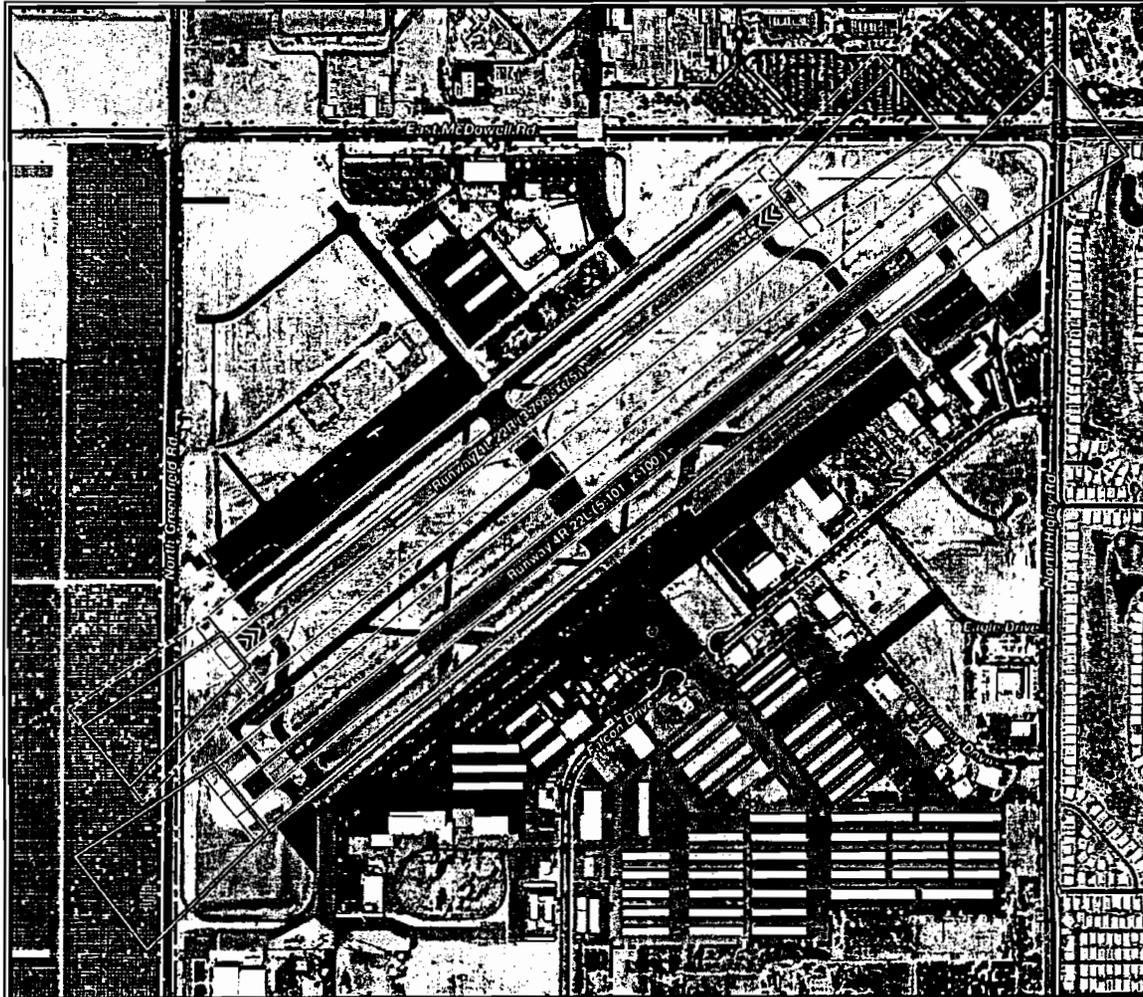
LANDSIDE CONSIDERATIONS



PROPOSED TERMINAL AREA



SHORT TERM DEVELOPMENT STAGING (1-5 YEARS)

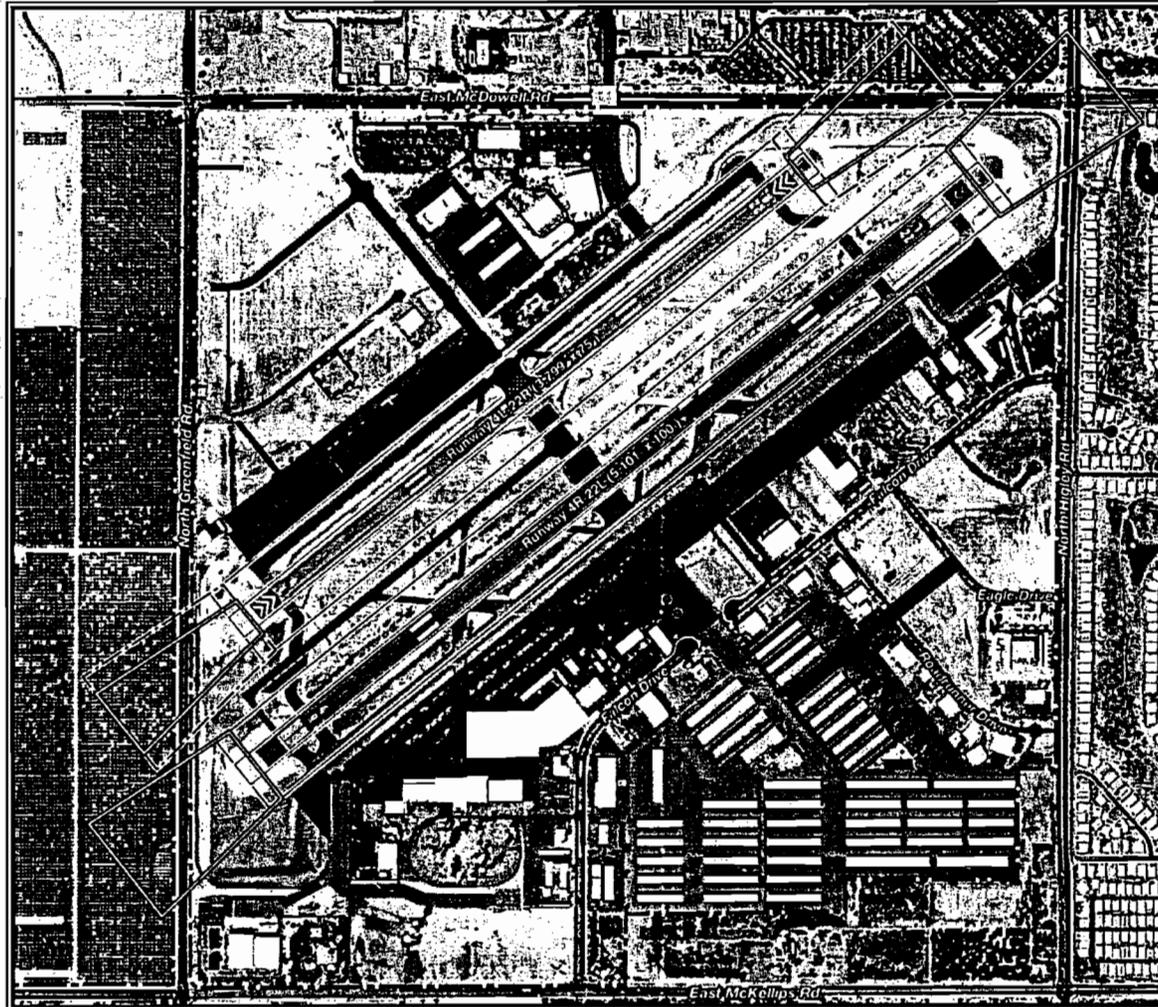


- Construct Runway 4R Hold Apron/Run-Up Area (RSAT)
- Design and Construct Taxiway B Reconfiguration and Install Runway Guard Lights (RSAT)
- Design and Construct Taxiway Extending to Eastside Development Area
- Design Midfield Parallel Taxiway; Construct Phase I (RSAT)
- Design and Construct REILs for Runway 4L-22R; Relocate/Upgrade PAPI System for Runway 4R-22L
- Design and Construct Anzio Ramp Expansion and Access Road
- Design and Construct High-Speed Exit Taxiways on North Side of Runway 4R-22L - Phase I

TOTAL SHORT TERM PROGRAM

PROJECT COST	\$22,055,000
FAA ELIGIBLE	\$14,392,500
ADOT ELIGIBLE	\$5,148,750
LOCAL SHARE	\$2,513,750

INTERMEDIATE TERM DEVELOPMENT STAGING (6 - 10 YEARS)



Design New Terminal Building/Remove Existing Terminal Building/Construct New Terminal Building or Remodel Hangar Building for New Terminal Building

Acquire 1.56 Acres of Avigation Easement for Runway 22R Approach Protection Construct High-Speed Exit Taxiways on North Side of Runway 4R-22L - Phase II

Prepare Falcon Field Apron for Future Development / Remove T-Hangars and Shade Hangars on Falcon Apron

TOTAL INTERMEDIATE TERM PROGRAM (INCLUDES 15% INFLATION FACTOR)

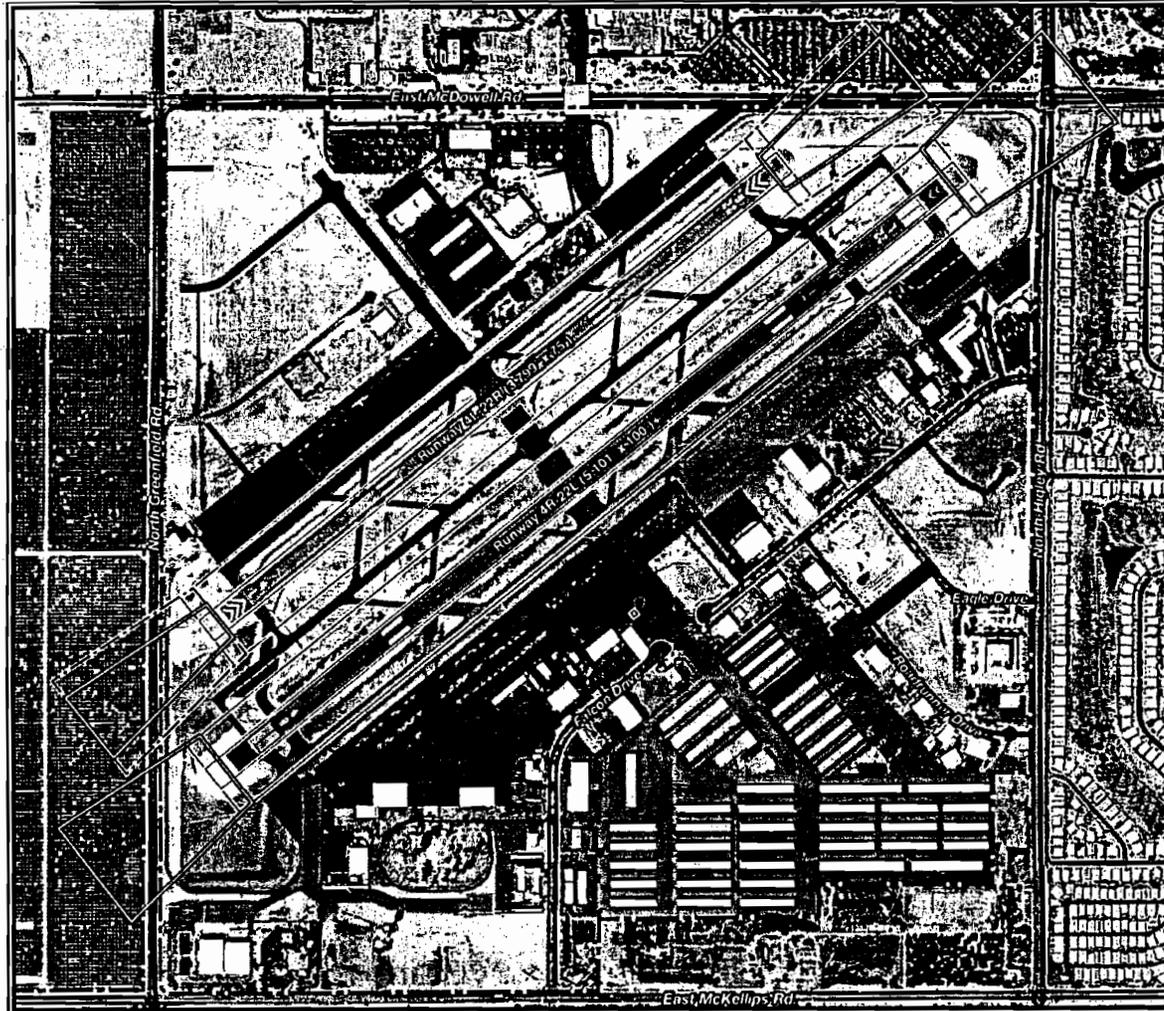
PROJECT COST \$19,091,150

FAA ELIGIBLE \$17,819,768

ADOT ELIGIBLE \$468,941

LOCAL SHARE \$802,441

LONG TERM DEVELOPMENT STAGING (11-20 years)



- Design and Relocate Taxiway E to 240' Separation from Runway 4L-22R
- Design and Construct High-Speed Exit Taxiways on North Side of Runway 4L-22R
- Design and Construct High-Speed Exit Taxiways on South Side of Runway 4L-22R
- Design and Construct Northeast Aircraft Parking Apron

**TOTAL LONG TERM PROGRAM
(INCLUDES 30% INFLATION FACTOR)**

PROJECT COST \$35,904,700

FAA ELIGIBLE \$31,682,690

ADOT ELIGIBLE \$833,755

LOCAL SHARE \$3,388,255

**TOTAL PROJECT COSTS
(INCLUDING INFLATION FACTORS)**

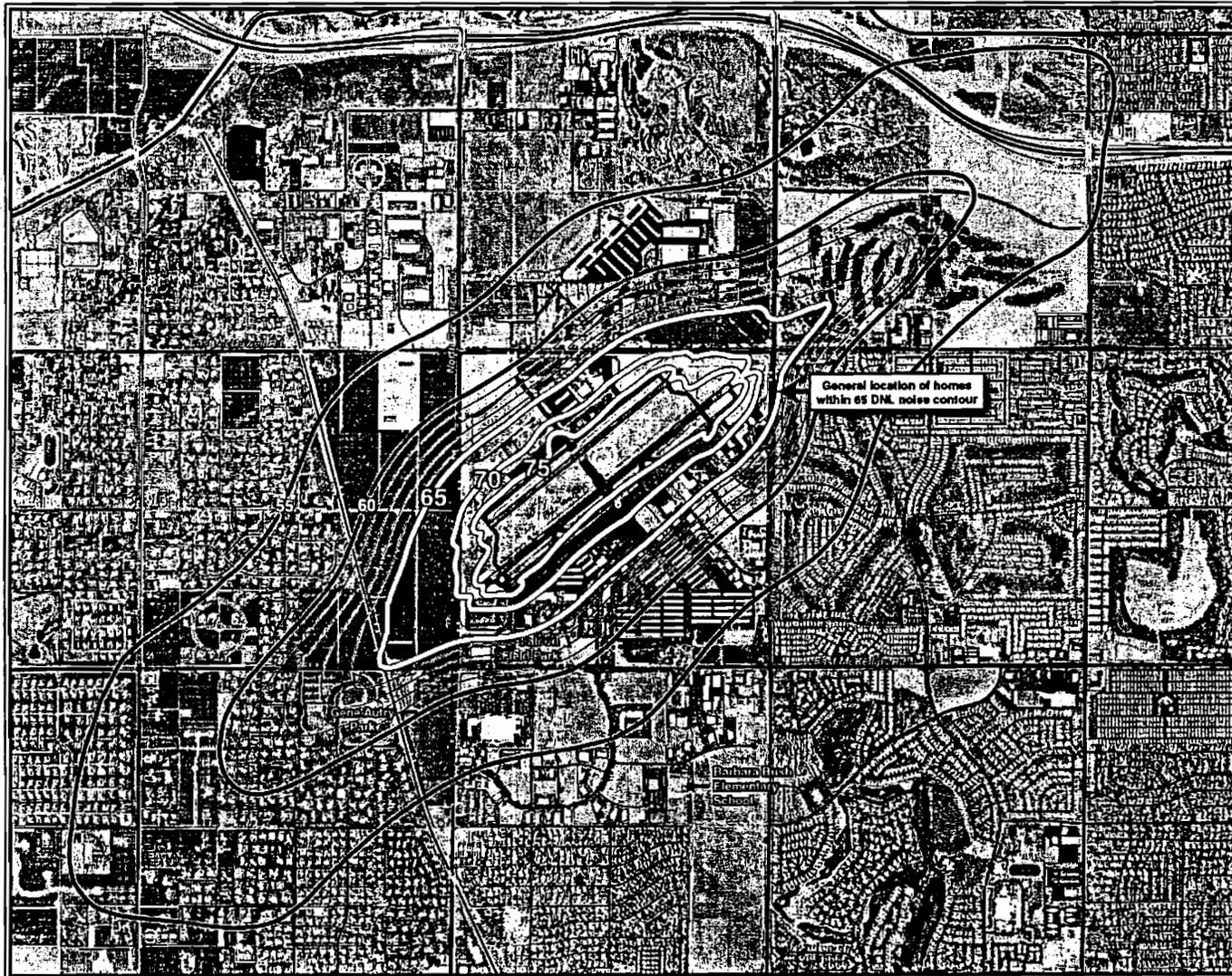
PROJECT COST \$77,050,850

FAA ELIGIBLE \$63,894,958

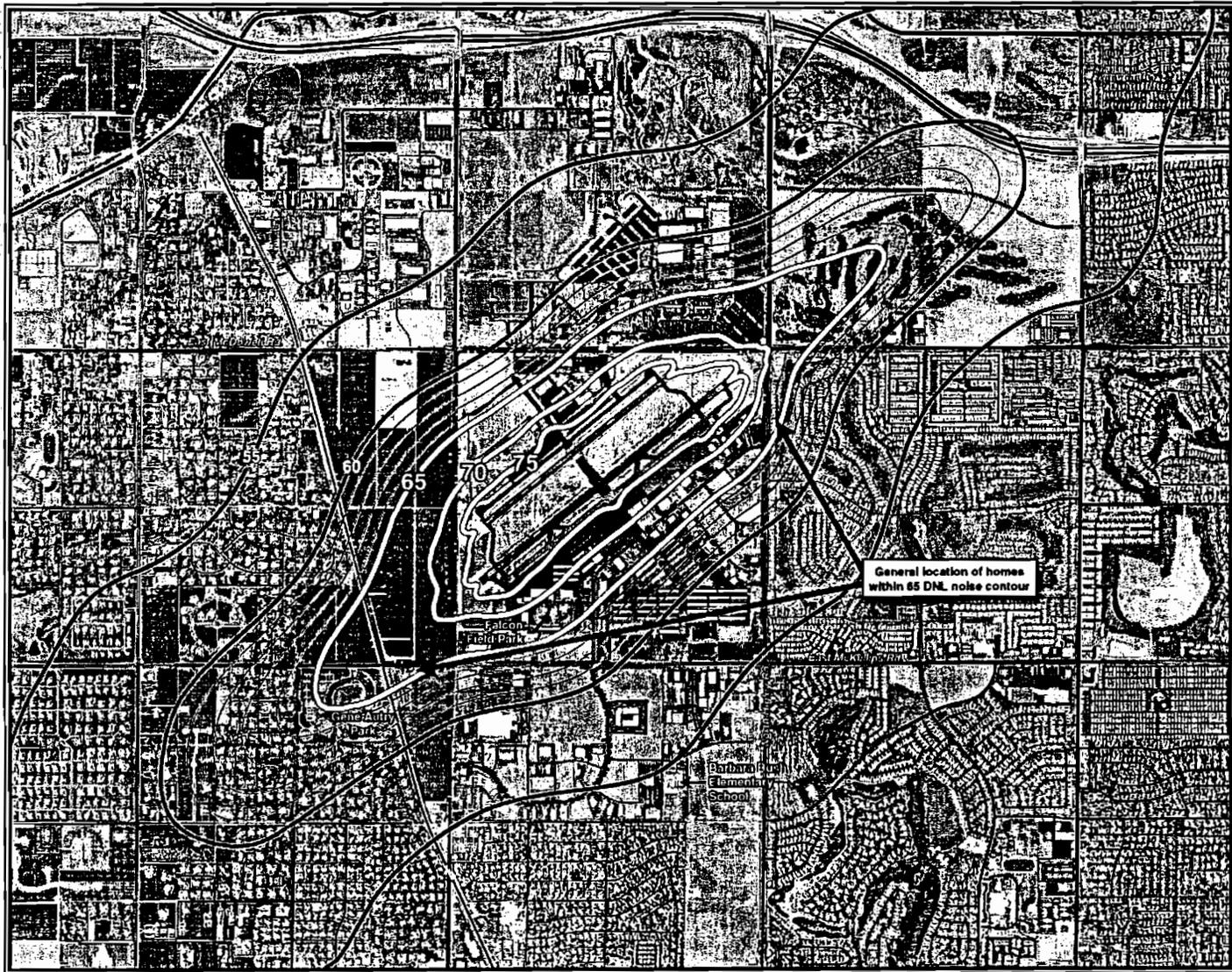
ADOT ELIGIBLE \$6,451,446

LOCAL SHARE \$6,704,446

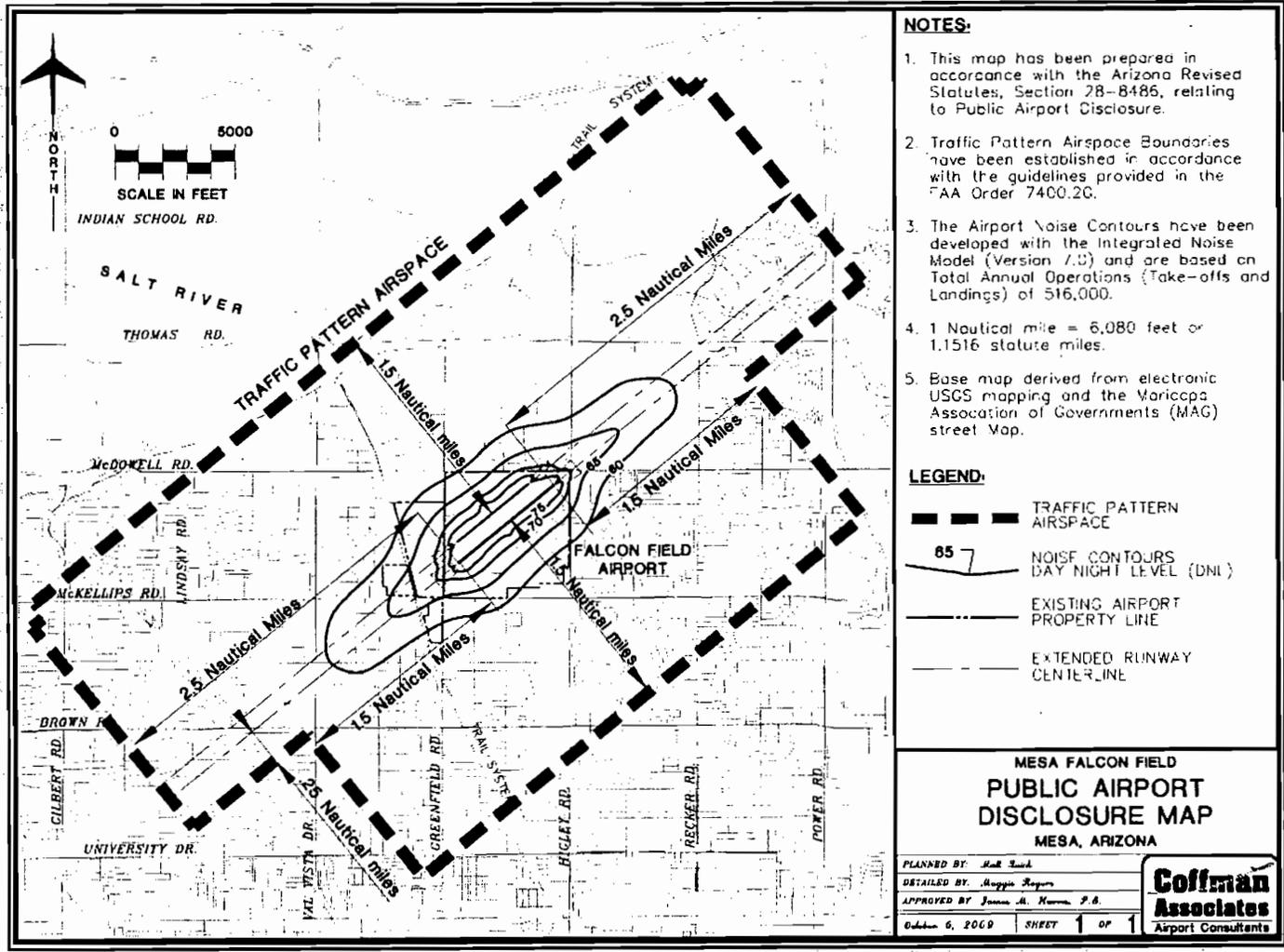
EXISTING AIRCRAFT NOISE EXPOSURE



LONG RANGE AIRCRAFT NOISE EXPOSURE



PUBLIC AIRPORT DISCLOSURE MAP



- NOTES:**
1. This map has been prepared in accordance with the Arizona Revised Statutes, Section 28-8486, relating to Public Airport Disclosure.
 2. Traffic Pattern Airspace Boundaries have been established in accordance with the guidelines provided in the FAA Order 7400.2G.
 3. The Airport Noise Contours have been developed with the Integrated Noise Model (Version 7.0) and are based on Total Annual Operations (Take-offs and Landings) of 516,000.
 4. 1 Nautical mile = 6,080 feet or 1.1516 statute miles.
 5. Base map derived from electronic USGS mapping and the Moticops Association of Governments (MAG) street Map.
- LEGEND:**
- TRAFFIC PATTERN AIRSPACE
 - NOISE CONTOURS DAY NIGHT LEVEL (DNL)
 - EXISTING AIRPORT PROPERTY LINE
 - EXTENDED RUNWAY CENTERLINE

MESA FALCON FIELD
PUBLIC AIRPORT DISCLOSURE MAP
 MESA, ARIZONA

PLANNED BY: Mark Smith
 DETAILED BY: Maggie Rogers
 APPROVED BY: James M. Norman, P.E.

October 6, 2009 SHEET 1 OF 1

Coffman Associates
 Airport Consultants

SUMMARY

Airport will continue to:

- Grow as demands continue to increase over time,
- Focus on infill development of airport property,
- Provide a critical economic development role in Mesa and the region, and
- Continue to seek a balance of community and business needs.

The Master Plan is a tool to meet and respond to these needs.



PROPOSED BOARD MODIFICATIONS

Downtown Development Committee Planning and Zoning Board Design Review Board

October 8, 2009



Background

- **Considering**
 - Consolidation of DDC and P&Z
 - Modification of role of DRB
- **Met with Council in June**
- **Met with advisory boards in July**
- **Goal today to present advisory board comments and seek final direction**



Consolidation of DDC and P&Z

- **DRB did not have much discussion regarding this proposal**

- **DDC Comments:**
 - Will lose focus on downtown
 - Downtown vision will be lost in greater planning function
 - Concern with losing one application process
 - Acknowledged value of streamlining processes



Consolidation of DDC and P&Z

- **P&Z Board comments**
 - Integration of planning functions beneficial
 - Concern that the special needs of downtown be addressed
 - Need to ensure prompt attention to downtown issues



Summary

• Consolidation of DDC and P&Z:

- Planning staff will become very familiar with downtown area through the upcoming planning process
- Planning and Economic Development continue to collaborate
- Two members of planning staff become primary contacts for downtown projects
- Continue to evaluate review process to incorporate the one application approach
- Can have benefits of one overall planning board with special emphasis on downtown area
- Staff recommends consolidation to one board



Summary

- **Questions**
- **Direction on consolidation of DDC and P&Z**



Modification of Design Review Board

- **DDC did not have much discussion regarding this proposal**
- **P&Z Comments:**
 - Questioned how the change would improve the quality of development
 - Concerned about perceived lessening of public involvement
 - Concerned about the cost of the consulting architect vs. the value of the professional volunteers
 - Recognized that the need for design review was approved by the voters



Modification of Design Review Board

• **DRB Comments:**

- The work sessions have improved the process
- Agreed more design guidelines would be helpful
- Concern about continuity with only quarterly meetings
- Did not see a savings in staff time
- Discussed limited value of public input at DRB meetings
- Suggested work sessions with staff approval



Summary

- **Modification to DRB:**
 - Staff agrees the change to using work sessions has improved this process
 - The change to quarterly meeting would disrupt the flow of work
 - The option of continuing DRB work sessions and then allowing staff to work out the final approval seems to be a viable alternative, staff supports this recommendation



Summary

- **Questions**
- **Direction on modifications to DRB**



Future Steps

- **Based on direction received Staff will prepare text amendments**
- **Advisory board review and recommendation in November**
- **Back to Council for action in December**

MESSAGE ESTABLISHMENT ORDINANCE

**City Council
October 8, 2009**

Background

- There are currently one hundred and twenty (120) massage parlor establishments licensed to do business in the City
- The City currently charges a \$300 license fee

Enforcement

- Street crimes officers enforce the ordinance
- The MPD utilizes two enforcement tools to oversee massage establishments:
 - **Administrative Investigations:** Administrative investigations involve inspecting the business premises for health, safety, and licensing violations - for administrative violations, the City's Tax and Licensing Department is notified so that it may take the appropriate licensing action
 - **Criminal Investigations:** The MPD conducts criminal investigations into illegal activity occurring within massage establishments

Mesa Ordinance

- The City's current massage ordinance contains many good provisions but it can be strengthened to become a more effective enforcement tool
- Both the Phoenix ordinance and the Scottsdale ordinance are more restrictive – both include higher levels of accountability
- Most importantly, the emphasis of the Phoenix ordinance and the Scottsdale ordinance is on the business establishment, which provides an effective enforcement tool for police officers irrespective of the type of conduct that is occurring within

Proposed Changes Business

- Applicant must submit premises details
- No changes may be made to the premises without notice
- Business hours restrictions
- Advance approval for change of location
- Notification of any change in information
- Schedule of services must be provided
- Notification of any change in the services provided

Proposed Changes Business

- A sworn affidavit must be provided attesting that no person not qualified to own, control or manage a massage establishment is involved in ownership or management if the location was previously a massage establishment that had its license suspended, denied, or revoked within the preceding six (6) month period
- Health and safety requirements a business must meet in order to obtain a license or to maintain a license, including readable signs, clean wash basins, clean sheets, clean towels, all walls, ceilings, floors and fans must be in good repair, all equipment disinfected, etc.

Proposed Changes Business

- Require businesses to:
 - Provide the name, license number and photograph of each massage therapist
 - Identify in advance the manager and temporary manager
 - Submit the name and photograph of the all of the employees of the massage establishment
 - File a floor plan indicating room numbers
 - Maintain a log that, at a minimum, identifies the massage therapists daily work activity

Proposed Changes Employees

- Each massage therapist licensed through the State must maintain a current license, operate under the name listed on the license and operate consistent with the mandates of the City's Code
- Each manager must submit an application as well as a current photograph
- Each manager must obtain a manager permit that must be renewed yearly

Proposed Changes Employees

- Managers may not be substituted without notice to the City
- It is unlawful to employ any person to act as a manager who is not licensed by the City
- Photographs of all employees must be maintained on the premises

Outreach

- Meetings with massage establishment business owners and employees have been held
- The Police Department is working to resolve issues raised in these meetings

Requesting

In order to give police officers more effective tools to respond to community concerns of illegal activity occurring in and around massage establishments as well as health and safety concerns within the premises, the MPD is respectfully requesting authorization to amend the Massage Establishment Ordinance as proposed