

A Meeting of the Meridian City Council was called to order at 6:00 p.m., Tuesday, October 6, 2026, by Mayor Robert Simison.

Members Present: Robert Simison, Luke Cavener, Liz Strader, John Overton, Doug Taylor, Anne Little Roberts and Brian Whitlock.

Other Present: Chris Johnson, Bill Nary, Sonya Allen, Linder Ritter, Ricardo Ortiz-Miller, Garrett White, Berle Stokes, Steve Taulbee and Dean Willis.

**ROLL-CALL ATTENDANCE**

|                                                             |                                                    |
|-------------------------------------------------------------|----------------------------------------------------|
| <input checked="" type="checkbox"/> Liz Strader             | <input checked="" type="checkbox"/> Brian Whitlock |
| <input checked="" type="checkbox"/> Anne Little Roberts     | <input checked="" type="checkbox"/> John Overton   |
| <input checked="" type="checkbox"/> Doug Taylor             | <input checked="" type="checkbox"/> Luke Cavener   |
| <input checked="" type="checkbox"/> Mayor Robert E. Simison |                                                    |

Simison: Council, we will call this meeting to order. For the record it is Tuesday, October 6, 2026, at 6:00 p.m. We will begin tonight's regular city council meeting with roll call attendance.

**PLEDGE OF ALLEGIANCE**

Simison: Next item is the Pledge of Allegiance. If you would all, please, rise and join us in the pledge.

(Pledge of Allegiance recited.)

**COMMUNITY INVOCATION**

Simison: Next up will be our community invocation, which tonight will be delivered by Pastor Vinnie Hanke. If you all would, please, join us in the community invocation or take this as a moment of silence and reflection.

Hanke: Thank you, Mr. Mayor, Members of City Council. It's a joy to be with you once again. Thanks for this opportunity. Let's pray. Father, I come before you on behalf of the city council. I ask that you might grant them wisdom and discernment as they conduct their business tonight. I thank you for their leadership, their servanthood to the fellow neighbors in this city. God, we ask a special blessing as we approach the fall season upon those who instruct our students in our classrooms, those who serve our community in the police and fire, medical services community. God, we ask humbly that Meridian would be a city on a hill, a light to the fellow cities in the Treasure Valley, an example that would be in leadership and kindness and goodness. I ask your blessing upon tonight through in Christ our Lord, amen. Thank you, Mr. Mayor.

## **ADOPTION OF AGENDA**

Simison: Thank you. Very appropriate tonight with our educators in the room. Okay. Up next is the adoption of the agenda.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: There are no changes to tonight's agenda. I move that we approve the agenda as published.

Little Roberts: Second.

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

**MOTION CARRIED: ALL AYES.**

## **PROCLAMATIONS**

### **1. Fire Prevention Week**

Simison: First item up will be our proclamation for Fire Prevention Week. If I could have Carly, Brooke, Michael, Steven if you want to join us at the podium. I will go ahead and read the proclamation, then, Carly, I will turn it over to you for any comments if that works. Whereas the city of Meridian is committed to ensuring the safety and security of all those living in and visiting our city and whereas fire is a serious public safety concern both nationally and locally and homes are the locations where people are at greatest risk from fire and whereas Meridian's first responders are dedicated to reduce the occurrence of home fires and related injuries through prevention, education and whereas lithium-ion batteries are increasingly used in everyday devices and when damaged, improperly charged or used with incompatible equipment can fail and cause fires that spread rapidly and create significant hazards to residents, first responders and property. And whereas this year's theme Charge Into Fire Safety, Safe Charging is a Superpower, reminds us about the importance of how to safely charge lithium-ion batteries with caution and care. Therefore, I, Mayor Robert E. Simison, hereby proclaim October 4th through 10th, 2026, as Fire Prevention Week in the City of Meridian and call upon the community to observe the important safety message of Fire Prevention Week and focus on the everyday charging habits that can help reduce the risk of lithium-ion battery fires and keep homes and communities safer. Dated this 6th day of October 2026. So, on behalf of myself and City Council I would like to present you with this proclamation and I will turn this over to you, Carly.

Shears: We will do a photo after. Is that fine? Okay. Mayor Simison, Council Members, city staff and community members, thank you for the opportunity to speak this evening as we recognize Fire Prevention Week and the importance of fire and life safety education in our community. Fire Prevention Week is an opportunity to highlight the role education, awareness and preparedness play in reducing preventable emergencies. As a fire department we dedicate significant resources to preparing for and responding to incidents. While effective response will always be central to our mission, our commitment to prevention and risk reduction is equally important in building a safer, more resilient community. Much of our impact begins long before a 9-1-1 call is ever made. Through the Community Risk Reduction Division the Meridian Fire Department provides a variety of programs and resources designed to address risks throughout our community. These include fire prevention and safety education, smoke alarm assistance, CPR and AED training, car seat safety checks, fall prevention and numerous community presentations and outreach events. Each of these initiatives provides an opportunity to educate residents, to build relationships and reduce those preventable emergencies. We are also seeing encouraging results from these efforts. Since 2024 the fire department's public outreach score in the city's community survey increased by 4.7 points placing it among the five largest improvements across the 87 areas measured. While several factors have contributed to this progress, having adequate personnel to expand and deliver our CRR programs has been instrumental. At the same time the survey reminds us that there is still work to be done. Fire safety education remains an identified area for improvement and we recognize that providing programs is only part of the equation. We must also ensure our residents know these resources exist and understand how to access them. Our commitment to this work remains a priority. We will continue expanding our outreach, strengthening community partnerships and finding ways to make fire and life safety education accessible to more residents. Ultimately our goal is not simply to offer more programs, but to make a meaningful difference in the safety and resiliency of our community. As we recognize Fire Prevention Week I want to thank our firefighters, the community risk reduction team, our community partners and city staff who contribute to these efforts as well. I also want to thank the Mayor and City Council for your continued support of our prevention and education initiatives. We look forward to continuing this work and building on the progress we have made. Thank you.

Simison: Thank you. So, I did have the pleasure of being in Carmel, Indiana, this last week and had the opportunity to see their safe house that they have. I sent the information to our chief. I told them not to get any big ideas, but perhaps there is something from what they offer that we can bring back as we have gone in a little different direction from what they provide, but it was a beautiful facility that they had and I think any community would be lucky to have something along that for the youth of their community. So, maybe even a conversation with our partners at West Ada in the future. But we have other priorities today, so --

## **PUBLIC FORUM**

Simison: Okay. With that, Mr. Clerk, anyone signed up under Public Form?

Johnson: Mr. Mayor, yes. Terry Dennington.

Dennington: Yes. My name is Terry Dennington. I reside at 4581 West Big Creek Street in Meridian. Mayor Simison and Council Members, I appreciate you letting me come and address you. I have handed out something to you so that -- what I will be speaking to. This actually was brought to my attention. I looked at that property on the corner of Franklin and Ten Mile, which is on the northeast corner and I saw that was being -- had a development sign on it and all that, so I came to the city and I wanted to see, well, what are they putting there. So, I wanted to look at that. And Caleb Hood brought out the copy to me and, then, he says, oh, by the way, there is something on there regarding a potential train station. They have allotted for that and that's on that page. It shows you on D, it's talking about the period of time that that property is available to be used as a railroad station and it's kind of -- this is like five years ago I learned about this. So, we are down to like 15 years of time and we know how slow things move, how it takes time to put all of these things in place. So, I had actually contacted Elaine Clegg and she was very interested in finding out how to maybe potentially purchase that property or whatever and also I saw her when she came and did the presentation in May regarding the fact that I-84 is getting so busy with traffic coming from Caldwell and Nampa, moving towards Boise and I just think that this might be a potential for alleviating a lot of that traffic in the future. I know -- and I'm not sure how we put that out to the public to find out how they would be using that transportation, if they are interested in using it or any of that, but I think it's worth looking at and considering, again, since time is really relatively short. So, I just wanted to get that presented. I spoke with her again. I don't know where she stands at this point, but I think there might be an organization in Boise that's looking at this as well, talking with the railroad companies about potentially how that would be accessed, how we could purchase it, whatever we could do. So, anyway, I wanted to present that. Thank you so much. I don't know if you have any questions for me.

Simison: Thank you, Terry. Appreciate it. And if there is any comments we will follow up offline since it's not a back and forth during the public forum, so appreciate you presenting that as a reminder -- it's a great reminder of this project that when it was approved with this property with this purpose.

Dennington: Thank you.

Simison: Thank you. Mr. Clerk, anyone else signed up?

Johnson: Mr. Mayor, that was everyone.

## **PUBLIC HEARINGS [Action Item]**

### **2. Public Hearing for Proposed Fiscal Year 2027 Fee Schedule**

Simison: Okay. Then with that we will move on to our public hearings for this evening. Our first item up is a public hearing for proposed Fiscal Year 2027 fee schedule. Open this public hearing with staff comments from Ricardo.

Ortiz-Miller: Good evening, Mayor and Council. These are the fees that we presented a few weeks ago. They were published in the paper for two weeks. We haven't heard or received any public comments on them. I would stand for any questions.

Simison: Council, any questions? Okay. Thank you very much. Mr. Clerk, anyone signed up --

Johnson: Mr. Mayor, nobody signed up.

Simison: Okay. Is there anybody present who would like to provide testimony on this item or if you are online you can use the raise your hand feature. Seeing no one coming forward and no one raising their hand, do I have a motion to close the public hearing?

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Move we close the public hearing for the proposed fiscal year 2027 fee schedule.

Whitlock: Second.

Simison: Have a motion and a second to close the public hearing. All in favor signify by saying aye. Opposed nay? The ayes have and the public hearing is closed.

MOTION CARRIED: ALL AYES.

**3. Resolution 26-2606: A Resolution Adopting Changing Fees; Superseding Previously Adopted Fees; Authoring Finance Department to Update Citywide Fee Schedule; and Authorizing City Departments to Collect Such Fees; and Providing an Effective Date**

Simison: Next up is Item 3, which is Resolution No. 26-2606.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: I would move that we approve Resolution 26-2606, a resolution adopting the changing fees, superseding previously adopted fees, authorizing Finance Department to

update citywide fee schedule and authorizing city departments to collect such fees and providing an effective date.

Little Roberts: Second.

Simison: Have a motion and a second approve Resolution 26-2606. Is there discussion? If not, Clerk call the roll.

Roll Call: Cavener, yea; Strader, yea; Overton, yea; Little Roberts, yea; Taylor, yea; Whitlock, yea.

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

MOTION CARRIED: ALL AYES.

#### **4. Public Hearing for Proposed Fall 2026 Lakeview Golf Course Fee Schedule of the Meridian Parks and Recreation Department**

Simison: Next item is Item 4, which is a public hearing for the proposed Fall 2026 Lakeview Golf Course fee schedule. Turn this over Mr. White.

White: Mr. Mayor, Members of the Council, thanks for having me tonight. In front of you are the proposed fees that we talked about about two weeks ago for the Lakeview Golf Course. As a reminder the proposed fees were based on covering the cost difference from last year's budget to this year's budget, as well as we are just below the average of all of our comps. Over the past couple weeks we haven't really heard any feedback either. Ryan said there has been nothing -- everybody kind of gets it and no feedback. So, really, with that I will stand for questions from you guys.

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

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: Just a quick question. I actually had a constituent bring this up today to me. Relative to greens fees and, then, fees for renting a golf cart. Do the golf cart fees only cover maintenance of golf carts or is that part of also broader costs for maintaining the golf course? Their question was -- you know, they don't -- really, the green fees only cover managing that versus the golf cart fee. So, is there a way -- I don't know if you can break that down how those fees cover what costs or if it's sort of all lumped into one pool and, then, it kind of is distributed out. Just some clarification for a constituent.

White: Sure. Mr. Mayor, Councilman Taylor. So, when we break out the fees for some of those we look at cost recovery and replacement; right? And some of the -- the wear and tear on them. We do have breakdowns and repairs and for the golf course -- for the

golf carts themselves. So, it's kind of a mix of -- the golf cart fee covers the golf cart fees and the replacements of them, if that makes any sense. The green fees pay for the maintenance and those types of things as well. But at the end of the day it does get kind of lumped into the general fund and we budget appropriately. Does that answer?

Taylor: It's close enough.

White: Okay. Thanks.

Simison: Council, any additional questions? Okay. Thank you. Mr. Clerk, anyone signed up on this item?

Johnson: Mr. Mayor, nobody signed up.

Simison: Is there anybody present who would like to provide testimony on this item, either in the room or online? Seeing no one coming forward and no one raising their hand online, do I have a motion to close the public hearing?

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I would move that we close the public hearing on Item 4.

Cavener: Second.

Simison: Have a motion and a second to close the public hearing. All in favor signify by saying aye. Opposed nay? The ayes have and the public hearing is closed.

MOTION CARRIED: ALL AYES.

**5. Resolution No. 26-2605: A Resolution Adopting the Fall 2026 Lakeview Golf Course Fee Schedule of the Meridian Parks and Recreation Department; Authorizing the Meridian Parks and Recreation Department to Collect Such Fees; and Providing an Effective Date**

Simison: Next item is Item 5, Resolution No. 26-2605.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I think we have discussed it and the change in the fees I think was well grounded. With that I move that we approve Resolution No. 26-2605 regarding the fall

2026 Lakeview Golf Course fee schedule for Meridian Parks and Recreation, authorizing them to collect such fees and providing an effective date.

Whitlock: Second.

Simison: Have a motion and a second to approve Resolution No. 26-2605. Is there discussion? If not, clerk call the roll.

Roll Call: Cavener, yea; Strader, yea; Overton, yea; Little Roberts, yea; Taylor, yea; Whitlock, yea.

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

MOTION CARRIED: ALL AYES.

**6. Public Hearing for Lost Rapids East Subdivision (SHP-2026-0009) by KM Engineering, LLP., located at 5985 N. Ten Mile Rd.**

- A. Request: Short Plat consisting of two (2) building lots on 1.35 acres of land in the C-G zoning district.

Simison: Next item up is Item 6, which is a public hearing for our Lost Rapids East Subdivision, SHP-2026-0009. We will open this public hearing with staff comments.

Allen: Thank you, Mr. Mayor, Members of the Council. The first application before you tonight is a request for a short plat. This property consists of 1.35 acres of land. It's zoned C-G and is located at 5985 North Ten Mile Road. In 2018 this property was annexed with the Costco development with the requirement of a development agreement. A preliminary plat was also approved for Lost Rapids Subdivision. A final plat was later approved in 2020. A property boundary adjustment was approved in 2023 between two of the building lots that included the subject property as parcel D and that is shown there before you on the record of survey. The Comprehensive Plan future land use map designation is commercial. A short plat is proposed as shown there on the left to subdivide parcel D into two buildable lots of approximately 29,400 square foot each. Access for these lots will be provided via the drive aisle along the west boundary of the site through an existing cross-access easement. Direct lot access via North Ten Mile Road and West Lost Rapids Drive is prohibited. Detached multi-use pathways and sidewalks were constructed along Ten Mile Road and Lost Rapids Drive with the previous subdivision improvements consistent with the Pathways Master Plan. A 35-foot-wide street buffer exists along North Ten Mile Road and a 20-foot-wide street buffer exists along West Lost Rapids Drive that were installed with the subdivision improvements in accord with UDC standards. Buffer easements for such are depicted on the proposed plat as required. Two trees are proposed to be removed due to poor health that are proposed to be replaced. Additional trees are required within the street buffer along Ten Mile to meet the minimum UDC standards. Staff is recommending

approval. No written testimony was submitted on this application. The applicant is here to present tonight. Thank you.

Simison: Thank you. Council, any questions for staff? Okay. Would the applicant like to come forward? Good evening.

Snodgrass: Thank you, Mayor and Council. My name is Damian Snodgrass. I'm with KM Engineering and I'm here on behalf of our client GFI Meridian Investments II, LLC. Here is a quick overview of the vicinity map. The site location is near that new Costco off of Highway 20-26 and Ten Mile. The proposed development is a two subdivision -- two lot subdivision within the greater Lost Rapids Subdivision and we are calling it Lost Rapids -- Lost Rapids East. Currently there is some residential development around it, as well as pre-existing commercial development. Here is that proposed short plat. Currently there is access to water and sewer on the site, as well as pre-existing access. There is landscaping installed with the original Lost Rapid Subdivision. However, we are in agreement with the condition to replace some of those trees that are dying on site. We believe that this plat is in conformance with the Unified Development Code and we agree to all the conditions listed in the staff report and I will stand for any questions.

Simison: Thank you. Council, any questions for the applicant? Okay. Appreciate it. Mr. Clerk, anyone signed up on this item?

Johnson: Mr. Mayor, there are no sign-ups.

Simison: Is there anybody present or online that would like to provide testimony on this item? Seeing no one coming forward and no one raising a hand, does the applicant waive any final comments? Okay. Applicant waives final comments. Okay. Council, your direction.

Whitlock: Mr. Mayor?

Simison: Councilman Whitlock.

Whitlock: Seeing no other people wishing to testify, I would move that we close the public hearing on agenda Item No. 6.

Overton: Second.

Simison: Have a motion and a second to close the public hearing. Is there a discussion? If not, all in favor signify by saying aye. Opposed nay? The ayes have it and the public hearing is closed.

MOTION CARRIED: ALL AYES.

Whitlock: Mr. Mayor?

Simison: Councilman Whitlock.

Whitlock: This seems pretty straightforward, just subdividing that parcel, and so I -- after considering all staff, applicant and public testimony, I move to approve File No. SHP-2026-0009 as presented in the staff report for the hearing date of October 6, 2026.

Overton: Second.

Simison: Have a motion and a second to approve Item 6. Is there any discussion? If not, Clerk call the roll.

Roll Call: Cavener, yea; Strader, yea; Overton, yea; Little Roberts, yea; Taylor, yea; Whitlock, yea.

Simison: All ayes. Motion carries and the item is agreed to. Thank you.

MOTION CARRIED: ALL AYES.

**7. Public Hearing for West Ada (H-2026-0041) by LVK Architects, located at 215 and 335 S. Locust Grove Rd.**

- A. Request: Annexation of approximately 1.199 acres of land from RUT in Ada County to the C-C Zoning District.
- B. Request: Rezone of approximately 3.424 acres of land from the I-L zone to the C-C Zone.
- C. Request: Conditional Use Permit to operate a public education institution in the proposed C-C Zone.
- D. Request: Development Agreement Modification to replace the existing DA (Instrument #2022-001274) with a new one.
- E. Request: Alternative Compliance to reduce the required number of parking stalls from 185 to 145 and to deviate from the parking lot landscaping standards.

Simison: Next item up is Item 7, which is public hearing for West Ada, H-2026-0041. We will open this public hearing with staff comments.

Ritter: Good evening, Mayor and Council. So, we are here for an annexation, a rezone, a development agreement modification, alternative compliance and a CUP. So, this site consists of 4.4 acres of land. It's zoned L-I and RUT. It's located at 215 and 355 Locust Grove Road. So, there is an annexation and zoning of approximately 1.199 acres of land that is currently zoned RUT and we want to zone it to C-C and rezone approximately 3.424 acres of land from I-L to the C-C zone for -- for the total of the 4.4

acres. We need to modify the existing development agreement and create a new one, as the current development agreement was approved for the site's previous warehouse uses and does not permit the operation of an educational institution. A conditional use permit is required for the -- for educational institutions that take access from a collector or an arterial street and there is not a safe separate pedestrian and bikeway access between the neighborhood and the school site. So, the proposed school has access from an arterial street, which is Locust Grove Road. The new CTE center will serve existing high schools located more than one mile away, except for Renaissance High School, which is located one half mile to the south. No walking or bicycle school trips are anticipated between the CTE center and home high schools. So, according to the school district students will be discouraged from walking from Renaissance High School to operate a -- and -- and -- excuse me -- in alternative compliance they are requesting to reduce the required parking from 185 parking stalls to 145 parking stalls and deviate from the parking -- parking lot landscape requirements and they are requesting a waiver to remove cross-access to the southern portion of the property. Get down here. Sorry. And instead do a concrete wall instead and, then, they are also requesting to -- a waiver for the cross-access to the west. The applicant did not include that in his request and will be requesting that before City Council tonight. Sorry about that. Kind of got a little ahead of myself. But this property was previously part of the Katsura and as you can see within that subdivision we had cross-access easements that were recorded with this property and with -- staff has no objection to cross-access for this CTE center not being reciprocated at this time, with the understanding that if the property ever sells and becomes anything other than the educational institution cross-access will be required. The easements are there, we are just not making them reciprocate at this time for security purposes for the school. But they did provide cross-access to the north and create an additional access point to the parking area for students as the guests and employees will use the existing access point and the parking -- for the parking in front of the CTE center and that is also the bus access, which the bus will go around the school -- go around the CTE center go around and, then, stop to let kids out in front of the -- they will -- there is a bus stop here so kids can get out and enter into the CTE center. So, there is no cross-access between the students entering the facility and cars moving throughout the parking area. Get to my slides here. I apologize. Just got a little excited on this one. Moving too fast. So, as you can see from this area -- so, with the area that is being annexed they are providing the parking. They are creating the new parking area. They have the new access point. It is right-in, right-out only, per ACHD requirement. This is the cross-access to the north that was required. So, this is for student parking. This is where faculty and guests will come in and park and the bus comes through here, again, goes around the building and lets the students off here to enter into the building and, then, go out. So, the existing building itself is 7,080 square feet and approximately 54,682 square feet of that building will be utilized for the CTE center. So, based on the amount of space being used, if you calculated the parking based on the amount of space that is being used that would be 137 parking spaces, so -- and with students being transported to the center -- they have morning and afternoon classes and it operates between 7:00 and 3:00 p.m. So, with students being bused there and not all students are there at one time, staff has no objection to the request for them to reduce the number of parking stalls. But, ultimately, council gets to make that

decision. They will have to meet the specific use standards outlined in UDC 11-4-3-14 for an education institution. So, they would provide a landscape plan for this area and they are requesting alternative compliance to reduce the -- the current DA requires them to have a 25 foot landscape buffer to the north. The property adjacent to them -- it is vacant, but there is an existing home there, so they were required to -- based on the code they are required to have a 25 foot landscape buffer, but they are reducing it to 16 feet or 16 and a half feet. They are requesting alternative compliance for that. There will be a fence there separating the property -- the parking lot from the adjacent property, so staff had no objection to their request for the reduction. Again, ultimately it will be council's decision. So, they did require -- submit building elevations. These are the previous elevations that were submitted for this building. They are doing slight modifications on this and it will have to go through certificate of zoning compliance and design review, which they will be able to submit for, but they will not receive any approval until the annexation has been recorded, because until the annexation is recorded the property is not actually in -- part of the application is not actually in the school -- in the city, but they have been working on interior improvements as it is an existing building and so they are allowed to do work inside, they just can't do outside stuff yet. And, again, they are asking for the waivers and alternative compliance that I listed. The planning commission approved this. There was no one in opposition of it. There were no written comments on it. No written testimony. We haven't received any since the Planning and Zoning Commission and with that, my fumbling through this, apologies, I will stand for any questions that you may have.

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

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: I don't have a question, but I did just -- because I think it's important to be transparent. I did want to disclose that my husband actually does work for the West Ada School District. I spoke with the city attorney. I think based on his position I don't have a conflict of interest on this and I can I think weigh it and evaluate it fairly. But I just wanted to mention that and if any fellow council members had a concern, please, let me know.

Simison: Thank you. Okay. Council, any other questions for staff? Then would the applicant like to come forward. Good evening. State your name and address for the record.

Bub: Members of the Council. Good evening. It's great to see you guys. Feel like we haven't seen each other in a while. So, good to see each and every one of you guys. When you get two minutes to talk about CTE programs, anybody that has met with me --

Simison: Can you state your name.

Bub: My name is Derek Bub. I am the superintendent for West Ada School District.

Simison: Perfect.

Bub: When I get time to chat about West Ada and our CTE programs I'm going to -- I'm going to take that opportunity and so this is just another step in making sure that we maintain excellence in this area. One of the reasons that we are able to maintain this excellence is because the partnership we have with each and every one of you guys. So, thank you. Thank your husband for working for us. We are really proud of the work that we get to do. We are proud of our CTE programs. You know, college and career readiness is our promise to every single one of the kids that walk across the stage at the end of 12th grade. It used to be college readiness and, then, it went to like college or career readiness and you had to choose this pathway. Now, we state every kid that walks across the stage is going to have opportunities in both college and careers. This is that career pathway that we think is really really important. We have looked at a lot of different opportunities for West Ada School District. We have looked at different areas. This is a building that was previously built that we felt like we could procure at a -- at a affordable price for our taxpayers to be able to really do two things -- serve two purposes. The first purpose is to be able to expand and increase capacity of our program. So, that's really important for us. The current programs that we have, including welding, including construction, including all of those programs that we think about in CTE. Pharmaceuticals. We want to be able to expand the opportunities. There is nothing worse than telling a student that wants to get involved in welding, sorry, we don't have space for you. So, we try to make sure that we -- we have those opportunities and we are trying to foresee that for the next few years. I think the second purpose that this serves is bringing new programs on and so this gives us that opportunity to say what new programs? How do we partner with different organizations? How do we partner with Micron to say, hey, what -- what does your workforce look like? How do we partner with different organizations -- engineering organizations in the area to make sure that when our kids walk across the stage that they are going to stay right here in Meridian, that they are going to stay right here in the valley and contribute to the workforce. So, I can talk about this for hours and hours. I will not make you guys stay hours and hours for this, but I would like to turn it over to our chief operations officer to talk a little bit about the -- the details on this plan and what that's going to look like for the community.

Reinhardt: Mr. Mayor, Honorable Council Members, my name is David Reinhardt. I am the Chief Operating Officer for West Ada School District. We are, as Dr. Bub mentioned, excited to talk about this possibility and we appreciate the hard work of Ms. Ritter and the entire planning staff as we have gone through this for several months to make sure we are in compliance with the City of Meridian and that we are good neighbors to everyone around us and that we keep students safe. This particular project, as Ms. Ritter alluded to, is 70,000 square feet of an existing warehouse that we are going to turn into the programs Dr. Bub mentioned. We are especially excited about offering now with partnership with Micron an advanced manufacturing program, which will be the first of its kind in our -- in our community and we are -- we are thrilled that

students will get to expand their opportunities. This also frees up space in other buildings, so that we can offer things like JROTC next year and offer some other programs that we have also not been able to offer. This school will have approximately 200 students coming in the morning, 200 students coming in the afternoon when it's built out and all of our programs are full. There will be a couple of spaces empty as we do this phase of construction, but, ultimately, as Ms. Ritter alluded to, there will be -- there will be students coming and going all day and we -- we also agree with ACHD's recommendation to do right-in, right-out. I turned left in there today and if you are a praying person you say a little prayer as you -- as you scoot across. So, we don't want our students to do any of that. We have -- of those students at any given time -- they won't all be driving. Many of them partner with their friends as they move from -- as they come from Rocky or as they come from Owyhee and about approximately 70 of those in each shift will be coming on a school bus. So, there will be two to three school buses making that turn that Ms. Ritter spoke of. Ultimately, this -- this community -- this place is designed to be flexible to respond to the labor force needs of our community and so while we offer these plans now, we will offer others in the future as the needs of the community certainly change all the time. We look forward to -- we have our landscape architect and engineers here this evening. They will talk more about traffic. But, ultimately, we -- we always approach schools with the idea of keeping students and buses or cars and buses separate and you see the design reflect that as there will be a parking lot that's student focused. The 20 spaces that are in front of the building now, those will remain and those will remain for visitors and for staff. So, all in all we feel that the -- the parking is more than adequate given the -- the schedule that we have. Ultimately our goal is fairly simple. We want to take an existing building, which we think is a responsible use of the resources in -- in the community and transform it into a safe, functional, flexible learning environment for our students, so that we can respond to the needs of the city of Meridian, our school district and the entire Treasure Valley. We thank the entire team at the city of Meridian for working with us through those many -- and I won't -- I would -- I will botch the alphabet soup that she -- that Ms. Ritter pours through, but I will ultimately turn this over to the experts LKV Architects and I will introduce Tony -- not Tony -- Toby Norskog and The Land Group Sean Conner will speak as well.

Norskog: Mayor, City Council Members, Toby Norskog, LKV Architects. 2400 East Riverwalk Drive. We are the architect for this project. I will keep it brief. I mean the main portion of this building is truly geared around the site and the requirements that the site requires with ACHD and circulation of the buses. But, Linda, if -- do you mind toggling to a sheet for me? If you could just toggle over to this -- let's see the floor plan. I have the sheet number for you. If it's the same as the file. I think it's 38. Yeah. So, this is the floor plan for you guys all to see. I just want -- I just wanted to point out the -- the purple areas, the labs, those are around the perimeter of the building. The existing building is an old wood products -- actually, it's fairly new. It was 2024. Hardly used wood products warehouse building. Pre-engineered metal building. So, the labs face the perimeter for the roll-up doors, the shared use inside-outside. The -- the setbacks that we -- that we ran into is -- with the pre-engineered metal building you can't put the equipment on the roof. It's already engineered. Can't hold the weight. So, all the

equipment that's needed to help run these -- these -- these labs is placed at ground level around the building, particularly on the south side, which is where our fire egress route is, which is also -- which is why we are requesting the waiver of that landscape buffer -- that five-foot landscape buffer. With that added equipment on the southern side of that building, you know, we just can't get that 20 feet that's required for fire access. We -- we do achieve it if -- if we do not have to have that -- that five-foot landscape buffer. In place of the landscape buffer we are looking at that concrete -- concrete wall that will help add a buffer to the -- the neighbors to the south. It will also help with -- with any noise, safety and whatnot. Let's see. Go back. And, Linda, sorry. Well, actually, before you -- before you move on I have one more slide for you to go to. But I just want to orient you guys to eastern side of the building where you see that hatch, that's the existing administration area. We are not touching that -- that portion. It's a two-story portion. Everything to the west of that is a single-story pre-engineered metal building and that's -- that's going to be the CTE facility. To the north where that little blue box is at, that's going to be the reception area. That's where all the kids are going to enter the space and, then, filter into the -- to the labs and the classrooms. We kept the classrooms in the -- in the central core. Those classrooms are flexible classrooms. So, when Linda was discussing the -- the parking lot reduction, the -- the students -- there is about 24 students per lab and those same students are using those flexible classrooms. So, there is -- there is shared flexible spaces for those guys. If they need to come out of the lab they go to the classroom. Once they are out the classroom they go back to the lab. That's why we asked for that parking lot reduction. There is also a lot of storage area that's part of the CTE building that helped us achieve that parking lot reduction if -- if approved. Other than that that's -- that's pretty much the facility. I would like to turn it over to Sean Conner at the Land Group. He will talk about the parking lot. The site. The approach. All that stuff.

Conner: Pull this way down. Sean Conner. 462 East Shore Drive, Eagle, Idaho. From The Land Group. As -- as was described several times, this site is very constrained, because of the existing building prefab. The school district was able to go acquire the two northern parcels and that's what we are trying to annex in and, then, rezone into one parcel. To the north, of course, is the new parking lot and, then, we have the north access, which we are going to provide for. The two parcels that will be developed in the future to the north for cross-access into our site and, then, access for them to get in and out of Locust Grove. The main desire here is to keep the buses and the students demingled. Anytime we have those conflicts of those two uses is not good. And because of how the southern entrance is kind of oriented coming off Locust Grove on the right-hand sheet here, it would put students -- if we mingled them all together driving through the back access where all the students are -- are into the laydown area where they are developing the things -- putting the shed behind the building. So, really, separating those two out and putting that parking lot to the north was the biggest advantage. As Toby alluded to on the south, the rock wall is really the only solution to make it work to try to keep the condensing units out there, the fire access looping around, as well as the buses. With that no more comments. Stand for questions.

Simison: Thank you. Council, any questions?

Whitlock: Mr. Mayor?

Simison: Councilman Whitlock.

Whitlock: Sean, thank you for the presentation. Just help me. I mean I don't disagree with anything that's been said tonight. I'm just in my mind trying to think of where the traffic and students are coming from and with a right-in, right-out access any students coming from Mountain View and Renaissance are going to have to do that prayer turn in either -- I'm not sure how they get around and if they go -- they have to go all the way up to Franklin and, then, down Locust Grove. Then you have Rocky, Owyhee, Eagle, Centennial all coming from the north. So, the right-in's not a problem for them, but when they do the right-out where do they go? You know, they are headed south. So, how -- how have you engineered all of that so that they are not driving four miles out of their way to -- to get back north or for the people from the south to get into the facility?

Conner: Mayor and Council Members, great question. So, there is no golden ticket there that the students really need to drive around on the ACHD provided roads to get that right access in. So, that's going to require students that are coming from the south to the north to take an ACHD road around and, then, come from the south back in Locust Grove and turn right into that site. The one exception -- exception to that is the buses. The buses do have the access to come in from either direction, but it is -- is purely the students that we are really trying to direct as they are -- they are learning how to drive at this this age. Great question.

Whitlock: Thank you.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Sort of similar question, maybe a little different angle. I just wanted to check. I understand the sort of target schools that are going to be coming in, but is there a chance there will be kids from Renaissance that are going to be trying to walk over and what does that look like? I just have some -- it's more of an operational question probably, but I just had some safety concerns around that.

Bub: Mr. Mayor, Members of the Council, yeah, I would say -- we will have a -- we will make sure transportation is provided for those students. There is really only one crosswalk that goes from Idaho State University we will call it or ICOM that goes across to that parking lot that we would be able -- that we would be concerned with. We will make sure that we monitor that very closely. We don't have any students -- we have two schools on site now between Renaissance and IFF. We don't have any students crossing that road. They don't use that parking lot that's already there in existence. So, we will make sure we monitor that to make sure students are not walking across to try to get to that school.

Strader: Got it. Thanks.

Simison: So, any additional questions for the applicant?

Whitlock: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: Just a quick question. So, the -- to the north of the property the school district bought the two properties in anticipation of expanding the CTE potentially? Because -- and, Sonya, maybe this is a little bit of a question for you. The cross-access is allowed if there is -- those properties are developed as educational purposes. If you could clarify that. I just want to make sure I'm understanding what that cross-access requirement is and kind of what the -- the plan is. I just want to -- if you could put a finer point on that for me .

Ritter: Yes. Mayor and Council. So, we did require the cross-access to the north. Previously there was some type of commercial -- like flex space that was going to go in there, but we wanted cross-access to eliminate a bunch of curb cuts along Locust Grove. So, it is a requirement that we do cross-access. So, we did settle for one and that was to the north, because that's where the development is happening, but it's not for an educational center, it's -- so what they have has a restriction that they don't have to reciprocate the other cross-access points as long as it is an educational institution.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: Linda, so I'm trying to visualize. So, on the student parking -- and correct me if I'm wrong -- this is the new annexation portion where the parking lot is going to be on the north side, which is where we want to modify the buffer to the north side.

Ritter: Correct.

Overton: And we have the cross-access agreement going to the north, but we are designing for this purpose a right-in, right-out off of Locust Grove --

Ritter: Correct.

Overton: -- but, yet, we are requiring a cross -- cross-access to the north with no idea if that right-in, right-out would be required on whatever that parcel is that goes to the north that, then, has those 145 parking spaces and I'm -- I'm a little worried with this request that we could end up with 145 cars that want to turn left accessing whatever ends up being to the north and, then, turning left onto Locust Grove when we are trying to do the right thing, but, ultimately, maybe not having the proper ability to regulate that property to the north. It's unknown at this time. If you follow.

Ritter: Correct. Hopefully there is someone from ACHD online that may be able to answer that question for you.

Conner: I may be able to take a stab at that as well, Mr. Mayor, Council Member. So, my understanding is that ACHD will not allow another driveway approach as you move further north from our parcel up to the intersection. So, this is the furthest north access they are going to allow. So, this driveway will be the cross-access for any development to the north parcels to come out on Locust Grove, forcing all of them to turn and head south.

Overton: Mr. Mayor, quick follow up.

Simison: Councilman Overton.

Overton: So, if I get you correctly -- so, this right-in, right-out that you would want to construct with this parking lot would be the farthest north right-in, right-out no matter how the rest of the parcels develop.

Conner: Mr. Mayor, Council Member, that is my understanding from what ACHD has alluded to in all conversations. Yes.

Overton: Mr. Mayor, I think we do have ACHD online. If they are with us, if we could ask that question that would be -- I would sure appreciate it

Simison: Dawn, are you there? We can't hear you, Dawn, if you are trying to speak.

Ritter: So, Mayor, Council, while she is trying to get her microphone or whatever to work -- so, throughout all of our meetings with the highway district the property that would be north of this would be required to use this access point and I know on the other further north there is supposed to be a development for multi-family and I know they have access to -- I think it's -- is it Franklin over there? I think it is. But this is the -- this property and the property to the north would share this one access point, because I know they were working with the previous property owner to determine where the access point for both of those properties would be and I assume that this is what was decided upon. So, the property to the north would be required to use this as an access point. So, if students try -- the school district would have to work with restricting the students from trying to go north through all those other properties, because they did right-in, right-out, because they didn't want the students to try to go across Locust Grove to cut through the neighborhoods over there to get to any of the services that are there, but this forces them down to the light to turn left at the light to get to any of the services that they were trying to go to get food or whatever. So, that is why they are -- for safety reasons they did a right-in, right-out for the school. So, they are limited as far as how far they can go once they -- if they try to go north, because currently they can't get all the way through there. I know that property has not developed into the multi-family at this time, so they are kind of restricted as to where they can go at this point, because that was a concern for staff and the highway district.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: I guess I need a little bit more clarity on the right-in, right-out and how we are working this. I mean if I'm looking at this I'm thinking, okay, if I'm taking a right-out and I attend one of the schools that's on the north side of town, I'm immediately going to turn right on Watertower, turn right on Adkins, and get back to Franklin Road. But if I'm at one of the schools that's on the south side of town trying to get to this I'm very worried that they are going to be attempting those left turns into a right-in, as opposed to turning on Watertower, going down Adkins, coming back on Franklin, looping all the way around and I would just like to know what -- at this point there has to be a bus route of some sort if we are looking at doing this, what that looks like -- what the buses are thinking about doing, what we are going to do as an education for students.

Ritter: I think they --

Overton: There is already -- there is already a failed right-in, right-out closer to Franklin Road that doesn't work the way it was intended and this is a lot more cars. I would just like to have a little more comfort here on what the plan is and ACHD's thoughts that, you know, no, we can't get them off --

Ritter: Mayor and Council, I think they are required to do something in the median so that the kids cannot cross over

Simison: Well -- and just to piggyback on this. We have had this conversation -- I mean there is probably an argument that there should be no -- no movement crossing from Franklin all the way up to this location, which does have impact to the church on that side, but we already have people making illegal turns very regularly to bypass the small ballards -- bollards that are there. So, I think this will exacerbate that issue and I think for long-term purposes I think that's what you are going to end up with is no -- right-in, right-out only from Watertower all the way down potentially.

Reinhardt: Mr. Mayor and Councilman Overton, we -- we share your -- we have worked long and hard at -- at this with ACHD. There is a requirement to do the candlesticks in the middle of Locust Grove, so as to assure that our students or others don't attempt left-hand turns onto Locust Grove from that particular curb cut.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: Thank you, David. I appreciate that and I'm not -- I'm certainly not trying to be a -- a rock block in your path, but I know that there is not only the church on the other side of the road, but there is also another housing development that sits right across from this before you get to Woodbridge that you would, then, be telling them and the

church that they can't turn left into their current location, they have to have a new path as well to try to get to where they live and where they go to church as well. If I'm understanding this correctly.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Could we see the property on a map, just so we could get the context while we are having the discussion?

Simison: And that was one of my -- one little challenge is that this access point doesn't match up with any access point on the other side of the road. So, both sides of these roads are just pocketed with no -- all would be conflicting trending movements in this area, which I think leads to the overall challenge and, honestly, we have had this conversation about why Watertower makes sense for a light, but you guys don't have access to Watertower off this property.

Bub: Mr. Mayor, Councilman Overton, the only other thing I would take into consideration is we will do a great job educating kids. If you -- when you are leaving Mountain View High School one of the easiest access points -- the kids have already figured this out, because we have kids right now that go into Renaissance High School. Many of our students just make a right on Overland, come up Meridian Road and come up -- and come down Franklin. That will be the easiest access point from -- really we are talking about Mountain View High School -- students from Mountain View High School coming from -- coming to this center and we will educate them to come up -- and it is just a smoother -- I have -- I have done it myself, coming up Overland to Meridian and, then, coming up Franklin is the smoothest process for them. They will start to figure that out pretty quickly and these will become a strong deterrent. Obviously the candlesticks will help with that.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: And I will take a break here. So, I know there is a way to educate, but I'm -- I'm also looking at the folks that don't know they are going to have to get re-educated on how they get to and from where they live and go to church now. Also when the candles first went up off of Locust Grove to deal with the first development that's over on the southeast corner, those candles were looked at as a suggestion, not as a don't do this and they were getting run over and destroyed. That's why I was really hoping we had ACHD on the line, because I would like to know whether we are going to run it this far up Locust Grove. Whether the thought has been that we even look at a center median so that it can't be driven over, as opposed to candles, which, sorry, they get driven over all the time.

Reinhardt: Mr. Mayor, Councilman Overton, the -- I did clarification, the -- the candles in the median only extend to our northern -- to our north curb cut. So, residents or churchgoers headed south on Locust Grove will have the freedom to turn left into church, into Kalispell and other developments going up. So, we only have a short -- a short period -- and I don't know where they start. Sean Conner could clarify that for us, but they only block our north new entrance. They do not block -- they do not block our -- the current curb cut or anything. Residents will not have a hard time turning left into the church or any of those developments.

Simison: And it looks like Dawn has her -- Dawn, are you able to speak?

Battles: Can you hear me?

Simison: Yes, we can.

Battles: Hello. Good evening, Mayor, Council Members. Dawn Battles with ACHD. 5800 North Meeker Avenue, Boise. So, the driveway to the north is approved as left-in, right-in, right-out. It's not a right-in, right-out only.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: While we are having this discussion if I might add just another consideration for ACHD and maybe this is a little far down the road, but once Idaho State University starts to build out on their vision and plan just down the road, it's going to make this an interesting segment of Locust Grove. I'm sure we will have some discussions about traffic flow then, but I'm just wondering as we are contemplating this if ACHD has any -- any comments that they would add to the broader vision for this stretch with the right-in, right-out, left-in, you know, whatever it might be with the addition of quite a bit more potential traffic with Idaho State. I'm not -- maybe that's too far down the road, but if there is anything that they could add that would be helpful to this discussion I would appreciate hearing it.

Battles: Mayor, Council Member, I don't have any comments regarding that. We try our best to meet policy and not have a lot of driveways onto the arterials.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: Dawn, I think I'm looking at the same thing you are talking about. So, the -- instead of being a right-in, right-out for the student parking lot to the north, it will be a left-in, right-in, right-out and the candles --

Battles: Correct.

Overton: -- the candles would extend from the intersection of Franklin and Locust Grove all the way to that left-in, right-in, right-out?

Battles: Mayor, Council Member, I don't have the exact measurement. If I remember correctly we didn't want to block the driveway on the east side of Locust Grove Road.

Overton: Mr. Mayor, follow up.

Simison: Councilman Overton.

Overton: Dawn, I don't know if you are able to look at a map of that area, but I believe it would block one of the access points into the church parking lot, but not block the second one and it wouldn't interfere with Kalispell, which would be across the street from the proposed CTE center. But my concern is is much like what happened with the Shallow Creek Apartments is vehicles would drive past the candles and do illegal U-turns in the middle of Locust Grove to get back. It still happens today and I'm just curious how far those candles would extend to the south on Locust Grove and what the plan would be by ACHD on how to try to limit that from being a spot of illegal right turn -- or legal U-turns to vehicles to go north.

Battles: Mayor, Council Member, we have required the candles to extend 75 feet beyond the driveway. Unfortunately, I don't know where that lands.

Simison: Yeah. I still think that eventually this area is going to look much like Overland in Boise when you get off the interstate and you have one very long concrete barrier for purposes -- just a matter of if and when. I think it's more a matter of when rather than if. And this will probably be -- this and ISU will all be contributing factors to this conversation eventually, if not sooner, and I think that's, obviously, something for council to contemplate either in this conversation or shortly thereafter. Impacts.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: I believe a hundred percent -- I mean especially with ISU coming in -- I just want to make sure I'm clear here. I'm a hundred percent supportive of this project. I'm just wary of how we best step forward to handle transportation and I'm not convinced that candles are the best long-term solution. I think we are going to have to put up some sort of higher medians to more direct traffic to keep people from the temptation that they can make those turnarounds which are highly unsafe and I would surely like to take our chance here as a council to make that something we suggest to ACHD as they look for how this is going to work for the long term. If candles are the short term -- I do believe they are only the short term.

Simison: I think we are technically still on questions for the applicant. I don't think we have gone to public testimony yet. Is there anything specifically for the applicant right now?

Whitlock: Mr. Mayor?

Simison: Councilman Whitlock.

Whitlock: Just one last bit of clarification. Did I hear that buses would be able to turn left? As they go north on Locust Grove they would be able to turn left and that's what you intended for a left-in and everyone else would be right-in and right-out. Did I hear that correctly?

Reinhardt: Mr. Mayor and Councilman, that is -- that is correct. That has been our plan all along in coordination with our partners.

Whitlock: Follow up. My -- my question, Mr. Reinhardt, just how do you limit just the buses to turning left and the kids coming from the south? I agree with Dr. Bub, you can educate them, you can get them to go all the way around and -- and come from the north, but it -- I remember when I was 16 and gas wasn't five bucks a gallon.

Reinhardt: Mr. Mayor and Councilman, you -- you are correct. Teenagers as -- as do adults follow the path of least resistance at times, but I can assure you that our administrators are well equipped and very used to directing traffic out in front of our schools each and every day. That the area around the building itself will be clearly marked that it is a bus loop only clockwise around the building. There will be no options to go the other way. So, that's where ultimately we rely on the people -- boots on the ground to direct traffic and to make sure that they are in compliance. But, otherwise, we are going against traffic -- they are going against bus traffic, which is, indeed, something we want to absolutely prohibit. There isn't a physical -- we don't have a physical means to barrier them.

Simison: Maybe to follow up in another different way. If eventually this became right-in, right-out only even at that location does that prevent this from operating effectively, knowing that you have Watertower and Adkins to do a very short loop or Watertower to Stratford, does it still function appropriately in your mind?

Bub: Mr. Mayor, Councilman, yes, absolutely. We -- we think it does. And the other thing I would just tell you from a high school standpoint -- from a high school student standpoint, this is the place they really want to go. Number one, they don't want to break the rules, because they don't want to be told, hey, you can't be part of the CTE program at -- at this school. This is a place they are -- they are -- it's highly selective to get kids into these programs. They want -- they will abide by the rules. I use Meridian Technical Center at Meridian High School as an example of that. You know, that -- that's a carrot that we can really hold with kids to say, hey, listen, if you break the rules, if you get behind a bus and you think you are going to turn left in there we can take this

right away. We recognize that we are trying to do things that are going to accommodate the community and make sure that we don't create traffic issues and safety issues for our kids. We will absolutely have those conversations and make sure the kids understand that. The other thing I would say is we have bus routes around the district in which kids do not -- do not want to get -- I have yet to meet a kid that says, hey, I can't wait to get behind a school bus, because it's going to be faster. Generally they say, hey, let me get around the school bus, let me go down a different road and that -- that will be part of that as well.

Ritter: Mr. Mayor?

Simison: Linda.

Ritter: Council. So, that access will be signed for buses only. It will say buses and staff and visitors only. So, students aren't allowed to go through that access point to get to the parking lot. So, it will be signed. That is part of the thing that they have to do. That they do have to sign that access point.

Simison: I think the main thing for me is that the district understands that long term we don't know what this -- for the overall safety and benefit of this corridor there may be further restrictions and it can function appropriately and I -- I don't see a left on Watertower if a light ever goes there to Adkins to come back around as that onerous for bus movements, especially during the time of day that you are talking about for the most part. Although it is getting earlier on Franklin for backed-up traffic. I think you are still generally good around 4:00 o'clock, being a little bit earlier than I understand, but -- so, with that, Mr. Clerk, anyone signed up on this item?

Johnson: Mr. Mayor, there are no sign-ups.

Simison: Is there anybody present that would like to provide testimony on this item, either in the room or online? Seeing no one coming forward or raising their hand, would the applicant like to make any final comments or does applicant waive comments? Applicant waives comments. So, council, for your consideration.

Ritter: Mr. Mayor, sorry, one more thing before we -- you make a determination to close the hearing. So, just wanted you to know that the application to change the FLUM for this location came before you guys in June through a city-initiated comp plan map amendment, so because educational facilities cannot go in industrial areas, so it came before you to turn this to civic -- all of these parcels to civic. So, we are in the process of completing that ordinance and development agreement to move forward with that. So, just wanted you to know that that was already in the process. It was a city-initiated comp plan map amendment change.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: Linda, just want to -- just to make sure I understand correctly, on all these waivers, these bullet points that you have on the handout that you gave to us, those are all the conditions that we need to have included as we make a motion tonight and my understanding is that the applicant is supportive of all those requirements.

Ritter: Correct. It would be nice if you guys would include that in your motion.

Taylor: Okay. Mr. Mayor?

Simison: Councilman Taylor.

Taylor: Seeing no other further testimony, I move that we close the public hearing for H-2026-0041.

Whitlock: Second.

Strader: Second.

Simison: Motion and second to close the public hearing. Is there any discussion? If not, all in favor signify by saying aye. Opposed nay? The ayes have it and the public hearing is closed.

MOTION CARRIED: ALL AYES.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: A few comments here. First just want to express our appreciation as myself and council to West Ada. You guys are really good partners. I personally have a high level of trust in your planning and your -- your long-term vision and the things that you are doing. I think it's -- you bring a lot of value to the city and to the students and especially noting the -- how you have been able to plan for some long-term needs and some capital improvements without raising taxes and going to the taxpayers. So, a lot of compliments to you and really appreciate that. Also with four kids in the West Ada School District I have firsthand knowledge of what's going on and have a lot of compliments there. I have a son who is in his fourth year of a CTE. He does the engineering program and it's been a really wonderful experience. I have got two more kids that we are looking at different CTE programs that they might be interested in. So, very happy to hear of your -- your plans to expand and grow and kind of match up with things that kids are interested in and that the community could use. So, my compliments to you on that. This looks like a wonderful facility for you to take possession of and to turn it into an educational system. Obviously, it doesn't have a lot of wear and tear on the building. I know some retrofitting and some -- some fixes. I think the -- the waivers required to allow for the adequate parking and maneuvering of -- of students is a reasonable request to me. I do think that we should flag as a council --

and ACHD I hope they can take this back. I think we will have some interesting discussions about managing traffic safely through this corridor, especially -- not just with the high school kids, but as we see this continue to grow but it's -- it's an exciting area. I think this will be a real interesting part of Meridian. I see the potential for this building to even partner with Idaho State on some healthcare-related programs as we go ahead. So, yeah, I'm -- I'm going to be very supportive of this tonight.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: Although I get caught up on traffic issues, David, you well know I get very concerned about traffic, especially when we are talking about kids and schools. I think this is a tremendous opportunity to build this and make this happen in a school district. I will continue to have concerns about traffic and how best we move them and I would encourage -- we will have to do a lot of that talking ourselves with ACHD. I think there is even a future possibility that the entrance for the student parking can go out to Adkins and not come out to Locust Grove at all, which would eliminate 99 percent of my concerns. It's not an easy access now, but it is something that looking at some of the different spots should be looked at for the future and we could move all the students off of Locust Grove onto Adkins and that way they have multiple ways to get out from there. But that's a future road issue we need to deal with. Constantly trying to make things safer around our schools. But I think this is a tremendous addition to our school district and I look forward to seeing it happen.

Simison: And if I could just piggyback off of that I mean, obviously, we have had an application before for the property to the north that was not approved. I do think this makes that property even a more interesting conversation long term, like especially by having the access point being pointed into the parking lot. I don't know what that means. Then, you know, it would be great if the school district wanted to buy that property and made it make it a CTE for horticulture, you know, and just take care of the -- the land in this current shape or form, because it's -- it's going to create a challenge for that property no matter what. That it -- it will be -- you will -- you will be impacted by whatever happens in the future one way or the other if that property develops through the parking and through the access, not knowing what that may be or when that may be. But I would encourage a conversation with the property owner to the north if they haven't already been willing to speak to you. But maybe in the future and think if is there something else that the school district might have value in on that property that you have been looking for that would coexist nicely with your current plans for this property. But, again, for a future date. But long from the conversations being over about this stretch of our community.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: If there is no other discussion, I would be happy to make a motion and prior to my motion I would just say as a father with a teenage son, please -- please be firm with these kids and tell them how they have to access this. My son has my old truck and he will run over candlesticks and anything else in between him and where he wants to go. After considering all staff, applicant and public testimony, I move to approve File No. H-2026-0041 as presented in the staff report for the hearing date of October 6, 2026, with the following modifications: A waiver for the removal of the requirement for cross-access to the southern portion of the property. Waiver to reduce the landscape buffer on the north portion of the property from 25 feet to 16 and a half feet. Waiver to remove the requirement for cross-access to the western portion of the property. Alternative compliance to reduce the required parking from 185 stalls to 145 stalls and alternative compliance to remove the five-foot landscape buffer along the southern property boundary and install a six-foot-high concrete wall.

Whitlock: Second.

Simison: Have a motion and a second. Is there discussion on the motion? Linda, was everything covered? Do you need coverage? Great job, Councilman Taylor. If not, ask the Clerk to call the roll.

Roll Call: Cavener, yea; Strader, yea; Overton, yea; Little Roberts, yea; Taylor, yea; Whitlock, yea.

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

MOTION CARRIED: ALL AYES.

## **8. Public Hearing for Update to City Animal Cruelty Ordinance**

Simison: With that we will move on to Item 8, which is a public hearing for an update to animal -- to the city's animal cruelty ordinance. Mr. Nary.

Nary: Thank you. Thank you, Mr. Mayor, Members of the Council. So, before you tonight was an opportunity for public input on the animal ordinance that we had brought to you a few weeks ago. The council had a few questions. We provided a memo to you that's in the packet for tonight. Hopefully answering all of your questions. If you have additional questions. Otherwise, it was just tonight for a public hearing and barring any other concerns or questions we can move this forward next week for final approval.

Simison: Okay. Thank you. Council, any questions for Mr. Nary? Okay. This is a public hearing --

Taylor: Mr. Mayor? I do have one question.

Simison: Councilman Taylor.

Taylor: And I might be wrong on my facts, but is it -- the way it's drafted a person who sees a pet confined without food or water for more than 24 hours is the word shall immediately contact animal control or should contact them? My concern would be what's the requirement if someone shall versus should, does that make a difference legally in terms of their liability for being charged for a misdemeanor if they don't report it, if they are aware of this? I'm just trying to understand if it's -- if we are overly strict in how we are requiring someone who is aware of an animal being confined without food or water for a known period of time.

Nary: So, great question, Council Member Taylor. I mean the intent of the statute is not to -- not to create additional liability on folks, but it is -- it is to try to direct people to take action and deal -- to deal with a particular issue, not to charge them with failing to take action. And that's the concern. If you think some language to make sure if that's the intent or concern is that a person might be criminally charged for not doing it, then, we could certainly maybe soften the language to should. I just want to make sure that folks do know there is a level of responsibility that we are asking people to do if they see that type of situation. But, yeah, I don't think there has ever been an intent to charge people for failing to act in that -- in that specific situation.

Taylor: Mr. Mayor, just one follow-up.

Simison: Councilman Taylor.

Taylor: Yeah. And I -- and I don't think that would ever be the intent. I know the -- the purpose is to -- to ask people to do that, but if I'm being honest I -- I was not very familiar with the law or the ordinances about this prior to being on council, so I wouldn't expect the average person to understand it. So, what I don't want to create is a -- a situation where a citizen who is just unaware is legally within the crosshairs of being charged criminally. So, I don't know if the -- as not being an attorney I don't know if the word shall versus should is the right term, I'm a little concerned that if -- if the law says they shall do it and they don't, then, they are -- we have created an additional level of liability. But I don't know if should changes that any and so in some ways I'm probably okay with it saying -- being shall versus should, but if there is some flexibility in that I think I would probably prefer that we are trying to get the desired outcome without creating a potential misdemeanor violation for someone who just didn't know any better. If I -- so --

Nary: No. And -- and -- and, again, it's a very fair question. I -- again, I'm trying to play this out from a -- and your question is -- is certainly spot on, that that's a potential concern that could happen. It's very unlikely. First -- first, you would have to know that somebody actually had knowledge of it and simply ignored it. But, secondarily, then, for a prosecutor, then, to decide that the person knew they had a responsibility or a duty to do something and willingly chose not to do it would be a fairly significant burden to try to prove from a prosecutor standpoint. But certainly we can -- we can -- we can make that language more discretionary, because, again, our intention is to really try to, you know, urge people to take action and deal with those situations and trying to be consistent

throughout the county is what the purpose of what these changes are for. But we certainly can -- can alter that. That's not a concern.

Simison: Mr. Mayor, just out of curiosity for those of us -- those of you who are involved in the legislative is should a very common term in legislative direction?

Nary: Should and may -- Mr. Mayor, Members of the Council, should and may aren't used a lot in -- in code writing because, again, it's very discretionary and there is no -- there is no specific directive to carry out and do anything. Here, again, the intention I think is to make sure people do -- do an act and address the issue. But whether someone would ever be charged would be no different than saying if you -- you shall, you know, say in a situation where you had a confined animal in distress, you have an affirmative duty to do that. We would like people to do it, but I'm not going to require somebody that doesn't have the means or the capability to break a window, cover -- you know, climb a fence, you know, enter a gate, doing something more like -- like that to address the situation. From a criminal standpoint I can't see that ever happening, but --

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: You know, the -- the shall versus may is actually a significant change. My read on anything that says shall is, you know, that you would interpret it such and that someone -- you are creating a liability by which a prosecutor would either have to drop the case and decide making an affirmative choice not to prosecute if that person were guilty of that. So, it does give me pause when we -- when we do that, because, again, we are talking about a statute in law where -- when it comes to animals a lot of people have animals and I -- I don't think that very many people understand the laws around it. So, I'm probably -- I probably could be okay with it. I guess I would feel better just noting now on the record that if someone were charged with a misdemeanor for doing something that they didn't even know they were supposed to do I would have a problem with that. Though I do understand the desire here is like we are trying to move people to action, but I don't love the idea of moving people to action by hanging a misdemeanor over their head and saying you need to do something about it, otherwise, you will be charged. Would a prosecutor actually charge? I don't know. Again, this is not my area of expertise, but as a matter of making policy I think I just -- I at least wanted to note my concern there and what that might mean and, then, as -- as we move ahead if I see it as a problem it would be something I would probably be interested in making a change to.

Simison: Council, any further questions for Mr. Nary? This is a public hearing. Anyone signed up to provide testimony on this item?

Johnson: Mr. Mayor, nobody signed up.

Simison: Is there anybody that would like to provide testimony on this item? Seeing no one coming forward to provide testimony, council, your direction to close the public hearing or direct staff to come back with a different version.

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: Again, I'm probably okay with staff to come back with what we have. I just -- just want to note on the record my concerns.

Simison: Okay.

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: With that comment I would move that we close the public hearing.

Little Roberts: Second.

Simison: Have a motion and a second to close the public hearing. All in favor signify by saying aye. Opposed nay? The ayes have it. The public hearing is closed and we will see this come back next week.

MOTION CARRIED: ALL AYES.

## **ORDINANCES [Action Item]**

- 9. An ordinance 26-2139 (Rolling Hill – H-2025-0040) annexing land being Lots 1 through 5, Block 1 of Rolling Hill Subdivision (Book 18, Pages 1202-1203) situated in the southwest quarter of the southeast quarter of Section 16, Township 3 North, Range 1 East, Boise Meridian, Ada County, Idaho, as depicted in the map exhibit; rezoning 8.16 acres of such real property from R1 (Estate Residential) to the C-C (Community Business) zoning district; directing city staff to alter all applicable use and area maps as well as the official zoning maps and all official maps depicting the boundaries and the zoning districts of the City of Meridian in accordance with this ordinance; providing that copies of this ordinance shall be filed with the Ada County Assessor, the Ada County Treasurer, the Ada County Recorder, and the Idaho State Tax Commission, as required by law; repealing conflicting ordinances; and providing an effective date.**

Simison: Okay. With that we will move on to Item 9, which is Ordinance No. 26-2138. Ask the clerk to read this ordinance by title.

Johnson: Thank you, Mr. Mayor. It's an ordinance annexing land being Lots 1 through 5, Block 1 of Rolling Hill Subdivision (Book 18, Pages 1202-1203) situated in the southwest quarter of the southeast quarter of Section 16, Township 3 North, Range 1 East, Boise Meridian, Ada County, Idaho, as depicted in the map exhibit; rezoning 8.16 acres of such real property from R1 to the C-C zoning district; directing city staff to alter all applicable use and area maps as well as the official zoning maps and all official maps depicting the boundaries and the zoning districts of the City of Meridian in accordance with this ordinance; providing that copies of this ordinance shall be filed with the Ada County Assessor, the Ada County Treasurer, the Ada County Recorder, and the Idaho State Tax Commission, as required by law; repealing conflicting ordinances; and providing an effective date.

Simison: Thank you. Council, you have heard this ordinance read by title. Is there anybody that would like it read in its entirety? If not, do I have a motion?

Taylor: Mr. Mayor?

Simison: Councilman Taylor.

Taylor: I move that we approve Ordinance 26-2138.

Overton: Second.

Simison: Have a motion and a second to approve Ordinance No. 26-2138. Is there discussion? If not, Clerk call the roll.

Roll Call: Cavener, yea; Strader, yea; Overton, yea; Little Roberts, yea; Taylor, yea; Whitlock, yea.

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

MOTION CARRIED: ALL AYES.

## **FUTURE MEETING TOPICS**

Simison: Council, anything under future meeting topics or a motion to adjourn?

Overton: Mr. Mayor?

Simison: Councilman Overton.

Overton: Move that we adjourn.

Little Roberts: Second.

Simison: Motion and second to adjourn. All in favor saying aye. Opposed nay? The ayes have it. We are adjourned.

MOTION CARRIED: ALL AYES.

MEETING ADJOURNED AT 7:31 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS)

|                               |                        |
|-------------------------------|------------------------|
| _____<br>MAYOR ROBERT SIMISON | _____<br>DATE APPROVED |
|-------------------------------|------------------------|

ATTEST:

\_\_\_\_\_  
CHRIS JOHNSON - CITY CLERK