

MINUTES
REGULAR CITY COUNCIL WORKSESSION
CITY COUNCIL OF THE CITY OF YUMA, ARIZONA
CITY COUNCIL CHAMBERS - YUMA CITY HALL
ONE CITY PLAZA, YUMA, ARIZONA
December 2, 2025
5:30 p.m.

CALL TO ORDER

Mayor Nicholls called the Regular City Council Worksession to order at 5:34 p.m.

Councilmembers Present: Martinez, Morris, McClendon, Smith, Morales, Watts, and Mayor Nicholls
Councilmembers Absent: None
Staffmembers Present: Acting City Administrator, John D. Simonton
Police Chief, Thomas Garrity
Police Sergeant, Raul Fiveash
Police Officer, Jeffrey Ross
Police Officer, Jose Arguelles
Firefighter, Kellan Trammel
Director of Community Development, Alyssa Linville
Various department heads or their representatives
City Attorney, Richard W. Files
Deputy City Clerk, Janet L. Pierson

I. YUMA COUNTY INTERGOVERNMENTAL PUBLIC TRANSPORTATION AUTHORITY

Shelly Kreger, Transit Director for the Yuma County Intergovernmental Public Transportation Authority, presented the following Fiscal Year 2025 update:

- Yuma County Intergovernmental Public Transportation Authority (YCIPTA)
 - YCIPTA is the government authority that operates Yuma County Area Transit (YCAT) bus service within Yuma County and into Imperial County.
 - YCIPTA has been providing public transportation to Yuma County since 2000.
 - Mission statement: Make essential connections possible.
 - Vision statement: Empower and connect the community.
- Importance of Public Transit
 - Public transit benefits all segments of society and plays a vital role in community well-being.
 - It boosts housing values, improves access to jobs, and helps reduce traffic congestion.
 - Economic impact:
 - \$39 billion in public transit spending flows into the private sector.
 - Saves approximately \$6 billion in gasoline annually in the U.S.
 - Demographics:
 - 71% of riders are employed, 7% are students.
 - 87% of trips have a direct impact on the local economy.
 - Safety and savings:
 - Public transit is 10 times safer than driving a car.
 - Areas with transit see 24% higher housing rates.

- Families can save an average of \$13,000 per year by using public transit instead of private vehicles.
- **Provided Services**
 - YCAT operates traditional bus service with fixed routes and flex routes from Fort Yuma south to San Luis and from Wellton west to El Centro.
 - Eight fixed and flex routes
 - 35,284 revenue service hours
 - 409,471 passenger trips annually
 - Additionally, YCAT OnCall provides paratransit mobility through our demand-response service.
 - 4,077 revenue service hours
 - 6,854 passenger trips annually
 - Commute with Enterprise
 - 35 shared vans for commuters to Yuma Proving Grounds
 - YCAT’s bi-state system serves rural, urban, and intercity needs.
- **Core Priorities**
 - Customer Satisfaction
 - Operational Excellence
 - Financial Sustainability
 - Community Value
- **Operations**
 - RATP Dev USA has been the operating contractor for YCIPTA for approximately eight years, and brings over 50 years of experience operating transit systems throughout the U.S.
 - YCAT operates a fleet of 19 large-format buses and 9 medium-format paratransit vehicles, along with 10 utility vehicles.
 - RATP Dev USA includes 49 staff and operators, while YCIPTA employs seven team members, with oversight provided by an eight-member Board of Directors.
- **Community Events**



**Yuma
Air Show
Parking
Shuttle
Sponsor**



**Job and
Education
Fair
Free Rides
To Event**



**Chamber
Community
Expo
Event Booth
and Sponsor**



**Holiday
Festivities
Parade Bus
Decorated
with Lights**



**Animal
Training
Guide Dogs
for the Blind
Experience**



**Senior
Wellness
Health Expo
Booth and
Sponsor**

- **Local Investment**
 - Local investment plays a critical role in sustaining public transit services.
 - While alternative funding sources such as advertising sales and in-kind contributions are being pursued, additional financial support is still necessary.
 - Without increased funding, service levels and operational stability may be negatively impacted – despite efforts to avoid requesting more from member entities.

- Local, Regional, and National Partners

IPTA Members

- Yuma County
- City of Yuma
- City of Somerton
- City of San Luis
- Town of Wellton
- Arizona Western
- Cocopah Tribe
- Quechan Tribe

Other Public Entities

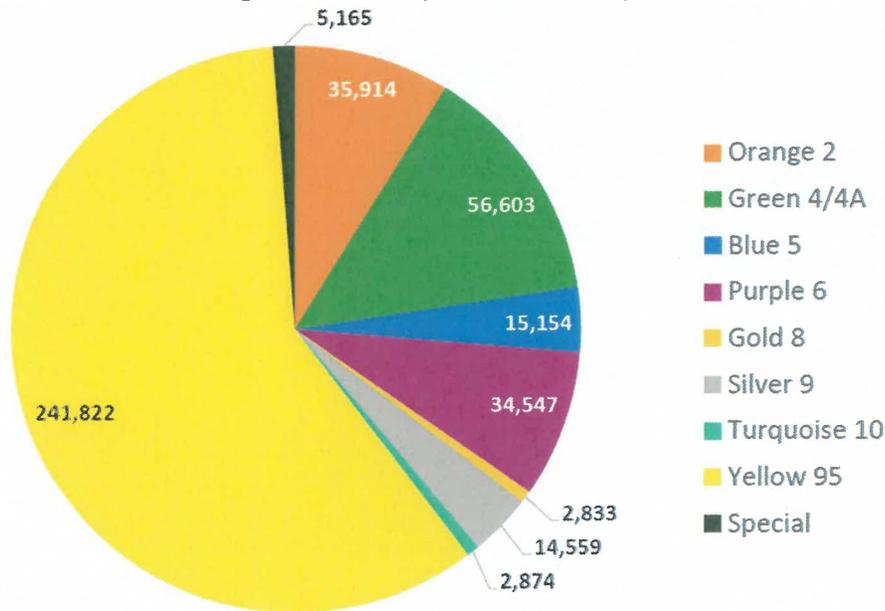
- Federal Transit Administration
- Arizona Department of Transportation
- Arizona Department of Employment Security
- Yuma County Juvenile Mental Court
- Equal Opportunity Commission
- Imperial County Transportation Commission
- YPIC Charter High School, PPEP Tec High School, Vista High School
- Greyhound / Flixbus
- Saavi Services for the Blind

- Focused on Results

- o Financial transparency
- o Lean operations
- o Careful management

- FY25 Ridership

- o 409,471 on eight fixed routes
- o 241,822 ridership on Yellow 95 – Busiest route
- o 409,481 total passenger trips
- o Ridership was significantly affected by COVID, but now is back up to pre-pandemic numbers:
 - FY24: 415,788
 - FY22: 284,065
 - FY23: 351,261
 - FY21: 231,601
- o Results by Route
 - Yellow 95 is the highest performing route
 - Green 4/4A operates entirely within the City of Yuma



- On-Call Rider Results
 - 6,854 on-call riders/total passenger trips
 - On-call ridership was not significantly impacted by COVID due to the continuing need for passengers to travel to doctor’s appointments:
 - FY24: 7,173
 - FY23: 6,607
 - FY22: 7,291
 - FY21: 6,489
- City of Yuma
 - Dues
 - \$402,273 FY26 Intergovernmental Dues
 - The YCIPTA Board of Directors approved a modest 3% increase in member organization dues for FY26
 - Green 4 and 4A Bus Routes
 - 6,162 revenue service hours
 - 56,612 passenger trips annually
 - Cost:
 - Actual Cost: \$1,096,959.20
 - Contributions: \$402,273.00
 - Match Required: \$548,479.60
 - Cost per Passenger Trip: \$19.38
 - Stops and Shelters
 - 22 bus shelters
 - 260 bus stops
- Member Contributions

Entity Dues			
	FY24-25	FY25-26	Amount
Governmental Entity		3% Increase	of Increase
Yuma County	\$302,605.81	\$311,683.99	\$9,078.17
City of Yuma	\$390,555.87	\$402,272.54	\$11,716.68
Town of Wellton	\$28,316.00	\$29,165.48	\$849.48
City of San Luis	\$137,815.96	\$141,950.44	\$4,134.48
City of Somerton	\$58,425.60	\$60,178.37	\$1,752.77
Quechan Indian Tribe	\$11,239.78	\$11,576.97	\$337.19
Cocopah Indian Tribe	\$80,124.79	\$82,528.54	\$2,403.74
AWC	\$78,210.00	\$78,210.00	\$0.00
Total	\$1,087,293.82	\$1,117,566.33	\$30,272.51

- Local Revenue Details

REVENUE		
	FY 2024-2025	FY 2025-2026
Local Revenue		
Intergovernmental Contributions	\$914,956.00	\$851,123.00
Tribal Contributions	\$780,454.00	\$937,202.00
Public Entity Contributions	\$120,460.00	\$120,460.00
YCAT & On Call Fares	\$454,200.00	\$460,200.00
Advertising Sales	\$203,605.00	\$441,110.00
Miscellaneous Income	\$26,940.00	\$11,000.00
	\$2,500,615.00	\$2,821,095.00
In-Kind Contributions		
Quechan Parking Lot Priveleges	\$22,248.00	\$22,248.00
Greyhound Intercity	\$300,000.00	\$300,000.00
	\$322,248.00	\$322,248.00
Grant Revenue		
ADOT 5311 Rural	\$1,723,030.00	\$1,833,005.00
FTA 5307 Urban	\$1,891,113.00	\$2,051,344.00
	\$3,614,143.00	\$3,884,349.00
Total Revenue	\$6,437,006.00	\$7,027,692.00

- Fare Details

- YCAT offers affordable fare options to serve the community. A standard one-way pass is \$2, with a discounted rate of \$1. Riders can purchase a one-day pass for \$5, or \$2.50 at the discounted rate, which allows unlimited rides throughout the day.
- The Turquoise Route to El Centro is a vital connection for many, including residents of Winterhaven and members of the Quechan Indian Tribe, providing access to essential social services. This route is available for just \$2 cash each way, making it one of the most economical travel options to El Centro.

- Operating Expenses

	FY25	FY26
Operating Expenses		
Wages & Salaries	\$438,098	\$424,778
Employee Benefits	\$188,349	\$291,991
Services & Contract Operator	\$4,740,499	\$5,179,783
Materials & Supplies	\$701,485	\$680,500
Utilities & Insurance	\$44,146	\$53,300
Leases & Rentals	\$65,150	\$77,150
Miscellaneous Expenses	\$63,790	\$69,040
	\$6,241,517	\$6,686,539

- Cost Per Hour

- The fully allocated operating cost per revenue service hour is \$178.02
- This is an important factor in calculating member dues

- Revenue Review
 - YCIPTA’s funding comes from three sources:
 - Federal Transit Administration (FTA) grants
 - Local revenue (used as matching funds for grants)
 - In-kind contributions
 - FTA Funding Primer
 - The FTA determines YCIPTA annual apportionments based on statutory formula and YCAT transit data.
 - Yuma, along with Flagstaff and Sierra Vista, is one of the few communities in Arizona that qualifies for Small Transit Intensive Cities (STIC) funding.
 - This designation adds approximately \$2.5 million to Yuma’s annual apportionment.
 - In the past, Yuma did not meet the required thresholds to receive STIC funding. However, over the last five years, improvements in ridership, service miles, and other performance metrics have enabled the region to qualify.
 - As a result, total federal funding has increased from around \$3.6 million to approximately \$5.4 million, exceeding the local match requirement.
 - Returned Apportionments
 - If YCIPTA does not secure the required local match funding, it cannot fully utilize the federal apportionments allocated each year.
 - Unused funds must be returned to the State of Arizona, resulting in lost investment for the Yuma community.
 - Over the past four years, approximately \$12 million has been returned – funds that could have supported local residents and contributed to critical infrastructure, such as the development of a maintenance and operations facility.

Kreger concluded the presentation by encouraging City Council to learn more about the importance of YCAT and to experience the system firsthand. She invited everyone to take a leisurely ride, advocate for public transit, and become enthusiastic champions of the service. Sharing stories and news about YCAT was also emphasized as a valuable way to support the system and raise awareness.

Mayor Nicholls thanked YCIPTA for the continued support of the Mayor’s International Bike Ride, an event that serves the entire community. For the past nine years, YCIPTA has reliably provided transportation to ensure participants can return home – especially those who complete the 25-mile ride but not the full 50 miles. He acknowledged the flexibility and responsiveness of the YCIPTA team, noting their willingness to adjust for early arrivals or provide additional buses when needed.

Discussion

- A local program through the Yuma Metropolitan Planning Organization offers personalized training on YCAT routes, providing hands-on support to help residents feel confident using public transit. (**Morales**)
- Bus shelters remain a priority, especially for students and residents accessing essential services, but rising costs and limited matching funds have slowed expansion. YCIPTA is working with community partners to fund additional shelters and improve rider comfort, particularly during Yuma’s extreme summer temperatures. (**Morales/Kreger**)
- YCAT OnCall provides door-to-door transit for individuals unable to use fixed-route buses due to accessibility challenges. To qualify, applicants must complete a form available online or by mail, with a physician providing detailed medical justification. Once approved, riders schedule trips at

least 24 hours in advance and are given a pickup window around their appointment time. Unlike fixed routes, OnCall riders wait indoors or in shaded areas, and drivers assist with pickups directly from homes or buildings. **(Watts/Kreger)**

- Limited bus shelter coverage in Yuma is a concern, especially during extreme heat, as the lack of shade and seating discourages ridership. Expanding shelter infrastructure is challenged by rising costs – now around \$28,000 per unit – and the need for matching funds, though YCIPTA is exploring lower-cost shade options and community partnerships to help fund installations. Increased ridership could reduce the need to return unused federal funds, and advertising revenue from wrapped buses may also support transit improvements. **(Watts/Kreger)**
- YCIPTA has more than doubled its advertising revenue, generating approximately \$360,000 annually from bus wraps and an additional \$250,000–\$300,000 from ads inside buses and on shelters. This growth was made possible by bringing advertising management in-house through a dedicated brand ambassador role, reducing outsourcing costs. Most buses are now wrapped, with one reserved for special events, and additional ad space remains available on shelters to further support transit funding. **(Morris/Kreger)**
- Discount fares are available to seniors, individuals with disabilities, and school-age students. Riders can qualify by presenting a Medicare card or school ID with an approved sticker – no pre-enrollment is required. YCIPTA has agreements with certain schools that help subsidize student fares. **(Morris/Kreger)**

II. MENTAL HEALTH CO-RESPONSE UNIT

Chief Garrity introduced the Mental Health Co-Response Unit (Unit), a long-awaited collaborative initiative aimed at reducing calls for service, supporting community members, and lowering jail populations by addressing root causes. While various models exist nationwide, the most effective solutions are those tailored to the specific needs and resources of each community.

Sergeant Fiveash, who supervises the Unit, described its origins and the need for a dedicated team to address mental health-related calls. Inspired by successful models in cities like Austin, Texas, the unit pairs officers with clinicians and paramedics to respond proactively to mental health crises, aiming to provide early intervention and reduce strain on emergency services.

- Co-Responders
 - To launch the Unit, dedicated personnel were essential. Compassion and empathy were key criteria in selecting team members to serve the community effectively.
 - Officers Jose Arguelles and Jeffrey Ross from YPD volunteered and became Crisis Intervention Team (CIT) certified, with one serving as a mental health instructor.
 - While efforts were made to include a clinician from a local mental health facility, securing one has not yet been possible.
 - Recognizing that some 911 calls do not require a full emergency response, the Yuma Fire Department (YFD) supported the idea of deploying a paramedic for assessments.
 - Firefighter/Certified Emergency Paramedic (CEP) Kellen Trammel joined the Unit on November 10.
- Purpose
 - The Unit was created to address the underlying causes of behavioral and mental health-related incidents in the community.
 - A recent example involved a woman in crisis who was initially uncooperative and causing a

public disturbance. Rather than pursuing arrest, responders allowed her space and time, ultimately discovering that her distress stemmed from experiencing homelessness for the first time.

- By coordinating with crisis services and local support organizations, she was connected to housing and began receiving assistance – demonstrating the program’s purpose and impact.

Co-Responder Program Purpose

- A Collaboration with YPD, YFD, Mental Health agencies and community members in Yuma County.
- To improve outcomes for individuals in crisis by providing them with compassionate services to manage their individual problems.
- Partnering with mental health CMT's to divert individuals from the criminal justice system and provide the needed services to solve the root problem.
- Providing on the spot medical evaluations reduce the need for higher level of medical service or emergency department treatment.
- Building trust between the citizens and YPD/YFD for a safer and more peaceful community.

- Co-Responder Teams
 - Team 1
 - Officer Jeffrey Ross
 - Four days a week, Monday through Thursday
 - Takes mental health calls anywhere in the city
 - Times can be rescheduled due to operational commitments
 - Team 2
 - Officer Jose Arguelles and CEP Kellen Trammel
 - Four days a week, Tuesday through Friday
 - Takes mental health and fire calls anywhere in the city
 - If not working on a mental health call, will respond to fire calls such as welfare checks
 - Times can be rescheduled due to operational commitments
- Calls for Service Statistics
 - The Unit is currently averaging between 120 to 135 mental health-related calls for service per month.
 - These calls include a range of situations such as pick-up orders, individuals experiencing mental health issues, and attempted suicides.

- Since implementation of the Unit, there have been 419 total calls for service.
 - Of these, 74% have been handled by the Unit, which amounts to approximately 310 calls.
 - The remaining 26% - about 117 calls – have been managed by patrol, primarily during nighttime hours and weekends, when the Unit is not active.
- Looking ahead, there is hope that the program will continue to perform well and eventually expand to include weekend shifts, allowing for near 24/7 coverage.
- August through November 2025
 - Since the program began in mid-August, the team has responded to a wide range of mental health-related calls.
 - One important outcome is the number of voluntary admissions, which currently stands at 43.
 - These occur when individuals in crisis – sometimes even those considered a danger to themselves or others – agree to seek treatment voluntarily.
 - This is a highly preferred outcome, as voluntary participation often leads to better engagement and effort in recovery.
 - In comparison, there have only been seven cases requiring Title 36 interventions, which are used when individuals refuse to go voluntarily despite being a danger to themselves or others.
 - Most of the time, the team is able to talk with individuals – sometimes for multiple hours – and successfully persuade them to go voluntarily.
 - There is a strong preference for voluntary admissions over forced interventions, as individuals who choose to seek help are more likely to commit to their treatment.
 - Additionally, the team frequently responds to pickup orders and suicidal subjects, engaging with individuals who are contemplating suicide.
 - Through these interactions, they provide resources and support, with the hope that these individuals will not die by suicide now that they have access to help.
- Residual Effects
 - Since the program began, there has been a noticeable increase in individuals voluntarily seeking treatment at Onvida Behavioral Health and Community Bridges.
 - At one point, Community Bridges was so full that they had to transfer patients out of Yuma due to capacity limits.
 - The Yuma County Detention Center has seen a 40% reduction in suicide watches, indicating that more individuals are being diverted to mental health services instead of being incarcerated.
 - Additionally, Title 36 transports from the jail have decreased from 11 to four, showing fewer people are being taken to facilities under involuntary commitment and more are receiving appropriate care through other means.
 - Although specific data from Onvida’s emergency department is not yet available, there is hope that similar reductions are occurring at the hospital level.
 - Overall, these trends suggest that the program is successfully helping more people access the treatment they need, rather than ending up in jail or emergency settings.
- Frequent Consumers
 - The Unit has identified several frequent consumers – individuals who regularly call 911 for mental health-related concerns.

- Just four of these individuals were calling as often as 12 to 16 times per month before the program began in January.
- At that time, they were frequently contacting the police department, and officers often did not have the time or resources to connect them with appropriate services.
- Since the program took over, and after engaging with these individuals and connecting them to the services and resources they need, their use of 911 has significantly decreased.
 - This change reflects the impact of providing proper support and care.
 - Notably, one individual who previously called on average 16 times per month ended up calling three times just to say thank you – demonstrating the positive effect of the intervention.

- Consumer #1 Called 120 times Jan to Oct (average 12 per month). Placed on treatment on Oct 28th and called 0 times since receiving treatment.
- Consumer #2 Called 113 times Jan to Oct (avg 11 per month). Placed on Court-Ordered Treatment on Oct 27th, called 0 times since receiving treatment.
- Consumer #3 Called 83 times Jan to Nov (avg 8 per month). Placed on Court-Ordered Treatment on Nov 7th, called 0 times since receiving treatment.
- Consumer #4 Called 169 times Jan to Oct (avg 16 per month). Placed on Court-Ordered Treatment on Oct 14th, called 3 times since receiving treatment (every call was to thank the unit).

- YFD Paramedic

- The YFD paramedic plays a crucial role in mental health response efforts by conducting a medical assessment and screening for every individual involved.
 - If the assessment reveals a medical concern that requires hospital care, the paramedic can contact Fire Dispatch to request an ambulance for transport.
- In most cases, the paramedic determines that hospitalization is not necessary, and once individuals are medically cleared they can be taken directly to a mental health facility to receive appropriate care.
 - This approach helps reduce unnecessary hospital visits and ensures that individuals in crisis are connected with the right support services.

Officer Ross shared that the team has helped over 100 individuals access inpatient care, and family members often express deep gratitude, having previously felt hopeless. Many now proactively request the Unit through dispatch or direct contact. He recounted two impactful cases: one involving a suicidal 12-year-old girl who was placed in inpatient care thanks to crisis partners, and another involving a woman who attempted suicide and was saved through coordinated efforts with YFD, later receiving outpatient care. Officer Ross emphasized the community's growing trust and acceptance of the unit, noting a recent visit to the Living Center where initial skepticism turned into collaboration and appreciation.

Officer Arguelles recounted his personal journey from Patrol to a role he deeply values, emphasizing how the Unit shifts the focus from treating mental health calls as crimes to connecting individuals with real treatment and building trust. He highlighted a frequent caller who previously contacted police up to 15 times a month and even called him 30 times at 2 a.m.; by working with crisis teams and Community Bridges to create a treatment plan, the individual stabilized and stopped calling for mental health crises. Officer

Arguelles noted that responding with the Unit instead of dispatching full emergency services saves the City thousands of dollars daily, reduces strain on YPD and YFD, and provides meaningful care.

CEP Trammel emphasized the importance of addressing both mental and physical health during crisis response, noting that many individuals experiencing mental health issues also have medical conditions or require medications. As a paramedic, he brings the ability to access protected patient health information through YFD systems, which allows for thorough medical screenings and the development of comprehensive treatment plans. In just two weeks, he has prevented six to eight unnecessary YFD responses by handling cases with the Unit, helping keep Fire and Emergency Medical Services teams available for other emergencies and ensuring individuals receive targeted care.

Sergeant Fiveash concluded the presentation with the following:

- City of Yuma Public Safety Partnership
 - The success of the Unit relies heavily on strong partnerships within the community.
 - Key collaborators from organizations such as:
 - Onvida Behavioral Health
 - Yuma County Mental Health and Drug Coalition
 - Yuma County Sheriff's Office
 - Community Bridges
 - These partners are essential to the unit's ability to serve individuals in crisis.
 - Coalition meetings consistently draw support from people eager to help, and when the Unit encounters cases beyond its scope, referrals to the coalition ensure individuals still receive assistance.
 - Interest in the program has grown beyond Yuma, with inquiries from the Quechan Tribe and San Luis about replicating the model.

Discussion

- The Unit is a responsive and compassionate initiative that reflects the City's commitment to public safety. It prioritizes meeting individuals in crisis with care, reduces strain on emergency services, and serves as a model for other communities. The program is a source of pride for Yuma and demonstrates the value of investing in mental health. **(Mayor Nicholls)**
- This program includes specialized training such as CIT certification and Mental Health First Aid to equip team members with the skills needed to respond effectively. While CIT training is currently accessed through programs outside of Yuma, there is a goal to establish local training and certify at least 70% of officers to support the program's continued growth and impact. **(Smith/Fiveash)**
- Mental health calls involving individuals who may be a danger to themselves, or others are always supported with backup. From Tuesday through Thursday, two mental health officers are assigned to respond together, and if one is unavailable, a patrol officer accompanies the other. This ensures both the safety of the individual in crisis and the responders, allowing the team to continue providing effective and compassionate care. **(Smith/Fiveash)**
- When a call comes into dispatch, a structured set of questions is used to determine whether it involves a mental health crisis. If identified as such, the Unit is dispatched. Once on scene, if the call is not related to mental health, the Unit may either handle it themselves or request patrol officers to take over, depending on availability. Conversely, if a patrol officer responds to a call and identifies it as a mental health issue, they can request the Unit to join or take over. Officers often proactively ask for the mental health unit based on call notes, ensuring appropriate response and care. **(Morris/Fiveash)**

- Both teams are staffed with sworn officers and operate jointly from Tuesday through Thursday, which is beneficial given the potential risks of mental health-related calls. However, there is currently no weekend coverage, and expanding to include weekends is a future goal contingent on staffing levels and the availability of specially trained, compassionate personnel. The unique value of the Unit lies in its commitment to staying on scene until issues are fully resolved, rather than moving quickly from call to call. The initiative is viewed positively and seen as a step in the right direction. **(Morris/Garrity)**
- The program's impact, especially in reducing repeated calls from individuals frequently in need of assistance, is appreciated. The reduction in calls is significant, highlighting the effectiveness of the team's efforts. The work requires considerable patience, particularly when dealing with mental health challenges. **(Watts)**

III. REGULAR CITY COUNCIL MEETING AGENDA OF DECEMBER 3, 2025

Ordinance O2025-050 – Annexation Area No. ANEX-44331-2025 Cha Cha, LLC (annexation of approximately 65.86 acres of property located west of the southwest corner of 40th Street and Avenue 4½E) (Comm Dev/Comm Plng)

Linville explained that the annexation process is currently on hold because the City is waiting for a signed petition from a utility company that has infrastructure within the proposed annexation area. Without this signed petition, the City cannot proceed, so the introduction of this ordinance will need to be continued to the next meeting.

Motion Consent Agenda Item C.2 – Infrastructure and Services Report: ANEX-44331-2025 Cha Cha, LLC (approve an Infrastructure and Services Report for the property located west of the southwest corner of 40th Street and Avenue 4½E) (Comm Dev/Comm Plng)

Discussion

- The mention of parks is a requirement under state law, which mandates identifying infrastructure such as utilities, public safety, and parks for all types of development – even if parks are not part of the actual plan. In this case, there is no plan for a park within the industrial development. **(Morales/Linville)**

Ordinance O2025-047 – Rezoning of Property: 1731 S. Madison Avenue (rezone approximately 0.15 acres from Light Industrial/Infill Overlay to Low Density Residential/Infill Overlay) (Comm Dev/Comm Plng)

Morris declared a conflict of interest on Ordinance O2025-047 as his firm is involved in the project. There being no questions or discussion, Morris remained on the dais.

Resolution R2025-100 – Minor General Plan Amendment: Southwest Corner of 17th Street and Madison Avenue (amend the General Plan to change the land use designation from Mixed Use to High Density Residential) (Comm Dev/Comm Plng)

Morris declared a conflict of interest on Resolution R2025-100 and left the dais.

Linville provided the following update:

- This is a request to amend the General Plan to change the land use designation from Mixed Use to High Density Residential.
- Due to public opposition from nearby property owners, City Council asked staff to work with stakeholders to find a solution.
- Over the past several weeks, meetings were held with both the developer and business owners to establish a path forward.
- The proposed plan includes drafting a development agreement that identifies activities occurring at all affected properties and supports current and future Conditional Use Permit applications.
- The General Plan amendment will be postponed until the development agreement is approved by City Council, which is planned to be brought forward in February.
- The hearings have been scheduled back-to-back to avoid delaying the development of the housing project.
- The developer aims to submit the building permit application by May 15, which is when the building plans are expected to be submitted for review.

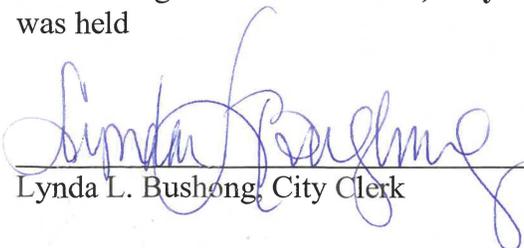
Discussion

- A representative has been coordinating with local businesses and has spoken with the property owners in the area, who are all in agreement with the proposed schedule. The developer, who is present tonight, also supports the plan. **(Mayor Nicholls/Linville)**
- The development agreement is planned to be presented to City Council during the first meeting in February. The zoning change discussion will follow, during the second meeting in February, after City Council has approved the development agreement. **(McClendon/Linville)**
- While surrounding residential property owners expressed traffic concerns, the focus has been on commercial and industrial stakeholders. Parking issues mentioned by one of the businesses have been addressed through coordination with nearby property owners. **(Martinez/Linville)**

Morris returned to the dais.

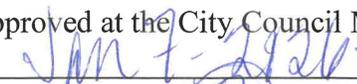
EXECUTIVE SESSION/ADJOURNMENT

There being no further business, **Mayor Nicholls** adjourned the meeting at 6:39 p.m. No Executive Session was held


Lynda L. Bushong, City Clerk

APPROVED:


Douglas J. Nicholls, Mayor

Approved at the City Council Meeting of: 
City Clerk: 