



COUNCIL MINUTES

February 5, 2026

The City Council of the City of Mesa met in the Study Session room at City Hall, 20 East Main Street, on February 5, 2026, at 7:31 a.m.

COUNCIL PRESENT

Mark Freeman
Scott Somers*
Jennifer Duff
Alicia Goforth
Francisco Heredia
Dorean Taylor

COUNCIL ABSENT

Rich Adams

OFFICERS PRESENT

Scott Butler
Holly Moseley
Jim Smith

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

Mayor Freeman conducted a roll call.

Mayor Freeman excused Councilmember Adams from the entire meeting.

1. Review and discuss items on the agenda for the February 9, 2026, 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

City Manager Scott Butler announced that pending state law is expected to pass with an emergency clause that will require an update to the City of Mesa's primary election date, which will be added to the February 9, 2026, Regular Council meeting agenda.

City Clerk Holly Moseley noted that the Governor is expected to sign the legislation next week, which would shift the election timeline back by two weeks from August 4 to July 21, 2026.

In response to a question from Mayor Freeman regarding agenda Item 4-a, (**Arizona Farms Road High Pressure Gas Line Replacement Design-Bid-Build Contract. (Pinal County)**), on the Regular Council Meeting agenda, Energy and Sustainability Director Scott Bouchie displayed a PowerPoint presentation. (**See Attachment 1**)

Mr. Bouchie provided an overview of the City of Mesa's (COM) natural gas service areas, noting that the COM serves approximately 45,000 customers within the service territory and

approximately 36,000 customers within the Magma service territory. He explained that the Magma service territory is experiencing rapid growth and highlighted several large industrial customers within the Magma service territory. He explained that the proposed project would abandon approximately four miles of natural gas pipeline originally installed in the 1960s, before the City of Mesa acquired the Magma service territory, noting that the line has been operating at reduced pressure and, as a result, has limited overall system capacity. He reported that following an audit by the Arizona Corporation Commission, the COM committed to replacing the pipeline as part of its long-term master plan. He noted that the replacement pipeline was upsized from the originally planned eight-inch diameter to a twelve-inch diameter that will accommodate anticipated industrial growth in the northern portion of the service area. (See Pages 2 and 3 of Attachment 1)

Responding to a question from Councilmember Taylor, Mr. Bouchie explained that the improvements are part of a systemwide approach and consistent with the COM's natural gas master plan designed to accommodate system growth. He confirmed that the COM does not plan to standardize the system to a single pipe size and that the system includes a range of pipe diameters generally from two inches to twelve inches based on anticipated demand, customer load, and land-use zoning within each service area.

In response to a question from Vice Mayor Somers regarding agenda Item 5-a, **(Approving and authorizing the City Manager or designee to apply for and enter into Highway Safety Contracts with the Arizona Governor's Office of Highway Safety for Federal Fiscal Year 2027 and accept up to \$354,000 in grant funding. These contracts have historically included overtime for added traffic enforcement (e.g. impaired driving, safety education and awareness, etc.) as well as funding for additional traffic supplies, equipment, and training. (Citywide))**, on the Regular Council Meeting agenda, Police Lieutenant Dennis Thomas agreed that pursuing a similar grant to support e-bike safety would be worthwhile and stated that he would research the matter further and provide additional information at a later date.

Mr. Butler added that many of the grants referenced are standard grants the Police Department receives annually through the state that typically support DUI enforcement activities.

Discussion ensued regarding e-bike safety and education.

In response to a question from Councilmember Taylor regarding agenda Item 7-a, **(ZON25-00313 "The Lincoln" 9.1± acres located 340 feet west of the southwest corner of Hampton Avenue and Crismon Road. Minor General Plan Amendment to change the Placetype from Urban Center to Urban Residential. Virtua Mesa Crismon Owner, LLC, owner; Brennan Ray, Ray Law Firm, applicant. (District 5))**, on the Regular Council Meeting agenda, Mr. Ray explained that the landscaping concepts discussed, including the quality of materials and overall design approach, would be addressed through the design review process as the project continues to move forward in close coordination with the COM staff.

Responding to a question from Councilmember Taylor regarding agenda Item 8-a, **(An ordinance adopting titles and schedules of terms/rates/fees/charges for non-residential water utility services. (Citywide))**, on the Regular Council Meeting agenda, Office of Management and Budget Director Brian Ritschel recalled that Council adopted a Notice of Intent in December for non-residential rate adjustments and stated that the proposed ordinance reflects the additional increase that Council requested be incorporated into the rates.

Mr. Butler clarified that the item represents the second phase of the rate adjustment process and reviewed the Notice of Intent requirements.

Responding to a question from Mayor Freeman regarding agenda Item 6-a, **(ZON25-00256 "Sun Devil Auto - Signal Butte" 5.9± acres located approximately 280 feet east of the northeast corner of East Southern Avenue and South Signal Butte Road. Major Site Plan Modification and amending Conditions of Approval Nos. 1, 6, 7 and 9 of Ordinance No. 3884 for the development of an approximately 7,689± square foot Minor Automobile/Vehicle Service and Repair facility. WS Holdings I, LLC, owner; George Pasquel III, Withey Morris Baugh, PLC, applicant. (District 5))**, on the Regular Council Meeting agenda, Planning Director Mary Kopaskie-Brown clarified that the case under consideration is separate from the proposed text amendments related to administrative review processes. She stated that the purpose of the presentation at this meeting is to receive direction from Council on how to address proposed changes associated with an ordinance previously approved by Council.

In response to a question from Mayor Freeman regarding agenda Item 5-b, **(ZON25-00056 "Destination at Gateway FLM" 117± located at the Southeast and Southwest corners of East Williams Field Road and South Signal Butte Road. Council Use Permit for Freeway Landmark signs. This will allow for two freeway landmark signs. BCB Group Investments, LLC, owner; Sean Lake, Pew and Lake, applicant. (District 6))**, on the Regular Council Meeting agenda, Ms. Kopaskie-Brown advised that the proposed sign was not a billboard, but rather a freeway landmark monument sign which is allowed under the Zoning Code.

2-a. Hear a presentation, discuss and receive an update on Mesa's crime statistics for 2025.

Chief of Police Dan Butler introduced Assistant Police Chief Gina Nesbit and displayed a PowerPoint presentation. **(See Attachment 2)**

Chief Butler noted that much of the discussion would reference crime statistics and public safety before reviewing comparative data from other cities across the country, and that the higher crime statistics in other jurisdictions should not be interpreted as a reflection of poor leadership or ineffective police departments. He stressed that the COM is different from most in that its public safety is supported by the entire community, City leadership and collaboration across all departments.

Chief Butler presented data on violent crime incidents, noting that the COM experienced a 14% overall reduction in 2025 following a steady increase in violent crime from 2020 through 2024. He reported that robberies have declined year over year since 2020 as part of the Department's long-term crime reduction efforts. He compared homicide data for the past two years highlighting that the Department achieved a 100% homicide clearance rate in 2024 and that, while investigations are ongoing for 2025 cases, the clearance rate is approaching 90% and noted the national average homicide clearance rate is approximately 50%. He emphasized that these outcomes reflect a citywide effort and are not attributable solely to sworn police officers. (See Pages 2 and 3 of Attachment 2)

Assistant Chief Nesbit reviewed the calls for service, noting that overall calls for service increased by approximately 5% from 2024 to 2025 and explained that this increase reflects population growth and overall activity levels, rather than a deterioration in service delivery to community members. She reported that dispatched calls for service declined by approximately 4% and have decreased each year since 2021. She verified that this trend indicates improved call triage, prioritization, and operational efficiency in how calls are handled. She highlighted a significant shift toward proactive policing, with officers identifying and addressing issues before they escalate

into calls for service, rather than responding solely after incidents occur. (See Page 4 of Attachment 2)

Discussion ensued regarding calls for service, including dispatch calls and proactive policing.

Assistant Chief Nesbit reported a decrease in calls for shots fired, armed robbery, and incidents involving a subject with a gun, and noted that the reductions are significant given the serious nature of the offenses. She stated that juvenile-related disturbances increased by 11% and reiterated the importance of continued collaboration with schools and community partners to address youth-related issues. She reviewed the motor vehicle crimes which showed a downward trend in 2025 and stated that these sustained reductions were attributed to focused enforcement efforts and strong community partnerships. She added that officers are also engaging directly with residents to provide education and strategies to help improve neighborhood safety. (See Pages 5 and 6 of Attachment 2)

Discussion ensued regarding the value of the Resource/Community Officer (RCO) program and the importance of the strong relationship between the MPD and the City Council.

In response to a request from Councilmember Taylor, Chief Butler provided an overview of the RCO program, its role and impact. He pointed out that while a specific cost analysis had not been completed, he referenced the data on the high societal cost of crime and emphasized that proactive, community-based efforts contribute to prevention and long-term savings. He added that the MPD is focused on efficiency and noted that the current staffing model is made up of approximately 60% sworn and 40% non-sworn personnel. He advised that the MPD is partnering with Arizona State University (ASU) to further analyze data and outcomes, while continuing to work collaboratively with the community and other agencies to develop and implement strategies that address neighborhood-specific concerns.

Assistant Chief Nesbit noted an emerging trend involving an increased theft of e-bikes and ways that MPD is responding through targeted enforcement and public education. She stated that traffic collisions increased in 2025, which reflected a broader national and regional trend observed since 2020, when driving behaviors shifted during the COVID-19 pandemic. She said that while fatalities had increased slightly overall, 2025 totals remained lower compared to 2022 and 2023. (See Pages 7 and 8 of Attachment 2)

Discussion ensued regarding ways to increase traffic safety such as collaboration between the MPD and the Transportation Department.

Assistant Chief Nesbit noted an increase in traffic stops, with a continued emphasis on issuing warnings as part of an education-focused approach. She emphasized that enforcement efforts are not focused on issuing citations for their own sake, but rather on preventing serious injuries and fatalities. She confirmed that, overall, roadway safety efforts remain centered on accountability, public awareness, and saving lives. (See Page 9 of Attachment 2)

Assistant Chief Nesbit explained that there had been a significant increase in mission-directed patrols, with activity increasing by 113% from 2024 to 2025. She pointed out a strategic shift toward proactive policing, increased visibility, and early intervention in problem areas through community engagement. She reported an increase of 85% in human trafficking offenses from 2024 to 2025, which the Department attributed to more targeted and proactive investigations uncovering crimes that may have previously gone undetected, rather than an increase in

victimization. She stated that during the same time, vandalism incidents had declined by 15%, continuing a steady downward trend since 2020. (See Page 10 of Attachment 2)

Responding to a question from Councilmember Taylor regarding whether the decline in vandalism is related to reduced gang activity, Chief Butler indicated that the decrease is primarily attributed to increased proactive policing efforts. He reported that the MPD emphasized that higher levels of officer-initiated activity and targeted enforcement have a direct correlation with reductions in crime. He acknowledged the presence of gang members, including individuals from outside the community, and stated that the MPD actively addresses gang-related activity with focused and intentional strategies to prevent escalation.

Assistant Chief Nesbit addressed the Driving Under the Influence (DUI) arrests which had increased 8%, reflecting a continued emphasis on impaired driving prevention and roadway safety. She advised that weapons violations and prohibited possessor arrests increased by approximately 18%, and remarked that officers are making more contacts, identifying criminal behavior earlier, and removing firearms from the community before they are used in crimes. She said many recovered weapons are processed through investigative systems, helping to solve additional crimes across the region. (See Page 11 of Attachment 2)

Chief Butler presented light rail crime statistics. He reported that that approximately 50% of incidents occurring within 500 feet of light rail stops are the result of officer-initiated activity and that the most common offense in these areas is drug paraphernalia, with approximately 1,500 incidents reported each year. He stressed that compared to overall ridership of approximately 1.8 million users annually, crime associated with the light rail system remains low, occurring in roughly 0.8% of total ridership. He reiterated that data indicates that the light rail system continues to operate as a relatively safe mode of transportation. (See Page 12 of Attachment 2)

Chief Butler advised that among cities with populations over 500,000, the COM ranks as the safest major city in the nation. He verified that the peer comparison cities include Kansas City, Sacramento, Fresno, Tucson, Albuquerque, Milwaukee, Baltimore, Memphis, and Portland. He pointed out that while some smaller cities, such as Virginia Beach, may rank similarly, differences in population size and unique factors such as large military populations with different reporting mechanisms impact direct comparisons. He declared that the COM continues to perform strongly in national public safety rankings among comparable cities. (See Page 13 of Attachment 2)

Assistant Chief Nesbit recalled that the crime data and safety rankings are based on 2024 FBI Uniform Crime Reporting (UCR) data due to standard reporting delays. She pointed out that the preliminary 2025 victim-based data from the Major Cities Chiefs Association indicates that the COM is projected to remain the safest city among those with populations between 500,000 and 650,000. (See Page 14 of Attachment 1)

Chief Bulter reflected on the external safety rankings and referred to a recent WalletHub survey that ranked the COM as the 11th best city overall and the top city in Arizona and noted that such rankings may not fully reflect actual public safety conditions. He explained that the survey methodology included factors beyond crime, such as financial stability and natural disaster risk, which together account for a significant portion of the overall score. He added that metrics included perception-based measures, infrastructure, and staffing ratios, which may not accurately align with the COM's policing model. He emphasized that the COM's public safety performance is better reflected through crime data, noting that the COM remains the safest among similarly sized major cities. He recognized the MPD's unique staffing approach, which utilizes a higher

proportion of civilian personnel to improve efficiency, making traditional officer-per-capita comparisons less applicable. (See Pages 15 and 16 of Attachment 2)

Mr. Butler expressed his appreciation to Chief Butler and his staff for the presentation. He noted that the COM's strong public safety performance is often taken for granted due to the MPD's consistent effectiveness. He stressed that public safety remains the COM's top priority and is reflected in the budget as a core community value. He highlighted that a safe community is essential to economic development, and he acknowledged that MPD's positive community engagement confirms its strong stewardship of public funds and is an essential contributor to maintaining a safe and thriving community.

Responding to a request from Councilmember Duff regarding the relationship between the MPD and Immigration and Customs Enforcement (ICE), Chief Butler encouraged the public to review the MPD's transparency page for detailed information on policies, practices, and departmental philosophy. He clarified that while the MPD works with federal law enforcement partners, MPD does not enforce federal law in the field and does not ask immigration-related questions. He stated that in accordance with A.R.S. 11-1051, notifications to federal authorities may occur only after a lawful arrest has been made for a violation within the officer's authority. He emphasized the importance of balancing visibility with officer safety and stated that the MPD uniforms include standardized identifiers such as badges and patches, and that the use of highly reflective or fluorescent materials was not supported due to safety concerns, particularly during nighttime or proactive enforcement activities.

Mayor Freeman expressed his appreciation to staff for the presentation, professionalism, and commitment to transparency within the community. He highlighted the MPD's outreach efforts, particularly engagement with Latino and Hispanic communities, including participation in community events and festivals, noting the COM's diverse population. He commended the MPD's strong relationships at all levels and emphasized the importance of data-driven strategies such as CompStat in guiding targeted policing efforts. He also recognized the value of the Real-Time Crime Center (RTCC) and the use of technology to enhance situational awareness and support effective policing across the city.

In response to a question from Mayor Freeman, Chief Butler verified that staffing remains an ongoing challenge, particularly due to increased retirements of long-tenured officers. He stated that the MPD is proactively planning for anticipated vacancies by allocating funding in advance to stay ahead of staffing needs and pointed out that there are approximately 80 recruits in the hiring pipeline, progressing through the academy and training program toward certification. He indicated that the Department is performing well in recruitment efforts and remains focused on maintaining adequate staffing levels for patrol operations.

Responding to a question from Vice Mayor Somers, Chief Butler explained that crime rates are influenced by a variety of factors, including median income and neighborhood characteristics, and noted that policing strategies cannot be applied uniformly across all areas. He highlighted the MPD's approach of empowering commanders to address issues specific to their assigned areas.

In response to a comment from Councilmember Taylor, Chief Butler reiterated the importance of community engagement, noting that events such as National Night Out serve as key opportunities to build relationships between residents and COM departments.

Chief Butler responded to a request from Councilmember Duff and confirmed that the MPD officers only make arrests for violations of criminal law. He confirmed that individuals are taken

into custody solely for criminal offenses under applicable state statutes, and the MPD does not arrest individuals for civil immigration matters.

Mayor Freeman thanked staff for the presentation.

(Mayor Freeman declared a recess at 9:07 a.m. The meeting reconvened at 9:13 a.m.)

2-b. Hear a presentation, discuss and provide direction to staff on the process to modify site plans (Development Plan Modifications) as part of the proposed Administrative Review Text Amendments, including provisions related to identifying Council approvals and administrative approvals.

Planning Director Mary Kopaskie-Brown introduced Assistant Planning Director Rachel Phillips, and Assistant City Attorney Kirsten Dvorchak and displayed a PowerPoint presentation. **(See Attachment 3)**

Ms. Kopaskie-Brown presented the proposed text amendment related to House Bill (HB) 2447, which requires cities to establish objective standards for design review and administrative approvals for site plans and subdivisions. She recalled that subdivision plat approvals were previously shifted to an administrative process and are no longer reviewed by Council or the Planning and Zoning Board. She said that the current amendment focuses on streamlining site plan reviews and creating a more predictable, objective administrative process. (See Page 2 of Attachment 3)

Ms. Kopaskie-Brown explained that under the current process, site plans are often tied to rezoning approvals, requiring Council action for major modifications, and that minor amendments may be approved administratively if they meet established thresholds. She verified that the proposed changes would separate legislative and administrative site plan modifications to reduce the number of items requiring Council approval. She emphasized that this is primarily a policy decision for Council regarding which types of site plan changes should be returned for review. She pointed out that the proposed amendment aims to align with state law, incorporate stakeholder feedback, and further streamline development processes to support a more business-friendly environment. (See Pages 3 and 4 of Attachment 3)

Ms. Kopaskie-Brown outlined proposed criteria to distinguish between legislative and administrative site plan modifications. She recalled that legislative actions would continue to include rezonings, overlay districts, and cases where conditions tied to an approved ordinance are affected. She presented a two-prong test to determine when a site plan modification would require Council review and reported that under this approach, a project would return to Council only if the proposed change is both a substantial modification to the site plan, such as changes exceeding 15% of gross floor area, increases in residential density, the addition of drive-thru uses, or significant traffic impacts, and includes a change in land use. She stated that if only one of these conditions is met, such as a significant building expansion without a change in use, the modification could be approved administratively. She noted that many site plan modifications are already handled administratively and that the proposed changes are intended to further streamline the process while preserving Council oversight for major policy-related decisions. (See Pages 5 and 6 of Attachment 3)

Ms. Kopaskie-Brown discussed the proposed options for Council consideration, including maintaining the current process, adopting the proposed two-prong test as recommended, or

shifting most site plan approvals to the Planning Director with only zoning-related changes returning to Council. (See Page 7 of Attachment 3)

Councilmember Goforth emphasized the COM's ongoing focus on efficiency, flexibility, and streamlining development processes, noting that both Council and staff actively work with the development community to reduce delays and costs. She highlighted the importance of maintaining Council oversight, particularly when site plans are a key factor in rezoning decisions and noted that site plans often serve as the basis for trade-offs communicated to residents, and significant changes to those plans after approval could undermine the original justification for a zoning decision. She expressed concern that the proposed 15% threshold for determining substantial site plan changes may be too high and suggested maintaining a 10% threshold to ensure meaningful changes continue to be reviewed by Council.

At 9:38 a.m., Mayor Freeman excused Councilmember Heredia from the remainder of the meeting.

Discussion ensued regarding the existing 5,000 square foot cap, the proposed 15% threshold intended to provide additional flexibility, concerns that reducing Council oversight could diminish the ability to represent constituent interests, as zoning decisions are closely tied to community input and expectations, and the parameters of the proposed text amendments.

Mr. Butler expressed support for maintaining a 10% threshold for site plan modifications while removing the 5,000 square foot cap, noting this approach would provide greater flexibility while still preserving meaningful oversight. He suggested that this approach could be evaluated over time to assess its effectiveness and adjust if needed.

Mayor Freeman confirmed Council consensus to proceed with a 10% threshold for cumulative increases or decreases in gross floor area (GFA), rather than 15%.

Mayor Freeman thanked staff for the presentation.

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

- 3-a. Planning and Zoning Board Study Session meeting held on November 12, 2025.
- 3-b. Planning and Zoning Board Public Hearing meeting held on November 12, 2025.
- 3-c. Planning and Zoning Board Special meeting held on November 12, 2025.
- 3-d. Museum & Cultural Advisory Board meeting held on November 20, 2025.
- 3-e. Human Relations Advisory Board meeting held on December 3, 2025.

It was moved by Councilmember Taylor, seconded by Councilmember Duff, that receipt of the above listed minutes be acknowledged.

Upon tabulation of votes, it showed:

AYES – Freeman–Somers–Duff–Goforth–Taylor
NAYS – None
ABSENT – Adams–Heredia

Mayor Freeman declared the motion carried unanimously by those present.

4. Current events summary including meetings and conferences attended.

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

5. Scheduling of meetings.

City Manager Scott Butler stated that the schedule of meetings is as follows:

Monday, February 9, 2026, 5:00 p.m. – Study Session

Monday, February 9, 2026, 5:45 p.m. – Regular Council

6. Adjournment.

Without objection, the Study Session adjourned at 9:52 a.m.



Mark Freeman

MARK FREEMAN, MAYOR

ATTEST:

Holly Moseley

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 5th day of February 2026. I further certify that the meeting was duly called and held and that a quorum was present.

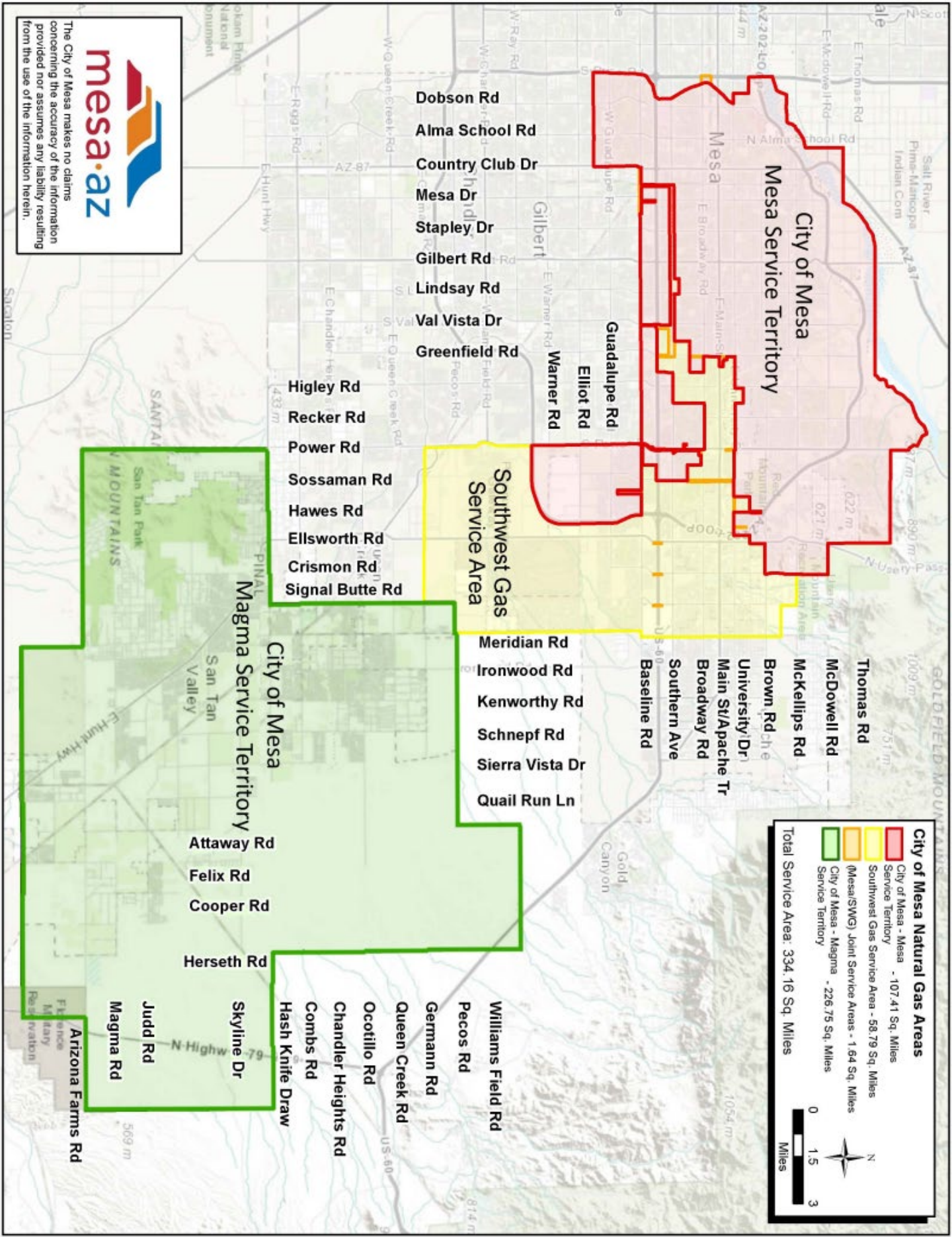
Holly Moseley

HOLLY MOSELEY, CITY CLERK

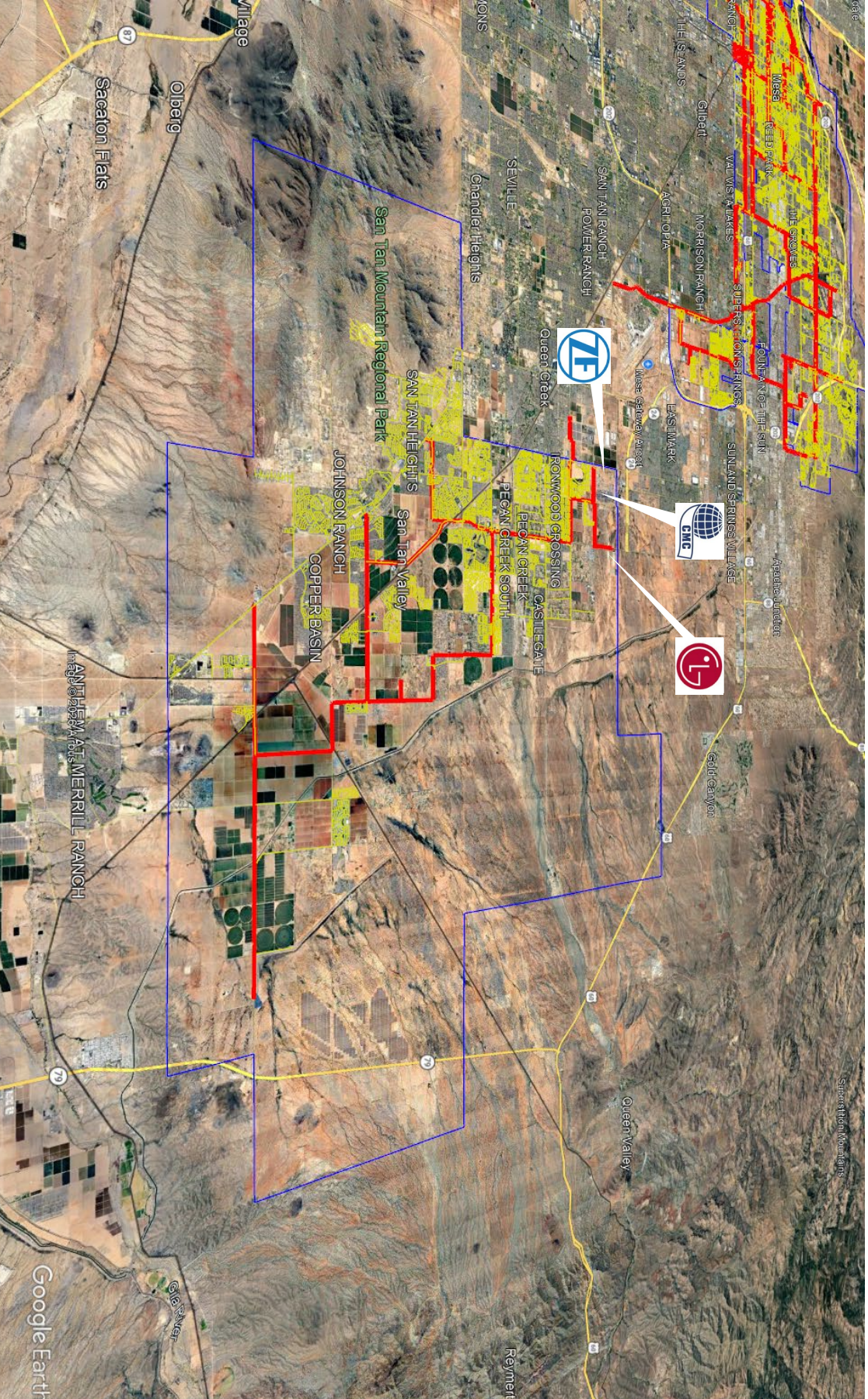
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(Attachments – 3)

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The City of Mesa makes no claims concerning the accuracy of the information provided nor assumes any liability resulting from the use of the information herein.



Magma Gas Service Area



- 235 square miles
- Serves more than 36,000 gas customers.
- Growth ~2,000 customers per year.
- Notable gas customers:
 - LG Energy Solution
 - CMC Steel
 - ZF (formerly TRW)

Arizona Farms Rd Gas Project



- Project Scope:
- Abandon ~4 miles of 4” HP steel and install ~ 5 miles of 12”.
- Address a probable violation with Arizona Corporation Commission.
- Align with Master Plan to improve system redundancy and future growth.
- Ensure sufficient system capacity to support potential future industrial and residential development.



City of Mesa Police Department

2025 Crime Data

Overview

Presented by:

Daniel Butler – Chief of Police

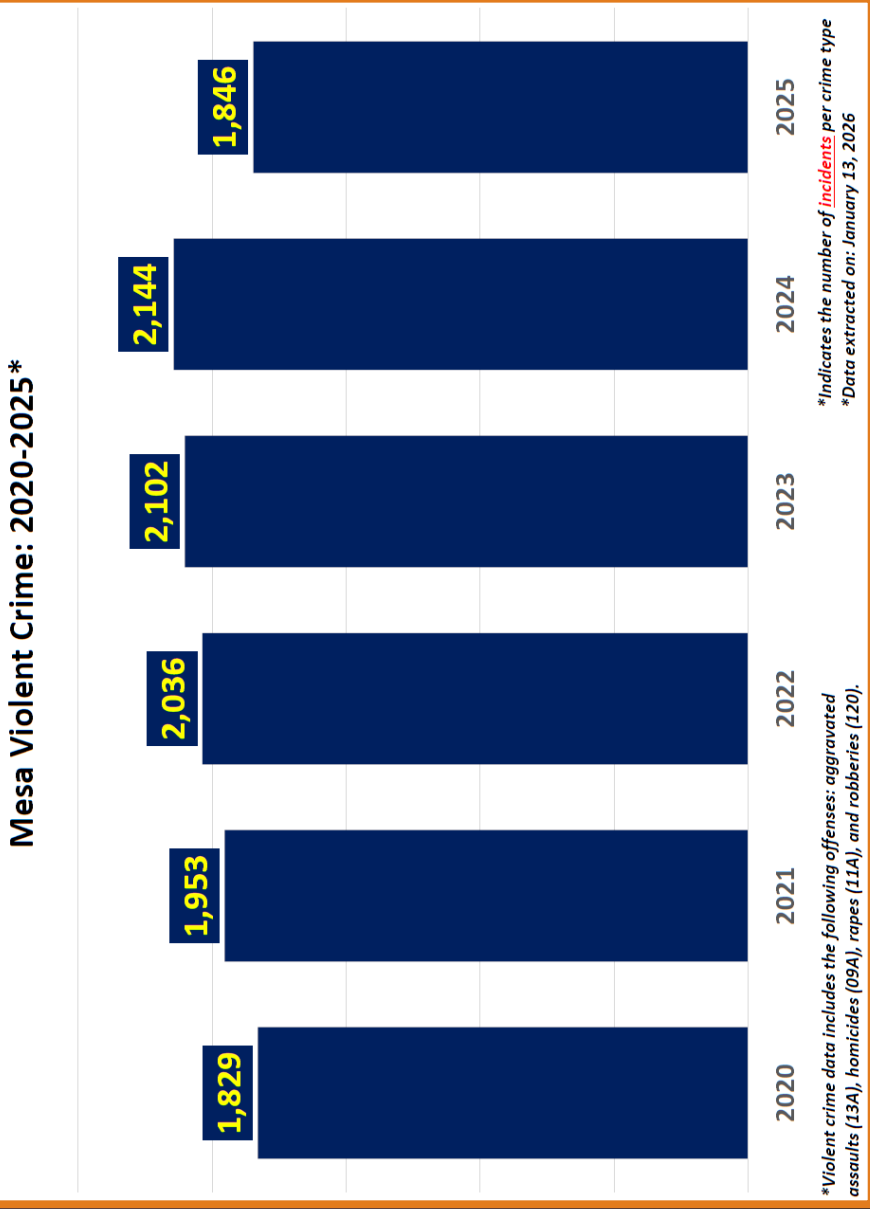
Gina Nesbit – Chief of Staff

February 5, 2026

Disclaimer: Crime and call figures presented reflect Mesa Police Department data available at the time of reporting and are subject to revision as reports are finalized.



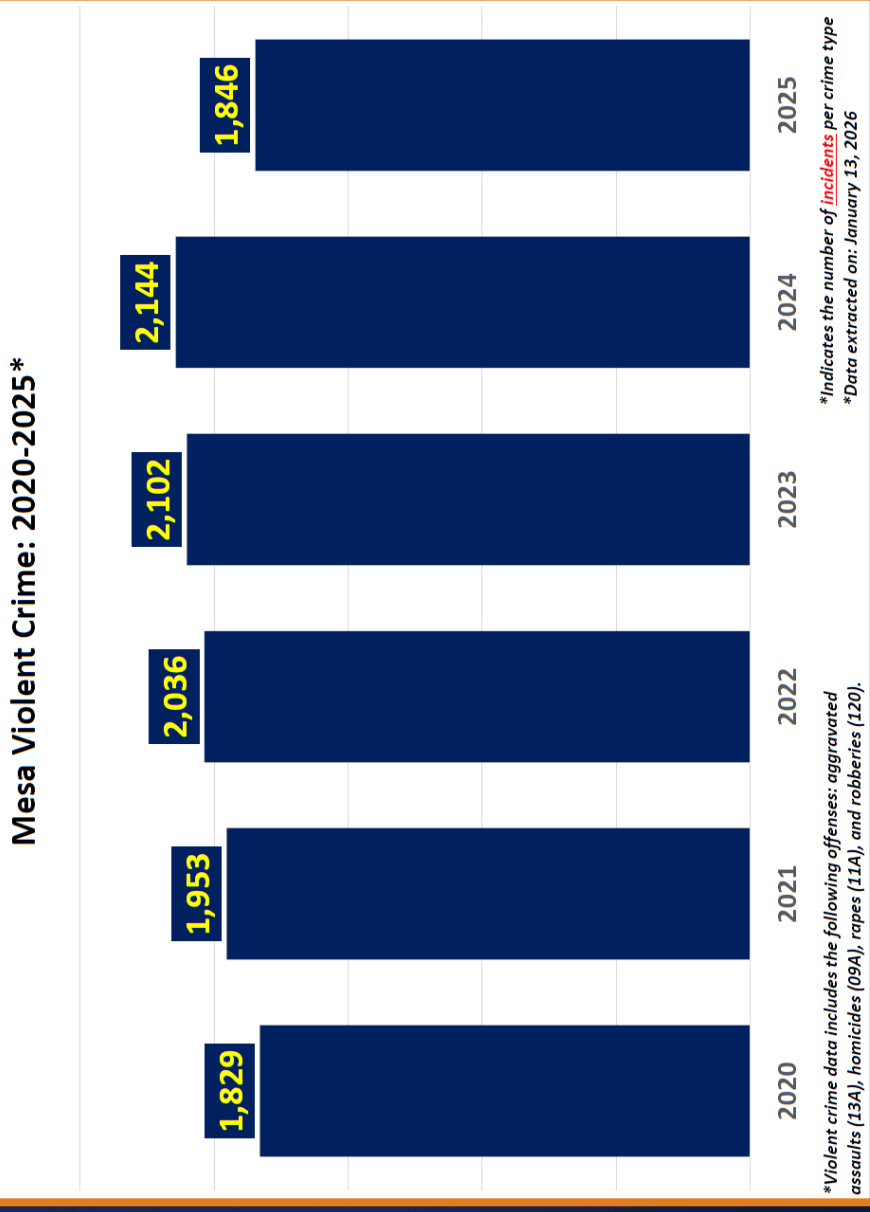
Violent Crime Incidents



- Violent crime **Incidents** rose steadily from 2020 through 2024.
- In 2025, Mesa saw a reduction by about 14%.
- Robberies continued a long-term downward trend, decreasing for the fifth consecutive year (about a 34% decrease since 2020).
- Aggravated assaults decreased for first time in five years.



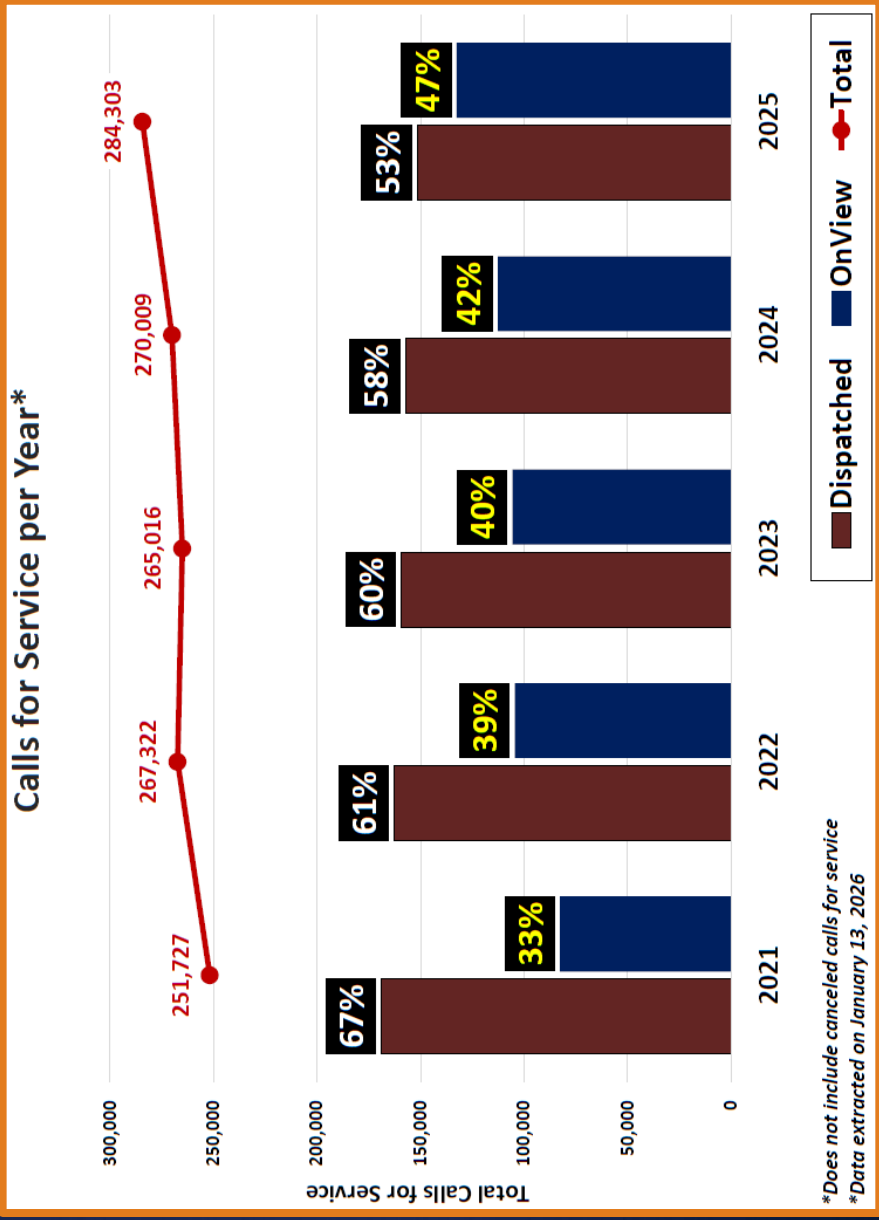
Violent Crime Incidents



- Reported sexual assault and rapes dropped significantly, continuing multi-year decrease.
- While homicide victims increased slightly in 2025, totals remain lower than the levels seen between 2020 and 2023.
- This progress reflects sustained enforcement, prevention, and community partnership efforts that will continue into 2026.



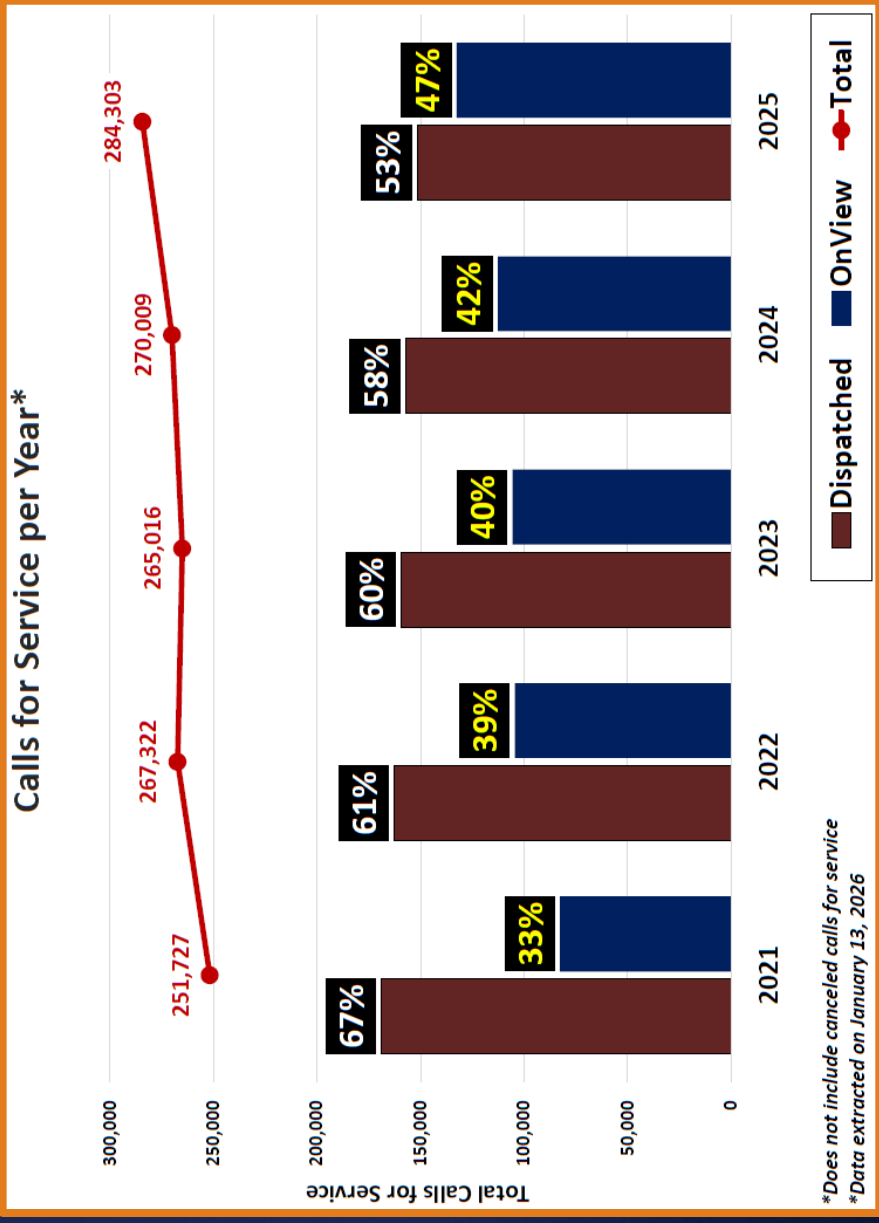
Calls for Service



- Calls for service increased about 5% from 2024 to 2025.
- Dispatched calls continue a multi-year decline.
- Officer initiated on view activity increased, highlighting proactive policing rather than reactive response.



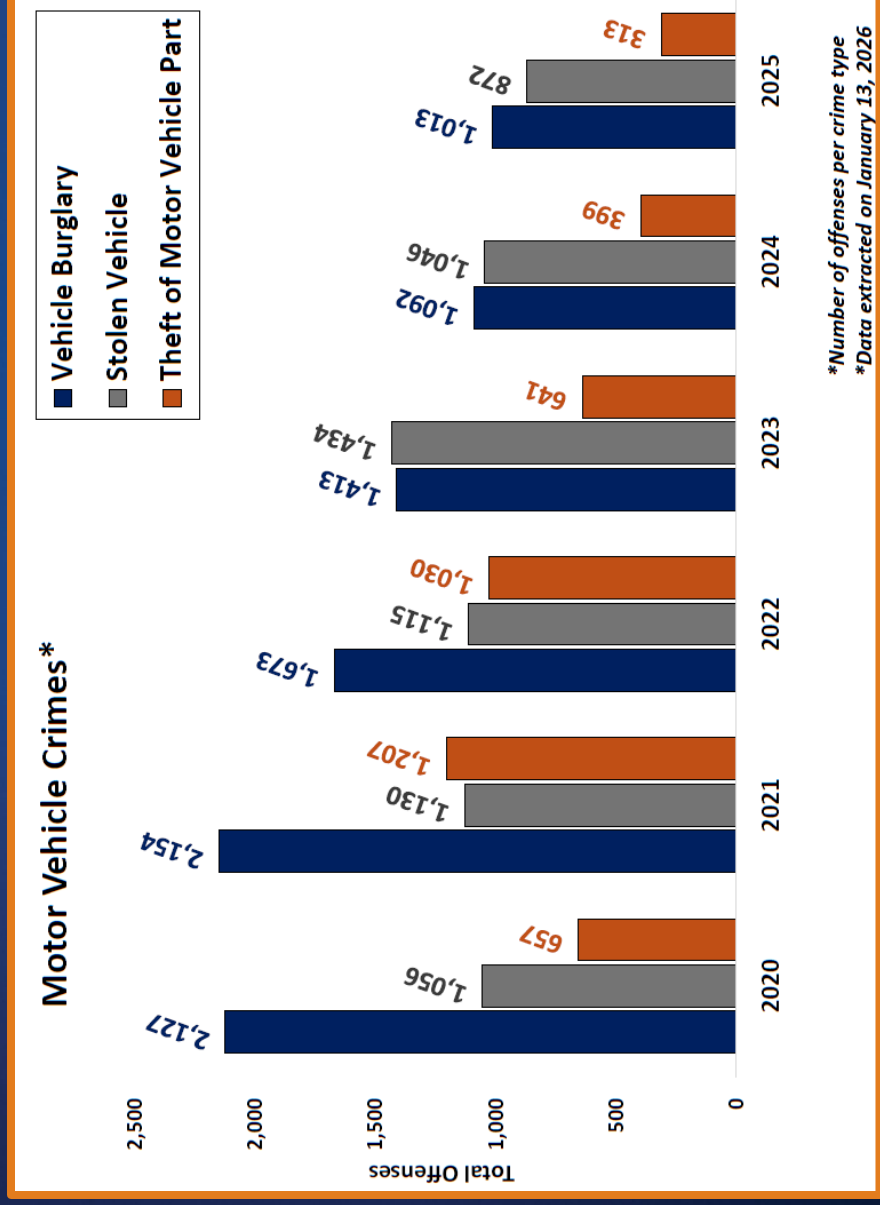
Calls for Service



- Calls involving shots fired, armed robbery, and subjects with guns all decreased.
- Juvenile disturbance calls increased, pointing to areas where community and prevention efforts remain critical.



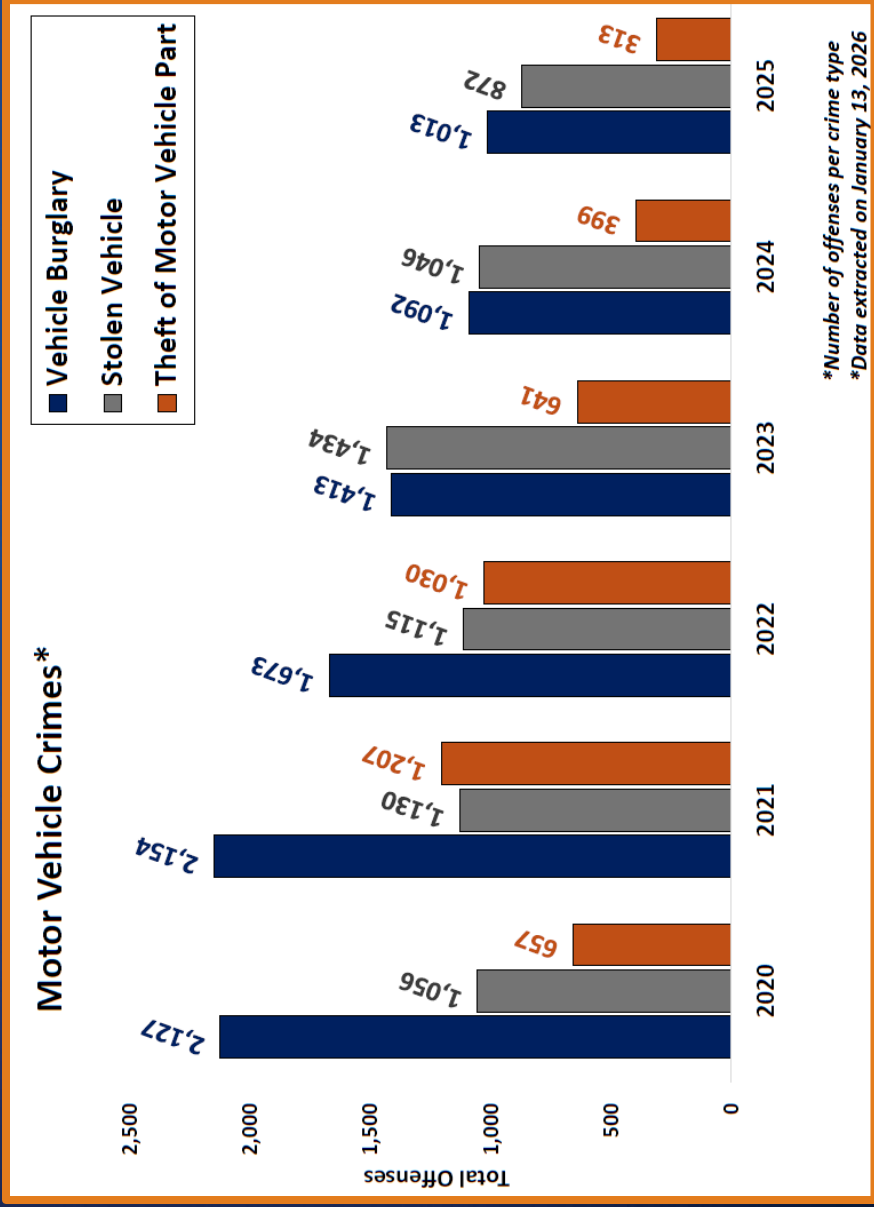
Motor Vehicle Crimes



- Stolen vehicles dropped to their lowest level since 2020, including a significant decline since the peak in 2023.
- Vehicle burglaries continued a steady multi-year decrease, down more than 50% since 2021.
- Theft of motor vehicle parts also dropped and remains on a downward trend.



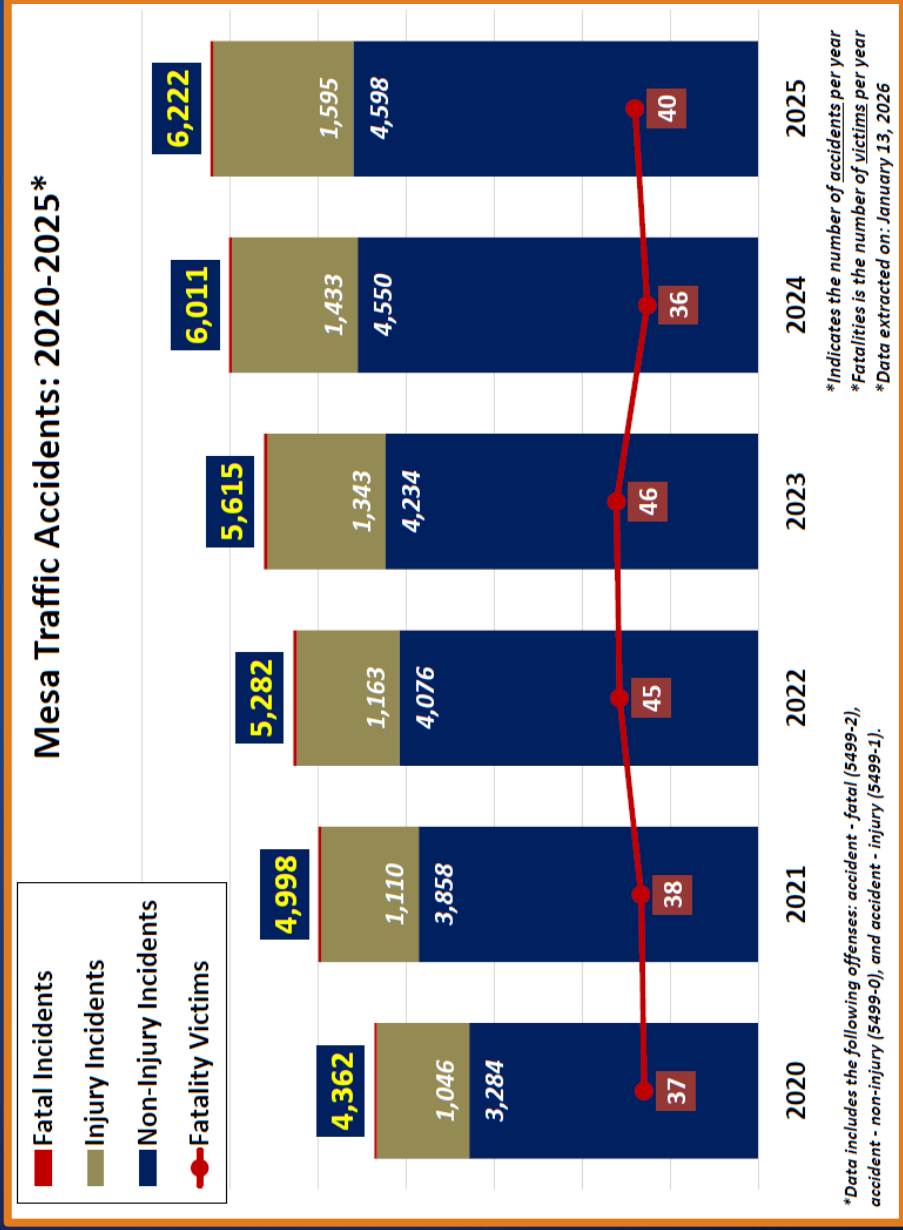
Motor Vehicle Crimes



- One emerging concern is thefts involving electric bikes, motorized scooters, and similar devices, which Mesa Police Department is actively addressing.
- Focused enforcement and public awareness efforts continue to adapt as criminal patterns change over time.



Traffic Accidents and Citations

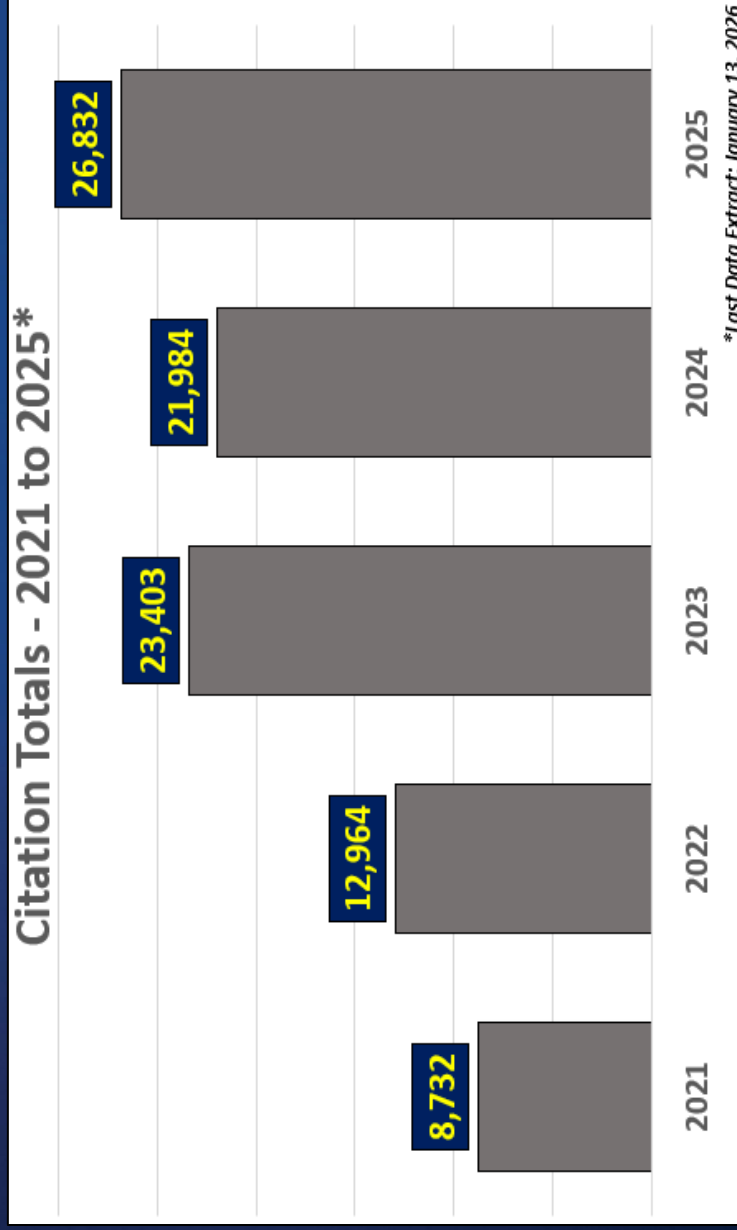


- Traffic accidents increased citywide again in 2025, particularly in areas experiencing rapid population growth.
- Traffic related fatalities also increased, which serves as a reminder that roadway safety remains a shared responsibility.
- Traffic enforcement rose including both citations and warnings.



Traffic Accidents and Citations

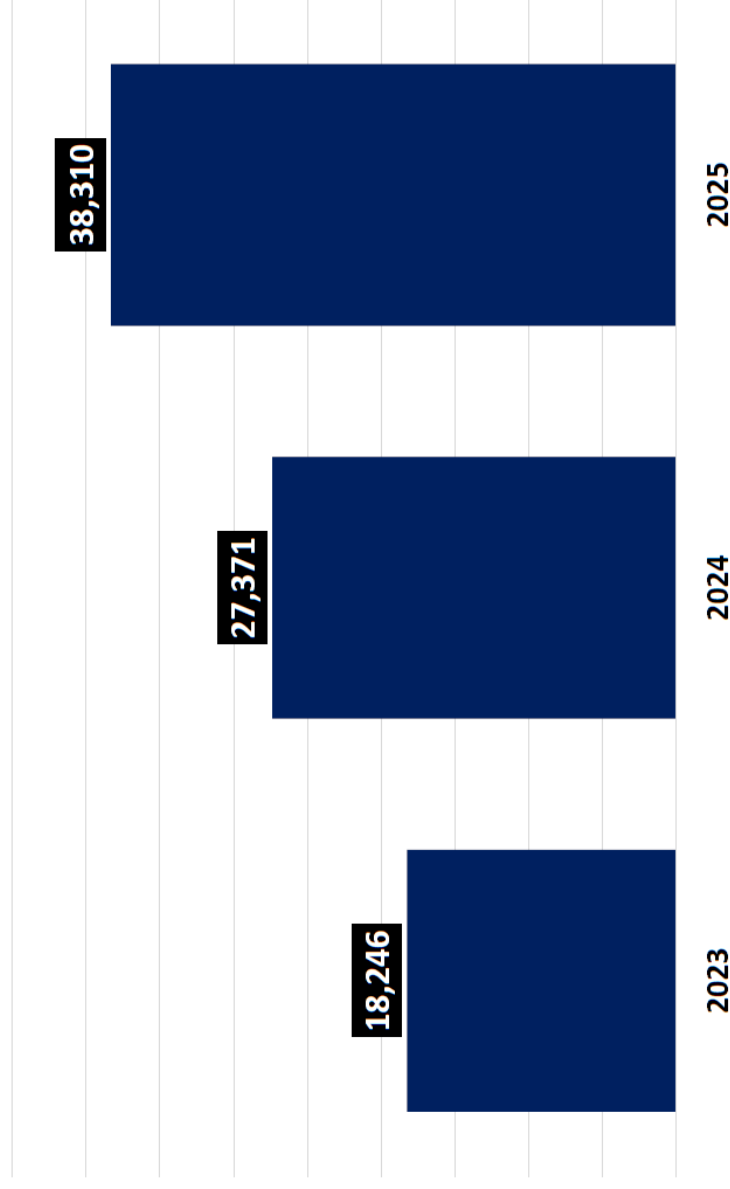
- Increased warnings show an emphasis on education and behavior change, not just enforcement.
- Enforcement efforts are focused on reducing serious injuries and saving lives.
- Roadway safety efforts remain focused on accountability, awareness, and preventing serious injury.





Proactive Patrol and Community Engagement

Patrol Community Engagement Codes: 2023 - 2025*



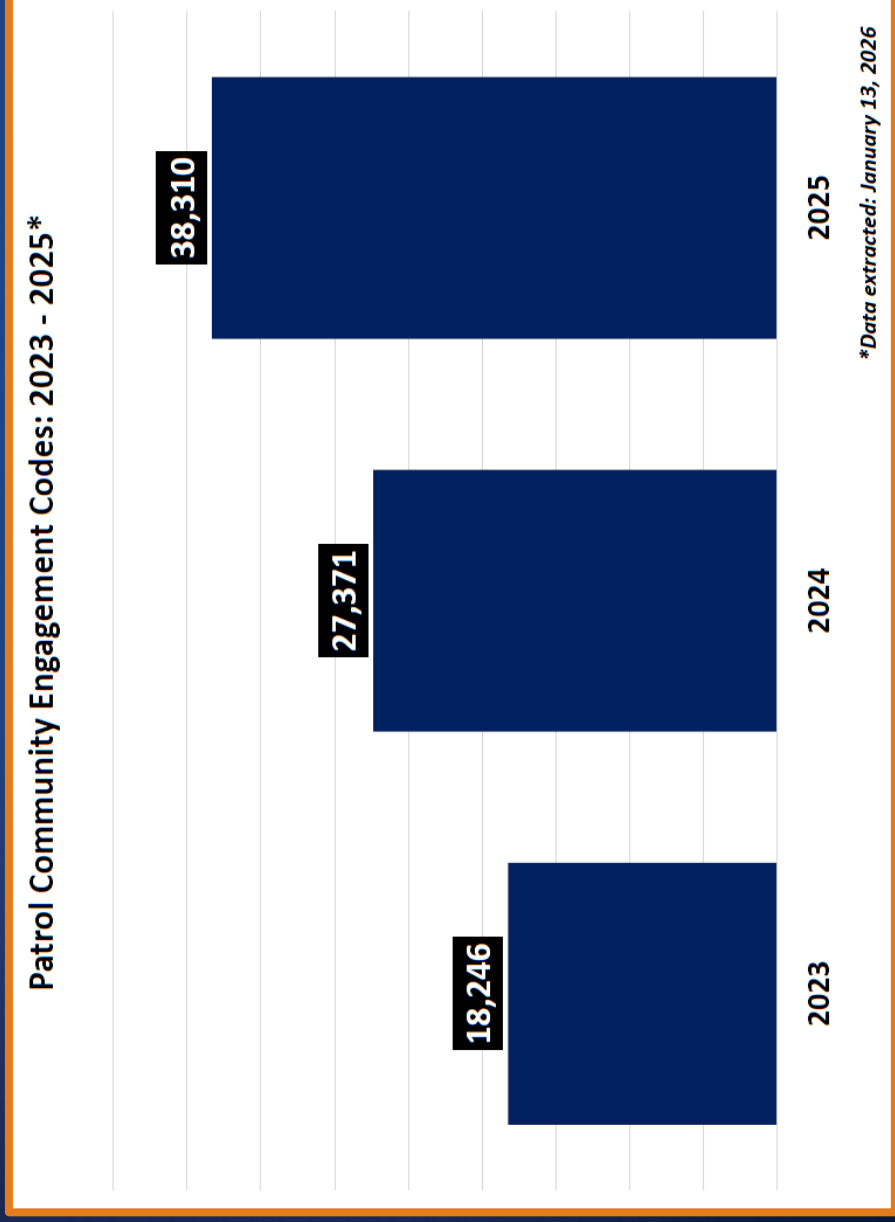
*Data extracted: January 13, 2026

- Mission directed patrol and community engagement more than doubled, reflecting a proactive policing strategy.
- Targeted investigations led to identified human trafficking cases, exposing crimes that often go unseen.
- Vandalism and criminal damage continued a long-term decline.



Proactive Patrol and Community Engagement

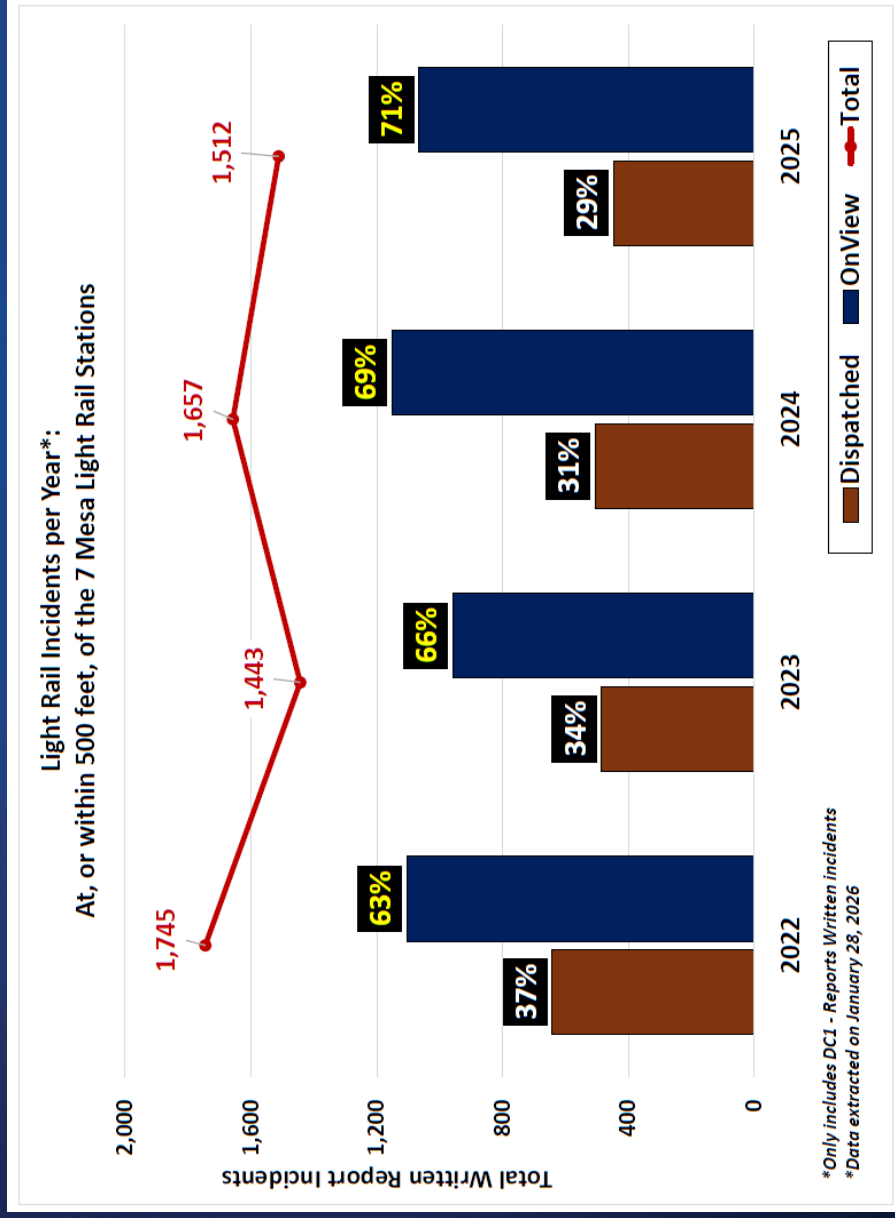
Patrol Community Engagement Codes: 2023 - 2025*



- DUI arrests increased, showing an emphasis on impaired driving prevention.
- Weapon violation and prohibited possessor arrests rose, while dispatched weapon calls decreased, indicating effective proactive patrol.
- Proactive engagement remains pivotal to prevention, accountability, and community trust.



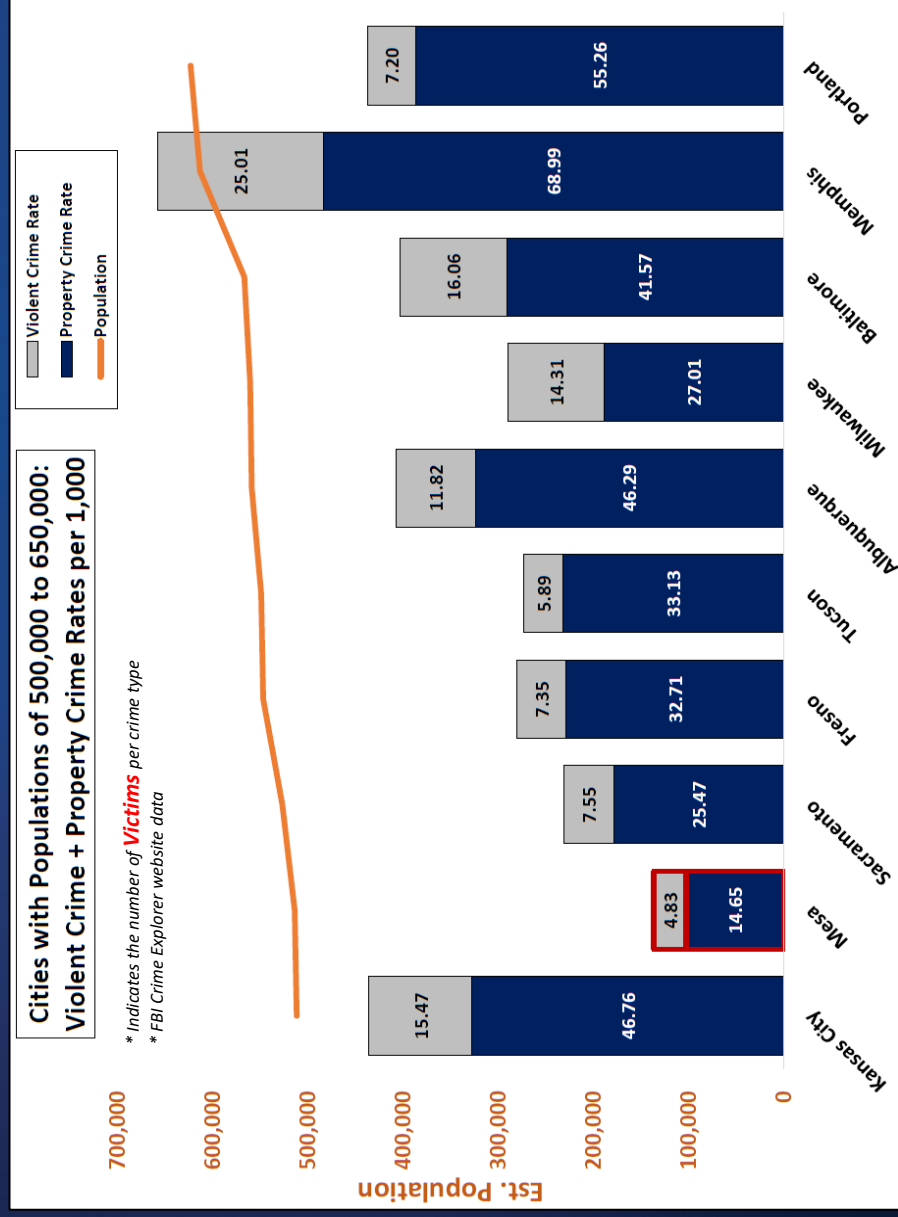
Light Rail Incidents



- 2.58% decrease in police incidents within 500 ft of Light Rail stops in Mesa in 2025
- Across all stops more than 50% of calls were proactive on-view activity
- The top offense at all stops in 2025 was Drug Paraphernalia



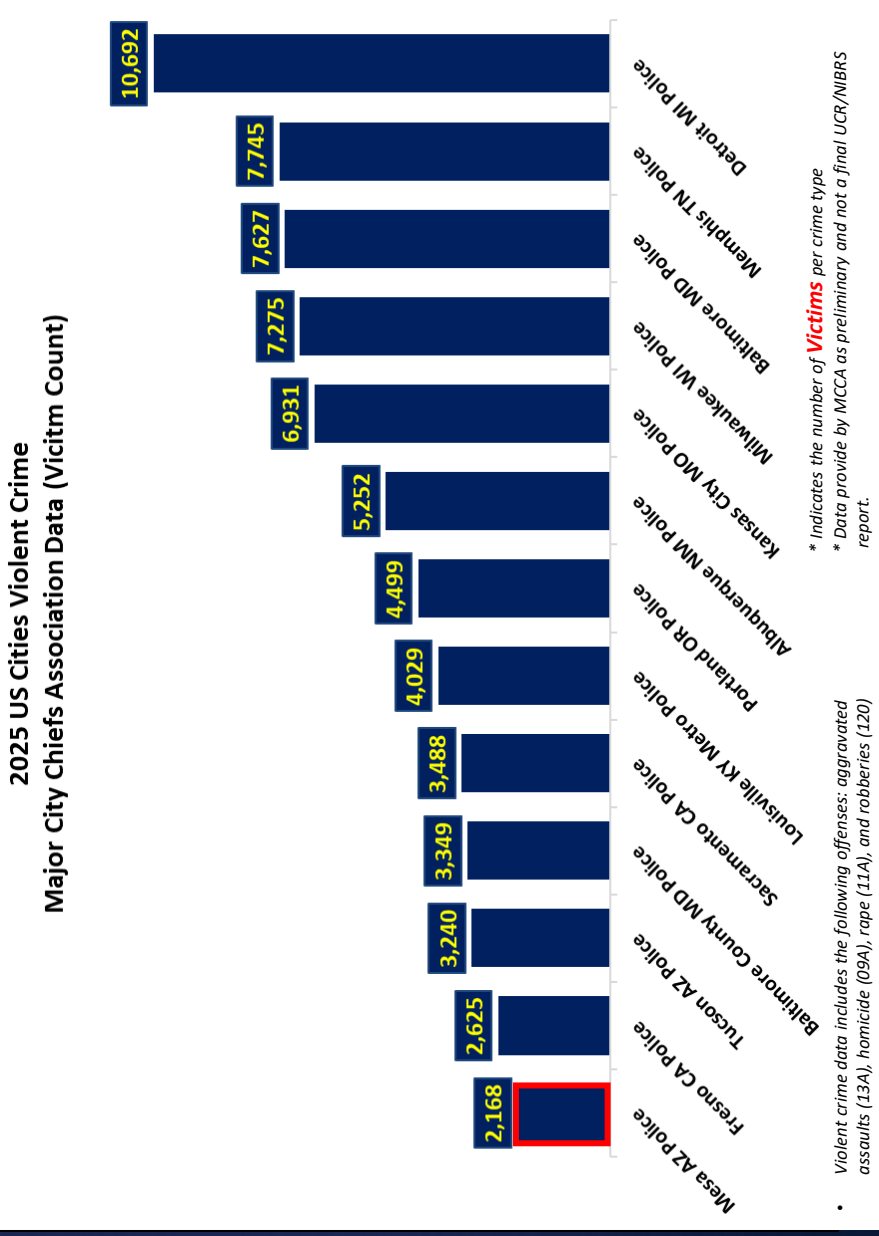
What makes Mesa the safest city in its class?



- Mesa has the lowest Violent Crime Rate and Property Crime rate of US Cities with a population of 500,000 to 650,000.
- Based on 2024 FBI UCR, Victim based Data. (2025 data is not yet available)
- This data is available on the FBI Crime Data Explorer.



What makes Mesa the safest city in its class?

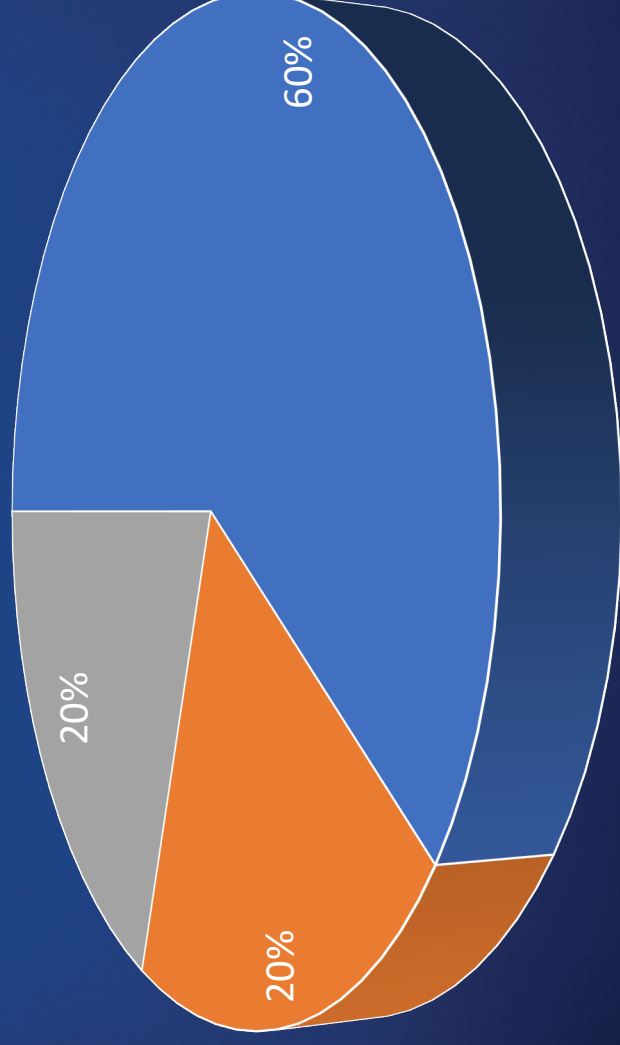


- Based on **2025** preliminary agency **Victim** count data reported to Major Cities Chiefs Association (MCCA)
- Includes Cities with Populations of 500,000 to 650,000



Some sites such as WalletHub use subjective data to determine a “safety score”

Safest Cities Score Composition



- Home & Community Safety
- Natural-Disaster Risk
- Financial Safety



WalletHub Home & Community Safety Scoring Breakdown

Metric	Weight	Approx. Points
Presence of Terrorist Attacks	Triple Weight	7.83
Murders & Non-Negligent Manslaughters per Capita	Triple Weight	7.83
Sex Offenders per Capita	Double Weight	5.22
Forcible Rapes per Capita	Double Weight	5.22
Drug Poisoning Deaths per Capita	Double Weight	5.22
Pedestrian Fatalities per Capita	Double Weight	5.22
Perception of Safety (walking alone daytime/night)	Full Weight	2.61
Road Quality	Full Weight	2.61
Traffic Fatalities per Capita	Full Weight	2.61

Metric	Weight	Approx. Points
Number of Mass Shootings	Full Weight	2.61
Assaults per Capita	Full Weight	2.61
Thefts per Capita	Full Weight	2.61
Hate Crimes per Capita	Full Weight	2.61
Law-Enforcement Employees per Capita	Half Weight	1.3
Active Firefighters per Capita	Half Weight	1.3
EMTs & Paramedics per Capita	Half Weight	1.3
Share of Sheltered Homeless	Half Weight	1.3

Administrative Review Text Amendments Council Approved Site Plan Modifications

Mary Kopaskie-Brown, Planning Director
Rachel Phillips, Assistant Planning Director
Kirstin Dvorchak, Assistant City Attorney

February 5, 2026



Background

- HB 2447
 - Requires objective standards and administrative approval of site plans, development plans, plats, etc.
 - Streamline processes
 - Establish predictable processes
- Modifying MZO (Design Review and Site Plan Process) to meet new requirements

Council Approved Rezoning and Site Plans Permit Process

- **Council approved Rezoning (PAD, BIZ, Overlay, etc.)**
 - Requires an ordinance with approved rezoning - site plans are often approved in conjunction with rezoning
 - Ordinance typically includes a condition of approval requiring “compliance with the final site plan as submitted”



City Council Approved Rezoning and Site Plans Review Process (Continued)

- **Site Plan Modifications**
 - If site plan modifications **MEET** “minor site plan amendment criteria” - approved administratively
 - If site plan modifications **DO NOT MEET** criteria (major site plan amendment) – City Council approval may be needed
 - Typically, zoning is not changing
 - Site plan criteria evaluated - recommendation on site plan changes to City Council
 - Mesa Zoning Ordinance classifies this as a “rezoning”



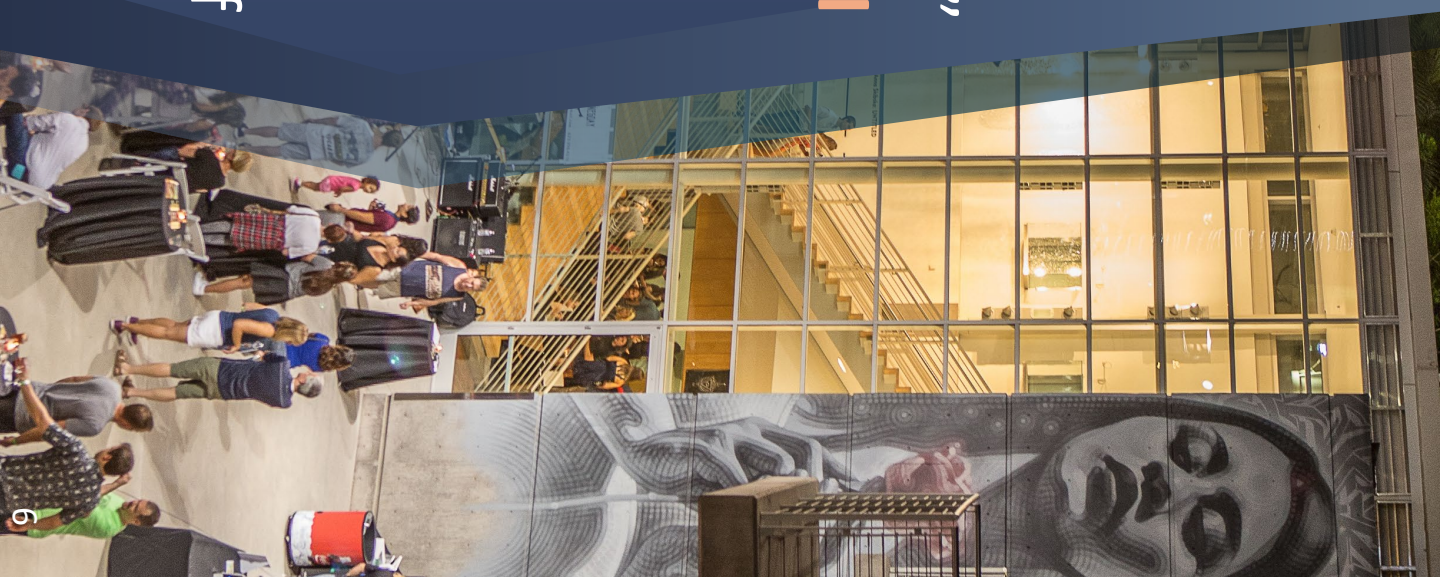
Council Approved Site Plan Modifications Proposed Administrative Review Text Amendments

- **Legislative Development Plan Modification - Meets EITHER** of the following general criteria:
 - Rezoning or Overlay Request
 - Development Plan Condition Modification – but only if:
 - Change in Site Plan exceeds objective criteria
 - Cumulative increase/decrease in total GFA over 15%
 - An increase in the residential density approved
 - The addition of a drive-thru lane
 - An increase in traffic generation (TIS or TIA) over 15%
 - Change in Use
- **Administrative Development Plan Modification**
 - Other Site Plan Modifications



Council Approved Site Plan Modifications

- **Option 1 - Maintain Existing Process**
 - Council approval of site plans with condition of approval requiring “compliance with the final site plan as submitted”
- **Option 2 – Staff’s recommended approach related to Council approval**
 - Two prong test – the change in the site plan exceeds the objective criteria and there is a change in use
- **Option 3 – Provide that all site plan changes are administratively approved**
 - Planning Director approval of all site plan modifications
 - Includes site plans approved by Council with a condition of approval requiring “compliance with the final site plan as submitted”



Questions?



m.e.s.a. a.n



Development Plan Modifications — Approval Authority

Development Plan Modification



**Meets EITHER of the following general criteria
(Legislative Development Plan Modification):**

1. Rezoning or Overlay Request
2. Development Plan Condition Modification – but only if:
 - A. Change in Site Plan exceeds objective criteria
 - ✓ Cumulative increase/decrease in total GFA over 15%
 - ✓ An increase in the residential density approved
 - ✓ The addition of a drive-thru lane
 - ✓ An increase in traffic generation (TIS or TIA) over 15%
 - B. Change in Use



Legislative Approval
City Council



Does not meet criteria for
Legislative Development Plan
Modification



Administrative Approval
Planning Director/Designee