

this and they were interested in staying in Meridian and commitment to being part of our community. So, with that I would love a great motion.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I'm thrilled to make a motion and echo the same comments that my fellow Council Members and Council President and Mayor made. We love seeing a homegrown business succeed in Meridian and expand. It's very exciting. So, with that after considering all staff, applicant, and public testimony I move to approve file number H-2021-0066 as presented in the staff report for today's hearing date.

Bernt: Second.

Simison: I have a motion and a second to approve item H-2021-0066. Is there any discussion? If not, Clerk will call the roll.

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

Simison: All ayes. Motion carries and the item is agreed to. Good luck.

MOTION CARRIED: ALL AYES.

13. Public Hearing for Centerville Subdivision (H-2021-0046) by Engineering Solutions, LLP, Located at 4111 E. Amity Rd. (including the outparcel to the south) and 5200 S. Hillsdale Ave., at the southeast corner of S. Hillsdale and E. Amity

- A. Request: Annexation and Zoning of 40.49 acres of land from RUT to the R-8 (13.38 acres), R-15 (24.17 acres), and C-C (2.95 acres) zoning districts.
- B. Request: A Preliminary Plat consisting of 249 total lots (124 single-family residential lots, 79 townhome lots, 4 multifamily lots, 4 commercial lots, 34 common lots, and 4 other lots) on 38.95 acres of land.

Simison: We will just let the room clear out. Most people are going to stick around for the next one, so -- okay. Next item on the -- next item on the agenda is a public hearing for Centerville Subdivision, H-2021-0046. We will open this public hearing with staff comments from Joe.

Dodson: Thank you, Mr. Mayor. This will be the Joe show tonight. So, we will be good to go. The application before you, as noted, is Centerville Subdivision. It is located at the

southeast corner of Amity and I believe it's South Hillsdale. Yes. South Hillsdale Avenue. Amity is an arterial. Hillsdale is a collector street. You guys have my outline, but I will jump around a little bit on that, just to let you know. The site consists of 40 and a half acres of land, currently zoned RUT, like the last project. It's located across three different parcels at -- which is 4111 East Amity, 40 -- or sorry. 5200 South Hillsdale. And, then, the out-parcel, which would be to the east of 5200 South Hillsdale. There is no application history with the city with this -- with these properties. The future land use designation for this property is both medium density residential and mixed use neighborhood and, again, as I noted, these are not parcel specific. I want to be very clear on that, because I know this has come up in the public testimony, both P&Z, written, and otherwise and across every project I seem to get. The -- having two designations the applicant landowner can -- they have the -- the opportunity to use either -- mix both, however. This applicant has chosen to use both. But it is not required to match where the lines are in its area. It could be seen as a preferred with whoever -- however we drew the map, but, again, the landowner has flexibility in how they present the application. It does not mean Council has to approve that, but they have the flexibility to present something that could be both or only one of them. The requests before you tonight are multiple. Annexation and zoning of 40 and a half acres of land from RUT to the R-8 zoning district. R-15. And the C-C zoning district. R-8 is requested for 13.38 acres. R-15, 24.17. And the C-C zoning district for 2.95 acre -- 2.95 acres. The concept plan shows 219 single family units and 16 multi-family units and a preliminary plat consisting of 249 total lots, which is 124 single family units, 79 townhome lots, four multi-family lots, four commercial lots and, then, a lot of other common lots on 38.95 acres of land. There has been no CUP for the multi-family, which are, again, only four buildings of four four-plexes. They would have to come in later for those and that would be handled through your conditional use permit with the Planning and Zoning Commission. First we will go through some general discussion over the project and, then, go to the revisions that occurred between the two Commission hearings. The project is proposed in four phases. All of the detached single family is proposed in the first and second phase, as well as open space and amenities for the most part. Sorry. Nine townhome lots and the accesses to Hillsdale and Amity are proposed in the first phase. So, you have the access road to Amity, the access road to Hillsdale. So, the applicant is required to do that if they want more than 30 homes. They need to have two access points. The existing stubs that are to the southeast corner, which you can see -- one from the east, one from the south, are proposed to be constructed in the second phase with the remaining R-8 single family lots. So, this line also delineates where the R-8 versus R-15 zoning is requested. So, you have all the R-8 zoning -- almost all of it -- within the second phase and the detached single family within the R-15 in the first phase. The commercial lots and the second access to Hillsdale -- the first area of the townhome lots and the four four-plex buildings are proposed in phase three, which is directly at the corner of Hillsdale and Amity. The southwest corner of the project, which is closest to the elementary school, is proposed in phase four and includes the remaining townhomes and a large linear open space area with additional amenities. The qualified open space consists of the required street buffers, the large centralized open space lot, large linear open spaces and other small areas throughout the site that include -- or I should say have pedestrian connectivity throughout the entire site. The correct number of amenities are proposed based on the size of the property. The future CUP will confirm

the required minimum number of amenities for the multi-family portion. So, just the 16 units. But preliminarily I can say that they have ample amenities and open space for both. Access to the site as noted is proposed to South Hillsdale and East Amity. The applicant is extending two local stub streets into the site, as noted again, in the southeast corner generally, with a pedestrian connection between the two. There used to be, from my understanding, a direct vehicular connection. Neighbors didn't want that and staff also agree with that. It will slow down some of the traffic and cut-through traffic. Just a pedestrian connection is adequate. There was a TIS required, which is your traffic impact study, because more than one hundred units were proposed. Originally -- so, I'm kind of jumping ahead of myself here, but originally more units were proposed and with that there is a projection of 2,600 additional vehicle trips per day and 266 additional trips per hour in the p.m. peak hour. The TIS and ACHD recommended the following improvements to both roads. To Hillsdale Avenue and the Amity Road intersection -- right here in the corner -- recommended for an interim signal. That is slated to be a roundabout in the future, but in the meantime they wanted to -- want an interim signal. For the Amity Road and Amarita Avenue entrance, which is this access here, there should be a dedicated eastbound right-turn lane and a dedicated westbound left-turn lane on Amity. Staff has recommended conditions of approval consistent with those recommendations. Safe access to schools is always a priority. ACHD recommended -- the applicant has agreed to install a rapid rectangular flashing beacon at the Hillsdale and Hill Park intersection for an additional safe crossing for current and future residents. So, that would be at this access here. There was some discussion about having it further south, but because there is an existing one further south in front of the school, ACHD, the applicant, staff, as well as West Ada School District, would prefer it at this intersection. The project area as noted does have a different land use designation on it -- future land use designations. To the south -- and it is different than the existing development to the south and southwest, which you can see on this map. To the south is actually low density residential. So, this site is not supposed to match what is to the south according to the future land use map. The majority of the site does contain the medium density residential designation, which allows residential uses at three to eight dwelling units per acre. There is a relatively small, relative to the rest of the site, of mixed use neighborhood, which allows six to 12 dwelling units per acre. As part of a larger mixed use area further to the west that does encompass approximately 70 acres. So, again, mixed use neighborhood area is much more involved on the west side, which is already a majority residential because of the Hill Century Farm project, with some commercial and storage along the Amity frontage. Approximately half of this mixed use area -- again, there is a proof of residential. The applicant has proposed transitional lot sizes and density. So, to the right is the latest plan. Just to note. Along the perimeter of the property they have proposed traditional lot sizes and density within this project. Along the south and east boundaries they have matched the lot sizes of the existing development. Smaller lot sizes are proposed towards the interior of the project, culminating in the townhome and multi-family and commercial lots on the west and northwest part of the site. Staff does find that the proposed project is compatible with the surrounding development because of the transitional density proposed, which is discussed throughout our Comprehensive Plan about wanting that, especially when you go from low density, medium, and, then, to a mixed use designation and has an increase of density per those future land use designations. At the Commission hearing this project

was heard twice. It was continued from I believe an August hearing to its October hearing. Between those hearings the applicant removed all the apartments, which are shown on the left. This was the original plan -- plan. They removed all of the apartment units, except for the four four-plexes over there. So, again, 16 units there. There is now 219 units, which is down from the original 327. So, more than a hundred units were removed. Multi-family was replaced by more townhomes and drive aisles were replaced by 28 foot wide private streets, since the units front on greenspace. The applicant has now received private street approval for those private streets, which are an administrative approval only. They added three additional commercial lots and included a proposal for a portion of C-C zoning right to here. So, these four lots. One is a daycare and, then, three flex space lots. Because of the addition of C-C zoning, the overall area of the residential portion of the project was actually reduced by 30 -- to 36.45 acres, rather than 38.95. The gross density is six dwelling units per acre, which is down from 8.4. So, almost two and a half units per acre less. Staff was fine with the loss of one hundred units. The applicant has made a significant adjustment to mitigate the Commission's concerns over density and its impact in nearby schools and the transportation network. For the four additional commercial properties the applicant has proposed a new right-in, right-out access to Hillsdale, which is right here. It matches up with the access on the west side of Hillsdale. ACHD has approved this additional street connection and does not plan to limit it at this time. And by limit I mean restrict it to right-in, right-out. The applicant also moved the proposed pool amenity from the multi-family area here to the large central open space, which was also discussed at the Commission hearing. Initial review of the revised landscape plan shows continued compliance with the required open space. They have also added some additional amenities. I believe there is a sports court here. Probably pickleball, as we all love. Tot lot. As well as gazebo, playground area here, and these large linear open spaces are much appreciated when it comes to open spaces. They provide both walkable, as well as usable area. At the Commission hearing -- both of them -- there was a lot of discussion from the public, as well as the Commission, on the proposed density and how it transitions through the site. There is a desire to have more commercial and less apartments, which they changed. Overall concerns with additional residential in this area and the impact of the roadways and the neighborhood school, which is always a concern with any new project. There was discussions on how staff measures and analyzes density of projects when there is multiple future land uses, which I did discuss in my staff report. I have analyzed this against the lower density, the more restrictive, the three to eight, rather than give them any potential of using the mixed use neighborhood up to 12 units per acre, I just analyzed the whole project overall and they meet the medium density, which is more restrictive. There was a discussion about a desire to reduce the density further than the applicant has proposed currently with the revised layout and wanted a removal of any multi-family, as well as more reduction in the number of townhome units. The Commission had some of the same discussion. They supported the revised layout that included more attached single family commercial and the new multi-family four-plex buildings. There was discussion about the amount and availability of parking for these areas surrounding the townhomes and the increased commercial lots. So, to be clear, based on the widths that they are proposing, the private drives to be, there can be on-street parking on one side of this, where the applicant has gracefully put some bulb outs, which is appreciated, and there is also -- you can't really

see it here, but there is backup parking all along the -- the west side of the street, too. Each of the townhome units will have a parking pad and two car garage, which will exceed our parking standards for each unit and, then, the multi-family will need to maintain their parking standards as well. So, will the commercial based upon their square footage. From -- because I don't have the site plan of each of the commercial buildings and, then, the multi-family, I cannot say a hundred percent that they are meeting it, but based upon review and similar projects they are more than likely going to vastly exceed the off-street parking requirements in this neighborhood, as well as because all the local streets will be 33 feet wide, which allow on-street parking where no driveways exist. The -- following the second Commission hearing in October, the Commission did not make any additional changes to the staff -- to the staff report beyond those noted within the memo dated October 15th. Subsequently, sections of the staff report were modified and that was in the Commission recommendation to Council. It also included the revised plans and recommended revisions to any of the conditions. At this time there are no outstanding issues for City Council, because the private street application was applied for and approved prior to the hearing. There have been multiple pieces of testimony submitted, both before the Commission hearing, after the Commission hearing and prior to this Council meeting. I don't want to downplay them, but I can't go into all of them, there is a very high number, but talks about school capacity, talks about traffic, density, the standard ones that we get nowadays for sure as we continue to grow and influx our spaces here. No pun intended on that, actually. There was some new discussion this time concerning the conflict of the future land use map and, then, just overall too much density. That had seemed to be hit on a lot more this time. So, I do want to let the neighbors know that I do read these as they come in. I don't just brush you off. I promise I read them. After that I will stand for any questions.

Simison: Thank you, Joe. Council, any questions for staff?

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Thanks. Maybe just to start off, when it comes to floating a designation, we do allow people to float designations, right, in our Comprehensive Plan and how we proceed, but we also talk a lot about transition. So, can you talk me through how we sort of think through balancing transition with floating designations when it comes to a project like this?

Dodson: Council Woman Strader, thank you. Great question. So, first, floating is an interesting word that's no longer used in our Comprehensive Plan. When a -- this project has both of these designations on the property, so it can use either or use both or one of them. I guess we could use the term float them throughout the site, but the Comprehensive Plan does not talk about floating designations across sites anymore like it used to. When we analyze these, frankly, because this site has a majority of medium density residential versus mixed use, I largely looked at this from the medium density residential component. That -- generally, whichever one is the most dominant and, then, you also combine that with what the applicant is proposing, that's how I'm generally going

to analyze it and as well medium density residential was more restrictive in its density, so I wanted to analyze it against that. Really, the only mixed use neighborhood component of the project is the addition of commercial. If they didn't have that, no commercial uses would be allowed to be proposed without a map amendment. So, that's really the only mixed use component that has been proposed. Medium density residential allows the townhome units and allows the detached single family. So, that all matches with the future land use and medium density. When staff analyzes these, a lot goes into it in that way and, again, it -- it can be largely driven by what the applicant presents by their private property rights and we compare that to code. The Comprehensive Plan is a guide. It is not codified. It is a -- I'm not going to say pie in the sky, but it is something that we aspire to. If we had it perfectly every time we would never do map amendments and everything would fit all in these boxes and they don't, as we all know. That's why the future annexations are not parcel specific, so that an applicant has flexibility in what they propose. I hope that answers your question.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: If it's okay I have a couple of maybe follow-ups along the same vein.

Dodson: No problem.

Strader: Thank you. So -- okay. So, let's take, then, sort of drilling down -- curious. So, you are analyzing the whole site against the more restrictive designations. You are seeing now it fits medium density residential. If you looked at just the parcel that's on the far left would that also meet the definition of medium density residential?

Dodson: Of the existing parcels, ma'am?

Strader: Yeah. So, we have three -- three pieces of land in front of us; right?

Dodson: Right.

Strader: There is one it's kind of --

Dodson: Uh-huh.

Strader: -- a little bit of an odd shape on the left. It seems to be where most of the density is. If you looked at that one in isolation would that also meet the definition of medium density residential?

Dodson: If I split the site in half I think you would be hard pressed to meet it and, then, if you took it even further you might, because of the commercial. There is really not that many units here comparatively. And in no way is this high density residential per our code. Per really planning. It's -- it's less than eight units to the acre, which is medium.

Generally we don't look at a site like that, especially -- we don't look at a site based on the existing parcels because a project will always encompass more than one when it has a large area like this.

Strader: Okay. Mayor, one more. Thank you. Just holistically. So, when it comes to like a mixed use neighborhood designation we know this is an area that is underserved by retail and other uses. How much flexibility do we have to require commercial within the mixed use neighborhood designation? Do we have the ability to require all commercial, for example? Is there a precedent for that in City Council decisions?

Dodson: Council Woman Strader, great question. Your last one I don't know the precedent. My assumption is, no, that there has not been a point where we required -- in a mixed use project -- and mixed use I mean not just the designation, but when there is residential and a mixed use designation or residential and commercial component, that I do not know of a time where the city has required a certain area all be commercial. However, I did call this out in my staff report. I have had discussions with the -- with a few of the neighbors and have had discussions with the applicant about that. This came up at the Commission hearing as well. The Council has power to say, no, there needs to be more commercial. Absolutely. I don't know if you can draw a line based upon the future land use map. There is not really a need to do that. You can draw a line based upon the proposed site plan and the areas. That's probably easier and more efficient of our time and your time, but you -- the Council definitely has power to require more commercial and, to be more specific, what kind of uses are even proposed. You could require retail. You can require or prohibit flex space. All of that is in your purview.

Strader: Perfect. Thanks.

Dodson: You are very welcome.

Simison: Council, any additional questions for staff? All right. Then, I will ask the applicant to, please, come forward.

McKay: Thank you, Mr. Mayor, Members of the Council. Becky McKay. Engineering Solutions. Business address 1029 North Rosario in Meridian. I'm representing Challenger Development on this particular piece of property. As Joe indicated, we are asking for annexation and zoning of 40.50 acres. We have got 13.38 acres of R-8, 24.17 acres of R-15 and 2.95 acres of C-C, which is a commercial designation. This particular piece of property is unusual in the fact that it has a mixed use neighborhood designation and medium density residential designation on a parcel that is technically a little bit less than 40 acres. So, one of the things when we met with your staff was they said, you know, we want an integrated site plan. We -- we really need you to do your best, based on the fact that we understand the property is only 39 acres, we want you to integrate commercial. We want you to integrate a multi-family component. A townhome component. A single family component. Plus we want you to do transitional single family lot sizes, obviously, to be compatible with the adjoining Rockhampton Subdivision that's to the east and to the Howry No. 2 Subdivision, which they call Hillsdale -- or what is it?

Hillsdale Creek Subdivision to the south. So, we worked diligently with the staff. I came back multiple times with various sketches and -- and got input and so we kind of got what the staff kind of envisioned. We had our neighborhood meeting on June 3rd. In that neighborhood meeting we had 355 dwelling units, which consisted of 125 single family, 26 townhomes and 204 multi-family and, then, we had a daycare. The neighborhood -- we had a great turnout at the site. It was warm, it was nice, and they said, hey, hey, hey, the density is too much. You have got to bring that density down. We don't like that. We don't like the direct connections to the stub streets. We don't want cut-through traffic. We need you to look at what you can do to minimize cut-through. What you can do to better transition and lower that density. So, we had a second neighborhood meeting in June -- at the end of June. We dropped our single family lots from 125 to 124. We dropped our multi-family lots from 204 to 168. We eliminated the continuous -- we had a street that came straight up through here and they were worried about traffic coming through and cutting through the Rockhampton and going out to Cloverdale. We also had concerns about the Hillsdale Creek. So, we went ahead and we cut off that vehicular connection and did a pedestrian connection. We also eliminated the apartment buildings that were on our south side and we incorporated some townhomes and, then, they wanted to see elevations. So, we brought elevations to them. Keep in mind this particular property, being the fact that it's on Amity, which is an entryway corridor, you have Eagle Road -- you have Eagle Road, which is directly to the west, which is a -- a multi-modal in your Comprehensive Plan and a key transportation corridor, with commercial here, the Albertson's center, a new roundabout that's been constructed, they -- they have widened Eagle Road here and, then, we have Century Hill Farms commercial. So, they have a significant amount of commercial and we just have a small amount of commercial that lops over into this particular parcel and so one of the things I told the staff is I said, you know, I don't want to be competing with Brighton. There is no way I can compete with the Albertson's or the -- the pad sites that they propose on their project, so, you know, we, obviously, have to -- we have to come up with something that will work as kind of a neighborhood commercial component. So, we did submit to the Planning and Zoning Commission and we went before the Commission and the Commission said, wow, you know what, we don't like the apartments. Don't like them at all. Don't like the three story. We want you -- they specifically told me -- eliminate the high density apartments. They said this area we don't feel it's appropriate for apartments, even though we got the YMCA -- South Meridian YMCA there, we have got Hillsdale Elementary, we have got the Century Hill Farm's park. You are just east of a multi-modal arterial, but we want you to look and focus more on townhomes. We want less impact on that neighborhood. Less impact on the transportation system. Reduce your overall density. Move your primary amenity to the central open space. Limit your residential structures to two story and improve your transition and add additional commercial and we want you to blend and integrate that commercial to provide a better mixed use project and so we took that -- I said, you know, hey -- this was -- this was August. I said, you know, I need a couple months to do this. So, I went back to my client. You know, we -- we worked on the site plan and this is what we came up with. We came up with what I thought was -- was a far superior plan. We ended up eliminating all the multi-family. We have townhomes that are rear loaded. We have townhomes that are front loaded. We have townhomes that are front loaded here and all of these townhomes are on open space, either on collector

buffers or linear open space or in open space along the south boundary and, then, we have townhomes up here that are two story that are also alley load. So, you can kind of see -- oops. Then the other thing we did is we talked to the client and he said, well, you know, I can't compete with Brighton, you know. You know, they have got -- they have got medical office, they are going to have retail, they have assisted living. You know, we have got to come up with some component that, obviously, will work in this area and we can't just lop off and have commercial that -- that has no chance of any survival. So, we come up with the flex space idea. The daycare is perfect and I have the daycare right here at the entrance. I have an island here. So, we have a right turn in, we have a loop out and a right turn out. So, it's -- it's designated to -- to serve this development as a whole, but yet it can serve the community as a whole and, then, we came up with the flex space and one of the things that we came up with the Commission was, well, you know, hey, what -- what do you describe flex space? Well, flex space is single story. Flex space has higher ceilings. You can have retail. You can have office. You can have a combination of a distribution -- like a -- they distribute coffee, but yet they have a coffee shop. You can have -- you can have multiple uses. And so that was kind of our intent and, then, we wanted to have some rental component in the -- in the complex and so that's why I thought, well, you know, we will just put four four-plexes. That's 16 units. Just 16 units. They are backing up to an arterial. And so as you can see the big thing we wanted to do was, one, make it walkable. That's really important. In your Comprehensive Plan it talks about -- in that mixed use neighborhood creating walkability. So, with the entryway corridor we have 35 feet along Amity. We have micropaths that lead to that 35 feet. This is a ten foot pathway. So, it's bicycle and pedestrian friendly. We also have an access that is -- aligns with Shelburne South. Directly across from them. We are going to be required to do a turn lane eastbound and a westbound turn lane at this entrance. Plus widen Amity to 17 feet and, then, install a ten foot detached sidewalk all along that frontage. Secondly, we are going to be building, obviously, a 20 foot buffer minimum size and allocating area for a future roundabout and ACHD came to us and they said, you know what, we have got one property owner to the north we can't get right away from, so we are going to have to go for a signalized intersection. You guys do the signalized intersection. We said absolutely. So, ACHD in their staff report and in your staff report ACHD said at the 61st lot you shall install a signalized intersection here at Century -- or Hillsdale and Amity. That intersection -- without us at build out at 2025 is a level of service F on that left-hand turn. So, staff has put in your conditions of approval with the first phase we will install this signal. ACHD will provide the materials. We have to, obviously, design and install it. Secondly, one of the comments brought up by the neighborhood was safe route to school. Getting over safely to the Y and Hillsdale Elementary. I went through there and I looked, they -- they have a rapid flashing signal right across from the school on Hillsdale Avenue, but we -- I met with Marcy Horner and I said, Marcy, I said we would like to make it safe for our residents and our kids to get across either to the Y or to the school. I said where would you want that? And she said we want it right here at your collector entrance. We have -- we have a collector right here, we have a median, and so we are going to install a rapid flashing signal there and the school district said even though we have that flashing signal we have to have a crossing guard and so they said we will have a crossing guard right there at your entrance and, then, we will have a crossing guard right there in front of the elementary. We -- one of the things the staff

asked me to do is utilize this central open space here and so we have a pool facility. We have a tot lot. We have a pickleball court. We have -- and they said, you know, make this feel soft. So, we have detached sidewalks all along this roadway and, then, these are all alley load. These are 28 feet wide, so we exceed the minimum and, then, they said we also want you to integrate the -- the commercial into the townhomes, but yet segregate it and I'm like, well, gosh, how do I do that? So, we created this linear open space and, then, we have notch outs for -- and we have 12 parallel parking spaces, in addition to the parking spaces that are in front of the four-plexes and the daycare and the flex space and, then, we have walking paths that run behind. We will not be putting any sight obscuring fencing, that will all be wrought iron. Mr. Barton has indicated that for the -- the townhomes he wants wrought iron to keep it open looking, to keep it -- to keep the feel well and -- and so that is very important to us. I'm going to switch over here. As far as our open space, when we submitted this application the open space requirement was ten percent, because you were still doing your ordinance amendment. However, we designed this to meet your new ordinance, knowing that it would be coming into effect. Our qualified open space in this particular project is six acres, 15.4 percent. We have a central common area of 1.93 acres, with a plaza area, a swimming pool facility, a community playground, pickleball court, pathways, off-street parallel parking. We have ten foot pathways along Amity. We have a pocket park at our entrance off of Amity Road with public art, a plaza, and a pathway. We have a MEW area that's almost a half acre, with covered sitting areas and pathways. We also have linear open space in the southern portion of our townhomes with landscaping, pathways, a tot lot, and a gazebo, with other micro paths and natural pathway connections to the adjoining subdivisions. This kind of shows you like a blow up of the landscape plan. You can see we have a plaza area. This is our pocket park and, then, we have pathways that lead out. We have micropaths that lead up to Amity. Got a little excited. Sorry. Here we have pathways and micropaths that come through and, then, we have detached walks that lead in to make it inviting. We have pathways that go south and they go north and they go east and they go west and, then, we have pathway that comes along here and goes out along the Cunningham Lateral. The Cunningham Lateral cuts through this corner of the property. We already received approval from the -- from the irrigation district, New York, to pipe that and the Bureau of Reclamation. So, we will pipe that, it will be grassed, and we will have a natural gravel surface. These show you some of the townhomes. This is kind of a farmhouse design. We wanted to kind of mix it up a little bit. These are a rear entry. I will try to hurry. Read through. These are my front load. That's the four-plex. And these are the single family homes, which we have 85 foot lots. We have 90 foot lots. We have 74. We have 64. And we have 34. And you can see the dwelling -- or 36. I'm sorry. And, then, this is the flex space that we would like to emulate. This is over on Eagle. Pass through their -- their DR. You can see they have the swing doors that come up, like the garage doors, and, then, that's where they load material for distribution and, then, they also have commercial uses. May I answer any questions?

Simison: Thank you, Becky.

McKay: Sorry.

Simison: No. You're good.

McKay: A lot to go through.

Simison: Council, any questions for the applicant?

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Thank you, Becky. I'm curious why the desire to put the multi-family on the Amity side and the flex space on the Hillsdale side? It seems to me that you would want the flex space to -- to be on the side with greater traffic flow.

McKay: The flex space -- there we go. So, the flex space is here at the intersection of Hillsdale and Amity. So, we do have good visibility here. You have the St. Luke's. You have a veterinary office. You have -- I think a dentist. Then you have the South Meridian Y. So, we felt that the flex space being visible from Hillsdale would be more neighborhood type commercial. We asked ACHD for this access here, which is right across from the Century Hill Farm's commercial area, so people could come in and what we envisioned is you could have -- you could have a coffee shop, you could have somebody that has a small business that lives in the neighborhood and wants to lease space. Somebody that has a small distribution center, but yet they need small office. So, we wanted it integrated into the neighborhood. When you stick it out on an arterial, then, you are talking about arterial commercial and we have no -- as you can see no direct access to Amity, because you are going to have a signalized intersection here. So, you are going to have to pull that traffic in here. If people come in here, then, we would have intrusive traffic that possibly would come back this way. So, in talking with the staff in -- in looking at the transportation patterns and the trips generated, trying to reduce those trips, this made more sense and we will have a signalized intersection, so they can safely go out.

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglun: Becky, you mentioned that build out would be completed in 2025. So, it sounds like one phase a year starting in 2022?

McKay: Yes, sir.

Hoaglun: Okay. And follow up, Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglund: Question about the -- I read somewhere -- and I can't remember what phase the daycare would be moved up, be one -- one of the earlier phases; is that correct, the building of the daycare?

McKay: Mr. Mayor, Councilman Hoaglund, the daycare is in the third phase. So, the first phase would take in the Amity entrance and, then, we would establish our primary collector that comes in here off of Hillsdale, our central amenity and, then, our single family detached lots. Our second phase would, then, be this area to the east and, then, we had the third phase, which would be the daycare and, then, our flex space, our four-plex and townhomes and, then, we have our fourth phase, which is here on the southwest corner.

Hoaglund: Okay. Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Yeah. It must have been ready -- it was a part of discussion about maybe moving that time frame up just for the daycare and instead of waiting to phase three it would be earlier. So, that may not be true. I just --

McKay: Yeah. You know, Mayor, Councilman Hoaglund, you know, it could -- it could be incorporated into the -- the first phase since we will be building this collector and the island here and just, then, as long as we didn't come in more than 150 feet we would not be required to do a turnaround. I beat you to the punch, didn't I?

Hoaglund: One last one, Mr. Mayor.

Simison: Councilman Hoaglund.

Hoaglund: And I understand on -- on people going out that the daycare is available, they can drop off, swing out --

McKay: Yes, sir.

Hoaglund: -- come out, swing in, but when they come back home and they come to pick up what does that route look like?

McKay: When they come back home they have two options. So, I did think about that. So, they can come down Amity, come in the Amity entrance and, then, come down and, then, go in and pick up the kids, but, then, they have to make a right out, because one of the ACHD requirements was because this is a collector they did not want a full access, because they need to have stacking. Now, at full build out we will see -- with the third phase we will see parents come in, we have a loop drive, they drop the kids off -- I did this at Crossfield, it worked out slick, and, then, they right out, come up to the signal and, then, they go north -- or west and northbound. Seventy percent of our traffic and our trips are going to be northbound.

Hoaglun: Okay. Thank you.

McKay: It's just -- that's where the jobs are. They are going to be heading to -- to Meridian, to Boise city, but it's -- 70 percent of our trips will be west and, then, northbound.

Hoaglun: All right. Thank you.

Dodson: Mr. Mayor?

Simison: Yes, Joe.

Dodson: Thank you. I did want to clarify even further on that median. That was not originally proposed by the applicant, but ACHD's comments -- that was one of their required revisions was to put that median, because they did not want those north-south accesses on the collector that close to the intersection. So, that was not an applicant decision or staff decision, that I was ACHD saying if you want them at all they -- there has to be a median. That came up in the Commission hearing, because there was concern about the -- the flow as discussed, but that's just something that we are going to have a say in.

McKay: Mr. Mayor, Joseph is correct. That was an ACHD requirement. That was a requirement to keep those approaches at that location.

Bernt: Joseph? That's official.

Simison: Council, any additional questions for the applicant at this time?

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Thank you, Mr. Mayor. Becky, I want to touch on a couple of things that I -- I assume we are going to probably hear the public testimony and I think it's important maybe for you to address some of this from the get go. I know that Council received a letter and you received a letter from West Ada in July that indicated attendance versus capacity. My assumption is there isn't an updated letter that takes into account actual enrollment that began this fall and I guess maybe just giving Council a flavor -- we have got two of the three schools that are proposed to serve this neighborhood that are already over capacity and while Hillsdale looks like it's under capacity on paper, those residents who live in this area -- and I think full disclosure the Cavener family at one point was going to be a Hillsdale family, so I know the challenges that that school has had with being over capacity. So, I got to be real honest, that's always a big red flag for me and so I guess I want to give you at least an opportunity at the beginning to address why this product makes sense right now given the significant limitations of the schools to support this large residential use.

McKay: Mr. Mayor, Councilman Cavener, that's an excellent question. I have worked very closely with West Ada School District on this particular project. I have had multiple conversations with Marcy Horner. What Marcy indicated to me is that the Hillsdale Elementary has a capacity of only 700 students, that they were -- obviously, had 600. For 2021 and '22 626 students. Marcy did qualify that, that Blue Valley Elementary is planned within the South Ridge Subdivision at Linder and Overland Road. At this time they have approved plans and they are ready to go. The only thing that they need is a bond and due to COVID they do not know what the timing of that bond would be. However, she did qualify that and said Gem Prep Charter School will serve the same area as Hillsdale Elementary, which will open in fall of 2022. In the first year it will have a capacity of 312 students and, then, additional capacity thereafter of 500. So, she said some of these families could choose that. The overflow school -- she indicated they -- they do have an elementary overflow school for this site and what she -- they have done is they keep shrinking the Hillsdale Elementary boundaries. Initially Hillsdale Elementary's boundaries went far beyond this section and as this section has developed significantly, they are pulling those boundaries back. As you well know, the West Ada School District plans to have an elementary within each section where we have significant residential development and that section feeds that school. So, eventually, the Sky Mesas, the Highlands, the -- the other projects that were mentioned in some of the comments from the existing neighbors that are taking place out in this area will be going to other schools, but it will shrink to this section, because, one, they like those kids to be able to walk to the schools, because it cuts down on their cost for transportation. But that -- that's -- that's their long-term plan.

Cavener: Mr. Mayor, an additional question if I may.

Simison: Councilman Cavener.

Cavener: Thank you. I just wanted to give you a chance if you want to respond to the -- in the staff report that talks about traffic level of service. I know Kristy's on. I may have a question for her later on after testimony, but E's and F's don't typically get me very excited about the roadway impacts and I guess like the school, I wanted to give you an opportunity to respond.

McKay: Mr. Mayor, Councilman Cavener, that's a great question. Obviously, when the TIS was done we were -- we were in COVID conditions, so ACHD and COMPASS were providing the formulas in which the traffic engineers were told to use for the background traffic and, then, obviously, going out to the 2025 year. Without our project the Eagle and Amity intersection was operating as a level of service F. That was prior to the improvement of the dual roundabout that has been completed and the expansion of Eagle Road. Secondly, there were comments in the staff report that level of service F for the left-hand turns at Hillsdale and Amity -- well, we will be alleviating that by installing the signal and we have to install it with our first phase. So, not only are we -- it's -- it's going to operate at level of service F regardless without us. Once we go ahead and put in a signal it starts operating at level of service B. Then we will be widening Amity. We will be adding decel lanes, left turn lanes at our entrances, along with the project to the north

and, then, there were comments in the original TIS that talked about the ACHD and that the improvements along Amity were pushed out to 2036 and 2040. If you look at the 2022-2026 integrated five year work plan, it is still in draft form, that ACHD anticipates to adopt sometime this month. They have moved Amity and Cloverdale roundabout up to a design year of 2023. Right of way acquisition 2024-25. Construction year 2026. Amity from Cloverdale to Five Mile has been -- has been moved up from a 2024 design year, 2025 right of way acquisition, 2026 construction and, then, from Eagle to Cloverdale they have a design year of 2026. So, it looks like to me, based on this draft five year work plan from ACHD, that they are accelerating their build out in that year -- or build -- accelerating their build out in this area to accommodate the growth that they have seen and the City of Meridian has indicated this is a priority growth year. So, I assume that that has translated into this five year work plan and we are doing what we can to mitigate our impact.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Can either now or at a later point in time maybe Kristy Inselman provide some -- some context around that as well?

Simison: Let's wait until we get out of the applicant testimony.

Cavener: That's fine. Totally fine. Thank you, Mayor.

Simison: Council, any additional questions for the applicant?

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I think it would be appropriate to get public testimony at this time.

Simison: And our intention is to take a break before we get into that, so with that we will go ahead and take a recess. At least for ten minutes, maybe 15. So, we will try to reconvene by -- Mr. Cavener, if you can be ready hopefully by 7:50 to 7:00 -- and, if not, we will try to do 7:55.

Cavener: No problem. Thanks, Mayor.

Simison: Thanks.

(Recess: 7:39 p.m. to 7:56 p.m.)

Simison: All right. Council, we will go ahead and come out of recess and we will begin with public testimony this evening. So, just a reminder to the community. When you come

up you will be asked to state your name and address for the record and you will have three minutes, unless we have anyone who signed up to represent a homeowners association where they will be given ten minutes. So, Mr. Clerk, I will turn this over to you.

Johnson: Thank you, Mr. Mayor. First we have James Phillips with the Southern Rim Coalition.

Phillips: Mayor, City Council, James Phillips. 4140 East Rockhampton Street, Meridian, Idaho. 83642. And I'm here representing Meridian Southern Rim Coalition.

Johnson: It's a very touchy mouse. Try to move to the right, click somewhere around the rim and, then, you will have to scroll, because you are in PDF. Joe is going to grab it.

Phillips: Context -- context is important. Very very important. Here is a list of public concerns and points of frustration that -- that southern Meridian residents are experiencing. I'm sure you are well aware of this and -- and I'm sure there is a number of people that's going to speak about these points. I'm not. But context is key and I'm sure that if the Council -- Mayor and Council had a magic wand to resolve all these public concerns and points of frustration they would waive it. I a hundred percent believe that. So, context is key. I'm going to go to a magical world where none of these issues exist. None of these. None of these. A magical world where we have great job housing ratios. Where traffic is not a concern. Where the traffic study was actually done on up-to-date data and not outdated models. A world where schools are not crowded and a world where we have a way to balance growth to develop impact fees. It doesn't exist, but this is the journey we are going to go through. In that perfect world -- even in that perfect world the current plan, the application, breaks public trust in a few different ways and these are -- the public trusts City Council to enforce these things, even if they are guidelines. As these are the expectation that the public has. One, FLUM consistency. And we will talk about that a bit. Two. Surrounding compatibility. Note not complimentary. Compatibility. Three. Transitional densities, particularly where they take place, across alleys and roadways. Four. Appropriate zoning as per the designation land use. You will see the MUN. I have a couple notes here around MUN, MDR, and those zonings and what's expected there. And five -- the fifth piece there is on walkability. Now, I color code -- coded this, so it will be consistent throughout the presentation. So, when you see the orange referring to that FLUM. When you see the purple surrounding compatibility. Red transitional density. That line is sensitive. The application is not consistent with the FLUM. Now, I understand, I use the word float and I know it's not in that comp plan and that's okay, I get it. What I'm talking about is how they arrange the densities and specifically what the comp plan does refer to when you talk about abutting parcels, that -- you know, I get it, land use designations are not parcel specific, but the reason why they couple those together is because P&Z -- P&Z staff understands that this provision does not get -- also doesn't give the applicant carte blanche to reconfigure it to a designation any way they want. It has limits; right? And -- and conditions. And it talks about those limits and conditions in the plan itself. And so that's what this slide is about. It's just talking about highlighting where those limits are and what -- the conditions for those provisions. In this instance developer

purchased all three parcels. So, in aggregate the parcels perfectly match the designation. So, there is no provision needed to float or to move designations as it's already provided. But even with that, I get that they still -- developer can still take those and reinterpret it the way that they want. I get that. The second slide -- second image here is the original plan with the apartment complex. In order to reduce -- in order to have dwelling densities within the max range of the MUN it requires considering more than 50 percent of that land to be MUN and that, again, against -- that hits a limit within the comp plan. It's floating above that 50 percent land being developed. So, that's how and I'm glad that P&Z saw that and -- and also glad that developer iterated on that. Second one is around -- they replaced the apartments with the townhouses. This reduced a lot -- and removed a lot of concern around density. So, that's not one of the points when I talk about the colors, density was not one of the points of concern. Here is what is of concern -- if you look at the -- what the public expects -- and maybe I shouldn't have used the same triangle shape as a FLUM. Maybe I should have used an amoeba to express what I'm trying to say here so there is no confusion. But the issue is if you look at the east -- the west-east density transition we are good. You see this gradual all the way up to the neighborhood adjacent Rockhampton in Boise. We don't have the same -- I live in Hillside Creek -- going from north to south on that west side. That is the issue and that is not in line with the FLUM. It's like the -- the people that did the FLUM kind of knew that you needed to have a little transitional density between the mixed use and the less dense neighborhoods just to the south. Just to highlight that point, going down a little bit, diving into the detail on that -- on that southwest corner. We have -- where we have that Cunningham Lateral easement, the Hillside Avenue -- Street and the Hillside Creek entry, those all help to a degree to provide buffering between Centerville townhomes and the surrounding residential homes. However, this is not enough and for two reasons. One is the extreme difference between the lots proposed in Centerville, those townhome lots, .055 of an acre, and the adjacent neighboring home lots, ranging from .2 to .6 almost acres. That is a huge dramatic change in density in such a short small space. The second point it has to do with actually the elevation. Centerville lots, the smaller townhouse lot, sit at a higher elevation to the surrounding neighborhood homes to the south and to the home to the west. The townhomes depicted in the application would awkwardly perch over the Hillside Avenue entrance and, more importantly, into the -- the surrounding residential homes. This is the issue. Finally, I'm not going to be able to -- for the sake of time I -- each one of these color codes can have its own slide to talk to. I just don't have time to go through that. I don't want to take up Council's time too much either. But there is important things to illustrate here and -- and this is -- I don't want to be overly prescriptive. This could be done any different ways and I'm sure the applicant could be more creative than I can about how to resolve these issues, but they are still issues and concerns that the public has expressed multiple times throughout this process. So, in addition to those MUN that -- following the FLUM for transitional densities, in addition to take into account the higher elevation and larger lots, the purple there. The red there is all about limiting back fence density transitions, which CUP does spell out where to put transition densities. It's across alleyways and roads, not across back fences. That -- that's a point of frustration of homebuyers if they buy a home and don't realize what's going to be built behind them, which does happen -- which has happened even in Hillside Creek and the other neighborhoods. The blue there represents the MDR, R-8 zonings. The dotted line within

the plan is actually the boundary. That's all -- where it goes from R-15 to R-8. So, that we ask that the public expects that the MDR designation has that R-8 zoning and there is -- there is not a big difference here between what the application has versus what the R-8 minimum standards are. We are talking about maybe 500 to 600 square feet difference or about five to seven feet of -- of street frontage. But it's all the difference in the world to those future residents. They can use that additional few feet to put a fence in so they can have pets. They can use the additional few feet so they can put patios in. So, in addition -- I will wrap up here. So, in addition to those there is other things like walkways. You can't get to the open park from the north-south areas. You have to walk all the way around and so opening up, providing a path, walkway, for residents, particularly those that live down in that lower road, would be super important for the public. Now, in addition to the --

Simison: If you can wrap up, please.

Phillips: Yes. So, in closing, I'm a software engineer by trade. We have an 80/20 rule where it's the last 20 percent that's the hardest to get right and to finish, but it's also the last 20 percent that makes all the difference in the world. Stepping back, coming out of this magical world where everything is right -- we are -- we are at that -- almost 20 percent, but not when you take into consideration all these external concerns and points of frustration, we are back to like 20/80.

Simison: Thank you. Council, any questions?

Perreault: Mr. Mayor?

Simison: Councilman Perreault.

Perreault: Thank you. I appreciate this. You put a lot of work into this. My question for you is -- is -- is the concern -- if you go back up to your first slide, is the concern the location of where the mixed use neighborhood -- oh, sorry. The -- there we go. Is it the concern the location or is the concern that you don't want anymore than eight acres of -- of mixed use neighborhood versus medium density residential? And -- and I want to clarify that, because staff has already stated that they are using the mixed -- the medium density residential criteria even for the residential in the mixed use neighborhood area. So, I guess I'm just not understanding the concern about the locations of -- this slide doesn't make sense to me if we are using basically the same lower standard for the density.

Phillips: Yes. So, I will put -- what hat do you want me to put on, the -- the magical world where none of those external -- no magical world. Okay. So, the issue is externally to this plan we have such low job-to-housing ratios that it causes urban sprawl. I come from -- I lived in Arizona. I know urban sprawl and what -- what that is. It's when there is a lot of car dependency within the community. When you have such low job housing ratios and you put in higher density, what you are creating is a car dependent sprawl. That's the problem. The plan itself, according to the -- the specs of the P&Z -- this -- density is

not a problem. It's -- it's -- that's not the problem. It's not even a -- look, there is a location issue with the MUN coming all the way down to the bordering neighborhood, but, yeah, that's not a problem. The problem is the external concerns around this area. Time should be on our side to get this in-fill right.

Perreault: Mr. Mayor, follow up?

Simison: Council Woman Perreault.

Perreault: So, are you suggesting there should be more job opportunities --

Phillips: Yes.

Perreault: -- in this project?

Phillips: Yes. I would appreciate more commercial, because in order to -- to increase that job to housing ratio, to prevent the urban sprawl of car dependency communities, that's what's needed.

Perreault: And may I ask is that reflective of the Meridian Southern Rim Coalition's position on this?

Phillips: Great question. I will have to confer with the -- the rest of the -- to do that. This is probably more of a personal opinion. But with the number of people that I talked to as well, commercial is important.

Perreault: Okay.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Mr. Phillips, I just wanted to -- if you go slide down -- I think it was one more slide you had -- no. One more then. Oh, no. Yeah. I'm sorry. I take that back. Go ahead. Back up. Back up.

Phillips: Yeah. This thing is super sensitive, so --

Hoaglund: Yeah. Oh, yes, it is. It is. I was just curious, because when I heard the presentation from the applicant's representative, along Rockhampton to the north apparently they are going to reroute a canal -- a waterway. I couldn't see -- and I don't think Becky laid out how many feet that is, but it looks like there is -- usually those easements are quite large and, then, it looks like there is some gradient -- and I have been out there, but it's been a while. It drops down to Rockhampton. Any idea what the distance is from that back fence line to their fence line?

Phillips: What's the size of the lot? I can kind of extrapolate out.

Hoaglun: Yeah. And maybe this is a question for the applicant. I was just curious at that distance, because it looks quite -- like there is a lot of distance and -- but if the elevation is -- if you could describe the elevation. Are we talking about this roof line here is to the base of where their grass would be or --

Phillips: So that the fence line on the entry to Hillsdale Creek hits the roofline of those houses, if that makes sense. So, there is -- there is a fence line that follows the entryway of the Hillsdale. That hits the roofline of those houses.

Hoaglun: Okay.

Simison: Yeah. There is a pretty big gradient.

Hoaglun: Okay. Thank you.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Sure. Thank you. Just to further explore a little bit. So, we have already invested in this area; right? As a city. We have a sewer trunk shed. We have built -- and that's one of the most expensive components. We have a huge public park. You have probably heard in the beginning of the meeting that we are spending another 12 million dollars in impact fees to build that public park. Clearly this is an area where there is going to be development. We are planning for that. We have already invested in the infrastructure -- a lot of the infrastructure for this area. but there are issues; right? There is issues with traffic. There is issues with schools. What do you think is an appropriate solution here for what to me actually does sound like a density concern. Maybe not density specific to this parcel, but what you are describing is a concern about sprawl. You have people locating their homes in an area where they will have to commute to work. Do you think that it would be better to get a development tonight that has a lower density and move forward or are you -- what do you think the solution is?

Phillips: So, the ratio for the -- so, the dwelling -- the job-to-housing ratio -- is that the ratio; right? So, if you effect a numerator it has an effect. If you effect the denominator it has an effect and so there is nothing fundamentally wrong to have more -- more dense building, fill-in work, it just -- you have to make sure that there is jobs that accompany that. Yeah. Brighton did a pretty good job on that top part of the adjacent property to do that and the Albertson's right there helps quite a bit as well, but we need -- we need more. Like south -- southern Meridian is like -- the joke is called a food desert, because you can't -- the restaurants you have to like -- you have to go out of southern Meridian to -- to go to restaurants. Areas where they have commercials that you have restaurants, for example, is a good -- good solution there.

Strader: Mr. Mayor, follow up?

Simison: Council Woman Strader.

Strader: Yeah. So -- right. And, then, part of that balance is as a city we are setting those future uses in the future land use map; right? And so I guess, you know, a question I would have is does the addition of commercial into this development give you any comfort around changing that mix specific to this parcel? Like in a magic world where you could wave a wand, what if half of this was commercial? Would that make you feel better about the issues of transition? Right? Because, then, you still have a transition issue, but would that make you feel better about the transition issues and the sprawl?

Phillips: Well, I will speak personally, just -- I would feel more comfortable with more commercial, again, to get that job to housing ratio at the right mark, again, to reduce that car dependent community that we don't want to have. That's problematic.

Strader: Just your insight?

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: I don't know if you know this, James, but, you know, in the COMPASS report it talked about housing within one mile, jobs within one mile, and that's where the ratio comes as zero point --

Phillips: Yeah. Six hundred whatever. Within the mile.

Hoaglund: Yeah. Jobs within the mile 670. I'm assuming, but I don't know -- and I don't know if you know. They probably aren't taking in account Albertson's and all the commercial that will be developed and off commercial that will be happening in those areas in Brighton or are they counting future jobs?

Phillips: Great question. I tried to dig into that to figure it out. I didn't get a hold of COMPASS to answer it. If asked any question that we should -- that will probably get answered as it informs the decision of this plan.

Hoaglund: Thank you.

Dodson: Mr. Mayor?

Simison: Yes, Joe.

Dodson: My short answer to that is I believe it is existing jobs, not -- not planned. Because, frankly, I don't know how you -- how you plan for that. You don't necessarily

know what those are going to be, especially when you have undeveloped commercial lots.

Phillips: Joe knows.

Dodson: Sometimes. Sometimes I know things.

Simison: Council, any additional questions?

Bongiorno: Mr. Mayor?

Simison: Yes.

Bongiorno: Over here.

Simison: Deputy Chief.

Bongiorno: Somebody asked for that distance between the fence and the other fence across the way. It's roughly 130 feet.

Simison: I was going to do a hundred, but I didn't want to guess, so thank you.

Bongiorno: Yeah. No. I -- I kind of know how to use mapping, so that's what I came up with.

Hoaglund: So, Mr. Mayor, what we are saying is all Joes know?

Simison: No. Down there. Those Joes know.

Phillips: I think I have it up on the slide right now. Not all the property is across that street. There is property right next door to those townhomes, too. Both within the Centerville and in Hillsdale.

Borton: Mr. Mayor?

Simison: Yes, Joe.

Borton: Just -- just to comment. I appreciate your -- your thoughts and input on this and amongst the considerations I think -- this isn't really a question, but just an observation that you have highlighted well -- is the trade-offs, right, with an expansion of commercial uses on this property can capture trips perhaps, create employment near the residences, but, technically, increases the problems with traffic from a pure traffic count; right? Because it draws folks to the commercial that -- beyond who reside here. So, if you wanted to have more commercial you might capture trips local here internally, provide those services nearby, at the same time create additional traffic problems that we are also trying to address. So, it is a challenge. I guess we are mindful of that -- of those trade-

offs that come with the idea of mixed use neighborhood and having a larger commercial component than -- than what's portrayed here.

Phillips: Something that City Council did that was really good -- when we were having stream -- like pain points because of school issues, capacity issues, with Hillsdale Creek because of the hokey boundaries, the city put together that -- maybe about a year, year and a half ago, you sit down, talk with West Ada and it came up with some action items about what to do about that. I think we now have someone that can provide more insight back and forth between the two organizations. We need to do the same thing. I don't know if we already do, but we need to do the same thing for the ACHD. Of the organizations that I -- I called, that's the one that probably is the one that I have the least confidence in right now is ACHD. Just reading through the TIF. Like it's --

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Thank you. Along the lines of what Councilman Borton was sharing, oftentimes in the commercial sector it -- they follow rooftops. So, if there is not a certain amount of rooftops they are just not going to bring that in and we have an application for 40 acres in the southwest corner of -- of Ten Mile and Franklin. That's a hugely traveled intersection and that developer was telling us the difficulty in getting businesses to come into that location and you can imagine the amount of traffic that flows through that area. So, it's not just about -- there is a desire there, but -- but no applicant, this one or another, is going to build commercial space for it to sit and -- and they are not going to -- and so I -- I completely understand where you are coming from. That's -- I'm not contradicting your idea on that. It's just it's -- it would really be one of those things where the decision becomes that this would need to happen in the future -- later in the future when there is more rooftops in the area, whether they are here or whether they are elsewhere, before we are going to get that kind of commercial to housing ratio.

Phillips: It sounds like we need a good marketing for the city that highlights that point -- that really low job housing ratios to say, hey, not only that, but people are working remote now, so you have these built-in customers, if you pump -- if you put down businesses here in this area.

Simison: All right. Thank you.

Phillips: Thank you.

Johnson: Mr. Mayor, next is Kacie Hergert. She is on Zoom. Kacie, you can unmute yourself.

Simison: Kacie, if you --

Hergert: Okay.

Simison: -- can state your name and address for the record and be recognized for three minutes.

Hergert: So, my name is Kacie Hergert. I reside at 5305 South Hill Farm Avenue in the Century Farm Subdivision. Can you guys actually see me?

Simison: We see a picture, but not you personally.

Johnson: We just have you unmuted. We don't have you on camera.

Hergert: Okay. Perfect. All right. And so I have been an Ada county resident for over 15 years. My family moved to south Meridian in July of 2018 and I wholeheartedly get the appeal of raising a family in the Treasure Valley and more specifically in the City of Meridian. We are all witnessing unparalleled growth, but there seems to be this false notion that we can develop our way into sustainability as a city and that's just simply not true. I want to address the impact that the Centerville development will undoubtedly have on emergency response times. BoiseDev recently published a story addressing emergency response times in Meridian and Meridian Fire Department Chief Kris Blume was asked if the addition of Fire Station 7 and Station 8 would resolve the delayed response times Meridian residents currently face when emergency personnel is needed. Blume said it will help, but it won't fix. The reality is the City of Meridian has experienced such explosive growth over a very short period of time that the public safety, as well as all public services, are stretched to keep up with the growth and as new developments go in that bring new people to the community, which brings more needs from the city services, as well as fire and the police departments. The location of the emergency and its proximity to the fire department doesn't solely determine the response time. Several factors determine how quickly crews can arrive. National and local standards put into place also affect how quickly firefighters can respond and something I learned is they abide by OSHA standards, which is two in two out. Uniquely to Meridian and Ada county, fire engines are staffed with three people. So, that means if they go on a call and they are required to go into the occupancy, they cannot until a second unit shows up, because you have to have two firefighters on the outside, two on the inside in case any of them need to be rescued. He also goes on to state that more than 80 percent of the calls that the department -- the department receives are medical emergencies and according to the American Heart Association brain death and irreversible damage can happen in just four to six minutes after an incident, making response times critical. I want to speak a little bit personally here. On August 23rd I experienced firsthand just how critical emergency response times can be. Driving home for a routine wellness track with my six week old baby, a car ran a red light at the intersection of 27th and Main and we collided at 35 miles per hour. Police were on scene in four minutes. EMT six minutes. I will never forget being on the phone with that 911 dispatcher begging her to do whatever she could to get that ambulance there as quickly as possible. When your child's life is in danger six minutes is an eternity. Undoubtedly you will be asked by the developer tonight to focus on the facts and not the emotions, but the facts mean nothing when someone's life is at stake. I sincerely hope -- I will wrap up here. I sincerely hope that none of you guys have

to experience the level of helplessness and sheer terror I did in a moment after my accident, but I can't help but think if that accident had occurred closer to my house would my outcome have been different. I ask that the Council deny the Centerville application and allow the city to focus on the necessary infrastructure needed to sustain and control residential growth, strategically expand commercial growth, and provide Meridian citizens with the quality of life that I think we all deeply desire. Thank you.

Simison: Thank you. Council, any questions? Thank you, Kacie.

Johnson: Mr. Mayor, next is Jarrod Galm.

Galm: Mr. Mayor, Members of the Council, my name is Jarrod Galm and I live at 3868 East Woodville Drive here in Meridian. I'm representing my family and other neighbors to oppose the proposed Centerville community. I'm going to speak to you about how this project will affect schools now and in the future. West Ada School District faces significant challenges as it grapples with the explosive population growth our area has experienced in the past several years. In these proceedings Engineering Solutions paints a romantic picture of more schools being planned to accommodate area students. Sadly, those schools are planned, but there is no funding to pay for their construction without relying on ballot initiatives for levies. There is not currently an elementary school under construction in south Meridian to help alleviate overcrowding. Home values have skyrocketed recently and as a result property taxes have risen as well. While we would all like to say that we are going to do it for the children, be noble and vote to accept property tax increases to pay for new schools, reality is most residents probably won't. Yes, a levy extension for West Ada narrowly passed in the most recent election, but those funds are for operational purposes, not for building new schools. Hillsdale Elementary is across the street from this proposed development and last year it was beyond capacity to adequately serve students and had an enrollment cap in place. Earlier this year that cap was lifted due to a boundary redraw, but the school is faced with overcrowding again, with another cap eminent forcing children who live within the walk zone to be bused to other areas schools. This is not good for traffic, the environment, or the children. It's important to know that Hillsdale Elementary, unlike other schools, does not have the physical outdoor space to add modular units or portable classrooms to accommodate more students. Once it reaches its cap there is no room for growth. The district will have no choice but to bus kids elsewhere as they have done in the past. If you look at the school impact table, Lake Hazel Middle School and Mountain View High School are already over capacity this year and will be beyond their capacities for years to come. Using the district's formula to estimate the number of new students needing accommodation, the development would bring in 97 students, putting Hillsdale at 105 percent of capacity, Lake Hazel Middle at 108 percent, and Mountain View High at 121 percent. These numbers do not include the current construction occurring in Sky Mesa, Lavender Heights, The Keep, East Ridge, Orchard Creek, Shelburne, Calistoga and Century Farm. Based on these developments and using West Ada's formula, another 200 or so students will be residing within the boundaries of Hillsdale and other schools shortly. As is evident, these schools will not be able to support the influx of students as area schools eclipse capacity, the quality of education diminishes. The applicant may

suggest that Owyhee High and its new charter school located in north Meridian will alleviate some of the burdens, but that isn't the case. The charter school will draw 300 students from all over the district and Owyhee serves students in western Meridian many miles from the development and Mountain View High. In conclusion, I understand that the state drives education funding and that local leadership believes it is powerless to help. That's not true. It's incumbent on local government to manage growth, relieve the pressure on our education system until the state can deliver educational resources to accommodate growth. The buck stops with you. I'm not against development or progress, but I am against a developer trying to alter a plan that was thoughtfully established by the city to manage growth. The Centerville Subdivision as presented doesn't fit with the existing south Meridian neighborhoods or the spirit of the city's master plan. I implore you to deny it.

Simison: Thank you. Council, any questions?

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Thank you. Is it Mr. Fallen?

Galm: Galm.

Strader: Galm. Thanks a lot for coming before us. One of the last comments you made was that you don't feel like this development fits with the neighborhood. What would make it fit with your neighborhood?

Galm: Oh, I think it's -- you know, there is no high density, you know, townhomes or apartments in that area and I think that the zoning with, you know, single -- single homes -- single family homes, which much of that area is comprised of, would be a better fit. I do agree with -- with James, his assessment that, you know, more commercial specifically. I think, you know, food, you know, because he -- as he did mention it is a food desert. There is nothing -- and, yes, Albertson's is going in, but I think that that area could benefit from having, you know, a coffee shop or, you know, a bagel shop, restaurant, someplace that -- where people could walk to, go sit down, have a cup of coffee with their neighbors. You know, having a balance between those single family and commercial like that I think would be more in line with what the applicant is proposing.

Strader: Thanks. Yeah. I think one of the things that's hard, right, is -- I think to Council Woman Perreault's point, you are going to typically see commercial come after the residential is built out. It's a little bit of a chicken and egg thing. We are living in one of the most overpriced housing markets in the country right now. I mean you touched on home values. You know, how do you personally balance that trade off between, you know, housing affordability and -- and the school overcrowding issue? We have been told by the West Ada School District that they will continuously redraw their boundaries to address growth. Maybe we will get more detail on that tonight. If you felt like the

boundaries will be adjusted regularly, does that give you more comfort in terms of seeing additional housing in your part of Meridian?

Galm: I would agree with that. I mean I think -- you know, the problem that I have is, you know, when you have a school in your community and, you know, kids are being bused, you know, several miles away that that -- you know, that kind of upsets the apple cart, so to speak, and kind of, you know, limits your time and, you know, causes all sorts of other issues as I alluded to. You know, the -- the district has to accommodate growth and, you know, it's basically you are -- you are playing -- you know, it's like a shell game, you know, how many kids can you fit into, you know, this area. Okay. Next year because of growth we are going to move people, you know, over here. You know, I don't envy the position that the school is in and I understand -- you know, obviously, house values are probably not going to come down and, you know, there is a need for affordable housing, which, you know, Challenger is known for providing. I'm not against that, like I said. But, you know, again, it's finding that balance and being able to provide, you know, those -- those resources that kind of suit the community.

Strader: Thank you.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Respectfully -- and I appreciate, before I say this, everyone that is here, because without public testimony it actually makes our jobs harder. We need to hear from the public about what's happening in your neighborhoods. I'm going to play Devil's advocate a little bit. There are many times when this Council has made decisions progressively, despite information we might have received that was a little bit on the -- on the -- on the border, like it is here, where, you know, yeah, we have a little bit of overcrowding, but we think it will figure itself out based on information that we receive from the district or -- or whatnot. Just as an example, a lot of that area those decisions have been made and many of you may not even have homes in that area if Council hadn't made a decision to proceed with building when it wasn't perfect and I'm not advocating for this project, I'm just saying that there are many times when we make those decisions when it doesn't fit perfectly and it has benefited many residents that live in that south area. So, we are -- I'm hearing you, we are hearing you, but we would love for it to fit perfectly. We would have like half an hour meetings every week. No. But as -- as for the -- the commercial element as well, the tough part about it is we don't have any -- we can say, yeah, okay, you can put a commercial building or, you know, daycare, whatever, we don't -- we don't have any control over what ends up there. We don't have control over whether it's a coffee shop or whether it's a restaurant or -- we don't. It's just -- that's not in our purview. So, just wanted to share that with you, because I think there are some folks that truly believe that we -- we have control over the actual businesses that go in those locations and we don't.

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: I just wanted to respond -- editorial comment, Jarrod, that last part -- you know, the state will figure out -- you know, figure out how to -- how to fund schools and -- and we are talking about a legislature that last session worked on trying to fix property taxes to lower property taxes and what they did in House Bill 389 was on new developments and new annexations, they cut their property taxes by ten percent that they -- they would pay. They exempt the value out. So, they don't have to pay property taxes. This is new growth and we want growth to pay for itself and so we take impact fees, we will build a new fire station up the hill, but to fund it to pay for the firefighters that will be there, everybody has to pay. Well, all of a sudden this new growth they aren't paying their fair share. So, I know you put your faith in the state to fix it. I don't so much. So, just to -- just to let you know. Don't be disappointed.

Galm: I understand.

Simison: Council, any additional questions? Okay. Thank you.

Johnson: Mr. Mayor, next is Amy Johnson. Okay. I combined you both. So, who signed in online? Who had the presentation? Okay. Amy -- so, Amy, come on up and, then, Amy we will get your presentation next. Apparently there is two Chris's as well, so --

A.Johnson: I actually think she can take all the mass e-mails that I have been getting every day. If I can send those to that Amy Johnson I would appreciate it. All right. So, I'm Amy Johnson. I am the West Ada School Board trustee representative for zone two, which is where this subdivision is located. I want to make very clear I'm not here representing the board. This is not a board testimony. This is me as an elected official in the zone and I'm here because the community asked me to come. So, I haven't done this before. I'm going to speak a little bit to the school information. I'm going to speak a little bit to the property information. So, I want to give you --

Simison: Amy, could you state your address for the record.

A.Johnson: I'm going to give you the West Ada address, because I don't want mine on public record if I don't have to. So, it's 1303 East Central Drive, Meridian, Idaho. 83642. I want to give you some data -- specific data. So, I don't know if you all got to see the West Ada letter that came in, but I'm going to give you the data on Hillsdale, Lake Hazel, and Mountain View as of today for enrollment. Hillsdale Elementary is 641 students. That is roughly 59 students under capacity. Mountain View High School is 2,374. That is a little over 200 students above capacity. And Lake Hazel Middle School is 1,049, which is 49 students over the program capacity. That is the highest capacity we can put in the building when I talk about program capacity. But there is some additional numbers in the letter that I think are really important to look at, because those are today's capacities. Hillsdale Elementary has 1,556 planned students coming to it in the parcels that you have already approved. Lake Hazel Middle School has 1,479 students coming to it in the parcels that the City of Meridian has already approved. Lake Hazel Middle School also

takes parcel approvals from the unincorporated area of Boise and that number is not counted in there. That's City of Meridian approvals. There are 3,170 students anticipated to come to Mountain View High School in the parcels already approved by this Council. So, that's what's coming at us. Now I want to tell you about what's in the pipeline to help with those students. Nothing. We had a bond available and ready to go prior to COVID hitting. We had to pull it back. We did so. Blue Valley Elementary was in that bond. It is not funded today. We will probably have to redo the drawings and we don't even know if we are going to use that location anymore, because the growth now has moved from where we thought that that would be. So, I wouldn't count on Blue Valley Elementary to solve this problem. That's where we are at today. That's not your problem and I understand that, though. But I want you to understand the problem that's coming at us. What we have done to solve it -- in the meantime we redrew all the boundary lines. We removed the cap on Hillsdale Elementary. We maximized the capacity that we all talked about a year and a half ago. That's why there is 50 seats at Hillsdale today. Our -- our student population growth, our -- sorry. Our student enrollment numbers right now are back up to two years ago, so we are back at 40,000 students. Owyhee High School will be full in one year. We just don't have a senior class right now at the level that we need, but one year we will get there. So, that's where we are at today. I wanted to just mention from a system standpoint, the -- I will -- I will finish up.

Simison: Could you, please, expand on this for another couple minutes, because I'm really curious.

A.Johnson: On which -- on which one?

Simison: All of it. Just keep --

A.Johnson: All of it? Okay. All right. So -- and, you know, I guess I had -- I sat here and I listened to you say 12 and a half million dollars of impact fees for a park expansion and I just about like fell out of my chair. I had no idea what happens at a City Council meeting, but we just barely got 14.7 million from a community much larger than the City of Meridian and it passed by 52 percent. So, that's -- that's what's facing -- and I'm only talking about the south Meridian portion. I'm not talking about the north Meridian portion and I'm not talking about the other areas of the West Ada School District. I only looked and focused where this subdivision goes into play. This development, while it isn't going to hurt -- solve the problem, adds to the problem and it also on top of that it goes above what we thought would be in that usage area. So, when you ask the question what maybe would be a better opportunity, a low density, commercial space are both great answers. But timing is also one of the answers. So, what I -- what I am sitting at when I saw these numbers -- I actually got them today, because I was thinking I'm going to come in here, as holy cow, I don't know how we are going to deal with this, because we -- we don't have anymore capacity even to bus kids anymore. We had it two years ago when Hillsdale was capped. That's not available in south Meridian anymore. That's gone. So, that's -- that's where the school district is at today. I would ask you to consider more than just this development in your kind of thinking going forward. I think we have some bigger conversations to have, but in this case this development doesn't necessarily fit the area

as designed. I would tell you one other thing. There is a daycare already located at the YMCA right there across the street from where this event will go. There is another one at Sienna Elementary and there is another one just down the street at the corner of Amity and Cloverdale. So, the daycare facilities in the area -- there is a pretty good access at that point and, then, the traffic light -- or the, sorry, the crosswalk where that subdivision is at and it goes across the street to the YMCA is great, because that's there, but there are no sidewalks coming down that side of the road for the students, then, to walk down the road to the school. The only way they will be able to access is go all the way around the school or go down the backside of the library -- little pod library that the Meridian Elementary -- or the Meridian library has there today. So, I just kind of picked up a couple things that people testified to to give you some information and I will kind of go from there.

Simison: Thank you. Any question --

Cavener: Mr. Mayor?

Simison: Okay. Councilman Cavener.

Cavener: Thanks, Mayor. First, Amy, thanks for being here. I think in the eight years I have been on Council this is the very first time that we have had an elected representative of another agency come and testify and I think you have provided, at least for me, some added flavor and context for this particular application. My question for you is the Council received a letter from city staff last week that showed that the district is currently at 88 percent of capacity. Is that a number that West Ada is using publicly? Is that a number that you are aware of? And because the numbers are a little bit different from what you shared tonight than what we received in that letter, I'm just curious if you guys have a number in terms of what your capacity is districtwide.

A.Johnson: Can you clarify for me -- staff from West Ada or staff from Meridian City Council?

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Thanks. Amy, appreciate the question. From City of Meridian staff.

A.Johnson: Okay.

Cavener: But we used that data from West Ada staff.

A.Johnson: I would have to look into it, Luke. I will tell you this: I asked them to pull me a copy of the letter and when I asked -- we actually are going to have this conversation internally. We sent the strongest letter we possibly have on this subdivision -- or in this development approval. I have read it. I don't think that we are giving you enough information at this point. So, when I read it we were having a conversation about what

the strength of our letters will look like going forward and that's not to say -- I'm not -- I don't want to make that, hey, we are against the development, because that's not to say, but I think we need to provide some good quality information in some of those letters, especially in situations like this and two years ago we were not in this situation. We had a bond we thought was going to come forward. We wouldn't have said the same thing two years ago. But we can't -- I can't say that today.

Cavener: Thank you. I appreciate that.

Simison: So, Trustee Johnson, just curious. You talked about the numbers. We know some of that -- there is a charter school planned in south Meridian. I -- I know you weren't going to take that into consideration for your numbers, but I assume that there will be -- because they can come from anywhere. There is no guarantee that they are just going to come from this part of the community, but do you know what the planned enrollment figure is and through what grades for the charter school that's planned in the Brighton development and how it would -- in theory if it one hundred percent took away from this area's growth, which we know it won't, but --

A.Johnson: I believe the numbers given earlier by the applicant were pretty close. It will be K through 12 at full build out. I actually am super supportive of that school and actually put the connections in place, because it's a way we can help solve some of our capacity issues, so -- but the numbers I just gave you it won't even hit 20 percent.

Simison: Okay. Well, just want to confirm that that was accurate information.

A.Johnson: Close -- close enough. I won't split five or ten student hairs.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: If Trustee Johnson could stick around, but do we have Meredith -- or Miranda? Oh, my gosh I'm like losing my marbles tonight. Do we have her here to talk about our analysis of the West Ada School District numbers?

Simison: She does not appear to be.

Strader: Okay. Yeah. Because I -- I think the disconnect and what I'm -- what I want to try to work through at some point is we have our own data that takes the parcels that have been approved and, then, applies a bunch of assumptions about a certain amount being delivered per year. Ah. Thank you so much. So, we end up with our own estimate after permits and development, let's zoom into the footnotes, if the person driving the bus can get over to footnote three. Yeah. So, this is our analysis that I think our city is doing of all the same parcels that you guys are aware of, but we are looking at historically not all of these are going to deliver at the same time; right? So, realistically, if it's -- you know, I think for Hillsdale 1,500 -- that's a huge number, but I think where we all need to get

alignment is, okay, what is a realistic amount that we think will be delivered per year and an absorption rate that is sustainable? But I don't disagree with you at all that that's a huge number and I guess my question would be is that number outside of what the school district planned for and how far outside of that number is it if it is for your long-term planning purposes?

A.Johnson: Yeah. So, we are in the process right now of looking at our long, term facilities plan. We have got some new trustees coming on that will be part of the process. So, you know, I wanted to speak a little bit and clarify the testimony earlier on that I don't think that we can commit to what the developer agent had said yet, because we are really looking at that. You know, preferably, obviously, elementary schools and community neighborhoods are our preference. Let me speak a little bit to kind of the numbers as we look at them, because I can look at this and I can see the analysis, but until I have dug into it I wouldn't know. So, roughly, West Ada School District prior to COVID -- and so we -- you know, we have got to kind of go with the old trends -- grew on average of 600 students in total per year. So, our net growth would be 600 after graduations and everybody moves up; right? So, what that looks like is, basically, we would need a new elementary every -- every three years. Sorry. Three to four years. A new middle school every four to five years. And a new high school every four to five years. Roughly is kind of how those numbers pencil out. We have never hit that category in any of the bonding structure, so -- but when I say that 600, I think that gives you an idea. You figure -- so I take Hillsdale. It's going to move about a hundred students every year into like Hazel Middle or Victory Middle and, then, those two middle schools are going to move 300 students each into the high school and the high school is going to graduate about 500. So, net -- net we are going to see some growth of about a hundred students every year in that one high school, if you think about kind of how that -- so, these numbers to me look a little bit low. Hillsdale Elementary from enrollment to what the letter you got in July is now up 30 students in less than six months and -- and I look at what's approved out there and I think Mr. Galm gave you a lot of it. I don't see how it's not -- it's going to be 60 students a year. That's just not -- that number doesn't even work for me just using the quick math. Especially when the density of -- we just figure 80 percent of the houses in a single family unit will have kids coming into the school system. I will tell you there is one thing in the formula that I saw in your documentation, which, by the way, I have read and I have never done before -- is that on a multi-family unit right now we are estimating only ten percent of a multi-family unit actually produces kids into the school district. I say that figure seems a little off. I'm not sure why that calculation is the way it is. You know, if you go to an apartment complex or a townhome I would be surprised that only one out of every ten townhomes or apartment buildings has a student in them. So, I -- and, actually, Marcy Horner brought that up to me when we talked about it a couple weeks ago and I think her and Miranda are looking at that.

Strader: Thank you.

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglund: Amy, I want to make sure when -- when we have to pass a bond levy in the school district it takes two-thirds and -- to -- to tax people and to build schools. Is there -- and I'm just concerned. We have tremendous growth throughout this community, but some areas more than others and south Meridian is one area feeling really the brunt of a lot of this growth. I'm concerned that -- so, we need schools out there. You run a bond. Well, people in Eagle and Star and maybe even north Meridian -- oh, we have a new high school, we don't need to support that. I don't want to raise my taxes and now all of a sudden it's -- it's upside down. You don't -- definitely don't get two-thirds if even a majority. So, what -- I guess I'm going to ask a loaded question, because I guess being -- being the longest tenured in this community on the Council -- I moved here after fifth grade and I have noticed throughout the 51 years that there has to be a great deal of pain in our school system before people will pass a bond and I know you haven't been on the school board that long, but what are your thoughts about that? Is that a true statement? Is there a way we can avoid that pain? Because we could shut down growth supposedly -- although, you know, we might be subject to lawsuits, but it makes it difficult to make things happen sometimes without a little bit of pain. I don't want to inflict a lot of pain, but you do want to have things move forward. So, thoughts, ideas, help?

A.Johnson: So, two things. One, south Meridian's one area. North Meridian, Star, is the other and, actually, it's worse than south Meridian and the Mayor of Star has actually shared that pain and his thoughts on how to help move some different funding formulas forward for managing growth. I agree with you, historically people had to feel a little bit of pain from a bonding perspective. Here is where I think it's different now than ever before. First of all, during COVID we experienced some pretty expansive growth in this area, more than I think we all would have expected; right? I mean -- so, that coupled with the fact that we couldn't run a bond really in that time frame actually exacerbated the issue today to even more of where we would have normally been. So, think about it this way: We had this massive growth, we didn't follow our normal pattern of a bond every three or four years, and now I don't know -- I will be very honest, I don't know if we even are able to get one passed in the next year. So, what I think used to be a little bit of pain, we are all going to experience a significant amount of pain if we don't think through how this -- how we manage the growth, how we get the funding and how it all goes together and I don't think it will be just the schools, I think that communities will experience some pretty significant pain just based on those numbers and the fact that it takes us three or four years after a bond passes to get a school open. So, that's -- that's when a new school would be able to open.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Good to see you, Amy. So, we -- over the past couple of years we as a Council have had a lot of conversations about will the -- will the school enrollments return to pre-COVID numbers and, you know, we -- nobody's known, really, until this year. So, are you sharing with us that -- that the enrollment numbers have returned and are potentially greater than they were a couple of years ago? My first question. My second is is that

parents are more aware than ever about how their children are involved in school, from what they are studying, to what they are wearing, to, you know, their health at school and personally I think this is the time when you have everybody's attention and when you can get a bond passed, because people want the best for their kids and they will put their money there. So, I have a different -- and -- and maybe that's not what you are hearing from the parents. I have a different philosophy about that. I feel like a bond probably would have passed with flying colors, because people want to support their kids, because they are now more aware than ever of what it takes to teach their children. But, anyhow, so I am curious about the -- the current enrollment numbers and relationships to 2019 and whether they have bounced back or if you are still seeing a lot of parents that are doing the homeschooling and the virtual enrollment.

A.Johnson: So, a couple -- a couple of things. So, first, our enrollment prior to COVID was right around 40,000 students, a little over. We are back at a little over 40,000 students. So, we are -- we saw a dip last year, but we are back up in that spot. We also still have a significant number of parents homeschooling, which means at some point if they make the decision that will change that number also as well. As far as my -- it doesn't mean we will run one, it just means when you look at the numbers on the levy, 52 percent, that's what I'm going off of and, you know, you are right, the awareness, people actually -- when we knocked on doors two years ago didn't even know what a school board trustee did and now I feel like everybody knows my name. The other thing that we knocked on doors and got was we need more food and commercial in south Meridian and I got that as a school board trustee. So, I will share that with you as well, even though I told them I couldn't do anything about that, so --

Simison: Council, any additional questions? Thank you.

A.Johnson: Thank you, guys. It's nice to see you guys in action. I don't know that I like being on this side of the podium though.

Johnson: Mr. Mayor, Amy Johnson.

A.Johnson: Amy Johnson, the second. 4069 East Tenant Drive in Meridian. I reside in Hillsdale Creek Subdivision and just a couple things that have been coming up. I actually have a kiddo in Gem Prep and so I know that proposed thing and they are going to be just K to five, about 300 students, because they cap it about 60. They have two teachers, two classes per grade and, then, every year after that they add as it grows, so -- and it's a lottery based thing, so people can come from all over and get in, so I don't think it will have a significant impact in the least on this. And so kind of the preface, I oppose this as it's written. I concur with very much of the public concerns about the overcrowding, traffic safety, and that this proposal really isn't in keeping with the surrounding neighborhoods in the area. But in addition to this I want to focus mostly on traffic impacts. I sat on the traffic commission for the city of Beaverton, Oregon, for eight years prior to moving here. For reference, Beaverton is actually almost exactly the same size as Meridian and sits squarely next to Portland, Oregon. We actually had our own traffic commission and our own traffic engineer, which I would implore you guys to look into and might help really

with the growth that we are experiencing, because we would have in-house capacity to do that. But I do feel like at this point the Centerville proposal is still too dense. It's going to produce too much traffic in an area that's already saturated and can't accommodate it. They have been using very outdated traffic data that we have already discussed and I think it's really premature to approve this development without more studies being done. So, I would actually propose that we pause this and table it, come back to some -- and get some more data, get more traffic studies that really show the impact of this area. I sat for eight years listening to people really upset and residents really upset over the dense subdivisions that didn't properly plan for growth. They had traffic and parking that really could have been mitigated from the beginning. There is no perfect answer, but I do think Meridian can do better. Another problem I kind of see -- Hillsdale Lane is a collector. It's not going to get any wider. Once this division goes -- or a subdivision goes in it can't grow. So, how they are going to have two left turn lanes -- sorry, I guess I have some pictures here. So -- well, the first picture you can see is heading south on Hillsdale Lane towards the -- the elementary school and you can see that it drops down and there is a blind corner. There is no sidewalk as mentioned prior. So, getting kids safely across and down to school is actually not going to happen with the proposal as it's planned, but going back to the fact that Hillsdale is a collector with no plans, there are two left turn lanes, one for the commercial section in this plan and one just a little bit more going into the townhomes. It's not -- it's going to queue all the way up to Amity and, then, overflow, even with that light. People coming up that hill there is blind spots and you are going to end up getting too many accidents. I -- we sat on the traffic commission and heard that time and time and time again. I have some pictures. I will kind of go through them in just a minute here, but, you know, things have actually been talked to, so I won't keep doing it. But, you know, to exasperate that, parking is a big deal. There are too few spots in this proposal. The four-plex apartments do not have enough parking period. I don't know very many -- even single -- single apartments that have enough parking. You know, they designed 1.2 parking spots per unit. Well, we know that we need more than that and so parking is going to overflow, it's going to overflow into the YMCA and it's going to overflow into our neighborhoods. We played Whack a Mole every single month in Beaverton just getting -- people wanted parking restrictions to keep people from parking on there making it very very unsafe, so -- and another thing that Meridian does not have is public transportation. This is not a walkable community, despite all the walkable paths within their own little community there. We are not going to be walking across Eagle to go to Albertson's. I mean that's a death wish. So, that's just not going to happen. It's not walkable. So, I think getting those multi-units and any -- any kind of rentals is going to not handle that. Can I quickly just go through these pictures really quick, because I kind of think pictures show --

Simison: If you can, please, summarize quickly, yes.

A.Johnson: Very quickly. So, that one's heading south, like the schools down -- right where you can see the Hillsdale Creek sign and the Century Farm sign down there. This next one here -- like -- sorry. The aerial -- okay. Perfect. So, that's kind of an aerial view of that and that's that pickup. So, you can see how the traffic queues up onto Hillsdale Lane and it will actually queue up past the YMCA on most days. This is another view of

the slope that happens there that makes it very unsafe for kids to go down. Kids are already crossing and on bikes, the paths, walking to and from school and we have seen too many near death experiences already. But what I'm kind of focusing on are the left turn lanes proposed over here on Hillsdale Lane. If there is no specific left turn lane for those to back up and cue that it's just not going to work. It's going to be a complete nightmare and I would propose a HAWK, rather than a flashing beacon, if they are going to do that, because it would be more visible based on the slope. So, you can kind of get -- get a bit of a picture there. Trying to get to -- one more. Oh, yeah. So, you can see where that's where the sidewalk stops. So, kids cannot continue down. And, then, this is just a -- after school events people are parking along Rockhampton, which also curves and slopes downward and so that's the kind of parking that's going to get overflowed by the townhouses, because that's the closest to it. So, where people are going to park, they are going to park as close as possible when they don't have any extra parking. That's all I have.

Simison: Thank you. Council, any questions?

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: I have driven through here -- I have had the pleasure of driving through here when school is starting and getting out and it is scary.

A.Johnson: It's a nightmare.

Perreault: What -- do you know -- I had read in -- I think in one of the public testimony, but I don't recall the details -- what kind of traffic calming or -- or traffic control measures happen during -- when school is starting and getting out and is that done by the school district? Is that done by volunteers? Neighbors? Can you --

A.Johnson: Yeah. So, there is one crosswalk with the little bleep -- the flashing lights when you push the button with one crosswalk directly in front of the school. That is the only mitigative measures taken by the school or any volunteers at all. As a parent I walk my kids directly around and we actually cut through some green spaces within the neighborhood to avoid walking on the sidewalks, because they are so congested. People are opening doors, people are just -- you have driven through. It is about 15 to 20 minutes of just gridlock and, honestly, I think having the turn lanes on this is just going to exasperate that even further.

Simison: Council, any additional questions? Thank you, Amy. I will take your comments to being you don't like the roundabout. I meet with Director Wong this week, so thank you.

Dodson: Mr. Mayor?

Simison: Yes, Joe.

Dodson: I did just want to clarify really quick and for the benefit of the public, the turn lanes are supposed to be on Amity, not on Hillsdale. Yeah. There we go. She clarified for me then. Thank you.

Johnson: Mr. Mayor, next is Elizabeth McDowell.

McDowell: Mayor, Members of the Council, I'm Elizabeth McDowell. I live at 3839 East Fratello Street in the Shelburne Subdivision. I'm here to speak in opposition to the proposed Centerville Subdivision. I'm a 19 year resident of the Treasure Valley, so I have seen the explosive growth that's taken place in our area in that time. There is no doubt that affordable housing is needed. However, south Meridian is not capable of sustaining this density and speed of growth. It's not the right place and it may not be the right time as well. The issue that I'm most concerned with is the number of homes in south Ada county that are solely relying on well water for their households. These are not necessarily large farms, they are homes on a quarter acre lots built before city water lines were run to the area. Many of them have recently been affected by the incredible surge of new development, causing their wells to suddenly run dry. These are wells that have been adequate for decades. In May of this year Channel 2 news reported on one local resident whose well ran dry. Drilling companies -- wait lists were eight months long. Meanwhile, this homeowner would have no running water to his home. A neighbor even ran a garden hose to the property through his kitchen window, so that this resident would have some water while he worked to resolve this problem and the cost to the homeowner to drill his new well deeper would be 30,000 dollars. I don't know about you, but I don't have 30,000 dollars laying around to dig myself a new well if mine suddenly runs dry because of overdevelopment. This resident is not the only one who is facing this type of issue. Channel 2 reported that this resident received over 600 phone calls from other area residents who were being affected similarly or were concerned that their well could be the next to run dry. Our community is in a crisis for groundwater and this is not just due to our current drought, it is largely brought on by overdevelopment of what was once agricultural land. This land used to be replenished -- used to replenish our aquifer through irrigation and natural precipitation and while you may be tempted to point out that those of us who bought homes in these developments have contributed to this problem, please, understand that we bought our homes trusting that the powers that be would never allow growth that negatively impacts other residents. Idaho Code requires that this commission deny a proposal that would negatively impact current residents and it's incumbent upon this Council to ensure that necessary resources exist to support all residents when a development is approved. We trust you when we move in that responsible development is taking place and while many of us knew nothing of the serious issues that we are hearing tonight until after moving into the area, there is no one that I have spoken to who disapproves of new growth. What we want and what we trust you all to provide is the growth that's supported by all necessary resources. These resources are lacking in south Meridian. They go in much more slowly than homes go in. It takes a lot longer to get that infrastructure up than it takes to get those houses up and that's the concern that we all have and unless and until there are programs available or funding in place that will help

these residents when they lose their running water to their homes and the cost and suffering can be mitigated, it is unconscionable to constitute -- excuse me. It is unconscionable to continue development in south Ada county and I ask that you would deny this proposal and I'm not an expert on anything other than what I just told you, so don't ask me any questions.

Simison: Thank you. Council, any questions?

McDowell: You can. I'm just kidding.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: I don't have a question, but thank you for sharing that information. We have heard numerous developments in this area and -- and I have not had a single person that I know have come before us that owned a property in this area on a well that had concerns about the water. So, do you know any of those individuals personally? Have they contacted the city with concerns? Have they asked questions? Because they are not coming to our -- to our hearings.

McDowell: I learned about this -- this individual that I have spoke about specifically through the NextDoor app and I followed his story through the months that it was reported on Channel 2 and from what I understand it isn't -- and through realtor friends that I have as well, that it's a large problem throughout our whole area. This is not just a single homeowner who had an issue. I know that he was in the process of trying to contact every available resource and it was running into dead ends everywhere and I know his name, but I don't know him personally, but I have followed his story. That's probably as much information as I can give on it, because it was just what was publicly available and I can give you his name if -- I don't -- he's not here and I have not spoken with him to get his permission to give his name, but he -- just by researching his name and finding all the articles that I read about his situation, I was mortified that this is a situation that's caused by too many people moving to an area. If I had known personally that my home was going to impact any individual this way, I wouldn't have bought a home in that area and it makes me feel terrible that what we trust to be, you know, development that is approved, the only thing I have heard everybody say all the time when I talk to neighbors about this is how can they allow that and this Council is the they that they are talking about and when growth is happening at such a rate that all of the infrastructure that everybody here is talking about tonight is so profoundly inadequate for the number of homes that are going in, that people are beginning to feel a stirring of discontent and that's what I'm hoping that we can stop, because I -- we are just on the cusp of people being happy where they live and kind of going off the edge of -- I'm not happy that I live here now and I have met numbers of people who have moved to the area who have expressed -- I am sorry that I moved here and that breaks my heart, because I love this area. I have lived here for almost 20 years, like I said, and Meridian is beautiful, I would not want to live in any other city and I think that you guys have the ability to build a city and to develop a

plan that is the most livable, beautiful area in our state and I just hope that we can make it all balance, you know. That's my hope.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Yeah, Elizabeth, I just want to make sure word doesn't get out that Meridian's running out of water, because we are not.

McDowell: Okay.

Hoaglund: Having grown up in the country, growing up in Meridian, working, married into a dairy farm family, our well was 90 feet deep. That really -- it was good water, but when agriculture goes away -- agriculture is very water intensive. Those alfalfa fields, the corn, grain, it takes a lot of water. So, it was easily recharged. Ninety feet wasn't a problem. But when that goes away -- we are actually more efficient with our water now. Residential yards, they use much less water, but that means we aren't recharging to that shallow depth anymore. So, the wells have to be deeper. Now, the wells for the City of Meridian are very deep. They go down, they tap another aquifer level. So, I don't want you to think they are running out of water. For people who are on wells that means they aren't in the city --

McDowell: Right.

Hoaglund: -- not on city water, which goes from a different aquifer, but it certainly is -- yeah, the recharge is not happening in the shallow aquifers. So, just to give you the hydraulic -- and we have people who study and we pay good money for people to study our water system and do we have enough water for growth and those types of things. So, yes, it is very unfortunate for those people with shallower wells, because they are having problems and they are having to go deeper and it is very expensive. So, I feel for them. But as for our community we are not running out of water. I just wanted to make sure that was clarified that, oh, no, you know, so --

McDowell: There were a lot of issues this summer. It may have just been the drought where you all had to water at all different times of day, otherwise, we weren't getting water in our neighborhood. So, I know that was a conversation that I followed on NextDoor as well with a lot of neighbors really struggling with -- and that may have just been the drought this year. I don't know. But it's a concern going forward.

Hoaglund: And, Mr. Mayor, yeah, I could go on and on about our irrigation system and how this valley works and everything, because I was there cleaning ditch because that was so important for this year and it still is, because that's surface water and we certainly are -- surface water and the drought has -- it's caused some shortages and we should be concerned about our surface water. Fortunately, we are in a good area hydraulic -- from

the hydrology standpoint for aquifer water, but we still have to use it. It's a resource we have to be mindful of and use it wisely --

McDowell: Appreciate it.

Hoaglund: -- so, appreciate it. Thank you.

McDowell: Thank you.

Simison: Council, any other questions? Okay. Thank you.

Johnson: Mr. Mayor, next is George Hoxsey. He is bringing up your presentation for you.

Hoxsey: Mayor, Council Members, my name is George Hoxsey. I live at 4184 East Rockhampton Street in Hillsdale Creek, just immediately south of the proposed development and immediately adjacent to the development as well. While I agree with much of what's been said tonight from other -- other public testimony, I'm going to try and focus my comments in a little bit different area. There are some related topics, but I want to not waste your time and -- and, hopefully, focus on a couple of new points. So, the first thing I want to talk about -- I'm going to focus most of my comments on the northwest corner of the development and the first thing I want to point out is that I feel very strongly that the, you know, commercial zoning from -- from its intent is -- is not aligned with the intent of MUN zoning. I think that's a very important point to point out in terms of a lack of alignment with the FLUM. The other -- the other point I want to talk about labeled number one on here was actually brought up, but I want to dig a little bit deeper. I think we -- you know, we have talked a lot about traffic on Amity. I think the traffic on Hillsdale and the issues there really needs some -- some focus. I could not find any traffic count numbers ever done on Hillsdale. I think the last numbers that were done in the area were about 2018. They used a two percent annual growth rate for traffic on Hillsdale there. I think that's woefully inadequate from 2018 to where we are today in terms of the -- you know, the dramatic growth that's happened in that area. So, I think not having a dedicated left-hand turn lane, which was a conclusion of the TIS, I think is absolutely incorrect. It -- without a left-hand turn lane we are going to get massive bottleneck of traffic coming off of Amity onto Hillsdale and trying to come into Century Farm, trying to go to Hillsdale Elementary, trying to go to the subdivision Hill -- Hillsdale Creek. Secondly, along a very similar point, the new proposed entrance to the commercially zoned area there labeled number two, way too close to the intersection from my perspective. You are going to get massive backup. I actually thought that was going to be a right-in, right-out, which I was still concerned about. I heard tonight that it is not a right-in, right-out. Now, I'm even more concerned about traffic backup there. I think -- I think we are completely missing Hillsdale Road or Hillsdale Avenue there in terms of the left hand turn lanes. A critical point that I think needs to be focused on. What I would propose would be kind of what's outlined here in the red area; right? This is more in line with the FLUM from my -- from my perspective. To earlier comments I think it makes a ton of sense to move some of the commercial along Amity, as opposed to more of it along Hillsdale, and I also think that I -- you know, I would like to see this area that -- you know, the MUN district -- a true MUN

from its intent in terms of neighborhood retail, neighborhood businesses, where the community can gather and have a sandwich or an ice cream or, you know, a coffee or whatever with a plaza; right? I have looked at those cut sheets. That's a very different intent from a zoning perspective than from a true commercial zoning perspective. Just to quickly conclude here. Again, I agree with much of -- much of what's already been said. My ask is that you would deny the proposal as it's currently planned. I do appreciate the progress that has been made through lots of effort from the community and working with Engineering Solutions, so I think we have made progress. I don't think we are where we need to be yet and you can see from my bullet points there, but I know my time is up. Thank you for your time.

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

Hoxsey: Thank you.

Johnson: Mr. Mayor, next is Paul Prestwich.

Prestwich: My name is Paul Prestwich. 5249 South Bleachfield in Meridian. Several of the points that I was going to talk about have been touched on today and that is the future planning of this area. Somebody had asked about, well, were the future jobs calculated into the projections and the answer was no. Each of these projects seems to be created and analyzed in a bubble. So, they are put together, they go to ACHD, they look at everything, say this is the impact this is going to have on our current roads based upon the TIS. Now, the TIS that was used here was outdated like they said, so it's not really reflective of current traffic data. In addition to that, it comes back over to the city planning, who, then, goes ahead and uses all those same data points to make their decisions. Now, one thing I have never read in here is what about all of the approved projects. So, the Shelburne South traffic that's hitting that road, it wasn't included in this traffic study. The Brighton traffic, it's not there. Albertson's. It's not calculated on this road. So, as bad as this subdivision is going to be, all that other stuff is already planned. Just like the schools, we saw that the number of students is greatly over what was anticipated by the Council and what was pulled by our planning. Now, you guys can only base your data -- or your decisions on the data that's given and in looking at this I think one of the guys said here -- and it's true -- one is using .7 children per single family household. Not too realistic in my opinion. It may be some national numbers, but it's not really realistic for here. As Amy Johnson said when you are talking about one child per ten units of multi-family, that doesn't sound very reasonable, unless those are being restricted to just a single bedroom unit, which I don't think is occurring here either. So, you are looking at impacted schools, you are looking at impacted roadways, because we are not capturing that data for the city planners and the commission should be doing that. In addition to this, I just noticed on one of the slides here that Amy the second brought up, which I think was really telling, is that as you are going down Hillsdale Road and you see where the sidewalk ends, there is a bike lane, single white line going down there. As soon as you get to that house and the sidewalk disappears, that white line turns into a dotted white line, so traffic is going to be merging into that lane that you are merging children into, because there is no sidewalk there and that's going down a hill to turn into the school. So, if you look at the, you know,

picture again you will see that and that's all I was wanting to say. Take into consideration all of the future planning that's already been approved, in addition to the project that's before you at this time.

Simison: Thank you. Just a comment, so that -- those numbers that were mentioned, those are local numbers. We have been working with -- we work with the school district to establish those numbers based on real numbers. They used to be 1.3 citywide. So, you recognize that is a citywide average, that may or may not reflect where -- what will happen in this area, because some subdivisions generate a lot more children than others, where others don't. So, just so you understand. We do update those numbers on a regular basis and those do reflect community averages working with the school district. They are not national base numbers, but -- Council, any questions?

Johnson: Mr. Mayor, next we have Melissa Phillips.

M.Phillips: I was starting to wonder if I even put my name in to talk. All right. My name is Melissa Phillips and my address is 4140 East Rockhampton Street in Meridian. Regarding the Centerville Subdivision, I feel we need more details on the elevations and fencing. The slides that Becky had to rush through at the end. But those things are important to me and I wanted to address some of those things. I have concerns with the aesthetics, safety, and livability of the homes, which are all items in the Comprehensive Plan, as I will show you. In the past year and recently I have been driving around other CBH subdivisions just to kind of get an idea of what to expect and this is at Union Square. It's in Boise, but the subdivision has these townhomes and I immediately noticed the exposed gas meters and the driveways and I thought that was a safety concern for accidental vehicles hitting those. There were some that had landscaping, which I think helps, but, then, it reduces the size of the driveway by not much, but when your parking is an issue it can be a lot. The livability, quality of life, health and happiness of residents in Meridian is important to me. I know I personally enjoy sitting outside on the patio with our great weather. With townhomes and the single family homes with the alley driveways you don't get those patios. I did find this neighborhood that has patios available for the R-15 homes, but they are only on the end of the street. So, one on the right and one on the left and I see one it had shrubs to try to provide some privacy and, then, one, obviously, they didn't use it. I also have a concern with the lack of covered patios that CBH puts in their homes. All our surrounding neighborhoods have covered patios. Obviously, on the left we have CBH homes with covered patios, on the right we do not and my concern is that when residents are looking for that place to be outside and hang out they are building structures are using those shade sails, things that aren't as aesthetically pleasing. I think the covered patios really elevate the look of a home and that would help just make it look like the surrounding neighborhoods. Fencing. I heard Becky say real quick about iron fencing, so I am curious to learn more about that, but in these R-15 homes fencing is not put in. There is a temporary fencing there on the left, which doesn't match the fencing across the street in the R-8 homes and, then, in the center here -- this is just one example of many pictures I took where people have their personal belongings between the homes, which lends itself to theft and I worry about people coming in and looking for those opportunities. Obviously, exposed trash cans as

well is not aesthetically pleasing. On the far right this is the same neighborhood, but across the street in the R-8 homes and this house has been here for almost seven years and they still have not completed their fencing. So, I wonder what the HOA -- the builders HOA rules are for that. I do think it's important that we, if we can, have them include the fencing with the home built and not put it on the buying resident. This was just an elevation. I appreciate it. I like the varying roof lines, the stone on the front, except the back doesn't have the same aesthetic appeal and this was the last slide is that in that Union Square Subdivision on the right you see they have -- I don't know what it's called specifically, but the inset parking lots and I really like that idea, because it takes the parking off of the streets and I also noticed there for every nine homes there was nine parking spots, which whether or not that's enough, it was a one to one ratio. On the left I have a screenshot of just a little bit of Centerville. There is nine homes there and only seven parking spaces on the street and, then, my biggest concern -- I have four kids. My concern is always their safety. I worry -- even though those parking spaces are inset there for Centerville, they still hide children. So, when kids are playing and they are on their bikes and families are going for walks, cars hide children and that worries me. So, I just ask that you deny the Centerville Subdivision at this time. It needs time to improve the density, the safety, the aesthetics and the overall quality of the project. Thank you for letting me continue.

Simison: Thank you. Council, any questions? So, that's everyone who has signed up in advance that identified they wished to testify. We did have a few other names that put their name on the list, but they did not indicate a preference to testify, but if you would like to provide testimony at this time, please, come forward and state your name and address for the record or if you are online and you would like to provide testimony, please, use the raise your hand function. It's looks like the -- we already have one person who has already testified before. Yep. Come on up and you are good to go.

R.Prestwich: Mr. Mayor, City Council Members, my name is Rebecca Prestwich. I live at 5249 South Bleachfield Avenue in the Hillsdale Creek development and Bleachfield is the street that is intended to connect to this development, as well as Macumbo on the Rockhampton side and Bleachfield is an odd street to me, because it starts out at Hillsdale with a name and it comes in -- I think it's Auckland at that point. It turns to West Lachlan. It's still the same street and it continues around and becomes Bleachfield. So, it kind of just weaves in like that and, then, it connects directly into the Rockhampton development. So, my concern is is that we have a neighborhood with children playing all of the time on the streets and according to the TIS it's expected that there is going to be somewhere around 200 to 220 cars a day traveling down that street, whether they go to the school or whether they go out Rockhampton over to Cloverdale, that's a lot of automobiles and I would like you to just ask yourself if you lived on a street that had over 200 cars driving down it each day if that would be a street that you would really want to live on. Especially when you are in a community where the children are playing on the street. Where are those children going to play? Because it's a very protected area. There is several questions I want you to -- I want you to ask yourself. Forty acres of land, 219 individual households, and based on the numbers of two point -- well, almost eight people per household, that's 613.20 people living on that small acreage. Now, in the entire

community of Hillsdale Creek, which is about three times that big, there is a -- there is about that many people and only 125 households and it takes about three-quarters of -- of Rockhampton to make up that amount. So, when you are thinking about whether you want to send this plan back to the developer or whether you want to approve it, ask yourself does this plan truly fit seamlessly into the adjoining neighborhoods? And are the transitional buffers adequate and allow a seamless integration into the neighboring communities? Will the approval of this project protect the existing residents property from incompatible land use? And does the development protect the private property rights and values and mitigate against the incompatible uses that are possible and, lastly -- oh, good thing I'm on lastly. The mention of Discovery Park has been often as that it being the community park for us to go to. I have five grandchildren that live in this area and that's why we are here. Been taking my grandchildren to that park since it was first developed. We now have to -- I have -- we have two littles, four years old now. We now have to leave the park, because it's so overcrowded and the big kids bump into them and hurt them and so it's become a park that we can't use very often and from the corner of Amity and Cloverdale that park is 2.7 miles away. It's not on a walkable street in any direction and I appreciate the opportunity to speak with you and I thank you for your listening.

Simison: Council, any questions?

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Good news. Phase two of the park is in planning, so it will be coming in the next two years. So, look forward to that, because there is some neat things happening. So, I have a question and it's not specific to you, it's -- it's really all of the members of the community here that -- that have stated concerns about density, about proximity of the homes to larger lots, about transitions between the properties. There is 79 townhome lots that are proposed and in general there are fewer residents that live in a townhome or an apartment than there are in -- in some of the larger homes in the Hillsdale area. So, average home in Hillsdale let's say is 2,500 square feet, you are probably talking about at least four people in -- in general in one of those homes, where you may only have two people that live in the townhome. So, is it -- is it -- is it the number of people that is the concern or is it the -- the proximity of the homes to one another for line of sight reasons or aesthetic reasons? They are very different things to me, because you can have 79 townhomes with two people or you can have half of that with four people in each home. It's the same number of people and the same number of vehicles, it's just I guess I'm trying to get a better understanding of -- of whether that -- if the issue is really the number of people or if it's how it looks or if it's concern over property values and you don't have to answer that for all of your neighbors, but if you have anything to share about that I would appreciate it.

R.Prestwich: Thank you for asking me that. When this -- the Centerville Subdivision was first proposed I spent a considerable amount of time looking through the Idaho statutes, studying the city codes and also the Ada county articles of organization and their codes

and what I really embraced about it was the idea of -- of transitional spaces between developments where you had walking spaces and places for people to go. The wide avenues in the neighborhoods and you had open -- it felt open and it felt large and if you were to go drive into -- down Hillsdale, excuse me, and into Century Farm you would see there is grass and sidewalks and it transitions and even from the school to Century Farm there is a large transitional area and everywhere you go there is those transitions. This development does not provide transitions. I think it was Melissa who showed you the pictures of Union Square. I, too, went out to Union Square, because it's very similar to the proposal that they have made for Center -- for Centerville and the objection is -- is there not enough open space. There is little strips of land and they get to take that and they need -- and they can say, oh, that's space and we can aggregate all the space together and it's six some odd acres, 6.2 or whatever she said, and that's the space that people have to spread out in and to enjoy their walk on and so they are not going to stay as much in their community as they are going to overflow and try to go to places where they have more space, especially with families and it's not that townhouses have less and houses have more, I would differ with you on that, because my neighborhood is full of many retired people and so is Rockhampton where there is only two residents in each house. But in Century Farm many of the families have two, three, four, five, six children and they need space and if you have got little boys you know how that is, you have got to have someplace for them to run and to play. So, it is, it's about not enough transitional space, it's not -- it's about not enough separation. You know, a common back fence between Centerville and Hillsdale Creek is unacceptable. There should be a large area, completely -- even around Rockhampton, they deserve the same treatment. So, it's about having the space that's what I love about this community, it's about having places for families to spend time, because that's what Meridian is all about is family and it's about enjoying the community and the neighbors and I don't have an objection to growth, none of us have an objection to growth, but when we read the plan and we read all of these things that the government has spent thousands I would think -- hundreds of thousands of dollars on -- in creating, we have an expectation you -- you listened to the community, you created this plan, and that's what we were going to get when we moved here and I used to say, oh, I love Meridian. They listen to their citizens. I love it for that reason. But I don't feel that way anymore. Having gone through this process I no longer feel that we as citizens have been listened to the way we should and I don't know where the disconnect is, but we all feel that way and if you would hear what everyone's saying is people who are worried about whether there is going to be enough water, they don't think they are listened to and it's a disappointment, because I don't think that you individually feel that way. I think you feel that you are listening to us and I think that you want to provide us with the best community that we can possibly have and I know from your hearts that that's what you want to do. But we get up here and we speak to you, because we want you to hear that there is a disconnect and we are not communicating it and I appreciate the time to speak with you and I hope that you all have a good evening and thank you for spending so much time us tonight.

Simison: Is there anybody else that would like provide testimony on this project this evening? I see nobody online. So, would the applicant like to come and provide final comments?

McKay: Thank you, Mr. Mayor, Members of the Council. Becky McKay. I will try to address some of the comments. One of the things that I, obviously, want to stress is the fact that a lot of effort and time and money goes into your Comprehensive Plan and your land use map. I have heard a lot of comments that this project doesn't comply with the Comprehensive Plan, it doesn't match the land use map and that is just not the truth. It is just not. When we have medium density residential designation and mixed use residential designation and -- and we are coming in exactly with what your staff has guided us to create what we call a balanced community, then, I don't think we are an error. The comment was, you know, this -- this shouldn't be here. Well, this is an in-fill property. It's developed all the way around us. Nobody's put any open space to the east of us. Nobody's put any open space to the south of us, but I hear comments that we should be. Can I go back to my -- Joe, can you pop that back up if you would? The comment was what is the distance between the townhomes and the -- the homes that are there. One of the things that I did is along Rockhampton I matched them lot line for lot line. Every single lot line here -- oops. Give me time here to get -- there we go. As you can see, every lot line for lot line I matched. Their lots are 80 feet wide. Mine are 80 feet wide. They have lots that range from 9,600 square feet to 11,200 square feet. I have lots that are 9,700 square feet to 13,000 square feet. So, to say that I am not compatible, that I made no effort whatsoever to match their boundaries and their types of lots is incorrect. I did the same thing along the east boundary. Our largest lots around the east boundary range from 9,100 square feet to 1,300 square feet and a lot of the residents in Rockhampton, who have lived there for a very long time, thanked me for that transition and as you can see we transition our zones. We layered our zone, our R-8 and our big lots that adjoin them and, then, we transition to our smaller lots. I have lots that are 90, 85, 80, 75, 64, 36. We have a variety of lots and as we go to the interior of our development they got smaller. As far as these townhomes, the question arose what is the distance. The distance from ours -- this is a collector road. I'm not backing these townhomes up to a home, I'm backing them up to a collector roadway that is a lower elevation. But the distance between my townhome and if this house sits at the 15 foot setback, will be 165 feet. I will be 90 feet from the rear of my townhome to the edge of the sidewalk. I mean it's -- we have -- we have dumped out 33 percent of our density. One hundred and eight units. The Planning and Zoning Commission was absolutely impressed and shocked and said, you know, I don't think we have ever had a project where the developer willingly dropped out 180 units or 33 percent of their density to accommodate us and the neighborhood and we did that. And as far as employment, how many jobs are created in Rockhampton? Zero. How many jobs are created in Hillsdale south of us? Zero we are creating jobs. We are creating neighborhood commercial. That's what the whole -- the -- the flex space if you look at the definition it's retail, it's office, it's small to medium business owners. It is the ability to -- to have different uses within one building that are accommodated. We have talked a lot about traffic. We were going to generate 2,600 vehicle trips per day. Well, with the changes we got our vehicle trips down to 2,055 for the daycare and all the residential, 2,200 with the flex space. If you look at the trips generated I will generate more traffic if I put single family dwellings on this whole parcel. They generate 10.22 trips per day. So, my 124 single family dwellings are going to generate 1,2167 vehicle trips per day total at build out. The townhomes, 6.4. The four-plexes, 5.4. The flex space only 148 trips per day for the whole

complex. The daycare is 194. So, what we have done is we have lower traffic generators. The question came up about supporting projects further south and east. We -- we plan on the signalization of this intersection. You asked -- you have asked me before what are you going to do to mitigate. We are building a signal. We are building turn lanes out on Amity. We are not building turn lanes on Hillsdale, as one woman was concerned about. We are putting in one of those rapid flashing devices at the location of the school district. I have been dealing with the school district and I guess if -- if Ms. Johnson wants to come and testify on every single development project, I would be happy that she would do that, but to single one project out and say that this project is different than any other, because I have been dealing with her staff for a year now on this project and doing everything that I can to try to make sure that we are generating the lowest number of kids that we can. Councilman Perrault made a good point. Townhomes are typically occupied by a husband and wife. Empty nesters. They are occupied by seniors. We don't see the same generation of kids coming out of townhomes or out of four-plexes. Single family dwellings we do. We see larger families. I -- my kids -- I had three kids and I lived in the West Ada School District since 1987 and since 1987 we have had the same discussion. About bonds, capacities, and impact on our schools and what can we do and I have voted yes on every bond since 1987 and I have lived in the Treasure Valley for 58 years and I have done everything I can to help the district. I have incorporated five elementaries into my projects, two middle schools, and Mountain View High School. Mountain View High School was in my project. We brought sewer across the freeway, because there was no sewer there. I had to get easements from residences to let me take Meridian sewer and we paid for it to get it through their yards and south across and bore the freeway. So, I have been fighting for West Ada school kids for -- for -- since -- since my career started 30 years ago. They are saying that we don't fit into the surrounding neighborhoods. We fit in. We have a diversity of residences. A diversity in uses. That's what your comp plan says. That's what it requires that we do. I have a variety of lot sizes. I went through your comp plan and I'm looking at the goals and I'm looking at everything and -- and it's saying, well, gee, you know, you need to have a variety of housing -- housing types. You need to have townhomes in the mixed use neighborhood. We want townhomes. We want multi-family. We want commercial -- neighborhood commercial component. I'm doing exactly that. What we are doing here isn't going to affect wells that are 50 or 70 feet deep, just as Councilman Hoaglund said. Those shallow wells -- some of them are drying up as we take out of production the agricultural land that has been flood irrigated. This particular project is going to be hooking onto the City of Meridian's central services you have got 12 inch water right in front of me in Amity, 12 inch water in Hillsdale, and your sewer line is right in front of me. All utilities are here. I'm in the priority growth area and this project fits perfectly with your comp plan. As far as the elevations and the fencing we are going to be doing wrought iron fencing we are going to be doing vinyl fencing. I have -- I have 18 and a half percent open space in this project and 15 and a half percent qualified open space and they are telling me, well, what are these kids going to do? Or, gee, what are they -- I'm -- we have got pickleball. We have got two playgrounds. We have got a pool facility. We have picnic shelters. We have pathways. We have so many amenities in here and the one thing that I wanted to do is to compensate for the townhomes and put them on open space. They are on a smaller lot, but I'm putting them on open space. Your Commission supported this project. Your staff supported this project. This is a good

project. I tell you what, we have spent more time on this than any project I have ever worked on to make sure it's the right project in the right location and to bring down the number of trips and the impact and have convinced my client to, like I said, get rid of 108 units. I don't have one apartment building in here and I think we have got a good project and I'm asking the Council to support it. If you can't support this, then, I think you can't approve anything south of I-84, because it's going to generate a trip and it's going to -- it might generate a kid and, I'm sorry, but we are always behind the curve and it's been that way for 30 years and what we can do to improve the safety out here is what's important and this project deserves approval. Thank you.

Simison: Thanks, Becky. Council?

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Maybe a quick question for you, Becky. Becky, when you -- when you come before staff in these pre-application meetings -- because I think your point is well heard about the time, the financial investment to get a project before the Council tonight is no small feat and so when you meet with staff do they bring caution to you about the roadway challenges and the school impact, so you are aware of that before you ever submit?

McKay: Mr. Mayor, Councilman Cavener, yes. Those were discussed in length and I did -- I did multiple pre-application conferences on this project talking about those very issues.

Cavener: Okay.

McKay: And that's why we have to put the light in with the first phase. That's why we agreed to put in the rapid flashing safety crossing. It was not a condition of ACHD. It was not a condition of the city. We wanted to be proactive here.

Cavener: Okay. Thank you, Becky. I appreciate that.

McKay: Thank you.

Borton: Mr. Mayor?

Simison: Councilman Borton.

Borton: There is big issues -- big topic issues that were discussed, but one of the more narrow one was the sidewalk and the crossing, which I failed to recognize. One member of the public showed a good picture that by encouraging the crossing it, then, goes dead end, asking kids to effectively merge into the street where traffic is. So, why would we want there to be a crossing there, as opposed to staying on that same side, going south and crossing closer to in front of the school? In light of the sidewalk gap.

McKay: Mr. Mayor and Councilman Borton, I have been out there at least on six or seven occasions at different times of the day watching what happens and what I was told by Ada County Highway District is there is a single family dwelling --

Borton: Right.

McKay: -- that sits right there. The City of Meridian -- and what I was told by ACHD, the City of Meridian and ACHD, they took -- they -- they owned it, too. Said that they allowed Brighton to not construct sidewalk along the frontage of the existing home and the person that lives in that home has a life trust and that it would not be altered in any fashion until such time as that person either passes or leaves and so there is a gap in the sidewalk. So, my question was -- and some of the residents brought it up at Rockhampton and they said, hey, why don't we put -- if you are going to put a pedestrian crossing, let's put it here. Well, I met with Marcy Horner at West Ada. I talked to Joe Yochum. I talked to -- met with Ada County Highway District and what I was told was they already have a flashing light right in front of the school and that the kids from Rockhampton run across the road and don't come down the sidewalk and come across where they are supposed to and that even though there is a rapid flashing light, they still have to man it and they said -- the principal told Marcy Horner that sometimes they have had somebody man -- man it here for crossings, but they dictated to me that they thought it would be safer to have the crossing here, which, then, would allow the kids to go to the Y and, then, they would have to -- obviously, to reverse the existing residents. I can't solve that problem. It was something that was allowed, which in my opinion should never have been allowed. I have never had an out-parcel house that was part of my project that we did not construct sidewalk across, because you are creating a gap in the pedestrian network. But it was allowed.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Thanks, Becky. That to me is absolutely shocking.

McKay: It is to me, too.

Strader: And frustrating. I just want to say that and I hope we could look into that, because that's not right.

McKay: Yeah. I -- Mr. Mayor, Council Woman Strader, I -- I brought it up at the highway district. I said, you know, what -- what can we do to solve that and, you know, could -- could we build sidewalks across there and they said, no, that was part of Dave Turnbull and Brighton's deal and it's a living trust and we can't -- we can't touch it and, then, at Rockhampton their sidewalk just stops and, then, they have landscaping. So, I'm going to have -- they -- I asked ACHD how did that happen? How -- why did they not extend their sidewalk to their north boundary and they said, well, we don't know, they should have. So, we have to do that to make the connection to the Rockhampton sidewalk. So,

there were some -- I guess errors that have taken place. I'm trying to fix them. I'm trying to mitigate them the best I can.

Simison: Council, any further questions?

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: I have got a question for Kristy with ACHD, but I also would want to give Becky a chance to respond. Is now the appropriate time?

Simison: You bet.

Cavener: Great. Kristy, if you are still on and what feels like yesterday, Ms. McKay was talking about some of the planned roadway improvements in and around this neighborhood and I'm just curious if you can comment on that. I know there has been changes and delays due to some budget challenges. I'm just curious if you could give the Council a -- kind of an update about where those roadway improvements are coming and when?

Inselman: Thank you, Mr. Mayor and City Council. Yes, I am still on and it does feel like it was yesterday. Yeah. So, we are in the process of -- it's kind of an extended adoption of the integrated five year work plan this go around. So, we had done an initial draft and, then, a budget was adopted in, in essence, the funding that we had anticipated when it was first developed was not what was adopted and so about 60 million dollars worth had to be cut out of the program. So, it was redone as quickly as we could and put it back out for public comment, but what we did here in both public comments that we received on the initial, as well as this one, was that Amity was a -- was a priority corridor. With regards to the public, we heard a lot from the public that Amity needed some improvements and widening to three lanes. So, we did and, then, we held five work sessions with our commission and that was also addressed with the commission, then, as well that Amity was a priority and so there -- there are some segments that did accelerate. Becky's correct. Our CIP did have them originally forecasted for further out. But, again, that's always dependent on development and when that occurs and how quickly that occurs. So, currently in the draft plan we do -- we did accelerate the segment of Amity, Cloverdale to Five Mile, for design -- design '24, right-of-way '25, and construction in '26. We have not accelerated Amity, Eagle to Cloverdale, yet, but it is in the program for design in '26. Amity is a difficult corridor as well, because it is an existing deficiency. So, those aren't impact fee eligible. So, those would come out of General Fund, so those come out of -- out of a different source. So, those are harder to accelerate. So, I hope that answers the questions. We do have -- I mean as you know the Eagle Road corridor is finalizing that construction and we do have the Amity and Cloverdale roundabout. Also in for construction in '26, along with the road segment.

Cavener: Great. Thank you, Kristy.

Inselman: Of course.

Simison: Council, any other questions for the applicant or Kristy while she's there at this time? Okay.

McKay: Mr. Mayor, if I could just make one last statement. Our gross density is 6.01 dwelling units per acre and that -- and I backed out the commercial area, so it did not skew it and in the R-15 that we are requesting our density is 7.44 and in the R-8 my density is 3.45. So, as you can see I'm half of what -- just about half what could be -- would be allowed at the maximum allowable density. So, I am not pushing the envelope here at all as far as what I brought before you. Thank you.

Simison: So, Council, I'm assuming you are going to want to leave -- this open until you get to a certain point? I will just stay here in silence until you all are ready to start talking.

Borton: Mr. Mayor?

Simison: Councilman Borton.

Borton: A lot went into even getting ready for today. There was over a hundred letters from over a year ago, even before the application was submitted, so we have gone through all of them in preparation and tried to kind of map out the common themes among all of them. Much more input than a lot of the applications that we normally see. So, that -- I anticipated that hours and hours of prep work to flow over into today and the great comments that we heard from the public that took their time to show up here and testify remotely, as well as live, so thank you for doing that. That's a big part of all of our considerations. So, that, coupled with tracking the applicant -- and Becky does fantastic work. She has been doing good work in Meridian for many, many, many years -- require a lot of work, from my perspective, to try and balance -- and first understand all these considerations here, really strong considerations. Much broader for me than fence lines and pathways. These are bigger policy considerations that I found the public bringing up, traffic, school safety, school capacity, these are some of the more macro issues we deal with. So, it just, frankly, took a lot of time. A lot of thought. And I have sat mostly quiet here trying to listen and correlate what's been shared with what we received in writing in advance and to give that more thought and my initial reaction in hearing the finishing of the -- the applicant's remarks, it's not a clear cut, obvious, answer for me and that may not be the most popular, but this one is -- this for me might require some more thought and -- and not to receive more information, but to consider what has been shared and to think about it. It's 10:00 o'clock now, we have been going for a little while. No one's in a rush. So, that's my initial reaction, honestly, is to think about it a little bit. The hearing could be closed, but I think the applicant's brought up really sound points. Principles such as -- you know, the land use designations don't equate to a specific zone; right? So, that principle is not -- we see it all the time and Becky sees it all the time, but it's a -- it's a unique principle that, you know, a mixed use residential land use designation is not a zone and it doesn't correlate directly to a specific use; right? It has a variety of types of uses and commercial is one and so is residential and where is that blend. I could

understand how the neighborhood struggled with that principle and where that line is drawn and how -- how much should be commercial and how much shouldn't and -- and the types of residential uses. I thought there was great discussion in advance of today on that type of issue, but there is nothing about the -- the requested zone that is technically deficient with what's in the future land use map; right? The requested zones fit those areas. It's more of a policy consideration of whether or not it's enough commercial versus residential or should the mixed use residential land use map incorporate a little bit more -- expand, you know, provide more commercial in this overall project than residential, which is more of a policy consideration than a -- than a technical code compliance. That just -- it's just a long winded -- long winded example of why this one is -- it's challenging. I thought all of that discussion was really good and very helpful. And I forgot your name, ma'am, but -- but I'm looking at you right now. In the back. Because you made a comment that -- that -- yeah. It really hit home and -- and what I would hope you take from this hearing and any other time you ever testify is all seven of us absolutely listen. There may be times since -- in different applications where there is a disagreement and that's going to happen. But I don't want anyone in this room or watching to ever get the impression that we don't listen and try and give some thoughtful consideration. We are balancing a wide variety of interests. Some of those might be more broader than adjacent neighborhoods. You know, that might be a very valid concern among many. So, I just hope that even if there is disagreement you will at least feel that we are really working our tails off to listen and try and incorporate those concerns and considerations into trying to make a thoughtful decision and understand if there is somebody that's perhaps upset at maybe every decision that gets made, but -- but it's not because it's a lack of -- of caring and listening and we would say that to the developers and landowners who are taking massive risk and spending enormous amounts of money just to get to this stage of the process. We are listening to them as well and we are listening to their considerations and we don't agree with -- with them as well all the time, so as long as you are left with that -- that's -- that's my hope that -- to the applicant as well, that we truly, sincerely listen and try and make the right decision. So, all that being said, Mayor, I'm -- I'm providing this deep context, because I'm not necessarily comfortable right now. I will listen to -- to my friends up here on the bench and see what everyone else says, but I don't have an abiding conviction one way or other on this. I would like to give it more thought. So, that's sort of where I -- where I'm at after doing all of this work. Before today and including tonight.

Simison: Are we at bench because you are in your quasi-judicial role today?

Borton: Kind of. Yes. I mean we are sort of sitting up on a bench and -- anyway, I just appreciate -- I thought I would share where I'm sitting right now.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: I'm happy to chime in. I -- I appreciate Councilman Borton's comments. Perhaps an application like this is worth chewing on for a little bit longer. I will share a couple of thoughts at least where I'm at, maybe if we want to get at least a conversation

going. I really -- there is a lot of things about this project I -- I really like. I think it does meet the Comprehensive Plan. To me this screams of like a project that Becky McKay would bring forth. Super thoughtfully put together, taking into consideration neighbors and, you know, I think Becky talked a lot about matching, you know, lot lines to try and have as low of an impact on the neighbors as possible, which I -- I really appreciate. The amenities are -- I think are really, really fantastic. This -- Becky asked the question about, you know, residential in south Meridian, if we should be saying no, and I think one of the things that we have really benefited as a Council is we have received better data. I think of the letters that -- you know, that we received from the school district eight years ago that basically just said here is what we think the student population is going to be generated from this application. We have got better data today and it's getting better every week. You know, I heard the frustration from many of the neighbors about the .10 students per multi-family. I know -- I think all of us on Council when we first have heard that have scratched our head as well. That's data that we received from West Ada and -- and I have struggled with that as well. To me the data, the impact on our streets and roads and our schools, in such close proximity to this project to me -- I can't be supportive. As much as I love so much about this project, there are just too many other impacts and, you know, Becky, I know that you have been a huge cheerleader and a huge champion of getting schools built in our -- in our community and I think that it's the fact that things have changed and the way that we have relied on schools to be built in our community has changed. We can't expect the district patrons to come in year after year and build all these new schools. As we get larger there is going to be less desire to do that. The way we are paying for our streets and roads I think has got to change and until I think that we have got a better plan in place to plan for schools to accommodate the students that these neighborhoods are going to generate, I'm going to be really hard pressed to be supportive of -- of any residential application that is driving more students into a district that is growing by leaps and bounds and in this part of town that is so severely overtaxed when it comes to its schools, I just can't in good conscience be supportive of adding more students to those schools. So, I'm happy to continue the conversation. I'm happy to continue to weigh, but I can't see a scenario where I'm going to be supportive of approving this project, as much as I love it.

Simison: Councilman Hoaglund.

Hoaglund: Mr. Mayor. Yeah. I want to address one comment, because I thought it was very insightful and I -- and I completely understand it and I think it was you, Rebecca, who had said, you know, where's the disconnect and it's something I have had to come to grips with. The disconnect that I see, that I have had, is -- is the fact that single family homes are not what I live in and what people can afford anymore. Heck, I can't afford the house I live in now with the property I have. I don't make enough money. I wouldn't be able to -- to afford it the value has gone so -- so high. So, when my kids go to look for a house now it's not going to be like the house I have and that's the hard part, because that's not Meridian, that's not where I grew up. We had big yards. We have a nice home. You know, we have space and it has changed and that I think is -- the disconnect is coming to that realization that it is different. Now, it doesn't mean it has to be bad and we don't want to accept poor quality and that's why we have done things like increase open space

requirements for when there is higher density and those types of things. So, I just wanted to share that thought with you, because I understand it, because I have had to wrestle with it and especially up here, I see those tall skinny things put together, put together, put together, I'm like, oh, man and, then, they are approved, they are in the right zone and everything. That's not Meridian. But it has changed and we may say, well, it's changed for the worse, but at the same time the economics -- that's the situation we are in and we have to look at people going it could be that checker who is going to be working at Albertson's and she is married to someone who works for the City of Meridian and that's the most they can afford. They want to buy a home and that's going to be it. It's not going to be what -- what we are in and so that's -- that's the hard part. So, I hope -- I hope that helps on perspective, because it was -- it was a good comment and it was very sincere and I appreciate that. That workforce housing is important and so that's why we look to these mixes, because we just have to -- we have to get people -- I love homeownership. It's still the way to go. But there are different levels now, way more than we ever used to have to worry about now. I think Joe touched on something when he had the macro comment. This -- this is bigger. I wouldn't be comfortable turning this project down and I also would be uncomfortable approving it, because as you pull back we are now faced with -- I look at schools. I mean there is -- there is fire, we have got a plan in place, we are going to be building a fire station out there. It's a couple -- couple years away, but work has started. But our schools, as -- as I consider that and I had the comment earlier about growing up in this community and there is always that pressure, always that pressure and previously we have been approving developments, looking at school numbers and say we can bus them here and this school is way down, so we can bus them here. You know, in a free market if people don't want their kids bused -- bused, then, they can look elsewhere. But if they are fine with that they can -- they can live there. We allow that choice. We don't make that decision for them. But what Amy Johnson, the first, shared tonight kind of -- it kind of changes that perspective of basically we don't have any -- anywhere else to put them and that is disconcerting. That's -- that's the tough part, because is this the tip of the spear, then, in south Meridian or elsewhere? Because if we take what really has turned into a very good project, you have done some very good things and listened to the neighbors and done some things to make it work, but yet if we are still faced with that choice and can't -- and go we can't approve it, that means anything else that comes before -- the consistency has to be there. We can't say, well, you know, not this one, but this one's okay. No, we are going to have to be consistent about it and I think for me that's the difficulty, that realization -- are we to that tipping point where because of impact on schools are now so great we -- we have to kind of pull back and that's -- that's -- that's a -- that's -- that's a big thing to chew on, because that is a changing dynamic for Meridian and for our work and for the housing needs that are out there and -- and it impacts you. You think, oh, great, if they pull back that's great. Hey, they are still moving here. Demand keeps going up. Those home prices keep increasing. You are going to be living in a million dollar home and go why am I broke, you know, and the property taxes keep going up, even though we do what we can to reduce them. So, there is -- there is that balance there and it's very hard. So, for those of you that this is your first Council meeting, I hope it gives you some insight what we get to wrestle with every week. Maybe not to this degree, because I think you are the tip of the spear where that

realization is now -- uh, maybe we have reached that point where something can't be done, so -- I -- I don't know. I really don't know.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I really appreciate the discussion this evening. After going through the -- you know, my notes and going over all of the public testimony, written and audio, that was provided to us prior to this meeting, which, like Mr. Borton said, was hours and hours of studying and reading. I knew that tonight's application was going to be difficult, especially given the recent election that we just had and -- and I knocked on a lot of doors and I heard a lot of people and concerns all across this great city. I -- something we struggle with a lot -- you know, I -- I -- Becky, your design was thoughtful, especially around the perimeter of this application. I mean it's -- it's rare. Seriously, I -- I -- I dare anyone in this -- in this room to look back at an application where someone like Becky has exactly aligned property lines with existing developments. I'm sorry, that just doesn't happen. If it does it's extremely rare and it's very thoughtful. Are there tweaks that I would make to this -- this application? Sure. Does it make it a terrible application? Absolutely not. But things -- you know, things are changing in our community and whether you like it or not, there is some deep, deep rooted policy decisions that need to be discussed and -- and that's no fault of anyone. It's no fault of the development community. I mean you can yell at the development community -- I mean I -- my -- or opponents that ran against this -- this -- this -- this last campaign season, you know, said multiple times that, you know, we pay too much attention to the developers. I mean -- and that's just honestly not true. It's not true. What Mr. Borton said this evening -- we spend a lot of time going over this and listening. It's just a fact. But the point of the matter is is that those who are thoughtful and those who pay attention understand that the real deep rooted policy discussions that we need to have and they are related to our schools and they are related to our roads, two things that, unfortunately, the City of Meridian we don't have purview over, but we -- thank goodness we have great relationships with these partners, regional partners and -- and they are just discussions that we need to have. At the end of the day what makes this decision hard, along with public testimony and what's been discussed this evening, because I don't disagree with what was stated tonight -- is consistency and to me that's a lot easier said than done. But, you know, our development community spends a lot of money on these things and -- and the reason why they do is because they expect -- they can only look back and say, okay, well, this is what code is and this is what the direction of the city has been going and they make decisions according to advice given from staff and past applications that have been heard before us. But the issue -- the conundrum that we are dealing with is now you have to add on the issue -- the deep policy discussions that we need to have with the schools and the roadways and so I agree with my Council Members, this is a tough one. This is so hard. And -- and I think it boils down to more discussion and I think that, you know, the public deserves this and I also believe that, you know, the development community deserves it as well and at the end of the day -- well, stop with one. You know, we are talking a lot tonight, but you can be -- and it's because we have so much on our -- on our shoulders and our minds, but our state legislature

needs to do a better job with how they fund schools and that's just -- they just need to -- they just need to -- they just need a real deep look at this issue, because it's becoming a huge problem. We have citizens in our state that can't afford their homes. If you look at -- I mean your property taxes -- I believe in the -- at the city's perspective you are getting a big bang for your buck, but most of the taxes you pay are for your schools and some of you -- I look out here -- don't even have kids that go to school and so it's a real tough pill to swallow and it's really a huge issue and I think I call on our state legislators, especially the ones here in Meridian, to really take a deep dive into this and figure it out, because it's becoming a major problem, because people can't afford their homes. I won't talk about ACHD. Those are my thoughts.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I can give some thoughts and probably along the lines of what some of my fellow Council Members are thinking. You know, the problem of the balance and what we are trying to do is we have just two really opposing problems at the same time; right? So, I just read an article, you know, based on the income here we are one of the least affordable housing markets now in the country. We have a massive housing affordability problem and I hear a lot of people move here and they are like don't turn this into California. Let's not import the problems that they have over there. Well, a big problem they have over there is they just didn't build enough houses. That's a big part of how they ended up with that problem. So, I firmly tend to error on the side that in the market we are in, with the amount of people moving here, we need to build more houses. But, you know, on the other hand, I think we received some pretty stunning testimony from one of our school trustees that this is different. Up until now they have moved their boundaries and my understanding was they have continued to adjust them and that they had capacity, but the testimony tonight sounded like we are at a game changing moment where we need to change how we look at things or the framework through which we are looking at development. I -- I think this development did a good job at transition. I think it -- overall when it was revised I think it did a better job of meeting the goals in the Comprehensive Plan. The -- I think overall the development is not a bad development for this part of the city. I don't think it's appropriate to put a huge amount of apartment buildings here. I was glad to see that they changed that, you know. So, I think where I'm at -- I think if I approved this one it might be like one of the last ones I could approve in south Meridian, if I'm being honest, without having a deeper discussion on what's our plan for south Meridian and maybe we need to look at our priority growth areas framework and maybe the priority growth areas needs to adjust based on school capacity. Maybe we need to have some creative discussions, like far -- farther reaching discussions than this one about, you know, how to handle building permits if we, you know, have really limited capacity in our school system and no way to get more. I don't think we are going to solve that tonight. Like the application I think -- I think the applicant did a good job trying to address the overall issues. I don't want to see us just stop, you know, building housing. I don't think any of us wants to see that. I think what we are going to find is that that's going to lead us to some outcomes where we are just completely unaffordable, even worse than we

are now. You know, we have got a -- it's a supply and demand issue. I mean that's how -- that's how you end up in the place that some of our sister cities are in. I don't want us to go there. But we need a plan I think for this area of Meridian and with the testimony from Trustee Johnson I can't ignore that at all. So, yeah, I think maybe we need to schedule some -- on a different agenda some wider kind of brainstorming sessions about how we want to handle growth in this area. I definitely need to reflect and meditative and think and maybe pray that might help, too, to think about how to handle this one. But it's a bigger discussion, where it sounds like we are at a tipping point where we -- we have tried everything we can to maximize capacity and that's just not where we are at. That sounds like a different discussion.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I think at the end of the day it's just about smart growth and doing it -- doing it the right way. I don't know if -- Liz said something extremely important. I don't think anyone on this dais is advocating for us to stop building homes. I just -- you know. I think that maybe what we are really -- you know, what we are saying is, you know, more like along the lines of what Mr. Borton said, we just got to think about this for a couple minutes and make sure that we are making the right choice. But we -- we probably have a big topic of conversation tomorrow morning at our -- at our weekly meeting between you and me.

Simison: Yeah. We could. And the old school board, in my opinion, did take on the position that they were going to work to balance out enrollment throughout the city by looking at their boundaries and -- and that is one of those things that, quite frankly, from a community standpoint, they need to do if they ever want to -- if you don't maximize the space you have no one's ever going to approve bonds for you when you really need them. So, there is that aspect. But the board is changing. We have two new people coming on. You have another one maybe in a recall -- who knows what the board is going to look like in two months and what their priorities are going to be. So, it probably does beg the question. I know they can change every two years, but we do need to get a flavor for the new board and what -- what is going to be their priorities and how are they going to handle growth? Maybe the new board says we are not going to go out for bonds ever. That's not part of our plan. What does that mean? So, there is probably a larger conversation to be had on this with the schools, especially with the new leadership in the next two months.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I think that -- I think that it's probably prudent to probably continue this and -- right, Becky? Yeah. So, I -- I'm looking at -- I'm looking at some available dates. So, obviously, we have a special meeting on November 30th that's pretty full, stuff that was scheduled for next week, but we have a bunch of stuff on September -- or, excuse me, on December

7th. Let me look at this real quick. We don't have just -- Jessica, do you want some -- I was handed a note that you didn't speak. Do you want to give some thoughts before I wrap this up? I didn't realize that. I apologize.

Perreault: Oh, good. You know I always will butt in if I have something to say. No, I -- all of your comments are very well taken and very well spoken and I don't -- I shared a lot during the testimony this evening, but I don't have much more to add, except that I felt that same exact struggle that you all are describing and I'm a residential real estate associate broker, I'm intimately aware of what's happening with housing in our community and very much feel that need for the additional housing, but as a City Council member my role is to take into account what's best for our entire city and so, yeah, the struggle for us is significant. I -- I would appreciate the extra time to make the consideration that as I was reviewing all of the information for this meeting I felt like that there -- there needed to be something really significant. That would cause me to one hundred percent give my support behind the project and it's not because of the project itself, as many of the Council Members have expressed, we appreciate the significant changes that have been made. We think the improvements to the plan were -- were good. There is a few things I'm not a fan of, but that being said, yes, I'm in the same situation. I have got to really think through where we are and what this means for us and a bigger picture, so I'm in supportive of -- of what I assume is going to be Council Member Bernt's motion.

Dodson: Mr. Mayor?

Simison: Yes, Joseph.

Dodson: Yeah. Calm down, dad. I just wanted to discuss briefly before we do any kind of motion that in the motion that it also might include any wanted revisions to the site plan. What I don't want to do is continue it for the bigger picture and, then, go through all the little things again at the next hearing as well. I want to be able to give the applicant the same time to address any of those comments as well. I have heard that some of -- some tweaks might need to be made. I just want to offer the opportunity to the applicant and to me to have time to revise it, because this is one of -- I don't know how many projects I have, but too many. So, I just want to make sure that we all have time for that.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Just to butt in with one thing and I don't -- I don't know the particulars of Brighton's development across the street, but I would hope in the time that we continue this that someone at the city could contact that homeowner or Brighton or both and knock on that lady's door and say did you realize that you have hundreds of school kids that have an unsafe route to school right in front of your house, because you won't let us put in a sidewalk? I don't know how we missed that one, but that just seems pretty nutty to me. So, if we could just try to -- try to resolve that that would be great there.

Simison: Mr. Nary will handle that conversation.

Nary: Mr. Mayor, Members of the Council, Council Member Strader, so that house is in the trust and the trust is, then, owned by the Y. So, the Y is planning on a future development there of some sort, which will, then, connect the sidewalk. I know the property owners. I'm happy to call her. But I don't anticipate she's going to want more kids walking on the property at this time. But I don't know that. So, I will call and ask her.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Well, I really appreciate you calling, because I think if you just framed that for her that that's a -- it's a safety situation, you know, I would be surprised -- I think that's a real community -- yeah. I don't know the details, but I -- I would be shocked. So, thank you for doing that.

Bernt: Mr. Mayor, I am -- I am more than happy to, you know, continue this. I think that we owe it to the applicant and to the public to -- to give some specifics in regard to what -- why -- you know, I get why we would -- this is a tough one tonight and we need more -- a little bit more time to think about it. I get that. But is there anything more that this Council would like me to add to the -- to the motion?

Simison: You know, I -- not that I know that can be added to the motion. I have been trying to sit up here and wrack my brain to figure out where we have a commercial site that runs into residential in the way that this one does and I can't in my head find it or figure it out and that's been an -- you know, it's like you go into Paramount and there is a school and on the left you have residential -- it doesn't go through the neighborhood. It doesn't connect in through the neighborhood. You know, maybe the applicant has some other ideas, but I'm trying to figure out how this works, you know, how it interplays. Doesn't make sense. Because, then, it gets back to the larger policy question. Well, maybe some of the things that were proposed were more appropriate to extend commercial along that area, because that's -- that's how you need to maneuver traffic through that element. But maybe my mind just is -- can't think of where this -- this type of situation exists in other places of the city. So, that's -- that's kind of -- I can't say that's the motion, but that's one of the things into this project that I think it -- does this make sense? The other thing does a HAWK signal make sense until you can get the sidewalk? Or the flashing lights. I don't know when that makes sense through that -- through that process, which will be -- maybe it makes sense right away, maybe it doesn't.

Dodson: Mr. Mayor? That was me. Sorry. I -- I can agree with you. At least off the top of my head I cannot remember where -- any of my projects at a minimum, but others where the commercial runs into it like this. However, I believe that is why the applicant probably proposed flex space, because when it comes to vehicle trips, they are much lower than like a multi-tenant building and a traditional commercial building, because it's probably going to be the -- what I have seen a lot in these are like a lot of blue collar

workers, honestly, like a solar company or HVAC company or somebody that has like a truck and, then, they have their stock in their office in this building. Simple, easy, it's like a couple work utility trucks in and out in the day and that's it. Very minimal. I -- usually a lot less of a retail component. Flex space standards do not anticipate or want a big retail component in here. So, the vehicle trips are lower for flex space. They are generally in general -- in general commercial is usually separated from residential by a street of some kind, which I -- they kind of have between the private road and the commercial there, but, then, along Amity they do have the abutting four-plexes. They are meeting the separation requirement required by code between C-C zoning and the R-15 zoning, but I would agree, Mr. Mayor, that is rare to have them abutting. So, I understand your points. I definitely do from a planning perspective.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Yeah. I was going to comment. If it's a traditional commercial, if you look at Ten Mile and Ustick on the southeast corner, you have a traditional L-shape and, then, there is patio homes behind that and there is a street and the fence and there is restaurants and, boy oh boy, talk about delivery times and upset people and traffic and different things like that, if where they were just commercial businesses, you know, 8:00 to 5:00 -- Gino's closes on Sundays, fortunately, and he quit playing music on the patio and the neighbors complained. He was very good about it. But there is another restaurant there that has an outdoor patio and, you know, people can't enjoy their backyards. You can hear the kegs being brought in. I mean -- so, I'm very aware of that with complaints from neighbors about that and so that traditional type of thing and you don't want restaurants there, so I think flex space will work better, but, yeah, there -- there can be conflicts with -- with neighbors when they go -- go that route, so it all depends on what's -- what's there.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: I agree with Council President Brent in that I feel like we need to share some specifics that that's what is fair to do, but I don't have specifics to propose or to share and my -- my gut is telling me that -- that this is a good project for the most part, but this isn't the right time and that's what I'm trying to work through. So, as far as how we would -- I mean I guess -- I guess my question is to ask my fellow Council Members -- normally we do give specifics, the applicant works on those, they come back, we have another conversation. I -- that's not where we are headed with this, though. So, what does the next meeting look like for us?

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Is that -- is that question, Council Woman Perreault, the next meeting like do we close the public hearing and no one contacts us, of course, we don't talk about it, because that's -- that's prohibited, but -- or do we leave the public hearing open and let people continue flow of information and, then, we make a decision through the traditional process or how did you mean -- mean your -- your question?

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Thank you for that question and it was less about the -- the technicality of the meeting and more what do we expect to have happen? What do we expect the applicant to be doing? I was under the assumption we would close the public hearing this evening. What is it that we want the applicant to be doing? Are we going to have another conversation with them or are we just going to come back and give a decision and all applicant and public testimony is closed? Are we asking the applicant to make specific changes or aren't we? Is it really just a matter of us individually having time to think about it and, then, coming back with a decision?

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I can give my -- my preference would be -- besides working on the crossing -- safe route to school issue, I think between now and decision time we need to have a bigger conversation or overall strategy in south Meridian -- a separate meeting, not about this application, but holistically. I would love to see from planning staff a deeper dive kind of analysis on how many units -- you know, the number of -- which they have, but the number of units that are approved, breaking down a realistic pathway as to when those will be delivered, what are we really looking at in terms of capacity issues over time if there is no new bond and there is no new schools being built, what capacity does West Ada have now. Maybe more clarity holistically from West Ada, if we can get it, but I feel like we need to have kind of a -- just a bigger picture kind of a brainstorming conversation on creating a plan around that. That -- that to me would be the next step.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I -- I -- I understand Council Woman Strader's thoughts on the holistic dive and the -- and the macro approach to these deep policy issues that we need to discuss and I -- I guess -- I haven't been doing this for very long. You know, this is -- I'm somewhat new-ish I guess. But I do understand how government works and how these -- how long it takes to have these policy discussions. We are talking about months, maybe even a year plus before, you know, you have folks, you know, getting together with -- if you do it

right that's -- that's the process and so I'm not sure if we can wait that long to get answers with this particular application.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Specific to Council Woman Strader's request, would it be helpful to have expected enrollment information from West Ada based on where we currently are and where -- where they anticipate us to be. In addition to that maybe some more information from the planning department on the projects that have been approved -- some of them are four years out, some are five years. There is one that's ten years out. If there is any way for us to get information on their phasing plans and when they expect to have certain portions of their residential completed that might give us a better picture. There is a sense of urgency, there really is, but in some ways we do look at what do we really expect -- how many units do we really expect to have built in two years, in four years, in six years, in ten years? I don't think that we digest this information without looking at that in relationship to the expectation of West Ada's enrollment. I would like to see some data on that. That would help me really understand is -- really what the urgency is -- we are talking about this being a tipping point. If we are talking about when do we stop approving projects, I want to be able to say what -- you know, we stop approving them when this -- you know, this happens and this happens and it's not -- it's not -- it's not perfect. There is -- there is not going to be an exact number that we are going to have, but I don't want to make the assumption that the several hundred approvals that we have given are all going to be built next year, because they are not and I -- and I just want to be really careful that we don't move forward and swing in the opposite direction because of a sense of urgency without having more information. Is that what you were getting at?

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Yeah. Totally. Like the numbers that Amy gave are huge numbers; right? But I don't know if that's a fair way to look at it. I think we needed -- we need a strategy around managing growth. It sounds like in south Meridian right now if the schools aren't going to build more schools, but I guess just turning to the applicant, right, like if I'm in the applicant's shoes it doesn't look great right now, but I think we should ask their opinion, you know, do they want a decision very soon or are they willing to wait? I don't know. Council President and Mayor, I will defer to you on how you want to thread that needle.

Simison: Well, I will make a recommendation and move us forward. I would look at a month out -- continuing this for a month out to see how much of this you can absorb, some of these policy issues between now and -- and there could be conversations with the applicant between now and then amongst staff and -- but plan on trying to come back to make a decision on this one as you evaluate how much time and energy and resources you think it will take and as well as we have a conversation with, you know, West Ada

what's from them in between. I can do some fact-finding gathering. But I don't think that you -- you are going to answer these questions before you should make a decision on this application, but it's how long until you at least feel like you have weighed the -- weighed enough to evaluate a decision on this application.

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: I think -- that's a heavy lift to get all that information, whether it's district wide or even just the south -- south wide and I don't think staff has the bandwidth -- I mean they have got -- these things keep coming in. They roll in. For this particular development application one of the things I would like, Joe, is along the same lines, but just for this one, because they talked -- they -- we have the letter and chose to enroll for capacity and, then, the approved preliminary plat parcels per attendance area and those are some big numbers, the 1,556, 1,479, 3,170. But we know they aren't all coming online at the same time. So, if there is a way to have estimates or at least if we know the phasing -- you know, like this one was, you know, through 2025, okay, there is -- there is that and a lot of these are also going to be phased. So, it looks like a huge number and they go, whoa, that doesn't work. But if we break it down I think for this particular application it will give us a little more information to make a decision. So, that would be helpful.

Borton: Mr. Mayor, just to comment further. I would -- I -- I think what we are asking is I think something that we -- we do need to have the discussion, it's just a matter of when that can be accomplished and when that takes place, because there is a lot of parties that will be involved and there is a lot of data that needs to be gathered and -- and, like I said, we know our Planning Department is really stretched. So, that's -- that's -- so, I think we need to be fair to the applicant and give them a thumbs up or thumbs down and for the folks who are waiting and sitting there and I think some of the letters talked about the longest thing they have ever been involved with and it's going to drive them crazy or some words to that effect. But anyway -- and be fair to them, too, not -- not drag this out and make a decision on this. But go gather information, but it -- it still has -- has implications for what we do in the future as well. So, that's -- that's what I think we -- we need to do right now.

Bernt: Mr. Mayor, there -- there is -- there -- there are some heavy meetings between now and up until the 14th and, then, we have Council Members that are going to be out of town during the holidays that would wish to participate. So, really, truly, the soonest time we could get to this and have full discussion would be the 4th of January.

Simison: The applicant nod is --

Bernt: With that, Mr. Mayor, I believe we are going to keep this public hearing open then and, then, we will continue it. I make a motion, Mr. Mayor, that we continue this public hearing to January 4th, 2022.

Perreault: Second.

Cavener: Second.

Simison: Motion and second to continue the public hearing until January 4th. Is there any discussion? If not, all in favor signify by saying aye. Opposed nay? The ayes have it and the public hearing is continued until January 4th. Thank you all for being here.

MOTION CARRIED: ALL AYES.

Simison: We have got some more business to do, so we are going to keep -- keep on moving through our agenda to try to get this wrapped up this evening.

Bernt: Mr. Mayor, we -- we continued Item No. 14. We scratched Item No. 15. We know -- we know. We are very aware -- so, we scratched Item No. 15 and we continued Item No. 16. So, I think we are to future meeting topics.

Simison: No. Item 14.

Bernt: Oh, yes.

Nary: Mr. Mayor, Members of the Council, the first reading on 14 and 16 and, then, continue the public hearing to your November 30th meeting.

Bernt: Got it.

ORDINANCES [Action Item]

- 14. First Reading of Ordinance No. 21-1954: An Ordinance of the City Council of the City of Meridian, Idaho, Approving the (Option A) Urban Renewal Plan for the Northern Gateway District Urban Renewal Project, Which Plan Includes Revenue Allocation Financing Provisions; Authorizing the City Clerk to Transmit a Copy of This Ordinance and Other Required Information to County and State Officials and the Affected Taxing Entities; Providing Severability; Approving the Summary of the Ordinance; and Providing an Effective Date**

Simison: Okay. So, Item 14 is first reading of Ordinance No. 21-1954. Ask the Clerk to read this ordinance by title.

Johnson: Thank you, Mr. Mayor. It's an ordinance of the City Council --

Perreault: Mr. Mayor? I'm sorry, Chris. Could we ask that all the discussion move out to the lobby? Thank you. I apologize, Chris, for interrupting you.