



COUNCIL MINUTES

December 4, 2025

The City Council of the City of Mesa met in the Study Session room at City Hall, 20 East Main Street, on December 4, 2025, at 7:30 a.m.

COUNCIL PRESENT

Scott Somers
Jennifer Duff
Alicia Goforth
Francisco Heredia
Dorean Taylor

COUNCIL ABSENT

Mark Freeman
Rich Adams

OFFICERS PRESENT

Marc Heirshberg
Holly Moseley
Jim Smith

Vice Mayor Somers conducted a roll call.

Vice Mayor Somers excused Mayor Freeman and Councilmember Adams from the entire meeting.

1. Review and discuss items on the agenda for the December 8, 2025, Regular Council meeting.

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

Conflict of interest: None

Items removed from the consent agenda: None

Assistant City Manager Marc Heirshberg advised that Item 4-g and 4-h, (**Dragon's Lounge**), on the Regular Council agenda were originally recommended for denial, but the issues have been resolved, and the agenda will be updated to reflect a recommendation for approval.

Responding to multiple questions from Councilmember Taylor regarding Item 4-a, (**Royal Palms Golf Course**), on the Regular Council agenda, Business Services Director Ed Quedens explained that the Police Department and Crime Prevention Unit evaluate calls in relation to an applicant's location and there were no concerns regarding the calls related to the application. He added that he will report back to Council with the required school distance information later today.

In response to multiple questions posed by Councilmember Taylor regarding Item 4-d, (**Safeway #1948**), on the Regular Council agenda, Business Services Director Ed Quedens confirmed that a store can hold multiple liquor licenses, which provides them additional privileges for sampling. He noted that sampling must be a separate application with separate approval from the Department of Liquor and the Liquor Board.

Responding to multiple questions from Councilmember Taylor regarding Item 5-b, **(Three-Year Term Contract with Two-Year Renewal Options for CCTV Camera Replacement for the Transportation Department (Citywide))**, on the Regular Council agenda, Transportation Director Erik Guderian explained that the contract is for the purchase of additional cameras to be installed in new locations or replacement of old cameras. He advised that the contract does not include maintenance, which is provided by staff. He stated the cost of the cameras range from \$3,000 to \$6,000, and the City has 175 cameras that are replaced approximately every 10 to 12 years. He stated the cameras installed at intersections will help the Transportation staff monitor traffic from Mesa's Transportation Management Center. He discussed the costs of the cameras and the replacement cycle, noting that the vendor who was awarded the contract for the purchase of the cameras went to the lowest responsible bidder.

In response to multiple questions posed by Councilmember Taylor regarding Item 5-c, **(Three-Year Term Contract with Seven-Year Renewal Options for Sewer, Manhole, Siphon Cleaning, Video and Repair Services for the Water Resources Department (Citywide))**, on the Regular Council agenda, Water Resources Director Christopher Hassert provided an overview of the contract and the scope of work. He commented that the vendors selected are the lowest responsible bidders, and he clarified that the \$2 million represents contract authority to engage the contractors only for the sewer system. He answered that the Greenfield Road work in District 2 is part of the Central Mesa Reuse Pipeline and was a capital project. He discussed that manhole reconstructions or repairs are handled by several contractors, depending on the defects or repairs needed, adding that the City manages over 30,000 manholes and has a program that repairs approximately 500 annually.

Responding to multiple questions from Councilmember Taylor regarding Item 5-d, **(Dollar Limit Increase to the Term Contract for Bronze Water Service Valves, Fittings, and Hydrants for the Materials and Supply Warehouse (for the Water Resources Department) (Citywide))**, on the Regular Council agenda, Mr. Hassert clarified that the request for \$350,000 is not new funding, rather an increase in warehouse spending authority with vendors to keep essential equipment in stock. He emphasized the goal is to avoid shortages during both planned operations and urgent repairs by maintaining adequate inventory.

Mr. Quedens clarified that the extension of the dollar limit increase of \$350,000 is only necessary for approximately a month to prevent the City from running out of stock before the new contract begins in February.

Responding to multiple questions posed by Councilmember Taylor regarding Item 6-a, **(ZON25-00598 "AWS PHX 065" 71.3± acres located approximately 1,300 feet west of the northwest corner of East Pecos Road and South Signal Butte Road. Council Use Permit to allow for a Major Utility. Amazon Data Services, owner; Kimley Horn, applicant. (District 6))**, on the Regular Council agenda, Principal Planner Evan Balmer commented that all zoning and public hearing applications involve citizen participation, with notifications sent to property owners within 1,000 feet. He added that applicants track and address any feedback received, and the amount of feedback varies by location. He indicated that the current site is a large industrial area and no feedback has been received.

In response to questions from Councilmember Duff, Mr. Balmer explained that it is not uncommon for a project to include both a Salt River Project (SRP) substation and a separate, privately owned substation. He explained that power is delivered by SRP at high voltage and must be stepped down to a usable level. He noted SRP substations are exempt from zoning and not subject to City

review, a privately owned substation is considered a major utility facility and requires a Council Use Permit (CUP) in the light industrial (LI) zoning district, and although the facilities appear similar on site and may look like two substations, only the private substation is subject to the CUP request before Council.

Planning Director Mary Kopaskie-Brown explained that the Mesa Zoning Ordinance requires screening and has regulations regarding appearance during the site plan process; however, today's Council discussion focuses solely on the use itself.

In response to multiple questions posed by Councilmember Taylor regarding Item 8-b, (**ZON23-00365 "Fujifilm PAD Expansion" 61.6± acres located approximately 1,000 feet north of the northwest corner of East Pecos Road and South Mountain Road. Rezone from Heavy Industrial with a Planned Area Development overlay (HI-PAD) and Agricultural (AG) to Heavy Industrial with a new Planned Area Development overlay and Site Plan Modification to allow for the expansion of an existing industrial facility. Fujifilm Electronic Materials USA Inc., owner; Benjamin Graff, Quarles & Brady, LLP, applicant. (District 6)**), on the Regular Council agenda, Mr. Balmer answered that the Fujifilm expansion followed the previous citizen participation process described, but received little resident feedback due to its location outside the mailing radius. He stated that the need for expansion is a result of growth and the company has acquired a former Arizona Department of Transportation (ADOT) parcel zoned agricultural, which is being rezoned to heavy industrial to include in their existing planned area development (PAD) overlay. He added that design review is underway for the new infrastructure with safety considerations and building design, noting that the rezoning aligns with the existing development.

Vice Mayor Somers commented that the Fujifilm project has been in development for over a year, with company representatives collaborating with the City on design elements and visual impacts from State Route 24. He emphasized the project will create 80 well-paying jobs, potentially reduce truck traffic, and the site is appropriately zoned.

Responding to a question from Councilmember Taylor regarding Item 8-c, (**ZON24-00998 "623 S Mesa Dr" 0.6± acres located approximately 1,420 feet south of the southeast corner of East Broadway Road and South Mesa Drive. Rezone from Multiple Residence-2 (RM-2) to Multiple Residence-4 with a Bonus Intensity Zone overlay (RM-4-BIZ) and Site Plan Review for a 15-unit multiple residence development. 623 South Mesa LLC, owner; Tim Boyle, Atmosphere Architects, applicant. (District 4)**), on the Regular Council agenda, Mr. Balmer replied that the development is for 15-unit multiple residence apartments.

In response to multiple questions from Councilmember Taylor regarding Item 5-a, (**One-Year Term Contract for Forensic DNA Supplies for the Mesa Public Safety Support Department (Sole Source) (Citywide)**), on the Regular Council agenda, Public Safety Director Kimberly Meza stated that Mesa's forensics laboratory has served as a regional lab for Mesa, Tempe, Gilbert, and Queen Creek since 2012. She explained how the agencies are invoiced and the operations process. She indicated that regional collaboration has improved stability, efficiency, and turnaround times, benefiting all participating cities and impacting crime.

Responding to multiple questions from Councilmember Duff regarding Item 9-b, (**Proposed amendments to Chapters 4, 5, 6, 7, 8, 10, 31, 86, and 87 of Title 11 of the Mesa City Code pertaining to Battery Energy Storage Systems. The amendments include, but are not limited to: adding definitions for Battery Energy Storage System, Battery Energy Storage System Facility, Augmentation, and Nameplate Capacity; modifying land use tables to add**

Battery Energy Storage System and Battery Energy Storage System Facility; establishing development and other standards specific to Battery Energy Storage System Facilities. (Citywide)), on the Regular Council agenda, Ms. Kopaskie-Brown explained that staff originally recommended a 400-foot separation for Battery Energy Storage Systems (BESS), mirroring standards used for data centers; however, after receiving feedback from residents and stakeholders, staff ultimately presented two options to Council for consideration, separation recommendations for 400 feet and 1,000 feet. She emphasized that there is no industry standard for separation distances for BESS, with recommendations ranging from 100 feet up to a mile; staff aimed to strike a balance in their recommendation, noting that best practices vary widely and there is no definitive benchmark.

Councilmember Duff expressed her opinion that a 400-foot separation requirement is sufficient and that having a 1,000-foot separation requirement will make Mesa less competitive, affecting energy costs and economic development. She commented that she will not support a 1,000-foot separation requirement and discussed the challenges for BESS systems and energy developers.

In response to a question from Vice Mayor Somers, City Attorney Jim Smith clarified that if the proposed amendments are not approved on Monday, under the zoning interpretation, BESS would not be a permitted use and alternative options for Council consideration will be presented to Council early next year. He affirmed that if the 1,000-foot separation requirement is approved, Council can reduce or increase the requirement at a later date.

Discussion ensued relating to the impact of 400-feet and 1,000-feet separation requirements for BESS, zoning districts affected by the separation requirement, safety concerns, and legal conforming and non-conforming uses.

Responding to a question from Councilmember Taylor, Assistant Planning Director Rachel Phillips explained the difference between a legal conforming use and non-conforming use.

Police Deputy Director Patrick Phelps introduced Police Technical Division Manager Wayne Kwong and displayed a PowerPoint presentation regarding Item 7-a, **(Approving and authorizing the City Manager to enter into an Agreement with The Arizona Department of Administration for the implementation, maintenance, and support of a real-time decision and operations management system. (Citywide))** and Item 7-b **(Purchase of an Integrated Data Platform Solution for the Mesa Police Department (Sole Source) (Citywide))**, on the Regular Council meeting agenda. **(See Attachment 1)**

Mr. Phelps described the capabilities of the Peregrine software and its benefits to the Police Department. He shared various types of data that can be utilized with the new software product. **(See Pages 2 and 3 of Attachment 1)**

Mr. Phelps provided an overview of the proposed one-year pilot program to implement a data-sharing platform. He explained that the City selected Peregrine because of its integration with other Valley and regional agencies, and its cost effectiveness, noting that many agencies are moving toward this platform. He highlighted the enhanced regional data-sharing capabilities Peregrine would provide. **(See Pages 4 and 5 of Attachment 1)**

In response to a question from Vice Mayor Somers, Mr. Phelps replied that the state is providing \$215,800 for the system purchase price, fully funding the first year.

Mr. Phelps explained possibilities of moving forward into a second year with the software if the product proves successful and worth the funding, and whether additional state funding becomes available. He added that there is potential for the product to be used beyond the Police Department for other types of data correlation searches, but the intent is to first prove the value of the platform within the Police Department using the existing state funding. (See Page 6 of Attachment 1)

Discussion ensued regarding the Peregrine software capability, ownership, various applications, and search processes.

In response to multiple questions from Councilmember Taylor, Mr. Kwong described how the Peregrine software would upload data to the cloud. He commented that Peregrine, or Versaterm, would manage any software updates or changes.

Responding to multiple questions posed by Vice Mayor Somers, Mr. Phelps stated that he does not anticipate massive database changes to occur, mostly functionality changes that do not affect the data. He noted that the software will not access the Fire Department's database, it is strictly for the PD's records management and computer aided design (CAD) data.

In response to a question from Councilmember Heredia, Mr. Phelps replied that the intention is to prove the success of the new technology in the first year. He stated that by connecting more internal data sources to the new technology, staff anticipate streamlining the public records requests, making the process more efficient for the criminal justice information division.

Responding to a question posed by Councilmember Taylor, Mr. Phelps answered that the proposed maintenance costs would be \$215,000 annually, with the existing data sources.

In response to multiple questions from Councilmember Taylor, Mr. Kwong commented that the subscription cost is full service and he does not anticipate that the City will maintain the technology in-house. He added that the dashboard is customizable with the existing data and if more data is needed, staff can make a request to Peregrine.

Vice Mayor Somers thanked staff for the presentation.

2-a. Hear a presentation, discuss, and provide direction on the MesaCONNECTED Transit-Oriented Development Plan.

Assistant Planning Director Rachel Phillips displayed a PowerPoint Presentation. (**See Attachment 2**)

Ms. Phillips outlined the presentation topics for the project, which was a result of a grant received from the Federal Transit Administration to conduct land use planning around transit. She identified what is involved in the Transit Oriented Development (TOD) Plan, described the type of community that is being developed, and highlighted what is not included in the plan. (See Pages 2 through 5 of Attachment 2)

Ms. Phillips presented a map of the MesaCONNECTED corridor, a five-mile route illustrating the boundaries that connect with light rail and major activity centers within West Mesa. She explained

that the corridor was chosen for several favorable components and high transit ridership within the city that create a diverse mixed-use environment. (See Pages 6 and 7 of Attachment 2)

Ms. Phillips reviewed the phases of the project schedule and outreach methods, noting that public engagement occurs throughout all phases. She provided the results of the feedback received from residents and the development community. (See Pages 8 through 11 of Attachment 2)

Ms. Phillips shared the vision statement for the TOD Plan and provided an overview of the five chapters of the Plan Organization. (See Pages 12 and 13 of Attachment 2)

Ms. Phillips discussed the different components of the transit node planning with a map of the corridor and 11 proposed transit nodes in regional destinations. She explained the various stops along the corridor that are different in character and the strategy to tailor each area. She described the three node classifications (neighborhood, urban and regional) and how each was determined to attract a vibrant environment and prepare for future growth. She highlighted the tools and metrics used in the evaluation to tailor strategies and incentives for each area, noting each will be revisited over time to adapt to changes and encourage TOD. She described the use of transit node profiles, detailing mixed land uses and other characteristics as part of the planning process. (See Pages 14 through 17 of Attachment 2)

Ms. Phillips outlined the next steps, indicating that City Council will consider the TOD Plan and a draft text amendment for a TOD overlay with specific development standards on December 8, 2025. She also mentioned that broader application of these standards throughout the city may be proposed in the future. (See Page 18 of Attachment 2)

Councilmember Duff expressed support for the TOD Plan, stating the area will be enhanced by the connectivity in Mesa, as well as the transformation of the former Fiesta Mall site. She emphasized smart, coordinated planning that supports economic growth, improves quality of life, and strengthens downtown as an economic engine.

Councilmember Heredia commented that the corridor is one of the fastest-growing corridors, with high renter populations and limited land remaining. He stressed the need for future-focused planning and the importance of transportation options, and the role of TOD in supporting infill development. He cited past successes, including revitalizing long-blighted properties, and emphasized strategic planning to support students, businesses, and regional partnerships while positioning West Mesa for long-term success.

Councilmember Goforth stated the corridor already exists and the plan provides an opportunity to formalize and protect those characteristics. She emphasized that the plan reflects strong community input and engagement and aligns with what residents and businesses want for their neighborhood.

In response to multiple questions from Councilmember Taylor, Ms. Phillips replied the City has an agreement with a deadline to close out the grant by the end of February and requires Council to take action.

Ms. Kopaskie-Brown provided details on outreach methods and community input, acknowledging challenges but emphasizing diversified engagement efforts. She reinforced that the plan does not involve construction or transit decisions and is meant to capture and guide land use for growth already occurring.

In response to a question from Councilmember Taylor, Ms. Phillips commented that the plan does not have any binding effects for approval by Council or any financial obligations.

Responding to a question from Vice Mayor Somers, Ms. Kopaskie-Brown explained that the plan serves as guidance for the City and there is no commitment in terms of building or a zoning text amendment. She emphasized that any action would require Council approval.

In response to a question from Vice Mayor Somers, Ms. Phillips clarified that low impact development refers to green infrastructure practices related to water and wastewater.

Responding to a question from Councilmember Taylor, Transit Services Director Jodi Sorell clarified that referenced studies were completed in 2021 and funded by Proposition 400; no local money was used to fund the studies. She added Proposition 400 expires in December of 2025 and has been replaced by voter-approved Proposition 479 in November.

In response to a question from Councilmember Taylor, Ms. Phillips commented that public outreach began in 2023 and continues, with a draft plan available online. She noted only five public comments have been received.

Vice Mayor Somers thanked staff for the presentation.

(Vice Mayor Somers declared a recess at 9:43 a.m. The meeting reconvened at 9:52 a.m.)

2-b. Hear a presentation, and discuss electric bicycles (e-bikes) in the City of Mesa, including e-bikes in Mesa Parks.

Parks Recreation and Community Facilities Director Andrea Moore introduced Management Assistant II Haylie Smith, Police Lieutenant Ryan Stokes, Fire Captain Jim Barnhart, and displayed a PowerPoint Presentation. (**See Attachment 3**)

Ms. Smith presented an overview of the topics of the presentation to help build community awareness around e-bikes and their proper usage with the proposed code updates. (See Page 2 of Attachment 3)

In response to a question from Councilmember Goforth, Lieutenant Stokes presented a table identifying the different classifications of e-bikes and defined each one. (See Pages 7 and 8 of Attachment 3)

Responding to a question from Vice Mayor Somers, Lieutenant Stokes replied that the average speed of a pedal bike only is estimated to range from 10-to-15 miles per hour (mph).

Ms. Smith reviewed the current laws and codes for e-bikes, which are currently not allowed in Mesa parks. She provided a comparison chart illustrating the surrounding cities and their e-bike regulations. She shared the proposed updates to the City codes, including a new speed limit for e-bike usage on Shared-Use Paths (SUP) and sidewalks. (See Pages 3 through 6 Attachment 3)

Lieutenant Stokes clarified the definition of an e-bike is that the bike is required to have pedals and must be under 750 watts of power. (See Pages 7 of Attachment 3)

In response to a question from Councilmember Goforth, Ms. Moore stated that SUPs have always been part of the Parks' code in terms of rules; however, the Transportation Department is responsible for maintenance.

Lieutenant Stokes commented that the top speed listed for each class represents the maximum allowable speed, noting where each is permitted in parks and how the updated code would change those allowances. He clarified the distinction between an electric mini scooter, which weighs up to 30 pounds, and an electric standup scooter that has a maximum weight of 75 pounds. (See Page 8 of Attachment 3)

Ms. Smith defined the difference between a motor vehicle versus a motorized electric vehicle and highlighted the categories that would be allowed in parks with the proposed updates. She outlined the guidelines and requirements for safe operations. (See Pages 9 and 10 of Attachment 3)

Ms. Smith discussed the damages across parks from various types of motor vehicles and motorized electric vehicles, and emphasized that part of the public outreach campaign is to build more community awareness around the different types of vandalism that the City is experiencing to begin addressing that within the parks' system. She presented images showing the damages that have occurred and recognized the need to bring more community and public awareness to reduce vandalism incidents. (See Pages 11 and 12 of Attachment 3)

In response to a question from Vice Mayor Somers, Ms. Smith stated that the majority of the damage is caused by e-scooters.

Fire Captain Barnhart discussed the hazards of e-bike batteries and lithium-ion batteries, which are mostly a result of improper usage, storage, or charging. He explained the challenges with distinguishing the rapid fires that have a toxic nature and different chemical makeups. He played a video illustrating how quickly a fire can develop and the dangers of not being able to escape. He identified safety tips for public messaging on operating e-bikes safely. (See Pages 13 and 14 of Attachment 3)

Ms. Smith highlighted the community outreach campaigns and various supporting taglines for public messaging. She highlighted the campaign pillars, which will target different audiences and use various types of marketing to bring awareness of rules and regulations. (See Pages 16 through 19 of Attachment 3)

Lieutenant Stokes reviewed the enforcement strategy after messaging has been delivered, and indicated the Police Department (PD) will monitor certain locations based on data. (See Page 20 of Attachment 3)

Discussion ensued relating to speed limits for e-bikes, pedal bikes, and modified motor vehicles and management of enforcement.

(At 10:22 a.m. Vice Mayor Somers excused Councilmember Heredia from the remainder of the meeting.)

Vice Mayor Somers requested more research be conducted on the five-mph speed limit for bicycles.

Vice Mayor Somers thanked staff for the presentation

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

3-a. Museum & Cultural Advisory Board meeting held on September 25, 2025.

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

Upon tabulation of votes, it showed:

AYES – Somers–Duff–Goforth–Taylor

NAYS – None

ABSENT – Freeman–Adams–Heredia

Vice Mayor Somers declared the motion carried unanimously by those present.

4. Current events summary including meetings and conferences attended.

Vice Mayor Somers and Councilmembers highlighted the events, meetings, and conferences recently attended.

5. Scheduling of meetings.

Assistant City Manager Marc Heirshberg stated that the schedule of meetings is as follows:

Monday, December 8, 2026, 3:30 p.m. – Special meeting

Monday, December 8, 2026, 5:15 p.m. – Study Session

Monday, December 8, 2026, 5:45 p.m. – Regular Council meeting

6. Adjournment.

Without objection, the Study Session adjourned at 10:39 a.m.

SCOTT SOMERS, VICE MAYOR

ATTEST:

HOLLY MOSELEY, CITY CLERK

I hereby certify that the foregoing minutes are a true and correct copy of the minutes of the Study Session of the City Council of Mesa, Arizona, held on the 4th day of December 2025. I further certify that the meeting was duly called and held and that a quorum was present.

HOLLY MOSELEY, CITY CLERK

lr
(Attachments – 3)



Mesa Police Department

Peregrine Pilot

What is Peregrine



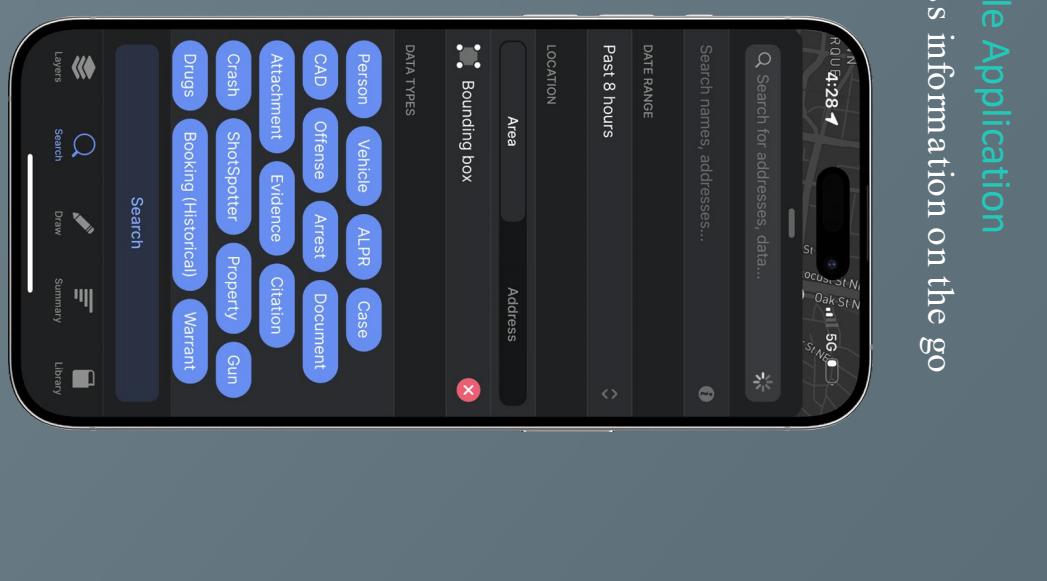
- Software which creates “Google” like searches against multiple systems such as Records Management Systems (RMS) and Computer Aided Dispatch (CAD) systems.
- Allows officers, detectives and crime analysts to more easily search existing records
- Improves our ability to visualize and map our existing data
- Automates current manual crime analysis reports and maps
 - Provides desktop and mobile access
- Used by over 250 public safety agencies



Advanced Search Capabilities

Mobile Application
Access information

Access information on the go



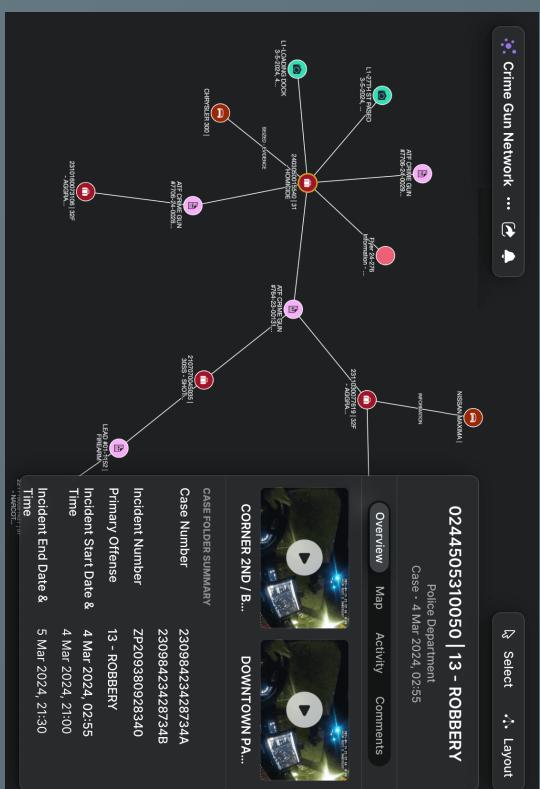
People, vehicles, phones, address, keywords

Maps
Visualize and analyze information geospatially

Network & Link Analysis

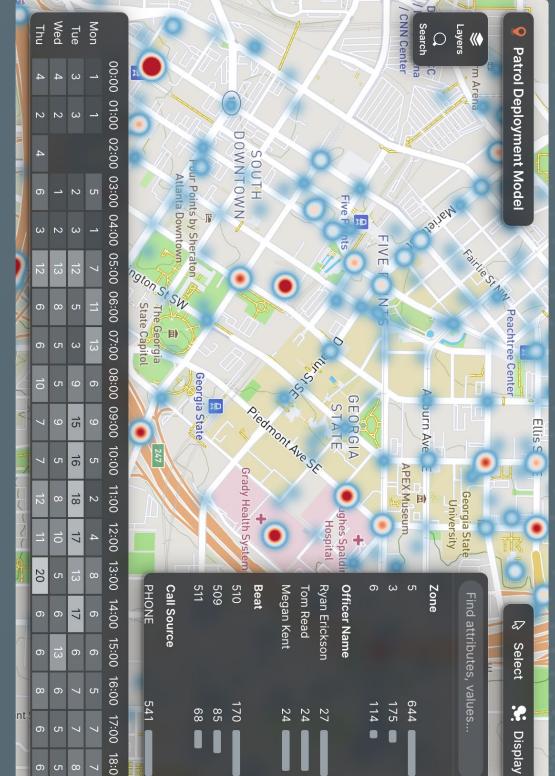
Uncover connections quickly

Uncover connections quickly



Charts & Dashboards
Automated, customizable sta

Automated, customizable statistical reporting.



00:03:14.8
Avg Response
Time - Beat 1

00:05:05.3
Avg Response
Time - Beat 2

00:04:49.5
Avg Response
Time - Beat 3

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Avg Response
Time - Beat 4

Pilot Program



- Senate Bill 1735 Provided funding to the City of Mesa and other East Valley agencies for one year for Peregrine implementation
 - \$215,800 allocated to the City of Mesa
- Agreement with Peregrine has no obligation to continue past the pilot period
- Continuation past the pilot period depends on success of the pilot and future funding availability
- Pilot funds RMS and CAD integration only



Regional Data Sharing



- East Valley agencies including Mesa, Tempe, Scottsdale, Chandler, Queen Creek, Apache Junction and ASU are working to enhance regional data sharing capabilities through Peregrine
- Improve investigative ability by searching against multiple agencies from a single interface
- Replaces older information sharing tools



Future Possibilities

- Additional data sources can be added to Peregrine
 - Simply public records request searches
 - Find correlations between disparate data sources such as crime and staffing
- Can be used for other types of City data to look for correlations and efficiencies



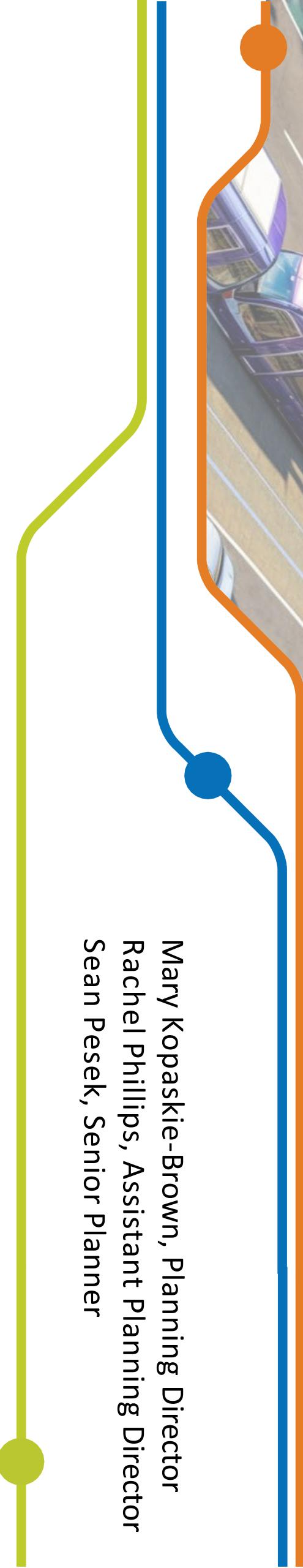
WELCOME

TRANSIT-ORIENTED DEVELOPMENT PLAN

City Council

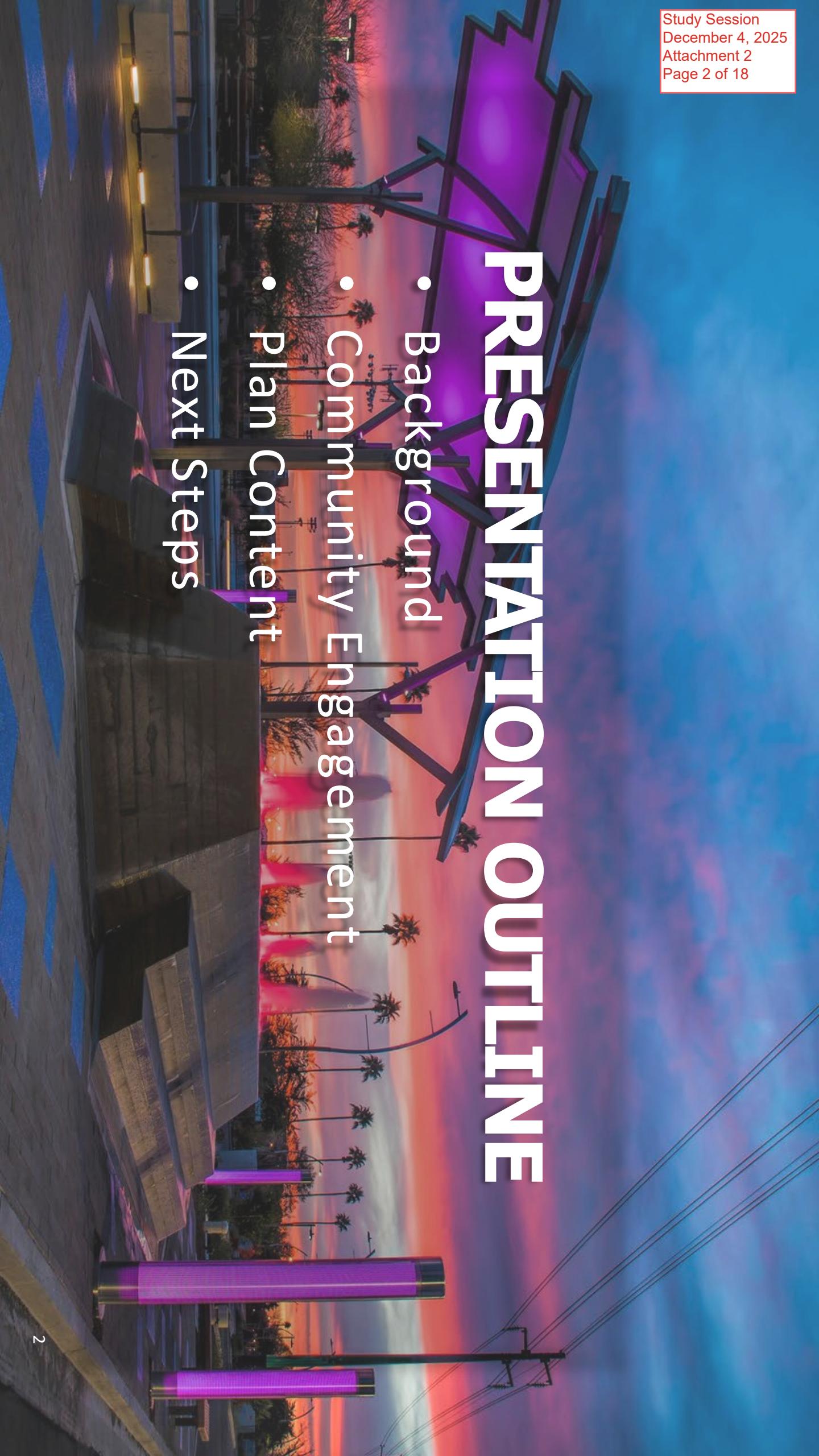
December 1, 2025

Mary Kopaskie-Brown, Planning Director
Rachel Phillips, Assistant Planning Director
Sean Pesek, Senior Planner



PRESENTATION OUTLINE

- Background
- Community Engagement
- Plan Content
- Next Steps



What is MesaCONNECTED?

Connecting Our Neighborhoods for NExt-Generation Community, Transit, & Economic Development

Transit-Oriented Development (TOD) Plan for a 5-mile transit corridor that integrates land use, housing, transportation, and economic development with a focus on:

- Promoting a diverse mix of housing types;
- Supporting business growth and retention;
- Strengthening business centers such as Riverview, Fiesta District, and Downtown;
- Revitalizing properties in Redevelopment Areas;
- Encouraging infill, adaptive reuse, and redevelopment;
- Expanding mobility options;
- Reducing traffic congestion and pollution; and
- Enhancing public spaces and placemaking.

What is TOD?

BUILDING COMPLETE, WALKABLE COMMUNITIES AROUND PUBLIC TRANSIT



Mixed-use spaces that integrate residential, commercial, and employment uses



Vibrant, pedestrian friendly environments where land uses and building design encourage safe, convenient walking



Built around planned or existing transit and has multi-modal connectivity to surrounding areas



Includes inviting public spaces that encourage social interaction



Increases economic opportunity by supporting local businesses and creating vibrant areas that can help stabilize property values

What TOD is Not

NOT a transit plan → Land use strategy around transit

NOT specific to one transit mode → Works with all transit types

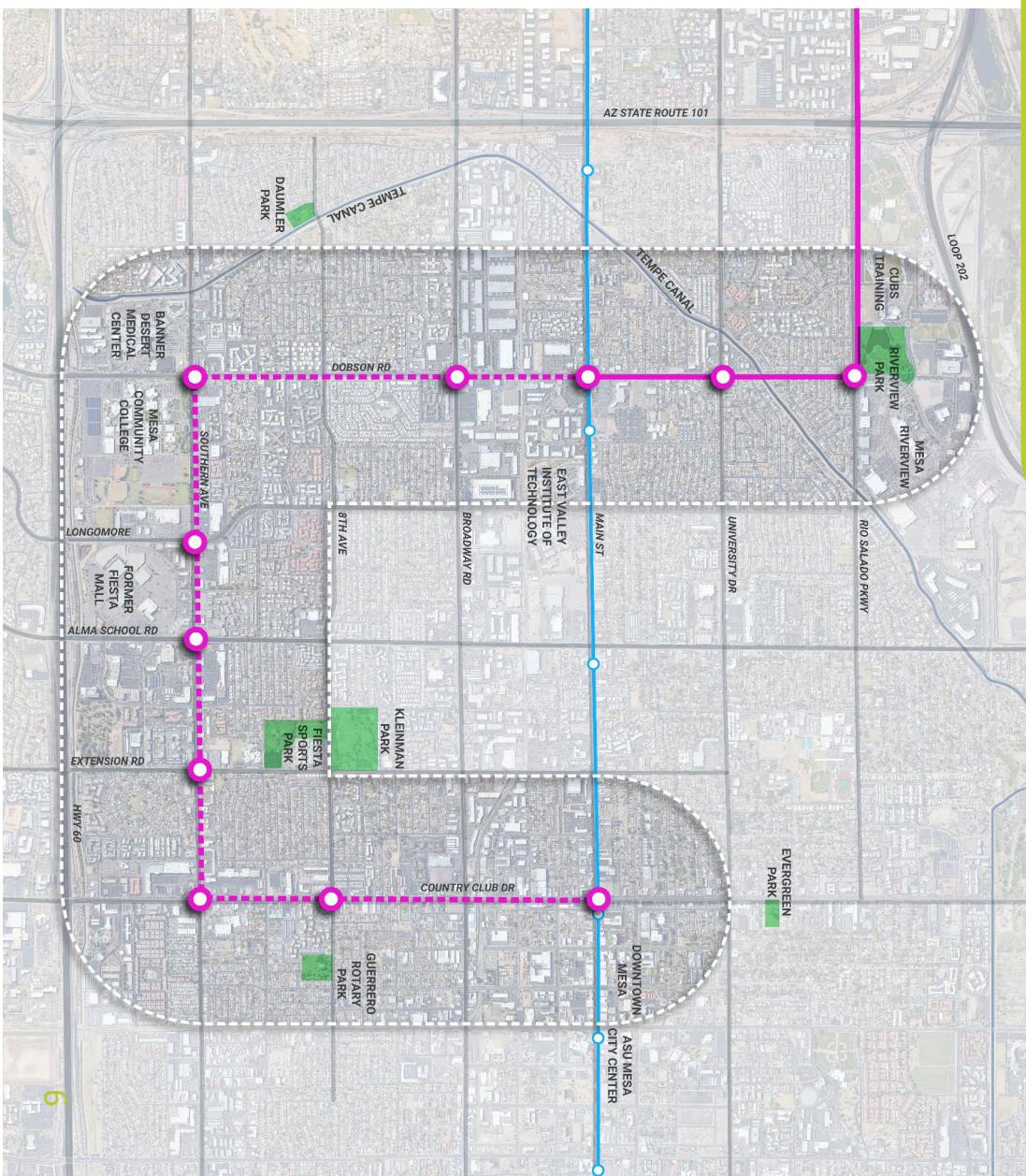
NOT always high-density → Context-sensitive density

NOT standardized → Tailored to each neighborhood

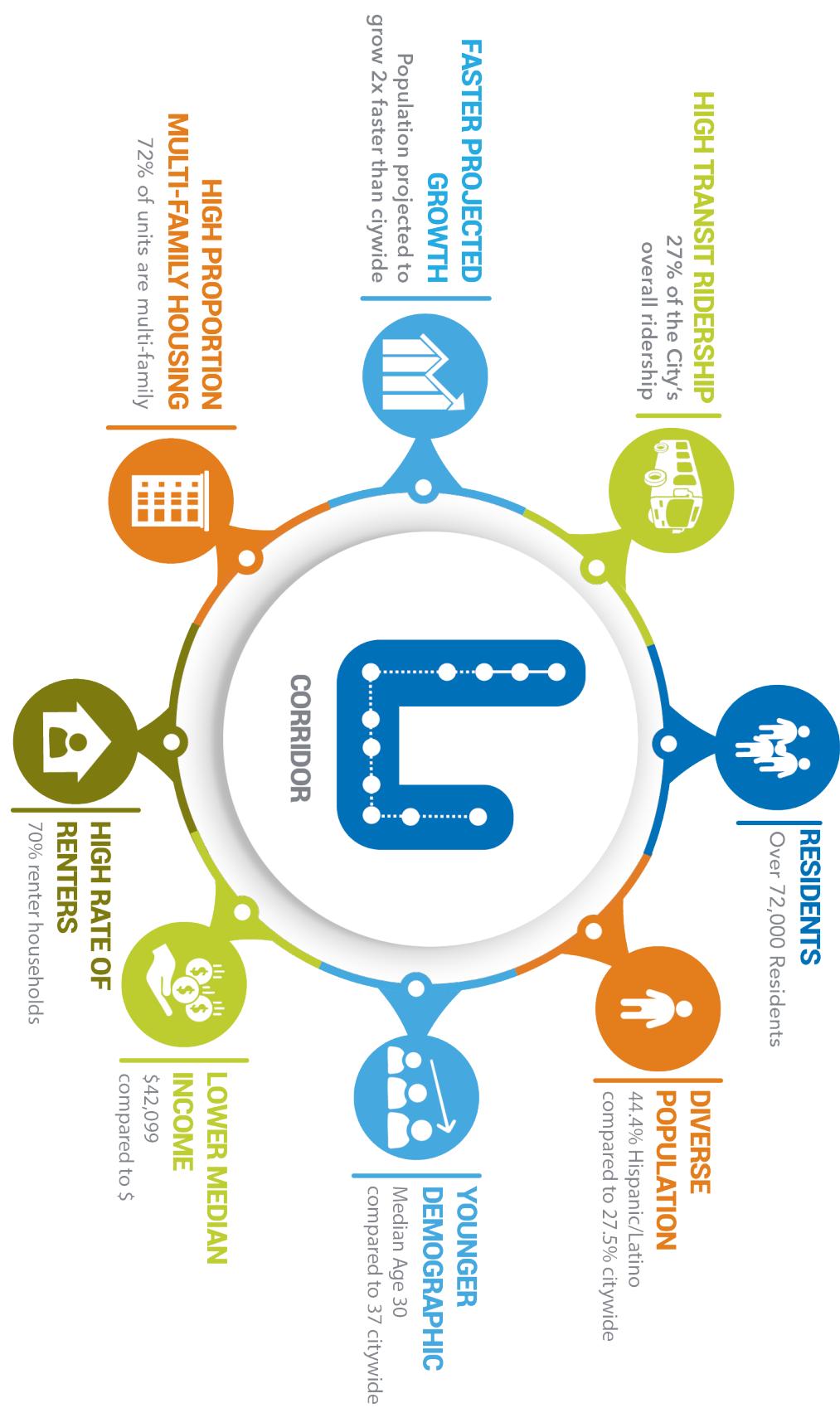


Mesa CONNECTED Corridor

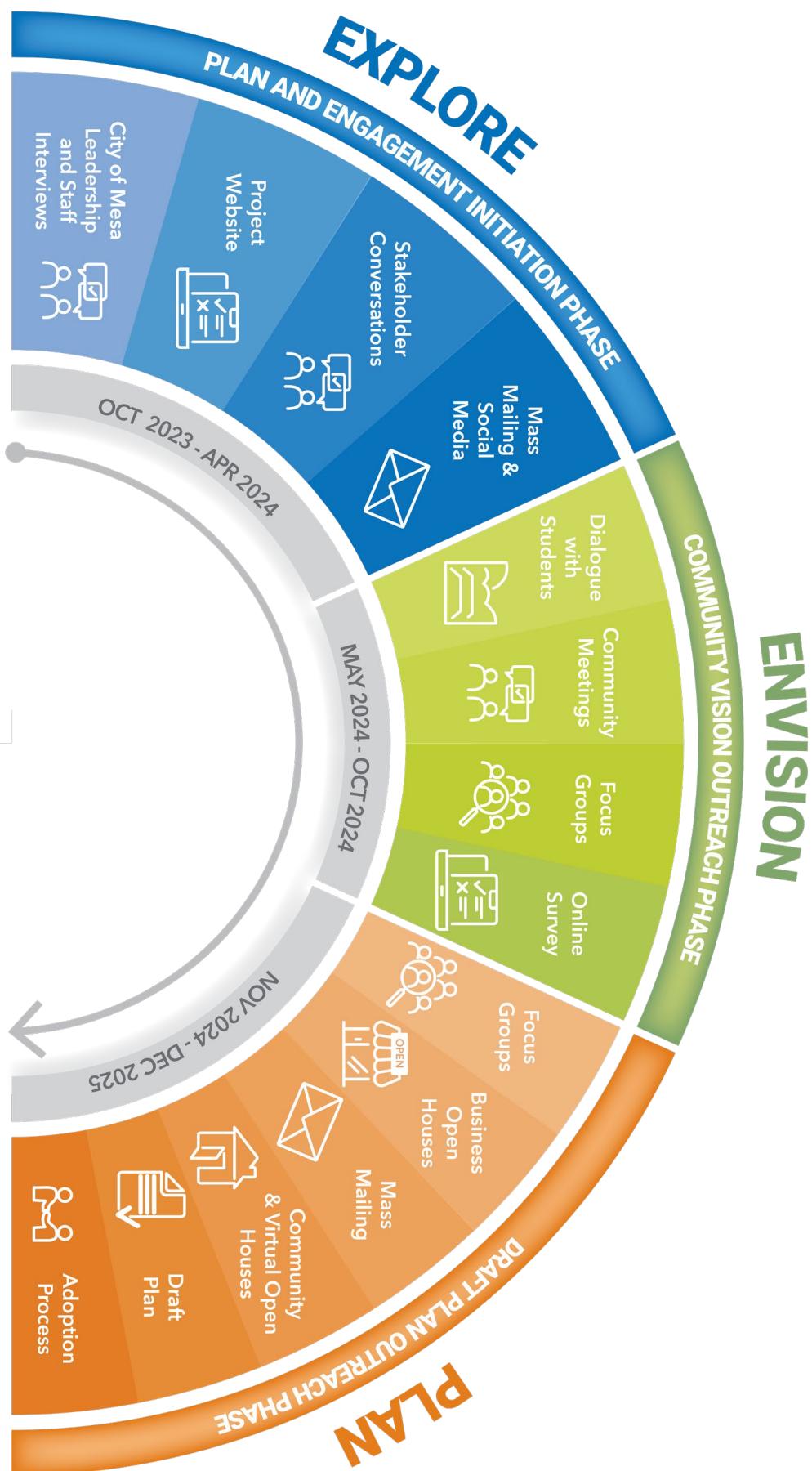
- 5-mile transit route
- Extends $\frac{1}{2}$ mile on either side of:
 - Rio Salado Parkway
 - Dobson Road
 - Southern Avenue
 - Country Club Drive
- Will connect to the Tempe Streetcar and Light Rail



Why this Corridor?



Project Schedule



Public Engagement

EXPLORE

ENVISION

PLAN



15 Stakeholder Conversations
between October 2023 and February

58,898 Mailers

2 Events at Mesa College
26 people engaged

3 In-person Community Meetings
150 people attended

28,898 Mailers

2 In-person Community Open Houses
20 people attended

4 Focus Group



What We Heard From Residents

- **Walkability matters** - Strong desire to walk/bike to shops, restaurants, and public spaces
- **Safety first** - Increased safety, shaded paths, and better bike routes
- **Protect West Mesa's character** - Residents value Mesa's diversity and community identity
- **Context-sensitive development** - Higher density in urban areas, lower density next to established neighborhoods
- **Everyday amenities nearby** - Public spaces, restaurants, retail, and grocery stores need to be within walking distance

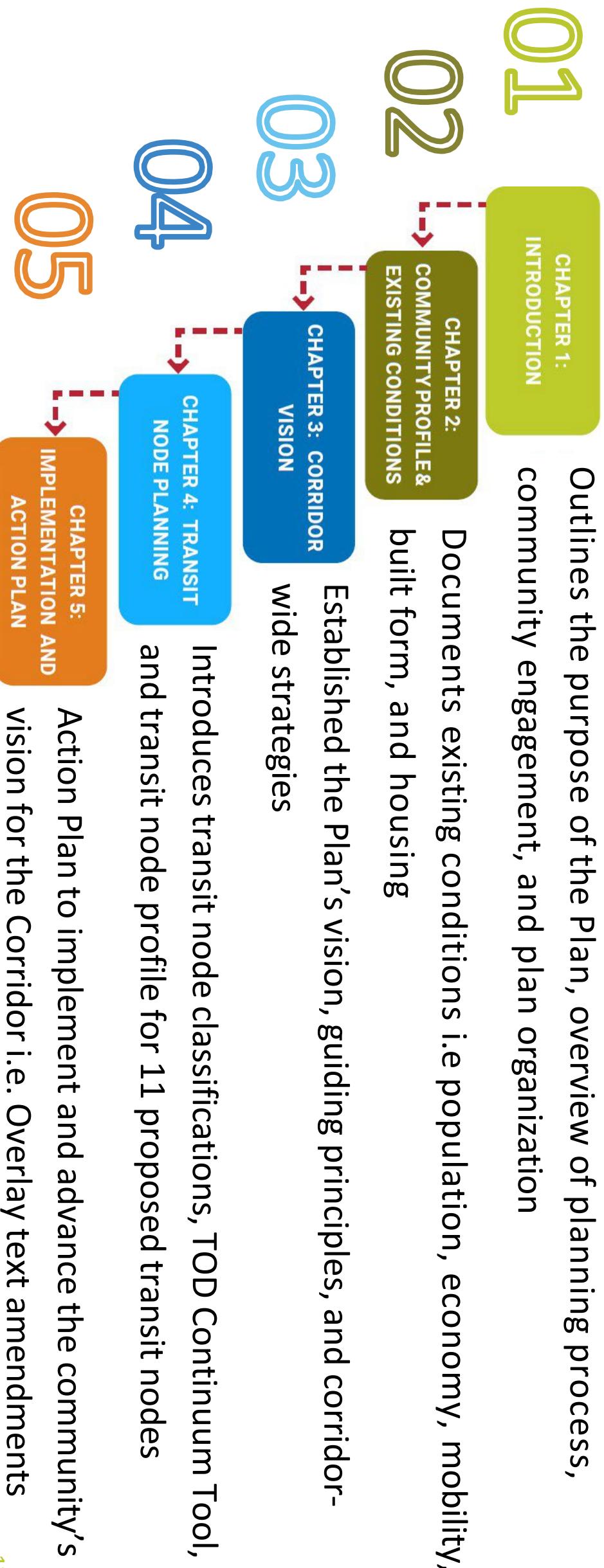
What We Heard From the Development Community

- Align plans with market realities - Ensure TOD vision matches demographics and economic feasibility
- Reduce barriers to development – TOD specific zoning + simplified review and approval processes
- Provide development incentives – Financial or regulatory tools to encourage investment
- Prioritize shade and walkability - Design standards that create comfortable pedestrian environments

Mesa CONNECTED Vision

The MesaCONNECTED Corridor is a vibrant, connected community that is safe and resilient, easy to move through, seamlessly linked to transit, and rich in economic opportunity

Plan Organization



Transit Node Planning

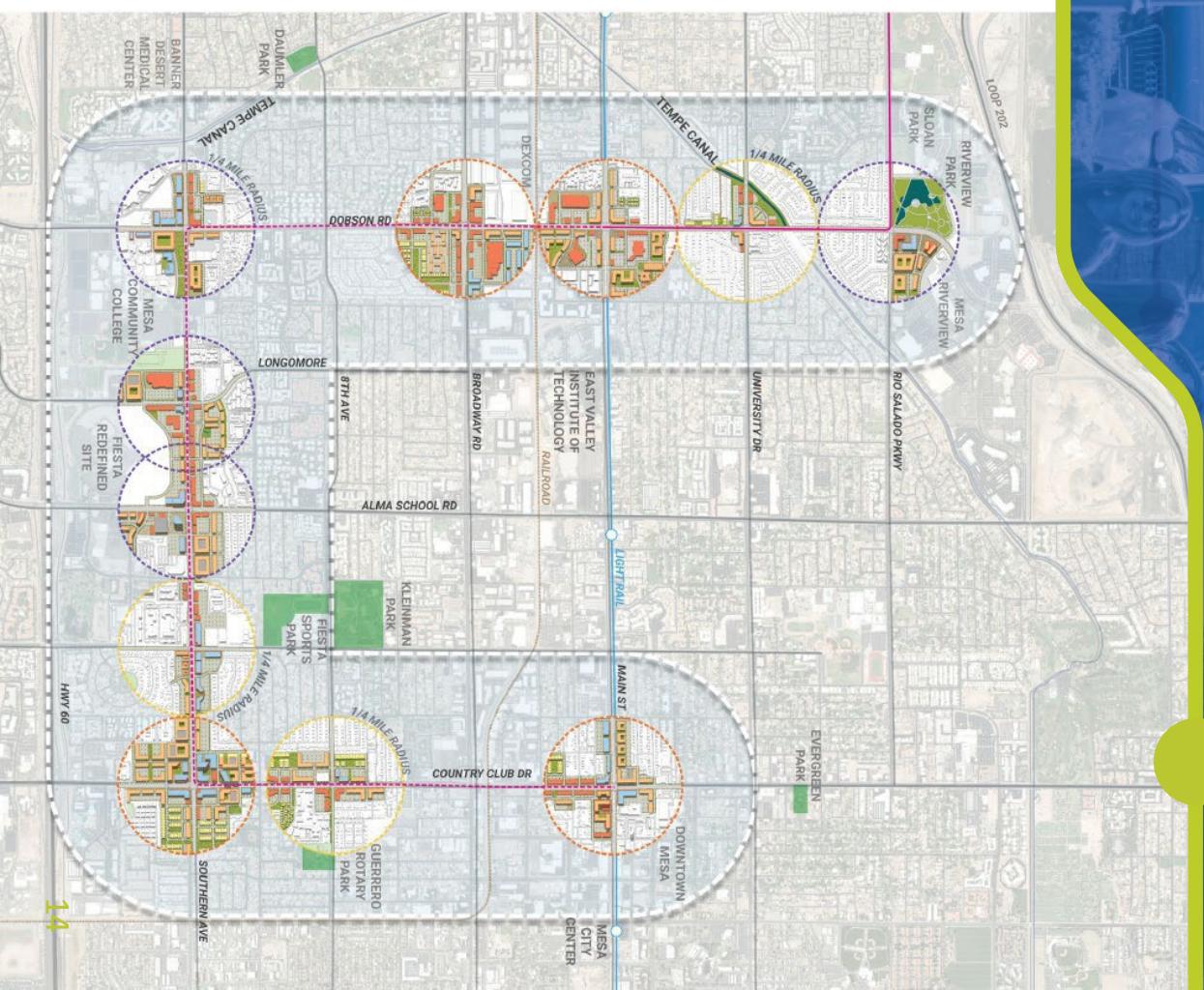
- Transit Node Classifications – context specific approach
- Transit Node Evaluation & Continuum Tool – assess readiness for transit-oriented growth
- Transit Node Profiles for 11 potential Transit Nodes

- Introduction - describing the area

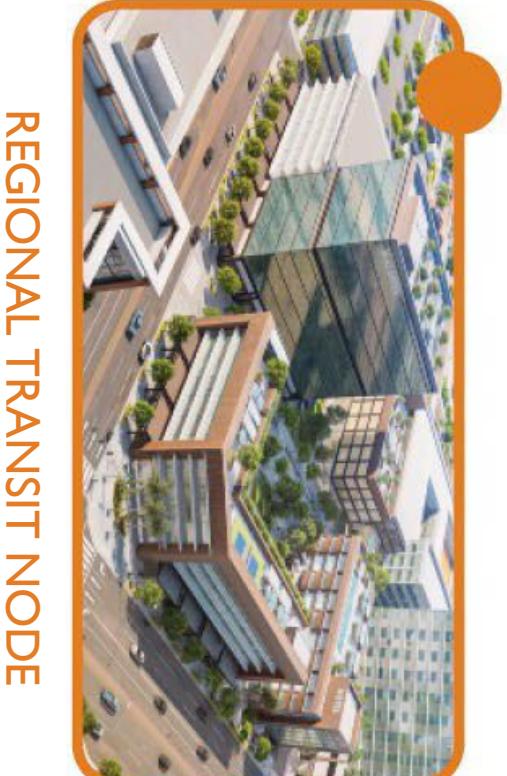
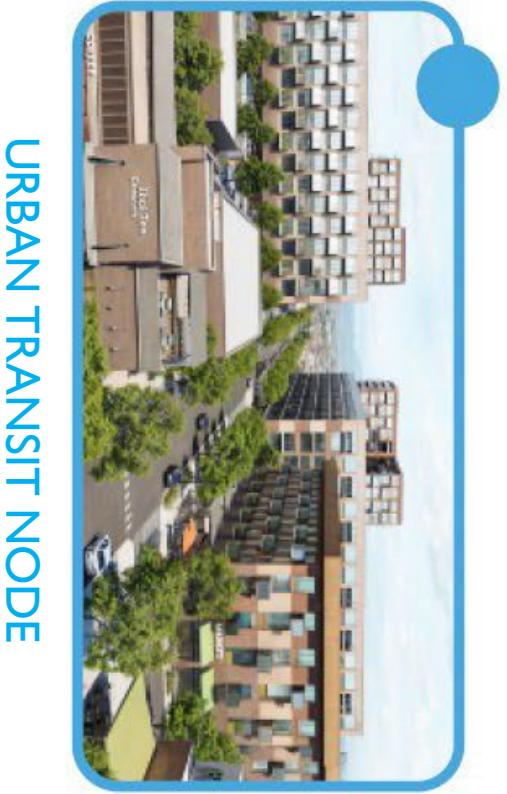
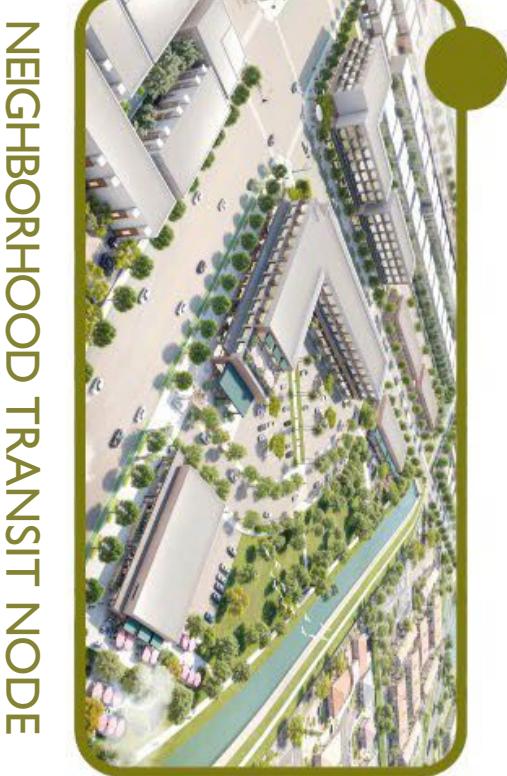
- Transit Node Snapshot

- Illustrative Concept Plans

- Design Considerations



Transit Node Classifications



NEIGHBORHOOD TRANSIT NODE

- Compact, community-oriented hubs
- Retail, small office, and medium density housing (e.g. duplexes, townhomes, small apartments)
- Delivers everyday goods, services and diverse housing options

URBAN TRANSIT NODE

- Medium density mixed-use hub
- Employment, retail, and medium density housing (e.g. townhomes, small apartments, and mid-rise condos)
- Designed to provide a “walk-everywhere” experience

REGIONAL TRANSIT NODE

- Primary economic, cultural, and entertainment hub
- Large format office, employment centers, destination retail and entertainment and dense mix of housing
- Vibrant, accessible attraction

Transit Node Evaluation

TOD Continuum

- Tool that assesses how prepared transit node is to support transit-oriented growth and attract investment

• 3 Metrics - TOD Characteristics, Redevelopment

Potential, and Transit Readiness

- Can be updated anytime to provide a current snapshot of the Corridor
- Informs various strategies and interventions

Measure	Variable
Pedestrian Access	% of area within a 5 min. walkshed
Pedestrian Comfort	Sidewalk width
Bicycle Access	# of lanes present
Development Density	F.A.R.
Street Presence	Building setback
Regional Attraction	# of destinations
Mix of Uses	# and % of land uses

TRANSIT READINESS	REDEVELOPMENT POTENTIAL	TOD CHARACTERISTICS
Population	# of residents	
Minority Population	% minority population	
Low Income Households	% households earning under \$28,007/year	
Total Employment	# of employees	
Transit Supportive Job Density	Jobs and residents/gross acre	
Transit Supportive Job Density	Jobs/gross acre	

Transit Node Profiles

Introduction

Describes the nodes place within the corridor, existing conditions, redevelopment potential, and TOD
Continuum strategy



Illustrative Concept Plans Design Considerations

uses and infill/redevelopment scenarios recommendations

Design Considerations

- Transit node specific

- Placetypes
- Continuum
- Zoning Scores
- Land Use Planning
- Population Areas
- Employment

Snapshot Info



Considerations

Transit node specific

recommendations



Next Steps

- City Council Action - Draft Text Amendments



E-Bike Code Updates & Communication Strategy

December 4, 2025

Andrea Moore, PRCF Director

Haylie Smith, PRCF Support Services Administrator – SA

Lieutenant Ryan Stokes, Mesa PD

Captain Jim Barnhart, MFMD



Overview

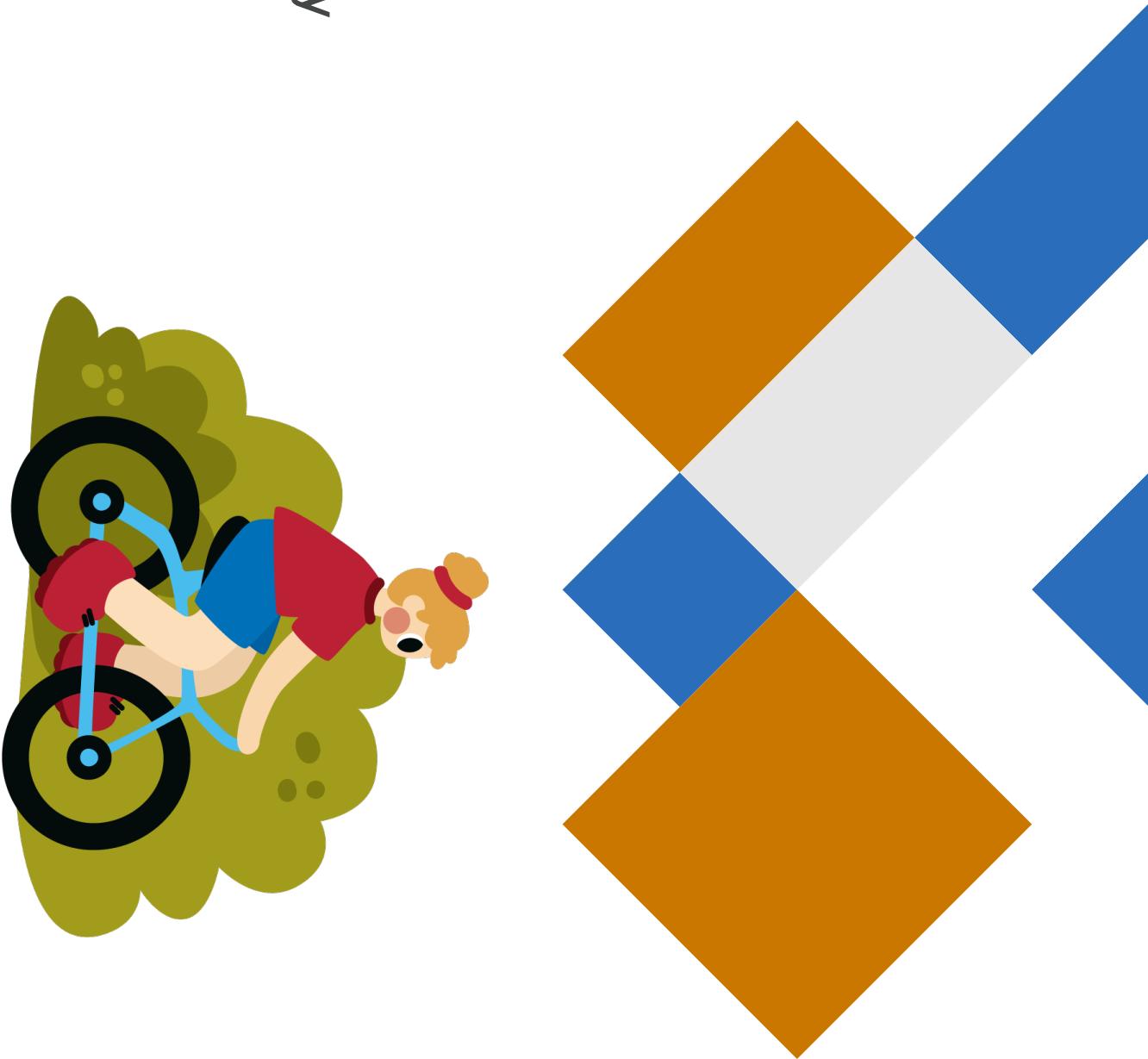
Current Code & City Comparison

Proposed E-Bike Updates to City Code

Vandalism and Safety Concerns with E-Bikes

Public Outreach and Communication Strategy

Enforcement Strategy



Current Code & Laws

E-Bikes are prohibited in City of Mesa parks, only non-motorized bikes are allowed

Riders must be 16 years of age or older to ride an e-bike in Mesa

Understand basic rules of the road and the concept of right-of-way

15 MPH speed limit on shared-use paths



City Comparison

	Gilbert	Scottsdale	Tempe	Phoenix	Chandler
E-Bikes Allowed In Parks?	✓	✓	✓	🚫	🚫
Stipulations?	Class 1, 2, & 3	Class 1 & 2	Motor Disengaged	N/A	N/A
Age Requirement?	✓	✓**	✓	✓	✓**
Helmet Requirement?	🚫	🚫	✓	🚫	🚫

* *Age requirement for Class 3 E-Bikes only

Updates to City Code

Definitions added for E-Bikes and difference between motor vehicles and motorized electric vehicles

Class 1 & 2 E-Bikes & E-Scooters are allowed in City of Mesa parks wherever bikes are allowed

- *Must be operated safely (5 MPH speed limit in parks added to traffic code)
- *Helmet requirement added to traffic code for riders under 18

Multi-use path language in parks code → Shared-use path

Shared-Use Paths & Sidewalks

Class 1 & Class 2 E-Bikes and E-Scooters will be allowed on shared-use paths (canal paths) AND on sidewalks in parks

Current

15 MPH Speed Limit

Shared-use Path

New

5 MPH Speed Limit

Sidewalk in Park

E-Bike Definition

A vehicle having two or three wheels, with fully operable pedals, and an electric motor not exceeding seven hundred fifty (750) watts of power.

Usage is on the rise.



E - F O L D I N G



E - C A R G O



E - H U N T I N G



E - H Y B R I D



E - F A T



E - M O U N T A I N



E - G R A V E L



E - C R U I S E R



E-Bike Classifications



	Bicycle	Class 1 E-Bike	Class 2 E-Bike	Class 3 E-Bike	Electric Mini Scooter	Electric Standup Scooter
Pedal Assist	✓	✓	✓ **	✓	N/A	N/A
Top Speed	N/A	20 MPH	20 MPH	28 MPH	10 MPH	20 MPH
Currently Allowed in Parks?	✓	✗	✗	✗	✗	✗
Allowed in Parks w/ Code Updates?	✓	✓	✓	✗	✗	✓

**Class 2 pedaling
NOT REQUIRED for
motor assistance

Clear Definitions: Motor Vehicle vs. Motorized Electric Vehicle

Motor Vehicle

A self-propelled vehicle or, for the purposes of the laws relating to the imposition of a tax on motor vehicle fuel, **a vehicle that is operated on the highways of this state and that is propelled by the use of motor vehicle fuel**. Motor vehicle includes, but is not limited to, an all-terrain vehicle, dune buggy, vehicle fuel powered automobile or truck, gas powered moped, motorcycle, motor driven cycle, motor vehicle, or off-road recreational motor vehicle.

Motorized Electric Vehicle

A vehicle including, but not limited to, auto cycle, **class 1 electric bicycle***, **class 2 electric bicycle***, class 3 electric bicycle, **electric miniature scooter***, **electric mobility device***, **electric standup scooter***, electric powered automobile or truck, golf cart, electric powered moped, **motorized wheelchair***, motorized quadricycle, motorized skateboard, neighborhood electric shuttle, neighborhood electric vehicle, personal mobile cargo carrying device, or utility cart.

What does “Operated Safely” Mean?

Watching the speed (5 MPH park speed limit)

Using primarily on sidewalks in parks (NOT playgrounds, benches, tables, etc.)

Yielding right-of-way to pedestrians or people using a mobility device

Helmet requirement under 18

Riders must be 16 – it’s already the law

Seeing Damage Across Parks from Various Vehicle Types

Motor Vehicle

A self-propelled vehicle or, for the purposes of the laws relating to the imposition of a tax on motor vehicle fuel, a vehicle that is operated on the highways of this state and that is propelled by the use of motor vehicle fuel. Motor vehicle includes, but is not limited to, an **all-terrain vehicle***, dune buggy, vehicle fuel powered automobile or truck, **gas powered moped***, **motorcycle***, motor driven cycle*, motor vehicle, or off-road recreational motor vehicle*.

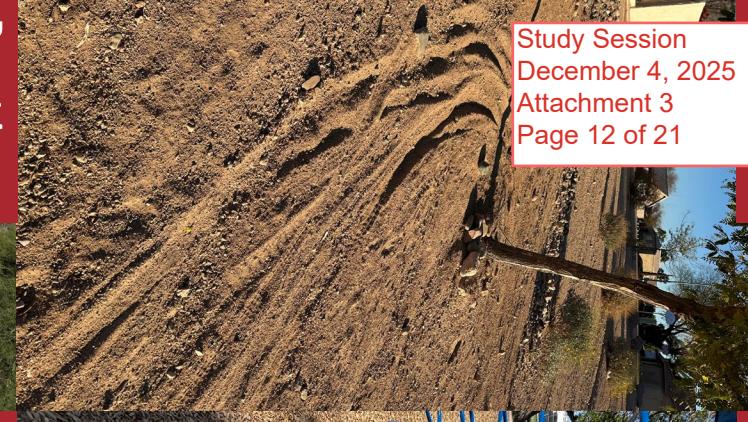
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**Damaging our parks*



Desert Arroyo



Stapley



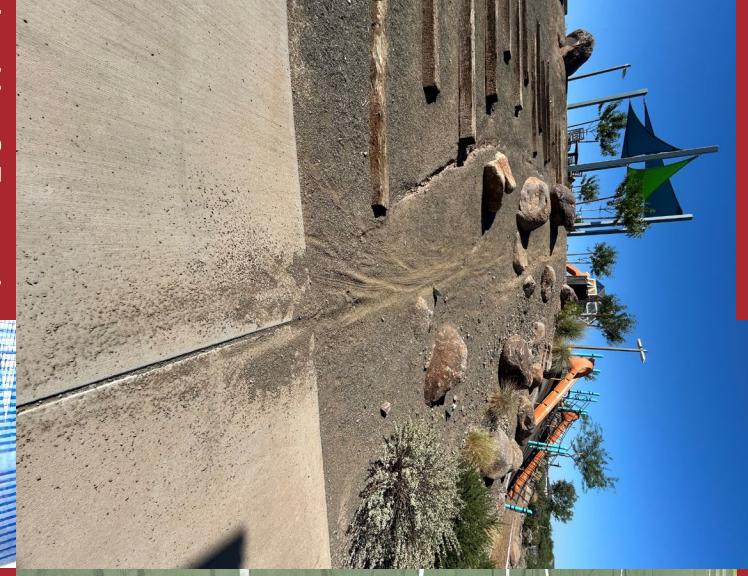
Eastmark



Inspirian @ Eastmark



Inspirian @ Eastmark



Chaparral



Candlelight



Chaparral

E-Bike Battery Hazards

The Problem

Damaged or defective batteries can overheat, catch fire, or explode

Lithium-ion battery fires give off toxic gases, and they burn extremely hot

Signs of a Problem

Change in shape

Unusual odor

Leaking

Change in color

Smoking

Too much heat

Not keeping a charge

E-Bike Battery Hazards

Safety Tips

Only purchase and use devices, batteries, and charging equipment that are listed by a nationally recognized testing lab and labeled accordingly

Always follow the instructions from the manufacturer

Only use the battery and the charger that were designed for, and came with, the device

Do not keep charging the device or device battery after it is fully charged

Only charge one device or device battery at a time to prevent overloading the circuit

Keep batteries at room temperature when possible. Do not charge them at temperatures below 32 °F (0 °C) or above 105 °F (40 °C)

E-Bike Battery Hazards

Safety Tips

- Do not store batteries in direct sunlight or inside hot vehicles and keep away from children and liquids
- Store e-bikes, e-scooters, and batteries away from exit doors and anything that can get hot or catch fire
- Only have device repairs performed by a qualified professional
- Do not put lithium-ion batteries in the trash – recycling is always the best option – take the batteries to a battery recycling location or contact your local waste department for disposal instructions

If You See a Fire

Leave the building immediately

Don't try to fight the fire

Call 9-1-1

mpaign Goals

Increase safety throughout our community

2. Reduce property damage incidents
3. Increase community awareness of laws
4. Encourage peer accountability and reporting
5. Position Mesa as a proactive City prioritizing Safety & accessibility

Slow Your Roll. Safety's the Goal.

Safe Rides. Good Vibes.

Share the Space. Enjoy the Place.

**Mesa, Mind Your
Motors So Good Times
Keep On Rolling**

Slow Down, So Fun Goes Around.

Mesa, Mind Your Motors So Good Times Keep On Rolling

Primary Audiences

Parents of Children Ages 10-17

Adult Park Visitors

Property Owners/Nextdoor Users

Secondary Audiences

Teens & Young Adults Ages 13-24

E-Bike Retailers & Rental Companies

Campaign Pillars

Be Mindful Of...

The Law

Safety

Community Property



Correction Course

Enforcement & Compliance

Awareness Community

Be Mindful Of... "

Riders must be 16 years or older

Mesa, Mind Your Motors So Good Times Keep On Rolling

E-Bikes and E-Scooters are only allowed
on sidewalks in parks

Helmets are required for riders under 18

5 MPH speed limit in parks

- Newsletter Articles (partner with HOAs)
- Flyers & Postcards
- Social Media Posts
- Website Updates
- Billboards

Enforcement Strategy

After a comprehensive educational campaign to the public with various City of Mesa departments and the school districts, enforcement deployments will begin

Enforcement efforts will be data-driven to specific areas with reported criminal damage to COM parks, high crash locations and reported violations of Mesa City Code and ARS

Enforcement efforts will include the traffic division and all five patrol divisions (patrol and specialty units)

Vista Monterey





Thank you