

Meridian City Council Work Session

August 10, 2021.

A Meeting of the Meridian City Council was called to order at 4:35 p.m., Tuesday, August 10, 2021, by Mayor Robert Simison.

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

Members Absent: Liz Strader.

Also present: Chris Johnson, Bill Nary, Miranda Carson, Kim Warren, Mike Barton, Bruce Freckleton, Tracy Basterrechea, Joe Bongiorno and Dean Willis.

ROLL-CALL ATTENDANCE

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

Simison: Council, we will call the meeting to order. For the record it is August 10th at 4:35 p.m. We will begin this afternoon's work session with roll call attendance.

ADOPTION OF AGENDA

Simison: Next item is the adoption of the agenda.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I'm very proud for the opportunity to adopt the agenda this evening with no changes. As published.

Hoaglund: Second the motion.

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

MOTION CARRIED: FIVE AYES. ONE ABSENT.

CONSENT AGENDA [Action Item]

- 1. Approve Minutes of the July 20, 2021 City Council Work Session**

- 2. Approve Minutes of the July 20, 2021 City Council Regular Meeting**
- 3. Approve Minutes of the July 27, 2021 City Council Work Session**
- 4. Approve Minutes of the July 27, 2021 City Council Regular Meeting**
- 5. Wal-Mart Stores, Inc., Partial Release of Sanitary Sewer and Water Main Easement**
- 6. Northpointe Recovery Center Sanitary Sewer and Water Main Easement**
- 7. Mile High Pines Sanitary Sewer and Water Main Easement No. 1**
- 8. Final Order for Poiema Subdivision (FP-2021-0034) by Civil Innovations, PLLC, Located at 3727 E. Lake Hazel Rd.**
- 9. First Addendum to 2016 Volante Investments (Instrument #2016-060157 dated July 5, 2016-H-2016-0056) Development Agreement Between the City of Meridian and WinCo Foods, LLC for MDA H-2020-0118, Located at 2600 and 2700 E. Overland Rd.**
- 10. Development Agreement Between the City of Meridian and MB Overland Wells, LLC (Owner/Developer) for Seasons at Meridian Winco-Wells (H-2021-0007), Located at 2600 and 2700 E. Overland Rd.**
- 11. Development Agreement between the City of Meridian and C4 Land LLC (Owner) and G20 LLC (Developer) for Skybreak Subdivision (H-2020-0127) located at 7020 S. Eagle Rd. & 3487 E. Adler Hof Ln.**
- 12. Agreement Between City of Meridian and Altitude Events Group, LLC for Use of Kleiner Park for Special Event for Treasure Valley Fine Arts Festival**
- 13. Interagency Cooperative Development Agreement CDA21-0010 Between Brighton Development, Inc., ACHD, and the City of Meridian Regarding the Widening of Lake Hazel Rd. from Locust Grove Rd. to Eagle Rd.**
- 14. Memorandum of Agreement Among Brighton Development Inc., the City of Meridian, and the Idaho State Historic Preservation Officer to Accept Historical Signage Along the Five Mile Creek Pathway**
- 15. Memorandum of Agreement between City of Meridian and Joseph B. & Carolyn R. Chandler Trust 3/20/20 for Compliance with International Building Code Section 705**

- 16. Task Order #4 for February 2, 2010 Professional Services Agreement with Idaho Information Consortium, LLC, dba Access Idaho, for Electronic Transactions and Access for Transaction Payments to Meridian Police Department**
- 17. Approval of AIA A133 GMP Amendment to Kreizenbeck Constructors for the Police Department Administration Building Remodel for the Not-To-Exceed Amount of \$699,052.00 and authorize the Procurement Manager to Sign the Amendment and Purchase Order**
- 18. Purchase Agreement Between the City of Meridian and Centrisys/CNP for Sidestream Phosphorus Recovery Equipment for the Not-To-Exceed Amount of \$2,139,000.00**
- 19. Resolution No. 21-2281: A Resolution Reappointing Steve Vlassek to Seat 3, Tammy de Weerd to Seat 5, and Nathan Mueller to Seat 8 of the Meridian Development Corporation**

Simison: Next up is the Consent Agenda.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I'm grateful for the opportunity this evening to make a motion to approve the Consent Agenda, for the Mayor to sign and for the Clerk to attest.

Hoaglund: Second the motion.

Simison: I have a motion and a second to approve the Consent Agenda. Is there any discussion? If not, all in favor signify by saying aye. Opposed nay. The ayes have it and the Consent Agenda is agreed to.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

ITEMS MOVED FROM THE CONSENT AGENDA [Action Item]

Simison: There were no items moved from the Consent Agenda.

DEPARTMENT / COMMISSION REPORTS [Action Item]

- 20. Community Development: Cost Share Agreements for Landscaped Center Medians**

Simison: So, the next thing up will be our Department/Commission Reports. Item 20, which is from our Community Development Department, cost share agreements for landscaped center medians, and turn this over to Miranda.

Carson: Good evening, Council, Mayor. It's kind of nice to actually be able to stand in front of you for once, instead of just being behind a computer screen. So, that's exciting. So, the memo in your packet is for -- ACHD is designing the widening of Eagle between like Hazel and Amity from two -- three lanes to five lanes with curb, gutter, and a multi-use pathway. There is also a roundabout included at Taconic. Per standard when we are working with ACHD we submit a cost share application for road projects and this is just an application that gets the ball rolling, it's not the full agreement, and it's just saying what we are thinking we will agree to down the road when we get there. So, we will still have some negotiations about the agreement. So, there are some standard requests and a cost share application that's in your packet. Those include the detached sidewalks-pathway consideration for the Ten Mile pathway, conduit, junction boxes, and landscaping along the county parcels and permit landscaping already in city limits. So, in addition to those standard requests, the thing I really wanted to bring to you tonight was a request for landscape center medians. So, ACHD indicated in the 30 percent design meeting that their commission is -- now has a preference for landscape center medians if they can get a local partner to maintain those. So, in your memo there is a discrepancy. There was miscommunication on what that partnership would look like when we first started having conversations with ACHD. ACHD has since said that they are not willing to pay for the amenity, but, rather, they would have the city be responsible to cover the cost for design, material, installation and maintenance. So, with that in mind if Council is interested in seeing landscape medians along this stretch, the one time cost that Parks has estimated to pay for the design, materials, and installation is 175,000 and the maintenance cost is around 15,000 per year. Please note that those costs do not include the improvements to the roundabout. This is just the center medians that we are bringing before you. This was a request from the ACHD commission that went down to their staff and, then, came to our staff and is now coming back up to you. So, the direction that I'm looking for from Council is if you are interested in seeing center medians along this roadway, knowing the costs and, then, also if this is something that you would like included in future cost share applications as a standard or if it's something that you would like us to bring forward at -- at each request from ACHD and with that I will stand for any questions.

Bernt: Mr. Mayor?

Simison: Thank you, Miranda. Councilman Bernt.

Bernt: Thank you, Miranda, for your presentation. I just have a question or two. What has been the -- the agreement in the past, not only with -- with us, but with other municipalities with regard to this cost share or landscape maintenance?

Carson: So, typically in past cost shares we have had the things -- we have had the agreements for the sidewalks, the consideration for the pathways, conduit, and junction boxes for fiber and irrigation and, then, landscaping along county parcels and, then, we

ask for interim landscaping along county parcels and we ask for permanent landscaping where we are already in city limits and that's because along the county parcels we can, then, ask developers to put in the landscaping when they come in to be annexed. So, those are the typical requests and those are included in this. As far as the landscaped medians, I'm not aware of any precedent with the City of Meridian having -- having those. In the past we have -- or, actually, I think we do. We have some along Ten Mile right now. Sorry. I misspoke, so -- but I wasn't a part of those cost share obligations, so I'm not exactly sure what those look like as far as who funded what. ACHD actually just told us today that they weren't going to be covering the cost for installation, so that's -- we don't have a lot of information, because that just came to me a couple hours ago. We can look at what those past agreements looked like. I know in other ones where we have the center medians it's -- we have examples where it's just concrete center medians.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: So, do we have the option of doing this on a case-by-case basis depending -- depending on location?

Carson: Yes.

Perreault: Okay. So, it's not something that once we head down that road that we would have to do in every circumstance?

Carson: Yes, Council Woman.

Perreault: Okay. And so this is a brand new request that -- an agreement that we have not made with ACHD in the past?

Carson: Yes. Yes, Council Woman. And we can -- I can -- Community Development -- when I say we -- can bring the request forward every time, if it's something City Council would like to consider on a case-by-case basis, we can say as a standard we want -- when I say we I mean City Council can say as a standard we want landscaped medians and we understood the cost. It's at the discretion of the Council how you want to proceed.

Perreault: Mr. Mayor, follow up.

Simison: Council Woman Perreault.

Perreault: What is the alternative if we decide not to do landscaping? Is it just the brick -- the red brick that they typically put in the medians, the safety -- I don't know what the terminology is for them, but, essentially, we have it all on along Eagle Road --

Carson: Yes.

Perreault: -- what that would look like.

Carson: Yes, Council Woman Perreault. If we decide that we don't want to partner with ACHD for the landscaping, then, they have indicated in the past that they will default to the concrete.

Perreault: Okay. Thank you.

Simison: Well -- and I would -- because most arterial roadways don't have anything in the middle of them. So, are they wanting to go that direction on all arterials and putting in barriers?

Carson: Mr. Mayor, Council Members, yes. So, that was the staff -- ACHD staff had told us that their commission had a new preference for landscaped center medians if we wanted to partner with them on that.

Simison: And I understand that. I guess if we don't do landscape, though, but if you look at Ustick there is no medians on Ustick whatsoever, so would they just be vacant or would they -- do they plan on putting in medians with or without -- a median of any sort, just a new preference?

Carson: So, Mr. Mayor, they -- as you should be able to see there on your screen is the 30 percent design. So, of course, we know that ACHD can change their design all the way up to the 100 percent. But at this point they are at the 30 percent design and their 30 percent design does include the concrete medians and they are looking to see if we want to go forward with including the landscape medians. So, indications right now is that they will do concrete medians, unless we asked for the landscape medians that they asked us to ask for.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: To follow up on your point, I can see Miranda on the graphic here where it shows concrete medians and, then, you have the line limit of concrete and the landscape area and that's getting into the intense traffic area. So, I mean it's kind of problematic to a degree where you have a -- you know, a roundabout in the height of that landscape is going to have to be pretty low, because people need to see who is coming, who is turning, that sort of thing. So, yeah, I'm a little concerned, just to figure out what the cost would be for that and it might be a type of thing that we can come up with something that Parks goes, yeah, here is the material, this looks good, it doesn't interfere, but at the same time it's always a cost for those -- those types of things and if we end up with how many of these roundabouts throughout the city just adds to that. So, just starting down this -- this path is kind of, you know, surprising.

Carson: Councilman Hoaglund, this is not a request for the landscaped median. This is -- that will be a separate request through Parks and an agreement with ACHD. This is just -- ACHD asked us if we wanted to do landscaped center medians and as a staff, because that was a new thing for the City of Meridian, we determined that we should bring it to Council and let Council decide how we should proceed.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: To that point, then, Miranda, I think we need to kind of know the long-term implications. Is it going to be every, you know, roundabout and medians like -- like that? How many will there be? What does that landscaping look like? I mean there is a whole host of questions before I commit to anything along those lines that I would want to -- want to find out, so -- and I'm sure Mike is well versed in that having been involved with others before and Miranda can -- anyway, he is pointing to you, Miranda --

Carson: Okay.

Hoaglund: It's all on you now.

Carson: Thank you, Councilman Hoaglund. So, there would be some brush, some grass, likely some conflicts, like you said, with vehicles. There have been conflicts in the past with vehicles driving over the center median and the maintenance of those. That's something that Parks manages the maintenance of those center medians. So, it looks like he is going to back me up here, so I'm going to hand it over to Mike.

Barton: Mr. Mayor and Council, so -- so two things. ACHD has never -- never paid for nontransportation components. So, if the city desires greenery in a median or a -- so, if greenery is required similar to like Meridian Road interchange, we paid for that landscaping and Ten Mile interchange, we paid for that landscaping to go in and we maintain it. So, this is consistent with what we have done in the past. They don't pay for nontransportation components and, you know, for the -- the greenery and the design, typically we would put in like a black and tan rock with just low growing perennials and, you know, colorful items that bloom seasonally. Everything needs to be below that 24 inch mark or 18 inches for visibility and -- and I think Miranda kind of categorized it correctly that if the greenery doesn't go in that ACHD is likely to fill it with concrete and we know that the concrete is -- and I'm not trying to sell it by any means, but the concrete traps road sand and it's -- there is weeds in the cracks and it's not very attractive, but, you know, as an option to consider maybe there is I think 3,000 feet of medians in this current design and for a couple of maybe splashes of color or access management if they wanted to go that route. I'm not a hundred percent sure that we need 3,000 feet of color there and that something scaled back might be appropriate.

Simison: Mike, just a question for you. Overland Road where we have the medians that are unlandscaped at this time, what is the -- is that envisioned to be landscaped by the

city and maintained at some point in time? I can't remember back that far. Maybe Mr. Borton remembers, but I do not.

Barton: Mr. Mayor, that's a great question. There -- my understanding of that one that's currently unlandscaped, that -- that was going to fall to the developer to provide the landscaping for that and, then, something happened or it changed hands or the -- during the entitlement process I think that fell through. I think. But that's one of those -- the Ten Mile, the medians south of Ten Mile interchange were unlandscaped when they went in and the city had a project we did to landscape those medians and that was I think one or two years after the fact, because it was -- just remained dirt.

Simison: Council, just two cents from -- from myself on this is I think that these can be nice if they are done in a corridor where you anticipate it. I don't know the value and benefit of putting one in at this location right here when you look at the rest of Eagle Road where you have already -- you know, the next mile up, which is also a roundabout, they have not done this type of treatment to it. You know, it's -- so it just seems kind of odd, like let's just go put a mile of curbing -- that into this next mile, which is no different than any other mile. If you want to look at corridors where Council thinks it would make more sense long term -- for example, Locust Grove from Overland down has not been improved yet. That's a corridor. If you say, okay, two lane road corridors that are yet to be built -- maybe Black Cat, which is yet to be built, those would be corridors where a treatment like this might make sense as compared to just one, especially for the cost. I'm actually a little surprised that ACHD is putting in the medians where we don't have medians like this in any other road section and that's just cost and our -- that agency is struggling with coming up with cost to build roads. Medians may be safer, but it's -- I look at this and I struggle and I would rather see the city put 170,000 dollars in towards getting roads built or pathways built, than, greening up medians in this one mile section of this specific roadway. Even from an investment standpoint, you know, the other red brick that's out there on some of the interchanges, it's just stamped concrete that ITD did, but I think that we helped fund some of that -- you know, some of those determinations on the stamped concrete if we want a visual difference, rather than just -- than do that. That's a pretty minor cost. But there is my two cents where generally I could not -- I'm not supportive about this despite the roundabout entering -- if we had -- the other mile that was part of it maybe it would be different to me, but not just this one mile section.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: To your point, if I remember accurately the discussion about Ten Mile way back when in the day, that was an entryway to our city coming off the freeway and there was a very legitimate reason to landscape it and make it look good. I guess it's a matter of what are those key intersections that we would go, yes, these would be designated -- you know, we could -- or should landscape those, because of key points, but others you don't and not to have a hit and miss type of thing. So, I don't know what those are, Miranda, if you are trying to decipher it. I mean this is something we have to process, but for me, anyway,

you have to process this and think about that, what -- what -- what is the key components to make that one landscaped versus one that's -- that's not landscaped. In all of this, of course, we can't do it -- well, we are going to need irrigation for any place that we landscape, so that's a big part of the cost and that adds to it and, of course, someone drives up on it, breaks a pipe, like we have seen at Ten Mile and, then, you got a geyser when it's going off early in the morning. So, it is what it is. So, yeah, just -- just having something that's understandable and we can -- we can make those decisions on what intersections they are and the reasons why and there is that process in place. Makes sense.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Miranda, thanks. I think it's important to pass on our thanks and appreciation to ACHD for even -- for asking the question. I think that's a -- that's a big pivot for them. I tend to agree with the comments from the Mayor and Council Member Hoaglund. I don't think this particular intersection makes sense, but I'm really looking forward to having these future requests come before us. I think that it's a good conversation for us as these projects emerge. I think the Mayor touched on Black Cat. Locust Grove to me seemed to be more of a better fit for this type of an approach than maybe this particular intersection, although had we been asked five years ago about Eagle could have been potentially different conversations. So, I appreciate being asked. I just don't think that this is the right fit for us.

Borton: Mr. Mayor?

Simison: Councilman Borton.

Borton: I tend to agree. Each one is to be uniquely considered. I understood today's request still is just asking to approve the application that's being presented, the draft application for the cost share and I think it's a separate discussion as to when and how we treat the medians throughout the city; is that right?

Carson: That is correct, Councilman. So, I was looking for clarification on what you wanted it brought to you, so I have that going forward. We will bring these requests to you on a case-by-case basis and have this kind of open discussion. This has been very helpful to me. And, then, on this particular cost share application I will remove the landscape center medians and go forward with just the standard request, if that's what Council is comfortable with.

Borton: Mr. Mayor?

Simison: Councilman Borton.

Borton: And I understood that would be because if you include it in this application let's landscape the medians, ACHD has preemptively told you don't even bother, because that part of the request will not be funded. Is that correct?

Carson: Correct. If we put in let's landscape the medians, we are -- we are saying with the cost share application these are the nontransportation components that we want to share the cost with you on. So, if we don't put landscaped medians in, then, we are saying we are not going to share the cost on landscape medians. If ACHD turns around and decides they want to put in landscape medians, okay, that's good for them, but we didn't say we would share the cost on that.

Borton: Okay.

Carson: And, then, we will come back later with a cost share agreement that we will ask Council to approve and that's the -- the actual agreement. This is like an application to say what we want that agreement to include.

Borton: For all the other stuff.

Carson: For all the other stuff.

Borton: Got it. And that's --

Carson: Anything nontransportation related.

Borton: Right. And it sounds like ACHD has said don't request to cost share median. Whether you want them or not, we are just telling you right now that part of a cost share agreement will never be agreed to.

Carson: They won't agree to fund the whole landscaped median.

Borton: Got it.

Carson: So, if we want landscaped medians we need to include it -- and include the caveat that we are going to pay for it.

Borton: Got it. Okay.

Simison: Except for they will -- they will put in the landscape median, they just want us to pay for the landscaping.

Carson: They will put in the median with concrete. They want us to pay for the design, installation, materials and maintenance if it will have landscaping.

Borton: Got it.

Carson: And when I say landscaping I mean the greenery. So, they will put in concrete, so --

Borton: Okay. Mr. Mayor?

Simison: Councilman Borton.

Borton: As part of that future discussion -- it came up at Ten Mile way back, because among the challenges is parking our -- our equipment along the road to maintain it and so we talked about the pro-con pricing and long term of turf, if there was any grass -- it could be any component of it. Maybe there is not, but turf was at least discussed back then.

Barton: No, I -- I -- this isn't a situation where I would plant grass. I mean it's attractive and low growing and it meets those kind of -- checks those boxes, but the maintenance aspect is something that I wouldn't do.

Borton: Good.

Barton: It's, yeah, that weekly thing. I mean you want to go in there every couple of weeks and pick up trash and, then, every few months to do some trimming.

Borton: Right. Okay. Thanks.

Simison: Council Woman Perreault.

Perreault: Thank you, Mr. Mayor. I agree, I have concerns about committing specifically on this proposal at that suggested cost -- committing that significant amount to this. I think it's -- it just seems inconsistent to put it in one residential area of the city when we haven't already done that in other areas of the city. I'm not in opposition to having that conversation about higher traffic areas, like Ten Mile interchange, but I do hope they continue to come back and -- and offer us this opportunity case by case and not assume that the rejection of this -- of this one possibility is indication of decisions we will make in the future.

Carson: Council Woman Perreault, when I go back and let them know that we are going to opt out on this project I will make sure that they know that that doesn't mean we are opting out on all future projects.

Perreault: Who maintains the concrete medians now on Eagle Road? Is that the state or is it ACHD?

Simison: The state.

Carson: Yeah. Eagle Road would be ITD.

Perreault: Yeah. Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: A lot of them are unmaintained or poorly maintained. Has there ever been a consideration by the city to commit resources to maintain those? I don't think the state would care if we went in and did that on a regular basis, just for the sake of keeping the city appearing clean and nice, as we have all over.

Simison: I'm not aware that we have ever made that option to do that.

Perreault: Okay.

Carson: Typically in the past, Council Woman, when there is a concern with landscaping in any location we go to code enforcement and they contact ITD or the property owner, whoever the responsible party is, and it gets taken care of. So, if you see those concerns we are happy to take those and make that connection with ITD.

Perreault: Okay. Thank you very much.

Simison: The only thing I would ask, Council, to consider think about and consider -- like I say, to my knowledge, just thinking -- this the first place ACHD has contemplated putting in these type of median treatments. Again does this make sense for the city? I know we have had this -- we have talked about the multi-use pathways. If this is an area that we want to engage in conversation -- I mean they were put on Eagle Road for safety reasons at that -- at the locations where they currently exist. You know, we -- Meridian Road, we have separations. Intersections we have separations. But this is a -- to the point they are harder to maintain, they -- you know, sightliness of them, you know, what makes this section of road more needing of them than the previous miles that they haven't put them on and the cost, because it will reduce our ability long term -- it has to. The more you spend on each mile the less miles you can do overall. If we want to engage ACHD on that topic generally, if this is going to be their new preferred option. Again, I think it's about community planning, community identity, community vision. Don't need to make that conversation today, but I ask you to think about and if it's something that you think we should discuss we can come back and have at a later time. Thank you.

Carson: Thank you, Council. Thank you, Mayor.

Bongiorno: Mr. Mayor?

Simison: Yes, Deputy Chief.

Bongiorno: Yes. Thank you. I was just going to remind Miranda to make sure that Fire -- this is the first I have heard of stuff like this with the -- putting stuff in the center medians and we just want to make sure that with the amount of traffic that we are experiencing out there right now we just want to make sure that we have ample access to get through

some of these busy areas, because I know as a driver when I was at Station 34 we utilized that center concrete median barrier as a roadway to get through when that area is blocked up there in front of St. Luke's. So, I just want to make sure that Miranda runs that past Fire and Police before these get moved forward also. That was it.

21. Parks and Recreation Department: Star Road Pedestrian Underpass at Five Mile Creek

Simison: Thank you, Deputy Chief. I had forgotten about the value of public safety in those areas. So, with that let's move on to our next cost share conversation, which is Item 21. At this time our Parks and Recreation Department regarding pedestrian underpass and I will invite Kim to the podium.

Warren: Thank you, Mayor Simison. Good to see you all, Council Members. It's nice to be here in person. There it is. So, this cost share opportunity is one that we kind of went knocking at ACHD's door. We found out they were working on a bridge at Star Road that interfaces with our Five Mile pathway and Five Mile Creek and so we approached them. This is a case of a bridge project that's happening in advance of a roadway project. A culvert style bridge. You can see the schedule. They are in design now. So, it's not too late to get in on design, but that's why we are here for you today. We don't have even a draft cost share agreement, we are just looking for some indication of interest or not to pursue this project. So, right of way next year, construction in '23. So, if it were a cost share nothing would be due for a couple of years. In terms of project context, this is The Fields sub area, four square miles at the northwest of our city area of impact. It's not currently in the city, but as you can see with the Star -- at Star Road it's really just in the -- in the very center of that area. We are also in the ITD plans for a State Highway 16 to have a pedestrian underpass there at Five Mile Creek. So, potentially this gives us three miles of contiguous pathway -- new pathway out west where there isn't the major barrier of a highway or -- or major roadway and that being said, we don't know the specifics of McDermott Road yet. But it's essential to have a relatively free flowing pedestrian run. So, the opportunity is to perceive a cost share agreement. We would add additional length to the bridge, that's been our conversation, and provide room for a pathway under Star Road. I don't know if any of you are civil engineers. I'm a landscape architect and there really are no plans yet. They are talking stiff leg culverts, which I looked up and I just put together kind of a conceptual drawing to show the difference between what ACHD was proposing, just a pretty straightforward crossing of Five Mile Creek versus a crossing where there would be height to the culvert and some additional link to the bridge-culvert for a pathway. We are still -- costs would sort of vary depending on what clearance we are looking for, how high the pathway is related to Five Mile Creek. So, there is some variables that could be adjusted. We would probably expect that it might be flooded some of the time or during high water years, but we are early on in that process. The vertical separation of pedestrian and vehicle conflicts is something that I get -- I get calls about, you know, people who have been to St. George and are excited and why don't we do that, why don't we go under our roadways in Meridian and we haven't really done that to date and it's -- it's not as easy here as it is say on the Boise River, but we know how it works along the greenbelt to just separate that traffic completely. So, just as a landscape

architect and the pathway person I thought it was worth an ask, because I think it is a great standard for pedestrian facilities. We have got a lot of continuous pathway to the southeast starting at Ten Mile at our new trailhead and -- and I think this could be a way to really amplify some of the community and open space elements that are included in The Fields sub area plan and I have not been specifically part of this planning, but just this excerpt I have included in the presentation, yeah, this would -- this underpass would be right in the middle along the Five Mile Creek and there is a proposed regional park and some greenways, some higher density housing, some retail and office space down in the southeast corner. It's not highlighted, but Owyhee High School. Also there is some pathway that interfaces with the Five Mile Creek. So, there are a lot of things to connect in this area. We have identified a future connection to Nampa. It could be years in the making, but one would happen along Five Mile Creek and, then, east, of course, to the rest of the pathway system. So, yeah, it could really serve this -- this plan. Cost wise we are in that place where we don't have enough detail to easily get a specific cost, but we are not really able to push them to go forward without agreeing to pay for something if we do. So, we got some very high level planning estimates and -- and the range would indicate, you know, just some basic unknowns, plus, you know, we would have some decisions to make regarding clearance bridge height, but this would include -- with raising the bridge as well we -- we would have some additional roadway costs, so you have kind of got a rise and run up. If the rise is higher than the run would be a little bit longer to address that added height. So, there would be some additional impact to the bridge approach and we would like to look at making a connection potentially from Star Road when it's improved down to the Five Mile pathway with some sort of a ramp, like you would see along the Boise greenbelt. So, there is some additional right-of-way cost. So, I think the efficiency here would be in terms of construction. Design wise we have made it a little bit more complicated for them and if for some reason we haven't designed it and, then, a future Council wasn't behind it or for some reason the city opted not to pursue this, you know, we could be online for some -- some design fees. So, I would be interested to hear your thoughts and, as I said, in summary just -- it seems like an opportunity at the very least I wanted to ask about. It may or may not be something Council wants to do. But just in terms of a vision for pathways I would be curious to hear your thoughts and if there is any interest in going forward talking about a cost share with ACHD.

Simison: Thank you, Kim. And, Council, if I could just add on from when the director first approached to me I took this as not resetting the standard for all pathway connections, but I do think it has some similarities to our previous conversation about where does it make sense in some aspects and as The Fields area is specifically -- if we are looking for that area to be a more connected sub ecosystem of the city that this seemed to have as much of a nexus to that conversation as any and the existing one that will likely connect it through McDermott. But at least from my perspective I would not be looking this to be the standard that we would set for all pathway crossings moving forward. It would have to be a case-by-case or a unique situation. So, with that I would love to hear your thoughts. Councilman Cavener.

Cavener: Thank you, Mr. Mayor. I wasn't even going to ask. But -- thanks, Kim. When I looked at the presentation over the weekend I was a -- in a little bit of sticker shock.

When you look at what we used to kind of allocate for pathways to see the cost of this. But I think this is the right project at the right time. I appreciate you bringing this to us and being forward looking. I'm -- I'm clearly supportive conceptually, recognizing that this come before us at a later budget time with a little bit more truthing in the cost, but conceptually, based on the numbers you have given us I think it's the right decision. I'm very very supportive.

Warren: Thank you, Councilman.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: I feel like I'm sort of lacking some context here. So, what currently is -- is the waterway buried under Star Road and what is -- what design is changing? And I didn't anticipate that there were going to be changes to that section of Star Road until it was widened in sometime way way in the future. But is this -- is this something that's being prompted because of -- of Highway 16 and -- and I guess I'm trying to understand why we are having this discussion about Star Road. It seems like this is so far out in the future. So, it must be something ACHD has a project that they are working on and they have approached us. It sounds like that's the case.

Warren: If I may, Council Woman, it's -- I couldn't find the actual roadway widening project on the work plan, so, yes, that's in the future. This is a case where they are improving the bridge in advance and we just heard about it and said, boy, this -- wouldn't it be great to at least ask if we could do this. So, the bridge itself will be maybe 110 feet wide, like to the ultimate -- width of the roadway, which at some point in the future will be widened. So, the -- the bridge is happening now and this would be our chance to get under the bridge. The roadway won't happen for a while. It's a bit to the -- Star Road is to the west of State Highway 16, which is also happening -- there is -- it's kind of confusing to have both projects happening somewhat.

Perreault: Perhaps I didn't ask my --

Warren: I'm sorry.

Perreault: Perhaps I didn't ask my question very clearly. I'm trying to understand why they are needing a bridge in this area. Star Road. I don't -- Star Road already goes over the creek, doesn't it?

Warren: Yes.

Perreault: So, what's the necessity of --

Warren: Council Woman, it does -- it's on the work plan. I'm not -- I'm not sure about the specifics.

Perreault: Okay.

Warren: Normally we track roadway projects and we have quite a bit of involvement. Not so much with bridges. And often they are kind of a one two -- it all happens like a Ten Mile Road where we did the cost share, we got part of that bridge and it happened with the roadway. So, this just kind of -- we noticed they were doing the bridge in advance. So, it's not typical, but this would be a chance to get under.

Perreault: Mr. Mayor, follow-up question?

Simison: Council Woman Perreault.

Perreault: What -- if -- if that plan wasn't -- if our proposed plan wasn't approved, what would the pedestrian access look like? Would it just -- would -- would a pedestrian just head north or south on the -- on one side of the road until the bridge comes down to level with the -- with the road and, then, make crossing there and come back around? Is that just sort of your typical crossing with a bridge? That's, essentially, what would happen?

Warren: Yeah. I think there would -- Council Woman, there would be a -- an upgrade crossing to the north or south if we didn't have the -- obviously, the -- or maybe just at the -- at the bridge we would have a signal crossing. This is just -- it's -- yeah. It's -- it's more than that both. The crossing would be planned. We ask -- they are not doing the roadway now. We did ask if -- if they -- with the roadway would plan to do a signaled crossing, could we essentially pay the difference between a signal crossing and an underpass, but it's a fairly future conversation and the project manager indicated that probably that wouldn't be an option. But the other crossings would be made.

Simison: And I guess kind of following up on it, one thing we don't know is this pathway is currently in the irrigation easement would be my guess and if we can't cross the irrigation easement we may have a cost if we had to purchase property to move it outside the easement, because it couldn't go in that location, or would the -- I don't know. I mean that's -- or would you be able to stay in the easement with the hill that's planned to go over that?

Warren: So, Mr. Mayor, I think that this would hinge on permission from Nampa-Meridian. We have already discussed that with State Highway 16. I think that a proposal to --

Simison: If we had to go north how far north would we go? Would we get outside of the easement to even do an at grade crossing?

Warren: Oh. Let's go -- Chris, do you mind opening that presentation again, please. Maybe we could at least look at a map while we --

Simison: If that's relevant --

Warren: -- talk about it.

Simison: It just might be an offsetting cost that we may avoid or may not. I don't know.

Warren: So, yeah, it looks like we would be crossing at some point probably to the north. Maybe McMillan. So, just out of the way and, then, back to the creek. I don't think the mouse works. Yeah. It would be possible to divert some distance to an intersection crossing or to a prescribed distance from an intersection across Star Road there.

Simison: On -- and my point is we may or may not own that land, we either have to secure an easement or purchase --

Warren: Correct. Yes.

Simison: -- in order to accommodate a crossing.

Warren: So, Mayor and Council, yes, we -- I think it could easily be included within our master pathway agreement. Now, I haven't spoken explicitly with Nampa-Meridian about this one. I know with State Highway 16 to the east they were not looking to go under. It's -- it's solely a city underpass. So, of course, we would work it out with them and I think that if we couldn't -- didn't have that permission this probably wouldn't be a realistic project.

Simison: Councilman Hoaglund.

Hoaglund: Mr. Mayor. Yeah. I agree with your assessment that there are particular areas that we need to look at and -- and say, yeah, I think we need an underpass there and I think this is one -- you look out projecting towards the future and even with Highway 16 this is going to see a lot of traffic as the area grows. I really wish we could have done it under Ten Mile, you know, with that connection to the freeway, but at the time just wasn't doable and whatnot. So, a case-by-case basis, I certainly support moving that forward and making that -- making that work in this location and other opportunities as they come up they are worth discussing, so --

Warren: And, Councilman, to speak to the Mayor's earlier comment just about the precedent, I mean we do have a precedent at grade crossings and, yeah, I don't really see that changing. This is one spot where in a key area it might make sense to do it differently.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: I think it also brings up the point I want to make that, you know, we don't have any dedicated funding for pathways. You know, they are not eligible for impact fees and Council has been -- been good about making sure the priority areas are funded every year in the budget, but it would be nice to have a source of funding that -- that comes in from new growth or development somehow that we can put towards our pathways and

build up a fund. It benefits everybody in the community. So, it doesn't matter if north Meridian is growing and there is money that goes into this fund and the pathway is in south Meridian, it's all about connectivity. So, somehow, some way we got to maybe find a way we can make that happen, so --

Simison: Council, additional questions?

Warren: So, I guess my goal here, Mr. Mayor and Council, would be to -- is their interest in at least looking at a cost share agreement drafting something preliminary, getting a better idea? Okay. I'm interested to hear that support. Thank you. If there are no other questions I will excuse myself. Thank you.

Simison: Thank you, Kim. Council, we have reached the end of our work session. Do I have a motion?

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I move that we adjourn the meeting.

Hoaglund: Second the motion.

Simison: Motion and 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 5:19 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS)

MAYOR ROBERT SIMISON

DATE APPROVED

ATTEST:

CHRIS JOHNSON - CITY CLERK