

Meridian City Council Work Session

February 2, 2021.

A Meeting of the Meridian City Council was called to order at 4:31 p.m., Tuesday, February 2, 2021, by Mayor Robert Simison.

Members Present: Robert Simison, Joe Borton, Luke Cavener, Treg Bernt, Jessica Perreault, Brad Hoaglun and Liz Strader.

Also present: Chris Johnston, Bill Nary, Steve Siddoway, Miranda Carson, Mark Ford, Joe Bongiorno and Dean Willis.

ROLL-CALL ATTENDANCE

☒ Liz Strader	☒ Joe Borton
☒ Brad Hoaglun	☒ Treg Bernt
☒ Jessica Perreault	☒ Luke Cavener
☒ Mayor Robert E. Simison	

Simison: Council, we will call this meeting to order. For the record it is February 2nd, 2021, at 4:31 p.m. We will begin this afternoon's work session with roll call attendance.

ADOPTION OF AGENDA

Simison: Next up is the adoption of the agenda.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: As far as the agenda is concerned this evening, Item No. 4 on Consent -- oh, wait a minute. Yes. Needs to be removed. As also the -- we need to add an Executive Session item 15-74-206(1)(a) to the Executive Session. With that said, I move that we adopt the agenda as amended.

Hoaglun: Mr. Mayor, I second the motion to adopt the agenda as amended.

Simison: I have a motion and a second to adopt the agenda as amended. Is there any discussion? If not, all in favor signify by saying aye. Opposed nay. The ayes have it.

MOTION CARRIED: ALL AYES.

CONSENT AGENDA [Action Item]

- 1. Approve Minutes of the January 19, 2021 City Council Work Session**
- 2. Approve Minutes of the January 19, 2021 City Council Regular Meeting**

- 3. Hensley Station No. 1 Sanitary Sewer and Water Main Easement**
- 5. Findings of Fact, Conclusions of Law for Cache Creek Subdivision (H-2020-0105) by Matt Schultz of Schultz Development, Located on the Northwest Corner of E. Victory Rd. and S. Locust Grove Rd.**
- 6. Findings of Fact, Conclusions of Law for Daphne Square Subdivision (H-2020-0101) by Matt Schultz of Schultz Development, Located at 4700 W. McMillan Rd.**
- 7. Second Addendum to the Development Agreement for Southridge Apartments MDA (H-2020-0109) with Tim Eck, Southridge Farms, LLC (Owner/Developer), Located South of W. Overland Rd., Midway Between S. Ten Mile Rd. and S. Linder Rd.**
- 8. Fifth Addendum to the Modified Development Agreement Between the City of Meridian and Brighton Development, Inc. for Paramount Point (4th Addendum Inst. #2017-0066043)**
- 9. Approval of Grantee Agreements for the Meridian Small Business Grant Program**
- 10. City Clerk: Approval of Dog Licensing Designee Agreements with Meridian Canine Rescue, Settler's Park Veterinary Hospital, Meridian Veterinary Hospital and Pet Care Clinic**
- 11. City of Meridian Financial Report - December 2020**

Simison: This appears to be out of order, because there were no items moved from the Consent Agenda. We haven't done the Consent Agenda yet.

Johnston: We -- we did notice that earlier, Mr. Mayor, and we have corrected that on future agendas.

Simison: Okay. So, next up is the Consent Agenda.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I move that we approve the Consent Agenda, for the Mayor to sign and for the Clerk to attest.

Hoaglun: Mr. Mayor, I second the motion.

Simison: I have a motion and a second to approve the Consent Agenda as it was submitted. Is there any discussion on the motion?

Johnston: Mr. Mayor, my apologies. Did we remove Item 4 from --

Simison: Yes. With the previous motion.

Johnston: My apologies. I --

Bernt: I was confused on where you wanted me to do that, because you put it under the adoption of the agenda, but it's actually Consent, so I --

Johnston: It could be either. So, if you -- if you have already -- Mr. Nary if that's already struck, then, that's fine.

Bernt: We amended it.

Johnston: Perfect.

Simison: We did. Yes. Okay. All those in favor signify by saying aye. Opposed nay. The ayes have it and the Consent Agenda as amended was adopted.

MOTION CARRIED: ALL AYES.

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

DEPARTMENT / COMMISSION REPORTS [Action Item]

12. Historic Preservation Commission: History of Meridian Speedway Presentation

Simison: Next up is the Department/Commission Reports. So, Item 12. We will turn this over to our Historic Preservation Commission regarding the history of Meridian Speedway presentation. I'm going to recognize Blaine Johnston at this point in time and let him bring -- introduce his team as he sees fit.

B.Johnston: Mr. Mayor, Members of the City Council, I'm Blaine Johnston, President of Historic Preservation Commission, and with me is Josh Evarts, who is our commission storyteller. With that our commission works to preserve the character, fabric, and historical -- historically significant areas and structures within the City of Meridian to honor and preserve its rich heritage and future generation. So, we are waiting for the monitor to show up.

Evarts: Mayor, City Council Members, thank you so much for having us here tonight. This is something that we actually haven't done as a commission while Blaine and I have been in our leadership roles. So, it's pretty exciting to bring a project where we are making

a submission to the National Historic Registry of a -- of a primary location here in Meridian. So, this will -- as it's been a new project for us, it's also going to be kind of new for you, so we wanted to walk you through this sort of research project and what this looks like. So, the first thing is when we -- when we do -- when we find these sites that we want to submit to the National Registry we actually engage with a third party that does what's referred to as our survey of that site. There is very very specific criteria that have to be met for these properties to be listed on the National Registry, so we -- we paid to have this work done. This actually took -- when did we start this? I want to say summertime.

B.Johnston: It was summer of last year. Yeah.

Evarts: Yeah. That they began this. They have been briefing us along the way. We are not showing you the whole report, that's too much, so we are just hitting a couple highlights here. But the -- but the site is the Meridian Speedway. We just felt that this had been such a primary central thing -- we actually didn't realize how important it was until we actually got this survey done. I think all of us as commissioners were pretty excited to see some of the details, but we are definitely going to touch on those. So, these are just some photographs that were taken in October to begin with, but what we want to cover is the speedway, while it was installed in 1951 -- so, on the far left of what you are looking at you are seeing the -- the far out aerial view and, then, if you look at the box insert that's literally in 1951 what the speedway looked like and, then, you can see the Meridian Speedway today. So, what we have here is we have something that for 70 years has maintained it, even though the size of the oval track was not quite as big as it is today, because it had to conform to different standards. I forget what year that was, but -- but for all intents and purposes that speedway has been its same configuration for that amount of time. The sources for this entire survey -- so, we had the -- the Meridian Dairy and Stock Shows -- Hans spoke to us from there. Adam Nielson from the Meridian Speedway. Lila, obviously. Stan Fuller as the Idaho Racing Museum. Idaho Statesman and the Meridian Times. So, they review all these things and they are looking for articles, they are looking for stories, they are looking for photographs. So, some of the work products that we get out of that or some of the details we get out of that is that Meridian was the dairy center of the state. That was kind of the first narrative that came out of this. Kind of began with the Consolidated Creamery being built in 1897 and, then, in 1929 we have the Dairy Days being established as a showcase for livestock and dairy products when the -- when the creamery was built. So, this was something that was recognized in newspapers that -- that we were being recognized as sort of this dairy center. Flash forward, we get the Meridian Dairy and Stock Show incorporation. That was incorporated April 12th, 1948. This was done with the Idaho Secretary of State and, again, this is the -- this is the formal entity that would begin the Dairy Days and for the dairymen to be able to start doing different kinds of shows -- stock shows and being able to showcase here in Meridian what -- what was happening in the dairy industry. What we see in 1949 is that -- that the this W.L. Hendrix, which was the president of the Idaho State Dairymen's Association, as well as the secretary of the American Dairy Association, said that the association of these grounds -- so, specifically talking about the grounds at the racetrack and speedway would end up on, are entitled to support all you farmers and Meridian towns people. This is the first tree to be planted. They planted a tree at that point as a

symbol of what we could build for the future and the boys and girls of Boise valley and America. So, in 1949 this aerial view that we found showcases what that first kind of dairy show looked like. You have all the canvas covered livestock sheds that are -- that are on the right-hand side and these grounds were dedicated in 1949 following the Dairy Day Parade. So, this is 1949. 1951 -- oh. This is kind of an interesting picture. So, this is actually the cattle exhibit building. So, on the left-hand side here we see a photo, which the earliest stage one we could find, which was May 1958 during construction and you can see this cattle exhibit building in 2020. We still have artifacts, even though we had a fire that destroyed this we still have artifacts of that -- that roofline and what was originally there. So, in 1950 we have the Meridian Athletic Association that gets organized. 1951 a dirt track is built. So, that's that first image that we saw on the slide deck at the dairy show grounds. 1951 we purchased the lights from the Boise Junior College to light the tracks, races, softball, baseball games, things that we were doing on this -- this infield and in 1953 the Meridian Racing Association was organized as an affiliate of the Meridian Athletic Association. So, we are starting to see these photographs show up. Not only are we seeing these old photographs, but we are starting to find advertisements that are in the local papers. So, these are for some midget races in 1951, things that were showing up. And notice in the bottom of that left-hand one, all proceeds used for improving the speedway and recreation facilities for the benefit of the entire Boise Valley, sponsored by the Meridian Athletics Association, sanctioned by the Idaho State. So, we are collecting money, but what we found what was very very interesting is if we go to our next slide, receipts from the speedway were divided between that Meridian Athletic Association and the racing association. The MMA usage shared upkeep the site, but they also did things that benefitted the community. So, some examples of that is little leaguers were only -- little leaguers only paid for their mouthpieces during this period of time and uniforms were furnished, as well as transportation to weekly games that were held in Boise. We have local tennis players that went to a national championship meet at no personal expense. That was paid for by that association. And, then, summer recreation programs were provided to local youth. So, this wasn't just the dairyman, you know, doing things that were enriching, you know, and telling the story of dairy, they were doing things that were enriching a community and using the speedway to make that happen. So, it has been the center of the community really since 1949. So, this is where we kick off our Meridian Dairy Days and certainly if you are a resident of downtown Meridian you are seeing the life that happens at that speedway on a regular basis during the season. Statement of significance. I only included this because this is the kind of deep work that has to go in by our surveyors, as well as the commission, but a statement of significance is kind of the guidelines and the overarching construct for how you get something submitted on the National Registry of Historic Places. So, what we are -- what we are communicating to our state office to begin with that will end up being sent to the national offices that the Meridian Speedway is -- is significant at the local level under what's called Criterion A, agriculture, for its association with the agricultural history of Meridian and Ada county. The creamery and other dairy-related businesses have followed. Establishing Meridian as a dairy center for the state. 1929 we get the Dairy Days established as a showcase for livestock and dairy products. In 1948 the Meridian Dairy and Stock Show was incorporated to support the annual event. 1949 the corporation procured land for the permanent site and the Dairy Days is held annually for two days in June. So, this is one

section. We have multiple sections where we have to sort of make the case and -- and it's quite burdensome. So, that's why we have to do these kind of deep surveys and get this information. So, submission criteria. The Meridian Speedway retains the integrity of location, meaning it's been at the same spot. Feeling and association and as such retains a sufficient overall integrity to convey its significance under this Criterion A is recommended eligible for the National Registry of Historic Places. So, our independent third party that did this survey, they felt that it absolutely met all those guidelines and we are excited to kind of advance that effort. So, our next step is -- is we will be submitting this to SHPO, which is the State Historic Preservation Office, for review. If they concur with our findings, then, the -- we have already talked to the dairymen. They are in full support of this. They really do appreciate the initiative that we have taken to recognize this and they are on board and, then, we would be drafting that nomination for our national registry. So, with that we are kind of open for questions or comments.

Simison: Thank you. Council, any questions?

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Mr. Mayor and, Josh and Blaine, thanks for the presentation. Good information. Having spent time there listening to inspirational halftime talks when we played our football games at the speedway, there in the dairy barn sitting on the stall, you know, was a great motivator to get back out on the field, so -- but my question is related to that north side --

Evarts: Yes.

Hoaglund: -- and -- you know, and it's still the wooden structure and whatnot. Does placing this in the -- in the National Registry -- you know, I know there are restrictions for homes and different things when you go to modify and restore or anything like that. Would that apply in this situation?

B. Johnston: As far as national is concerned, once it's listed -- the owners can do anything they want to do. It may -- if they tear something down it may cause it to be delisted because of that. If they do a significant destruction of such structures. But, again, just because it's listed -- the owners can do anything they want. If the Dairy Association wants to, in the future move it, that's their -- their business and -- and we have no -- we are just trying to say right now at this point in time it's important for the City of Meridian, the valley and state, to have this property listed as a national historic property.

Evarts: And it is the speedway. So, even though that north structure, you know, that went through a fire and has been modified clearly -- and typically that will exclude you if you have had significant modifications, but this is really for the speedway where we have got that thing that was created in 1951 and we have the whole narrative and, then, we have

something that has effectively maintained its -- its -- its role in the community for that amount of time.

Hoaglund: Mr. Mayor, just to follow up on that.

Simison: Councilman Hoaglund.

Hoaglund: Yeah. I was curious, because if they ever did want to, you know, redo the stands and -- because they did that to the west side. It used to be all wood and --

Simison: Paved the gravel area.

Hoaglund: Paved the gravel area. Yes. And some other things. So, I was just kind of curious if -- if they want to make some modifications that it doesn't restrict them from improving the property.

B.Johnston: I don't believe it will and I probably have to go back to Firebird Raceway. It was listed a year ago on the National List of Historic Places and I know it's gone through significant changes in its lifespan so far. So, I think if they want to change bleachers or something like that it's not going to affect the listing.

Hoaglund: Thank you, gentlemen. Mr. Mayor, thank you.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: Thanks, guys, for your presentation. Mr. Evarts, Mr. Johnston, appreciate it. I -- the question that I had I think you somewhat answered and that is in the future if the owners of the speedway want to move that they are able to do it. I know that -- and that's -- and that's confirmed, that's a fact?

Evarts: Yeah. It can -- as somebody who owns historic buildings, yeah, you can be delisted. You know, if you make some change that's material to its function form that takes it out of the registry. But you have -- you have autonomy to do the things that you want to do to your property.

B.Johnston: The other thing that it does for the speedway and the city is that if any federal money is used to -- let's say widen Main Street out, so it would impact the stands, they would have to reimburse the -- the dairy board for that work done, because federal money is involved with -- with taking it down. So, it does protect the dairy association and the speedway that way also.

Evarts: There are very very few -- I forget the number that they told us, but when they did their national survey of how many like quarter mile tracks in cities are actually listed on the historic registry --

B.Johnston: There is less than ten.

Evarts: Yeah. There is less than ten. Like -- so, this is a really significant submission just in terms of -- it's become a very rare thing and being able to protect that, you know, is -- is important to us. Or get it acknowledged I should say.

Bernt: Mr. Mayor, just follow up.

Simison: Councilman Bernt.

Bernt: I'm in favor of this. If there is one thing that -- that is Meridian -- one of the -- one of the staples of our -- of our city for sure is the speedway. It's sort of funny when -- when -- at my house in the middle of summertime -- I live somewhat close to the freeway and people have asked me in the past doesn't it bug you to live so close to the freeway and I'm like I don't -- I really can't hear the freeway, but I can certainly hear the speedway and -- and for me that is what Meridian is. It's never bugged me once. It just -- it just reminds me of who we are and what we represent and so it's -- it's an honor to be able to support this for you guys.

B.Johnston: Thank you.

Evarts: One other comment that I would like to make is -- is our intent -- and it hasn't been possible with COVID, but we really would like to -- if this is something that actually makes it to the National Registry, we really would like to do something to honor the dairymen, because they are -- they are really the ones that are responsible for creating this asset and -- and being a part of this narrative and, you know, I know that we do lots of things to acknowledge them, but I just think this has been a really big effort and something that -- that they could have very well said no and they have been very very supportive and loved the fact that they are getting acknowledged for the kind of historic thing they have done here in the city.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Thanks, gentlemen, for presenting and this seems like really important work. I'm sure all of Council appreciates it. When I think of, you know, Meridian there are some symbols of Meridian that I think are really important to protect and sort of tell our story. I think this is one of them. You know, the -- the water tower, too. There are some things like that that really kind of keep our history alive and tell our story. So, I appreciate you guys doing this. Thanks.

B.Johnston: Thank you.

Simison: And if I could just say, you know, in my -- one of the few things I have taken on as Mayor, as you know, is my role on the advisory council on historic preservation.

Honestly, I think it's really cool that the city is undertaking this and potentially can have this put on while I'm in that role, even though I didn't initiate it, you guys have done all the work, but be my honor to help make sure that I can do what I can to help make that occur. So, appreciate all the work you have done.

B.Johnston: Thank you very much.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: First, gentlemen, it's great to see both of you, more ways than one. Appreciate the presentation. What are some of these next steps and -- and at what level does the speedway want to kind of demonstrate and communicate this out to the public? I appreciate that you have engaged them and -- and the dairymen. What's -- what's their approach? I mean -- I doubt this is a let's present to Council and move on. What are some of the next steps?

Evarts: Yeah. So -- so, specifically, we will submit this to SHPO, because they have to get behind this before we can submit it to the National Registry. The State Historic Preservation Office has to be in agreement. There is not a role really for the dairymen to play until the state says, yes, we think you have met the Criterion A to have that submitted to the National Registry. Once the state has given that blessing to that and is willing to submit that, the dairymen have to agree to that and we have already briefed them and they have said that that's something that they are in support of. So, any -- any work on the dairymen -- there is not anything for them to do. Anything that we could do as a city I think would come after we would get acknowledged -- and I don't know what the time frame is for the National Registry, but at whatever point if they made the determination that they did include the speedway on the National Registry, there is nothing really for City Council to approve at that point. You are -- we are doing our work as a commission. I do think it would be nice to do some kind of public acknowledgement, press release on behalf of the city, again, kind of recognizing the dairymen in this effort.

B.Johnston: As a commission, if it is approved, probably like to get a plaque to put up somewhere on the speedway in an entrance, so people can see it as they walk in. So, that would be the one -- the last step we would do if it's approved.

Evarts: With a party.

Simison: And maybe a race, like the end of Talladega Nights might be in order.

Evarts: It should be Blaine and I in a foot race around the track.

Simison: Love it. Walking.

Evarts: Walking. Yes. Of course.

Simison: Council, any further questions? Okay. Thank you very much.

B.Johnston: Thank you.

13. Community Development: Recommendations for Ada County Highway District Integrated Five-Year Work Plan Project Requests and Prioritization

Simison: Appreciate very much. Council, next item is Item 13 from our Community Development Department regarding the ACHD five year work plan project requests and prioritization. I don't see Mr. Hood here or online, unless he's hiding under a different name. Mr. Clerk, have you seen --

Johnston: Ms. Carson is here now, Mr. Mayor.

Simison: Okay. Miranda, we will turn this over to you.

Carson: Hello. Mr. Mayor, Council Persons, I was -- I was asked to present the integrated five year work plan for -- that we submit to ACHD. This is something that we, as a city, submit every year and it's a list of projects that we would request ACHD take on to make improvements to roads and intersections and, then, also community programs that just filling sidewalk gaps, occasionally pathways if they are in the right of way. So, the packet should have the list that was recommended by the Transportation Commission. So, this -- this list went through a thorough check by the Transportation Commission over two separate meetings and they recommended the list as it's written here. For Council your role would be -- and I apologize if you already know your role. But Council role would be to review the list, make any changes to the prioritization, and, then, we would send it to ACHD as our official request from the city. There is one project that has been brought up in communications with staff that was not on the list. It was not originally presented to the Transportation Commission. It is the Lake Hazel, Eagle to Locust Grove, improvements in the master street -- street map that's planned for five lanes. It is on the list in the community program section to have pedestrian improvements, but it is not on the list for roadways and intersections to have any kind of roadway improvements. So, just ask Council to consider if that's something you would like added to the list of requests.

Simison: Thank you.

Carson: And I have maps and I have the list and I am ready for any questions Council may have of me.

Simison: Thank you, Miranda. And, Council, if I could just follow up on what Miranda was just speaking about regarding that segment. You know, as we look at the continued development in the south related to Discovery Park, you know, I have often talked about the need to get people safely to that facility and to me that includes vehicles, not just pedestrians, and while we are getting close with pedestrians, especially as we look at making that, quite frankly, a nighttime regional softball complex through additional

phases, having, you know, good, safe streets for the cars to drive in that area and with the improvements that are already being planned along that stretch ACHD is planning on doing the intersection of Eagle and Amity, which will complete about an eighth of a mile of that road and, then, with Brighton's project at Locust Grove and Amity, they will be doing a quarter mile that direction and when we do the next phase of the park we are going to be required to do about a quarter of mile. So, that really leaves about three-eighths of a mile, maybe more on some -- in some sections that would need to be completed to complete that fully in some fashion, even if it was three lanes with curb, gutter, sidewalk. And there is many -- there is even projects out there which are having sidewalk installed at this point in time on part of it. So, that's really why this was -- it's not on a list, but I think it's worth consideration of trying to make a complete road connection to our regional park. You know, on a -- from a personal standpoint I feel like it -- Locust Grove would be the better connection, but from a practical standpoint with all the investments being made on Eagle Road, that's -- that makes it a much quicker and if it's a regional facility people will probably get off at Eagle and take that route down there for when they participate and do things. So, that's -- that's part of the reason why that one -- it's not on the list, it's not a huge priority, but I think it's important to talk about making those connections in the future. So, with that be happy to take any questions, comments, discussion at this point in time.

Hoaglund: Mr. Mayor?

Perreault: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Mr. Mayor, just wanted to find out -- you know, we have the new Owyhee High School opening up here in the near future and there is going to be traffic on McMillan and Ustick heading to that high school and a lot of -- some of the things out there farther to the west on Ustick are not programmed and I know there is going to be some development and growth coming into that area, which will help fund some of that, but I was just wondering what -- what discussions took place regarding the opening of that high school and the impacts, which will seem to be more immediate than long term.

Simison: Miranda, was there -- I have my own viewpoints, which I'm going to bypass those for now and see if there is any discussions at the Transportation -- Transportation Commission level regarding those projects. Miranda.

Carson: Yeah. So, I will say that -- Mr. Mayor, Council Persons, the Transportation Commission did ask me to reach out to both parks and the schools in reviewing the list to see what input they had. So, there was input taken from the school district on projects that would rank higher for their priorities, as well as our Parks Department on projects that would rank higher. So, Owyhee High School was one of the projects that was considered -- was one of the developments that was considered when they created the list. There were a lot of things that were considered and in looking at the list, if you look

at the 2020 ranking versus the 2021 ranking, you can see where they made a decision to move things up or down based on different criteria, like the school.

Hoaglund: Miranda, thank you. And Mr. Mayor. Just a quick comment on the two sections I happened to be looking at was -- they moved them from 19 to 24 and from 45 to 47. So, I was just kind of scratching my head on -- head on that one. It's just -- like I said, we are just going to see significant growth out there and, of course, there is so many competing priorities and we know transportation is -- is a major priority and one of the concerns of our citizens. So, just a matter of figuring out which pieces of the puzzle to put in place first and what order they go in, but it's one of those things we may see after this fall that some things may move around for next year.

Simison: And, Councilman Hoaglund, I think you might be looking at that backwards. They moved up, the 2021 versus the 2020. I know typically I would have read it the same way. So, they have been moved up slightly.

Hoaglund: Mayor, you are right. I was reading it left to right, not right to left. So, slightly is correct.

Simison: Council Woman Perreault.

Perreault: Thank you. Just a question going back to the Lake Hazel conversation we just had. Can you -- can you share some -- Mr. Mayor, can you share some idea of timeline with Discovery Park when the anticipation would be that the city would be obligated to commit their portion of that stretch if it were to be completed all the way through? Are we looking at five years from now? Three years from now?

Simison: Yeah. I think the question would be is -- at what point in time does the city believe that Discovery Park needs or would warrant those connections. I would argue immediately or now. But, you know, there -- you will see your -- your parks commission come forward with -- in FY-22 for additional -- the next phase. I don't recall when phase three, which is when I think the softball fields are at least currently contemplated, which to me is one of the bigger more car driven -- a lot of traffic moving in and out for continuous play, but I see we have Director Siddoway, so I will turn this over to him.

Siddoway: Thank you, Mr. Mayor, Members of Council. So, we are prepared to come to the City Council and make a more robust presentation on Discovery Park, its amenities, its timing, but I would just say that from our perspective our ideal scenario would be to move forward with design, which is already funded this year, with the idea that we might bid next winter and, then, construction takes about two years or a year and a half, so that would be '22 and possible opening fall of '23. But we -- we would need to make some of those decisions early now in order to meet that kind of a time frame. So, that -- that would be our ideal, but there is a lot also that depends on the -- the road improvements and things like that to come along with it. But that would be the fastest that it could happen.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I guess maybe just for discussion, the thing I have been thinking about is our number one and number two requests and what kind of signal it sort of sends if our Linder Road overpass is not a number one on that list. It seems like we are pushing really hard for that and that feels like it should be listed as number one, would be my feedback. And, then, I know some people had reached out -- and it's more an ITD issue, I think, than ACHD, but we have -- I think you guys are aware -- received a lot of feedback about the expansion of Chinden and not having a right turn lane at one area heading onto Black Cat, that that is a pretty significant safety issue. Not sure where the oversight was on that project and what exactly happened, but that might be something that we should discuss. And, then, finally, I do agree with Councilman Hoaglund in the sense that -- I understand what the Transportation Commission is really trying to do is to improve whole corridors at once. I think that makes sense, but I think in a year or two we need to make a big push in that northwest area of Meridian, especially around Owyhee High School, and I know there are structural reasons McMillan is a challenge, but a lot of these roads in this area are already -- like this area is already heavily populated, as opposed to some areas in south Meridian and I think around the high school I think we really need to -- to take a look at that.

Simison: Thank you. And I think from a Council conversation perspective I think it's really which road. You know, I think from a practical standpoint Ustick is the road that people are looking at right now with how the projects are prioritized as the road to Owyhee and it's probably just from, quite frankly, cost feasibility to do that one compared to McMillan. But if Council --

Strader: Mr. Mayor?

Simison: -- has a view -- different viewpoint we should make that known. Yes, Council Woman Strader.

Strader: No. I think that's fine. I -- I don't disagree if we choose to focus on Ustick and that's the route, then, we can do that. But I guess to Councilman Hoaglund's point I -- I would like us to look at Owyhee High School and make sure that we are reflecting the right prioritization. I think if it's number 40 it feels pretty far down the list.

Hoaglund: And, Mr. Mayor, I just have --

Simison: Councilman Hoaglund.

Hoaglund: -- a question related to -- we have -- if you look at number seven on the -- on the priority ranking, Ustick Road, Ten Mile to Linder Road, it's to widen five lanes of curb, gutter, sidewalk and bike lanes in accordance with the '20 CIP and that's all good and well. However, for the eastern half, from Linder heading west towards Ten Mile, is Five Mile Creek right up against it. So, widening that's going to be problematic. But it can be done. I don't know if they are going to cover it. I don't know what the deal is. But just on

the north side of that -- of the creek is our pathway system and I'm just wondering -- the expense of widening that and having the creek there, needing that extra right of way when there is houses on the south side, the creek on the north side, is ACHD open to things like having the bike path follow our pathway system, as opposed to being separate bike lanes in the roadway system. I probably know the answer to it, but I'm raising that question.

Simison: I can only speak for one commissioner. I think one commissioner very much does not feel that that -- we would need to add a bike lane in that specific location, because there is a detached regional pathway adjacent. But that's also working with ACHD and their policies and whatnot. I would encourage you to speak to your local ACHD newly elected commissioner from your area.

Hoaglun: Mr. Mayor, that's a good suggestion. Thank you.

Inselman: And, Mr. Mayor, sorry to interject. This is Kristy Inselman with the Ada County Highway District. I just wanted to let you guys know that I'm also on the call if you have any questions for ACHD, I can address the question by the Council Member on that particular project.

Simison: If you would like to, go ahead, Kristy.

Inselman: Thank you, Mr. Mayor. So, that -- that particular stretch -- it's the Ustick, Ten Mile to Linder; correct?

Hoaglun: Mr. Mayor, Kristy, yes, that's correct.

Inselman: Okay. So, yes, that one is going into design next year. There has been a bit of a shift in focus at ACHD where it comes to bike lanes on the roadways with regards to we are moving away from doing bike lanes on the arterial network and doing some other type of facility, whether it be a multi-use pathway or raised bike lanes or something to that effect. So, that's -- that is the direction that ACHD is going and the Commission has asked us to go on those projects. So, when we get into design next year we -- we will definitely reach out to the city staff for their input on that one as well.

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglun: Mr. Mayor, Kristy, that's -- that's great to hear. We certainly would want to communicate on that, because for at least a half mile of that segment where it's right -- the creek is right next to the road and, then, we have the pathway -- the regional pathway, that would be a great place to do that and -- and, then, when it jogs away from the road, you know, maybe bike lanes are needed, but it would save on -- on cost for the taxpayer on that. So, something we should take a look at. So, thank you.

Inselman: Absolutely.

Simison: So, Council, I don't know if you would just like to review this over the next week and provide any direct changes directly to Miranda for consideration and she could accumulate those and come back next week with what she hears from Council at that point in time for further conversation or we are happy to continue the conversation on individual projects if you would like.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: The question about Lake Hazel is interesting. I'm just curious if you have a suggested priority ranking that you wanted that move to or placed at. Help me understand kind of what you are thinking on that.

Simison: Councilman Cavener, I don't have a specific place in mind at this point in time and since it was so low on the list I think it would really be if -- if Council is in agreement that we should be looking at that, then, maybe finding the appropriate place to consider that type of a project or not. You know, if -- this list is not reflective of my priorities from a practical standpoint. It is the commission's priorities and it's based upon Council's actions last year. So, I don't want to super -- I didn't want to superimpose my viewpoints on any specific element at this point in time, but rather just raise it for discussion and consideration.

Cavener: Mr. Mayor, I -- if I may.

Simison: Yes, Councilman Cavener.

Cavener: I appreciate those -- those comments and I think that's -- that's the piece at least that I'm struggling to wrap my head around is that this is not a -- an individual Council Member's priority list or the Mayor's priority list, this comes from our Transportation Commission, which I recall at least discussed some of that -- maybe not to the same level that we have tonight. So, I am -- I am hesitant after the fact to make broad changes in movement. I'm certainly open to the conversation. I think Council Member Strader hit an important piece about Linder Road. That's something that we continue to speak and should we make it number one. If -- if I recall, I think the reason why the Transportation Commission didn't at least list it as number one was because of all the many agencies involvement that are going to be required to make that happen and they wanted to make I think a -- a more feasible project at least number one. I'm recognizing that -- that in such when that's completed at least the Linder Road project would move up to number one. So, just -- just I think some background for Council. I'm open to continue the conversation next week, but I'm not quite sure that I'm -- at least for this year supportive of making any broad changes.

Perreault: Mr. Mayor?

Simison: Yes, Miranda. Oh, wait. Council Woman Perreault.

Perreault: Thank you. I haven't had a chance to digest this list in the detail to which I would like to do, so I would appreciate that extra time and will communicate with Miranda any questions or concerns that I have over the next week. I'm -- I'm hoping that Miranda and our ACHD representative here on -- on the call can give us some more information about what is going to happen with priority number three. So, this has long been -- the stretch has long been a concern of mine and -- and last year we had the same -- the same information that it has not been programmed. I know there are a lot of challenges with -- with getting right of way along that stretch. So, if they could provide any updates that they might have on how that's coming along and, you know, will we see this -- this priority actually come to fruition anytime in the next few years.

Simison: Thank you.

Inselman: Mr. Mayor and Council Woman Perreault -- sorry, I don't want to -- I don't want to butcher your name.

Perreault: It's Perreault, actually.

Inselman: Perreault. Okay. Mine gets butchered all the time, so I try not to butcher anybody's name. Perreault. Apologies. So, yes, that -- I don't -- I don't know yet, because we are still in such -- in the beginning phases of this update, whether this one will come into the new plan for the 2022-26. With the 2020 CIP update that was just done this last year, that one is forecasted need between 2026 and 2030. So, I do anticipate that project coming in in the next upcoming years. I just don't know at this particular stage if it's something that will make it into the next plan, but it is certainly part of that discussion.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Thank you very much. Can you shed some light on what -- what's causing the delay? Is it -- is it right of way, like I -- like I believe we have discussed in the past, or is there something else that's going on that's creating a challenge for ACHD?

Inselman: Mayor, Commissioner Perreault, it's -- it's always a multitude of factors; right? It's -- it's what's the -- the needs for the entire county. Are there areas that are showing a greater need, like the Ustick segments. That is one that is likely to come into the plan. The Black Cat to Ten Mile, because that is showing a greater need at this time. Funding always is a -- is an issue. Do we -- we wish we could do every road that we need to, but we evaluate every single year and as is there an area that is elevated that wasn't there last year and that's something we do over the next -- next upcoming months. We reevaluate all of those roadways. What are the level of service looking at. What type of development has come in that's going to spur the need for that to be accelerated into the

program. So, that's -- that's where we stand. I apologize I don't have a more definitive answer for you.

Perreault: Thank you.

Carson: Mr. Mayor?

Simison: Yes, Miranda.

Carson: I also wanted to note that the Transportation Commission last night voted to create a prioritization subcommittee that would spend a year looking at this list, so that -- because we are moving so quick as a city and changing so quickly, to have more time during the year to look over the list, rather than taking the two to three months that they usually take when the list is sent to us. So, they will be looking at it continually over the next year for when we bring this back next year.

Simison: Thank you. And I do know, Councilman Strader, just from an historical perspective, typically when things are programmed and in the top list there generally has not been a desire to move things up or around from the staff perspective, because they feel like that they are -- they have got the attention, they are being planned, they are being funded and I'm not going to say one through ten doesn't matter, but in many cases it's -- they understand the importance from ACHD from where we prioritize whether it's one, two, or three. Or two and three in this case are definitely large, expensive asks and requests.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Thanks for that background. Yeah. I am -- my intention isn't to -- to meddle too much with the list. I -- I -- there clearly has been a lot of thought put into it. The one thing I -- I think we should consider would be flipping that Linder Road overpass number one would be my suggestion. But, ultimately, I think the Mayor's office would need to be strongly supportive of that. But I just think from a messaging perspective about the urgency of that priority and how important it is to us, we have a higher likelihood of it happening if we are messaging consistently that it is our number one priority, if that is the case. So, that's it.

Simison: Thank you. Council, any further discussion at this time? Okay. We will have this back next week for final comments. So, thank you, Miranda.

Carson: Thank you.

EXECUTIVE SESSION

14. Per Idaho Code 74-206A(1)(a) To deliberate on a labor contract offer or to formulate a counteroffer.

15. Amended to add 74-206(1)(a)

Simison: With that, Council, we are on to Item No. 14.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I move that we go into Executive Session per Idaho Code 74-206A(1)(a) and 74-206(1)(a).

Hoaglun: Mr. Mayor, I second the motion.

Simison: I have a motion and a second to go into Executive Session. Is there a discussion? If not, Clerk will call the roll.

Roll call: Bernt, yea; Borton, yea; Cavener, yea; Hoaglun, yea; Strader, yea; Perreault, yea.

Simison: All ayes and we are adjourned into Executive Session. Or recessed or moved.

MOTION CARRIED: ALL AYES.

EXECUTIVE SESSION: (5:18 p.m. to 5:39 p.m.)

Simison: Do I have a motion?

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I move we come out of Executive Session.

Hoaglun: Mr. Mayor, second the motion.

Simison: Motion and second to come out of Executive Session. All in favor signify by saying aye. Opposed nay.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I move that we adjourn the meeting.

Hoaglund: Mr. Mayor, second the motion.

Simison: I have a motion and a second to adjourn the meeting. All in favor signify by saying aye. Opposed nay. The ayes have it. We are adjourned.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

MEETING ADJOURNED AT 5:40 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS)

MAYOR ROBERT SIMISON

DATE APPROVED

ATTEST:

CHRIS JOHNSTON - CITY CLERK