

Joint Meridian City Council - Meridian Development Corporation February 9, 2016.

A joint meeting of the Meridian City Council and Meridian Development Corporation was called to order at 6:10 p.m., Tuesday, February 9, 2016, by Mayor Tammy de Weerd.

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

Others Present: Bill Nary, Jaycee Holman, Bruce Chatterton, Caleb Hood, Brian McClure.

Item 1: Roll-call Attendance:

Roll call.

<input checked="" type="checkbox"/> Anne Little Roberts	<input checked="" type="checkbox"/> Joe Borton
<input checked="" type="checkbox"/> Ty Palmer	<input checked="" type="checkbox"/> Keith Bird
<input checked="" type="checkbox"/> Genesis Milam	<input checked="" type="checkbox"/> Lucas Cavener
<input checked="" type="checkbox"/> Mayor Tammy de Weerd	

<input checked="" type="checkbox"/> Jim Escobar – Chairman	<input checked="" type="checkbox"/> Keith Bird – Member
<input checked="" type="checkbox"/> Dan Basalone – Vice-Chairman	<input type="checkbox"/> Kit Fitzgerald – Member
<input checked="" type="checkbox"/> Dave Winder– Secretary/Treasurer	<input checked="" type="checkbox"/> Callie Zamzow – Member
<input checked="" type="checkbox"/> Tammy de Weerd – Member	
<input checked="" type="checkbox"/> Eric Jensen – Member	
<input checked="" type="checkbox"/> Calvin Barrett – Member	
<input checked="" type="checkbox"/> Todd Lakey – Counsel	
<input checked="" type="checkbox"/> Ashley Squyres – Administrator	

De Weerd: Thank you for joining us. We appreciate your patience while we tried to organize up here. This is a lot of people and we appreciate you all joining us and thank you to staff for organizing this. So, for the record, it is Tuesday, February 9th. It's five minutes after 6:00. We will start with roll call attendance, Madam Clerk.

Item 2: Adoption of the Agenda

De Weerd: Thank you. Item No. 2 is adoption of the agenda.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: I move we approve the agenda as noted.

Cavener: Second.

De Weerd: I have a motion and a second to adopt the agenda as noted. All those in favor say aye. I would have thought there would have been more noise when you have all these people say aye. Let's try that again. All those in favor say aye. Ah, that's great.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Item 3: Idaho Avenue Placemaking Project: Caleb Hood

De Weerd: Okay. Item No. 3. Idaho Avenue placemaking project. We will turn this over to Caleb.

Hood: Thank you, Madam Mayor, Members of the Council, Members of the MDC Board. It's my privilege to present to you a little bit of an update here on the Idaho Avenue placemaking project. Before I get into some of the -- the most recent steps, I wanted to just give you a little bit of background information on this project. As I'm speaking there is going to be a couple of handouts, too, that will help you kind of track along with this presentation. Again, this is background information. Idaho Avenue was identified as a prime candidate for the lighter, quicker, cheaper this last spring. In the summer we had a similar meeting, although the setup was a little bit different, you all were down on the floor here in the peanut gallery and discussed that report that was put together in association with Idaho Smart Growth and decided that Idaho Avenue should be one of the top priorities to do a lighter, quicker, cheaper project and I sat in this very chair and you guys said go do something on Idaho and so we are back to kind of tell you where we are at at this point in time. Again, a little background information. This section of Idaho is a relatively low volume roadway, has a large public right of way. The last count we got from ACHD there is about 600 cars per day or so on this short block of Idaho Avenue. So, the project was, essentially, to see if we could reclaim some of that space used for cars for nonmotorized uses. The goal being to create opportunities for the public for activity and for business awareness and investment. This lighter, quicker, cheaper project allows us to kind of test what an ultimate configuration may look like for Idaho Avenue longer term and it is, obviously, a joint partnership, not only between the city and MDC, but also our business partners, the MDBA and in particular businesses along this block. The goal is to install what we are going to talk about here today in the spring of this year, so just in a couple of few months here, with option to keep it up until ACHD does some maintenance on this road right of way, which right now is planned for FY-2019. So, what I'm going to be asking for tonight is some concurrence from both boards on the scope of work, if you will, and, for lack of a better term, a cost sharing of these terms. I want to go through those elements and the spreadsheet -- you have a spreadsheet and a presentation and that spreadsheet -- it's kind of a hierarchy of what staff would recommend that we do. So, the first item in that spreadsheet is painting and striping, again, to reclaim a portion of the right of way. So, most of these options, like I said, that I'm going to run through that are on the -- the spreadsheet have, at least at this point, multiple bids or options on them. None of them are must haves, but this is staff's recommendation. I should probably point out before I go too far, I have consulted with Ashley Squires on this presentation, I think she's in agreement on -- on this and

what we are proposing to you, basically, is a 50-50 split. Both of our agencies have budgeted in our current fiscal years up to 15,000 dollars for this project. I would also like to just thank -- Marty Schindler has been real instrumental and done a lot of the door knocking and e-mail writing, as well as Joe Kozlowski and the MDBA as well for their participation thus far in this project, so -- and, then, Brian also in my office has been very helpful with a lot of what you're going to see here tonight with the graphics and whatnot. So -- anyways, so let's jump into kind of what we are requesting we cost share this evening. So, the paint and striping is one element that, again, is very high on the list. If you're going to reclaim the area we need to, essentially, push the parking back towards the center of the street, which allows about seven and a half feet of area to be used for other purposes and we will talk about what those other purposes may be. I should point out, too, if at any point on any of these elements there is questions, clarifications, comments, please, feel free to interrupt me. I don't really have a great graphic to show what the painting would look like. I do have a cross-section and maybe before I go too far with getting into the paint too much, just kind of show you what the overall section would look like and that maybe shows the paint a little bit better. So, today the parking is along -- you know, is adjacent to the curb in this area on both sides of the street. With the proposal what we would do is restripe the parking lane, so you can see the tick marks here for the relocated parking stalls and, then, striping a new, if you will, a faux curb. This would act as the curb line, although not a physical barrier here and, then, that really gains that active use and business awareness area and this would come -- it looks like paint to me on this diagram. This -- this realm. So, that's kind of what -- what we are talking about here with the paint, would be to repaint -- instead of a bike lane in this case, we would be repainting this at least a base gray and there will be a little bit more on this towards the end of the presentation, but this, again, I emphasize the base part of that, with the idea that over time we either come up with activity or design or something else that goes over the top of that gray paint, whether it be more paint or a stencil or an activity or whatever, kind of TBD at this point. But the grey makes a nice -- it still calls it out as something different, but it's not the end all, be all is kind of what the discussions -- and, again, we will talk about that nearer the end of this presentation as well. And, then, again, the striping and decorative patterns potentially there in the future. So, that right now -- what you have in the spreadsheet is an estimated cost of about 1,900 dollars for the -- and that's the low estimate that we had two people respond -- two paint suppliers respond and that was in the lower of the two. So, about 1,900 or so dollars for that. Any question on the paint or striping or why we are doing that? Okay. The next element is a temporary curbing and this isn't very exciting, but it is something we need to do to, basically, protect those cars that are on the end caps of the relocated parking. So, you have the bulb outs -- I should probably go back to the -- the diagram here. Today you have the -- the curved line and the bulb outs that protect the last couple of cars from someone turning the corner and rear-ending them. So, what you see here -- and I realized it's kind of hard to see, but someone northbound on Main Street turning eastbound on Idaho -- so, they don't run into this car parked here, this is where your temporary curbing would go. It's a candle, basically, that delineates the lines, so someone doesn't track, again, in the back of that car. So, again, not a very exciting element, but something we need to do to, basically, show the cars where they need to be and to delineate where nonmotorists can be, so --

going back to that. So, what we are proposing is this top curb kit in what's called out there. This bollard is similar. This is more of a -- Brian likes to call them lick and stick. It's something that's -- it's more of-- it's an interim -- you know, it's a glue, basically, that goes down. So, it's relatively easy to install and relatively easy to remove, doesn't do any damage to a car if a car were to hit over it -- you know, maybe it makes -- scrapes a little paint, but it's not a concrete bollard that really is firm. So, that's what we are proposing at this point in time. So, any questions on that element?

Cavener: Madam Mayor?

De Weerd: Yes, Mr. Cavener.

Cavener: Maybe I'm the only one that doesn't know, but what's a -- what's a waddle? I see it here on the -- on the -- there are not costs, so it looks cheap, but I don't know what it is.

Hood: So, it really is meant more for stormwater, kind of quantity if you will. I mean it is -- it can be I think multiple material, but, basically, a hay bale that is -- you know, could be strung together to do the same thing. I'm not explaining that very well, but you have probably seen them on construction sites to keep things out of storm drain inlets, that type of stuff. That really helps to -- again, most of the applications I'm aware of it's more for stormwater quality, but you can also use it in a curb-like manner to do that and we -- that looks cheap, I mean just quite honestly. This isn't, again, very exciting or sexy, but that looks very -- yeah. This doesn't fit this application in an urban environment.

De Weerd: Okay. Any other questions at this point? Okay. Thank you.

Hood: So, moving onto planters. So, now we are getting into some stuff that is a little bit more exciting and I think, you know, dresses up that area a little bit more. So, the proposal is to purchase 14 of these planters -- sorry for the back and forth here, but I don't know a better way to do it. These are all down below the curb line. So, I know it's hard to kind of see it. I think it's roughly proportionate. Is it seven aside? Yeah. It looks like seven on each side and, basically, we place these planters midway in between every other parking stall. The idea being that someone parked here, when they open their door it isn't going to ding the planter. It's at where your bumper essentially would be. So, it protects not only the car door, but it protects the planters longer term. It also helps to, again, protect that area from -- it is a physical barrier for where if some car is pulling up into here and trying to park against the curb. If the -- the tick marks for parking didn't catch your attention and the solid white line, you know, someone -- I'm not saying someone might not try to parallel park in there, but, really, it really should help to delineate that a little bit better. So, that's what we are talking about here is -- and these are planters -- what you see on the spreadsheet are planters from the same manufacturer that parks currently uses in the downtown, so -- the color scheme is not quite the same, but these concrete planters are the same -- there are the Newport planters that is a city standard for downtown. One of the things -- and this ties into the next part of this -- materials and maintenance. It's one of the conversations I've

had with the MDBA. One of the expectations, at least to this point, is that either adjacent business owners or the MDBA or some other force other than the city needs to be responsible for watering these things. The initial installation is part of what we are proposing tonight, but we need to talk more and make sure we get a plan of attack for who maintains this -- if there is a failure to maintain it what happens, who is responsible for replacing those materials or whatever. So, those -- those details haven't quite been ironed out yet, but I did want to call that out. I think we are headed in the right direction that way, we just haven't gotten there to really work out all the details of who maintains these 14 planters downtown. We are going with -- we are proposing a shorter -- a little bit shorter planter to allow a little bit more visibility into the street into these business store fronts, so that they won't be as tall as maybe some of the ones in the Main Street islands out here, but, again, they are in the same family as the rest of the -- the planters downtown and I can ask the questions, but I'm going to just quickly go to plant material, because they will go hand in hand. I wouldn't recommend you purchase the planters without any plant material in them. So, this is -- that budget item kind of goes together. Now, what you put in them -- you know, you could do something that is more low maintenance, but at the end you may -- or at the beginning you may end up with more capital improvement cost if you did something like a statue or something in there. So, kind of what we are proposing is something that ties in with the rest of the landscape pallet downtown, with more hardier shrubs that have a year around interest. So, some of this, again, we can -- with Park's blessing and maybe some consultation from business owners can play with that a little bit, but this is our rough ballpark cost of what it would take to landscape those 14 planters with the landscape material. So, there I will pause a little bit for plant material or planters comments if there are any. If not, I will move right on to ramps. So, this one -- again, bear with me just a second. So, we have -- one of the requests in hearing from one of the property owners was a request to take -- currently there is an ADA parking stall down here next to Generations Plaza. The request was to move it more mid block to be better accessible through some of the patrons that frequent a business in mid block and so what you see, then, on the proposed cross-section is a relocation of that parking stall here. Associated with that, then, would be a curb ramp to get someone who is I assume disabled back up to the curb height. So, that's -- that's what we are proposing with that is a curb ramp. The reason -- if you look at the spreadsheet, the ramp we are proposing is here. It is more expensive, but it is reusable and so after this demonstration project you could place this other places where you had any other activities in the downtown or elsewhere will use this module ramp. So, that is one of the reasons we went with that, instead some of these other Handy Curb I think was the name of this one and this is your -- I'm sorry. Handi-ramp -- Handi-ramp is one that the cursor is on. This is the Safe Curb. This one I will also point out that ACHD did mention that they would like to review whatever we put out there to make sure it is ADA compliant, so this isn't just something we can build on site, it's something they want to review and have some oversight of. They didn't say it in as many words as getting a permit necessarily, but they do want to -- they are interested in how this is applied in the -- in the streetscape. So, that's that element. I will move on. The trash receptacles. This is the one where we really don't have an alternative. If we are going to put up a trash can we recommend that it be the standard trash can that the city uses in downtown, so in this case we are recommending initially,

but I will also point out we are moving kind of towards the end of the priority list, we are kind of getting down there to the things that -- if you don't want a trash can it won't hurt my feelings. If you say, you know what, we don't need another trash can. But we are proposing one -- basically one mid block on the south side. There are existing trash cans on the corners -- on all four corners, if you will, so -- and, again, Idaho isn't a very long block, but we thought one mid block on the south side made some sense. So, that is part of the proposal this afternoon. Any questions on curbs? Bike racks. This is something -- I will probably just start out by saying the city does have a standard, but at this point it's outdated and we need to probably come up with a new one, because it just doesn't work. So, we are proposing a couple of different options. The multi-loop rack is the one we have a yes by in the include column on your spreadsheet. Excuse me. So, this is the one we are proposing be part of this project. In fact, there are two proposed. An alternative would be this freestanding multi -- it's the last one under bike racks. Again, same idea. This one would be -- these both could be reused. This one is more of a pick up and relocate type of a thing. This one you would anchor into the pavement. But those are kind of the two options, if you will. There are a couple of other options. We do have the city standard rack shown on the -- on the spreadsheet, but, again, that's not one of the ones I would recommend we go with in this instance. And this is something we envision the Parks Department or city resources can help and put on the ground. So, we can take questions, I'm going to put up I think the cross-section, though, that kind of shows what the proposal is and so you can kind of take all that in. Maybe before I get a question on that, this five foot clear zone isn't anything physical necessarily on the exhibit. What that is meant to represent is whatever we do out here between the face of building and where ever those parking stalls are, we have to keep the sidewalk realm a clear zone for people to walk. So, we can't totally fill up the area with planters and garbage cans and bike racks and whatever else, we have to -- with whatever we do maintain a pedestrian zone. So, I think that's all I maybe wanted to point out there. That's not the end of my presentation, but that is the end of the proposal for this evening, at least at this point in time. So, if there are any questions -- if not I will go into phase two of the presentation.

De Weerd: Okay. I would ask the MDC board or City Council do you have any questions? Okay.

Hood: So, kind of the rest of the story -- and this is something, again, that we have been working with -- with Marty, but when I say Marty, he's been the face and the one I have interacted with the most. But in some of the dialogue I should -- Ashley has also been part of that dialogue, too, but when we talk about, you know, the base coat gray and what could go on next, we are certainly having that dialogue now. We are just not ready to propose that to you at this point in time and say cut us loose, let us buy that thing or whatever it's going to be -- that project in there and here we go. We are still having that conversation. But I did want to plant a seed with you that more than likely we will be back later on in this fiscal year, after we have had some time this spring to see how this works and say, you know what, we really need some more planters or, you know what, we need to buy a sandbox for the kids or we need to -- whatever it is. If there is any money left we plan on coming back to the various -- your two boards with

the business owners to say, yep, we want this, we want this, how do we want to activate that area and making a pitch for that money and maybe even some more. So, I don't know where it's going to go yet, but I just wanted to, again, plant that seed with you, let you all know what that could potentially look like. So, there is some additional elements that could be added. And this was intentionally put in front of these businesses here, because that's where right now we think the most potential is for this boardwalk, if you will. And that's below our proposal. So, it wasn't intentionally, just how the page -- pages broke. But the project total for this phase is on the top of page three, 23,000 -- a little over 23,000 dollars. So, that's so that there is a little bit a contingency built into this spreadsheet, but it holds true and it doesn't mean we have to spend all 30,000, but I envision needing probably some more money to activate that base gray area and do something in this area, whether it be in front of these businesses or these businesses -- or are all of these businesses on the block, some partnership. So, one of the options that we have discussed is potential to -- at curb height add a boardwalk area out about five feet from the curb and extend that to create that walkable zone. This is just showing in front of Rick's Press Room. Again, it could potentially go in front of any business that's interested in that partnership. Buy some outdoor tables and chairs and an eatery area with -- with a, you know, wrought iron fence as kind of a concept. Well, if you did that, between the tree and that -- and that railing, you can't get by there. Now, if you're skinny you could probably turn sideways and get by there, but you can't eliminate ADA requirements for being walkable. So, what we need to do, then, is come around these trees to provide that safe passage along the sidewalk. So, that -- the only reason, really, to build this boardwalk is if you do something in front of and adjacent to the buildings and allow those businesses to really utilize that for other purposes. Here again it's shown as outdoor seating for a restaurant. But, again, it's not exclusive to that. You could do a similar concept here with just tables and chairs, which would be open to, you know, anybody to come and sit down and enjoy a sack lunch or just hang out with whatever. But, again, those could be installed pretty much -- you know, let your imagination run wild. If we get a business owner that's interested in that partnership I'm willing to talk about that -- to them about what this could potentially be, so -- and, then, here are a couple more benches shown in this concept. So, in addition to those elements, again -- this is the last time I will state it, but in addition to those elements or activities that may go on kind of down below, if there is going to be chalkboards, you know, maybe we do chalk art in the street or have, you know, art contests and everybody gets a six foot area and you have -- you know, you vote on who did the best chalk art in 30 minutes or whatever. I don't know. But that's kind of what we are figuring out what to do with an area. But, again, back to your spreadsheet then. So, the things -- the ledger are draw line items that you may or may not see in another few months, but that's going to be done in conjunction with the business owners and the MDBA and saying here is what we would like to do to take this to the next level. What does that partnership look like? So, I think I highlighted pretty much everything. Boardwalk. Benches. Table sets. Railing. And activation. Which could be graphics or activities. So, that is pretty much both parts of my presentation then. I failed to show -- because we are using a cross-section so much, but one of the companies that we have been looking at is Bison Decking. It is expensive, but similar to the ramps and some of the other things. We can reuse it and it doesn't take a whole lot of coordination with

ACHD, because we are not drilling into the face of the curb or we're not going down in the asphalt. It's a platform that's put up with these feet that you can adjust the height to get it to the level and you just level it up with the curb and you place down the decking panels and you can put -- in this example, you know, tables and chairs are shown here. So, it's just shown as an example. You could do a build in place, but you're probably not likely to reuse that, so that's just an option. Here is our benches. And other. So, again, some of this may be TBD, but these are just the things we have talked about to date working with any business owner along that block that's interested. So, I will report back -- or we will probably report back, however that works out. And with that I'd ask maybe just quickly if Ashley has anything she wants to add and, if not, I would stand for any questions and -- I guess the other thing is -- I'm not sure if it needs an official motion by the various -- I have got -- as far as the city side, I have got a line item in my budget. I need a head nod at least so I know I'm on the right track. I don't need an official motion, but I would certainly take any feedback from the Mayor and City Council on these elements, as well as the MDC board. Again I don't know -- I'd defer if MDC needs a specific motion or not, but that's the proposal.

De Weerd: Thank you. Any discussion, questions, follow up?

Escobar: Madam Mayor?

De Weerd: You want to pull that --

Escobar: Thanks for the presentation. I do have a question -- can you go back a couple of slides to where it was showing the pedestals that were adjustable? So, in my studies with safe planning, architectural design and where people like to sit and use spaces, they want to feel safe and I wanted this slide to point out these long rectangular planter boxes along that seating area. I think a situation like that would be critical if we do have seating that occurs out on that edge to make sure that the people that are using those tables feel safe and I wonder if our planters are easy to move and if we find an area that is underutilized where we have placed planters, if we can pick them up and relocate them to an area where a business owner might want to use that space or if that's not an opportunity, if we could potentially look at the budget to add more planters, so that we could have that flexibility to add it in when that situation arises.

Hood: Madam Mayor, Members of the Council, Mr. Chairman, Members of the Board, I have talked to Parks a little bit about that and as to the first part of their question, no, they are not easy -- they are pretty heavy and they are not easy to move and their concern is moving it too many times and, then, the structural integrity of them starts to get compromised. You pick it up and you set it back down and if you don't set it exactly level you may crack it and they are okay with this, knowing that it's going to be a couple of years and, then, maybe it finds its ultimate home somewhere else, but they aren't real keen as an asset to picking it up and putting it down, moving it somewhere else, because of that. They are not fragile by any means, but they are heavy and so, again, when you pick it up and put it down there is stress that can be incurred on those and it's not to say that maybe once or twice, but they don't -- again, they don't want to be

picking them up every other month and moving them around, because you're probably going to break one or two of them in that process. Is it doable? Yeah. It takes an effort. But there is a concern there for that. I agree, though, I think some -- that feeling -- that sense of security for protection, whether eating or just hanging out or whatever ends up happening there, I think you're right, some protection, if you will, needs to be part of that. There are other forms through that same manufacturer -- other planters that maybe, again, is in the same family, that maybe we could do something that's more a little elongated and kind of more in this realm other than the oval or round shape planters. So, it's something we can further the discussion on, because I think if and when we come back with the decking that will be part of the proposal.

De Weerd: Okay. Good question. Any other questions or comments? Boy, you guys are awfully quiet. I guess I would ask Marty or Joe, any -- anyone have a comment on this?

Kozlowski: How informal is this? Do I need to come up there?

De Weerd: You do.

Kozlowski: Okay.

De Weerd: And also if you would state your name. Either/or or both.

Kozlowski: Okay. My name is Joseph Scott Kozlowski.

De Weerd: Can you spell that?

Kozlowski: 580 East Moskee Street, Meridian, Idaho. I'm the president of the Meridian Downtown Business Association and before I say anything I'm probably going to cry, but if you look out here we have property owners on Idaho Avenue. We have businesses on Idaho Avenue. We have -- I don't know, just -- a lot of -- just a lot of support to show what's behind me and that is -- we are just a downtown business association. We are not a business improvement district and I'm sure this fine panel knows the difference, but for those of us that don't, a business improvement is a tax district where businesses are taxed and that's how we can pay for these kinds of improvements and that's what this is, this is -- these are improvements that we hope to enhance downtown Meridian to bring in more people -- more businesses, make our property values more, make our business better. You know, if we could we -- we would do that, but we are just not that. What we are is a group of volunteers that have ponied up a little bit of money and -- I mean half of my board is on your -- sitting in front of me here, so I think that's kind of fun. But just to point out that -- what we are not and since we don't have the funding to do something like this -- we do have a small budget and that includes, you know, advertising and taking advantage of some events and doing things like that. What -- what I see is coming to you for some additional funding on this. And I was at the meeting last -- was it June? May? Or whenever that was and we were looking over this report and, hey, Idaho Avenue is one of the -- one of the items on that

report and we had no idea what lighter, quicker, cheaper really meant or what it would cost. But it wasn't until, you know, Caleb and Marty have gone through and kind of made some initial plans that we see what it's -- what it's going to cost and that initial data that was just -- I mean it was grabbed out of the air. I mean we really have nothing to base it on, but it ended up being, you know, 15,000 dollars from each of your -- of your entities and when we sit down and look at this, we have done a pretty good job of coming up with the lighter, quicker, cheaper side of it, but the question is what do we really want to do and, you know, if we want to include some boardwalks and some sponsors, some -- you know, make this enhanced, make this look like a destination, maybe we should have come up with 25,000 for -- for organization. And I know we just pulled that number out, but, you know, as we look at things and look at what this is really going to cost, we realize that to do it the right way is going to cost a little bit more and so I don't know if there is like a formal motion to say I need more money, but -- but we need more money and -- and they can look at slides all day and if any of you have any interest in what we can do, I just ask you to go to my favorite economic development website. You guys may want to write this down. You got a pen? www -- no, you need to pick up your pen. Okay. www.google -- Goggle, you know, parklets. Google, you know, streetscapes and look and see what other cities are doing and it really is phenomenal and just from the support that we have here we have businesses and we have property owners that are all behind us on doing this. So, I don't know what other questions you might have, but to do it right we are going to need more planters and in order to do it -- to do the planters right I can't build -- I can't build one in my backyard, you know. What was the -- what was the -- what was the price on one of those city approved planters? I'm going to miss that for all the support here.

Hood: Six hundred and eighty-five dollars.

Kozlowski: Yeah. So, like 700 bucks for a big planter. I mean I understand, but it -- when you're talking 14 of them and maybe even more, you know, that eats up a lot of your budget. I think we can't -- I understand, you know, Caleb and -- you know, if there is anybody that put a lot of work into this it's Caleb and Brian and we appreciate that. But to do this right we need to combine phase one and phase two and we need to go out and we need to have some boardwalk type areas with the planters and -- just to do it right. Otherwise it's just -- you know, in the future when we find more money we are going to add this here. I mean it's this constant re -- you know, remodeling of your house that's probably never going to get anywhere. But to do it right and to show what we can really do with Idaho Avenue, is going to make Idaho Avenue a destination. So, that's what we want. We want that for an our -- and not just for Idaho Avenue property owners, but for all of our downtown Meridian property owners and business owners, we can say, hey, look, look at what we are doing here. Let's make something great. Let's have the next -- you know, 8th Street fast block -- you know. Some day somebody is going to mention Idaho Avenue and those -- those same types of discussions, you know. We are going to have other cities going, oh, we need --we need our own Idaho Avenue. Have you seen what they've done in Meridian and to do it right we are going to need a little bit more and I don't know -- like I said, formally do I request that? Caleb,

what's our -- I mean we know what we have. Fifty thousand? I mean what -- what is that?

De Weerd: You don't have to answer that.

Kozlowski: I'm just saying -- if we combine phase one and phase two and we look at --

De Weerd: Plus you're putting my staff member on the spot.

Kozlowski: I don't mean to do that, but I don't think anybody is shocked that we didn't have the right number at our meeting last summer and they are all just guessing. But our guess it's going to provide paint and it's going to provide planters and that's good, that's a good start. That's why it's phase one. But, you know, I was looking over what Caleb and Brian have put together and we need phase two and we do phase two and we are going to be -- not just the talk of the town, but we are going to have people all over Idaho talking about it and I know from talking to Idaho Smart Growth that, you know, they have seen it done on little bitty -- you know, like the parking stalls. We are talking about a whole street. You know, it's going to be -- people all over the nation are going to look and say, oh, look what Meridian is doing on Idaho Avenue and that's what I want to see. You know, let's do it right, let's -- let's do something we can be proud of, something we can get behind and maybe -- maybe when we -- you know, three years from now whenever that chip sealing comes, maybe that's when we say, okay, let's make it permanent. And if not, we sure got a good idea of what we can do, what our budget is going to be and let's just say that we get another business that wants to add planking or boardwalks, that they can do it and we can figure out some sort of partnership for that. In order to initially do it we need to have the picture that Caleb has up right now, which shows some parklets. I don't know if Jack's would like parklets. Boardwalks? All the way to the -- to your side.

Hood: Madam Mayor?

De Weerd: Thank you, Joe.

Hood: If I can answer Joe's question now if I may. Because -- I mean I think that is part of the issue and I don't disagree with a lot of the things he said, but I don't know where the boardwalk goes. In this scenario I have not heard from Rick's Press Room that they want to put up tables and chairs and until -- I would have no problem today saying let's build this if I had some of those assurances. But right now it's a bunch of question marks and so we would have a dollar amount, but I don't know how long this boardwalk is. I don't know if it's on this side of the street or over here in bold or the whole length -- and that's where, again, I'm not -- I'm not opposed to coming back in a few months, but right now the idea is we want to reclaim the streets so we can figure out what phase two is.

Kozlowski: Yes.

Hood: And, again, I don't have a problem if it's a budget amendment or an enhancement for next year. You know, we will consult on that. But right now if we wait we are going to miss this season. We are going -- it's going to be spring and summer and we are going to be putting this thing in in the fall. And, then, it's wintertime and we are not going to use it. So, I mean that's some of the thought process. I'm not disagreeing, I'm saying this isn't the right time to say let's go back, because we don't even know what that is.

Kozlowski: I know what it is and I know we can get the businesses behind it.

Hood: Well, no one's shared that with me. So --

De Weerd: Well, hello. I like this conversation, but -- thank you, Joe.

Escobar: I guess --

De Weerd: Yes.

Escobar: -- Corey wants -- of course Corey wants a piece of the floor.

De Weerd: I think I'm just going to turn this over to Joe and he -- he can run the meeting.

Smith: Corey Smith. June 23rd, 1974. Done the video. As a business owner that would directly benefit from this, I would have to say I appreciate all the work that's been put into this. I don't think phase one without phase two is worth anything. I think that phase one without phase two is going to be kind of a half assed approach and I wonder how -- we got really excited about this, because it gave us an opportunity to have possible client meetings outside of our office, have an opportunity for our staff to have lunch, to have, you know, opportunities for people to come down the street and see what we do. But just to have an extra seven and a half feet of roadway with a couple of planter boxes doesn't seem to me like an approach that's really going to make a difference. As a business owner that -- that takes up fair bit of his linear road space, I'd say I prefer to wait a year to do it right than to -- and hopefully that doesn't offend too many people here, but I prefer to wait a year and do it right than use the money now for something that we might do in the future. When I think about those planter boxes, if we are going to spend 700 times fourteen on those planter boxes, that maybe are moved a year from now, it seems to me we probably ought to rethink that plan before we move forward. That's my opinion as a business owner on that street.

De Weerd: Thank you, Corey.

Schindler: Madam Mayor?

De Weerd: Good evening, Marty.

Schindler: Good evening.

De Weerd: If you will, please, state your name.

Schindler: I'm Martin Schindler. I'm a property owner here in town and a resident within the city limits. I own the building at 126 -- and I stood before you roughly nine months ago and raised my hand in an effort to help Caleb Hood put this program together. And since then, you know, I have bought a building on that street and I own now the 126, the old Preece Chocolate, and when we talk about dollars and cents, you know, I understand Corey's frustration and I appreciate Joe wholeheartedly, but I also want to be recognized that the dollar amount that we are spending today or have proposed -- and we have talked about, you know, what is the bigger picture, because what we are talking about is a commitment both from stakeholders, myself, Josh Everts, for instance, you know, we are going to toss out a couple hundred thousand dollars here in the next few months. He's already gone through 150. I have spent a hundred to buy the building. I'm going to throw another hundred into it. That's 400 and some odd thousand dollars between two businesses. Unfortunately, Steve is here tonight, the owner of 140, which is a smoke shop. Rick and Julie are both in support of this. Tim Day. Tim, would you stand a second? Tim Day is the Tribute Media building and he is here, too, in support of this right sizing effort to make a place on Idaho Avenue. So, I do contend that we -- you know, we need a bigger picture. Unfortunately, we try to work with the budget dollars and these are the constraints that we have. But we -- we want to be -- to present that to make any kind of presentation to the public and to be a success -- because that's what we want to be -- this is not just about our street, this is about DBA being able to bring in commitment, find other supporting volunteers to help formulate and activate and produce events on Idaho Avenue and we hope over the next year or two years those events will, then, migrate to other parts of the city. So, this is really a platform for a demonstration. Think of it purely as a -- a platform that we can continue on through other areas in the city to begin these other placemaking events and maybe they may be smaller and condensed, they will still unite this community and I think that's today what we have lacked is, really, a strong intercity connected community and I have had the pleasure of walking these streets the last nine months and I found people happy, joyous and free and I have found some very discontent individuals and I think it's our responsibility as community leaders and people that provide leadership and fellowship, you know, to help bring and unit this -- our city together and I think this is a place that we could do and I think it's a place where DBA can take this and leverage it to become the organization it really ought to be. With that I thank you.

De Weerd: Thank you, Marty. Thank you for joining us. If you will, please, state your name.

Day: Good evening. My name is Tim Day. We own the building at 136 Idaho Street. Tribute Media Building. And I just want to make a comment about the economics of what we are facing as a business and building owners, is that if we were to build these buildings new and to lease them for a break even rate, we would be at 18 to 20 dollars a square foot square per year. But we can't get that from out tenants, because they

can't -- because it's not a viable location for them to pay that amount to replace the buildings at market value. So, what we have to do is lease our buildings down around ten, 11, 12 bucks a square foot at the most and, then, they cry at that, because that stretches them. This project that we are proposing would enable the value of our location for our tenants to come up to where all of these old dilapidated buildings could be replaced and remodeled with new construction that we can get the kind of rents that you can get to replace -- to do quality downtown. So, your help will allow us to do this. So, anything you can give us on the streets to do so will get downtown on par with Eagle Street and -- or Eagle Boulevard -- Avenue and make it so we can compete -- our tenants compete with the suburban sprawl that's going on around us and strengthen downtown. So, it's just a --

De Weerd: You had me until you said suburban sprawl. Oh, my gosh.

Day: Do you want me to redefine that so it sounds better? Yeah. It's just that -- it's just that, you know, you got to go pay big dollars to be on these really competitive streets. We are limping along and Marty is buying these old buildings and these buildings cost more to remodel than they do to build new and yet we can only get about two-thirds of the rent that it would take to build them. So, your help will enabled the downtown merchants to make more money for their square feet and that will allow me to recover some of the cost we put in remodeling our building and it just makes an economic model that provides growth in a downtown center to Meridian that will keep everything from spreading out away from downtown and create a viable downtown. So, that's my -- that's my thought.

De Weerd: Okay. Thank you.

Day: Thank you.

De Weerd: Council, any questions or for board members? Is there anyone else who would like to provide comment? Good evening, Steve.

D'Avanzo: Good evening. My name is Steve D'Avanzo. My address is 5708 North Fox Run Way, Meridian, Idaho. 83646. It used to be 83642, but I'd like to talk about getting a new post office, but that's a whole different story. Just know I'm going to wait in line occasionally. I would like to think that I was one of the first people to see the potential of Idaho Avenue. Rick, Julie, myself and my wife bought the building back in 2007 and remodeled the building and I will tell you what I would ask you go past Idaho Avenue look to your right and tell me if that's an inviting place that you would want to spend time at. It's dark, it's dreary, and we have to do something to -- to fix that. We have to make it inviting for people to come down there and want to stay. You know, the City Council -- Meridian has done a great job of developing Eagle Road. One of the new projects is going to be Ten Mile. Okay. And a lot of us downtown or business owners are very concerned that the core of the city will be left wanting. Okay. So, it's really important that we take these baby steps to make sure that we remain vibrant. Okay. So, yeah, you know, I would like to see one and two together, but I will take one and hope for two

when they were asking how much. Obviously, these are not business people, because what you do is you ask for a hundred thousand and settle for 50. Okay. Or 40. But you have got to start at some point in time. You know, I look at it from a slightly different perspective, because not only am I a property owner, but I'm a business owner also. So, I'm not leasing out the space. What I want to do is make it a more inviting atmosphere to get people down here so they can look and see and do things and spend money. Okay. So, these are the things that I want to do. You know, we talk about the base gray coat. I don't want anything gray on the streets. Okay. Gray is dreary. Okay. We want to make it vibrate. We want to make it alive. I would much rather take light boxes and have a concept for all the schools in Meridian to give them a six or an eight foot space and let them come down and do a mural of some sort and have 15 to 20 to 30 different murals that each school can participate in. Let them have a -- and that would bring the kids downtown, it would bring the parents downtown, it would create energy. Okay. When I first moved into 132 East Idaho I talked to Parks and Rec about doing a chalk concept from -- on the sidewalk. I thought that would get people downtown walking around seeing what's going on. That's what we need to do and we do it to a degree with the carnival and with the days -- Dairy Days. We do a lot of things right. We don't do everything right. And I'm not asking you to do everything right, but we have to do more. Okay. And we need to understand -- the city doesn't understand what the property owners and business owners want and that's partly our fault and that's partly your fault. Okay. We -- we need to have open communication. Marty has done a great job of being a liaison between the city and the business owners, because they still allow those business owners that are alienated and don't want to participate, because nothing has ever happened. Okay. So, it's really important that something happen. Okay. Even if its phase one, something has to happen. We have -- a journey of a thousand miles starts with the first step. Let's take the first step. Okay. And other than that thank you very much for your time.

De Weerd: Thank you, Steve.

Haxton: Good evening.

De Weerd: Good evening.

Haxton: Scott Haxton. I am a building owner on Idaho Avenue. 124 Idaho Avenue. And also a commercial appraiser. Just -- there has been some great comments tonight on -- on what to do and what not to do and I look around the valley and look at Caldwell, Nampa, Boise, Eagle -- everyone has done a great job in their downtown. Caldwell rejuvenated their downtown. It looks great. Nampa is doing the same. It looks great. Eagle has done the same. It looks great. Boise has Bown Crossing. Hyde Park. Downtown Boise. They all look great. Meridian is one of the, what, second largest cities in Idaho. We don't have anything that looks good, except new shopping centers, and they look like new shopping centers and I think we need to do what every other city around us has done and I think we need to spend the money to -- and do it right, as opposed to some temporary fix, which to me looks really cheap. It doesn't look good. Doesn't add value. Doesn't really help the tenants out or the property owners. I think it

just looks like we don't have any money. We don't -- the more we do as far as an infrastructure in one location, that will spread and that will grow, but if we do the first thing wrong and cheap and premature, it won't spread. It will take us ten more years to get back to the place where we want to do it right and, then, we will have missed our opportunity in the next ten years and I think it helps everyone to do it right and Idaho Avenue is the only place at this stage to do it. So, I think we should do it right and, you know, I don't know -- I should have asked some more questions early on if we could do things like instead of a temporary wood boardwalk, if we could do brick, you know, something permanent. But that might be -- involve a re-engineering of the street, so I don't know how that would work, but -- so that might be off the table. But I would like to -- I would prefer to see that done, something permanent, if that's possible. But, otherwise, if it's not, something that looks good. I'm with Steve and I think that's just a temporary gray paint -- I think it looks worse -- and put those bumpers up, I think it looks temporary. I think it looks like Meridian doesn't have a vital downtown core. And we are not going to draw the businesses we want to draw in that location. That's all I have to say. Thanks.

De Weerd: Thank you. Is there anyone else who would like to provide comment? I guess we are looking at Josh. Josh, do you want to talk?

Everts: I'm Josh Everts. I guess the patriarch I feel like, everybody looking at me. So, I felt like my responsibility in this whole project was to do the two things that I took on. Number one, Heritage Building bringing in -- getting Cody and these guys to believe in downtown Meridian, make substantial investment to build out that space, bring them in. The second thing is the vault -- doing the work on the opposite corner of what we are talking about here and look to bring experience and events and things that are going on there. I'm a -- I'm a profiteer, so I do believe that there is a really, really tough decision in front of you guys. I agree with my brothers here that to do a phase one in the absence of a real strategic plan for phase two, could be problematic, could be premature. I agree with Caleb that we have no idea, to be quite frank. I mean those conversations haven't taken place with exactly what we want to do, so I think it's premature to say, hey, authorize money when we haven't presented a real clear budget and plan for how those dollars need to be expended and so I think it would be appropriate to go back and look at that. But I will say is that doing nothing is not an option. Like I would rather see a half ass plan that at least let's -- let's go do something, because I think that you have got some committed businesses that are willing to partner. So, you know, whatever you would be asking of us, we are all in. To Marty's point, I mean we are spending dollars now that's improving our buildings, our businesses, so I'm not going to, you know, be false in saying that I'm a philanthropist. I don't -- I'm not that. Well, at least not in this setting. So, yeah. So, I would just appreciate you guys just -- I don't see any body language here that you guys aren't interested in the same thing we are, so I would just thank you for supporting and being behind that and certainly MDC has been a part of the projects that I'm taking on and will continue to be a partner and so will the city, Mayor, thank you.

De Weerd: Thank you.

Everts: Questions? All right. Thank you.

De Weerd: So, I appreciate everyone's comments and -- and certainly I think all of us sitting up here have a passion for Idaho Avenue and what the opportunity and potential is. When you compare us to other cities make sure you compare us on an even playing field. They are taxing themselves. They have a business improvement district and they are reinvesting their own dollars into the events and the landscape in that area, for leveraging the dollars of the urban renewal district and the city to make their environment better. So, as we are going to compare ourselves with someone else, let's make sure we are comparing apples to apples. I don't think there is anyone up here who does not want to see a vibrant downtown. The city has put considerable effort into bringing events downtown. It has been really painful trying to get downtown businesses to become involved. They are slow to see that there is a downtown business association, because we have always thought when we made this major investment that you're sitting in right now, is that we would be your partner. So, we would work together and that we wouldn't do it all for you. So, I'm sorry I'm a little bit angry right now, because when we are told that you need to do this, I thought this was a partnership. So, I want to do it right. I think if we are going to do a pilot project we need to do it right. We owe it to our downtown, not just Idaho Avenue, but Idaho Avenue I think will be a catalyst project, but we have got to have the involvement of the businesses that are down here. If we are going to compare ourselves to The Village I can tell you that those business owners pay monthly for an association fee. They pay someone to do all the organization of those events that are down there. So, we are not your -- your party or event planners, we want to be your partners, but it has to be equal. I appreciate those of you that have reinvested in your buildings and as Josh has pointed out, there is a business reason for that and we sure have some responsibility for the public space and those are your sidewalks, your roads -- I'm not a road or a sidewalk agency, but we are committed to this downtown. So, let's lock arms and talk about how we can work together and do it and when we are giving a hundred percent I hope you're giving a hundred percent, too. That's not necessarily your dollar, it's your time as well, because I know who has been involved and we need everyone involved to make Idaho Avenue really a catalyst project. So, I would say I think that we still have work to be done to really put some firm numbers to it and I can tell you one person up here is very committed to it. If I wasn't committed to it I wouldn't have talked about it in the State of the City, because I want people to get excited about what there is to come in our downtown and to give them every reason to come down here. But we need a full partnership and I don't know -- I'm sorry, I probably shouldn't have started. But tell me when to shut up. But I would ask for any other comments and get your thoughts. Mr. Basalone.

Basalone: Thank you, Mayor. Yeah. First of all, I'm pleased to see that we have our Downtown Business Association involved in downtown Meridian. This is the goal that we have been shooting for for a year and a half, two years now. We talked about it. It's happening. All of you out here this evening. And that's very heartening. And I agree with what Josh said, you know, and whoever said a thousand -- a journey of a thousand

miles starts with a single step, phase one is the single step. MDC has committed 15,000 dollars for this project. The city has committed 15,000. That's 30,000 dollars. Phase one is \$23,571.50. To do part of phase two or to do all of phase two would be an additional 12,600 dollars. You still have 6,500 dollars from the 15,000. It would take an additional 6,171 dollars to do that boardwalk configuration. But as the Mayor said where would it go? Would it go in front of Rick's? Would it go in front of the 127 Club? Would it go in front of the Denning's Insurance Agency? Where would it go? That's the decision that I feel the Downtown Business Association has to come up with in terms of its members and where it should go and where it should be placed and how it should be situated, because we definitely want the involvement of the businesses. We also have before us as MDC potentially a facade Improvement program where something we have been wanting to see happen where four or five business owners along that street are going to ban together to do façade improvement, because I'm not for tearing down those old buildings, I'm for restoring them. They are part of our historic walking tour. We want to keep the historic nature of downtown. So, as part of façade improvement you can certainly improve the public access areas of the street as well. So, that's another funding source. So, we do need to be creative and I do think we need to start and I don't just believe in throwing money out there and saying what can we do with it. I think you have to have a plan. Phase one is a plan. Phase two is a plan. Facade improvement is a plan. And businesses investing is a plan. These are all the things we want to see happen. But let's not hold this up and Caleb was saying -- Caleb was saying, let's not hold this up until the fall and not get anything done for the spring and I do agree with -- and, you know, I really -- I know Julie and Rick and I'm sorry I keep forgetting your name, sir. Steve. I agree with Steve that it has to be as colorful and as attractive as possible and I don't believe in dullness either. So, I think that we all agree on all of these. I think what we are going to have to decide on is that we need to start somewhere, get it going and, then, as we add to it let's make these permanent improvements as we go along and as we have the investment in it by both the businesses and the public.

Escobar: Madam Mayor?

De Weerd: Mr. Escobar.

Escobar: I think I have been on the MDC board for about eight years now and not once in those eight years have I seen this level of interest in anything we have been doing and, trust me, we have begged. I have knocked on people's doors. I have spoken with people trying to get them involved and interested in something. I am just so excited to see we finally have a project where everybody is excited and interested. Now, I noticed that we have one half of the street sitting in this building. Do we have representation from the other half of the street? So, I bring that up, because right now we are in -- in a design world where are in the schematic design design development phase. So, we are painting a picture, putting some budgetary dollars to a project and that's what we have identified here today and now we need to dive into further development, that design development portion, to be able to paint the picture, develop the drawings, the dollars associated to the picture and the picture comes from your guys' group on telling us

exactly what it is is the best use of these dollars towards this project. So, I guess everything here is super positive and I just encourage you guys as a group to develop what the picture is. Not the idea of what the picture could be. We are there. Let's figure out what the picture actually is. Figure out what the actual dollars are associated to it and, then, let's take the action to move forward and make this thing a success.

De Weerd: And maybe you even bring it back that you do the north side first and work with the budget that we have and -- you can't -- Joe. Joe. Just a second. I know you want to run this meeting, but you can't. I will ask you for your thoughts in just a moment. Are there any other comment at this point?

Cavener: Madam Mayor?

De Weerd: Mr. Cavener.

Cavener: A brief comment. I think I have got a very unique perspective, because over the past five years I have been a city employee representing the city. I have knocked on your business doors and asked you to be involved in parking projects. I have knocked on your doors say be involved in community programs. On the MDC. We knocked on your door to talk about façade improvements as a way to get involved and the city when I was running for office to knock on your door for support and what I have been sitting here thinking about is so many times I have been on their door knocking and what I'm really enthused about is that we have got a group that's coming here knocking on our door and saying this is what we want. Not this is the city or MDC or a concerned citizen saying this is what we think you should want, this is them telling us what we want. Mayor, I think you've got so many strong points, especially when you look at the collaboration that you see in The Village and you to see in downtown Boise, but I think that we are seeing this collaboration here today and to Mr. Escobar's point, I think you should take tonight as a call to action to come together and say this is what we want, start to finish, and work within the budget that we have set aside to do this, noting that it's not a period, that's a comma, and that we I think as a group are here committed to saying we are hearing you, you're coming to us and this is what we want and we want to help make that happen, but I think because many of us have been here before we say this is what I want to have happen, but the person next to us says, well, I don't want that or the person across the street says that's not for me. So, we really need you to come together as a group to say this is our plan, now let's go and implement it.

De Weerd: Anything from this side? Okay. Joe, did you have an observation? Okay. But you have to come to the -- we do all our business on the public record.

Kozlowski: All right. Public record. Joseph Scott Kozlowski. 580 East Moskee Street, Meridian, Idaho. I would just like to point out that the -- the picture that Caleb has up shows -- that was envisioned being our first boardwalk. I mean it's not really -- go back to the drawing board, we have already drawn it, you know, but I wonder what that boardwalk might cost, but the problem is, as Jim pointed out, hey, those people want to

feel safe for walking on the boardwalk, so we have to add some planters to the boardwalk and so it becomes more than just a 6,000 dollar difference, it becomes a 15 to 20 thousand dollar difference. So, that's what I'm saying is that we are pulling numbers out of the air that are just a little off is all I'm saying to do it this way. Thank you.

Cavener: Madam Mayor, could I ask Joe a question?

De Weerd: Joe.

Kozlowski: Yes.

Cavener: Joe, a question. I have been sitting up here -- I was involved with a church relocating and our church said we are going to build the building, but we want our congregation members to buy their seats and so as a church we all raised the money to buy our seats and I guess my question is do you feel in working with the downtown business owners that you guys would be willing to buy some seats and buy some planters and I have ownership of that piece?

Kozlowski: That's what we're talking about already with them is if they want -- for instance, in front of Rick's, you know, we are not coming to you for money for their tables and their umbrellas and their chairs. That's what we are saying, hey, let's have some -- let's have some involvement. We are talking about how many total planters, Caleb?

Hood: Fourteen in phase one.

Kozlowski: And, then, if we did some more on the -- you know, we are looking at -- I mean I don't know how many planters, but somebody has got to water those and that's going to be a total pain. But I'm willing to oversee watering the planters and making that happen somehow. Also we are turning to our -- I mean I don't have the funds and the MDBA doesn't have the funds, but, by golly, we got a lot of people and we got a lot of passion and that's what's going to push this over the top. You know, what I love about the MDBA is for one it's not you guys. I mean it is, but we are that voice between the businesses and these other entities and -- and I love that. I want to be that voice. I want somebody -- instead of coming here with a complaint, come to an MDBA meeting and say here is my problem. You know, now we can get somewhere. So, that's what -- I see the need for, hey, let's -- you know, what's your commitment. What are you willing to put up. But as an association we can't put up much dollars and as the Mayor pointed out, we are not a business improvement district. If we were it would be a different discussion. So, I'm not saying we won't be someday. But for right now this is what we are and I think we can -- we can get the Idaho Avenue business owners and property owners behind whatever we feel is needed. I mean if you want, we can point out here is where we would like those initial platforms to be put. If we want those initial platforms to look right now we are talking just more dollars and more people to come and water them and --

De Weerd: Joe.

Kozlowski: Yeah.

De Weerd: I think at this point what I have heard coming from the two bodies is we have 30,000 dollars. How best can we invest it in placemaking on Idaho Avenue. If it's on one side of the street and you moved the seven planters from the south side to the north side and you use the money that would have painted that to put some decoration on top of -- not the gray, but the pink -- whatever. But, you know, if you use some of it to create a park contest for the elementary schools --

Kozlowski: Absolutely.

De Weerd: -- to paint the planter boxes, I think all of that is -- has a lot of value and that's what we would ask the Meridian Downtown Business Association to work with our staffs to come back with a solid proposal for that lighter, quicker, cheaper -- it's cheaper for a reason. Not lighter, quicker, more expensive. Thirty thousand dollars that we can best spend --

Kozlowski: Right.

De Weerd: -- to create a sense of place and a launch pad for Idaho Avenue and we will turn that over to our property owners on the north side that showed up tonight and said work together and bring us back an exciting plan, because this is going to knock the socks off our community? Right?

Kozlowski: Ideally.

De Weerd: Ideally. You're supposed to go right.

Kozlowski: Yes.

De Weerd: Yes.

Kozlowski: Here is my problem with excluding the south side of the street is this is going to look like Meridian Road. I know we are all proud of Meridian Road, but when you drive down Meridian Road there is anti-lighting on one side. We basically told the other side of the street they don't count, that we don't care about them.

De Weerd: Well, whatever you do come back with a proposal for 30,000 dollars.

Kozlowski: For 3,000 dollars. So, we weren't able to grab anymore money. So, you have released the 30,000?

De Weerd: No. We need a proposal. We know you will work it out in your MDBA.

Kozlowski: Marty will make it happen. But that's my only concern is if we do half a street we have now excluded half of our property owners and I would just like to see them all on the same boat, same page. I'm mixing my alliterations here and I apologize.

De Weerd: No. I think we -- I think we understand.

Kozlowski: Okay.

Milam: Madam Mayor?

De Weerd: Mrs. Milam.

Milam: Joe, have you had much interaction with the south side of the street?

Kozlowski: They are in favor. They are in favor. They are not opposed. I mean they are --

Milam: There is no excitement coming from -- the way that there is on the north side.

Kozlowski: The north side is here, but -- but we have certain -- we have certain businesses on the south side that are -- that are in favor. They are excited. Can I share names or -- the barbershop -- we would love to have -- you know, extend that out and have a spot for people to gather. The photography studio, the same way. The 127 Club is not opposed, but I think that when they see what -- hey, look what's happening at Ricks -- trying to figure out, well, hey, maybe I can do something more on a Friday night or a Saturday night -- I mean that -- they are in favor of what we are doing, but they are not --

Milam: They feel left out?

Kozlowski: What's that?

Milam: They feel left out?

Kozlowski: Maybe they feel left out if I don't paint their sidewalk.

De Weerd: Maybe they are phase two. So, what alls we are saying is I think you re-huddle and look at what -- what you can get the biggest bang for the budget you have and look at it as phase one and see how we can start moving this project forward. You have a short window.

Kozlowski: We have real short window. When is our next time to make a proposal?

De Weerd: We meet every week. But I think first you guys need to huddle and then just --

Kozlowski: I mean we will huddle. I mean I'm not worried about that, but you tell when the next huddle is.

De Weerd: Joe. Okay.

Kozlowski: I mean a date. I need a deadline.

De Weerd: Okay.

Kozlowski: Next Tuesday.

De Weerd: Next Tuesday.

Kozlowski: So, one week from today.

De Weerd: Yes.

Kozlowski: So, we will have a proposal to you.

De Weerd: Okay. That's awesome.

Kozlowski: Thank you.

De Weerd: Thank you.

Kozlowski: You're welcome.

De Weerd: Okay. Anything further, Caleb?

Hood: Yes, Madam Mayor. Based on the last conversation a little bit. And I just -- and I'm not quite sure if -- what the action is going to be from this group if it's phase one and he's coming back next Tuesday with a phase two proposal or if it's nothing tonight until --

De Weerd: It is for the budgeted amount and -- unless anyone says different. I didn't hear that. And I would also suggest -- see if you can find other pricing for the rectangular planters, rather than the circular ones, because I agree with Mr. Escobar's comments that that would bring a better sense of creating that place and security.

Hood: So, Madam Mayor, just a couple things. We can look at the planters a little bit. It is a little bit different here in this scenario with the parking and having the planters and built in there. I don't know if we can -- we will think creatively with the business owners about what may happen there, but there is very limited space to add planters to extend that out, so I don't know if that's going to be possible or not, but we will look. My point, though -- or the question was going to be Council on next Tuesday. I don't know what

happens with MDC, though. And, again, the 30,000 isn't the city's, it's half the city's, so what's the process, then, on MDC's side -- that's why we had you all here together is to say go, so it's like --

De Weerd: So, Caleb -- but I'm not hearing go yet. And I think you bring it to Council next week and we will put it on the MDC agenda the following week. So, it gets a follow-up, a deadline for Joe, because Joe is deadline driven and it will give some feedback if we need to put it on the agenda, then, the following week to City Council, the day before you go to MDC, it gives us some wiggle room or if you're not ready next week, we will continue it until the following week. So, we're just trying to build in some flexibility. Does that work?

Hood: Yeah. I just want some clarification if we are all getting back together or how it was going to play out. So, thank you.

Item 4: Pine Avenue Roadway Project: Brian McClure

De Weerd: Okay. Anything further from MDC or City Council on this item? Okay. We will move, then, to Pine Avenue Roadway. I -- I am assuming this one is going to be a little bit shorter.

McClure: Madam Mayor, Members of the Council and Members of the MDC board, this is going to be quick. I am mostly providing this opportunity for you guys to ask questions. I will briefly read my memo and, then, open it up. So, the ADA County Highway District, Meridian Development Corporation, the City of Meridian are working together to bring improvements to Pine Avenue from Meridian Road to Locust Grove. You can see that on the slide above. This project will resurface the roadway, repair or install new sidewalks, enhance or create new landscape parkways, complete a number of bicycle lanes gaps and include a ten -- a new ten foot pathway from the Five Mile Creek pathway all the way to Locust Grove. Within downtown this project will also include a new sewer and water lines along portions of Pine. All dilapidated water lines in alleys will be abandoned and new connections provided to impact of stakeholders -- homeowners. Outside of downtown and as part of this project the Five Mile Creek bridge will be rebuilt and turn lanes added to Stonehenge Way to Locust Grove. This project is well within the design phase and tentatively scheduled to begin construction in 2018. Since the last update to City Council, MDA has approved a landscape design and enabled Meridian Parks and Recreation Department to begin design work on the landscape parkways. MDC has also approved budget for a lighting design consultant to look at historic lighting improvements from Pine Avenue to -- along Pine Avenue from Meridian Road to East 5th. I will also add that as of the previous Council meeting tonight, City Council agreed to a memorandum of agreement and Parks and Recreation has been given the budget they need to pursue the design. With that I just -- the graphics there -- or the bullets here. I'm open for questions if you guys have any comments or need further clarification or haven't heard about this project yet, happy to answer any and all questions.

De Weerd: Thank you, Brian. Council or MDC board, any questions for Brian? It's an exciting project. We appreciate the -- the partners at the table on this. ACHD, MDC, and the city. I believe the MDA -- MDBA has also been involved in the conversation. This is going to be a great project for our downtown in making it easier to get down here. So, no further information needed? Okay.

McClure: Thank you.

Item 5: Presentation of Eligibility Findings for the proposed Urban Renewal District at the Ten Mile Interchange: Bruce Chatterton

De Weerd: Thank you. Okay. Item No. 5 is a presentation that I will ask Bruce Chatterton if he wants to kick us off.

Chatterton: Madam Mayor and Council Members, Chairman Escobar, MDC board members -- please, don't make me say all that again. It's great to see so many and if we can't solve the problems before us with this group -- I don't know. We may as well give up, so -- I appreciate this joint session. Mayor -- she mentioned with me is Phil Kushlan, so when it comes to urban renewal in Idaho he really is the expert's expert and we are very glad to have him on the project. So, in considering an urban renewal district at the Ten Mile interchange, just a few brief points and I will turn it over to Phil. Just a little bit of history. We have an interchange completed at the cost of almost 34 million dollars. In 2007 the City of Meridian created the Ten Mile interchange specific area plan, that effort involved extensive outreach. We hired a consultant -- a design consultant -- extensive work with the property owners affected by that specific area plan. So, there is a lot of public investment in this area. A lot of interest. What's happened since in the area -- little to nothing I think as everyone knows and I think there are really some reasons. Now, however, we have the opportunity to attract one or more employers and employers that pay family wage jobs. We have an issue, of course, in Meridian, we have an imbalance in our land use. We have got some of the highest quality -- maybe the highest quality retail in the state of Idaho. We have got very high quality residential, both multi-family and single family and still growing. What we need more of are employment centers. The Mayor touched on this in her State of the City speech as well. It's important, through, when we look at these opportunities to remember this is not the same as our downtown urban renewal district. A downtown urban renewal district really is, by necessity, a different kind of animal. Here we are talking about more of an emphasis upon economic development, as is appropriate under -- under Idaho statute. So, we have an intent for economic development here. We have an opportunity to do a very targeted and specific urban renewal district and we don't envision this really as being a 20 year plus urban renewal district financing plan. The intent is to get in, pay it off, retire it ideally within five to seven years. Now, that's hard to say, because we haven't actually written the plan yet, but that would be certainly the intent ideally. So, our ask tonight is to -- for you to approve or at least comment on the eligibility report. Does the -- in your view do you agree with the report that this -- proposed district qualifies and if you do approve give MDC the okay to prepare an urban renewal plan. That plan, of course, has not been created yet. We also need you

to confirm the urban renewal district boundaries. We will put that graphic up in a few minutes after Phil give his presentation. We also have a board of it. But that's important. So, far those boundaries haven't been exactly confirmed. Then when that plan has gone back to MDC and it's passed muster with the MDC board. When it is, then, reviewed by City Council you get another bite of the Apple. You can either approve the plan, send it back for modification, or decide not to move forward with an urban renewal district at all. So, we are far from done, but we had a milestone right now with the eligibility report. We want to hear what you think. I'll turn this over to Phil.

De Weerd: Thank you, Bruce.

Kushlan: Thank you, Bruce. For the record my name is Phil Kushlan. My address is Post Office Box 8463, Boise, Idaho. For a personal credibility, my mother was born in Meridian in 1918, so --

De Weerd: Well, that makes it so much better.

Kushlan: I thought that --

De Weerd: Thank you.

Kushlan: I think Bruce really mostly stole my thunder here. I think he gave a good background of how we got here. The issues that are before you we are going to talk a little bit about how this comes together and where we go from here. As I promised the MDC board when I met with them, I'm not going to read the document to you, we assume that you have had the opportunity to consume it. I have had the opportunity to discuss it in some detail with the MDC board and, then, I have had the opportunity to discuss it with two council members who had questions and they took their time from their schedule to meet with staff and myself to go over this since this has come before the group. So, hopefully, you are getting your questions answered, but we are here to go the rest of the route and make sure that whatever you do this evening you're going to have all the information that you need to proceed one way or the other. Again, what we are talking about here is your consideration of the eligibility report. Bruce discussed the consideration of the Ten Mile urban renewal plan -- or urban renewal area and if we were going to move ahead we are probably going to modify the name to call it Ten Mile A, just in case there are other areas out there within the strategic planning area or the specific area plan area that comes back at some point that we can respond as appropriate at that time. A little history. The agency was created in 2001 by the City Council. It was -- again, they are all established by state law. The City Council activated the powers that -- in 2001. The downtown district was created in 2002. Last year the City Council basically created the study that we are talking about here this evening. Then in November we presented this document, it's final form, to the MDC board and they took action to approve it and forward it to you and this is how we got here this evening. Just for reference, this is the map showing the existing boundaries of the district that you have in place. It was, then, placed in the 2002 and just for reference, the steps that we have to go through in creating this district, if you decide to

approve it. One is the designated study area for looking at the area to see if it qualifies for urban renewal. Eligibility report is conducted, which is the first phase you have before you now. The URA board considers it and concurs and, then, forwards it to the City Council, which is -- they have done that. Then the City Council discusses it and if you concur, then, you direct the plan be prepared -- the URA prepares a plan and forwards it back to the City Council and if they are approving of it, then, the City Council receives it and, then, we have to do some more machinations and if they have to refer it to the Planning and Zoning Commission for a finding from that group that is the plan is consistent with the -- the adopted Comprehensive Plan of the city. They have to refer it to the various taxing entities that levy property taxes in this -- in the area. They have to comment. They don't have to concur, so the discretion is at the hands of the City Council, which you have to give them a 30 day period in which to comment on the plan if they choose to do so. And, again, if anybody else has questions and they want to stop me, we are going to make this a conversation, rather than a lecture, if that's okay with you. The planning commission needs to determine if the plan is consistent, comes back to the City Council, you hold a public hearing on it, and, then, after that the Council -- it's at the discretion of the Council to proceed or not. It can be -- everything is green lighted if you want to go, but it's totally up to your discretion as to whether or not you want to proceed beyond the -- this consideration. The other thing that -- in that plan development we will have to demonstrate that the plan is financially feasible and so we have to look at the -- the cost of the infrastructure that's going to be required in the implementation of the plan, look at the private investment that will be anticipated out there and the schedule for that private investment, so we can understand the -- the tax yield from the revenue allocation, compare that with the -- the cost demands of your -- your infrastructure and see if they balance or not and if they don't balance, then, that's a different conversation. If it does, then, it's certainly at your discretion to proceed beyond that. We also have to determine that the area in question, base value added to the base value of the existing district does not exceed ten percent of the city's assessed value. We did that in this initial look and you're a long ways away from the ten percent, so you're clear under that. The other thing that is very important in this case is normally the people -- the property owners are included in the new district don't really have a veto power over it, but the fact of these properties are agricultural property under the definition of state law, they have the -- the property owners have to give their consent to be included within an urban renewal district before they can be included and so we have had conversations with the various property owners, they have been with us all along, but at some point we are going to need affidavits from them officially giving their consent that they will be in and that's a document that would have to be brought to you with the plan when it comes back. So, that's -- we don't have to have that, but we have had conversations with all of them and I think we are okay so far, but, again, they probably want to see the details. Again, the history -- the properties northerly and southerly portions request creation of the district. Again, you concurred and asked us to move ahead and, then, what we did is we focused primarily on the fact that this area was in the specific area plan that Bruce talked about a minute ago, that these -- not the entire specific area plan, but it's the area south of -- of Franklin and east of Ten Mile that seem to be ready to move and that's why we proceeded to include that area in consideration. Again, that was the area that was designated. Again, redundant here.

It's primarily agricultural land. The study area includes about 314 and 13 individual tax parcels and it's divided into four different sub districts for analysis and the ability to have a little flexibility in pulling parts in or out and that was particularly important if one of the major property owners concluded that they did not want to give their consent, we wanted to be able to pull that out and not take the whole district down with it if it didn't proceed. So, that's why the document that you have as a bit of redundancy in it and I apologize for that, but I think that was important in order to give you the flexibility to respond to whatever situation that might come before you. So, again, I think -- we concluded and the MDC board agreed that the area in question does, in fact, move the criteria for most of it. The one small area up in the northeast corner, which we have designated as study area four, we felt did not meet the criteria that was in the -- in the statute. So, if you wanted to include that we could include it in a larger area, but as a stand alone district it probably could not pass muster. The other significant issue -- when we started out one of the major portions of the property -- or the area in consideration was in unincorporated Ada county, the area that's primarily in green up here and if, in deed, the property -- an incorporated property can be included in a district, it would take an inter-governmental agreement between the city and the county to do that. But a bit of a complication, but we were able to avoid because the property owners basically came in, petitioned for annexation and that had been completed, so generally the -- most of the area in -- in the green is now in the city. The area that was not part of the annexation -- there are two lots up on Franklin that were not part of the annexation and so we think that that -- bringing them in creates an unnecessary complication and so probably they should be left out. I think it's up to you for whether or not you want to include the -- the purple area into the -- appended to the green area, which we could certainly do that at your discretion. We have not heard from them that they have any interest in being included, but, again, it's at your discretion, because that area is not subject to an exemption. So, that's a lot of stuff. I don't have as much enthusiasm behind me as for the previous issue, but I would be happy to stand for any questions that you might have, because I'm sure there are probably plenty.

De Weerd: Thank you, Phil. Council or MDC members, questions?

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: Phil, how is -- yeah. I think so. I'm not talking into it. How is URA district out there going to add or keep this development going? Is it the financing -- the chief financing, the bonds, or when we haven't had any interest to speak of up to this point? Are we -- are the developers wanting the cheap financing by the public taxpayers of a district? I know it's within the district. Explain to us how this can help us economically.

Kushlan: Okay. Council Bird, excellent question and I think the -- the fact that in recent years the maximum life of urban renewal districts have been reduced to 20 years, that question has been more important now than it had been before and one of the driving factors behind this consideration is some of the property owners are, basically, ready to

move ahead with development -- private development on the site. Generally what has happened in the state recently is you moved away from the issuance of bonds and moved to something called owner participation agreements. The classic is Twin Falls and Chobani and Clif Bar where basically the private entity, through a line of credit, would fund the installation of the infrastructure that is funded by a note back to that private entity and, then, when the private investment comes online and starts to generate the property tax yield that comes in the allocation formula, that research comes into MDC and that OPA basically defines how much of the annual income from the agency goes back on an annual basis to the -- the private entity to ultimately satisfy that note and retire it. If you can find a financial institution to issue you a bond you might be able to pursue that based upon the anticipated development of this -- the private, but it's generally a more costly approach in terms of, you know, issuance cost and registration and in keeping track of the bond. So, there has been a movement toward the -- particularly this kind of environment where you're not doing a downtown development, you're doing a specific focused project here that has an identifiable source of resources and that generally has been the way that we have moved. Does that answer your question appropriately?

Bird: Just one clarification, Phil. And I think I misunderstood you. Basically what -- like Twin did is the private developer did the infrastructure and, then, they was paid back through the taxes from the urban renewal district.

Kushlan: Yes, sir.

Bird: Is that right?

Kushlan: Yes, sir.

Bird: Okay. That's what I thought.

Kushlan: Yeah. Basically, the nuances of the mechanics of it, but that's basically how it works.

Bird: That's how it -- yeah. Okay. So, in other words, the URA is -- is -- the taxes are paying the infrastructure.

Kushlan: Yeah. The public --

Bird: The tax is for everybody.

Kushlan: That's --

Bird: In the district.

Kushlan: Yes.

Bird: Yeah. Okay.

Palmer: Madam Mayor?

De Weerd: Mr. Palmer.

Palmer: Just to add a couple extra words to that. With interest.

Bird: Oh, yeah. With interest.

Kushlan: Yes. Absolutely. It would be someplace between improper and illegal to provide it without compensation to the public entity.

De Weerd: Yeah. And I think that Chobani is just getting ready to -- to get the last reimbursement; right? And I thought they were pretty close to retiring that district.

Kushlan: Well, that gets to be interesting. I have been spending some time down there in the last couple days and that gets to be a Ph.D. course in funding redevelopment and economic development. Clif Bar kind of at the next stage where they are almost finished with the infrastructure installation, about to open their plant in April I think and so, then, the property tax will start to flow from that investment going into that process. But Chobani had started to generate significant resources in addition to what was anticipated. So, while they scheduled this -- and this might be a good example. They scheduled this on a 20 year payout, but the money coming in is coming in at a faster rate than the scheduled retirement is provided for and so, really, about the only thing you can do is advance pay the debt and there is no -- there is no call prohibition or penalty for that and so at some point -- I think probably maybe in eight years they might be in a situation where it's totally paid off.

Weerd: Okay. Other questions? Okay.

Kushlan: I will sit down and stay sat down. Thank you.

Bird: Thank you, Phil. Nice job.

De Weerd: Thank you, Phil. Bruce, anything further you would like to add or Brenda?

Chatterton: Madam Mayor, just to point out the obvious, that, again, if this is -- you want to proceed with -- and give approval to MDC to prepare this plan, we do have it in the budget, we have taken care of -- in terms of the dollars for Phil to continue the development of that plan, working with Public Work Department, with ACHD, with the various property owners. A lot of moving parts to it, but moving forward with the development of that plan you have before you a resolution that accepts that eligibility report and authorizes MDC to proceed.

De Weerd: I just want to make sure -- Keith wants to make sure you all received your eligibility. I know it's in the City Council packet. MDC received it. But do you also -- okay. He was concerned you need a paper copy. Good. Okay. So, what you need from Council is an indication on whether to start the next steps.

Chatterton: Madam Mary, one of the things that -- really there are two things. The resolution covers most of it, but if you agree with the boundaries, which are down, those proposed districts that are shown on the graphic up before you, we would also like to indicate that that's -- that's our study area for development of the plan. So, did I say that correctly? In particular this purpose area -- just speaking from staff's standpoint, I really don't see a big reason to leave it in. It does complicate things. So, we would ask you to confirm the TM-1, 2 and 3 as being the subject for the urban renewal district plan.

De Weerd: Yeah. I don't see any reason to include four if that owner hasn't been someone that's been eager or interested. It doesn't make sense.

Bird: Madam Mayor?

De Weerd: Mr. Bird.

Bird: Mr. Nary, the district -- or the districts that we are improving should be within the resolution, shouldn't they?

Nary: Madam Mayor, Members of the Council, they do not -- they are part of the plan. There are in your plan.

Bird: Oh, they are in the plan that comes back. Okay.

Nary: They are just saying to move forward with the next phase.

Bird: Okay.

Nary: And, then, they would know from your motion what you were wanting to do.

Chatterton: So, Madam Mayor, if we could include in that motion the inclusion of TM-1, TM-2 and TM-3, that should cover us. Right. We also have an -- I don't know how we reference that. I mean if we took the --

De Weerd: I think if you take TM-4 out it's -- it's just part of -- it doesn't create an enclave. Do you follow me?

Item 6: Resolution No. 16-1119: Resolution Accepting the Eligibility Report for the proposed Ten Mile Interchange Urban Renewal District and authorizing the Urban Renewal Agency to prepare an Urban Renewal Plan: Bruce Chatterton

De Weerd: Okay. Council, if there is nothing further, I would move to Item 6 then. Yes? Okay. Resolution 16-1119. And I would look to you for your action.

Little Roberts: Madam Mayor?

De Weerd: Yes. Mrs. Little-Roberts. Did I hear our Madam Clerk just call you Ms. Roberts?

Little Roberts: She did.

De Weerd: Okay.

Little Roberts: I will forgive her.

De Weerd: What can we call you? Can we just call you Mrs. Roberts or Mrs. Little?

Bird: Little Roberts.

De Weerd: Little Roberts.

Little Roberts: Little Roberts is what I use, but I forgive people -- if forgive people that call me Little or Roberts. It's okay. Anne works, too.

De Weerd: Ms. Anne.

Little Roberts: I move that we accept the proposed -- if I'm saying this right -- 16-1119, the resolution accepting the eligibility report for the proposed Ten Mile interchange urban renewal district and authorizing the urban renewal agency to prepare the urban renewal plan, including study areas TM-1, TM-2, TM-3.

Milam: Second.

De Weerd: Okay. I have a motion in a second. Do we have any discussion?

Palmer: Madam Mayor?

De Weerd: Mr. Palmer.

Palmer: Just so when we get to the vote that I don't look like somebody that is just saying no to say no, I met with Bruce, I met with Phil, and I have studied this a lot since that meeting before the meeting on what to do, where to go on this -- I mean I understand we are still months away from actually making the decision to do it, but just wanted everyone to be aware that I have been studying, I'm not just throwing a no out there, so -- that's all I have.

De Weerd: Thank you. Any further discussion? Okay. Madam Clerk, will you call roll.

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

De Weerd: Okay. The ayes have it.

MOTION CARRIED: FOUR AYES. ONE NAY. ONE ABSENT.

De Weerd: That is the end of our agenda. I would like to extend our appreciation for MDC for joining us here this evening and we really appreciate working together with you and making good things happen in our downtown. So, do I have a motion to --

Winder: Madam Mayor?

De Weerd: Yes. Oh. Sorry.

Winder: May I add one thing?

De Weerd: Mr. Winder.

Winder: I'd like to acknowledge the accomplishment of our administrator Ashley Squires. Excuse me. She was selected as a finalist for the Idaho Business Review Women of the Year and there is a dinner later this month, the end of February I believe it is, and she's a finalists. We will, I guess, find out if she's the big winner, but she at least made the list of top 50 I think it is that they select. So, just wanted to congratulate her and thank her for all her work that she does for our agency.

Milam: Congratulations, Ashley.

De Weerd: Thank you. And with that do I have a motion to adjourn?

Bird: So moved.

Milam: Second.

De Weerd: I have a motion and a second. All those in favor say aye. All ayes.

MOTION CARRIED: FIVE AYES. ONE ABSENT.

MEETING ADJOURNED AT 8:01 P.M.

(AUDIO RECORDING ON FILE OF THESE PROCEEDINGS)

MAYOR TAMMY de WEERD

_____/_____/_____
DATE APPROVED

ATTEST:

JAYCEE HOLMAN, CITY CLERK