

A meeting of the Meridian City Council was called to order at 5:30 p.m., Tuesday, May 17, 2016, by Mayor Tammy de Weerd.

Members Present: Mayor Tammy de Weerd, Keith Bird, Joe Borton, Ty Palmer, Genesis Milam, Anne Little Roberts and Luke Cavener.

Others Present: Bill Nary, Jacy Jones, Jaycee Holman, Bruce Chatterton, Sonya Watters, Josh Beach, Scott Colaianni, Mark Niemeyer, Tom Barry, Warren Stewart and Dean Willis.

**Item 1: Roll-call Attendance:**

Roll call.

<u>  X  </u> Anne Little Roberts	<u>  X  </u> Joe Borton
<u>  X  </u> Ty Palmer	<u>  X  </u> Keith Bird
<u>  X  </u> Genesis Milam	<u>  X  </u> Lucas Cavener
<u>  X  </u> Mayor Tammy de Weerd	

De Weerd: I would like to welcome all of you to our City Council meeting. This is a special meeting, because we typically do not meet at primary or general elections, but because it was noticed we are here and ready to go. So, welcome. For the record it is Tuesday, May 17th. It's 5:30. We will start with roll call attendance, Madam Clerk.

**Item 2: Amended the Title to Read: Executive Session Per Idaho State Code 74-206 (a)(c)(f): (a) To consider hiring a public officer, employee, staff member or individual agent, wherein the respective qualities of individuals are to be evaluated in order to fill a particular vacancy or need. This paragraph does not apply to filling a vacancy in an elective office or deliberations about staffing needs in general; (c) To Acquire an Interest in Real Property, Which is Not Owned by a Public Agency; AND (f) To Consider and Advise Its Legal Representatives in Pending Litigation**

De Weerd: Item No. 2 is an Executive Session per Idaho State Code.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we go into Executive Session per Idaho State Code 74-206(a)(c) and (f).

Cavener: Second.

De Weerd: I have a motion and a second to adjourn into Executive Session. Madam Clerk, will you call roll.

Roll Call: Bird, yea; Borton, yea; Milam, yea; Cavener, yea; Palmer, yea; Little Roberts, yea.

MOTION CARRIED: ALL AYES.

De Weerd: And I would make a special note. If any of you are here for the public hearing under 10-C -- I believe many of you were notified or the clerk's office did reach out to let residents know that the applicant has requested that this be remanded back to the Planning and Zoning Commission, as has our planning staff, because of significant changes in the Ada County Highway District road report. So, that action will be in front of Council. So, I just want you to know that, then, we wouldn't be taking public testimony, that this application would not be considered by Council until the Planning and Zoning Commission reheard it, so --

EXECUTIVE SESSION: (5:33 p.m. to 6:03 p.m.)

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we come out of Executive Session, but we will continue Item C until at the end of our regular meeting. I move that we come out of Executive Session.

Borton: Second.

De Weerd: I have a motion and a second to come out of Executive Session. All those in favor say aye. All ayes. Motion carried.

MOTION CARRIED: ALL AYES.

### **Item 3: Pledge of Allegiance**

De Weerd: Do I have a -- I don't need a motion to adjourn the special meeting. Okay. Thank you for your patience. Okay. Item No. 3 is the Pledge of Allegiance. If you will all rise and join us in the pledge to our flag.

(Pledge of Allegiance recited.)

**Item 4: Community Invocation by Michael Pearson with Meridian Seventh Day Adventist Church**

De Weerd: Item No. 4 is our community invocation. We have Pastor Michael Pearson with us tonight to lead us in our community invocation. Please join us or take this as an opportunity for a moment of reflection. Thank you for being here.

Pearson: Thank you. Heavenly Father, we pause to invite your presence this evening and in doing so we ask that you will give each participant the ability to hear each other with kindness and each individual the ability to articulate what needs to be articulated, that at the end of this evening's meeting the city leadership and the community at large will be a step closer to being the alternate city for family and faith, in Jesus name, amen.

De Weerd: Thank you for joining us.

**Item 5: Adoption of the Agenda**

De Weerd: Item No. 5 is adoption of the agenda.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: We -- it has been requested by the Council to move Item 10-C up to 8-A-1. Item 10-A has been asked by the applicants to continue to June 7th, 2016, and Item 12-A, ordinance number is 16-1690 and with that I move we amend -- or approve the amended agenda.

Borton: Second.

De Weerd: I have a motion and a second to approve the amended agenda. All those in favor say aye. All ayes. Motion carried.

MOTION, CARRIED: ALL AYES.

**Item 6: Proclamation**

**A. Proclamation for Neurofibromatosis Awareness Month.**

De Weerd: Okay. It's my honor to read a proclamation and ask our guests to stand beside me as I do this. Thank you for joining me. After I read the proclamation if I could ask one of you to introduce the group and to make a few remarks. Okay. Whereas neurofibromatosis, NF, the -- so, I'm going to use NF after this point. The most common neurological disorder caused by a single gene, causes tumors to grow on nerves throughout the body and whereas NF

may lead to the loss of sight or hearing, skeletal defects, such as abnormal curvature of the spine or bowing of the leg, learning disabilities, disfigurement, chronic pain, cardiovascular problems, including high blood pressure, cancer and a wide variety of other complications and whereas over 100,000 Americans are living with NF and one in every 3,000 babies are born with this disorder and whereas the Children's Tumor Foundation works to improve access to quality patient healthcare and provide patient and family support throughout its information resources, youth programs and local chapter activities, and whereas the Children's Tumor Foundation leads efforts to promote and financially support world class medical research aimed at fighting effective treatments and ultimately a cure for NF, but much remains to be done in raising public awareness of NF to provide and promote early diagnosis, proper management and treatment, prevention of complications and support for the research, therefore, I, Mayor Tammy de Weerd, here do by proclaim May 2016 to be Neurofibromatosis Awareness Month here in the City of Meridian and I urge all of our community members to become informed and involved in the fight to eradicate this serious disorder. I will present this certificate and ask the spokesperson to say a few words. Thank you so much.

Spokesperson: So, we are the local chapter of the Children's Tumor Foundation in the Boise area. We have been around for about three years and this population, my kids who are on their phones, of course, they -- they are only a small -- this is only a small population of what Boise -- what the affected population really is. I'm sorry. Only a tiny population of what the local population really is as represented here and we are making huge strides in bringing awareness to a community. We have a great super hero walk that comes up in the fall and we would like it if anybody went online and looked us up and looked about what neurofibromatosis was and spread the word and may be able to participate in our walk and thank you very much for this.

**Item 7: Consent Agenda**

- A. Approve Minutes of May 3, 2016 City Council Meeting**
- B. License and Maintenance Agreement for City's Use of Athletic Fields at West Ada School District Property Located at 915 E. Central Drive**
- C. Professional Services Agreement with Kevin Kirk & Onomatopoeia for Musical Talent for Concerts on Broadway in an Amount Not-to-Exceed \$4,000**
- D. Approval of Award of Bid and Agreement to ALTA CONSTRUCTION, INC for the "NW 2ND STREET WATER AND SEWER LINE REPLACEMENT" project for a Not-To-Exceed amount of \$448,492.67.**

- E. Subrecipient Agreement With Neighborhood Housing Services Inc, Dba NeighborWorks Boise for PY 2015 Community Development Block Grant Funds**
- F. Subrecipient Agreement With Charitable Assistance to Community's Homeless for PY 2015 Community Development Block Grant Funds**
- G. Subrecipient Agreement With Ada County Housing Authority for PY 2015 Community Development Block Grant Funds**
- H. No. 1 Easement Between the City of Meridian and the Idaho Power Company for a Vault in Conjunction with the Ada County Highway District's Meridian/Ustick Road Widening Project Located at the Corner of Settlers Park**
- I. No 2 Easement Between the City of Meridian and the Idaho Power Company for a Sector Box in Conjunction with the Ada County Highway District's Meridian/Ustick Road Widening Project**
- J. Final Plat Continued from May 3, 2016 for Bainbridge Subdivision No. 3 (H-2016-0039) by Brighton Development Located Southeast Corner of N. Black Cat Road and W. Vanderbilt Drive. Request: Final Plat Approval Consisting of Thirty-Nine (39) Building Lots and Five (5) Common Lots on 16.38 Acres of Land in an R-8 Zoning District**
- K. Final Plat for Shallow Creek Subdivision (H-2016-0048) by A Team Land Consultants Located Southeast Corner of S. Locust Grove Road and E. Franklin Road. Request: Final Plat Approval Consisting of Fifteen (15) Multi-Family Buildable Lots and Four (4) Common Lots on 5.856 Acres in the R-15 Zoning District**
- L. Findings of Fact , Conclusions of Law for Kenners Subdivision (H-2016-0018) by Kouba Homes, LLC Located East of N. Locust Grove Road, North Side of E. Fairview Avenue. Request: Annexation and Zoning of 0.932 Acres of Land with an R-8 Zoning District Request: Preliminary Plat Consisting of Eight (8) Building Lots and One (1) Common Lot on 1.28 Acres of Land in the R-8 Zoning District**

- M. Findings of Fact, Conclusions of Law for Meridian Property Group (H-2016-0004) by Darel T. Hardenbrook Located 1139 E. Fairview Avenue. Request: Annexation and Zoning of 0.63 Acres of Land with a C-G Zoning District. Request: Modify the Existing Development Agreement (Inst. #109134178) to Incorporate Parcel #S1107120620 As Well As to Modify Certain Other Provisions**
  
- N. Professional Services Agreement with National Association of Peer Program Professionals for Training and Certification Services in an Amount Not to Exceed \$7,251.00**

De Weerd: Okay. Item No. 7 is our Consent Agenda.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we approve the Consent Agenda as published and for the Mayor to sign and the Clerk to attest.

Borton: Second.

De Weerd: I have a motion and a second to approve the Consent Agenda. Madam Clerk, will you call roll.

Roll Call: Bird, yea; Borton, yea; Milam, yea; Cavener, yea; Palmer, yea; Little Roberts, yea.

De Weerd: All ayes. Motion carried.

MOTION CARRIED: ALL AYES.

- C. Moved to Item 8A1.: Public Hearing for Pope's Garden (H-2016-0006) by Iron Mountain Real Estate Located 2662 E. Magic View**
  - 1. Request: Amendment to the Comprehensive Plan Future Land Use Map (FLUM) to Change the Land Use Designation on 5.28 Acres of Land From Office to Medium High Density Residential**
  
  - 2. Request: Annexation and Zoning of 5.28 Acres of Land from the RUT to the R-15 Zoning District**

- 3. Request: Preliminary Plat Approval Consisting of Twenty (20) Buildings, Four (4) Common Lots and One (1) Other Lot on 5.28 Acres of Land in the R-15 Zoning District**
- 4. Request: Conditional Use Permit for a Multi-Family Development Consisting of Seventy-Nine (79) Dwelling Units in the R-15 Zoning District**

De Weerd: We did move Item 10-C to 8-A-1 and so I will ask staff to just give a quick overview of this request to be remanded back to the Planning and Zoning Commission and what prompted that.

Watters: Thank you, Madam Mayor, Members of the Council. Since the last Commission meeting -- the Commission did recommend denial of this project at their hearing on March 17th. Since that hearing the ACHD commission heard this project and they decided not to require the extension of South Hickory Way along the west boundary of this property as part of this project. There were some others that did require that they do an emergency access drive at the north end of the Pope's Garden property and that the existing right of way in the Greenhill Estates Subdivision to the north of this site be improved with an emergency access. Since -- based on the Commission's decision the applicant did revise their site plan and their preliminary plat and they have submitted revised plans to the city, along with a request for a remand back to the Commission, so that they could review the updated plan, since a large factor of that recommendation for denial was based on that street going through. So, that's the reason for the request for remand tonight and staff is in support of the applicant's request and believe that it should go back before the Commission.

De Weerd: Council, any questions for staff on this? I was under the impression that the neighborhood was aware that this would be requested to remand back and I just want to make sure that you knew that. Okay. So, any questions for staff from City Council?

Milam: Madam Mayor?

De Weerd: Mrs. Milam.

Milam: Sonya? So, you said that the reason for the denial -- the changes that have been made to this are substantially the reason for denial from the Planning and Zoning Commission the first time?

Watters: One of the reasons, yes.

De Weerd: I -- I think that the premise is what Planning and Zoning saw would not be the same thing that Council would be seeing tonight and usually those are remanded back if there are sufficient or significant changes. Mr. Nary, this was publicized as a public hearing and at this point with the request to be remanded what are the options for Council tonight?

Nary: Madam Mayor, Members of the Council. So -- and none of the -- this was noticed on the agenda as a request for the remand, so it wasn't -- this wasn't something people just -- may have learned tonight, but it has been noticed as the remand request has already made and the clerk's office is aware of it and they have had public inquiry about it. So, there has been some people that have had prior notice to tonight that this was -- a request was made. But, obviously, it is the Council's decision. So, they are correct to be -- the applicant has changed his project from what was previously heard based upon some direction from the highway district. So, it is not the same project that was previously denied. That -- to be fair to the applicant should, then, be reheard by the Planning and Zoning Commission for their -- again, their -- their responsibility is to -- to make all of those directions and decisions and to provide you with a recommendation, since it's not the same thing. You could hear the project. The problem is is that because it is substantially different you could go through the public hearing and then -- and logically still, then, remand it back to the Planning and Zoning Commission, because it's a different project. The only thing that's different is there are occasions where the applicant's have come before you and although they have made some changes, in their opinion it wasn't significant and it was the Council's opinion that it was. In this situation the applicant considers them to be significant, as well as the planning staff and, therefore, their recommendation to you is to remand it to, then, not end up hearing it another time again and still having to go back to have the Planning and Zoning Commission weigh in on this new configuration and new roadway. So, you certainly could hear it. I would recommend you not hear it only because, again, you're at least -- you would be hearing a different project and, then, having to make a decision based on no recommendation from Planning and Zoning because it's not the same thing, so -- does that help?

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: Hearing that, I would move that we remand back H-2016-0006 to the Planning and Zoning because of significant changes to the plan originally seen.

Borton: Second.

De Weerd: I have a motion and a second to remand this back to Planning and Zoning. This would need to be renoticed and we would not have at this point a date certain.

Nary: Madam Mayor, Members of the Council, yes, I was going to say -- just so the crowd understood, the applicant is responsible for renoticing this project, so there will be new signs, new mailed notices, new published notices for the next hearing, so you do not have a specific date. That will have to be determined by the Planning and Zoning Commission process of when it will be, but it will have all the notices -- the new notices -- mailed notices will need to go out. All of that will happen again.

De Weerd: Okay. So, I want to make sure Council understands all of this. Okay. Then I have a motion and a second to remand this back to Planning and Zoning Commission. All those in favor say aye. All ayes. Motion carried.

MOTION CARRIED: ALL AYES.

De Weerd: We do have all of your signatures that signed up as you entered in that we will add as part of the record and we will also post on our website and information will be available from our Planning and Zoning Department when this has been reset and a new notice will be on the property itself with the new date. So, I hope that is clear and we apologize that your time here with us was -- I don't want to say wasted. It would have been wasted if we would have had the public hearing, because of the change to the plan. It would have had to be remanded back, so -- and so -- the process is such that to give it a fair consideration when a change is substantially made, it goes back through the system. We would need to hear the public testimony during the public meeting, so -- and I do apologize. This was already set before the ACHD commission heard this application and -- and it's kind of out of our hands at this point, so we --

Cavener: Madam Mayor?

De Weerd: Mr. Cavener.

Cavener: Just a comment if I may. For those that are in attendance that are frustrated, I want you to know that your Council and your Mayor are probably equally frustrated as well. So, we hear from you, we hear your comments, but as the Mayor stated, it's about being fair and it's about providing due process to the applicant. So, we understand your frustration. We know that you have been through this. You have been at Planning and Zoning hearings, but in order for this to be a fair process, just like if you were before us we would want to be fair to you, we have to be fair to the applicant as well. So, I understand your frustration, I know the rest of the Council understands your frustration, but we have to -- we have to truly be fair to everyone.

De Weerd: It will go through the process in front of the Planning and Zoning Commission and then -- this is the final decision making body, so we will see you again and we will look forward to it. I will already volunteer Bruce Chatterton, our

director of Community Development, to answer any questions in the corridor or in the foyer. Because it is a public process. It is defined by Idaho State Code. It's not something we made up.

## **A2. Moved to 8A2.: Dairy Board Request for Cost Share for the Annual Dairy Days Parade**

De Weerd: Okay. I will go ahead and look at Item 8-A-2, which is our Dairy Show Board or Dairy Board is here in front of us to discuss the annual Dairy Days parade. I guess I really should have given you at least an opportunity to have more of the community hear about the parade.

Mattison: We thought they were here to support the parade and they all left.

Bruijn: Madam Mayor, Ladies and Gentlemen of the City Council, yeah, I thought we had a lot of support here and they all -- we are here again, like we were last year, to request a cost sharing with the parade. Meridian Dairy Days parade, as you may know, is the largest one in the state of Idaho, but it's not our mission statement to put on the parade as the Dairy Board, we are here to support youth, especially 4H and FFA. That's why we are asking this year -- and the paperwork I gave you was the quote of -- let's see. The traffic control, Specialty Construction, and a quote of 4,300 dollars to take care of the -- the traffic during the parade, which is up just a little bit from last year. To go back, what we have done since last year, we -- we donated about 7,600 dollars, the Dairy Board did, to local youth 4H, Meridian FFA -- we donated 600 dollars to the Meridian Food Bank and also 600 dollars to the Meridian Burn Out Fund, which was the proceeds of our pancake feed. For this coming year we again will donate any -- any money left over for the -- to the food bank, as well as the Meridian Police Employee Association injured and fallen officers. So, we donate quite a bit back. That does not include the 33,000 we donate every year to the county and to the city in the form of property taxes. We have some exciting changes for this year. We will have a new carnival. I know the city's been very excited about how great they have been working with them. They got their permits in long before even I got going.

De Weerd: Yeah. And I haven't gotten a phone call. That was awesome.

Bruijn: Well, we will hope to keep it that way. We are teaming up with the Meridian Arts Commission. They will do an arts in the park during Dairy Days. Also the Treasure Valley Youth Theater will put on some events that day. The Meridian Lions Rodeo will change the dates to June and go hand in hand with Dairy Days. I think we are good partners and would be able to, you know, help each other out in advertisement. Racing will move from Wednesday to Saturday. The thing that a lot of us are excited about is the parade route is going -- is changing again a little bit. It's going back to what it used to be. We are going through Storey Park, out Main Street, with the approval and support of the

Meridian Police Department. They are excited about it. We again will have free fireworks after the parade and some entertainment. We got -- I guess there is a big sponsor, the Mountain America Credit Union came aboard just this past week, so we are excited about having them as a partner. Jerry, if you have any --

Mattison: I want to thank everyone for their support in the past and what was done last year, I believe the Council agreed to pay -- well, I guess by ordinance they have already approved any salary and -- as far as police overtime, Parks Department employees. That's -- we have been grandfathered into that, so that is already covered. I believe last year a motion was made to pay up to 9,000 in expenses, most of which was the traffic control for the safety of the parade and that -- I think the change in the route this year caused the slight increase in the cost of traffic control, because we will be coming through the intersection of Franklin and Main Street.

Bruijn: Any questions?

De Weerd: Council, any questions?

Milam: Madam Mayor?

De Weerd: Mrs. Milam.

Milam: So, is the amount that you're asking for the amount of the traffic control?

Mattison: That would be simpler. Last year they did 9,000, that would encompass salary and traffic control, which to me is kind of convoluted. Traffic control is all we really need coverage, because the salary has already been taken of.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: Last year we -- Charlie up'd it a little higher, because we didn't really know -- we had not got Specialty Construction's firm bid at that time, we really didn't know what we -- what they were going -- because we had changed the route and we was coming back through and stuff, so that was the reason.

Milam: Madam Mayor?

De Weerd: Mrs. Milam.

Milam: Then I move that we approve the Dairy Board request for cost share for the annual Dairy Days Parade for the not to exceed amount of \$4,338.75 to cover traffic control.

Bird: Second.

Nary: Madam Mayor?

De Weerd: I would also -- I don't know where the money is coming from, so -- who just said Madam Mayor?

Nary: Madam Mayor?

De Weerd: Mr. Nary.

Nary: So, Mr. Mattison was correct and the -- the ordinance that we have passed previously that allows the -- the dairy show -- or the Dairy Board's application to not have any cost attached to it, only applies to the permitting, not to the personnel. So, that's why last year the Council agreed to -- that we had traditionally provided personnel, both the Parks Department personnel, as well as police and fire. We have provided that, but you did specifically direct that, because that's not in the ordinance. The ordinance only applies to the fees for use of the park and that's the way. So, if you would like to include that, that would make it clearer to the -- to the staff that you -- the traditional use of the -- of personnel that we have done is still allowed and, then, the additional cost, as Mr. Bird stated, last year we did make it a little higher just to make sure we would have enough, because we didn't know -- we actually last year anticipated being up to 5,000 dollars for this traffic control and, then, that number was a little bit lower and this number is still under what you even thought last year. So, personnel -- the personnel that's used of the city, as well as the traffic control, would probably be the better, clearer motion forward for what we are providing.

Milam: Madam Mayor, I would like to amend my motion to include the personnel with the -- that police, fire and parks department that are used during the parade.

Bird: You don't have to amend the amount.

Nary: We don't know the amount. Just to personnel.

Mattison: The personnel would be more than just the parade. I would assume it's also for Dairy Days, not just specifically for the parade.

Milam: Oh, for Dairy Days. Sorry. Shall we just start over? Withdraw my motion. If I can do this again.

De Weerd: So, Mr. Nary, I guess do we know what budget this came out of last year?

Nary: Madam Mayor, in looking at the information --

De Weerd: Council doesn't have a budget, unless you want it out of your pay.

Nary: Yeah. There isn't a -- there isn't anything -- Madam Mayor, I apologize. In looking at the material that we have provided to the Dairy Board last year, it didn't indicate where the city was getting the funds from, but I do recall Councilman Rountree just saying we will find the funds, so I think that's all he said.

De Weerd: So, I guess --

Borton: Madam Mayor?

De Weerd: I don't know where they are coming out of right now, so we could delay this until next week and maybe come back with some ideas.

Borton: Madam Mayor?

De Weerd: Mr. Borton.

Borton: To that end -- and the presentation here and their present, I think we are all on the same page. I would move that we approve the reimbursement expense from Specialty Construction of the 4,338.75 and to include the personnel cost of city personnel utilized in the normal course to assist with the Dairy Days event and that the dollar figure and source of funds utilized in previous years be brought back next week -- unless you know that answer. And, then, we can take action on it next week.

Nary: Madam Mayor, Members of the Council, I have an e-mail here from Finance. They have enough in the police department professional services -- since this is, essentially, a police security service, so Mr. Lavoie said they will have enough in the budget to be able to take care of that.

De Weerd: As long as that has not been identified for something else. I just -- I'd rather come back next week and verify the cost. I would like Council, then, to also -- if this is going to be an annual thing, we should have a budget set for it.

Nary: Madam Mayor?

De Weerd: Instead of doing this every year.

Nary: Madam Mayor?

Bruijn: And we hope it will be an annual --

Nary: Madam Mayor, Members of the Council -- so, Todd just sent me the -- the portion out of the budget. They have a line item for traffic control for Dairy Days in the police budget.

De Weerd: Okay.

Nary: They have last year's amount, which is \$4,019.25. So, the difference is 320 dollars.

Bruijn: That's the difference between what Specialty's charged last year and this year.

Nary: So, they would need to bring a budget amendment for 320 dollars or -- or not. I mean that small an amount normally you don't do a budget amendment for. As long as you authorize the overage.

De Weerd: Or say we will spend up to the budgeted amount.

Borton: Madam Mayor? How do we account for it? Do we need to account for the personnel expenditures? That's a different item.

Nary: Madam Mayor, Members of the Council, yeah, those are -- those overtime dollars come out of the personnel budget anyway and those are carried over year by year, so the amounts aren't significantly different year by year and they really are already in your budget for overtime for police and fire and parks. Parks is probably the most, but, then, they are -- most of them are seasonal personnel and those are really just park personnel for clean up and bathrooms and trash and those kinds of things, so those are already budgeted in there for overtime.

De Weerd: I don't know if they are budgeted for this particular overtime when they forecast out, unless they were directed by Council to make sure that this is considered every budget year and I can't answer that right now, so --

Borton: Madam Mayor, we are tripping over ourselves.

Bird: Yeah.

Borton: We don't need to. If a week delay to get the answer and the motion clear, then, let's table it a week and state it more succinctly next Tuesday. But I think the representation from the Mayor is we are all supportive of continuing to fund this in the normal course as we have before and appreciate everything the Dairy Board does with this event. So, next week we can accomplish the same thing.

Mattison: So, do you want us back next week?

De Weerd: No.

Bird: You don't have to come back.

De Weerd: I mean you are always welcome.

Bruijn: Thank you.

**Item 9: Items Moved From the Consent Agenda**

De Weerd: There were no items moved from the Consent Agenda.

**Item 10: Action Items .**

**A. Public Hearing Continued from May 3, 2016 for Maverik (H-2016-0027) by Maverik, Inc. Located 1515 E. Fairview Avenue**

**1. Request: Annexation and Zoning of Approximately 3.907 Acres of Land with a C-G Zoning District**

De Weerd: So, we will move into Item 10-A. It's a public hearing continued from May 3rd on H-2016-0027. I will turn this over to Josh.

Beach: This is the 10-A for Maverick.

De Weerd: Oh. This is requested to continue to June 7th.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we continue H-2016-0027 to June 7th, 2016, as the applicant requested.

Borton: Second.

De Weerd: I have a motion and a second to continue this item to June 7th. All those in favor say aye. Any opposed? I even heard an aye from the back of the room. Okay. All ayes. Motion carried.

**MOTION CARRIED: ALL AYES.**

**B. Public Hearing Continued from May 3, 2016 for Volterra Subdivision (H-2016-0033) by Bridgetower Investments, LLC Located North Side of W. McMillan Road Between N. Black Cat Road and N. Ten Mile Road**

- 1. Request: Amend the Recorded Development Agreement (Instrument #106034786, Amended as Instrument #11101393) to Allow Right Out Only Access to N. Ten Mile Road for the Office Lots Approved with the Volterra South Subdivision**

De Weerd: Item 10-B is a hearing continued from May 3rd on H-2016-0033. I will ask for staff comments at this time.

Beach: Good evening, Madam Mayor, Members of the Council. This is a development agreement modification request. As you see here on the slide, this is a development agreement that covers a very large area, it's about 186 acres of land and its various zoning designations, R-4, R-8, L-O, C-C, C-N, C-G, which is located on the north side of McMillan Road and as well as the south side of McMillan Road and on the west side of North Ten Mile Road. A little history on this. In 2010 portions of this property received preliminary plat approval, rezone approval and an additional preliminary plat due to the size and, then, also in '10 there was also a development agreement modification approved for this. The mixed use -- the Comprehensive Plan future land use map designation for this property are mixed use community and medium density residential. The applicant is requesting an amendment to record a development agreement to allow a right-in -- or, excuse me, a right-out exit only access to the North Ten Mile Road where the office lot approved with both the Volterra South Subdivision -- and I will zoom in a little bit here, too, but it's this parcel here, if you can see where my cursor is. This is the property. The proposed access was not proposed by the applicants, nor was it discussed by Council. This is the Volterra South Subdivision. The applicant has provided an exhibit here that demonstrates how the accesses serve the office portion of the development. The Ada County Highway District staff has approved the right-out only access as proposed by applicant. Per UDC 11-3-A-3 the City Council has the authority to grant access to an arterial roadway, which Ten Mile Road is. Therefore, staff has crafted the proposed development agreement provision, which the Council should consider if the Council grants the right-out only are existing conditions in that development agreement and nine would be the added condition that they are allowed that right-out exit only access point to Ten Mile Road. With that staff is recommending approval with -- with those conditions and I will stand for any questions you have.

De Weerd: Thank you, Josh. Council, any questions?

Bird: I have none.

De Weerd: Okay. Is the applicant here? Good evening.

Munger: Madam Mayor, Members of the Council, I'm Matt Munger with WHPacific. We are the engineer for -- of record for the project. Oh. My address is 3699 South Firenze Fringe Way here in Meridian.

De Weerd: Thank you.

Munger: The reason that the applicant has asked us to bring this forward is they started getting inquiries from different businesses to locate on that parcel and the concern that those businesses are having is that the -- the parcel only has one entrance and that's off of Vicenza Way. So, the request originally was for a right-in, right-out, but through working with staff at ACHD we determined that a right-out was a better use to that property and not the right-in. There is plenty of access to come into the property from the north off Vicenza Way. This would allow people a second exit as the development fills out. We anticipate stacking on Vicenza Way blocking that exit and since there is only one exit on the property we felt it was good idea to come forward with that. With that I would stand for any questions.

De Weerd: Thank you. Council, any questions?

Bird: I have none.

Borton: Madam Mayor?

De Weerd: Mr. Borton.

Borton: Just briefly. Is there -- I'm certain there is a more defined depiction than this exhibit of the right-out that would prohibit a left in as you travel north on Ten Mile?

Munger: The portion of what would prohibit that is the highway district, when the road extends -- or when it becomes improved, a center turn median would go in, similar to what they have done on Eagle Road to stop left turns.

Borton: Okay.

De Weerd: Okay. Any follow up? Okay. Thank you.

Munger: Thank you.

De Weerd: I did have a couple of people that did sign up. When I call your name if you would like to testify would invite you forward. Michael Wasnea. And, Michael, if I said your last name wrong I apologize.

Wasnea: Close enough.

De Weerd: If you will, please, state your name and address for the record.

Wasnea: Michael Wasnea and I live at 3356 West Grand Rapids Drive and that's in the Drawbridge Subdivision, which is immediately south of where the proposed right-hand turn is planned, and I have talked to -- I'm speaking for the HOA. We have a concern that this right-hand turn only lane is going to affect our ability to get out of our subdivision. The street is a cul-de-sac, so we have to go in and out on Grand Rapids onto Ten Mile. Ever since the freeway on ramp was connected on Ten Mile, Ten Mile has become a pretty major thoroughfare. It's busy all the time, particularly in the morning and the afternoon. I go out every morning and sometimes I have to wait quite a while to get out. My wife mentioned she had to wait through 24 cars to go by to be able to dart out. The concern here is as the Volterra Subdivision gets developed there is going to be hundreds and hundreds more people all coming over to Ten Mile to come down to the freeway to get to work. Okay. And the people right behind my subdivision are going to be coming out Vicenza Way, the planned entry and exit for this subdivision, and they are going to want to make right and left-hand turns. That main exit is about 500 feet north of Grand Rapids, my street. So, we have to wait for a space in between traffic as people come down Ten Mile, stop at the light at McMillan, let people come from McMillan, turn, light turns green, traffic comes down there, they are first to have to -- be able to get into a space to pull out. We are second to that. If the right-hand turn goes in and there is people there wanting to get out to use that to get out, we are going to be farther down the food chain there to try to get out and that that bubble in between a couple of cars is going to be taken up by those people. Now, you might not think that there is going to be too many cars using that, because it's a parking lot for a light commercial area, but human nature being what it is, as people are backed up on Vicenza Way, the proper way to get in and out, somebody is going to get the bright idea of, man, I'm just going to come in through the parking lot there and take that right-hand turn. So, you know, we can envision ourselves trying to get out at 8:00 o'clock in the morning and, you know, waiting for a break in traffic to try to squirt out there and where there might be a break maybe the people in that right-hand turn lane they are going to take that. So, this is going to be a problem. It's not terrible right now, but the ACHD tells me that they don't plan on widening Ten Mile from Ustick on up to Chinden -- the last part of Ten Mile for -- they are not going to start for six or seven years. Well, by that time there is going to be a lot of houses in this area and including north of Walmart. That's all going to be houses and all those people are going to come down Ten Mile passed Grand Rapids and we are going to have a heck of a hard time getting out. So, that's our concern. I don't know what the answer is. The answer is to get ACHD to widen the street a lot sooner, but you probably don't have the power to do that. But I wanted -- we wanted to bring that up just so you're aware of it.

De Weerd: Sir, I see that you have a stub street that goes to -- that stubs to the north into that.

Wasnea: Yes.

De Weerd: Will that connect?

Wasnea: No.

De Weerd: And did your neighborhood testify so that it wouldn't connect?

Wasnea: Yes.

De Weerd: Okay.

Wasnea: This is an old photograph there. The houses are -- houses are being built in that area right there already and the streets are already in and that's a greenbelt area. A real nice greenbelt area. But that will never connect.

De Weerd: Because that would have been your other opportunity.

Wasnea: Right. Originally that was the city's plan, but at the time -- I think it was around 2010 we all asked that that street not go through and, fortunately, you agreed to that and we would not change that now. We like our little neighborhood. Nobody comes down our street unless they live there or they are lost. But the other side of that is now there is only one way in and out and now that traffic is picking up, you know, we are going to pay the price for that. Like I said, it may be fine in seven or eight years when ACHD decides to widen that section, but until then it's going to be pretty tough. So, I don't know if this is going to be a big deal or not, but we just see it as possibly adding to the -- difficulty of trying to get out of our street.

De Weerd: Okay. Any questions, Council?

Cavener: Madam Mayor?

De Weerd: Mr. Cavener.

Cavener: Michael, maybe walk me through your example about -- if -- let's say there is six cars backed up on Vicenza Way --

Wasnea: Uh-huh.

Cavener: -- and one or two of those cars, then, decides to exit the parking lot, you still have six cars. So, I guess I'm trying wrap my head around how this right-in adds to more traffic.

Wasnea: I understand. Well, the way we see it, as you have traffic coming down from McMillan, you know, eventually, there is a -- a break and, then, the people in Vicenza Way, they will take -- make their turn and come down, okay, and, then, after there is another perhaps short break, then, the people using the right-hand only turn will take their turn, meanwhile, we are still waiting for a break in traffic south of that on Grand Rapids. So, that we figure that may eat up the -- the break in traffic. By then other people are -- are turning from McMillan, they are coming down and that's how we see it. You know, if I was backed up on Vicenza Way and I saw that -- nobody was in that right-hand turn lane, I mean I would cut down there. So, if I would do it, I think a lot of people would do it.

Cavener: Okay. Thank you.

De Weerd: Okay. Any other questions from Council? Thank you.

Wasnea: Thank you very much.

De Weerd: Anna Harris signed up against. Deborah Nelson signed up against. Okay. Is there anyone else that would like provide testimony on this item? Okay. Would you like to make final comment?

Munger: I would just stand for any questions if there are any.

De Weerd: Council, any questions for the applicant?

Bird: I have none.

Munger: Thank you.

De Weerd: Thank you. Okay. If there is no further questions for the applicant, or staff, I would entertain a motion to close the public hearing.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we close the public hearing on H-2016-0033.

Milam: Second.

De Weerd: I have a motion and a second to close the public hearing on Item 10-B. All those in favor say aye. All ayes.

MOTION CARRIED: ALL AYES.

Palmer: Madam Mayor?

De Weerd: Mr. Palmer.

Palmer: Madam Mayor, I move we approve file H-2016-0033.

Bird: What conditions? Second.

Palmer: As presented.

De Weerd: I have a motion and a second to approve Item 10-B. Any discussion? Madam Clerk.

Roll Call: Bird, yea; Borton, yea; Milam, yea; Cavener, yea; Palmer, yea; Little Roberts, yea. call

De Weerd: All ayes. Motion carried.

MOTION CARRIED: ALL AYES.

**Item 11: Department Reports**

**A. Human Resources: Process on Establishing Policies Discussion**

De Weerd: Item 11-A is under our Human Resources Department. Is this the policy on policy? I notice you didn't title it policy on policy.

Ritchie: No. We titled it establishment of citywide policies. So, Madam Mayor, Members of the Council, thank you so much for having me this evening. I stand before you today on behalf of Human Resources and our Legal Department to present to you a new citywide policy for your consideration. As I just mentioned, the title of that policy, which is included in your packet, I believe, is the establishment of citywide policies. A recommendation that came from the McGladrey audit was for us to formalize and document a policy on the establishment and implementation of citywide policies. So, together the Human Resources Department and the Legal Department have crafted what we have presented to you today. As a part of this process this policy has been presented to the senior leadership team. It's been vetted through them and so we stand before you today with what we would like to present to you and request your consideration for approval and if you are in agreement we will schedule it for a future meeting for resolution and adoption and, of course, I stand for any questions.

De Weerd: Council, any other questions?

Borton: Madam Mayor?

De Weerd: Mr. Borton.

Borton: Crystal, the only thing I noted in -- if I recall the -- one of the opening paragraphs made reference to the individuals that can recommend the --

Ritchie: Uh-huh.

Borton: -- analysis of a policy and it was -- I believe it was directors. Has there been occasion -- and, Madam Mayor, you may know this -- where the Council has been the source of initiating a potential policy to be vetted through this process or the Mayor herself?

Bird: Yes.

Borton: It listed directors, almost as though it excluded others. I don't think that would be the intent, but --

Ritchie: So, Mr. Borton, not to my knowledge. I assume with the city. I would defer to either the Mayor or Bill, based on their knowledge prior to my arrival to the city.

Nary: Madam Mayor, Members of the Council, I think the only one -- and I think it still went through the same process, but we have talked about either it's a conflict of interest and those types of things, the Council's raised a question, but, then, we still went through the exact same process. So, it went through the department directors and it was prepared by either myself or another director and, then, it went through the same process. So, even though the Council may have brought up the idea, we still went through all of the same steps.

Borton: Well, Madam Mayor, that was -- that's good and that's -- I just wanted to make sure that process is preserved for obligating the Council to utilize that and not being able to skip steps.

Ritchie: Thank you.

De Weerd: That's detailed in the process on process. Any further questions?

Nary: Madam Mayor, Members of the Council, would you like us to bring it back in two weeks, a week, or -- we just need a resolution to actually implement.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I'd like to see it come back in a week in a resolution. I think we have had time to -- and it's a very -- very short, sweet, and to the point policy that I like and anybody that can't understand it -- and I can -- I can say Human Resources had to write this up, not a legal.

Nary: Thanks. Thank you, Mr. Bird. I actually wrote it. It was one of your counsel men.

Nary: It was -- it was shorter than the other two policies we have in different departments that are longer on how to create policies.

Bird: Anyway, it's -- everybody should understand it. It's very clear. Very good. Thank you.

Ritchie: Okay. Thank you.

Bird: Bring it forward with a resolution.

**B. Continued from May 10, 2016: Public Works: Discussion on Design Standards**

De Weerd: Thank you, Crystal. Okay. Item 11-B is continued from May 10th and I will turn this over to Warren.

Stewart: My presentation just got crashed.

De Weerd: Oh.

Stewart: And I didn't even bring a printed version.

Bird: I got it here.

Stewart: My printed version? Oh, not that. No. It's the presentation part. You have got the design standards.

Bird: Oh.

Stewart: Which I'm grateful for. I will just try and wing it. So, I really was going to come before you tonight, Madam Mayor and Council, and give you just a very brief update of the presentation that I gave to you a few weeks ago -- if I can get it to forward. Which I can't. Can you forward that, Tom? Thank you. Just real briefly and, then, answer any questions that you may have. I know that Dave Yorgason from the BCA is also here, probably going to make some comments and -- and I will, you know, follow up with any answers to questions that you may have after that. But I wanted to reiterate why we created the design standards in the first place. It was really in an effort to try and help improve the whole process

of submitting plans and specifications to the city and getting them through the review and approval process smoother and also to provide a place where individuals who are looking to prepare plans that -- that want to submit to the city could acquire the information that they needed to submit them as accurately and correct the first time as they could. So, we started on this process quite a while ago to create the design standards and to make this a process that was an improvement, not only for us and the city, it allows us to have a single source, a single repository for information, but also be a help to design professionals. It still won't work. So, this is just a brief reiteration of the timeline, which we went through -- and I thought I highlighted it. It didn't save, obviously. But what I want to focus you on is a lot of this information was in the last presentation, but, essentially, the last four or five bulleted items on the right-hand side are the steps that we have taken since we, essentially, created the design standards policy and put it out on the website and made this presentation to you a few weeks ago. We did receive some additional comments from BCA members. We met with those BCA members to address those comments, composed some responses and got them back to them and have redrafted the design standards based on those modifications. Tom. He's not used to that role. From the original focus group meetings we, you know, had a little over a hundred different comments that we addressed that we felt like we were able to address about 88 percent of those favorably. In other words, we were able to make movement in the direction that was requested. During this last review we received approximately an additional 25 comments from the BCA. There were comments -- some of them were really questions. And I think we were able to satisfactorily address most of those. Some of them there were questions that were very simple to just answer yes or no or whatever the case may be. We did make some modifications -- additional modifications to the design standards based on those requests. Probably the last -- if you want to hit the slide again, Tom. The last remaining issue that we have I think -- I will try and characterize this correctly. We have, I think, come to essentially agreement with the BCA. I mean I think they understand where we are coming from. I know they would like things to be a little bit different than what they are, but I think at least they -- they understand where we are coming from and I won't try and put too many words in Dave's mouth, he can tell you a little bit more about that. But I did want to let you know during the last presentation we talked about future steps and most of those steps now have been completed. All of them, except for City Council adoption and so I'm, essentially, here tonight to get your direction to go ahead and prepare a resolution in ordinance language that we can bring back next week to adopt the design standards and with that I will stand for any questions that you may have.

De Weerd: Thank you, Warren. Council, any questions? Okay. Thank you.

Stewart: Thank you.

Bird: Madam Mayor?

De Weerd: Yes, Mr. Bird.

Bird: Warren, I want to thank you for getting these out to us early where we had time to really go through them and vet them, because there is a lot in there and thank you very, very much for doing that. I hope we continue to do this when stuff like this comes up. Thank you.

De Weerd: Well, hello.

Yorgason: Well, hello there, Madam Mayor --

De Weerd: Welcome.

Yorgason: -- members of the Council. Thank you. For the record Dave Yorgason representing the Building Contractors Association of Southwest Idaho today and I am here to let the Mayor and Council know that we truly appreciate the effort of your staff. We know that we will never always agree with everything. There is really only one big item that we know that we probably will never find resolution to and that's the specifics of the streetlight standards. I don't want to get into all the history of that, unless you would like to, I would be glad to answer any questions to some of that. Having said that, though, I just want to go on the record about the streetlights, maybe some day there will be another standard, putting that on the side, we truly appreciate all the time, all the effort from your staff. They have been a pleasure to work with. We did have a lot of questions, as, Councilman Bird, you mentioned, there are a lot of changes and it's not so much changes as to how things will be done, but just maybe clarifications, and so don't see massive changes in how things are going to be done here in the city, but mostly just clarifications. So, we just wanted to just, again, on the record say thank you. Stand for any questions you have.

De Weerd: Thank you.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: David, what on the streetlights -- on streetlight standards was BCA -- to be truthful with you, Warren and I had discussed this. I'd like to hear what your version is on the streetlights.

Yorgason: Madam Mayor and Councilman Bird, thank you for asking the question. I am not going to pretend to be an engineer.

Bird: Thank you.

Yorgason: I'm not a builder, but do a lot research to try to be somewhat educated when I come and stand on issues. It's my understanding there is something that's been created by a group of -- a body of people and it's a standard -- it's called RP-8-14, if I got the reference correct, Warren. RP stands for recommended practice. It's not a standard, but it was adopted by ANSI standard board as something for consideration. That's a short version of it. The reality is there is lots of different levels of lighting requirements depending upon the type of street, the width of the street, the speed of the street and I get all that. Having said that, it does have some reference in the standard -- and I didn't bring it with me here. There is some reference in there where it talks about two parts. One is we don't believe that headlights on a car are being considered. So much of this is additional lights to your exact point, because we believe the between lights is being required in local residential streets.

Bird: Okay.

Yorgason: If you want to talk about other streets, the arterials, well, we didn't have any discussion on that, because we recognize the desires and need for that, but specifically there is reference to roads that have less than 30 miles an hour streets. The Council -- or the governing body has the authority to deviate. That's what it says, paraphrasing again. Having said that, we understand, Warren, the desire to have some reliance upon a standard. When you look up, Google it, whatever, this is the only standard you can see anywhere in the world -- I have looked. I didn't pay the whatever -- 60 or 75 dollars that I had pay to buy it, but I bought a sample version of it. I downloaded a smaller version of it, so I could at least be somewhat familiar with the -- the background requirements and so having said that, it's the number of lights on a local residential street which is still frustrating.

Bird: Follow up. But, David, don't you -- don't you believe that when you look at public safety for lighting for people walking sidewalks -- we require the sidewalks and stuff in there, there is no guarantee that we are going to have auto lights there all the time. So, for safety reason we have to -- and maybe we are overlighting, don't get me wrong, I'm not an engineer either. I mean we overlight -- we overlit, in my opinion, Meridian Road, but that was our own fault. We --

De Weerd: No.

Bird: We --

Yorgason: You got the Mayor's attention with that.

Bird: Yeah. I know it. Anyway. I just -- I feel that we got to be -- make sure that we are safe for pedestrians walking there and we can't always guarantee that there is going to be automobile lights helping with the light myself. That's -- that's the one reason I -- when Warren and discussed it I wasn't too upset with it,

because strictly for young people and stuff walking on -- and we encourage people to get out and walk on the sidewalks and stuff, we got nice sidewalks and stuff, and I want to make sure it is lit, so that they feel safe and there is not always a car coming down.

Yorgason: Madam Mayor and Councilman Bird, if I could address that briefly. Clearly we are on the same page as you as far as concern for safety. I also know that most pedestrians -- this is what it is mostly about, it's all about pedestrian safety, dogs, whatever, but specifically it's pedestrians is what almost all of this is about. People cross at the intersection more than they do in the middle of the street and that's -- that's -- clearly intersections are well lit. No discussion, no debate about that. Even if you want to talk about a street that has some kind of a curb or a bend, again, from our perspective no discussion or debate about that. But when you have straight streets -- we are just talking certain spacing of streetlights outside of the intersection, so in between intersections, that's the spacing that we are referring to. Again, we understand the need for safety, we are not questioning that, we are just putting a lot of lights in.

Bird: Yeah.

Yorgason: And we recognize other states across the country -- putting that all aside, in our Treasure Valley here, no other city has adopted these standards. Meridian is the only one. Now, maybe you're progressive and maybe you will be the first of many, I promise you until the day I die Eagle city will not adopt these standards, because they are proud of their dark sky. They are proud of fewer lights, not more.

De Weerd: Well, that might be a better reason to do it.

Yorgason: I needed to open the door for a little chat there, but it could happen. But the point is that every city has the right -- and will make their own decisions and so we -- we are just saying that on those straight streets it just seems a little excessive from a practical perspective.

De Weerd: And I think with emphasis on our families and the safety element, you can walk through some of these newer subdivisions that have better overhead lights and you're not dependent on people changing the bulbs in their -- their yard lights, because our streets can get really dark and if you think in terms of families walking out at night -- and my husband and I walk in the evenings now that the evenings are getting longer, it's -- it's not so much an issue, but it can be really dark out there.

Yorgason: Madam Mayor -- and I don't disagree with that, especially in the wintertime. I would fully acknowledge that. Again, I'm not here to debate this point. Glad to have that discussion if you truly want to. But we just recognize --

when I look at decorative lights, for example, there will be more decorative lights just trying to meet the standard most developments put in. I still want a beautiful looking neighborhood with the ones I build. I think about lights that are on a photo cell on a home, you get a significant amount of light on a street, now you lose the ambiance of having the -- the low voltage or the landscape lighting or the uplighting, whatever you might have, the indirect lighting on a home will not be as impactful. So, from an artistic perspective that's, frankly, a negative. That's just something you will not see as much here in the city and if you do low voltage lighting still, it won't have the same effect.

De Weerd: But we will have safe families.

Yorgason: I don't think I want to go there. Again, thank you for your time and we do truly thank and support the staff for all their effort here.

De Weerd: Thank you. Any other comments?

Barry: Madam Mayor?

De Weerd: Yes, Mr. Barry.

Barry: I just wanted to thank Dave Yorgason and the BCA for their continued involvement in all of our work together. I think we have developed a very good partnership with them and while we may not always agree on issues, I did not want to not recognize him and his effort and the efforts of the BCA and certainly all the developers. We have a -- I think a very good thing going with our BCA locally and I hear horror stories around the state from other BCAs that don't get along well with the cities and I'm just really pleased that we have a strong working relationship and we do try to -- where we can make as much ground and in-roads together as possible and where we can't we -- we agree to disagree and let you figure out the difference. But I'm just very grateful for his involvement and for the BCA's involvement and all the developers who participate in the focus groups.

De Weerd: And I would thank you, too, Dave, and if you would bring it back to your board. I know that they have expressed that they appreciate the working relationship with the city. They have wanted that improved communication to make sure that they have an opportunity to -- on the early end of things, have an opportunity to make comment and -- so, they are not reacting, they are part of the -- the conversation. So, appreciate that greatly. Thank you, Warren.

Nary: Madam Mayor?

De Weerd: Mr. Nary.

Nary: Madam Mayor, Members of the Council, just so you will know -- anticipate what you will see on next week's agenda, we will have an ordinance amendment. We already have a provision in our code for our construction standards. We will be inserting the design standards into the same code section, adopting that as part of our -- our city code and, then, there will be a resolution adopting these design standards and it will indicate in the code that you may periodically change these by resolution whenever that's necessary. We don't change the construction standards by resolution, because those are actually state developed standards that we also are a part of, but those things change in a different manner than -- than through the resolution process. But these will be done that way. So, you will see two items next week, an ordinance amendment and a resolution.

De Weerd: Okay. Any further comments on this item. No? Anything further, Warren?

Stewart: No, Madam Mayor, I'd just stand for any questions that you may have. There is -- you know, obviously, things that I could explain about the RP-8-14, but if you have those questions I would be happy to answer them, but I will let you guys decide whether you have had enough information or whether you would like some more.

De Weerd: Okay. No? I think this will be placed on the agenda next week for the resolution and amending ordinance. Okay. Thank you. And thank you, Dave.

**C. Public Works: Reconsideration of a Budget Amendment for the Purchase of a Sewer Cleaning Truck for the Not-to-Exceed Amount of \$500,000.00**

De Weerd: Okay. Item 11-C is under our Public Works Department as well and I'm turning this over to Mr. Barry.

Barry: Thank you, Madam Mayor, Members of the Council. I am very grateful to be back in front of you. I appreciate your giving us the opportunity -- both the staff and I are pleased to present back the budget amendment for the sewer cleaning truck that we presented in February of this year. I wanted to share with you a couple of updates since we last spoke to you about this and see if we could get you to reconsider this particular amendment. Just wanted to give you a brief recap of what we spoke about in February, just kind of very quickly. Recall that, essentially, we have had accelerated growth that's been continuing for some time and has, essentially, compromised our ability to maintain the existing sewer cleaning standards that we have in place since 2009. If you look here, these are two graphs that we pulled just recently that show cumulative residential units that have been added and also commercial residential units, cumulatively, that have been added to the city since 2009 when the first sewer truck was put into service

with the city. You see, this is phenomenal growth and this has slowed down our ability to keep the cleaning of the sewer lines on pace. To put it perspective, in 2009 we had 258 miles of sewer lines. Today we have almost 70 percent more lines, about 439 and we haven't added a single sewer cleaning truck, so we are trying to maintain the same standard, but with one vehicle and a whole lot more lines. Obviously, that's going to have an impact on our cleaning schedule, so the more lines we add with the resource, the less we are able to keep up with the schedule that we had developed in 2009, which is a three year schedule. Also, we had mentioned that the vehicle is aging and, of course, its reliability has become compromised with age. It happens with every vehicle, pump, system, so as the vehicle ages -- and it is a vehicle that gets constant use. It's always being utilized. You will see this thing out and around the neighborhood all the time, about eight to ten hours every day, five days a week. So, it gets constant use and, again, that increasing age is creating a bit more of a challenge for us. We do not have a backup as we mentioned to you back in February, but occasionally if we have a truck available for rental, we do go out and rent a truck to -- for emergency or for keeping the schedule on track as we move through the system. So, the current impact are that our cleaning schedule has slipped. I mentioned to you it's a three year cleaning schedule. It's down to -- or, excuse me, up to about 4.4 years and the vulnerability to risk and the liability of our sewer system is increasing also, since we don't have as reliable a vehicle. More importantly it's really about keeping the service standard that we have maintained, which is already kind of a high standard and the additional costs that are being incurred in order to keep pace with these service standards that we have -- that we have established. I shared this regional benchmark standard with you. The three points I just wanted to remind you about this is that in the Treasure Valley, essentially, we have the fewest trucks, we have the most miles per truck traveled, and we have the longest cleaning cycle of all the other cities. This is significant and this is -- this is taking a toll on our ability to keep pace with the service standards. You will see that that's about 4.4 years. In some cases the standards are one to two years in the Treasure Valley. So, what's new in the reconsideration? I have shared -- we have already shared that information with you. It was kind of new here. One of the things that's new is we have been talking with the vendor of the vehicle -- or vehicles that we are looking at and there is about a three percent price increase that's been -- we have been noticed about that will take effect in June. So, next month. We want to try to beat that. Also, there may be a second price increase effective December of 2016, which may or may not have an impact whether we move this up in the schedule or if we keep to the current -- or what you have directed us last time, which is to include it as an enhancement. But that three percent -- percentage number is about -- on 500,000, about 15,000 dollars for the overall increase in price. So, that's certainly an avoided cost, particularly since we know that the need exists today. We also went back and did a little bit of analysis on our down time and we have got the down time impact. So, what you can see over time, just as I mentioned earlier, with the previous information, is that as of the -- the single vehicle that we have ages, it becomes a little less reliable and that increases and not only adds

time to the schedule, but it also increases the vulnerability of our ability to respond to emergency situations by sanitary sewer overflow. Also, you can see that the rental costs increase in order to hover and try to maintain that standard, but we are simply not able to maintain the standard, which is why it's slipped almost a year and a half. So, rental costs are an additional increase to the overall program. So, there was some questions at the last Council meeting about, well, you know, how about renting it out or outsourcing it or borrowing equipment, so I want to touch base on that really quickly. We do occasionally rent a vehicle that's available to us. There is only one in the Treasure Valley that's currently available. We tried to rent it during a recent incident that occurred where the truck was down for another week. We could not rent it, because it was already rented by someone else, so, essentially, we were stuck. But, essentially, when we do rent the vehicle it costs us about 3,833 dollars per week to a seven day week. If you look in the box in the upper right, the current program costs to, essentially, clean a sewer line, currently costs 35 cents under our current program, so if we have to lease or rent out a vehicle that costs us about 56 cents per lineal foot. If we outsource it -- meaning we call up and say pipeline or some other sort of vendor, say, look, we just need you to cover this, whether it's an emergency system response or whether it's a -- to try to maintain the cleaning schedule, that's going to cost us 67 cents per lineal foot. There was some conversation about maybe we could borrow one if we -- you know, maybe some people will have something that we could borrow. The reality is -- and I think ACHD was brought up. ACHD has storm water cleaning trucks. Their trucks are used to clean storm water systems. They are not equipped, nor do they recommend or would like to have their trucks contaminated, in their words, with our sanitary sewer or wastewater. So, they have told us that they would be open if they had, on an emergency basis and availability loaning us one of their storm water trucks, but that they, you know, didn't disclose what it might cost for sanitizing and all of that sort of stuff, but for emergency purposes that is possible. Regional sewer cleaning trucks are also very scarce. I mean that's why the one truck that's available for rental and so on an emergency situation we do feel that we might be able to acquire a truck from another jurisdiction. Again, keep in mind that will increase our response time in acquiring the truck, bringing the truck over, making sure it's available, and sometimes billing for cost, because we will have to use their crews on their vehicle. So, there is a financial impact. This is what we spent the last few weeks trying to work up. I think a memo I sent out -- I want to say last month helped to try to quantify this. There is two scenarios here. There is the one whereby we are attempting to move this vehicle purchase up in the budget or in this fiscal year, that means order it May of 2016, which would be this month, get delivery of it in November of 2016 -- the payment is upon delivery. So, that payment doesn't get charged to the city until we take delivery of. So, we are paying the bill in FY-17. There is not a payment that we are going to make in FY-16. There is no down payment and, therefore, we pay in full when we take delivery. So, the rental costs that we have incurred from October of this fiscal year to May of this fiscal year is about 7,600 dollars and we anticipate that we will probably have to incur another 1,100 -- or 11,500 dollars on rental. So,

regardless, if we were to order this thing, you know, say next month, we are probably looking at about 20,000 dollars of rental time just from the reliability of the existing vehicle. Now, if you compare that to just delaying and putting this thing through the process in getting to the budget -- due to the budget enhancement process and making an order say in October of 2016 -- on the next fiscal year, so fiscal year '17, we take delivery of it in April, 2017, we would still have the two first rows of expenses, which total about 19,175 dollars. But the vender price increase of 15,000 dollars and, then, the additional cleaning rental -- or the sewer cleaning truck rental, which we are budgeting for FY-17, is another 30,665 dollars, which brings the total impact about 45,654 dollars. Now, we can't guarantee that we would need that full rental, but we don't know. But based on what we are seeing we are projecting that we could be that high. We are hoping it wouldn't be that high. So, I think realistically you could say that, you know, delaying the purchase, which is already something that we need, we are already a year and half almost behind scheduled. But delaying the purchase to the next fiscal year, which it comes out of anyways if we wait, because we don't take delivery of it until the next fiscal year. But delaying it would cost anywhere probably, in reality, between 30,000 and 45,000 dollars. Now, there was a question that I don't think we answered very well, perhaps, the last time we were before you and that was how are you going to staff this thing. So, here is what the existing program looked like. We have one sewer cleaning truck, that is the red vehicle on the right that has a staff of two to operate it. We have two CCTV vehicles, these are the ones that have the cameras in them and they do the inspection after the cleaning truck goes through the line and we have two staff on each of those trucks. So, we have a total of six FTEs that run these three vehicles together. Adding the second sewer cleaning truck allows us to reposition the staff in the following manner. We think for safety reasons that we still need to maintain two staff on the sewer cleaning truck, so each of the sewer cleaning trucks would have two staff members associated with them, but the television camera truck -- most of that work is done inside the truck. So, for safety reasons we think that we can get away with one person -- as a matter of fact, we know we can get away with one person on each of the two sewer CCTV trucks and that allows our staff to be -- to maintain at six FTEs total. So, that is how the staffing for the program -- which I don't know if we did a good job sharing with you the first time around -- is not impacted. We did put in an estimate it wasn't impacted, we did mention in the presentation it wasn't impacted, but we didn't really show you how it wasn't impacted. So, that's how that's going to work. One of the things I wanted to mention here is, you know, some people can -- you find this, you know, to be easily critical of us. You know, why didn't you just put this on the FY-16 budget; right? And then -- and, then, purchase it this year in the FY-16 budget, you know, now you're trying to pool it up in the -- you know, make the acquisition in '16 -- again, even though I have mentioned it won't come in until the '17 budget -- and the reason is this: When we do our capital planning we are capital planning typically a year in advance. So, what that means is if I am in fiscal year 2011 and I'm planning my fiscal 2012 budget, I am working off data that's been posted in 2009 and '10. We don't have -- yet have

all the closings for 2011, so I have to develop a projection based upon 2009 and 2010 data. That projection might look something like this -- and, actually, this is real data. The projection will look like this. I'm making my best guess as to what I'm going to need in fiscal year 2012, but I'm doing that in 2011 based on 2009 and 2010 data. So, a couple years go by -- go two years ahead. We go to the next fiscal year budget, FY-14. Same thing happens. I'm in fiscal year '14, I'm developing that fiscal year '14 budget in fiscal year '13, but I'm using data that predates fiscal year '13. So, I find here that my trend is actually maybe more aggressive. So, I have a required correction that I need to make. So, we make that correction. We move things around in the CIP, which is why when you see our -- see our CIP every year we have got some things moved around all the time and so some of you have been critical. Well, why did you move everything around. Well, this is kind of the reason we moved things around, because we are adjusting to the trend. So, let's just carry this idea forward again. We get the same sort of trajectory here. These are all real numbers. Our city is growing much faster than any of us thought it was going to grow back in 2009, 2010, '11, '12 and '13, so on and so forth. So, we are making corrections and we have -- we believe that we have proved that this vehicle is needed now. We are already -- you know, what would you say, we are on a 30 percent beyond our established cleaning schedule. The vehicle is needed now. If we -- if we simply get your approval to purchase it now and obligate the funds, they will not be spent until -- at fiscal year 2017. A couple things maybe on the broader sense here is that, you know, as a community we are the ninth fastest growing city in the country. There is 20,000 cities in the United States. We are the ninth fastest right now and we are working hard to keep up with this pace. The City Council approves about 128 dwelling units a year. The city -- or, excuse me, a month. That adds about 360 people to our community every month, which adds about 4,400 residents to our community every year. That has an impact. It has an impact on our budget, our infrastructure, our equipment, materials, supplies and human resources and human resources. In order to deliver the same standard of service we need to be able to respond to that growth. So, we are trying to do our best in balancing our response in maintaining this existing service level to the growth that we have as a community. This program is a successful and established program. It's not something new. This isn't something we are proving up. We know the program works. We know it saves money and we know that it saves environmental liability. It helps us respond to SSO and allows to maintain the assets that we put in the ground. The new sewer truck is already in the fiscal year '17 budget and capital -- excuse me -- it's now in the budget under enhancements which you are going to see here next year -- or, excuse me, next month, but it's in the capital improvement plan for the department in FY-17 also. So, as I mentioned earlier, the approval -- your approval tonight of this budget amendment doesn't cost us anything today. It's going to cost us when we take delivery of the vehicle. So, the vehicle, essentially, is still going to be acquired in fiscal year '17. We just need an approval to place the order in order to allow us to order that vehicle and get it -- get its construction underway so we can take delivery as soon in fiscal year '17 as practical. Taking delivery sooner

allows us to begin catching up on our sewer cleaning schedule and also reduces about six months of vulnerability, that risk and that liability that we are going to incur if we wait to order the vehicle in October and take delivery of it in April. So, in essence, as I have mentioned in the fiscal analysis, the purchase today is also going to save rate payers anywhere between 30 and 45 thousand dollars simply by placing the order today, taking delivery of it in fiscal year '17 early and then -- which is where it was originally planned. So, that's all I have as far as new information goes. I do have the staff here that can also help answer any technical or operational questions for you. We do appreciate you giving us an opportunity to come before you and present again. We sort of feel like this is a prudent decision for our department, so as the equipment has been proven as necessary as an addition to the -- to the arsenal of sewer cleaning equipment is timely right now. So, with that I will stand for any questions you might have.

De Weerd: Council, any questions?

Palmer: Madam Mayor?

De Weerd: Mr. Palmer.

Palmer: Madam Mayor. Tom, question on the CCTV trucks. Would the two that we have be sufficient to service I guess the additional lines that will be serviced by the new sewer truck?

Barry: Yes. They will today and they will in the foreseeable future. Now, consider -- if we continue to add lines at the pace that we are, there will be a point in time where they will not and, then, at that time we will need a third truck. Kind of like the city of Boise has been adding, because of growth. But, yes, for right now they will be absolutely adequate and for the foreseeable future, I mean several -- several years. In fact, we can get an exact number if you would like. I think you -- don't you have that number, Laurelei? Okay. We can pull you the number on the CCTV van if you would like, but based on what I think we discussed earlier it's several years.

Palmer: Madam Mayor, follow up? So, you mentioned that you're confident that the CCTV truck can be staffed with one. How long have you been confident that we have been doubling the necessary staff for those?

Barry: That's a fantastic question. So, it's a little complicated. So, let me explain it this way: We have been staffing one of the -- so, you might -- you weren't on the City Council, Councilman Palmer, when the two additional collection staff members were added to the program in fiscal year '15. In fiscal year '15 we added two new staff. We added them when we added the sewer CCTV van. So, that van we included staff with, so that we had staff, because the existing staff were already deployed on the existing van and the existing truck, two, two. Now, one of the things that's gone on is a -- is a staff churning situation. So, you have

to understand that in order to run some of these vehicles you have to come equipped with a license or certification. Now, certifications -- typically we are running Collection Tech I's and Collection Tech II's on these systems. Now, Collection Tech I, you need 1,600 hours of training in order to bring on and run one of these vehicles. So, when we hire somebody that doesn't have that license, we have to run them through training and make sure that they get that experience before they can take their license and, then, be qualified to run the vehicle. So, on one level we have a training program, we are trying to train people to get their licenses so that, then, they can qualify for the vehicle. The only way they can do that is to run the vehicle with somebody is trained, somebody who has knowledge and is qualified. So, there is some of that. The other part is that this whole program has not been fully staffed since February of this year. So, we just filled the last of that sixth person. We just filled that in February. So, we have been running at five before that until 2015 where we picked up those two other people. So, you know, it's misleading to think, well, this thing has been fully staffed six people since 2009 and what are you guys doing, got two extra people sitting around on these -- these sewer CCTV trucks and that's not the case. We haven't had those six people. They were added in '15 and it took us -- I want to say six or eight months to hire those two folks, because it's difficult to find qualified people and, then, when we did find them, training some of them up and, then, also adding the -- finally adding the last person to go out to, so now we are finally full in 2016 -- February 2016. Does that help answer your question?

Palmer: Yeah.

Barry: Okay.

Palmer: Follow up? On a separate -- I guess question. I remember in the previous presentation there was a mention of the cleaning schedule being -- I think on a -- on a seven or eight year rotation -- is that not the case? Was that never the case?

Barry: I don't believe that was said. I look to the presenter. No, it was not said. I don't recall it being said and that would not be accurate anyways if it was, so, no, the cleaning schedule that has been set up for the city, established in 2009, was three years. It has now slipped to 4.4 years.

Cavener: Is that prior to 2009 maybe?

Barry: Yes. Mr. Cavener, if you're -- that's correct. Before 2009 when we brought the program in house the schedule was much longer, because we weren't investing as much in the outsourcing because it was so expensive at the time, which is why the system -- the system fell into -- eventually we had very grave concern about the system and that's why we brought the program in house in 2009.

McVey: And, Councilman Palmer, I believe the number that you're referring to was at the bottom of a chart and it was actually what our CCTV van had fallen behind to before we purchased that second CCTV van. So, it was -- the CCTV schedule had fallen to seven to eight years. So, that's the number that I believe you are recalling from the last presentation.

Palmer: Thanks.

Barry: You bet.

De Weerd: Any other questions from Council?

Cavener: Madam Mayor?

De Weerd: Mr. Cavener.

Cavener: Maybe a clarification point then. You had indicated that the CCTV truck was eight to nine years behind schedule? We were -- I want to make sure that you're clear -- we are not sending a CCTV truck in that eight or nine years following that with cleaning, you're still naturally then -- the cleaning was eight to nine years behind as well? Taken eight to nine years for a cleaning to occur if -- we have to send a CCTV truck before we do the cleaning one would make the --

Bird: You do the cleaning first.

De Weerd: There is clean first.

Bird: You clean first.

McVey: So, Councilman Cavener, that's a good question, but it is the -- you have to clean first before you can CCTV and the difference in the schedule occurs because the hydro cleaner can go at a much faster pace than the CCTV camera, because the CCTV camera has to go down the line and videos every service, every joint in the pipe. So, a sewer cleaner truck can move at a faster pace than a CCTV van. So, that's why you see the difference in the two schedules.

Cavener: Correct. Thank you. I was under -- I was under the understanding that the CCTV was falling two to three days after a cleaning. So, I guess I'm just trying to find what this eight to nine year -- what that eight to nine year time line really means versus today.

McVey: So, the CCTV van does -- it has to be within three days of hydro cleaner. But what the hydro cleaner does is it will go -- so, it will clean in front of the CCTV van and, then, it will go to another section of town and clean that section of town, because the cleaning needs to happen more frequently than the

video, just because the cleaning has different benefits, such as removing debris and clearing blockages, removing any hydrogen sulfide gas that eats the infrastructure pipes. So, it's kind of working in tandem, so the CCTV truck goes slower, the hydro cleaner will go clean in front of that and, then, it will go clean another section of the city. So, your hydro cleaner schedule is really dependent -- your TV van is really dependent on your hydro cleaner schedule. However, when we got the second CCTV van now our hydro cleaner isn't able to go clean those extra sections of the city, it is simply keeping in front of those two CCTV vans and that's why we are falling behind on the overall schedule for cleaning.

Barry: Another way to think about that is that the sewer cleaning truck is not exclusively a cleaner truck for the sole purpose of the camera truck. It has a lot of other jobs, whether it's cleaning up SSOs or it's responding to community issues or backup or those kinds of things or is actually doing a more frequent cleaning in areas of the system that are more problematic. I think that's what we are referring to there.

Palmer: I guess -- so a sewer line might get cleaned twice before the camera would hit it.

Barry: Yeah. Sometimes three or four times --

Palmer: Okay.

Barry: -- in certain cases.

Cavener: Madam Mayor, additional question. Tom, can you pull up the slide that shows the -- the anticipated or estimated cost as far as rental?

Barry: This one here?

Cavener: Correct. Thank you.

Barry: Yes.

Cavener: I'm just -- I'm just curious, the cost incurred from October to May --

Barry: Uh-huh.

Cavener: -- that's easy, because that's an actual. I'm just curious how you got the estimated numbers from May to November and, secondarily, I guess, the estimated number for fiscal year 2017.

Barry: Sure. So, yes, you're right, the cost from October to May are real numbers. It's almost halfway through the fiscal year, roughly. Now, again, our MIT system -- this is our financial system -- isn't quite -- you know, it doesn't

produce results as of quite today exactly, because we have invoices and other things that come in -- that sometimes get processed, but, essentially, we are pretty close to about halfway through the year at that cost. Now, we did have that incident that I mentioned that occurred between February and today where we needed a rental truck, but we didn't have access to one. So, that would have been a third rental week that we would have needed for the first six months of the year -- of the fiscal year. So, what we did is we just said we need three more, essentially, to get through the rest of the fiscal year. So, that's why you see, essentially, the 11,499 dollars there. Essentially double, because we are halfway through the fiscal year, just double what we have going forward in regard to anticipated expenses. Now, again, if the thing doesn't go down and we don't need a rental, we won't have that cost, but it could go down four times -- or four weeks, rather, instead of three, and we might have a little bit more. Needless to say, whether we order a new cleaner truck today or we order it, you know, later, we still have these costs that we are going to have to bear through this fiscal year in order to cover the down time of the existing vehicle. The additional cost here, if the Council elected to order at the start of the next fiscal year, just wait and, then, take delivery in April -- the Enterprise I think is pretty straight forward, that's the --

Cavener: Yeah. I'm more concerned -- question the estimated number budgeted for fiscal year 2017, where that number came from.

Barry: Right. So, that number comes from looking at the same number of rentals that we might have in regard to down time associated with the first six months of the fiscal year of '17 and, then, adding to that some additional down time, which we didn't include in these numbers, which is preventative maintenance. Also delays in delivery or bill time or order time, you know, we are ready to go with the bid sheets right now, our bid specification, but we don't know how long it's going to take us to run through the process to get all of the bids back from the vehicle suppliers that are going to, essentially, be reviewed and, then -- or replaced. So, that could -- that could take a couple weeks, it could take a month, we are not -- we are not quite certain about that. So, the number for the cleaner rental budgeted in FY-17 does include some additional potential delay costs associated with acquisition or late acquisition of that vehicle regardless of when it's ordered, whether it be ordered, you know, today or if it's ordered in the next fiscal year.

Cavener: Follow up, Mayor? Tom, am I right in understanding that Public Works doesn't budget for preventative maintenance for your vehicles?

Barry: Oh, we do. Absolutely we do.

Cavener: So -- follow up, Madam Mayor?

Barry: These are rental costs. These aren't preventative maintenance costs.

Cavener: Madam Mayor, follow up. It sounds like you said, though, that one of the reasons associated with the increase was that the vehicle could be out -- you would have to rent it for preventative maintenance. So, what do you do now when you -- when you have to perform preventative maintenance on the current sewer truck?

Barry: So, typically, the preventative maintenance that we are going to try to accommodate for the vehicle is less -- is short-term maintenance. Now, because the vehicle is aging that preventative maintenance is -- is transferring more to corrective maintenance. But even the preventative maintenance that we are doing on the vehicle is increasing in time also. So, if you think about the vehicle being seven years old right now, you know, roughly it's going to be eight soon, then, you're going to have an incremental increase over your preventative and your corrective maintenance costs associated with the overall time down. So, we have added that into the sewer fee rental budget to cover for that incremental increase in the down time associated with both corrective and preventative maintenance, while at the same time budgeting a little bit of extra time in the event that the vehicle that we order has a build delay or if it doesn't get delivered properly or it has a warranty issue or it's -- you know, it needs to be outfitted a certain way, we don't know exactly what -- how it's going to come and in what shape it's going to come, so we have got a little bit of time budgeted in for that.

Cavener: Thank you.

Barry: Uh-huh.

De Weerd: Any other questions? Thank you.

Barry: Thank you. And we appreciate the opportunity of coming back before you and presenting this information. Thanks so much.

De Weerd: So, Council, we are looking for your approval on this budget amendment to order a truck.

Bird: You and I can't do it.

De Weerd: You and Mrs. Milam can't make the motion to reconsider. You can make a motion on this.

Nary: Madam Mayor, Members of the Council -- Madam Mayor is correct. The prohibition about making a motion for the people in the losing side is only for reconsideration. You can make a motion to approve this as you wish.

Bird: Okay. Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we approve the purchase of a sewer cleaning truck with a budget amendment not to exceed 500,000 dollars.

Milam: Second.

De Weerd: I have a motion and a second. Any discussion?

Borton: Madam Mayor?

De Weerd: Mr. Borton.

Borton: Just some explanation. I think the -- for me at least I appreciate the chance to revisit it, to visit with Tom, go back and review what we -- what Laurelei presented in -- in February and my own notes. Some of the concern that arose then for me -- a lot of it has been answered here and I think from my perspective questions that I had about it and some of the matrix that would support it quite frankly I should have asked at the February 16th hearing, maybe had a dialogue, a discussion. The personnel was one particular item that jumped out to be problematic, to try and understand how you could operate these with without adding FTEs, I had gone through at the meeting reviewing the matrix on how many miles per month and -- each truck can do and whether in the inclusion of it in the 2017 CIP and the plan to purchase it then seemed to remain appropriate and there wasn't any unique financial savings that warranted moving it up. I think the fact that -- that a budget amendment is presented is taken extremely seriously by everyone on the Council and is presumed to always have merit, but we have to do our job and vet them and if there is questions ask those. It was an example, quite frankly, of -- one of Councilman Palmer's suggestion that there may be opportunities for us to look at a budget amendment request, speak to it, perhaps support it, but, then, perhaps table it for a week to include whether the public may want to provide comment or we want to get more information. But, nonetheless, what I think is different for me -- and support the motion -- is gathering this additional information, even though it's May, which is a horrible time to do the budget amendments, it truly is a February request and the forecasting assumptions which led its inclusion to be in a 2017 CIP. Those circumstances have changed and I don't know if we all capture that in February, but one of the graphs that was shown kind of articulates how the new circumstances have shown an accelerated need for something we all acknowledged was necessary next fiscal year, so -- so I think those are the unique matrix that support, to my eyes, this budget amendment, among everything else that's been presented. That's the unique circumstance. I thought that was an important one for staff to know at least some of the -- the logic or lack thereof of at least for me what may be uncomfortable in February and how I have reconciled those concerns now to be comfortable to support it.

De Weerd: Thank you. Anything further? Madam Clerk, will you call roll.

Roll Call: Bird, yea; Borton, yea; Milam, yea; Cavener, yea; Palmer, yea; Little Roberts, yea.

De Weerd: All ayes.

MOTION CARRIED: ALL AYES.

- D. Mayor's Office/Parks Department: Budget Amendment for the Youth Farmers Market for a Not-to-Exceed Amount of \$10,000.00**
- E. Mayor's Office: Budget Amendment for the State of the City Address for a Not-to-Exceed Amount of \$17,970.00**
- F. Mayor's Office: Budget Amendment for the Mayor's Youth Advisory Council for a Not-to-Exceed Amount of \$15,660.00**
- G. Mayor's Office: Budget Amendment for the Mayor Tammy's Walking Club for a Not-to-Exceed Amount of \$3,500.00**

De Weerd: Okay. The next four are budget amendments under the Mayor's office. Each year we come back after we know how much we have raised and where those funds are dedicated to and so we will start with the Youth Farmer's Market and I will turn this to Robert.

Simison: Madam Mayor, Members of the Council, thank you and as the Mayor mentioned, these -- these budget amendments are all going to be net revenue zero once it's all said and done. These are all from donations, sponsorships, revenue that have come in or anticipated. I will talk about those when we get to that one. I will just go through these one by one and I will stop for any questions. I guess my only process question is do you want me to go through all four and ask -- or are you going to take them up one by one and do the motions?

De Weerd: I would just describe all four, open it for questions and, then, we can go through them.

Simison: All right. Thank you. The first one on the list is for the Youth Farmer's Market. We received grant funding from the Blue Cross of Idaho High Five grant a few years ago in the amount of 30,000 dollars. We used the first 5,000 to purchase tables and canopies for last year's preview. As we are now committed to making this process move forward, we intend to use 5,000 more of the funds this year that will go to parks to do additional purchases that will include things

like carts to bring them in and out and additional canopies, tables. MDC has also provided 5,000 dollars for the contract that we currently have with Becky Breshears for the operation of the market for this year. So, you will see that this one actually has a total request of negative 20,057, because there is still going to be 20,000 dollars from the Blue grant in that account, which we are spending carrying forward for next year opportunities. So, that is the first amendment. The second one is for the Mayor's State of the City and these are the funds which were raised above the cost for the event to occur. Last year one of the things we did when we went through the budget process we decided not to put the scholarship funds directly into the budget, we waited until we received the funds that we said we would bring that back in a budget amendment. You will have those scholarship winners before you next week at City Council, but these are all funds that would have been funds raised from that process, which had an excess of some 2,970 dollars over the cost. We anticipate raising 20,000 to begin with. That's why there is a total of 6,480 that is going above and beyond into the donations that we expected and these will be used for things like traffic box art, they support a portion of the Mayor's Walking Club from this year, our Do The Right activities. We didn't have as much sponsorships from the community this year, so we picked up half of the printing cost for some of those items. We were able to extend the Welcome to Meridian programs that we send out the videos that you have all seen to new residents. We would like to do another round of those. That is an enhancement that you will see presented later this year for next year and, then, some of the stuff for hanging flower pots here at City Hall on the banners that are along Broadway and Main, nine of them, that would do hanging flower pots as a way to beautify the downtown area and the remaining is going to Care To Share program for the Parks and Rec Department. The next item is the Mayor's Youth Advisory Council. This is primarily for their expenses related to two items, their travel to Washington D.C. where they have been raising the funds through sponsorships, as well as their STAND grant that they received for the event that they did related to nicotine with the -- at The Village Cinema earlier this year. And, then, the other one -- this is the one where we are still -- it also funds their youth summit. Those are funds that have yet been received. They have been pledged by Idaho Power to pay for that later this year, but we have not yet received them, as well as a couple of individuals who said that they would sponsor MYAC for their trip to D.C., Ken has been working with them to receive those. I think we got another one just yesterday. So, we have a couple of outstanding. They also have their Ball at the Hall coming up this weekend, but if they are not able to raise -- receive those funds that they said they will do, they will use those first and foremost, but we won't do the Youth Summit unless we get the -- the money actually comes in from Idaho Power that they said that they would do. So, this is the one that we are still waiting for some of the funds to come in, but we expect it to come in fully. And, then, the last one is for Mayor Tammy's Walking Club. We did a pilot program last -- last fall. We continued it this year. This is one of the two that have been funded by sponsorships. We have Primary Health being the main title sponsor for that. The Boise Co-op was the secondary sponsor. The Mayor also received 1,000

dollars from Blue Cross of Idaho for her participation in the Mayor's Walking Club challenge. So, again, these are costs which are coming in from sponsors to fund that program, which includes prizes to the first, second and third class winners at each of the schools which participated and I think that we are only missing two elementary schools this year that we hope to bring them into this program next year. So, with that I will be happy to answer any questions you have about any of these items.

De Weerd: Council, any questions?

Cavener: Madam Mayor?

De Weerd: Mr. Cavener.

Cavener: Not a question, just a comment. This is an impressive list, Robert. Thank you for bringing all of this and I know that it's a result of the Mayor's staff and other city department staff working to bring in these sponsorships, but I think it's a reflection on our community and the value that the Mayor's office and that City Hall brings to Meridian to have great companies like Primary Health and the co-op step up. Idaho Power to sponsor these events. These are real dollars that allow our community to do some really great things. So, thanks for bringing these all together. It's an impressive list when you look at them all together and kudos to the Mayor and her staff for -- bringing these -- these donations.

De Weerd: Thank you for recognizing how hard my staff works on -- on looking at these. It's -- these initiatives are a reflection of the priorities that our community has indicated are important and certainly what we heard through the outreach when we did the High Five grants from the Blue Cross aspect. So, appreciate that.

Cavener: That's great.

De Weerd: Any further comments, questions?

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: Hearing no more, I would like to add one thing on the Farmer's Market. I believe MDC donated 5,000 towards that.

Simison: Yes. If I didn't say that I --

De Weerd: He did. He did.

Bird: I'm sorry, I missed it, Robert. Anyway, I would move that we approve the budget amendments for the Youth Farmer's Market not to exceed amount of 10,000 dollars.

Milam: Second.

De Weerd: I have a motion and a second to approve Item 11-D. Any discussion from Council? Madam Clerk, will you call roll.

Roll Call: Bird, yea; Borton, yea; Milam, yea; Cavener, yea; Palmer, yea; Little Roberts, yea.

De Weerd: All ayes. Motion carried.

MOTION CARRIED: ALL AYES.

De Weerd: Item 11-E.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we approve the budget amendment for State of the City address for not to exceed amount of 17,970 dollars.

Milam: Second.

Cavener: Second.

De Weerd: I have a motion and a second to approve Item 11-E. Any discussion from Council? Madam Clerk.

Roll Call: Bird, yea; Borton, yea; Milam, yea; Cavener, yea; Palmer, yea; Little Roberts, yea.

De Weerd: All ayes. Motion carried.

MOTION CARRIED: ALL AYES.

De Weerd: Item 11-F.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we approve the Mayor's Youth Advisory budget amendment not to exceed amount of 15,660 dollars.

Milam: Second.

De Weerd: I have a motion and a second to approve Item 11-F. Madam Clerk, will you call roll.

Roll Call: Bird, yea; Borton, yea; Milam, yea; Cavener, yea; Palmer, yea; Little Roberts, yea.

De Weerd: All ayes. Motion carried.

MOTION CARRIED: ALL AYES.

De Weerd: Item 11-G.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we approve the budget amendment for the Mayor Tammy's Walking Club not to exceed 3,500 dollars.

Milam: Second.

De Weerd: I have a motion and a second to approve Item 11-G. And, Robert, maybe next week we can give an example of what Primary Health purchased for the prizes for the students and give an overview of how many miles our kids have walked. It is truly heartwarming to go to these elementary schools and see the enthusiasm and we have heard reiterated from the PE instructors that the activity, because of this effort and Primary Health has been at every one of the walking clubs, has been outstanding, so big kudos to Danielle on her efforts behind this, too.

Simison: Thank you, Madam Mayor. I will see if I can have Danielle be here to do that next week.

De Weerd: Okay. Okay. So, I have a motion and a second. Madam Clerk, will you call roll.

Roll Call: Bird, yea; Borton, yea; Milam, yea; Cavener, yea; Palmer, yea; Little Roberts, yea.

De Weerd: All ayes. Motion carried.

MOTION CARRIED: ALL AYES.

De Weerd: And remember, Council, you are always invited to come out and walk.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: From the rumors I heard about Washington D.C., I think you better get MYAC kids out and walk with you, so you don't walk them in the ground the next year.

**Item 12: Ordinances**

**A. Ordinance No. 16-1690: An Ordinance (H-2016-0024) of the City of Meridian Amending Meridian City Code as Codified at Title 11, Entitled the Unified Development Code (11-3G-3A) Pertaining to Common Open Space; and Providing an Effective Date**

De Weerd: Item 12-A is Ordinance 16-1690. Madam Clerk, will you, please, read this by title only.

Jones: Thank you, Madam Mayor. An ordinance amending Meridian City Code as Codified as Title 11, Section 3, entitled the Unified Development Code of the Meridian City Code Pertaining to Common Open Spaces; and providing for a waiver of the reading rules and providing an effective date.

De Weerd: You have heard this ordinance read by title. Is there anyone who would like to hear to read in its entirety?

Milam: Madam Mayor?

De Weerd: Mrs. Milam.

Milam: Seeing none, I move that we approve Ordinance No. 16-1690 with suspension of rules.

Bird: Second.

De Weerd: I have a motion and a second to approve Item 12-A. Madam Clerk, will you call roll.

Roll Call: Bird, yea; Borton, yea; Milam, yea; Cavener, yea; Palmer, yea; Little Roberts, yea.

De Weerd: All ayes. Motion carried.

MOTION CARRIED: ALL AYES.

**Item 13: Future Meeting Topics:**

De Weerd: Okay. Item 13. Council, anything further for future meeting topics? We will put on there discussion about budget amendments. Todd and I met today with some ideas about a budget amendment form itself and I think Councilman Borton really nicely put together our -- you must have been listening into our conversation -- some of the things that you found in February's conversation that you would have liked to have asked or had answered that we will be adding to the form itself, maybe look at a process as you suggested as well to introduce it one week -- I think Public Works has kind of established that getting out information one or two weeks in advance, getting it set. So, we will bring this back onto a future agenda and bring a recommendation for how to consider those.

**Item 14: Amended onto the Agenda: Continued Executive Session Per Idaho State Code 74-206 (a)(c)(f): (a) To consider hiring a public officer, employee, staff member or individual agent, wherein the respective qualities of individuals are to be evaluated in order to fill a particular vacancy or need. This paragraph does not apply to filling a vacancy in an elective office or deliberations about staffing needs in general; (c) To Acquire an Interest in Real Property, Which is Not Owned by a Public Agency; AND (f) To Consider and Advise Its Legal Representatives in Pending Litigation**

De Weerd: Okay. Additional item was the Executive Session and I would entertain a motion.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we return to Executive Session as per Idaho State Code 74-206(c).

Milam: Second.

Cavener: Second.

De Weerd: I have a motion and a couple seconds. Madam Clerk, will you call roll.

Roll Call: Bird, yea; Borton, yea; Milam, yea; Cavener, yea; Palmer, yea; Little Roberts, yea.

De Weerd: All ayes.

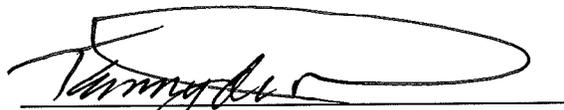
MOTION CARRIED: ALL AYES.

EXECUTIVE SESSION: (8:02 p.m. to 8:57 a.m.)

(Proceedings not recorded.)

MEETING ADJOURNED AT 8:57 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS)

  
MAYOR TAMMY DE WEERD

6 17 16  
DATE APPROVED

ATTEST:  
  
JACY JONES, CITY CLERK

