

Planning and Zoning Board



Study Session Minutes

Mesa City Council Chambers – Lower Level, 57 East 1st Street
Date: April 27, Time: 3:30 p.m.

MEMBERS PRESENT:

Chair Jessica Sarkissian
Vice Chair Deanna Villanueva-Saucedo
Tim Boyle*
Shelly Allen*
Jeffrey Crockett
Benjamin Ayers
Troy Peterson

MEMBERS ABSENT:

(*Boardmembers and staff participated in the meeting through the use of telephonic and audio conference equipment)

STAFF PRESENT:

Rachel Prelog
Michelle Dahlke
Lesley Davis
Robert Mansolillo
Jennifer Merrill
Sarah Staudinger
Pamela Williams

OTHERS PRESENT:

Call meeting to order.

Chair Sarkissian declared a quorum present and the meeting was called to order at 3:31 p.m.

Review items on the agenda for the April 13, 2022, regular Planning and Zoning Board Hearing.

Staff member Jennifer Merrill presented case ZON22-00002: The request is for site plan review to allow for retail development, including a small-scale recreation facility. The location is west of Greenfield Road. It is at the southwest corner of Main Street and Norfolk. The General Plan, land use designation is Neighborhood with a Transit Corridor Overlay. The Neighborhood character area is to provide a safe places to live, and nonresidential uses should be designed to bring people together. The zoning designation is Limited Commercial, LC, and retail restaurants with drive-thrus, outdoor eating areas, and small-scale commercial recreation facilities are permitted uses in the LC zoning district. The site is comprised of two parcels, and there is one new building proposed on each of those parcels. The

western building is almost 19,500 square feet. That includes the small-scale recreation facility which is an indoor shooting range. The eastern building is a 17,242 square foot building. That building contains four retail suites, as well as a small restaurant with a drive thru. There are pedestrian paths leading to the buildings from the right of ways and there is a drive-thru that wraps around the backside of the quick serve restaurant, and then it actually cuts through the building with the pickup window. The landscaping meets the requirements of the Mesa Zoning Ordinance. There is a row of trees along the perimeter of the site. And there is also a row of trees in between the drive-thru lane, so an additional row of trees that is south of the drive-thru lane, to help buffer that drive-thru from the residential to the south. The Design Review Board discussed the elevations, and the landscape plan, at their April 12 work session. They had a few comments. Overall, they were supportive of the design, of the landscaping, and the architecture.

The applicant completed a Citizen Participation Process. It involved notifying property owners within 1000 feet, as well as HOAs, and registered neighborhoods. They held a virtual neighborhood meeting on March 2, eight neighbors, as well as the applicant and City staff attended the meeting. Staff has received numerous phone calls and emails from the neighbors. Well, two phone calls, and five emails. The emails were distributed to you today. One of the emails was in support of the proposal. The other emails, one of them was inquiring about some of the logistics of construction, as well as the layout, and which restaurant would be occupying the restaurant space. And then the rest of the correspondence was to communicate some concerns about the proposed indoor shooting range use. There were also concerns communicated to staff about the noise from the drive-thru speaker, as well as the flowering trees that are proposed on the site, specifically, the Mesquite trees and the Palo Verdes. The applicant has responded to those inquiries as well; we both followed up with the neighbors. In summary, the request conforms to the Mesa 2040 General Plan, and it meets the requirements of Site Plan Review, Section 11-69-5 of the Mesa Zoning Ordinance, and staff is recommending approval with conditions.

Boardmember Peterson commented: It's always great to see some new life going into this section of Main Street. So, to see a new project going in there is really refreshing. Thanks.

Staffmember Robert Mansolillo presented case ZON22-00097: The request is for site plan review and a special use permit for parking reduction. The purpose is for a multiple residence development. The location is south of the Williams Field Road alignment, and west of the Crismon Road alignment, and it is within Cadence Development Unit 3. The zoning is Planned Community- Cadence at Gateway and the use, Multiple Residence is allowed per the Cadence at Gateway Community Plan. The general plan is Mixed-Use Community, and the purpose is a mix of employment, office retail, and other uses to provide a complete community with a sense of place. The site it is currently vacant. The site plan is showing 18 multiple residence buildings with a clubhouse. The buildings will have a mix of studio, one-, two-, and three-bedroom units, for a total of 302 units. Access is via Crismon Road, and as stated earlier, a parking reduction is being requested. For that special use permit, per 11-32-3 of the Mesa Zoning Ordinance, 635 parking spaces would be required for a development of this size. The applicant is proposing a 518, so there will be a reduction of 117 spaces. The applicant did submit a parking analysis. The justification for the reduction is that given the 2.1 spaces per unit in the Mesa Zoning Ordinance, it would be excessive for this development given that almost 50% of these units are either studio, or one-bedroom apartments. The landscape plan shows a variety of trees and shrubs and

ground cover. This did go to the April 12 work session of the Design Review Board and staff is working with the applicant to address some minor comments brought up by the Board. Some units have garages at the ground floor, and then two levels of units above the garage. Some of the images show all three floors having units, and then some of the images show the garage at the ground floor with two levels of units above it.

Citizen Participation, the property owners within 500 feet, HOAs, and registered neighborhoods were notified. And no concerns from interested parties have been brought up. So, in summary, this does comply with the 2040 Mesa General Plan, it meets the review criteria for Site Plan Review, and it meets the review criteria for parking reduction outlined in Section 11-32-6 of the Mesa Zoning Ordinance, and staff is recommending approval with conditions.

Boardmember Boyle inquired: Are there parking spaces in front of the garages?

Staffmember Robert Mansolillo clarified: Yes, there are these, are tandem parking spaces. So, there would be spaces in front of the garages.

Boardmember Boyle continued: Okay. That's what I wanted to know.

Chair Sarkissian commented: A follow up for that, then those would be reserved, so that the person who owns that would have access to that. They're nodding (confirmation).

Chair Sarkissian invited presenters to give a presentation for the Planning and Zoning Board to discuss and provide direction for 27 acres of the southwest corner of University Drive in Mesa Drive.

Boardmember Ayers declared a conflict and recused himself from participation.

Downtown Transformation Manager, Jeff McVay and Lindsay of Schube Gammage and Burnham (representing the developers), presented:

Downtown Transformation Manager, Jeff McVay: We are here today to give you an overview, a summary of what we are working on as it relates to Nexus; we are no longer known as Site 17, formerly known as Transform 17. Nexus is the name that our developer partners are working with right now. But we shall not use Site 17 again. So yes, we want to give you a quick overview of the program, what we're working on, and give you some idea of what's happened to date, and where we're going to go from this point forward. Almost everybody in this room knows exactly what we're talking about when we're talking about the Nexus site. But this is 27 acres of land the City has owned for well over 30 years now. Beginning in the in the 90s, we started purchasing properties there for a redevelopment opportunity that fizzled, that included some use of eminent domain to get some of the last parcels. Since that time, we have explored a number of different development opportunities for the site, none of which have panned out. I can say with a degree of confidence, for the people that have been at the City longer than me, but from the entire time that I have been here, this is probably as far as we've gotten, and probably the most viable project that we could be looking at going forward. So up to this

point, this goes back quite a ways, we entered into a memorandum of understanding (MOU) with Mira Vista to develop the entire 27 acres of the site. To date, we are consistent with the MOU and the developers have done all kinds of the preliminary research, what's underground, what is the market, what are the archaeological conditions. So, they are starting the next phase of that MOU process, which is the public engagement and the formal submittal for actual entitlements. So now that you understand where we are, we've gotten to the point that the MOU is active. We have presented this to City Council recently, that included an extension of our MOU agreement; it had a nine-month sunset. We've now extended that MOU to be able to allow us to go through. We had initially intended to take a development agreement, and purchase agreement to City Council within that nine-month timeframe. What we realized is, as we were working through this process, that you cannot do that in a vacuum without talking about the entitlements from a planning and zoning perspective. So, we wanted to be able to give us enough time to come through and do the planning and zoning in parallel with our negotiations for a development agreement, so that they are representative of each other. And now Lindsay will give you an overview of what the developers are thinking about for the site.

Lyndsay Schube: Perfect, Jeff, thank you so much, Chair Sarkissian, Vice Chair, nice to see you all, and nice to see those of you who are virtual, it's nice to see your faces. Thank you so much. And what Jeff said is really important. You as the Planning and Zoning Board know, you can't bring a development agreement forward unless you have a zoning change case with it. We can't put all those, you know, specific development items in there until we know what our setbacks, what our heights, all those things are. So that's why we put our pedal to the metal to try to figure out how we're going to rezone this property, what we think the appropriate uses are, densities and all of those things, so that it can work with the development agreement. We looked back to Transform 17, Site 17, like we said that's not the name of the site anymore. It's Nexus. And to step back, why we picked Nexus, is because we actually think this site is so important. And we think this site is so important in terms of the connectivity, and the building upon what you guys are already doing such an amazing job of in Mesa, ASU the campus there, Studios, the new Civic Plaza, the amazing growth and energy that you have along Main Street. You know, there's so much new, exciting energy starting with, Mesa Art Center, and kind of what you had there, the Idea Museum, the Natural History Museum, where I've had three birthday parties, we love that place. You know, there's so many exciting things that have been. There such a great community in Mesa, we want to add to it; we want to add to what's happening at the Convention Center, we want to add to what's happening at the amphitheater, we want to bring bodies downtown.

So, if you saw this presentation at our Council Study Session, it's the exact same one. This is the same presentation that we made in our virtual neighborhood meeting, which was our first kind of official neighborhood meeting. And it's so important to us that we at least took the guiding principles from the Transform 17 process, because looking back, I think it was very clear and we combed through all the minutes, and all the notes, and all the meetings that were had, and there were different ideas. There still are, frankly, I think it was Councilwoman Spilsbury, in the Study Session that said, watching any Facebook post about this project, there's 1000 different ideas as to what should be there. But I think people could agree on the guiding principles, and kind of led to the name Nexus, and the connectivity and the building upon "vibrant and active." We need this site to be vibrant and active. We need the site to be a good neighbor. We have some really important neighborhoods that are right around this site.

And we need to be exceptionally cognizant of what our neighbors are in terms of not only our aesthetic, our height, and the uses that we're bringing to the site. A varied district is what you're going to see in terms of the plan that was submitted in February, it is a true mixed-use project. We feel really good about that. And we think that's important on the site. Again, something that strengthens downtown. You will see commercial uses on this plan. But again, the intention is not to create a new downtown. It's to supplement downtown. It's to get everyone to the amazing culture that you already have down there, as well as your restaurants, your coffee shops, and all the other opportunities you have. Public accessibility, you'll see our public amenity. As you go through the site plan is a linear park at the south side of our site, kind of as a nice transition between the Wilbur Neighborhood and coming into our site. And then you'll see kind of the connectivity elements that we hope to connect to the rest of Downtown. And then complimentary, you know, we want to bring things that are missing. Mayor Giles, in the Study Session said, one thing I know, Downtown needs people. So, you'll see the first phase, which is the one that we're most comfortable going forward with first, is residential, because we do feel the downtown area needs people.

So, public engagement and I think I've touched on this already; we made our formal submittal on February 28. Again, there's lots of discussions leading up to that. We had had many stakeholder meetings prior to our February 28 submittal, none of them as part of the official capacity, but just kind of introducing ourselves as the group that answered the RFP, and was selected, and is moving forward. So, we have held two neighborhood meetings, it is interesting this new world we live in, gave us the opportunity to have two neighborhood formats. One was a virtual meeting where we made a presentation like this and showed almost these exact same slides. So, we were able to do that for anyone who wanted the true presentation format. Our second neighborhood meeting was in person. I don't know, I would say we had approximately 50 people there, but I don't know that for a fact so don't keep me to it. But we had a good showing. We had someone from the Arizona Republic, a lot of different representative groups there with again, a lot of different ideas on what should be there. But that was more of an open house format. There were six, or seven, of us from the development team, so you could, kind of ask personal questions and what was important to you in terms of understanding more about the development. We have over 10 meetings planned. We had had two informal neighborhood conversations; we met with the Mesa Grande Group. We also met with Washington Escobedo, a couple of representatives of that group. We intend to go back out to one of their neighborhood meetings, or more of them. And you know, I think, what's really important what we spoke about at our community engagement meeting, the in-person meeting is, we will come to whatever group, we'll come on a Saturday morning, we'll come on a Thursday evening, we'll meet you on a Wednesday at 10am for coffee. If you are a group, and you are interested in this, you know, you're watching and/or Chair and Commissioners, as you guys are out in the world, if people are interested in Nexus, and as we move through the process, please ask them to call me at Gammage and Burnham, or Jeff McVay, or planner, Josh, and we are happy to meet with any group that's interested in this project. So, lots of meetings have been had. We've actually probably had over 30 meetings already. And we want to continue the process, because as we know, the plans that we're going to show you today are what was submitted. But as you go through the process, you meet with fire, you meet with engineering, all the different disciplines in planning, there are changes that are going to be made. And you know, and also just our own internal analysis and market analysis, the plans always change a little bit.

Downtown Transformation Manager, Jeff McVay: And I just want to weigh in a little bit on this, when Lindsay says, "any group," I want to reiterate that we really do believe that this is not just a neighborhood meeting for those immediately adjacent. This is Downtown it is everybody's, the entire City's Downtown and this is this has an impact on the future of all of Downtown. So, I think that anybody who has an interest in the future of Downtown should have an interest in what happens here.

Lindsay Schube: I'm going to walk us through this. But our architect is not speaking on this, because yeah, so but I'm going to do my best to walk through it. And again, if we have any follow up questions, we're happy to come back or meet with any of you individually, again, as this is your downtown and it's important to you. We have broken up site Nexus in two different development blocks. One thing that always annoys me on projects is when you call something a phase one, a phase two, or phase three, it implies that, if we call, for example commercial block phase six, that has to happen last. That's not what we wanted to do here. We have designed each block each development...

There was an interruption and technical issues were resolved to ensure that those viewing virtually could see the presentation.

Lindsay Schube: The South Development block, if you look on the south unit, just north we're slated around 40 townhome type units. We were thinking two to three stories in our initial submittal. They'll probably now end up being two stories after discussions with fire, and the needs that they have and kind of accessibility issues, but around 40 townhomes. They will be built to "for sale" standards, they will have activity and connectivity to the linear park on the south. But they will be accessed from the rear, kind of an alley loading format. They will all each have a garage for two cars, for each one of them. The West Development block right now, is another residential project. This is more of an apartment style project. Right now, we're showing nine buildings here. I don't know if it's going to stay that way but thinking more in terms of interior parking. This diagram shows kind of podium parking with residential wrapped around, with the amenities on the deck. What's nice is the six buildings that access there, on the west portion, think right kind of by the Delta Hotel, Convention Center there, they have a little more height, because that's a little more appropriate there. The three buildings that are going to front Hibbert have more of that connectivity to the street. They're going to be more of an urban feel, so that you can access the street there; they will likely be parked kind of behind. Again, we want that kind of urban feel, that connectivity there. If you go north of there, the Hibbert Development Block, we're showing a 3000 square foot commercial building. It's just kind of an interesting little parcel there that we're not exactly sure what to do with, surface parked, you know, for some type of small commercial opportunity. We have North Office Block One and Two, our thought there is 200,000 square feet of office use. In Phase One, or the first part, Office Block One, we build the office and then there would be a tower with all of the connectivity elements, the elevators, the bathrooms, the plumbing, all that. So, the first phase of the office would be a little bit more of an intensive build. And then the opportunity to build on Block Two, when we're ready for that. I think it's important to note and we were asked this at the Council Study Session, as well as in our virtual meeting, this office building will not be built to spec. You know, I think there's a lot of questions right now about what getting back to the office looks like, and all of those things. We've talked to some really interesting and exciting tenants. I think there's a specific office user that wants to be in Downtown Mesa, that wants access to the light rail, that wants

access to all the restaurants, maybe some connectivity between Studios and ASU. So, we're talking to a bunch of exciting tenants. But that will only come to pass when we actually have a tenant in place. Office, the Central West Development Block... And by the way, I've never done this part of the presentation. We can look just south of the Office Block One and Two, we have an office parking structure. This is about a four-story parking structure. If you see on the east side of the parking structure, we've got about, I think it was 10,000 square feet of commercial, yeah 10,000 square feet of office on the west side wrapping it, not only for aesthetics, but just a nice use there. On west side, we have some live work units. So again, one thing that's nice and as you see us walking through here, we have a bunch of different residential typologies.

One of our goals is to make this an accessible place for a variety of different people who want to live downtown, to have the ability to live there. An important note that someone may have been jotting down is, we will make sure that this parking structure is constructed in such a way where it can be converted. You know, as we like to say if Elon Musk has us all in flying cars sooner than we anticipate, or we are all doing ride shares, or there's just not the parking demand that's necessary in the future, it will be convertible. And that parking garage is not necessary until the second phase of the office building. The office does allow for one level of sub level parking. So, as long as we have the sub level parking on both sides, as well as surface parking, we're okay for the first phase. It's when you get into the second phase, the parking structure will have to be constructed in order to accommodate that much that square footage of office. Okay. The Central West development block and the Central Southeast development block are very similar. That's where you're really getting into the density of the project. One of the towers allows for eight stories, the other one allows for six stories. But this is really where we can get into some really good density and bring people downtown. The contemplation here is the podium development, residential, wraparound, and then getting some really good height. The development agreement and zoning entitlements, which will come in front of you, so you'll see this again, are going to allow for more height. So, we'll just have to see where the market is at that point by the time we get to the Central West, and Central Southeast development blocks. The East Development block is commercial, if you look kind of at the northeast corner of our site, that's about a 12,000 square foot building, that I'm going to say it, and I'm not promising anything so we're all clear, it could accommodate a small grocer. That was another thing that was very clear... one of the only thing that was clearly articulated in past neighborhood work is, we want a grocer, we want fresh produce, we need something better than what the Circle K is offering on the corner. Not that there's anything wrong with the Circle K. I didn't say there was anything wrong with Circle K, we want something that could allow for fresh produce. Again, I actually got a commitment and now the gentleman's name is escaping me who is going to find us a grocery. He going to bring one to us and we're going to build it. So, if anyone out there has any ideas of a grocery, that's the thought behind that space. Again, when you have that, commercial development, it's important that the access is off Mesa Drive. We wanted to ensure again, that we're a good neighbor, and that we're not causing any traffic issues. And that does have to be surface parked, so for better or for worse about surface parking, I know a lot of us don't like it. When you're going to a grocer, to one of those whether it's a nail salon, whether it's those kinds of convenience type uses, if you don't have surface parking sometimes, you're not encouraged to go. So that's the greatest amount of surface parking on the site.

The initial phase are two of the residential components, the townhomes. We think again, that's a really nice transition between the linear park heading north from Second Street. Second Street, if you walk down it, I hadn't in years, actually now I guess it was four or five months ago, you could land an airplane, there is so much width. So, part of what we're doing, I didn't hit this either is we want to narrow Second Street and Hibbert. Again, the connectivity is very important for that east-west and north-south. But, one thing that this neighborhood has never had is kind of the charming medians that you have in other parts of kind of around downtown. We want to bring that back. Hibbert, if you can see kind of our north south connectivity, it's an important north south connection. But we have a ton of right away there, we need to maintain it not only for connectivity, but also because of utilities. However, you know, we want to make it more aesthetically pleasing. We probably can't put turf in there that wouldn't be sustainable or a good idea. But we can put things in there that are sustainable and aesthetically pleasing. As well as put some street parking on there. Again, it just kind of acts as a natural traffic calming device and adds to the aesthetic and kind of the urban feel that we're trying to get at Nexus. Same thing with 2nd Street with creating that linear park there, again, it's a nice transition, then you go into the two-story townhome development. That's Phase One. And if you see that brown, orange, whatever you want to call it line, that would be Phase One will come in with the townhomes, as well as the multifamily apartment kind of project on the west. And we will come in and make all those improvements up and down or complete all of Hibbert to really kind of create a sense of place, and the linear park on the south, adjacent to the Wilbur Neighborhood.

Downtown Transformation Manager, Jeff McVay: So, if I can just add a little bit more to this, the important thing for you to understand, and I think the generally for the public to understand, is each of the residential development blocks parks itself. So, they're all built on podiums. They are all self-contained, regardless of the number. One of our major goals back when we started doing our planning as a City, two or three years ago, was that this had to be a district with a variety of options for housing. This is providing those options for housing, but in some cases, you're getting multiple varieties on one development block, but using the same parking garage. So, there's never going to be a case where, if you live in a walk up here, that you're going to have an issue finding parking because your parking is packaged in with the overall development.

Lindsay Schube: And also, drainage, we also have, for the engineers on board, again, every development block parks itself, takes care of its own drainage, all of those things, because it is important to us that whenever the market is ready for any of these blocks to be taken down, that we are ready to go and each block can take care of its own problems.

Downtown Transformation Manager, Jeff McVay: And then the other perspective on the development block concept is that the City was very concerned about protecting our interest long term, and our partnership with this developer. We believe that this will be viable, and this project is going to be successful, and they'll be able to build everything out. But we also have to plan for the worst-case scenario that maybe they're only able to accomplish the initial development phase, and we can't put in place something that is going to preclude our opportunity to go out and find a new partner down the road and continue to develop. So, when you look at this site overall, and think of each Development Block, happening individually by itself, if that were the only development block to happen, the site is still

configured in such a way that you still have truly developable sites available to you, if the worst-case scenario happens and we have to move on into a new development partner.

Lindsay Schube: And we did a more thorough explanation on the last slide than we normally do. So, I think we can, we'll go through the next two a little quicker. But what's nice here is the different colors represent the different uses. Again, you can see in the blue, the residential use, we've got a lot of different ones in the different residential typologies, as our architect likes to say. You see the pink in the commercial, and you see the purple in the office, as well as the parking garage there. Again, with the amenities, the amenities will also be compartmentalized per block. There will be connectivity between all of the different blocks, but each when they're constructed will have what they need. So, right now, we're projected at 800 to 850 market rate residential units, 200,000 square foot feet of class A office space, as well as a multi-story parking structure. And then right now, again, 25 to 30,000 square feet of commercial, we will again allow in the zoning to get a little more density in terms of the commercial terms, other than the office, the residential, and the commercial uses if the market comes to bear, and we have an opportunity to do that.

Downtown Transformation Manager, Jeff McVay: The designer would be remiss if it wasn't mentioned that this does not represent architecture, this represents massing.

Lindsay Schube: Jeff, thank you, I think so. And that is a very important point. So, whether you are watching at home or sharing commission, this is not architecture. We don't plan to put, a crazy, super modern blue building in the middle of your downtown that would look very strange. The architecture will be complimentary to the context in terms of the historic neighborhoods that we are abutting. We actually have some interesting architecture. This is simply massing, and a little windows and etching, just to give it a little bit of design. But this is just a massing diagram. Thank you, Jeff. So, this more clearly articulates the first phase, so the residential market rate units on the west. And then the townhome again, this has 44 dwelling units for the Townhome Project again, working with fire and engineering will probably be closer to 40. But as you know, as we go through the process, and things change. And this is interesting for you guys because, this is just our first submittal. So, by the time we get to you for approval, you will see some changes. And you'll kind of know where we started from.

Boardmember Crockett inquired: Can I ask a quick question? Is this presentation available somewhere online that we can go back after this meeting and take a little closer look at correct is available through?

Downtown Transformation Manager, Jeff McVay: Sorry, if it helps, we can make sure it gets out. Okay, we'll send out a PDF to you as well.

Lindsay Schube: Yeah, and we're happy to share anything with any of you. Oh, something we did not mention. So, one thing that this development contemplates, we've spoken about the improvements that we plan to make, some of our natural traffic and speed control that we plan to do. This plan does contemplate abandoning Wilbur. We want a better development block there and we think that makes sense. The Wilbur Neighborhood will still have connectivity to the site but, you see in this plan, Wilbur

does not continue north into Nexus. A portion of Pasadena so there actually is a road between the hotel and Nexus, if you've ever been out there but, the road isn't used for much. There is no connectivity even into the Delta Hotel from there. So, we've met with our neighbors; they seem on board with it at this point. So, we would like to abandon part of Pasadena, still allow access there. We need some for fire and engineering but abandoned half of it. We don't need as much right of way there as currently shown, enhanced street streetscapes, as we talked about to Hibbert and Second Street and the construction of the linear park. Again, both those happen in the initial development phase.

Downtown Transformation Manager, Jeff McVay: I do not know about the timing of our builds, but to let you know where we go from here- the formal submittal has been made. We're looking, hopefully for a resubmittal here shortly, so that the Planning Zoning Board will be considering the zoning application in the summer, with the intent that we will take all the zoning, development agreement, first phase purchase agreement, subdivision plat, street abandonments, everything necessary to entitle the first phase to City Council at the end of August. A couple of notes: Yes, they have some work to do, the City will not sell a piece of land until the developer has permits in hand and shows us financial capacity to move forward. So, we are getting are very sensitive about protecting ourselves. But again, this is farther than we've ever gotten on a development proposal, and it is I think, most viable one that we've seen to date. With that we're happy to discuss and answer your questions.

Chair Sarkissian invited the Board to discuss and comment.

Vice Chair Villanueva-Saucedo commented: I'm going to mention parking right off the bat, I appreciate that you have ample parking. As someone that frequents downtown, I love all the new building going on but, now I'm wondering how far away I'm going to park to visit my favorite establishments. So, I appreciate that. It is a terrible problem and I appreciate that you have included that. If you are wanting to build downtown at someplace that everyone is able to visit, then there needs to be adequate parking for that. I also love what you're doing with the streets. Pasadena is just odd, all the way up and down in that area. So, it doesn't make any sense to keep some parts of it. I know the old joke about Mesa is driving a wagon with horses down the middle of the street. You can drive three down the middle of 2nd and Hibbert, it is so huge and massive. I would encourage you to think of other creative ways to manage such a huge thoroughfare around this area. I also appreciate the "Legos" approach to this. That it is block by block, that could not inhibit future development should something not pan out. I think that's really important. And it point, to my suggestion is to keep meeting with some of the neighborhoods in the direct area. We all know the folks that have been around long enough, the history of this site. And there's still a lot of hurt in some of our communities, particularly some of our communities of color, about how some of those properties were acquired. So, to keep meeting in a sensitive manner with especially Washington Escobedo. I think is going to be hugely important, as well as Wilbur, given the proximity. And to have some sort of historical reference to the area, acknowledgment to the history of the area, I think is going to be important. So, I just offer that humble suggestion for your consideration. The linear park is great. I love that mixed type of housing. It is true mixed-use; I really liked that. But again, this idea that it is a "Lego" approach, because we've seen such flashy ideas for this site that just do not pan out. And it just causes a lot of hurt feelings from a community perspective. So, the fact that you're building this, block by block, brick by brick, and if something doesn't pan out, there's still potential for future development, I think is really important and

probably needs to be at the front end of some of the comments and presentation because people will remember some of those glorious ideas that just went nowhere. And so, to assure, from a public relations perspective upfront, that the City is being careful about that and thoughtful and respectful about future development in area that has seen such a hard history for some of our community members, is hugely important.

Boardmember Allen commented: I still remember it as Site 17, and I still remember when we started acquiring those properties. I think when you do approach these neighborhood meetings, which I'm sure you've had a lot of comments that we took away housing, and we're replacing with housing, and mind you I know it's a different type, and it's a different style, and its different density, but still there is that rawness to it. When we do approach that says, we're replacing what was there before with housing with a newer type of housing. So that's just something else that we need to be mindful of. I know I'm mindful of it. I was part of these projects way back when, and I remember the hurt that was that was happening that Deanna talked about. The other thing, too, I was grateful to hear is that you're selling the property to the developer, piece by piece is what I understand is that correct Jeff?

Downtown Transformation Manager, Jeff McVay Responded: Correct. Chair, Boardmember Allen, it's not only that it's piece by piece, but on each piece, they can't be in default on the piece that they're on before. They could be under construction, because you could easily have two different entities, you could have a residential project and an office project. So, you could have to go in at the same time, but one can't be in default, while the other ones up while they're wanting to purchase the other one. And that in that statement about having to have permits in hand and financial capacity. That has to be proven before any block can be taken down.

Boardmember Allen commented: Oh, that's awesome. Is all of that outlined in the MOU? I'm assuming right?

Downtown Transformation Manager, Jeff McVay responded: The MOU didn't get into that level of detail, but we are actively negotiating the development agreement and the development agreement currently reflects that.

Boardmember Allen stated: And that'll be available to the public once it's approved. Got it.

Boardmember Peterson stated: Is the linear park intended to be a public park and who will maintain that and have access to it?

Downtown Transformation Manager, Jeff McVay responded: Chair, Boardmember Peterson, it is intended to be a public park. There is a very good chance that it will be in private ownership. But with a public easement overtop and including a maintenance responsibility in perpetuity by the developer, that maintenance responsibility is not only the linear park, but it is also of any of the enhanced streetscapes. So, the City is getting a benefit. In addition to the actual amenity itself, we're getting the benefit of the of the developer taking on maintenance responsibility.

Lindsay Schube added: I know you guys were running late for your other meeting, but I just wanted to address a couple things that I did not mention. As far as the acknowledgement, that is very important to us. We have talked to the ASU Film School about doing something, and in terms of kind of documentation of what we're doing and also, the nod to the to the past and how we got here. But any type of ideas in terms of acknowledgment, I think it'd be disingenuous for me to suggest what that is. But we're open to that. And again, any comment, any ideas, we are very open to that. That's something we talked a lot about in our neighborhood meeting. So, if people have ideas, please, we welcome them because that is something that is really important to us. And yes, as far as the phasing that is the most important. If there are any takeaway from this, you know, our goal is to have a quality project with quality construction, and to have a successful start, because the successful start is very important to build the rest of this. And so, we got clear direction from City Manager, Chris Brady, right from the beginning, have a good start. And so that's our goal in our initial phase and to leave a lot of developable land. And again, in a way where our client, we look forward to continuing to be the development partner. But it also may just be that we go a different direction, but we've got all those development blocks that are open, right to go that way. So that's what we wanted to make sure, that we were not doing something crazy in the middle, and then left some wonky blocks out there. Good construction, a good start, and getting people to downtown. Those are, you know, our key most important starting blocks.

Chair Sarkissian stated: Great first start; looks really good. You're looking for quick questions and comments. I think it looks great. My concern is on the other side of Hibbert, the parking garages and all that blue. I think you mentioned before, all that light blue on that side and all the other blue with the hybrid housing. I know you mentioned before, but if there is a way to make sure there is some low ground level commercial or restaurant, something to engage people more. Because I'm seeing a lot of density, there's some open space areas, but I'm not seeing an area for people to engage at the lower level and incorporate that community feel. And so that's one thing, they might individually within each unit or parcel be able to do something but making sure that there is engagement within those buildings. Even if it's something as simple as, I don't know how it's working for them, I think the Ryan townhouse and their mini bar that has a window onto the front where anybody can come in there. It's not just private, but stuff to engage people in the community. So that tenants and residents can see other residents and things like that.

Boardmember Boyle commented: So, I have a whole lot of issues that I'd like to bring up with this. But I don't know if I want to delay our meeting. Do we want to just keep going and bring all these up? Or do we want to discuss this at the next meeting, perhaps when we have longer to discuss it?

Conversation ensued and it was determined that Boardmember Boyle would share the most meaningful concerns and contact staff and the applicant regarding additional concerns. It was also determined that the Planning and Zoning board would have additional discussions regarding the project in the future.

Boardmember Boyle commented: I'll try and move quickly on this. My major concern, so I'm part of Mesa Grande. Mesa Grande was heavily discussed when this group bought a Sycamore Station to Main Street and Dobson. A lot of these same promises were made of townhouses, for sale units, mixed

use, shopping, grocery, and everything like that. And then in the end, it was to 200 apartment units, apartment buildings, that were sold to developers in California. So, there was a promise, like this one, the pictures you can go back and look at the Sycamore Station. They were doing all these same sorts of things. And then what ended up happening was some low, cheap apartment buildings that has hasn't happened. And they will say, "Oh, if we couldn't get the land, we couldn't do this," with like a million excuses. But we ended up getting huge promises, no promises kept, and then as thus far nothing, in return. So, I have a lot of concern that this project is just going to end up in a bunch of low-rise apartments. I know that's what a lot of people want to build in Mesa, I was on the general, the ground Capitol Park Center. And developers kept coming in saying, "Hey, let us just put three-story buildings that have the three-story apartments over the whole thing." And SRP had the fortitude to say, "No, we're waiting until we get something good." And they ended up getting that great building there that was sold, and they did really well on it. I think any sort of agreement that we have, needs to have a minimum required height. So that we know that we're getting buildings of a certain caliber. And so, I hope that can be worked into the thing. If we just say, "well, the maximum height is this," whatever, then I think we're going to end up seeing just a lot of the same lower, less quality products coming in this area. The townhouses, again, I'm very skeptical that those are going to be, since they disappeared from the last project this developer brought. Same with the parking, like a bunch of all of these same things. When the Sycamore Station, I feel like maybe we should go through that and say, "Why didn't this happen?" And let's make sure we're not being fooled again. Because my neighborhood is still very, very disappointed and disgusted by the way that that process worked. And now we're just seeing it happen. Again, on a larger scale here.

Chair Sarkissian commented: Okay, thanks. Yeah, I think that's a really good idea. Like you were nodding about the minimum the minimum height,

Downtown Transformation Manager, Jeff McVay responded: I can get just get a quick response. I won't re litigate Sycamore Station, but I will say that what is being built at Sycamore station is per the zoning that was approved. Regardless of whether the townhomes are happening. At this site, the difference here between this and Sycamore Station is this will be regulated by a development agreement that has obligations of the developer and the City is not obligated to sell anything unless the developer is performing. We will not sell the townhome parcel to the developer unless they have permits in hand and financing for townhomes. So, there is a significantly different level control that the City has at this stage. In addition, the zoning. We don't have the details of the zoning yet to provide to you, but what is as being included in the zoning is minimum heights, minimum number of units, minimum square footages for each of the development blocks, and they are higher than what you have seen elsewhere in downtown for the most part. It is including maximums, but that maximum is a pretty significant maximum so that you can go from let's say your minimum height is six stories, you can probably get up to 10 stories without ever having to come back and seeing us again. If you go to 12, we might want to make sure the neighborhood's okay with it, we are building it in such a way that the first phase needs to be out of the park. So, then the second phase is marketable at a much greater intensity and heights. Yes, I think board member Boyle, we are with you. And we are negotiating down those same paths so that we do not have those same things happen that we will get what you're seeing here. And if there is going to be an instance in which we don't know, the office block is a great example. The developer, and we support this, we don't want spec office, it's just going sit there empty. So, we support the idea that

you don't build an office space unless you feel like you can actually fill the office. Well, five years down the road if there isn't that second phase of office where we don't want a vacant lot either. So, we need to be very transparent about what could happen there. If an office doesn't happen. And we are working through those, that is where a lot of the discussion is right now.

Boardmember Boyle added: And that's something that we have often seen in other areas, we've seen that this board will let one person bring in one small apartment complex, and then another one, and pretty soon a whole area that was slated to be commercial- industrial has become completely residential. And so, it's just it's something that we need to be more diligent of this, especially with developers who have so recently done the same thing.

Chair Sarkissian commented: I have confidence in Jeff McVay and his management of the Downtown area.

Vice Chair Villanueva- Sauced motioned to adjourn the Study Session the motion was seconded by Boardmember Crockett.

The Study Session was adjourned.