mesa·az
OFFICE OF THE CITY CLERK

COUNCIL MINUTES

March 2, 2020

The City Council of the City of Mesa met in a Regular Council Meeting in the Council Chambers, 57 East 1st Street, on March 2, 2020 at 5:45 p.m.

COUNCIL PRESENT	COUNCIL ABSENT	OFFICERS PRESENT
John Giles	None	Christopher Brady
Mark Freeman		Dee Ann Mickelsen
Jennifer Duff		Jim Smith
Francisco Heredia		
David Luna		
Kevin Thompson*		
Jeremy Whittaker		

(*Councilmember Thompson participated in the meeting through the use of telephonic equipment.)

Mayor's Welcome.

Invocation by Pastor Dave Swope with Calvary Baptist Church.

Pledge of Allegiance was led by Mayor Giles.

Awards, Recognitions and Announcements.

Mayor Giles introduced Mesa Police Sergeant Robert Sheehan representing for the Mesa Police Youth Development Unit.

Sergeant Sheehan stated the Mesa Police Department runs the MESA Program which is an after-school program at Kino Junior High to mentor youth through leadership, self-care, anger management, self-control and fitness. He continued by saying the award is from the Arizona Center for After-School Excellence.

Courtney Sullivan representing Arizona Center for After-School Excellence, a statewide non-profit that supports programs for youth, presented the MESA Program with the Program Excellence Award. She stated the award is provided to programs that display dedication to youth, families and the communities being served. She read a congratulatory letter from Governor Doug Ducey regarding the award received.

1. Swearing-in of the Mesa Police Chief.

Mayor Giles stated Chief Cost has worked for the Mesa Police Department since 1995 and has successfully risen through the ranks of the department. He commented Chief Cost has strong

leadership and management skills and is a man of integrity and dedication who is respected in the field and in the Mesa community.

Mesa Police Chief Ken Cost was sworn in by Mayor Giles.

2. Appointment of the Interim City Auditor, Joseph Lisitano.

It was moved by Councilmember Luna, seconded by Vice Mayor Freeman, that Joseph Lisitano be appointed as Interim City Auditor.

Upon tabulation of votes, it showed:

AYES – Giles-Freeman-Duff-Heredia-Luna-Thompson-Whittaker
NAYS – None

Carried unanimously.

3. Take action on all consent agenda items.

All items listed with an asterisk (*) will be considered as a group by the City Council and will be enacted with one motion. There will be no separate discussion of these items unless a Councilmember or citizen requests, in which event the item will be removed from the consent agenda and considered as a separate item. If a citizen wants an item removed from the consent agenda, a blue card must be completed and given to the City Clerk prior to the Council's vote on the consent agenda.

It was moved by Vice Mayor Freeman, seconded by Councilmember Duff, that the consent agenda items be approved.

Upon tabulation of votes, it showed:

AYES – Giles-Freeman-Duff-Heredia-Luna-Thompson-Whittaker
NAYS – None

Carried unanimously.

*4. Approval of minutes of previous meetings as written.

Minutes from the January 23, January 27, February 6, February 10, and February 20, 2020 Study Session and February 24, 2020 Regular Council meeting.

5. Take action on the following liquor license applications:

*5-a. 180th Field Artillery Regiment Association

This is a two-day event to be held on Friday, March 27, 2020 from 11:00 A.M. to 3:00 P.M. and Saturday, March 28, 2020 from 11:00 A.M. to 5:00 P.M. at Desert Wind Harley Davidson, 922 South Country Club Drive. **(District 4)**

*5-b. HugMesa

This is a one-day event to be held on Tuesday, March 17, 2020 from 9:00 A.M. to 9:00 P.M. at Athoria Games, 6134 East Main Street. **(District 2)**

*5-c. Soldier's Best Friend

This is a one-day event to be held on Saturday, March 21, 2020 from 9:00 A.M. to 11:59 P.M. at Cider Corps, 31 South Robson. **(District 4)**

*5-d. Red Mountain Bar & Grill

A restaurant that serves lunch and dinner is requesting a new Series 12 Restaurant License for Crick Nelson Enterprises LLC, 2015 North Power Road, Suite 106 - Charles Crick, agent. The existing license, held by Crick Nelson Enterprises LLC, will revert to the State. **(District 5)**

*5-e. Someburros

A restaurant that serves lunch and dinner is requesting a new Series 12 Restaurant License for Someburros LBM LLC, 5910 East Longbow Park - Timothy Scott Vasquez, agent. There is no existing license at this location. **(District 5)**

6. Take action on the following contracts:

*6-a. Six-Month Term Contract with Three Years of Renewal Options for Guardrail Repair and Maintenance Services for the Transportation Department. **(Citywide)**

This contract will provide emergency guardrail repair and maintenance services. The contractor will repair guardrails damaged from accidents in public roadways and address ADOT bridge deck inspection findings concerning guardrail repairs.

The Transportation Department and Purchasing recommend authorizing the purchase using the Maricopa County cooperative contract with Five G. Inc., at $75,000 annually, with an annual increase allowance of up to 5%, or the adjusted Consumer Price Index. This purchase is funded by the Local Streets Fund.

*6-b. Three-Year Lease for the City's Data Center Space for the Information Technology Department (Sole Source). **(Citywide)**

The Evoque Data Center, located in Mesa, is the City's primary data center and houses the City's IT infrastructure for all on-premise business applications and databases. This data center features enterprise-grade cooling, power management, and connectivity to support the provision of City IT services.

The Information Technology Department and Purchasing recommend awarding the contract to the sole source vendor, Evoque Data Center Solutions, at $262,000 annually, based on estimated usage, with an annual increase allowance of up to 5%, based on the agreement.

*6-c. Amendment and Contract Value Increase to the Term Contracts for Solid Waste Disposal, Recyclable Material Processing, and Vegetative Waste Processing Services as requested by the Environmental Management and Sustainability Department. **(Citywide)**

The contract value increase is necessary due to the new terms required by United Fibers, LLC under the contract. The price increase under the contract was based on the

increase in processing fees, decrease in allowable contamination and decrease in acceptable materials.

The Environmental Management and Sustainability Department and Purchasing recommend authorizing a contract amendment with United Fibers, LLC; and a contract dollar limit increase of $95,000 for the agreement (includes all vendors and covers all Solid Waste Disposal, Recyclable Material Processing, and Vegetative Waste Processing Services); from $9,010,000 to $9,105,000 annually, based on estimated usage.

*6-d. Three-Year Term Contract with Two Years of Renewal Options for Precast Electric Vault Tops and Associated Services for the Energy Resources Department. **(Citywide)**

The Electric utility is continuing with their vault repair/replacement program and the project is expected to require replacement of the top precast concrete section for several styles of vaults. This contract will provide for an initial purchase of eight to twelve concrete electrical vault tops, plus future purchases, as needed for the program.

The Energy Resources Department and Purchasing recommend awarding the contract to the lowest, responsive, and responsible bidders: Oldcastle Infrastructure, Inc.; and Jensen Enterprises, Inc. dba, Jensen Precast; at $1,019,800 annually, with an annual increase allowance of up to 5%, or the adjusted Consumer Price Index. This purchase is funded by 2014 Electric Bonds.

*6-e. Cooper Road Gas Main Replacement, Arizona Farms Road to Magma Road. **(Town of Florence)**

This project will replace the aging 1-1/2” and 2” gas main with a larger 4” gas main. The larger gas main will increase both capacity and maximum allowable operating pressure in areas where there has been customer growth and additional demand.

Staff recommends awarding this contract to the lowest, responsible bidder, Arizona Pipeline, in the amount of $294,623, and authorizing a change order allowance in the amount of $29,462 (10%), for a total amount of $324,085. This project is funded by 2014 authorized Gas Bonds.

*6-f. McDowell Road Underpass Repair Project. **(District 5)**

The McDowell Road underpass and bridge were built in 1985 to connect Falcon Field on the south side of McDowell Road and The Boeing Company facility on the north. The underpass retaining walls are based on a crib wall structure. The McDowell Road crib wall has experienced soil erosion and repair is needed to prevent structural deterioration. This project includes applying shotcrete the face of the crib wall and filling the voids left from soil erosion. A concrete channel will be added to the top of the crib wall to direct water away from the wall face.

Staff recommends awarding the contract for this project to the lowest, responsible bidder, Schulz Contracting, in the amount of $1,432,638, and authorizing a change order allowance in the amount of $143,264.00 (10%), for a total amount of $1,575,902. This project is funded by the Local Street Sales Tax.

7. Take action on the following resolutions:

*7-a. Approving and authorizing the City Manager to enter into an Intergovernmental Agreement with the Arizona Department of Transportation for the design of enhancements associated with the State Route 24 Freeway from Ellsworth Road to Ironwood Drive for the Interim Phase II Project. The City's portion of the design of the Project is $125,766. Funding is available from the Transportation ITS Operations Budget, Transportation Street Local Sales Tax and 2014 Utility Bonds. **(District 6)** – Resolution No. 11461

Items not on the Consent Agenda.

8. Items from citizens presents.

Brian Durham, a Mesa resident, expressed concern regarding the proposal of a large sports complex to be built near the Lehi Sub Area. He indicated he is not opposed to the project but would like to ensure the design is properly engineered to respect the community. He provided handouts to Council. **(See Attachment 1)**

City Manager Christopher Brady suggested additional time for public comment.

Catherine Dragon, a Mesa resident voiced concern with the Lehi Sub Area Sports Complex for the safety of her community. She suggested having more community involvement throughout the building process.

9. Adjournment.

Without objection, the Regular Council Meeting adjourned at 6:15 p.m.

JOHN GILES, MAYOR

ATTEST:

DEE ANN MICKELSEN, CITY CLERK

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Regular Council Meeting of the City Council of Mesa, Arizona, held on the 2nd day of March 2020. I further certify that the meeting was duly called and held and that a quorum was present.

DEE ANN MICKELSEN, CITY CLERK

jg

Prepared remarks 03/02/2020
RE: Mesa North Center Sports Field and area disruption concerns

Good evening, my name is Brian Durham. I was born in Mesa and I have lived in the Lehi area for 10 years now. I am a small business owner and a proud father to three wonderful girls who are working their way through high school and college. This is my first time attending a Council meeting and definitely my first time speaking so please forgive my ignorance about procedures and decorum.

Although I have been a long serving member of the Lehi Community Board I am explicitly not here tonight in a formal capacity representing the board but rather as a private citizen.

For those that are not aware, Lehi was originally settled by Mormon pioneers before Mesa and was annexed to Mesa in 1970. In 2006 the city passed resolution 8655 which explains a special Sub Area plan for the Lehi area in an attempt to preserve the unique charm and character of the area which is neither typical City area nor County area but a wonderful mix of both.

We are a community of horse properties, farmland, open irrigation ditches and dark streets because we are not forced to have streetlights. The area has two stop signs and its own elementary school on one of the main roads which are nothing more than two lane streets without even sidewalks and adjacent open ditches with ducks swimming in them. This is how we like it and we choose to live here in this special place.

We have a yearly rodeo sponsored by the local church that entertains hundreds if not thousands of people every year and we regularly ride horses up and down the streets and across an overpass to the Salt River and explore the natural resources of the area. The 4H local club is very active and we even have a trick riding team called the Lehi Lariats. I encourage all of you to attend the rodeo, which takes place this weekend at our rodeo grounds at Horne and Lehi Rd.

We do have our problems, most notably traffic issues such as drag racing, drunk driving and crashes in a few accident prone areas and the typical issues of more Rural neighborhoods. We struggle with people coming off the 202 Red Mountain freeway speeding and cutting through the neighborhood and we have successfully fought, for now, a freeway off-ramp that will surely destroy the area, although it is on the ADOT docket yet again for 2025.

Feb 25 of last month a proposal was presented by City Engineering about installing a very large sports complex on currently vacant land that is adjoining the Lehi Sub Area plan. This proposal was not published to the community at large and was instead only distributed to residents up to ½ mile from the proposed complex, which is not very many people at all.

Although this area is not directly inside the boundary of the Sub Area plan it will dramatically affect the traffic going through the area, increasing it tremendously with associated safety concerns for our residents, one of whom was recently struck while riding her horse by a texting driver. The horse was killed and the poor woman was thrown quite a distance and broke a hip.

Several people I have spoken to, many of whom sought me out unsolicited, were genuinely surprised to learn about the proposed development as they were not notified by the city, and we feel that outreach and information needs to be re-addressed. The Response window offered by City Engineering is a paltry 2.5 weeks, ending March 13. We do not feel this is enough time to properly disseminate the information

to all those affected by this plan and gather adequate responses, which will require a full community meeting of the Lehi area as well as the adjacent trailer parks and neighborhoods while coordinating with City Engineering. I am requesting that this window be extended a minimum of an additional 90 days. I understand you can not approve this request during this presentation but as the City Engineering comment window closes before the next Council meeting I wanted to introduce the situation in advance of submitting an agenda item for the next meeting on March 16 to re-open the comment window for the reasons I have outlined.

I want to make it very clear that we are not in opposition to this project but rather want to ensure that the design is properly engineered to:

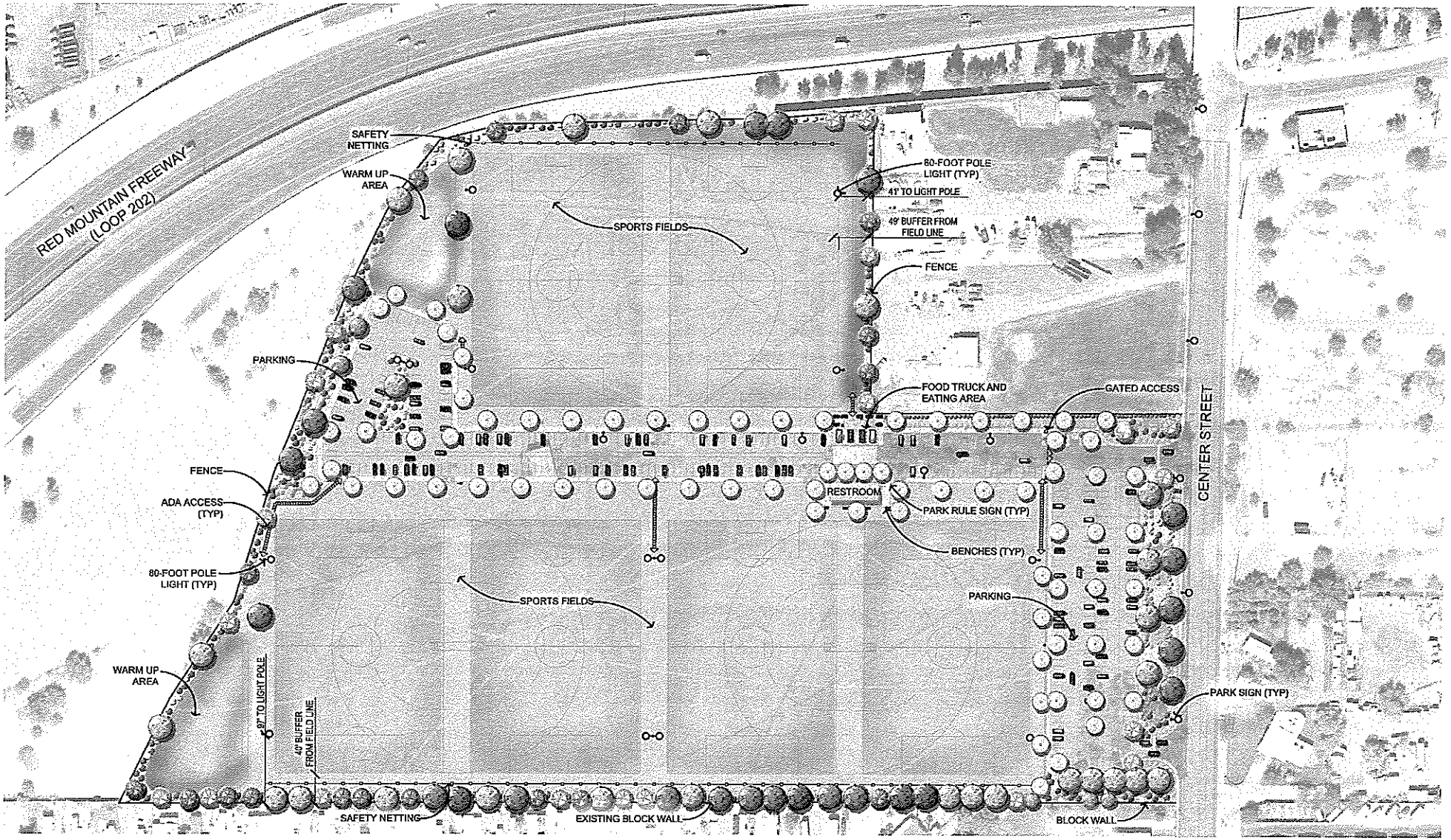
- Honor the purpose and intent of the Sub Area plan formalized by City Resolution 8655
- Provide adequate traffic controls and routing to avoid dangerous accidents and situations
- Respect the entire community that is affected not just those within a very small radius

Thank you for your time, I have prepared information packets on the Lehi area with relevant information about this specific project. The documents are also presented on USB thumb drives for your convenience.

I created these today as I have become involved in this situation only yesterday so the documentation is not combined into a single packaged presentation. I am looking forward to finding a solution to this challenge.

Respectfully,

Brian Durham
480-223-3458
brian@dcicomm.com



NORTH CENTER STREET SPORTS FIELDS

FEBRUARY 25, 2020

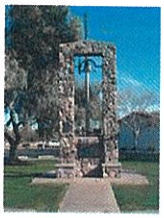
mesa az

RPA RICHARDSON & ASSOCIATES

epg Environmental Planning Group

ART ARCHITECTURAL RESOURCE TEAM

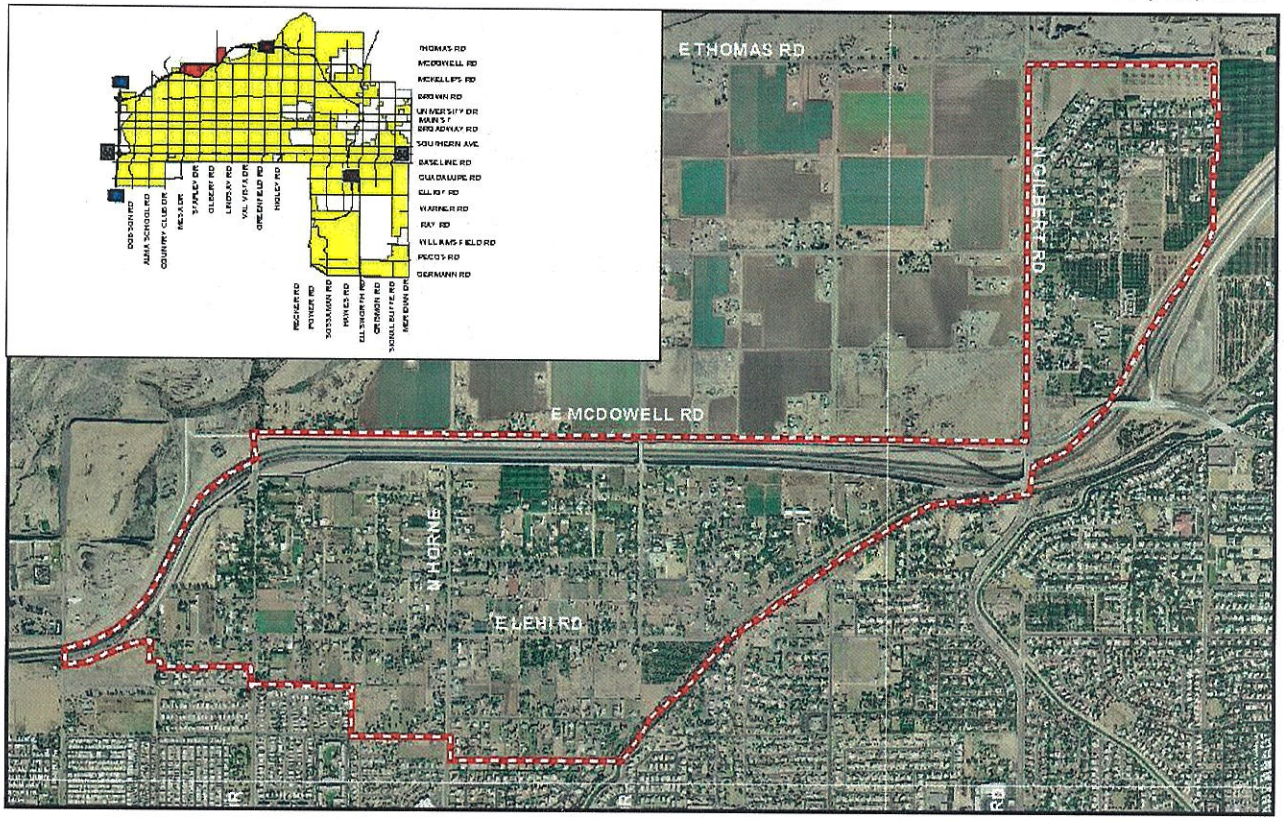
SCALE: 1" = 60'



Sub-Area Plan

LEHI — *Where it all began*

Adopted by Resolution 8655 on January 23, 2006



The Lehi Sub-Area is generally located in the north central portion of the City of Mesa. It is identified by its rural character, historic significance, and close proximity to the Salt River, which represents the City's corporate limits. The Lehi Sub-Area is also adjacent to the Red Mountain freeway right-of-way, on the north and the Consolidated Canal on the south.

"Notice and Disclaimer"

The provisions of this Lehi Sub-Area Plan represent many hours of effort by both the Lehi Sub-Area Plan Working Group and the Lehi Community Improvement Association (Lehi Community Improvement Association), groups of citizens who reside in the Lehi area described in the Plan. They believe this Plan to be a print to achieve their vision of an area that is rural in nature and characterized by large lot, single-family residences with no commercial uses other than limited office uses.

"The City Council endorses the vision of the Lehi Community Improvement Association but notes that the Plan contains provisions which may appear to be mandatory and beyond the authority of the Lehi Community Improvement Association in attempting to control use of the property of other owners in the Lehi area. It is important, therefore, that it be understood that the Plan and its provisions are purely advisory in nature. They are not CCR's, deed restrictions, rules, regulations, ordinances or laws of any nature whatever; nor are they binding on any property owner, on any City department, employee, advisory board or on the City Council."

Table of Contents

Chapter 1 Plan Introduction

1-1 Purpose

The Mesa 2025 General Plan identified Lehi as one of Mesa's Sub-Areas that needs sub-area planning. The Lehi Community Improvement Association (Lehi CIA) approached the Planning Division to assist in formulating a sub-area plan for the community.

The purpose of this Lehi Sub-Area Plan is found in Section 14, Plan Administration of the Mesa 2025 General Plan. This sub-area plan is to provide:

1. A framework for future decision-making for this small geographic area of Mesa
2. Statements of principles to be followed
3. Recommendations for strategies to achieve desired goals and objectives
4. A plan of action to guide future land use development in the area

1-2 Intent

The intent of the homeowners in the Lehi Sub-Area is to continue the development of the area as a semi-rural residential district zoned for R1-43. The Zoning Ordinance states:

"The purpose of this District is to provide for and conserve existing rural and low-density residential uses in their present or desired character, to foster orderly growth in rural areas, and to prevent urban and agricultural land use conflicts. The intent of this District is to allow for areas where semi-rural residential and agricultural uses can be maintained without conflict from commercial, industrial or high-density residential development." This certainly describes the Lehi area with its large lots, custom homes, and equestrian, rural, residential lifestyle.

Many homeowners purchased their lots and constructed fine custom homes in the Lehi Sub-Area prior to 1970 when the area was annexed into the City of Mesa. It is a special area of Mesa in the current 2025 General Plan and has been in previous general plans. With proper definition and protection, the Lehi Sub-Area should continue to develop yet remain as the semi-rural residential neighborhood it is today.

1-3 Mesa 2025 General Plan

On November 5, 2002, the residents of Mesa approved the Mesa 2025 General Plan that was adopted by the City Council on June 24, 2002. This Plan provides a vision and guide to the community's citizens, businesses, and officials as the community grows and develops in the future. The vision of the General Plan is to provide for a prosperous and economically balanced community, to address the need for future housing and employment opportunities, and to support Mesa as a sustainable community in the 21st Century. The elements of this vision are described below:

1. Natural Environment, Recreation and Culture
2. Education as a Focus for the Future
3. Strong Economic Centers or Hubs
4. An Involved and Caring Community
5. A People-Friendly Transportation System
6. Well Run City and Quality Built Environment

Arizona state law (ARS9-461.05.A) requires that each city adopt a comprehensive, long-range general plan to guide the physical development of the community. The Mesa City Charter also requires the existence of a general plan. The Mesa General Plan has the following three interrelated functions:

1. An expression of community goals and priorities
2. A decision-making guide
3. A fulfillment of a legal requirement of State law

The Mesa 2025 General Plan is organized into twelve functional sections or elements as listed below:

1. Land Use
2. Transportation
3. Economic Development
4. Growth Areas
5. Revitalization and Redevelopment
6. Housing
7. Public Facilities, Buildings, and Services
8. Parks, Recreation, and Open Space
9. Environmental Planning and Conservation
10. Water Resources
11. Cost of Development
12. Safety

The Land Use Element of the Mesa General Plan should guide future growth and development of the community. The Element illustrates how the City anticipates

accommodating its future population growth as well as the eventual development patterns the City wishes to encourage. The Mesa 2025 General Plan Land Use Map is included as Figure 1 at the end of this document.

The Mesa 2025 General Plan intends that in all new development in Lehi, consideration should be given to retaining the rural character of the area, while allowing for appropriate transition from the freeway corridor. Rural character can be established through street details, retention of citrus for perimeter and streetscape, fencing, and diversity of architectural styles.

1-4 Sub-Area Plans

The Mesa 2025 General Plan highlights seven sub-areas of Mesa that exhibit a unique character of history. The goal is to promote Mesa's identity by encouraging the revitalization, preservation or development of these community sub-areas throughout the City. The Lehi area has been designated as a special sub-area of Mesa.

The other sub-areas are Mesa Grande in northwestern Mesa; Central Broadway in west central Mesa; Williams Gateway in the southeast corner of Mesa; Falcon Field in northern Mesa; the Desert Uplands in northeast Mesa; and the Citrus area in north central Mesa.

Sub-area plans provide a framework for future decision-making for selected small geographical areas within the community. They contain statements of principles, recommendations for strategies to achieve desired development in the area. Prepared with substantial public involvement, these plans represent the consensus of the residents.

The Mesa 2025 General Plan Land Use Map, (See Figure 1 at the end of this document), shows the Lehi Sub-Area as mostly Low-Density Residential, with one parcel for Public/Semi-Public and another for Education. Medium- and High-Density Residential parcels are present, along with Mixed Use/Employment adjacent to the Red Mountain Freeway to the west.

The majority of the Lehi Sub-Area is zoned as R1-43. This zoning allows for semi-rural low density housing with a minimum lot size of 43,560 square feet (one acre) or larger. Zoning of the Lehi Sub-Area is described in greater detail in Section 2-3.

1-5 How the Plan is Organized

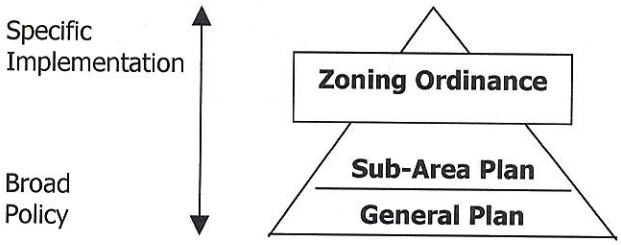
This Plan is organized into four chapters that reflect the fundamental components of this Sub-Area Plan. The fundamental components are as follows:

1. Plan Introduction and Process
2. Existing Conditions
3. Plan Development
4. Plan Recommendations

Each chapter talks about items and issues related to that category only. Recommendations are all grouped together under the fourth chapter titled "Plan Recommendations".

1-6 Hierarchy of Sub-Area Plan Document

The Sub-Area Plan document fits between the broad policies of the Mesa 2025 General Plan and the specific implementation tools of the Zoning Ordinance as shown in the illustration below:



1-7 Boundaries of the Lehi Sub-Area

The Mesa 2025 General Plan describes the Lehi Sub-Area with definite physical boundaries; the Salt River, which represents the City's corporate limits, the Red Mountain Freeway right-of-way to the north, and the Consolidated Canal to the south. The area's boundaries were chosen for its agricultural and R1-43 zoning and its pioneer settlement history. Generally, the street boundaries of Lehi are McDowell Road to the north, McKellips Road to the south, Country Club Drive to the west, and Lindsay Road to the east.

The Lehi Sub-Area is approximately one and a half square miles in size with Mesa Drive, Stapley Drive, and Gilbert Road as major arterial streets running north and south through the sub-area, and McDowell Road as an east-west arterial street traveling adjacent to the Red Mountain Freeway. This sub-area falls entirely within Council District 1.

Chapter 2 Plan Process

2-1 Lehi Community Improvement Association (CIA)

The Lehi Community Improvement Association was formed in the mid 1990's by concerned homeowners in the Lehi Sub-Area to monitor development activity regarding the Loop 202 Freeway. The Lehi Community Improvement Association continues to act as an umbrella organization to address issues affecting the community, such as livestock, lot subdividing, streets, and stormwater.

At the present time, the Lehi Community Improvement Association is the only registered neighborhood association within the Lehi Sub-Area.

Figure 2 at the end of this document shows the location of various subdivisions within Lehi.

2-2 Lehi Sub-Area Plan Working Group

The Lehi Community Improvement Association created a Working Group to spearhead the planning process for this Sub-Area Plan. Chaired by Jill Moughler, the Working Group included Area Captains and Block Leaders for specific areas of the Lehi community.

Area Captains

The Lehi Sub-Area was broken down into six different areas, each having an Area Captain. Area Captains were acting leaders for each area during the planning process for the Sub-Area Plan. Each Captain was responsible for facilitating communication between Block Leaders and the planning group.

The six areas, represented by Area Captains are as follows:

1. The westernmost area of Lehi, bounded by McDowell Road to the north, Country Club Drive to the west, the subdivision one block north of Leland Street to the south, and Mesa Drive to the east;

2. Bounded by McDowell Road to the north, Mesa Drive to the west, Lehi Road to the south, and Horne to the east;

3. Bounded by McDowell Road to the north, Horne to the west, Lehi Road to the south, and Stapley Drive to the east (including both sides of Lehi Road);

4. The southernmost area of Lehi, bounded by Lehi Road to the north, Mesa Drive to the west, Kael to the south, and the Consolidated Canal to the east;

5. Bounded by McDowell Road to the north, Stapley Drive to the west, Lehi Road and the Consolidated Canal to the south, and Gilbert Road to the east; and

6. The north and easternmost area of Lehi, bounded by Thomas Road to the north, Gilbert Road to the west, the Red Mountain Freeway to the south, and the halfway point between Gilbert and Lindsey Roads to the east.

A map of the six areas is included at the end of this document as Figure 3.

Block Leaders

Block Leaders were chosen within the six areas to go door to door and fill out or collect a survey from each of the residents on their block. The surveys were then returned to the Area Captains.

Block Leaders' main purpose was to facilitate communication between their neighbors and the Area Captains, related to this Sub-Area Plan. Block leaders were also asked to occasionally pass out flyers to their block announcing meetings and other events during the planning process.

2-3 Lehi Sub-Area Plan Meetings

The Lehi Sub-Area Plan Working Group, representatives of residents of Lehi, prepared this Lehi Sub-Area Plan document with assistance from City of Mesa Planning and Neighborhood Services staff. During the planning process, the Working Group met several times to discuss issues relevant to the Plan and how this Plan should be organized.

The Working Group also distributed a survey to all Lehi residents to receive citizen input. In addition, the Lehi Community Improvement Association formed subcommittees to address issues such as mining, livestock, roadways, property maintenance and

appearance, future development, and social issues in the Lehi area. Policy related to each of these issues is included in this Plan.

Several meetings were held by the Lehi Sub-Area Plan Working Group throughout the planning process to brainstorm topics for inclusion into the Plan and organize its overall content. The Working Group held its first formal meeting on January 22, 2004. Other meetings were held on:

February 9, 2004
February 26, 2004
March 2, 2004 (Public Meeting at the Historic Museum)
March 25, 2004
April 29, 2004
May 20, 2004
June 10, 2004
June 15, 2004
June 24, 2004
July 22, 2004
July 29, 2004
September 16, 2004
January 13, 2005
January 27, 2005
February 10, 2005
March 2, 2005
March 29, 2005
April 20, 2005
May 3, 2005
November 17, 2005

Upcoming scheduled meetings:
December 6, 2005 (Meeting at the Historic Museum)
December 15, 2005 (Planning & Zoning hearing)
January 23, 2005 (Tentatively City Council hearing)

In addition to the Working Group's meetings, a meeting for the general public held on December 7, 2004 addressed issues relevant to the Plan. Much of the content of this meeting discussed commercial and temporary uses in Lehi, the keeping of livestock on residential property, minimum lot sizes and the condition of the street system within Lehi.

The Plan was adopted as resolution by the City Council on January 23, 2006. A flowchart of the Lehi Sub-Area Plan Planning Process is shown in page 11.

2-4 Lehi Sub-Area Plan Survey

In February 2004, the City of Mesa Planning Division administered a planning survey to all of the households in the Lehi Sub-Area. There were 207 respondents to the survey. The survey's intent was to gather information from Lehi residents, including general information about their property.

Questions included whether respondents owned or rented their home, how many persons resided in the household, the size of their property, how long they have resided in their current home, if the home has historic value, and if they have livestock on the property.

The survey was further broken down into eight sub-categories: Freeway/ADOT, Public Safety, Traffic and Streets, Social, Livestock/Animals, Property Maintenance and Appearance, Historic Preservation, and Future Development. In addition, comments were requested for any other issues not directly addressed in the survey.

2-5 Survey Findings

The results of this survey were used as the main guide in formulating the policy recommendations for this Sub-Area Plan. The general results of the survey are as follows:

Freeway/ADOT

Q: Do you want an on/off ramp at Mesa Drive?
A: Yes: 14%, No: 81%, N/R: 5%

Q: Do you want a sound wall?
A: Yes: 75%, No: 14%, N/R: 11%

Q: Do you want Mesa Drive widened?
A: Yes: 11%, No: 83%, N/R: 6%

Q: Do you have a problem with freeway lighting?
A: Yes: 19%, No: 78%, N/R: 3%

Public Safety

Q: I feel safe in my Lehi neighborhood?
A: Yes: 87%, No: 8%, N/R: 5%

Q: I feel comfortable calling Police for assistance?
A: Yes: 94%, No: 3%, N/R: 3%

Q: Do you feel hours of operation at the Police Range should be established?
A: Yes: 41%, No: 34%, N/R: 25%

Q: Lehi needs streetlights?
A: Yes: 33%, No: 58%, N/R: 9%
Q: We need more lights on private property?
A: Yes: 18%, No: 72%, N/R: 10%

Q: I would volunteer to participate in the Citizens On Patrol?
A: Yes: 37%, No: 50%, N/R: 13%

Q: The noise from the sand and gravel operation is a problem?
A: Yes: 39%, No: 54%, N/R: 7%

Traffic and Streets

Q: Cars observe the speed limit in my neighborhood?
A: Yes: 35%, No: 59%, N/R: 6%

Q: Streets are maintained to my satisfaction?
A: Yes: 58%, No: 39%, N/R: 3%

Q: ATV's and motorcycles are a problem in my neighborhood?
A: Yes: 29%, No: 63%, N/R: 8%

Social

Q: Neighbors help neighbors in Lehi?
A: Yes: 90%, No: 4%, N/R: 6%

Q: I am informed about neighborhood activities in Lehi?
A: Yes: 73%, No: 18%, N/R: 9%

Q: I get notified of regular meetings in the area?
A: Yes: 67%, No: 23%, N/R: 10%

Q: When there are problems in the area, I get notified of meetings?
A: Yes: 63%, No: 24%, N/R: 13%

Q: If Lehi started a newsletter, I would volunteer to work on it?
A: Yes: 26%, No: 59%, N/R: 15%

Livestock/Animals

Q: I am happy with the current livestock regulations?
A: Yes: 60%, No: 28%, N/R: 12%

Q: Are you aware of the current Lehi livestock regulations?
A: Yes: 59%, No: 34%, N/R: 7%

Q: I think Lehi should have a separate, special livestock ordinance?
A: Yes: 56%, No: 27%, N/R: 17%
Q: All lots in Lehi should be allowed to have livestock privileges despite their size?
A: Yes: 35%, No: 54%, N/R: 11%

Q: Should commercial livestock uses be allowed on residential properties?
A: Yes: 59%, No: 32%, N/R: 9%

Q: If allowed, I would keep more livestock?
A: Yes: 10%, No: 33%, N/R: 57%

Q: Dogs roaming freely through the neighborhood are a concern?
A: Yes: 44%, No: 51%, N/R: 5%

Property Maintenance and Appearance

Q: I am happy with the current level of maintenance of most Lehi properties?
A: Yes: 78%, No: 17%, N/R: 5%

Q: I believe that Lehi, as a rural community, should have different standards of home and property maintenance than regular high-density neighborhoods?
A: Yes: 72%, No: 21%, N/R: 7%

Q: I see neighbors helping neighbors with cleaning projects?
A: Yes: 69%, No: 25%, N/R: 6%

Q: I utilize the Clean Sweep Program (free dumpsters) that are provided once a year for my neighborhood clean up?
A: Yes: 76%, No: 20%, N/R: 4%

Historic Preservation

Q: My home is over 50 years old and is eligible for historic preservation?
A: Yes: 1%, No: 95%, N/R: 4%

Q: A historic preservation plan should be done for Lehi?
A: Yes: 68%, No: 16%, N/R: 16%

Q: I have other information of historic significance to Lehi that I would like to share?
A: Yes: 3%, No: 83%, N/R: 14%

Future Development

Q: All property in Lehi should be one acre lots or larger?
A: Yes: 78%, No: 17%, N/R: 5%

Q: Some areas of Lehi should be allowed to have less than one-acre lots?
A: Yes: 23%, No: 66%, N/R: 11%

Q: Should only residential developments be allowed in Lehi?
A: Yes: 77%, No: 13%, N/R: 10%

Q: Should a mixture of residential and commercial land be allowed to be developed in Lehi?
A: Yes: 17%, No: 70%, N/R: 13%

Q: Do you want the open irrigation canals to remain open?
A: Yes: 66%, No: 18%, N/R: 16%

Q: Should portions of Lehi be allowed to develop to unique standards?
A: Yes: 75%, No: 17%, N/R: 8%

Q: Do you want future Lehi development to be to current standards?
A: Yes: 22%, No: 70%, N/R: 8%

2-6 Subcommittees

Resulting from strong responses to various questions on the Lehi Sub-Area Plan survey, the Working Group decided that certain issues in Lehi warranted further research and discussion, prior to writing policy recommendations to include in the Plan. To address these issues, the Working Group formed subcommittees for Future Development, Property Maintenance and Appearance, Mining, and Livestock. The main concerns of each subcommittee is briefly discussed below.

Future Development

The only acceptable land use option in Lehi, as outlined in the Mesa 2025 General Plan and as evidenced by the majority of households responding to the Lehi Sub-Area Plan survey distributed to all households in Lehi, is residential development on one-acre or larger lots. Commercial, retail business and industrial development would therefore not be considered compatible land uses in the Lehi Sub-Area. A subcommittee was formed to discuss future development policy recommendations supporting this desired development. These policies are found in Chapter 5.

Property Maintenance and Appearance

It can be concluded from the recent Sub-Area Plan survey conducted by the Lehi Community Improvement Association that Lehi residents like the unique relationship that the City of Mesa has cultivated with Lehi. According to the survey results, 72% of those surveyed believe that Lehi, as a rural, low-density community, should have different standards of home and property maintenance than Mesa's high-density neighborhoods.

To address these differences, the Property Maintenance and Appearance subcommittee met to research current City of Mesa standards and to propose policy recommendations for Lehi. Property Maintenance and Appearance is discussed in greater detail in Chapter 4, and policy recommendations are in Chapter 5.

Mining

Of major concern are conflicting jurisdictional policies between the City of Mesa and Maricopa County, and the welfare of nearby residential communities in the consideration of the approval and establishment of proposed mining projects within Maricopa County.

The Mining Subcommittee believes that the City of Mesa therefore has an opportunity to be an invaluable proponent in facilitating resolutions to the community's concerns. Only when these concerns are satisfactorily addressed can mining operations coexist amicably to adjacent City residential areas. Mining issues are discussed in greater detail in Chapter 4.

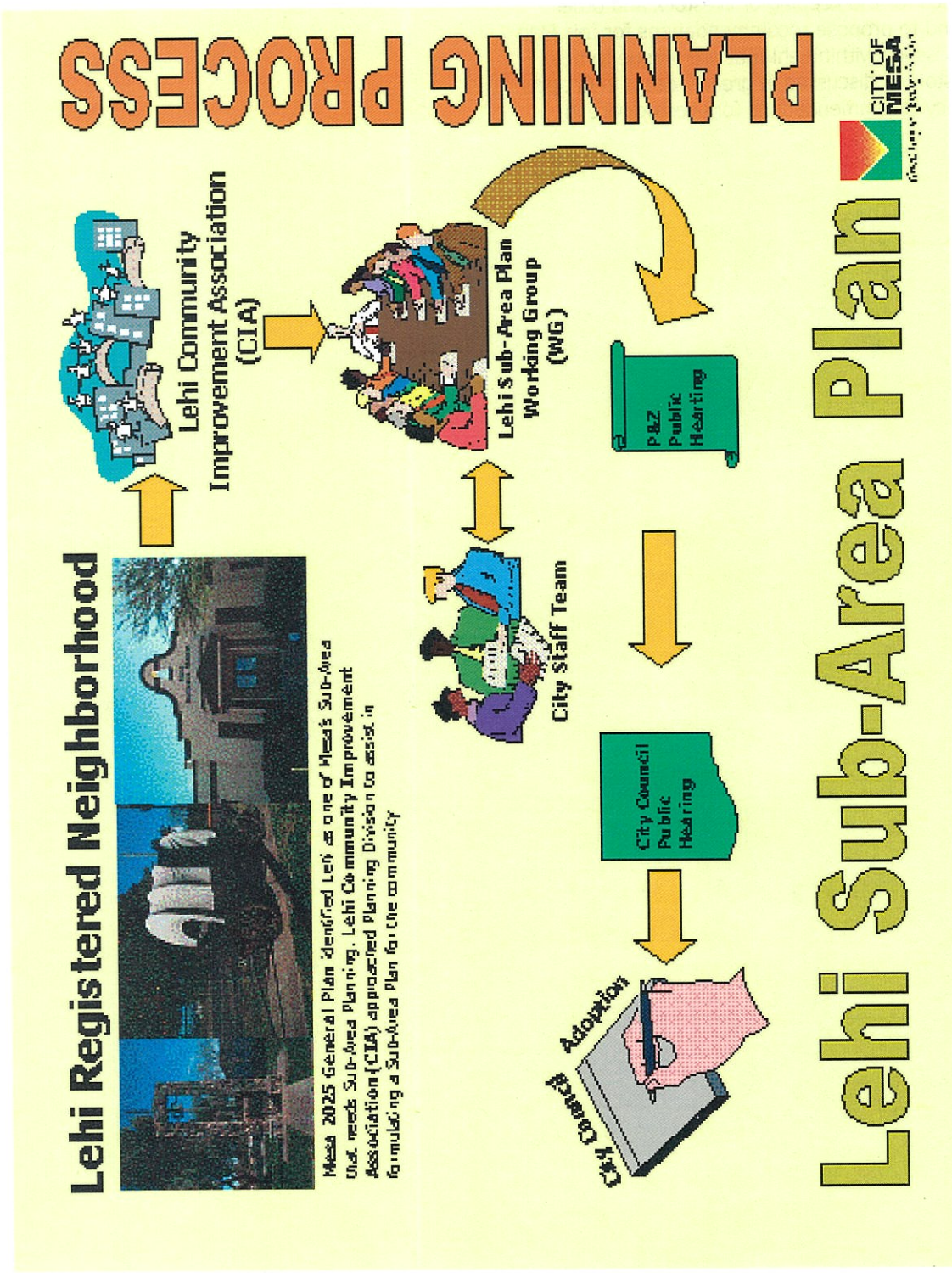
Livestock

A major concern for Lehi residents for this Sub-Area Plan is preserving the animal privileges that have historically been in place for residential properties of one acre in size or larger. Most of the parcels in Lehi are zoned as R1-43, requiring a minimum lot size of one acre.

While some properties of less than one-acre are present in Lehi, the desire of residents is to keep the predominant R1-43 zoning in order to maintain the rural character of the area and to continue to allow livestock

on their properties. For this purpose, the Livestock Subcommittee was formed to investigate current City of Mesa policies for the keeping of livestock and other animals, and to propose recommendations for this Plan to address issues within Lehi that are unique to this area. Livestock is discussed in greater detail in Chapter 4, and policy recommendations for livestock are in Chapter 5.

Lehi Sub-Area Plan Planning Process



Chapter 3 History of Lehi

3-1 History of Lehi Development

The Salt River and the fertile soils along its southern bank have long attracted settlers to the region for many centuries. The Hohokam ("the Departed Ones"), an intelligent and highly resourceful Indian tribe, were the first inhabitants of the Salt River Valley. The tribe is believed to have resided in the Valley between six hundred to fifteen hundred years ago. In the Lehi area, the Hohokam had at least two large settlements. These settlements are known as Crismon Pueblo and Casa del Oriente.

Southward from the Salt River and eastward from present-day Phoenix, the Hohokam built a canal system that spread over 125 miles across the Valley. They irrigated roughly 140,000 acres of the valley to sustain their 22 known villages constructed of adobe-wall dwellings. The tribe created pottery, tools and other artifacts using crude stone hoes and tightly woven baskets.

This ancient culture eventually moved to other parts of the southwest, abandoning their fertile acres and intricate water system. There are several theories as to why the Hohokam left the area. Some of the possible causes for their departure include:

1. Without pumps, the water table became too high and the soil waterlogged, so the salts and minerals were not able to leach through the soil; thus the crops were unable to grow.

2. There were hostile, warring tribes who drove them from this productive valley; and

3. There was an extensive drought that lowered the River's water level, making the canals useless. Without dams, the water could not be stored and there was no water supply.

To date, it is not known by archaeologists where the ancient tribe came from or what ultimately happened to them.

The fields left behind by the Hohokam lay virtually untouched for centuries. Later settlement attempts took place by early Spanish explorers, Catholic priests, and even the Apache and the Pima Indian tribes, but were short-lived with no farming occurring.

Mormon colonists seeking fertile agricultural land and a water supply then settled the Lehi area in 1877, near the old adobe ruins left behind by the Hohokam. The Lehi area, on the northern fringe of present-day Mesa, was originally established as a separate settlement predating the Mesa original town site that was settled in 1878.

Section 2, bounded by present-day Mesa Drive, Stapely Drive, McKellips Road and McDowell Road, was the only section available for settlement. All other sections had been set aside by a government grant for the development of the proposed Texas and Pacific Railroad. The pioneers set up camp in the northwest corner of Section 2, the location nearest the river.

An adobe fort seven feet high surrounding a 75' by 50' area was constructed in the vicinity where the Lehi School was later built. Tents were pitched inside the fort until homes could be constructed. The colonists called their settlement Fort Utah or Utahville. The area later became known as Jonesville, named after Daniel Jones, the leader of the group that established the settlement. Upon Jones' departure from the colony, the name was finally changed to Lehi, for a prophet in the Book of Mormon.

The community's layout was organized according to the "City of Zion" plan proscribed by Joseph Smith, whereby a one square mile section site is built around a public square. Intersecting roads measuring four rods (132 feet) wide pass through the center of the public square. These roads in Lehi were located at the Section 2 quarter lines where Lehi Road and Horne Street are today.

Eight large blocks of ten-acres each for dwellings were then located on each side of the roads, with smaller roads running parallel to the main streets behind the blocks. Larger undeveloped parcels for gardens, farm animals and barns were then placed outside of the ten-acre blocks. Agricultural fields and livestock were located outside the townsite, watered by irrigation canals and ditches originating at the nearby river.

Roads along the quarter section lines later replaced the earlier wagon trails that followed breaks in the dense mesquite. The plan was abandoned in 1891 when floods destroyed the early settlement and carried away acres of

valuable farmland in low-lying areas. The colonists then decided to live and ranch on larger, more rural properties.

The town center was officially surveyed in 1880. Located at the present location of Lehi and Horne Roads, originally Main and Center Streets, the town center remains from the initial settlement plan. The four-quarter section was claimed by the Biggs, Rogers, Merrill and Jones families. Land in the center was later donated by the Rogers family for a school. The settlement followed the typical Mormon pattern with wide streets, irrigation ditches, and large blocks divided into building lots.

The Lehi area's history distinguishes this sub-area from other historically significant areas of the City of Mesa. Annexed into Mesa in 1970, today Lehi is primarily occupied by low-density single-family residences with accessory agricultural land uses. Many of the homes located in this region utilize zoning districts that enjoy semi-agricultural uses such as boarding of horses and other animals on their property.

Continuing the rural theme of Lehi, many of the streets and infrastructure improvements in the Lehi area, while functional, would not conform to modern design standards. The open irrigation ditches still remain. These rural characteristics of the modern community in Lehi, combined with an historical component, are reflected in the strong family and social environment of the area today.

3-2 Historic Landmarks

Several of Mesa's finest early historical structures are in Lehi. The Lehi School, the Syrina Biggs House, the Lehi Store and the Lehi Pioneer Monument are on Horne, in the area of the original townsite. A brief description of each landmark is included below.

Lehi School

Lehi's first school was constructed of adobe and located at 2345 North Horne on a five-acre parcel at the southeast corner of Horne Street and Lehi Road on land donated in 1878 by Henry C. Rogers. After several remodelings, the structure was razed and replaced in 1913 by a brick structure, a mixture of Neoclassical and Mission Revival styles of architecture. The building was expanded in 1939 with Works Progress Administration (WPA) funds.

The Lehi School was a center of education for many years and symbolized the town's independence. Located in the rural environment of the Lehi area, the site retains much of its integrity of setting despite encroaching development. The building is the oldest standing school building in Mesa today. The former elementary school is now the Mesa Historical Museum.

Mesa Historical Museum

The Mesa Historical Museum, the former elementary school is located at 2345 N. Horne Street at the SEC of Lehi and Horne. The Mesa Historical Museum building was originally the Lehi School, built in 1913, the elementary School of an independent school district built on the site of the original settlement of Lehi. The school district joined with the Mesa Public Schools in the late 1940s, and continued until 1976 when the school was condemned by the district and subsequently abandoned because the cost of demolition exceeded the cost of land for a new school at that time. The building was then given to the Mesa Historical Society for use as a museum. The artifacts in the museum were donated by members of Mesa's pioneer families.

The Mesa Historical Society is the governing organization of the Mesa Historical Museum.

Mesa Historical Society's Mission:

Preserve and create interest in the tangible evidences of local and regional communities and of settlement and development of Mesa, Arizona by:

- Locating and preserving written and spoken records
- Obtaining and preserving artifacts and memorabilia
- Locating and preserving photographs
- Obtaining and preserving local landmarks
- Working to benefit and maintain the Mesa Historical Museum
- Publishing and making available the history of the Mesa area
- Promoting cooperation with similar organizations and with local civic and social groups in furthering the mutual interests of the groups relative to Mesa's history.

Syrina Biggs House

The Syrina Biggs home is located at 2252 North Horne in the southwest section of the original Lehi townsite. Constructed of Lehi red brick in 1878, it is the first private home built in Lehi. In 1886 after Thomas Biggs' death, the adobe home was replaced in the 1890's by a new home built of red brick by Milo Shill. The house is currently still in use.

Lehi Store

Located at 2308-2330 North Horne, Thomas Biggs built this adobe store about 1880. The brick addition was constructed about 1890. The store housed the Lehi Post Office for several years. The structure is still standing today and has been occupied by a carpenter shop. It is currently used as a community building and is located across from the original auditorium of the Lehi School, now the Museum.

Lehi Pioneer Monument/Lehi School Bell

This monument houses the 28-inch school bell that was put in the original adobe school tower in 1884, which rung for three generations. The bell signaled the life of the community, to which the women of Lehi set their clocks and families were warned of Salt River floods. The bell later hung in the bell tower of the 1913 brick school but later ceased to be practical and was forgotten for years.

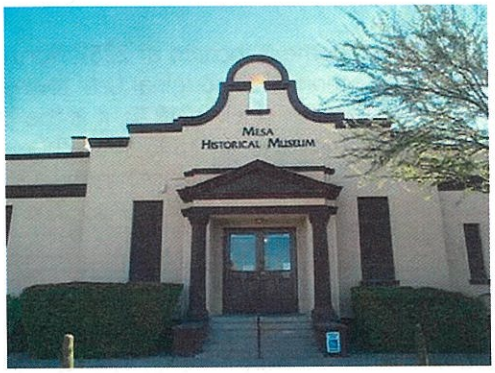
The Lehi Pioneer Monument was placed at the northeast corner of Horne Street and Lehi Road in 1968. A centennial project to remodel the monument took place in 1977. At that time, the bell was taken from the old school building and hung as part of the monument.

Other Landmarks

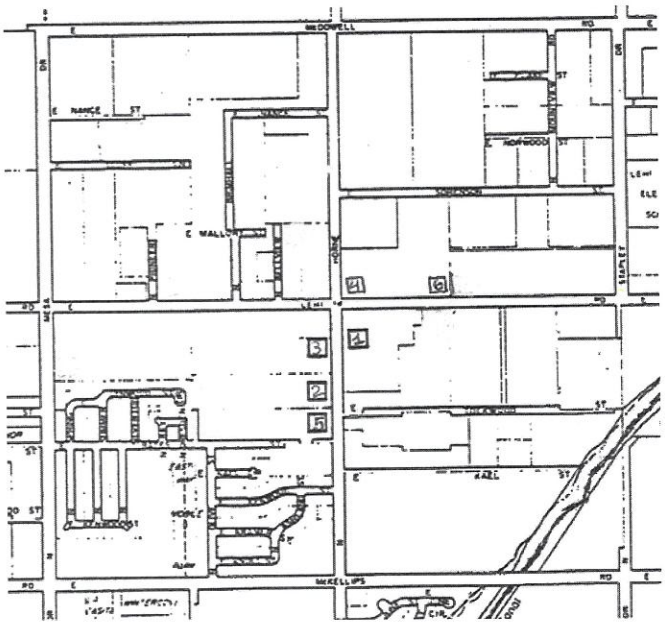
Two other historic landmarks within Lehi include the George Steele House and the Sorenson House. The George Steele House, like the Syrina Biggs House, is one of Lehi's first Mormon brick residences. The building is located at 2206 North Horne.

The Sorenson House, located at 922 East Lehi Road, was the location of the first Post Office in Lehi. The building also served as a tithing office for the early Mormon colonists.

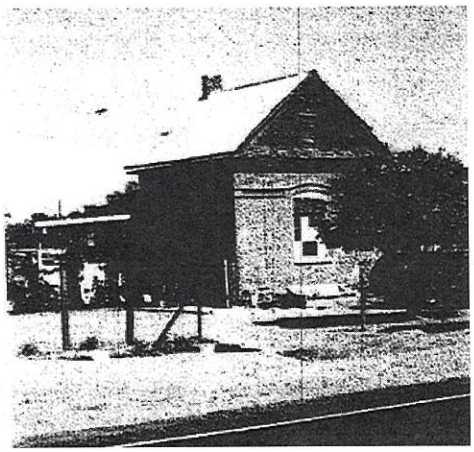
A map showing the location of these six landmarks is shown below.



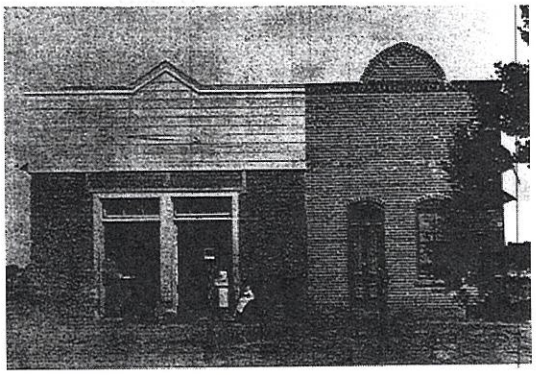
Mesa Historical Museum, Originally the Lehi School



1. **Lehi School/Mesa Historical Museum**
2. **Syrina Biggs House**
3. **Lehi Store**
4. **Lehi Pioneer Monument/Lehi School Bell**
5. **George Steele House**
6. **Sorenson House**



Syrina Biggs House



Lehi Store

Chapter 4 Existing Conditions

4-1 Socio-Economics of Lehi

Maricopa Association of Governments (MAG), a regional agency serving the metropolitan Phoenix area, provides data projections of population, housing units and employment using the latest decennial or special census as the base. Used for a wide variety of regional planning programs, projections are developed at three levels of geography: Municipal Planning Area (MPA), Regional Analysis Zone (RAZ), and Traffic Analysis Zone (TAZ).

The Lehi Sub-Area falls within one MPA (ME), one RAZ (291), and three TAZ's (1382, 1383, 1387). The data for these geographical areas, including but not limited to Lehi, encompasses a total area of 3.28 square miles, with a total population of 6,779 in 2000 and a total population of 6,264 in 2004. Total housing units were 2,332 for 2000 and 2,529 for 2004. Total employment was 1,021 for 2000 and 861 for 2004.

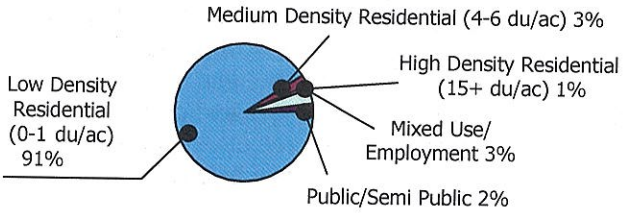
By comparison, the Lehi Sub-Area entirely falls within a portion of Census Tract 420400. Based on the year 2000 Census, this area includes a total area of 4.99 square miles, with a total population of 6,462. The median age for this Tract was 29.8. Total housing units was 2,371 with an occupancy rate of 0.92. The median housing unit value was $51,500. The median household income was $40,682, with an employed population of 3,266.

4-2 Physical Characteristics

Existing Land Uses

The majority of land uses are low-density/semi-rural residential with one school (Lehi Elementary), a public facility (ADOT retention basin) and a few churches. Minimal medium-density and high-density housing are also present along the western boundary of the Sub-Area. There are only a few scattered parcels of vacant land in Lehi. A majority of the parcels have pastureland for livestock grazing. A few parcels in the area have agricultural fields including alfalfa and cotton. A pie chart and a table showing the breakdown of existing land use by acreage and by percentage are shown below. See Figure 4 at the end of this document for a map of vacant lands.

Existing Land Use by Percentage



Land Use Code	Land Use Category	Acres	%
LDR 0-1	Low Density Residential (0-1 du/ac)	814.94	91.29
MDR 4-6	Medium Density Residential (4-6 du/ac)	26.67	2.99
HDR 15+	High Density Residential (15+ du/ac)	3.62	0.40
MUE	Mixed Use/Employment	28.91	3.24
PSP	Public/Semi-Public	18.58	2.08
TOTAL		**892.72**	**100.00**

Mesa 2025 General Plan Land Uses

The Mesa 2025 General Plan designates most of the Sub-Area as Low Density Residential (0-1 du/ac) for single residence detached developments. A small area of Low Density Residential (1-2 du/ac) is found north of the Red Mountain Freeway, east of Gilbert Road. One parcel east of Stapley Drive and north of Lehi Road is designated as Education, and a portion of a Public/Semi-Public parcel is located south of the Red Mountain Freeway, east of Center Street.

Zoning

The majority of Lehi is zoned as Single Residence District, R1-43, which allows for a maximum density of one dwelling unit per acre for both conventional and Planned Area Development (PAD) subdivisions with a minimum lot size of 43,560 square feet. However, some homes are on lots that are less than one acre in size.

There are three areas zoned AG (Agricultural District) adjacent to the Red Mountain Freeway, one north of Lehi Road and the other two south of Lehi Road. Another AG-zoned area is located in the eastern portion of the Sub-Area, between the Red Mountain Freeway and Virginia Street.

Two C-2 (Limited Commercial District) parcels are present south of Lehi Road, one west of Horne Road and the other east of Horne Road. M-1 (Limited Industrial

District) zoned parcels are present south of Lehi Road and west of Center Street. An M-2 (General Industrial District) parcel is also located next to the Red Mountain Freeway, east of Country Club Drive. A zoning classifications map is included at the end of this document as Figure 5. The acreages and percentages of these zoning districts and the three other zoning districts within Lehi are included in the table below.

Zoning	Description	Acres	%
AG	Agricultural	95.17	10.66
C-2	Limited Commercial District	3.24	0.36
C-3	General Commercial District	1.54	0.17
M-1	Limited Industrial District	9.89	1.12
M-2	General Industrial District	2.08	0.23
R1-9	Single Residential District: Low Density Urban	10.56	1.18
R1-35	Single Residential District: Low Density Suburban	0.85	0.10
R1-43	Single Residential District: Low Density Rural	769.39	86.18
TOTAL		**892.72**	**100.00**

Previous Rezoning Requests

Since 1978, the City of Mesa has received 26 rezoning requests in the Lehi Area to allow for smaller lot (less than one-acre) residential subdivisions, business or commercial/retail development, and sand and gravel operations. Area residents who wanted to maintain the historical, semi-rural nature of the area and to protect their animal privileges vigorously opposed most of these requests. The Mesa City Council ultimately denied several of these requests for not being compatible with the surrounding residential area and the General Plan's Land Use Plan.

The following zoning cases are examples of Mesa's desire to maintain the semi-rural residential character of this sub-area. The Council denied some and others were withdrawn by the applicant because of opposition by area property owners.

Z79-021: Request to rezone 9.9 acres from SR (Suburban Ranch) to Single Residence District, R1-15 for a proposed 10-lot single-family subdivision located in the 2700 block of North Horne (east side) and to approve the accompanying tentative plat for "Bunker Farms". Council denied the request on March 19, 1979 stating that R1-15 zoning could result in the destruction of SR zoning originally desired to protect the rural character of the area.

Z80-044: On May 19, 1980, Council denied this request to rezone 5.3 acres at the 2400 block of North Brimhall (east side) from SR to Single Residence District, R1-9 to allow lot splits for the development of single family homes on lots smaller than that required by SR zoning. The application was opposed on grounds that the case would set a precedent for other requests of less than one acre zoning and take away from the rural atmosphere of the area.

Z84-039: Rezoning request on 38.2 acres at the 3500 block of North Gilbert Road from SR to AG (Agricultural District) to facilitate a request for a temporary use permit to extract sand and gravel. The Planning and Zoning Board (P&Z) recommended denial to Council due to potential adverse effects on the Red Mountain Freeway and adjacent properties.

The meeting before Council was continued for three months, so that the applicant had time to study the Red Mountain Freeway issues. The matter was then referred back to P&Z for re-evaluation of the Red Mountain Freeway issue, a revised request for the area to be rezoned (the east 150' and the south 100') and stipulations referring to the undeveloped but recorded Citrus Acres subdivision, owned by Allied Concrete, to the south of the property.

P&Z recommended denial once again due to uncertainty of the Freeway alignment, potential effects on the floodplain, noise and dust pollution, and the setting of a precedent for additional mining requests south of Thomas Road. Council denied the request at the July 16, 1984 meeting.

Z87-081: Rezoning request from SR to General Commercial District, C-3 for one acre at 2224 North Horne to accommodate the proposed conversion of an existing residential structure for use as an office for a construction business. P&Z felt that the land use proposed would not be compatible with the existing character of the neighborhood, and the applicant modified the request for Residential Service, RS District (replaced by the Office-Service, OS District) zoning instead of C-3.

The matter was then referred back to P&Z to consider the modified request, and several subsequent

continuations took place before Council. On March 28, 1988, Council denied the request due to concerns that the proposed use of the site would constitute an expansion of strip commercial uses along North Horne, would further precipitate commercial/office zoning requests along North Horne, and that enforcement of the RS District could prove to be a problem.

Z93-027: Rezoning request on 38 acres at the northeast corner of McKellips Road and Horne Street from Single Residence District, R1-43 (Conceptual Limited Commercial District, C-2 and Office-Services, O-S) and R1-43 to R1-9 (31.4 acres) and R1-15 (6.6 acres) for a proposed 101-lot single residence subdivision, and to consider the preliminary plat for "Bridgestone."

P&Z recommended both the rezoning request and the plat for denial at their June 17, 1993 meeting, stating that in order for the proposal to be compatible with the Lehi Community, it should be redesigned with larger lots and include more discussion with neighbors. The applicant withdrew their request, the case was not heard before Council, and the zoning remained as R1-43 (Conceptual C-2 and O-S).

Z99-084: Rezoning request for 32 acres at the southeast corner of Gilbert and Thomas Roads from Single Residence District, R1-43 to Single Residence District, R1-35 for the development of a single residence subdivision, and review of the preliminary plat for "Citrus Acres II". P&Z heard the case on September 16, 1999 and continued the matter until their October meeting due to issues regarding right-of-way acquisition and neighbor concerns about horse privileges. The applicant withdrew the rezoning request on October 11, 1999.

A zoning case history map is shown as Figure 6 at the end of this document.

Character of the Lehi Sub-Area

The predominant R1-43 zoning in the Lehi Sub-Area provides for and preserves low-density semi-rural type residential uses that give the area its unique characteristics. The intent of the R1-43 single residential zoning district is to prevent urban and agriculture land use conflicts by conserving existing rural and low density residential uses in their present or desired character. In concert with maintaining the agricultural theme, the area has established itself with a development pattern of custom homes on large lots.

The area has approximately 500 homes either built or in the process of being built on R1-43 or larger sized lots. The larger lots make it easier to maintain the semi-rural character of the area. Some fringe areas with custom homes on smaller lots have done very well in keeping the rural character of the area. However, the smaller sized lots are not in keeping with the intent of a low density, semi-rural residential setting in the Lehi Sub-Area.

Very few commercial businesses are in Lehi. The last known commercial enterprises include a few blacksmiths who work out of their homes, a towing company, and a fruit market that looks like a log cabin.

Future growth in this Sub-Area is rather limited. Lehi is situated on river bottomlands surrounded by the Salt River Pima-Maricopa Indian Reservation and the Salt River to the north, and Mesa residential developments to the south and east. Vacant land within the City of Mesa exists to the west of Lehi, between Country Club and Mesa Drives. This is an area that could potentially be included in Lehi in the future. See Figure 4 at the end of this document for the location of this vacant land.

4-3 Neighboring Considerations

Fringe Areas Bordering the Lehi Sub-Area

Three main fringe areas exist adjacent to the Lehi Sub-Area. These areas, due to their location to the Lehi boundaries and their existing land use, are considered for inclusion into Lehi in the future.

The first area includes the Lehi Farms Mesa 2025 General Plan Major Amendment area, approved by City Council on January 18, 2005. This area encompasses roughly 315 acres between Val Vista Drive and Lehi Road, south of Thomas Road and north of the Southern Canal.

In addition to this proposed Amendment area, this fringe area also includes the rest of the land in this region generally bounded by the Red Mountain Freeway, Thomas Road, and the Southern Canal. This land is mostly used for citrus farming.

The western Lehi boundary was recently extended from Center Street to the City of Mesa boundary along the Red Mountain Freeway, including all the vacant land within this area to the west of Mesa Drive. A second

fringe area includes the land adjacent to this Red Mountain Freeway boundary, north to the City of Mesa boundary and east to Mesa Drive. This area is mostly vacant land neighboring the Salt River Pima-Maricopa Indian Community.

The third fringe area includes the area north of McKellips Road and west of the Consolidated Canal to the City of Mesa boundary. This area generally includes a few established neighborhoods, a mobile home park and vacant land.

A map of these fringe areas is shown as Figure 7 at the end of this document.

Salt River Pima-Maricopa Indian Community

The Salt River Pima-Maricopa Indian Community is located to the north of the Lehi Sub-Area, adjacent to the Salt River. The river vicinity is expected to become the subject of a master plan to enhance the area's natural resources for economic development and beautification purposes. The Community plans to retain its current land use trend of agriculture interspersed with low-density residential development. Commercial development is reserved for along the Community's western boundary, adjacent to the Loop 101 corridor.

Mining

Mining is a critical issue in the Lehi Sub-Area. Open pit rock mining and soil aggregate operations have been proposed in the area lying south of Thomas Road, northwest of the Red Mountain Freeway, and east of the Citrus Acres and North Country Acres residential communities, and near other properties south of these communities. These communities fall within the jurisdictional boundaries of the City of Mesa, while the proposed mining site is within the jurisdiction of Maricopa County.

The City of Mesa permits "extractive industries, including the removal of sand, rock, soil and gravel" in its General Industrial District, M-2 (see Section 11-7-2 (C).2, Chapter 7 of the City of Mesa Zoning Ordinance). The purpose of this district is to provide for industrial and manufacturing uses including intensive activities and outdoor storage.

The intent of this district is to allow concentrated uses, appropriately located for the safety and welfare of the City. These mining activities are also allowed in the Agricultural District, AG, subject to the approval of a Special Use Permit (see Section 11-3-3 (D), Chapter 7 of the City of Mesa Zoning Ordinance).

Maricopa County allows mining activities as a use by right. However, a Certificate of Mining Exemption is required per Article 1304.1 of Chapter 13, Use Regulations of the Maricopa County Zoning Ordinance. This certificate is issued by the Planning and Development Department. To secure this certificate, an application, copies of the site plan and other documentation are first required, along with an approved claim from the Arizona State Mine Inspector.

The inherent issues regarding mining in the Lehi area include the following:

- How will the residents of the Lehi community be included in the process?
- How will mining affect the safety of our family and us?
- How will proposed mining affect our health and environment?
- How will proposed mining affect our property values and quality of life, including access to adjacent trails?
- How will mining affect our solitude and quietness that was one of the primary reasons for purchasing property in this area in the first place?
- How will proposed mining affect the delivery of our SRP flood irrigation water?
- How will mining traffic affect the safety, dust control, noise and congestion in our subdivision?

As a result of these concerns, a Mining Subcommittee was established and at the time of this writing is working with local mines to address the issues noted above.

4-4 Public Facilities and Services

Schools

There is one public school within the Lehi Sub-Area, Lehi Elementary School. This school is located at 2555 North Stapley Drive and serves the western portion of the Sub-Area, east of Gilbert Road. The eastern portion of the sub-area falls within the Hermosa Vista Elementary School boundaries. This school is located at 2626 North 24th Street, north of Hermosa Vista Drive. No junior high

or high schools fall within the boundaries of the sub-area.

Junior High students attend either Stapley Junior High School at 3250 East Hermosa Vista Drive at 32nd Street or Kino Junior High School at 848 North Horne at 8th Street. The western portion of the sub-area falls within the boundaries of Westwood High School, located at 945 West 8th Street at Westwood. The eastern portion falls within the boundaries of Mountain View High School, located at 2700 east Brown Road at Lindsey Road.

Maps showing these school district boundaries are included at the end of this document as Figures 8, 9, and 10.

Lehi Roadway System

Lehi's roadway system includes both paved and unpaved roadways. McKellips Road, located south of the Lehi Sub-Area and the southern boundary of Section 2, was the first road in the area to be paved. It was paved in the 1930's as part of a Works Progress Administration (WPA) project. However, the road was constructed of concrete with no expansion joints and eventually buckled in the intense summer heat.

Lehi Road was then paved in the 1940's, and other main roads in Lehi were paved in the 1950's. Most of the smaller, local roads in Lehi still remain unpaved today. According to the results of the survey, the residents of Lehi prefer the roadways this way. Unpaved roadways contribute to the rural setting of the community, allowing for wagon rides, horseback riding and other activities not permitted in more urban settings.

Many of the unpaved roadways in Lehi are in need of attention. The City of Mesa's Transportation Department is completing a citywide double chip seal project within the next six to eight months. Chip sealing involves placing oil and chips (crushed gravel) on a road surface. While not actually paving, chip sealing is a more economical alternative to paving that helps to improve roadway surfaces, fills and seals cracked surfaces, waterproofs surfaces, helps control dust on unpaved roadways, and is a relatively fast resurfacing method. Various unpaved streets in Lehi will be included in this roadway project.

A map showing the street system in Lehi is shown at the end of this document as Figure 11.

4-5 Rural/Agricultural

Lehi's Open Irrigation Ditches

Early settlers to Lehi found traces of an irrigation system left behind by the Hohokam that could be followed to at least twenty miles away from the Salt River. This system, as previously mentioned, spread over 125 miles across the Salt River Valley, sustaining the Indian tribes' villages and crops. Though worn away over time, waterway bottoms twenty to thirty feet wide were found throughout the arid land.

The canal was dug into the hillside of a low bluff to the south of the Salt River. Water was then directed to the table-flat land to the north. A smaller waterway to the east had also been constructed a mile or two to the south which also continued south with the main canal. Known as the Montezuma Canal, this water system flowed in three directions. This is the only point on the mesa where this occurred.

Many centuries later, the Lehi pioneers discovered traces of the ancient canal system upon their missions to the Phoenix area. They decided to stop at the head of the Hohokam ditch, located east of the Ft. McDowell crossing approximately three and a half miles east of the Lehi School. The pioneers split into two groups. One group stayed at the ditch to clear a canal for irrigation, and the other group went to Lehi to set up the permanent camp.

The main canal was constructed with the help of neighboring Indian tribes. It was two and a half miles long, eight feet deep, and eight feet wide. Over the next several years, this ditch was expanded and smaller ditches were completed.

In 1891, a flood destroyed the fort and carried away acres of valuable farmland in low-lying areas of Lehi. Development in Mesa soon overtook Lehi, due to Lehi's propensity for flooding, Lehi having fewer irrigation ditches than Mesa and the locating of the railroad in Mesa thus accelerating growth there.

Today, the open irrigation ditches still remain in Lehi, stretching west along Lehi Road from Terrace Circle to the retention basin at Center Street. The majority of Lehi residents prefer to keep the ditches in their present state to retain the history of the area. The portion of the ditch west of Horne to "Deadman's Curve is considered

historic to the community, but does not have a registered national historic designation.

Parts of the canal, however, are deteriorating and prone to drainage problems. A proposed improvement district could include improvements to Lehi's canal, so that curbs and storm drains can be constructed in problem areas to improve conditions.

Livestock

Livestock regulations in the City of Mesa are implemented by the City Code. These regulations are enforced by the City Police Department. Any proposals to amend the City Code need to be approved by City Council. Livestock regulations are part of Title 6, Police Regulation, of the Mesa City Code.

The Mesa City Code defines an "animal" as "any animal of a species that is susceptible to rabies, except man." "Livestock" is defined as "neat animals, horses, sheep, goats, swine, mules, asses."

Title VI, Police Regulations, Chapter 4, Section 6-4-20(B): "Fowl, Rodent, and Livestock Restrictions" of the Mesa City Code, states that "except as specified in Section 11-4-3 of this Code, other animals, except dogs and cats, including but not limited to, cattle, horses, mules, sheep, and goats, or any combination thereof, shall be limited to two (2) head for the first acre of land on which they are kept. It shall be unlawful to keep livestock within the City on less than one acre of land. For each additional head, an additional one-half (1/2) acre is required.

According to Title XI, Zoning, Chapter 4, Section 11-4-2: "Permitted Uses" of the Mesa City Code, the R1-43 zone allows "corrals, barns, stables, pens, and similar structures for the keeping of horses and other livestock as accessory to a primary residential use, provided such structures are not closer than seventy-five feet (75') to any neighboring residence."

Section 11-4-3(A).4 includes as "Uses Permitted Subject to Approval of a Special Use Permit" in the R1-43 District in Accordance with the Administration and Procedures Chapter of this Ordinance: Riding and boarding stables, corrals, barns, and similar structures for the keeping of horses and other livestock provided:

a. The site contains at least ten (10) contiguous acres,

b. Such structures are located at least one hundred feet (100') from any property line, and

c. Not more than ten (10) head of horses or other livestock per acre are kept on such site, except when such number is specified as a condition of the Special Use Permit.

Section 11-4-3(D) "Uses Permitted Subject to Approval of a Special Use Permit" in the R1-43, District in Accordance with the Administration and Procedures Chapter of this Ordinance include:

a. The keeping of livestock in excess of the number permitted in Section 6-4-20 of the Mesa City Code, and

b. The keeping of livestock on a parcel less than one (1) acre in size as specified in Section 6-4-20 of the Mesa City Code.

A Special Use Permit for the above uses shall be approved only upon a finding by the Zoning Administrator/Board of Adjustment that:

a. There is sufficient evidence or documentation presented to demonstrate that the number of livestock proposed is consistent with the number historically kept on the property,

b. The keeping of livestock in the number proposed or on the parcels or lots proposed, is consistent with the permitted uses contained in deed restrictions or covenants, conditions and restrictions governing such lots of parcels (if applicable),

c. The keeping of livestock is for private use and enjoyment and shall not constitute a commercial use, unless otherwise authorized in this Chapter, and

d. The keeping of livestock will be in accordance with all other provisions of Section 6-4-20 and this Chapter, including proper sanitation and placement of barns, pens, and corrals.

The City of Mesa Zoning Ordinance, however, regulates fence heights in Chapter 13, Section 11-13-2 (H).1. The Ordinance states that "in the Agricultural and all Residence Districts, no fence or freestanding wall within or along the exterior boundary of the required front yard shall exceed a height of three feet six inches (3'6"), and

no fence or freestanding wall within or along the exterior boundary of the required side or rear yards shall exceed a height of six feet (6').

Property Maintenance and Appearance

Historically, at the time Lehi was annexed into the City of Mesa, City officials recognized that Lehi had a different character than that of most other areas of the City. The City has always respected these differences and the Lehi community appreciates this. To this day, Lehi still has a rural atmosphere.

Currently, the City handles Lehi property maintenance on a complaint only basis. According to the survey, 78% of Lehi residents are happy with the current level of maintenance observed on Lehi properties. Statistically, in the last four years, Mesa's code compliance officer has been called out to the Lehi area 25-30 times. The officer noted that in each case, serious offences were not found and the problems were cleared up as soon as he contacted the property owners.

In the remainder of his assigned area, he averages 40-50 complaints a month. These two statistics provide sufficient justification to continue the current methodology for Lehi property maintenance enforcement. In addition, the Lehi Community Improvement Association has committed to developing ongoing programs that will help ensure reasonable compliance with property maintenance requirements.

Lehi residents would like to continue with the complaint only basis with the understanding that the Lehi Community Improvement Association is committed to taking an active role in ensuring property maintenance compliance in the Lehi area. A semi-annual Clean Sweep, provided that funding is available in future years, is a must for the Lehi area. The Lehi community plans to work together to identify and remedy conditions proactively. According to the survey, 90% of those surveyed felt that "neighbors help neighbors" in Lehi. This sense of community is very important to Lehi residents.

Chapter 5 Plan Recommendations

The Lehi Sub-Area Plan, adopted by the Council as a resolution, provides recommendations for all development and redevelopment within the boundaries of the Lehi Sub-Area. These recommendations strive to meet the main goal of Lehi: to preserve the historic, rural character of the area.

5-1 Land Use

Residents would like to see the entire area remain as a community of semi-rural residential development. Area homeowners are adamantly against all commercial development, such as gas stations, fast food businesses and other non-low density residential uses that might substantially increase noise and traffic congestion, decrease the property values of the area, and take away from the community's historically rural atmosphere. If this were to happen, the Lehi Sub-Area would lose its identity and become just another area of Mesa. Policy recommendations discussing future development in Lehi are discussed below.

5-2 Recommendations for Future Development

Based on public meetings with residents discussing future development of the Lehi area and results generated from the planning survey, it is clear that residents believe Lehi's development standards should try to maintain the historic rural character of the area. (70% per the Lehi Sub-Area Plan survey; 75% felt Lehi should be allowed to develop unique standards.)

Recommendations to accomplish this goal are:

1. All lots in future residential developments should conform to the standards of R1-43 (minimum of one-acre lot) zoning.

   (Source: Lehi Sub-Area Plan survey where 77% agreed that all property in Lehi should be one acre lots or larger.)

2. Future land use in Lehi within the Lehi Sub-Area Plan boundary should be exclusively residential (R1-43 zoning). Existing residentially zoned property should not be rezoned to non-residential zoning districts.

   (Source: Lehi Sub-Area Plan survey where 69% answered "no" to a mixture of residential and commercial uses, and 76% answered "yes" to "exclusively residential." It is known that some residents have home-based businesses, but City zoning regulations must be enforced to ensure these home-based businesses do not become zoning violations.)

3. To maintain the rural equestrian lifestyle, and to preserve and enhance property values, any future residential development should incorporate, when possible, trail systems as adopted by the Parks and Recreation Division and construction standards required by the City of Mesa to accommodate the safe travel of equestrians, bicyclists, joggers, pedestrians, and other users to access other local trails.

   (Sources: May 30, 2001 petition to MCDOT where 87 of 99 residents requested the multi-use path along Gilbert Road. August 1998 ADOT EIS for the 202 Freeway, where residents again requested they wanted trails incorporated into the Plan for the freeway. When appropriate, it is recommended the land be dedicated to the City of Mesa so it can be added to the established Trails Plan. This is critical so that horse owners and non-horse owners will be able to co-exist peacefully and to preserve the rural recreational benefits of Lehi.)

4. Developers should design and set up lots for flood irrigation. Underground pipes rather than open ditches should be used.

5. Sidewalks should not be required in Lehi. Residents are of the opinion that ribbon curbing is sufficient except adjacent to public buildings. This does not preclude residents on a street from forming a Special Improvement District to achieve desired development.

6. Public sewer should be used where available. Otherwise, permitted septic systems should be maintained to current Maricopa County standards.

7. Homeowner's Associations (HOA's) and gated communities currently do not exist within Lehi. Residents would like to see this trend continue to maintain the rural character of the area.

8. Residents desire no freeway on/off ramp at Mesa Drive and the Red Mountain Freeway. In addition, residents prefer that the planned Mesa Drive widening to accommodate freeway traffic not occur. While it is already on Proposition 400, the plan allows the City to switch through Transportation

Policy Committee (TPC) and Maricopa Association of Governments (MAG) process.

(Source: Lehi Sub-Area Plan survey results where 81% stated they did not want these transportation enhancements.)

9. Any future freeway enhancements or expansions should include a sound wall and/or earth berm and rubberized asphalt to decrease traffic noise.

(Source: Lehi Sub-Area plan survey results where 75% requested a wall and miscellaneous comments requesting rubberized asphalt.)

10. Any future expansion of the Red Mountain Freeway or expansion of bridges across the Freeway, including widening or enhancing of existing bridges, should allow for a separated 12-foot multi-use path in compliance with the Parks Master Plan to allow for the safe travel of equestrians and other trail users.

(Source: Previous EIS studies and comments received on the 202 Freeway from Lehi; April 2001 petition delivered to the City of Mesa and MCDOT concerning the Gilbert Road project where 85% of the neighborhood demanded they incorporate a multi-use path suitable for equestrians along Gilbert Road. This is needed to ensure Lehi does not lose the rural equestrian lifestyle the residents have come to enjoy, to ensure residents can safely ride between the northeast and southwest areas of Lehi, and will not be cut off from existing trails in the future. This should also extend to the development or expansion of any major roadway in the Lehi area—such as Gilbert and Thomas Roads).

11. The keeping of livestock and other animals is an important issue for maintaining the rural character of Lehi. To preserve this historic, rural agricultural area, residents in Lehi would like to explore the possibility of amending the City Code for the keeping of animals in Lehi. Recommendations that Lehi residents want to see for the keeping of livestock are:

    a) Until a comprehensive review of the City code is completed, residents of Lehi request for the keeping of additional livestock or livestock not specifically permitted per the City Code, should be on a case-by-case basis, and are subject to the approval of a Special Use Permit.

    b) Front-yard fences in Mesa are restricted to a height of no more than 42 inches. Many properties in Lehi, however, use front yards for the grazing of livestock. Residents would like to be permitted front-yard fencing, with a view, up to a height of five feet. All solid fencing will adhere to current standards.

    c) Any CC&R's for future development should allow for the keeping of livestock to maintain and support Lehi's rural, agricultural lifestyle.

12. The Salt River Project (SRP) currently owns the open irrigation canals located along Lehi Road. These canals have been in Lehi since the beginning of its history and add to the area's rural character. As such, residents would like to see these open irrigation canals remain open.

(Source: Lehi Sub-Area Plan survey where 66% wanted the canals to remain open.)

13. All future plans for development, redevelopment and public improvements should address the unique drainage issues of Lehi, while maintaining and supporting Lehi's rural, agricultural lifestyle.

5-3 Recommendations for Amending the City Code

It is clear that the residents of Lehi think their community should have different standards than the current City of Mesa standards (72% per the Lehi Sub-Area Plan survey). Currently, Lehi is required to comply with City Code.

Recommended changes to the current city Code should be addressed through the Code Amendment process, however, recommendations that Lehi residents would like to see are as follows:

1. Lehi residents want to continue the current Clean Sweep program, given available funding in the future, coordinated through the Lehi Community Improvement Association.

(Source: Lehi Sub-Area Plan survey where 76% utilize the Clean Sweep program and 69% see neighbors helping neighbors with cleaning projects.)

2. All of Lehi's code compliance issues should be handled on a complaint only basis, except where the general public's safety may be at risk.

(Source: Lehi Sub-Area Plan survey where 78% are happy with the current level of maintenance on Lehi properties. Statistically, in the last four years, the code compliance officer has only been called out to the Lehi area 25-30 times.)

3. Residents of Lehi would like to explore the possibility of having access to an advisory or arbitration committee to receive resident Code compliance complaints rather than taking them directly to the City.

   (Source: Lehi Sub-Area Plan survey where 90% feel neighbors help neighbors in Lehi.)

4. The keeping of livestock and other animals is an important issue for maintaining the rural character of Lehi. To preserve this historic, rural agricultural area, residents in Lehi would like to explore the possibility of amending the City Code for the keeping of animals in Lehi by taking the City of Mesa animal control/livestock regulations out of the Criminal Code and moving them to the Civil Code.

5. Lehi residents recommend an increase in the presence of the Mesa Police Department to address the following issues: to reduce speeding, to eliminate semi-truck traffic on Lehi Road, and to eliminate the unsafe use of roads by non-traditional motorized vehicles (ATV's, scooters, etc).

   (Source: Lehi Sub-Area Plan survey where 59% feel cars do not observe speed limits in neighborhoods.)

6. Residents of Lehi want assistance from the City to go through the Transportation Policy Committee (TPC) and the Maricopa Association of Governments (MAG) process in addressing the changes and the enhancement proposed for Mesa Drive at Red Mountain Freeway (Loop 202).

7. Lehi Residents want to amend the city code related to Livestock, to a code similar to other successful rural communities.

8. If lighting is required Lehi residents would like standards developed to substitute low ground level lighting for streets.

   (Source: Lehi Sub-Area Plan survey where 58% of residents do not want street lighting, due to interference with viewing of the nighttime sky.)

5-4 Recommendations for Social Activities

It is clear that residents feel that neighbors help neighbors in Lehi (90% per the Sub-Area Plan survey). Recommendations from Lehi residents to ensure a close-knit community are:

1. A newsletter will be typed up by the secretary of the Lehi Community Improvement Association and distributed to the community on a regular basis.

   (Source: Lehi Sub-Area Plan survey where 73% feel they are informed about neighborhood activities and 67% get notified about meetings when there are problems in the area.)

2. The Lehi Community Improvement Association will continue to work with Area Captains and Block Leaders to connect the community.

Chapter 6 Plan Implementation

Planning staff worked closely with board members of the Lehi Community Improvement Association, representing the Lehi Sub-Area Plan in identifying major issues to be addressed in the Plan. A broad range of issues was discussed during the development of this Sub-Area Plan. While some issues pertained to the Lehi Sub-Area itself, still other issues were relevant to the adjacent fringe areas.

6-1 Management and Implementation of the Plan

The Lehi Sub-Area Plan should be reviewed as part of all future development and redevelopment proposals within the Lehi Sub-Area Plan boundary.

6-2 Citizen Participation

The Lehi Community Improvement Association is an organization elected by the general public in Lehi to act as a liaison between the City and development issues in the Lehi community. The Lehi Community Improvement Association is recognized by the City as a "Citizens Advisory Committee" to assist and advise the City in implementing this Sub-Area Plan. The Lehi Community Improvement Association requests that the City:

1. Inform the Lehi Community Improvement Association of significant activities undertaken by the City to promote the goals and objectives of the Plan.

2. Ask the applicant/developer of any new development proposal in the Lehi Sub-Area and/or surrounding fringe areas to contact the Lehi Community Improvement Association and advise them of the proposed project.

3. All applications for proposed development should follow the adopted City of Mesa Citizen Participation Ordinance. The developer should complete the proposed citizen participation plan well in advance of the introduction of the project by the Council. This would be several weeks prior to the first public hearing by the Planning and Zoning Board.

6-3 Notification Guidelines

The Mesa City Code requires certain notifications prior to the rezoning of property. These requirements presently include the posting of property. The posting should be by a 4'x4' sign placed on the property by the developer giving public notice of the upcoming hearing for rezoning. Additional signs may be required for larger parcels. The signs are designed to the standards as currently specified by the City of Mesa.

Applicants are required to provide an Affidavit of Public Posting with a photo of the site with the posting in place. The last posting date is on the Friday before the public hearing by the Planning and Zoning Board.

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Figure 1, Land Use: Mesa 2025 General Plan

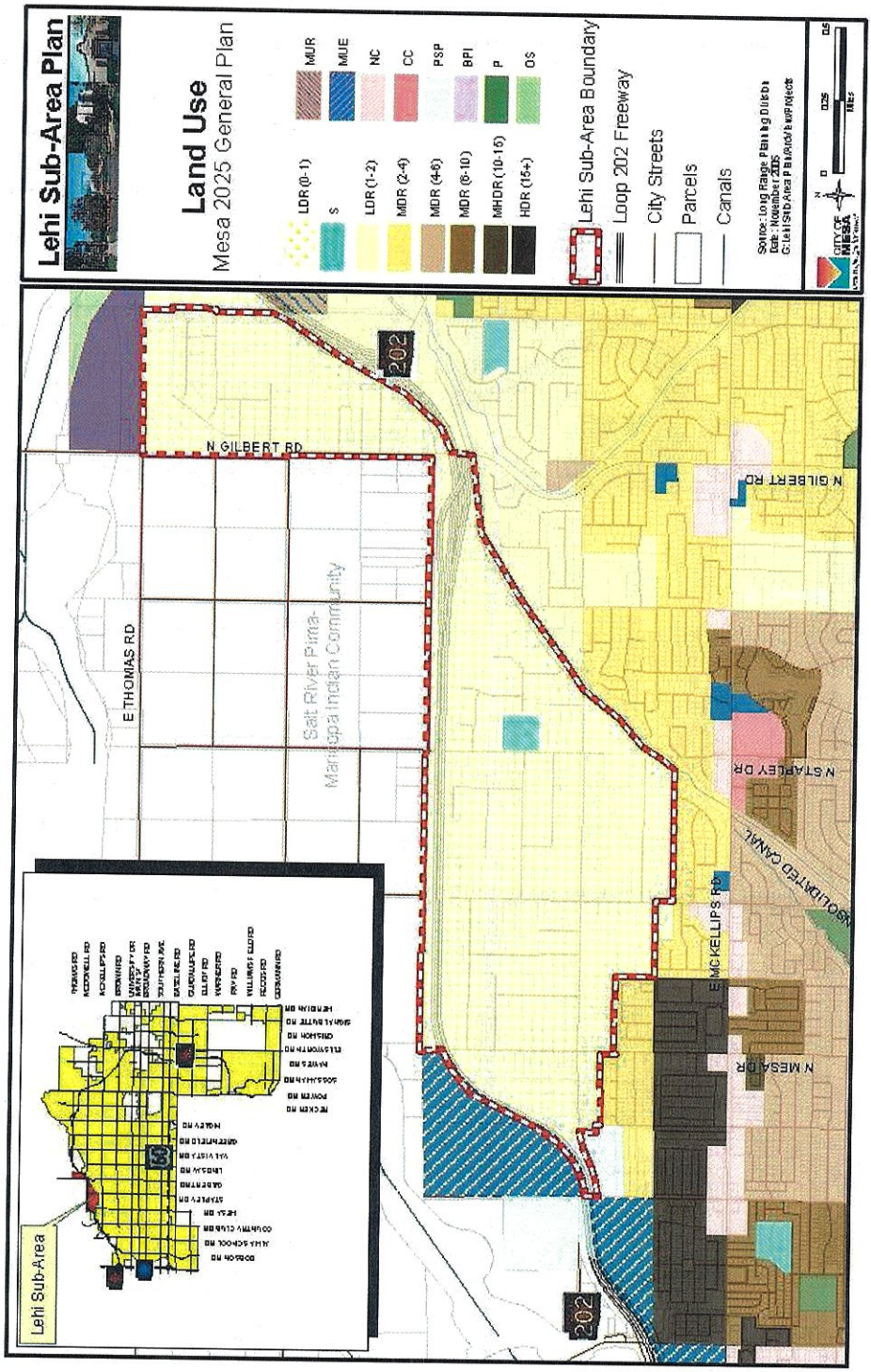

Figure 2, Lehi Subdivisions

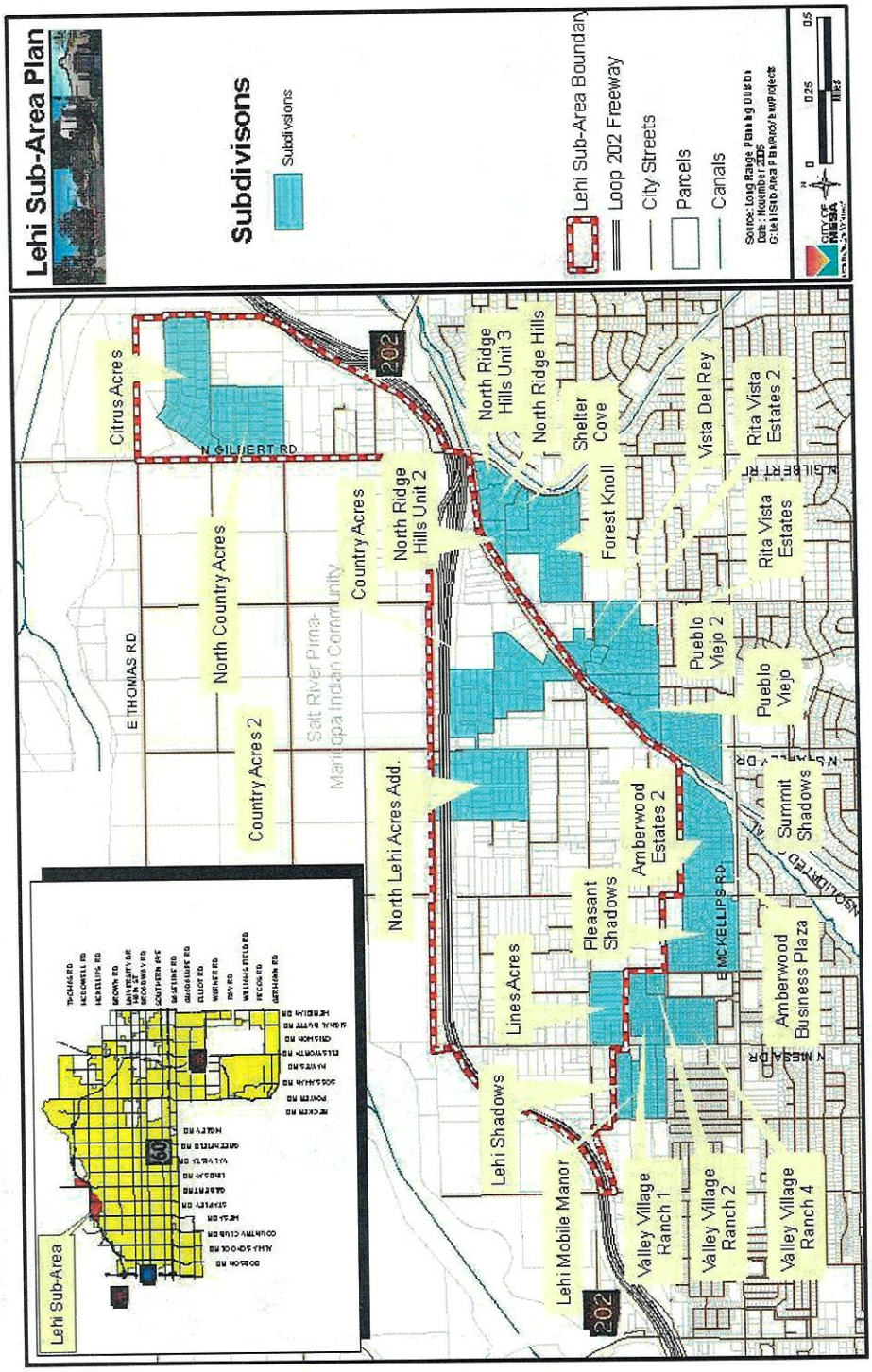

Figure 3, Area Captains

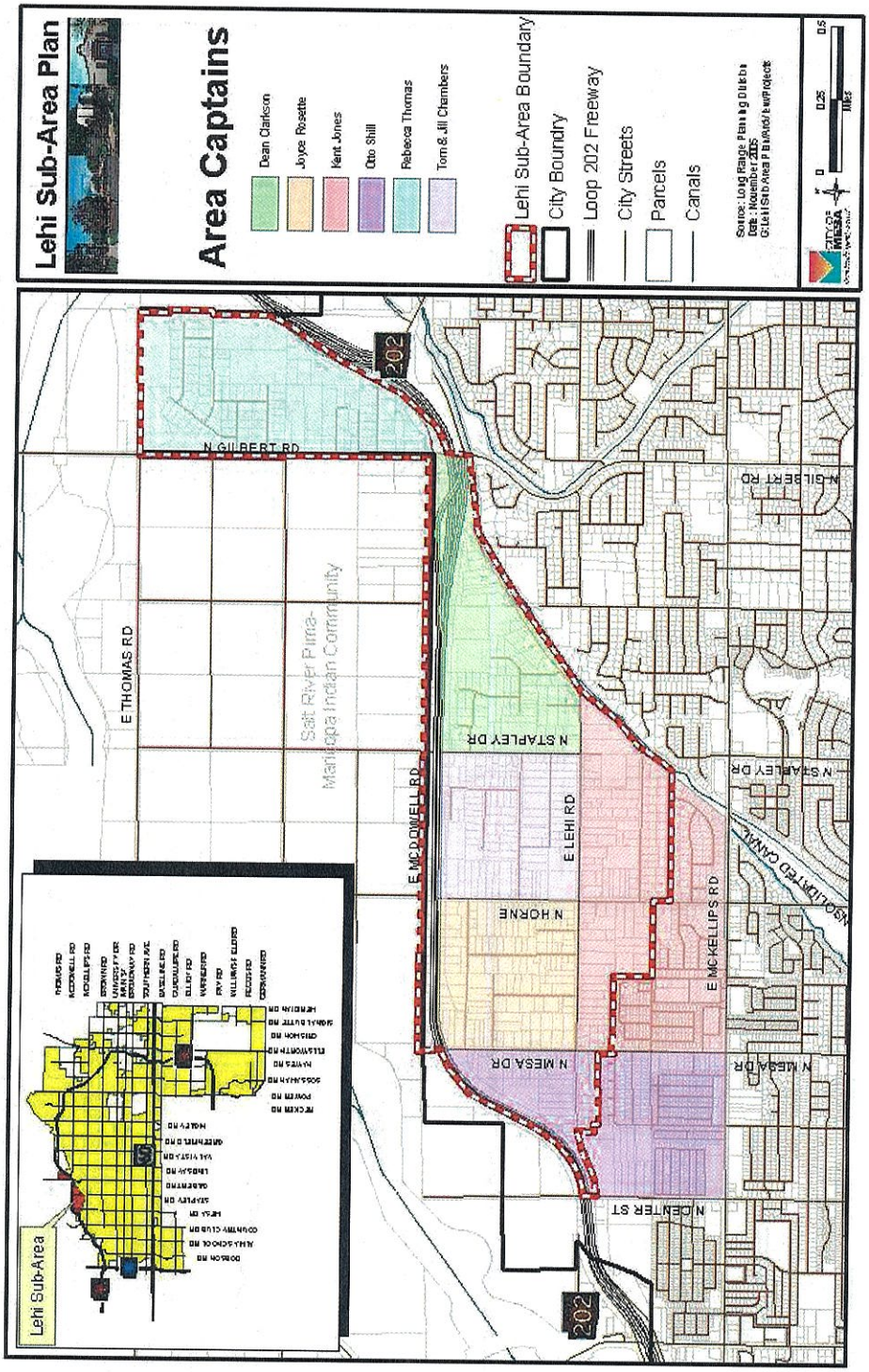

Figure 4, Vacant Lands

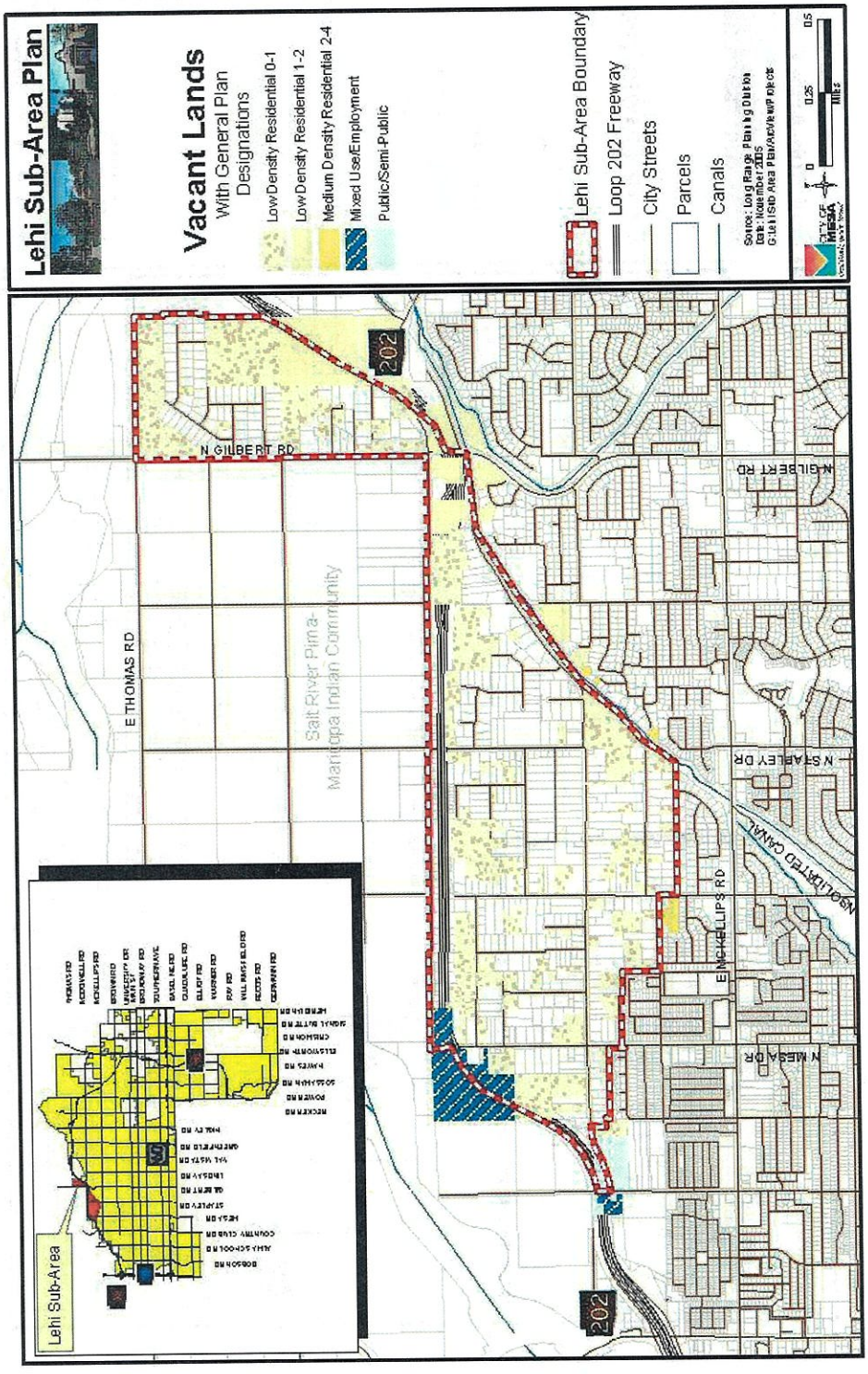

Figure 5, Zoning Classifications

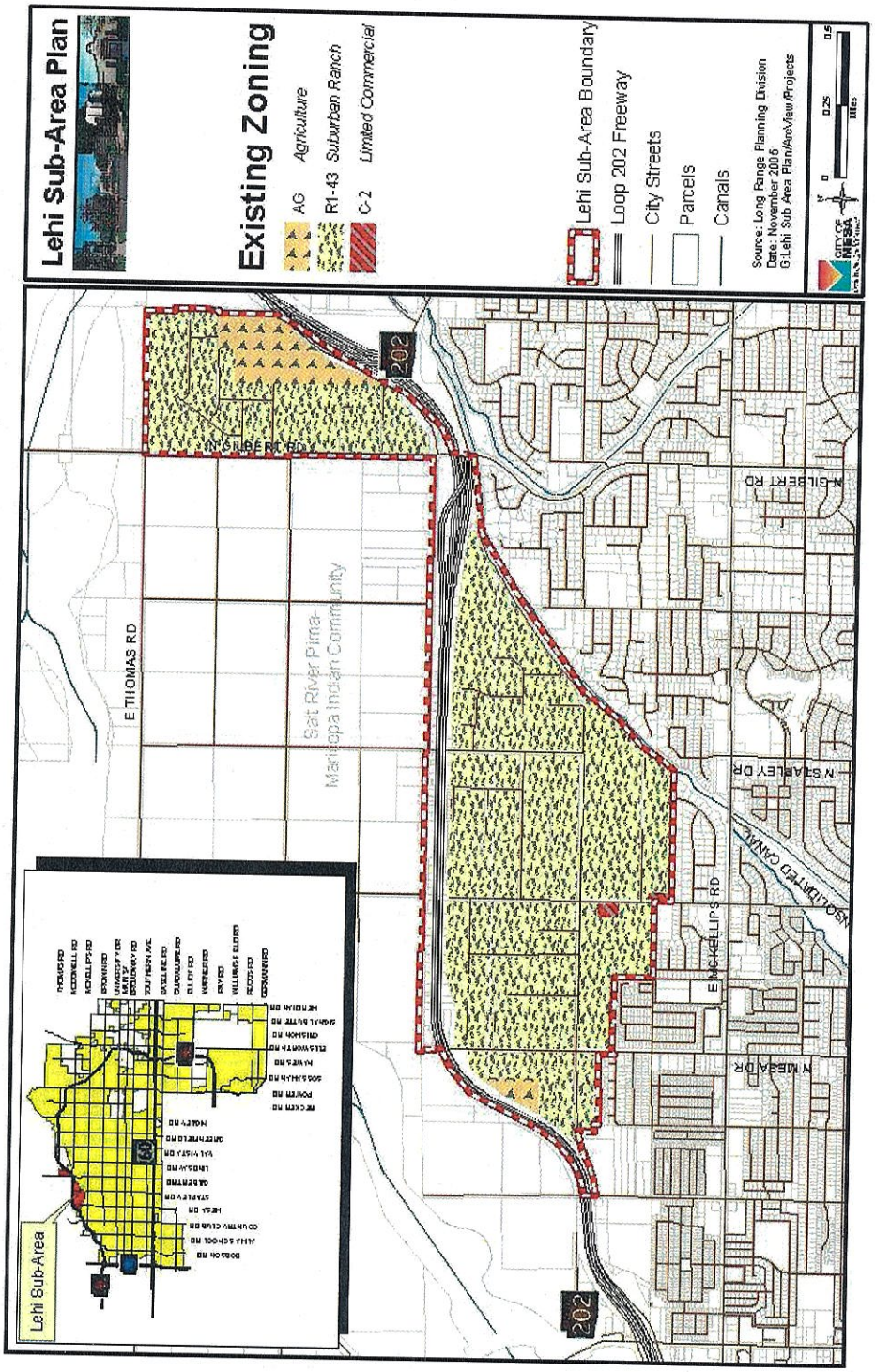

Figure 6, Zoning Case History

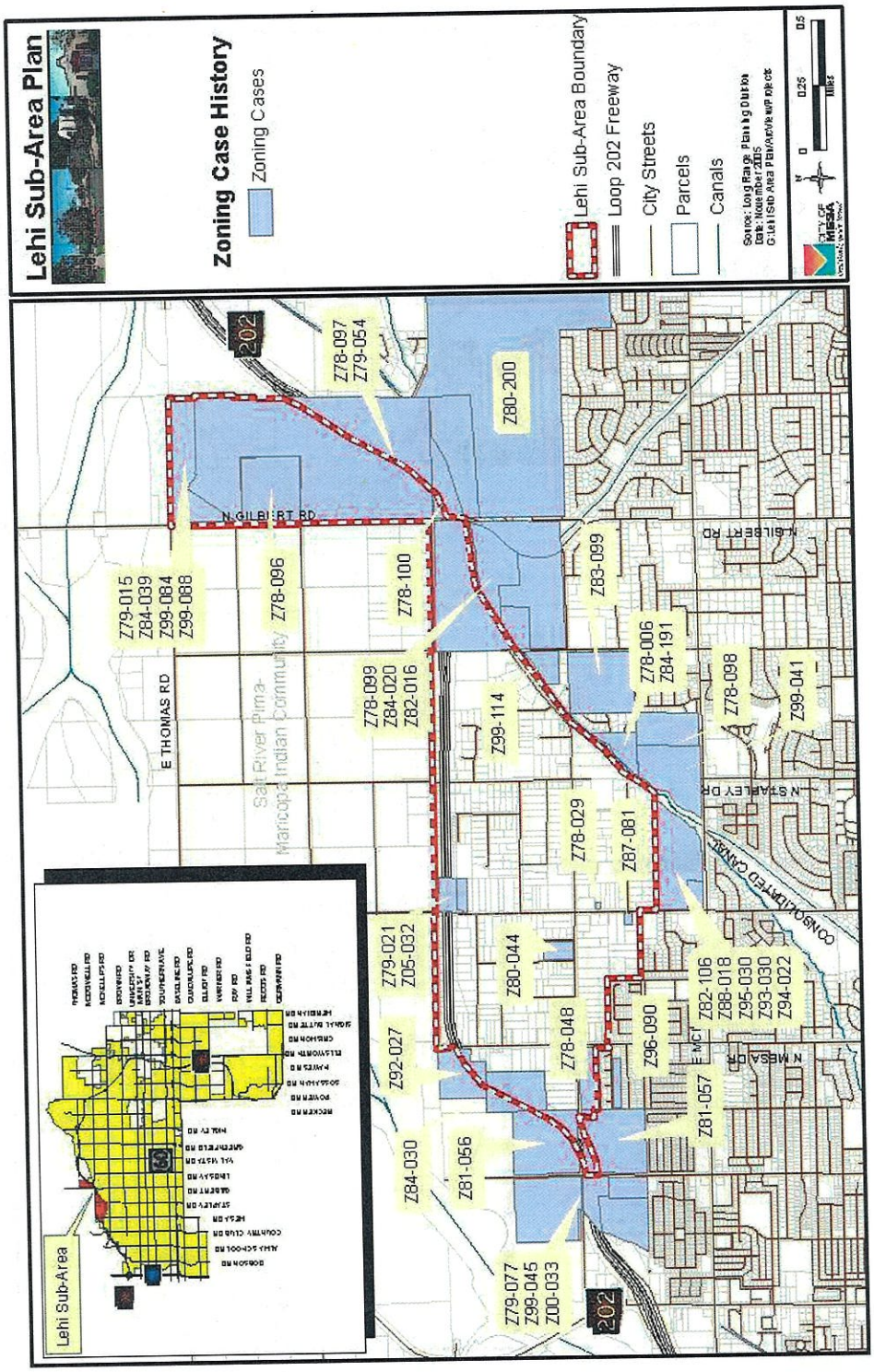

Figure 7, Fringe Areas

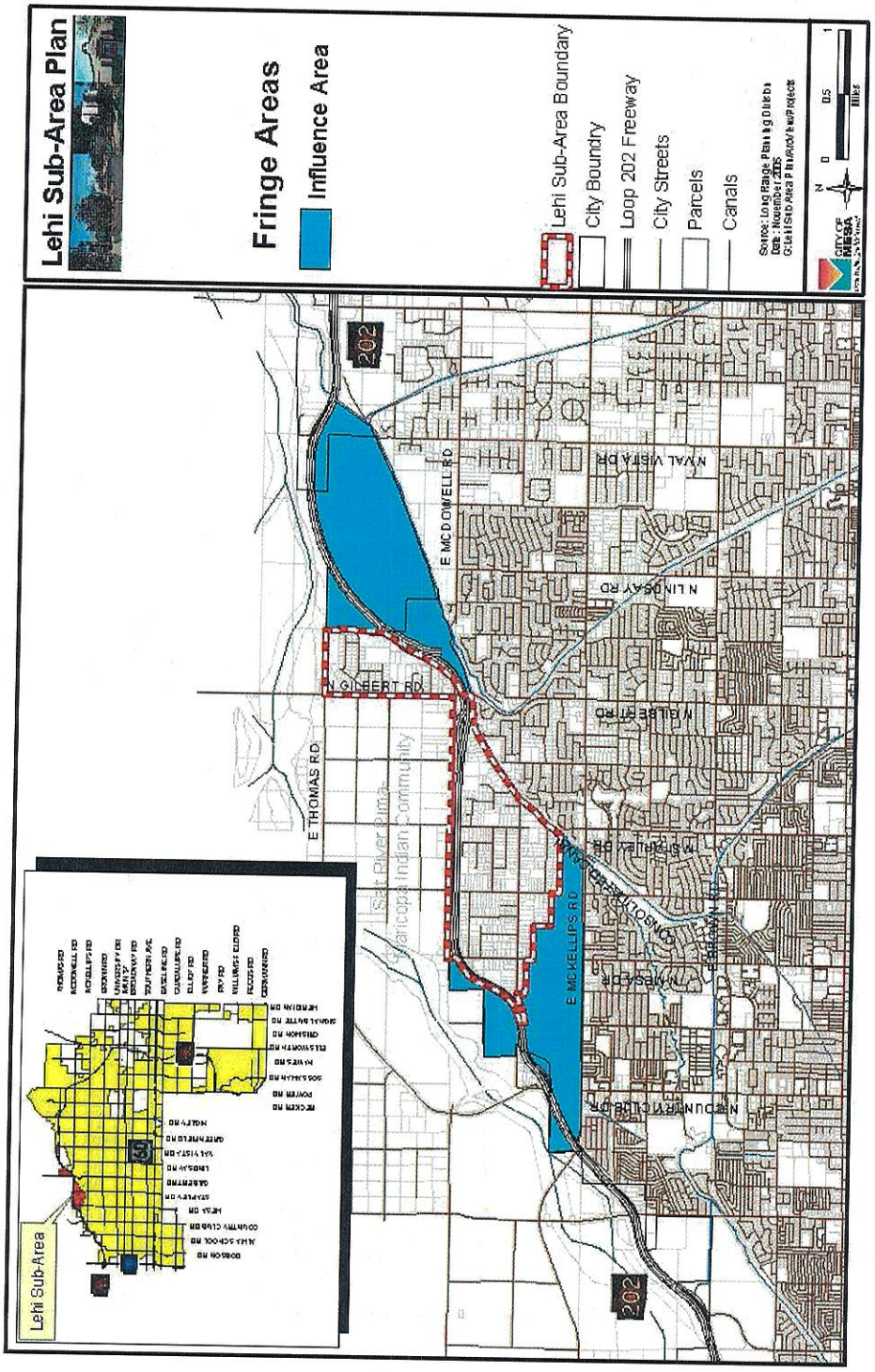

Figure 8, Elementary Schools

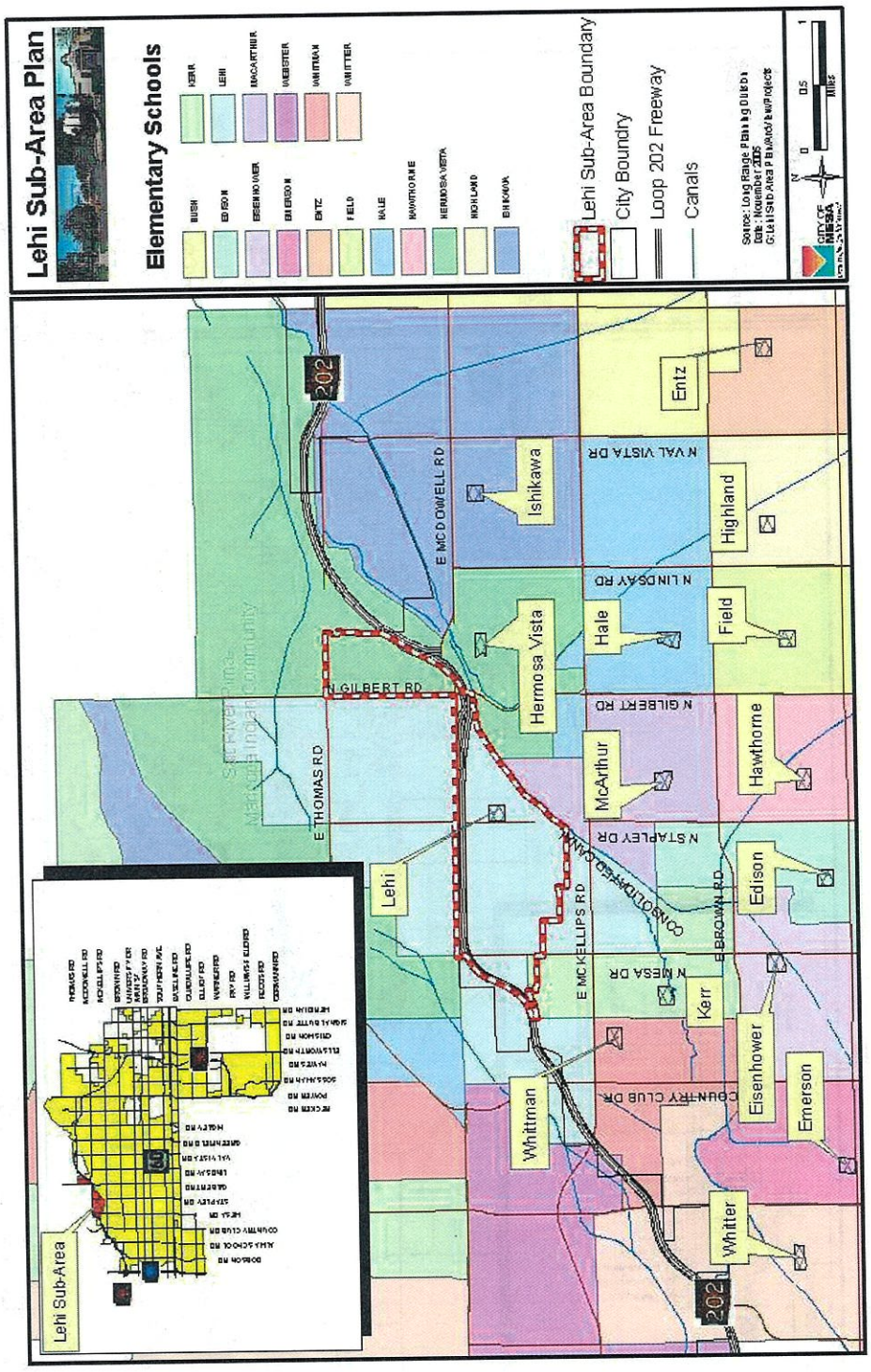

Figure 9, Junior High Schools

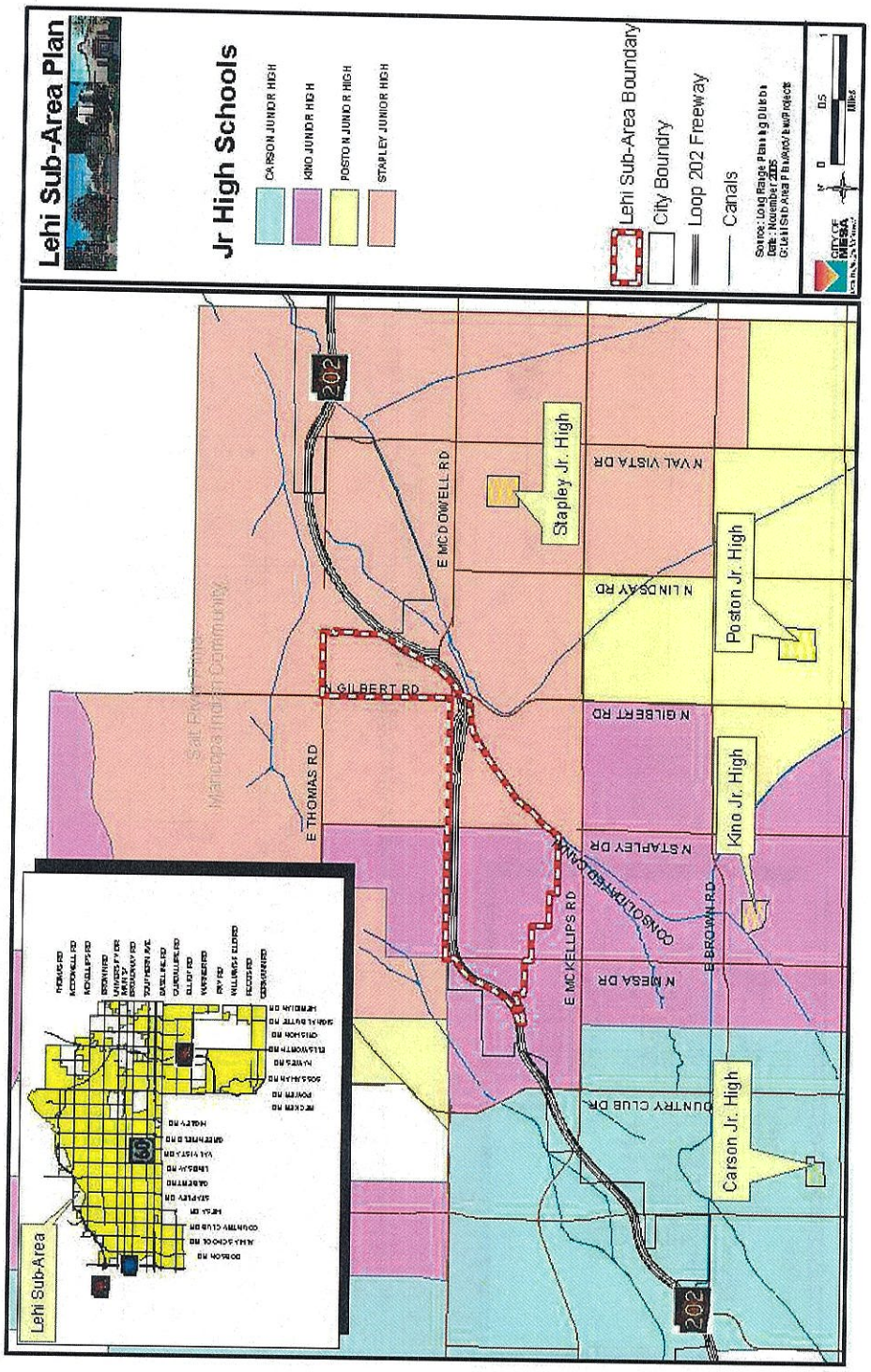

Figure 10, High Schools