



COUNCIL MINUTES

November 7, 2022

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 November 7, 2022, at 5:01 p.m.

COUNCIL PRESENT

John Giles
Jennifer Duff
Mark Freeman
Francisco Heredia
David Luna*
Julie Spilsbury
Kevin Thompson

COUNCIL ABSENT

None

OFFICERS PRESENT

Christopher Brady
Holly Moseley
Jim Smith

(*Participated in the meeting through the use of video conference equipment.)

Mayor Giles conducted a roll call.

1. Review and discuss items on the agenda for the November 7, 2022, 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

2-a. Hear a presentation, discuss, and provide direction relating to the findings of the Coffman Study, a High Helicopter Traffic Corridor Study, that examined the impact of helicopter activities associated with training and testing flights on the future development of land located within one mile north of the Falcon Field Airport, and provides guidance to the City's land use decisions.

Development Services Director Nana Appiah introduced Falcon Field Airport Director Corinne Nystrom and displayed a PowerPoint presentation regarding the results of the Coffman Study. **(See Attachment 1)**

Mr. Appiah stated the intent of the study was for the consultant to examine the impact of helicopter activities surrounding the study area. He displayed a map of the study area defining the elevation to illustrate the height of the area. (See Pages 3 and 4 of Attachment 1)

Ms. Nystrom explained airspace is overseen by the Federal Aviation Administration (FAA) and Falcon Field airspace is classified as Class D, which consists of any area above the surface up to the Above Ground Level (AGL) and Mean Sea Level (MSL). She added the restriction requires anyone flying within the Falcon Field airspace to remain within that area to avoid being required to contact the Phoenix Sky Harbor air traffic control tower. She noted helicopters generally fly at the lower portion of the Class D airspace than fixed-wing aircraft, except when fixed wings are landing and taking off. (See Page 5 of Attachment 1)

Mr. Appiah reviewed the helicopter flight paths and the study areas within the direct flight path impacted by helicopters. (See Page 6 of Attachment 1)

In response to a question posed by Mayor Giles regarding the City limits, City Manager Christopher Brady explained the majority of the flight paths depart the City quickly and extend further north.

Mr. Appiah discussed the General Plan character designation for the study area is 831 acres and is designated as employment. He commented the goal is to ensure a high range of employment and industrial commercial activities. (See Page 7 of Attachment 1)

Mr. Appiah discussed the current zoning designations of the area, which are primarily industrial, with two zoned residential areas. He recommended the employment character designations be consistent. (See Page 8 of Attachment 1)

Mr. Appiah summarized the study findings and recommendations. (See Page 9 of Attachment 1)

Mr. Brady stated the study is critical for Mesa's future security and Boeing's helicopter operations. He commented the City is aware of the critical flight path Boeing has been using since the 1980s. He emphasized the importance of the report and findings for future Councilmembers, Boeing, and others for development decisions in this field. He suggested the City needs to protect this area, recognizing the level of helicopter activity.

Councilmember Luna stated the City of Mesa (COM) has continued to protect Boeing and wants to ensure their continued success in testing helicopters, manufacturing Apache helicopters, and protecting the nation. He expressed his support.

In response to multiple questions from Councilmember Freeman regarding the typical flight patterns, Ms. Nystrom referred to Page 6 of the presentation to illustrate the flight pattern that all helicopters utilize for the Falcon Field airport which is separate from the fixed-wing aircraft runway. She advised the FAA, air traffic control, and helicopter pilots all agree this is the safest flight pattern. She added the Banner Health medical helicopter is stationed out of Falcon Field Airport as well.

In response to a question posed by Councilmember Thompson regarding protected flight areas, Mr. Appiah replied four years ago, the Mesa Gateway Airport gathered the surrounding municipalities and conducted a study, which recommended uses that were compatible with airport operations and various designations for the airport flight areas.

Mr. Brady explained there is protected airspace, specifically for helicopters which are flying at a lower elevation coming out of Falcon Field and moving toward the north/south route.

Assistant City Manager Scott Butler clarified when rotorcraft take off from Gateway Airport and proceed east, access to the corridor along SR 24 is available, which allows them to reach the state land area and continue their flight patterns. He noted the designation of non-residential around SR 24 was intended to allow for the corridor.

In response to a question from Vice Mayor Duff regarding what happens to residential land that is not compatible in RS 90 and RS 43 zoning, Mr. Brady stated the City does not rezone land that was in place and recommends rezoning for non-residential uses.

City Attorney Jim Smith explained a report will be brought back for a resolution and adoption with a provision to create incentives for people that have residential zoned property, and to encourage appropriate rezoning.

In response to a question from Vice Mayor Duff regarding upcoming projects, Mr. Appiah confirmed he is not aware of any future projects for the areas that are zoned residential.

In response to a question posed by Mayor Giles regarding incentives, Mr. Appiah agreed if a developer chooses not to accept the incentives, the developer is still subject to the notification to buyers, the aviation easements, and the noise attenuation building requirements.

Mayor Giles commented although consultants were engaged and a considerable amount of time was spent, he believes the City has placed Boeing and future Councilmembers in a position to make informed decisions.

Mayor Giles thanked staff for the presentation.

2-b. Hear presentation and discuss an update on the current status of the Mesa Fire and Medical Emergency Transport Program.

Assistant Fire Chief Cori Hayes introduced Public Safety Strategic Planning and Data Analysis Coordinator Jason Taylor and displayed a PowerPoint presentation. **(See Attachment 2)**

Assistant Chief Hayes provided the history of the ambulance transportation services. She summarized the growth of the program and number of ambulance units and annual transports from 2018 through 2021. (See Pages 1 and 2 of Attachment 2)

Mr. Taylor presented a chart illustrating the total transports for the COM compared to other transport providers within Mesa by quarter. He explained the COM moved from only low acuity in the pilot program to focusing on all transports in the first two quarters of 2021, and since then has obtained approximately 45% of all transports per quarter. (See Page 3 of Attachment 2)

Assistant Chief Hayes discussed the program's successes and stated there have been significant improvements. She explained the many benefits that have positively impacted the citizens receiving ambulance services. She mentioned the strategic placement of ambulances in fire stations throughout the city has led to quicker response times. She identified ways in which Mesa Fire continues to exceed. (See Page 4 of Attachment 2)

In response to a question posed by Mayor Giles regarding cost recovery for services, Assistant Chief Hayes commented the City bills for all transports and the insurance company will invoice the individual. She added the billing rate is set by the State.

Mr. Brady commented that the City has evolved from a previous program and now has two civilians per ambulance responding to calls. He clarified the billing rate covers the operating expenses, while the City struggles with the indirect overhead and capital costs. He noted the City continues to subsidize; however, recovery and subsidy are not at 100%.

In response to a question posed by Mayor Giles regarding regulating the rates, Assistant Chief Hayes stated the Arizona Department of Health Services regulates the rates.

Assistant Chief Hayes summarized the challenges, pointing out that turnover is one of the major concerns. She stated that since implementing in-house billing, staff has worked diligently over the past six months to eliminate the backlog. She explained due to the success of the program, additional support positions will be added. (See Page 5 of Attachment 2)

Assistant Chief Hayes discussed the future of the program and the projections to increase the percentage of total transports from 45% to 83% by May 2024. She explained there are delays on purchases due to supply chain issues. She pointed out six additional ambulances have been approved, which will allow the MFMD to meet the needs of the City in the next year and a half. (See Page 6 of Attachment 1)

In response to a question from Councilmember Freeman regarding accommodations for transport units in fire stations, Assistant Chief Hayes stated the last two stations built were designed with space for ambulances.

Mr. Brady clarified the model is to have a flexible space for those working 12-hour shifts but there will not be a specific space for overnight accommodations.

In response to multiple questions posed by Councilmember Freeman, Assistant Chief Hayes commented there is a mix of personnel who prefer 24-hour shifts and 12-hour shifts. She emphasized the ambulance operation is one of the busiest in the region. She mentioned the City and their private partners are conscious of their employees' well-being by ensuring that ambulance personnel are not being overworked in a 24-hour period. She remarked the COM has some of the best response times in the region.

In response to multiple questions posed by Councilmember Heredia, Assistant Chief Hayes explained once the City feels comfortable taking on the additional units, a 90-day notice will be sent to the private partner to reduce their transports as the City takes a higher percent of the transports. She commented that units are placed based on call volumes and the time of day. She noted the planning research division within the Fire Department monitors call volumes and locations to determine placement of ambulances to provide excellent customer service.

Mr. Brady clarified private partners are critical to continue to provide services in areas where response times struggle due to proximity of a location or staffing issues.

Responding to a question from Councilmember Spilsbury, Assistant Chief Hayes stated the goal is that the City will be running eight 24-hour units and the private partner running three by May 2024.

In response to multiple questions posed by Councilmember Thompson, Assistant Chief Hayes explained House Bill (HB) 2431 has not impacted the Fire Department. She explained Mesa paramedics already transport a patient to their requested hospital for non-emergency care. She noted typically residents chose the closest hospital.

In response to a question from Councilmember Freeman regarding civilian staffing shortages, Assistant Chief Hayes indicated sworn personnel are requested to cover the gap. She explained as the program has grown, there is a larger pool of personnel available to work overtime.

Mayor Giles thanked staff for the presentation.

3. Current events summary including meetings and conferences attended.

Mayor Giles – One Life Church meeting
Valley Baptist Church – honoring first responders
Mamba and Mambacita Sports Foundation – Mesa East
Valley Boys and Girls Club
House of Refuge Valley Partnership – service project

Vice Mayor Duff – Just Because Gift Shop – grand opening
St. Vincent De Paul – breakfast fundraiser
Veterans of Washington-Escobedo exhibit – Mesa Historical
Museum

Councilmember Spilsbury – Mesa Police Department Women’s Leadership seminar

Councilmember Thompson – Mesa Police Department Women’s Leadership seminar

Councilmember Spilsbury mentioned all Councilmembers participated in Game Night and thanked the Police and Fire Departments. She announced the Veterans Day parade is on Friday, November 11, 2022, at 11:00 a.m. She recognized George Phillips from the Mesa Leadership Program.

Vice Mayor Duff mentioned Mesa is the first City in Arizona to obtain Google Fiber and the City will have the highest speed available.

Councilmembers Freeman, Spilsbury and Vice Mayor Duff attended the SRP Sustainability Champions awards where several awards were presented to City departments.

4. Scheduling of meetings.

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

Monday, November 21, 2022, 5:00 p.m. – Study Session

Monday, November 21, 2022, 5:45 p.m. – Regular Council meeting

5. Adjournment.

Without objection, the Study Session adjourned at 6:01 p.m.

JOHN GILES, MAYOR

ATTEST:

HOLLY MOSELEY, 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 7th day of November 2022. I further certify that the meeting was duly called and held and that a quorum was present.

HOLLY MOSELEY, CITY CLERK

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(Attachments – 2)



CITY COUNCIL STUDY SESSION

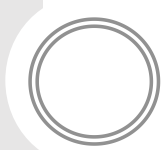
Corinne Nystrom, A.A.E
Falcon Field Airport Director

Nana Appiah, PhD, AICP
Development Services Director

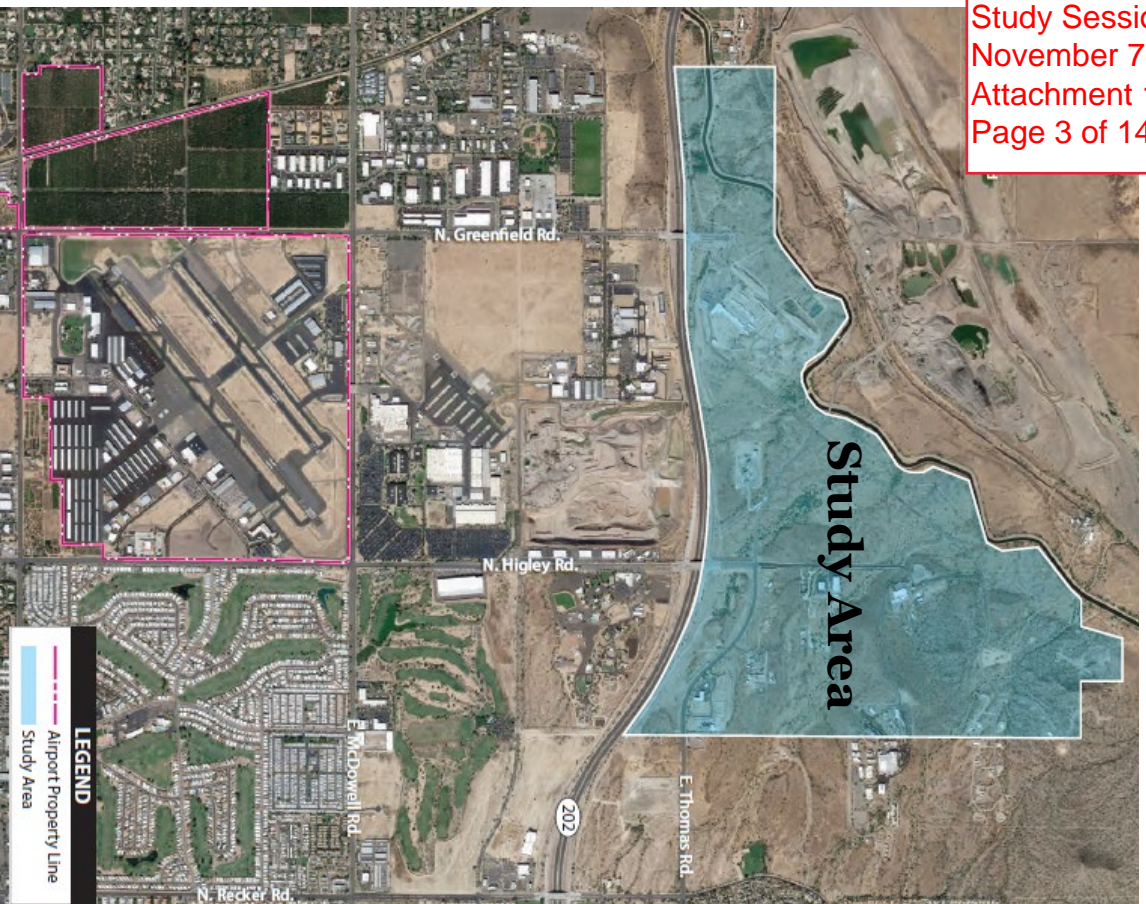
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FALCON FIELD ROTORCRAFT LAND USE COMPATIBILITY STUDY



November 7, 2022



Study Area

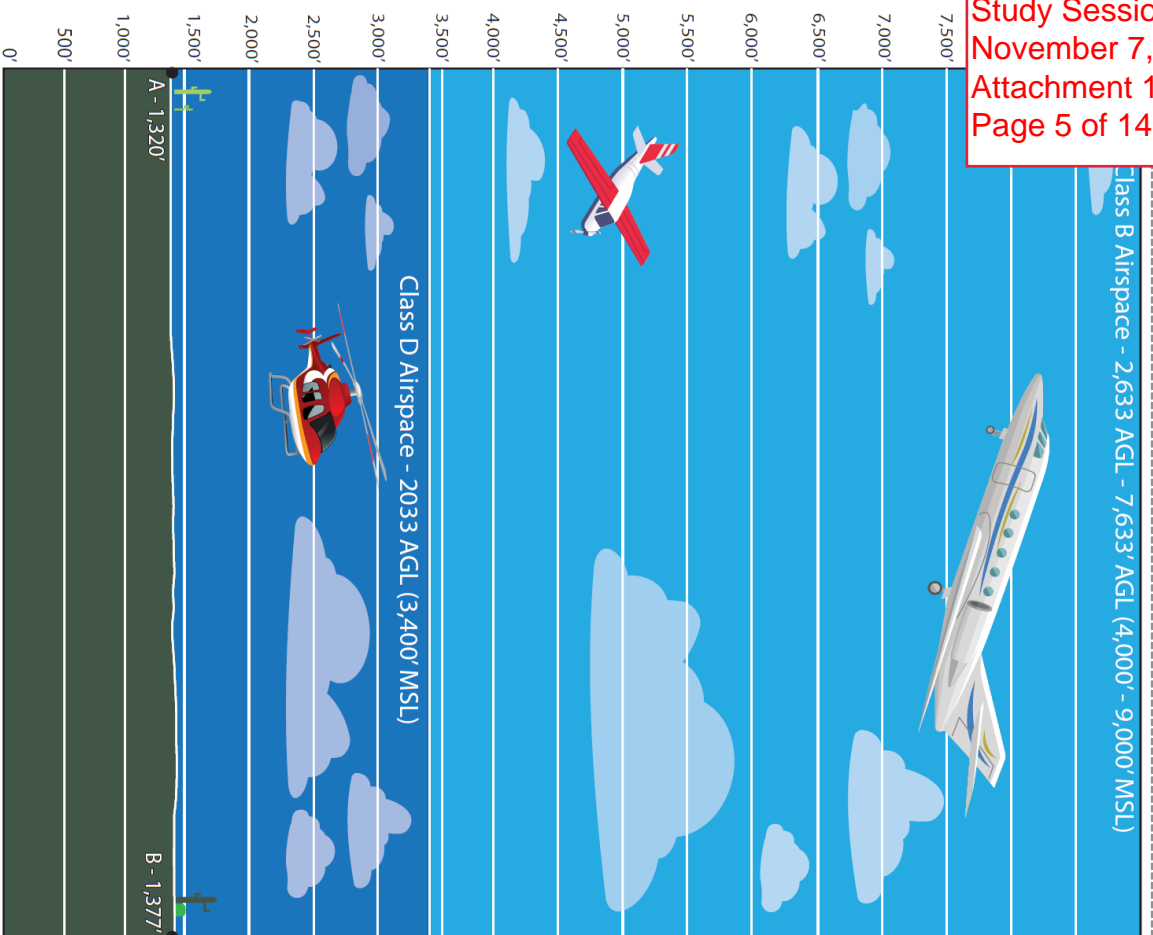
- North of Loop 202, and between North Val Vista Drive and North of Recker Road
- Helicopter testing area since the 1980s

Purpose of Study:

- Examine potential impact of helicopter and airflight activities and their impact on land uses

Elevation

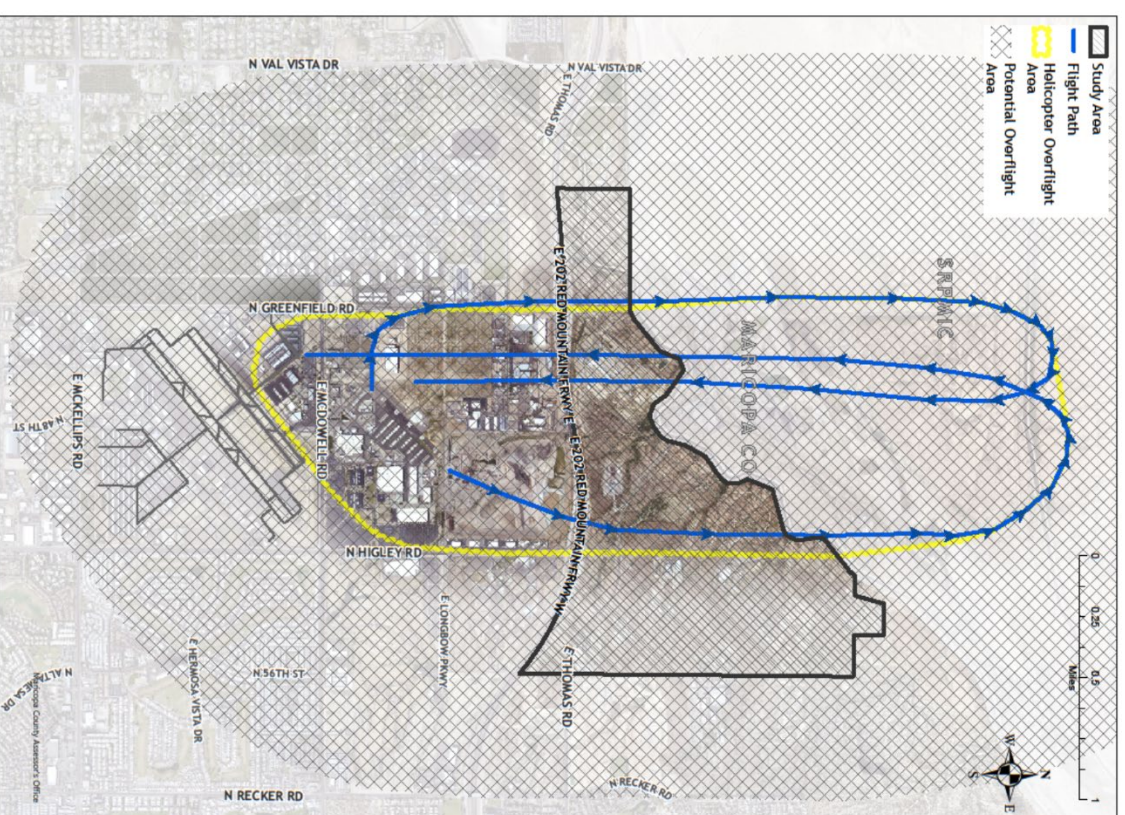


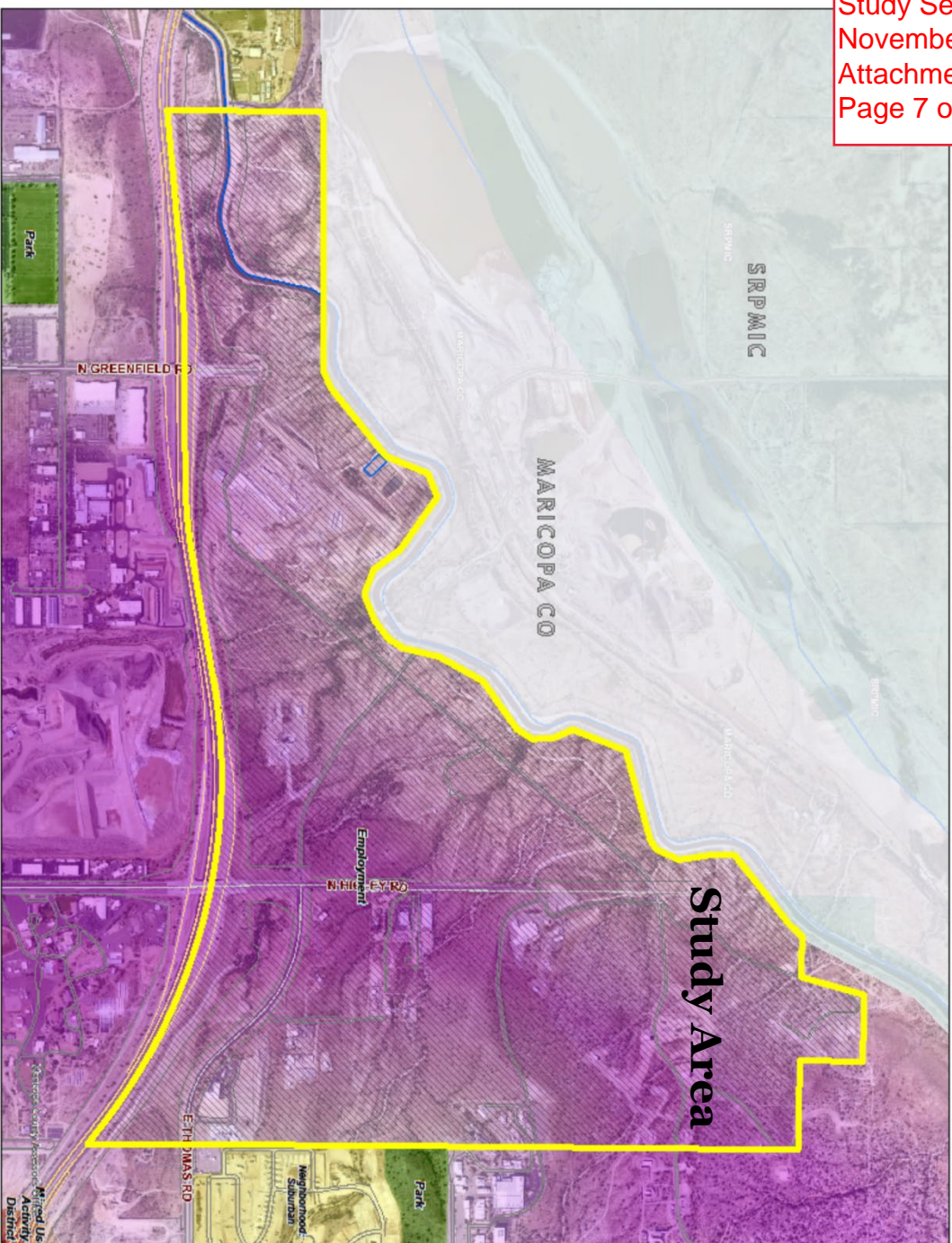


Air Space Area

Helicopter Pattern and Airport Overflight Area

- Areas impacted by helicopter flights
- Reaches north from Falcon Field into the Salt River Pima-Maricopa Indian Community





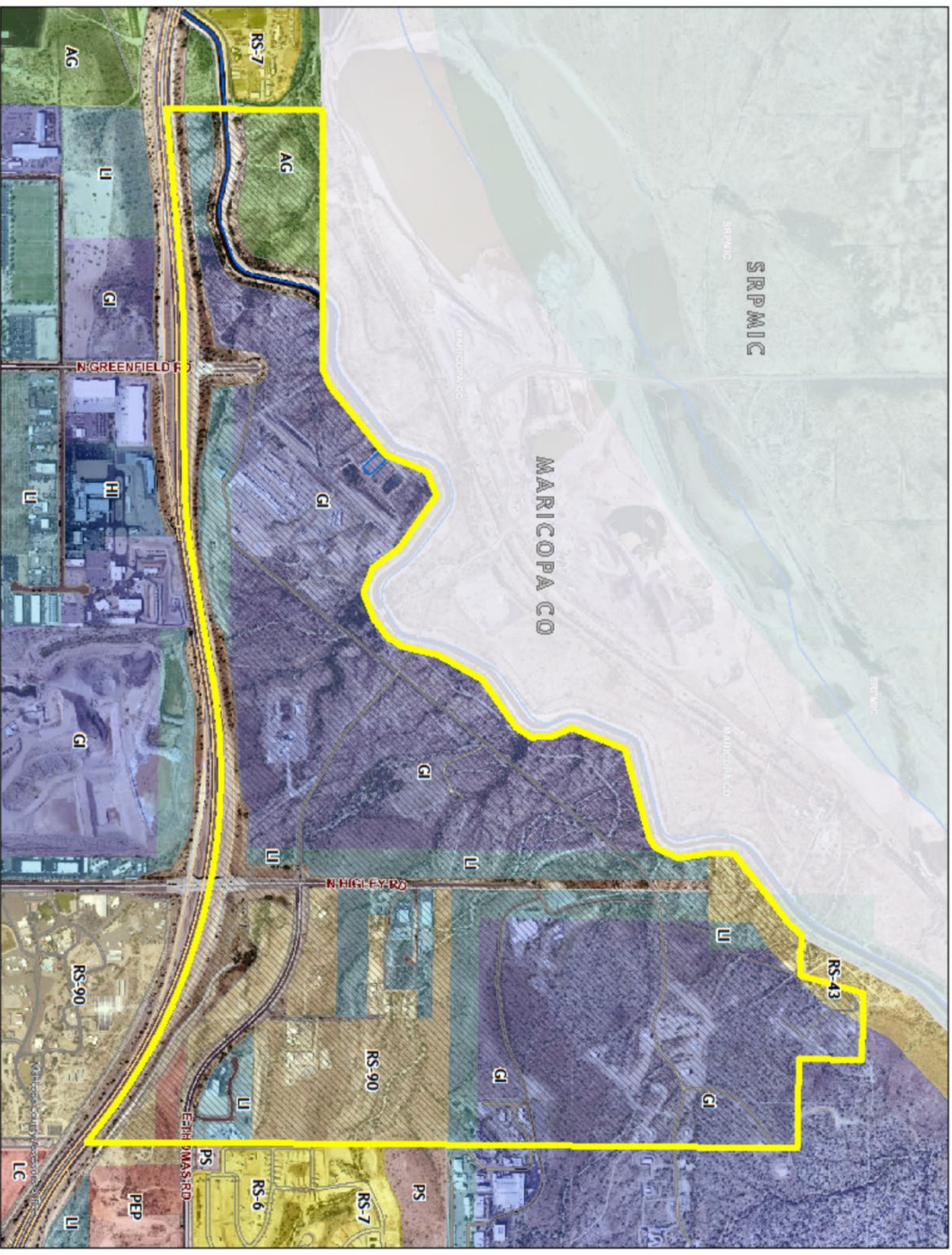
General Plan Character Designation

Employment:

- Provide high range of employment opportunities
- Rarely include any type of residential uses

Current Zoning Designations

- General Industrial (GI)
- Light Industrial (LI)
- Agriculture (AG), and
- Residential (RS 43 and RS 90)



Summary

Findings

- ✓ City of Mesa does not have authority to regulate airspace or where and how aircraft fly
- ✓ Study area incompatible for residential land uses
- ✓ Study area includes small area zoned RS-43 (one dwelling unit/acre) and RS-90 (two dwelling unit/acre)

Recommendation

- ✓ Future development should comply with employment character area designation
- ✓ Continue to require recordation of avigation easement prior to final plat or issuance of a building permit
- ✓ Notification to buyers of an Airport in the Vicinity of Property and General Flight Path



QUESTIONS / DISCUSSION

November 7, 2022

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General Development Standards

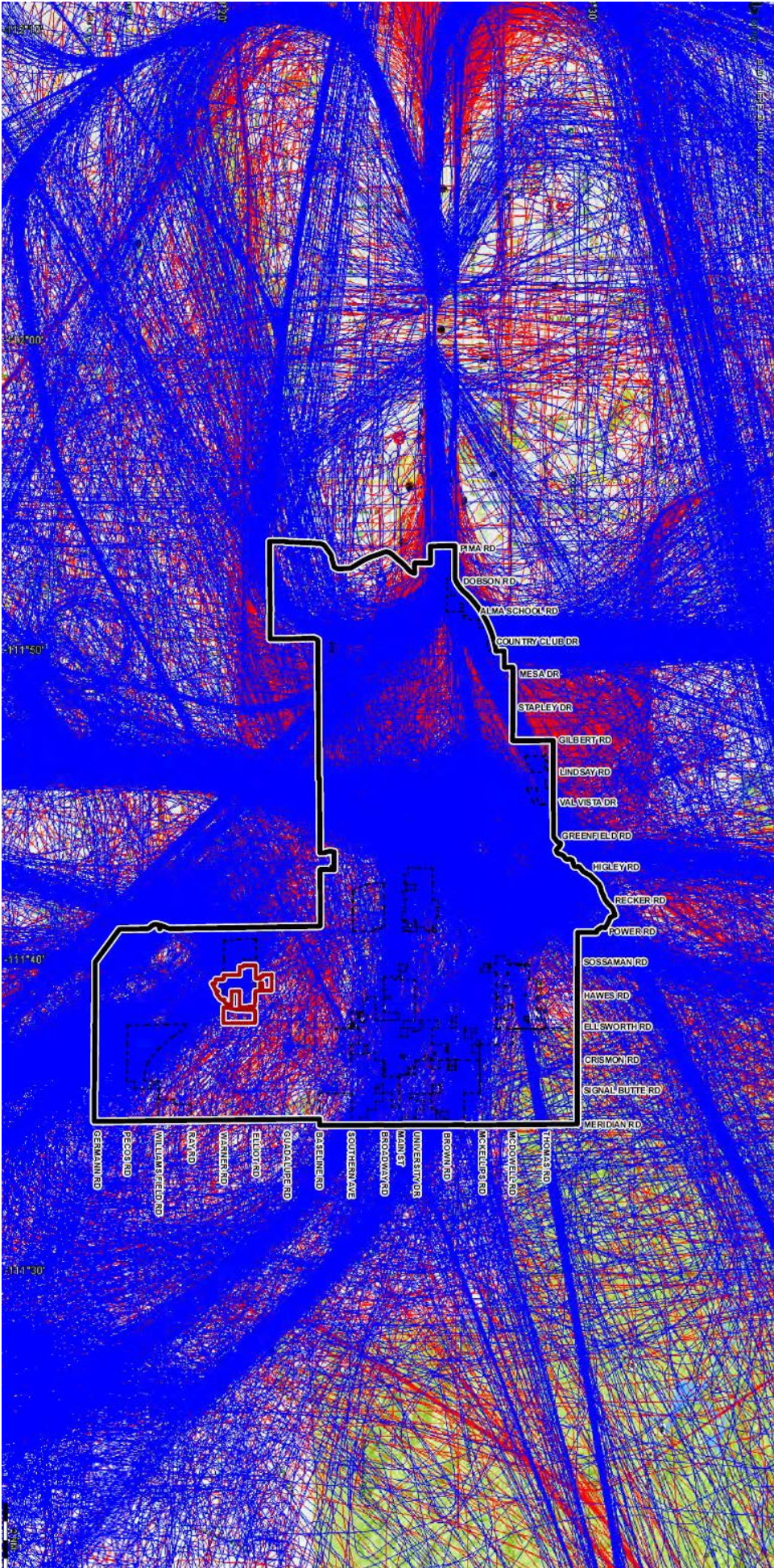
Residential Requirements:

Overflight Areas	Single Residence	Multiple Residence
AOA1	Not Allowed	Not Allowed
AOA2	Not Allowed	Council Use Permit
AOA3	Subject to Conditions	Subject to Conditions

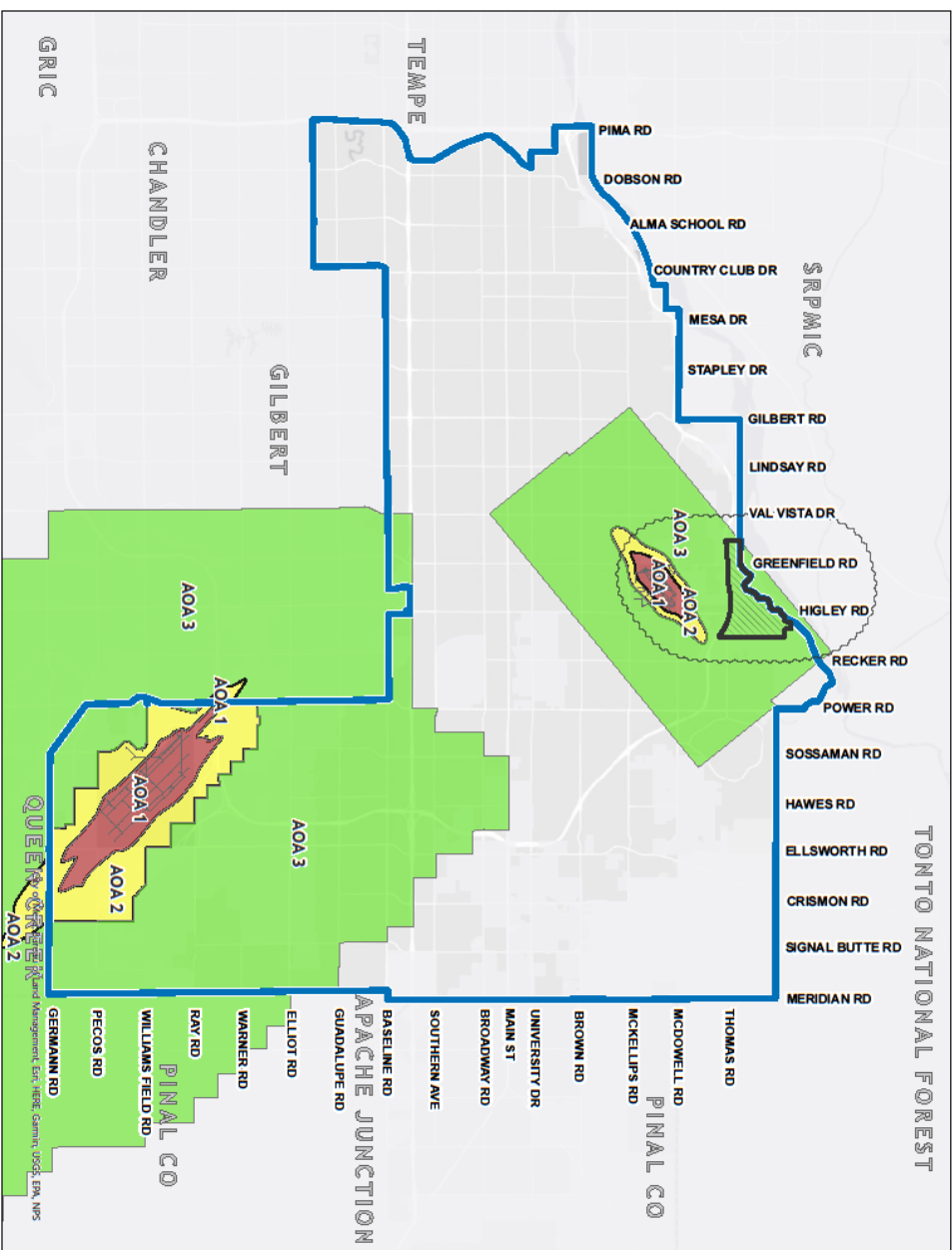
Conditions of Approval:


- Avigation Easements
- Notifications to Buyers
- Disclosures notes on final subdivision plats
- Signage on leasing and sales office areas
- Noise mitigations measures

Overflight Paths in Mesa



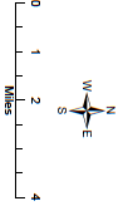
Airport Overflight Areas in Mesa





**Falcon Field
Rotorcraft
Land Use
Compatibility
Study**

- Study Area
- Potential Overflight Area
- Airport Overflight Area 1
- Airport Overflight Area 2
- Airport Overflight Area 3

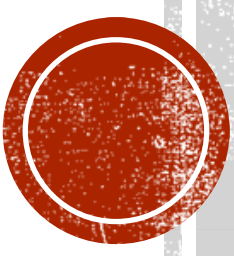


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MILES

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MESA FIRE & MEDICAL

Emergency Medical Transportation



Nov 7, 2022

Cori Hayes, Assistant Chief

Jason Taylor, Planning & Research Manager

PROGRAM HISTORY

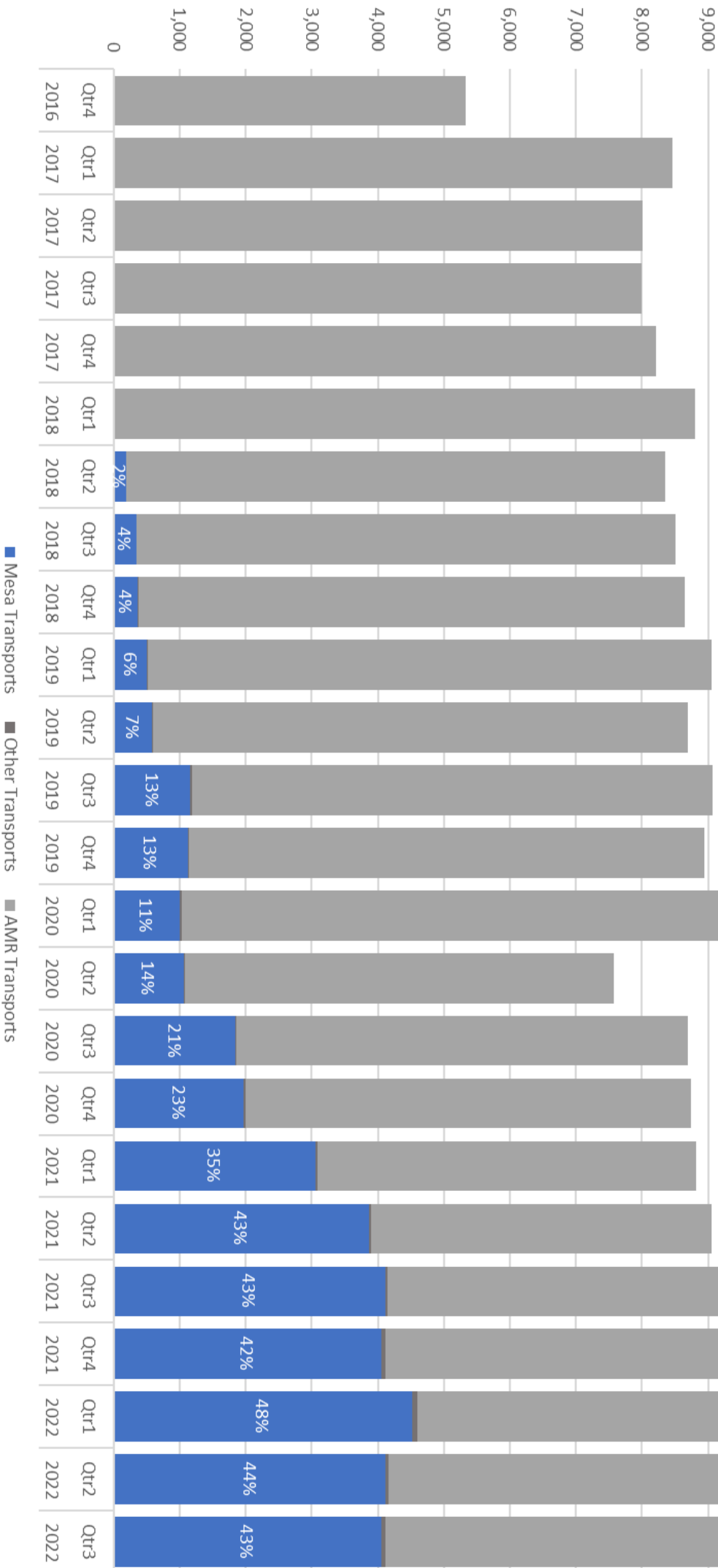
- Mesa historically contracted for ambulance transportation services.
- Concerns about industry stability, consistency, and safety led Mesa to obtain a Certificate of Necessity (CON) in 2015.
- In 2018, Mesa launched a pilot program that included two ambulances providing transport for low acuity calls M-F from 7a-7p.

PROGRAM HISTORY

- Summer 2018: 2 units @ 40hrs per week 2,000 (5%)
- Summer 2019: 3 units @ 12/7 coverage 4,600 (13%)
- Summer 2020: 6 units @ 12/7 coverage 8,000 (24%)
- Spring 2021: 11 units @ 12/7 coverage + 1 24-hr unit 16,500 (45%)

Annual Transports (% of total)

Mesa Transport % by Agency



PROGRAM SUCCESSSES

- Continuity of care
- Equipment standardization
 - Cardiac monitor, ventilators, ePCR, drug box
- Provider training
 - EMS Division training (ACLS, PALS, CE)
 - Crew-based, in-station training
- System adaptability
 - Offset extended offload times
 - Mitigate COVID surge
- Broader ambulance coverage across the City
- Offsetting operating costs through billing revenue

PROGRAM CHALLENGES

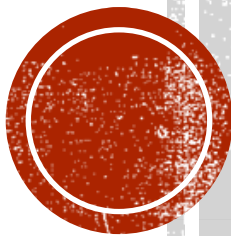
- **Turnover**
 - New hire training year-round
 - Pay and schedule
- **Shared system challenges**
 - MFMD Medic Unit vs Private Ambulance
- **Billing backlog**
 - Anticipate eliminating by December 2022
- **Support positions**

PROGRAM FUTURE

Timeframe	Description	% of Total Transports
Current	One 24-hour unit + eleven peak units	45%
February 2023	Convert three 24-hour units Add 2 billing FTEs	65%
May 2024*	Convert four 24-hour units; add one peak unit	83%

*18-month delay due to apparatus build delays/supply chain constraints.

QUESTIONS?



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