

MINUTES
REGULAR CITY COUNCIL WORKSESSION
CITY COUNCIL OF THE CITY OF YUMA, ARIZONA
CITY COUNCIL CHAMBERS - YUMA CITY HALL
ONE CITY PLAZA, YUMA, ARIZONA
April 15, 2025
5:30 p.m.

CALL TO ORDER

Mayor Nicholls called the Regular City Council Worksession to order at 5:30 p.m.

Councilmembers Present: Martinez, Morris, McClendon, Smith, Morales, Watts, and Mayor Nicholls
Councilmembers Absent: None
Staffmembers Present: Acting City Administrator, John D. Simonton
Fire Chief, Dustin Fields
Director of Planning and Neighborhood Services, Alyssa Linville
Various department heads or their representatives
City Attorney, Richard W. Files
City Clerk, Lynda L. Bushong

I. YUMA FIRE DEPARTMENT CITYGATE ASSOCIATES MASTER PLAN REPORT

Chief Fields introduced Sam Mazza, Senior Fire and Emergency Medical Services (EMS) Specialist for Citygate Associates, who presented the following briefing on the Fire Department Master Plan Final Report:

- Fire Services Policy Choices
 - There are no federal or state laws or regulations mandating fire service staffing levels, response performance, or outcomes
 - Level of service provided is a local policy decision
 - Communities have the level of service they can afford or which they choose to fund
 - The level of service provided may not be the level of service desired
- Outcome Goals Drive Deployment
 - The goal of fire service deployment is to deliver desired outcomes
 - Typical urban/suburban community desired outcomes are:
 - Prevent death and/or permanent impairment from medical emergencies, when possible
 - Confine building fires to the room or compartment of origin
 - Rescuing persons not able to self-evacuate
 - Saving as much of the owner's property as possible
 - Delivering desired outcomes is a function of adequate staffing, training, apparatus and equipment, and response time
- Deployment Strategies
 - Fire service deployment is essentially about the speed and weight of response
 - Speed refers to single, neighborhood-based first response units to mitigate routine-to-moderate emergencies to deliver the desired outcomes

- Weight refers to multiple-unit responses needed to control more serious emergencies for the outcome desired
- The goal is to space stations far enough apart to achieve the desired response times throughout the City, but close enough to be able to assemble multiple units for more serious emergencies in time to deliver a desired outcome
- Study Scope
 - Request and review relevant background data and information from the Yuma Fire Department (YFD) and other City departments
 - Conduct key project stakeholder listening interviews with almost all YFD staff as well as some other City staff
 - Conduct comprehensive deployment assessment including
 - Community risk assessment
 - Incident data statistical analysis
 - Geographic Information Systems (GIS) travel time and incident location mapping and analysis
 - Review and evaluate YFD support functions, facilities, and apparatus fleet
 - Conduct a mid-project briefing with the YFD Executive Team to make sure initial findings were aligned with their view of the City and the services that YFD provides
 - Develop and submit a Draft and Final Report
 - Final Report summary presentation
- Capstone Observations
 - Impressed with the commitment of personnel, both within YFD and Citywide, and the quality of the services provided
 - Most programs are operating in alignment with best practices
 - This is evidenced by YFD being one of only 311 accredited fire agencies worldwide
 - High-performing organization working at maximum capacity in many areas
 - Three key challenges going forward:
 - EMS response capacity
 - Equitable speed and weight of response service level across the City
 - Headquarters staffing
- Challenge #1 – EMS Response Capacity
 - EMS Response Capacity
 - November-March identifies increased population (winter visitors)

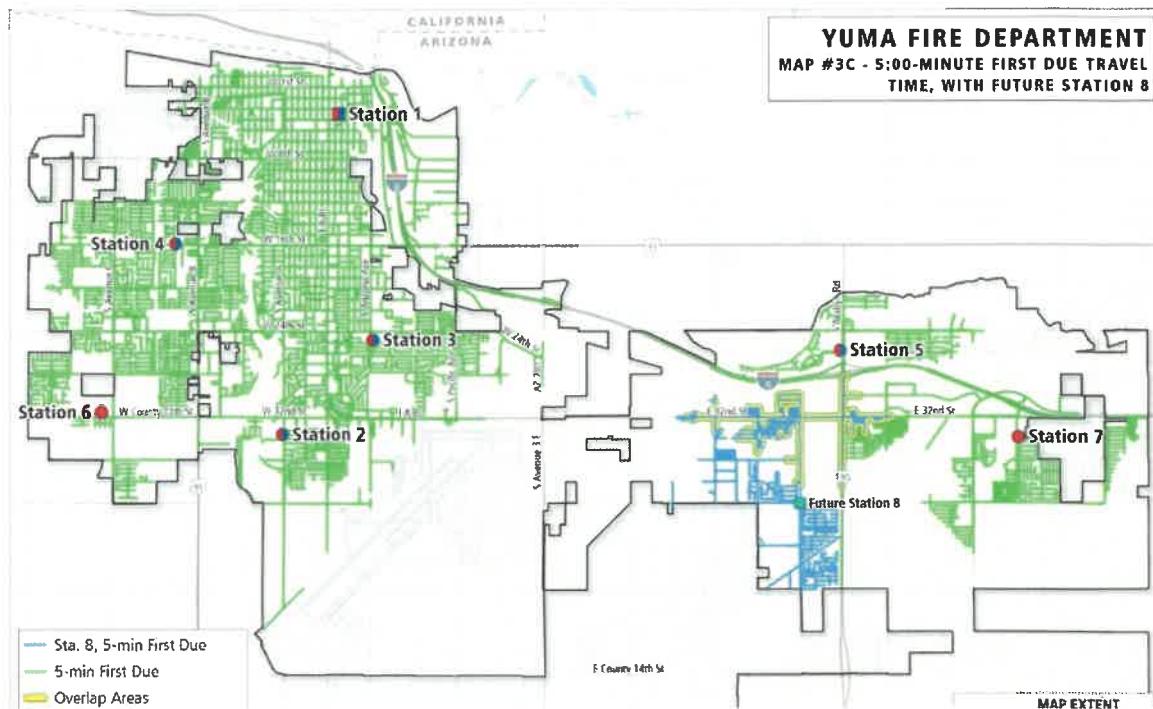
Response Resource	April–October	November–March
Engine	7	7
Ladder Truck	1	1
Ambulance	5	6
Battalion Chief	1	1
Total Personnel	35	37

- EMS service demand is 76% of total demand
 - Fires account for 2% of all calls, and non-emergency calls account for the remaining 22%
- Simultaneous EMS Incidents

Simultaneous EMS Calls	Percent of Occurrence
2	63%
3	32%
4	14%
5	6%
6	2%

- 63% of the time there are two EMS incidents occurring at the same time, and 32% of the time there are three occurring at the same time
- All five ambulances are simultaneously in use an average of 14 times per month, for 1.5 hours of duration each occurrence (April-October)
 - There were no YFD ambulances available for Priority 1 (life-threatening) calls four times per month in 2023
 - The occurrence of simultaneous EMS calls has increased nearly 24% over the previous three years
- Six ambulances simultaneously committed less than one occurrence per month on average, for 21 minutes duration
- All EMS responses include an engine or ladder truck
 - Whenever five or more EMS incidents occur simultaneously, the remaining response capacity is less than the 15 personnel required for a building fire or other serious incident
 - 278 occurrences in 2023
- Recommendations
 - Consider a sixth staffed ambulance 24 hours per day, seven days per week in the eastern section of the City
 - Consider an alternative solution to 9-1-1 ambulance response for low-acuity, non-life-threatening medical and behavioral health calls
 - While the majority of YFD's EMS calls are moderate- to high-acuity, most agencies are inundated with low-acuity calls that consume their capacity

- Challenge #2 – Equitable Level of Service

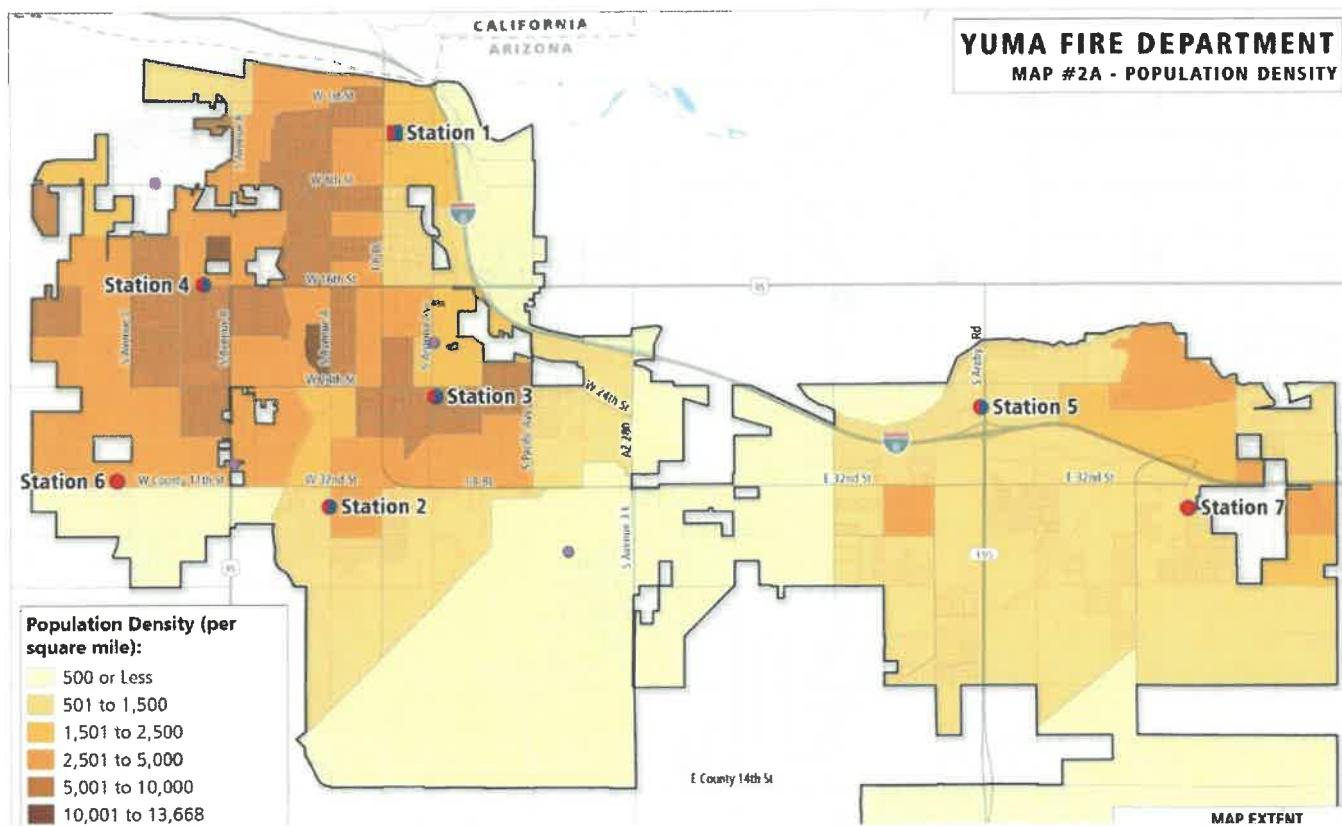


- The five-minute travel time for the first units expected to arrive on scene covers 67.3% of the City's total public road network (green on the map above)
 - The addition of Station 8 will provide additional coverage (blue on the map above), with some beneficial overlap with Stations 5 and 7
- 12-minute Effective Response Force travel time includes three engines, one aerial ladder truck, one medic ambulance, and one chief officer (15 personnel total)
 - Covers only about 50% of the City's public road network
- 12-minute single truck travel time covers the higher density section of the City well, but loses coverage in the eastern and southern part of the City
- Eight-minute Battalion Chief travel time covers less than half of the City's public road network, mostly in the western half of the City
- Recommendations
 - Consider expediting the siting and construction of Station 8
 - Consider staffing Engines 5 and 7 with four personnel daily until Station 8 is complete to help mitigate level of service inequity
 - Consider a second daily Battalion Chief shift for the eastern/southern half of the City
 - Consider a second staffed ladder truck in the eastern section of the City
- Challenge #3 – Headquarters Staffing
 - Nearly all headquarters staff is working at maximum capacity
 - Most are reacting to immediate issues, needs, and priorities
 - Insufficient capacity to meet workload demand
 - Little to no capacity for longer-range planning/projects, program goals, and training of new personnel
 - In several areas it is a challenge to meet not only current workload, but future workload demand as well

- Headquarters Services Assessment
 - Insufficiently staffed in many areas to meet workload demand, expected performance metrics, and customer service goals
 - EMS Division
 - Ambulance billing capacity
 - Technical and clerical support capacity
 - Professional Services Division
 - Training center staff capacity
 - Annual accreditation workload
 - Health and Safety Committee implementation workload
 - Operations Division
 - Clerical support capacity for Battalion Chiefs and program managers
 - Special operations program management capacity
 - Shift Battalion Chief's span of supervisory control and program management capacity
 - Community Risk Reduction Division
 - Inspector capacity
 - Currently focusing appropriately on higher risk occupancies, but lacks capacity to inspect some of the more moderate risk occupancies
 - Multiple single points of failure
 - A single point of failure is a critical department-level process or program that only one person is trained in
 - One example of this is the Fleet Administrator position, which lacks a succession plan
 - Recommendations

Division	Capacity Gap	Estimated FTE Needed	Suggested Phase
Administration	Chief Officer	1.0	1
EMS	Controlled Substances / Logistics / QA	1.0	1
	Ambulance Billing / General Clerical	0.5–1.0	2
	Supplies Management	0.5–1.0	3
	Chief Officer Upgrade (eliminate Asst. FM)	0.0	1
Community Risk Reduction	Fire Inspections	1.0	2
	Fire Inspections	1.0	3
	General Clerical Support	0.5–1.0	3
	Training Officer	1.0	1
Professional Services	Health Safety & Wellness Coordinator / Accreditation Program Manager	1.0	2
	Chief Officer – Administrative Support / Special Operations	1.0	1
Operations	Program Management Clerical Support	1.0	3
	Total	9.5–11.0	

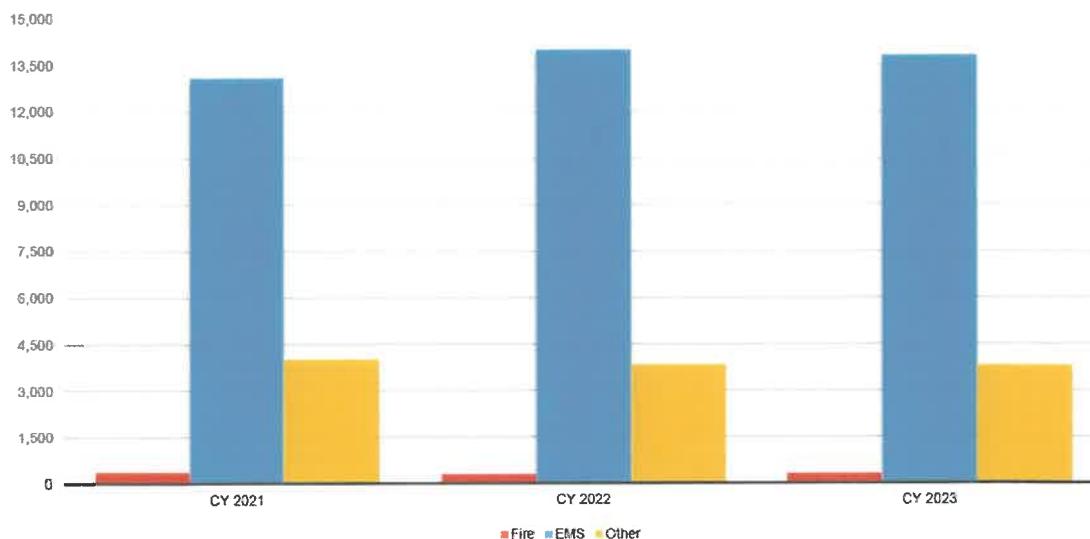
- An additional nine to 11 full-time employees to fill those gaps in headquarters staffing
 - Hiring phases can help spread out the financial impact over time
- Staffing capacity amongst similar sized agencies, that are also Citygate clients, ranged from about 12-22% of total department staff
 - Yuma ranked second to lowest in that capacity among those agencies, with only the City of Surprise having lower headquarter staffing levels
- Deployment Assessment
 - Risk Assessment – Values at Risk
 - 64 square-mile service area
 - Does not include Marine Corps Air Station (MCAS) Yuma
 - Resident population: 99,264
 - More than doubles in winter months
 - Daytime population: 108,000 (+8.9%)
 - Population density: runs from less than 500 residents per square mile, to greater than 13,500 residents per square mile
 - Yuma's fire stations are generally located in the higher population density pockets of the City



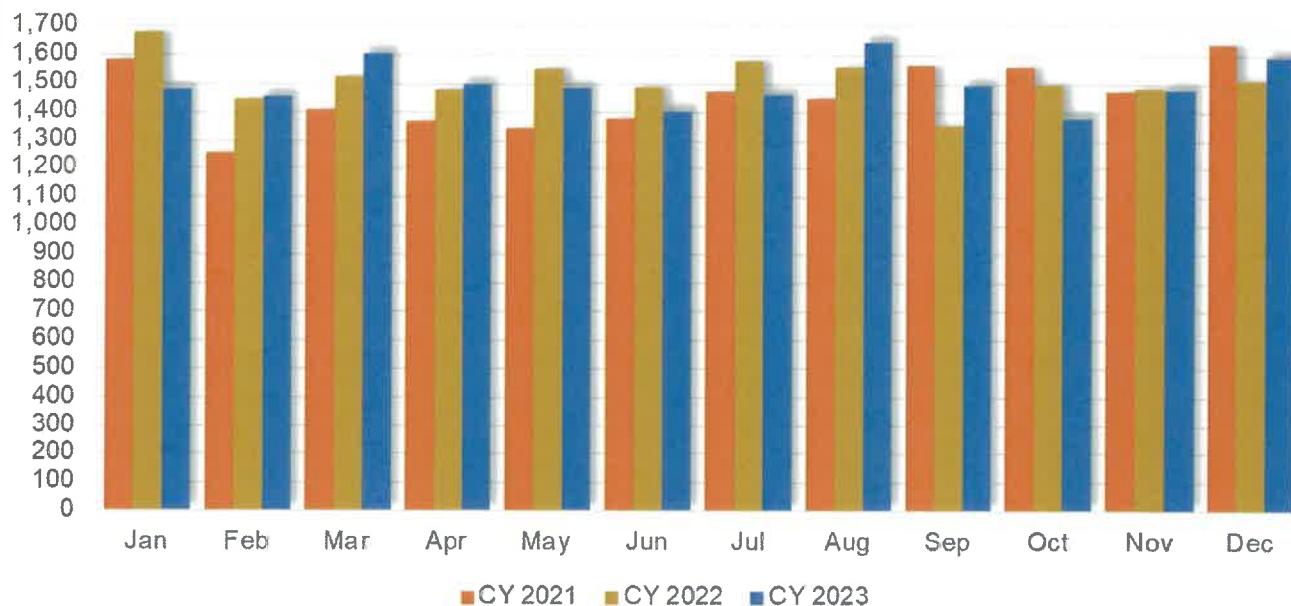
- Nearly 43,500 residential housing units
 - 27% are renter occupied
- Large inventory of non-residential buildings
- Nearly 8% of the population is below the poverty level
- More than 14% of the population is without health insurance
- At least 100 critical facilities and numerous cultural, economic, and natural resources to protect

Hazard	Planning Zone						
	District 1	District 2	District 3	District 4	District 5	District 6	District 7
Building Fire	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Vegetation/Wildland Fire	Moderate	Moderate	Moderate	Moderate	Moderate	Low	Low
Medical Emergency	High	High	High	High	High	High	High
Hazardous Material	High	Moderate	Moderate	Moderate	High	Moderate	Moderate
Technical Rescue	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate	Moderate
Aviation Incident	Low	Low	Low	Low	Low	Low	Low

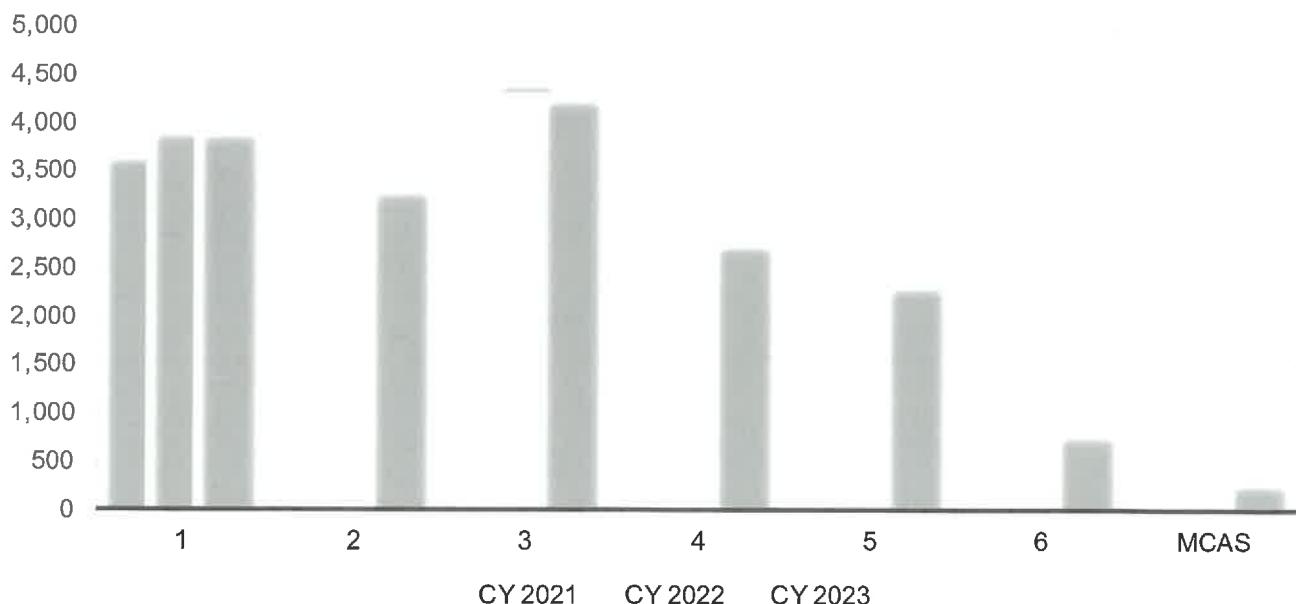
- Total Service Demand by Year
 - Service demand remained steady across the three years included in the study:
 - 2021 – 17,499
 - 2022 – 18,158
 - 2023 – 17,967
- Annual Service Demand
 - By Category
 - Calls are predominately EMS, which is consistent with most jurisdictions of similar size



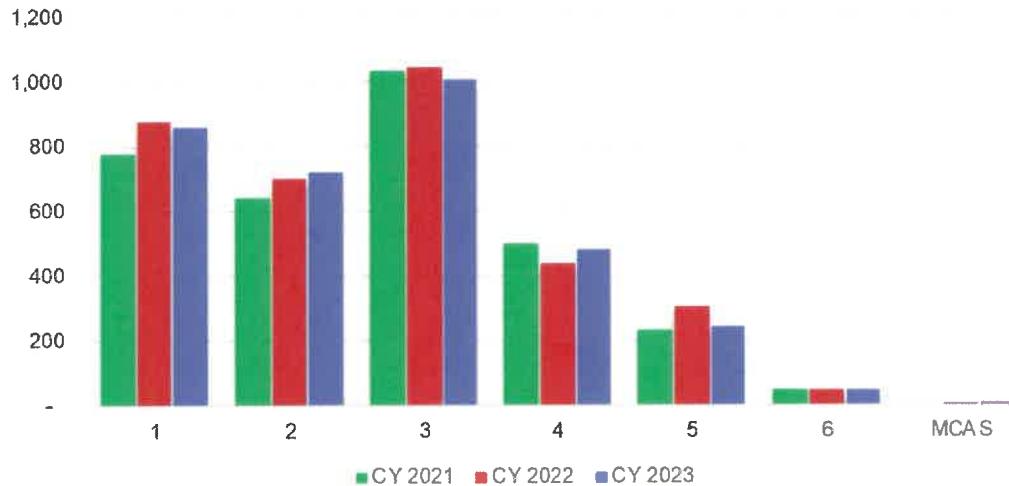
- Service Demand by Month and Year
 - Service demand remained fairly steady across all 12 months of the year, despite the population more than doubling in the winter months



- Service Demand by Time of Day
 - Calls for service start to increase at around 5:30 a.m., start to peak at about 10:00 a.m., and begin to slowly taper off at around 6:00 p.m.
- Service Demand by Station District



- Simultaneous Incidents by Station District



- Incident Occurrences

- 2 or more = 63.27%
- 3 or more = 31.72%
- 4 or more = 14.18%
- 5 or more = 5.85%

- Unit-Hour Utilization – Calendar Year 2023

- Unit-Hour Utilization illustrates how frequently a unit is utilized during a given hour of the day
- When utilization begins to approach 30% over multiple consecutive hours, relief for that crew should be considered

- Engines

Hour of Day	E-1	E-2	E-3	E-4	E-5	E-6	E-7
0:00	11.57%	10.00%	10.67%	8.20%	4.90%	3.86%	4.02%
1:00	8.93%	7.37%	11.33%	7.73%	2.16%	2.74%	1.64%
2:00	12.97%	8.19%	9.65%	7.41%	3.37%	3.40%	2.88%
3:00	9.04%	6.00%	8.93%	6.11%	1.64%	2.29%	2.61%
4:00	6.95%	7.87%	10.42%	4.99%	2.61%	2.47%	2.06%
5:00	9.04%	9.82%	9.15%	7.32%	4.67%	3.22%	4.03%
6:00	9.89%	7.52%	12.50%	7.87%	4.95%	3.66%	4.88%
7:00	13.61%	14.33%	14.52%	11.34%	5.38%	6.31%	6.06%
8:00	11.78%	18.88%	17.98%	11.96%	7.64%	9.53%	7.11%
9:00	18.18%	19.68%	19.20%	14.17%	9.07%	11.67%	10.28%
10:00	14.33%	19.75%	21.06%	14.55%	9.03%	12.66%	9.10%
11:00	17.52%	21.57%	20.88%	13.57%	8.80%	11.77%	8.51%
12:00	20.32%	21.14%	25.14%	16.80%	8.60%	9.22%	12.49%
13:00	21.20%	17.40%	22.38%	13.61%	6.49%	7.08%	7.57%
14:00	21.17%	21.10%	22.60%	16.55%	8.00%	10.93%	7.99%
15:00	20.67%	18.95%	22.04%	15.31%	10.92%	10.59%	6.64%
16:00	22.08%	18.23%	20.96%	14.06%	9.19%	10.49%	10.55%
17:00	18.53%	21.63%	21.41%	18.36%	9.96%	11.31%	10.14%
18:00	16.88%	17.30%	18.72%	14.08%	8.71%	6.98%	9.86%
19:00	17.54%	16.03%	18.75%	14.24%	6.25%	7.80%	5.11%
20:00	21.38%	16.33%	20.27%	14.72%	8.60%	10.63%	5.77%
21:00	15.36%	15.52%	16.49%	11.54%	6.86%	5.87%	11.93%
22:00	14.24%	12.02%	13.09%	9.67%	6.58%	4.68%	6.19%
23:00	9.44%	9.29%	13.57%	7.58%	4.32%	4.97%	4.61%

Hour of Day	L-1
0:00	3.75%
1:00	1.79%
2:00	2.71%
3:00	1.60%
4:00	1.72%
5:00	3.11%
6:00	1.43%
7:00	3.26%
8:00	6.75%
9:00	11.12%
10:00	9.89%
11:00	7.41%
12:00	9.03%
13:00	7.92%
14:00	7.99%
15:00	9.84%
16:00	8.81%
17:00	6.41%
18:00	6.60%
19:00	7.68%
20:00	9.44%
21:00	4.34%
22:00	4.14%
23:00	3.14%

- EMS Ambulance
 - Medics 1-4 are beginning to venture into the higher 20% range over several hours
 - Deploying a sixth ambulance year-round would help considerably in keeping these numbers in a manageable range

Hour of Day	M-1	M-2	M-3	M-4	M-5
0:00	14.07%	12.97%	13.85%	12.33%	9.42%
1:00	9.52%	8.70%	12.99%	9.71%	4.47%
2:00	13.99%	9.77%	13.95%	8.46%	7.01%
3:00	10.90%	9.23%	12.21%	9.27%	5.57%
4:00	7.27%	10.80%	14.27%	9.05%	5.44%
5:00	11.78%	11.77%	13.64%	10.42%	9.04%
6:00	14.58%	9.50%	17.23%	11.62%	11.47%
7:00	17.65%	20.78%	20.22%	16.10%	12.91%
8:00	20.24%	25.85%	26.74%	22.22%	15.43%
9:00	23.13%	27.66%	25.94%	28.87%	20.17%
10:00	21.11%	31.47%	28.55%	22.01%	17.10%
11:00	24.04%	28.45%	29.70%	26.10%	16.01%
12:00	25.99%	28.24%	33.41%	24.25%	17.87%
13:00	27.02%	23.78%	27.84%	25.44%	17.96%
14:00	27.79%	31.99%	31.26%	27.84%	16.78%
15:00	25.67%	28.94%	26.97%	27.68%	19.65%
16:00	26.13%	27.69%	28.69%	26.72%	21.50%
17:00	25.11%	29.04%	31.35%	26.23%	19.67%
18:00	23.84%	22.74%	26.91%	22.31%	14.90%
19:00	24.22%	25.33%	24.44%	23.84%	11.64%
20:00	26.56%	21.73%	24.99%	23.25%	14.16%
21:00	19.51%	19.87%	21.63%	18.35%	18.84%
22:00	16.66%	16.61%	19.73%	13.58%	10.29%
23:00	14.47%	13.46%	18.53%	12.85%	8.11%

- Response Performance
 - Response consists of three significant components:
 - Call Processing and Dispatch - interval from when the call is picked up at Dispatch until the crew is dispatched
 - Crew Turnout - interval from when the crew is dispatched until the start of apparatus movement out of the station
 - First-Unit Travel – interval from the start of movement out of the station until arrival at the incident
 - Call Processing/Dispatch
 - Few agencies are able to meet the National Fire Prevention Association (NFPA) best practice of 1:04, typically only if they have a dedicated fire dispatch center
 - YFD is close to Citygate's best practice of 1:30, with a 90th percentile performance of 1:35
 - Crew Turnout
 - Very few departments are able to meet NFPA's best practice of 1:00
 - YFD is well within Citygate's best practice of 2:00, with a 90th percentile performance of 1:03
 - First-Unit Travel
 - YFD is a bit slower than NFPA and Citygate's best practice of 4:00 and YFD's goal is 5:00, with a 90th percentile performance of 6:34

- First-Unit Call to Arrival
 - NFPA's best practice is 6:04
 - YFD's goal is 7:20 with a 90th percentile performance of 8:30, a minute slower than Citygate's suggested 7:30 for urban density communities
- Effective Response Force Call to Arrival
 - NFPA's best practice is 10:04, while Citygate suggests 11:30
 - YFD's goal is 15:20, with 90th percentile performance of 16:49 predominately due to location of the aerial ladder truck and Battalion Chief
 - This is not overly concerning, due to the infrequency of these types of incidents
- Travel Time Analysis Summary
 - Coverage is typically good downtown and in the western half of the City, but decreases to the east and south
 - In the past, the Insurance Services Organization recommended that fire stations be spaced 1.5 miles apart; however, the Travel Time Analysis shows that YFD's five-minute First-Due Engine coverage is greater than the Insurance Services Organization 1.5-mile Station Spacing coverage

Map Number	Travel Time Measure	Total Public Road Miles	Miles Covered	Percent of Total Miles Covered
3	5:00-Minute First-Due Engine	649	437	67.3%
3a	5:00-Minute First-Due Engine with Auto Aid	649	458	70.5%
3b	5:00-Minute Ambulance	649	377	58.0%
3c	5:00-Minute First-Due Engine Including Future Sta. 8	649	465	71.6%
3d	6:00-Minute First-Due Engine with Auto Aid	649	516	79.4%
4	ISO 1.5-Mile Station Spacing	649	334	51.5%
5	7:00-Minute EMS ERF (1 Engine/Ladder + 1 Medic)	649	493	76.0%
5a	12:00-Minute Fire ERF (3 Engines, 1 Ladder, 1 Medic, BC)	649	362	55.8%
6	12:00-Minute Ladder Truck	649	363	55.9%
7	8:00-Minute Battalion Chief	649	209	32.1%

- Deployment Findings
 - Total annual service demand is relatively consistent over the last three years
 - High simultaneous incident activity, primarily in Districts 1, 2, and 3
 - Medics 2 and 3 approaching recommended 30% incident workload threshold
 - Engines and ladder truck not nearing workload saturation yet
 - Medic ambulance unavailable for average of four Priority 1 EMS calls per month
 - Mutual/automatic aid received far outweighs aid provided
 - Call-to-arrival response performance is approximately one minute slower than YFD benchmark and best practice to achieve positive outcomes
 - Able to facilitate achieving positive outcomes for many responses within the five-minute or six-minute travel time
 - Poor Battalion Chief travel time coverage for incident command and safety
 - Single ladder truck for 64 square-mile service area

- Facilities Assessment Findings
 - Most facilities in good to very good condition
 - Some improvements needed to meet operational needs and gender privacy for crews
 - Some building components need upgrading or replacement
 - Joint Training Facility needs improvements to meet current and future training needs
 - Insufficient headquarters office space for current and future needs
- Fleet Assessment Findings
 - Apparatus fleet adequately configured to protect against expected hazards
 - Overall fleet in fair to very good condition, depending on age
 - Single ladder truck to cover 64 square-mile service area
 - Current three reserve engines are sufficient to maintain seven engines minimum daily service capacity
 - Reserve engines average 23 years old; one is 27 years old
 - Consider additional reserve engine when Station 8 is built
 - Incident Rehabilitation Vehicle is very old and does not meet operational needs
 - Five staff vehicles and the reserve Duty Chief vehicle are all over 15 years old
 - Vehicle replacement criteria only considers age
 - Response apparatus can be expected to exceed 200,000 miles over current 15-year service life
 - 43% of frontline engines, all reserve engines, and 60% of ambulances exceed current replacement age

Discussion

- While the population in Yuma County doubles during the winter, most of the increase is outside of City limits; this may explain why service demand remains relatively steady throughout the year, despite the significant seasonal population increase (**Mayor Nicholls/Mazza**)
- A Unit-Hour Utilization of 30% over multiple consecutive hours signals that a relief unit may be warranted; this is when the Unit-Hour Utilization is likely to start impacting other responsibilities of the unit's crew, with training typically being the first to be dropped (**Mayor Nicholls/Mazza**)
- There is no way to project when the Unit-Hour Utilization threshold may be reached, but with regular monitoring YFD will be aware and can take action when it happens (**Mayor Nicholls/Mazza**)
- Moving the Battalion Chief to a more central location may be an interim solution to improve response time and expand road network coverage in the southern and eastern areas of the City (**Mayor Nicholls/Mazza**)
- While excessive use of overtime was not reported, YFD headquarters staff is at maximum capacity; if staff needs to work overtime on an ongoing basis to meet expected workload, customer expectations and City Council priorities, that is probably exceeding their capacity (**Morales/Mazza**)
- The nine additional firefighters that will be requested in the upcoming budget are for Medic 7; any staff that are needed for the fire engine and medic unit at Station 8 will need to be added in a future budget (**Morales/Simonton**)
- As important as it is to have sufficient personnel to staff the fire engines and medic units, it is equally important to provide adequate headquarters staff to support operations (**Morales/Mazza**)

- The suggested additional headquarters staff was broken down into hiring phases based on priority, but it is City Council's decision how long each of those phases may be; the longer the phases, the more likely it is that additional staff will be needed to provide the support that will keep firefighters in their stations, trained and ready to go (**Watts/Mazza**)
- Many of the headquarters staff positions provide clerical support and could be filled by civilian personnel; these positions may be able to be filled more quickly because they do not require the same training as uniformed personnel (**Watts/Mazza**)
- Simultaneous EMS incidents increased by almost 24% over the previous three years, and it is safe to assume this will continue to increase as the City's population grows; staffing a sixth ambulance will help alleviate this and ensure the 15 personnel required to respond to a serious incident will be available if needed (**Smith/Mazza**)
- Most of YFD's EMS calls are moderate to high acuity, with a surprisingly small percentage being low acuity; finding an alternative solution to respond to low acuity calls is a broader problem that will require the involvement of the entire healthcare community (**Smith/Mazza**)
- While the coverage maps are fairly accurate, they are based on assumptions including posted speed limit, road design, and that a unit is responding from a station (**Smith/Mazza**)
- Yuma's fire stations, including future Station 8, have been placed in great locations based on the key factors that are suggested by Citygate for siting stations, including rapid access to primary response routes in all directions (**Smith/Mazza**)
- UHU and total response time from receipt of a 9-1-1 call to medical emergencies and fires are metrics that warrant close attention and can help the City determine when it is time to expand YFD (**Smith/Mazza**)
- Citygate recommends the adoption and continued monitoring of response goals as a best practice to give fire departments accountability; if those goals are not being met, questions can be asked to determine the issue and what action can be taken to correct it (**Smith/Mazza**)
- The goals presented are internal YFD goals and have not been adopted by City Council (**Mayor Nicholls/Mazza**)
- The priority assigned when a call is dispatched, based on information from the caller, often changes once the paramedics or engine company arrive and assess the situation; because of this, it would not be wise to change the deployment model universally (**McClendon/Mazza**)
- Based on current laws and insurance company policies, YFD will only be reimbursed for an ambulance transport if the patient is taken to a hospital; currently Rural Metro provides the ambulance for low acuity calls, if they are available (**McClendon/Mazza**)
- The higher priority issues at this time is predominantly headquarter support staff capacity; however, the additional EMS response capacity and dealing with the travel time coverage for Battalion Chief and the single ladder truck also need to be addressed (**McClendon/Mazza**)
- Relocating the ladder truck from Station 1 to a more central location may help in the short term, but most communities of similar size have at least two ladder trucks; the ladder truck is a very specialized resource that does not need to be used for every call, but is important for significant events and has a number of specialized tools on board (**Morris/Mazza**)
- A fire engine or ladder truck and a YFD ambulance are dispatched for Priority One calls, and for Priority Two calls a fire engine is dispatched on its own; for Priority Three calls a Rural Metro ambulance is dispatched, followed by a fire engine (**Morris/Mazza/Fields**)
- Determining the number of firefighters and headquarters staff YFD needs to support the citizens of Yuma, including Stations 7 and 8, was not specifically within the scope of work for the development of the Master Plan, but can be answered by the Fire Chief (**Martinez/Mazza**)

- The 64 square-mile of service area is net and does not include the Barry M. Goldwater Range (**Mayor Nicholls/Mazza**)
- It is not apparent why YFD's simultaneous callout rate of 63%, which is expected to be 40-50% for a community of this size, is high; the age of the population and/or the number of agricultural workers may be factors (**Mayor Nicholls/Mazza**)

II. REGULAR CITY COUNCIL MEETING AGENDA OF APRIL 16, 2025

Ordinance O2025-011 – Statutory Compliance Hearing/Amendment: Ordinance O2003-12 (determine compliance with the conditions of approval for rezoning Ordinance O2003-12, and introduce an ordinance to amend O2003-12 to remove conditions and extend the time to comply with the rezoning conditions) (Plng & Nbhd Svcs/Cmty Plng)

Discussion

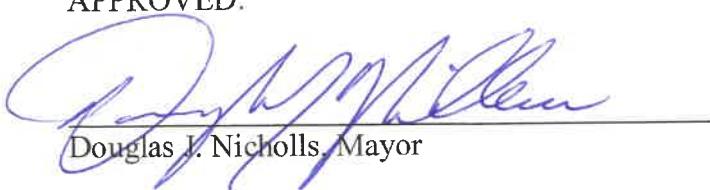
- The City is processing this request on behalf of the property owner, who is now ready to move forward with the rezoning, but there is no application for them to fill out; the property owner's information will be provided to City Council (**Mayor Nicholls/Linville**)

III. EXECUTIVE SESSION

Motion (Morales/Smith): To adjourn the meeting to Executive Session. Voice vote: **approved** 7-0. The meeting adjourned at 6:56 p.m.


Lynda L. Bushong, City Clerk

APPROVED:


Douglas J. Nicholls, Mayor

Approved at the City Council Meeting of:
<i>June 4, 2025</i>
City Clerk: <i>LB</i>