



OFFICE OF THE CITY CLERK

COUNCIL MINUTES

July 16, 2026

The City Council of the City of Mesa met in the Study Session room at City Hall, 20 East Main Street, on July 16, 2026, at 7:30 a.m.

COUNCIL PRESENT

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

COUNCIL ABSENT

None

OFFICERS PRESENT

Lisa Anderson
Scott Butler
Jim Smith

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

Mayor Freeman conducted a roll call.

1. Convene an Executive Session.

It was moved by Councilmember Taylor, seconded by Vice Mayor Somers, that the Study Session adjourn at 7:30 a.m. and the Council enter into an Executive Session.

Upon tabulation of votes, it showed:

AYES – Freeman–Somers–Adams–Duff–Goforth–Heredia–Taylor

NAYS – None

Carried unanimously.

- 1-a. Discussion or consultation with the City Attorney and City's outside legal counsel for legal advice regarding Falcon Field Airport's landing fees and Federal Aviation Administration 14 CFR Part 13 complaints and investigations and pending litigation related to Falcon Field and the landing fees. (A.R.S. § 38-431.03(A)(3) & (4)).

2. Resume the Public Meeting.

At 8:40 a.m., the Executive Session adjourned and the Study Session reconvened.

(At 8:40 a.m., Mayor Freeman excused Councilmember Goforth from the remainder of the meeting.)

3. Review and discuss items on the agenda for the July 20, 2026 Regular Council meeting.

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

Conflict of interest: None

Items removed from the consent agenda: 5-b

Responding to multiple questions from Councilmember Taylor regarding agenda Item 8-b, **(Proposed amendments to Mesa City Code, Title 11, Chapters 6, 7, 8, 31, and 86 pertaining to the emerging technology and use of electric vehicles, specifically Fleet-Based Services and Service Stations. The amendments include, but are not limited to: adding definitions for Fleet-Based Services, Accessory Fleet-Based Services, Heavy Fleet-Based Services, and Accessory Electric Vehicle Charging; modifying definitions for Light Fleet-Based Services and Service Stations; adding Heavy Fleet-Based Services, Accessory Electric Vehicle Charging; modifying use tables and related footnotes to reflect the new definitions; modifying Section 11-31-25 titled, "Service Stations"; and adding Section 11-31-40 titled, "Fleet-Based Services." (Citywide))**, on the Regular Council agenda, Chief of Emerging Technology Ian Linssen introduced Assistant Planning Director Rachel Phillips, Assistant City Attorney II Kirstin Dvorchak, and displayed a PowerPoint presentation. **(See Attachment 1)**

Mr. Linssen advised that the proposed text amendments address land uses for Fleet-Based Services, including drone and ground vehicle operations. He noted the City of Mesa (COM) regulates land use but does not have authority over where or when aircraft or drones operate in the air.

Ms. Phillips provided the history and purpose of the changes to the text amendments, which will address emerging technologies for drone and vehicle deliveries. She described the various uses for Fleet-Based Services for businesses that rely on drones and vehicles for delivery services. She provided an overview of the proposed changes to the text amendments and highlighted the updates and newly created categories for Light, Heavy, and Accessory Fleet-Based Services based on the scale of operations and new technologies. (See Pages 2 through 8 of Attachment 1)

In response to a request for clarification from Councilmember Taylor, Ms. Phillips replied that the zoning approach for a location of a fleet of Waymos depends on whether the fleet supports an existing business or operates as a standalone and charging facility.

Ms. Phillips reviewed the updates to Land Use Tables for Fleet-Based Services, noting the types of zoning districts permitted. (See Page 9 of Attachment 1)

Responding to a question from Councilmember Taylor, Ms. Phillips answered that Light Industrial is the least intensive industrial zoning district, and can be located near residential areas, accommodating lower-impact industrial uses such as warehousing, indoor storage, data center services, and commercial uses.

In response to a question posed by Mayor Freeman, Ms. Phillips said that Limited Commercial (LC) districts can accommodate drone delivery operations and provided examples of properties within LC zoning. She added that drone docking stations currently can be as tall as 27 feet and

come in various designs, including ground-mounted and pole-docking systems, and technology is expected to continue evolving.

Ms. Dvorchak provided general guidance regarding a new bill that limits the City's ability to regulate drone operations. She discussed the ways the City can regulate commercial drone delivery, as well as regulations applicable to other types of technology. She noted that because drone delivery is classified as a fleet service, the City must regulate it in the same manner as other fleet services.

In response to a question from Councilmember Adams, Ms. Dvorchak replied that existing zoning height limits would apply to drone docking structures, so the City would not allow poles taller than the applicable height limit.

Councilmember Adams expressed his support of drone technology and preference for drones to land on the ground rather than using tall poles, arguing that ground pads would avoid visual impacts associated with tall poles.

Councilmember Taylor suggested changing or limiting the proposed height.

Councilmember Duff expressed her support for elevated drone docking structures since ground-based stations would consume valuable land that could otherwise be used more productively for economic purposes.

Responding to a question from Vice Mayor Somers, Ms. Phillips explained that pole-mounted systems can use vertical space more efficiently, with poles having multiple docking levels, allowing several drones to use a smaller ground footprint than individual ground pads.

Planning Director Mary Kopaskie-Brown clarified that each pole has three docking levels on each side of the pole, for a total of six docking positions.

Ms. Phillips reviewed the development standards for Fleet-Based services, stating that existing zoning height limits will apply to drone facilities. She reported that the City is recommending a 30-foot maximum height for poles, consistent with typical commercial zoning limits; however, certain commercial and industrial zones allow 40–50 feet, depending on the zone. She discussed the potential challenges of regulating a lower height if drone docking stations are permitted on rooftops. (See Page 10 of Attachment 1)

City Attorney Jim Smith advised Council on the new state legislation that limits the City's authority regarding Fleet Services but provides a short window to adopt local regulations before the law takes effect. He provided options for Council to consider and added that staff planned to meet after the Council meeting to evaluate the options and requested Council's direction so the ordinance could be revised for introduction and potential adoption on Monday.

Mr. Smith stated that the decision must be a uniform rule for all Fleet Services, and Council can return to approve pole docking stations in the future.

Councilmember Duff reiterated her support for pole-mounted drone stations. She mentioned that a requirement for a Conditional Use Permit (CUP) in commercial areas near residences could be included to address visual concerns.

Mr. Smith said pole-docking stations might be allowed in industrial districts and suggested creating a uniform rule for industrial districts for Fleet Services and a different uniform rule for lighter commercial.

Councilmember Taylor supports Mr. Smith's suggestion since industrial locations would reduce visual impacts and keep the stations away from residential areas, major shopping, and dining areas.

Ms. Phillips cautioned that requiring CUPs in existing zoning districts could be a challenge under Proposition 207.

Mayor Freeman expressed concern regarding drone stations in LC districts due to the impact in almost every neighborhood. He recommended studying the Dallas-Fort Worth area, where thousands of drone deliveries are already occurring.

In response to a question from Councilmember Heredia, Ms. Phillips replied that a CUP is being recommended for Heavy Fleet-Based services within the General Commercial and Light Industrial areas, as well as certain Accessory Fleet Based services.

Responding to a question posed by Mayor Freeman, Ms. Phillips explained that the proposed ordinance already includes a 100-foot separation from residential areas for electric charging infrastructure, based on concerns about humming noises, and that a waiver could be granted by the Planning Director if a sound study demonstrates that the equipment would increase ambient noise levels.

In response to an inquiry from Councilmember Taylor, Mr. Linssen advised that setbacks must be applied uniformly to the entire Fleet Services use category rather than specifically targeting drone delivery.

Responding to multiple questions from Councilmember Taylor, Mr. Smith advised that now is the opportunity to establish a larger setback, such as 150 or 200 feet, and emphasized that the Planning Director would still have authority to grant exceptions, and the increased setback would apply uniformly to new developments.

In response to a question from Mayor Freeman, Mr. Linssen replied that staff conducted significant outreach to the industry and stated that some areas outside the state have lighter regulations. He stated that staff's goal is to find a balance between allowing the use, establishing reasonable guidelines, and making the regulations appropriate for Mesa.

Mr. Smith pointed out that increasing the setback to 150 feet for landing commercial drones in an outer boundary area zoned for residential would be consistent with the state legislation and therefore should not be a major concern for the industry.

Councilmember Taylor strongly supported a 150-foot setback, stating that greater distance from residential areas is preferable.

Ms. Dvorchak clarified that the proposed ordinance currently applies the setback specifically to electric charging equipment, for both ground and aerial operations. She asked whether the Council wanted the setback to apply to all Fleet-Based services, including gasoline-powered vehicles.

Councilmember Taylor expressed her support for a 150-foot setback for all fleets near residential and light commercial areas to protect residents and balance economic development with quality of life.

Councilmember Adams agreed with a 150-foot setback, noting its alignment with the distance in the state statute.

Mr. Smith recommended applying the setback based on proximity to residential properties regardless of the underlying zoning district.

Councilmember Duff disagreed with the 150-foot setback, arguing that it unnecessarily wastes land. She expressed her belief that electric fleets, including robots and autonomous vehicles, are relatively quiet and that the City should not impose large separation areas without a clear purpose.

(At 9:27 a.m., Mayor Freeman excused Councilmember Adams from the remainder of the meeting.)

Ms. Phillips highlighted several development standards within the ordinance, including standards for screenings, residential separation, and parking spaces. (See Pages 10 through 12 of Attachment 1)

Ms. Phillips provided an overview of the updates to the definitions and modifications for Service Stations, noting that facilities offering only EV charging are still considered service stations. She indicated that additional gasoline-station requirements would be modified as electric vehicle (EV) charging does not present the same safety concerns. She mentioned that staff recommended a 100-foot separation between fuel pumps/EV charging and residential uses due to potential noise impacts. She asked Council for their direction on whether to keep or modify the 100-foot residential separation. (See Pages 13 through 17 and 19 of Attachment 1)

Councilmember Taylor indicated her preference for consistency in the separation requirement and suggested that businesses wanting a shorter distance could seek approval through a sound study.

In response to a question posed by Councilmember Taylor, Ms. Phillips replied that gasoline canopies help address fumes and fire safety and should not automatically be required for EV charging stations. She added that EV facilities should have adequate lighting, trash provisions, and defined queuing areas, and a waiver process to allow flexibility since EV chargers may not need the same stacking space as gas pumps. (See Page 18 of Attachment 1)

Ms. Phillips identified the various ways staff conducted public outreach efforts, and adjustments made based on feedback. (See Page 20 of Attachment 1)

In response to a question from Councilmember Taylor, Mr. Smith acknowledged frustration with the state law, noting that it was industry-sponsored and limits municipal regulatory authority. He discussed the challenges and cautioned against expecting an injunction to succeed as industry-sponsored legislation and state preemption of local regulation have become increasingly common.

Responding to a question posed by Mayor Freeman, Ms. Phillips said the 100-foot separation for fuel pumps and charging stations was a recommendation intended to be consistent with

separation requirements for other land uses due to noise. She said staff also considered 150-foot separation to match Fleet-Services standard.

Mayor Freeman stated he favors a 150-foot separation to be consistent.

Councilmember Duff disagreed, noting that traditional vehicle-related uses can be significantly noisier than EV charging stations.

Mr. Smith advised that there will be an addition to agenda Item 4 from the Engineering Department for Monday's Regular Council meeting; and that agenda Item 5-b will be rescheduled to the July 27, 2026 Regular Council meeting.

In response to multiple questions posed by Councilmember Taylor regarding agenda Item 4-a, **(Use of a Cooperative Contract for the Purchase of an Electric Underground Cable Puller (Replacement) for the Fleet Services and Energy Resources Departments (Citywide))**, on the Regular Council agenda, Business Services Director Ed Quedens replied that the existing underground cable puller has an expected lifespan of approximately 20 years. He said that although it is still usable, a replacement is needed because the City now needs equipment designed for overhead work.

Councilmember Taylor explained, regarding agenda Item 4-b, **(One-Year Use of a Cooperative Term Contract with Two, One-Year Renewal Options for the Purchase of Field and Turf Irrigation, and Landscaping Products, and Specialty Conditioners and Soils for the Parks, Recreation and Community Facilities Department (PRCF). (Citywide))**, on the Regular Council agenda, that the City relies on one vendor for the purchase of irrigation software updates and replacement parts and the system needs updated components, and switching vendors would be expensive. She considers the expense justified since it helps maintain City parks and supports the public.

Mr. Quedens added that the vendor also assists with monitoring and controlling water usage.

Responding to a question from Councilmember Taylor regarding agenda Item 7- b, **(Proposed amendments to Mesa City Code, Title 11, Chapters 5, 6, 7, 8, 30, 31, 34, 43, 67, 81, 86, and 87. The amendments include, but are not limited to: modifying entryway monumentation requirements; refining building material and color standards; updating Employment District use tables and development standards; clarifying lot and land division requirements; modifying standards for Detached Accessory Buildings or Structures and Accessory Dwelling Units; updating Live/Work Unit and residential use standards in Commercial Districts; refining screening requirements for certain specific uses and activities; modifying landscaping and alternative landscape plan provisions; modifying landscape diversity requirements; updating Manufactured Home and Recreational Vehicle Accessory Structure standards; clarifying sign regulations; updating procedural requirements related to written protests, application review, and expirations; modifying definitions of "Home Occupations," "Live/Work Units," and "Indoor Warehousing And Storage"; and adding a definition for "Hazardous Material Warehousing and Storage." (Citywide))**, on the Regular Council agenda, Assistant Planning Director Rachel Phillips explained that the amendment aligns with the building code regarding fire separation. She commented that the required distance between detached structures without a fire-rated wall would decrease from 6 feet to 5 feet, applying to both detached accessory structures and detached ADUs.

4-a. Hear a presentation, discuss, and provide direction on the use of HUD (Housing and Urban Development) and human services funding for Fiscal Year 2027/2028.

Community Development Director Michelle Albanese introduced Deputy City Manager Candace Cannistraro, Community Development Administrator Justin Boyd, and displayed a PowerPoint presentation. **(See Attachment 2)**

Ms. Albanese explained that staff is seeking City Council's direction on allocation of federal and local annual funding for FY 27/28, following the FY 26/27 process. She noted that Council previously suggested retaining federal funds for City-led projects and consider projects specific to each district. She described the annual funding process and identified the federal and local funding sources, noting A Better Community (ABC) is the utility donation program. (See Pages 2 and 3 of Attachment 2)

Ms. Albanese discussed the estimated amount of federal and local funds available and recommendations for FY 27/28, as well as percentages retained for City-led programming, emphasizing that final allocations will not be known until the spring. She mentioned that, historically, Human Services and ABC funds have been distributed to nonprofits through a competitive application process, while federal funds are typically allocated for City-led projects, eligible activities, and to develop strategic public partnerships. She noted that all projects would still require eligibility, readiness, and a compliance review. (See Pages 4 through 7 of Attachment 2)

Ms. Albanese discussed the next steps to establish the preferred approach for federal and local funding with Council's direction on City-led use of Community Development Block Grant (CDBG), HOME Investment Partnerships Program (HOME), and Emergency Solutions Grant (ESG) funds, as well as continuing a competitive process for Human Services and ABC funds. She commented that staff would return in early fall with potential projects and programs, and return in the spring with final funding recommendations. (See Pages 8 and 9 of Attachment 2)

City Manager Scott Butler explained that the funding sources allow the City to be strategic in how funds are allocated and to support City-led services, nonprofit partners, and adjust funding based on specific criteria and priorities established by Council.

Mayor Freeman stated he supports the approach as a balance between City priorities and community investment. He suggested Councilmembers identify opportunities in their districts where funds could address underperforming areas. He encouraged Council to collaborate with nonprofit organizations when the City lacks the capacity, adding that such partnerships could support a more strategic approach to redevelopment in Mesa.

Councilmember Duff expressed support for the model presented and shared her concerns regarding the challenges with spending down the CDBG funds. She requested staff identify eligible geographic areas/census tracts so Councilmembers do not pursue projects that ultimately cannot qualify. She noted that work is already underway in the Escobedo District with Habitat for Humanity and neighborhood reinvestment.

Councilmember Heredia offered support in exploring the new approach while emphasizing the importance of maintaining the City's existing nonprofit partnerships. He suggested partnering on projects that qualify geographically and leveraging nonprofit access to state and federal resources to maximize the impact of City funds.

Responding to multiple questions posed by Councilmember Heredia, Ms. Cannistraro discussed the proposed new approach to the HOME application and scoring process and shared the factors considered to address the needs of multiple projects over several years that need HOME funds. She shared the goal is to build a multi-year pipeline of strategic affordable-housing projects rather than funding projects only when applications arrive. She explained that HOME decisions would consider the City's needs, the partner's ability to successfully complete the project, and whether the developer can secure other financing; since HOME funds generally serve as gap financing, the City would prioritize projects that have a strong chance of securing the remaining funding. She stated if multiple projects compete for the same funds, staff could bring the options to Council and consult the affected districts.

Councilmember Taylor commented that she supports reserving CDBG funds for City-identified priorities and eligible services. She added that CDBG funds can reach nonprofits through both the County and the City and noted she has several areas in District 2 where CDBG funds can be applied.

Mayor Freeman commented that recent federal flexibility gives cities more opportunities to invest in low and moderate income census tracts. He proposed using funding to revitalize aging or declining neighborhoods through cleanups, beautification, trees, and other improvements. He also stressed supporting nonprofits and residents so neighborhoods can become more successful and vibrant. He confirmed that Council's direction is to move forward.

Ms. Albanese stated that staff will provide Council with a map identifying low and moderate income census tracts, which can serve as a starting point for determining where CDBG investments may be eligible.

Ms. Cannistraro commented that when people approach the City about affordable housing or neighborhood revitalization, staff often directs them to look at Main Street and the surrounding one-mile area north and south. She noted that the area has existing bus service and infrastructure, making a potentially suitable location for projects

Mayor Freeman thanked staff for the presentation.

4-b. Hear a presentation, discuss, and provide direction on a proposed Development Agreement and Government Property Lease Excise Tax agreement for the development of a mixed-use, multi-residence project adjacent to the Sycamore Light Rail Station known as Ovio.

Downtown Transformation Manager Jeff McVay introduced Senior Economic Development Project Manager Jeffrey Robbins and displayed a PowerPoint presentation. **(See Attachment 3)**

Mr. McVay explained that the Ovio project is unusual due to the Government Property Lease Excise Tax (GPLET) and Development Agreement being brought forward while construction is already underway, which normally happens before the design stage. He indicated that the City has worked with the developer since 2021, but COVID, inflation, rising financing costs, negotiations with Valley Metro, and a major roofline redesign delayed the agreements. He added that the project also required coordination regarding improvements to the nearby park-and-ride and transit facilities.

(At 9:58 a.m., Mayor Freeman excused Councilmember Duff from the remainder of the meeting.)

Mr. Robbins presented a site map of the location of the Ovio development, a former Tri-City Mall site, which has been a source and a target of redevelopment efforts of the City for decades. He described other nearby projects, which are part of the Asian District and play a strategic role. He said Ovio would help attract more convenience shoppers who regularly visit the area, strengthening the district's economic activity and complementing the existing Asian District shopping traffic. He provided an overview of the Ovio project and images of renderings of the commercial product, design, and described the visual interest with different leveling. (See Pages 2 and 3 of Attachment 3)

In response to a question from Vice Mayor Somers, Mr. Robbins presented an aerial angle of the layout and design of the rooftop space, intended to create visual interest and activity, illustrating the trees above the commercial area are primarily landscaping. He mentioned there will not be a rooftop bar or similar commercial space, the primary activity will occur within the building and commercial areas below. (See Page 6 of Attachment 3)

Mr. Robbins identified the economic impact of the Ovio project from start of construction to the end of the eight-year term will generate approximately \$136 million. He reported that construction is expected to create approximately 500 jobs, resulting in 28 permanent jobs afterwards and a one-time payment of \$500,000 to the City for redevelopment efforts. (See Page 4 of Attachment 3)

Responding to a question from Mayor Freeman, Mr. Butler clarified that the Mayor and City Council would determine how the \$500,000 would be allocated.

Mr. Robbins highlighted the components of the Ovio project agreements, noting the eight-year GPLET tax abatement that has been reviewed by an independent economist to confirm that statutory requirements have been met. He shared that the project is located in the City's Central Business District redevelopment area, and more than doubles the property's value. He indicated that due to the site's proximity to the transit center and park-and-ride, the developer will also provide the City with a permanent easement for pedestrian and vehicle access along Ironwood Drive and portions of the property's north and west sides. (See Page 5 of Attachment 3)

Mr. Robbins summarized the developer's obligations, including one-time in lieu payments to school districts for tax abatement and redevelopment priorities, noting any GPLET has to provide a public benefit which the City negotiates. (See Pages 6 and 7 of Attachment 3)

Mr. Robbins identified the four primary obligations the City would undertake under the agreement, intended to help move the review process forward more efficiently. (See Page 8 of Attachment 3)

In response to a question posed by Councilmember Taylor, Mr. McVay answered that the developer received its initial building permits under the previous fee system, and would have been subject to the impact fees applicable at that time. He noted that the developer is not subject to the newer capacity fee.

Mr. McVay clarified that a GPLET could legally abate all property taxes, including school district taxes, but the City's policy is to negotiate payments that keep the school districts financially whole during the eight-year period. He emphasized making those payments is a City policy choice, not a requirement.

Mr. McVay noted that staff is scheduled to return to Council for action on August 17, 2026.

Mayor Freeman thanked staff for the presentation.

4-c. Appointments to various boards and committees.

It was moved by Councilmember Heredia, seconded by Councilmember Taylor, that the Council concur with the Mayor's recommendations and the appointments be confirmed. **(See Attachment 4)**

Upon tabulation of votes, it showed:

AYES – Freeman–Somers–Heredia–Taylor

NAYS – None

ABSENT – Adams–Duff–Goforth

Mayor Freeman declared the motion carried unanimously by those present.

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

5-a. Historic Preservation Advisory Board meeting held on May 5, 2026.

5-b. Economic Development Advisory Board meeting held on May 6, 2026.

5-c. Board of Adjustment Public Hearing meeting held on May 6, 2026.

5-d. Board of Adjustment Study Session meeting held on May 6, 2026.

5-e. Design Review Board meeting held on May 12, 2026.

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

Upon tabulation of votes, it showed:

AYES – Freeman–Somers–Heredia–Taylor

NAYS – None

ABSENT – Adams–Duff–Goforth

Mayor Freeman declared the motion carried unanimously by those present.

6. Current events summary including meetings and conferences attended.

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

7. Scheduling of meetings.

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

Monday, July 20, 2026, 5:15 p.m. – Study Session

Monday, July 20, 2026, 5:45 p.m. – Regular Council meeting

Mr. Butler announced that due to storms expected in Mesa over the next couple of days, residents can visit the City's website for information on emergency preparedness resources at Mesaaz.gov/publicsafety/emergencies.

8. Adjournment.

Without objection, the Study Session adjourned at 10:29 a.m.



Mark A. Freeman
MARK FREEMAN, MAYOR

ATTEST:

Lisa Anderson

LISA ANDERSON, DEPUTY 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 16th day of July 2026. I further certify that the meeting was duly called and held and that a quorum was present.

Lisa Anderson

LISA ANDERSON, DEPUTY CITY CLERK

lr
(Attachments – 4)

Fleet-Based Services & Service Stations Text Amendments

Mary Kopaskie-Brown, Planning Director

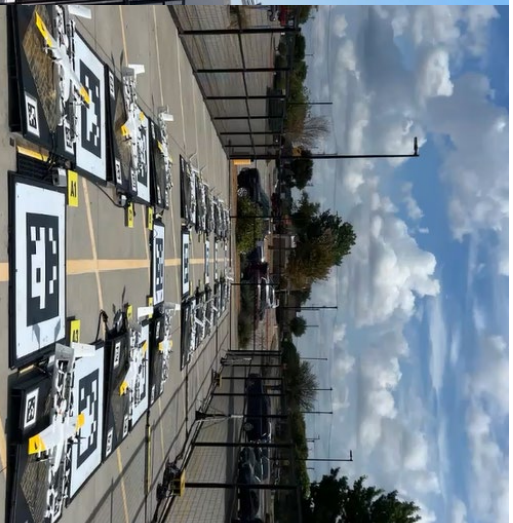
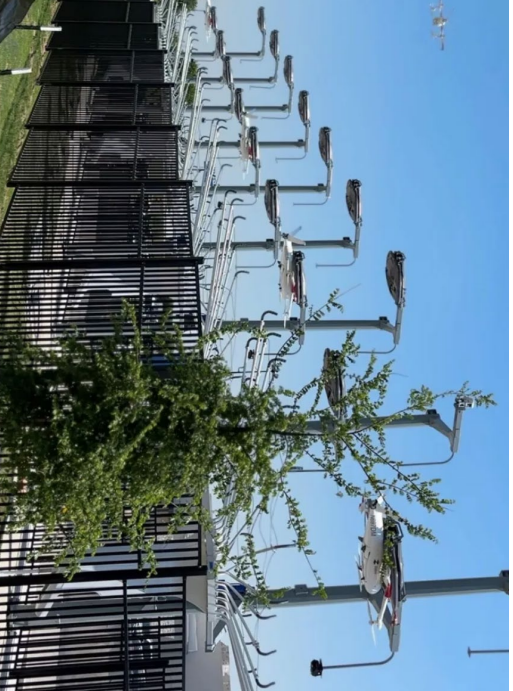
Rachel Phillips, Assistant Planning Director

Sean Pesek, Senior Planner

Background & Purpose

New and Emerging Technology Driving the Changes

Fleet Services with Drone Delivery



Background & Purpose

New and Emerging Technology Driving the Changes

Fleet Services of Robotaxis



EV Service Station



Fleet-Based Services Text Amendments



Fleet-Based Services – Overview of Proposed Changes

- Updates to Land Use Classification Definitions
- Updates to Land Use Tables
- Introduction of fleet-specific development standards (new Section 11-31-40)

Fleet-Based Services – Updates to Definitions

Fleet-Based Services (NEW):

- Primary use is the parking, storage, staging, fueling, charging, or dispatch of fleet vehicles
- In connection with passenger transportation services, delivery, medical transport operations and similar businesses **operating more than five (5) vehicles**
- Includes EV charging infrastructure and accessory support facilities
- **Excludes:** Towing & Impound, Vehicle Sales, Major Auto Repair, Outdoor Storage, Airports, Heliports

Fleet-Based Services – Updates to Definitions

Light Fleet-Based Services:

- 50 or fewer ground- or aerial-based vehicles
- All vehicles have a GVWR of less than 10,000 lbs
- Less than 10,000 sq. ft. of dedicated fleet area

Heavy Fleet-Based Services (NEW):

- One or more vehicles with a GVWR of 10,000 lbs or more; or
- More than 50 ground- or aerial-based vehicles all under 10,000 lbs; or
- 10,000 sq. ft. or more of dedicated fleet area

Fleet-Based Services – Updates to Definitions

Accessory Fleet-Based Services (NEW):

- Fleet-Based Service that is accessory and subordinate to a principal use on the same lot or parcel
- Serves only the operational needs of the principal use
- Shall not constitute the primary use of the site
- Shall not function as an independent fleet facility or provide fleet services to off-site businesses
- Fleet parking, charging, staging, etc.) shall not exceed the area devoted to the principal use



Fleet-Based Services – Updates to Land Use Tables

- Light Fleet-Based Services remain permitted in the same zoning districts as currently allowed (GC, LI, GI, and HI) and added to the LC District
- Added Fleet-Based Services added as an accessory use in the LC, GC, PEP, LI, GI, and HI Districts
- Heavy Fleet-Based Services permitted with a CUP in the GC and LI Districts, and by-right in the GI and HI Districts

Fleet-Based Services Development Standards

Parking, Charging & Storage Standards

All Types of Fleet-Based Services (Light, Heavy, or Accessory)

- Fleet vehicles must be parked, charged, and stored in designated areas
- Fleet areas must be clearly delineated and distinct from required parking
- Not permitted in setbacks, landscape yards, maneuvering aisles, or required loading zones
- Aerial-based vehicle parking, charging, and/or storage: 30-ft maximum height

Accessory Fleet-Based Services Only

- Must be located to the side or rear of buildings
- Not permitted between the front building façade and a public street
- May occupy up to 50% of the required on-site parking spaces for the principal use



Fleet-Based Services Development Standards

Screening Standards

Ground-Based Fleet Vehicle Screening:

- Street-side: 40-in masonry wall behind the required landscape yard
- Internal side and rear property lines: 6-ft masonry wall

Accessory Equipment and Infrastructure:

- Screened per ground-mounted equipment standard of Section 11-30-9(A)(4)

Screening Alternatives:

- Alternatives may be approved by the Planning Director

Fleet-Based Services Development Standards

Residential Separation:

- Accessory equipment and charging infrastructure must be separated from residential uses and/or zoning districts by a distance of 100 feet
 - Does not apply to residentially-zoned properties that only contain commercial use(s)
- Planning Director may approve less than 100 feet with a sound study showing noise at the property line stays at or below 60 dB, or doesn't increase ambient noise where it already exceeds 60 dB

Services Station Text Amendments



Service Stations – Overview of Proposed Changes

- Updates to Land Use Classification Definitions
- Updates to Land Use Tables
- Updated Service Station development standards in Section 11-31-25

Service Station – Updates to Definitions

Service Station:

- Modified to clarify that it includes the fueling and/or charging for motor vehicles
- Specifies the use serves the general public and doesn't include fleet fueling and charging operations

Accessory Electric Vehicle Charging (NEW):

- Provision of electric vehicle charging within a parking lot or parking structure which is incidental and subordinate to the principal use





Accessory EV Charging – Updates to Land Use Tables

Accessory Electric Vehicle Charging

- Accessory Electric Vehicle Charging added as a permitted accessory use in the Commercial, Employment, and Downtown Districts
- Footnotes:
 - Limited to 20% of required on-site parking; excess spaces may be converted if a parking study demonstrates additional capacity exists
 - Landscaping removed for charging infrastructure must be replaced on-site



Service Stations – Updates to Development Standards

Fuel Pump Canopy:

- Max 16-ft canopy height and 30-in canopy fascia width
- Canopy lighting must be recessed and flush mounted; maximum 20 footcandles within 150 feet of residential uses

EV Shade Structures:

- When shade structures are provided over EV charging spaces they shall match or complements the design of the primary building (when present)



Service Stations – Updates to Development Standards

EV Charging Lighting:

- Can be integrated into the shade structure, canopies, charging equipment, or other features
- Maximum 20 footcandles within 150 feet of residential uses

Vehicle Stacking:

- Min 20-ft stacking on both sides of fuel pump islands and 36 ft for one-way circulation approaches
- Modifications may be approved by the Planning Director based on a circulation study

Service Stations – Updates to Development Standards

Residential Separation:

- Fuel pumps and charging stations must be separated 100 feet from residential uses and/or zoning districts
- Planning Director may approve a reduced distance with a sound study showing noise at the property line stays at or below 60 dB, or doesn't increase ambient noise where it already exceeds 60 dB



Public Outreach & Notification





mesa·az

DEVELOPMENT SERVICES – PLANNING DIVISION

Questions?

Review FY 2027/2028 HUD/Human Services Funding Sources

MICHELLE ALBANESE, COMMUNITY DEVELOPMENT DIRECTOR
JUSTIN BOYD, COMMUNITY DEVELOPMENT ADMINISTRATOR
JULY 16, 2026

City Council Direction Needed

❖ Approach to FY 2027/2028 Annual
Funding Allocations

HUD and Local Funding Sources

Federal Programs:

- ❖ Community Development Block Grant (CDBG)
- ❖ Emergency Solutions Grant (ESG)
- ❖ HOME Investment Partnerships Program (HOME)

Local Programs:

- ❖ Human Services
- ❖ A Better Community (ABC)

FY 2027/2028 Estimated Federal Funds Available

❖ CDBG

❖ Public Services - \$546,859

❖ In 26/27: 50% Retained for City-led programming

❖ Non-Public Services - \$2,290,766

❖ In 26/27: 100% Retained for City-led programming

❖ ESG

❖ Programs and Services - \$298,803

❖ In 26/27: No funds retained

❖ HOME

❖ Projects and Activities - \$1,256,198

❖ In 26/27: \$372k retained for City-led programming

Recommended Action

CDBG
ESG
HOME

❖ CDBG/ESG

- ❖ Reserve all federal funds for City-led priorities and eligible activities

❖ HOME

- ❖ Direct federal funds to support City-led priorities, including strategic public-private partnerships to address affordable housing needs (Do not put out a general call for projects)

Human Services and A Better Community (ABC)

- ❖ Local funding supporting nonprofit service providers
 - ❖ Human Services - \$547,163
 - ❖ A Better Community (ABC) - \$104,500
- ❖ Programs address crisis services, prevention, transitional services, and long-term support

Recommended Action

Human Services ABC

-
- ❖ Solicit applications from nonprofit organizations for programs and services that address City-identified priorities through a competitive funding process

Next Steps

- ▼ Establish the preferred approach for the FY 2027/2028 Human Services and ABC competitive funding process
- ▼ Seek City Council direction regarding the use of CDBG, ESG, and HOME funds that will be retained for City-led projects
- ▼ Complete staff review and evaluation of all proposed projects and applications to confirm eligibility, alignment with program priorities, and funding availability
- ▼ Present funding recommendations to City Council for final consideration



City Council Direction Needed

-
- ❖ Reserve all federal funding for City-led priorities and eligible activities
 - ❖ Solicit applications for Human Services and ABC funding for programs and services that address City-identified priorities

Questions?

THANK YOU FOR YOUR TIME AND CONSIDERATION

Ovivo

Development Agreement

City Council Study Session
July 16, 2026

Jeff McVay
Manager of Urban Transformation

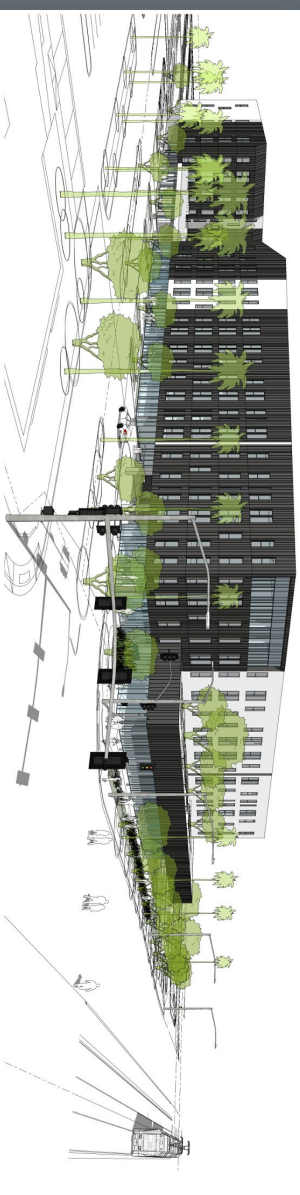
Jeff Robbins
Senior Economic Development Project Manager





ASIAN
DISTRICT
MESA · AZ

- redevelopment of 4.05± acres at 1830 West Main Street, near Dobson Road
- Urban, market-rate, mixed-use development
 - One building, five stories
 - Approximately 285,890 SF
- 191 market-rate apartments
- Approximately 5,700 SF ground-floor commercial



1 Southwest Perspective
Scale: 1/8" = 1'-0"



2 Northwest Perspective
Scale: 1/8" = 1'-0"



1 South Building Perspective
Scale: 1/8" = 1'-0"



TOTAL ECONOMIC IMPACT



\$83 M Total direct
\$53 M Total indirect
\$136 M Total Impact



28 Jobs
Permanent
Mesa Jobs



\$5.2 M
City, county & state
tax revenue

MESA FISCAL IMPACT



\$920,310
New tax revenue
to the City



\$500,000
Contribution to City's
redevelopment
priorities



\$520,000
Minimum
construction
sales tax



\$80,000
Net rent to City
over 8 years



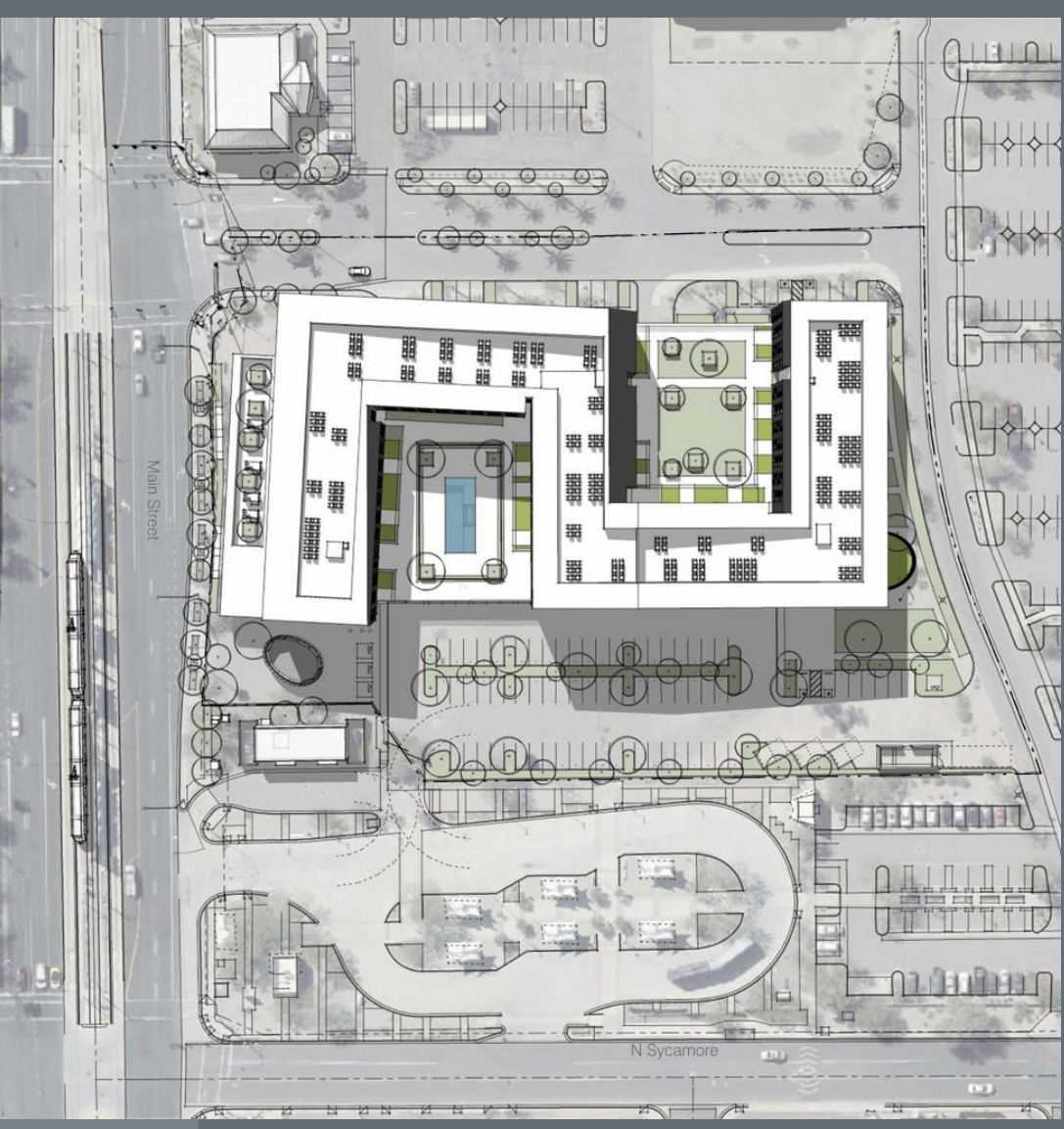
191
New residential
City utility users

Development Agreement

- Government Property Lease Excise Tax Agreement (GPLET)
 - 8-year tax abatement
 - Independent analysis confirms statutory eligibility (A.R.S. § 42-6209):
 - Within the City's single Central Business District and Redevelopment Area
 - Increases the value of the property by greater than 100%
 - Generates greater revenues than the property taxes abated
- Sidewalk Easement
- Vehicular Ingress and Egress Easement

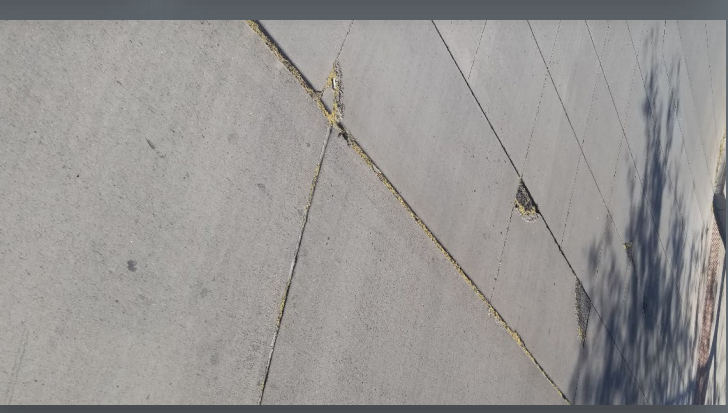


- Design and Construction of minimum private improvements by July 1, 2027
- Design and Construction of public improvements by July 1, 2027
 - Enhanced landscaping
 - Bus transit center improvements
 - Perpetual maintenance of improvements
 - Main Street trees
 - Ironwood Drive improvements
- Dedicate sidewalk and vehicular easement
- Use City water, sewer, solid waste, and natural gas utilities



One-time in-lieu payments to school districts:

- \$74,854 — Mesa Public Schools
- \$12,762 — Maricopa Community College District
- \$589 — East Valley Institute of Technology
- \$500,000 — One-time payment to City for redevelopment priorities
 - Potential funding source for restaurant incubator
- Transit Center improvements
 - Demolition of a restroom facility
 - Sidewalk, paver and curb replacement, irrigation, and landscaping
 - TPSS Improvements (Traction Power Substation serving Light Rail)
 - Pedestrian crossing and ramp modifications



CITY OBLIGATIONS

Upon project completion, Mesa commits to four key obligations under the DA and GPLET terms.

1

Provide eight-year tax abatement

Approval of a GPLET lease agreement upon developer completing all public and private improvements

2

Accept Title to Public Improvements

Accept title to all dedicated public improvements made as part of the project

3

Provide Municipal Utility Services

Provide water, sewer, solid waste, and natural gas services to the project

4

Provide Customized Plan Review

Provide a customized review schedule for Ironwood Drive and public improvements

DISCUSSION AND QUESTIONS



July 16, 2026

TO: CITY COUNCILMEMBERS

FROM: MAYOR MARK FREEMAN

SUBJECT: Appointments to Boards and Committees

The following are my recommendations for appointments to the City of Mesa Advisory Boards and Committees:

Housing & Community Development Advisory Board – Eleven-member board including new appointments.

Leonna Anderson, District 3. Ms. Anderson is a recruiter at the Tyson & Mendes law firm. She holds a bachelor's degree in communication with an emphasis in public relations from Missouri State University. Her partial term will expire June 30, 2027.

Quintin Evans, District 5. Mr. Evans is the founder and lead developer of Get Your Pet A Vet. He earned an associate's degree in general studies from Mesa Community College and a bachelor's degree in business administration from Southern New Hampshire University and. His partial term will expire June 30, 2027.

Josh Lopeman, District 6. Mr. Lopeman is a principal architect at COLE Architects. He earned a bachelor's degree in architecture from the University of Nevada, Las Vegas, and a master's degree in architecture from Arizona State University. His first term will expire June 30, 2029.

Jessica Mueller, District 1. Ms. Mueller is a policy and research administrator at the Arizona State Board of Education. She holds bachelor's degrees in psychology and family and human development and a master's degree in social work from Arizona State University. Her partial term will expire June 30, 2028.

Tanner Nelson, District 4. Mr. Nelson is a commercial insurance producer at LeBaron Carroll Insurance. He earned an associate's degree in business management from Mesa Community College and a bachelor's degree in business legal studies from Arizona State University. His partial term will expire June 30, 2026.

The following appointments are for Council acknowledgment:

Education and Workforce Development Roundtable – Seventeen-member board including the new appointments.

Standing Position (ongoing; term remains with position)

Dr. Jared Ryan. Dr. Ryan, Superintendent of Gilbert Public Schools, is being appointed to the Education and Workforce Roundtable as a standing member. Prior to his current role, Dr. Ryan served as the executive director of strategic initiatives at Gilbert Public Schools. He holds a bachelor's degree in education from Westminster College in Fulton, Missouri, a master's degree in educational leadership from Arizona State University, a superintendency certification from Northern Arizona University, and ABD status in educational leadership from Northern Arizona University.

Economic Development Advisory Board – Seventeen-member board comprised of nine voting resident members and eight nonvoting ex officio members, including the new appointments.

GPEC Board of Directors, Ex Officio Member (ongoing; term remains with position)

Councilmember Rich Adams, District 1. Councilmember Adams began his first term representing District 1 in January 2025. He is the president and CEO of Southwest Business Credit Services and a founding director of Gateway Commercial Bank of Mesa. He holds the Certified Credit Executive, Certified Credit Professional and Certified Association Executive designations.

Mesa Local Fire Pension Board – Five-member board including the new appointments.

Benjamin Wehunt. Captain Wehunt was recently elected to the Fire Department Pension Board by the sworn membership in accordance with guidelines set forth by the Public Safety Personnel Retirement System of the State of Arizona. He currently serves as a captain with the Mesa Fire and Medical Department. His first term will expire June 30, 2030.

Mesa Local Police Pension Board – Five-member board including the new appointments.

Amanda Cook. Officer Cook was recently elected to the Police Department Pension Board by the sworn membership in accordance with guidelines set forth by the Public Safety Personnel Retirement System of the State of Arizona. She has served as a police officer with the Mesa Police Department for 10 years and currently serves as a traffic officer and field training officer in the Traffic Unit. Her first term will expire June 30, 2030.