Minutes of the joint work session of the Ogden City Council, also acting as the Redevelopment Agency, held on Tuesday, April 14, 2026 at 4:00 p.m., in the Council Work Room, and via electronic meeting, on the third floor of the Municipal Building, 2549 Washington Boulevard, Ogden City, Weber County, Utah.

Present:	Chair	Richard A. Hyer
	Vice Chair	Dave Graf
	Council members	Flor Lopez
		Kevin Lundell
		Shaun Myers
		Ken Richey
		Alicia Washington

Council Executive Director Glenn Symes
Council Assistant Executive Director Steve Burton
Council Senior Policy Analyst Clint Yingling
Council Communications Director Brandon Garside
Council Communications Specialist Eric Davenport

Also present: Chief Administrative Officer Mara A. Brown
Management Services Executive Director Lisa Stout
Finance Director Justin Sorensen
Community and Economic Development Executive Director Jared Johnson
Community and Economic Development Assistant Executive Director David Sawyer
Fire Chief Mike Slater
Assistant City Engineer Daniel Gillies
Parking and Mobility Operations Coordinator Emil Vargason
Sustainability Coordinator Lorenzo Long
Deputy City Recorder Jason Gould

The purpose of the joint work session was to review the agenda for the Redevelopment Agency meeting scheduled to begin at 6:00 p.m.; discuss a proposed Ogden Fire Interlocal Agreement with Weber County; proposed Managed Parking System Ordinance Amendments; proposed Managed Parking Fee Amendments; proposed Code Services and Community Risk Reduction Reorganization; Council/Board business; and hear Council/Board comments.

Agenda Review

Chair Hyer and members of Council staff reviewed the items listed on the agenda for the Redevelopment Agency meeting scheduled to begin at 6:00 p.m. Chair Hyer invited Community and Economic Development Executive Director Johnson to present and answer questions about the Exchange Building project, acknowledging that Council members had received emails with concerns about the proposal. Mr. Johnson clarified that the City is working to preserve the building, not demolish it, contrary to some public concerns. He explained that the City obtained the building in 2013, created a redevelopment area, and has been working to find a viable solution. In 2024, the City conducted a request for proposals (RFP) process that received only one submittal, which was declined as not feasible. Mr. Johnson detailed how the current developer, Fischer Regan Enterprises, became involved through discussions with Big D Construction, who were providing renovation estimates. Initial estimates from Black Pine were around $16 million, while Big D estimated $11 million. Fischer Regan Enterprises indicated they could potentially reduce costs further through different contractor relationships.

Council member Washington raised several procedural concerns about the developer selection process, noting that according to the Redevelopment Agency website, there should have been an Exclusive Negotiations Agreement (ENA) with Board notification within 30 days, which she could not locate. Mr. Johnson explained that they did not execute an ENA in this case because they weren't certain the project would be viable until recent months. Council member Washington also questioned the structural integrity assessment and potential liability issues related to demolition by neglect. Mr. Johnson explained that the agreement includes a six-month due diligence period where the developer can assess the building's condition before the City conveys the property. A structural engineering report from ARW Engineering was completed in October 2025.

Due to the extensive questions and time constraints, Chair Hyer suggested continuing the discussion during the evening Council meeting with public input, rather than extending the work session. Council members agreed to this approach.

Proposed Ogden Fire Interlocal Agreement with Weber County

Fire Chief Slater presented the interlocal agreement with Weber County, explaining that Ogden has participated in this cooperative arrangement since 1986. The agreement covers paramedic advanced life support services funded through a property tax line item that appears on Weber County property taxes. Chief Slater explained that the City houses three paramedic rescues at Stations one, three, and five, serving various parts of Ogden and surrounding municipalities. The program represents the highest call volume paramedic service in the state, with Ogden running approximately 23,000 calls compared to 7,000 for the next closest department. The agreement provides partial wage and benefit subsidization for 22 Ogden paramedics who also serve as firefighters. The City's goal has been to reach 70 percent subsidization from the county, though they currently achieve about 60 percent. This year's contract includes a 7 percent increase, totaling approximately $123,000 more than the previous year.

Chair Hyer questioned whether the City was being fully reimbursed for county services. Chief Slater explained that while they're at 60 percent rather than the target 70 percent, the paramedics also function as firefighters, helping the City meet National Fire Protection Agency requirements for 14 firefighters on scene within eight minutes at a lower cost than dedicated firefighters. Council Member Myers asked about the breakdown between Ogden City and Weber County usage, which Chief Slater said he would need to reference the Citygate study to provide specific percentages. The chief noted that the three busiest rescue units in Weber County are all stationed within Ogden City.

Chief Slater explained that the 70 percent goal was based on approximately 70 percent of their calls being medical rather than fire related. The agreement requires annual negotiations each November, with payments retroactive to January 1st once approved.

Proposed Code Services and Community Risk Reduction Reorganization

Chief Slater presented a proposal to move Code Services from the Community and Economic Development Department to the Fire Department, rebranding it as a Community Risk Reduction team. He explained this was part of an efficiency audit requested by Administration to identify operational improvements. The Chief noted that Code Services previously resided with the Fire Department about 25 years ago before being transferred to Community and Economic Development. The goal is to integrate Code Services with fire prevention staff for a more proactive, data-driven approach to preventing public safety incidents. Currently, Code Services operates with seven positions but has been running with only five filled positions for years. The proposal would transfer five positions to the Fire Department: three code service officers, one administrative assistant, and create one deputy fire marshal position to supervise the team. The remaining positions would be reallocated to add two firefighters in the general fund and one additional firefighter in the medical fund. Chief Slater emphasized that the reorganization would improve coordination between code enforcement and fire prevention, allowing for better data sharing and more proactive identification of problem properties. He cited an example of a building fire that occurred shortly after fire marshal concerns were raised, illustrating the importance of predictive intervention.

Finance Director Sorensen explained the budget implications, noting that the reorganization would require no additional general fund appropriations for the remainder of the fiscal year, as they would simply move budget from Community and Economic Development to the Fire Department. The medical fund position would be covered by existing savings from unfilled positions.

Council member Washington asked about enforcement mechanisms for proactive inspections rather than just complaint-driven responses. Chief Slater acknowledged that busy departments struggle to inspect all properties regularly but would prioritize based on life safety risks and use data-driven approaches to identify high-risk properties.

Council member Lopez expressed concerns about reducing Code Services staff from seven to five positions when seven wasn't adequate, questioning how they would handle the workload. Chief Slater explained they would focus on efficiency and addressing the most critical issues while maintaining professional service standards.

Chair Hyer asked about preventing mission creep and ensuring Code Services staff wouldn't be diverted to other Fire Department duties. Chief Slater gave assurances that the civilian Code Services employees would remain dedicated to their function and not participate in firefighting activities.

Vice Chair Graf questioned how additional firefighters were needed as part of this reorganization. Chief Slater explained that the additional firefighters would address operational deficiencies at Station 3, where response times for secondary units can be 6.5 minutes compared to under 5 minutes at Station 2. Studies show four-person crews are 25 percent quicker on tasks, 11 percent faster getting water on fires, 27 percent faster on victim removal, and experience 46 percent fewer injuries.

Proposed Managed Parking System Ordinance Amendments; and
Proposed Managed Parking Fee Amendments

Parking and Mobility Operations Coordinator Vargason, with assistance from Robert Ferrin from consulting firm Kimley-Horn, presented the managed parking proposal, which had been paused in November 2024 to gather additional stakeholder feedback. Staff met with downtown business owners and residents throughout the year to refine the approach. The proposal utilizes the Passport Parking App and payment system, which is already used at the airport, creating a unified system. The managed parking area would include 25th Street from Wall Avenue to Washington Boulevard, Kiesel Avenue from 24th to 22nd Street, and the 300 block of 23rd Street. Electric Alley lots and the new WonderBlock parking structure would also be included in the managed system. Key features include:

- 15 minutes of free parking when using the app or kiosks
- No time limits in paid areas (can pay for all-day parking)
- Free two-hour parking in designated peripheral areas
- ADA spaces receive first two hours free without app requirement
- Enforcement Monday through Saturday, 8 AM to 8 PM
- Multiple payment options: app, kiosks, and text-to-pay

Proposed rates range from \$1.50-2.00 per hour for on-street parking and \$1.00-1.50 per hour for off-street parking. EV charging would be \$2.75-3.00 per hour with a daily maximum of \$15-18. Monthly permits would be \$80 for unreserved WonderBlock access and \$10 for employee permits valid in Electric Alley lots. The system would be managed by Interstate Parking, which would provide parking ambassadors focused on education and customer service rather than just enforcement.

Mr. Ferrin explained that managed parking addresses current high-demand areas while providing options for different user needs. The 2021 study found overall 50% parking utilization downtown but acute problems above 85% utilization in core areas like 25th Street and Kiesel Avenue.

Council member Washington questioned where employees would park, and Mr. Vargason explained they could purchase \$10 monthly permits for Electric Alley or use free options like Union Station and the Junction parking garage.

Lisa Brown presented financial projections showing that under conservative assumptions (30% utilization, 2-hour average stays), the system would generate enough revenue to cover operational costs but would require ongoing city subsidy for debt service on the WonderBlock parking structure. More optimistic scenarios with higher utilization could potentially cover debt service in later years.

Vice Chair Graf expressed concerns about the reduced scope compared to the original 2023 proposal, which showed better financial returns. He noted that the City committed to paid parking when bonding for the WonderBlock structure and was disappointed that BDO revenues would now be needed to subsidize the parking debt.

Council member Lundell echoed these concerns about the dramatic difference between the original recommendations and the current proposal, requesting more information about what changes were made and why.

Chair Hyer emphasized the need for a phased timeline for continued implementation beyond the initial phase, expressing discomfort with the open-ended approach to future expansion.

Due to time constraints, the Council agreed to recess the meeting at 6:05 p.m. and reconvene after the Redevelopment Agency meeting to continue the parking discussion.

Chair Hyer reconvened the work session at 8:47 p.m. and turned the discussion over to Ms. Stout, who outlined both conservative and aggressive plans for the managed parking system. She elaborated that the forthcoming steps hinge on the Council's timeline, which might include another work session discussion. Upon approval of the proposed ordinance, a 30-day trial period is set to commence, starting with the installation of kiosks in May and a full-scale implementation slated for June. The approach to community engagement includes extensive outreach through information packets delivered door-to-door to local businesses, social media campaigns, and direct contact through newsletters and the City's website. Notably, no ordinance change was required for residential permits, merely transitioning from paper to electronic permits. It was mentioned that about 200 residents have parking permits near the college, primarily to manage street parking for themselves. Ms. Stout further explained the fee structure for parking at the Junction, where PRI, Boyer, and the Redevelopment Agency contribute to the common area maintenance fees, which encompasses janitorial services, lighting, and other essential services for parking towers. Following the Redevelopment Agency's expiration, renegotiation of these agreements will become essential. She emphasized that reinvesting parking revenue into maintaining infrastructure, such as lighting and charging stations, is within the future plans. The initial scope of the managed parking system spanned a more extensive area compared to the current proposal of a three-to-five block implementation, and this reduction reflects the lowered costs and revenue projections. These modifications were driven by both community feedback and administrative caution. Future expansions depend on data gleaned after initial implementation. Another point of concern was the absence of fixed timelines for subsequent phases, prompting Council members to urge for deadlines that align with cost management.

Council discussion of the information provided by Ms. Stout highlighted the Administration's preference for a cautious initial rollout, underscoring the importance of accumulating more data on the effects of potential expansions and the corresponding revenue. There was a significant interest in modifying the areas included in the initial phases and scrutinizing potential avenues for enhancing revenue. Throughout the discussion, Council members weighed in, expressing that a fuller rollout may mitigate ongoing adjustments and public frustrations, suggesting that a phased approach might require reevaluation. In conclusion, the Council requested more detailed projections concerning expansion impacts and potential financial gains.

Ms. Stout thanked the Council for their comments and committed to working on additional revenue projections to share with them at a future meeting.

Council/Board Business

Vice Chair Graf announced a schedule change for the weekly Council leadership meeting from Thursday morning at 8:15 AM to Wednesday afternoon at 3:30 PM due to schedule conflicts. He encouraged Council members to send thoughts via text, phone, or email for the leadership team to discuss with Council staff.

The meeting adjourned at 9:16 p.m.

JASON GOULD
DEPUTY CITY RECORDER

RICHARD A. HYER, CHAIR

APPROVED: May 19, 2026