



## **CITY COUNCIL REGULAR MEETING**

City Council Chambers, 33 East Broadway Avenue Meridian, Idaho  
Tuesday, December 07, 2021 at 6:00 PM

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### **Agenda**

#### **VIRTUAL MEETING INSTRUCTIONS**

To join the meeting online: <https://us02web.zoom.us/j/84358005246>

Or join by phone: 1-669-900-6833

Webinar ID: 843 5800 5246

#### **ROLL CALL ATTENDANCE**

\_\_\_ Jessica Perreault

\_\_\_ Joe Borton

\_\_\_ Brad Hoaglund

\_\_\_ Treg Bernt

\_\_\_ Liz Strader

\_\_\_ Luke Cavener

\_\_\_ Mayor Robert E. Simison

#### **PLEDGE OF ALLEGIANCE**

#### **COMMUNITY INVOCATION**

#### **ADOPTION OF AGENDA**

#### **PUBLIC FORUM – Future Meeting Topics**

*The public are invited to sign up in advance of the meeting at [www.meridiancity.org/forum](http://www.meridiancity.org/forum) to address elected officials regarding topics of general interest or concern of public matters. Comments specific to active land use/development applications are not permitted during this time. By law, no decisions can be made on topics presented at Public Forum. However, City Council may request the topic be added to a future meeting agenda for further discussion or action. The Mayor may also direct staff to provide followup assistance regarding the matter.*

#### **ACTION ITEMS**

*Public Hearing process: Land use development applications begin with presentation of the project and analysis of the application by Planning Staff. The applicant is then allowed up to 15 minutes to present their project. Members of the public are then allowed up to 3 minutes each to address City Council regarding the application. Citizens acting as a representative of a Homeowner's Association may be allowed up to 10 minutes to speak on behalf of represented homeowners who have consented to yielding their time. After all public testimony, the applicant*

*is allowed up to 10 minutes to respond to questions and comments. City Council members may ask questions throughout the public hearing process. The public hearing is then closed, and no further public comment is heard. City Council may move to continue the application to a future meeting or approve or deny the application. The Mayor is not a member of the City Council and pursuant to Idaho Code does not vote on public hearing items unless to break a tie vote.*

- 1. Public Hearing** for Community Development Block Grant (CDBG) Program Plan Year 2020 Consolidated Annual Performance and Evaluation Report (CAPER)
- 2. Public Hearing** for Fields Sub-Area Plan (H-2021-0047) by City of Meridian, the Location Consisting of Approximately Four (4) Square Miles and Bounded by Chinden Blvd. on the North, McDermott Rd. on the East, McMillan Rd. on the South and Can-Ada Rd. on the West
  - A. Request: Comprehensive Plan Text Amendment to incorporate the Fields Sub-Area Plan.
- 3. Public Hearing** Continued from October 26, 2021 for Heron Village Expansion (H-2021-0027) by Tamara Thompson of The Land Group, Inc., Located at 51, 125 and 185 E. Blue Heron Ln.
  - A. Request: Annexation of 1.36 acres of land with a R-40 zoning district.
  - B. Request: Rezone of 4.18 acres of land from C-G and R-8 to R-40.
  - C. Request: Conditional Use Permit to allow expansion of an existing 108-unit, 5-building multifamily complex to allow an additional 36 units in two new buildings.
- 4. Public Hearing** for Elderberry Estates Subdivision (H-2021-0044 and H-2021-0005) by Angie Cuellar of Mason and Associates, Located at 1332 N. Meridian Rd.
  - A. Request: Rezone of 0.66 acres of land with the O-T zoning district.
  - B. Request: Short Plat consisting of 4 buildable lots.
- 5. Public Hearing** Continued from November 9, 2021 for Settlers Square (H-2021-0072) by Brighton Development, Inc., Located on the Northwest Corner of W. Ustick Rd. and N. Venable Ave., Adjacent to the Mid-Mile Mark Between Linder Rd. and Meridian Rd.
  - A. Request: Modification to the Existing Development Agreement (Inst. #2016-097989) for the purpose of entering into a new agreement to incorporate a new concept plan consisting of commercial and residential uses.

#### **ORDINANCES [Action Item]**

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



7. Third Reading of Ordinance No. 21-1956: An Ordinance of the City Council of the City of Meridian, Idaho, Approving the First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project, Which First Amendment Seeks to Annex Certain Parcels to the Existing Union District Project Area; Which First Amendment Includes Revenue Allocation Financing Provisions; Authorizing the City Clerk to Transmit a Copy of This Ordinance and Other Required Information to County and State Officials and the Affected Taxing Entities; Providing Severability; Approving the Summary of the Ordinance; and Providing an Effective Date

#### **FUTURE MEETING TOPICS**

#### **ADJOURNMENT**



## AGENDA ITEM

**ITEM TOPIC:** Public Hearing for Community Development Block Grant (CDBG)  
Program Plan Year 2020 Consolidated Annual Performance and Evaluation Report (CAPER)



# CDBG Program

**Year in Review for  
Program Year 2020**

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**October 1, 2020 to  
September 30, 2021**



# *Report*

# What is a CAPER?

## Consolidated Annual Performance and Evaluation Report (CAPER)

- Annual Accomplishments
- Evaluation of progress toward Consolidated Plan goals
- Transparency to the public

# Program Goals



## Identifying Goals

- Analysis of Impediments to Fair Housing
  - Housing Market Analysis
  - Community Engagement
- 

## Goals for 2017-2021 Consolidated Plan

- Improve Accessibility
- Enhance Homeownership Opportunities
- Provide Social Services
- Stabilize the Rental Gap
- Admin and Fair Housing

# Improve Accessibility

---

Public Works installed/modernized  
18 streetlights on walking routes to  
Meridian schools.



# Enhance Homeownership Opportunities



## Homebuyer Assistance

### 1 Household

Provided assistance with principal to allow the family to purchase a home that was affordable to them.

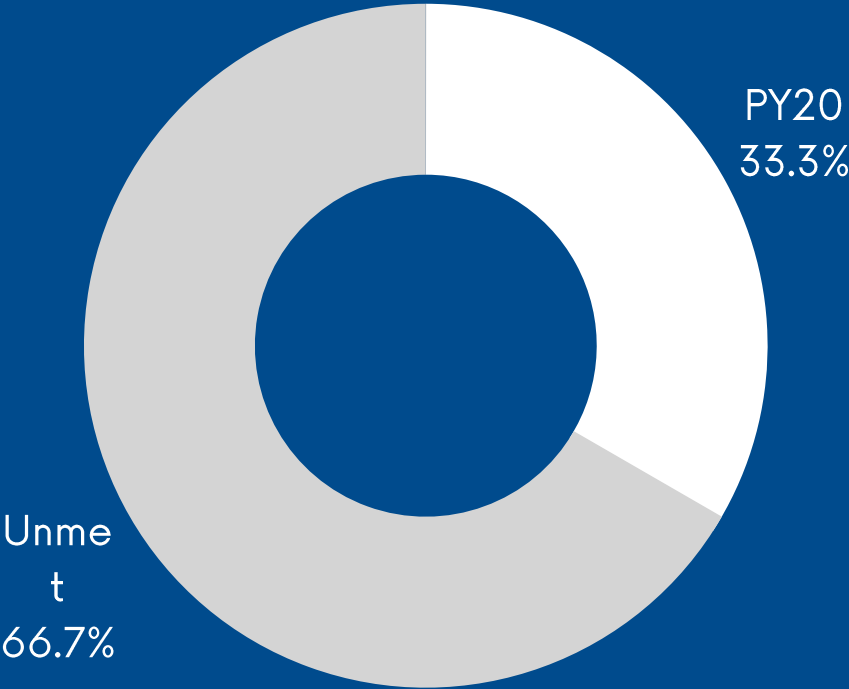


## Homeowner Repair

### 3 Households

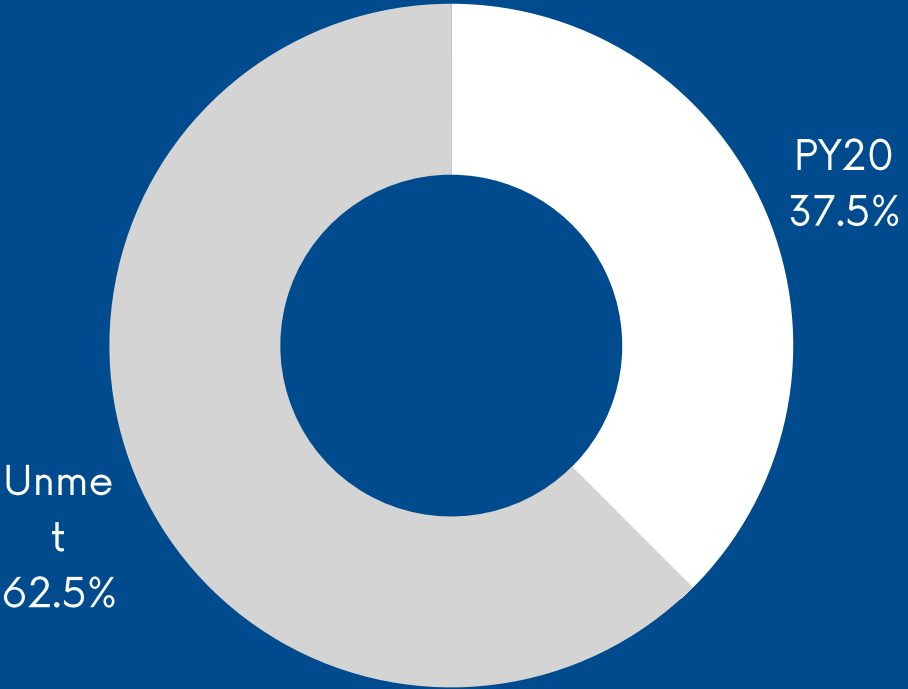
Provided emergency, accessibility, and weatherization repairs.





# ACHA and NeighborWorks Boise

Homebuyer Assistance:  
purchased one home (Goal = 3)



# NeighborWorks Boise

Homeowner Repair:  
repairs to 3 homes (Goal = 8)

# Five (5) Year Plan Progress

Goal: 11  
Actual: 7







# Provide Social Services

- Jesse Tree  
Emergency Rental Assistance
- Meridian Boys & Girls Club  
Scholarship Program
- NeighborWorks Boise  
Mortgage Assistance
- Terry Reilly - Allumbaugh House  
Case Management

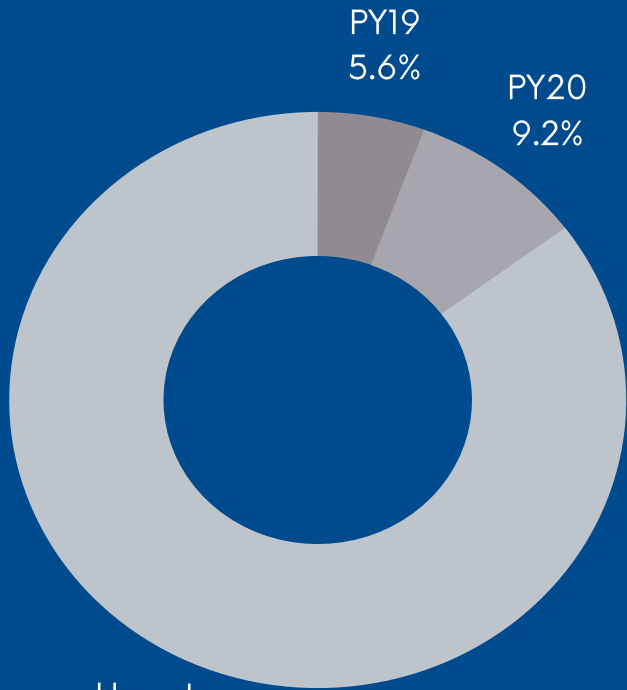




PY20  
100%

# Boys and Girls Club

Scholarships for 46 youth  
(Goal = 40)



Unmet  
85.2%

# Allumbaugh House

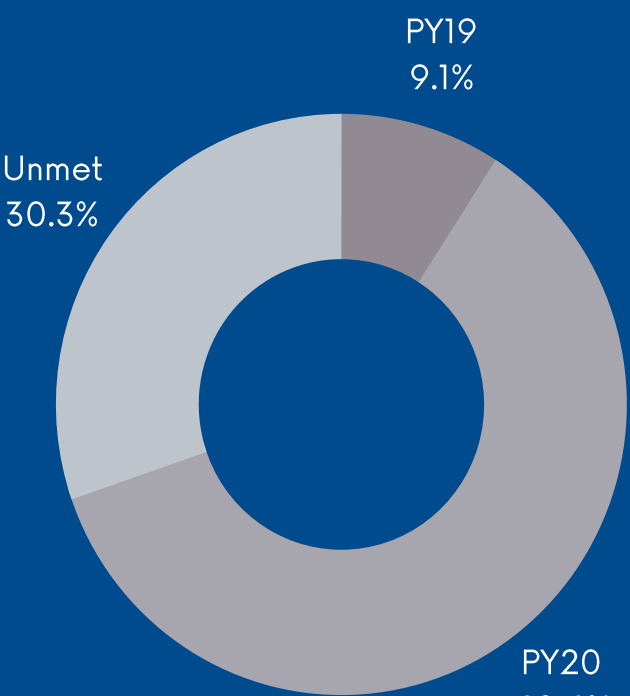
Case Management for 37  
(Goal = 250)  
*CARES Act Funding*



PY20  
100%

# Jesse Tree

Emergency Rent to assist  
61 individuals (Goal = 60)  
*CARES Act Funding*



Unmet  
30.3%

PY20  
60.6%

# NeighborWorks Boise

Mortgage Assistance for  
46 individuals (Goal = 66)  
*CARES Act Funding*



# Five (5) Year Plan Progress

Goal: 2,055  
Actual: 4,173

# A Word from Jesse Tree

## Emergency Rental Assistance

While sick with COVID-19 Amber received an eviction notice. She had ended up in the hospital and didn't know what to do. A family friend referred her to Jesse Tree, and we were able to provide rental assistance and landlord mediation for Amber just in time.

In her own words; “I was grateful to have a place to come back to after getting out of hospital, otherwise I would have been on the street. We all need to help each other.”

A portrait of a young woman with long brown hair, smiling slightly. She is wearing a blue top and a black choker necklace with a small pendant. The background is a blurred outdoor scene with greenery and water.

Meet Amber





# Stabilize the Rental Gap

The intent was to provide homelessness prevention/emergency rental assistance, which falls under public services. These outcomes are being reported under the goal of Providing Social Services.



# Admin and Fair Housing

- Subrecipient Management (e.g. monitoring, technical assistance, oversight of construction projects to ensure compliance with Federal regulations such as Davis Bacon)
- Administer additional COVID-19 funding
- Ensure deadlines are met for timeliness, reporting, and applications
- Ongoing training
- Process improvements
- Coordination with local entitlement communities
- Fair Housing radio campaign





# A Note from the Boys and Girls Club

## Youth Scholarships

“Rylen” is a club member who attends our Meridian Club. He started attending the Club this summer after a friend in the neighborhood told him how fun it is and that the club serves good food - and lots of it! Coming from a low-income family, “Rylen” was able to get a scholarship that made the summer very affordable for “Rylen’s” family.

Club staff observed that “Rylen” was an enthusiastic eater!! In fact, staff noticed that he would clean his plate at every breakfast, lunch and supper that the club served, and would ask others for the food that they didn't want. Staff were sure to recognize “Rylen” among his peers for his good eating habits - he made sure to eat every fruit and vegetable and because of that he would be excused first from his group at the lunch table.

One afternoon, as “Rylen” grabbed his backpack to leave, the contents spilled out onto the floor... an apple, some string cheese, a juice drink and half of a chicken wrap. A staff member called him aside and asked “Rylen” if he had been hiding food so that he could be excused early from the meals. “Rylen” broke down crying, and told the staff that the food he was saving was for his 4-year-old brother who was too young to come to the Club. There wasn't much to eat at home and he wanted to share his bounty with his little brother.

“Rylen’s” story broke the heart of the staff. They told “Rylen” not to worry about his brother and that they would take care of the situation. Grabbing a backpack from the Club store, the staff wrote “Rylen’s” name on it, filled it with goodies from the kitchen, and waited for “Rylen” to pick it up at the end of the day. When “Rylen” arrived, they opened it up and showed him what was inside. “Rylen” just beamed with pleasure!! “Rylen” was told that any time he wants more food to take home that all he need do is bring in the backpack and put it in his cubby. Since that day, staff watch to see if the backpack gets returned - when it does, it is filled to the brim with healthy food and snacks!

It truly warms our heart to know that we have found a way for “Rylen” to help his brother without the knowledge (and possible embarrassment) of the other kids knowing.



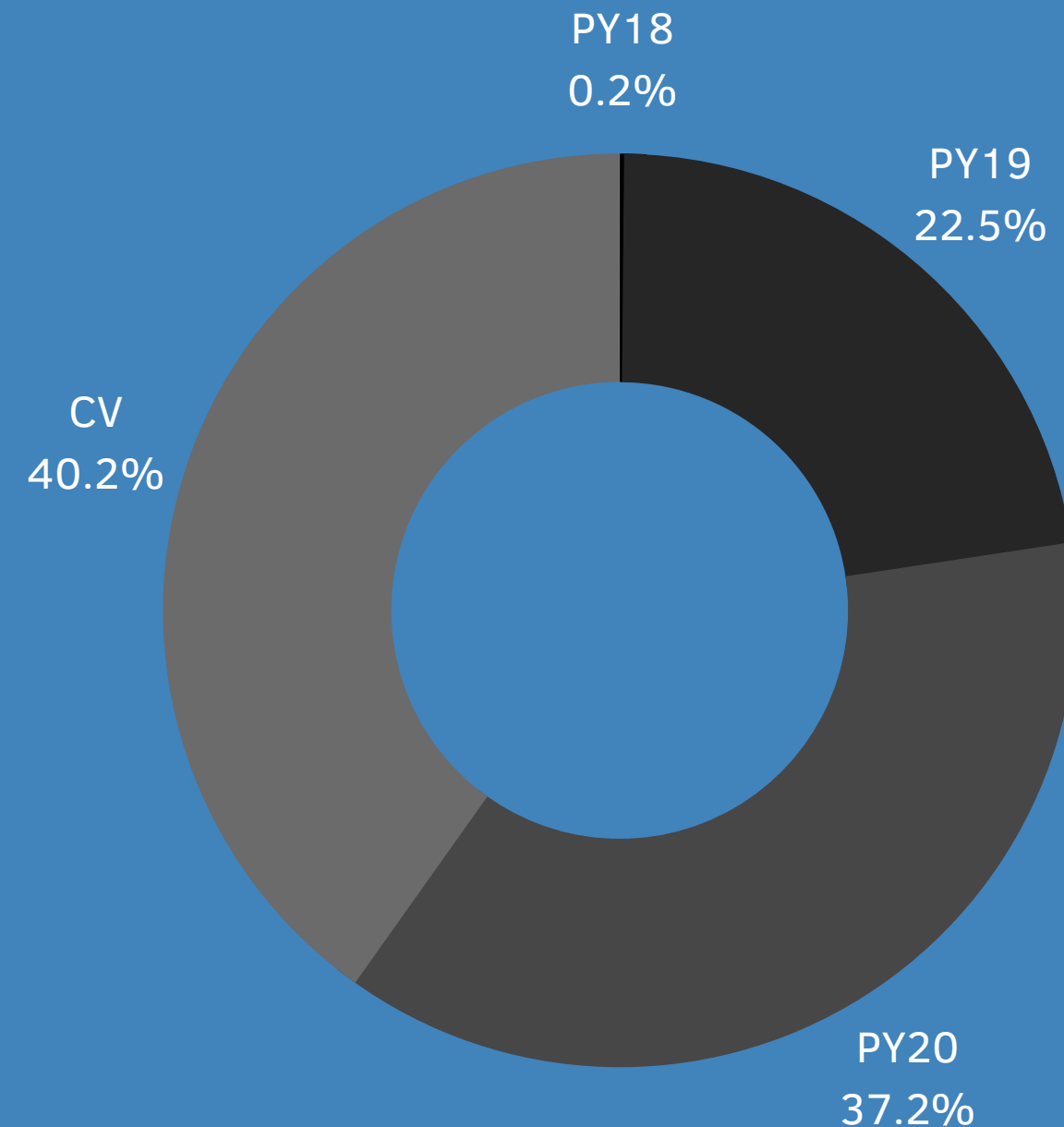


# Available Funding

Program Year 2020

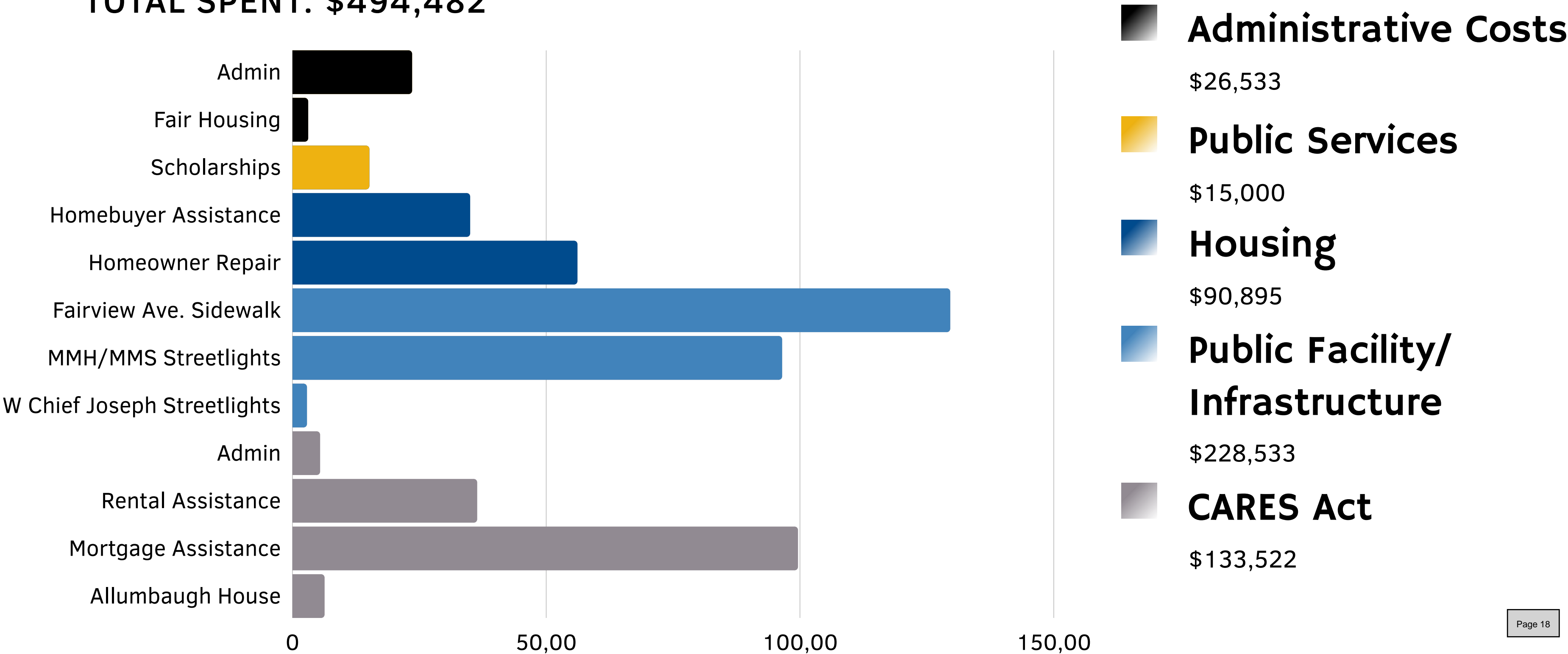
Available funding includes resources from previous years that were unspent as well as the current allocation.

TOTAL RESOURCES: \$1,315,731



# PY20 Expenditures

TOTAL SPENT: \$494,482



# Unspent Funds

Includes projects that will continue into the upcoming program year and those that were closed out with funds remaining.

## CONTINUING

- CV Mortgage Assistance
- CV Admin
- PY19 Fairview Ave. Sidewalk Connection
- PY20 Locust Grove and Pine Streetlights
- PY20 W. Chief Joseph Streetlights

**Roughly  
\$120K to be  
Reallocated**

## CLOSED

- PY20 Admin
- PY20 Fair Housing
- PY20 Homebuyer Assistance
- PY20 Rental Assistance
- PY20 Homeowner Repair
- PY19 MMH/MMS Streetlights

# Ongoing Efforts

**1**

## Housing Affordability

- Programs to purchase housing or remain in housing that is affordable
- Services to offset basic living expenses

**3**

## Public Housing

Coordinate efforts with the Ada County Housing Authority

**2**

## Homelessness and Other Special Needs

Collaboration with agencies specializing in those areas (e.g. Our Path Home, Behavioral Health Board, Neighbors United, etc.)

**4**

## Other Actions

- Can/Ada Collaborative
- Fair Housing
- Lead-Based Paint

# Updates to Draft



## Public Comments

All references to public comments will be updated once the Public Hearing is closed.

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## Public Notice

Attachment 1 will be updated with screenshots.

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## Resolution

A signed resolution will be included prior to submitting CAPER to HUD.

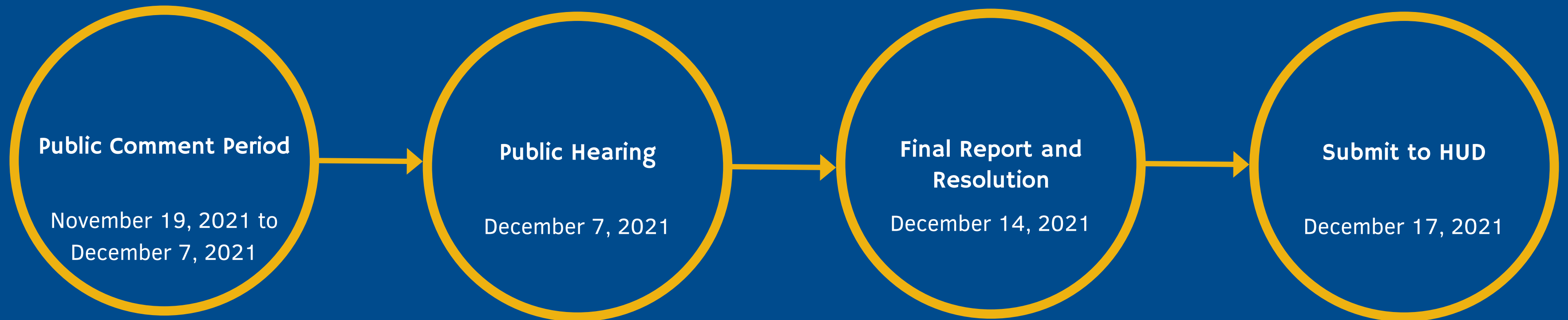
# A Note from NeighborWorks Boise

Homeowner Repair Program



<https://youtu.be/TrfaXLiljFs>

# CAPER Timeline





# Contact Us



Reach out to Crystal Campbell for inquiries or comments.

## Phone Number

(208) 489-0575

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## Email Address

ccampbell@meridiancity.org

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## Website

<https://meridiancity.org/cdbg/>



**CITY OF MERIDIAN**  
**COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG)**

**CONSOLIDATED ANNUAL PERFORMANCE  
AND EVALUATION REPORT (CAPER)**  
PROGRAM YEAR 2020

**PREPARED BY**  
CRYSTAL CAMPBELL  
CCAMPBELL@MERIDIANCITY.ORG

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## Introduction

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The City of Meridian is an entitlement city for the yearly Community Development Block Grant (CDBG) from the US Department of Housing and Urban Development (HUD) to carry out the Meridian CDBG Program. As a recipient of these funds, the City is required to prepare a Consolidated Plan. The plan identifies the housing and community needs of the City, organizes these needs based on priority, identifies resources that address the community's needs, and establishes annual goals and objectives to meet those needs. The Consolidated Plan is further broken down into annual action plans, which the City prepares and submits to HUD each year. The annual action plan spells out specifically how the City will address the goals and objectives in the Consolidated Plan during that program year. At the end of each program year, the City provides a summary of expenditures and related accomplishments to the public and HUD. This annual assessment is called the Consolidated Annual Performance and Evaluation Report (CAPER).

While the CAPER addresses goals achieved by expending funds for the CDBG program, it is important to note that the success of the City's program is largely dependent on the efforts and resources of other private and public agencies and organizations as well as HUD.

CAPER requirements are outlined in 24 CFR § 91.520. The report provides a review and evaluation of the City's performance during the 2020 Program Year (PY20) and the five-year timeframe of the 2017-2021 Consolidated Plan. The subject program year began October 1, 2020 and ended September 30, 2021.

This CAPER includes reports generated by HUD's Integrated Disbursement and Information System (IDIS), which summarize the City's accomplishments for PY20. IDIS generated tables and reports are included in the narrative and attachment sections to provide an update on the City's progress in achieving the goals and objectives identified in the Consolidated Plan.

## CR-05 - Goals and Outcomes

### Progress the jurisdiction has made in carrying out its strategic plan and its action plan.

#### 91.520(a)

The Consolidated Annual Performance and Evaluation Report (CAPER) reflects the activities and expenditures for the City of Meridian's Community Development Block Grant (CDBG) during Program Year 2020 (PY20), which was administered from October 1, 2020 to September 30, 2021. The CAPER outlines the progress made toward accomplishing goals identified in the PY20 Action Plan, which are derived from the following overarching goals of the 2017-2021 Strategic Plan/Consolidated Plan:

- Improve accessibility options for people who have disabilities;
- Enhance homeownership opportunities;
- Provide social services;
- Stabilize the rental gap; and
- Provide administration and fair housing activities.

During PY20 the City of Meridian and its subrecipients accomplished the activities below:

- Provided 50 scholarships for 46 individual youth in households with a low- to moderate-income (LMI) to gain access to extended care programs at the Boys & Girls Clubs.
- Provided rental assistance to 17 households consisting of 61 individuals through The Jesse Tree.
- Provided mortgage assistance to 11 households consisting of 40 individuals through NeighborWorks Boise.
- Provided case management to 26 individuals experiencing a behavioral health crisis at the Allumbaugh House.
- Provided necessary repairs to three homeowners through NeighborWorks Boise.
- Assisted one family purchase a home that was affordable to them through NeighborWorks Boise.
- Installed/modernized 18 streetlights on walking routes to Meridian schools in multiple LMI neighborhoods to provide safe and reliable access for children to get to school.
- Coordinated with the Cities of Caldwell, Nampa, and Boise to educate the community on fair housing issues.

**Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan. 91.520(g)**

Goal	Category	Indicator	Unit of Measure	Strategic Plan			Program Year		
				Expected	Actual	Completed	Expected	Actual	Completed
Administration and Fair Housing Activities	Admin	Other	Other	1	1	100%	1	1	100%
Enhance Homeownership Opportunities	Affordable Housing	Homeowner Housing Rehabilitated	Household Housing Unit	0	3	100%	8	3	38%
		Direct Financial Assistance to Homebuyers	Households Assisted	11	4	36%	3	1	33%
Improve Accessibility	Non-Homeless Special Needs	Public Facility or Infrastructure Activities other than Low/Moderate Income Housing Benefit	Persons Assisted	220	45,050	20,477%	7,160	18,695	261%
Provide Social Services	Non-Homeless Special Needs	Public service activities other than Low/Moderate Income Housing Benefit	Persons Assisted	2055	4,173	203%	130	69	53%
	Low income services	Homelessness Prevention	Persons Assisted	5	100	2,000%	126	101	80%
Stabilize the Rental Gap	Affordable Housing	Homelessness Prevention	Persons Assisted	0	0	0%	0	0	0%

**Table 1 - Accomplishments – Program Year & Strategic Plan to Date**

**Assess how the jurisdiction's use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.**

Meridian utilized input from stakeholders and residents, as well as the review of fair housing barriers gathered during the 2017-2021 Consolidated Plan process to determine the highest priority projects to be conducted during PY20. Needs addressed during Year 4 of the Consolidated Plan included improvement to accessibility for people with disabilities, enhancing homeownership opportunities, and provision of necessary social services.

To improve accessibility for people with disabilities, Meridian utilized data from the Consolidated Plan resident survey to prioritize the following accessibility improvements:

- To address the lack of/poor sidewalks and provide multi-modal transportation for those of all abilities, the City is overseeing the installation of 710' of curb, gutter, 10' multi use path that complies with ADA standards, and ADA accessible ramp to connect the Five Mile Creek Pathway and Lakes Place in Census Tract 103.21 Block Group 2; and Census Tract 103.33, Block Group 1. This will provide residents easier access to necessary community resources such as food and transportation.
- To address visibility and multi-modal transportation for those of all abilities, the City is overseeing the installation and or modernization of streetlights in Census Tract 103.21, Block Groups 1 and 2; Census Tract 103.22, Block Groups 1, 2, and 3; and Census Tract 103.33, Block Group 1. These areas provide access to necessary community resources such as food and schools.

To enhance homeownership opportunities Meridian utilized data from the Consolidated Plan resident survey and Analysis of Impediments, which found that many renters expressed an interest in homeownership. Homeowners in Meridian identified a need to make improvements related to emergency repairs, weatherization, and accessibility in order to remain in housing that is affordable to them. In PY20, CDBG funds were dedicated to provide assistance to LMI households who were purchasing a home in Meridian as well as funds to provide homeowner repairs.

To improve the provision of necessary social services, Meridian utilized findings from the Consolidated Plan, Analysis of Impediments, and stakeholder meetings to identify the following supports:

- A shortage of 1,077 rental units to serve Meridian households earning \$25,000 or less was identified during the previous 2012 to 2016 Consolidated Plan. This gap increased in the past 5 years to 1,348 units and was largely due to additional households falling below the poverty line. CDBG funds were used to provide homelessness prevention for those facing eviction in the Meridian area.
- The AI showed that lower income children, particularly those living in Census tracts with a high density of residents with a national origin other than the United States, have lower access to proficient schools. CDBG funds were used to support Boys & Girls Club scholarships, which allowed admission to programs intended to reduce barriers for youth. The program provided scholarships to 46 youth in PY20, exceeding its goal 40.
- COVID-19 stakeholder meetings identified gaps in services related to: domestic violence; behavioral health; housing stability; and childcare. Below is a breakdown of the CDBG-CV goals and outcomes for the entirety of the funding:
  - Domestic violence – staff assisted WCA in partnering with the Library to provide services in Meridian. WCA plans to track the number of Meridian residents served and request funding at a later date.
  - Behavioral Health – during PY19 the City of Meridian and the City of Boise coordinated funding to provide a full-time position at Terry Reilly's Allumbaugh House to provide case management for substance use disorders for those affected by COVID-19. The goal was to serve 250 Meridian residents. In PY19 they served 14



Meridian residents and another 23 in PY20. Outreach efforts were made to increase the utilization by Meridian residents, but Terry Reilly decided to end the contract with the City of Meridian because they were unable to document the need.

- Housing Stability – Jesse Tree provided rental assistance to 61 residents, meeting the goal of 60. There are multiple resources for this activity so no additional funding will be dedicated for rental assistance. Jesse Tree will be using/applying for regular CDBG funds moving forward. NeighborWorks Boise provided mortgage assistance to a total of 46 residents (6 during PY19 and 40 in PY20). The grant is set to expire at the end of PY21 and they are on track to meet their goal of serving 66 residents.
- Childcare – staff is working with a subrecipient to provide childcare scholarships to Meridian residents. This program is anticipated to begin in PY21.

The goal to Stabilize the Rental Gap was incorrectly identified in the Consolidated Plan as an affordable housing goal to provide rental assistance. The intent of this activity is to provide homelessness prevention for those at risk of eviction as described in the Consolidated Plan. Homelessness prevention falls under HUDs matrix code (05Q) Subsistence Payments, which is a public service activity, not an affordable housing activity. The goal to Stabilize the Rental Gap will remain zero for the duration of the Consolidated Plan as it is more accurately being reported under the homelessness prevention portion of the goal to Provide Social Services.

## CR-10 - Racial and Ethnic Composition of Families Assisted

**Describe the families assisted (including the racial and ethnic status of families assisted).**

**91.520(a)**

	CDBG
White	161
Black or African American	2
Asian	0
American Indian or American Native	4
Native Hawaiian or Other Pacific Islander	0
Other Multi-Racial	7
<b>Total</b>	<b>174</b>
Hispanic	34
Not Hispanic	140

**Table 2 – Table of assistance to racial and ethnic populations by source of funds**

### Narrative

According to data gathered in the Consolidated Plan, Meridian residents that are of Hispanic descent make up 8 percent of the total population, up from four (4) percent in 2000. Eighty-six percent of residents identify as white, two (2) percent identify as Asian, one (1) percent identify as Native American, and one (1) percent identify as African American. The demographics of those assisted with CDBG funds are similar to Meridian's overall demographic makeup.

Data from the Consolidated Plan also shows that only one (1) percent of Meridian households had no one over the age of 14 who was fluent in English. Residents living in such households are called "Limited English Proficiency" populations, or LEP. Meridian's LEP proportion was slightly less than that of the county overall (1.7%) and lower than the State of Idaho (2%). Pursuant to the City's Language Assistance Plan (LAP), all reports and communications will be made available in formats accessible to persons with disabilities and in languages other than English upon request. Additionally, interpreter services are available through 711, (888) 791-3004, or TTY at (800) 377-3529.

For those who feel they have been discriminated against based on race or ethnicity, Meridian has a Fair Housing Ordinance which outlines Meridian's response to discrimination. The Ordinance also describes how the City will promote and publicize the Federal Fair Housing Law: "With available resources, the City will assist all persons who feel they have been discriminated against because of race, color, religion, sex, national origin, disability, or familial status to seek equity under Federal and State laws by filing a complaint with the U.S. Department of Housing and Urban Development, Office of Fair Housing and Equal Opportunity, Compliance Division."

## CR-15 - Resources and Investments 91.520(a)

### Identify the resources made available

Source of Funds	Source	Resources Made Available	Amount Expended During Program Year
CDBG	public - federal	\$1,315,731	\$494,482

Table 3 - Resources Made Available

### Narrative

Resources available this year included \$297,445 of the regular CDBG funding and \$528,607 of the CDBG-CV funding that was unexpended during PY19, and \$489,679 from the PY20 allocation. All previous years of regular CDBG funding and PY20 resources were allocated to eligible projects during PY20. For CDBG-CV funding, the City is currently working through the application process to allocate CDBG-CV funds for childcare, behavioral health, and legal services. There is anticipated to be \$40,000 of CDBG-CV funds unallocated, which will allow for contingencies during the upcoming year.

During PY20 the City expended \$360,960 in regular funds and \$133,522 in CV funds. The following activities did not fully expend their award and will carry over into PY21:

- CV Mortgage Assistance – CDBG-CV project, continuing into PY21.
- CV Admin – CDBG-CV project, continuing into PY21.
- PY19 Fairview Ave. Sidewalk Connection – design is complete and the construction is in contract. This project is expected to be complete by the end of 2021.
- PY20 Locust Grove and Pine Streetlights – due to staff shortages this project is delayed. It is expected to be complete by the end of PY21.
- PY20 W. Chief Joseph Streetlights – design in in process. This project is expected to be complete by summer 2022.

There were also a couple of projects that were closed out in PY20 with funds remaining:

- PY20 Admin – contract for consultant services was delayed and we were unable to accomplish the expected amount of tasks during PY20. The City will use \$30,000 of PY20 funds during PY21 to cover the expenses that were budgeted for PY20. The City will ensure the admin cap is not exceeded for PY20 funds.
- PY20 Fair Housing – completed under budget.
- PY20 Homebuyer Assistance – this project was reallocated due to the difficulties purchasing affordable homes in the current market.
- PY20 Homelessness Prevention/Rental Assistance – this project was reallocated because there were many available resources for this activity during PY20 due to COVID-19 resources. Jesse Tree was able to fully expend their CDBG-CV funds, but not the regular program year funding.
- PY20 Homeowner Repair – this project was completed slightly under budget
- PY19 MMH/MMS Streetlights – this project was completed slightly under budget. The excess funds were used for the W. Chief Joseph streetlight project, which is also related to improving safe routes to school.

In total, there is roughly \$120K that will be reallocated to projects identified in the PY20 Action Plan. It is anticipated that the PY19 project listed above that is being carried over into PY21 will also have funds remaining, so the City will wait until the Spring to complete an amendment to the PY21 Action Plan that will incorporate funding reallocated in PY21.

#### Identify the geographic distribution and location of investments

Target Area	Planned Percentage of Allocation	Actual Percentage of Allocation	Narrative Description
n/a	n/a	n/a	n/a

Table 4 – Identify the geographic distribution and location of investments

#### Narrative

The City of Meridian's basis for allocating projects is geographically delineated within its municipal boundaries. Funding is determined by meeting national objectives, qualifying eligible activities, and through a competitive application process. The City does not specify target areas either by Census Tract or Block Group.

There are eight (8) Census Tracts that are either fully or partially within Meridian's municipal boundaries. Census Tracts 103.21, 103.22, 103.33, and 103.35 fall within Meridian's LMI area. The use of CDBG funding is not pre-determined on areas of LMI concentration. The Boys & Girls Club is located in downtown Meridian while Jesse Tree and NeighborWorks are located in Boise; however, LMI clients served reside throughout Meridian.

Multiple low-moderate area activities were conducted during PY20: sidewalk construction continued in Census Tracts 103.21 and 103.33 and streetlight installation and modernization was completed in Census Tracts 103.21, 103.22, 103.32, and 103.33.

#### Leveraging

**Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.**

The City of Meridian receives CDBG funds through its annual entitlement; this is the only HUD funding that the City directs toward community development type projects. The City pays staff salaries for administration of the program and for staff time on projects the City administers, such as streetlights. It is estimated the City leverages \$70,000 in local funds to administer this program. No publicly owned land or property was leveraged during PY20.

The Boys & Girls Clubs of Ada County receives additional funding from the Idaho Department of Health and Welfare and private donations. These funds are leveraged to provide staff time and additional scholarships to the Boys & Girls Club programs. It is estimated that \$25,000 of State funds and \$20,000 in general funds were used for this program.

Jesse Tree partners with local banks, foundations, institutions, and Cities to help fund programs including homelessness prevention. Jesse Tree receives multiple federal grants, including ESG. It is estimated that \$762,000 in federal funds, \$150,000 in local funds, and \$1.1M in individual contributions and grants were leveraged to administer the program and provide supportive services to recipients of this program throughout the Treasure Valley.

Terry Reilly leveraged an estimated \$36,000 in federal funds to provide case management services for substance use

disorders with a tieback to COVID-19 to residents in Meridian and Boise.

Ada County Housing Authority and NeighborWorks Boise did not report leveraging other funds to complete their projects.

## CR-20 - Affordable Housing 91.520(b)

**Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.**

	One-Year Goal	Actual
Number of Homeless households to be provided affordable housing units	0	0
Number of Non-Homeless households to be provided affordable housing units	11	4
Number of Special-Needs households to be provided affordable housing units	0	0
<b>Total</b>	<b>11</b>	<b>4</b>

**Table 5 – Number of Households**

	One-Year Goal	Actual
Number of households supported through Rental Assistance	0	0
Number of households supported through The Production of New Units	0	0
Number of households supported through Rehab of Existing Units	8	3
Number of households supported through Acquisition of Existing Units	3	1
<b>Total</b>	<b>11</b>	<b>4</b>

**Table 6 – Number of Households Supported**

**Discuss the difference between goals and outcomes and problems encountered in meeting these goals.**

The PY20 Action Plan set a goal of assisting three (3) LMI households achieve homeownership through acquisition of existing units, but only one (1) acquisition was complete. Subrecipients had difficulty identifying households that qualified for the program that were also able to find a home within their price range. The high cost of housing combined with the limited housing stock in Meridian is a barrier for LMI families to purchase a home.

The PY20 Action Plan set a goal of assisting eight (8) LMI households remain in affordable units by providing resources for emergency repairs, weatherization, and accessibility repairs. This was the first year of the program and the costs of repairs were higher than expected, which only allowed assistance with three (3) units. Moving forward the program has a more realistic expectation of the costs related to this program.

**Discuss how these outcomes will impact future annual action plans.**

The City realizes that the housing market in this area is making it difficult to administer a successful Homebuyer Assistance program. For this reason, the City will remain amenable to dedicating funding to this program in the future, but did not prioritize it during PY21.

The City felt the first year of the Homeowner Repair program was successful and will continue to fund it at a higher level than it was funded during PY20.

**Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.**

Number of Households Served	CDBG Actual	HOME Actual
Extremely Low-income	2	0
Low-income	0	0
Moderate-income	2	0
<b>Total</b>	<b>4</b>	<b>0</b>

Table 7 – Number of Households Served

**Narrative Information**

During PY20 one (1) household was able to locate and purchase a home that was affordable to them and three (3) homes occupied by elderly, female head of households were repaired. Of the four (4) households assisted, two (2) households qualified as extremely low-income and two (2) households qualified as moderate-income. There were no low-income households or households experiencing homelessness assisted. The City does not limit housing activities based on level of income, all households that are 80% of the AMI or less are treated equally. NeighborWorks Boise will continue to work with eligible households to locate and be approved for affordable housing in Meridian. All activities were completed for homeowners, there were no rental households assisted under the affordable housing goal.

To ensure the Section 215 definition of affordable housing was met for the Homebuyer Assistance program, participants were required to qualify as a first-time homebuyer, purchase a home that was their principal residence, and the homebuyer's annual household income was below 80% of area median income. The homebuyer assistance program offered participants housing counseling and worked with potential homebuyers to find housing where the cost of the housing is reasonable and affordable to the homebuyer, so the housing does not exceed 95 percent of the median purchase price for the area.

During the Consolidated Planning process, the City of Meridian prioritized assistance for very low-income renters and/or persons at-risk of losing shelter or housing and uses this to rank projects during the application process. Often these households pay more than half of their income for rent and live in substandard housing. To assist those households with the highest/worst case needs, which includes those with disabilities, the City funded public service activities which provide emergency rental assistance through Jesse Tree, mortgage assistance through NeighborWorks Boise, utility assistance through CATCH, and access to childcare through the Boys & Girls Club. The City does not require affordable housing activities to narrow

its focus to households that qualify as those with “worst case needs” because it is difficult to find eligible households with the basic LMI criteria that are able to find a home to purchase within their means.

The approach the City has taken up to this point is to assist with services and provisions that reduce the amount of income designated for basic living expenses (e.g. food, childcare, etc.) and allow people to utilize more of their income for housing costs. During PY20 the City provided public services in the form of childcare, rental assistance, mortgage assistance, and behavioral health case management to 170 Meridian residents.



## CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)

### **Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs**

The City of Meridian has been a member of the Ada County Continuum of Care, known as Our Path Home, for several years. City representatives have previously been involved in the Our Path Home's Fair Housing and Performance Measurement workgroups with the hopes of better understanding the needs that those experiencing homelessness in Meridian's face and how to better serve them. During PY18 Our Path Home was restructured and the workgroups were absorbed by the larger group.

Our Path Home partners with CATCH as the coordinated entry access point. CATCH provides outreach to those who are experiencing homelessness, especially those who are unsheltered. CATCH utilizes their services as well as those of partner agencies to assess individual needs and refer participants to appropriate services.

Our Path Home CONNECT is the access point to the homeless services system; at this access point each household experiencing homelessness is assessed and put on a prioritized list based on the length of time they have experienced homelessness and the severity of their service needs. Our Path Home's partner agencies have agreed to use this prioritized list to serve our most vulnerable neighbors. This agreement means that all partner agencies receive referrals from this list to fill openings in their supportive housing programs. This jurisdiction does not receive ESG funds.

The City of Meridian strives to connect local community providers and organizations interested in involvement with Meridian's homeless population with Our Path Home. City representatives are frequently involved in public discussions, presentations, and meetings with citizens, other governmental officials, and local service providers such as the West Ada County School District, Jesse Tree, and CATCH to provide support, understanding, and outreach to those experiencing homelessness in Meridian. In addition, the Meridian Police Department assists unhoused Meridian residents with rides to emergency housing shelters that are located in Boise as needed.

### **Addressing the emergency shelter and transitional housing needs of homeless persons**

The City of Meridian is in regular contact with case management and supportive service organizations such as CATCH and Jesse Tree to assess and address the emergency and permanent housing needs of those experiencing homelessness in Meridian. In PY20, Jesse Tree was funded through Meridian's CDBG program to provide homelessness prevention to Meridian residents at risk of losing housing.

**Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs**

Meridian's CDBG program provides funding to Jesse Tree to provide homelessness prevention for LMI residents who are at risk of experiencing homelessness.

Statewide, Idaho utilizes the SSI/SSDI Outreach, Access and Recovery (SOAR) model. SOAR is an approach that helps increase access to mainstream benefits for people who are currently experiencing or at risk of experiencing homelessness. Those returning from institutions such as jails, prisons, or hospitals have a higher prevalence than the general population of becoming homeless upon discharge. Idaho has divided the state into three (3) Hub's that address the needs of their local community. The SOAR Hub Leads participate in a quarterly call to address the statewide needs and coordinate efforts. The North Hub Lead and the Southeast Hub Leads are discharge planners for each of Idaho's state-funded psychiatric hospitals and the Southwest Hub Lead is employed at the local Community Action Partnership. This group regularly problem solves ways to coordinate services for those who are coming from institutional facilities in an effort to reduce the likelihood of homelessness. SOAR is coordinated with the Idaho Department of Health and Welfare, Division of Behavioral Health Central Office, Regional Offices, and state-funded psychiatric hospitals.

Our Path Home includes representation from health care facilities, mental health facilities, and correction facilities, as well as private providers that address housing, health, social services, employment, education, and youth needs. The group works to find collaborative approaches to help low-income individuals and families avoid experiencing homelessness after being discharged from publicly funded institutions and systems of care. Our Path Home partners with many organizations, such as homeless shelters, school districts, behavioral health (mental health and substance use disorder) providers, Idaho Department of Health and Welfare, Idaho Department of Labor, and Federally Qualified Health Centers (FQHC).

**Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again**

Through the City's CDBG program, Meridian provided funding to Ada County Housing Authority (ACHA) to provide homeownership assistance to LMI residents. The City provided funding for Jesse Tree to provide homelessness prevention and case management services to prevent and resolve needs for households in Meridian that are experiencing homelessness or at risk of experiencing homelessness. The City's funding relationships with ACHA and Jesse Tree are aimed to develop activities through the CDBG program to facilitate access for individuals and families experiencing homelessness to affordable housing units while also preventing individuals and families from experiencing homelessness.

Meridian's collaboration with Our Path Home explores and addresses the needs of those experiencing homelessness in Meridian. These programs prioritize assistance based on: housing status, including chronic homelessness; presence of children; veteran's status; and size of household. To address homelessness in youth, Our Path Home refers families and youth to Hays House. Hays House offers life skills, strength-based family and individual counseling as well as assistance with education resources. These programs assist individuals and families who are at risk of or currently experiencing homelessness access services to help them become stably housed and make the transition to affordable permanent housing as needed. Our Path Home and SOAR attempt to stabilize the individual or family to reduce the

likelihood of experiencing homelessness again.

The City partners with local committees, organizations, and networks in evaluating, understanding, and addressing the many needs of those experiencing homelessness in Meridian. Partners include the Meridian Police Department, Women's and Children's Alliance, Jesse Tree, Boys & Girls Club, West Ada County School District, City of Boise, CATCH, Our Path Home, Meridian Food Bank, , ACHA, NeighborWorks Boise, and many others. These partnerships bring a collaborative approach to addressing current and preventing future homelessness in Meridian, as well as assist local service providers help those experiencing homelessness to make the transition to permanent housing and independent living and shorten the period of time that individuals and families experience homelessness. The City's collaboration with these groups indicate the City's efforts and actions to define and meet these specific targets.

## CR-30 - Public Housing 91.220(h); 91.320(j)

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### **Actions taken to address the needs of public housing**

The City does not directly provide public housing, but supports ACHA and other providers in improving public housing. Many landlords in Meridian are willing to accept Housing Voucher vouchers (Section 8) or other Permanent Supportive Housing rental assistance, but finding affordable units is a challenge. Voucher holders generally have the most success finding homes in areas that offer a wide range of affordable housing options. Nearly 90 percent of units in Meridian are single family detached homes. The City is actively engaged with community partners such as ACHA and Our Path Home to address the public housing needs in Meridian.

### **Actions taken to encourage public housing residents to become more involved in management and participate in homeownership**

ACHA participants are able to access programs that encourage them to become more involved in management and explore options to participate in homeownership. One such program available to ACHA participants is Family Self-Sufficiency (FSS). This program assists individuals and families to obtain employment and improve their financial stability. ACHA works with social service agencies, non-profits, schools, businesses, and other community partners to develop comprehensive strategies that help participants learn the skills and gain the experience to enable them to obtain suitable employment. Participants in the FSS program receive an escrow account that is established by the Housing Authority for each participating individual or family. When the participant's portion of rent is increased due to an increase in earned income, the escrow account is credited during the term of the FSS contract. If the participant completes the contract within a five-year period by being suitably employed and is no longer receiving welfare assistance, the amount in the escrow account is paid to the successful graduate. Participants are then able to use their escrow to help them achieve the goal of homeownership by using the funds for down payment and closing costs.

### **Actions taken to provide assistance to troubled PHAs**

ACHA is a high performing Public Housing Authority; no assistance is provided at this time.

## CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)

**Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)**

During the AI, the City utilized the “Review of Public Policies and Practices (Zoning and Planning Codes)” form circulated by the Los Angeles fair housing office of HUD to evaluate potential concerns within the City’s zoning code. The research did not reveal any negative effects of Meridian’s public policies that serve as barriers to affordable housing. This includes land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting returns on residential investment. Meridian will continue to evaluate the policies and ameliorate as necessary.

**Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)**

The primary obstacles to fully addressing residents’ needs are: 1) Limited supply of affordable units; and 2) Limited funding. The City has allocated funding to address needs within the limitations of funding. Additionally, the City is engaged in multiple regional conversations with neighboring communities and service providers to identify and address underserved needs, maintain housing affordability, and reduce the number of families living in poverty.

**Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)**

The City’s website provides information regarding lead-based paint hazards as well as links to HUD resources. The City addresses lead based paint hazards through mitigation as part of redevelopment efforts in older parts of Meridian. Meridian maintains communication with EPA approved and certified lead abatement contractor’s as well as lead testing facilities to complete lead clearance exams if required.

**Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)**

The City focuses primarily on job creation and availability of educational opportunities to reduce the number of persons living below the poverty level. The City’s Economic Development Division works to recruit new employers and encourage business expansion within Meridian.

Meridian's CDBG program funds activities that provide homelessness prevention to families who are at risk of homelessness and financial assistance to homebuyers, among other activities. The City's local strategic plan intends to address poverty-based issues through the expansion of public services, focus on economic development, and expansion of quality employment opportunities for the jurisdiction’s LMI population. Meridian’s goal is to provide residents with access to services that will help stabilize their basic needs so they can focus on improving their lives.

**Actions taken to develop institutional structure. 91.220(k); 91.320(j)**

The City continuously seeks to enhance coordination and overcome gaps in institutional structure. Collaboration with Our Path Home, attendance at Idaho Housing and Finance Association (IHFA) and other stake-holder related events, and participation in regional coalitions and associations work toward the end-goal of enhancing coordination. Plans

are being developed to enhance educational and advocacy opportunities for service providers in the area regarding public and political cultures and systems in place in the region.

To address the internal structure, HUD provided technical assistance to formalize standard operating procedures and guiding documents to monitor the program, track financials, ensure compliance, and address program requirements in a timely manner.

**Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)**

There are few capacity issues related to coordination between public and private organizations in Meridian and the surrounding area. However, the City's partnership and funding relationship with local housing services organizations including NeighborWorks Boise, Jesse Tree, and ACHA will continue to expand in the upcoming program year. Coordination with other organizations like CATCH, Boise Rescue Mission, Interfaith Sanctuary, and all members associated with Our Path Home, including private housing developers, will continue to be built upon to improve networks, coordination, and problem solving in the jurisdiction. The City's collaboration with Our Path Home, housing and homelessness roundtables, and other regional coordination efforts contributes to the City's action plan for enhancing collaboration between public and private housing and social service agencies.

**Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)**

During the 2017-2021 Consolidated Planning period, the City of Meridian identified impediments to housing choice and access to opportunity. Below is a list of those impediments and the steps Meridian took during this program year to address them:

- Inaccessible infrastructure – During PY20 construction continued to improve the connection between the Five Mile Creek multi-use pathway and Lakes Place. Improvements include widening the pathway for ADA compliance and adding curbs, gutters, and a ramp. The construction is anticipated to be complete in PY20.
- Lack of affordable housing – Support preservation of housing occupied by low income homeowners and stabilization of affordable rental housing by assisting low income renter households and supporting the creation of affordable housing. In PY20 CDBG funds were used to assist one (1) family purchase a home and to complete repairs on three (3) owner-occupied homes. Meridian will continue to use CDBG funds to work with currently funded projects and identify potential new projects that assist low income and special needs residents (e.g., provision of food staples, emergency repairs, and emergency rental assistance). During PY20, CDBG funds provided 17 households with emergency rental assistance, 11 households with mortgage assistance, and 46 students with scholarships for extended care.
- Lack of public transportation – Work regionally to improve transportation options. Meridian collaborated with the Meridian Transportation Commission, the Ada County Highway District Capital Improvement Citizen Advisory Committee (ACHD CICAC), and the Community Planning Association of Southwest Idaho Regional Technical Advisory Committee (COMPASS RTAC) to discuss the regional gaps in transportation options.
- Lack of accessible housing – Increase education and understanding of fair housing laws by landlords, builders, and residents. Meridian has collaborated with the Boise, Caldwell, and Nampa CDBG Programs to develop and implement a Fair Housing campaign.

## CR-40 - Monitoring 91.220 and 91.230

**Describe the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements**

Per the Comprehensive Plan, a risk assessment is conducted on every project during the application process. This assessment is taken into consideration when the CDBG Scoring Committee is evaluating applications and making funding recommendations.

During the program year, regular monitoring takes place with each draw. The activities submitted must comply with the stated requirements in the subrecipient agreements and provide requisite data (e.g. demographic data, payroll, etc.) for inspection prior to reimbursement.

Formal monitoring is also conducted throughout the year. A risk analysis is included as an attachment to the Subrecipient Agreement and is used to determine if a project will require a desk-review or an onsite monitor for that program year. On-site monitoring occurs at least bi-annually to ensure subrecipients are meeting both the requirements and the intent of the CDBG program. A formal desk-review is conducted for every program year that does not require an onsite monitor.

Other labor monitoring activities will be conducted, as activities require, according to all HUD and federal Davis Bacon labor requirements. Including minority business outreach. All relevant activities subject to these requirements will be monitored with on-site visits as frequently as required by regulations, more if circumstances require it. Desk-side monitoring takes place with each activity draw with staff and management from both Community Development and Finances departments needing to review and sign off on any reimbursement requests.

The City is currently receiving technical assistance to improve the standard operating procedures and documents to guide the program, track financials, ensure compliance, and address program requirements in a timely manner.

### **Citizen Participation Plan 91.105(d); 91.115(d)**

**Describe the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.**

A public notice of the CAPER availability and the date, time and location of the public hearing was published in the Meridian Press Tribune, the Idaho Statesman, and by posting the notice on the City's website two weeks in advance of the public hearing. After the notice was published, citizens had a period of 18 days to comment on the CAPER via email, telephone, or in person.

A public hearing for the CAPER was held at City Hall on December 7, 2021 at the conclusion of the comment period. The City considered all comments and/or views received from residents. A summary of these comments or views can be found in Attachment 1. City Council reviewed the CAPER and the summaries regarding the incorporation of citizen comments or views provided, and voted on a resolution to adopt the final PY20 CAPER.

Council meetings are held on a virtual platform where anyone can attend. There is also limited seating during the meetings at City Hall, which is a fully accessible building. Those with disabilities were encouraged to contact the City

Clerk to make reasonable accommodations. Additionally, pursuant to the City's Language Assistance Plan (LAP), all reports and communications will be made available in formats accessible to persons with disabilities and in languages other than English upon request. All documents related to the City's CDBG program can be found at:

<https://meridiancity.org/cdbg>. Additionally, interpreter services are available through 711, (888) 791-3004, or TTY at (800) 377-3529.



## CR-45 – Jurisdiction 91.520(d)

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**Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.**

No changes.

**Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?**

No

## Attachment 1 – Public Comment

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No public comments have been received at this time.

**Idaho Statesman Legal Notice:**

To be included in final version.

**Meridian Press Tribune Legal Notice:**

To be included in final version.

**Website:**

To be included in final version.

## Attachment 2 –PR03 Activity Summary Report

IDIS activity 111 – Allumbaugh House does not show the correct number of 23 beneficiaries. See the screenshot below to verify it has been entered into the system correctly.

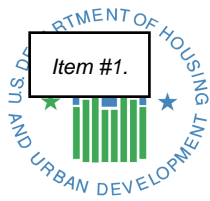
### Accomplishment

Accomplishment Type	Proposed Units	Actual Units
1 - People (General)		

### Direct Benefit Data by Persons

#### Race/Ethnicity

Race	Total	Hispanic/Latino
White	22	8
Black/African American	1	
<b>Totals</b>	23	8



U.S. Department of Housing and Urban Development  
Office of Community Planning and Development  
Integrated Disbursement and Information System  
CDBG Activity Summary Report (GPR) for Program Year 2020  
MERIDIAN

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<b>PGM Year:</b>	2019		
<b>Project:</b>	0003 - Homeownership Assistance		
<b>IDIS Activity:</b>	101 - Homeownership Assistance		
<b>Status:</b>	Completed 9/30/2021 12:00:00 AM	<b>Objective:</b>	Provide decent affordable housing
<b>Location:</b>	3380 W Americana Ter Ste 120 Boise, ID 83706-2501	<b>Outcome:</b>	Affordability
		<b>Matrix Code:</b>	Homeownership Assistance-excluding Housing Counseling under 24 CFR 5.100 (13B)
		<b>National Objective:</b>	LMH

**Activity to prevent, prepare for, and respond to Coronavirus:** No

**Initial Funding Date:** 10/17/2019

**Description:**

Provides low-to-moderate income (LMI) people funding to supplement the down payment and closing costs associated with purchasing a home in Meridian.

**Financing**

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2019	B19MC160006	\$34,875.06	\$34,875.06	\$34,875.06
<b>Total</b>	<b>Total</b>			<b>\$34,875.06</b>	<b>\$34,875.06</b>	<b>\$34,875.06</b>

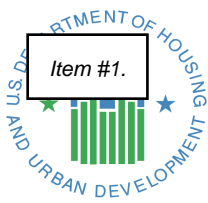
**Proposed Accomplishments**

Households (General) : 1

**Actual Accomplishments**

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0		0
Black/African American:	1	0	0	0	1	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>



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Female-headed Households: 1 0 1

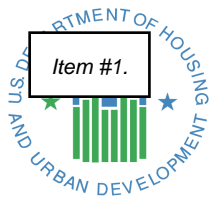
*Income Category:*

	Owner	Renter	Total	Person
Extremely Low	0	0	0	0
Low Mod	0	0	0	0
Moderate	1	0	1	0
Non Low Moderate	0	0	0	0
Total	1	0	1	0
Percent Low/Mod	100.0%		100.0%	

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2019	The City provided technical assistance to the subrecipient that provided new policies and procedures. We hope these changes will help utilize grant funds to a larger group of potential applicants. ACHA hired a full time Homeownership Coordinator who will be responsible for contacting lenders and identifying new applicants.	
2020	Subsidized the principal amount on a home to allow an LMI household to purchase a home that was affordable to them.	





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**PGM Year:** 2019  
**Project:** 0004 - Streetlight Improvements Near Schools  
**IDIS Activity:** 105 - MMH/MMS Streetlights

**Status:** Completed 9/30/2021 12:00:00 AM  
**Location:** 1507 W 8th St Meridian, ID 83642-2013

**Objective:** Create suitable living environments  
**Outcome:** Availability/accessibility  
**Matrix Code:** Street Improvements (03K)

**National Objective:** LMA

**Activity to prevent, prepare for, and respond to Coronavirus:** No

**Initial Funding Date:** 12/19/2019

**Description:**

Install upgrade to LED fixtures and poles on walking routes to Meridian schools in LMI areas to provide a safe and reliable access for children to get to school.

**Financing**

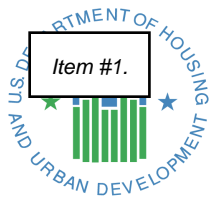
	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2019	B19MC160006	\$116,245.50	\$96,351.50	\$116,245.50
<b>Total</b>	<b>Total</b>			<b>\$116,245.50</b>	<b>\$96,351.50</b>	<b>\$116,245.50</b>

**Proposed Accomplishments**

People (General) : 664  
Total Population in Service Area: 13,885  
Census Tract Percent Low / Mod: 57.94

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2019	Public Works worked with a contractor to build out the design and complete the streetlight report to submit to HUD.	
2020	Installed/modernized 18 streetlights in an LMI neighborhood.	



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<b>PGM Year:</b>	2019		
<b>Project:</b>	0005 - Fairview Ave Sidewalk Connection		
<b>IDIS Activity:</b>	110 - Fairview Ave Sidewalk Connection		
<b>Status:</b>	Open	<b>Objective:</b>	Create suitable living environments
<b>Location:</b>	835 E Fairview Ave Meridian, ID 83642-1806	<b>Outcome:</b>	Availability/accessibility
		<b>Matrix Code:</b>	Sidewalks (03L)
		<b>National Objective:</b>	LMA

**Activity to prevent, prepare for, and respond to Coronavirus:** No

**Initial Funding Date:** 05/13/2020

**Description:**

Pathway connection to improve access and safety for pedestrians in an LMI area.  
During PY19 the City will allocate \$239,376 toward Phase 1, which will include moving electrical infrastructure, demolition, and installation of curb and gutter.  
Phase 2 will be funded during PY20 and will include the installation of the multi-use path and accessible ramp.  
Any unspent funds allocated for Phase 1 will roll into Phase 2 during PY20.

**Financing**

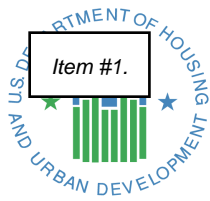
	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2018	B18MC160006	\$71,353.83	\$1,977.82	\$71,353.83
		2019	B19MC160006	\$190,292.93	\$127,488.27	\$164,082.26
		2020	B20MC160006	\$118,353.24	\$0.00	\$0.00
<b>Total</b>	<b>Total</b>			<b>\$380,000.00</b>	<b>\$129,466.09</b>	<b>\$235,436.09</b>

**Proposed Accomplishments**

People (General) : 2,350  
Total Population in Service Area: 4,810  
Census Tract Percent Low / Mod: 71.41

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2019	Idaho Power is scheduled to move the pole the week of 10-12. Once complete the contractor will be onsite to begin the work.	
2020	Completed Phase 1 of moving the electrical infrastructure, demolished areas necessary to create the new pathway, and installed the curb and gutter. Phase 2 is mostly complete, including the installation of a multi-use path and accessible ramp. There are a few steps left to complete this project, including installing a handrail and replacing landscaping for local businesses.	



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<b>PGM Year:</b>	2019		
<b>Project:</b>	0010 - CV-Public Services		
<b>IDIS Activity:</b>	111 - Allumbaugh House CV		
<b>Status:</b>	Completed 9/30/2021 12:00:00 AM	<b>Objective:</b>	Create suitable living environments
<b>Location:</b>	400 N Allumbaugh St Boise, ID 83704-9209	<b>Outcome:</b>	Availability/accessibility
		<b>Matrix Code:</b>	Substance Abuse Services (05F)
		<b>National Objective:</b>	LMC

**Activity to prevent, prepare for, and respond to Coronavirus:** Yes

**Initial Funding Date:** 06/30/2020

**Description:**

This project provides case management to individuals who have a history of substance use disorders, are impacted by COVID, and need supportive services to maintain or re-gain sobriety.

**Financing**

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MW160006	\$6,194.69	\$2,668.48	\$6,194.69
<b>Total</b>	<b>Total</b>			<b>\$6,194.69</b>	<b>\$2,668.48</b>	<b>\$6,194.69</b>

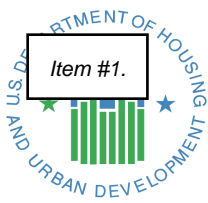
**Proposed Accomplishments**

People (General) : 250

**Actual Accomplishments**

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	22	8
Black/African American:	0	0	0	0	0	0	1	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	1	1
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	2	2
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0



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**Total:** 0 0 0 0 0 0 26 11

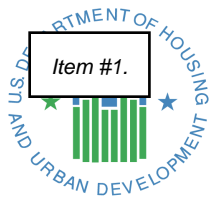
Female-headed Households: 0 0 0 0

*Income Category:*

	Owner	Renter	Total	Person
Extremely Low	0	0	0	15
Low Mod	0	0	0	4
Moderate	0	0	0	4
Non Low Moderate	0	0	0	0
Total	0	0	0	23
Percent Low/Mod				100.0%

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2019	Terry Reilly provided case management to 14 Meridian residents.	
2020	Provided case management to individuals seeking assistance for substance use disorders.	



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<b>PGM Year:</b>	2019		
<b>Project:</b>	0010 - CV-Public Services		
<b>IDIS Activity:</b>	112 - Emergency Rental Assistance CV		
<b>Status:</b>	Completed 9/30/2021 12:00:00 AM	<b>Objective:</b>	Provide decent affordable housing
<b>Location:</b>	1121 W Miller St Boise, ID 83702-6920	<b>Outcome:</b>	Availability/accessibility
		<b>Matrix Code:</b>	Subsistence Payment (05Q)
		<b>National Objective:</b>	LMC

**Activity to prevent, prepare for, and respond to Coronavirus:** Yes

**Initial Funding Date:** 06/30/2020

**Description:**

Provides emergency payments for rent on behalf of individuals or families for the purpose of stabilizing housing and preventing homelessness.

**Financing**

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MW160006	\$36,250.00	\$36,250.00	\$36,250.00
<b>Total</b>	<b>Total</b>			<b>\$36,250.00</b>	<b>\$36,250.00</b>	<b>\$36,250.00</b>

**Proposed Accomplishments**

People (General) : 60

**Actual Accomplishments**

*Number assisted:*

	<b>Owner</b>		<b>Renter</b>		<b>Total</b>		<b>Person</b>	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	52	10
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	1	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	3	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	5	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>10</b>



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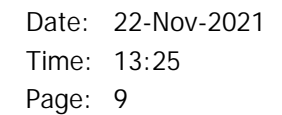
Female-headed Households: 0 0 0

*Income Category:*

	Owner	Renter	Total	Person
Extremely Low	0	0	0	12
Low Mod	0	0	0	15
Moderate	0	0	0	34
Non Low Moderate	0	0	0	0
Total	0	0	0	61
Percent Low/Mod				100.0%

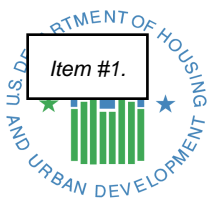
**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2019	Jesse Tree did not serve any households with the CV funding during PY19. They struggled with households not following through with appointments and budgeting. They will continue working with Meridian residents to provide assistance.	
2020	Jesse Tree provided prevention assistance to 61 Meridian individuals. These residents were eligible for help consistent with CDBG-CV, City of Meridian, and Jesse Tree standards.	



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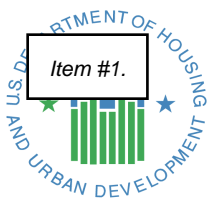
Female-headed Households: 0 0 0

*Income Category:*

	Owner	Renter	Total	Person
Extremely Low	0	0	0	1
Low Mod	0	0	0	11
Moderate	0	0	0	28
Non Low Moderate	0	0	0	0
Total	0	0	0	40
Percent Low/Mod				100.0%

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2019	NeighborWorks Boise assisted 2 households with mortgage assistance and will continue promoting the program to Meridian residents through social media, mailings, and informational venues.	
2020	Provided mortgage assistance to 40 Meridian residents.	



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**PGM Year:** 2020  
**Project:** 0009 - Administration  
**IDIS Activity:** 114 - Admin

**Status:** Completed 9/30/2021 12:00:00 AM  
**Location:** ,

**Objective:**  
**Outcome:**  
**Matrix Code:** General Program Administration (21A) **National Objective:**

**Activity to prevent, prepare for, and respond to Coronavirus:** No

**Initial Funding Date:** 12/21/2020

**Description:**

This project will conduct activities that relate to the administrative, planning, and technical assistance for the CDBG program during PY20.

**Financing**

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MC160006	\$23,502.51	\$23,502.51	\$23,502.51
<b>Total</b>	<b>Total</b>			<b>\$23,502.51</b>	<b>\$23,502.51</b>	<b>\$23,502.51</b>

**Proposed Accomplishments**

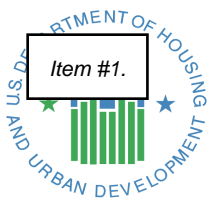
**Actual Accomplishments**

*Number assisted:*

	<b>Owner</b>		<b>Renter</b>		<b>Total</b>		<b>Person</b>	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Female-headed Households:

0



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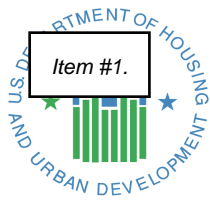
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*Income Category:*

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

**Annual Accomplishments**

No data returned for this view. This might be because the applied filter excludes all data.



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**PGM Year:** 2020  
**Project:** 0010 - Fair Housing  
**IDIS Activity:** 115 - Fair Housing

**Status:** Completed 9/30/2021 12:00:00 AM  
**Location:** ,

**Objective:**  
**Outcome:**  
**Matrix Code:** Fair Housing Activities (subject to  
20% Admin Cap) (21D) **National Objective:**

**Activity to prevent, prepare for, and respond to Coronavirus:** No

**Initial Funding Date:** 12/21/2020

**Description:**

This project will carry out activities that relate to fair housing.  
At a minimum, CDBG funds will be used to implement a Fair Housing Campaign in April.  
Other opportunities to promote fair housing activities will be evaluated as they arise.

**Financing**

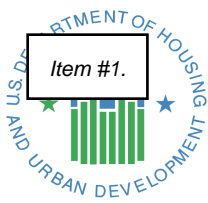
	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MC160006	\$3,030.00	\$3,030.00	\$3,030.00
<b>Total</b>	<b>Total</b>			<b>\$3,030.00</b>	<b>\$3,030.00</b>	<b>\$3,030.00</b>

**Proposed Accomplishments**

**Actual Accomplishments**

*Number assisted:*

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



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Female-headed Households:

0

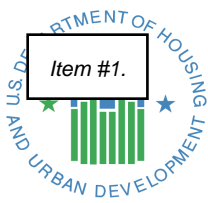
*Income Category:*

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

**Annual Accomplishments**

No data returned for this view. This might be because the applied filter excludes all data.





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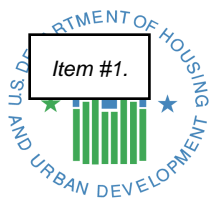
Female-headed Households: 0 0 0

*Income Category:*

	Owner	Renter	Total	Person
Extremely Low	0	0	0	9
Low Mod	0	0	0	22
Moderate	0	0	0	15
Non Low Moderate	0	0	0	0
Total	0	0	0	46
Percent Low/Mod				100.0%

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2020	<p>The goal for this grant was to provide at least "40 total units of service." Units of service, under this grant would mean scholarships granted for fee-based services offered by the Boys &amp; Girls Club. Such services included KinderClub, Summer services, after school programs, sunrise club (before and after school.) We are happy to report that we provided 50 scholarships to 46 individual youth with the support of this grant! This grant allowed youth to participate at the club, where they received mentoring and social/emotional support. They were able to get help with their school work and participated in academic enrichment activities to reverse the negative impacts of Covid-19 on academic proficiency. Programs like Power Hour, Project Learn and Summer Brain Gain helped to accelerate the process of "catching up" after the long COVID-19 school shutdown and virtual learning months. Participants who needed it received free counseling support from a licensed, professional counselor employed by the Club. All youth received free, healthy meals each day - at a time when food insecurity was at it's peak.</p> <p>We are pleased to report that, by and large, the youth who received the scholarships took full advantage of them by attending at least 75% of the days offered! We are so happy to have had the ability to serve these kids at a time when they needed us the most. Thank you City of Meridian staff and City Counsel members for investing in Meridian youth by supporting the Boys &amp; Girls Clubs of Ada County.</p>	



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<b>PGM Year:</b>	2020				
<b>Project:</b>	0003 - Improve Safety and Livability in Homes				
<b>IDIS Activity:</b>	119 - Homeowner Repair Admin				
<b>Status:</b>	Completed 9/30/2021 12:00:00 AM	<b>Objective:</b>	Create suitable living environments		
<b>Location:</b>	3380 W Americana Ter Ste 120 Suite 120 Boise, ID 83706-2501	<b>Outcome:</b>	Availability/accessibility		
		<b>Matrix Code:</b>	Rehabilitation Administration (14H)	<b>National Objective:</b>	LMH

**Activity to prevent, prepare for, and respond to Coronavirus:** No

**Initial Funding Date:** 10/06/2020

**Description:**

Provide assistance to improve the home environments of LMI households, including those who are elderly, frail elderly, persons with disabilities, and persons with HIV/AIDS and their families.

**Financing**

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MC160006	\$4,757.98	\$4,757.98	\$4,757.98
<b>Total</b>	<b>Total</b>			<b>\$4,757.98</b>	<b>\$4,757.98</b>	<b>\$4,757.98</b>

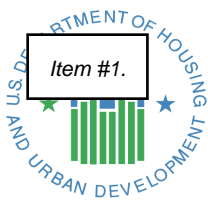
**Proposed Accomplishments**

**Actual Accomplishments**

*Number assisted:*

	<b>Owner</b>		<b>Renter</b>		<b>Total</b>		<b>Person</b>	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	0	0
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>





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Female-headed Households: 0 0 0

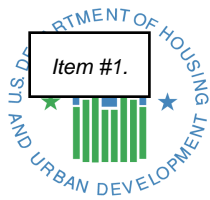
*Income Category:*

	Owner	Renter	Total	Person
Extremely Low	0	0	0	0
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	0

Percent Low/Mod

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2020	Used funding for staff costs to carry out housing rehabilitation activities, including preparation of work specifications, processing applications, site visits, etc. Completed rehabilitation on three homes, accomplishments are reported under IDIS # 122,123,124.	



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<b>PGM Year:</b>	2020		
<b>Project:</b>	0006 - W. Chief Joseph Streetlights		
<b>IDIS Activity:</b>	120 - W. Chief Joseph Streetlights		
<b>Status:</b>	Open	<b>Objective:</b>	Create suitable living environments
<b>Location:</b>	1100 E Chateau Dr Meridian, ID 83646-3403	<b>Outcome:</b>	Availability/accessibility
		<b>Matrix Code:</b>	Street Improvements (03K)
		<b>National Objective:</b>	LMA

**Activity to prevent, prepare for, and respond to Coronavirus:** No

**Initial Funding Date:** 08/04/2021

**Description:**

Design and install and/or upgrade streetlights in an LMI area.

**Financing**

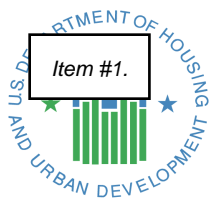
	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2019	B19MC160006	\$5,416.50	\$2,715.00	\$2,715.00
		2020	B20MC160006	\$109,447.50	\$0.00	\$0.00
<b>Total</b>	<b>Total</b>			<b>\$114,864.00</b>	<b>\$2,715.00</b>	<b>\$2,715.00</b>

**Proposed Accomplishments**

People (General) : 2,350  
Total Population in Service Area: 17,845  
Census Tract Percent Low / Mod: 48.22

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2020	Activity is currently in the design phase	



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<b>PGM Year:</b>	2020				
<b>Project:</b>	0003 - Improve Safety and Livability in Homes				
<b>IDIS Activity:</b>	122 - Homeowner Repair - 1224 W. Kimra				
<b>Status:</b>	Completed 9/15/2021 12:00:00 AM	<b>Objective:</b>	Create suitable living environments		
<b>Location:</b>	1224 W Kimra St Meridian, ID 83642-2463	<b>Outcome:</b>	Availability/accessibility		
		<b>Matrix Code:</b>	Rehab; Single-Unit Residential (14A)	<b>National Objective:</b>	LMH

**Activity to prevent, prepare for, and respond to Coronavirus:** No

**Initial Funding Date:** 08/04/2021

**Description:**

Repairs include replacement of roof, removal of tree and root structure, repairreplace walkway, and replace missing front window.

**Financing**

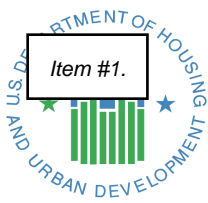
	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MC160006	\$24,776.88	\$24,776.88	\$24,776.88
<b>Total</b>	<b>Total</b>			<b>\$24,776.88</b>	<b>\$24,776.88</b>	<b>\$24,776.88</b>

**Proposed Accomplishments**

**Actual Accomplishments**

*Number assisted:*

	<b>Owner</b>		<b>Renter</b>		<b>Total</b>		<b>Person</b>	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	1	0	0	0	1	0	0	0
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
Female-headed Households:	1		0		1			



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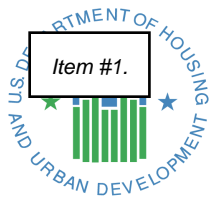
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*Income Category:*

	Owner	Renter	Total	Person
Extremely Low	1	0	1	0
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	1	0	1	0
Percent Low/Mod	100.0%		100.0%	

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2020	Replaced roof, removed tree and root structure that was a hazard, repaired walkway, and replaced missing front window.	



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<b>PGM Year:</b>	2020					
<b>Project:</b>	0003 - Improve Safety and Livability in Homes					
<b>IDIS Activity:</b>	123 - Homeowner Repair - 1588 W. Idaho					
<b>Status:</b>	Completed 9/30/2021 12:00:00 AM	<b>Objective:</b>	Create suitable living environments			
<b>Location:</b>	1588 W Idaho Ct Meridian, ID 83642-2476	<b>Outcome:</b>	Availability/accessibility			
		<b>Matrix Code:</b>	Rehab; Single-Unit Residential (14A)	<b>National Objective:</b>	LMH	

**Activity to prevent, prepare for, and respond to Coronavirus:** No

**Initial Funding Date:** 09/22/2021

**Description:**

Replace roof and repair plumbing in bathroom.

**Financing**

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MC160006	\$13,640.00	\$13,640.00	\$13,640.00
<b>Total</b>	<b>Total</b>			<b>\$13,640.00</b>	<b>\$13,640.00</b>	<b>\$13,640.00</b>

**Proposed Accomplishments**

**Actual Accomplishments**

*Number assisted:*

	<b>Owner</b>		<b>Renter</b>		<b>Total</b>		<b>Person</b>	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	1	0	0	0	1	0	0	0
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
Female-headed Households:	1		0		1			



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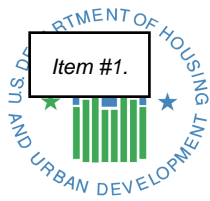
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*Income Category:*

	Owner	Renter	Total	Person
Extremely Low	1	0	1	0
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	1	0	1	0
Percent Low/Mod	100.0%		100.0%	

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2020	Replaced roof, plumbing fixtures. Repaired plumbing.	



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<b>PGM Year:</b>	2020					
<b>Project:</b>	0003 - Improve Safety and Livability in Homes					
<b>IDIS Activity:</b>	124 - Homeowner Repair - 1405 NW 1st St					
<b>Status:</b>	Completed 9/30/2021 12:00:00 AM	<b>Objective:</b>	Create suitable living environments			
<b>Location:</b>	1405 NW 1st St Meridian, ID 83642-2207	<b>Outcome:</b>	Availability/accessibility			
		<b>Matrix Code:</b>	Rehab; Single-Unit Residential (14A)	<b>National Objective:</b>	LMH	

**Activity to prevent, prepare for, and respond to Coronavirus:** No

**Initial Funding Date:** 09/22/2021

**Description:**

Provide a new HVAC system, fix 2 doors that are sticking, and repair sink.

**Financing**

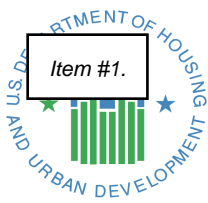
	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MC160006	\$12,845.00	\$12,845.00	\$12,845.00
<b>Total</b>	<b>Total</b>			<b>\$12,845.00</b>	<b>\$12,845.00</b>	<b>\$12,845.00</b>

**Proposed Accomplishments**

**Actual Accomplishments**

*Number assisted:*

	<b>Owner</b>		<b>Renter</b>		<b>Total</b>		<b>Person</b>	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	1	0	0	0	1	0	0	0
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
<b>Total:</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
Female-headed Households:	1		0		1			



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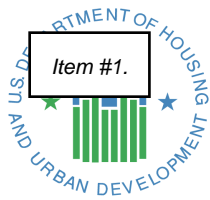
*Income Category:*

	Owner	Renter	Total	Person
Extremely Low	0	0	0	0
Low Mod	0	0	0	0
Moderate	1	0	1	0
Non Low Moderate	0	0	0	0
Total	1	0	1	0
Percent Low/Mod	100.0%		100.0%	

**Annual Accomplishments**

Years	Accomplishment Narrative	# Benefitting
2020	Replaced HVAC system, repaired two doors that were sticking, repaired downstairs sink.	





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**PGM Year:** 2019  
**Project:** 0011 - CV-Administration  
**IDIS Activity:** 125 - Admin - CV

**Status:** Open  
**Location:** ,

**Objective:**  
**Outcome:**  
**Matrix Code:** General Program Administration (21A) **National Objective:**

**Activity to prevent, prepare for, and respond to Coronavirus:** Yes

**Initial Funding Date:** 08/04/2021

**Description:**

This project will have activities that relate to the administrative, planning, and technical assistance for the CDBG program for CV funding.

**Financing**

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	2020	B20MW160006	\$20,000.00	\$5,306.50	\$5,306.50
<b>Total</b>	<b>Total</b>			<b>\$20,000.00</b>	<b>\$5,306.50</b>	<b>\$5,306.50</b>

**Proposed Accomplishments**

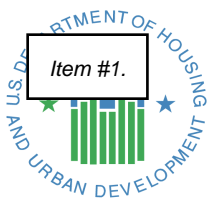
**Actual Accomplishments**

*Number assisted:*

	<b>Owner</b>		<b>Renter</b>		<b>Total</b>		<b>Person</b>	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
<b>Total:</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Female-headed Households:

0



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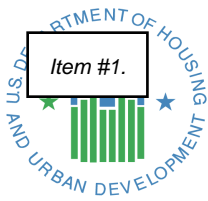
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*Income Category:*

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

**Annual Accomplishments**

No data returned for this view. This might be because the applied filter excludes all data.



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<b>Total Funded Amount:</b>	<b>\$1,019,314.62</b>
<b>Total Drawn Thru Program Year:</b>	<b>\$634,042.48</b>
<b>Total Drawn In Program Year:</b>	<b>\$494,482.44</b>

## Attachment 3 – PR26 Financial Summary Report for PY20 Funding

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PART I: SUMMARY OF CDBG RESOURCES

01 UNEXPENDED CDBG FUNDS AT END OF PREVIOUS PROGRAM YEAR	297,444.76
02 ENTITLEMENT GRANT	489,679.00
03 SURPLUS URBAN RENEWAL	0.00
04 SECTION 108 GUARANTEED LOAN FUNDS	0.00
05 CURRENT YEAR PROGRAM INCOME	0.00
05a CURRENT YEAR SECTION 108 PROGRAM INCOME (FOR SI TYPE)	0.00
06 FUNDS RETURNED TO THE LINE-OF-CREDIT	0.00
06a FUNDS RETURNED TO THE LOCAL CDBG ACCOUNT	0.00
07 ADJUSTMENT TO COMPUTE TOTAL AVAILABLE	0.00
08 TOTAL AVAILABLE (SUM, LINES 01-07)	787,123.76

PART II: SUMMARY OF CDBG EXPENDITURES

09 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	334,427.51
10 ADJUSTMENT TO COMPUTE TOTAL AMOUNT SUBJECT TO LOW/MOD BENEFIT	0.00
11 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 09 + LINE 10)	334,427.51
12 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	26,532.51
13 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	0.00
14 ADJUSTMENT TO COMPUTE TOTAL EXPENDITURES	0.00
15 TOTAL EXPENDITURES (SUM, LINES 11-14)	360,960.02
16 UNEXPENDED BALANCE (LINE 08 - LINE 15)	426,163.74

PART III: LOW/MOD BENEFIT THIS REPORTING PERIOD

17 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
18 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	0.00
19 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	334,427.51
20 ADJUSTMENT TO COMPUTE TOTAL LOW/MOD CREDIT	0.00
21 TOTAL LOW/MOD CREDIT (SUM, LINES 17-20)	334,427.51
22 PERCENT LOW/MOD CREDIT (LINE 21/LINE 11)	100.00%

LOW/MOD BENEFIT FOR MULTI-YEAR CERTIFICATIONS

23 PROGRAM YEARS(PY) COVERED IN CERTIFICATION	PY: 2018 PY: 2019 PY: 2020
24 CUMULATIVE NET EXPENDITURES SUBJECT TO LOW/MOD BENEFIT CALCULATION	1,111,258.27
25 CUMULATIVE EXPENDITURES BENEFITING LOW/MOD PERSONS	1,111,258.27
26 PERCENT BENEFIT TO LOW/MOD PERSONS (LINE 25/LINE 24)	100.00%

PART IV: PUBLIC SERVICE (PS) CAP CALCULATIONS

27 DISBURSED IN IDIS FOR PUBLIC SERVICES	15,000.00
28 PS UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
29 PS UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
30 ADJUSTMENT TO COMPUTE TOTAL PS OBLIGATIONS	0.00
31 TOTAL PS OBLIGATIONS (LINE 27 + LINE 28 - LINE 29 + LINE 30)	15,000.00
32 ENTITLEMENT GRANT	489,679.00
33 PRIOR YEAR PROGRAM INCOME	0.00
34 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PS CAP	0.00
35 TOTAL SUBJECT TO PS CAP (SUM, LINES 32-34)	489,679.00
36 PERCENT FUNDS OBLIGATED FOR PS ACTIVITIES (LINE 31/LINE 35)	3.06%

PART V: PLANNING AND ADMINISTRATION (PA) CAP

37 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	26,532.51
38 PA UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
39 PA UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
40 ADJUSTMENT TO COMPUTE TOTAL PA OBLIGATIONS	0.00
41 TOTAL PA OBLIGATIONS (LINE 37 + LINE 38 - LINE 39 + LINE 40)	26,532.51
42 ENTITLEMENT GRANT	489,679.00
43 CURRENT YEAR PROGRAM INCOME	0.00
44 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PA CAP	0.00
45 TOTAL SUBJECT TO PA CAP (SUM, LINES 42-44)	489,679.00
46 PERCENT FUNDS OBLIGATED FOR PA ACTIVITIES (LINE 41/LINE 45)	5.42%



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LINE 17 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 17

Report returned no data.

LINE 18 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 18

Report returned no data.

LINE 19 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 19

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2019	4	105	6440592	MMH/MMS Streetlights	03K	LMA	\$345.00
2019	4	105	6456016	MMH/MMS Streetlights	03K	LMA	\$446.00
2019	4	105	6482226	MMH/MMS Streetlights	03K	LMA	\$212.00
2019	4	105	6488147	MMH/MMS Streetlights	03K	LMA	\$318.00
2019	4	105	6502250	MMH/MMS Streetlights	03K	LMA	\$3,344.50
2019	4	105	6509805	MMH/MMS Streetlights	03K	LMA	\$91,686.00
2020	6	120	6554199	W. Chief Joseph Streetlights	03K	LMA	\$2,059.50
2020	6	120	6554201	W. Chief Joseph Streetlights	03K	LMA	\$655.50
					03K	Matrix Code	\$99,066.50
2019	5	110	6502302	Fairview Ave Sidewalk Connection	03L	LMA	\$3,790.00
2019	5	110	6517953	Fairview Ave Sidewalk Connection	03L	LMA	\$10,450.00
2019	5	110	6526621	Fairview Ave Sidewalk Connection	03L	LMA	\$40,375.00
2019	5	110	6539603	Fairview Ave Sidewalk Connection	03L	LMA	\$60,325.00
2019	5	110	6549807	Fairview Ave Sidewalk Connection	03L	LMA	\$14,526.09
					03L	Matrix Code	\$129,466.09
2020	2	117	6453798	Scholarships for Youth	05L	LMC	\$6,022.70
2020	2	117	6482198	Scholarships for Youth	05L	LMC	\$1,246.13
2020	2	117	6517945	Scholarships for Youth	05L	LMC	\$3,143.25
2020	2	117	6554202	Scholarships for Youth	05L	LMC	\$4,587.92
					05L	Matrix Code	\$15,000.00
2019	3	101	6454947	Homeownership Assistance	13B	LMH	\$514.14
2019	3	101	6462642	Homeownership Assistance	13B	LMH	\$432.96
2019	3	101	6549804	Homeownership Assistance	13B	LMH	\$33,657.36
2019	3	101	6562659	Homeownership Assistance	13B	LMH	\$270.60
					13B	Matrix Code	\$34,875.06
2020	3	122	6507783	Homeowner Repair - 1224 W. Kimra	14A	LMH	\$12,475.00
2020	3	122	6531957	Homeowner Repair - 1224 W. Kimra	14A	LMH	\$10,045.00
2020	3	122	6554476	Homeowner Repair - 1224 W. Kimra	14A	LMH	\$2,256.88
2020	3	123	6545339	Homeowner Repair - 1588 W. Idaho	14A	LMH	\$6,000.00
2020	3	123	6554476	Homeowner Repair - 1588 W. Idaho	14A	LMH	\$7,640.00
2020	3	124	6545339	Homeowner Repair - 1405 NW 1st St	14A	LMH	\$12,845.00
					14A	Matrix Code	\$51,261.88
2020	3	119	6482492	Homeowner Repair Admin	14H	LMH	\$35.25
2020	3	119	6493608	Homeowner Repair Admin	14H	LMH	\$141.00
2020	3	119	6507783	Homeowner Repair Admin	14H	LMH	\$141.00
2020	3	119	6517952	Homeowner Repair Admin	14H	LMH	\$599.25
2020	3	119	6531957	Homeowner Repair Admin	14H	LMH	\$1,163.25
2020	3	119	6545339	Homeowner Repair Admin	14H	LMH	\$867.30
2020	3	119	6554476	Homeowner Repair Admin	14H	LMH	\$1,810.93
					14H	Matrix Code	\$4,757.98
Total							\$334,427.51

LINE 27 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 27

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity to prevent, prepare for, and respond to Coronavirus	Activity Name	Grant Number	Fund Type	Matrix Code	National Objective	Drawn Amount
2020	2	117	6453798	No	Scholarships for Youth	B20MC160006	EN	05L	LMC	\$6,022.70
2020	2	117	6482198	No	Scholarships for Youth	B20MC160006	EN	05L	LMC	\$1,246.13
2020	2	117	6517945	No	Scholarships for Youth	B20MC160006	EN	05L	LMC	\$3,143.25
2020	2	117	6554202	No	Scholarships for Youth	B20MC160006	EN	05L	LMC	\$4,587.92
								05L	Matrix Code	\$15,000.00
				No	Activity to prevent, prepare for, and respond to Coronavirus					\$15,000.00
Total										\$15,000.00

LINE 37 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 37





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Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2020	9	114	6453824	Admin	21A		\$2,208.75
2020	9	114	6482197	Admin	21A		\$17,508.18
2020	9	114	6517955	Admin	21A		\$1,188.77
2020	9	114	6546172	Admin	21A		\$1,886.81
2020	9	114	6554209	Admin	21A		\$710.00
					21A	Matrix Code	\$23,502.51
2020	10	115	6545350	Fair Housing	21D		\$3,030.00
					21D	Matrix Code	\$3,030.00
Total							\$26,532.51

## Attachment 4 – PR26 Financial Summary Report for CDBG-CV Funding

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**PART I: SUMMARY OF CDBG-CV RESOURCES**

01 CDBG-CV GRANT	542,303.00
02 FUNDS RETURNED TO THE LINE-OF-CREDIT	0.00
03 FUNDS RETURNED TO THE LOCAL CDBG ACCOUNT	0.00
04 TOTAL AVAILABLE (SUM, LINES 01-03)	542,303.00

**PART II: SUMMARY OF CDBG-CV EXPENDITURES**

05 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	141,911.96
06 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	5,306.50
07 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	0.00
08 TOTAL EXPENDITURES (SUM, LINES 05 - 07)	147,218.46
09 UNEXPENDED BALANCE (LINE 04 - LINE8 )	395,084.54

**PART III: LOWMOD BENEFIT FOR THE CDBG-CV GRANT**

10 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
11 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	0.00
12 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	141,911.96
13 TOTAL LOW/MOD CREDIT (SUM, LINES 10 - 12)	141,911.96
14 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 05)	141,911.96
15 PERCENT LOW/MOD CREDIT (LINE 13/LINE 14)	100.00%

**PART IV: PUBLIC SERVICE (PS) CALCULATIONS**

16 DISBURSED IN IDIS FOR PUBLIC SERVICES	141,911.96
17 CDBG-CV GRANT	542,303.00
18 PERCENT OF FUNDS DISBURSED FOR PS ACTIVITIES (LINE 16/LINE 17)	26.17%

**PART V: PLANNING AND ADMINISTRATION (PA) CAP**

19 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	5,306.50
20 CDBG-CV GRANT	542,303.00
21 PERCENT OF FUNDS DISBURSED FOR PA ACTIVITIES (LINE 19/LINE 20)	0.98%



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LINE 10 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 10

Report returned no data.

LINE 11 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 11

Report returned no data.

LINE 12 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 12

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2019	10	111	6404608	Allumbaugh House CV	05F	LMC	\$1,136.74
			6427901	Allumbaugh House CV	05F	LMC	\$1,284.00
			6427902	Allumbaugh House CV	05F	LMC	\$1,105.47
			6442590	Allumbaugh House CV	05F	LMC	\$831.36
			6450706	Allumbaugh House CV	05F	LMC	\$789.21
			6455007	Allumbaugh House CV	05F	LMC	\$362.37
			6469247	Allumbaugh House CV	05F	LMC	\$438.62
			6472326	Allumbaugh House CV	05F	LMC	\$140.33
			6486979	Allumbaugh House CV	05F	LMC	\$106.59
		112	6434374	Emergency Rental Assistance CV	05Q	LMC	\$764.76
			6440598	Emergency Rental Assistance CV	05Q	LMC	\$3,573.56
			6450703	Emergency Rental Assistance CV	05Q	LMC	\$1,923.56
			6462654	Emergency Rental Assistance CV	05Q	LMC	\$498.08
			6472321	Emergency Rental Assistance CV	05Q	LMC	\$5,307.32
			6482208	Emergency Rental Assistance CV	05Q	LMC	\$7,543.48
			6507956	Emergency Rental Assistance CV	05Q	LMC	\$5,770.71
			6517950	Emergency Rental Assistance CV	05Q	LMC	\$4,195.00
			6531933	Emergency Rental Assistance CV	05Q	LMC	\$3,732.00
			6549668	Emergency Rental Assistance CV	05Q	LMC	\$2,941.53
		113	6421697	Mortgage Assistance CV	05Q	LMC	\$3,652.83
			6425005	Mortgage Assistance CV	05Q	LMC	\$6,517.00
			6434352	Mortgage Assistance CV	05Q	LMC	\$108.65
			6442601	Mortgage Assistance CV	05Q	LMC	\$7.21
			6453808	Mortgage Assistance CV	05Q	LMC	\$1,123.90
			6462659	Mortgage Assistance CV	05Q	LMC	\$3,595.70
			6472839	Mortgage Assistance CV	05Q	LMC	\$11,066.36
			6482210	Mortgage Assistance CV	05Q	LMC	\$18,296.23
			6493606	Mortgage Assistance CV	05Q	LMC	\$7,111.05
			6507962	Mortgage Assistance CV	05Q	LMC	\$17,581.07
			6517949	Mortgage Assistance CV	05Q	LMC	\$3,289.50
			6531941	Mortgage Assistance CV	05Q	LMC	\$10,660.83
			6549665	Mortgage Assistance CV	05Q	LMC	\$3,184.74
			6554469	Mortgage Assistance CV	05Q	LMC	\$13,272.20
Total							\$141,911.96

LINE 16 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 16

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2019	10	111	6404608	Allumbaugh House CV	05F	LMC	\$1,136.74
			6427901	Allumbaugh House CV	05F	LMC	\$1,284.00
			6427902	Allumbaugh House CV	05F	LMC	\$1,105.47
			6442590	Allumbaugh House CV	05F	LMC	\$831.36
			6450706	Allumbaugh House CV	05F	LMC	\$789.21
			6455007	Allumbaugh House CV	05F	LMC	\$362.37
			6469247	Allumbaugh House CV	05F	LMC	\$438.62
			6472326	Allumbaugh House CV	05F	LMC	\$140.33
			6486979	Allumbaugh House CV	05F	LMC	
		112	6434374	Emergency Rental Assistance CV	05Q	LMC	\$3,573.56
			6440598	Emergency Rental Assistance CV	05Q	LMC	



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Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2019	10	112	6450703	Emergency Rental Assistance CV	05Q	LMC	\$1,923.56
			6462654	Emergency Rental Assistance CV	05Q	LMC	\$498.08
			6472321	Emergency Rental Assistance CV	05Q	LMC	\$5,307.32
			6482208	Emergency Rental Assistance CV	05Q	LMC	\$7,543.48
			6507956	Emergency Rental Assistance CV	05Q	LMC	\$5,770.71
			6517950	Emergency Rental Assistance CV	05Q	LMC	\$4,195.00
			6531933	Emergency Rental Assistance CV	05Q	LMC	\$3,732.00
			6549668	Emergency Rental Assistance CV	05Q	LMC	\$2,941.53
		113	6421697	Mortgage Assistance CV	05Q	LMC	\$3,652.83
			6425005	Mortgage Assistance CV	05Q	LMC	\$6,517.00
			6434352	Mortgage Assistance CV	05Q	LMC	\$108.65
			6442601	Mortgage Assistance CV	05Q	LMC	\$7.21
			6453808	Mortgage Assistance CV	05Q	LMC	\$1,123.90
			6462659	Mortgage Assistance CV	05Q	LMC	\$3,595.70
			6472839	Mortgage Assistance CV	05Q	LMC	\$11,066.36
			6482210	Mortgage Assistance CV	05Q	LMC	\$18,296.23
			6493606	Mortgage Assistance CV	05Q	LMC	\$7,111.05
			6507962	Mortgage Assistance CV	05Q	LMC	\$17,581.07
			6517949	Mortgage Assistance CV	05Q	LMC	\$3,289.50
			6531941	Mortgage Assistance CV	05Q	LMC	\$10,660.83
			6549665	Mortgage Assistance CV	05Q	LMC	\$3,184.74
			6554469	Mortgage Assistance CV	05Q	LMC	\$13,272.20
<b>Total</b>							<b>\$141,911.96</b>

LINE 19 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 19

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2019	11	125	6545365	Admin - CV	21A		\$3,510.50
			6554208	Admin - CV	21A		\$1,796.00
<b>Total</b>							<b>\$5,306.50</b>

## Attachment 5 – PR26 Activity Summary

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PR26 - Activity Summary by Selected Grant  
Date Generated: 11/22/2021  
Grantee: MERIDIAN  
Grant Year: 2020, 2019  
Formula and Competitive Grants only, CARES Act Grants only

Total Grant Amount for 2020 Grant year = \$542,303.00														
State	Grantee Name	Grant Year	Grant Number	Activity Group	Matrix Code	National Objective	IDIS Activity	Activity to prevent, prepare for, and respond to Coronavirus	Activity Status	Amount Funded From Selected Grant	Amount Drawn From Selected Grant	% of CDBG Drawn From Selected Grant/Grant	Total CDBG Funded Amount (All Years All Sources)	Total CDBG Drawn Amount (All Years All Sources)
ID	MERIDIAN	2020	B20MC160006	Administrative And Planning	21A		114	No	Completed	\$23,502.51	\$23,502.51		\$23,502.51	\$23,502.51
ID	MERIDIAN	2020	B20MC160006	Administrative And Planning	21A		125	Yes	Open	\$0.00	\$0.00		\$0.00	
ID	MERIDIAN	2020	B20MC160006	Administrative And Planning	21D		115	No	Completed	\$3,030.00	\$3,030.00		\$3,030.00	\$3,030.00
ID	MERIDIAN	2020	B20MW160006	Administrative And Planning	21A		125	Yes	Open	\$20,000.00	\$5,306.50		\$20,000.00	\$5,306.50
				Total Administrative And Planning						\$46,532.51	\$31,839.01	5.87%	\$46,532.51	\$31,839.01
ID	MERIDIAN	2020	B20MC160006	Housing	14A	LMH	122	No	Completed	\$24,776.88	\$24,776.88		\$24,776.88	\$24,776.88
ID	MERIDIAN	2020	B20MC160006	Housing	14A	LMH	123	No	Completed	\$13,640.00	\$13,640.00		\$13,640.00	\$13,640.00
ID	MERIDIAN	2020	B20MC160006	Housing	14A	LMH	124	No	Completed	\$12,845.00	\$12,845.00		\$12,845.00	\$12,845.00
ID	MERIDIAN	2020	B20MC160006	Housing	14H	LMH	119	No	Completed	\$4,757.98	\$4,757.98		\$4,757.98	\$4,757.98
				Total Housing						\$56,019.86	\$56,019.86	11.44%	\$56,019.86	\$56,019.86
ID	MERIDIAN	2020	B20MC160006	Public Improvements	03K	LMA	120	No	Open	\$109,447.50	\$0.00		\$114,864.00	\$2,715.00
ID	MERIDIAN	2020	B20MC160006	Public Improvements	03L	LMA	110	No	Open	\$118,353.24	\$0.00		\$380,000.00	\$235,436.09
				Total Public Improvements						\$227,800.74	\$0.00	0.00%	\$494,864.00	\$238,151.09
ID	MERIDIAN	2020	B20MC160006	Public Services	05L	LMC	117	No	Completed	\$15,000.00	\$15,000.00		\$15,000.00	\$15,000.00
ID	MERIDIAN	2020	B20MW160006	Public Services	05F	LMC	111	Yes	Completed	\$6,194.69	\$6,194.69		\$6,194.69	\$6,194.69
ID	MERIDIAN	2020	B20MW160006	Public Services	05Q	LMC	112	Yes	Completed	\$36,250.00	\$36,250.00		\$36,250.00	\$36,250.00
ID	MERIDIAN	2020	B20MW160006	Public Services	05Q	LMC	113	Yes	Open	\$213,333.00	\$99,467.27		\$213,333.00	\$99,467.27
				Total Public Services						\$270,777.69	\$156,911.96	28.93%	\$270,777.69	\$156,911.96
				CARES Related Public Services						\$255,777.69	\$141,911.96	26.17%	\$255,777.69	\$141,911.96
				Non CARES Related Public Services						\$15,000.00	\$15,000.00	3.06%	\$15,000.00	\$15,000.00
				Total 2020						\$601,130.80	\$244,770.83	45.14%	\$868,194.06	\$482,921.92

Total Grant Amount for 2019 Grant year = \$424,162.00														
State	Grantee Name	Grant Year	Grant Number	Activity Group	Matrix Code	National Objective	IDIS Activity	Activity to prevent, prepare for, and	Activity Status	Amount Funded From Selected Grant	Amount Drawn From Selected Grant	% of CDBG Drawn From Selected	Total CDBG Funded Amount	Total CDBG Drawn Amount

								respond to Coronavirus				Grant/Grant	(All Years All Sources)	(All Years All Sources)
ID	MERIDIAN	2019	B19MC160006	Administrative And Planning	21A		102	No	Completed	\$21,622.95	\$21,622.95		\$21,622.95	\$21,622.95
ID	MERIDIAN	2019	B19MC160006	Administrative And Planning	21D		109	No	Completed	\$9,951.00	\$9,951.00		\$9,951.00	\$9,951.00
				Total Administrative And Planning						\$31,573.95	\$31,573.95	7.44%	\$31,573.95	\$31,573.95
ID	MERIDIAN	2019	B19MC160006	Housing	13B	LMH	101	No	Completed	\$34,875.06	\$34,875.06		\$34,875.06	\$34,875.06
				Total Housing						\$34,875.06	\$34,875.06	8.22%	\$34,875.06	\$34,875.06
ID	MERIDIAN	2019	B19MC160006	Public Improvements	03K	LMA	105	No	Completed	\$116,245.50	\$116,245.50		\$116,245.50	\$116,245.50
ID	MERIDIAN	2019	B19MC160006	Public Improvements	03K	LMA	120	No	Open	\$5,416.50	\$2,715.00		\$114,864.00	\$2,715.00
ID	MERIDIAN	2019	B19MC160006	Public Improvements	03L	LMA	110	No	Open	\$190,292.93	\$164,082.26		\$380,000.00	\$235,436.09
				Total Public Improvements						\$311,954.93	\$283,042.76	66.73%	\$611,109.50	\$354,396.59
ID	MERIDIAN	2019	B19MC160006	Public Services	05L	LMC	103	No	Completed	\$12,818.14	\$12,818.14		\$12,818.14	\$12,818.14
ID	MERIDIAN	2019	B19MC160006	Public Services	05Q	LMC	104	No	Completed	\$3,314.98	\$3,314.98		\$3,314.98	\$3,314.98
ID	MERIDIAN	2019	B19MC160006	Public Services	05Q	LMC	106	No	Completed	\$24,500.00	\$24,500.00		\$24,500.00	\$24,500.00
				Non CARES Related Public Services						\$40,633.12	\$40,633.12	9.58%	\$40,633.12	\$40,633.12
				Total 2019						\$419,037.06	\$390,124.89	91.98%	\$718,191.63	\$461,478.72
				Grand Total						\$1,020,167.86	\$634,895.72	43.60%	\$1,586,385.69	\$944,400.64

## Attachment 6 – Resolution

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To be included when it is approved.



## AGENDA ITEM

**ITEM TOPIC:** Public Hearing for Fields Sub-Area Plan (H-2021-0047) by City of Meridian, the Location Consisting of Approximately Four (4) Square Miles and Bounded by Chinden Blvd. on the North, McDermott Rd. on the East, McMillan Rd. on the South and Can-Ada Rd. on the West

A. Request: Comprehensive Plan Text Amendment to incorporate the Fields Sub-Area Plan.



# PUBLIC HEARING INFORMATION

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**Staff Contact:** Caleb Hood, Brian McClure

**Meeting Date:** December 7, 2021

**Topic:** **Public Hearing** for Fields Sub-Area Plan (H-2021-0047) by City of Meridian, the Location Consisting of Approximately Four (4) Square Miles and Bounded by Chinden Blvd. on the North, McDermott Rd. on the East, McMillan Rd. on the South and Can-Ada Rd. on the West  
A. Request: Comprehensive Plan Text Amendment to incorporate the Fields Sub-Area Plan.

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## Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the City Council Public Hearing](#)



November 29, 2021

**MEMORANDUM**

TO: Mayor Robert Simison  
Meridian City Council

CC: Cameron Arial, Community Development Director  
Caleb Hood, Planning Division Manager

FROM: Brian McClure, Comprehensive Associate Planner

RE: Fields Sub Area Plan, H-2021-0047, Summary of All Planning & Zoning  
Commission Recommended Changes

This memorandum is a summary of recommended changes to the Draft Fields Sub Area Plan (Plan). These changes include those that staff provided as part of the original Staff Report; proposed as a result of continuing public involvement after the application was submitted, but before the Staff Report was submitted or the Planning and Zoning Commission meeting(s) held, and others after. For example, several changes were recommended based on COMPASS feedback, after the Staff Report was submitted, but before the first Planning & Zoning Commission hearing was held. Additionally, a number of changes were proposed after the first public hearing.

During the September 16<sup>th</sup> Planning & Zoning Commission (Commission) hearing, the Commission voted to continue the public hearing on the Fields Subarea Plan (H-2021-0047) to October 21<sup>st</sup>. The continuation was made so Staff could consider changes requested as part of public testimony by the Mark Bottles team representing several property owners, and then to provide the Commission a response to their requests. Staff met with members of the Bottles team on October 1<sup>st</sup>, twice on October 12<sup>th</sup>, and on October 14<sup>th</sup>. Staff recommended several additional changes as a result of these discussions. This included the addition of a more conceptual bubble diagram for the Star/McMillan Center, on the Southeast corner of Star and McMillan.

Generally, however, the changes are clarifications to aid in consideration and review of future applications. For example, the Plan covers a broad area and not all text applies in all conditions. Many of the changes are to further this point, but are not substantive in that they change the original purpose. The Commission supported all subsequent staff changes in their recommendation to City Council, and made no others.

## Commission Recommended Changes

To aid in review, the following Commission recommended changes are organized by sequential page numbers of the Draft Fields Sub Area Plan (Plan). Each item is flagged with either a {SR} to indicate whether it was an original Staff Report recommended change, or a {PZ} to indicate a change that occurred during the Planning & Zoning Commission element of the public hearing process. Ultimately staff is supportive all changes, but the indicator may be helpful context. These markers will not occur in the final Plan. For a detailed description and the context of recommended changes, see the following documents in the project folder: [bit.ly/FieldsPlan](http://bit.ly/FieldsPlan).

- CC – Staff Report 12-7.
- PZ – Response to Public Comments and Additional Changes Memo.

Recommended staff changes to the draft Fields Subarea Plan are shown in ~~strike-through~~ (deleted) and underline (added or graphic modification) below. Text in *italics* are descriptions or references, and not language in the Plan (existing or proposed). **Revisions outlined in this memo address all recommended changes including the original Staff Report and Response to Public Comments.**

### Page 1-4, Revise map title,

{SR} Existing Site Features and underlying Future Land Use Map (at time of adoption)

### Page 3-2, Update the legend on the Illustrative Framework:

A note on these changes, since they were omitted in the “PZ – Response to Public Comments and Additional Changes Memo”. These changes were recommended by Staff due to misinterpretation during the COMPASS review of the Plan. The descriptions are intentionally generic, neither land use or zoning, but some were still similar and confused for actual typologies. The revisions are intended to be more generic, and be distinct from actual land use typologies. These changes were supported by the Commission at the hearing and recommended forward.

{PZ} Modifications to the text legend.

#### General Use Types

- ~~Medium Density Neighborhoods~~ Residential Neighborhoods
- ~~Medium-High Density Neighborhoods~~ Higher Density Housing
- ~~Retail/Office Areas~~ Mixed Use Centers
- ~~Potential School/Church~~ Potential Civic Site (school, church, etc.)

### Page 3-4, Update the legend on the Transportation Framework:

A note on these changes, since they were omitted in the “PZ – Response to Public Comments and Additional Changes Memo”. These changes were also recommended by COMPASS, as Staff had used the wrong terminology in referencing planned transit routes. These changes were supported by the Commission and recommended forward.

{PZ} Change the following items in the legend:

- ~~Valley Connect 2.0, Secondary Route~~ Secondary Transit Route
- ~~Valley Connect 2.0, Employer Express Route~~ Employer Express Transit Route

{PZ} Add a new note under the legend:

- The transit routes on Star Road and Ustick Road are identified in the 2040 Treasure Valley Public Transportation System concept of Communities in Motion 2040 2.0



### Page 3-9, Revise table 4A notes:

**{SR}** Notes: The table above is intended to show approximate ranges of land uses that can be anticipated in the area. The table reflects residential density ranges adopted within the Comprehensive Plan. Assumptions for commercial values are based on typical averages from uses supported within designation types. Because mixed use areas vary, the following assumptions are used within the context of future land use purpose text and descriptions. ~~Assumptions:~~ The Star/McMillan Center and Star/Ustick Center assume 40% residential; Chinden centers assume 20% residential. Commercial uses are broken down as follows: MU-C and MU-R assumes 90% commercial and 10% governmental/other; MU-NR assumes 50% office, 40% office/flex, and 10% other; and MU-I assumes 50% office, 30% governmental/other, and 20% flex.

### Page 3-9, Add text to development program, first paragraph:

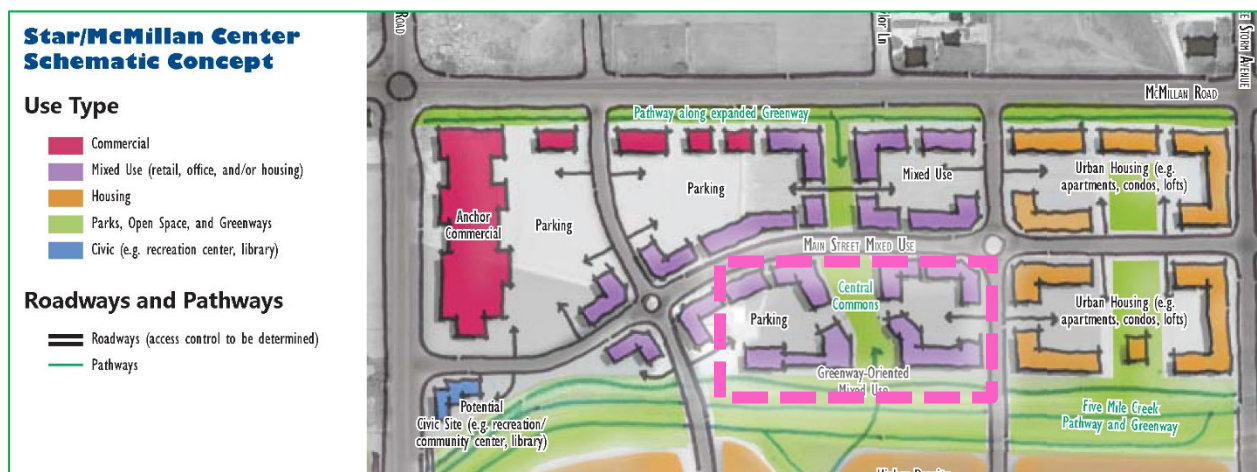
**{SR}** The Development Program is intended to provide an estimate for understanding service needs and general allocation and balance of uses. Because these are for broad land use areas, and generalized, these are not prescriptive standards intended for case by case review. As shown ~~in the development program~~ above, estimated square footage for retail and office uses are expected to take nearly 50 years to fully build out, while industrial and flex space markets could be built out in only 15 years. The City should consider the aggregated commercial impacts ~~this in of~~ development proposals and monitor near-term residential demand and development to preserve opportunities for the lagging, long-term employment demand. Overall balance of residential and non-residential uses is essential.

### Page 3-15, Revise Text under heading, Center Components:

**{PZ}** Main Street-style, ~~two to three story~~ mixed-use buildings fronting an ~~east-west curved~~ street ~~running east-west~~, with on-street parking. Buildings along the main street, nearer Star Road and at intersections, should, and that would blend incorporate innovative and historical design thematic and ~~with house~~ include authentic opportunities for retail or office on the ground floor, and ~~with~~ residential and ~~or some~~ office uses above. This area ~~will~~ should have a pedestrian-oriented streetscape, with generously-sized sidewalks that can accommodate outdoor seating, and ground floor building transparency that enriches the pedestrian experience by allowing people to see activity inside and outside a building. A centrally-located and highly connected park space is provided with southern exposure that makes the area more comfortable and usable year-round.

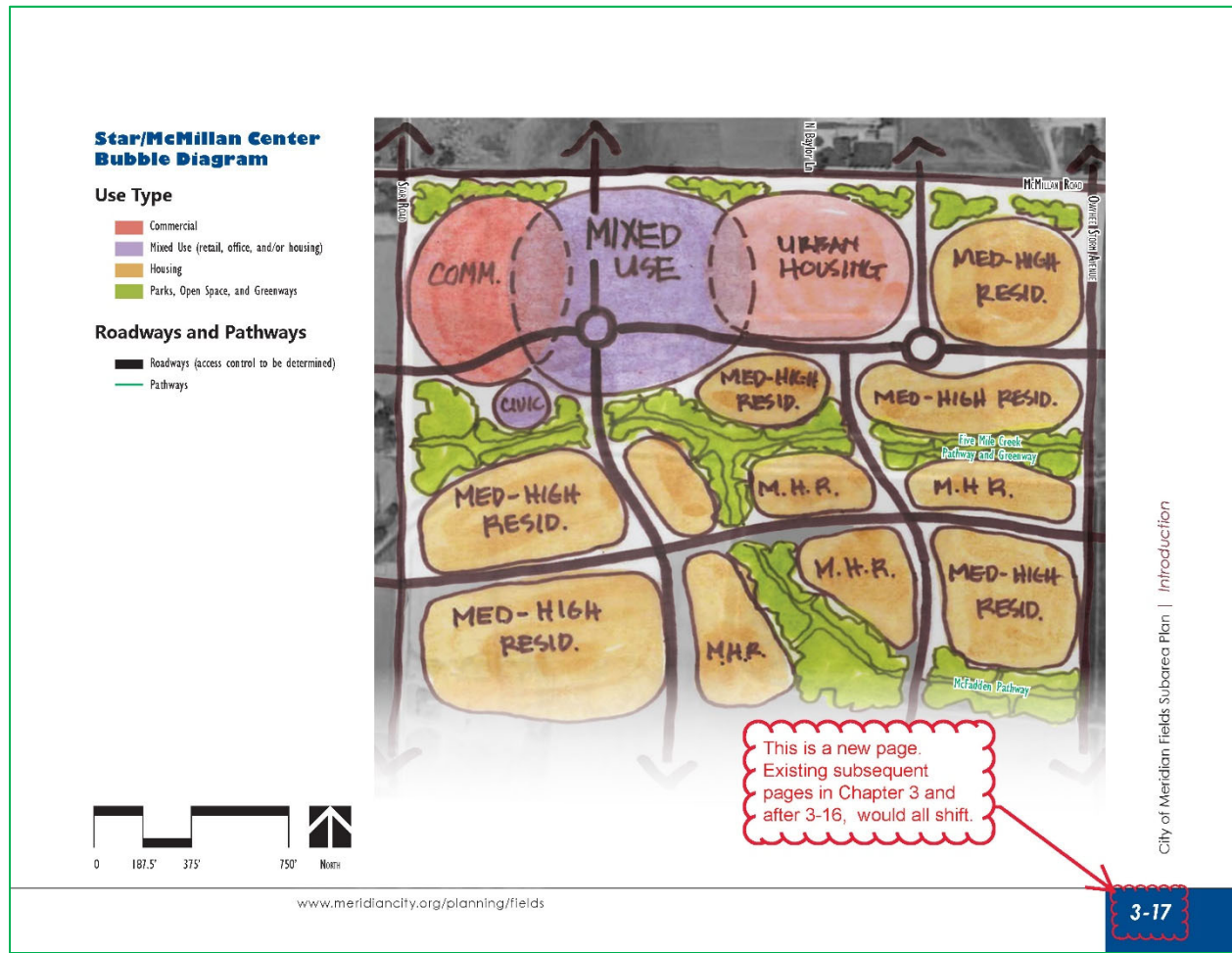
### Page 3-16, Revised Graphic:

**{PZ}** Inset of revised map, highlighting area of Change in dashed pink line. The two southern building were yellow and are now shown as purple. **The dashed pink line will not exist on the final graphic.**



### Page 3-17, Additional Graphic:

{PZ} New graphic inserted between the existing page 3-16 and 3-17.



### Page 4-3, Revise text:

{SR} Critical path items are actions that should be abided by the City prior to and as development occurs. These items include the following:

### Page 4-11, Revise Action Item:

- {PZ} ~~Limit single-family developments per planned land use designations to ensure sufficient land for higher density housing as demand matures.~~

### Page 4-20, Revise action items:

- {SR} Elevate a distinct community identity by creating exterior design standards for the Star/McMillan Center, adjacent residential areas, linear park and greenway and regional park, including a contemporary rural thematic throughout commercial structures and public facilities.
- {SR} Within commercial structures, incorporate gabled roofs, exposed trusses and rafters, covered porches, oversized architectural hardware, transitional landscape walls, gates, railings, chimneys, dormers, brackets, corbels, belly band board trim, posts, masonry piers, or other thematic elements ~~into commercial structures.~~

- {SR} Within commercial structures, incorporate stone, cultured stone, or brick masonry; horizontal lap siding, vertical board and batten siding, beadboard paneling, and taper sawn shingles; corten and/or wrought iron, or other local thematic materials ~~into commercial structures~~.
- {SR} & {PZ} Within commercial structures, discourage or allow only a very limited use of pre-cast concrete, EIFS, PVC or plastic materials, metal siding, plywood, or pressed-board materials; ~~or composition siding into commercial structures~~.

# STAFF REPORT

## COMMUNITY DEVELOPMENT DEPARTMENT



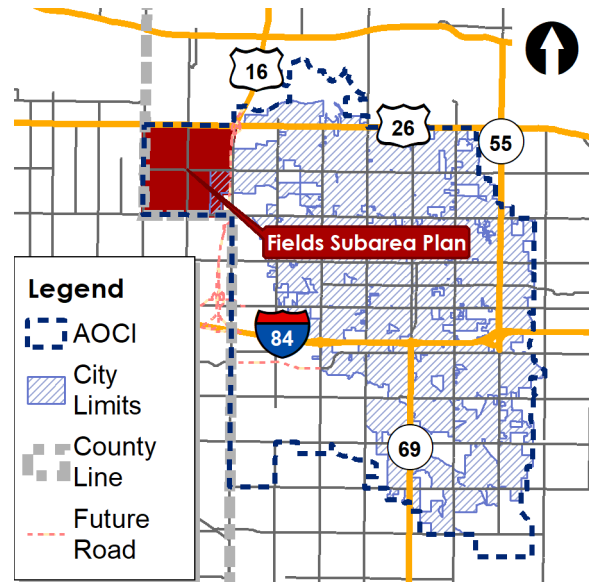
HEARING DATE: 12/7/2021

TO: Mayor & City Council

FROM: Brian McClure, Comprehensive Associate Planner  
208-884-5533

SUBJECT: H-2021-0047  
Fields Subarea Plan (CPAT)

LOCATION: Northwest Meridian: Generally between Chinden, Ustick, Can-Ada, and McDermott/SH-16 (future).



### I. PROJECT DESCRIPTION

This City of Meridian Planning Division submitted an application for a Comprehensive Plan Text Amendment (CPAT) that proposes to adopt the Fields Subarea Plan. This amendment will effectively add the Fields Subarea Plan (Subarea Plan) to the Adopted by Reference section of the existing Comprehensive Plan (Comp Plan). This request does not include an amendment to the Future Land Use Map.

The Fields Area is a unique opportunity to plan for one of the City's last growth areas. Surrounded on three sides by other cities/county, and soon to be defined on its east boundary by the now funded SH-16 extension, this area of Meridian may feel disjointed from the rest of the City. Further, other constraints including SH 20/26 (Chinden Boulevard), a litany of large irrigation facilities and infrastructure, and a 7-million-gallon Intermountain Gas Liquified Natural Gas (LNG) storage facility, present barriers to a quality-built and connected environment. Where the area could compete for an identity, the Fields is instead anchored with an inward facing concept that helps to preserve its roots, make use of its challenges, and seeks to further the vision described in the Meridian Comprehensive Plan.

This Subarea Plan integrates implementation elements to promote high-quality neighborhoods, continues to plan for essential employment, and seeks to expand and further integrate parks and pathways into the area. A central mixed-use activity center, located at the southeast corner of the Star/McMillan intersection will serve as a hub for surrounding neighborhoods. This will provide the community with centralized neighborhood-scale retail and services, office, civic, and park space in an environment distinctly Meridian.



This area is not a bubble far removed; to the contrary it is well connected with access to SH-20/26, has access to a Boise River crossing along Star Road, and will have an interchange at Ustick and SH-16 soon. Future residents and other stakeholders will be able to enjoy a sense of community with consolidated neighborhood services, linear open space, and the stage set for a future public park all integrated in close proximity homes. While many residents will choose to commute, ideally many will have an opportunity to work close to home, and if-not, then employment centers can capture some Canyon County trips from traversing the City, or reverse commutes can spread the load.

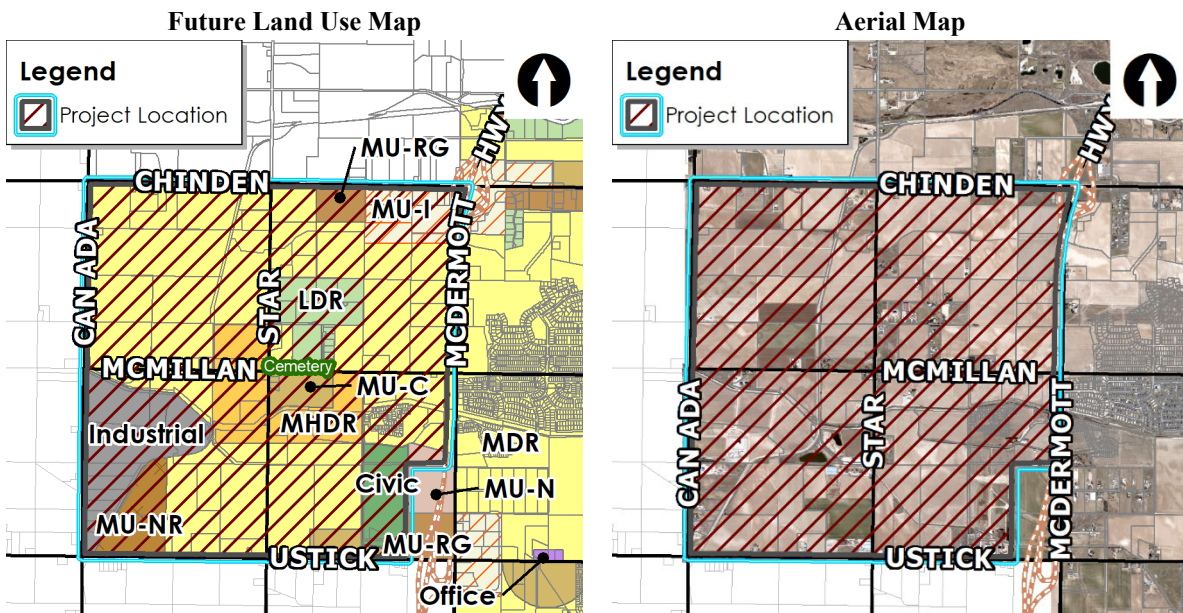
After adoption of the Subarea Plan into the Comprehensive Plan, a more detailed guide for how this area should develop will be in place. A “full service” community with opportunities to live, work, play and raise a family are envisioned. Implementation measures will be evaluated by City staff as development is proposed and as opportunities arise to further the vision for the area.

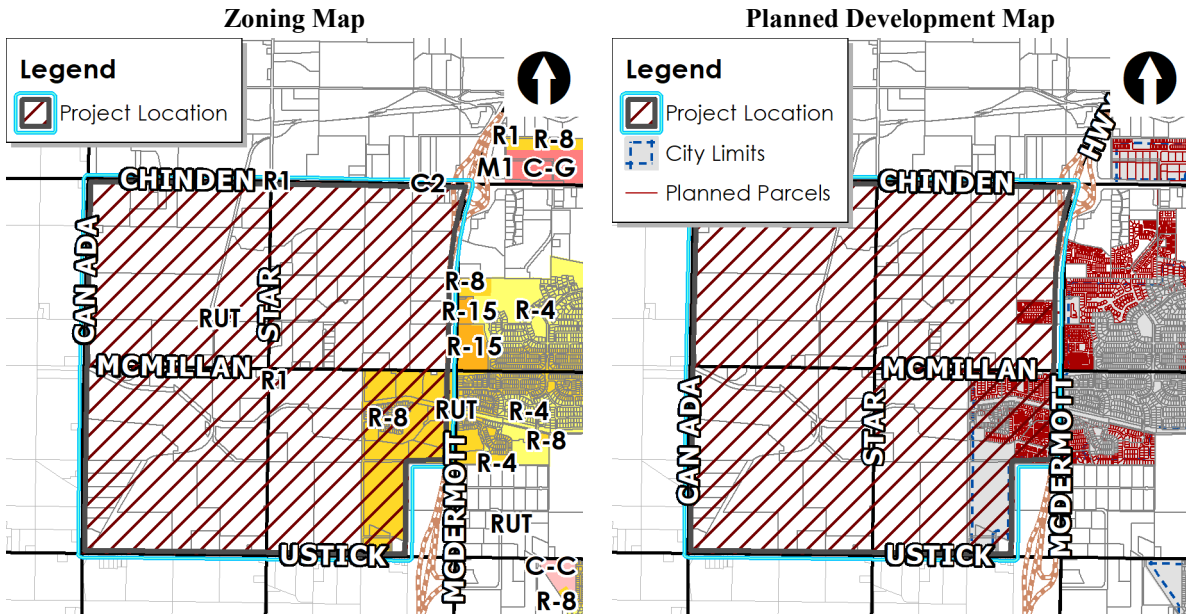
## II. SUMMARY OF REPORT

### A. Project Summary

Description	Details	Reference
Acreage	2,430 acres, or just under 4-square miles	
Future Land Use Designation	Varies, see Project Area Maps	II-B
Existing Land Use(s)	Varies, see Project Area Maps	II-B
History (previous approvals)	H-2017-0079 Intermountain Gas Map Amendment, H-2019-0101 New Comprehensive Plan	V

### B. Project Area Maps





### III. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Notification published in newspaper	8/27/2021	11/21/2021
Notification mailed to property owners within 300'	Not applicable, see UDC 11-5A-6	Not applicable, see UDC 11-5A-6
Applicant posted public hearing notice sign on site	Not applicable, see UDC 11-5A-6	Not applicable, see UDC 11-5A-6
Nextdoor posting	8/26/2021	11/12/2021

#### IV. APPLICANT INFORMATION

A. Applicant:

Caleb Hood, Planning Division Manager, 33 E Broadway Ave, Meridian, Idaho 83642

B. Owner:

Not applicable

### C. Representative:

Not Applicable

## V. PROJECT BACKGROUND

### A. Area History

Planning work in the Fields has been ongoing for more than a decade, but this Subarea Plan really got its start in 2017 as part of the Intermountain Gas Liquified Natural Gas (LNG) Map amendment. In an effort to address safety concerns by Intermountain Gas, and to reflect the existence of the facility on the City's Future Land Use Map, the City processed a Comprehensive

Plan Map amendment changing the land use designation from low density residential to industrial for the LNG property. However, this change did not address a needed non-residential zone buffer around the plant however. Since there was another regional planning collaborative known as Growing Together causing some concern and confusion for stakeholders at the time, the City agreed to hold off on additional changes until that effort completed. The Growing Together effort, which was largely based on agriculture and ag-tech industry attraction, ultimately concluded without impact.

Shortly after the Growing Together effort, the Meridian City Council directed work on a new Comprehensive Plan (2018). Part of that work would include several focus areas, one of which was the Fields Area. The City held several engagement opportunities during the Comp Plan development, including one in-person in the Fields Area where stakeholders generated several mapping concepts. These maps were ultimately synthesized into a preferred future land use concept, included an online review period and ultimately integrated into citywide analysis. This work helped to understand transportation and land use relationships, and the overall balance of land uses across the City. In December of 2019 the new Comp Plan and Future Land Use Map with an integrated, preferred concept for the Fields Area, was adopted.

Future land use designations were identified and adopted, putting to rest long-held stakeholders concerns with land uses that were previously seen as interim, or not “highest and best use”, stakeholder engagement and response was generally very positive during development of the Comp Plan. However, there was still a desire by both stakeholders in the Area and the larger City to imagine development that better considered both what once was, and what was to come. Broad land uses were not seen as a sufficient solution for future development, given the location, history, and future impacts of a SH-16 extension. The opportunity was great to further define how the area should evolve over time into a premier section of the City.

## **B. Project History: Subarea Plan Development & Outreach**

After adoption of the Comp Plan, City staff worked with Council to develop a number of priority projects as follow-up work to the broader visioning effort. The Fields was near the top of the priority projects, and in 2020 Council directed Staff to continue work with Logan Simpson on this area. This allowed the original focus area to continue forward in greater detail. Despite some delays due to COVID, the relatively small number of unique properties and the limited area of focus allowed an efficient, if a slightly slow process, to continue forward.

Initial work by the project team sought to understand potential pitfalls and hurdles. Several rounds of listening sessions were held with agency partners, developers, finance experts, and City Departments. City staff also met early with property owners in the core of the Subarea (near Star and McMillan), and sought to understand stakeholders’ specific vision and future plans for their properties. Several engagement meetings were held early in the process to discuss the project, general purpose, and to receive feedback on conceptual schematics of the Subarea core.

This early work was supported by economic and buildout analysis done both with the 2019 Comprehensive Plan, and supplemented with this project. Leland Consulting Group again supported Logan Simpson with this analysis to consider realistic buildout and guide City efforts. Critical to early periods of work, was understanding what it would take to see the Fields Subarea Plan come to fruition. Leland identified areas essential for City guidance, partnership, and investment understanding future demand. This included detailing implementation and funding strategies, and then having discussions with City Council on interest and support for level of City participation and effort.

After initial concept work was refined, an interactive online public engagement meeting was held with all stakeholders in the four-square mile area invited. Postcards were sent to every property



owner in the Area. The meeting allowed participants to make live comments, draw, and included image preference surveys to understand the look and feel desired by stakeholders. Most of the received feedback only reinforced what was already known; that stakeholders wanted to maintain some rural thematic elements and site design characteristics, continuing the “Fields” theme. Comments received were integrated, and stakeholders were invited to review and comment on a draft PDF of the plan that incorporated built-in markup tools. Subsequently, new images, text, and other revisions were made, and combined to include the final draft for public hearing. Postcards were again sent out to all property owners in the four-square mile area for the public hearing before the Planning & Zoning Commission.

It should be noted that there has been a great deal of land optioning and sales during project development. Some stakeholders that were initially and heavily vested are no longer present, and others have some level of control on new properties. Staff is aware that not all stakeholders are thrilled with all elements of this Plan, but to City staff’s best understanding, most of these concerns are not related to prescriptive elements which could be seen as non-negotiable. There are very few “shall” type statements in the Fields Subarea Plan; all density related thresholds and basic purpose and intent type language are still driven by the Comprehensive Plan unless otherwise provided.

Some areas which will always have some natural push and pull, are the balance between short-term market demand and long-term need in mixed use, commercial, and higher density residential areas. Change is expected and the Fields Subarea Plan is structured to be adaptable, but the Plan is also fully committed to a diversity and balance of uses. There are limitations of market driven variations when the City is also charged with orderly and efficient growth. While land investments carry with it cost, and investors seek return, there may be cases where waiting for the right use, in the right or a future market, will be essential to achieving a critical mass of location appropriate uses that support the vision.

## VI. COMPREHENSIVE PLAN ANALYSIS (*Comprehensive Plan*)

### A. Future Land Use Map Designation (<https://meridiancity.org/planning/compplan/evolving>)

#### 1. General Adherence

The adopted future land use designations in the Subarea Plan are broad and intended to provide diversity and address unique site-specific context. These were developed as part of focused visioning activities during the Comprehensive Plan, by stakeholders, and this proposed Plan remains true both to that work, and to the City’s larger balance of land uses. The one exception to this is are the 80 acres on the north-west corner of Ustick and McDermott, addressed below.

#### Overall Land Uses (Detailed further in the Subarea Plan):

<i>Future Land Use Designations</i>	<i>Acres</i>
Civic	88
General Industrial	218
Low Density Residential	116
Med-High Density Residential	201
Medium Density Residential	1,523
Mixed Use - Interchange	99
MU-C	80
MU-NR	82

<i>Future Land Use Designations</i>	<i>Acres</i>
MU-RG	33
<b>Total Area</b>	<b>2,441</b>

*Note: Total land use areas are gross and reflect considerable area of ROW and undevelopable or previously committee land. Some areas will change as the City or other public agencies acquire additional property and changed to revise their civic nature. Land Use totals described in the Subarea Plan are not gross, and reflect more realistic developable land area.*

## 2. Interplay of Future Land Uses

As mentioned earlier in this report, no changes to the Future Land Use Map (FLUM) of the Comprehensive Plan are proposed with this application. While no land use designations are changing, the intent of the Subarea Plan is to further define the expectations of how this area will change, evolve and develop over time. This section of the report summarizes some of the details from the Plan and puts into context key areas of importance.

### Neighborhood Center at Star and McMillan (Mixed Use - Community FLUM designation):

The area of Mixed Use – Community, at the heart of the Subarea Plan, is a crucial element and requires commitment by the City and future development to fully realize. Even during the Comprehensive Plan, this land was envisioned as a consolidated neighborhood center for which many neighborhood services could be supported. It is intended as an attractive, vibrant, and active space that is worthy of destination travel. These goals and assumptions were inherent in this Subarea Plan work.

This Plan has purposefully planned to not bisect commercial opportunities by busy arterial intersections; that configuration can't work here. Adjacent uses such as churches and low density residential would make transitions difficult, and stripped-out commercial would detract from the higher intensity neighborhood center. The neighborhood center was and is located in the perfect area for a consolidation of diverse land uses to occur. Further, its located along the planned Five Mile Creek pathway network and provides a unique opportunity to fully integrate both private and civic spaces.

It is worth noting that several interviewed participants suggested increasing commercial along SH-20/26 (Chinden). Additional non-residential along Chinden were not expanded by the Comprehensive Plan Steering Committee, because that type of development pattern ends up as linear, non-integrated frontage development. The market does not support the same quantities of this post Amazon effect, and then other uses such as multi-family are requested and proposed as the next best thing. Further, additional commercial along Chinden would compete with the non-residential proposed at the Star/McMillan intersection leaving the market for developing consistent with the vision problematic. Neither highway commercial or higher density residential support this area plan.

Rooftops can better support the neighborhood center and provide greater access to more community services for more people, and which reduces trips. The cities of Star and Nampa both have more commercial and mixed use designations along their frontage than is likely feasible, and Meridian's Comprehensive Plan intentionally focused its commercial uses into select areas with high visibility (near interchanges), close to major attractors (such as Owyhee High School), or to buffer and separate uses with higher degrees of incompatibility (around the Intermountain Gas LNG facility). This has the benefit of reducing impacts to major arterials and highways by reducing points of access, which becomes points of congestion, and eventually turn into points of conflict (and crashes).

Non-residential uses outside the planned areas may very easily detract from the Neighborhood Center, and the City must remain diligent in limiting commercial creep into other areas; patience and public amenities like the pathway and future park may drastically quicken the pace for which the Neighborhood Center can be realized and supported.

*Intermountain Gas Facility Area (Industrial and Mixed Use Non-Residential FLUM designations):*

The Subarea Plan is fully consistent with the original vision of the Intermountain Gas LNG work in 2017, and with subsequent work done with the 2019 Comp Plan. However, new ownership and the natural change that comes with time, may result in future requests to shrink the Industrial and/or Non-Residential uses planned around the Intermountain Gas LNG property. This area is in Meridian, and likely to be very attractive to new residents given a vibrant neighborhood center and robust pathway and park spaces proposed.

The LNG tank is a massive facility that isn't going anywhere anytime soon. It is visible for miles around, and made more evident at night with bright lighting, and occasional audible siren tests reminding nearby stakeholders of its presence even when not in view. For simple comparison, the LNG tank is 7-million gallons whereas a large City reservoir tank is only 2-million gallons. **While good design can address most potential land use conflicts, it's important to reinforce the significance of this facility.** It is essential that Meridian maintain a balanced portfolio of land uses that contribute towards a diverse mix of both dwellings and jobs, and works to reduce transportation related burdens to Meridian residents already heavily impacted by regional commuting patterns. One large industrial area was not approved in the final 2019 Future Land Use Map (north of railroad tracks and McDermott), and subsequent Map amendments have removed a considerable area of non-residential uses (vicinity of the Waste Water Resource Recovery Facility) and that may be further reduced in the future due to simple proximity, additional residential influences, and reduced overall market potential for large projects. Therefore, it is essential that any future land use designation changes proposed in close proximity to this facility in the future consider the need for safety, quality of life, sense of place, and for essential employment opportunities both in the Subarea Plan and citywide. Thoughtful changes to these designations *may* be appropriate in the future, but as the Ustick and McDermott revision suggest (see below), they require additional analysis and outreach to understand cumulative impacts.

Lastly, it's worth touching on the William's Pipeline which ties into the LNG facility and bisects many of the properties in the area. City code already requires buffering and maintaining easements around the pipeline. The Subarea Plan, page 1-4, very generally depicts this high-pressure pipeline facility.

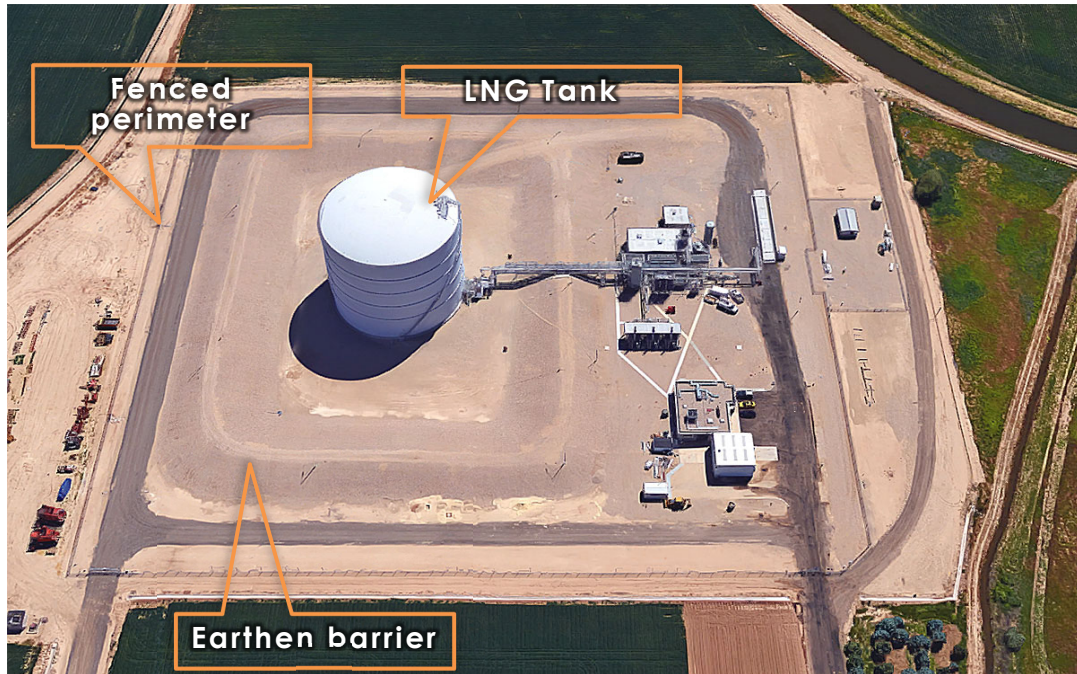


Image Above: 2017 Isometric aerial, facing east.

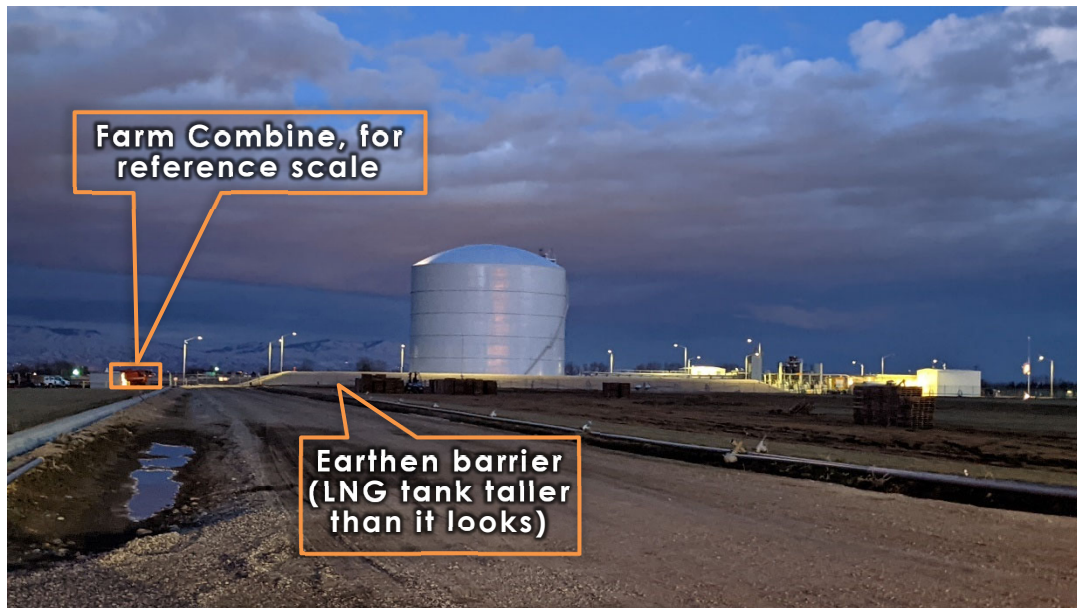


Image Above: 2021 photo near Star Road, facing East at dusk.

Waterways, Future Parks and Pathways Designations on FLUM

The City's Comprehensive Plan adopts by reference both the Parks and Recreation Master Plan and the Pathway Master Plan. The Pathway Master Plan includes a series of pathways shown in the Fields Area, generally along waterways. The Fields Area is bisected by a series of waterways including the Five Mile Creek, Five Mile Creek Feeder, McFadden Drain, Phyllis Canal, and several laterals. Some of the laterals may ultimately be tiled, but the Five Mile Creek and Phyllis Canal will not be.



During all periods of outreach, almost all stakeholders including agency partners discussed the importance of pathways. There was consistent discussion about integrating this system into the Fields Plan, connecting it to adjacent cities and points of interest, and generally doing more. Of greatest importance, the City's Five Mile Creek pathway system traverses this area. There is a planned underpass crossing of SH-16 for the Five Mile Creek pathway even in the interim phase of development, which will allow contiguous connection to the rest of the City. ACHD is also planning for some type of future pathway crossing to the west, across Star Road in the future. That may be some type of pedestrian signalization, or at grade separated crossing like SH-16.

Related, the Comprehensive Plan includes a number of park symbols with halos on the Future Land Use Map. These depict in very generalized fashion the need for future park facilities. However, there is no land set aside for parks and there are no planned park improvements despite other prioritized service improvements, rapidly vanishing land opportunities, and despite the access barrier posed by SH-16. The Fields Plan provides a refined opportunity to maximize the location of a future park, generally central to the area and well connected on the Five Mile Creek pathway, near the Neighborhood Center to build synergies, and to transition and buffer uses to the west. This location is not set, but should be viewed as an ideal to strive for. Other parks in the area are likely to be owned and operated by future HOAs or created through other partnerships, and do not have the same level of locational need or benefit.

*Ustick and McDermott (Mixed Use Interchange with a future SH-16 Interchange designation on the FLUM):*

During the final hearings of the Comprehensive Plan adoption process, stakeholders requested a different designation via public testimony, and was granted a Mixed Use Regional designation. This change was not studied by the project consultants, City staff, or the Comp Plan Steering Committee. Staff would have recommended caution had the owner solicited feedback, due to limited access of the future SH-16 and associated interchange at Ustick. The northern 40 acres, under different ownership, is reliant upon the lower for transitions and connectivity. Further, the Owyhee High School approvals did not provide east-west connectivity adequate to support more intense uses near to the future interchange. Lastly, and equally important, both 40-acre parcels had active development proposals (now withdrawn or still pending) during the Subarea Plan development.

It's possible that the lower 40-acres will find it very difficult to address findings that describe compliance with the purpose and intent of the Mixed-Use Regional designation. Future development applications here will have to contend with SH-16 improvements and access restrictions intended to preserve interchange efficiency and public safety. As a result of the challenges and previous development applications, **these parcels may benefit from this sub-area plan, including identity by proximity, but will adhere only to the adopted Comprehensive Plan, not this specific area plan.**

**B. Comprehensive Plan Policies (<https://www.meridiancity.org/compplan>):**

It could be argued that virtually all of the Comprehensive Plan policies have some applicability within this large geographic region and over a longer-period of time with development applications. However, and specific to the proposed text and implementation up for adoption, and understanding that the Subarea proposes no future land use changes or development, City staff finds the following to be most applicable to the adoption of the Subarea Plan. Staff analysis is in *italics* below.

- 3.03.01, Plan for an appropriate land use mix, recreational and civic facilities, and phased service extension within specific area plans and urban renewal districts.

*This Subarea Plan continues to support a diverse mix of land uses, and contemplates them interconnected within the broader context of conditions, context, and future community needs.*

- 3.03.01A, Continue to develop and implement the desired vision in special areas, areas with specific plans, and along key transportation corridors.  
*This Subarea Plan is the literal continuation of work that began with the Comprehensive Plan, and works to further the vision with additional implementation and context.*
- 3.03.01B, Actively engage with City leadership and community members to explore the idea, process, and potential impacts of implementing districts, subareas, neighborhood association areas, or similar concepts.  
*The project team repeatedly invited all stakeholders within the four-square mile area to participate through engagement activities, both during the initial 2019 Comprehensive Plan and as part of specific Subarea Plan work. Further, City staff coordinated with City Council and other agency partners to discuss process, ideas, and level of effort to ensure the planning work was feasible and implementable.*
- 3.03.01C, Consider developing new subarea plans as appropriate for areas with unique characteristics, public/private partnerships in place, and that are compatible with Comprehensive Plan policies in order to provide additional guidance on future land uses, design, infrastructure, and amenities.  
*As a direct outcome of the Comprehensive Plan work, and Council prioritization of follow-up work, this Subarea Plan is directly applicable to this work. The proposed Subarea Plan include additional guidance for development of the planning area.*

Other high-level policies that are appropriate include:

- 2.01.01, Encourage diverse housing options suitable for various income levels, household sizes, and lifestyle preferences.  
*This plan adheres to the adopted Future Land Use Map, which includes a variety of land uses intended to support a range of housing products. The Fields Plan furthers this and includes and integrates a variety of described housing references in both text and images.*
- 3.03.02A, Engage with service providers, City leadership, and community members to identify priority growth areas.  
*This Area has been prioritized for City service improvements. The project team met with a variety of service providers including Nampa Meridian Irrigation Districts, ACHD, and maintained communication with Idaho Power and others. City leadership was apprised and involved throughout Plan development, and included conversations with City Council.*
- 3.03.02E, Develop incentives for appropriate investment in strategic growth areas; discourage development outside of established growth areas.  
*While specific incentives are not proposed, the Plan identifies a variety of partnership opportunities and is clear that City participation will be necessary, to achieve desired results given the unique context of the planning area.*
- 3.04.02A, Solicit public participation in the land use and entitlement process through a variety of digital and in person methods.  
*Development of the Fields Plan continued the robust public involvement efforts of the*

*Comprehensive Plan. Stakeholders were involved through digital and in-person meetings, and included new and innovative tools such as the Mural platform. This has since grown in popularity and been replicated by other agencies in the Valley.*

- 3.05.00, Ensure that all planning, zoning and land use decisions balance the interests of the community by protecting private property rights for current citizens and future generations.  
*The Fields Subarea Plan is very light on prescriptive standards, understanding that time changes all things. The Plan strives for balance between short-term development pressures and long-term essential needs of the City.*
- 3.06.02, Plan for an appropriate mix of land uses that ensures connectivity, livability, and economic vitality.  
*The Plan continues the work of the Comprehensive Plan by further linking the integration of land uses by identifying specific needs and opportunities to address connectivity, livability, and economic vitality through additional detail and description.*
  - 3.06.02A, Support the inclusion of small-scale neighborhood commercial areas within planned residential developments as part of the development plan, where appropriate.  
*The Fields Plan provides a better prototype for how the Mixed Use Community neighborhood center may develop, describing the needs of the center and how it may be supported through other public improvements including pathway and park connectivity.*
  - 3.06.02B, Encourage and support mixed-use areas that provide the benefits of being able to live, shop, dine, play, and work in close proximity, thereby reducing vehicle trips, and enhancing overall livability and sustainability.  
*The concept for the neighborhood center is intended to guide future development towards integrated opportunities to live, shop, dine, and play. It is centrally located within an area otherwise bisected by highways and major regional corridors.*
  - 3.06.02C, Encourage the development of supportive commercial near employment areas.  
*The Plan describes desired non-residential uses in the Fields Area, and includes specific consideration for ensuring that commercial is supportive of employment areas, and not necessarily replacing employment areas.*
  - 3.06.02E, Discourage residential land uses in close proximity to the Wastewater Resource Recovery Facility, the Intermountain Gas Facility on Can-Ada Road, and other incompatible land uses.  
*The Plan supports prior land use changes in 2017 and 2019, and further describes how changes that may in occur in the future should not lose sight of the needs that adopted land use designations address.*
- 4.01.00, Pursue partnerships and funding sources to facilitate and expand access to parks and recreational facilities, programming, and services.  
*The Plan recognizes that partnerships and new funding strategies are essential to realizing all intended benefits. The Five Mile Creek pathway integration with the neighborhood center, and connectivity to a regional like park are paramount to this work. The Plan explores new and old funding tools and compares their pros and cons.*



- 4.01.01A, Explore additional partnership opportunities as well as build on existing partnerships with focus on low-service areas.  
*The Fields Area has been identified as low-service area without additional work to quickly identify new park site opportunities. All other areas of the City have existing land either in development or slated for future development that will accommodate a public park. The Fields Area may otherwise be the most disconnected and far removed part of the City without a public park. The right park in the right location could help the Fields Area to be realized as a premier park service area or the City.*
- 4.02.01, Continue working toward the park land level of service goal of four acres/1,000 persons and a 0.5 miles service area radius from residences.  
*This Area has been identified as a low-service area. A park utilizing a new funding source and not competing for impact fees, such as those identified in this Plan, could help the City to recover from recent years of lost progress towards park service goal. The central location of the identified park places it closely to the most populated areas, and maximizes synergies with the neighborhood center.*
- 4.02.01B, Continue to find and purchase additional land for future park development where level of service is below threshold.  
*This Plan does not propose a specific acquisition of land, but identifies a desired area and the context for the selection. A park is needed closest to high density residential uses to maximize public benefit and minimize vehicle trip generation.*
- 4.02.01D, Look for opportunities to add parks and pathways in new growth areas.  
*The park opportunity identified in the Fields Subarea Plan is central to the planning efforts. Pathways have already been identified but are further integrated.*
- 4.04.02 Link pathways to important pedestrian generators, environmental features, historic landmarks, public facilities, Town Centers, and business districts.  
*The 2019 Comprehensive Plan and the Pathway Master Plan already achieve this vision for the Fields Area. The Plan builds on these opportunities and works to create new opportunities and synergies with public-private benefit.*
  - 4.04.02A, Identify opportunities for new paths that connect residential neighborhoods and community facilities, such as the library and city hall, parks, schools, athletic facilities, swimming pools, historic districts, the Downtown, as well as other commercial and retail activity centers in Meridian.  
*The Plan continues the work of the adopted Pathways Master Plan, and is integrated into both the neighborhood center (commercial and retail activity center), and into a future park. The Five Mile Creek pathway network continues into the downtown area, and all the way to Eagle Road.*
  - 4.04.02C, Continue partnerships with area irrigation districts to continue to expand pathway system along existing waterways.  
*The City has and continues to coordinate implementation of the Pathway Master Plan with irrigation district partners. Nampa Meridian Irrigation District (NMID) was coordinated with specific to the Five Mile Creek Pathway and the Neighborhood Center. NMID was supportive of a public pathway on the north side of Five Mile Creek.*
- 4.10.00, Protect public health and safety by guiding growth and development away from hazardous areas that pose a threat to people and property.  
*The Intermountain Gas LNG facility and the Williams Pipeline have both been previously*

*identified as hazards, and include appropriate buffers to protect the health, safety, and welfare of residents. The Fields Plan includes additional discussion on this topic to ensure that future decisions adequately consider historical context for decisions.*

- 5.01.02C, Promote area beautification and community identity through context sensitive building and site design principles, appropriate signage, and attractive landscaping. *The Fields Plan does include some high-level general guidance and direction for future work, to promote aesthetic design nods towards a unified Fields thematic.*
- 5.01.02F, Explore development and implementation of architectural and/or landscape standards for geographic areas of the City. *The Fields Plan does include some high-level general guidance and direction for future work, to promote aesthetic design nods towards a unified Fields thematic.*
- 6.01.01D, Pursue construction of the City's pathways network. *The Plan identifies the pathway network and especially the Five Mile Creek pathway, as crucial to success of this Plan.*
- 6.01.03B, Require collectors consistent with the ACHD Master Street Map (MSM), generally at/near the mid-mile location within the Area of City Impact. *The Plan supports ACHD's MSM and works to further use and benefit the collector roadway system, and supplements them with robust local roadway and pathway connections, as an alternative network for local stakeholders to busy arterials dominated by regional traffic.*

## C. Proposed Comprehensive Plan Revisions

### 1. Proposed Text Revisions

Pages C through D of the adopted Comprehensive Plan include a List of Adopted Plans and Studies by Reference. Similar to the Ten Mile Interchange Specific Plan, and Destination Downtown, this CPAT would add the Fields Subarea Plan to these pages. This entry would be added to the end of the list on page D, and include (in ~~strike-through~~ and underline):

#### List of Adopted Plans by Reference

<i>Plan</i>	<i>Lead Agency</i>	<i>Link</i>
<u>Fields Subarea Plan (2021)</u>	<u>City of Meridian</u>	<u><a href="https://meridiancity.org/fields">https://meridiancity.org/fields</a></u>

In the future, a new section of the Evolving Community Chapter (3), may be appropriate to highlight Specific and Subarea Plans. Currently, the Ten Mile Interchange Specific Area Plan is described within the future land use section; it has its own unique future land use designations. Destination Downtown is mentioned in several areas, including the Premier Community Chapter (2), and within the Old Town Section of the Future Land Use section (even though the District boundaries eclipse the Old Town area), but has no dedicated section.

### 2. Proposed Future Land Use Map (none)

There are no proposed revisions to the Future Land Use Map.

In the future, and with the broader cleanup revisions to the Future Land Use Map, the Subarea Plan could be better distinguished, and other revisions made to better consider multiple specific or subarea plans more consistently.

Informally, and in the interim, this area can be added to interactive maps on the City's website to better highlight the Subarea Plan.

### 3. Proposed Revisions to Draft Fields Subarea Plan

The following proposed revisions were recommended forward by the Planning & Zoning Commission, along with others. See section VIII. Decision, B Commission for additional information.

After application submittal and before the public hearing, City staff met with several stakeholders who discussed concerns with language intent. There are several areas that Staff believe can be improved, and are now recommending changes to enhance clarity of purpose.

- i. Revise map title on page 1-4:

Existing Site Features and underlying Future Land use Map (at time of adoption)

- ii. Revise Table 4A notes on page 3-9:

Notes: The table above is intended to show approximate ranges of land uses that can be anticipated in the area. The table reflects residential density ranges adopted within the Comprehensive Plan. Assumptions for commercial values are based on typical averages from uses supported within designation types. Because mixed use areas vary, the following assumptions are used within the context of future land use purpose text and descriptions. ~~Assumptions:~~ The Star/McMillan Center and Star/Ustick Center assume 40% residential; Chinden centers assume 20% residential. Commercial uses are broken down as follows: MU-C and MU-R assumes 90% commercial and 10% governmental/other; MU-NR assumes 50% office, 40% office/flex, and 10% other; and MU-I assumes 50% office, 30% governmental/other, and 20% flex.

- iii. Add text to Development Program, first paragraph:

The Development Program is intended to provide an estimate for understanding service needs and general allocation and balance of uses. Because these are for broad land use areas, and generalized, these are not prescriptive standards intended for case by case review. As shown ~~in the development program~~ above, estimated square footage for retail and office uses are expected to take nearly 50 years to fully build out, while industrial and flex space markets could be built out in only 15 years. The City should consider the aggregated commercial impacts ~~this in~~ of development proposals and monitor near-term residential demand and development to preserve opportunities for the lagging, long-term employment demand. Overall balance of residential and non-residential uses is essential.

- iv. Revise text on page 4-3.

Critical path items are actions that should be abided by the City prior to and as development occurs. These items include the following:

- v. Revise Action Item on page 4-20.

Elevate a distinct community identity by creating exterior design standards for the Star/McMillan Center, adjacent residential areas, linear park and greenway and regional park, including a contemporary rural thematic throughout commercial structures and public facilities.

- Within commercial structures, incorporate gabled roofs, exposed trusses and rafters, covered porches, oversized architectural hardware, transitional landscape walls, gates, railings, chimneys, dormers, brackets, corbels, belly band board trim, posts, masonry piers, or other thematic elements ~~into commercial structures.~~
- Within commercial structures, incorporate stone, cultured stone, or brick masonry; horizontal lap siding, vertical board and batten siding, beadboard

paneling, and taper sawn shingles; corten and/or wrought iron, or other local thematic materials ~~into commercial structures~~.

- Within commercial structures, discourage or allow only a very limited use of pre-cast concrete, EIFS, PVC or plastic materials, metal siding, plywood or pressed-board materials, or composition siding ~~into commercial structures~~.
- Incorporate distinct architectural elements into monuments, signage, building addressing, and structural infrastructure within landscape buffers, parking lots, and open space that enhances primary structure architectural features.

#### D. Implementation

Crucial to the success of the Fields Plan, and the Fields Area itself, is implementation. The unique circumstances and conditions of the area, and the speed at which development is lining up pending planned utility improvements, require commitment by all partners to see the vision of both the Comprehensive Plan and Fields Subarea plan come together.

This Subarea Plan isn't a transportation plan, but it considers regional transportation improvements and ACHD's Master Street Map (MSM). As Meridian continues to bear the burden of regional traffic impacts, and particularly east-west travel, the interrelation of land use and transportation is essential. The 2019 Comprehensive Plan took this into consideration, and the balance and mix of land uses is essential in this context not just for the Fields area, but citywide. While time will bring changes, it is essential that City staff and elected decision makers not lose sight of the higher-level vision, and the reasons for past decisions. Shorter-term market driven changes are not necessarily bad and may be very positive, but they should not undermine long-term community needs. Thoughtful changes should consider comprehensive impacts, both within the Subarea and Citywide.

Many land use decisions include land development configurations that have the unintended consequences of discouraging desired uses and services later or elsewhere in the City. Further, and depending on the speed of development in the area, it is very possible that some essential services and uses in support of this vision, will take time to realize the required rooftops, trips, and other supportive uses and services to be viable. Some of this may be positively influenced through partnerships including private-private, public-private, and public-public. Regardless, it may be a useful to remember that "highest and best" changes with time, that the Comprehensive Plan does not guarantee timing of additional entitlements or services, and that the City is charged with orderly and efficient growth.

Construction of the Owyhee High School, committed improvements for both sewer infrastructure and a new fire station, and prioritized improvements for roadways represent considerable investment by local public agencies in this area. Despite the commitment of so many resources, realizing that the Fields Area is now effectively a growth priority area, more efforts are still needed. Acquiring and constructing park space, and prioritizing pathway improvements to support and advance community spaces in the neighborhood center, are paramount to the Plan. While timing of some improvements may be delayed, building relationships, partnerships, creating agreements, and further exploring and implementing additional funding mechanisms will need to be fast-tracked to set the stage. Spaces need to be preserved for these critical infrastructure elements.

Development carries a high degree of risk, and with full services not yet in the ground and Meridian increasing the need for coordination and commitment to a better-defined Vision, it will be important for the City to be a partner. The City's role is not a subsidy for development; it's a commitment to work towards service standards in coordination with willing partners. Partnerships are more difficult, but bring additional opportunities. The timing of Owyhee High School was not

foreseen by the City and required significant alterations to expectations for market growth and service improvement priorities. The unique conditions of the area require additional coordination and focused investment, not a disproportional level of services by the City.

## **VII. UNIFIED DEVELOPMENT CODE ANALYSIS ([UDC](#))**

Not applicable. No specific development or annexation is being proposed with this application.

## **VIII. DECISION**

### **A. Staff:**

Staff recommends revising the text of the Comprehensive Plan to add the Fields Subarea Plan (2021), to page D, within the List of Adopted Plans by Reference.

### **B. Commission:**

The September 16, 2021 Planning and Zoning Commission meeting was continued on until October 21<sup>st</sup>, to allow Staff additional time to consider and respond to public comment and requests. At the October 21, 2021 meeting, staff presented a consolidated list of recommended changes (included those originally requested above), and which Commission recommended forward to the Meridian City Council.

**See Staff memo dated November 29, 2021 for Complete list of changes recommended forward to Council, by the Planning and Zoning Commission.**

### **C. City Council:**

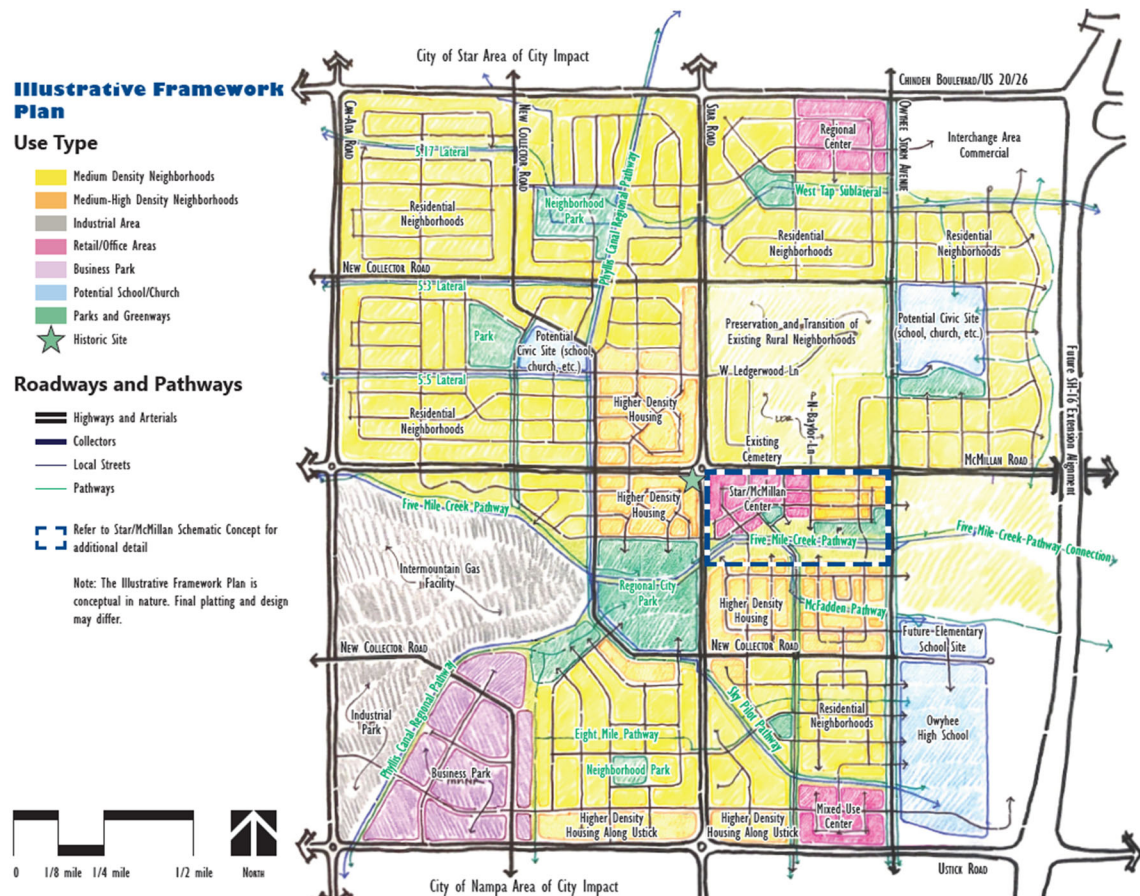
Enter Summary of City Council Decision.



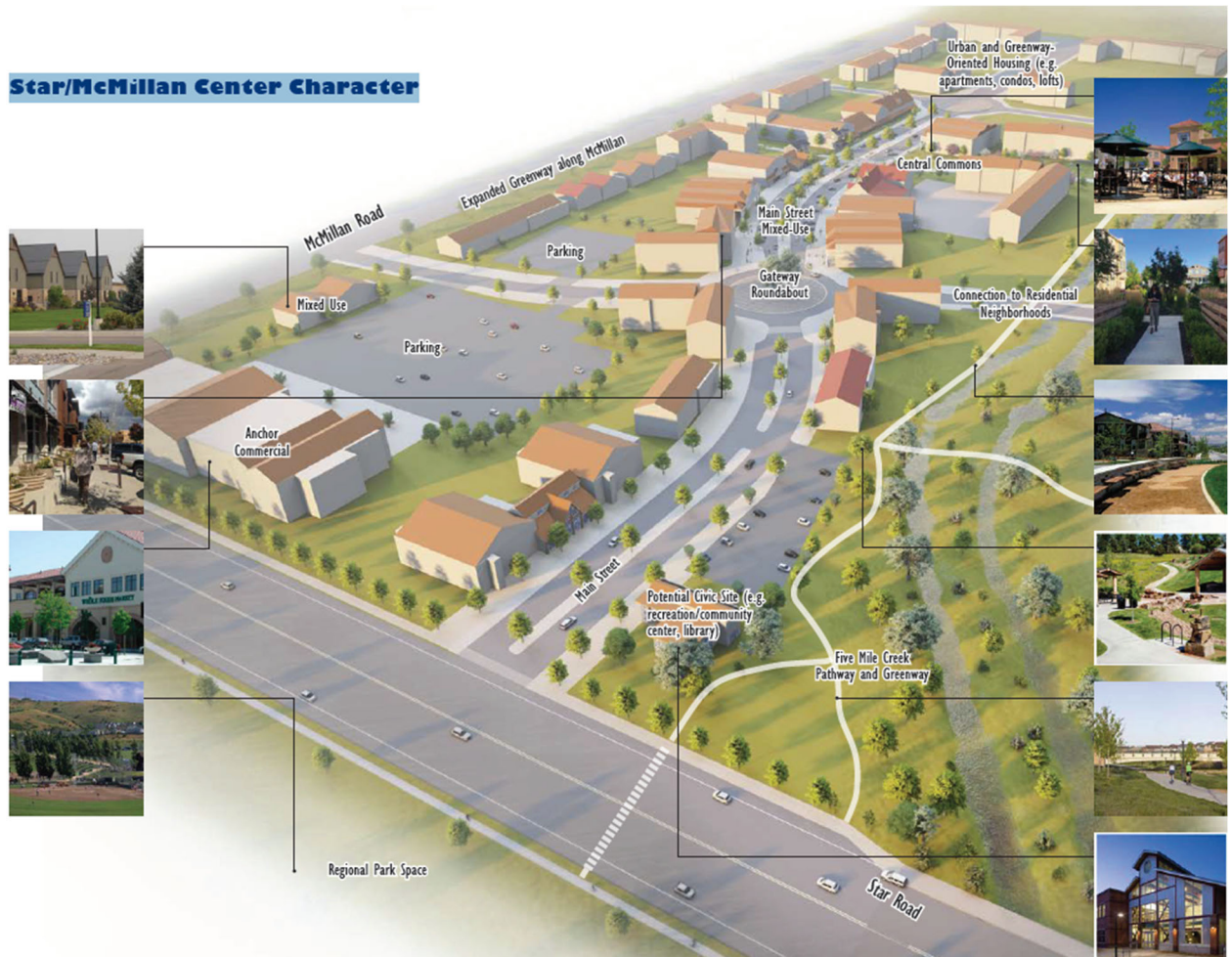
## IX. EXHIBITS

### A. Illustrative Framework Plan

**(NOT intended for explicit adherence of development application review)**



**B. Neighborhood Center Concept**  
 (NOT intended for explicit adherence of development review; see Fields Subarea Plan for described context of needs and conditions)





**C. Conceptual Fit and Feel Render of Neighborhood Center**



**D. Conceptual Fit and Feel Render of Neighborhood Center Residential**



## X. FINDINGS

### A. Required Findings from the Unified Development Code

**1. The proposed amendment is consistent with the other elements of the comprehensive plan.**

*The Subarea Plan is an extension of the Comprehensive Plan and which contains all seventeen (17) elements required by Idaho State Statute. Staff finds the new Subarea Plan to continue the vision and is consistent with the Comprehensive Plan.*

**2. The proposed amendment provides an improved guide to future growth and development of the city.**

*Staff finds that the proposed Plan provides an improved and more relevant guide to future growth and development with the City. As originally envisioned, this Subarea Plan is a natural extension of the Comprehensive Plan and is an improved guide to future growth and development of the City.*

**3. The proposed amendment is internally consistent with the goals, objectives and policies of the Comprehensive Plan.**

*Staff finds the proposed policies are consistent with the goals of the Comprehensive Plan, as all of the original policies are in place, some of which supported this Subarea Plan, and new policies only further and enhance existing policies.*

**4. The proposed amendment is consistent with this Unified Development Code.**

*Staff finds the proposed Plan provides the necessary guidance to effectively administer the requirements of the Unified Development Code (UDC), and to direct work to maintain and modify the UDC to remain consistent with the proposed vision.*

**5. The amendment will be compatible with existing and planned surrounding land uses.**

*Staff finds the proposed Plan will be compatible with existing and planned surrounding land uses. No specific uses are proposed and no modifications are proposed to general, future land use designations.*

**6. The proposed amendment will not burden existing and planned service capabilities.**

*Staff finds that the proposed Plan will not burden existing and planned service capabilities. Analysis of the proposed Plan has been considered with existing and planned services to ensure that utilities can be provided and maintained in a sustainable fashion.*

**7. The proposed map amendment (as applicable) provides a logical juxtaposition of uses that allows sufficient area to mitigate any anticipated impact associated with the development of the area.**

*The proposed Plan, including a new Future Land Use Map (FLUM), is not associated with any particular development; no development is concurrently proposed. The adopted FLUM and specific designations within the Subarea Plan provides for a variety of uses. Development proposals in the future, will need to be consistent with the proposed Map and will be reviewed on a case by case basis in consideration of both immediate neighbors, and of the City's larger portfolio of uses and mix.*

**8. The proposed amendment is in the best interest of the City of Meridian.**

*Staff finds the proposed amendment is in the best interest of the City because it is current, furthers states goals of the adopted Plan, and because its more relevant and has been vetted through public engagement.*

McCarvel: Yeah.

Seal: -- in a lot of ways. After considering all staff, applicant, and public testimony, I move to recommend approval to City Council a file number H-2021-0026 as presented in the staff report for the hearing date of September 16th, 2021, with no modifications.

Grove: Second.

McCarvel: It has been moved and seconded to approve H-2021-0026 -- or I'm sorry. Recommend approval of Hatch Industrial with no modifications. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: SIX AYES. ONE ABSENT.

**8. Public Hearing for Fields Sub-Area Plan (H-2021-0047) by City of Meridian, the Location Consisting of Approximately Four (4) Square Miles and Bounded by Chinden Blvd. on the North, McDermott Rd. on the East, McMillan Rd. on the South and Can-Ada Rd. on the West**

- A. Request: Comprehensive Plan Text Amendment to incorporate the Fields Sub-Area Plan.

McCarvel: Last on our agenda is H-2021-0047, The Fields Sub -- Sub Area Plan and we will begin with the staff report. All right. Or just presentation. Sorry.

McClure: Good evening, Members of the Planning and Zoning Commission. I'm here tonight to discuss The Field Sub Area Plan with you. My name is Brian McClure and for those who don't know me I'm a long range planner. Caleb Hood is also here and Megan Moore with Logan Simpson, our lead project consultant, is on Zoom. Briefly this is the presentation outline. We will do an intro, cover the background, briefly describe the process, the plan and go over the request and, then, take questions. The Fields Sub Area Plan is a direct continuation of the 2019 Comprehensive Plan. This is a sub area plan with a high priority for Council, which continued funding the work. The application before you tonight is a Comprehensive Plan text amendment. The proposal would be to add this new sub area plan to the list of adopted plans and studies by reference. This is like the Parks and Recreation Master Plan, pathway master plan, Destination Downtown Ten Mile plan, various utility plans and many others. There are no future land use map revisions. As I said, this is a direct continuation of the work and the analysis from the Comprehensive Plan. There are also no proposed annexations or development. Any proposed development with annexations would have their own public hearing process and the city does not engage in forced annexation. This area is unique and so some background and additional context is probably useful. Planning work has been ongoing for more than a decade now. In 2008 that area was formally added to the city's area of impact for Ada county. Land uses assigned at this time were generally considered interim. As a result, there have been multiple studies and white papers, multiple local and regional working groups to look at potential economic activity and patterns of

development and there have been quite a few design charrettes and visioning exercises. None of this really coalesced and, frankly, caused a lot of confusion. The city began to solidify plans in 2017 with amendment around the Intermountain Gas facility and the Williams Pipeline connection. The Williams Pipeline is a 24 inch, 30 mile long, natural gas pipeline that traverses much of Meridian and is a connection to Intermountain liquefied natural gas tank south of McMillan and just west of the Phyllis Canal. The city's separation requirements codified in the Unified Development Code for the pipeline. The seven million gallon Intermountain tank filled with natural gas has been chilled into a liquid state. For those that are curious, natural gas, it becomes liquid at negative 260 degrees Fahrenheit and is 600 times smaller than the gaseous form. It's either really cool science or magic. The photo here is at dusk earlier this year. There is a red combine for reference scale highlighted. The tank needs 1,000 foot nonresidential safety buffer, which falls a little outside of their property and there are some other off-site impact considerations, such as light, noise, conductivity and quality of place. Another obvious influence in the area are development pressures. The construction of Owyhee High School has brought a new level of that. This is a challenge as we don't currently have adequate fire service and our police officers have long travel times. Utility infrastructure is inadequate. We still need some major improvements to sewer, including a new lift station. There is also uncertainty with road improvements and the State Highway 16 extension west of McDermott. Finally, there is no neighborhood services and many that are likely to be of interest earlier are not necessarily in the best location or had the best community or long term value. And, finally, as previously noted, 2019 Comprehensive Plan was a huge basis for a lot of the background and context for this plan. It identified the future plans for the area and the need for more integrated development patterns and service planning. I realize this map is a little late, but it serves as a -- as a good transition here. The left shows the region and The Fields area and the right shows the adopted future land uses without the other noise. The liquid -- the liquefied natural gas tank is called out. The candy striped line near McDermott is State Highway 16, which will have crossings only at Ustick, Chinden, McMillan and Five Mile Creek. The Phyllis Canal and Five Mile Creek wrap around the industrial area and the Intermountain facility in the southwest corner. The background information here is all context and history for the Comprehensive Plan. We have had some questions on it, though, and it's casual -- and casual why not type comments. So, it may be useful for newer P&Z members not involved in this work previously. During the Comprehensive Plan build out and analysis consider neighboring cities, citywide allocation, corridor analysis and sub area planning. The Fields area was one of the several dedicated focus areas. Most of the adjacent regional land uses are mixed use in today's market and away from the highway that's largely -- likely to largely be residential with linear commercial along the frontages. In Meridian and of late the next best use from commercial that has reached saturation is multi-family. This vacant commercial -- chances are someone has thought about putting multi-family there and regardless of conductivity, access transportation, employment or supportive uses. Star is actually looking to pair their commercial uses back due to viability. You can see this in Meridian. People think Chinden, for example, should all be commercial, but most of it is, in fact, residential. Limited access requires nonresidential to be focused and there has been no reversal of the effect, except generally for those destination uses and spaces that really shine. Employment opportunities in The Fields area focus in the southwest,

northeast and neighborhood center. In the right context and conditions these each have an opportunity to specialize in different markets and uses. Parks and open space is also important for context. There is probably a little too -- too much information here. However, I want you to see a previous discussion point with City Council and one of the driving reasons for this work. Despite valiant best efforts by our Parks and Recreation Department, the city has not been gaining on its service goals. It's been going the other way, unfortunately. The Fields area in particular has no previously acquired land or dedicated land. The Borup on Cherry, Discovery on Lake Hazel, and to a lesser degree Aldape property along the river, all areas that the city has been proactive in planning for city park space prior to development coming. We don't have anything like that out here, though. The city didn't expect the high school and developments happening. State Highway 16 is coming and it just hasn't been a good opportunity previously. With some important background covered, we will step into a brief review of the process. This has focused on a recent engagement. As reiterated, this work has made use of further recent efforts. This has led to some challenges and opportunity. It's challenging because newer stakeholders and those that did not participate previously sometimes wanted to talk about previous steps. It's an opportunity, because it allowed us to focus on how much we really cared about. Usually, though, we just got asked about roadway questions. The consistent feedback through all this, however, was on pathways connectivity and a distinct community thematic. This was great as it's alignment with city's previous efforts and feedback received. For this project we began with small group interviews, in person and online. The focus of these meetings was concerns and opportunities and included partner agencies, city staff, development and financing professionals and key stakeholders, those near the community center. After initial direction and concept work the project team moved an online workshop. This used an interactive tool called Mural. The technology is still a little awkward, but worked well. All property owners in The Fields area were notified and invited to participate. The focus was still on the neighborhood center, but included broader visual preference, polling and discussion. Again, most of the questions were about the roads. Prior to submitting for public hearing, the city notified all previous participants and invited them to review and comment on a preview draft. This utilized a public comment tool equivalent to a market tool and PDF, Adobe Acrobat, but was available to all and made comments publicly visible. After submitting -- submitting for public hearing, we again notified all property owners of the public -- of the project and process and shared their project website with links to the final draft on the project folder on the record system. Staff has also continued to meet and engage with stakeholders throughout this process. Thankfully and despite the very large area and constant changing ownership, there are not a lot of unique property owners in the area. Unique being the number of property owners. This slide isn't going to do the platform justice, but here you can see a few screen captures from the Mural platform. This is a digital collaborative whiteboard that was used for the online workshop. The tool has been gaining in popularity and for good reason. You can engage with more people more easily, not just those who are close by and have more time. That was a long setup, so we will transition into the plan now. The Field Sub Area Plan includes four chapters, with an intro, overview of the public process, the plan or vision and implementation. The vision includes elements on transportation, parks and pathways, economic development, character and a focus on the neighborhood center. The graphics here will be discussed

and some late changes later, so, please, make a note of that. Implementation is focused on priorities, city participation, and action items. The heart and focus of the plan here is the Star-McMillan center. It is central to the area, accessible, but it's insulated from highways and yet distinctly Meridian. It's not Nampa or Star. It's intended to be iconic and to have a unique destination identity. It's designed and accessible for locals, but attracted to everyone else, too. Makes use of one of the city's pathways network and -- makes use of the city's pathway network and especially the Five Mile Creek pathway. This will have one of the few crossings on State Highway 16 with an underpass. It includes a main street style that provides more opportunities for destination uses and placemaking. This area is prime for partnerships and synergies, not just the pathway network and linear open space, but also to provide locational benefits from a future city park. A key characteristic here is the east-west alignment to make best use of access down McMillan. The access points nearest historic McMillan intersection may be limited or at least not as efficient. Market absorption may take some time here as contemplated, but to propose synergies and limited competing land uses in -- in the near vicinity provide a huge amount of opportunities long term. The mixed use nature allow some ebb and sway in trends with flexible and convertible space development. While a park or other destination uses may support a fully realized neighborhood center sooner, it has an opportunity to be self sufficient long term with the rooftops necessary to support the desired uses. The vision is that many of the services residents may normally drive to can be accessible without getting onto an arterial roadway or -- or crossing a congested state highway. A lot of thought went into how this can work. If you look at areas like Bown Crossing or this 36th Street Bistro and Hill, they have had problems. It's about combination shortcomings, including in lack of external access, local community access, visibility, essential use anchors, public amenities, programming, competing areas, and total rooftops were are all contributing factors. The project team looked at neighborhood center success stories and retail trends. Case study examples in the area and the region included Daybreak, Utah: Ferguson Farms in Bozeman, Montana; Montava in Fort Collins and others. There is going to be strong local demand in the future and with a river crossing at Star and overpass on McMillan, there will be visibility and traffic. The center itself will be a destination draw. This is an illustrated look and field sketch. This isn't prescriptive, but it does include many of the sense of place and focus elements that stakeholders have commented on. Here is a smattering of other images that have received positive feedback for look and feel elements. All these come from the plan. Next steps is crucial. The plan has limited usefulness of this self document. We didn't need to go to this level of effort for just development review. As mentioned, there is a lot of challenges and opportunities, including State Highway 16, and continued transportation impacts and existing infrastructure. A fully functioning high school, still largely in the middle of nowhere. A funded, but unconstructed fire station, changing land ownership and increasing development pressures. The coordination of partnerships can't be reinforced. In fact, it probably needs its own slide. Aligning city and partner agency services will be key. The high school shook things up and this plan is a good step to get service planning back in alignment. We can help that through public-public, public-private and private-private partnerships to reduce some of the risk with advanced timing and to address otherwise negative circumstances and barriers and, instead, create positive opportunities. I also want to be very straightforward. This plan has some of the usual



planning development guidelines, but it's also put a lot of responsibility for success on the city. It's not just evaluating consistency of broad planning elements with unique development proposals, but the city working with developers and owners and other stakeholders to ensure we have something special. The process to get here and the framework is important, but I would argue that next steps are even more important. That was a relatively quick summary. The project -- project team believes we have a balanced -- we have balanced a lot of perspective and interest with short and long term needs. The plan and staff report do touch on some other topics and there are, quite frankly, some other equally big ideas, such as funding, that fall on staff and City Council. I didn't go through the comp plan policies that support this work or the plan or the findings as illustrated in the staff report, but we feel this is not just consistent with the comp plan, but also finishing the work we already started. Quickly I will go through the request and some additional recommended changes. There is a lot of depth to discussion we could have on any number of topics, but it's difficult to do most of that outside of questions or several hours of debrief. The big request of Commission tonight, as previously noted, is to adopt The Field Sub Area Plan by reference. That amounts to one new row and table on page D of the Comprehensive Plan. We do have a few other proposed changes to the draft as well. The city has had some questions and feedback since the draft plan was submitted for public hearing. Most of these have been around understanding the purpose of text and some conservative prescriptive standards. A lot of this is very understandable and valid. The project team had proposed some adjustments to adjust -- to address some of these. More broadly, though, there are a few things to remember. The first is that this is a high level planning document. It's not all things to all projects. There is a narrative for data. There is narrative for data for records -- and reference. The plan is used for city priorities and projects and the plan is also used to review development in conjunction with the Comprehensive Plan, UDC, architecture standards and other approved documents. Another reminder is that not all development is the same. The location, size, and context is very important. This plan should not be blindly followed and -- with all -- with all elements required in all conditions. It's also difficult to strike up balance that makes everyone happy. The plan has to have language that is strong enough to be enforceable and provide confidence to both residents and development, but avoid blindly imposing an inappropriate condition or being so weak and broad as to lack any means to be implemented. This screen in the staff -- this screen and the next are both in the staff report as part of the staff recommendation. I won't linger here. This language is all intended to provide more context on why some of the information is there and why it's important. This page are just some simple clarification to other text and, again, these ones are included in the staff report as part of the staff recommendation. These changes are not in the staff report, so, please, consider these with any approval motion. COMPASS provided a few comments in their agency response. One set of comments -- comments were related to use as described on the illustrated framework map. That was the image referenced earlier. The quote uses described are not in the city's future land use designation portfolio. That was not fully evident apparently and so these changes are trying to make clear. Those were generalized uses, not future land uses. Those comments are to reference different regional planning documents. The wrong ones are cited in the document. That's the presentation. Lastly, doing the future amendment we would like to tweak a few sections of the Comprehensive Plan to better

accommodate all sub area planning types into one section. They are currently sort of all over. That is a little intensive and distracting from the actual work now, though, and so we are planning to do that with the next round of cleanup and update to the comp plan itself. I'm also hoping we can create a responsive website for this sub area plan, just like the Comprehensive Plan. We have the tools and ability, we just need some time. I just need some time. With that, myself, Megan and Caleb, are happy to answer any questions you may have.

McCarvel: Okay. Thank you. Any questions for staff?

Lorcher: Madam Chair?

McCarvel: Commissioner Lorcher.

Lorcher: I'm not sure if this is the right time to ask it, but the corner of Star and McMillan has some historic buildings on it. I assume that was the name of a town back in the wayback days. Does this Comprehensive Plan include saving what Meridian was?

McClure: Madam Chair, the -- the Comprehensive Plan has some historic elements in the -- in the main document. This specific -- or the sub area plan does not call out specific structures to save. It does, however, identify that church on the southwest corner of McMillan and Star as an historic structure. We did speak with the owners of that property. The church has acquired some other property on Star and they are interested in potentially relocating that -- moving that in the future. I can't say it will be a difficult balance in the future due to the proximity of the intersection with any future intersection widening. So, hopefully, they do relocate it, rather than tearing it down or having it removed for them.

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: Brian -- Brian, does the timeline on the highway extension change like how -- how important this is in terms of timing to get some of these things moving?

McClure: Commissioner, the timing for the State Highway 16 is ever evolving. It's changed from 20 years from now to sooner to an interim condition that could start really soon. I don't know how important it is to this plan's timing right now. I don't. But understanding how it will impact where development occurs is important. A lot of that is probably more for the broader Comprehensive Plan and not sort of focused on the neighborhood center, but certainly it's something that's very important and will have some huge impacts and we need to be aware of what they are.

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: You know, it's surprising to me how fast this has come about. I was on the Planning and Zoning Commission when we were looking at the subdivisions there off of McMillan -- off McDermott -- McDermott and how far out I thought that was and now we are planning all the way out to the city limits or impact area. It just amazes me how fast this is moving and -- and expanding. I applaud the city for getting ahead of this now and trying to plan for what this should look like and especially planning for services and parks out that way. So, I appreciate your efforts.

McCarvel: Okay. Any other questions for staff? Okay. And point of order to my legal counsel. We are taking public testimony on this this evening?

Starman: Yes.

McCarvel: Madam Clerk, do we have anybody signed up to testify on this application or this --

Weatherly: Madam Chair, we do. There are several people signed in. I will just call them as they signed up. First up is Jeff Hatch. I think he left. Mark Bottles.

Bottles: This mic or this mic? Both of them are live?

McCarvel: They are both -- both are live as long as you are close enough.

Bottles: Okay. Good evening, Chair and Commissioners. My name is Mark Bottles at 839 South Bridgeway Place, Eagle, Idaho. First I want to thank all the city staff, Brian and Caleb and the Mayor and everyone at the city that has contributed to get here tonight. We are extremely excited about the Field Sub Area, what we believe is really the last best area of Meridian and the planning that's gone into it. I'm here tonight with Jim Houk from Kimley-Horn; Deb Nelson and Emily Mueller, who is in my office, to discuss in greater detail some of our specific comments to the plan. Is there -- Brian, can you put up this -- do you have the slide for -- map just showing the parcels? Thank you. Together with several partners I -- or control approximately 630 acres in The Fields Sub Area. This represents almost a third of the developmental ground in the entire Fields district. We are invested in this area. Very excited about the plan and partnering with the city to make this a vibrant place to live, work and recreate. We are excited about the pathway system that's going to connect it all together in the park. After engaging with the city staff and Logan Simpson over the last year, we are left with only a few, but important comments to the plan prior to its adoption. These comments are primarily focused on the Star-McMillan center, which partner owns 62 acres of that. If we could go to that slide. If we have got the right one. Yeah. There we go. Thank you. The neighborhood center, which is adjacent to the current city limits, my partners are ready to bring this application in within the next six to 12 months. We are very excited about the center. We share the city's vision for the neighborhood, community center with walkable retail streets, with direct connection to adjacent neighborhoods and to the community pathway system, which it will be located on. While we -- while we cast vision for this area for the next five, you know, 20 and 50 years of the plan in the future, the plan should allow flexibility and

creativity in the mix uses and the design standards to respond to the market demand that will support and maintain the economic viability of the center. I'm very familiar with the successes and struggles of centers throughout the valley and -- and believe allowing the center's development to be driven both by the city and by the city's vision and the market demands, this will be key in allowing us to bring this center to life, so we are excited. I'm going to have -- introduced to you Jim Houk with Kimley-Horn, who I think should be on on Zoom. I guess that's what we call it.

Weatherly: Yes, sir. I'm transferring him over now.

Bottlers: Okay. Thank you.

Weatherly: Jim, you should have the ability to unmute yourself and turn on your camera if you would like.

Houk: Thank you, Mark and Chairman and Council -- Commissioners I should say. We appreciate the opportunity to -- again to -- to share in this adventure with the city and the planning efforts that the city has put forth. As Mark had mentioned, you know, the -- the town center is an important part of the puzzle and even as Brian, excuse me, has outlined, you know, it becomes kind of a cornerstone for a lot of what's being envisioned for the community and we are excited to be part of that. I think what I would really just stop and say is we think, you know, from our planning efforts and as a team and working with the city, there is -- there is alignment. There is a great alignment that's going to make this very possible and it's exciting to know that Mark and his partners are in the position to really bring this plan forward in the near future. So, we are excited to be a part of that. We are excited to also share with you some -- some initial thoughts tonight. This bubble diagram was -- was provided as an additional version or concept of what's possible out here today and we are excited that city staff has allowed us to bring our own ideas to the table and show how maybe what one other version might look like for the town center as a -- as a -- as a whole. We understand that -- that through this alignment we are going to provide, you know, great pedestrian and auto connections east, north, south, west from the center, really encouraging the multi-modal options, but also eliminating some of the traffic concerns that we, you know, are all experiencing on the major corridors today. But what we are really talking about, too, here is about the principles of creating -- creating place. One of those buzzwords out there in the planning world. Sense of place doesn't always happen overnight, it takes time, it takes people living there, it takes, you know, time for places to get ownership and a sense of authenticity and we think moving the plan forward we need to make sure that the language continues to support those options, supports new ideas that we haven't even thought about yet moving forward and we appreciate Brian's efforts to talk about the limitations or changing the language a bit on prescriptive tones within the original draft that we were reviewing with them. Moving forward we want to recognize that -- again, that the plan should recognize the time that it will take to mold the community as we -- as we talk about the market forces, but also giving time for the neighborhoods to begin to develop and for the housing mix to kind of evolve and we are encouraging that the plan continue to reinforce that language, opening up the opportunity -- opportunities for a series of potential opportunities around the town

center as it relates to the mixed use and how that begins to take shape. So, we would continue to just -- and ensure that the document clearly states how that vision and the town center will move forward, but also that -- that there are options on the table, as Brian had mentioned, that really will embrace some of the things out there from the market standpoint, but also from the residential development perspective. I want to move on to the next slide real quickly. This slide was really just introduced as a way to give some perspective on -- on the Bown property and the development that's happened there, you know, that we -- when we talk about envisioning a plan and moving it forward, it really comes based on, you know, what our history has been, what we have experienced, success and failures, and as planners, you know, we -- we talk a lot about lessons learned and I think in this case, you know, we can see the -- the success, but -- but also the evolution of how the -- the project has gotten to where it is today and just for reference also the -- the spread that you see before you on the aerial, it's about two and a half acres, and that same two and a half acres -- and, then, that's reflected over here on the bubble diagram as a -- just I guess for reference and perspective on what the town center here potentially could be and how it will maybe evolve with the main street, the connections to the greenway, as well as the civics pieces there in blue. We even envision kind of celebrating the agricultural history of the place and encouraging civic space for commerce markets and things of that nature, but also recognizing that as we move forward we want to -- my screen is frozen. Sorry. The bubble concept we think in this case, as well as the one that's shown in the plan, really begins to celebrate those connections that are important to the overall vision for the plan. We believe it's important that the sub area plan continues to be flexible and nimble, enough to develop over time and that's where we really have been talking more with Brian and staff and team about just making sure that some of the language is -- will benefit options in the future, really support the benefits of new business and new housing opportunities that will be coming to The Field at some point. So, with that I think we are grateful for the opportunity to share this bubble concept with -- with you all and the opportunity to share and can be part of the development of this plan and we think it will be a great -- a great next steps for the City of Meridian. With that I will be open to any questions, but, if not, I could -- I could pass the mic on.

McCarvel: Any questions for this testimony? Okay. Madam Clerk?

Weatherly: Madam Chair, I believe it's Deb Nelson.

Nelson: Madam Chair, Members of the Commission, Deborah Nelson. My address is 601 West Bannock Street. It's a pleasure to be with you this evening. We are here to support the plan. I'm here on behalf of the team that's representing the current landowner and developer and we do -- we are very grateful for the process and opportunity to weigh in on this. We do have some relatively minor, but very important adjustments that we are asking you to address and my focus this evening is to talk about some of this prescriptive language. You know, Brian addressed that this is supposed to be a high level planning document. That's its purpose and we completely agree. There is just a few places in the plan where we would suggest some of the language doesn't accomplish that goal of being a high level planning document. Instead, it gets prescriptive to the point that it operates more like a zoning ordinance and could limit market opportunities, could limit innovation.

So, I want to highlight a couple of those areas. First on -- on page 315, addressing the center components, a particular language that we asked for some change on, if you look under on the right you can see where the plan language says under main street style -- and here is just a very prescriptive sentence of two to three story mixed use buildings fronting a curved street running east-west. You know, we would just ask that rather than prescribing the layout and the building types with this level of specificity, instead you address -- you address design qualities that are desired here and how to accomplish those. So, we suggested language more like -- that incorporates innovative design and uses based on market demand with on-street parking and pedestrian oriented streetscape. You know, requiring the two and three story buildings can not only stifle that innovation, but really limit market interest and you are trying to develop a successful commercial center here. Commercial uses are particular about building height and often do prefer a single story frontage opportunity and you can still achieve with that single story appearance the same main street feel that's part of the architectural theme here and that's really illustrated well by these types of examples. Single story retail. They activate the streetscape without overpowering it. They encourage walkability. They still have that great interface with the pedestrian and the street frontage and they really capture the theme of this plan as set forth of contemporary rural thematic that's really sought here for the commercial. So, you can accomplish that, whether it's one, two or three story buildings, we just asked that that not be so prescriptive. The second area that we wanted to focus on is on page 420 of the plan. Design standards. Here there are some -- within the recommended action items, which is, really, a place where the -- the plan is calling for the development of future architectural standards. We recognize that that's calling for a future action, but the direction that's given here about what should be in those standards is very prescriptive and we would just ask for some minor changes on the first two bullets to incorporate flexibility, so that when the people come together, the city is working with stakeholders and developing these architectural standards, which, of course, our developer is excited to be a part of, that they haven't started out of the gate with too many rules in place before they even get there. You can still incorporate these great concepts, but we ask that it includes some language such as, you know, incorporate material such as, but not limited to. So, you give the guidance for how they are going to develop these standards. The third bullet was probably the most concerning I guess to us, because it seemed like the most prescriptive, where it says to discourage or allow only a very limited use of -- and, then, it lists quite a few materials. These materials are commonly used in high quality, innovative developments and still are used in ways that can meet these -- these character goals. You know, we would ask you, instead, to make sure the design standards in the plan and the resulting architectural standards are flexible enough to achieve the development that can meet those character goals, create a successful commercial area without limiting important materials for that creative process. For some examples, these are all on the restricted list. As I said, this type of material, composite siding, metal siding, cement board, they are appropriate, they are attractive and can be used in innovative and quality ways and are. The plan doesn't need to restrict these materials to accomplish its goals. In fact, a good architectural standard, you know, can and should work for a variety of materials and particularly in today's market conditions where supply of materials is so limited. You know, let the architectural design come through without arbitrarily cutting out these basic materials used day in day out in

commercial developments. And so with that we thank you for your consideration of those changes. We are very supportive of the plan and the process. Appreciative of all the work that Brian and everybody on the city staff has put into this and their welcoming of our input and they have been very receptive to that. So, very appreciative. Just focusing on a few details that we ask you to consider. Thank you.

Weatherly: Madam Chair, Emily Mueller.

Mueller: Good evening, Madam Chair and Commissioners. Emily Mueller. 839 South Bridgeway Place, Eagle, Idaho. And I will just be wrapping up the last couple minor comments that we have to the plan from this ownership group. The two main requests that we ask to be addressed in the plan include Table 4-A, which is an overview -- overall development program table. Staff did address some of our concerns that we have had in the interim over the last several days with comments that Brian shared earlier. However, with those comments it is still unclear to us what the purpose of this table really is. Is it a target four square footage or is it just an estimate or a record of what's been done? And, additionally, it's unclear how the figures were reached to us and we have had additional follow up with Logan Simpson, which we really appreciate, but we would like that to be included in here and -- and it's hard for us to replicate those -- those estimates or those -- those figures and so while the plan -- so, yeah, the intended use of this table I think is the primary concern here, it not being clear, and -- and while some of the added language that staff included says that this is -- is to estimate -- this is to estimate a table, it still is used to consider the overall development of the area and while we agree that it's important to balance uses and consider the area, while paired -- while that language is paired with these really specific numbers, it's -- it can be confusing and problematic. So, we would request that this table either be removed or that it's revised to explain how these figures were reached and add a statement that the table reflects estimates and doesn't present standards for consideration of future development applications. Our final request is regarding some of the recommended action items on page 4-11 of the plan and the first bullet point here suggests that a specific action would be to limit single family developments per planned use designations and our concern with this clause is that it's somewhat of a blanket statement about -- about product type. Single family product is consistently being refined with denser product types. I live in a neighborhood where my single family home is smaller than the townhomes in my neighborhood and so we feel that this was more of a blanket statement on a product type, instead of the goal, which is to include density where we need density. The second bullet point recommends codifying standards -- stronger standards for a maximum percentage of land use dedicated for residential within mixed use areas and we would recommend not including this. It would really be the first time that there is maximum standards prescribed for residents in mixed use and we don't think that precluding residential will bring commercial. Market brings commercial. And so we don't think that that is an appropriate action item moving forward. I have included here a summary of our recommendations just for convenience. I also have a handout for you. The most important of them being the invitation we got to submit a concept of our desired development that is consistent with the -- the aesthetic of the plan to include and so that is our first and our primary recommendation, the plan that Mr. Houk went over and the rest of our recommendations are summarized here. So, if I can



give these to you. With that I or any member of our team, if you have a specific question for a member of our team, can stand for questions. Thank you.

McCarvel: Any questions at this point for the current testimony? Madam Clerk, do we have anybody else signed up?

Weatherly: Madam Chair, we do not.

McCarvel: Okay. I'm thinking just as we go forward on this discussion -- I don't know that we really opened -- point of order, sir. We haven't really opened a discussion, so we don't need to close the public hearing, because this presentation was not really an application.

Starman: Test. Test. I think it was advertised as a public hearing.

McCarvel: Okay.

Starman: Or staff can correct -- planning staff correct me. I think it was advertised as a public hearing. So, I would consider the testimony you received this evening as part of that public hearing. You can ask if there are additional members in the audience or on Zoom that want to speak, but after that I would -- I would say just close the public --

McCarvel: Go ahead and --

Starman: Or continue to where ever the Commission's desire might be.

McCarvel: Okay. Would the Commissioners like to leave the public testimony open to ask more questions or close the public hearing and move on with deliberations?

Seal: Madam Chair, I have a few questions.

McCarvel: Commissioner Seal.

Seal: Just for staff and Brian specifically, I mean we have got -- we have got a big list of things that we could make a motion out of, but, personally, I would like these discussions to happen between the folks who gave the presentation and staff and for us to not be an intermediary in that, unless staff basically says, yes, we agree to everything they say.

McClure: Commissioner, this is the city's application. Our consultants have delivered to you what they feel is in the best interest of the city. Public testimony is important and I would encourage you to consider and listen to that, but at the end of the day it's not really a negotiation at this point, it's whatever you think is best. So, staff's happy to talk to the -- some of the stakeholders in the area further, but I'm not in a position to necessarily negotiate the details of those. It's sort of we have given to you what our consultant feels -- feels is best and if you think some of this is valid or would like to have some discussion about it we could, but I'm not going to be in a position -- I'm not in the best position to go through those further. They have given most of this to us previously. We understand and

feel that a lot of them are valid and understand and recognize them, but there is usually reasons for why some of them were not made. Maybe I will have to defer to Caleb as to -- yeah.

Lorcher: Madam Chair? Oh, are we --

McCarvel: Yeah. Go ahead, Caleb.

Hood: I don't have much to add, Madam Chair, Members of the Commission. As Brian mentioned, we have -- we have met with the folks that have testified thus far on this project. It's not that we don't agree with some of their -- their comments, we thoughtfully have considered them. Some of them we could make. I think at this point, though, it's good to hear back from the Commission on what you think is in the best interest of the city and what you have before you now is what we are proposing to move forward. But no hard feelings if there is additional changes. You have questions and want to talk about some of those we are certainly happy to do that.

McCarvel: Commissioner Lorcher.

Lorcher: So, are you -- are you willing to make any changes to the recommendations that have been made or are your design -- your presentation for the city final? These bullet points that they have brought forward to you. You have listened to them. Are any of them open for consideration or you have already considered them and made your designs --

McClure: We have made some -- some recommendations based off some of these already. They are in the list of staff recommended changes in the staff report. For example, to the table -- they have reviewed that and they -- it's still not where they like it to be and that's fine, but we have made the changes that we thought were appropriate. If you guys think more changes are appropriate that's certainly within your purview, happy to have specific discussions about them. But this table is more for you than it is for me at this point.

Lorcher: Thank you.

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: Brian and Caleb, is this document that we have been presented, what is its long term use in terms of being amended or modified as we go? Is it, you know, in line with like a comp plan where you don't want to go back in and make significant changes as, you know, things on the ground change or is it a recommending document more than anything else where changes are okayed a little bit more? I'm kind of thinking like the Ten Mile Specific Area Plan or whatever that -- it's not as rigid as some of the other documents that are out there. So, what are -- what's the long term use of this document?

McClure: Commissioner, I don't think we ever want to change the plan more than necessary. It is -- this plan would be a text amendment, because it's adopted by reference. Well, actually, I'm not sure -- we would generally consider it a text amendment to modify the plan. Text amendments aren't as difficult now as the map amendments, which have a restriction. Staff can change the text whenever we want, so if there is an appropriate time the staff can do it. Development interest, stakeholders, anyone can make a request to change the text of the plan. Long term reason for the plan is just like the Comprehensive Plan, it just has some additional areas of focus that sort of deal with the unique conditions of this area. So, this is not a future land use map plan. There is -- there is no element of that here. It would just be text to modify the plan. Does that help at all?

Grove: It does. Thank you.

Hood: Madam Chair?

McCarvel: Caleb.

Hood: I would just note -- and maybe you are getting there. I just want to make sure we -- we have other folks in the audience. I imagine they are here for -- to testify, but this is a public hearing, so if you are willing to take additional public testimony we would certainly like to hear that, too.

McCarvel: Oh, absolutely. I thought we had gone down the road. Sorry. We had no more that were signed up; right? Okay. Anybody else in the room that would like to offer comments?

Wessel: Madam Chairperson, Commissioners, my name is Tim Wessel. I live at 5080 North Baylor Lane, directly in line with where all this is going to happen. We have been here for two years. This is the first notification whatsoever that we have ever received of any of this. So, not good with communication, I guess. I come from the service side. I'm a retired fire chief out of southern California. Thirty years in the fire department and I would have been strung up had we not communicated with people in the area better than this. There is talk of high density housing directly across McMillan from our street and, then, with the high density housing comes a lot of things that are not nice. Higher crime, trash and all kinds of other great problems. I just would hope that in the future going forward with this project that those of us that are living in the middle of it are going to be contacted and be talked to and asked what our opinions are, because so far we haven't been. I just really hope that in the future as this moves forward -- because I know that things can change and things will change as this whole process goes forward. But I really hope that there will be an effort to talk to those of us that are going to be directly impacted by this, because this is going to directly impact us. I live on a street with seven houses. There is a cornfield in front of us and a farm behind us. So, we are going to be impacted by this. I just really hope in the future that -- that you guys will take the time to make sure that we are talked to. Thank you.

McCarvel: Okay. Madam Clerk. Oh, you said we had nobody else. Is there anybody else in the room? Sorry.

Ross: Madam Chair, Commissioners, my name is David Ross. I live with my wife at 5595 North McDermott. Couldn't have said it better. Our first notification was that postcard we got in the mail as well. Large impacts. We understand that development is coming and it has to come. Commissioner Grove, you brought up a very significant issue and it is Highway 16. To our knowledge no one has got Idaho Transportation Department involved in this process either. So, we are on the north side of this, but when we first saw that map on the postcard that has us in your impact zone in your Comprehensive Plan, we are here tonight just to go on record that we oppose any annexation.

McCarvel: Okay. Anybody else in the room that wishes to testify on this? Madam Clerk, did we have anybody online that is raising their hand?

Weatherly: Madam Chair, we have one person. Warren Ryrie. Warren, you should be able to unmute yourself and state your name and address for the record.

Ryrie: Yes. My name is Warren Ryrie. I live at 8478 West McMillan in Meridian. My wife and I own the property that's -- that's on the northwest corner of McMillan and Star Road. My concern is is that as this project began it appeared that the intent of the planning was to maintain more of an open, even an agricultural appearance for this land and preserving that -- that openness and that type of lifestyle that is so important and has been so important in the development of this area and as what I see happening here and even more today with some of the changes is an intense effort to move towards high density -- very high density housing associated with that and it appears to me that the comments that have been made by the folks that live in this area and that own property in this area, other than Mr. Bottles, has not been listened to and we do not agree with the -- with the shift towards such high density housing development in -- in this area. Thank you.

McCarvel: Madam Clerk, anybody else online?

Weatherly: Madam Chair, not that I see.

McCarvel: Then could I get a motion to close public hearing on H-2021-0047.

Seals: So moved.

Grove: Second.

McCarvel: It has been moved and seconded to close the public hearing on H-2021- 0047. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: SIX AYES. ONE ABSENT.

Lorcher: Madam Chair, I have a question for staff.

McCarvel: Commissioner Lorcher.

Lorcher: In regard to the designation and the gentleman who was on -- I think McDermott in regard to annexation, nothing's being annexed. Correct? It's all being discussed as far as just a designation. But in order for the parcel to be annexed it would have to be brought forth to the City Council or the Planning and Zoning; is that correct?

McClure: Commissioner, that's -- that's correct. There are no proposed land use changes. These were all adopted with the 2019 Comprehensive Plan and there are no proposed annexations. This is a text amendment only.

McCarvel: No. Sorry.

Grove: Madam Chair?

McCarvel: It's not you, it's the process. Mr. Grove.

Grove: Madam Chair. I would just like to make a point of reference here for the last three that presented. I know that it might feel sudden, because you hadn't read the documents or weren't in the area when some of the decisions were made. But this was part of the comprehensive plan that was an 18 to 24 month process that was formally voted on by the City Council on 2019. So, a lot of this was discussed prior to that. It was part of that larger Comprehensive Plan. So, just saying -- just want to make a point of order that a lot of this documentation and conversations have been had for many, many years and that's where some of these discussions came out of with the document that they are presenting tonight.

Wheeler: Madam Chair?

McCarvel: Commissioner Wheeler.

Wheeler: I -- I for one would kind of like to see -- like Commissioner Grove pointed out -- that this was something that was done in a process for, you know, 18 to 24 months. City Council take a look at it. Had I'm assuming focus groups go through the verbiage, things of that nature. I'm for one that would kind of like to see their plan that they have accepted kind of play out in this area, personally speaking. I'm looking at also just one of the points here under item one, about -- about being two to three story, mixed use buildings and a front. I go through Bown Crossing and those are all two story buildings as you drive down that street. Personally I kind of like the feel of that, rather than the single stories and the flats on that. For me, it's kind of -- and everything deals with ratios and some restrictions one way or another. We do that with open spaces. We do that with parking. We do that with densities all over and -- and that's what holds on to the community to make it viable for generations to come and to me that's part of what the Council underwent for two years in getting this input, going back and forth, putting it together and they came up with this verbiage in their mind of how this community in this four square mile block could look and really benefit. So, for me I'm -- I'm more of one that

says, hey, I would like to see this play out and if something comes up that needs something, then, it can be adjusted at a CUP or something at that time when something is submitted. But to go through and change the text is not really something I'm in support of.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: I would like to thank staff and for the people that are feeling that this is all at once and that things are kind of being forced on you, like Commissioner Grove said, there has been a process in place to go through this. It took several years in order to get there. Unfortunately, we can't notice the entire city and the Comprehensive Plan literally dealt with the entire city area of impact. It is something that was very public that had a lot of involvement and in the end the properties that you have don't have to do anything. You don't have to annex, you don't have to sell, you don't have to do anything. You will be impacted, because, like you said, it's coming. I mean it's coming and, you know, I have got things -- I have got a nice farm field out in front of my house. It's not going to be there anymore. So, I'm in the same spot that you guys are. So, it's part of living in Meridian at this point in time, fortunately or unfortunately, depending on how you -- you know, how you view that. What the city and staff are trying to do at this point I personally commend, because there has been a lot of areas where people don't -- didn't get a notice in their mailbox until stuff was getting built. So, you all -- all of a sudden had multi-family sitting out in front of your doorstep, where they are trying to corral this in, set up a plan to where it looks good, instead of having pathways like the one that exists between Ten Mile and Linder Road that's like being on the Greenbelt that dead end and go absolutely nowhere. That's one of the ones that I ride all the time. They are trying to get in front of this and trying to make it something cohesive, something that's going to blend into the community and not just be an add on as more garage farms basically. So, I like the idea that they are going through this or trying to get in front of it and everything. I do have some reservations about the recommendations that are coming in. I mean I think some of these are good recommendations. But, again, I'm not a city planner. I mean I understand that there is reasons why they may not have taken these recommendations in, but I -- I don't have enough information to really know if that's the way that it should lean or not, to be perfectly honest. I mean as a Commissioner I would like more information on why some of these are or are not good recommendations, why they shouldn't be included. I know there is some things -- just the way overall amount of amendments to what's being submitted tonight has me thinking that this isn't ready. There is a lot of stuff that you guys submitted to change. There is a lot of things that are being recommended to change. I just don't think this is ready to go forward in its current iteration. I think it could use some more work, because I will use -- I will use the same thing on this as we do on developers as they come in. We get one chance to get this right. So, let's get it right.

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: I wholeheartedly agree. For me I need to take time to review what they are asking and kind of go back to the plan and have a chance to better review it to better understand what's being asked of us before I feel comfortable making a decision.

Lorcher: Madam Chair?

McCarvel: Commissioner Lorcher.

Lorcher: Looking at this map that they handed out today -- and if you break it down into little sections, over 67 percent that is being recommended as high density. Do we really need another -- and when we say high density, aren't we talking about things like multi-family housing, multiple stories, people kind of on top of each other with -- with shared spaces and there is definitely a need and a place for that in our city and we have seen a lot of that along the I-84 corridor and the Ten Mile interchange. But this quiet little farmland out in the middle of the edges of our town, do we really need another blast of high density housing? I just don't -- you know it -- it needs to be gradual where we have our density and, then, we kind of level out a little bit, so that the -- the history of Meridian and what we are about and the farmland has some existence. Otherwise, we lose what Meridian started as. So, I'm opposed to this plan in regard to -- I like The Field idea. I love having another city center out there. But surrounding it with high density housing and not having any medium or low density housing indicated at all would be a horrible addition to our city out in that area.

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: We are not litigating what's already been put into the Comprehensive Plan. We are -- we are litigate -- we are talking about the text that kind of clarifies some of the points that are already there. So, we are looking at this not from a five year standpoint, but more of a 50 year standpoint. What does this look like in 50 years? How is this built out to make the community sustainable? In this general -- like in this area we are looking at two major highway systems that are -- are at the northeast corner of this property -- or this general area. We are not talking about an annexation. We are not talking about a subdivision. We are talking about a general area that has much higher level pieces and I think if we start getting like sucked into the bubble plan that was out there or any of the images, then, we are kind of losing focus on what we are asked to be looking at tonight, which is a much larger, long-term piece of planning than what we are typically charged with looking at. It is much more complicated, much more nuanced in a lot of ways, but also a little bit easier, because we are not saying, okay, this is exactly where that road goes, this is exactly what this needs to look like, we are -- we get a chance to create an entire -- you know, they mentioned a sense of place and that is something that is not always available to us when we are doing smaller developments or looking at, you know, even a one square mile part. We are looking at four square miles here. We are looking at this from a long-term perspective. One of the things that Commissioner Wheeler said kind of resonated with me in thinking about, you know, the market might not do right now



the one -- you know, they want the one story. That makes sense. But does that have that long term viability for our community if we think about how does something redevelop, how does something have character, how does something have identity as we move forward and I think we need to take a few steps back and -- and look at what this document is, what it is being added to and why we are talking about it.

McCarvel: Any other comments or motions? I'm thinking on the general consensus we want a little more time to read through and digest what we have been presented with tonight. It is text amendment to the plan. It's not annexing or approving a plan at all tonight. Or with this presentation, so -- but there is significant text changes that they are asking us to look at and I think probably warrants some time to think and compare.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: Yeah. I would like more time, but I mean, essentially -- I mean I would look at a continuance so that they can include all of those into their submission with anything that they also agree with from the group that presented tonight. That way we can have one comprehensive document in front of us that we are -- that we know what, you know, they are willing to yield on, what they are not willing to yield on and maybe some explanation as to why. That would be very helpful in this, because, again, just, in my mind, trying to make a motion of this with everything that we have been presented is -- it's not within my possibilities.

Starman: Madam Chair, I'm not sure how the Commission wants to proceed tonight and you will figure that out shortly, but I did want to -- maybe for the Chair and for the Commissioners, if you do decide to table us and come back, you may want to consider reopening the public hearing and continuing it, so you can take further testimony. You don't have to do that if you just want to deliberate amongst yourselves in two weeks, that's fine as well. But if you do want the opportunity for additional public input interaction, I would recommend that you open the -- reopen the public hearing and continue it.

McCarvel: And we need to do that to hear from staff as well; correct? To reopen the public hearing?

Starman: I missed the first part of --

McCarvel: We need to reopen the public hearing just to even hear from staff; correct?

Starman: I think if the Commission is just deliberating and has specific questions to staff, I don't think you need to reopen the public hearing for that, but I think if you want to take --

McCarvel: Additional --

Starman: -- feedback from the group that spoke tonight or from the public in general, then, you ought to do so.

McCarvel: Okay. Let's start there. Would the Commission like to keep the public hearing closed or reopen it?

Grove: Madam Chair, I have a question real quick. Are we approving or are we recommending approval?

McCarvel: Recommending.

Seal: We are the recommending body for this.

Starman: Commission is being asked to make a recommendation to the City Council.

McCarvel: Yeah. To the -- yeah.

Yearsley: Madam Chair, I think it would be --

McCarvel: Commissioner Yearsley.

Yearsley: -- advantageous to open the public hearing back up and -- and in doing so I would make a motion to open the public hearing.

McCarvel: Do I have a second?

Wheeler: Second.

Grove: Second.

McCarvel: It's been moved and seconded to open the public -- reopen the public hearing on H-2021-0047. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: SIX AYES. ONE ABSENT.

Yearsley: And I guess the next question I would have is when do we want to continue this to?

McCarvel: Yeah. The next available is October 7th. Madam Clerk, can you tell us what -- is that one already stacked or should we go onto the next one?

Weatherly: Madam Chair, currently on October 7th with the continuance of the Burger King CUP there are six hearing scheduled for October 7th.

McCarvel: Okay.

Weatherly: After that is October 21st. There are currently five hearings scheduled for October 21st and that date has not been noticed yet, so it's possible the Planning Department could add on another application.

McCarvel: Okay.

Weatherly: I could, Madam Chair, make a recommendation to the Planning Department that they don't add anymore applications that night if you want to continue this one. I'm happy to do that for you. I think Caleb could help me out with that.

McCarvel: Okay. I'm guessing the 7th is not just a whole bunch of small ones.

Weatherly: Madam Chair, so we have the Burger King conditional use permit. So -- let me get to my list. A small rezone of less than an acre and a short plat. There is an expansion of a wood products business on 3.1 acres. There is annexation and zoning of ten acres with a rezone of 6.84 acres and a preliminary plat on that one with 65 single family detached buildings, et cetera. There is an apartment's conditional use permit for multi-family consisting of 164 units on nine acres. On the 21st if you want to know what -- is that good enough?

McCarvel: Yeah.

Weatherly: Okay.

McCarvel: Okay. Next motion, please.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: I move to continue file H-2021-0047 to the date of October 21st, 2021, in order to provide a more comprehensive summary and include any modifications in the plan before submitting back to Planning and Zoning.

Yearsley: Second.

McCarvel: It has been moved and seconded to continue H-2021-0047. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: SIX AYES. ONE ABSENT.

McCarvel: One more, please.

Yearsley: Madam Chair?

McCarvel: Commissioner Yearsley.

Yearsley: Mr. Chair?

Seal: Yes.

Yearsley: I move -- I move we adjourn.

Seal: We are not quite done yet.

Yearsley: Oh, we -- we have one more? I thought this was the last one. My apologies.

Wheeler: We will let you do the last motion, since you haven't done any today.

Yearsley: All right. I was getting excited.

**11. Public Hearing Continued from September 16, 2021 for Fields Sub-Area Plan (H2021-0047) by City of Meridian, the Location Consisting of Approximately Four (4) Square Miles and Bounded by Chinden Blvd. on the North, McDermott Rd. on the East, McMillan Rd. on the South and Can-Ada Rd. on the West**

- A. Request: Comprehensive Plan Text Amendment to incorporate the Fields Sub-Area Plan.

Seal: All right. And we like to pick on Caleb, but I mean that -- that's just going too far. All right. We would like to -- at this time we will open up the public hearing for Item No. H-2021-0047, Fields Sub-Area Plan, which was continued from 9/16/2021 and we will start with staff report.

Hood: Thank you, Mr. Chair, Members of the Commission. If you don't mind I'm going to pull this down, so I can talk and a little bit easier to hear. So, I'm Caleb Hood. Brian McClure is here as well. We have 48 slides, but just because Commissioner Yearsley is in such a rush we will go ahead and, you know, make sure we run through each one of those, so don't worry, you don't have to listen to me the whole time, Brian's going to take about half of them, so -- no, we don't have 48 slides. So, as you -- as you mentioned, Mr. Chair, this has been continued from your September 16th agenda. You asked us to meet with the applicant, discuss some of the concerns they brought to your attention during that meeting and we have done so and I know there is a letter and we have members in the audience that will address you, so I won't go too much into the detail, but we have met with them and good -- good productive meeting and thanks to Brian and -- and the Mark Bottles team for -- for putting up with us as well. So, there is a -- there is a letter in your packet and Brian will touch on some of the details, but I do want to spend just a second setting the stage a little bit more. This project is something that the City Council did ask us to -- to take forward as a continuation of the Comprehensive Plan that was adopted in December of 2019. I need to stop calling it the new Comprehensive Plan, because it's almost two years old now, but it's still relatively new, but they did want us to put a finer point on some of the existing land uses that were adopted with that plan and

go through the specific area plan. So, we retained the services of Logan Simpson to help us craft the specific area plan that's before you this evening and the text of that plan was -- well, the plan itself will be adopted by reference in the text of the Comprehensive Plan. So, that really is the request we have for you tonight is to amend the text of the Comprehensive Plan. Brian's going to summarize a little bit more of what the plan is, but I want to just remind you what this isn't or doesn't do and they are on the slide there, but this is not a future land use map amendment. There was some conversation last month about that. We aren't proposing to change any of the map designations on the future land use map. Again, we are -- this -- the intent of this plan is to put a finer point on the existing map designations. And, then, we aren't proposing to annex any property with this. So, if you are eligible for annexation, this doesn't change that at all and, again, we are just trying to provide some of those details. So, again, without belaboring the point, we believe we have done what you have asked us to do. Brian's going to, again, summarize a little bit more, just because it has been a month, but we are asking for your support tonight and I will turn it over to Brian, unless you have any questions of me.

Seal: No, sir. Thank you very much.

McClure: Thank you, Caleb. Good evening. This slide here helps to provide some geographic context. I'm putting this up front this time. The image -- the image shows the region, the location of the Fields on the left and, then, the adopted 2019 future land uses on the right. As Caleb previously mentioned, the future land uses drive -- are driven by the Comprehensive Plan and these drive densities and more broadly the uses in the area and we are not touching those. As we discussed at the last hearing, the Intermountain Gas liquefied natural gas tank is a big deal. That's called out for reference and the Williams pipeline runs past it. Northwest and southeast through the city. The candy striped line on the -- on the east -- right side of the image there, is the future State Highway 16. You had a question for Bill earlier. The answer to that is next summer. So, they -- they are expecting to start construction on that soon. Now, there is three different -- three different phases of each -- of each project. They may start this -- the north part, the south part, or in combination, but they are going to move on it. That -- State Highway 16 will only have crossings Ustick, Chinden, McMillan, and Five Mile Creek within this area. As previously mentioned, they are moving forward. Star Road down the middle of the area has a river crossing and is planned for five lanes. ACHD is actually going to be making some bridge improvements to support that here in the upcoming years. They are working on the design right now. I probably neglected this area a little bit too much in the last meeting, so I will just try again here. The purpose of this plan is to ensure that the Fields area implements the vision of the Comprehensive Plan and is vibrant, self sufficient and distinctly Meridian. All the unique location, specific circumstances and challenges in this area are opportunities when consistently channeled and furthered within the context of the plan. Said another way, the sub area plan is about the relationship and integration of uses, with a key focus on central neighbor -- on a central neighborhood center, services and accessibility. Finally, a large part of this plan is just how we accomplish this and most of that comes down to money and partnerships. We have already had two discussions with the Council on that point. It was kind of a quick recap. Next up is a specific text amendment request and, then, some recommended changes to address the various

plans. A big request, as Caleb mentioned, for Commission tonight is to adopt the Fields Sub-Area Plan by reference into the Comprehensive Plan. This is what that looks like. It goes on page 3-3 of the -- of the beginning of that document. Along with a text amendment we have some recommended changes to the draft sub area plan. These are a result of discussions and comments with other agencies and stakeholders and specific to the sub plan -- the very plan itself. The first group of recommended changes were either included in the staff report or recommended at the September 16th hearing. Specifically we had a few changes to address some comments by COMPASS. We continue to recommend those. The second group of changes came as a result of Commission's requests to meet with the Mark Bottles team and after the last public hearing. Staff believes these changes address some of their biggest concerns by making it clear that the defined vision isn't tied to a specific solution. There is flexibility in how we reach the goal and, hopefully, these changes not only alleviate stakeholder concerns, but serve as a reminder for future entitlement and development decisions. All these changes, except those to address COMPASS comments, were included in the memo on 10/15 that we sent last week. We will step through these quickly in reverse order. This, again, is a new change. These were covered in the memo and, again, came as a result of working with the -- Mark -- Mark Bottles team. The block of text here shows and describes the wants and needs for the main street concept within the Star-McMillan center. The purpose of this section is to provide the vision and describe need, but not intended to be prescriptive. The only will statement included in the text was not brought up as a concern, but has been revised to help in consideration during future review by others. There are many ways to approach these concepts and ideas. There are many ways to respond to the needs and goals. Nevertheless, staff believes that the strength in the underlying text address stakeholder concern, clarify that they aren't explicit or prescriptive in all conditions and does so without undermining the need for a clear vision with appropriate context. We still want the main street. We still want to make use of the pathway integration and we still need an intensity of uses that provide for the geographic consolidation that many of the services that the existing and future stakeholders will need and want. This slide here was not an original stakeholder request. The recommendation by staff came about in discussions with the Mark Bottles team about the types and balances of uses. This small area of the yellow product identified as housing, it's highlighted in pink, now shown as purple, near the central commons. That could have just as easily been purple, which is why we are revising it. The mixed use allows for housing. Simply stated, the reason we changed it is because we want to continue to convey that there is flexibility. Showing specific buildings of similar sizes and specific color sort of lends itself to -- well, that we were being specific and we really weren't. The graphic shown here has been revised since the original was presented to Planning and Zoning Commission as part of the September 16 public testimony. After several iterations by the Bottles team, staff is recommending the concept shown as an additional exhibit in this draft Fields Sub-Area Plan. The balances of use -- the balance of uses, which is very important, is generally supported in more detailed concept by the project consultant, but also conveying to future decision makers that there is flexibility in the final design. A future development application would still need to be considered as a plan text. Elements such as integration with linear open space, authentic pedestrian experience, and so on. Basically a main street. The October 15 memo goes into this first bullet point quite a bit,

but, stated simply, this wording does not disallow any materials. That was the original primary concern in public testimony. The next step would be to better define this and related policies for the Fields area. Many of the materials listed on page 420 in those action items of the sub area plan can be really cool. Unfortunately, they are also frequently abused when you consider our administrative design review process. It provides a fast lane for review that meets minimum level of effort and, then, if you want to be innovated you go through more traditional design and discretionary review process. For the second revised action item, 411, the one on the bottom there, staff and the project consultant are fine with removing that one. The future land use map already does this. If you don't want to meet the density -- the plan density ranges you can apply for a map amendment. These changes are not addressed in the staff report. So, these are the older ones by COMPASS and I neglected include those in the memo last week. But we continue to recommend those, so if you make a motion to recommend the approval of this, please, consider the slide here. And these are all just clarifying comments to address the COMPASS comments. This screen and the next are both in the staff report and the memo sent last week as part of the staff recommendation. I won't linger here. This language is all intended to provide more context on why some of the information is there and why it's important. This page is more of the same. This, again, was all in a staff report and in the memo. So, that's the abbreviated presentation. Staff recommendation is to consider all the changes outlined as presented and included -- includes the original request in the staff report, the changes to this COMPASS comments and additional changes in the 10/15 memo. We are happy to revisit context and slides from the previous meeting or to respond to any questions.

Seal: Thanks very much. Do we have any immediate questions? Mr. Wheeler, go ahead.

Wheeler: Thank you, Chairman. I'm sorry, I missed your first name. I apologize. Brad? Is it Brad?

McClure: Brian.

Wheeler: Brian. I'm sorry. Brian. I'm still learning things here. So, thank you very much. So, Brian, on the -- on the map amendments -- or not the map amendments, but all the verbiage and things like that, you said that there was like a letter that was attached to it; correct? That's going to be added in on it; is that correct?

McClure: I'm not sure I understand that. I apologize.

Wheeler: Is there -- that was -- that was added to it; right?

Seal: Right. Essentially that's -- everything that he's come through tonight is addressed, essentially, in the letter that -- that was submitted, with the exception of what he has listed here as the post 19/16 -- or 9/16 memo.

McClure: So, Commissioner Wheeler, yes. So, there was a memo sent last week on the 15th that identified all the changes that we just showed you, except for the ones from



COMPASS, which I added to the slides here tonight.

Wheeler: Okay. So, that was the one that was saying that's going to be part -- okay.

McClure: But those ones were from the previous public hearing as well. So, they have been reviewed by -- before. Or considered anyways.

Wheeler: Okay. I guess I had a couple questions about some -- some of the changes on there. Like one of them had to do with -- yeah, you can -- if we can keep on going back a little bit to one of the further slides, because I kind of took a look at this, too. Yeah. Go -- we can start right there. And just kind of thought through it. One of them was -- I remember one of the comments that was made was right here, which you guys struck here was the two to three story mixed use buildings. That was something that they -- that -- that some of the stakeholders were like, hey, this is something that might hurt development or something along those lines. I'm trying to envision myself going through some of the other developments around, like even in Meridian, and thinking about going through -- like even The Village and thinking of walking in and seeing single story, you know, just brings kind of a different aura to it and so -- but seeing something that's larger that has kind of that facade stone on it just kind of gives it a different kind of a feel and so I'm kind of curious on what was the -- what was kind of the thought on why we -- why we don't want to have two to three story mixed use buildings in that pathway or that driving path there.

McClure: Commissioner, thank you for the question. So, the intention is to still have some of that. The original language -- the stakeholders felt that it implied that in all conditions that would be there and that was not our intent. It still needed to -- to -- some of it still needed to generate the intensity of uses and the opportunities for all the services we are looking to support, but it doesn't necessarily need to be there all the time either and so the way that's captured now is down below where it basically says -- I lost it. Authentic opportunities for retail or office on the ground floor and residential and/or office uses above. So, we are still encouraging that, we are just not requiring it at all conditions, which was never the point in the first place.

Wheeler: Okay. All right. That sounds good then. And, then, we can go ahead and bump forward just a little bit here. I'm just trying to make sure that I'm understanding some of it. Go ahead and go forward again, if you don't mind. I'm -- one of the graphics there. Yeah. I think this was something that some of the other testimony kind of spoke -- spoke about was some of the -- just really high density dwellings or zoning in this mile by mile block in this area specifically, that it didn't kind of phase down to single family dwellings, that it didn't phase into something different than just exclusively apartment style or very dense residential zonings and I understand that the stakeholders have interest on that, too, but what about the -- you know, some of the other testimony that was given on that about, hey, can we try to spread out some of the density that's in these areas and things?

McClure: Commissioner Wheeler, again, thank you for the question. So, as we said

before the land uses here are adopted as they are, they do have a range they are seeking. Part of that is very purposeful, because through -- part of the analysis that the consultant did was to understand what sort of rooftops we needed to support the center that we were looking for. It is envisioned that we have some medium high density residential out here, including multi-family. However, those plans did not depict those in all areas or -- and did not indicate that they weren't transitioning. You can have a variety of product types in the medium density residential, including things like patio homes or townhomes or row homes. There is an opportunity for a lot of diversity in housing out here. It doesn't have to be multi-family. I think you would expect to see more of that in the urban housing or close to the road, but we are not setting that right now. We have concepts and things could happen that way, but we still have the policies in the Comprehensive Plan that fall back on to -- which say things like transition.

Hood: If I can just build on that for one second. I want to go just back -- put that in context a little bit more, because this was also I think something -- the scale of that last graphic kind of gets lost a little bit when we are zooming into that area so much and I want to just put that, again, in context a little bit. It doesn't look like this mouse can do it. But, Brian, if you can kind of just highlight what was just on the screen, when you are talking here, it is just, basically, that brown area right there. So, we are talking four square miles. This is that much of one of them. So, there is density here, but when you look at it overall, the vast majority of it is still medium and low density residential. So, I just want to put that scale back into context for you that we are not talking, you know, a huge community or a square mile of higher density, we are talking about the neighborhood center and the scale of that here in that area.

Wheeler: Okay. Okay. That helps me out on that, too, then. Thank you very much. But is there going to -- so, they can, obviously, have some of the high density apartments there and, then, they can transition that out, like we have seen a couple times tonight, even with like the patio or row homes, is that -- as it goes down further into the mile block, so to speak?

McClure: Commissioner Wheeler, there is lots of ways to transition with roads and landscape buffers and creeks and pathways, than just having different size homes next to each other. The comp plan certainly speaks to having a transition of uses, though, and the land use plan requires a transition of uses just by having them stagger like that. So, it doesn't concern me at all, but --

Wheeler: Okay. And, then, yeah, go forward if you don't mind, please, again. Okay. So, I -- that makes sense, then, on that other one there with the limited single family development on that. That sounds good. Is there a reason -- but it also let me speak to the other thing that's crossed off there on the very top there -- or composition siding into commercial structures. Was there a reason why composition siding was something that didn't want to be used in this?

McClure: I'm not trying to blame the consultant, but I'm not really sure. It's -- it's -- it's a pretty common material and it's probably overused and I think the desire was to have

something elevated and more distinct and not just have a primary material be that. The only way to require that as is, though, would be to specifically put that into a development agreement, because you get to our administrative design review process, is not one of the disallowed materials. So, it's sort of a -- it doesn't do a lot, unless -- unless the Commission and Council want to get really specific.

Wheeler: Good. Good. Okay. And, then, just if you don't mind moving it forward again, please. That's fine there. And, then, just one more time, please. Yeah. I think those were my -- really just my biggest questions that I had in that use there. So, thank you.

Seal: Commissioner Grove, do you have something?

Grove: Yeah. I was just going to provide Commissioner Wheeler with a little more context for the -- some of the planning that went in three, four years ago or whenever it was. But looking at this four square mile area, the comprehensive planning committee spent a lot of time on this -- these -- this section in looking at how to make sure that there was high density areas close to the expressway and being able to also tie into the school system with the high school and the elementary and keeping it close to that area and making sure that it didn't end up, you know, just a sea of single family housing and so that was a big piece that came up multiple weeks during that two year process.

Wheeler: Thank you. Then -- yeah. And that was, I guess, some of my leaning in to try to understand this. We did get the paperwork to take it home, took a look at it, you know, to try and understand it and a lot of it for me was just to make sure that that intent that was originally done there isn't getting, you know, pushed out or getting moved to where all of a sudden, as something has a first splash in this area, that that's going to set a tone and, then, it's going to be the tone that we are all going to want to -- hey, kids, look over there instead when you are driving by it or it's just not going to give the feel that we wanted in this area and so that was some of my -- more my questions were at was just making sure we weren't getting off too much -- or at least from my perspective getting off too much of where the initial intent was and what the vision was that -- when everybody was going through that, so --

Seal: Commissioner Yearsley, do you have anything?

Yearsley: Nope. I'm good.

Seal: Do we have anybody signed up for public testimony?

Weatherly: Mr. Chair, we do not.

Seal: Anybody in the audience would like to come up? No? With that, Caleb, do you want to close or -- all good? All in all good? Excellent. At this time can I get a motion to close the public hearing.

Wheeler: So moved.

Grove: Is this a public hearing that we need to close? Okay. Second.

Seal: Okay. It's been moved and seconded to close the public hearing for Item No. H-2021-0047, Fields Sub-Area Plan. All those in favor say aye. Any opposed? Okay. Motion carries.

MOTION CARRIED: FOUR AYES. THREE ABSENT.

Seal: Anybody have any additional comments or motions? Mr. Yearsley, you can throw one out there.

Yearsley: Are we approving this or recommending --

Seal: Then you can get onto your next one. I know you are in a hurry for that, so --

Yearsley: Are we approving this or recommending approval to City Council?

Seal: I think we recommend approval to City Council on this and the graphic that's on the screen will be helpful in making a motion.

Yearsley: Hold on. I'm trying to juggle screens.

Seal: That's okay.

Yearsley: After considering all staff, applicant, and public testimony, I move to recommend File No. H-2021-0047 as presented in the staff report to City Council -- recommend approval to City Council for the hearing date of today with the following modifications: To include the original staff report changes. Add COMPASS changes and the post 9/16 memo changes.

Wheeler: Aye.

Grove: Second.

Seal: Okay. It's been moved -- moved and seconded to approve Item No. H-2021-0047 Fields Sub-Area Plan with the aforementioned modifications. All in favor say aye. Any opposed? Okay. motion carries.

MOTION CARRIED: FOUR AYES. THREE ABSENT.

Seal: Commissioner Yearsley, I just want to say thank you very much for stepping back in tonight and helping us make quorum. We really appreciate you doing that.

Yearsley: My pleasure.

Wheeler: I second that.



## AGENDA ITEM

**ITEM TOPIC:** Public Hearing Continued from October 26, 2021 for Heron Village Expansion (H-2021-0027) by Tamara Thompson of The Land Group, Inc., Located at 51, 125 and 185 E. Blue Heron Ln.

A. Request: Annexation of 1.36 acres of land with a R-40 zoning district.

B. Request: Rezone of 4.18 acres of land from C-G and R-8 to R-40.

C. Request: Conditional Use Permit to allow expansion of an existing 108-unit, 5-building multifamily complex to allow an additional 36 units in two new buildings.



# PUBLIC HEARING INFORMATION

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**Staff Contact:** Alan Tiefenbach

**Meeting Date:** December 7, 2021

**Topic:** **Public Hearing** Continued from October 26, 2021 for Heron Village Expansion (H-2021-0027) by Tamara Thompson of The Land Group, Inc., Located at 51, 125 and 185 E. Blue Heron Ln.

- A. Request: Annexation of 1.36 acres of land with a R-40 zoning district.
  - B. Request: Rezone of 4.18 acres of land from C-G and R-8 to R-40.
  - C. Request: Conditional Use Permit to allow expansion of an existing 108-unit, 5-building multifamily complex to allow an additional 36 units in two new buildings.
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## Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the City Council Public Hearing](#)

(Recess: 7:38 p.m. to 7:47 p.m.)

**3. Public Hearing for Heron Village Expansion (H-2021-0027) by Tamara Thompson of The Land Group, Inc., Located at 51, 125 and 185 E. Blue Heron Ln.**

- A. Request: Annexation of 1.36 acres of land with a R-40 zoning district.
- B. Request: Rezone of 4.18 acres of land from C-G and R-8 to R-40.
- C. Request: Conditional Use Permit to allow expansion of an existing 108-unit, 5-building multifamily complex to allow an additional 36 units in two new buildings.

Simison: Council, we will go ahead and come back from recess. Next item on the agenda is a public hearing for Heron Village Expansion, H-2021-0027, and we will open this public hearing with staff comments.

Tiefenbach: Thank you, Council. Alan Tiefenbach, associate planner, City of Meridian. Okay. This is a -- it's a proposal for an annexation and zoning and a conditional use. The property is located southeast of the intersection of North Meridian Road and East Blue Heron, almost directly across the street and just a little bit up from the subject property that we just talked about. The property consists of six properties. Five of them are in the city and they are zoned C-C, R-40 and R-8. The property be to -- the property to be annexed to which -- let's see here. Is here. It's presently R-1 in the county. The site is located about a quarter mile north of the East Fairview, North Meridian Road intersection. So, the existing Heron Village Apartments consist of 108 units and five buildings. A conditional use was approved for the multi-family complex in 2013 and 2014 there was a modification to allow some replacement of several of the amenities. The whole thing was -- certificate of zoning compliance was issued in 2013. In 2020 the applicant requested a pre-application meeting with staff to discuss the annexation of an additional 1.36 acres of land. So, again, what you see here is what they are proposing to annex. What you can see all here, this is all -- this here is the existing development. They wanted to construct 36 more units in two buildings. Because the Heron Village Apartments are on several properties with different zone districts -- so, one of them's zoned R-8, this one is zoned C-G. Because of that we recommended that if they are going to do all this anyway, we would prefer that they rezone the whole thing to R-40 just to make it cleaner. So, that's part of why you are seeing this rezoning. The Comprehensive Plan recommends this for a mixed use neighborhood. There is one existing access to the property now, which is here. This serves the existing 108 units. There is one additional access which is proposed and that's what you see here. So, the grayed out, obviously, is what's there now. What you see in the darker black is what they are proposing. So, this building here. That building there. Meridian Fire commented that all the site -- although the site does provide two points of access -- again here and here -- they both go to North Meridian Road, which is not preferable. They prefer another point of access that does not solely rely on North Meridian Road. East Blue Heron Lane, which is here, terminates into a



pathway at the end and that connects to North Eureka Road, which is down here to the east. Based on discussions with the applicant, they agreed to widen this pathway to 15 feet or as approved by Meridian Fire and, then, provide bollards on either end for emergency access. The original staff report said 20 feet. We talked to the applicant. There is -- there is some physical constraints with telephone poles and things like that, so they can only get it to 15 feet or as approved by Meridian Fire and they are fine with that. You will see that in the conditions, so that's why the Planning Commission actually reduced it, which is kind of a little bit different of a change. Parking. So, phase one was required to provide 204 parking spaces, with 102 of them being covered. Two hundred and seven parking spaces are provided, with 195 of them being covered. Phase two is required to provide 69 parking spaces, 87 of them are provided, with 71 of them being covered. Six total bicycle spaces are required, but they are actually providing I believe 50 bicycle storage indoor spaces. The parking -- but long story short, the parking exceeds by 21 spaces now over what they are required per the code. Meridian Fire, police, and the surrounding residents have commented the parking has been a continuous issue for this development as residents and guests often have to park on both sides of East Blue Heron Drive, which makes emergency access and everything else very difficult on that street. One cause of this issue -- and the major cause of this issue is that many of the garages that are being intended for parking are actually being used for storage. So, everybody puts their stuff in the garages and, then, they park somewhere else, so you lose all that space. We talked to the -- fire about that and the applicant and our recommendation is to -- is that there is a condition of approval that garages can't be used for the covered parking, it would be carports. It's a lot harder to use carports for storage than garages, so that would at least lead to that issue being somewhat reduced. There are actually some other stuff that the Planning Commission talked about, which I will get into later, that I think is resolved. Open space and amenities. So, 41,800 and -- basically 41,000-ish square feet of open space was required with -- with phase one, whereas 53,000 was provided. Ten thousand two hundred square feet was required with phase two and 15,000 square feet is proposed. So, it exceeds the requirements. Four amenities from each category are required for multi-family developments of more than 75 units, but with multi-family developments of more than a hundred, the decision making body should require what -- should decide whether or not the additional amenities are appropriate for the size of the proposed development. So, again, they are required to have four. What they have got here is a half basketball court, a plaza containing benches and trellises, 1,600 square foot clubhouse with an exercise room, playground, a horseshoe pit, barbecues and picnic tables. With the proposed expansion the applicant proposes a larger open space. What you see here is the open space plan. So, in blue is what was required -- what was required and provided with phase one. What you see in the orange or yellowish, that's what is being shown in two. And, then, the red is what's being shown for the amenities. There is architecture elevations that were consistent with the existing complex. We have received numerous phone calls and letters about this. Pretty much all of these -- well, there is really two issues. First one was, not surprisingly, parking. People parking up and down Blue Heron Drive. The other one -- there was some discussions about trash -- people throwing trash along the street. There was a lot of discussion about this. Staff's recommendations was that phase one and two have to share access, parking management, and open space in case one -- in case this got

approved and, then, another piece got sold off and suddenly now you have two different apartment complexes. So, we were looking at it as a holistic thing. We wanted to make sure that it continued to stay holistic. There -- we had a recommendation that they would widen and improve the pathway between East Blue Heron and North Eureka to 15 feet versus what was originally 20. We are okay with 15. Fire is okay with 15. We weren't thrilled about the condenser units on the north side of Building F, which are right along East Blue Heron. The way that they were screened with just fencing, we thought that would be kind of hard, so we were recommending it did say additional landscaping there, which they were okay with, and, again, that the covered parking could only be satisfied by carports, not garages. The Planning Commission on 16, there was -- there was quite a bit of discussion about this. Almost all of it was in regard to parking. What the Planning Commission recommended, in addition to staff's recommendations, is that prior to the City Council the applicant will have a parking plan that's been addressed by ACHD. Prior to City Council the applicant will have an agreement with the property management company on enforcement of the parking regulations. That the applicant add additional trash receptacles and, then, again, that the pathway be widened. My understanding -- and I'm sure the applicant would be able to talk about that -- is they have talked to ACHD -- this was new news I got I believe today, that they have talked to ACHD and ACHD is okay with striping all of Blue Heron as no parking to basically eliminate any parking along the road all together. With that that concludes my presentation -- for any questions or for the applicant.

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

Bernt: Mr. Mayor, I have one question.

Simison: Councilman Bernt.

Bernt: Alan, my question is -- is regarding the parking along Blue Heron. Just -- just for clarification, that's not a private roadway; right? That's public.

Tiefenbach: That's public road, sir.

Perreault: Mr. Mayor?

Simison: Sorry, you're -- was that Strader or Perreault?

Perreault: Perreault.

Simison: Council Woman Perreault.

Perreault: Thank you. Alan, am I understanding correctly that there are currently five buildings and there is 108 units in those five buildings?

Tiefenbach: That is correct. So, this -- this is quite a bit larger of a structure than the other buildings size wise? No. These are comparable. We are talking two more

buildings, not one, so --

Perreault: Oh, two more. Okay.

Tiefenbach: Two buildings of 16 units each.

Perreault: Sixteen. Okay. Okay. Thank you.

Tiefenbach: The buildings themselves, both architectural and site plan, are virtually identical to what's there now.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Alan, is this commitment from the highway district to -- striping listed as no parking, did that come as an e-mail from the highway district to you? Is it -- we are hearing this secondhand? I'm just curious where that piece is coming from, because I'm not seeing it in our packet.

Tiefenbach: It just came in today. Chris, I thought that -- I don't know if you can get into the laserfiche. I can't. I'm pretty sure that I forwarded that to the city clerk, if he wants to look and see. I believe that there was some language underneath from ACHD that -- I think I forwarded it to you, Chris, if you can take a look and see if you have it. Give us just a second.

Cavener: Thanks.

Tiefenbach: Again, I can defer to the applicant, but, yes, I believe that there was some language from ACHD there.

Cavener: Thank you. Appreciate it.

Simison: Council, any -- Council Woman Strader.

Strader: Yes. Thanks. Quick one. I just didn't see it handy. How many garages serve as parking spaces from the original development?

Tiefenbach: Let me get back to that. Keeping me on my toes here. Phase One was 204 parking spaces required, with 102 of them required and what was provided with phase one was 195. So, they were required 102, they provide 195. Those are all garages. Then phase two they would be required on 36 of them being covered and they are providing 71 of them being covered, but they can't do garages, they have to do carports.

Strader: I was just hoping that there was a smaller number of garages from the phase one development that they could make up for that number of garages, because clearly

that garage concept is not working.

Tiefenbach: I have actually considered maybe discussing internally with staff and development whether we want to continue with the garage ideas in apartments, because we seem to keep having this problem. It's not in there?

Simison: Council, any additional questions for staff while we look for that issue?

Tiefenbach: He doesn't have it on the laserfiche yet. I got it later in the day. I couldn't remember if I forward it to him. I believe there is language in from ACHD, but I'm pretty sure that the applicant has a copy of that e-mail and they can -- they can share that with you.

Simison: Okay. Seeing no more questions for staff, we will go ahead and turn the time over to the applicant and -- Tamara, if you want to state your name and address for the record, please.

Thompson: Thank you, Mr. Mayor, Members of Council. Tamara Thompson. I'm with The Land Group. We are at 462 East Shore Drive in Eagle. And I have a PowerPoint, if I can share my screen.

Johnson: Tamara, you can do that now.

Thompson: Okay. Can you see that?

Simison: Yes.

Thompson: Excellent. All right. So, this is an in-fill project. Many of my slides are the same as Alan's, so I will just go through them real quickly. The property is located on the east side of Meridian Road between Fairview and Ustick, on the south side of East Blue Heron and East Blue Heron is a public right of way. Get a little zoom in of it. So, these are the two properties that would be -- that are being proposed as phase two and, then, this is phase one. This is a different development to the south that is accessed off of East James Court Drive to the south. So, the existing facility is -- is right here, if you can see my cursor. As Alan showed you, the area is a patchwork quilt of zones. The existing property has both an R-40 zone and a C-G zone and you can see that to the south is R-40, to the north is R-40. So, the expansion area is R-8, which is the City of Meridian already and, then, this R-1, which is in Ada county. So, we are proposing to annex 1.36 acres and that's the R-1 zoned property and, then, rezone and zone that property, plus the R-8 and, then, the C-G. So, that makes 5.54 acres that would be rezoned to -- or zoned to the R-40 and that will clean up that patchwork that you see there. So, the -- you can see this -- I put that on there. So, you could see that shape is this darker line color there. So, there is 36 additional units in two buildings and these buildings are the same. So, Alan mentioned that they were 16 units -- two 16. They are not. This is a 24-plex and a 12-plex. What exists in phase one is four 24-plex and one 12-plex. So, exact same building types from -- from phase one to phase two, we just have one of each of those.

So, 108 units in phase one and these two buildings with the 24-plex and a 12-plex, then, an additional 36 units. So, the grand total is 144. One item that -- that Alan mentioned is all of the covered parking and that is incorrect. The garages are only 54 in phase one and, then, zero in phase two. So, not all of the covered parking are garages in phase one. Let's see here. So, here we are in phase two. Alan mentioned the parking stalls, that we have 21 more parking stalls with this expansion for the overall. So, it will be operated and managed as one complex. So, this is an expansion, not a new facility. So, overall there is 21 more parking stalls than code requires and, then, on the open space the project exceeds that. The requirement for phase one was 52,070 square feet and it provided 68,330 and, then, with phase two it adds an additional 15,300, which is 16,260 square feet more than what code requires. Just wanted to show a few pictures of what the existing facility looks like. There is a clubhouse with the existing facility with phase one. There is a tot lot and open areas with kind of a dog park and, then, you can see here there is a horseshoe pit and this is a photo of one of the interiors of the units. The architecture is consistent with the existing buildings in the community. They are three stories and they are fully sprinkled. And, then, just a summary of the existing amenities and, then, the new proposed amenities. So, some of the items that came up with either the neighborhood meeting or in Planning and Zoning -- so, in the neighborhood meeting the neighbors brought up some of the -- the issues with parking along the public right of way in East Blue Heron and due to those comments the management company did a parking study, an audit, and they did this for a 30 day time period and we have submitted that. Hopefully it's in your packet, but we submitted that prior to Planning and Zoning. So, between the dates of February 24th and March 25th, between 8:00 p.m. and 10:00 p.m., each evening they audited the -- the number of parking that was available within the community and, then, they also counted the number of parking stalls on East Blue Heron and the audit concluded that the Heron Village has more than enough parking spaces to meet the needs of its tenants. So, within that 30 days that 82 percent of parking stalls were occupied. That each evening there were -- in the week days there were 35 parking stalls vacant within the community and that's an average and within that same 30 -- 30 days there were four weekends and on the weekends there were 38 to 39 stalls available. So -- and, then, they counted how many were on Blue Heron and there were an average of 24 vehicles on Blue Heron, 12 on the north and 12 on the south. So, if all 24 of those are part of the community, they -- there would be more than enough parking for them to be in the -- in the community's parking area. The -- the residents in the community when they signed lease agreements they have to report their license plate numbers and the managers did a cross-check on those and what they found is that it was roughly 70 percent of the parking were residents and 30 percent were not residents of Heron Village community. What they have worked on is -- and let me show you this next one. So, to address that they are -- as of November 1st they will be issuing these parking permits. They are little statically -- kind of like when you get your oil changed. It will be a little sticker on your car, so they will be able to -- to track those a little better and they have also been working with a third party on a -- on parking enforcement to drive through the lot a couple of times in an evening and to -- and to -- to keep that up. Also what they have done is they have a newsletter that -- where they have been encouraging everyone not to park on the street, but to park in the community and they have issued addendums to their leases, so anyone that has a current lease they have given them an addendum to

their lease that goes through different parking requirements and some of the items that they have addressed is that a -- the garages are for vehicles only and are not to be used for storage. They are implementing a twice a year where they will look and audit those and go into those garages twice a year to make sure that there aren't storage, but, then, also if they see that they are used for storage they will do something about it then. They are also implementing that vehicles have to be registered and operated -- operable at all times and no recreational vehicles or oversized trucks are allowed and the lease agreement can be terminated within a 30 day notice. And, then, part of the other was trash and they have added this trash receptacle up on the -- on the road. They do have them throughout the site. This -- they have a temporarily one that they have added while this one is on order, but this one will be put up near Blue Heron. Let's see. And, then, I wanted to reiterate that currently this portion of Blue Heron is just a walkway, but it is ACHD right of way. So, the roadway really ends here and -- but ACHD, as you can see with these green lines, has right of way all the way through to North Eureka and to address Fire Department comments that we will be widening that for their vehicles. And, then, to go to ACHD. I received an e-mail from Dawn over at ACHD and I actually -- I submitted that to -- to the city yesterday and to give you a summary, it says that Blue Heron Lane is a 36 foot wide street section and that is measured from back of curb to back of curb. ACHD says it is sufficient to allow on-street parking on both sides of the roadway and to provide the necessary 20 feet of emergency access required by fire code. They said if the applicant is asking for no parking signs, that they would likely deny that request, but they are happy to work closely with the Meridian Police Department or the Fire Department. So, there is three options they said for reducing parking. One would be for ACHD staff to coordinate with the Meridian Police Department and, then, that request would be submitted to ACHD. Or they said that if the Meridian Fire Department requires no parking fire lane signs on either one or both sides of Blue Heron Lane, then -- then ACHD would be happy to coordinate with them. Or the third option for residents, if the residents of every -- or all the property owners along Blue Heron, if they would submit a petition that is signed by 75 percent of the homeowners abutting Blue Heron Lane, but the apartment complex only gets one of those votes, then, they would look at that. So, those are the three options. And so they didn't necessarily say the entire thing would be no parking and, frankly, I would -- I think people are parking on the road, because it's probably more convenient. When they pull in maybe it's closer to where their unit is, because it is -- I mean they have shown with the audit that there is substantial parking for the site. But that's not the issue. That perhaps keeping parking on the south side of Blue Heron would be appropriate and, then, getting rid of the parking on the north side where it's adjacent to the townhouses to the north. So, we have read the staff report and we thank staff for their thorough review. We agree with staff's analysis and recommended conditions of approval and we respectfully request your approval tonight and I will stand for questions and I neglected to tell you I also have representatives from the management company and from the architectural firm if you have questions that I can't answer.

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

Hoaglund: Mr. Mayor?

Perreault: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Mr. Mayor. Tamara, thank you for the presentation. You noted that there will -- the one unit is 20 -- one building is 24 units and the other building is 12 units. Is that a mix of one, two, three bedrooms? Can you give me a -- kind of a concept of the -- the sizes that are there or maybe just how many bedrooms total per building?

Thompson: Absolutely. Mr. Mayor and Councilman Hoaglund. Let's see. The -- I don't have this blown up right here, but this is where this summary is. There is the bed and bath count. So, I'm going to just give you an overview. So, there are one bedroom, one bath units and -- so, I'm going to give you the total with phase one and phase two. Does that -- is that okay with you? So, the total for phase one and phase two, one bedroom, one bath, there is 30 of those units. Two bedroom, one bath, there is five. Two bedroom, two bath, 85. Three bedroom, two bath, 24. Did I go too fast? Do I need to say it again?

Hoaglund: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: Tamara, yeah, just -- you have a one bedroom, one bath --

Thompson: Thirty.

Hoaglund: A total -- so, that would be a total of 30 on that one.

Thompson: Uh-huh.

Hoaglund: And you get --

Thompson: Two bedroom --

Hoaglund: Yeah. Two bedroom.

Thompson: Two bedroom, one bath.

Hoaglund: So, ten more with two bedroom and, then, a two bedroom, two bath, there were 85 of those.

Thompson: Yeah. But back up to the two bedroom, one bath, there is five.

Simison: And he's counting how many?

Hoaglund: So, that makes --



Thompson: Oh. Okay.

Hoaglund: -- ten bedrooms. So --

Thompson: Okay. Got you. So, then -- yeah. Then -- then two bedroom, two bath, there is 85 of those. And, then, three bedroom, two bath, there is 24.

Hoaglund: Twenty-four. Okay. I'm just trying to get a sense here of what I'm seeing, even in a subdivision, let alone apartment or multi-family unit development, is just more vehicles everywhere, whether it's kids living in apartments or even at home. I know on our screen a neighbor apologized because he had his one son living at home, not married. The daughter and her husband are living there. They are trying to buy a house, but not have any success. They have a three car garage to store everything, park one vehicle in it, three cars in the -- parking in their driveway and one on the street and, then, when someone comes to visit there is another vehicle there, so -- and you just -- same thing occurs with -- with multi-family. So, it's just -- I think -- and, Alan, I could be wrong, you know, our push is to reduce driving and -- and that's why we don't do a one to one. I think this is 1.5 spaces per unit; is that correct, Alan?

Tiefenbach: Based on bedrooms.

Hoaglund: Bedrooms.

Tiefenbach: Between 1.5 to two is whether -- I believe it's on -- three or more bedrooms is where it kicks in. But it's based on the number of bedrooms. It's not just pure 1.5.

Hoaglund: So, I'm just trying to make sure, Tamara, that -- you know, you are -- you are above this city standard, but sometimes I wonder if our city standard is a little too low. So, I'm just trying to -- trying to do some math here and I was a political science major, not a math major, so I'm a little slow at it.

Thompson: Mr. Mayor, Councilman Hoaglund, the parking is over by -- by 21. But, then, also I think that -- that audit that they did for those 30 days really shows that it -- that there is adequate parking as well. That the on-street parking isn't -- isn't happening because there is no parking in the community.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Thank you. So, ultimately -- you know, this parking conversation is challenging, because the city doesn't want to try to micromanage the -- the applicants with this, but when we have multiple complaints we -- you know, we do want to try to resolve that before making an approval of this kind. So, some specific questions, then, about the parking study that was done. The 70 percent that lived in the units and the 30 percent that did not, was that just within the complex or -- or did they run their license

plates on the street as well? And, then, is there -- with that information are you going to allow for at least 30 percent of your spots to be accessed by nonpermitted vehicles or what's the ratio going to be with the number of permitted spots or -- or not or is it just a free for all and do you have spots assigned to individual units, so that people aren't parking on the street and they get a spot that's closest to their apartment?

Thompson: All right. Mr. Mayor, Council Woman Perreault, lots of questions there. I might have to have you go back and ask them again. So, just to give you a little summary. So, in phase one there are 207 total parking stalls regardless of covered or garage or surface and they currently have 126 registered vehicles for those parking stalls. So, 207 and, then, 126 are registered for those. The covered parking stalls and the garages are assigned. Then anything that's not covered -- so, let's see, out of the 207 existing, 168 of those are covered. So, doing that math that's roughly 40, 50, somewhere in that range, that are not covered and so those are just for anyone to park in and I can have the management company get on if you would like to dive in a little deeper, but I believe that the second phase will -- will work the same way. The covered parking stalls are assigned and then -- and those are assigned closest to your unit and then -- and, then, the ones that aren't covered will be first come, first serve.

Perreault: Thank you. If I -- if I calculate that correctly in phase one you only have about 19 percent of the spots that are uncovered that could be used for free parking, which doesn't meet that 30 percent estimate -- or, you know, it doesn't match up with what they observed. I don't know if the -- if the applicant and/or the management company are, you know, considering changing how the parking is done in -- more in line with this -- with what they observed through this study, but it makes sense to me that -- to do that, so that that might help eliminate some of the parking along the street as well.

Thompson: So, Mr. Mayor, Council Woman Perreault, I'm confused on the 30 percent. So, when they -- they did cross-reference the -- the license plates to what they had in their files that were parking on the street and they found that 30 percent of those were not registered to the community. Seventy percent of them were and so they had parking within the community, but 30 percent could be -- there is -- there is businesses on that street and there is also townhouses to the north. So, they could be for other areas. Is that -- I guess you lost me with that 30 percent. I'm not tracking that.

Perreault: So, when you -- when you were doing the presentation you didn't specify if the 70-30 was for on the street or if it was within the complex. I assumed it was within the complex.

Thompson: Okay. Sorry. Yeah. The on -- the on-street parking -- of those stall -- of the cars, there were 24 -- an average of 24, 12 on each side, that were parking there in the evenings and 70 percent of those were -- they could attribute to the community -- to the Heron Village and 30 percent were are not in their files.

Perreault: So, if the -- if the city takes the route -- the applicant -- one or the other, however that works out, of eliminating parking from the north side of the street, then, do those 24

now park on the south side or -- there is no longer 12 on the north and 12 on the south. So, help me understand how the -- what's being proposed is actually going to -- I'm still not connecting the dots on how what's proposed is actually going to reduce the on-street parking.

Thompson: The on-street parking will -- could -- could remain for the -- and what -- what I'm proposing is -- is on the south side of the road. I believe the issue was that there was a concern with on-street parking that the road was narrow. So, you still -- you couldn't get the 20 foot roadway -- what is acceptable for fire access. But it's uncomfortable if there is a car going in each direction, which -- I mean Blue Heron is not a through street, it's -- it dead ends. But my understanding of what the issue was is that it's not comfortable for two cars to cross at the same time, one in each direction and so that's what the complaints were about, that -- that when cars are parked on each side it narrows that road down that feels unsafe and so eliminating one side and even if all 24 could fit on the south side, that -- that would be fine. Then it would just leave the pavement section wider, so that two cars could cross -- could pass at the same in the -- in opposite directions at the same time.

Simison: Council, any additional questions for the applicant?

Strader: Mr. Mayor? Liz.

Simison: Council Woman Strader.

Strader: Thank you. I have been on two police ride alongs and coincidentally on each ride along this development was pointed out specifically to me as what we should not do going forward. I will just start with that. I think we are spending -- I have heard anecdotally like in an ordinate amount of resources dealing with the inadequate parking here and so I have a lot of the same concerns as Council Woman Perreault. What is the long-term plan for automobile connectivity here? Can you walk me through ACHD's plans with their master street map and does this applicant control like the property to the east? Is there an intention to connect, so that Blue Heron isn't the only outlet? Like what's the long-term plan?

Thompson: Mr. Mayor, Council -- Council Woman Strader, the -- the master street plan -- and, actually, I could pull up my -- the staff report from ACHD. So, the master street plans don't go into this kind of detail from ACHD, but they currently have this as -- as right of way. My understanding is that when these properties develop, which this -- this -- the owner of this does not own these, nor are they for sale. This is a meatpacking plant here that when these were to redevelop and come into the city, that the improvements with the sidewalk -- that that would connect at that time. But I need to double check that staff report from ACHD to see if they addressed that. They definitely addressed the emergency access being able to come through here, but there is no other -- there is no other outlet other than this through here right on Blue Heron.

Strader: Yeah. I guess that's my concern. I understand they have the right of way, but,

you know, it's tough, but they have a lot of different projects and haven't heard that this would be a priority absent the development of those other properties. I was hoping your applicant controlled them. That would make things a lot easier. So, I mean that's a concern for me is just access in general and putting more people on the same street to access Meridian Road I think is an issue. Talk to me about how you located the parking for this second phase. Were you -- did -- was there an idea of locating the parking closer to the rest of the development to help alleviate the parking issues? And I understand there is like a net contribution of 21 additional parking spaces, just make -- want to make sure I understand the math on that. So, 21 above and beyond what's required. I guess that's not really half of the garage parking spaces of 54 garage covered parking spaces that don't work from phase one. So, just wanted to understand kind of the rationale of how you sized the parking and where you located it for the second phase.

Thompson: Mr. Mayor, Council Woman Strader, my first comment there is staff is speculating on the garages. There was no -- staff didn't go to the site and look in these garages and the management has been very diligent about talking to the tenants and letting them know that storage is not acceptable in them. So, I'm not sure that -- that the comment about the -- the garage is being used for storage is -- is accurate, because that's not what I'm hearing from the management company. As far as the locations of parking on the -- on the new site, they definitely put these as close to -- to the buildings. They have -- you know, so they -- they wrap around the buildings. These are located closer to some of the buildings in phase one and for this 24-plex and, then, because this is a commercial property, definitely use those parking stalls to buffer that commercial property as well. The parking is -- is arranged for convenient access to -- to the units.

Simison: Okay. Council --

Thompson: So --

Simison: I was going to see if we could get to some of the public testimony or if we need to keep going into this at this point in time. Okay.

Bongiorno: Mr. Mayor?

Simison: Where is that --

Bongiorno: That was over here.

Simison: Mr. Bongiorno, can it wait until after we hear from the public?

Bongiorno: Sure.

Simison: Okay. We do have some very pleasant people waiting here. I assumed they are not just here to listen to the conversation. Mr. Clerk?

Johnson: Mr. Mayor, we have one signed in. Cynthia Cisco. Am I pronouncing that

correct? Cynthia?

Simison: Well -- well, is there anybody present that would like to provide testimony at this time? If you would like to come forward at this time and just state your name and address for the record, please.

Sorenson: My name is Valinda Sorenson. I live at 138 East Waterbury Lane across from the apartments. And sorry I'm nervous.

Simison: You will do fine.

Sorenson: I would really like to address the numbers that the -- that they came up with for the parking, the -- the management when they did the survey. It's so unrealistic and we live there, so we deal with it firsthand every day and, in fact, at our last meeting that we had -- we attended -- I attended here and when I went home that night there was 63 cars parked on the street. I went up -- I walked up and down the street and I counted. There was 63. And the area where they are -- they are building -- I'm not quite sure how to tell you on the map, but on -- adjacent to Blue Heron where it's the big rectangle, the big building, right there there is -- it's an open field right now. They are actually parking in the field as well. So, there is not only cars on the street, they are parking on the -- in the field. So, if they are going to build more apartments -- there is already about 63 cars on the street, so is that going to make 120 cars on the street after they build the apartments? And I don't know how they came up with the numbers, but I can go out there any day and count 32 cars on the street and still parking and that includes sometimes parking in the -- in the -- in that open field there. So, you know, it's just very frustrating, you know, the -- to know where they come up with the numbers and I understand that they -- if they did do a survey at 8:00 to 10:00, that doesn't count the weekends when they all have their -- their friends visiting, you know, and I do know from talking to certain people -- because I talk to the tenants sometimes when they come, you know, when they are parked on the street and they -- they get out of their cars, I'm just real friendly, I talk to them and there is more than one family living in one apartment. Sometimes there is four people living in those apartments. That's four cars, not just one. But there is four cars. So, that's just -- something I just really want to address, because it's not realistic, these numbers that they are coming up with, and we live there, we have to deal with it, we deal with the noise. You know, like we said, the trash, you know, they seem to think that our common area is their trash can and putting a container on their side of the street -- yes, thank you for doing that, but they are not going to use it, let's be real here, you know. It's too easy just to throw it, you know, or -- you know. Anyway, I just want to thank you for listening to us and -- and thank you. But if they do open up that access to the -- to the -- to Eureka over there, that small section of the road, it's just going to be more traffic coming through our street. So, the parking issue on the street really does need to be addressed. Thank you for listening to me.

Simison: Thank you.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I have a question for you and I didn't catch your name. I apologize.

Sorenson: My name is Valinda Sorenson. Valinda.

Bernt: Valinda. I appreciate you coming this evening.

Sorenson: Thank you.

Bernt: Just real quick. They are going to put bollards on -- on the end of that street, so you won't have any through traffic. Just -- but that's not what I was going to say. So, my -- my question to you is -- and I have seen this in other areas where I have made comments that haven't been real popular with the developer and -- but it's a real fact that -- I mean there are times during the day where, you know, parking along these streets fluctuate.

Sorenson: Uh-huh.

Bernt: You know, I feel like a lot of times in the morning it's super populated, then, they all go to work and so during the day when you are going through these certain sections are fine, but, then, in the evenings they come back from work and it's really populated again. Is that what you are experiencing with this --

Sorenson: Yes.

Bernt: -- this area?

Sorenson: Yes.

Bernt: Okay.

Sorenson: Yeah. And the -- the noise -- the noise level at night is just -- it's becoming worse and worse.

Bernt: Right.

Sorenson: As -- you know. Of course, the -- and I'm sure it depends on how full the -- the units are, too, you know.

Bernt: I get it.

Sorenson: You know how full they are, too. But I have -- I have lived there now for five -- like five years and the street has been -- we have had them park up -- there is so many cars on the street -- it's the whole entire street, even clear down by the meatpackers.

Bernt: Right.

Sorenson: And the business that's behind the meatpackers, I think it's a -- it's an electric company or something, they have -- they have semi trucks that deliver products all the time. So, when you have got a semi truck coming down the road, cars parked on both sides, it's a narrow street -- you know, I don't care what anybody says, it's a narrow street, it -- it is difficult. It's very difficult. And if you don't -- if you don't do anything, please, mark the red from -- from their entrance to our entrance at -- I think it's Richter there. Mark that red, so that we can pull in and off of North Meridian safely. It is so dangerous pulling in and off of that road, because the cars park so close to North Meridian and they just jam in there, so --

Simison: Thank you.

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglun: Ms. Sorenson, a couple questions if you wouldn't mind. Just -- I just want to make sure I understand some things. Where you live on East Waterbury Lane, is that private or is that a public road?

Sorenson: It's a private road. It's the -- we are a senior complex.

Hoaglun: Okay.

Sorenson: And that's another issue. We -- you know, we have -- we live on Social Security and so our income is fixed and our road is private and they drive up -- they drive on our road all the time. We have to pay for that road. It's -- that's not public road. We have to pay for that. And so instead of -- I mean how can they turn around when they get on there, because they have to go somewhere to turn around, they don't want to go to the end, so they just go down our street.

Hoaglun: So, just as an aside then. So, you want to make it a toll road, so you can raise --

Sorenson: Yeah.

Hoaglun: There we go.

Sorenson: There we go.

Hoaglun: We can do that. We will tackle that one next, but -- for right now on the -- on the parking issue, would it help if there was a request for no parking on that north side of Blue Heron along -- that would be your -- your side of the street at least, you know, and we will have Deputy Chief Bongiorno from the Fire Department we will be talking about

the width and access and different things that we --

Sorenson: May I just say that that would help, you know. It would probably solve the trash problem. It would probably solve, you know, the noise issue for a lot of it for us.

Hoaglund: And, Mr. Mayor, if I might -- one more?

Simison: Councilman Hoaglund.

Hoaglund: And in relation to the noise you mentioned, is that like -- is it car stereos or is it just how loud the cars are with their lack of exhaust systems or enhanced exhaust systems or --

Sorenson: It's that. It's the -- you know, just they are talking in the apartments themselves can get very loud, you know, when they -- on weekends and -- and you know, that, too, so --

Hoaglund: Good. Thank you. That was -- that was helpful.

Sorenson: Thank you.

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Sorry. One more, Valinda, if you don't mind. I appreciate you coming out and --

Sorenson: Sorry. I'm so nervous.

Cavener: -- representing your -- your neighborhood. In the testimony you sent us you indicated that it was kind of your belief that apartment residents are also -- you think using your street and I know because I was in your neighborhood earlier this last week and you got kind of -- when you pull into your neighbor a couple of parking spots. Are you finding that apartment residents are also parking in those spots and on your street or they are just driving through it?

Sorenson: They drive through, plus they do park in our parking places for our guests. That's for our guests and we have had some confrontations when we have asked them to please move and we always ask nicely. We are not -- you know, I mean we are all old there, we don't want any confrontations and we have had some really heated ones where I have had the F word used at me and -- and they just walk away like, you know, you can't tell us what to do, you know.

Cavener: So, Mr. Mayor, follow up if I can.



Simison: Councilman Cavener.

Cavener: Valinda, I think you and your neighbors that have submitted testimony have all been very nice and just you want quality of life in your house. I think the Council is sympathetic to that. That's where my question comes from is I guess my worry is because -- because initially I was supportive of prohibiting parking on Blue Heron. I was actually in favor in both sides, but I worry will that just push those cars into your neighborhood, into your public street and are we creating a unintended future nuisance that you guys are going to be stuck dealing with?

Sorenson: Well, the only thing that we could do, then, is to make arrangements to post -- I mean that they will be towed. It is private property and they will be towed, you know.

Cavener: Thank you.

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

Sorenson: Thank you.

Simison: I don't know if there is anybody else who would like to provide testimony on this item from the audience or if there is anybody online you can use the raise your hand feature at the bottom. Oh, we do have someone, Mr. Clerk.

Johnson: Mr. Mayor. Summer, you are able to unmute yourself.

Simison: And, Summer, if you can state your name and address for the record, please.

Hazen: Yes, of course. My name is Summer Hazen and my address is 800 West Main Street, Suite 1410 in Boise, Idaho. 83702. I'm not sure if you can see me or not. I see all your faces, but that's absolutely okay. So, I am actually -- I'm the regional manager for Heron Village. I work for the management company. I wanted to thank Valinda for coming over tonight and sharing her experience. As a management company generally for residents we always speak to ensuring peace, comfort, quiet, enjoyment at all times and we want to ensure that we are elevating that level of customer service and so it's not just within our community, but our neighbors as well, because as apartments are being built more and more and I have been doing this for 14 years now, I know that we ended up sharing our property lines and sometimes we are right next to residential homes. So, we always try and work with the neighbors to the best of our ability, which is -- which is allotted for us. So, I did want to, you know, go back to the parking, because that is such a large concern and, of course, it's -- it's a concern of ours as a management company for the onsite manager and when the residents are reaching out to me if they -- they have a question or concern internally. For the covered spaces, as we had spoken to, there is a total of 127 carports. A hundred and eight of those are automatically assigned to a resident when they move in, giving us an additional 19 spaces that are not assigned to the residents and, then, 13 uncovered spaces throughout the property. So, those are 32 uncovered spaces internally and, then, with the garages of the 54, as of today we have

40 of those that are occupied and those are rentable on a first come, first serve basis. But conversations that we have had currently with ownership and the onsite team is going back to that ratio, how many vehicles are happening per apartment homes and you are correct we are seeing more of a roommate situation depending on the community, but we are open and willing to assign a second space to our three bedrooms, so that as people start to move out of the garages -- and there is only 12 today and, then, we are going to add those additional 12 in -- in phase two, so we can offer a second space, so two are always going to be assigned for the three bedroom, two baths and the garage spaces and earlier Tamara spoke to auditing and we absolutely do an audit on a biannual basis, twice a year. Generally at most we say probably three to five that we come across that are actually fully stuffed full of stuff for storage that we have to go back and speak to those residents. Our current lease agreement that is in place that has been in place since TableRock has managed the asset close to a little over three years now is very detailed. But our lease in general is very detailed. It mentions parking in there almost 30 different times, right, throughout just surface parking, what we allow, what we don't allow and if we do find that anybody is in breach of contract we can issue notification with three days to remedy that; right? You have got three days to ensure that this is addressed or we can terminate. And so it's very rare that we have to reach to that level, because, of course, we do not want to do that, we want to ensure that the residents that live there have a great experience. So, we as a management company are willing to be flexible and change those garages into assigned, if that's going to make it easier. But, again, I also -- the auditor --

Simison: Can you, please, summarize your comments. Your time is --

Hazen: Oh, yes.

Simison: -- is over.

Hazen: Oh, I'm so sorry. I didn't realize I have a time limit. I apologize. So, overall we are willing to be flexible. We can absolutely assign a second parking space. The community manager, she actually lives on site, so she's the one that personally did the audit. She also faces the street, so concerns in regards to noise or complaints she gets some firsthand, because she lives there so she can address it pretty immediately and, then, for the cleanliness we have maintenance on site five days a week. So, they are also going up and down Blue Heron and picking up trash per recent requests from just the neighbors saying that trash is being left out there. So, we are working to make corrections as quickly as we possibly can.

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

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Summer, appreciate you joining us tonight. I think you can bring a good

perspective for us. With all of the work that you have done to kind of encourage parking on site, how do you account for all the cars that are parking on Blue Heron?

Hazen: So, I do agree with some of the state of they could potentially be some guest parking. We did have a situation that we had some corporate housing with the lineman school, which we are having -- they were budding up students inside there. So, we reached out to the linemen school and requested that they have no more than two vehicles in their apartment homes and if they had anymore that we ask that they carpool back and forth from the school. We also per lease agreement requested that there are no trailers being brought to the property, that we saw some of the linemen going back and forth. So, since, then, we haven't had the trailers from the lineman school and we have limited those parking. We also updated our lease agreement to only allow two vehicles per two bedrooms and, then, three for three bedrooms to help monitor that as people are moving into the community. But, again, going back to the street parking, I think it's just a little bit, as said earlier, was just convenience to some of those front side properties, plus guests that are coming to the community.

Strader: Mr. Mayor?

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Thank you, Summer. So, it sounds like you are doing what you can to try to enforce the residents' parking patterns with -- and with the lease agreements, but what do you -- what about the folks that are parking there that -- that don't have lease agreements that you don't have any control? I think I have more concerns about that, because, you know, I guess perhaps it is true that people are parking on the street, because it's closer to their unit than the spot that they can get in -- in the -- in the complex itself. So, maybe just looking at how -- you know, how the -- the covered, uncovered, all the parking spots, where they are being assigned in relationship to the unit the person lives in, but also, you know, that there is -- there is -- it doesn't make sense to me, just human behavior, that people would park on the street if they had a spot close to their unit or they even had an open spot in the complex somewhere. So, to say that there is a whole bunch of open spaces and people are parking on the street, it just doesn't -- I mean only, what, two of the buildings that are in the whole complex are on the Blue Heron Street -- facing the Blue Heron Street, all the rest of the units are not even next to Blue Heron, so why would people be parking there if it was -- do you understand what I'm saying?

Hazen: I do. I absolutely do. And some of it could be like being comfortable parking in a carport space. I do find some people that feel like they have a larger vehicle don't always necessarily want to park under the covered. That's why offering a garage for those larger vehicles might help resolve some of that, plus limiting the amount of vehicles from the lineman school is going to help. We also in addition are, effective November 1st, adding those parking permits. I think that will help us, you know, better regulate the vehicles that are parking throughout the community and also signing a contract with a

courtesy patrol, right, that are going to do security and parking enforcement that can help us push the residents into the community, but we are -- we are within the guidelines of what we are allowed to enforce as a property management. We can -- we can send the notices, we can do the audits, we can educate the residents at time of move in and renewal, but at the end of the day if they go to the street that's where we need the help of the -- the city to either block off that one side to help eliminate those concerns with driving through that -- that way.

Simison: Council, any additional questions? Okay. Thank you very much, Summer. Is there anybody else that would like to provide testimony on this item. Deputy Chief.

Bongiorno: Thank you, Mr. Mayor and Council. Just wanted to give a little history, so we know where all this started. So, this started back -- I got a call one night at 3:00 o'clock in the morning or 1:00 o'clock in the morning, because one of our fire engines got stuck in the back of that apartment complex. They literally had to back all the way out of the entire complex because at the time there was no red curbing, they hadn't painted anything, nothing was marked as fire lanes and so people -- if it looked like a parking place or it looked like they could fit their car in there, they parked there and so we went and met with the, then, management company -- and this was four or five years ago and they -- I actually walked the entire complex and gave them a paper that showed all the fire lanes. So, that's when they went in and they painted all the curbing red and once that happened, then, that's when people started parking out on Blue Heron, because they had their temp parking places taken away from them, so -- because they were like parking in front of garage, they were parking everywhere. So, now as far as Blue Heron itself goes, I believe Tamara said that it was 36 feet wide back of curb to back of curb, so that's 35 feet face of curb to face of curb. So, as far as ACHD standards and the fire department standards, you can park on both sides of that road. There is nothing wrong with that. It's not until you get down to 32 feet that we -- that we limit to one side or the other. So, as it sits I have no concerns about parking on it personally, because it's -- it meets code, it meets what the standards are for parking for a 35, 36 foot wide roadway. Be happy -- one hundred percent happy to work with Alan and ACHD and Tamara to figure out -- and the property manager to figure out a parking plan for this -- for Blue Heron. I can see the concerns with parking between Richter and Meridian Road, because that does limit -- once you get up to the intersection your triangle is severely limited, so I can see working with ACHD to block that section off and make it no parking and, then, we can figure out the rest of it from there. But I don't -- I don't want to take away both sides of the street, because I still feel that even working with Tamara -- and she was awesome to give us those 21 extra spaces, I still think there has to be parking out of Blue Heron to allow for the -- the overflow parking, because of visitors, Christmas, Thanksgiving, whatever. I think it's still going to be needed even with what they are doing, so -- but, again, we can -- we can go one side or the other, it doesn't matter, we can leave both sides, we can just limit Richter. I'm happy to work with everybody to make that function whichever works best for everybody.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: Hey, Joe, got a question for you. So, what you are saying is you feel comfortable currently how it stands and you are able to drive a fire truck down one -- you know, one side of the road and having another vehicle drive down the other no problems -- with -- with -- with having -- with -- with cars parked on both sides of the road.

Bongiorno: Yeah. Mr. Mayor, Councilman Bernt, yes, totally. We do it every day. Thirty -- thirty-five feet is a standard in this city. Everything new is in that 33 to 36 foot range.

Bernt: Unless it's private, but I --

Bongiorno: Blue Heron is not private.

Bernt: Right.

Bongiorno: Right. Correct.

Strader: Mr. Mayor, I have a question for Tamara.

Simison: If we wanted to wait until we bring her up for final comments. Is there any further public testimony on this item? Okay. Then, Tamara, why don't we go ahead and bring you up for your final comments and you will know you will have questions.

Thompson: Thank you, Mr. Mayor, and I thank Summer for -- for chiming in there, since most of the comments have to do with parking and operations and items that she's more intimately involved in. In the -- my conclusion I was definitely going to reiterate the thought that there is an -- someone that lives on site that is part of the management team and they are happy to share there that number to make sure that all of the adjacent property owners know who to contact and that kind of thing. Also with Blue Heron being a public road, they -- they don't have any jurisdiction on that street as far as to tell people -- you know, they have been encouraging everyone not to park there. They have a monthly newsletter that goes out and -- but they just don't really have any teeth in order to tell them not to park there. I think with -- with Summer's -- with what she mentioned, I think we have addressed everything that was -- was brought up, so I will stand for questions.

Simison: Council Woman Strader.

Strader: Thank you. Thanks a lot, Tamara. So, I wanted to understand the point that Summer made about the garages. So, it sounds like there is 54 of them and typical for a development, you know, it costs a little extra, right, for people to rent those garages. So, it sounded to me like there is 14, if I'm reading that right, that are unoccupied, so you kind of have an unutilized pool of parking. What was the proposal to try to utilize that parking to further alleviate the issue?

Thompson: Mr. Mayor, Council Woman Strader, they are going to reduce the fee across

all of the garages by 50 percent, so -- so, that they can get those full.

Cavener: Mr. Mayor?

Strader: Thanks.

Simison: Councilman Cavener.

Cavener: I didn't want to step on Council Member Strader's toes if she had a follow up. First, Tamara, congrats on your award and recognition from Boise State. That's pretty remarkable.

Bernt: Luke, you beat me to it.

Cavener: Oh. Sorry. Sorry, Treg. I have a -- I guess kind of a real direct question and it is -- I really think that as we have received compelling testimony from the public about Heron Village contributing to directly to the parking problem, both along Blue Heron and it all sounds like a long Richter Lane, which is private. So, I like this project, I like what you are trying to accomplish, but I guess I need to get a good understanding from you as to what you or your builder is planning to do to address this parking solution -- situation. I guess I haven't heard that you recognize that there is a problem and that you want to work towards a solution. What I have heard a lot of is that you don't necessarily really think that this is a problem and I want to make sure that I'm not mishearing you and giving you the opportunity to respond.

Thompson: Thank you, Mr. Mayor, Councilman Cavener. First, thank you for the -- for the congrats. That was super exciting for me. But, secondly, so the -- the parking situation -- yeah, I think I haven't -- I didn't do the -- the audit. I was given the report. So, that's -- that's my extent of the knowledge of the parking and so I think talking to Summer about that is -- is more appropriate, because I'm just reading the report and not the -- you know, I didn't do the -- the study myself and I haven't gone out there, frankly, at 8:00 p.m. or 10:00 p.m. to -- to look at that.

Cavener: So -- Mr. Mayor?

Simison: Councilman Cavener.

Cavener: And, Tamara, I'm only pushing you on this, because -- because I know you well and you're a subject matter expert and so I'm being real frank. I don't find that answer very satisfactory. I think that you are an expert and you can look at this and you have read the testimony, because I know you are a pro, and so when I look at a layout design for this phase, I think it's going to only contribute more to the parking problem and if it's a situation that we disagree, then, that's okay, but I'm telling you right now that I think that you are -- you have a problem already. This project will make it worse and I just want to give you one more opportunity to at least commit to me what you are planning to do to address it and if it's that we don't think there is a problem, that's okay, we are just going

to have to agree to disagree on this one.

Thompson: Okay. Let me grab my -- Mr. Mayor, Councilman Cavener. So, with the current phase one, from what was required to what exists or what was provided was only -- let's see. Actually, that has more, too. So, you are right, I mean as far as The Land Group goes, we do -- we do quite a few of these apartment complexes and we are definitely seeing that with the people are in more of a roommate situation. A lot of that has to do with the supply and demand. There isn't very much supply. We have -- you know, most of these are -- are fully occupied, not just here, but across the entire valley that housing is -- is needed and the less housing there is the more people are living in individual units. There is definitely -- if -- if 21 stalls -- looking at the site plan, we could add more parking if we were able to -- that open space in the northeast corner, would that be something that -- and, obviously, I would need to go to my client and ask them about this, but would that be something -- and I can share my screen again if you want. But, you know, there is -- there is a nice grassy open space there that --

Cavener: Mr. Mayor, if --

Simison: Councilman Cavener.

Cavener: -- Tamara wants to share the site plan or if Alan wants to pull it up again --

Thompson: Yeah. I do have it right here.

Cavener: -- annotate anything if anyone is able to see it. But you look at where you are placing that big building right next to Blue Heron and so it very well may be a case that you have got proper parking, but, you know, again, I guess, Tamara, I think you are an expert, you do this stuff, you know that the -- the tenants are going to park on Blue Heron to access their apartments. So, again, I -- I'm sorry that I'm being a little more direct about this, but I guess I expect more from you when you bring us these types of projects, that you are thoughtful about this, because the stuff that you bring us normally is and I don't know if it's the case that you have advised your client and they are not wanting to change or you haven't had those conversations.

Thompson: No. I think we have had those conversations, but -- I mean it's -- it's over parked by 21 stalls from city code and it does have quite a -- quite a few parking -- having the parking on the street is something we don't have a lot of places and -- and we have heard from the fire chief that having parking on the street is -- is really not -- not an issue. I think it is for the neighbors, but it's not -- not by code. But it's just such a hard thing to -- you know, because we meet city code. Is city code wrong and if it is what -- what should that number be?

Hoaglun: Mr. Mayor?

Simison: Councilman --

Thompson: If it -- if it helps I'm getting a text from my -- from my client right now. They are -- that 24-plex to 16-plex and add more parking. We could also look at, you know, if this open space wants to -- we could -- we could make some of this maybe a little larger or something where we could continue this parking around in this area and add more parking there.

Simison: Councilman Hoaglund.

Hoaglund: Mr. Mayor. Well, good, I'm glad to hear that, Tamara, because my question was going to be is -- one option would be would you consider taking that 24-plex and making it -- having two twelves, cutting that one in half and going to two twelves with the remainder of that in parking. I am interested in not having parking on the north side of East Blue Heron Lane to help mitigate some of the impacts that the neighbors on that side are having from the apartments. It doesn't solve everything, but it's a step in the right direction. But, then, take that away, there needs -- definitely needs to be additional parking and if there is any chance to do that, that it would have to be reducing the size of the building, so --

Thompson: Mr. Mayor -- and I think that was Hoaglund. I can't see you guys' faces anymore when I share my screen, but, Councilman Hoaglund, the -- so as far as the -- up here on the street -- the first site plan that we had our pre-app, which did not have this building on the street, but -- but staff wants -- you know, they are always trying to push buildings up to the street, so -- so we could not get the parking on the side of that. What's -- you know, might be that people park on the street in front of this one, because that being more convenient at that location. We are -- we have 15,000 -- actually small -- we have more open space with 16,260 square feet of excess open space that -- this is 7,000, so we would still be over the open space where we could look at rearranging some of this and adding some more parking in there, too. I don't know about two twelves, but they definitely said a 16 and a 20 -- I'm sorry -- a 16 and a 12.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: So, Tamara, are people -- I assume that it's the ground level patios and whatnot. I don't know the -- how these are designed, but is there a problem with putting like a short open fence around the -- on that north side of the street that -- that bumps up to Heron, so the people are -- are deterred from walking straight from the street to their building or would that not be permissible for some reason? It seems to me like we are -- it's -- we are -- it's just getting over complicated and not that -- I want to solve this issue on behalf of our residents, but ultimately as Council we are sitting here trying to help you do that, but it's not really what I feel like we should -- that I want to do. I don't want to solve this problem for you. I want you to solve it and bring it back to us.

Bernt: Mr. Mayor?



Simison: Can we let the applicant reply to that?

Bernt: Oh, yeah. Sorry.

Thompson: Mr. Mayor, Council -- Council Woman Perreault, the -- I would have to look at -- we don't -- we don't do fences along right of ways very often, so I would have to look at what city code is on that. I don't know that off the top of my head. Maybe -- maybe Alan does, but I don't have that off the top of my head. So, what I'm hearing you say is -- is maybe some sort of a low fence or even a -- an open fence that -- that's along here where it would deter people from parking here, because, then, they would have to make their way down the sidewalk to enter at where the vehicular areas are; is that --

Perreault: Correct.

Thompson: -- is that that? We could take a look at that.

Simison: Councilman Bernt.

Bernt: This is my last question of the evening. I promise. And this question is to Captain Stokes. And it's the first time I have ever called you captain on the public record. Congratulations on your promotion. My question -- do you have any concerns with the -- Council Woman Strader mentioned earlier about -- she did some ride alongs and she mentioned that you guys had some issues with this. Just wanted to hear your thoughts.

Stokes: Mr. Mayor, Members of the Council, I don't know specifically with this complex and I didn't know about those ride alongs until now, but we have run into similar situations in other parts of the city. One that's coming to the top of my head is like Centrepont north of Ustick. That -- those complexes that are behind kind of the Hobby Lobby and that curve around -- and I can see Joe nodding his head -- that curve around there on the north side of Hobby Lobby. That traffic that gets pushed out of those complexes can get pretty congested and our concern from the police department is, you know, a lot of cars really close together and, then, people running between those cars to get to the other side of the street and we can have accidents and those kinds of things and a lot of these complexes have a lot of kids that go out and play on the sidewalk and those kinds of things.

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglun: Mr. Mayor, I think that we probably need some more time to -- to work on this or allow Tamara to go back to the drawing board and figure some things out. I think we talked -- it's pretty much focusing on the parking. So, what is that solution? Instead of trying to come up with that answer tonight, Tamara, would you be open to coming back here in a few weeks, say the 26th, and show us something that -- that would help alleviate the situation that we have out there and help the neighborhood? And we can see your

schedule now, by the way. Just --

Thompson: Oh. Okay. Good. Then you can see how much I have on there.

Hoaglund: Man.

Thompson: Right?

Hoaglund: So, a couple of weeks --

Thompson: You guys -- you guys stop it. So, yeah. Mr. Mayor, Council, the 26th of October looks -- looks like that would work for my schedule and -- yes. So, definitely open to that. Would love to get a little bit more direction though. As I said before, when we are overparked by city code, what -- what is that number? And we could -- we could go back and do an audit of some of the more recent ones that have been -- have been approved and see -- see where those ended up.

Hoaglund: And, Mr. Mayor, before we get into that, I just want to make sure with staff -- Alan, 26th, are you going to be gone?

Tiefenbach: I'm already here for you on the 26th. So, thank you for stacking them on the same hearing.

Hoaglund: Okay. Well, you can thank our very good city clerk for that. If I might continue. I guess because this is an annexation -- I mean that gives us the leverage. We have got a problem. We have got a situation. Somehow we have to find some solution to it. So, I don't know what that is, other than we don't want to increase the problem that is there and if there is ways we can alleviate that, that is certainly the best of worlds that we could come to. So, anyway, yes, you may be overparked. I have -- according to city code I have some doubts about our -- our, you know, efforts in that area at times with the way things are with -- with home prices, just the economy, people now are doing things and, you know, code often isn't -- isn't nimble. Laws are not nimble to address changing situations. So, somehow for this particular situation at this time what can we do to -- to come up with a solution and, hopefully, you have something in mind by giving -- you know, if we give you a couple weeks to do that, so --

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Yeah. Tamara, I will just add -- I think we heard from -- I think the property manager and I think from you as well that we are in a current environment where you have got kind of roommate situations, so when parking standards were established we weren't in that environment. I think I heard from Summer, too, this is apparently also being used for some workforce housing for students that are doubling or tripling up and so you guys are aware as to what's going on over there and I think, again, we would trust

you to bring back some recommendations that's sympathetic to what the neighbors have had to say and the feedback that you have heard from Council.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Oh, I would just add, you know, the parking is clearly the biggest issue. I did feel like the green space was really tucked away in a far corner and while you are taking a crack at it, if there is a formulation that centralizes that better with some parking, I would really like to see that. Not sure I -- it's a deal killer for me, I just noticed it really felt like it was so far removed in the upper corner. So, while you are looking at your options, if you could look at that.

Simison: Okay.

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglun: Mr. Mayor, I would move that we continue the public hearing for Heron Village Expansion, H-2021-0027 to October 26th.

Cavener: Second the motion.

Simison: I have a motion and a second to continue the public hearing until October 26th. Is there any discussion on the motion?

Cavener: Mr. Mayor?

Simison: Councilman Cavener.

Cavener: Real quick. Sorry. Just one more piece of commentary. Earlier when we were talking with the neighbors I indicated I was over in that neighborhood a couple of days ago. I wasn't over there because of this application, I was out there because it's campaign season. I just wanted to note for the record that I wasn't intentionally coming out to this area to find out any information that was before us tonight.

Simison: Thank you for that. Any further comments on the motion? If not, all in favor signify by saying aye. Opposed nay. The ayes have it and the item is continued.

MOTION CARRIED: ALL AYES.

Thompson: Thank you.

## **FUTURE MEETING TOPICS**

# STAFF REPORT

## COMMUNITY DEVELOPMENT DEPARTMENT



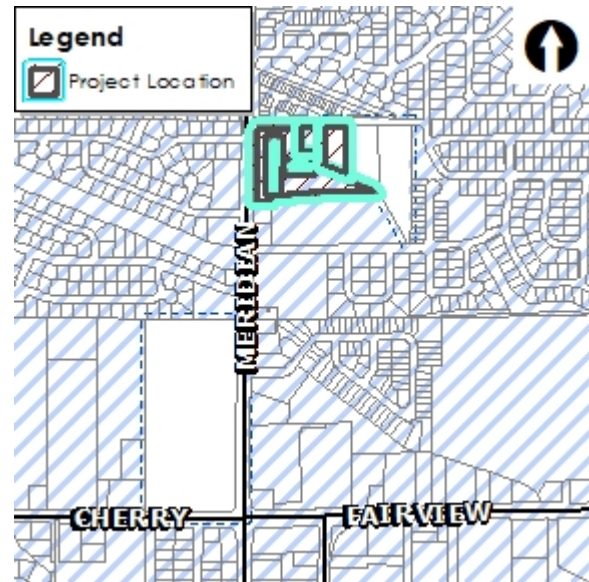
HEARING DATE: 10/12/2021

TO: Mayor & City Council

FROM: Alan Tiefenbach, Associate Planner  
208-884-5533

SUBJECT: H-2021-0027  
Heron Village (Phase 2)

LOCATION: The site is located at 51, 125 and 185 E. Blue Heron Ln, in a portion of Government Lot 6 of Section 6, Township 3 North, Range 1 East.



### I. PROJECT DESCRIPTION

This is a proposal for annexation of 1.36 acres of land with the R-40 zoning district, rezoning of 4.18 acres of land from C-G and R-8 to R-40, and a Conditional Use Permit to allow expansion of an existing multifamily complex to allow 36 additional units in two new buildings.

### II. SUMMARY OF REPORT

#### A. Project Summary

Description	Details	Page
Acreage	1.36 acres being annexed, 5.54 acres being rezoned to R-40	
Future Land Use Designation	MU-N	
Existing Land Use(s)	Single Family Residential / Rural	
Proposed Land Use(s)	Multifamily	
Lots (# and type; bldg./common)	Existing development is on 5 lots, one more lot would be annexed.	
Phasing Plan (# of phases)	One phase	
Number of Residential Units (type of units)	108 existing, 36 more proposed	
Density	19.6 du/acre (total)	
Open Space (acres, total [%]/buffer/qualified)	Existing – 1.58 acres (29%), Usable .96 acres (17%) Proposed – 10,200 sq. ft. req'd, 15,300 sq. ft. proposed	
Amenities	Existing amenities include half basketball court, plaza containing benches and trellis, 1,620 sq. ft. clubhouse with exercise room, playground, horseshoe pit, barbeques and picnic tables.	

Description	Details	Page
	Proposed amenities include 70'x100' grassy area, park benches and picnic tables, enclosed bike storage.	
Physical Features (waterways, hazards, flood plain, hillside)	None	
Neighborhood meeting date; # of attendees:	February 10, 2021 – 7 attendees Staff has received 2 letters and 5 voicemails in opposition to this request. Issues expressed include parking along E. Blue Heron and lack of emergency access.	
History (previous approvals)	AZ 01-014, CUP 12-0021, MCU 13-005, CZC 13-038, DES 13-039)	

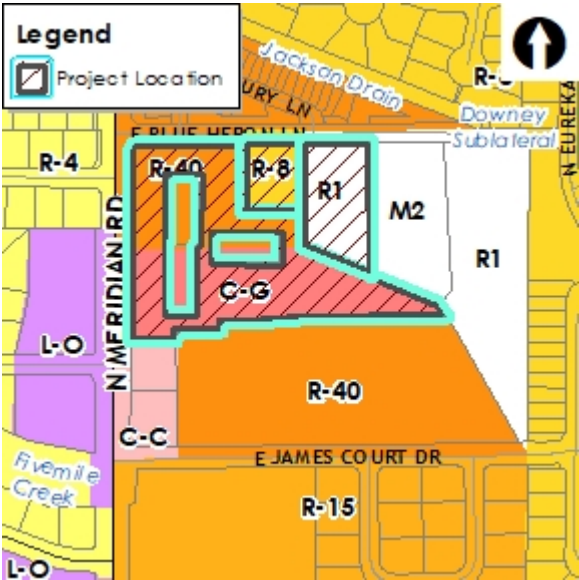
### B. Community Metrics

Description	Details	Page
Ada County Highway District		
<ul style="list-style-type: none"> <li>Staff report (yes/no)</li> </ul>	Yes	
<ul style="list-style-type: none"> <li>Requires ACHD Commission Action (yes/no)</li> </ul>	No	
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	One existing access from E. Blue Heron Ln (local road), one additional access proposed from E. Blue Heron Ln	
Existing Road Network	E. Blue Heron Ln (local road) and N. Meridian Rd (arterial)	
Existing Arterial Sidewalks / Buffers	<ul style="list-style-type: none"> <li>Sidewalk already exists along N. Meridian Rd.</li> <li>5' wide sidewalk is constructed along the portion of Blue Heron Ln of which the existing multifamily development exists</li> <li>The landscape plan indicates this sidewalk will be extended along the frontage of the additional property where the expansions are proposed.</li> </ul>	
Proposed Road Improvements	Staff is recommending an existing pathway connecting the east terminus of E. Blue Heron to N. Eureka Ave be widened for emergency access only.	
Distance to nearest City Park (+ size)	½ mile to Settler's Park, ¾ mile to 8 <sup>th</sup> St Park,	
Distance to other key services	0.5 mile +/- to shopping center and commercial services at N. Meridian Rd / E. Fairview Ave intersection.	
Fire Service		
<ul style="list-style-type: none"> <li>Distance to Fire Station</li> </ul>	1.8 miles to Fire Station 3	
<ul style="list-style-type: none"> <li>Fire Response Time</li> </ul>	< 5 minutes	
<ul style="list-style-type: none"> <li>Resource Reliability</li> </ul>	78%	
<ul style="list-style-type: none"> <li>Risk Identification</li> </ul>	2 – current resources not adequate to supply service	
<ul style="list-style-type: none"> <li>Accessibility</li> </ul>	Meets all requirements	
<ul style="list-style-type: none"> <li>Special/resource needs</li> </ul>	Aerial device will be required	
<ul style="list-style-type: none"> <li>Water Supply</li> </ul>	2,250 gpm	
<ul style="list-style-type: none"> <li>Other Comments</li> </ul>	<ul style="list-style-type: none"> <li>All buildings must be sprinklered.</li> <li>Fire has expressed issues with parking availability and cars parked along W. Blue Heron.</li> <li>Fire has recommended secondary emergency access to N. Eureka Rd.</li> </ul>	
Police Service		
<ul style="list-style-type: none"> <li>No comments</li> </ul>		
West Ada School District		

Description	Details	Page
<ul style="list-style-type: none"> <li>Distance (elem, ms, hs)</li> </ul>	4.4 elem, 1.7 ms, 2.6 hs	
<ul style="list-style-type: none"> <li># of Students Enrolled</li> </ul>	4 additional school-aged children projected	
Wastewater		
<ul style="list-style-type: none"> <li>Distance to Sewer Services</li> </ul>	N/A	
<ul style="list-style-type: none"> <li>Sewer Shed</li> </ul>	Five Mile Trunkshed	
<ul style="list-style-type: none"> <li>Estimated Project Sewer ERU's</li> </ul>	See application	
<ul style="list-style-type: none"> <li>WRRF Declining Balance</li> </ul>	14.16	
<ul style="list-style-type: none"> <li>Project Consistent with WW Master Plan/Facility Plan</li> </ul>	Yes	
Water		
<ul style="list-style-type: none"> <li>Distance to Water Services</li> </ul>	0	
<ul style="list-style-type: none"> <li>Pressure Zone</li> </ul>	2	
<ul style="list-style-type: none"> <li>Estimated Project Water ERU's</li> </ul>	See application	
<ul style="list-style-type: none"> <li>Water Quality</li> </ul>	No concerns	
<ul style="list-style-type: none"> <li>Project Consistent with Water Master Plan</li> </ul>	Yes	
<ul style="list-style-type: none"> <li>Impacts/Concerns</li> </ul>	<ul style="list-style-type: none"> <li>No proposed water infrastructure submitted with this record. Engineering must review any new infrastructure. Connect to existing apartment development to west and to Blue Heron Ln.</li> <li>Existing water services must be abandoned at the main in Blue Heron Ln.</li> <li>Both addresses (125 and 185 E Blue Heron Ln) have a meter to the site. If these meters are not used they need to be abandoned at the main.</li> <li>Provide looping of water line from Blue Heron Rd to existing water line to the west in Heron Village.</li> <li>Provide water stub to east property boundary to facility future looping.</li> <li>Ensure no permanent structures (trees, bushes, buildings, carports, trash receptacle walls, fences, infiltration trenches, light poles, etc.) are built within the utility easement.</li> </ul>	

C. Project Area Maps

Zoning Map



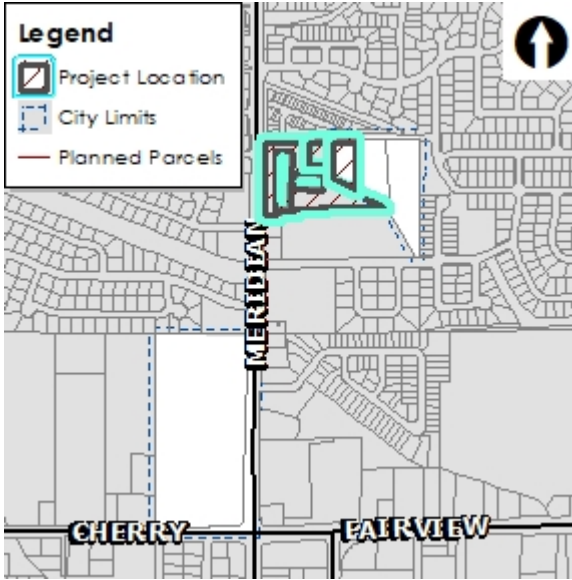
Future Land Use



Aerial Map



Planned Development Map





### III. Applicant Information

#### A. Applicant / Representative:

Tamara Thompson – The Land Group, Inc – 462 E. Shore Dr, Ste. 100, Eagle, ID, 83616

#### B. Owner:

PPHC Heron Property LLC – 28717 Grumman Dr., Eugene, OR 97402

### IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	6/25/2021	
Radius notification mailed to properties within 300 feet	6/22/2021	
Nextdoor posting	6/22/2021	
Sign Posting	9/7/2021	

### V. STAFF ANALYSIS

#### Background

The existing Heron Village Apartments consist of 108 units in 5 buildings on 5.5 acres. 0.65 acres are zoned R-8 and were platted with the J. E. Pfost's Subdivision in 1908. The remaining 4.86 acres are zoned R-40 and C-G and were annexed in 2002 as the Ted Williams Annexation. There are several conditions of approval of this annexation regarding road and infrastructure improvements, but no development agreement. A conditional use permit was approved for the multifamily complex in 2013 (CUP 12-021). In 2014 a modification to the conditional use was approved (MCU-13-005) to allow replacement of several of the amenities. A Certificate of Zoning Compliance was approved in April of 2013 (CZC 13-038).

In September of 2020, the applicant requested a pre-application meeting with staff to discuss annexation of an additional 1.36 acres of land to the east of the existing complex (185 E. Blue Heron Ln) to construct 36 more units in two buildings. Because the Heron Village Apartments were on several properties within different zone districts (C-G, R-40 and R-8) and because they were annexing and zoning additional property anyway, Staff recommended to the applicant that it would be preferable to rezone all of the associated properties to R-40.

#### A. Annexation

The proposed annexation area is contiguous to City annexed property and is within the Area of City Impact Boundary. A legal description and exhibit map for the annexation and rezone area is included in Section VII.

There is not a development agreement with the existing development. As will be discussed below, staff and the applicant have discussed this project with the understanding that what is currently being proposed is a second phase and expansion to the existing development with shared parking, amenities and open space. To ensure this intent is met and the project develops cohesively, staff recommends this be reflected in a development agreement.



B. Future Land Use Map Designation (<https://www.meridiancity.org/compplan>)

The Future Land Use Map designates the subject property for Mixed Use Neighborhood (MU-N). The purpose of this designation is to assign areas where neighborhood-serving uses and dwellings are seamlessly integrated into the urban fabric. The intent is to avoid predominantly single-use developments by incorporating a variety of uses. Land uses in these areas should be primarily residential with supporting non-residential services. Non-residential uses in these areas tend to be smaller scale and provide goods or services that people typically do not travel far for (approximately one mile) and need regularly.

This proposal is to annex a 1.2-acre lot zoned R-1 in the County, and zone it and a 0.65-acre lot to the west (already zoned R-8 in the City) to R-40. The purpose is to proceed with a conditional use for a 36-unit expansion to an existing multifamily development. This application also includes rezoning the portion of the existing multifamily development that is C-G to R-40 so the entire development is in the same zone district. The subject property is between high density residential at north and south, with uses becoming progressively more commercial to very intensive commercial uses at the N. Meridian Rd. E. Fairview Ave intersection. As this project is to allow expansion of the existing multifamily to an infill vacant parcel to the east, staff believes at the regional scale this proposal meets the intent of the Plan.

C. Comprehensive Plan Policies (<https://www.meridiancity.org/compplan>):

- Encourage a variety of housing types that meet the needs, preferences, and financial capabilities of Meridian's present and future residents. 2.01.02D

*The proposed multifamily residential development will contribute to the variety of housing types available within the City.*

- Support infill development that does not negatively impact the abutting, existing development. (2.02.02C)

*This proposal is to allow infill of an existing vacant parcel on the northeast portion of the subject properties to allow expansion of an existing multifamily development, surrounded by existing multifamily development to the north and south, industrial uses to the east, and religious and single family residential across N. Meridian Rd to the west. Although there could be some incremental impacts associated with additional units, the impacts associated with this development are already primarily established and there would be few or negligible impacts on the single family residential across N. Meridian Rd.*

- Encourage the development of high quality, dense residential and mixed-use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map. (2.02.01E)

*This expansion to an existing multifamily development is located along N. Meridian Rd, in close proximity to a variety of commercial uses, including approximately ½ mile to a shopping center, along the intensely commercial E. Fairview / N. Meridian Rd. intersection.*

- Encourage infill development. (3.03.01E)

*The proposed annexation of an additional parcel of land surrounded by existing development to allow expansion of an existing multifamily complex would be considered an infill development.*

- Permit new development only where it can be adequately served by critical public facilities and urban services at the time of final approval, and in accord with any adopted levels of service for public facilities and services. (3.03.03F)

*Urban services and public facilities are already being provided to the existing multifamily complex. This proposal would allow an additional 36 units in two buildings.*

D. Existing Structures/Site Improvements:

There is an existing residence, which was constructed in 1954, and accessory structures on the property that is currently zoned R-8. All structures will be removed with development of the additional 36 units.

E. Proposed Use Analysis:

The request is to annex 1.36 acres with an R-40 zone, and rezone a R-8 zoned parcel as well as the C-G zoned portion of the existing multifamily development to R-40 to clean-up the zoning for the existing development and to allow 36 additional multifamily units. This is allowed by conditional use per UDC 11-2A-8.

F. Specific Use Standards (UDC 11-4-3):

The specific use standards for multi-family developments listed in UDC 11-4-3-27 apply to development of this site as follows:

- i. Buildings shall provide a minimum setback of ten (10) feet.

*The site plan indicates both buildings meet a minimum setback of at least 10' on all sides.*

- ii. All on-site service areas, outdoor storage areas, waste storage, disposal facilities, and transformer and utility vaults shall be located in an area not visible from a public street, or shall be fully screened from view from a public street.

*The submitted landscape plan reflects dumpsters in an enclosure and screened by landscaping at the east portion of the property. Details regarding this enclosure and any additional ground or roof mounted mechanical or electrical equipment meeting the requirements of 11-3A-12 and 11-4-27 will be required to be submitted with the Certificate of Zoning Compliance (CZC).*

*The landscape plan indicates ground-mounted condenser units. One of these groups of condenser units is at the north side of Building F, directly along E. Blue Heron Ln. Although the landscape plan suggests 4' high vinyl fencing screening these unit, staff believes there should be additional mitigation to soften the view from the street. Staff recommends additional shrubs be grouped in this area. It should be noted shrubs are required along the building foundation already per the specific use standards, so this would be in addition to that requirement.*

- iii. A minimum of eighty (80) square feet of private, usable open space shall be provided for each unit. This requirement can be satisfied through porches, patios, decks, and/or enclosed yards. Landscaping, entryway and other accessways shall not count toward this requirement.

*Floorplans of the units indicating this requirement is met shall be required at the time of CZC.*

- iv. Developments with twenty (20) units or more shall provide a property management office, maintenance storage area, central mailbox location, including provisions for parcel mail, and a directory and map of the development at an entrance or convenient location for those entering the development.

*All of these requirements have already been provided and shown on the site plan associated with the CZC approved for the existing development.*

- v. A minimum of 250 sq. ft. of common open space shall be provided for each unit of between 500 sq. ft. and 1,200 sq. ft in area; 350 sq. ft. of common open space is required for all units greater than 1,200 sq. ft in area.

*The applicant has provided an open space exhibit which reflects the required open space for both Phase 1 and Phase 2. 41,870 sq. ft. of open space was required with Phase One whereas 53,000 sq. ft. is provided. 10,200 square feet of qualified open space is required with Phase 2, whereas 15,330 sq. ft. is proposed. The proposal meets the minimum requirements of UDC 11-4-3-27.*

- vi. Amenities

*The existing development consists of 108 units, and an additional 36 units are proposed. The existing development provides a half basketball court, plaza containing benches and trellis, 1,620 sq. ft. clubhouse with exercise room, playground, horseshoe pit, barbeques and picnic tables. This proposal proposes two additional amenities - an approximately 8,600 sq. ft. open space park and 52 new bicycle storage spaces.*

*UDC 11-4-3-27-D states "for multifamily developments with more than one hundred (100) units, the decision-making body shall require additional amenities commensurate to the size of the proposed development." The Planning Commission should decide if the amenities are sufficient for the existing development as well as the proposed expansion.*

- vii. All street facing elevations shall have landscaping along their foundation. The landscaped area shall be at least three (3) feet wide. For every three (3) linear feet of foundation, an evergreen shrub having a minimum mature height of twenty-four (24) inches shall be planted.

*The landscape plan does show landscaped areas around the foundations of the buildings, although it does not indicate whether this includes shrubs. As mentioned above, staff is recommending additional landscaping around the mechanical equipment visible from E. Blue Heron Ln.*

#### G. Dimensional Standards (UDC 11-2):

Dimensional standards of the R-40 zoning district include 10' front setbacks, 12' rear setbacks, 3' side setbacks, and a maximum building height of 60'. However, as mentioned in the specific use standards above, 10' setbacks are applied to all multifamily projects (on all sides). The development as proposed meets these setbacks, and the elevations provided indicate a maximum height of approximately 42' from the highest roof pitch. The proposal meets all the dimensional requirements.

#### H. Access (UDC 11-3A-3, 11-3H-4):

There is one existing access from E. Blue Heron Ln. (local road) serving the existing 108 units; one additional access is proposed from E. Blue Heron Ln.

Meridian Fire has commented that although the site does provide two points of access, both of these accesses are from E. Blue Heron Ln. with the only way in and out occurring from N. Meridian Rd. Fire; they prefer another point of access that does not solely rely on N. Meridian Rd.

E. Blue Heron Ln. terminates into a pathway at the east end which then connects to N. Eureka Ave. Based on discussion with the applicant, they agreed to widen this pathway to 20 feet wide or as approved by Meridian Fire, and provide bollards on either end to allow secondary fire access.

I. Parking (*UDC 11-3C*):

UDC 11-3C-6 requires 1.5 parking spaces per each one-bedroom dwelling unit and at least 2 parking spaces for 2-3 bedrooms units. At least one parking space for each of these units must be in a covered carport or garage.

As requested by staff, the applicant submitted a site plan which indicates the required and proposed parking for both Phase One (the 108 units) and Phase Two (the 36 additional units).

Phase One was required to provide 204 parking spaces with 102 of them covered spaces. 207 parking spaces are provided, with 195 of them being covered. Phase Two is required to provide 69 parking spaces, with 36 of them covered spaces. 87 spaces are provided, with 71 of them being covered. 6 total bicycle parking spaces are required with this development. The parking exceeds the requirements by 21 parking spaces.

The site plan indicates 17' long parking spaces on the south side of Building F, east side of Building G and surrounding the open space. As required by UDC 11-3C-5, sidewalks are at least 7' in width in these areas to allow for vehicle overhang. The remaining parking spaces are shown to be 19' in length. The applicant should be aware that all off-street parking areas shall be provided with a substantial wheel restraint to prevent cars from encroaching upon abutting private and public property or overhanging beyond the designated parking stall dimensions. Wheel stops are not indicated on the site plan or landscape plan. These should be indicated on the site plan with the CZC.

Meridian Fire, Police and the surrounding residents have commented that parking has been a continuous issue for this development, as residents and guests often park on both sides of E. Blue Heron Dr, making emergency access difficult. One cause of this issue is that many of the garages that are intended to be used to satisfy parking requirements are being used for storage, leading to spill-over in other areas of the development and along the local streets. As 71 parking spaces are proposed to be covered with Phase II, staff recommends these covered spaces be accommodated by carports and not garages, to avoid dedicated covered spaces being used for storage.

Elevations of the carports have not been provided. At the time of CZC, the applicant will need to provide elevations that reflect the accessory structures are compatible with the primary buildings and meet all the minimum dimensional requirements of UDC 11-3C-6. The applicant should also be aware that the site plan indicates striped pedestrian crossing areas across the parking lots. UDC 11-3A-19-4 requires internal pedestrian walkways to be distinguished from the vehicular driving surfaces through the use of pavers, colored or scored concrete, or bricks.

J. Sidewalks (*UDC 11-3A-17*):

Sidewalk already exists along N. Meridian Rd, which has recently been reconstructed. 5' wide sidewalk is constructed along the portion of Blue Heron Ln. of which the existing multifamily development exists; the landscape plan indicates this sidewalk will be extended along the frontage of the additional property where the expansions are proposed in accord with UDC standards.

K. Landscaping (*UDC 11-3B*):

A 25' wide landscape buffer has already been provided along N. Meridian Rd as required by UDC Table 11-2B-3. W. Blue Heron Lane is classified as a local street and as such does not require a street buffer in the R-40 zoning district. However, a 17' wide landscape buffer was installed along the portion of the property frontage developed with Phase One, and the landscape plan indicates this buffer is proposed to continue along the frontage to the property line with Phase Two. A 12' +/- landscape buffer is proposed along the eastern property line, although a

residential buffer is not a requirement for multifamily in the R-40 zoning district and this property is directly adjacent to an existing meat packing plant.

It does appear there is at least 3' wide landscaping areas along the foundations of both buildings with street facing elevations as required per the specific use standards for multifamily, but the landscape plan does not specifically identify shrubs in this area. As mentioned, staff believes there should be additional landscape screening along the street-facing sides of the condenser unit screen fences along E. Blue Heron Ln. The landscape plan submitted with the Certificate of Zoning Compliance application shall comply with all landscaping requirements and is required to be prepared by a landscape architect, landscape designer, or qualified nurseryman, per UDC 131C-3B.

L. Qualified Open Space (*UDC 11-3G*):

The applicant has provided an open space exhibit which reflects the required open space for both Phase 1 and Phase 2. 41,870 sq. ft. of open space was required with Phase One whereas 53,000 sq. ft. is provided. 10,200 square feet of qualified open space is required with Phase 2, whereas 15,330 sq. ft. is proposed. The open space provided for Phase 2 exceeds the requirements.

M. Qualified Site Amenities (*UDC 11-3G*):

UDC 11-4-3-27 requires 4 amenities from each category for multifamily developments of more than 75 units, but for multifamily developments with more than one hundred (100) units, the decision-making body shall require additional amenities commensurate to the size of the proposed development.

The existing development provides a half basketball court, plaza containing benches and trellis, 1,620 sq. ft. clubhouse with exercise room, playground, horseshoe pit, barbeques and picnic tables. With the proposed expansion the applicant proposes a 50'x 100' sq. ft. open space area and 52 additional enclosed bike storage facilities. The Planning Commission should decide if the amenities are sufficient for the existing development as well as the proposed expansion.

N. Fencing (*UDC 11-3A-6, 11-3A-7*):

The landscape plan reflects perimeter fencing that is to match existing fencing. At the time of the CZC, the applicant shall provide all fencing details on the landscape plan.

O. Utilities (*UDC 11-3A-21*):

There is infrastructure serving the existing development. All development is required to connect to the City water and sewer system unless otherwise approved by the City Engineer in accord with UDC 11-3A-21.

P. Building Elevations (*UDC 11-3A-19 | Architectural Standards Manual*):

Conceptual elevations were submitted with this proposal. The elevations utilize architecture that is consistent with the existing buildings including multiple roof pitches, dormers, canopies and outdoor second and third story railings. Building materials include hardiboard lap siding, hardishake shingle siding, cultured stone columns and asphalt singles. Building elevations will be reviewed against the ASM manual at time of CZC.

## VI. DECISION

A. Staff:

Staff recommends approval of the annexation of 1.36 acres of land with the R-40 zoning district, rezoning of 4.18 acres of land from C-G and R-8 to R-40, and a Conditional Use Permit to allow expansion of an existing multifamily complex to allow 36 additional units in two new buildings

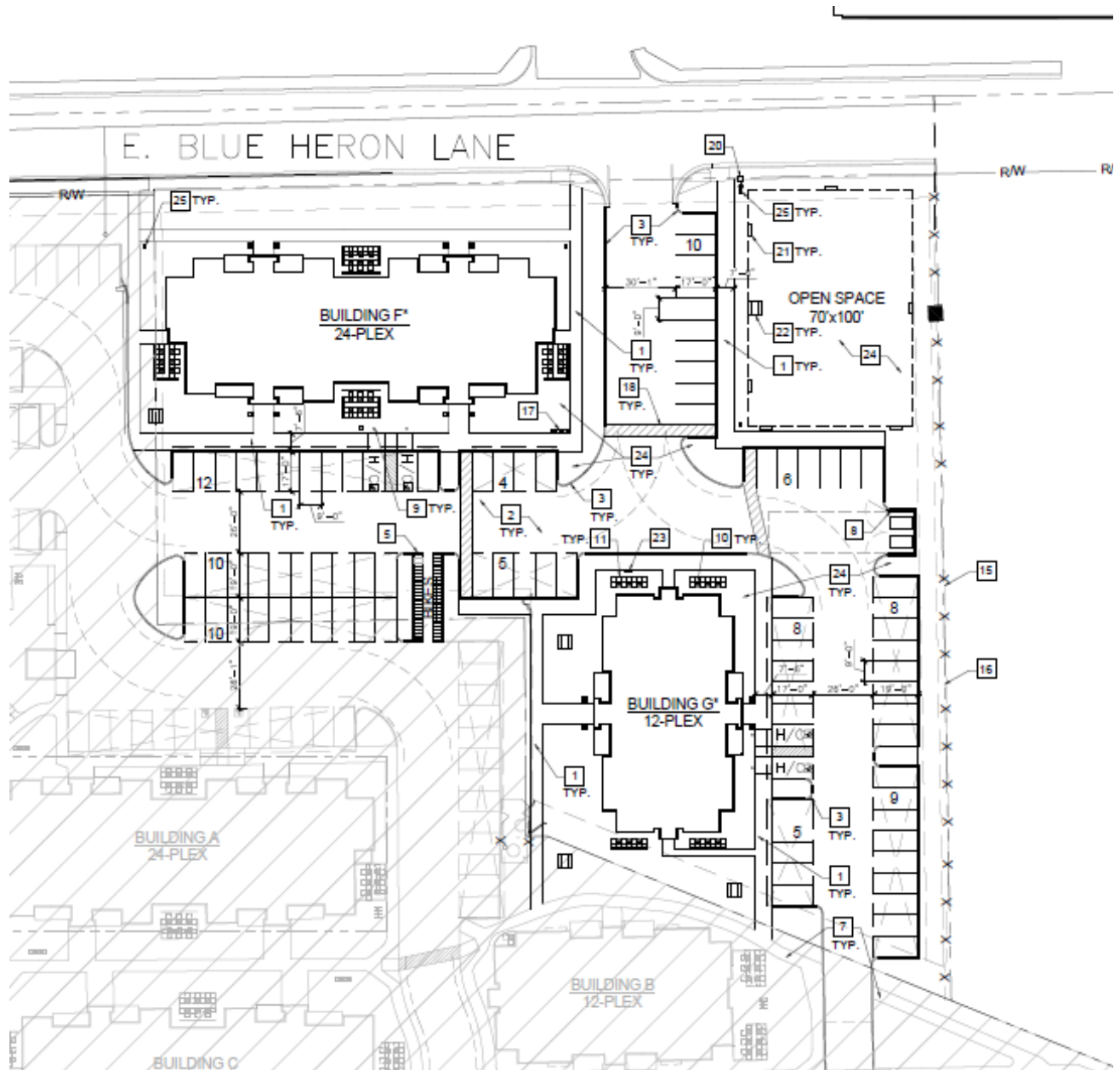
per the provisions and comments included in Section VII in accord with the Findings in Section VIII

- B. The Meridian Planning & Zoning Commission heard this item on September 16, 2021. At the public hearing, the Commission moved to recommend approval of the subject annexation, zoning and conditional use request.
1. Summary of the Commission public hearing:
    - a. In favor: Tamara Thompson
    - b. In opposition: None
    - c. Commenting: Tamara Thompson
    - d. Written testimony: Staff has received 5 voicemails and three letters in opposition.
    - e. Staff presenting application: Alan Tiefenbach
    - f. Other Staff commenting on application: None
  2. Key issue(s) of public testimony:
    - a. Three citizens testified in opposition. Concerns expressed regarded traffic, parking, emergency access and litter
  3. Key issue(s) of discussion by Commission:
    - a. Commission discussed whether parking could be increased, their understanding that parking is an issue along E. Blue Heron Ln, problems associated with litter, whether the applicant could work with ACHD to limit parking along E. Blue Heron Ln, and whether a parking enforcement company can be utilized.
  4. Commission change(s) to Staff recommendation:
    - a. Prior to City Council, the applicant will have a parking plan that has been addressed with ACHD.
    - b. Prior to City Council, the applicant shall have an agreement in place with the property management company on enforcement of the parking regulations
    - c. The applicant shall add additional trash receptacles.
    - d. Condition 2-C shall be amended that the applicant widen and improve the pathway between E. Blue Heron Ln. and N. Eureka Ave. to 15 feet wide instead of 20-feet wide.



## VII. EXHIBITS

### A. Site Plan (date: 3/18/2021)









#### D. Building Elevations (date: 3/18/2021)



FRONT ELEVATION  
SCALE: 1/8" = 1'-0"



BACK ELEVATION  
SCALE: 1/8" = 1'-0"



**SIDE ELEVATION**



SIDE ELEVATION



**SOUTH ELEVATION**  
SCALE: 1/8" = 1'-0"



NORTH ELEVATION  
SCALE: 1/8" = 1'-0"

☐ A. RURAL ROAD = 道路の奥へ  
☐ B. ~~DE~~ 田舎の道へ = 田舎へ  
☐ C. ~~DE~~ 田舎の道へ = 田舎へ  
☐ D. ~~DE~~ 田舎の道へ = 田舎へ

## KEY NOTE

☐ A. ~~TO~~ 田舎の道へ = 田舎へ  
☐ B. ~~DE~~ 田舎の道へ = 田舎へ  
☐ C. ~~DE~~ 田舎の道へ = 田舎へ  
☐ D. ~~DE~~ 田舎の道へ = 田舎へ

E. Annexation Legal Description

**ANNEXATION**  
BLUE HERON APARTMENTS  
PHHC HERON PROPERTY, LLC

An area of land being portions of APN: R7039000005 and APN: R703900300, Ada County records, located in a portion of Government Lot 6 of Section 6, Township 3 North, Range 1 East, Boise Meridian, City of Meridian, Ada County, Idaho, being more particularly described as follows:

**COMMENCING** at the West One Quarter corner of said Section 6, thence on the east-west mid-section line of said Section 6, North 89° 35' 33" East, 505.66 feet, to the **POINT OF BEGINNING**:

Thence continuing on said east-west mid-section line, North 89° 35' 33" East, 166.44 feet, to a point, from which the Center West One Sixteenth corner of said Section 6 bears, North 89° 35' 33" East, 418.18 feet;

Thence leaving said east-west mid-section line, South 00° 21' 57" East, 384.21 feet;

Thence North 67° 07' 38" West, 185.36 feet;

Thence South 89° 55' 20" West, 9.00 feet;

Thence North 00° 20' 55" East, 93.00 feet;

Thence North 89° 38' 42" East, 9.00 feet;

Thence North 00° 20' 55" East, 217.94 feet to the **POINT OF BEGINNING**.

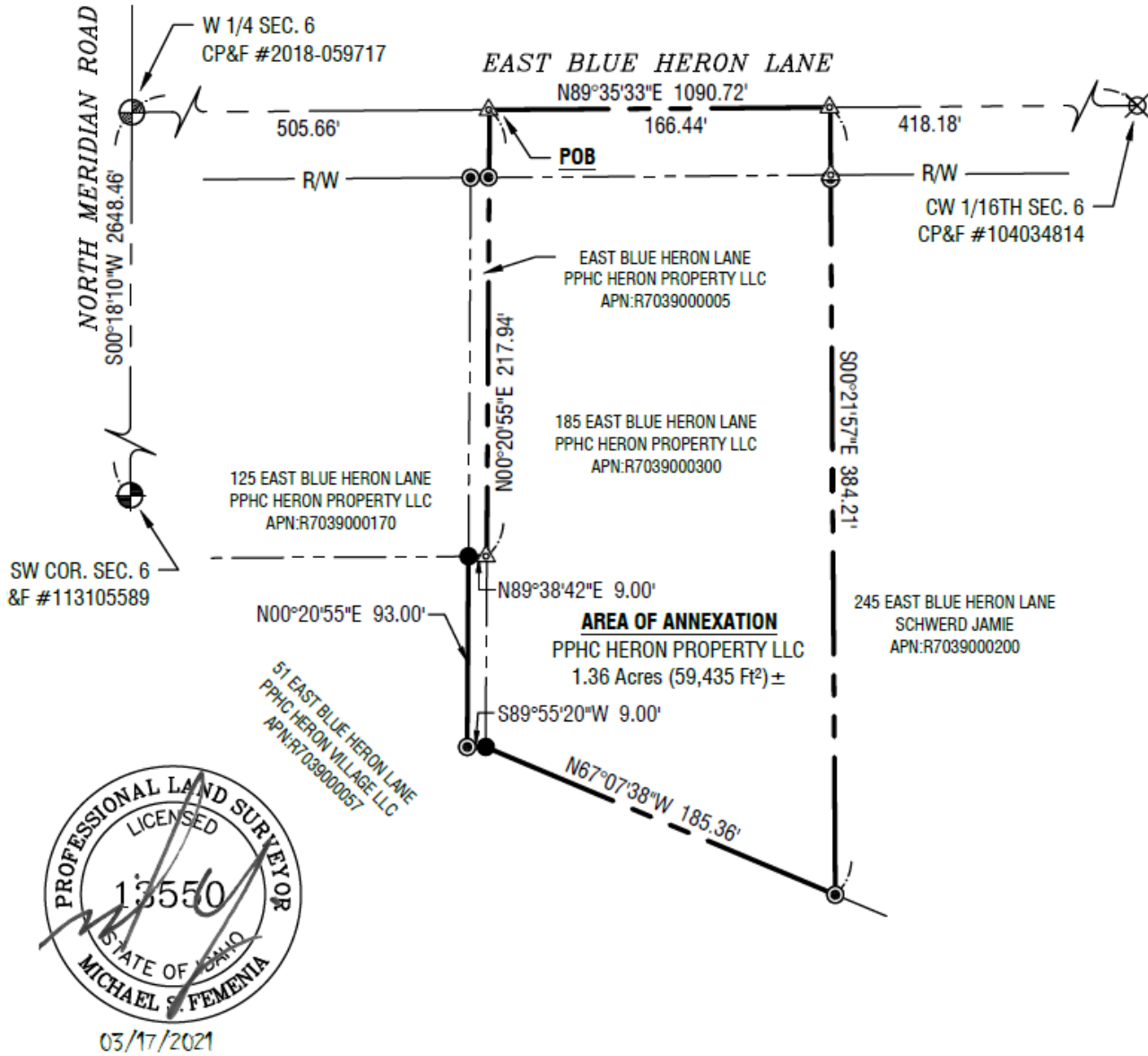
The above described area of land contains 1.36 acres (59,435 Ft<sup>2</sup>), more or less.

PREPARED BY:  
**The Land Group, Inc.**  
Michael Femenia, PLS



# Annexation for PPHC Heron Property, LLC

Situate in a Portion of Gov't Lot 6 of Section 6  
Township 3 North, Range 1 East, Boise Meridian  
City of Meridian, Ada County, Idaho  
2021



## F. Rezoning Legal Description

PROJECT NO. 120177

**REZONE to R40**

BLUE HERON APARTMENTS  
PHHC HERON PROPERTY, LLC

An area of land being APN: R7039000005, APN: R7039000300, and APN: R7039000170 AND portions of APN: R7039000090, APN: R7039000080, and APN: R7039000057, Ada County records, located in a portion of Government Lot 6 of Section 6, Township 3 North, Range 1 East, Boise Meridian, City of Meridian, Ada County, Idaho, being more particularly described as follows:

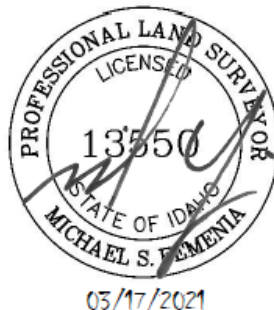
**COMMENCING** at the West One Quarter corner of said Section 6, thence on the east-west mid-section line of said Section 6, North 89° 35' 33" East, 341.03 feet to the **POINT OF BEGINNING**:

Thence continuing on said east-west mid-section line, North 89° 35' 33" East, 331.50 feet, to a point, from which the Center West One Sixteenth corner of said Section 6 bears, North 89° 35' 33" East, 418.18 feet;  
Thence leaving said east-west mid-section line, South 00° 21' 57" East, 384.21 feet;  
Thence South 67° 07' 38" East, 192.71 feet;  
Thence South 31° 38' 35" East, 39.83 feet;  
Thence South 89° 33' 08" West, 389.49 feet;  
Thence South 84° 29' 31" West, 129.04 feet;  
Thence South 89° 27' 49" West, 75.47 feet;  
Thence South 00° 32' 11" East, 21.00 feet;  
Thence South 89° 27' 49" West, 118.20 feet;  
Thence South 00° 09' 00" East, 24.79 feet;  
Thence North 88° 59' 16" West, 165.03 feet, to a point on the west line of said Section 6, from which point the Southwest corner of said Section 6 bears, South 00° 18' 10" West, 2100.10 feet;  
Thence on said west section line, North 00° 18' 10" East, 237.50 feet;  
Thence leaving said west section line, North 89° 36' 00" East, 496.84 feet;  
Thence North 00° 20' 55" East, 93.00 feet;  
Thence South 89° 38' 42" West, 155.89 feet;  
Thence North 00° 18' 10" East, 217.78 feet to the **POINT OF BEGINNING**.

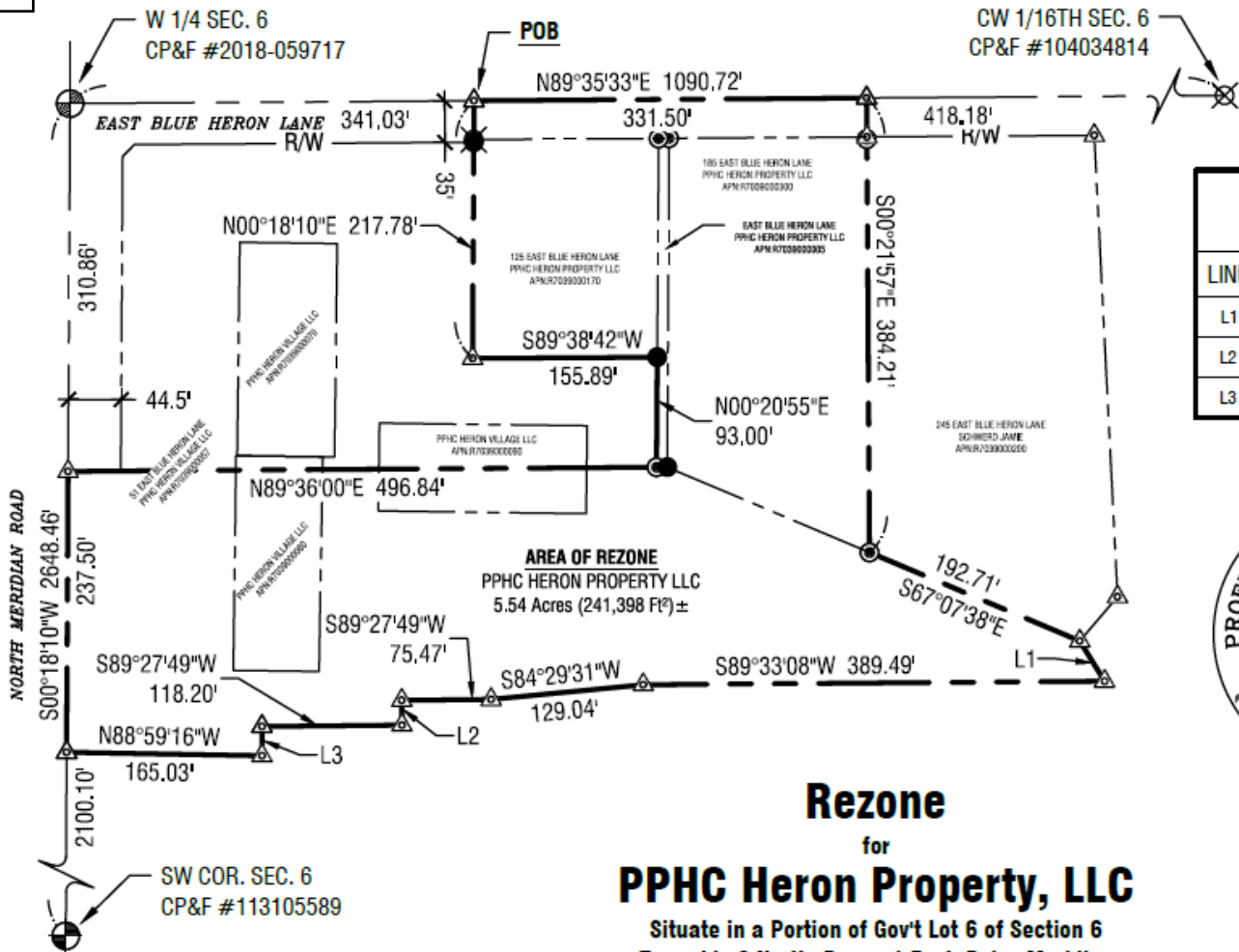
The above described area of land contains 5.54 acres (241,398 Ft<sup>2</sup>), more or less.

PREPARED BY:

**The Land Group, Inc.**  
Michael Femenia, PLS







LINE	BE
L1	S3'
L2	SOM
L3	SOM



**Rezone**  
for  
**PPHC Heron Property, LLC**  
Situate in a Portion of Gov't Lot 6 of Section 6  
Township 3 North, Range 1 East, Boise Meridian  
City of Meridian, Ada County, Idaho  
2021

## VIII. CITY/AGENCY COMMENTS & CONDITIONS

### PLANNING DIVISION

#### Site Specific Conditions of Approval

1. A Development Agreement (DA) is required as a provision of annexation of this property. Prior to approval of the annexation ordinance, a DA shall be entered into between the City of Meridian, the property owner(s) at the time of annexation ordinance adoption, and the developer.
2. Currently, a fee of \$303.00 shall be paid by the Applicant to the Planning Division prior to commencement of the DA. The DA shall be signed by the property owner and returned to the Planning Division within six (6) months of the City Council granting the annexation. The DA shall, at minimum, incorporate the following provisions:
  - a. Future development of this site shall be generally consistent with the conceptual site plan, landscape plan, qualified open space exhibit and elevations submitted with the annexation application contained herein.
  - b. Phase One and Two shall share access, parking, amenities and open space.
  - c. The applicant shall widen and improve the pathway between E. Blue Heron Ln. and N. Eureka Ave. to ~~20~~**15** feet wide (or as approved by Meridian Fire), capable of supporting an 80,000-pound fire truck with bollards on either end to allow secondary emergency access.
3. **Prior to City Council, the applicant shall have a parking plan that has been addressed with ACHD to address the concerns discussed at the September 16, 2021 Planning Commission meeting.**
4. **Prior to City Council, the applicant shall have an agreement in place with the property management company on enforcement of the parking regulations.**
5. **Additional trash receptacles will be added near E. Blue Heron Dr.**
6. The developer shall comply with the specific use standards for multi-family developments listed in UDC 11-4-3-27.
3. All condenser units on the north side of Building F which are visible from E. Blue Heron Ln. shall have additional landscape screening in addition to 4' high vinyl fencing.
4. Off-street vehicle parking shall be provided on the site in accord with UDC 11-3c-4 for multi-family dwellings. Covered parking shall be provided only by carports.
5. All carports shall be constructed to be compatible with the associated residential buildings i.e. similar building and roof forms, architectural elements and details, and materials and colors to maintain the quality of the architectural character) in accord with the Meridian Architectural Standards Manual.
6. The applicant shall record legally binding documents that state the maintenance and ownership responsibilities for the management of both phase of the development, including, but not limited to, structures, parking, common areas, and other development features. Documentation of compliance with this requirement shall be with submitted with the first Certificate of Zoning Compliance application.
7. All off street parking areas shall be provided with a substantial wheel restraint to prevent cars from encroaching upon abutting private and public property or overhanging beyond the designated parking stall dimensions per UDC 11-3C-5. When a bumper overhangs onto a

sidewalk or landscape area, the parking stall dimensions may be reduced two (2) feet in length if two (2) feet is added to the width of the sidewalk or landscaped area planted in ground cover.

#### GENERAL CONDITIONS OF APPROVAL

1. Any fencing constructed on the site shall be consistent with the standards as set forth in UDC 11-3A-6, 11-3A-7.
2. Comply with all bulk, use, and development standards of the applicable district listed in UDC Chapter 2 District regulations.
3. Install lighting consistent with the provisions as set forth in UDC 11-3A-11.
4. Construct all off-street parking areas consistent with the standards as set forth in UDC 11-3C-1.
5. Protect any existing trees on the subject property that are greater than four-inch caliper and/or mitigate for the loss of such trees as set forth in UDC 11-3B-10.



#### IV. FINDINGS

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

##### A. ANNEXATION AND REZONE

**1. The map amendment complies with the applicable provisions of the comprehensive plan;**

*This is a proposal for annexation of 1.36 acres of land with a R-40 zoning district, rezoning of 4.18 acres of land from C-G and R-8 to R-40 to allow the expansion of an existing multifamily complex. This complies with the applicable provisions of the comprehensive plan, particularly to provide a diversity in housing opportunities and to encourage infill development.*

**2. The map amendment complies with the regulations outlined for the proposed district, specifically the purpose statement;**

*Commission finds the proposed map amendment to R-40 generally complies with the purpose statement of the residential districts in that it will contribute to the range of housing opportunities available in the City consistent with the Comprehensive Plan.*

**3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;**

*Commission finds with the recommended conditions of approval the proposed R-40 map amendment should not be detrimental to the public health, safety and welfare as the property is surrounded by multifamily to the north and south, industrial in the County to the east, and N. Meridian Rd to the west.*

**4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and**

Commission finds that the proposed zoning amendment will not result in any adverse impact upon the delivery of services by any political subdivision providing services to this site.

**5. The annexation (as applicable) is in the best interest of city.**

Commission finds the proposed annexation and rezone is in the best interest of the City if the property is developed in accord with the provisions in Section VII.

##### B. CONDITIONAL USE PERMIT:

The Commission and Council shall review the particular facts and circumstances of each proposed conditional use in terms of the following, and may approve a conditional use permit if they shall find evidence presented at the hearing(s) is adequate to establish:

**a. That the site is large enough to accommodate the proposed use and meet all the dimensional and development regulations in the district in which the use is located.**

*Commission finds that if the site is designed in accord with the site plan in Exhibit A and the conditions of approval in Exhibit B, the site will be large enough to accommodate the proposed*

*use and meet the dimensional and development regulations of the R-40 zoning district and the multi-family specific use standards.*

- b. That the proposed use will be harmonious with the Meridian Comprehensive Plan and in accord with the requirements of this Title.**

*The proposed multi-family residential use in the R-40 zone meets the objectives of the Comprehensive Plan and UDC.*

- c. That the design, construction, operation and maintenance will be compatible with other uses in the general neighborhood and with the existing or intended character of the general vicinity and that such use will not adversely change the essential character of the same area.**

*This proposal would allow an additional 36 units to be added to an existing 108-unit multifamily development. Most impacts have already been established. The general design, construction, operation and maintenance of the multi-family use will be compatible with other residential and commercial uses in the general neighborhood and with the existing and intended character of the vicinity and will not adversely change the character of the area.*

- d. That the proposed use, if it complies with all conditions of the approval imposed, will not adversely affect other property in the vicinity.**

*As this is an addition of 36 units to an existing 108-unit multifamily development, impacts have already been mostly established and Commission finds that the proposed development should not adversely affect other property in the vicinity if the applicant complies with all conditions of approval listed in Exhibit B of this staff report.*

- e. That the proposed use will be served adequately by essential public facilities and services such as highways, streets, schools, parks, police and fire protection, drainage structures, refuse disposal, water, and sewer.**

*Essential public facilities and services are presently serving the existing development. Sanitary sewer, domestic water and irrigation can be made available to additional property. Please refer to comments prepared by the Public Works Department, Fire Department, Police Department and other agencies.*

- f. That the proposed use will not create excessive additional costs for public facilities and services and will not be detrimental to the economic welfare of the community.**

*This addition will be part of a larger existing multifamily development. The applicant will pay to extend the sanitary sewer and water mains into the site. No additional capital facility costs are expected from the City. The applicant and/or future property owners will be required to pay impact fees.*

- g. That the proposed use will not involve activities or processes, materials, equipment and conditions of operation that will be detrimental to any persons, property or the general welfare by reason of excessive production of traffic, noise, smoke, fumes, glare or odors.**

*Commission finds that the proposed development will not involve uses that will create nuisances that would be detrimental to the general welfare of the surrounding area. Commission recognizes there will be a small increase of traffic and noise with the approval of this development; whenever undeveloped property is developed the amount of traffic generation does increase.*

- h. That the proposed use will not result in the destruction, loss or damage of a natural, scenic or historic feature considered to be of major importance.**

*Commission finds that the proposed development will not result in the destruction, loss or damage of any natural feature(s) of major importance.*

McCarvel: It has been moved and seconded to continue H-2021-0051. All those -- to October 7th. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: SIX AYES. ONE ABSENT.

**4. Public Hearing Continued from July 15, 2021 for Heron Village Expansion (H-2021-0027) by Tamara Thompson of The Land Group, Inc., Located at 51, 125 and 185 E. Blue Heron Ln.**

- A. Request: Annexation of 1.36 acres of land with a R-40 zoning district.
- B. Request: Rezone of 4.18 acres of land from C-G and R-8 to R-40.
- C. Request: Conditional Use Permit to allow expansion of an existing 108-unit, 5-building multifamily complex to allow an additional 36 units in two **new buildings**.

McCarvel: Now we will continue from July 15th, H-2021-0027, the Heron Village Expansion and we will begin with the staff report.

Tiefenbach: Good evening, Planning Commissioners. Alan Tiefenbach remotely. Associate planner with the City of Meridian. This is a proposal for an annexation, a rezoning, and a conditional use. The property is located at the southeast intersection of North Meridian Road and East Blue Heron Drive. It consists of -- let me go here -- consists of six properties. So, if you can see it -- well, one, two, three, four, five, six. Five of these properties are already in the city. They have different zonings. R-8, C-G and R-40. There is one property that is to be annexed and that's what you see here that's about 20 acres. It's located roughly a quarter mile north of the East Fairview-North Meridian intersection. A little history on this. The existing Heron Village Apartments consists of 108 units and five buildings. That's what's there now. That's what you can see here. Conditional use was approved for this in 2013. In 2014 there was a modification in regard to changing the amenities. Certificate of zoning compliance was approved in April 2013. In September of 2020 the applicant requested a pre-application meeting to discuss annexation of an additional 1.36 acres. That's, again, what you see here. That's to the east and also to include this to expand by constructing 36 more units in two buildings. Because the existing Heron Village Apartments were on several properties with different zoning districts, again, it would be the C-G here and, then, they are looking at doing this as well -- staff recommended to clean it up and to zone the entire thing to R-40. The Comprehensive Plan recommends this for mixed use neighborhood. This is a copy of what is being proposed. So, there is two buildings. There is one here. There is one here. This is what they are proposing for open space and their parking is here. There is one existing access right now. That's what you see here from Blue Heron Road. They are proposing an additional access here. Meridian Fire has commented that although this site does provide two points of access, both of these accesses are from East Blue Heron Drive with only one way -- one way in and one way out. Not good emergency access. They have talked to the applicant and the discussion involves this east of Blue Heron

Lane there is an existing pathway that's there. The applicant has agreed to widen this pathway to 15 feet wide. If you look in the staff report originally it said 20. So, that's a correction to the staff report. They would be widening -- widening this to 15 feet wide. This would not be primary access, this would only be emergency secondary access. So, there would be bollards there. But that would provide the emergency access that they need. This is a condition of approval of the annexation and the rezoning. Phase one was required to provide 204 parking spaces, with 102 of them -- so, roughly half of them being covered. Two hundred and seven parking spaces are provided, with about 195 of them actually being covered. Phase two is -- this one is required to provide 69 parking spaces. Roughly half of those are covered. In this case 87 parking spaces are required, with 71 of them being covered. Six total bicycle spaces and new bicycle covered parking is required with this development. Basically the -- the parking that's now being proposed would exceed the total requirements of this development by 21 spaces. However, I want to mention Meridian Fire, Police, and the surrounding residents have all commented that parking and traffic is a continuous issue for this development. Residents and guests often park on both sides of East Blue Heron Drive, which makes it very difficult for access. One cause of this -- and probably a primary cause for this is that many of the garages that were required to be covered and were intended to be used to satisfy the parking requirements are now being used as storage. It's very difficult to enforce whether or not they are using their garages as storage, so they are using the garage as the storage and, then, they are parking elsewhere. So, they are losing -- they are losing a lot of those parking spaces to the garage. As 71 of those parking spaces on phase two are required to be covered, staff and fire have talked and we think the best solution to that would be to require only carports for the next phase and not garages, since carports would not really be able to be used for storage, they would be used for parking. So, that would certainly help with the parking situation, as well as to the additional 21 parking spaces that they are providing. Forty-one thousand -- roughly a little less than an acre of open space was required with phase one. That's what you see in blue. That's qualified open space. Fifty-three thousand square foot was provided. With this phase 10,200 square feet is required and 15,330 square feet is proposed. So, a little more than 5,000 square feet of additional office space is provided. It does exceed what's required -- the minimum requirement. Per our code four amenities meets categories required for a multi-family development of more than 75 units. But if there is more than a hundred, it says that the decision making body shall require additional amenities. So, again, 75 or less would be four, but what they have provided thus far is a half basketball court, a plaza containing benches and a trellis, a 1,600 square foot clubhouse with an exercise room, a playground, a horseshoe pit, barbecues and picnic tables and with this proposed expansion they would be looking at 50 times a hundred square foot open space, that's what you see on the northeast corner, and 52 additional enclosed bike storage facilities. Again, though, the Planning Commission should decide if the amenities are sufficient. There are elevations that have been provided. These are basically consistent with the existing complex. As I noted, staff has received comments. We have gotten seven letters and voicemails from adjacent property owners. The issues are almost primarily centered around traffic and access, particularly along East Blue Heron Road and the amount of parking that happens along on that road. As this proposal, though, does meet all the UDC requirements -- in fact, it exceeds them -- staff recommends approval with

conditions. The conditions are in your staff report, but to summarize, one of the conditions is that phase one and two would share access parking, amenities, and open space. There is a requirement that the applicant should widen and improve the pathway between East Blue Heron Road to 15 feet wide as a secondary access. The denser units on the north side, we think that they should be screened better. They show fences and they should have landscaping as well to soften it down and, most importantly, staff is recommending that the -- the requirement for covered parking only be provided by carports and not garages, so that the garages can't be used by storage and that -- that concludes my presentation, unless you have comments or questions.

McCarvel: Okay. Thank you. Would the applicant like to come forward?

Thompson: Good evening. This is Tamara Thompson with The Land Group.

McCarvel: Good evening, Tamara.

Thompson: Great. I never know if you guys can hear me or not, it takes so long to get in. Thank you. I have a PowerPoint, if it's okay if I share my screen.

McCarvel: Go ahead.

Thompson: Let's see here. All right. Are you able to see that?

McCarvel: Yes.

Thompson: Okay. Perfect. All right. So, we will go over quickly -- Alan covered much of it. This is an in-fill project and it is an expansion of an existing multi-family community located at the southeast corner of North Meridian Road and East Blue Heron Lane and this existing facility, multi-family community, was approved in 2013. As Alan showed you, it is a patchwork quilt of zones currently and so these two are the new property, but part of the development is C-G. So, we will be cleaning it all up. There is R-40 to the south and R-40 to the north as well. So, it will just make this whole area R-40. And, then, just to show you the -- the land use. So, this -- this little R-1 area is in the county still, so that's an annexation of 1.36 acres and, then, the rezone is that annexed area, plus the properties that are already in the city. So, the rezone is 5.54 acres, as highlighted here, and I put that here on this one. You can see this little -- those little shapes. So, this proposal is also for a conditional use permit to include 36 additional residential units in two buildings and it does have one additional access onto Blue Heron. ACHD has reviewed and has a staff report. They have approved this access point. The parking, as Alan said -- he went through all the numbers. We are -- we have 21 more parking spaces than required by code and those are all carports. We have -- Alan had that no -- no -- no more garages and we will comply with that and just have those in carports. Some of the areas that -- this is the landscape plan. There will be a sidewalk continuing on. This open space is actually 70 by 100 and a nice little -- kind of park amenity there and to give you some existing photos -- so, this is the -- the existing clubhouse. There is a fitness facility and a kitchen in the clubhouse. This is the outdoor space. There is already a tot lot.

These amenities will be shared. And, then, we have some new amenities coming in, too. Alan gave you an overview already of the elevations. This will go through design review and CZC. And just to give you an overview of the existing amenities, the half court basketball plaza with benches and trellis. Sixteen fifty square foot clubhouse with an exercise room. There is a playground, horseshoe pit, barbecues and picnic tables. And, then, the proposed for phase two, the expansion -- and, again, these are all shared. They will be the same management company. So, that open space park with the sidewalks is 8,600 square feet. Additional park benches, picnic tables and they are including 52 new enclosed bike storage spaces. The secondary access -- I just wanted to point that out to you. So, the -- this is the -- the end of where development is. So, it's definitely an off-site, but there is an existing path there currently. It's a paved path for pedestrians with bollards on each end that connects to North Eureka Drive and to Blue Heron and so this will just be widened along this area. It's already ACHD right of way, so there is nothing to -- to acquire or anything there and it's just widening out the existing pavement and so the -- the way that that current condition reads is a 20 foot -- 20 foot pathway -- or 20 foot emergency access within the right of way or as approved by the Meridian Fire Department and we are just asking for a small change there, that that will be 15 feet or as approved by the Fire Department and ACHD. I think ACHD should be included in there. And that's Condition 2-C. And, then, I will go over quickly with you on the -- on the parking and the parking on the street. The management company, when the Fire Department and Planning brought this up to us at our pre-app meeting, as far as the on-street parking, so the management company conducted a parking audit between February 24th and March 25th, so a full 30 days, and they did this between the hours of 8:00 p.m. and 10:00 p.m. So, each evening for 30 days. And what they did is they took counts of the parking within the community, how many parking stalls were being used, how many were vacant, and, then, how many parking -- how many cars were on the street and what they learned is that on average there were 35.2 parking stalls within the community that were vacant and so roughly 81.8 percent of the -- of the stalls were being occupied, but there were 35 -- a little over the average -- it was a little over 35 parking stalls were vacant and this number increased on the weekends. So, there were four weekends in that audit and that number went up to 38.9 spaces during the weekends that were vacant within the community. On average on Blue Heron there were roughly 24.7 vehicles parked on Blue Heron and when the -- when the residents fill out their applications for -- to live here, they fill in what their -- what their license plate number is, so the management company could cross-reference those to determine who was parking on the street and they did find that on average 70 percent of those cars parked on the street were residents of the Blue Heron community and 30 percent were not. There are other residential -- there is townhouses to the north. Not sure if it's from there, but there are other residential areas. So, they -- so, they took this information and they started educating their -- their -- their residents and they put it in their monthly newsletter that they are encouraging people not to park on the street, but to use the community parking stalls and they are encouraging anyone that's not using their garage to use those. They don't believe that's an issue here, because there are so many extra parking stalls on site. So, in general, they have -- they learned that there is more than enough vacant parking spaces on the property within Heron Village community to park all the vehicles that are on East Blue Heron and so they are educating their tenants and encouraging them not to park on the street. So, we have read the staff report and

we want to thank staff for their thorough review. We agree with staff's analysis and the recommended conditions of approval with that small clarification of 2-C, which relates to that pathway -- the emergency access pathway and we respectfully request your approval tonight. Thank you.

McCarvel: Okay. Any questions for the applicant or staff? All right. Madam Clerk, do we have anyone signed up for public testimony?

Weatherly: Madam Chair, we have a couple people signed up. One is Misti Stelluto from Dave Evans Construction. She's online with us. Misti, go ahead. Sorry, Madam Chair. One technical difficulty here. It's not doing what I asked it to do. Hang on just a moment. Okay. Misti, if you can hear us you should be able to go ahead with your name and address now.

Stelluto: Yes. I was just going to comment with Tamara if there was any questions for both of us, so I'm good to go.

McCarvel: Okay. Thank you, Misti. Do we have anybody else?

Weatherly: No one else indicating a wish to testify, Madam Chair.

McCarvel: Okay. That being said, is there anyone in the room or online that wishes to testify on this application? No one in the room. Do we have anybody online? Oh, go ahead. Ma'am in the front row. Yes. You need -- if you wish to testify, please, come forward. One at a time is fine. And, please, state your name and address for the record.

Rogers: Okay. My name is Sandra --

McCarvel: And you need to pull that -- the microphone right down to you. Sorry.

Rogers: My name is Sandra Rogers and I live at 102 East Waterbury Lane.

McCarvel: Okay.

Rogers: That's a complex of 34 townhomes. Okay? Many of us in there feel the parking spaces that they made in the first complex is very inadequate and a lot of cars and trucks -- sometimes trucks with trailers are parked on East Blue Heron and it's very difficult -- we are a senior park and it's very difficult for people to -- we have to get halfway out into Blue Heron sometimes to see around these vehicles. There is only one way -- as she stated there is only one way in and out and that's to Meridian Road. We have a stop sign when we go out. They don't when they come out of the complex. Our other worry is about emergency vehicles coming in and out. Like I said, we are a senior complex. We frequently have emergency vehicles in there. So, that's a big concern. The other concern is the parking -- not adequate parking. And if you could see the way some of the people park it's just ridiculous. You are supposed to be so many feet back from a driveway. We also have overflow parking for our guests and they park there and unless we see them



actually walk across to the complex we can't do anything about it, because we don't know if they are a visitor or family member or whatever and it's just -- it's just a nightmare the way they park and the other issue we have is trash. Throwing trash out and, of course, not picking it up and so we -- we try to do that when we walk. There is a lot of us in there that walk and try to keep the trash picked up, but many of us are just against this, because it's just not adequate parking places.

McCarvel: Okay.

Rogers: Okay.

McCarvel: Thank you.

Rogers: Uh-huh.

McCarvel: Please state your name and address for the record.

Sorensen: Okay. I'm Belinda Sorensen. I live at 136 East Waterbury Lane. I live in the senior townhomes across the street and listening to the adequate number and that of parking places that are provided right now that are up to code, there are times that -- yesterday I counted 36 cars parked on the street. There are times when -- when they are full at capacity that both sides of the street, clear down past the meat packers on both sides of the streets, are full of cars. I have talked to some of the tenants there. Sometimes there is up to four people living in one unit. There are construction workers that -- that live there, so they have trucks with trailers parked on the street, so when you try to pull out you literally cannot see. Last night I tried to pull in and an emergency vehicle was trying to pull out and I could barely -- we could barely squeeze by each other. That's a big concern. That wasn't even a fire truck. One of the concerns I also have is from Richter, from their first entrance to the street to North Meridian Road, there are times when you -- when you are turning off of North Meridian Road it is so dangerous, because you can't see and there is -- there is -- if they are parked on both sides of the street it's really hard to pull in off of the road, especially when it's snowy and you have to be really careful to make your turn. Sometimes they will park almost to the corner. Perhaps if this goes through maybe you should -- they should consider making it a red zone from Richter from their first entrance to North Meridian Road, so that it's safe to pull in and out. Also the trash is -- it's just unbelievable their trash. They just opened up their car doors and just throw it on the ground everywhere. They -- it's -- it's -- it's just frustrating. The parking especially is frustrating. They park on the sidewalks. They leave abandoned vehicles. They have -- their company comes and parks in our overflow parking and we have had words with them and they have become very angry, used foul language. There has been some scary times. So, we just let them park, because we don't want to be hurt, you know, or -- by them.

McCarvel: Thank you.

Sorenson: Well, thank you.

McCarvel: Anyone else that wishes to testify in the room or online?

Weatherly: Madam Chair, we have one person online Gail Simpson. Excuse me. Gail Simpson. Gail, you should to be able to unmute.

Simpson: Yes. Thank you very much. Can you hear me?

McCarvel: Yes. And you have three minutes. Thank you. Go ahead.

Simpson: Thank you. I appreciate the time. I was going to attend, but I had a medical procedure done, so --

McCarvel: Gail, can you give your full name and address for the record, please?

Simpson: Okay. It's Gail L. Simpson. 93 East Waterbury Lane. I also live in the senior townhomes and I have written a letter about my -- my feedback and input and I thank you for allowing us to Zoom. That's really wonderful. My concern is not only the parking, which has been talked about a lot, which I double all the concerns. I'm one of the ones that live on the side of the road -- actual road. So, I hear a lot of cars coming in and out at night, which is understandable, because people have different work schedules. However, on the weekends in particular there is a lot of partying going on, a lot of thumping, a lot of people out standing by the cars on the road partying and drinking and it's kind of scary, because you just know we have so many people from out of state coming in or just -- safety is a concern for me and, then, when we talk about the number of cars per unit. Do they take into consideration that there is -- I think somebody mentioned two -- more than one person in a unit. Well, if there is four persons in a unit there is four cars and if a person has two cars that just adds up. So, I want to know if that's been taken into consideration and also -- also the visitors of these people. We have overflow parking for our visitors, but if there is a party going on and they are inviting a lot of visitors into their clubhouse, that's additional parking and those people are going to park on the side of the road. So, asking them not to park there where are those people supposed to park? The trash is an issue. A lot of us have pets and they zoom up and down inside our private parking area and I'm not just concerned about our pets, but like Sandy said, a lot of us walk. I, the other day, had to stop somebody and tell them to slow down. Well, they were selling their car and they were test driving it in our little private parking area and I said this is private and they were speeding. So, how are they going to address all those concerns? I think adding additional parking isn't going to solve those -- those issues at all and it is hard to come in and out of our units. I -- I don't think expanding 15 or 20 feet is going to solve the issue of the parking or the emergency services. Thank you.

McCarvel: Thank you, Gail. Anyone else, Madam Clerk?

Weatherly: Not that I -- not that I see, Madam Chair.

McCarvel: Pardon me?

Weatherly: No.

McCarvel: Okay. So, Tamara, would you like to come back -- if there is no more public testimony, so would you like to come back on?

Thompson: Yes, Madam Chair. Tamara Thompson with The Land Group again. The three items that I heard were parking, trash and emergency access. I addressed to two of the three. So, there the -- the emergency access is something that's been satisfied. The Fire has -- has approved that and so has ACHD. As far as the parking, we did submit that parking analysis that was done by the management company and they -- that study -- we submitted that to the city. That study concluded that there was adequate parking on site, that there are empty parking stalls and they are educating the tenants on where to -- where to park. The -- additionally what could happen -- because it is public street and so they can't control what happens on the public street -- is -- is that we could -- we could go back to ACHD and talk to them about some striping and signage there. If the -- if the road is too narrow for parking on two sides I would think that ACHD would -- would take care of that and looking at an aerial it looks like it accommodates parking on both sides, but perhaps that's something we can work with ACHD on and doing some additional signage and some striping. The -- the trash I don't -- I don't know anything about. I do know that this is professionally managed. They do have a management company on this and we can forward that information on to that management company that they need to take a closer look at those -- at those common areas. So, with that the -- the project meets or exceeds city requirements. We have 21 more parking stalls than required by code and we are requesting to add 36 more units to the existing development and we respectfully request your approval and thank you very much.

McCarvel: Okay. Can I get a motion to close the public hearing for item H-2021-0027, Heron Village Expansion?

Seal: I may have some questions for --

McCarvel: You have more questions for -- okay. All right. I thought we were going to get away with it when nobody asked questions before, but apparently I'm wrong. Commissioner Seal.

Seal: Just wanted to ask a couple questions that relate to the parking. I know there is a study done that shows that there is parking there, but if -- if there is adequate parking on one side and not the other that could be the -- why things are lopsided, people using the street instead. You know, if I had to park 30 feet away, instead of a quarter mile away or eighth of a mile away on the other side of the complex, I would choose to park closer for sure. On the CC&Rs that are written in for the folks that have to live here, is there any verbiage in there at all about using the garages for storage instead of parking?

Thompson: Madam Chair, Commissioner Seal, I don't know that that would be a CC&R, but that would be a lease, because these are leased premises and I believe they do have that and they have been talking to them -- they have been doing an audit on those also

to make sure that people are not using those for storage and they are using them for parking.

Seal: What's the enforcement on that?

Thompson: That -- I can't answer that. I'm not sure. I don't know if they -- I can find out for you, but I don't know that for sure.

Seal: Can the management company that's used for that, can -- can that information be given out to the folks that live across the street, so there is a more ready communication line open?

Thompson: Absolutely.

Seal: I guess what I'm driving towards is there -- I mean it's 80 percent full on parking -- again, if I pull into one side of it, I'm not going to drive around all day and try and find a spot, I'm going to go park on the street. So, that to me is the issue. I'm hoping that there is more of a solution to that, but if we are going to rely on the report, then, we can go ahead and close this up.

McCarvel: I did have another -- since you started the question train. Tamara, tell me about -- another concern seems to be the trash and I know that's not -- I mean as part of this new application in front of us is it possible to provide more trash cans throughout, you know, by the parking areas and such that makes it more convenient for people to not just throw their trash in the street?

Thompson: Madam Chair, yes, that would be acceptable and we are adding pet stations with those -- with those trash cans. So, we are -- we are planning on adding those.

McCarvel: Okay. And maybe just a few more throughout the complex in more convenient area -- additional convenient areas. Any other questions for the applicant, so I don't jump the gun again? All right. Could I get a motion to close the public hearing on H-2021-0027?

Seal: So moved.

Grove: Second.

McCarvel: Okay. It has been moved and seconded to close the public hearing on H-2021-0027. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: SIX AYES. ONE ABSENT.

McCarvel: Thoughts? Concerns? Discussions?

Grove: Madam Chair?

McCarvel: Yes. Commissioner.

Grove: Overall it doesn't look out of line. I think it's good to move forward in my opinion. I would put in here just some of the things that we talked about to encourage the group to go back and seek an ACHD request to limit parking on one side and to encourage the property management to do the parking enforcement a little bit better, as well as put in language to add trash receptacles.

McCarvel: Anyone else?

Yearsley: Madam Chair, I would agree. I think those are very appropriate conditions. However, I prefer the -- to keep that pathway at 20 feet, instead of 15 feet. I know fire code requires 20 feet, so I don't know if I agree with allowing -- or asking them to go down to 15 feet. I would prefer to keep it 20 feet.

McCarvel: Question maybe for staff. And correct me if I'm wrong. Is the request for that because of an easement confinement?

Tiefenbach: Alan Tiefenbach --

McCarvel: Yeah. There we go.

Tiefenbach: Yeah. Alan Tiefenbach, associate planner. Thank you, Madam Chair. My understanding and I would probably defer more to the applicant, but there is a couple of utility poles that are on either side of the pathway that prohibits them from getting it to a full 20 feet wide.

McCarvel: Commissioner Yearsley, does that answer -- do you want to keep it at 20 and have them move poles or --

Yearsley: I'm okay to move poles. You get one time to do it right --

McCarvel: Yeah.

Yearsley: -- and my opinion is let's do it right.

McCarvel: Okay.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: On the 15 feet instead of 20, I think what they are asking for is 15 feet or what is approved by the Meridian Fire Department. So, if the Meridian Fire Department says, no, we need 20, is that acceptable verbiage in there? I agree we get one time to do it right and if they need to move power poles they need to move power poles. But if the Fire

Department says, yes, this will work, this gives us the access they want -- because they -- they are -- they want to have that access for sure.

Yearsley: Well -- and my guess is the 20 foot is because that's what the Fire Department wanted, so --

Tiefenbach: So, if I can --

Yearsley: I'm not going to just kill the deal based on my five feet. But I still would prefer the 20.

McCarvel: Prefer the 20. Go ahead, Alan.

Tiefenbach: My apologies. Not always easy to not interrupt when there is a Zoom meeting going. Yeah. So, originally we did talk about 20 feet. There was a lot of discussions, again, with Joe Bongiorno, who is with Fire, and Joe actually gave me in writing that 15 feet was acceptable. So, I think that they have -- would have to improve it to hold the weight and I think the number is an 8,000 pound fire truck. Bill will probably interrupt me if I'm wrong. But it would be designed for fire access.

McCarvel: Okay.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: I mean overall the fact that this is in-fill, I'm -- I'm a little bit torn on this. So, I mean I like to see the in-fill come in. It makes sense to put -- to expand what's already there. It fits well. But I mean I have used that road -- I use Meridian Meat Packers and I have had difficulty getting in and getting down the road and dropping things off there myself. So, I completely understand what people are talking about in that. I would like to see that -- if -- if we try and move this forward for me to be on board -- I mean I would say we would have to have some kind of better enforcement. I don't know how we get better enforcement on them parking in their garages. That's the conundrum that I'm in right now is -- I mean you can educate people all you want, you can do what you want to, but I mean if somebody pulls in, they have a truck and a trailer, they are not going to park in a garage. They don't have anywhere to park, number one. Number two, if they don't want to -- if they want to use their garages for storage right now it seems like they just do it and there is no enforcement to that. So, I don't know how we get around that. It's definitely a problem and it is a safety issue for me. So, unless that can be resolved I just can't see moving forward with this.

Lorcher: Madam Chair?

McCarvel: Commissioner Lorcher.

Lorcher: One strategy that both communities can employ for free is if you work with a parking enforcement company through a tow truck company, they can patrol -- the management company can designate stickers on each of the cars, so that you know who belongs to where. The city -- they can also enforce the number of days a car might be parked on the street. What are you allowed three days, two days, to be -- be able to be on a public street; is that right? Is that -- so, there is several companies out there that can help patrol. They can -- the property management can institute a sticker where you know who the residents are and, then, for your community, if you have people that don't belong there, you can have them towed and that becomes a huge financial deterrent, because as soon as the tow truck hooks to a car it's 125 dollars and, then, it's five dollars a mile and if it's late at night it's 50 dollars to get in and if they have to use dollies because it's a four wheel drive that's another 50 bucks. So, you are looking at a 300 dollar fine just to kind of institute parking enforcements. It's a very good deterrent. Usually there is a lot of bad behavior at the beginning and, then, everybody gets it pretty quick. So, these types of services -- there is no cost to your community, there is no cost of the Blue Heron community, because the tow truck company makes up, you know, their costs by the -- by the towing part of it and so that might be one way to at least manage the parking within each of your communities without -- but the property management would be the company that would have to not only enforce it, but to implement it and, you know, keep it -- keep it on track.

McCarvel: Thank you.

Wheeler: Madam Chair. Thank you. No. I like this project and it's an in-fill, it's going to be the -- a better -- higher and better use than what it's currently being used as. When it comes down to the parking side, the fact that there is 21 more parking spaces in here than what was needed by code I think we will be able to help out with the parking issues that are there and hopefully mitigate some of the parking that we see in phase one. I also want to just encourage the applicant, as they have said that they have already wanted to do is talk with ACHD about maybe moving like a no parking area on at least one side of the street or within the distance within that side of the street and that might help out also with some of the visibility that's coming out from the Waterbury and Richter Lanes accessing Blue Heron, but I think this is good. It looks like they have taken care of a lot of the issues that could come up with this kind of a project and I'm with you, Commissioner Seal, I don't know how you would enforce on a -- you know, a private business here on how to -- what they put in their garages and everything like this. That's just a tough -- that's just a tough thing to do and so I think there is ways to maybe mitigate it with -- on the public way -- public right of ways of the streets and with the towing option, as the Commissioner said, so I think that that's -- I think that these are some of their points in the direction that they are going to go with it. I think it would be a good in-fill project for the City of Meridian.

McCarvel: Thank you. Yeah. I think there is analysis and, then, I think there is real life and real life -- you can count those license plates and everything, but the fact of the matter is there is probably people living there or long-term visitors that are parking around there. So, I think, you know, part of the answer is definitely getting ACHD involved in putting up

no parking signs on one side of the street, doing some additional, like we said, striping as far as getting no parking around the entrances and that kind of thing. But, you know, the other option, too, is with the conditional use permit requiring more parking or less units. Throwing that out there as an option.

Lorcher: Madam Chair?

McCarvel: Commissioner Lorcher.

Lorcher: I agree with the commissioner who said that this project is fine as long as the existing issues can be resolved before they add more. Right? Can we put in that talking with ACHD, maybe consulting with a private company for parking lot management, be part of their conditional use permit first before they add more on, because adding more is just going to add more of the same.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: Honestly, I wouldn't -- I mean I would like to see this go forward, but at the same time I would like to see these issues resolved or at least a plan to resolve them that has some teeth in it. So, honestly, I wouldn't mind doing a continuance on this to give the applicant more time to put some teeth into it to show us how the lease has been rewritten, to show how they are going to have better enforcement, to show that they have went to ACHD, that they have contacted a parking enforcement company and things like that, then, I would feel much better about it.

Grove: Madam Chair?

McCarvel: Commissioner Grove. Sorry.

Grove: I would have similar thoughts, but I think maybe a different approach, so that we don't necessarily have to hear this again for something that's relatively straightforward. I think we can -- staff might be -- correct me, but put a condition on it for occupancy or something that they have to show that they have talked to ACHD or something to that effect. I don't know -- is that possible?

McCarvel: I don't know if just talking is going to be what we want to have in there for --

Grove: Or put more teeth --

McCarvel: -- to put teeth into it.

Grove: Put more teeth into it, but --

McCarvel: Yeah. Because this is a conditional use permit, it's not going on anywhere



else. This is it, so --

Grove: But they will need to get occupancy before residents can move in; right?

McCarvel: Right. Sure. I get you.

Yearsley: This does need to go to the City Council, because it's an annexation as well.

McCarvel: Oh, it's an annexation --

Yearsley: So, it will have to go to City Council. So, we could have them present that -- make that a condition before City Council.

McCarvel: Thank you.

Tiefenbach: That's what I was going to suggest, Madam Chair. Alan Tiefenbach. This does have to go to Council for approval, so you can make that a condition for them to discuss this with ACHD first.

McCarvel: Yeah. Thank you. It's been a long day. And a long week. Yeah. So, are we at the point of a motion, then, or more discussion?

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: After considering all staff, applicant, and public testimony, I move to recommend approval to the City Council of file number H-2021-0027, as presented in the staff report for the hearing date of September 16th, 2021, with the following modifications: That prior to City Council the applicant has a parking plan that has been addressed with ACHD to address the concerns from tonight. That they have an agreement in place with the property management on enforcement of the parking regulations and that they add additional trash receptacles and show that on the plan and that condition 2-C is amended from 20 feet to 15 feet.

Wheeler: Second.

McCarvel: It has been moved and seconded to approve H-2021-0027 with modifications. All those in favor say aye. Opposed?

Seal: Nay.

McCarvel: Motion carries.

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



## AGENDA ITEM

**ITEM TOPIC:** Public Hearing for Elderberry Estates Subdivision (H-2021-0044 and H-2021-0005) by Angie Cuellar of Mason and Associates, Located at 1332 N. Meridian Rd.

A. Request: Rezone of 0.66 acres of land with the O-T zoning district.

B. Request: Short Plat consisting of 4 buildable lots.



# PUBLIC HEARING INFORMATION

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**Staff Contact:** Alan Tiefenbach

**Meeting Date:** December 7, 2021

**Topic:** **Public Hearing** for Elderberry Estates Subdivision (H-2021-0044 and H-2021-0005) by Angie Cuellar of Mason and Associates, Located at 1332 N. Meridian Rd.  
A. Request: Rezone of 0.66 acres of land with the O-T zoning district.  
B. Request: Short Plat consisting of 4 buildable lots.

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## Information Resources:

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the City Council Public Hearing](#)

# STAFF REPORT

## COMMUNITY DEVELOPMENT DEPARTMENT



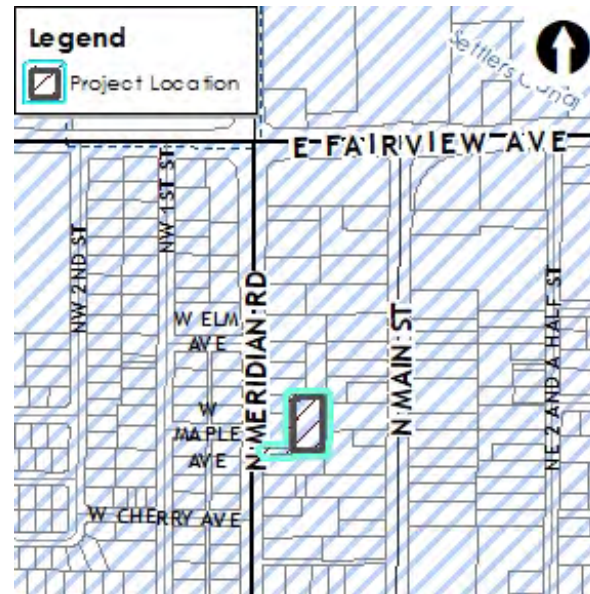
HEARING DATE: 12/7/2021

TO: Mayor & City Council

FROM: Alan Tiefenbach, Associate Planner  
208-884-5533

SUBJECT: H-2021-0044, H-2021-0005  
Elderberry Estates Subdivision

LOCATION: 1332 N. Meridian Rd



### I. PROJECT DESCRIPTION

This is a request to rezone from C-C to O-T and a Short Plat of four lots to allow four duplexes.

### II. SUMMARY OF REPORT

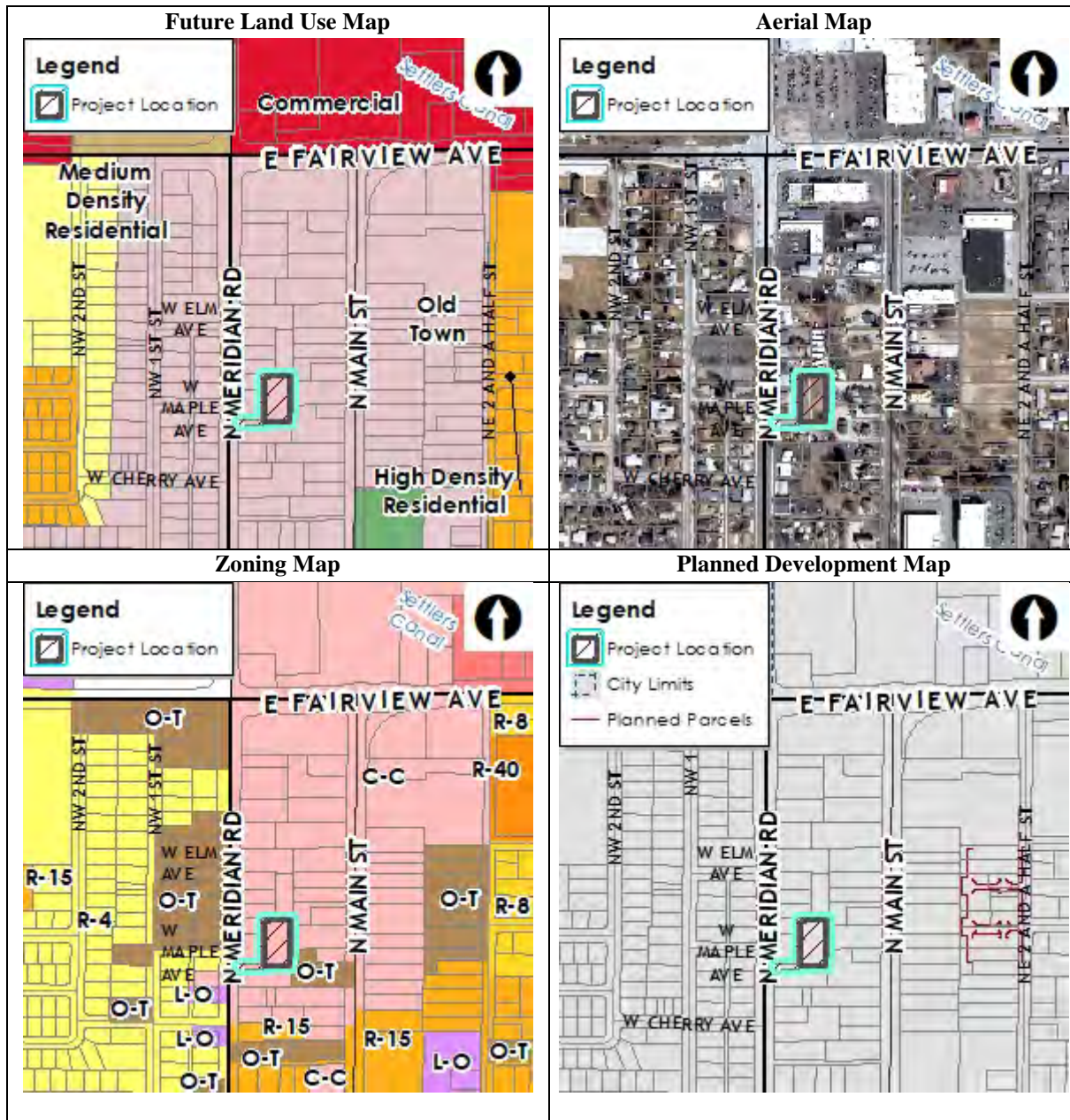
#### A. Project Summary

Description	Details	Page
Acreage	0.66 acres	
Future Land Use Designation	Old Town (O-T)	
Existing Land Use(s)	Vacant	
Proposed Land Use(s)	Four (4) duplexes	
Lots (# and type; bldg./common)	Four residential lots	
Phasing Plan (# of phases)	1 phase	
Number of Residential Units (type of units)	8	
Density	12 du/ac	
Open Space (acres, total [%]/buffer/qualified)	None required	
Amenities	NA	
Physical Features (waterways, hazards, flood plain, hillside)	No unique physical features	
Neighborhood meeting date; # of attendees:	April 14, 2021 – 4 attendees	
History (previous approvals)	F.A Nurses Third Addition Subdivision, platted in 1920	

## B. Community Metrics

Description	Details	Page
Ada County Highway District	No traffic impact study required	
• Staff report (yes/no)	No	
• Requires ACHD Commission Action (yes/no)	No	
Access (Arterial/Collectors/State Hwy/Local)(Existing and Proposed)	Access will occur from two private driveways off of N. Meridian Rd.	
Stub Street/Interconnectivity/Cross Access	There is a northern stub to the property at 1422 N. Meridian Rd	
Existing Road Network	N. Meridian Rd (arterial)	
Existing Arterial Sidewalks / Buffers	No buffers proposed or required	
Proposed Road Improvements	No road improvements required, access will occur from private drives.	
Distance to nearest City Park (+ size)	Approx. ½ mile to Centennial Park	
Fire Service	No comments	
Police Service	No comments	
Wastewater		
• Distance to Sewer Services	N/A	
• Sewer Shed	Five Mile Trunkshed	
• Estimated Project Sewer ERU's	See Application	
• WRRF Declining Balance	14.18	
• Project Consistent with WW Master Plan/Facility Plan	Yes	
• Comments	<ul style="list-style-type: none"> <li>Applicant is proposing an access gate at the southeast corner of property to access City manhole from the southern property. Before public works can approve this a turn radius analysis must be submitted for review to ensure our equipment can gain access to the manhole.</li> <li>Additionally, the property owner to the south must provide an accesses agreement understanding that some parking spaces will be lost and all area required for City access must be left open at all times.</li> <li>Ensure no permanent structures (trees, bushes, buildings, carports, trash receptacle walls, fences, infiltration trenches, light poles, etc.) are built within the utility easement.</li> <li>Ensure that infiltration trenches are located so that sewer services do no pass through them.</li> <li>Additional 631 gpd committed to model.</li> </ul>	
Water	Water will be provided from N. Meridian Rd	

## C. Project Area Maps



## III. APPLICANT INFORMATION

## A. Applicant:

Angie Cuellar, Mason and Associates – 924 3<sup>rd</sup> St South, Ste B, Nampa, ID 83651

## B. Owner:

Chad Joy, 6504 E. Driver Ct, Nampa, ID 83687



#### IV. NOTICING

	Planning & Zoning Posting Date	City Council Posting Date
Newspaper Notification	9/17/2021	
Radius notification mailed to properties within 300 feet	9/15/2021	
Sign Posting	9/27/2021	
Nextdoor posting	9/16/2021	

#### V. STAFF ANALYSIS

The subject property is currently a vacant .66 acre “flag lot” and is zoned C-C. There are two existing cross access easements from N. Meridian Rd. The applicant proposes to rezone the property to O-T, subdivide the property into four lots, and construct a duplex on each lot.

##### A. Rezoning

The applicant proposes to rezone from C-C to O-T to allow four duplex units. Duplexes are a principally-permitted use in the O-T zoning district and the zoning would be in conformance with the FLUM as described below.

The City may require a development agreement (DA) in conjunction with a rezoning pursuant to Idaho Code section 67-6511A. As this property is already within the City, the infrastructure surrounding the property has already been installed, and all other requirements have been addressed through pertinent regulations, conditions of approval, and the design review required for the duplexes, staff is not recommending a development agreement with this rezoning.

##### B. Future Land Use Map Designation (<https://www.meridiancity.org/compplan>)

The FLUM recommends the property for Old Town. This designation includes the historic downtown and the true community center. Sample uses include offices, retail and lodging, theatres, restaurants, and service retail for surrounding residents and visitors. A variety of residential uses are also envisioned and could include reuse of existing buildings, new construction of multi-family residential over ground floor retail or office uses.

The purpose of the O-T district is to accommodate and encourage further intensification of the historical city center in accord with the Meridian Comprehensive Plan. The intent of the O-T district is to delineate a centralized activity center and to encourage its renewal, revitalization and growth as the public, quasi-public, cultural, financial and recreational center of the city. Public and quasi- public uses integrated with general business, and medium high to high density residential is encouraged to provide the appropriate mix and intensity of activities necessary to establish a truly urban city center.

The applicant proposes four duplexes at a total density of approximately 12 du/ac. Although the Plan does specifically mention multi-family residential over ground floor retail or office uses, the property is surrounded on three sides by existing residential and all commercial uses in the immediate vicinity are directly fronting N. Meridian Rd. As the lot is a flag lot and is behind the existing businesses (and residences) fronting N. Meridian Rd and has limited visibility, staff finds requiring retail uses impractical. Although office uses in this location are a possibility, the existing access for commercial uses is not ideal, and the FLUM does speak to a mix of uses including higher density residential. Staff finds the proposed residential uses in this area appropriate.

C. Comprehensive Plan Policies (<https://www.meridiancity.org/compplan>):

- Encourage diverse housing options suitable for various income levels, household sizes, and lifestyle preferences. (2.01.01)

*This application is for a rezoning from C-C to O-T to allow four duplexes on an infill site. This would allow for more diversity in housing.*

- Maintain a range of residential land use designations that allow diverse lot sizes, housing types, and densities. (2.01.01C)

*Four duplexes would increase the diversity in lot sizes, housing types and densities.*

- Encourage the development of high quality, dense residential and mixed-use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map. (2.02.01E)

*The subject property is an infill site near the downtown core, within a large area which is designated for Old Town zoning by the Comprehensive Plan, along a principal arterial, and is within walking distance of a large amount of goods, services and jobs.*

- Encourage infill development. (3.03.01E.)

*The property is a vacant “landlocked” flag lot, surrounded by existing commercial and residential development on all sides. This is an infill development.*

- Ensure development is connected to City of Meridian water and sanitary sewer systems and the extension to and through said developments are constructed in conformance with the City of Meridian Water and Sewer System Master Plans in effect at the time of development. (3.03.03A)

*This project can be serviced by City of Meridian water and sewer, and all infrastructure will be designed in conformance with City standards.*

D. Existing Structures/Site Improvements:

The property is presently vacant.

E. Proposed Use Analysis:

The applicant proposes to rezone from C-C to O-T to construct 4 duplex buildings. A duplex is a principally-permitted use in the O-T zoning district subject to applicable standards for development in the traditional neighborhood districts.

F. Dimensional Standards (*UDC 11-2*):

UDC 11-2D-4 requires a minimum height of 35 feet and all buildings should be a minimum of 2-stories. There are no minimum setbacks in the O-T zoning district. The proposed elevations reflect buildings that are 2-stories.

G. Access (*UDC 11-3A-3, 11-3H-4*):

The subject property is a flag lot which would take access from N. Meridian Rd. via two shared driveways within common access easements. The southernmost driveway connection to N. Meridian Rd also provides access to the parking lot for the office to the south of the property. The northernmost driveway connection to N. Meridian Rd is shared with the lot west of the property. The applicant additionally proposes a common access easement for a northern stub to the property to the north (1422. N. Meridian Rd). ACHD and Fire have reviewed the proposed access configuration and have not expressed comments or concerns. Per UDC 11-3C-5, drive aisles adjacent to parking stalls (the parking in front of the duplexes) must be 25' in width.



H. Parking (*UDC 11-3C*):

The applicant proposes eight (8) three-bedroom duplex units. UDC 11-3C-6 requires 4 parking spaces per dwelling unit for 3-4 bedroom units; at least 2 in an enclosed garage, other spaces may be enclosed or a minimum 10-foot by 20-foot parking pad.

The concept site plan reflects two-garages and two 20 ft. x 20 ft. parking pads in front of each duplex, equaling 4 parking spaces per unit. The parking provided meets the minimum requirements of 11-3C. As required per UDC 11-3C-5, all off street parking areas and driveways into and through a parking area shall be improved with a compacted gravel base, not less than four (4) inches thick, surfaced with asphaltic pavement.

I. Sidewalks (*UDC 11-3A-17*):

The subject property is an internal flag lot, with the only street frontage being the driveway access. There is existing 7 ft. wide sidewalk along N. Meridian Rd. which provides pedestrian access to the property. There are existing 4 ft. wide sidewalks on both side of the northernmost driveway into the property (not on the subject property). There is a 4 ft. sidewalk on the south side of the southern driveway. The landscape plan reflects 4 ft. wide walkways along the front and back of the duplexes, as well as between all four buildings.

UDC 11-3A-17 requires a minimum width of 5 ft. for sidewalks. **As a condition of approval, the applicant should be required to construct a 5 ft. wide sidewalk along the northern side of the southern driveway access (which is on the subject property). Also, staff recommends the applicant work with the adjacent property owners at 1324, 1404 and 1414 N. Meridian Rd to improve and widen all sidewalks entering the property to meet the required 5 ft. width. Also, to provide a better pedestrian connection from N. Meridian Rd to the duplexes, Staff recommends as a condition of approval that sidewalk extensions be provided across the private drives that distinguish a pedestrian connection from the vehicular driving surfaces through the use of pavers, colored or scored concrete, or bricks as required by UDC 11-3A-19-B-4.**

J. Landscaping (*UDC 11-3B*):

The subject property is an interior flag lot with the only portion of the subject property adjacent to N. Meridian Rd being the 15 ft. southern driveway access. Therefore, there would be no requirement for additional landscape buffer along N. Meridian Rd associated with the current application. There are no common lots required or proposed with this short plat, although the landscape plan indicates numerous shrubs along the east-west internal walkways between each duplex building, and at the east sides (rear) of the duplexes. There is an existing 15 ft. wide City of Meridian sewer easement along the eastern perimeter of the property. There are existing trees within this sewer easement. The landscape plan indicates the applicant will work with the City Arborist to determine if any of these trees should be removed due to disease. A formal landscape plan is not required for this submittal. The UDC does not regulate landscaping on residential lots.

K. Qualified Open Space (*UDC 11-3G*):

The development is less than 5 acres in size. Thus, the requirements for common open space and amenities does not apply.

L. Qualified Site Amenities (*UDC 11-3G*):

The development is less than 5 acres in size and is not considered multifamily. Thus, the requirements for common open space and amenities does not apply.

M. Fencing (*UDC 11-3A-6, 11-3A-7*):

The landscape plan indicates existing fencing being relocated or replaced along the property lines. Any new or relocated fencing should comply with fencing regulations per UDC 11-3A-7.

N. Utilities (*UDC 11-3A-21*):

There is a 15' sewer easement running north-south at the east perimeter of the property. The submitted utilities plan indicates the sewer line within this easement presently serves the existing properties adjacent to the west at 1402 and 1414 N. Meridian Rd. However, the water and sewer service for the new duplexes will be provided via service lines running west to mains in N. Meridian Rd.

The site plan indicates the applicant intends to relinquish an Idaho Power Easement along the front of the duplexes. The applicant will be required to provide proof of this relinquishment prior to signature of the City Engineer on the short plat.

O. Building Elevations (*UDC 11-3A-19 | Architectural Standards Manual*):

Conceptual elevations were provided with this application. The elevations indicate duplexes with pitched roofs, fishscale accents, shuttered windows with lintels and windowed garaged doors. As is required by the O-T zoning district, the duplexes are at least two-stories, although the elevations do not indicate whether the minimum required 35' height is met.

This project is near the downtown core and is being proposed for Old-Town zoning. Due to the visibility of these two story-buildings, design is critical to this project. The ASM for residential requires visually heavier and more massive elements or materials, such as stone or masonry, primarily at the base of buildings, and lighter elements and materials such as siding. Also, the ASM states primary building entries must be clearly defined using any unique combination of architectural elements, materials, or façade modulation meeting other architectural standards in the Manual. At the time of design review, the elevations should provide front porches over the front doors, overhangs matching the rooflines or porches over the garage doors, and a heavier accent material around the base of the buildings.

## VI. DECISION

A. Staff:

Staff recommends approval of the proposed rezoning from C-C to O-T and short plat with the conditions noted in Section VII of this report.

B. The Meridian Planning & Zoning Commission heard this item on October 7, 2021 and November 4, 2021. At the November 4, 2021 public hearing, the Commission moved to recommend approval of the subject rezoning and short plat request.

1. Summary of Commission public hearing:

- a. In favor: Jonathan Long
- b. In opposition: None
- c. Commenting: Jonathan Long
- d. Written testimony: None
- e. Staff presenting application: Alan Tiefenbach
- f. Other Staff commenting on application: None

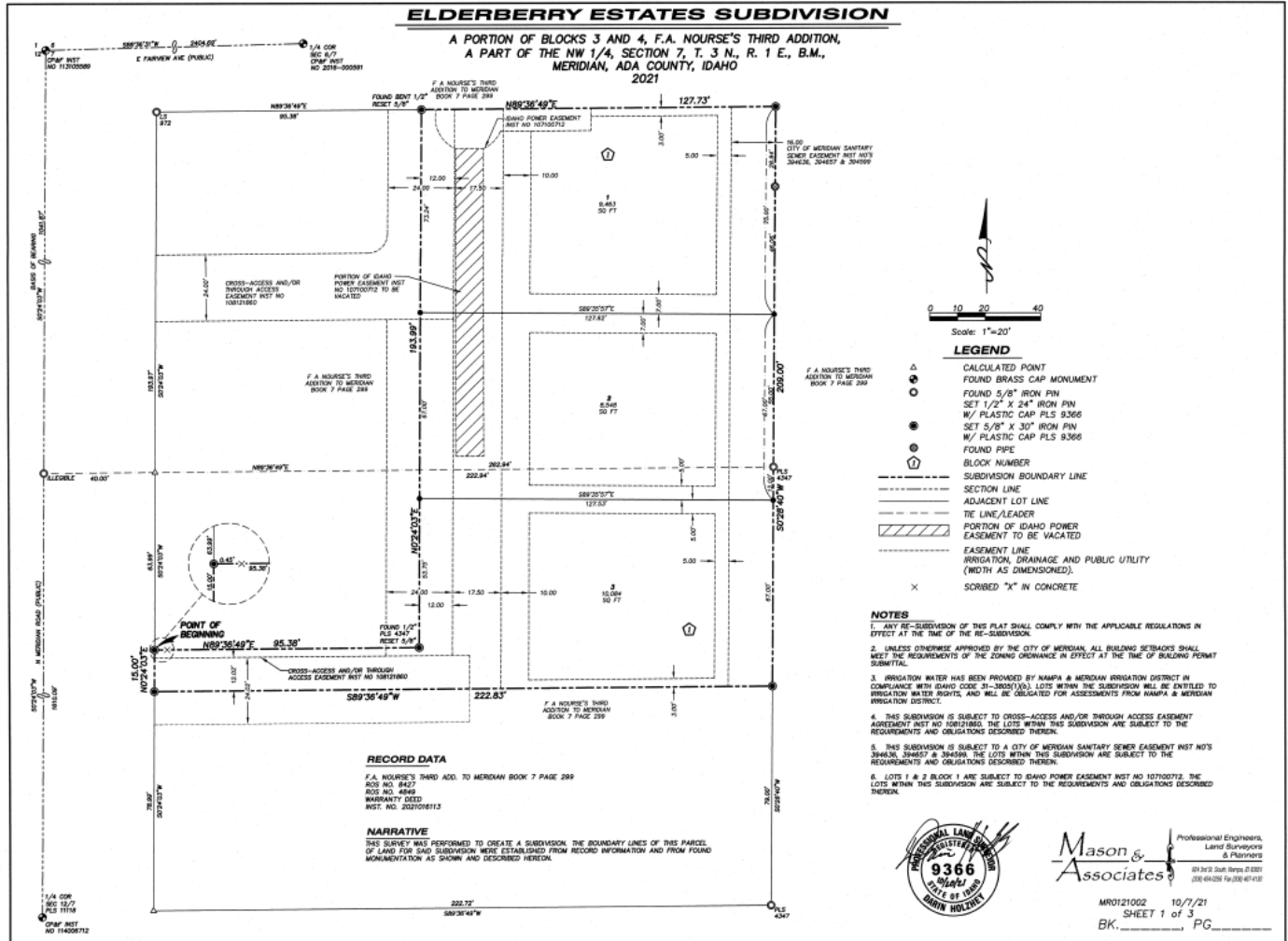
2. Key issue(s) of public testimony:

- a. Property owners at 1414 N. Meridian Rd expressed concerns with loss of parking for their business.

3. Key issue(s) of discussion by Commission:

- a. Parking issues and whether parking for the adjacent property was allowed within the access easements.
  - b. Two Commissioners expressed concerns with commercially-zoned property being rezoned for residential uses.
  - c. Commissioners continued item for a month to allow applicant and adjacent property owners to work out parking issues. Applicant stated at November 4, 2021 meeting that resolution had been reached and they had agreed to move a fence and work with adjacent property owner to provide more parking east of building at 1414 N. Meridian Rd. Applicant also reduced short plat to 3 lots to provide more parking.
4. Commission change(s) to Staff recommendation:
- a. None
5. Outstanding issue(s) for City Council:
- a. None

## VII. EXHIBITS

A. Short Plat (date: 6/23/2021 10/7/2021)

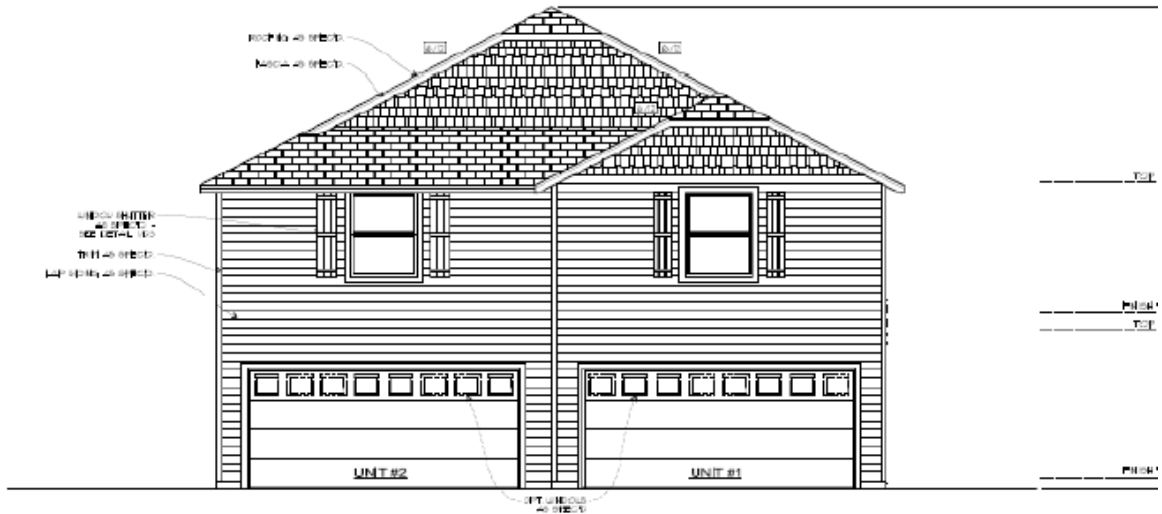


C. Building Elevations (date: 7/20/2021)



FRONT ELEVATION

SCALE 1/4" = 1'-0" (1/4" = 30' 0")  
SCALE 1/8" = 1'-0" (1/8" = 15' 0")



FRONT ELEVATION

SCALE 1/4" = 1'-0" (1/4" = 30' 0")  
SCALE 1/8" = 1'-0" (1/8" = 15' 0")

D. Rezoning Legal Description (date: 5/19/2021)



Professional Engineers, Land Surveyors and Planners

924 3<sup>rd</sup> St. So. Nampa, ID 83651  
Ph (208) 454-0256 Fax (208) 467-4130  
e-mail: [dholtzhey@masonandassociates.us](mailto:dholtzhey@masonandassociates.us)

FOR: Long & Joy  
JOB NO.: MR0121  
DATE: May 19, 2021

**REZONE**

A parcel of land being a portion of Blocks 3 and 4 of the Amended Plat of F.A. Nourse's Third Addition as filed in the office of the Ada County Recorder, Boise, Idaho, in Book 7 of Plats at Page 299 lying in the NW1/4 of Section 7, Township 3 North, Range 1 East, Boise Meridian, Ada County Idaho, more particularly described as follows:

Commencing at northwest corner of Section 7;

Thence S 00° 24' 03" W a distance of 1105.86 feet along the west boundary of the NW1/4 to the **POINT OF BEGINNING**;

Thence N 89° 36' 49" E a distance of 135.38 feet parallel with the north boundary of Block 3;

Thence N 00° 24' 03" E a distance of 193.99 feet parallel with the west boundary Blocks 3 & 4;

Thence N 89° 36' 49" E a distance of 127.73 feet parallel with the north boundary of Block 3 to a point on the east boundary of the west half of Block 4;

Thence S 00° 28' 40" W a distance of 209.00 feet along the east boundary of the west half of Blocks 3 & 4;

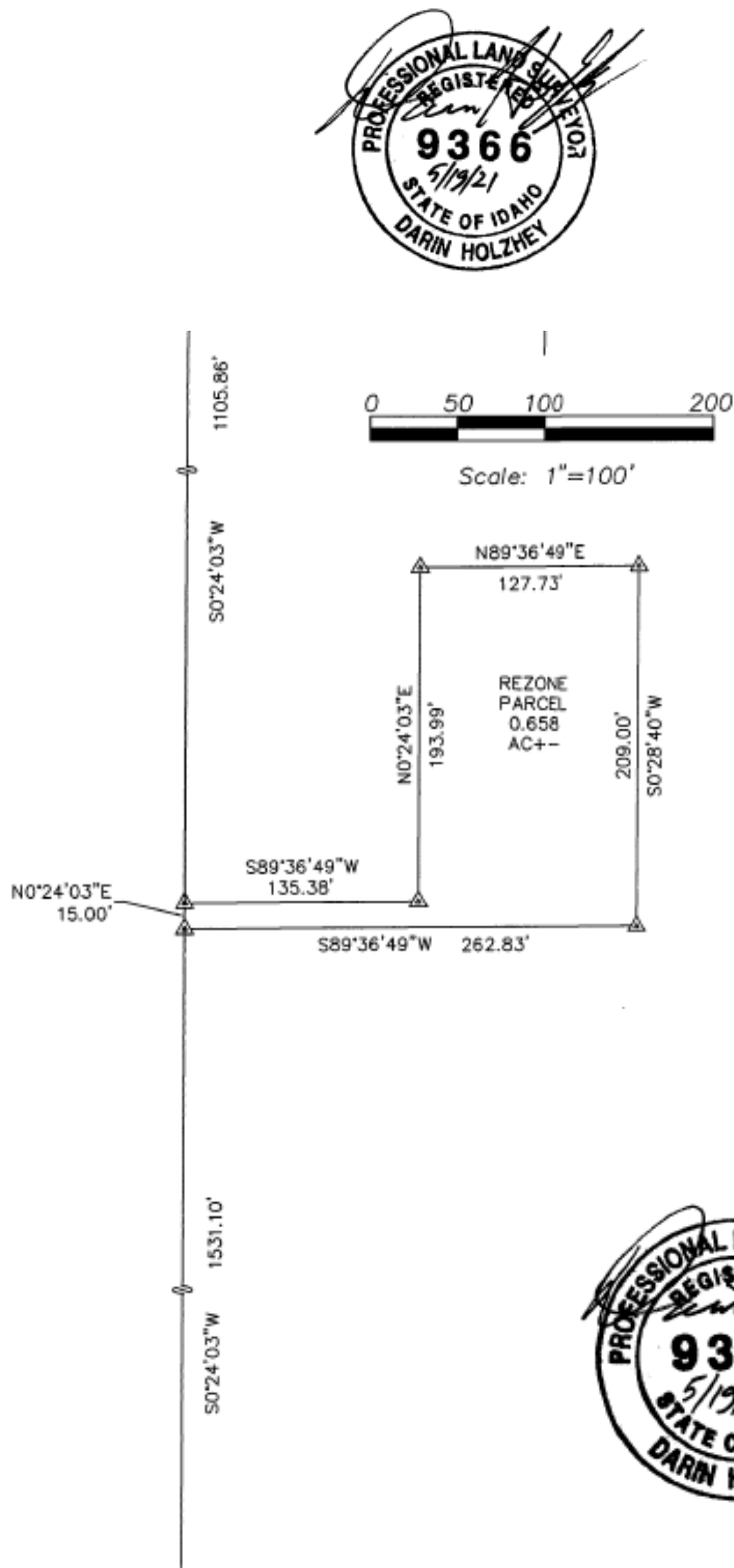
Thence S 89° 36' 49" W a distance of 262.83 feet parallel with the north boundary of Block 3 to a point on the west boundary of the NW1/4;

Thence N 00° 24' 03" E a distance of 15.00 feet along the west boundary of the NW1/4 to the **POINT OF BEGINNING**.



This parcel contains 0.658 acres, more or less.

**SUBJECT TO:** All existing rights of way and easements of record or implied appearing on the above-described parcel of land.





## VIII. CITY/AGENCY COMMENTS & CONDITIONS

### A. PLANNING

#### Site Specific Conditions:

1. Administrative design review is required prior to building permit for all new attached residential structures containing two (2) or more dwelling units. Elevations should include at least two field materials, accent materials, a heavier accent material around the base of the buildings, covered porches, and overhangs matching the rooflines or porches over the garage doors.
2. The applicant has two years to obtain City Engineer's signature on the short plat or apply for a time extension in accord with UDC 11-6B-7.
3. All off street parking areas and driveways into and through a parking area shall be improved with a compacted gravel base, not less than four (4) inches thick, surfaced with asphaltic pavement, as required per UDC 11-3C-5. All drive aisles shall be a minimum of 25 ft. in width.
4. The sidewalk along the north side of the southern driveway shall widened to 5 ft. in width. The applicant should work with adjacent property owners to widen the other sidewalks on both sides of the southern and northern driveways to 5 ft. in width.
5. Pedestrian connections between the walkways along the front of the duplexes and drive aisle sidewalks shall be distinguished from the vehicular driving surfaces through the use of pavers, colored or scored concrete, or bricks.
6. The short plat prepared by Mason and Associated, dated 6/23/21, shall be revised as following:
  - a) Prior to City Engineer's signature on the plat, the applicant shall provide proof of the relinquishment the Idaho Power Easement.
  - b) Add cross access easement Instr. No 2020-148053 to Note 4.
7. Prior to signature of the final plat by the City Engineer, the applicant shall provide a letter from the United States Postal Service stating that the applicant has received approval for the location of mailboxes. Contact the Meridian Postmaster, Sue Prescott, at 887-1620 for more information.
8. Staff's failure to cite specific ordinance provisions does not relieve the applicant of responsibility for compliance.
9. The applicant shall construct all proposed fencing and/or any fencing required by the UDC, consistent with the standards as set forth in UDC 11-3A-7 and 11-3A-6B, as applicable.
10. The development shall comply with all subdivision design and improvement standards as set forth in UDC 11-6C-3, including but not limited to driveways, easements, blocks, street buffers, and mailbox placement.
11. The development shall comply with all provisions of the O-T zoning district as set forth in UDC 11-2D-1.

### B. PUBLIC WORKS CONDITIONS:

#### Site Specific Conditions

1. Applicant is proposing an access gate at the southeast corner of the property to access the manhole at the southern boundary. Before Public Works can approve this, a turn radius analysis must be submitted for review to verify equipment can adequately gain access to this manhole. Analysis

must be complete prior to approval of the construction plans.

2. The property owner to the south must provide an access agreement with the understanding that some parking will be lost and that the access must remain open at all times. To achieve this additional signage, striping, etc. may be required. Access agreement must be in place prior to signature of the plat.
3. Ensure that sewer service lines do not pass through infiltration trenches.
4. A geotechnical report is required to be submitted and reviewed prior to signature of the final plat.

#### **General Conditions**

1. Sanitary sewer service to this development is available via extension of existing mains adjacent to the development. The applicant shall install mains to and through this subdivision; applicant shall coordinate main size and routing with the Public Works Department, and execute standard forms of easements for any mains that are required to provide service. Minimum cover over sewer mains is three feet, if cover from top of pipe to sub-grade is less than three feet than alternate materials shall be used in conformance of City of Meridian Public Works Departments Standard Specifications.
2. Water service to this site is available via extension of existing mains adjacent to the development. The applicant shall be responsible to install water mains to and through this development, coordinate main size and routing with Public Works.
3. All improvements related to public life, safety and health shall be completed prior to occupancy of the structures. Where approved by the City Engineer, an owner may post a performance surety for such improvements in order to obtain City Engineer signature on the final plat as set forth in UDC 11-5C-3B.
4. Upon installation of the landscaping and prior to inspection by Planning Department staff, the applicant shall provide a written certificate of completion as set forth in UDC 11-3B-14A.
5. A letter of credit or cash surety in the amount of 110% will be required for all incomplete fencing, landscaping, amenities, pressurized irrigation, prior to signature on the final plat.
6. The City of Meridian requires that the owner post with the City a performance surety in the amount of 125% of the total construction cost for all incomplete sewer, water infrastructure prior to final plat signature. This surety will be verified by a line item cost estimate provided by the owner to the City. The applicant shall be required to enter into a Development Surety Agreement with the City of Meridian. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.
7. The City of Meridian requires that the owner post to the City a warranty surety in the amount of 20% of the total construction cost for all completed sewer, and water infrastructure for a duration of two years. This surety amount will be verified by a line item final cost invoicing provided by the owner to the City. The surety can be posted in the form of an irrevocable letter of credit, cash deposit or bond. Applicant must file an application for surety, which can be found on the Community Development Department website. Please contact Land Development Service for more information at 887-2211.
8. In the event that an applicant and/or owner cannot complete non-life, non-safety and non-health improvements, prior to City Engineer signature on the final plat and/or prior to occupancy, a surety agreement may be approved as set forth in UDC 11-5C-3C.

9. Applicant shall be required to pay Public Works development plan review, and construction inspection fees, as determined during the plan review process, prior to the issuance of a plan approval letter.
10. It shall be the responsibility of the applicant to ensure that all development features comply with the Americans with Disabilities Act and the Fair Housing Act.
11. Applicant shall be responsible for application and compliance with any Section 404 Permitting that may be required by the Army Corps of Engineers.
12. Developer shall coordinate mailbox locations with the Meridian Post Office.
13. All grading of the site shall be performed in conformance with MCC 11-1-4B.
14. Compaction test results shall be submitted to the Meridian Building Department for all building pads receiving engineered backfill, where footing would sit atop fill material.
15. The engineer shall be required to certify that the street centerline elevations are set a minimum of 3-feet above the highest established peak groundwater elevation. This is to ensure that the bottom elevation of the crawl spaces of homes is at least 1-foot above.
16. The applicants design engineer shall be responsible for inspection of all irrigation and/or drainage facility within this project that do not fall under the jurisdiction of an irrigation district or ACHD. The design engineer shall provide certification that the facilities have been installed in accordance with the approved design plans. This certification will be required before a certificate of occupancy is issued for any structures within the project.
17. At the completion of the project, the applicant shall be responsible to submit record drawings per the City of Meridian AutoCAD standards. These record drawings must be received and approved prior to the issuance of a certification of occupancy for any structures within the project.
18. Street light plan requirements are listed in section 6-7 of the Improvement Standards for Street Lighting ([http://www.meridiancity.org/public\\_works.aspx?id=272](http://www.meridiancity.org/public_works.aspx?id=272)). All street lights shall be installed at developer's expense. Final design shall be submitted as part of the development plan set for approval, which must include the location of any existing street lights. The contractor's work and materials shall conform to the ISPWC and the City of Meridian Supplemental Specifications to the ISPWC. Contact the City of Meridian Transportation and Utility Coordinator at 898-5500 for information on the locations of existing street lighting.
19. The applicant shall provide easement(s) for all public water/sewer mains outside of public right of way (include all water services and hydrants). The easement widths shall be 20-feet wide for a single utility, or 30-feet wide for two. The easements shall not be dedicated via the plat, but rather dedicated outside the plat process using the City of Meridian's standard forms. The easement shall be graphically depicted on the plat for reference purposes. Submit an executed easement (on the form available from Public Works), a legal description prepared by an Idaho Licensed Professional Land Surveyor, which must include the area of the easement (marked EXHIBIT A) and an 8 1/2" x 11" map with bearings and distances (marked EXHIBIT B) for review. Both exhibits must be sealed, signed and dated by a Professional Land Surveyor. DO NOT RECORD. Add a note to the plat referencing this document. All easements must be submitted, reviewed, and approved prior to signature of the final plat by the City Engineer.
20. Applicant shall be responsible for application and compliance with and NPDES permitting that may be required by the Environmental Protection Agency.
21. Any wells that will not continue to be used must be properly abandoned according to Idaho Well Construction Standards Rules administered by the Idaho Department of Water Resources. The Developer's Engineer shall provide a statement addressing whether there are any existing wells in

the development, and if so, how they will continue to be used, or provide record of their abandonment.

22. Any existing septic systems within this project shall be removed from service per City Ordinance Section 9-1-4 and 9 4 8. Contact the Central District Health Department for abandonment procedures and inspections.
23. The City of Meridian requires that pressurized irrigation systems be supplied by a year-round source of water (MCC 9-1-28.C.1). The applicant should be required to use any existing surface or well water for the primary source. If a surface or well source is not available, a single-point connection to the culinary water system shall be required. If a single-point connection is utilized, the developer will be responsible for the payment of assessments for the common areas prior to development plan approval.
24. All irrigation ditches, canals, laterals, or drains, exclusive of natural waterways, intersecting, crossing or laying adjacent and contiguous to the area being subdivided shall be addressed per UDC 11-3A-6. In performing such work, the applicant shall comply with Idaho Code 42-1207 and any other applicable law or regulation.

## IX. FINDINGS

### A. Rezoning

Required Findings: Upon recommendation from the commission, the council shall make a full investigation and shall, at the public hearing, review the application. In order to grant an annexation and/or rezone, the council shall make the following findings:

**1. The map amendment complies with the applicable provisions of the comprehensive plan;**

*Commission finds the proposed zoning map amendment to rezone the property from the C-C zoning district to the O-T zoning district is consistent with the Comprehensive Plan, if all conditions of approval are met.*

**2. The map amendment complies with the regulations outlined for the proposed districts, specifically the purpose statement;**

*Commission finds the proposed zoning map amendment and the request for the development complies with the regulations outlined in the requested O-T zoning district and is consistent with the purpose statement of the requested traditional neighborhood zoning districts in general.*

**3. The map amendment shall not be materially detrimental to the public health, safety, and welfare;**

*As this is an infill site surrounded by existing commercial and residential development, Commission finds the proposed zoning map amendment should not be detrimental to the public health, safety and welfare.*

**4. The map amendment shall not result in an adverse impact upon the delivery of services by any political subdivision providing public services within the city including, but not limited to, school districts; and**

*Commission finds the proposed zoning map amendment will not result in an adverse impact on the delivery of services by any political subdivision providing public services within the City.*

**5. The annexation (as applicable) is in the best interest of city.**

*Subject site is already annexed so Staff finds this finding nonapplicable.*

**B. Short Plat**

In consideration of a short plat, the decision-making body shall make the following findings:

**A. The plat is in conformance with the Comprehensive Plan and is consistent with the Unified Development Code;**

*The Comprehensive Plan designates the future land use of this property as Old Town. This application proposes rezoning from C-C to O-T. The proposed short plat complies with the Comprehensive Plan and is developed in accord with UDC standards.*

**B. Public services are available or can be made available and are adequate to accommodate the proposed development;**

*Commission finds that public services are adequate to serve the site.*

**C. The plat is in conformance with scheduled public improvements in accord with the City's capital improvements program;**

*Commission finds that the development will not require the expenditure of capital improvement funds. All required utilities are being provided with the development of the property at the developer's expense.*

**D. There is public financial capability of supporting services for the proposed development;**

*Commission finds that the development will not require major expenditures for providing supporting services. The developer and/or future lot owner(s) will finance improvements for sewer, water, utilities and pressurized irrigation to serve the project.*

**E. The development will not be detrimental to the public health, safety or general welfare; and**

*Commission finds the proposed short plat will not be detrimental to the public health, safety or general welfare.*

**F. The development preserves significant natural, scenic or historic features.**

*Commission is not aware of any significant natural, scenic or historic features associated with the development of this site.*

- A. Request: Annexation of 5.14 acres of land with the R-15 zoning district.
- B. Request: Preliminary Plat consisting of a total of 30 single-family residential building lots and 3 common lots on 6.48 acres of land.

McCarvel: Next item on the agenda is H-2021-0067, Moshava Village Subdivision, and the applicant is requesting continuance to perform revisions to the proposed plat for discussions with staff and ACHD. When is our next opening for this one? A good date?

Dodson: Sorry about that. Madam Chair --

McCarvel: How much time do they need?

Dodson: Whatever date is available. They -- I don't want to go into too much detail, just because I don't know exactly what they are going to propose, because I haven't seen it yet. So, I would say --

McCarvel: Do we want 60 days, then, or --

Dodson: Probably not that long. I would say at least the -- I would say the second hearing in December is probably acceptable.

McCarvel: Okay. Madam Clerk, what's our agenda look like?

Weatherly: Madam Chair, for the second hearing date in December there is nothing on it yet. On the first date in December, December 2nd, there is already three.

McCarvel: Okay. Since we are not sure what they are going to propose let's do the second date in December, which is --

Weatherly: Be the 16th, Madam Chair.

McCarvel: Okay. Thank you. Can I get a motion to continue H-2021-0067 to the hearing date of December 16th?

Seal: So moved.

Cassinelli: Second.

McCarvel: It has been moved and seconded to continue H-2021-0067 to December 16th. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: ALL AYES.

## **8. Public Hearing Continued from October 7, 2021 for Elderberry Estates**

**Subdivision (H2021-0044 and H-2021-0005) by Angie Cuellar of Mason and Associates, Located at 1332 N. Meridian Rd.**

- A. Request: Rezone of 0.66 acres of land with the O-T zoning district.
- B. Request: Short Plat consisting of 4 buildable lots.

McCarvel: Next we will continue Item H-2021-0044 and H-2021-0005, originally heard on October 7th, and we will move forward with the staff report at this time -- or comments from staff.

Tiefenbach: Thank you. Alan Tiefenbach, associate planner with the City of Meridian. Madam Chair, Members of the Commission, if you recall just very quickly, this is a rezoning to OT to allow three lots. It was -- originally it was four. It was going to be four duplexes. Now they are proposing three duplexes. The property is located at the southeast corner of Fairview and North Meridian. Again, it's presently zoned C-C. At the October 7th meeting the Planning Commission continued this to today. The Commissioners -- and here is a picture of the plat. So, there -- this is Lot 1, this is Lot 2, this is Lot 3. Two -- three duplexes, garages, parking here. The reason why the Commissioners continued this is that there was some concerns expressed from the business owner to the northwest, who owns the accounting business, and the issues were that -- if you look at this plat right now you can see a hatched line. There is actually more than this, but there are access easements that cross the property here, here, here and here. There was some discussion and city attorney confirmed that -- that the -- it sounds like the access issue -- the access easements for the purpose of access -- the reason why I say that is because the property owner to the northwest believed that the -- the -- the project would eliminate the parking that they had to the south of their business. Again, we are not aware that there is any legal right to park there. Our understanding is are those for access only, good or bad. So, the Commissioners, first of all, asked the applicant to see if they could discuss the parking and access situation to the property with the property owner. The second recommendation was whether or not the applicant could push the duplexes further to the east to provide anymore parking. I want to mention that I believe each duplex has 12 parking spaces, which is significantly more than they are required to have under the minimum code. My last understanding -- well, no. And so with that I guess I will entertain any questions if you have any. There hasn't been any -- sorry. There hasn't been any additional changes to what you are seeing here this evening. I think the applicant has a presentation to talk about that, but they have not changed the design.

McCarvel: Thank you. Would the applicant like to come forward?

Long: Name is Jonathan Long. Address is 1859 South Topaz Way, Meridian. As far as the northwest owner at 1414 Meridian, we -- we came to a mutual agreement. We could not move the duplexes further east. We have got a 16 foot sewer line easement there and it just really hedges things in. So, the agreement that we have come together -- or that we have come to with 1414 Meridian is to share expenses for relocating the fence to

their backyard and actually converting their backyard to additional parking for them and so that will all be paved and it will provide -- I think it's six parking spaces for that. It's both residence and business. They live in the place and they also operate three business -- three businesses out of it and so they were very satisfied with that and no longer had concerns over parking. There is on file that I have turned in, the very last page, there is a representation just of that backyard being converted to parking area. Just for reference purposes if you guys wanted to see that.

Tiefenbach: Is that this one? Oops. I'm not sharing. Sorry. My apologies. Hang on here. Is that the right graphic?

Long: It would be the very last -- very last page. There we go. So, you will see the -- yeah, the northwest property there. You will see it's represented with three parking spaces and so all that is currently backyard, but it will be converted to parking area.

McCarvel: Any questions for the applicant?

Cassinelli: Madam Chair?

McCarvel: Commissioner Cassinelli.

Cassinelli: I think there was also an issue with the mailboxes. Did that get resolved, too?

Long: Yes, sir. Contacted USPS and Chris down there said not a problem, he was going to wait for project approval first and that he said to contact him and he would start the process and -- and go forward from there.

Cassinelli: Okay. And, then, the other business there to the south of the one -- I think that's the accounting.

Long: So, actually, accounting is directly west. The one to the south is a -- both a personal residence and salon.

Cassinelli: Okay. So, they are out of the picture on this one, though? So -- but everybody -- we are all happy with all the neighbors?

Long: Yes, sir.

Cassinelli: Everybody's made good? Okay. Thank you.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: And thank you for doing this, working with the neighbors and being a good neighbor. It's important here, so -- in having that done and reducing this down from four to three.



Providing the additional parking. I could support this for sure.

McCarvel: Any other questions for the applicant? Thank you. And being open -- did we have any public testimony on the parking issue on this application? Okay. I'm assuming applicant has no further comments. Can I get a motion to close the public hearing for H-2021-0044?

Seal: So moved.

Lorcher: Second.

McCarvel: It has been moved and seconded to close the public hearing for H-2021-0044 -- and, I'm sorry, I guess we have H-2021-0005. Would you like to amend your motion?

Seal: Yes.

McCarvel: And second?

Lorcher: Yes.

McCarvel: Okay. It has been moved and seconded to close the public hearing on H-2021-0044 and H-2021-0005. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: ALL AYES.

McCarvel: I will let the people who were here and made comments at the last one jump off on this.

Grove: Madam Chair?

McCarvel: Commissioner Grove.

Grove: I still feel like I would prefer to have this commercial, but the applicant has worked well with the neighbors, has a good plan for how to get this in here. I'm okay with this moving forward.

McCarvel: Any other comments or motions?

Lorcher: Madam Chair?

McCarvel: Commissioner.

Lorcher: I'm also with Commissioner Grove on this, changing it from commercial to residential. It just seems like a very small space to put in three residential buildings that would potentially hold ten people, maybe 12 people per building, adding additional traffic concerns on Meridian Road, which is already busy enough as it is. But I don't have to

live there, so I guess if they can sell the product, then, I can support it.

Seal: Madam Chair?

McCarvel: Commissioner Seal.

Seal: If nobody else wants to jump in I can throw a motion out.

McCarvel: There you go.

Seal: After considering all staff, applicant, and public testimony, I move to recommend approval to City Council of file numbers H-2021-0044 and H-2021-0005 as presented in the staff report for the hearing date of October 7th, 2021, with no modifications.

Grove: Second.

McCarvel: It has been moved and seconded to recommend approval on H-2021-0044 and H-2021-0005. All those in favor say aye. Opposed? Motion carries.

MOTION CARRIED: ALL AYES.

**9. Public Hearing Continued from October 7, 2021 for Pera Place Subdivision (H-2021-0056) by Leavitt & Associates Engineers, Located at 4600 W. Daphne St., 4546 W. Daphne St., and Parcel S0427325702, Near the Northeast Corner of N. Black Cat Rd. and W. McMillan Rd.**

- A. Request: Annexation and Zoning of 10 acres of land with a request for the R-8 zoning district.
- B. Request: Rezone of 6.84 acres of land from the R-4 zoning district to the R-8 zoning district.
- C. Request: Preliminary Plat consisting of 65 single-family detached building lots and 7 common lots on 16.63 acres of land.

McCarvel: Next item on the agenda is also an application from -- being continued from October 7th, H-2021-0056, Pera Place Subdivision, and we will begin with staff comments.

Dodson: Thank you, Madam Chair. Give me one second just to get everything pulled up, please. Okay. So, as noted the application before you was continued from October 7th due to a site posting error. The site is correctly posted now, so we can move forward. The application is for Pera Place Subdivision. The requests are for annexation and zoning, rezone and preliminary plat. The entire site consists of three existing parcels, one of which is already zoned R-4 and the other two are currently zoned RUT or Rural Urban Transition in the county. History on the site is only for that R-4 parcel, which was



## AGENDA ITEM

**ITEM TOPIC:** Public Hearing Continued from November 9, 2021 for Settlers Square (H-2021-0072) by Brighton Development, Inc., Located on the Northwest Corner of W. Ustick Rd. and N. Venable Ave., Adjacent to the Mid-Mile Mark Between Linder Rd. and Meridian Rd.  
A. Request: Modification to the Existing Development Agreement (Inst. #2016-097989) for the purpose of entering into a new agreement to incorporate a new concept plan consisting of commercial and residential uses.



# PUBLIC HEARING INFORMATION

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**Staff Contact:** Joseph Dodson

**Meeting Date:** December 7, 2021

**Topic:** **Public Hearing** Continued from November 9, 2021 for Settlers Square (H-2021-0072) by Brighton Development, Inc., Located on the Northwest Corner of W. Ustick Rd. and N. Venable Ave., Adjacent to the Mid-Mile Mark Between Linder Rd. and Meridian Rd.

- A. Request: Modification to the Existing Development Agreement (Inst. #2016-097989) for the purpose of entering into a new agreement to incorporate a new concept plan consisting of commercial and residential uses.

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**Information Resources:**

[Click Here for Application Materials](#)

[Click Here to Sign Up to Testify at the City Council Public Hearing](#)



## COMMUNITY DEVELOPMENT DEPARTMENT

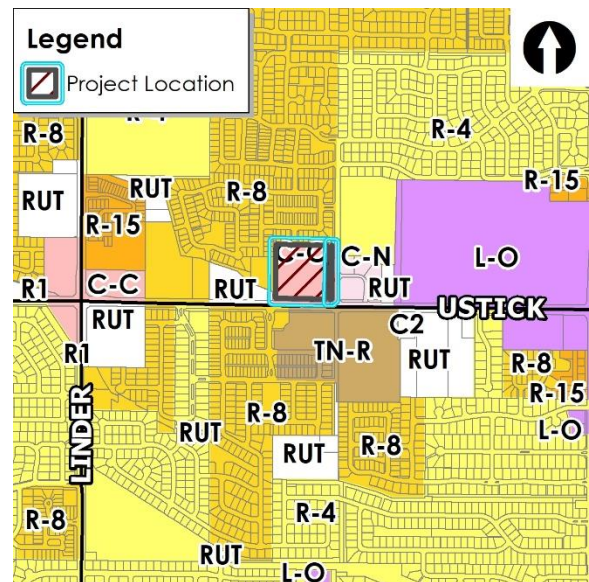
HEARING DATE: ~~11/9/2021~~ 12/7/2021

TO: Mayor & City Council

FROAM: Joseph Dodson, Associate Planner  
208-884-5533

SUBJECT: H-2021-0072  
Settlers Square MDA

LOCATION: The site is located on the northwest corner of W. Ustick Road and N. Venable Avenue, adjacent to the mid-mile mark between Linder Road and Meridian Road, in the SE ¼ of the SW ¼ of Section 36, Township 4N., Range 1W.



### I. PROJECT DESCRIPTION

Modification to the existing Development Agreement (Inst. #2016-097989) for the purpose of replacing the previous agreement with a new one to incorporate a new concept plan consisting of commercial and residential uses.

NOTE: The Applicant has submitted revised concept plans and narrative leading to Staff changing its recommendation for denial to approval based on the changes to the proposed concept plan. Analysis has been updated in a strike-through and underline format below.

### II. SUMMARY OF REPORT

#### A. Applicant:

Joshua Beach, Brighton Development, Inc. – 2929 W. Navigator Drive, Suite 400, Meridian, ID 83642

#### B. Owner:

Brighton Development, Inc. – 11650 S. State Street, Draper, UT 84020

#### C. Representative:

Same as Applicant

### III. STAFF ANALYSIS

The existing Development Agreement (DA) for the subject property requires the entire site to be developed with commercial and office uses and incorporates two private roads through the development; one north-south road and one east-west. In 2016, Council approved a DA Modification for this site to change the internal roads from public roads to private streets. There are existing DA

provisions regarding the desired placement of buildings along Ustick and the desired integration of pedestrian facilities throughout the site for safe pedestrian circulation that Staff finds imperative to keep within the DA to assist in compliance with mixed-use policies and the desired site design.

The Applicant proposes to replace the existing DA with a new one for the purpose of incorporating a new conceptual development plan. A multi-family development is proposed to develop on the north half of the site consisting of approximately 60 apartment units, according to the submitted concept plan. Per the submitted plan and conceptual elevations, the apartment units are proposed as townhome style units in the form of two-story 3-plexes and 4-plexes with each most units having a front-loaded garage and parking pad; the revised concept plan shows the central units as alley-loaded with some of the units now fronting on the east-west street between the proposed residential area and the commercial area shown to remain. In addition, the submitted conceptual development plan depicts the east-west street shown on the existing concept plan as remaining but appears to be a public road—this east-west road connects to Venable on the east boundary as the main access point for the site and also provides future connectivity to the west should the adjacent property redevelop in the future. In addition, this east-west street is also shown as remaining from the conceptual plan in the existing DA but is now shown as a drive aisle instead of a public street. Staff supports this change to the plan because it offers the Applicant the opportunity to provide bulb-outs for dedicated on-street parking and street trees to provide an urban canopy as proposed on the revised concept plan. The revised concept plan also shows additional pedestrian facilities within the residential portion of the site, detached sidewalks along the east-west drive aisle, and a shared plaza. The additional pedestrian facilities and the overall revisions to the site plan add more pedestrian connectivity between the proposed commercial and residential uses and offers safer circulation for pedestrians moving throughout the site. **Staff can better support the revised concept plan with the revisions shown.**

Furthermore, ~~In addition,~~ the public street stubbed to the north property boundary is shown as terminating within the site as part of the multi-family drive aisles instead of continuing through the site and connecting to Ustick Road, which concerns Staff (further analysis is below). Therefore, no connection to Ustick is proposed either via public street or commercial drive aisle with the new conceptual development plan. ~~Furthermore, a~~ In addition, this Applicant has agreed to provide cross-access to the remaining county zoned parcel at the very southwest corner property boundary of this site for future pedestrian and vehicular connectivity. This connection to Ustick would align with an existing access on the south side of Ustick and provide both projects an access point to Ustick—Staff finds it important to have this cross-access connection because of the opportunity to provide easier access to the future commercial uses on this subject site and help disperse traffic from both projects onto Ustick by having a second connection to Ustick beyond that of only Venable. **As noted above, Staff can better support this revised concept plan and has proposed recommended DA provisions in line with the revised concept plan and need for cross-access to the west.**

A rezone application has not been submitted so the proposed multi-family use in the existing C-C zoning district will require conditional use permit (CUP) approval. Staff would analyze specific development criteria and specific use standards at the time of the CUP submittal.

Off-street parking would be required per the standards listed in UDC Table [11-3C-6](#) for multi-family developments. Qualified open space would also be required, per the standards listed in UDC [11-4-3-27C](#). Compliance with the specific use standards listed in UDC [11-4-3-27](#) for multi-family developments is required and would be reviewed with the CUP application. Adjustments may be necessary to the concept plan to comply with these standards and any ACHD required revisions.

The subject site is part of a Mixed-Use Community (MU-C) future land use area—this designation calls for a mix of residential and commercial land uses that are thoughtfully integrated. One of the reasons the Applicant has stated for requesting this DA Modification is the subject site has sat vacant in its current configuration and entitlements for over a decade. The Applicant's revised narrative sheds

additional light on the history of this parcel, the intention of the future land use designation, and the Applicant's justification to modify the concept plan to include multi-family residential and reduce the commercial area at this mid-mile location. Within this MU-C area, detached single-family, apartments, office/retail, and Civic uses are existing and planned (future land use designations are not parcel specific so an area of the baseball fields in Settlers Park are within this MU-C area). There is existing multi-family directly south of the subject site on the south side of Ustick; additional multi-family is approved at the southeast corner of the Venable and Ustick intersection. Directly to the east is a relatively small office park with five (5) buildings and is the only commercial component in this MU-C area. **Because of the multi-family development on the south side of Ustick, this may be the only area that could develop with neighborhood serving commercial uses. During the review of the Summertown project (SEC of Venable and Ustick), staff did forego recommending a commercial component as part of that project because this property was already zoned for commercial and Staff was in favor of preserving this property for future commercial uses.**

**Although the proposed development would be a new type of residential in this area (townhome style instead of traditional garden style walk-up apartments), the submitted concept plan lacks many of the design concepts shown and outlined in the comprehensive plan for mixed-use areas. In general, the future commercial area is being reduced while increasing the residential area and its impact in this area of the City with little to no neighborhood serving commercial uses. At a minimum, the following mixed-use policies are not met with the proposed plan whereas the existing one does comply: With the Applicant's revised narrative and concept plans, Staff finds the following mixed-use policies are better satisfied with the subject project and surrounding area:**

- Mixed use areas should be centered around spaces that are well-designed public and quasi-public centers of activity. Spaces should be activated and incorporate permanent design elements and amenities that foster a wide variety of interests ranging from leisure to play. These areas should be thoughtfully integrated into the development and further placemaking opportunities considered. *Staff does not find the proposed concept plan meets this policy as no integration of the residential and commercial areas are shown; no placemaking or thoughtful integration of the mix of uses is present in the proposed concept plan especially when compared to the existing commercial concept plan.*
- Supportive and proportional public and/or quasi-public spaces and places including but not limited to parks, plazas, outdoor gathering areas, open space, libraries, and schools that comprise a minimum of 5% of the development area are required. Outdoor seating areas at restaurants do not count towards this requirement. *Based on the submitted concept plan, there are not enough details to show compliance with this plan. The proposed multi-family residential area appears to be isolated and no shared areas are shown, as noted in this policy.*
- All mixed use projects should be accessible to adjacent neighborhoods by both vehicles and pedestrians. Pedestrian circulation should be convenient and interconnect different land use types. Vehicle connectivity should not rely on arterial streets for neighborhood access. *Although the proposed concept plan does not require arterial streets for neighborhood access, the plan would force residents from the north to drive through the multi-family development to get to the commercial which could force them to utilize Venable for ease of access, further reducing accessibility for this mixed use area. Furthermore, there are minimal pedestrian facilities shown on the proposed plan to connect the existing residential and the proposed residential to the commercial along Ustick; it appears the intent is for residents to use the multi-family drive aisles which does not provide adequate pedestrian safety.*

- A mixed use project should include at least three types of land uses. Exceptions may be granted for smaller sites on a case-by-case basis. This land use is not intended for high density residential development alone. ~~*As noted, not each mixed-use project is intended to provide at least three types of land uses. However, with the existing and approved development in this MU-C area, a vast majority of the area will be medium and high-density residential which is not a desired outcome. Staff finds reducing the last remaining area of undeveloped commercial area to incorporate more residential is in direct contradiction to this policy.*~~

~~Overall, Staff is concerned the proposed plan is more residentially focused, lacks integration with the commercial area, and does not comply with the mixed-use policies in the comprehensive plan. For the reasons and concerns noted, Staff is not supportive of the proposed DA modification and has recommended denial of the request.~~

Overall, with the Applicant's revised concept plan, color rendering, and additional context provided within the revised narrative, Staff finds the project now complies with a majority of the mixed-use policies, provides new housing types within this area for residents of different income levels and housing preferences, and provides adequate cross-access between parcels to relieve the stress on the arterial street system.

#### IV. DECISION

##### A. Staff:

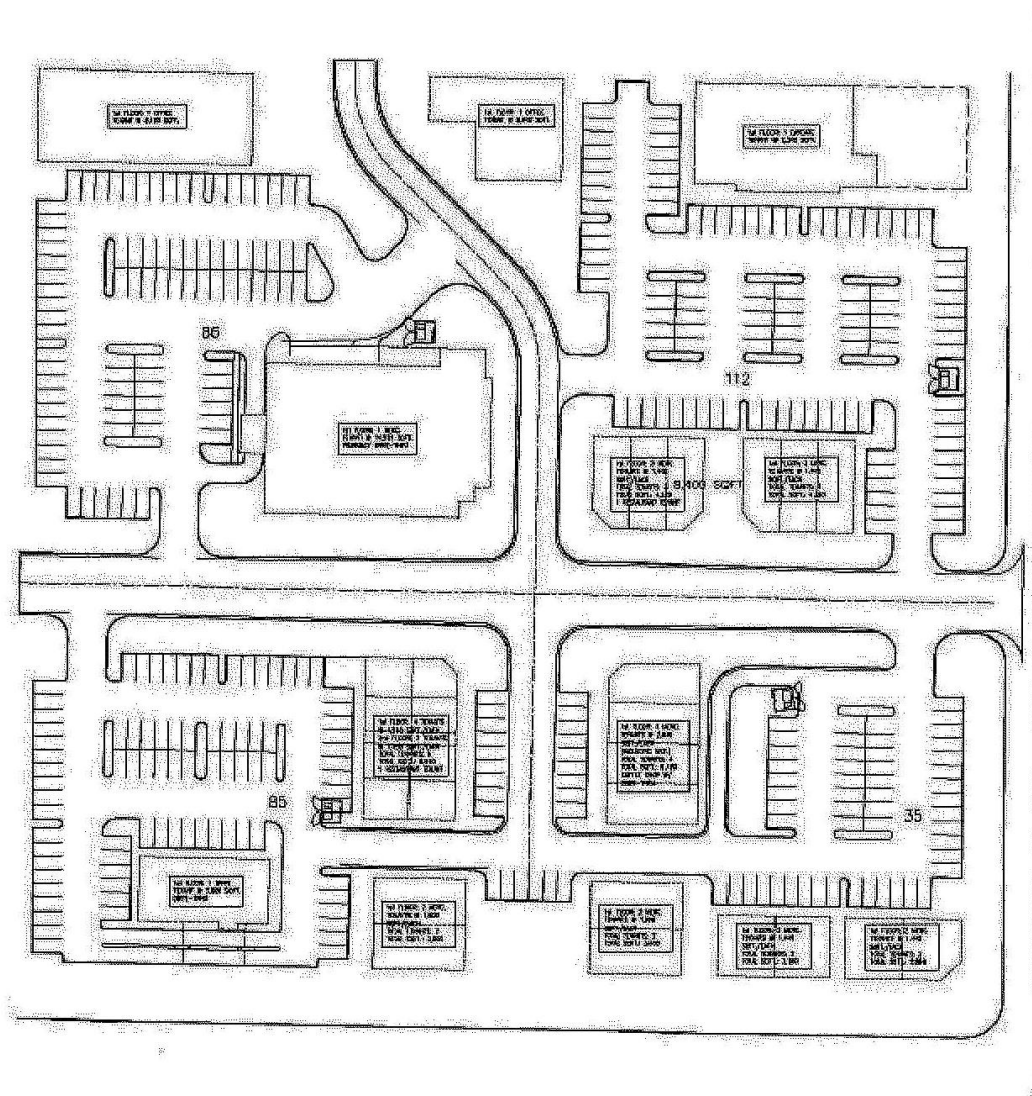
~~Staff recommends denial of the modification to the DA as proposed by the Applicant and finds the existing concept plan and DA provisions are better suited to address development of the subject property.~~

Staff recommends approval of the modification to the DA pursuant to the recommended provisions in Section VI of this report.

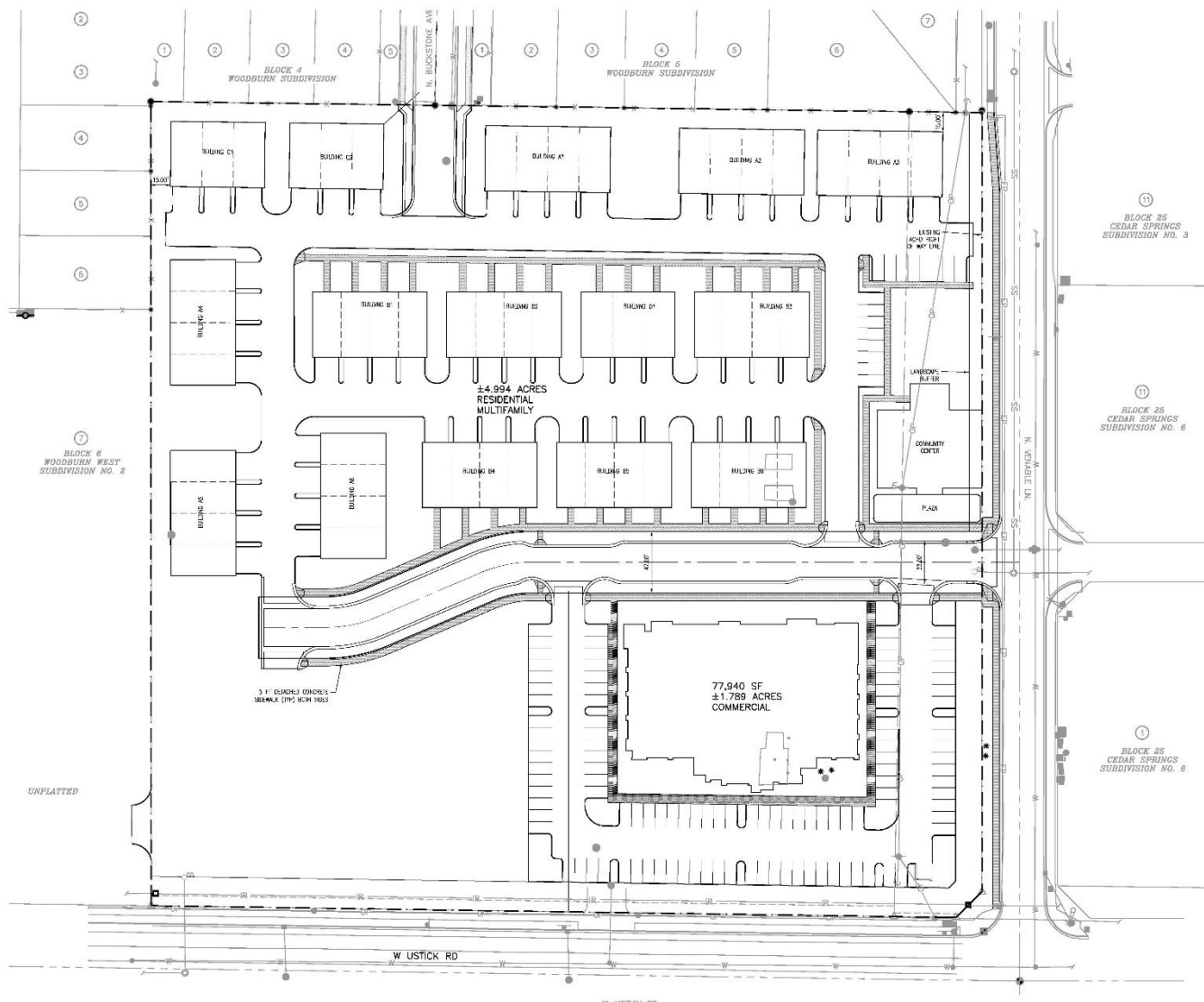


## V. EXHIBITS

### A. Approved Conceptual Development Plans (dated: October 2016)



B. Proposed Conceptual Development Plan (dated: November 2021)



C. Conceptual Development Plan Rendering and Elevations (dated: 9/20/2021 November 2021)



September 20, 2021  
Page 3

EXHIBIT A  
Conceptual Architectural Elevations





## D. Legal Description for Property Subject to Development Agreement

### Legal Description:

#### Parcel I:

The South 660 feet of the East one-half of the East one-half of the Southwest quarter of Section 36, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho.

Except the East 29 feet.

#### Further Except:

A parcel of land located in the East half of the East half of the Southwest quarter of Section 36, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho, more particularly described as follows:

Beginning at an iron pin marking the Southwest corner of Section 36, Township 4 North, Range 1 West, Boise Meridian; thence, along the South section line of said Section 36, also being the center line of Ustick Road South 88°44'00" East 2662.19 feet to an iron pin marking the South quarter corner of said Section 36; thence, leaving said South section line, and along the North-South center quarter section line of said Section 36 North 0°26'40" East 25.00 feet to a point on the North right-of-way line of said Ustick Road, also being the Real Point of Beginning; thence, leaving said North right-of-way line, and continuing along said North-South center quarter section line North 0°26'40" East 639.49 feet to a point; thence, leaving said North-South center quarter section line North 88°50'42" West 84.71 feet to an iron pin; thence South 1°31'09" West 639.26 feet to an iron pin on the said North right-of-way line; thence along said North right-of-way line South 88°44'00" East 96.71 feet to the Real Point of Beginning.

#### Further Excepting:

A parcel of land disclosed in Warranty Deed to Ada County Highway District recorded April 9, 2010 as Instrument No. 110032208, records of Ada County, Idaho.

#### Parcel II:

A parcel of land located in the East half of the East half of the Southwest quarter of Section 36, Township 4 North, Range 1 West, Boise Meridian, Ada County, Idaho, more particularly described as follows:

Beginning at an iron pin marking the Southwest corner of Section 36, Township 4 North, Range 1 West, Boise Meridian; thence along the South section line of said Section 36, also being the center line of Ustick Road South 88°44'00" East, 2662.19 feet to an iron pin marking the South quarter corner of said Section 36; thence leaving said South section line, and along the North-South center quarter section line of said Section 36 North 0°26'40" East, 25.00 feet to a point on the North right-of-way line of said Ustick Road, also being the Real Point of Beginning; thence leaving said North right-of-way line, and continuing along said North-South center quarter section line North 0°26'40" East, 639.49 feet to a point; thence leaving said North-South center quarter section line North 88°50'42" West, 84.71 feet to an iron pin; thence South 1°31'09" West, 639.26 feet to an iron pin on the said North right-of-way line; thence along said North right-of-way line South 88°44'00" East, 96.71 feet to the Real Point of Beginning.

#### Except:

A parcel of land disclosed in Warranty Deed to Ada County Highway District recorded April 9, 2010 as Instrument No. 110032208, records of Ada County, Idaho.

## VI. PLANING DIVISION COMMENTS

### A. Development Agreement Provisions

1. Development of the subject property shall no longer be subject to the terms of the existing Development Agreement (H-2016-0074, Inst. #2016-097989).
2. Future development of the subject site shall be substantially consistent with the conceptual development plan, conceptual rendering, conceptual elevations, and provisions contained herein.
3. Direct lot access to W. Ustick Road is prohibited, as shown on the submitted conceptual development plans.
4. A cross-access easement shall be granted to the property abutting the southwest property boundary (Parcel # S0436346613). A copy of the recorded easement shall be submitted to the Planning Division prior to issuance of Certificate of Occupancy for the western commercial pad site OR when parcel S0436346613 develops, whichever occurs first.
5. An additional north-south pedestrian connection to the proposed east-west drive aisle shall be added in the west half of the residential site with the future conditional use permit application for added pedestrian connectivity.
6. Future development shall comply with the design standards listed in the Architectural Standards Manual; future commercial structures shall incorporate similar architectural themes and elements as the residential portion of the project for consistency.
7. A conditional use permit is required to be submitted and approved by the Planning and Zoning Commission for the proposed multi-family development in the C-C zoning district as set forth in UDC Table 11-2B-2. The proposed use is subject to the specific use standards listed in UDC 11-4-3-27 Multi-Family Development.
8. A maximum of 57 multi-family units and a minimum of two commercial buildings shall be constructed on the subject site per the submitted concept plans.
9. A Certificate of Zoning Compliance and administrative Design Review applications shall be reviewed and approved by the Planning Division prior to submittal of any building permit application(s).



## AGENDA ITEM

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



# MEMO TO CITY COUNCIL

## Request to Include Topic on the City Council Agenda

**From:** Cameron Arial, Community Development      **Meeting Date:** December 7, 2021  
**Presenter:** Cameron Arial      **Estimated Time:** 10 minutes  
**Topic:** Third Reading of Ordinance No. 21-1954: An Ordinance of the City Council of the City of Meridian, Idaho, Approving the (Option A)<sup>1</sup> Urban Renewal Plan for the Northern Gateway District Urban Renewal Project

### Recommended Council Action

It is recommended that, following this third and final reading, the City Council adopt Ordinance 21-1954 approving the Urban Renewal Plan for the Northern Gateway District Urban Renewal Project.

### Background

On July 13, 2021, the Second Amendment to the Meridian Revitalization Plan deannexed 133 parcels from the original downtown Meridian Revitalization District which will sunset in 2026. The proposed Northern Gateway District (the “District”) includes those deannexed parcels, in addition to 17 parcels not previously included in an urban renewal district.

The following required City and Meridian Development Corporation (MDC) actions and approvals have preceded this proposed ordinance approving the Urban Renewal Plan for the Northern Gateway District (the “Plan”):

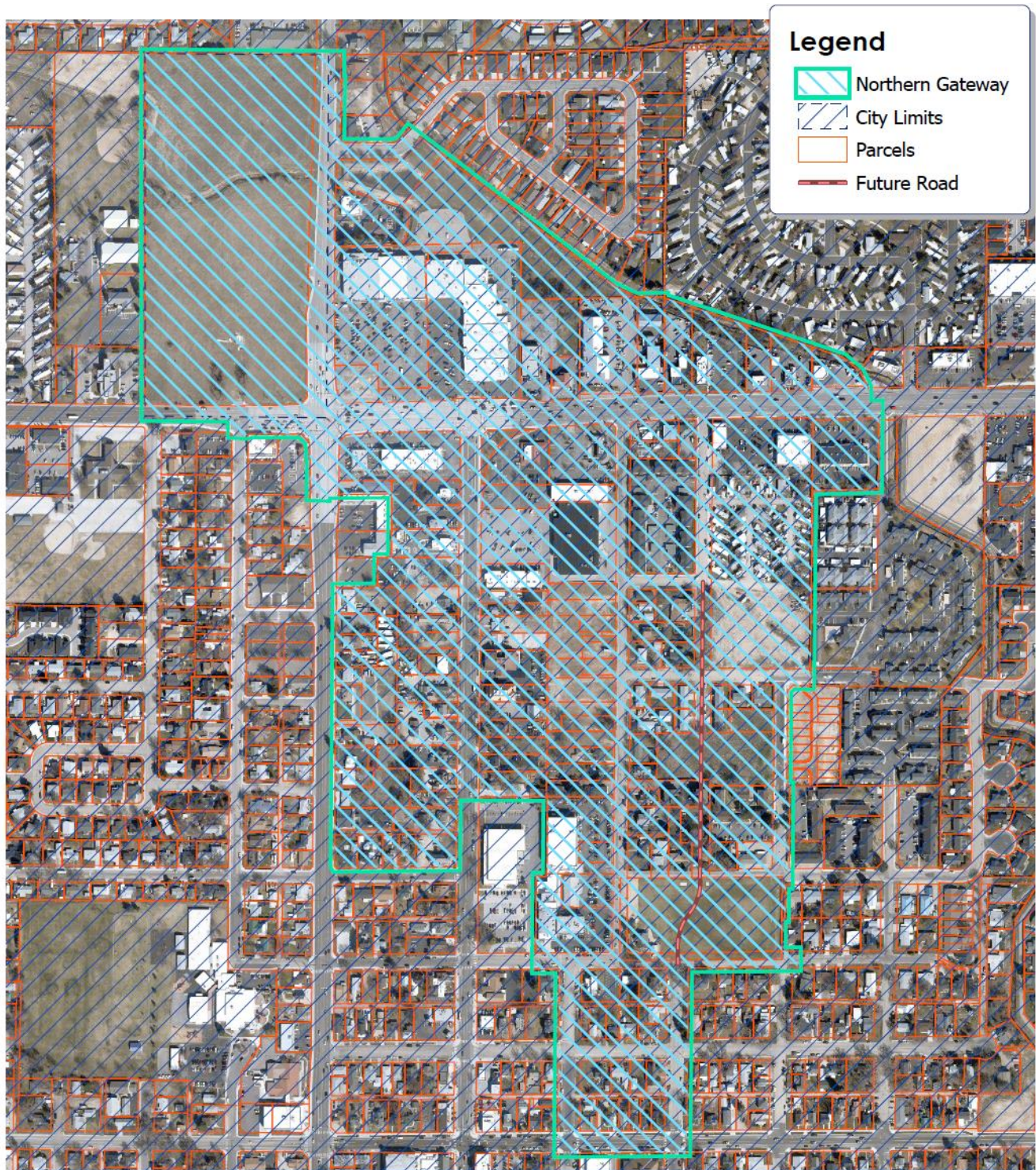
MDC Approval and Transmittal of Eligibility Report	June 9, 2021
City Council Approval of Eligibility Report	July 6, 2021
MDC Approval & Transmittal of Northern Gateway District Urban Renewal Plan	September 22, 2021
Planning and Zoning Commission Confirmation of Conformance of Northern Gateway Urban Renewal Plan with City Comprehensive Plan	October 7, 2021

The establishment of the 126.23-acre Northern Gateway District will encourage new investment and continued redevelopment of private properties, generating tax increment to fund capital improvements and continued public-private partnerships to support new development.

*Northern Gateway District – Option A*

<sup>1</sup> Option A includes a 17.64-acre parcel known as the McFadden parcel at the northwest corner of Cherry Lane and Meridian Road, owned by Kobe LLC, which was officially annexed into the City on October 31, 2021. Option B excluded the parcel and was withdrawn by MDC following execution of a Development Agreement by the property owner and approval of annexation and Development Agreement by the City Council.





Plan development began with identification of needed infrastructure improvements as well as potential projects that may be funded through future tax increment generated by anticipated new investment and redevelopment of properties within the proposed District. Specific street improvements and utility upgrades are cited in Plan Attachment 5.1 which lists a total of \$33,925,000 in improvements and projects.



Current market rents often cannot support rising development costs or produce the returns necessary to justify private equity investment or to secure traditional bank financing for the redevelopment of many small parcels throughout the District. The assemblage of parcels can spread soft developments costs over a larger area and, when coupled with MDC's ability to reimburse qualifying public infrastructure improvements associated with new construction, can spur development interest.

Based on projected new private investment of \$310,000,000, it is estimated that redevelopment and other Plan activities will generate tax increment revenue of \$35,085,665 over the 20-year life of the Plan (Attachment 5.2).

MDC will retain its "pay-as-go" philosophy, carefully considering funding assistance for qualifying development costs and activities on a reimbursement basis, with a nexus to increased tax increment resulting from new private investment.

### **Future Actions**

Following adoption of Ordinance 21-1954, required documents will be filed with all appropriate public agencies, establishing 2021 as the base year for valuation purposes. The new Northern Gateway District will run through December 31, 2041.

**CITY OF MERIDIAN ORDINANCE NO. 21-1954**

**BY THE CITY COUNCIL:**

**BERNT, BORTON, CAVENER,  
HOAGLUN PERREAULT, STRADER**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MERIDIAN, IDAHO, APPROVING THE (OPTION A) URBAN RENEWAL PLAN FOR THE NORTHERN GATEWAY DISTRICT URBAN RENEWAL PROJECT, WHICH PLAN INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS AND THE AFFECTED TAXING ENTITIES; PROVIDING SEVERABILITY; APPROVING THE SUMMARY OF THE ORDINANCE; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the Meridian City Council and Mayor of Meridian respectively on or about July 24, 2001, adopted and approved a resolution creating the Urban Renewal Agency of Meridian, Idaho, also known as the Meridian Development Corporation (“MDC” or the “Agency”), authorizing it to transact business and exercise the powers granted by the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (hereinafter the “Law”), and the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (hereinafter the “Act”) upon making the findings of necessity required for creating said Agency;

**WHEREAS**, on October 8, 2002, the City Council (the “City Council”) of the City of Meridian, Idaho (the “City”), after notice duly published conducted a public hearing on the Meridian Revitalization Plan Urban Renewal Project, which is also referred to as the Downtown District (the “Downtown District Plan”);

**WHEREAS**, following said public hearing, the City Council on December 3, 2002, adopted Ordinance No. 02-987 approving the Downtown District Plan, making certain findings and establishing the Downtown District revenue allocation area (the “Downtown District Project Area”);

**WHEREAS**, the City Council, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the Ten Mile Road -An Urban Renewal Project (the “Ten Mile Plan”). The public hearing was continued to June 21, 2016, for further testimony;

**WHEREAS**, following said public hearings, the City Council adopted its Ordinance No. 16-1695 on June 21, 2016, approving the Ten Mile Plan, making certain findings and establishing the Ten Mile revenue allocation area (the “Ten Mile Project Area”);

**WHEREAS**, the City Council, after notice duly published, conducted a public hearing on the First Amendment to the Meridian Revitalization Plan Urban Renewal Project (the “First Amendment to the Downtown District Plan”);

**WHEREAS**, following said public hearing, the City Council adopted its Ordinance No. 20-1881 on June 9, 2020, approving the First Amendment to the Downtown District Plan deannexing certain parcels from the Downtown District Project Area and making certain findings;

**WHEREAS**, the City Council, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the Union District Urban Renewal Project (the “Union District Plan”);

**WHEREAS**, following said public hearing, the City Council adopted its Ordinance No. 20-1882 on June 9, 2020, approving the Union District Plan, making certain findings, and establishing the Union District revenue allocation area, which included the parcels deannexed pursuant to the First Amendment to the Downtown District Plan (the “Union District Project Area”);

**WHEREAS**, the City Council, after notice duly published, conducted a public hearing on the Second Amendment to the Meridian Revitalization Plan Urban Renewal Project (the “Second Amendment to the Downtown District Plan”);

**WHEREAS**, following said public hearing, the City Council adopted its Ordinance No. 21-1933 on July 13, 2021, approving the Second Amendment to the Downtown District Plan deannexing certain parcels from the Downtown District Project Area and making certain findings (collectively, the Downtown District Plan, and amendments thereto, are referred to as the “Existing Downtown District Plan,” and the Downtown District Project Area, and amendments thereto, are referred to as the “Existing Downtown District Project Area”);

**WHEREAS**, the Existing Downtown District Plan, the Ten Mile Plan, and the Union District Plan are collectively referred to as the “Existing Urban Renewal Plans” and their respective revenue allocation project areas are collectively referred to as the “Existing Project Areas;”

**WHEREAS**, there is an additional urban renewal plan and an urban renewal plan amendment and their respective revenue allocation project areas that may or will be considered by the City Council prior to December 31, 2021, specifically, the First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project and the Urban Renewal Plan for the Linder District Urban Renewal Project, collectively referred to as the “Proposed Urban Renewal Plans” and their respective revenue allocation project areas are collectively referred to as the “Proposed Project Areas;”

**WHEREAS**, pursuant to Idaho Code Section 50-2008, an urban renewal project may not be planned or initiated unless the local governing body has, by resolution, determined such area to be a deteriorated area or deteriorating area, or combination thereof, and designated such area as appropriate for an urban renewal project;

**WHEREAS**, an urban renewal plan shall (a) conform to the general plan for the municipality as a whole, except as provided in§ 50-2008(g), Idaho Code; and (b) shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes, if any, land uses, maximum densities, building requirements, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions;

**WHEREAS**, Idaho Code Section 50-2906, also requires that in order to adopt an urban renewal plan containing a revenue allocation financing provision, the local governing body must

make a finding or determination that the area included in such plan is a deteriorated area or deteriorating area;

**WHEREAS**, based on inquiries and information presented by certain public entities, certain interested parties and property owners, MDC commenced certain discussions concerning examination of an area, most of which was located within the City, and a portion of which was located within the City's area of impact within unincorporated Ada County and subject to a pending voluntary annexation into the City, to determine whether the area may be deteriorating or deteriorated and should be examined as to whether such an area is eligible for an urban renewal project;

**WHEREAS**, in 2021, MDC authorized Kushlan | Associates to commence an eligibility study and preparation of an eligibility report for an area 126.226 acres in size, approximately 77 acres of which was deannexed from the boundaries of the Downtown District Project Area. The area is generally located in the central part of the City, northeast of the City's downtown core, and east of Meridian Road and south of Fairview Avenue extending to Pine Avenue between NE 2nd Street and E. 3rd Street, and which area also included a commercial area east of Meridian Road fronting Fairview Avenue on the north and a 17.64-acre parcel located on the northwest corner of Meridian Road and Cherry Lane. The eligibility study area is commonly referred to as the Northern Gateway District Study Area (the "Study Area");

**WHEREAS**, MDC obtained an eligibility report entitled Northern Gateway Urban Renewal District (Proposed) Eligibility Report, dated May 2021 (the "Report"), which examined the Study Area, which area also included real property located within unincorporated Ada County for the purpose of determining whether such area was a deteriorating area, a deteriorated area, or a combination of both a deteriorating area and a deteriorated area, as those terms are defined by Idaho Code Sections 50-2018(8), (9) and 50-2903(8);

**WHEREAS**, pursuant to Idaho Code Sections 50-2018(8), (9) and 50-2903(8), which define the qualifying conditions of a deteriorating area and a deteriorated area, several of the conditions necessary to be present in such an area are found in the Study Area, i.e.,

- a. the presence of a substantial number of deteriorated or deteriorating structures; and deterioration of site;
- b. age or obsolescence;
- c. the predominance of defective or inadequate street layout;
- d. faulty lot layout in relation to size, adequacy, accessibility, or usefulness; obsolete platting;
- e. insanitary or unsafe conditions; and
- f. diversity of ownership;

**WHEREAS**, the Study Area contains open land;

**WHEREAS**, under the Act a deteriorated area includes any area which is predominantly open and which, because of obsolete platting, diversity of ownership, deterioration of structures or improvements, or otherwise, results in economic underdevelopment of the area or substantially impairs or arrests the sound growth of a municipality. See, Idaho Code § 50-2903(8)(c);

**WHEREAS**, Idaho Code Sections 50-2018(9), 50-2903(8) and 50-2008(d) list the additional conditions applicable to open land or open areas, including open land areas to be acquired by MDC, which are the same or similar to the conditions set forth in the definitions of “deteriorating area” and “deteriorated area;”

**WHEREAS**, the Study Area is not “predominantly” open; however, the Report addresses the necessary findings concerning including open land within any urban renewal area as defined in Idaho Code Sections 50-2018(9), 50-2903(8)(c), and 50-2008(d);

**WHEREAS**, the effects of the listed conditions cited in the Report result in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare in its present condition or use;

**WHEREAS**, the MDC Board, on June 9, 2021, adopted Resolution No. 21-026, accepting the Report and authorized the Chair, Vice-Chair, or Administrator of MDC to transmit the Report to the City Council requesting its consideration for designation of an urban renewal area and requesting the City Council to direct MDC to prepare an urban renewal plan for the Study Area, which plan may include a revenue allocation provision as allowed by the Act;

**WHEREAS**, the City Council on July 6, 2021, adopted Resolution No. 21-2273, declared the Study Area described in the Report to be a deteriorated area or a deteriorating area, or a combination thereof, as defined by Chapters 20 and 29 of Title 50, Idaho Code, as amended, that such Study Area is appropriate for an urban renewal project, and directed MDC to commence preparation of an urban renewal plan for the area designated;

**WHEREAS**, Idaho Code Section 50-2018(18) provides that an urban renewal agency cannot exercise jurisdiction over any area outside the city limits without the approval of the other city or county declaring the need for an urban renewal plan for the proposed area;

**WHEREAS**, the portion of the Study Area lying outside the City limits and within unincorporated Ada County was a 17.64-acre parcel located on the northwest corner of Meridian Road and Cherry Lane, and commonly referred to as 104 W. Cherry Lane, Meridian, Idaho, which parcel is owned by Kobe LLC and commonly referred to as the McFadden Property (the “McFadden Property”). At the time the City Council directed MDC to prepare an urban renewal plan for the Study Area, the McFadden Property was pending a voluntary annexation into the City;

**WHEREAS**, in order to implement the provisions of the Act and the Law either MDC may prepare a plan, or any person, public or private, may submit such plan to MDC;

**WHEREAS**, MDC and its consultants have under the planning process during 2021 for the area previously designated as eligible for urban renewal planning;

**WHEREAS**, MDC has embarked on an urban renewal project referred to as the (Option A) Urban Renewal Plan for the Northern Gateway District Urban Renewal Project (the “Northern Gateway District Plan”), as set forth in Exhibit 3 attached hereto, and the corresponding urban

renewal/revenue allocation area referred to as the Northern Gateway District Project Area (“Northern Gateway District Project Area” or “Revenue Allocation Area”), to redevelop a portion of the City, pursuant to the Law and the Act, as amended;

**WHEREAS**, the Northern Gateway District proposes to create an urban renewal area commonly known as the Northern Gateway District Project Area, which area is shown on the “Boundary Map of Northern Gateway District Urban Renewal Project Area and Revenue Allocation Area” and described in the “Legal Description of Northern Gateway District Urban Renewal Project Area and Revenue Allocation Area,” which are attached to the Northern Gateway District Plan as Attachments 1 and 2 respectively;

**WHEREAS**, the Act authorizes MDC to adopt revenue allocation financing provisions as part of an urban renewal plan;

**WHEREAS**, the Northern Gateway District Plan contains revenue allocation financing provisions as allowed by the Act;

**WHEREAS**, MDC and the City Council reviewed and considered the proposed public improvements within the Northern Gateway District Project Area during a joint meeting on August 24, 2021;

**WHEREAS**, the Agency Board considered all comment and information submitted to the Agency during several earlier Board meetings throughout 2021, and the Board meeting held on September 22, 2021;

**WHEREAS**, on September 22, 2021, the Agency Board passed Resolution No. 21-036 proposing and recommending the approval of the Northern Gateway District Plan;

**WHEREAS**, the Agency submitted the Northern Gateway District Plan to the Mayor and City Council;

**WHEREAS**, the Mayor and City Clerk have taken the necessary action in good faith to process the Northern Gateway District Plan consistent with the requirements set forth in Idaho Code Sections 50-2906 and 50-2008;

**WHEREAS**, pursuant to the Law, at a meeting held on October 7, 2021, the Meridian Planning and Zoning Commission considered the Northern Gateway District Plan and found by P & Z Resolution No 21-01 that the Northern Gateway District Plan is in all respects in conformity with the City of Meridian Comprehensive Plan, as may be amended (the “Comprehensive Plan”) and forwarded its findings to the City Council, a copy of which is attached hereto as Exhibit 1;

**WHEREAS**, the notice of public hearing of the Northern Gateway District Plan was caused to be published by the Meridian City Clerk in the *Idaho Press* on October 15 and 29, 2021, a copy of said notice is attached hereto as Exhibit 2;

**WHEREAS**, as of October 15, 2021, the Northern Gateway District Plan was submitted to the affected taxing entities and separately to the Ada County Highway District (“ACHD”), available to the public, and under consideration by the City Council;

**WHEREAS**, on October 12, 2021, the City Council held a public hearing on the annexation of the McFadden Property;

**WHEREAS**, the public hearing was continued to October 26, 2021;

**WHEREAS**, following the public hearing the City Council adopted Ordinance No. 21-1952 on October 26, 2021, annexing the McFadden Property, and the Ordinance Summary was published in the *Idaho Press*, on October 31, 2021;

**WHEREAS**, the City Council during its regular meeting of November 23, 2021, held such public hearing on the Northern Gateway District Plan as noticed;

**WHEREAS**, as required by Idaho Code sections 50-2905 and 50-2906, the Northern Gateway District Plan contains the following information with specificity which was made available to the general public and all affected taxing districts prior to the public hearing on November 23, 2021, the regular meeting of the City Council, at least thirty (30) days but no more than sixty (60) days prior to the date set forth final reading of the Ordinance: (1) a statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality; (2) the kind, number, and location of all proposed public works or improvements within the revenue allocation area; (3) an economic feasibility study; (4) a detailed list of estimated project costs; (5) a fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds, notes and/or other obligations are repaid, upon all taxing districts levying taxes upon property in the revenue allocation area; (6) a description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred; (7) a termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the urban renewal plan; and (8) a description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets;

**WHEREAS**, the Northern Gateway District Plan authorizes certain projects to be financed by owner/developer participation agreements and proceeds from revenue allocation. Revenue allocation bonds or loans are permissible;

**WHEREAS**, appropriate notice of the Northern Gateway District Plan and revenue allocation provision contained therein has been given to the affected taxing districts and to the public as required by Idaho Code §§ 50-2008 and 50-2906;

**WHEREAS**, it is necessary and in the best interest of the citizens of the City, to adopt the Northern Gateway District Plan and to adopt, as part of the Northern Gateway District Plan,



revenue allocation financing provisions that will help finance urban renewal projects to be completed in accordance with the Northern Gateway District Plan, in order to: encourage private development in the urban renewal area; prevent and arrest decay of the City due to the inability of existing financing methods to provide needed public improvements; encourage taxing districts to cooperate in the allocation of future tax revenues arising in the Northern Gateway District Project Area in order to facilitate the long-term growth of their common tax base; encourage private investment within the City; and to further the public purposes of the Agency;

**WHEREAS**, the City Council finds that the equalized assessed valuation of the taxable property in the revenue allocation area as shown and described in Attachments 1 and 2 of the Northern Gateway District Plan is likely to increase, and continue to increase, as a result of initiation and continuation of urban renewal projects in accordance with the Northern Gateway District Plan;

**WHEREAS**, under the Law and Act any such plan should provide for (1) a feasible method for the location of families who will be displaced from the urban renewal area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families; (2) the urban renewal plan should conform to the general plan of the municipality as a whole; (3) the urban renewal plan should give due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of the children residing in the general vicinity of the site covered by the plan; and (4) the urban renewal plan should afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise;

**WHEREAS**, if the urban renewal area consists of an area of open land to be acquired by the urban renewal agency, such area shall not be so acquired unless (1) if it is to be developed for residential uses, the local governing body shall determine that a shortage of housing of sound standards and design which is decent, safe, and sanitary exists in the municipality; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe, and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the municipality; or (2) if it is to be developed for nonresidential uses, the local governing body shall determine that such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition may require the exercise of governmental action, as provided in the Law, because of defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, economic disuse, unsuitable topography or faulty lot layouts, the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area;

**WHEREAS**, pursuant to Chapter 14, Title 40, Idaho Code, the Ada County Highway District ("ACHD") is granted certain authority and jurisdiction over public rights of way within the Northern Gateway District Project Area;

**WHEREAS**, ACHD also has the opportunity to provide comments on the proposed Northern Gateway District Plan;

**WHEREAS**, under the Law and Act, Idaho Code Sections 50-2903(8)(f) and 50-2018(8) and (9), the definition of a deteriorating area shall not apply to any agricultural operation as defined in Section 22-4502(2), Idaho Code, absent the consent of the owner of the agricultural operation except for an agricultural operation that has not been used for three (3) consecutive years;

**WHEREAS**, the Agency obtained written consent concerning certain property within the Northern Gateway District Project Area, which may have been deemed an agricultural operation, as stated above. A true and correct copy of the agricultural operation consent is included as Attachment 6 to the Northern Gateway District Plan;

**WHEREAS**, the base assessment roll of the Northern Gateway District Project Area, together with the base assessment roll values of the Existing Project Areas, cannot exceed ten percent (10%) of the current assessed values of all the taxable property in the City;

**WHEREAS**, it is necessary, and in the best interests of the citizens of the City to adopt the Northern Gateway District Plan;

**WHEREAS**, the City Council at its regular meeting held on November 23, 2021, considered the Northern Gateway District Plan as proposed and made certain comprehensive findings.

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF MERIDIAN, IDAHO:**

**SECTION 1:** It is hereby found and determined that:

- (a) The Northern Gateway District Project Area as defined in the Northern Gateway District Plan is a deteriorated area or a deteriorating area as defined in the Law and the Act and qualifies as an eligible urban renewal area under the Law and Act.
- (b) The rehabilitation, conservation, development and redevelopment of the urban renewal area pursuant to the Northern Gateway District Plan are necessary in the interests of public health, safety, and welfare of the residents of the City.
- (c) There continues to be a need for the Agency to function in the City.
- (d) The Northern Gateway District Plan conforms to the City of Meridian Comprehensive Plan as a whole.
- (e) The Northern Gateway District Plan gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement (recognizing the mixed-use components of the Plan and the need for overall public improvements), and shows consideration for the health,

safety, and welfare of any children, residents, or businesses in the general vicinity of the urban renewal area covered by the Northern Gateway District Plan.

- (f) The Northern Gateway District Plan affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation, development and redevelopment of the urban renewal area by private enterprises.
- (g) Pursuant to Idaho Code §§ 50-2007(h) and 50-2008(d)(l), the Northern Gateway District Plan provides a feasible method for relocation obligations of any displaced families residing within the Northern Gateway District Project Area.
- (h) The collective base assessment rolls for the revenue allocation areas under the Existing Project Areas, the Proposed Project Areas and the Northern Gateway District Project Area, do not exceed ten percent (10%) of the assessed values of all the taxable property in the City.
- (i) The Plan includes the requirements set forth in Idaho Code § 50-2905 with specificity.
- (j) The Northern Gateway District Plan is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes (if any), land uses, maximum densities, building requirements, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.
- (k) The urban renewal area, which includes the deteriorating area, as defined in Idaho Code section 50-2018(9) and Idaho Code section 50-2903(8)(f), does not include any agricultural operations for which the Agency has not received written consent.
- (l) The portion of the Northern Gateway District Project Area which is identified for non-residential uses is necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the Comprehensive Plan to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.
- (m) The portion of the Northern Gateway District Project Area which is identified for residential uses is necessary and appropriate as there is a shortage of housing of sound standards and design which is decent, safe and sanitary in the City; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the City.

- (n) The McFadden Property was timely annexed into the City and may be included within the boundaries of the Northern Gateway District Project Area.

**SECTION 2:** The City Council finds that the Northern Gateway District Project Area does include a portion of open land, that the Agency may acquire any open land within the Northern Gateway District Project Area, and that the Northern Gateway District Project Area is planned to be redeveloped in a manner that will include both residential and nonresidential uses. Provided, however, the City Council finds that for the portions of the Northern Gateway District Project Area deemed to be "open land," the criteria set forth in the Law and Act have been met.

**SECTION 3:** The City Council finds that one of the Northern Gateway District Plan objectives to increase the residential opportunity does meet the sound needs of the City and will provide housing opportunities in an area that does not now contain such opportunities, and the portion of the Northern Gateway District Project Area which is identified for nonresidential uses are necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of City's Comprehensive Plan, to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.

**SECTION 4:** The Northern Gateway District Plan, a copy of which is attached hereto and marked as Exhibit 3 and made a part hereof by attachment, be, and the same hereby is, approved. As directed by the City Council, the City Clerk and/or the Agency may make certain technical corrections or revisions in keeping with the information and testimony presented at the November 23, 2021, hearing and incorporate changes or modifications, if any.

**SECTION 5:** The boundaries of the Northern Gateway District Project Area overlap the boundaries of the ACHD, which has the responsibility for the maintenance of roads and highways within the City. The Agency has negotiated an agreement with the ACHD pursuant to Idaho Code Section 50-2908(2)(a)(iv).

**SECTION 6:** The City Council declares that nothing within the Northern Gateway District Plan is intended or shall be interpreted to usurp the jurisdiction and authority of ACHD as defined in chapter 14, Title 40, Idaho Code. Further, pursuant to Section 40-1415, Idaho Code, ACHD has authority over the planning, location, design, construction, reconstruction, and maintenance of the City rights of way and accompanying curbs, gutters, culverts, sidewalks, paved medians, bulkheads, and retaining walls. In the planning process, ACHD shall take into consideration the principles contained in the Plan.

**SECTION 7:** No direct or collateral action challenging the Northern Gateway District Plan shall be brought prior to the effective date of this Ordinance or after the elapse of thirty (30) days from and after the effective date of this Ordinance adopting the Northern Gateway District Plan.

**SECTION 8:** Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the County Auditor and Ada County Assessor, and to the appropriate officials of Ada County Board of County Commissioners, City of Meridian, Ada County Highway District, West Ada School District, Ada County Ambulance/EMS, Meridian Cemetery Maintenance District, College of Western Idaho, Meridian Free Library District, Mosquito Abatement District, the Western Ada Recreation District, and the State Tax Commission a copy of this Ordinance, a

copy of the legal description of the boundaries of the Revenue Allocation Area, and a map indicating the boundaries of the Northern Gateway District Project Area.

**SECTION 9:** The City Council hereby finds and declares that the Revenue Allocation Area as defined in the Northern Gateway District Plan, the equalized assessed valuation of which the City Council hereby determines is in and is part of the Northern Gateway District Plan is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Northern Gateway District Plan.

**SECTION 10:** The City Council hereby approves and adopts the following statement policy relating to the appointment of City Council members as members of the Agency's Board of Commissioners: If any City Council members are appointed to the Board, they are not acting in an ex officio capacity but, rather, as private citizens who, although they are also members of the City Council, are exercising their independent judgment as private citizens when they sit on the Board. Except for the powers to appoint and terminate Board members and to adopt the Northern Gateway District Plan, the City Council recognizes that it has no power to control the powers or operations of the Agency.

**SECTION 11:** So long as any Agency bonds, notes or other obligations are outstanding, the City Council will not exercise its power under Idaho Code section 50-2006 to designate itself as the Agency Board.

**SECTION 12:** This Ordinance shall be in full force and effect immediately upon its passage, approval, and publication and shall be retroactive to January 1, 2021, to the extent permitted by the Act.

**SECTION 13:** The provisions of this Ordinance are severable, and if any provision of this Ordinance or the application of such provision to any person or circumstance is declared invalid for any reason, such determination shall not affect the validity of remaining portions of this Ordinance.

**SECTION 14:** The Summary of this Ordinance, a copy of which is attached hereto as Exhibit 4, is hereby approved.

**SECTION 15:** All ordinances, resolutions, orders, or parts thereof in conflict herewith are hereby repealed, rescinded, and annulled.

**SECTION 16:** Savings Clause. This Ordinance does not affect an action or proceeding commenced or right accrued before this Ordinance takes effect.

PASSED by the City Council of the City of Meridian, Idaho, this \_\_\_\_ day of December 2021.

APPROVED by the Mayor of the City of Meridian, Idaho, this \_\_\_\_ day of December 2021.

**APPROVED:**

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Robert Simison, Mayor

**ATTEST:**

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Chris Johnson, City Clerk

### **Exhibit 1**

A Resolution of the Planning and Zoning Commission for the City of Meridian, Idaho, Validating  
Conformity of the (Option A) Urban Renewal Plan for Northern Gateway District Urban Renewal  
Project with the City of Meridian's Comprehensive Plan

**CITY OF MERIDIAN****BY THE PLANNING AND  
ZONING COMMISSION****A RESOLUTION OF THE PLANNING AND ZONING COMMISSION FOR THE CITY  
OF MERIDIAN, IDAHO, VALIDATING CONFORMITY OF THE (OPTION A) URBAN  
RENEWAL PLAN FOR THE NORTHERN GATEWAY DISTRICT URBAN RENEWAL  
PROJECT WITH THE CITY OF MERIDIAN'S COMPREHENSIVE PLAN**

WHEREAS, the Urban Renewal Agency of the City of Meridian (the "City"), Idaho, also known as Meridian Development Corporation (hereinafter "MDC"), the duly constituted and authorized urban renewal agency of the City, has submitted the proposed (Option A) Urban Renewal Plan for the Northern Gateway District Urban Renewal Project (the "Northern Gateway District Plan") to the City; and

WHEREAS, the Mayor and Meridian City Council referred the Northern Gateway District Plan to the City Planning and Zoning Commission for review and recommendations concerning the conformity of said Northern Gateway District Plan with the City's Comprehensive Plan, as amended (the "Comprehensive Plan"); and

WHEREAS, on October 7, 2021, the City Planning and Zoning Commission met to consider whether the Northern Gateway District Plan conforms with the Comprehensive Plan as required by Idaho Code § 50-2008(b); and

WHEREAS, the City Planning and Zoning Commission has reviewed said Northern Gateway District Plan in view of the Comprehensive Plan; and

WHEREAS, the City Planning and Zoning Commission has determined that the Northern Gateway District Plan is in all respects in conformity with the Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION FOR THE CITY OF MERIDIAN, IDAHO:

Section 1. That the Northern Gateway District Plan, submitted by MDC and referred to this Commission by the Mayor and City Council for review, is in all respects in conformity with the City's Comprehensive Plan.

Section 2. That Exhibit A, the memorandum from Brian McClure, Comprehensive Associate Planner dated September 30, 2021, outlining the analysis supporting the determination that the Northern Gateway District Plan is in conformity with the City's Comprehensive Plan, is hereby adopted and incorporated as part of this Resolution.

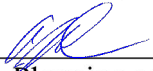
Section 3. That the City Clerk is hereby authorized and directed to provide the Mayor and Meridian City Council with a signed copy of this Resolution relating to said Northern Gateway District Plan.



Section 4. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

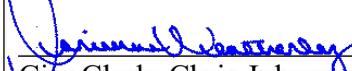
**ADOPTED** by the Planning and Zoning Commission of the City of Meridian, Idaho, this 7th day of October 2021.

**APPROVED:**



Chair, Planning and Zoning Commission  
By Andrew Seal Vice Chairperson

**ATTEST:**



City Clerk, Chris Johnson 10-07-2021  
By Adrienne Weatherly, Deputy City Clerk

**NORTHERN GATEWAY DISTRICT****EXHIBIT A TO PZ-04 (Option A)****EXHIBIT A TO PZ-05 (Option B)**

September 30, 2021

**MEMORANDUM**

TO: Mayor Robert Simison  
Meridian City Council  
Meridian Planning & Zoning Commission

CC: David Miles, Chief of Staff  
Cameron Arial, Community Development Director  
Victoria Cleary, Economic Development Administrator  
Caleb Hood, Planning Division Manager

FROM: Brian McClure, Comprehensive Associate Planner

RE: Urban Renewal Plan for the Northern Gateway District Urban Renewal Project

This memo is intended to provide Comprehensive Plan related analysis for the proposed Northern Gateway District Urban Renewal Project (Gateway Plan). Outside of the framework provided by State statute related to general Urban Renewal, the proposed Gateway Plan does not have a clearly defined vision. The Gateway Plan does not have an overarching vision plan such as Destination Downtown, and which the Union District Urban Renewal Plan fell within. Instead, the Gateway Plan relies instead on the adopted Comprehensive Plan.

The implementation strategies and goals of the Gateway Plan describe activities aimed to “eliminate and prevent the spread of deteriorating conditions and deterioration in the Project Area by employing a strategy to improve and develop public and private lands, to increase connectivity and transit options, and to grow the economy in the Project Area.” Some of the listed activities include: design and construction of streets, utilities, and sidewalk facilities,

construction of parking facilities, acquisition of property for public improvement, demolition and cleanup of blight, financial assistance to enhance business enterprise, and financial assistance to maintain diverse housing options. **None of the described activities are inconsistent with the Comprehensive Plan**, and all of them may help to reach the desired vision with future activities and development within district boundaries.

## Recommendation

Based on the outlined activities in the Gateway Plan, Staff believes establishing an Urban Renewal District Plan in this area of town may be an effective tool in implementing the City of Meridian Comprehensive Plan. **Accordingly, Staff recommends that the Commission move to approve associated Resolutions identifying the proposed Gateway Plan as conforming to the City of Meridian's Comprehensive Plan.**

## General Comprehensive Plan Analysis

While the Gateway Plan is limited in scope, the following text describes general applicable policies that should be considered with future activities and development of the district area. This analysis is indifferent of whether Option A or Option B of the Gateway Plan moves forward; some text will no longer apply. This analysis is in consideration of future needs, concerns, and activities, and how the Gateway Plan may fit within this context, but not of the proposed plan itself. Application of the City's Comprehensive Plan (Comp Plan) to the proposed district area (see Attachment A) is very relevant. Every major theme (chapter) in the Comp Plan ranging from economic development and land use to historic preservation and transportation contain policies that are directly applicable. Additionally, the Comp Plan adopts other documents by reference, for inclusion in consideration of land use decisions and to direct staff activities. Many of the referenced documents are relevant both in geographic area and to the described implementation strategies and goals in the Gateway Plan.

The future land use designations, policies, and associated documents adopted by reference in the Comprehensive Plan, should be considered with all future Urban Renewal Agency, City of Meridian, and private development activity whenever applicable. The following analysis describes the associated text, policies, and referenced plans.

### Plan Text

The Evolving Community section (Chapter 3) of the City's Comp Plan, defines future land use typologies. There are several Future Land Use designations (typologies) listed in the Comp Plan that exist within the Gateway Plan boundaries. These are:

#### *Old Town, which states:*

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*This designation includes the historic downtown and the true community center. The boundary of the Old Town district predominantly follows Meridian's historic plat boundaries. In several areas, both sides of a street were incorporated into the boundary to encourage similar uses and complimentary design of the facing houses and buildings. Sample uses include offices, retail and lodging, theatres, restaurants, and service retail for surrounding residents and visitors. A variety of residential uses are also envisioned*

*and could include reuse of existing buildings, new construction of multi-family residential over ground floor retail or office uses.*

*The City has developed specific architectural standards for Old Town and other traditional neighborhood areas. Pedestrian amenities are emphasized in Old Town via streetscape standards. Additional public and quasi-public amenities and outdoor gathering area are encouraged. Future planning in Old Town will be reviewed in accordance with Destination Downtown, a visioning document for redevelopment in Downtown Meridian. Please see Chapter 2 Premier Community for more information on Destination Downtown. Sample zoning include O-T.*

The Old Town future land use is the most diverse designation in the City's land use portfolio. It has the greatest combined range of residential and non-residential uses and no caps on density or intensity of developed uses. Further, the City's complimentary zoning, also named Old Town (O-T), has zero setbacks for structures, reduced parking requirements, and reduced landscape setbacks aside from pedestrian streetscape infrastructure.

#### Mixed Use Community (MU-C), which states:

*The purpose of this designation is to allocate areas where community-serving uses and dwellings are seamlessly integrated into the urban fabric. The intent is to integrate a variety of uses, including residential, and to avoid mainly single-use and strip commercial type buildings. Non-residential buildings in these areas have a tendency to be larger than in Mixed Use Neighborhood (MU-N) areas, but not as large as in Mixed Use Regional (MU-R) areas. Goods and services in these areas tend to be of the variety that people will mainly travel by car to, but also walk or bike to (up to three or four miles). Employment opportunities for those living in and around the neighborhood are encouraged. Developments are encouraged to be designed according to the conceptual MU-C plan depicted in Figure 3C.*

This designation also has a series of bulleted check-list items, and must also be consistent with general Mixed Use provisions described in the Comp Plan. Within the Gateway Plan, Mixed Use Community is exclusively located on the northwest corner of Cherry and Meridian Road. Of special emphasis, effort should be made to avoid strip development, to include seamless and prioritized pedestrian connectivity, and to develop shared public or quasi-public open space. This property is isolated with limited connectivity except across busy arterials, and it is outside of a ½ mile walking distance to public outdoor spaces like parks and schools.

#### Commercial, which states:

*This designation will provide a full range of commercial uses to serve area residents and visitors. Desired uses may include retail, restaurants, personal and professional services, and office uses, as well as appropriate public and quasi-public uses. Multi-family residential may be allowed in some cases, but should be careful to promote a high quality of life through thoughtful site design, connectivity, and amenities. Sample zoning include: C-N, C-C, and C-G.*

This designation exists on the entire north-east area of the Gateway Plan, and along the eastern boundaries of the project area bordering Fairview Ave. Commercial is similar to Old Town in

that it allows a huge variety of uses, has no caps on intensity or density, and allows for multi-family. Allowed zoning designations are, however traditional, requiring more parking, more separation of differing uses, and is generally more oriented towards suburban development.

#### *High Density Residential, which states:*

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*This designation allows for the development of multi-family homes in areas where high levels of urban services are provided and where residential gross densities exceed twelve dwelling units per acre. Development might include duplexes, apartment buildings, townhouses, and other multi-unit structures. A desirable project would consider the placement of parking areas, fences, berms, and other landscaping features to serve as transitions between neighboring uses. These areas are compact within the context of larger neighborhoods and are typically located around or near mixed use commercial or employment areas to provide convenient access to services and jobs for residents. Developments need to incorporate high quality architectural design and materials and thoughtful site design to ensure quality of place; they should incorporate connectivity with adjacent uses and area pathways, attractive landscaping, gathering spaces and amenities, and a project identity.*

The high density residential designation exists in very few areas of the City. It is the least used residential typology, occupying only 2.4% of all residential future land use designations. There are several likely reasons for this. The first is that while it occupies the smallest area, it still has the capacity to provide upwards of 12.4% of the housing product in only 2.4% of the area. The second is that most mixed use designations allow or encourage multi-family. Old Town and Commercial as previously noted, also allow for multi-family. Since high density designated areas are generally on the periphery of other mixed use areas, likely intended to provide additional rooftops in support of attractive community and regional uses, care should be had in ensuring quality, purpose, and sense of place. This is especially true further from other destination points of interest and services than projects within mixed use areas.

#### *General Compliance:*

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The Gateway Plan indicates that it is consistent with the Comprehensive Plan and Destination Downtown, but does not elaborate or expand with any detail as to how. Specific references to text or policies of the Comprehensive Plan are lacking in the Gateway Plan. It similarly makes no direct mention of specific future land use designations, but does indicate that all work would be consistent with those identified in Attachment 4 (a future land use map), and as amended. Referenced below are specific sections of the Comp Plan that are relevant to the Gateway Plan.

While the variety of future land use designations are all broadly considered within the Comprehensive Plan, this area has never been considered as part of one geographic sub area; Destination Downtown did not extend as far east, or north. Further, and with the original Urban Renewal Area now reaching the end of its life and the area having been chopped up with several de-annexations to create new Urban Renewal Districts, all existing geographic framework is very fragmented. The Gateway Plan could be viewed largely as a legal and financial framework without a specific guiding land use framework. This is not necessarily bad, but with both new projects and development, careful review will be important to understand unique context and

relationships within geographic subareas. Similar projects in close proximity could have very different performance standards, and the involvement of public funding could complicate perception.

## Plan Policies

The following text relates to the policies found throughout the major themes in the Comprehensive Plan (Chapters 2 through 6). Additional context for these policies can be found in the Related Policies section (see Attachment B), which includes parent Goals and Objectives, for the referenced policies. The first number of a policy ID references the Chapter.

- 2.01.01H, Locate higher density housing near corridors with existing or planned transit, Downtown, and in proximity to employment centers.

*The downtown area is prioritized for higher density housing, and the proposed urban renewal district encourages both density and a variety of housing products. Transit improvements are described as an area for improvement and funding.*

- 2.02.01E, Encourage the development of high quality, dense residential and mixed use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.

*A new urban renewal district focused on infrastructure (parking, utilities, etc.) would provide the tools necessary to support and encourage redevelopment in an area of town lacking consistent public improvements.*

- 2.02.02B, Consider incentives such as density bonuses, reduced open space requirements, and reduced fees for infill development in key areas near existing services.

*A new urban renewal district could provide for incentives such as infrastructure and infrastructure reimbursement through tax increment financing (TIF).*

- 2.02.02C, Support infill development that does not negatively impact the abutting, existing development. Infill projects in Downtown should develop at higher densities, irrespective of existing development.

*The Gateway Plan does not address how transitions between existing and proposed redevelopment may take place. **This is a potential weakness of the Plan and should be carefully considered with future improvements and development.** The Gateway Plan does promote density and housing diversity.*

- 2.02.02D, Apply appropriate design and construction standards to infill development in order to reduce adverse impacts to existing development.

*The Gateway Plan makes specific references to establishing performance criteria and design standards in goal 'i' (page 4), and duplicated under implementation letter 'u' (page 12). They state,*

*In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources.*

*This is critical work to be done proactively, as the City does not currently have any site or building design standards specific to either Downtown (just general traditional neighborhood design), this new geographic area, or for policies related to historic preservation and enhancements. This work seems to be important to the City and Meridian Development Corporation, but has not been prioritized or defined, and a number of avenues to see it through may be very time intensive.*

- 2.02.02F, Ensure that new development within existing residential neighborhoods is cohesive and complementary in design and construction.

*A significant portion of the proposed urban renewal district is within or adjacent to existing residential neighborhoods. Because a primary goal of the Gateway Plan is to increase density, understanding the existing context and appropriately transitioning and integrating new development into the existing urban fabric will be crucial.*

- 2.09.01B, Establish incentives to develop gathering spaces and civic facilities within Downtown.

*A new urban renewal district could provide for incentives such as gathering spaces and civic facilities reimbursement through TIF. Under section 300 Proposed Redevelopment Actions, item 't' specifically references plazas, parks, and open space as projects that could be considered. These would be important public-private projects, as the area is otherwise underserved by both usable public open space.*

- 2.09.01C, Work towards mitigating and removing floodplain issues around Downtown.

*A small area of 100 year floodplain associated with Five Mile Creek exists east of 2-1/2 Street, and south of Fairview. Most of this area is developed already, but there is one significantly large vacant field and area of potential redevelopment, north of Badley Ave. There is also floodway along the north-eastern boundary, behind the Commercial area (i.e. the Albertsons strip mall), but this is channelized and should not impact redevelopment efforts.*

- 2.09.02A, Actively implement action items in the Destination Downtown Plan.

*Destination Downtown was created by the Meridian Development Corporation for the downtown Urban Renewal District (URD), and adopted by the City. This plan was extremely broad in land use diversity, area, and scope. The project area for the Gateway Plan is included within portions of Destination Downtown area, but this area has been largely excluded from both Urban Renewal Activities, and for private redevelopment. With the original downtown URD set to expire in the coming years, this new district is an opportunity for more renewed and focused efforts, both geographically and in implementation activities.*

- 2.09.02B, Pursue grants and public-private partnerships to enhance Downtown.

*A new urban renewal district could both provide grants and make more competitive applications for grants, by utilizing a dedicated funding source such as TIF.*

- 2.09.02C, Develop programs with local partners to expand art, cultural, and educational facilities in Downtown.

*There are several references to these activities and facilities throughout the Gateway Plan. Art may be done both as public private partnership, or independent of development, and educational facilities are described in several areas including implementation strategies (letter 'o'). It should be noted that the Gateway Plan describes the Urban Renewal Districts*



*ability to make decisions related to public art independent of the Meridian Arts Commission, and that it may involve the Meridian Arts Commission. **The Commission is trained, experienced, are supported by the City's Arts and Culture Specialist, and have invested a great deal of time and energy into artwork in downtown and across the City. Staff recommends that the Arts Commission always be involved in art projects that include any form of public participation.***

- 2.09.02D, Develop and support regular cultural activities and events Downtown, in partnership with the Downtown Business Association and other organizations.

*Supporting events is not described within the Gateway Plan directly, but supporting the development of locations for these to occur is.*

- 2.09.02F, Support a compatible mix of land uses Downtown that activate the area during day and night.

*Supporting specific uses at discrete times of the day is not described within the Gateway Plan directly, but supporting the development of mixed-use locations, facilities, and supporting infrastructure (e.g. – parking) is. Interim Uses are described in the Plan, but no examples are provided and are assumed to be of longer duration than a normal event.*

- 2.09.02G, Implement the City of Meridian Design Standards and City of Meridian Architectural Standards Manual to ensure that Downtown remains the historic center for mixed-use tourism, business, retail, residential, and governmental activities.

*The City has land use authority over the project area and implementation of design and architectural standards must be met. However, these standards while allowing for the full range of uses/attractions described within the Gateway Plan, does not necessarily cater to or encourage them in a context or towards any purpose. The Gateway Plan does not describe historical context as something to preserve or build upon. Additional work is necessary if downtown specific and historical context are desired. The Gateway Plan does speak to the development of potential standards, but these could only be applied through negotiation when public participation was involved.*

- 2.09.03B, Promote Ten Mile, Downtown, and The Village as centers of activity and growth.

*The Gateway Plan seeks to redevelop blighted areas and improve underserved areas of the larger Downtown area. The geographic boundaries of this area are not generally envisioned as a center of activity in the Destination Downtown plan, but for neighborhood preservation and as a gateway, into the center of activity (the City Core). There is nothing wrong with encouraging the extension of the core northward, with commensurate service improvements.*

- 2.09.03E, Develop concept plans of potential destination activities and promote appropriate development, infill, and redevelopment of activity centers.

*The Gateway Plan does not address this directly, but the intention is to support these types of activities through public private partnerships.*

- 3.03.01E, Encourage infill development.

*The unstated purpose of the Gateway Plan, through virtually all of the goals and implementation strategies, is to encourage infill development through redevelopment of blighted lands and development of community serving infrastructure.*



- 3.03.03G, Require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.

*The City has land use authority over the project area and urban infrastructure will be required with all redevelopment. Further, the Gateway Plan calls out specific implementation strategies including road, curb, gutter, streetscape, lighting, stormwater, and others throughout the document (including financial analysis).*

- 4.04.02A, Identify opportunities for new paths that connect residential neighborhoods and community facilities, such as the library and city hall, parks, schools, athletic facilities, swimming pools, historic districts, the Downtown, as well as other commercial and retail activity centers in Meridian.

*The City's Pathway Master Plan depicts several key connections through the proposed urban renewal district. The first is the Five Mile Creek Pathway, which exists. The second and third which are gaps, include the 3<sup>rd</sup> Street pathway alignment and a connection on Washington Ave to the Five Mile Creek Pathway. Neither Meridian Road or Main Street have adequate bike facilities, and the 3<sup>rd</sup> Street pathway alignment is the only north-south low level of stress connection with a railroad crossing. The street grid in downtown generally promotes walkability and access. The Gateway Plan references pathways both through goals and implementation items.*

- 4.05.01E, Assess environmental impact of potential new development, infill, and redevelopment.

*The Gateway Plan specifically addresses environmental assessment of brownfield sites, and more generally towards environmental quality and creating standards to maintain environmental quality in coordination with the City (goal letter 'h'). Outside of floodplain impacts however, the City does not have much in the way of requirements towards this end.*

- 5.02.01A, Maintain and implement design and building standards for historically significant buildings and resources in Old Town.

*There is at least one property on the National Register, the Clara Hill House, and a number of historically significant structures (constructed before 1960, having a unique or thematic architectural style, and being in good repair) within the project area. **The Gateway Plan does not emphasize consideration for the historic character and quality of the overall Downtown area.** If this element is important, then standards are needed to protect and/or enhance the general area character. Currently, the City cannot enforce consideration of historic elements or general thematic qualities with administrative level approvals.*

- 6.01.01C, Improve ingress and egress opportunities for all modes of transportation in Downtown.

*The Gateway Plan references improvements to roads, sidewalks, pathways, and a railroad crossing, as projects for implementation. Improvements to East 3<sup>rd</sup> Street specifically would greatly enhance bicycle access into downtown, and provide more options for local residents and stakeholders.*

- 6.01.02D, Consider needed sidewalk, pathway, landscaping, and lighting improvements with all land use decisions.

*The City has land use authority over the project area and redevelopment will be required to provide infrastructure. The Gateway Plan also specifically references all of these elements as projects for implementation.*

- 6.01.02I, Pursue the extension of Idaho Ave. and/or Broadway Ave. to Commercial Dr. and the extension of East 3rd St. from Fairview Ave. to Pine Ave. in Downtown.

*Neither Idaho or Broadway Ave are within the proposed Urban Renewal Districts boundaries, but East Third Street is. The extension or some equivalent improvement is specifically referenced as a project.*

- 6.01.02L, Work with ACHD to implement projects from the 2012 Downtown Meridian Neighborhood Pedestrian and Bicycle Plan.

*While not directly referencing coordination with ACHD on implementation of the 2012 Neighborhood Plan, improvements to East 3<sup>rd</sup> Street are directly aligned and much needed for north-south bicycle connectivity through Downtown. Neither Meridian Road or Main Street have dedicated bike facilities, and a safe multi-modal north-south connection is needed between existing pathway connection on Franklin near Storey Park, and on Pine near Five Mile Creek.*

## Referenced Plans

The following plans are adopted by reference in the City of Meridian Comprehensive Plan, and are relevant material to the proposed Gateway Plan.

- Downtown Meridian Street Cross-section Master Plan

*Most of the Cross-section Plan is focused on the Downtown Core, but East 2<sup>nd</sup> Street and East 3<sup>rd</sup> Street are both highlighted. It is particularly important that East 3<sup>rd</sup> Street incorporate a pathway element to support connectivity of the City's Pathway Master Plan through downtown. Traffic speeds on Meridian Road are unfriendly to pedestrians, neither Meridian Road or Main Street provide safe bicycle connectivity north-south, and there is no other railroad crossing within the downtown area besides Meridian, Main, and East 3<sup>rd</sup> Street.*

- Historic Preservation Plan

*The Historic Preservation Commission and City adopted this plan in 2014. With less than 2.2% of Meridian's housing stock being older than 1960's construction (2017 Existing Conditions Report), and almost all of it consolidated in the Downtown area, there is very limited opportunity for historic preservation outside of agricultural themes in the larger community. Several goals from this plan are relevant to the Gateway Plan, including:*

- *Goal 1 Preserve and enhance Meridian's historical, cultural and agricultural heritage.*
- *Goal 3 Heighten public awareness of historic preservation in the community and improve preservation education efforts for various audiences.*
- *Goal 4 Maintain and strengthen support for historic preservation from individuals, commercial property owners, local organizations and neighborhood groups.*

*These goals for the Commission (and City) are not just about preserving, but also enhancing and generating awareness of Meridian's history. Additional objectives for these goals are*

*described within the plan. Since areas of this Plan are near to historic structures, awareness and care of both public and private efforts is important.*

- **Meridian Pathways Master Plan**

*For unconstructed improvements, the Pathways Master Plan identifies East 3<sup>rd</sup> Street and Washington Ave connections through the project site. This plan works in concert with the Parks and Recreation Master Plan and through many of the policies in the Comprehensive Plan.*

- **Downtown Meridian Transportation Management Plan**

*This plan has resulted in significant roadway expansions within Meridian, including the split corridor phase 1 and phase 2 improvements. Two of the last projects left in the Downtown Meridian Transportation Management Plan are the East 3<sup>rd</sup> Street connection north of Carlton Ave and south of Badley Ave, and the extension of either Broadway Ave or Idaho Ave east to Commercial Ave (and ultimately to Locust Grove). These projects/connections are essential in supporting the densities necessary for the larger downtown area to be a thriving center of activity. The Gateway Plan could benefit the East 3<sup>rd</sup> Street connection, or some equivalent improvement.*

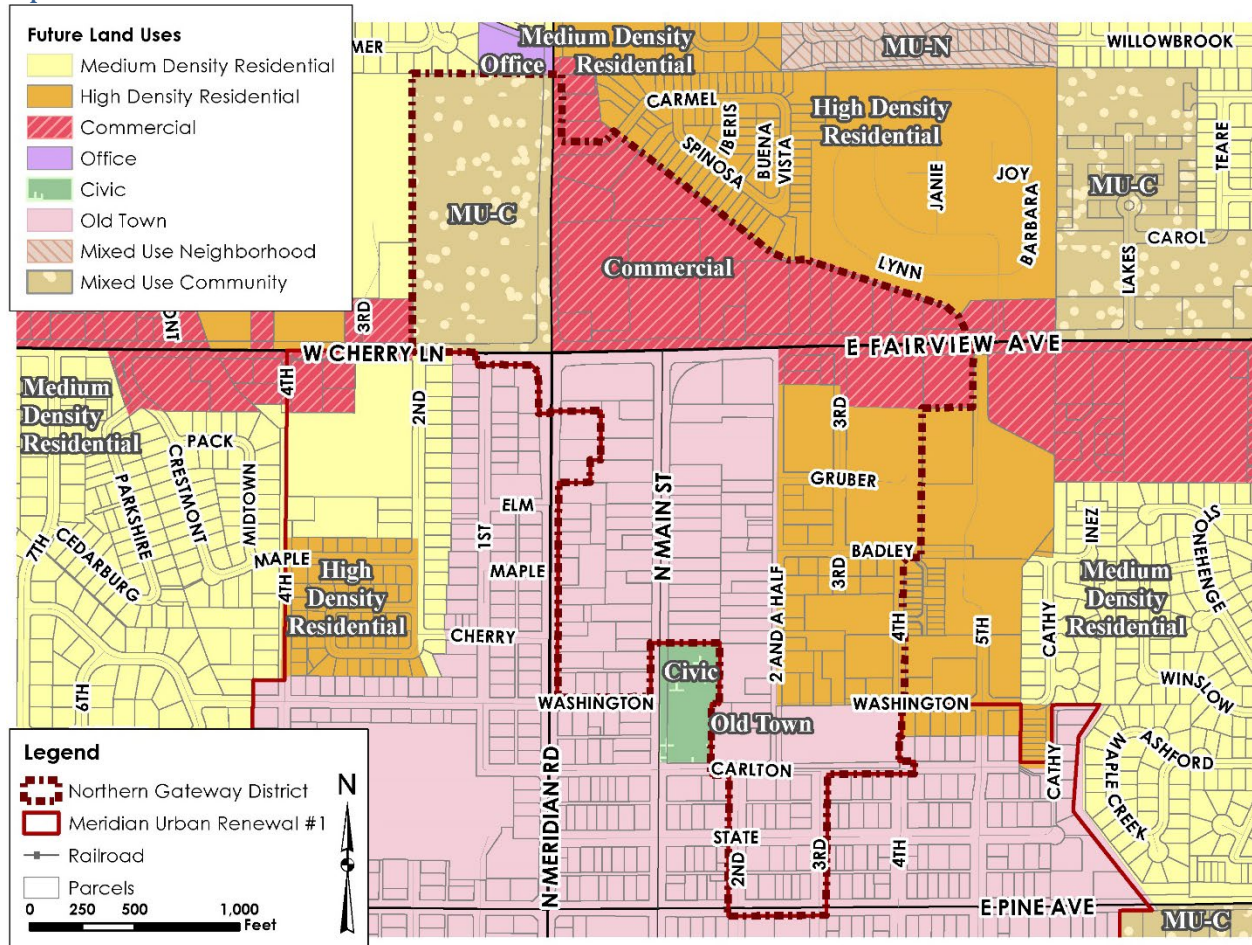
- **Downtown Meridian Neighborhood Pedestrian and Bicycle Plan**

*Developed by ACHD, this plan identified a number of community drive projects to enhance the pedestrian and bicycle connectivity in the area. ACHD has been diligent in programming and constructing these projects, and one of the last significant components is identified sidewalk improvements on East 3<sup>rd</sup> Street. There are sidewalk gaps throughout the project area, and East 3<sup>rd</sup> Street is an important north-south connection over the railroad tracks.*

All of these plans are available on the City's Comprehensive Plan website at:  
<https://meridiancity.org/planning/compplan/resources>.

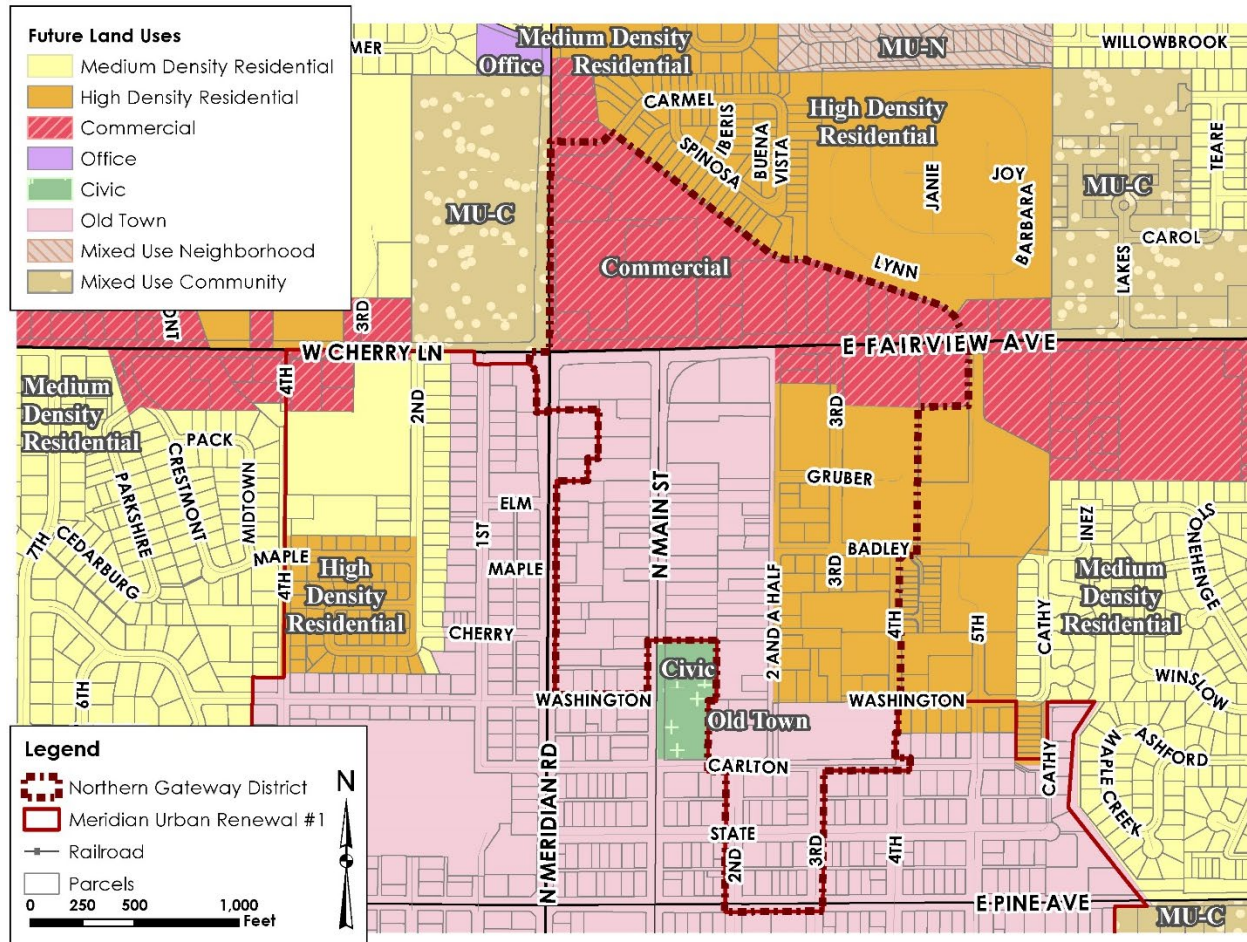
## Attachment A: Gateway Plan (Urban Renewal District)

### Option A





### Option B



## Attachment B: Related Policies

The policies below are from the City of Meridian Comprehensive Plan. For policy type: G = Goal; O = Objective, and A = Action. Goals and Objectives are shown with referenced actions for additional context, along with a referenced section.

ID	Policy Type	Policy	Section
<b>2.01.00</b>	<b>G</b>	<b>Support a balance and integration of diverse housing and neighborhood types.</b>	<b>Housing</b>
2.01.01	O	Encourage diverse housing options suitable for various income levels, household sizes, and lifestyle preferences.	Housing
2.01.01H	A	<i>Locate higher density housing near corridors with existing or planned transit, Downtown, and in proximity to employment centers.</i>	Housing
<b>2.02.00</b>	<b>G</b>	<b>Plan for safe, attractive, and well-maintained neighborhoods that have ample open space, and generous amenities that provide varied lifestyle choices.</b>	<b>Housing</b>
2.02.01	O	Elevate and enhance the quality and connectivity of residential site and subdivision planning.	Housing
2.02.01E	A	<i>Encourage the development of high quality, dense residential and mixed use areas near in and around Downtown, near employment, large shopping centers, public open spaces and parks, and along major transportation corridors, as shown on the Future Land Use Map.</i>	Housing
2.02.02	O	Maximize public services by prioritizing infill development of vacant and underdeveloped parcels within the City over parcels on the fringe.	Housing
2.02.02B	A	<i>Consider incentives such as density bonuses, reduced open space requirements, and reduced fees for infill development in key areas near existing services.</i>	Housing
2.02.02C	A	<i>Support infill development that does not negatively impact the abutting, existing development. Infill projects in Downtown should develop at higher densities, irrespective of existing development.</i>	Housing
2.02.02D	A	<i>Apply appropriate design and construction standards to infill development in order to reduce adverse impacts to existing development.</i>	Housing
2.02.02F	A	<i>Ensure that new development within existing residential neighborhoods is cohesive and complementary in design and construction.</i>	Housing
<b>2.09.00</b>	<b>G</b>	<b>Create positive, vibrant, and accessible commercial activity centers within the community.</b>	<b>Economic Excellence</b>
2.09.01	O	Support redevelopment and infill opportunities Downtown.	Economic Excellence
2.09.01B	A	<i>Establish incentives to develop gathering spaces and civic facilities within Downtown.</i>	Economic Excellence
2.09.01C	A	<i>Work towards mitigating and removing floodplain issues around Downtown.</i>	Economic Excellence
2.09.02	O	Integrate and maintain quality public spaces throughout Downtown for recreation, social, and civic activities.	Economic Excellence
2.09.02A	A	<i>Actively implement action items in the Destination Downtown Plan.</i>	Economic Excellence
2.09.02B	A	<i>Pursue grants and public-private partnerships to enhance Downtown.</i>	Economic Excellence

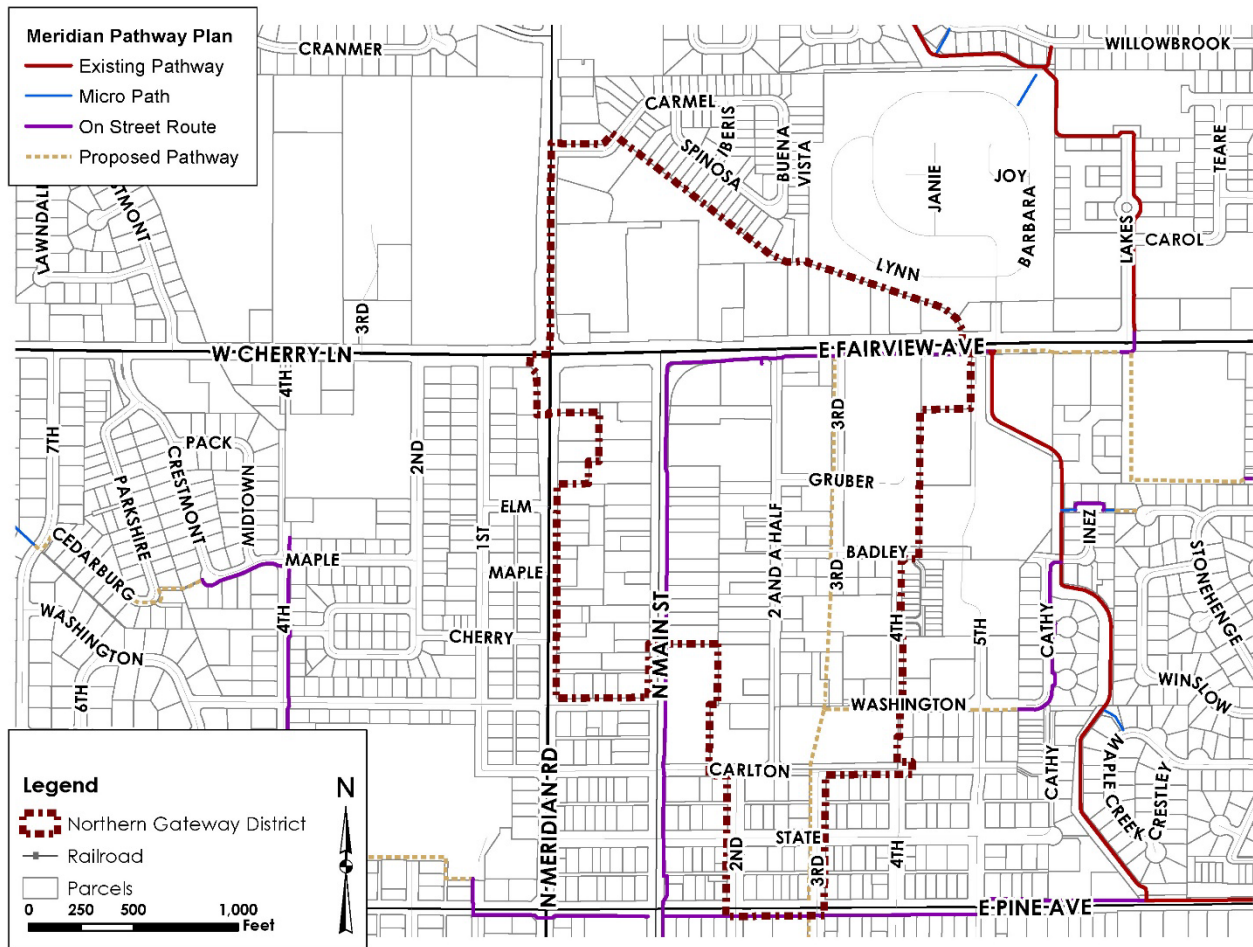
ID	Policy Type	Policy	Section
2.09.02C	A	<i>Develop programs with local partners to expand art, cultural, and educational facilities in Downtown.</i>	<i>Economic Excellence</i>
2.09.02D	A	<i>Develop and support regular cultural activities and events Downtown, in partnership with the Downtown Business Association and other organizations.</i>	<i>Economic Excellence</i>
2.09.02F	A	<i>Support a compatible mix of land uses Downtown that activate the area during day and night.</i>	<i>Economic Excellence</i>
2.09.02G	A	<i>Implement the City of Meridian Design Standards and City of Meridian Architectural Standards Manual to ensure that Downtown remains the historic center for mixed-use tourism, business, retail, residential, and governmental activities.</i>	<i>Economic Excellence</i>
2.09.03	O	<i>Cultivate unique and diverse destination-type activities within Meridian's centers.</i>	<i>Economic Excellence</i>
2.09.03B	A	<i>Promote Ten Mile, Downtown, and The Village as centers of activity and growth.</i>	<i>Economic Excellence</i>
2.09.03E	A	<i>Develop concept plans of potential destination activities and promote appropriate development, infill, and redevelopment of activity centers.</i>	<i>Economic Excellence</i>
3.03.00	G	<i>Direct and prioritize development in strategic areas and in accordance with corridor and special area plans.</i>	<i>Growth and Population</i>
3.03.01	O	<i>Plan for an appropriate land use mix, recreational and civic facilities, and phased service extension within specific area plans and urban renewal districts.</i>	<i>Growth and Population</i>
3.03.01E	A	<i>Encourage infill development.</i>	<i>Growth and Population</i>
3.03.03G	A	<i>Require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.</i>	<i>Growth and Population</i>
<b>4.04.00</b>	<b>G</b>	<b>Develop a connected, comfortable, and comprehensive network of multi-purpose pathways.</b>	<b>Parks and Pathways</b>
4.04.02	O	Link pathways to important pedestrian generators, environmental features, historic landmarks, public facilities, Town Centers, and business districts.	Parks and Pathways
4.04.02A	A	<i>Identify opportunities for new paths that connect residential neighborhoods and community facilities, such as the library and city hall, parks, schools, athletic facilities, swimming pools, historic districts, the Downtown, as well as other commercial and retail activity centers in Meridian.</i>	<i>Parks and Pathways</i>
<b>4.05.00</b>	<b>G</b>	<b>Preserve, protect, enhance, and wisely use natural resources.</b>	<b>Stewardship</b>
4.05.01	O	Protect and enhance existing waterways, groundwater, wetlands, wildlife habitat, air, soils, and other natural resources.	Stewardship
4.05.01E	A	<i>Assess environmental impact of potential new development, infill, and redevelopment.</i>	<i>Stewardship</i>
<b>5.02.00</b>	<b>G</b>	<b>Celebrate Meridian's historical, cultural, and agricultural heritage.</b>	<b>Historic Preservation</b>
5.02.01	O	Enhance and restore the historical quality of Old Town.	Historic Preservation
5.02.01A	A	Maintain and implement design and building standards for historically significant buildings and resources in Old Town.	Historic Preservation
<b>6.01.00</b>	<b>G</b>	<b>Facilitate the efficient movement of people and products to and from the City.</b>	<b>Transportation and Streets</b>

ID	Policy Type	Policy	Section
6.01.01	O	Support multi-modal and complete-street transportation improvements.	Transportation and Streets
6.01.01C	A	<i>Improve ingress and egress opportunities for all modes of transportation in Downtown.</i>	<i>Transportation and Streets</i>
6.01.02	O	Enhance existing transportation systems.	Transportation and Streets
6.01.02D	A	<i>Consider needed sidewalk, pathway, landscaping, and lighting improvements with all land use decisions.</i>	<i>Transportation and Streets</i>
6.01.02I	A	<i>Pursue the extension of Idaho Ave. and/or Broadway Ave. to Commercial Dr. and the extension of East 3rd St. from Fairview Ave. to Pine Ave. in Downtown.</i>	<i>Transportation and Streets</i>
6.01.02L	A	<i>Work with ACHD to implement projects from the 2012 Downtown Meridian Neighborhood Pedestrian and Bicycle Plan.</i>	<i>Transportation and Streets</i>



## Attachment C: Meridian Pathways Master Plan

(showing Option B boundaries as there are no pathways in Option A)



## Attachment D: Downtown Meridian Street Cross-section Master Plan Examples

### East 2<sup>nd</sup> Street

#### CORRIDOR: East 2nd Street

##### CORRIDOR: EAST 2ND STREET

East 2nd ends on its north extent at Carlton, to the south at Franklin, and is also interrupted by the Railroad properties immediately south of Broadway (with no crossing). Despite the lack of north-south connectivity, East 2nd is important both for local vehicular traffic and for pedestrian connectivity within the Traditional City Core (TCC). The shorter block lengths enhance accessibility and visibility for businesses, and provide great connectivity for those looking to live in walkable residential neighborhoods with access to goods and services.

Within the planning area, East 2nd primarily serves the TCC, but also supports the Transit Oriented Development & Cultural district (TOD) to the south of the railroad tracks. The local connectivity on each segment of the corridor is critical for both of these districts, and more-so than even Main, provides the opportunity to enhance multi-modal and pedestrian friendly uses and activities, which is absolutely essential to critical elements of the Destination Downtown vision plan. The support for and provision of vibrant and active streets and streetscapes is paramount to the vision of

the TCC, and the limited out-of-network connectivity for this roadway provides a unique opportunity to support these activities without creating congestion on more through corridors.



**Meridian Community Center:** Just down the street from Generations Plaza, the Community Center holds the south-east corner of Idaho and E 2nd. Formerly a police station, the Community Center now provides a central and convenient location for a variety of classes and events. The Meridian Community center is adjacent to Centennial Park.

#### EXISTING PHOTOS



Looking south along E 2nd, between State and Pine.



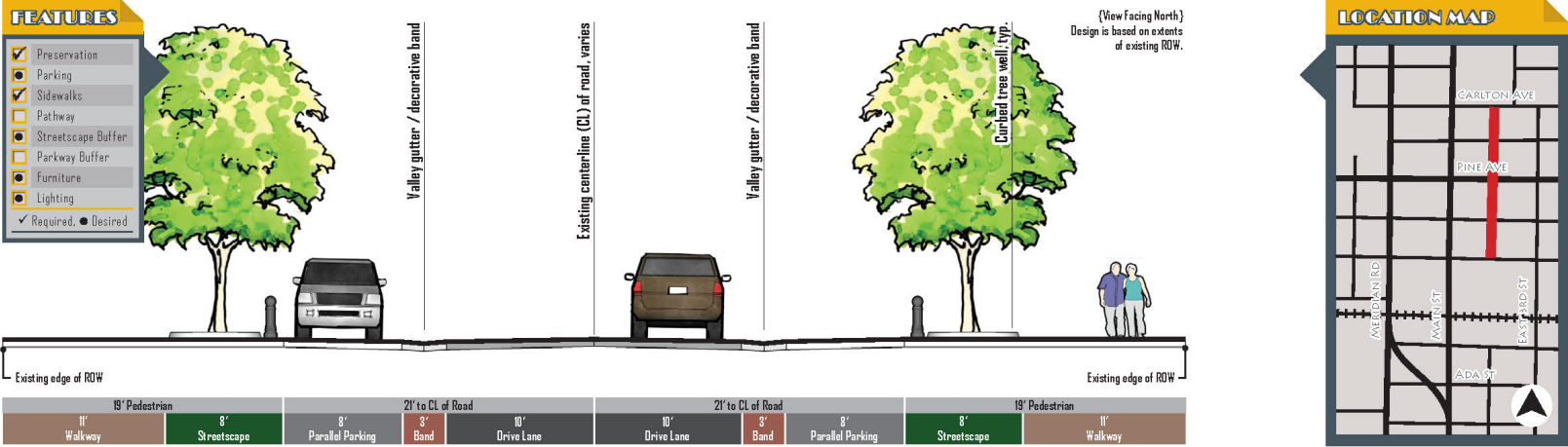
Looking south along E 2nd, between State and Pine.



Looking south along E 2nd, between Carlton and State.



EAST 2ND STREET: Broadway Avenue to Carlton Avenue



Note: See the appendices for alternative cross-section designs

EAST 2ND STREET

Broadway Avenue to Carlton Avenue

CONSIDERATIONS:

East 2nd between Broadway and Carlton consists of short block lengths with frequent cross-street and alley intersections. The only through cross-street on this segment however is Pine, with all other streets dead-ending within a mile. This limited connectivity is less conducive to heavy traffic movements and provides additional opportunities for pedestrian supportive focus and enhancement.

INTENT:

This street segment is unique in that the short block lengths and limited traffic allow for multiple cross-sections, which while consistent in thematic and alignment, offer a variety of configurations. Priority improvements should be focused on a wider pedestrian environment with emphasis on unique and memorable place-making configurations.

While cross-section configurations with increased parking are provided, in most conditions parking servicing local businesses should be consolidated off-street or located elsewhere, allowing for a more lively and dynamic pedestrian environment that increases area draw.

DESCRIPTION OF ULTIMATE CONDITIONS:

East 2nd is intended to be a charming traditional downtown street that is able to cater to social shopping and dining experiences through unique design enhancements and comfortable pedestrian spaces. While trees are kept to provide a more pedestrian scaled and comfortable pedestrian environment, they are pulled further from the buildings to allow for more unobstructed business and community streetscape uses, such as outdoor dining. Cross-section options exist for medians or other special street features such as topiary or artwork. See appendix.

IMPLEMENTATION PROCESS:

As a segment, the frequent cross-street and alley breaks allow East 2nd to be developed more piecemeal than many other areas of the City Core. However, the curb-less nature of the identified cross-sections and resulting grade changes with new facilities will likely require improvements to be made for the full width of the cross-section (both sides of the road). It may be possible for redevelopment to occur in half-block increments, between a cross-street and alley, but there is likely greater long term cost-savings to do a whole block at a time. Storm-water is an important consideration. Improvements should occur as public-private partnerships to generate and foster greater place-making, raise awareness, and be supportive of new businesses or renovations able to make use of the facilities.

Comparison of Existing and Ultimate Conditions

	Existing	Future
Cross-section Width	80-feet (ROW)	80-feet
Road	Two-way	Two-way, curb-less
Parking	Angled and parallel	Angled, parallel, and none
Parking Capacity*	79	57 (may vary)
Walkways (ea. side)	Attached, detached, and missing segments. 5-feet or less	Detached or bollard separated, width varies. 5-feet min.
Buffer (ea. side)	Varies	Varies, min 19' where exists with walkway
Pathway	None	None
Bike Support	None	None

\* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

DOWNTOWN MERIDIAN | CITY CORE STREET CROSS-SECTION MASTER PLAN

STREET DESIGN 4-7

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## East 3rd Street

### CORRIDOR: East 3rd Street

#### CORRIDOR: EAST 3RD STREET

Other than the Meridian Road and Main, East 3rd is the only other north-south roadway between Linder and Locust Grove which crosses the railroad tracks. The corridor intersects several major east-west arterials, including Pine and Franklin, and will be extended north to Fairview in the future. A HAWK pedestrian signal at Franklin provides for safe pedestrian connectivity to Storey Park and the Ada County public swimming pool. With the future extension from Carlton to Fairview, East 3rd would provide for increased north-south connectivity, and be a viable alternative to Meridian Road and Main for local traffic, especially bicycle and pedestrian users.

A connective multi-modal East 3rd corridor is critical to the vision of the Destination Downtown plan, and is noted in both the City's Comprehensive Plan and the Parks and Recreation Master Pathway Plan. The roadway will be important as a defining and supportive resource for both the Traditional City Core and Washington and Main districts, and to support greater pedestrian connectivity between the business and residential oriented districts.

While the preferred cross-section within the East 3rd Street Extension Alignment Study Report (Six Mile Engineering, 2009) does not provide accommodation for the pathway identified within this plan, the preferred alignment could be modified to support one, and do so without additional right-of-way impacts not considered with the study. The space provided for the dedicated bike lanes within the study, which are not provided south of Carlton, could instead be utilized for the pathway. Bikes could then either consistently use the identified ten-foot pathway, or ride on-street with sharrows for the length of the corridor. The pathway is a critical and required element along the identified East 3rd corridor, between Fairview and Franklin.

With no bicycle lanes and limited sidewalks along Meridian Road and Main, East 3rd is the only north-south opportunity to provide safe dedicated bicycle facilities for all age groups and users, into and through downtown.



**C**entennial Park: Located on the south-west corner of Idaho and E 2nd, Centennial Park has a number of community facilities, in addition to those provided by the adjacent Meridian Community Center. The public playground at Centennial Park is the only one within the City Core.

#### EXISTING PHOTOS



Looking south along E 3rd, between Bower and Ada.



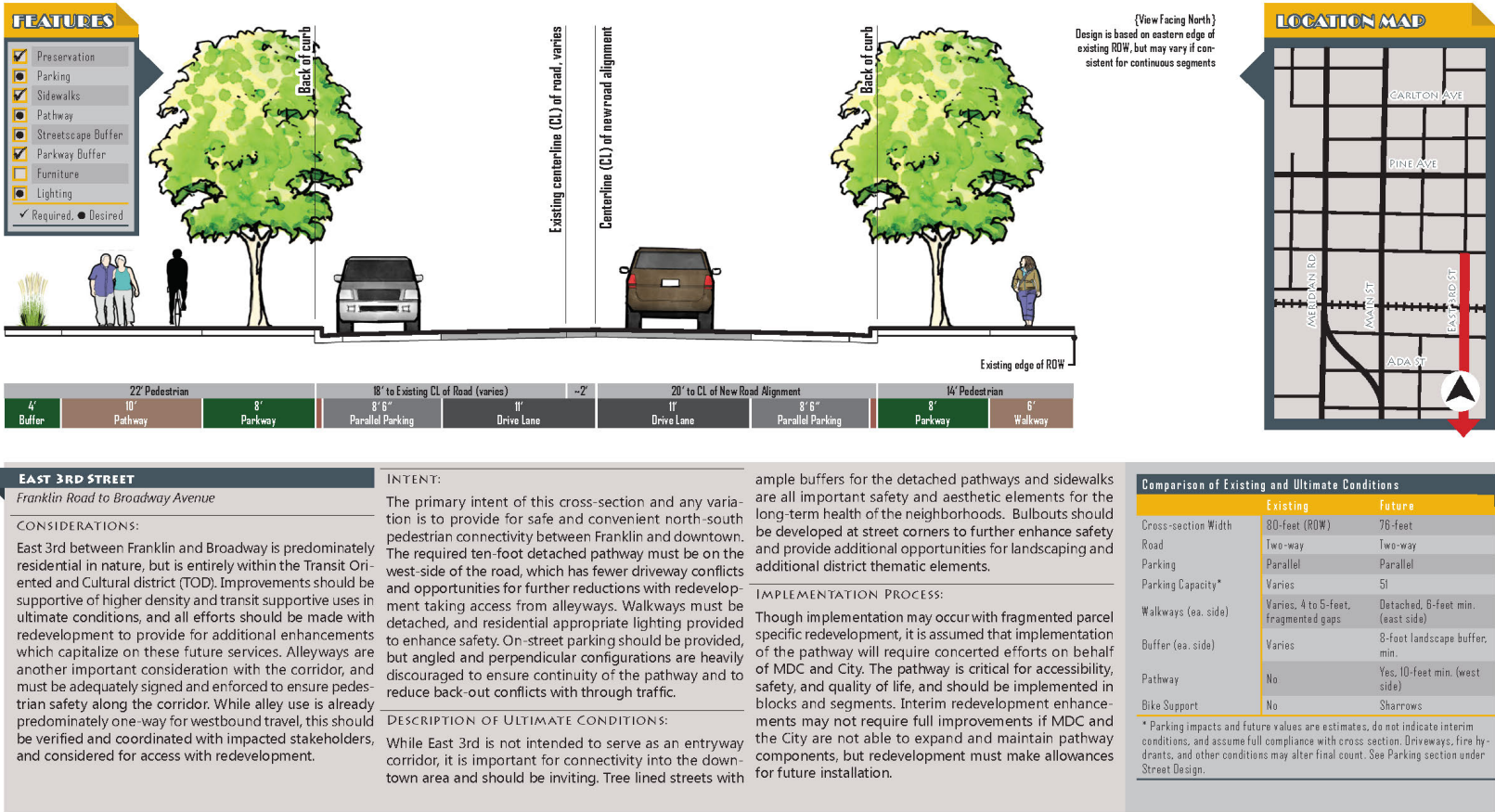
Looking north along E 3rd, between Ada and Bower.



Looking south along E 3rd, between Bower and Ada.

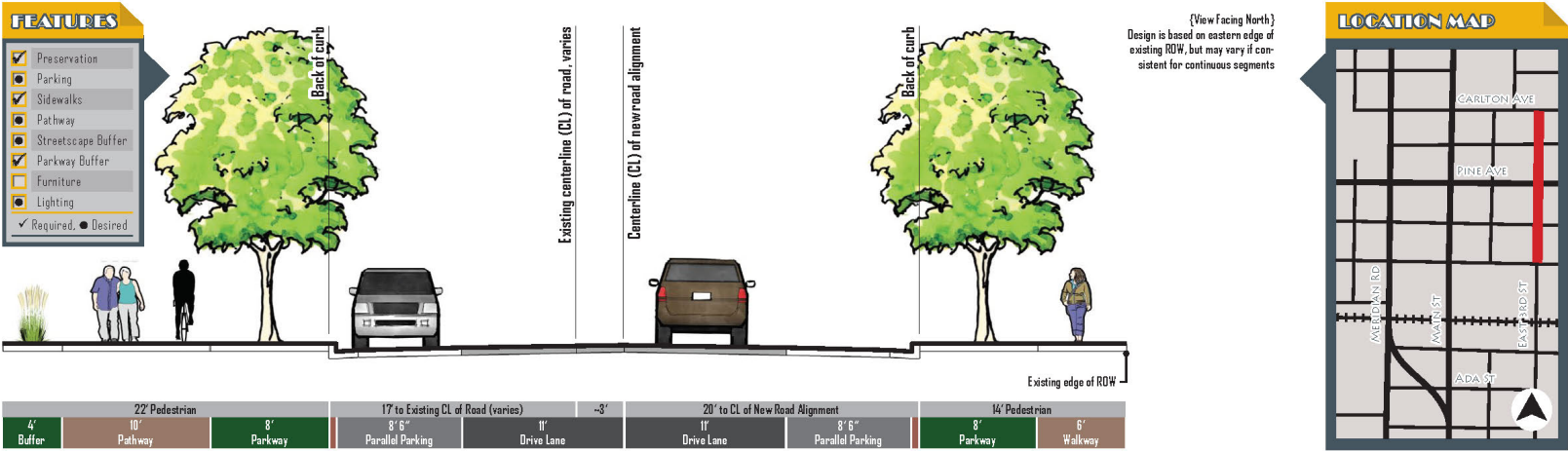


EAST 3RD STREET: Franklin Road to Broadway Avenue





EAST 3RD STREET: Broadway Avenue to Carlton Avenue



**EAST 3RD STREET**  
*Broadway Avenue to Carlton Avenue*

**CONSIDERATIONS:**

Though East 3rd between Broadway and Carlton is predominately residential in nature, it is adjacent to three different commercial districts including the Northern Gateway, Washington & Main, and Traditional City Core districts. While efforts should be made to enhance district identities, with the proximity to the commercial districts, opportunities exist to blend boundaries for uses supportive of the overall Destination Downtown vision plan.

**INTENT:**

The primary intent of this cross-section and any variation is to provide for a safe and convenient north-south pathway connection between Carlton and Broadway. The required ten-foot detached pathway must be on the west side of the road to maintain alignment with the pathway configura-

tion south of the tracks, and to help improve pedestrian connectivity with urban uses to the west. Walkways must be detached by landscape buffers with large canopy trees, and residential appropriate lighting must be provided to enhance safety. On-street parking should be provided, but angled and perpendicular configurations are heavily discouraged to ensure continuity of the pathway and to reduce back-out conflicts with through traffic. All redevelopment must be considerate to and supportive of the residential nature of this corridor segment.

**DESCRIPTION OF ULTIMATE CONDITIONS:**

While East 3rd is not intended to serve as an entryway corridor, it is important for connectivity into the downtown area and should be inviting. The tree lined streets with ample buffers for the detached pathways and sidewalks are all important safety and aesthetic elements for the long-term health of the neighborhoods. Bulb-outs should be developed at street corners to further enhance safety and provide additional opportunities for landscaping and additional district thematic elements.

**IMPLEMENTATION PROCESS:**

Though implementation may occur with fragmented parcel specific redevelopment, it is assumed that implementation of the pathway will require more concerted efforts on behalf of MDC and the City. Interim redevelopment enhancements may not require full improvements if the City is not able to expand and maintain pathway components, but redevelopment must make allowances for future installation.

Comparison of Existing and Ultimate Conditions		
	Existing	Future
Cross-section Width	80-feet (ROW)	78-feet
Road	Two-way	Two-way
Parking	Parallel	Parallel
Parking Capacity*	63	64
Walkways	Attached 4 to 5-feet, fragmented gaps	Detached, 6-feet min. (east side)
Buffer (ea. side)	Varies	8-foot landscape buffer, min.
Pathway	No	Yes, 10-feet min. (west side)
Bike Support	No	Sharrows

\* Parking impacts and future values are estimates, do not indicate interim conditions, and assume full compliance with cross section, Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.

## **Exhibit 2**

Notice Published in the *Idaho Press*

## LEGAL NOTICE

**NOTICE OF REGULAR MEETING AND PUBLIC HEARING BY THE CITY COUNCIL OF THE CITY OF MERIDIAN, IDAHO TO CONSIDER THE URBAN RENEWAL PLAN FOR THE NORTHERN GATEWAY DISTRICT URBAN RENEWAL PROJECT (OPTION A) OF THE URBAN RENEWAL AGENCY OF MERIDIAN, IDAHO, ALSO KNOWN AS MERIDIAN DEVELOPMENT CORPORATION**

NOTICE IS HEREBY GIVEN that on **Tuesday, November 23, 2021, at 6:00 p.m.** in City Council Chambers, Meridian City Hall, 33 E. Broadway Avenue, Meridian, Idaho, 83642, and/or in virtual meeting as may be noticed on the City's website ([www.meridiancity.org](http://www.meridiancity.org)), the City Council of the City of Meridian, Idaho ("City") will hold, during its regular meeting, a public hearing to consider for adoption the proposed Urban Renewal Plan for the Northern Gateway District Urban Renewal Project (Option A) (the "Plan"), of the Urban Renewal Agency of Meridian, Idaho, also known as Meridian Development Corporation ("Agency"). The urban renewal and revenue allocation area boundary is coterminous and is hereinafter described. The Plan proposes that the Agency undertake urban renewal projects, including identifying public facilities for funding, pursuant to the Idaho Urban Renewal Law of 1965, chapter 20, title 50, Idaho Code, as amended. The Plan being considered for adoption contains a revenue allocation financing provision pursuant to the Local Economic Development Act, chapter 29, title 50, Idaho Code, as amended, that will cause property taxes resulting from any increase in equalized assessed valuation in excess of the equalized assessed valuation as shown on the base assessment roll as of January 1, 2021, to be allocated to the Agency for urban renewal purposes. The Agency has adopted and recommended approval of the Plan. The City Council will be considering the second reading of an ordinance to adopt the Plan at the meeting scheduled for November 23, 2021, at 6:00 p.m. An additional reading will follow consistent with the City's ordinance approval process.

The general scope and objectives of the Plan are:

- The engineering, design, installation, construction, and/or reconstruction of streets and streetscapes, including but not limited to improvements and upgrades to portions of Northeast 2nd Street, Northeast 2 1/2 Street, Northeast 3rd Street, Carlton Avenue, Washington Avenue, Main Street, Northeast 4th Street, Badley Avenue, Gruber Avenue, State Avenue, Pine Avenue, Meridian Road frontage north of Fairview, Cherry Lane, and Fairview Avenue frontage and related pedestrian facilities, curb and gutter, intersection and rail crossing improvements, and traffic signals;
- The engineering, design, installation, construction, and/or reconstruction of storm water management infrastructure to support compliance with federal, state, and local regulations for storm water discharge and to support private development;
- The provision for participation by property owners and developers within the Project Area to achieve the objectives of this Plan;
- The engineering, design, installation, construction and/or reconstruction of sidewalks and related pedestrian facilities, curb and gutter and streetscapes, including but not limited to improvements to portions of Northeast 2nd Street, Northeast 2 1/2 Street, Northeast 3rd Street, Carlton Avenue, Washington Avenue, Main Street, Northeast 4th Street, Badley Avenue, Gruber Avenue, State Avenue, Pine Avenue, Meridian Road frontage north of Fairview, Cherry Lane, and Fairview Avenue frontage;
- The engineering, design, installation, construction, and/or reconstruction of utilities including but not limited to improvements and upgrades to the water distribution system, including extension of the water distribution system, water capacity improvements, water storage upgrades, sewer system improvements and upgrades, including extension of the sewer collection system, lift station, and improvements, and upgrades to power, gas, fiber optics, communications, and other such facilities;
- Removal, burying, or relocation of overhead utilities; removal or relocation of underground utilities; extension of electrical distribution lines and transformers; improvement of irrigation and drainage ditches and laterals; undergrounding or piping of laterals; addition of fiber optic lines or other communication systems; public parking facilities, and other public improvements, including but not limited to fire protection systems, floodway and flood zone mitigation; and other public improvements that may be deemed appropriate by the Board;
- The engineering, design, installation, and/or construction of a public parking structure or structures and/or public surface parking lots and related public improvements;
- The acquisition of real property for public right-of-way and streetscape improvements, utility undergrounding, extension, upgrades, public parks and trails, pedestrian facilities, pathways and trails, recreational access points and to encourage and enhance housing affordability and housing diversity, enhance transit options and connectivity, decrease underutilized parcels, create development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers for qualified developments;
- The disposition of real property through a competitive process in accordance with this Plan, Idaho law, including Idaho Code Section 50-2011, and any disposition policies adopted by the Agency;
- The demolition or removal of certain buildings and/or improvements for public rights-of-way and streetscape improvements, pedestrian facilities, utility undergrounding extension and upgrades, public facilities, and to encourage and enhance housing affordability and housing diversity, enhance mobility options and connectivity, decrease underutilized parcels and surface parking lots, eliminate unhealthful, unsanitary, or unsafe conditions, eliminate obsolete or other uses detrimental to the public welfare or otherwise to remove or to prevent the spread of deteriorating or deteriorated conditions;
- The management of any property acquired by and under the ownership and control of the Agency;
- The development or redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
- The construction and financial support of infrastructure necessary for the provision of improved transit and alternative transportation;
- The engineering, design, installation, construction, and/or reconstruction of below ground infrastructure to support the construction of certain municipal buildings pursuant to Idaho Code Section 50-2905A;
- The provision of financial and other assistance to encourage and attract business enterprise, including but not limited to start-ups and microbusinesses, mid-sized companies, and large-scale corporations;

p. The provision of financial and other assistance to encourage greater density and a diverse mix of rental rates and housing options;

q. The rehabilitation of structures and improvements by present owners, their successors, and the Agency;

r. The preparation and assembly of adequate sites for the development and construction of facilities for mixed-use residential (including affordable and/or workforce housing when and if determined to be a public benefit), commercial, office, retail areas, medical facilities, and educational facilities;

s. The environmental assessment and remediation of brown-field sites, or sites where environmental conditions detrimental to redevelopment exist;

t. In collaboration with property owners and other stakeholders, working with the City to amend zoning regulations (if necessary) and standards and guidelines for the design of streetscape, plazas multi-use pathways, parks, and open space and other like public spaces applicable to the Project Area as needed to support implementation of this Plan;

u. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources;

v. To the extent allowed by law, lend or invest federal funds to facilitate development and/or redevelopment;

w. The provision for relocation assistance to displaced Project Area occupants, as required by law, or within the discretion of the Agency Board for displaced businesses;

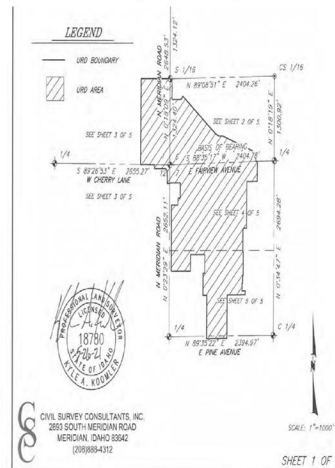
x. Agency and/or owner-developer construction, participation in the construction and/or management of public parking facilities and/or surface lots that support a desired level and form of development to enhance the vitality of the Project Area;

y. Other related improvements to those set forth above as further set forth in Attachment 5.

Any such land uses as described in the Plan will be in conformance with zoning for the City and the City's Comprehensive Plan, as amended. Land made available will be developed by private enterprises or public agencies as authorized by law. The Plan identifies various public and private improvements which may be made within the Project Area.

The Urban Renewal Project Area and Revenue Allocation Area herein referred to is described as follows:

An area consisting of approximately 126 acres, inclusive of rights-of-way, and is generally east of Meridian Road and south of Fairview Avenue. A portion of the Project Area fronts the north side of Fairview Avenue east of Meridian Road. The Project Area also includes a 1764-acre parcel located at the northwest corner of Meridian Road and Cherry Lane, and as more particularly described in the Plan and depicted in the Map below:



Copies of the proposed Plan are on file for public inspection and copying at the office of the City Clerk, Meridian City Hall, 33 E. Broadway Avenue, Meridian, Idaho 83642, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, exclusive of holidays. Costs for copying are outlined in Idaho Code Section 74-102. The proposed Plan can also be accessed online at <https://bit.ly/NorthernGatewayA>. For additional assistance in obtaining a copy of the Plan in the event of business office interruptions, contact the office of the City Clerk at 208-888-4433.

At the hearing date, time, and place noted above (November 23, 2021, at 6:00 p.m.), all persons interested in the above matters may appear and be heard. Because social distancing orders may be in effect at the time of the hearing, written testimony is encouraged. Written testimony must be submitted at least five working days prior to the hearing. Oral testimony may be limited to three minutes per person. Information on assessing the meeting remotely will be posted on the published agendas, no later than 48 hours prior to the meeting at <https://meridiancity.org/agendas>. Additional information regarding providing testimony in compliance with any social distancing orders in effect may be obtained by calling 208-888-4433 or by email at [cityclerk@meridiancity.org](mailto:cityclerk@meridiancity.org).

Meridian City Hall is accessible to persons with disabilities. All information presented in the hearing shall also be available upon advance request in a form usable by persons with hearing or visual impairments. Individuals with other disabilities may receive assistance by contacting the City twenty-four (24) hours prior to the hearing.

DATED: October 8, 2021.

Chris Johnson, City Clerk

October 15, 29, 2021

156888



### **Exhibit 3**

(Option A) Urban Renewal Plan for the Northern Gateway District Urban Renewal Project

(Option A)

**URBAN RENEWAL PLAN FOR THE  
NORTHERN GATEWAY DISTRICT URBAN RENEWAL PROJECT**

**MERIDIAN URBAN RENEWAL AGENCY  
(also known as Meridian Development Corporation)**

**CITY OF MERIDIAN, IDAHO**

**Ordinance No. \_\_\_\_\_**

**Adopted \_\_\_\_\_**

**Effective \_\_\_\_\_**

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### **Attachments**

Attachment 1	Boundary Map of Northern Gateway District Urban Renewal Project Area and Revenue Allocation Area
Attachment 2	Legal Description of Northern Gateway District Urban Renewal Project Area and Revenue Allocation Area
Attachment 3	Private Properties Which May be Acquired by the Agency
Attachment 4	Map Depicting Expected Land Use and Current Zoning Map of the Project Area
Attachment 5	Economic Feasibility Study
Attachment 6	Agricultural Operation Consent

## 100 INTRODUCTION

This is the Urban Renewal Plan (the “Plan”) for the Northern Gateway District Urban Renewal Project (the “Project”) in the city of Meridian (the “City”), county of Ada, state of Idaho. Attachments 1 through 6 attached hereto (collectively, the “Plan Attachments”) are incorporated herein and shall be considered a part of this Plan.

The term “Project” is used herein to describe the overall activities defined in this Plan and conforms to the statutory definition of an urban renewal project. Reference is specifically made to Idaho Code Sections 50-2018(10) and 50-2903(13) for the various activities contemplated by the term “Project.” Such activities include both private and public development of property within the urban renewal area. The Northern Gateway District Project Area is also referred to as the “Project Area” or the “Revenue Allocation Area.”

This Plan was prepared by the Board of Commissioners (the “Agency Board”) of the Meridian Urban Renewal Agency, also known as Meridian Development Corporation (the “Agency” or “MDC”), its consultants, and staff, and reviewed and recommended by the Agency pursuant to the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (the “Law”), the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the “Act”), and all applicable local laws and ordinances.

Idaho Code Section 50-2905 identifies what information the Plan must include with specificity as follows:

- (1) A statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality;
- (2) A statement listing the kind, number, and location of all proposed public works or improvements within the revenue allocation area;
- (3) An economic feasibility study;
- (4) A detailed list of estimated project costs;
- (5) A fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds are repaid, upon all taxing districts levying taxes upon property on the revenue allocation area;
- (6) A description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred;
- (7) A termination date for the plan and the revenue allocation area as provided for in Section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar

year following the last year of the revenue allocation provision described in the urban renewal plan; and

- (8) A description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets.

This Plan includes the above information with specificity.

The proposed development and redevelopment of the Project Area as described in this Plan conforms to the City of Meridian Comprehensive Plan (the “Comprehensive Plan”), adopted by the Meridian City Council (the “City Council”) on December 17, 2019, by Resolution No. 19-2179. The Agency intends to rely heavily on any applicable City zoning and design standards. This Plan also conforms to the goals set forth in Destination: Downtown, which is a vision plan for the long-term future of the downtown area of the City, which seeks to establish downtown as a premier destination and home to local business.

**This Plan is subject to the Plan modification limitations and reporting requirements set forth in Idaho Code Section 50-2903A. Subject to limited exceptions as set forth in Idaho Code Section 50-2903A, if this Plan is modified by City Council ordinance, then the base value for the year immediately following the year in which modification occurs shall include the current year’s equalized assessed value of the taxable property in the revenue allocation area, effectively eliminating the Agency’s revenue stream.**

**A modification shall not be deemed to occur when “[t]here is a plan amendment to make technical or ministerial changes to a plan that does not involve an increase in the use of revenues allocated to the agency.” Idaho Code § 50-2903A(1)(a)(i). Annual adjustments as more specifically set forth in the Agency’s annual budget will be required to account for more/less estimated revenue and project timing, including prioritization of projects. Any adjustments for these stated purposes are technical and ministerial and are not modifications under Idaho Code Section 50-2903A.**

This Plan provides the Agency with powers, duties, and obligations to implement and further the program generally formulated in this Plan for the development, redevelopment, rehabilitation, and revitalization of the area within the boundaries of the Project Area. The Agency retains all powers allowed by the Law and Act. This Plan presents a process and a basic framework within which plan implementation, including contracts, agreements and ancillary documents will be presented and by which tools are provided to the Agency to fashion, develop, and proceed with plan implementation. The Plan has balanced the need for flexibility over the twenty (20)-year timeframe of the Plan to implement the improvements identified in Attachment 5, with the need for specificity as required by Idaho Code Section 50-2905. The Plan narrative addresses the required elements of a plan set forth in Idaho Code Section 50-2905(1), (2), (5), (7) and (8). Attachment 5, together with the Plan narrative, meet the specificity requirement for the

required plan elements set forth in Idaho Code Section 50-2905(2)-(6), recognizing that actual Agency expenditures are prioritized each fiscal year during the required annual budgeting process.

Allowed projects are those activities which comply with the Law and the Act and meet the overall objectives of this Plan. The public-private relationship is crucial in the successful development and redevelopment of the Project Area. Typically, the public will fund enhanced public improvements like utilities, streets, and sidewalks which, in turn, create an attractive setting for adjacent private investment for a mix of uses including residential, (including but not limited to increased density, and mixed income projects such as affordable and/or workforce housing), light industrial, commercial facilities, including office and retail, recreational, or other community facilities.

The purpose of the Law and Act will be attained through the implementation of the Plan. The priorities of this Plan are:

- a. The installation and construction of public improvements, including new local, collector and arterial streets; improvements to existing roadways and intersections, including the installation of traffic signals; installation of curbs, gutters and streetscapes, which for purposes of this Plan, the term “streetscapes” includes sidewalks, lighting, landscaping, benches, bike racks, public art, signage, way-finding, and similar amenities between the curb and right-of-way line, and other public improvements; installation and/or improvements to fiber optic facilities; improvements to public utilities including water and sewer improvements, and fire protection systems; removal, burying, or relocation of overhead utilities; extension of electrical distribution lines and transformers; improvement of irrigation and drainage ditches and laterals; installation and construction of pathways; and improvement of storm drainage facilities;
- b. The planning, design, construction and reconstruction of local roads and pathways to support access management, connectivity, and pedestrian mobility;
- c. The replanning, redesign, and development of undeveloped or underdeveloped areas which are stagnant or improperly utilized because of limited traffic access, underserved utilities, and other site conditions;
- d. The strengthening of the economic base of the Project Area and the community by the installation of needed public improvements to stimulate new private development providing greater housing density and diversity of housing stock, increased employment opportunities and economic growth;
- e. The provision of adequate land for open space, street rights-of-way and pedestrian rights-of-way, including pathways along Meridian Road, East Fairview Avenue/West Cherry Lane, future 3<sup>rd</sup> Street, and Washington Avenue;



- f. The reconstruction and improvement of street corridors to allow traffic flows to move through the Project Area, along with the accompanying utility connections;
- g. The provision of public service utilities, which are necessary to the development of the Project Area, such as water system improvements, sewer system improvements, and improvements to the storm drainage facilities;
- h. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources;
- i. The strengthening of the tax base by encouraging private development, thus increasing the assessed valuation of properties within the Project Area as a whole and benefiting the various taxing districts in which the urban renewal area is located;
- j. The acquisition of real property to support development and/or redevelopment initiatives consistent with the Law and Act; and
- k. The funding of necessary public infrastructure to accommodate both public and private development.

## **101 General Procedures of the Agency**

The Agency is a public body, corporate and politic, as defined and described under the Law and the Act. The Agency is also governed by its bylaws as authorized by the Law and adopted by the Agency. Under the Law, the Agency is governed by the Idaho open meeting law; the Public Records Act; the Ethics in Government Act of 2015, Chapters 1, 2 and 4 of Title 74, Idaho Code; reporting requirements pursuant to Idaho Code Sections 67-450B, 67-1076<sup>1</sup>, 50-2903A and 50-2913; and the competitive bidding requirements under Chapter 28, Title 67, Idaho Code, as well as other procurement or other public improvement delivery methods.

Subject to limited exceptions, the Agency shall conduct all meetings in open session and allow meaningful public input as mandated by the issue considered or by any statutory or regulatory provision.

The Agency may adopt separate policy statements. Any modification to any policy statement is a technical or ministerial adjustment and is not a modification to this Plan under Idaho Code Section 50-2903A.

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<sup>1</sup> Pursuant to House Bill 73, passed during the 2021 Legislative Session, significantly effective as of January 1, 2021, with the remaining sections in full force and effect on and after January 1, 2022, Idaho Code Section 67-450E is superseded by Idaho Code Section 67-1076.

## **102 Procedures Necessary to Meet State and Local Requirements: Conformance with Idaho Code Sections 50-2008 and 50-2906**

Idaho law requires that the City Council, by resolution, must determine a geographic area be a deteriorated area or a deteriorating area, or a combination thereof, and designate such area as appropriate for an urban renewal project prior to preparation of an urban renewal plan. A consultant was retained to study a proposed project area (the “Study Area”) and prepare an eligibility report. The Northern Gateway Urban Renewal District (Proposed) Eligibility Report (the “Report”) was submitted to the Agency. The Agency accepted the Report by Agency Resolution No. 21-026 on June 9, 2021, and thereafter submitted the Report to the City Council for its consideration<sup>2</sup>.

The Study Area was deemed by the City Council to be a deteriorating area and/or a deteriorated area and therefore eligible for an urban renewal project by adoption of Resolution No. 21-2273 on July 6, 2021. With the adoption of Resolution No. 21-2273, the City Council declared the Study Area described in the Report to be a deteriorated area and/or a deteriorating area as defined by the Law and Act, and further directed the Agency to commence preparation of an urban renewal plan.

Under the Law and Act, Idaho Code Sections 50-2903(8)(f) and 50-2018(8) and (9), the definition of a deteriorating area shall not apply to any agricultural operation as defined in Section 22-4502(2), Idaho Code, absent the consent of the owner of the agricultural operation except for an agricultural operation that has not been used for three (3) consecutive years.

In accordance with the Law and Act, the necessary agricultural operation consent was obtained from the owner of the agricultural operation within the Project Area for property that has been used as an agricultural operation within the last three (3) years. A copy of the agricultural operation consent is attached hereto as Attachment 6.

An underdeveloped seventeen (17) acre parcel located in the northwest corner of the Project Area and generally bounded by Meridian Road on the east and Cherry Lane on the south was originally located within unincorporated Ada County. The parcel was annexed into the City prior to City Council consideration of this Plan.

The Plan was prepared and submitted to the Agency for its review and approval. The Agency approved the Plan by the adoption of Agency Resolution No. 21-036, on September 22, 2021, and submitted the Plan to the City Council with its recommendation for adoption.

In accordance with the Law, this Plan was submitted to the Planning and Zoning Commission of the City. After consideration of the Plan, the Commission reported to the City Council that this Plan is in conformity with the City’s Comprehensive Plan.

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<sup>2</sup> Following adoption of Agency Resolution No. 21-026, technical minor edits were made to the Report.

Pursuant to the Law and Act, the City Council having published due notice thereof, a public hearing was held on this Plan. Notice of the hearing was duly published in the *Idaho Press*, a newspaper having general circulation in the City. The City Council adopted this Plan on \_\_\_\_\_, \_\_\_\_\_, by Ordinance No. \_\_\_\_\_.

### **103 History and Current Conditions of the Area**

As more specifically described in the Report, this Project Area is generally located in central Meridian, northeast of the City's downtown core. The Project Area contains approximately 126 acres, inclusive of rights-of-way, and is generally east of Meridian Road and south of Fairview Avenue. A portion of the Project Area fronts the north side of Fairview Avenue east of Meridian Road. The Project Area also includes a 17.64-acre parcel located at the northwest corner of Meridian Road and Cherry Lane.

The Project Area includes mixed zoning for primarily commercial and residential uses. Current uses may not be wholly consistent with zoning and/or the City's vision set forth in the Comprehensive Plan and/or Destination: Downtown, wherein the vision for this area contemplates four (4) main goals promoting livability, mobility, prosperity, and sustainability. The use of the urban renewal tool to support these goals is critical to the success of the vision. Current conditions reflect aged residences converted to commercial uses over time with nineteen (19) vacant parcels. More than half of the Project Area is devoted to commercial uses and/or vacant parcels zoned for commercial use, with residential uses being the next most significant land use category. The Project Area's largest single parcel is the 17.64-acre underdeveloped parcel located in the northwest corner of Meridian Road and Cherry Lane. In its totality the Project Area is reflective of the shifting urban geography of the City. The Report cites a number of deteriorating conditions existing within the Project Area, including a substantial number of deteriorating or deteriorated structures, deterioration of site, age or obsolescence, the predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, obsolete platting, insanitary and unsafe conditions, and diversity of ownership. Together with deteriorating infrastructure, diversity of ownership represents a significant impediment to development: 105.63 parcel acres in the Project Area are owned by one hundred and fifty (150) entities, which can create issues with necessary property assemblage to support economic development and/or housing opportunities. The foregoing conditions have arrested or impaired growth in the Project Area.

The Plan proposes installation and improvements to rights-of-way (arterials, collectors, and local roads), pathways, sidewalks, curbs, gutters, and other streetscape improvements; transit infrastructure; public parking facilities; public infrastructure, including improvements to sewer and water infrastructure, power and fiber installation and/or upgrades; property acquisition to support economic development and housing opportunities and other publicly owned assets throughout the Project Area, as more specifically set forth in Attachment 5, creating the opportunity to revitalize the Project Area and to support transportation infrastructure, as well as mixed-use residential and commercial development consistent with the City's Comprehensive Plan and Destination: Downtown. Other identified improvements include façade improvements; historic lighting; wayfinding/signage; installation and/or improvements to public plazas, parks,

and open space; environmental remediation; and related planning studies to best implement the proposed public infrastructure improvements.

The 17-acre undeveloped parcel, together with the other approximately 19 vacant parcels are underdeveloped and are not being used to their highest and best use. A goal of this Plan is to support development opportunities of this site that will ultimately contribute significantly to the tax base.

The preparation and approval of an urban renewal plan, including a revenue allocation financing provision, gives the City additional resources to solve the transit, public infrastructure, and development impediment issues in this area. Revenue allocation financing should help to improve the situation. In effect, property taxes generated by new developments within the Project Area may be used by the Agency to finance a variety of needed public improvements and facilities. Finally, some of the new developments may also generate new jobs in the community that would, in turn, benefit area residents long-term. Additionally, the proposed infrastructure improvements could support a variety of housing opportunities with diverse rental and income ranges, which supports and adds to the fabric of the Project Area.

It is unlikely individual developers or public partners will take on the prohibitive costs of constructing the necessary infrastructure in the Project Area without the ability of revenue allocation to help offset at least some of these costs. But for urban renewal and revenue allocation financing, the proposed public improvements to support revitalization of the Project Area would not occur.

#### **104 Purpose of Activities**

Attachment 5 includes the public improvements lists identifying with specificity the proposed public improvements and projects contemplated in the Project Area. The description of activities, public improvements, and the estimated costs of those items are intended to create an outside limit of the Agency's activity. Due to the inherent difficulty in projecting future levy rates, future taxable value, and the future costs of construction, the Agency reserves the right to:

- a. Change funding amounts from one Project to another.
- b. Re-prioritize the Projects described in this Plan and the Plan Attachments.
- c. Retain flexibility in funding the various activities in order to best meet the Plan and the needs of the Project Area.
- d. Retain flexibility in determining whether to use the Agency's funds or funds generated by other sources.
- e. Alter the location of proposed improvements set forth in Attachment 5 to support development when it occurs. The information included in Attachment 5 describes a realistic development scenario recognizing it is difficult to project with any

certainty where the improvements will be sited until any future projects submit plans to the City for design review and permitting.

**The Agency intends to discuss and negotiate with any owner or developer of the parcels within the Project Area seeking Agency assistance during the duration of the Plan and Project Area.** During such negotiation, the Agency will determine the eligibility of the activities sought for Agency funding, the amount the Agency may fund by way of percentage or other criteria including the need for such assistance. The Agency will also take into account the amount of revenue allocation proceeds estimated to be generated from the developer's activities. The Agency also reserves the right to establish, by way of policy, its funding percentage or participation, which would apply to all developers and owners and may prioritize certain projects or types of projects.

Throughout this Plan, there are references to Agency activities, Agency funding, and the acquisition, development, and contribution of public improvements. Such references do not necessarily constitute a full, final, and formal commitment by the Agency but, rather, grant to the Agency the discretion to participate as stated subject to achieving the objectives of this Plan and provided such activity is deemed eligible under the Law and the Act. The activities listed in Attachment 5 will be determined or prioritized as the overall Project Area develops and through the annual budget setting process.

The activities listed in Attachment 5 are not prioritized but are anticipated to be completed as determined by available funds. As required by the Law and Act, the Agency will adopt more specific budgets annually. The projected timing of funding is primarily a function of the availability of market conditions and financial resources but is also strategic, considering the timing of private development partnership opportunities and the ability of certain strategic activities to stimulate development at given points in time within the planned 20-year period of the urban renewal district and revenue allocation area.

The Study (Attachment 5) has described a list of public improvements and other related activities with an estimated cost in 2021 dollars of approximately \$33,925,000. This amount does not take into account inflationary factors, such as increasing construction costs, which would increase that figure depending on when the owner, developer and/or Agency is able to develop, construct or initiate those activities. The Study has concluded the capacity of revenue allocation funds through the term of the Plan based on the assumed development projects and assessed value increases will likely generate an estimated \$35,085,665. The Agency reserves the discretion and flexibility to use revenue allocation proceeds in excess of the amounts predicted in the event higher increases in assessed values occur during the term of the Plan for the improvements and activities identified. Additionally, the Agency reserves the discretion and flexibility to use other sources of funds unrelated to revenue allocation to assist in the funding of the improvements and activities identified.

## 105 Open Land Criteria

This Plan contemplates Agency acquisition of property within the Project Area, in part, to support economic development/demonstration projects and housing. The Project Area is not predominantly open, and it does not include any agricultural zoning districts; however, the Project Area includes parcels that are vacant and/or transitioning agricultural operations that could meet the undefined “open land” requiring the area meet the conditions set forth in Idaho Code Section 50-2008(d). These conditions include defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, and faulty lot layout, all of which are included in one form or another in the definitions of deteriorated area or deteriorating area set forth in Idaho Code Sections 50-2018(8), (9) and 50-2903(8). The issues listed only in Idaho Code Section 50-2008(d)(4)(2) (the open land section) include economic disuse, unsuitable topography, and “the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area.”

Open land areas qualify for Agency acquisition and development for residential uses if the City Council determines there is a shortage of housing of sound standards and design which is decent, safe and sanitary in the City, that the need for housing will be increased as a result of the clearance of deteriorated areas, that the conditions of blight in the area and the shortage of decent, safe and sanitary housing contributes to an increase in the spread of disease and crime and constitutes and menace to the public health, safety, morals, or welfare, and that the acquisition of the area for residential uses is an integral part of and essential to the program of the City. Due to the City’s expected growth, the need for housing, including affordable and/or workforce housing, is significant and integral to a successful mixed-use Project Area. Further, the existing zoning designations in the Project Area allow for mixed-density residential, and the future land use map shows areas of projected increased residential density, including surrounding potential commercial projects.

Open land areas qualify for Agency acquisition and development for primarily nonresidential uses if acquisition is necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives if any of the deteriorating area conditions set forth in Idaho Code Sections 50-2018(8), (9) and 50-2903(8) apply. But such areas also qualify if any of the issues listed only in Idaho Code Section 50-2008(d)(4)(2) apply. The substantial number of deteriorating structures, a predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, and economic disuse, are all conditions which delay or impair development of the open land areas and satisfy the open land conditions as more fully supported by the Report, which was prepared by Kushlan | Associates.

This Plan does anticipate Agency acquisition of property within the Project Area; however, the acquisition of specific parcels is unknown at this time. Should the Agency determine the need to acquire property as further set forth in Attachment 3, then the open land areas qualify for Agency acquisition and development.

## **200 DESCRIPTION OF PROJECT AREA**

The boundaries of the Project Area and the Revenue Allocation Area are shown on the Boundary Map of Northern Gateway District Urban Renewal Project Area and Revenue Allocation Area, attached hereto as Attachment 1, and incorporated herein by reference, and are described in the Legal Description of Northern Gateway District Urban Renewal Project Area and Revenue Allocation Area, attached hereto as Attachment 2, and incorporated herein by reference. For purposes of boundary descriptions and use of proceeds for payment of improvements, the boundary shall be deemed to extend to the outer boundary of rights-of-way or other natural boundary unless otherwise stated.

## **300 PROPOSED REDEVELOPMENT ACTIONS**

### **301 General**

The Agency proposes to eliminate and prevent the spread of deteriorating conditions and deterioration in the Project Area by employing a strategy to improve and develop public and private lands, to increase connectivity and transit options, and to grow the economy in the Project Area. Implementation of the strategy includes, but is not limited to the following actions:

- a. The engineering, design, installation, construction, and/or reconstruction of streets and streetscapes, including but not limited to improvements and upgrades to portions of Northeast 2<sup>nd</sup> Street, Northeast 2 ½ Street, Northeast 3<sup>rd</sup> Street, Carlton Avenue, Washington Avenue, Main Street, Northeast 4<sup>th</sup> Street, Badley Avenue, Gruber Avenue, State Avenue, Pine Avenue, Meridian Road frontage north of Fairview, and Fairview Avenue frontage and related pedestrian facilities, curb and gutter, intersection and rail crossing improvements, and traffic signals;
- b. The engineering, design, installation, construction, and/or reconstruction of storm water management infrastructure to support compliance with federal, state, and local regulations for storm water discharge and to support private development;
- c. The provision for participation by property owners and developers within the Project Area to achieve the objectives of this Plan;
- d. The engineering, design, installation, construction and/or reconstruction of sidewalks and related pedestrian facilities, curb and gutter and streetscapes, including but not limited to improvements to portions of Northeast 2<sup>nd</sup> Street, Northeast 2 ½ Street, Northeast 3<sup>rd</sup> Street, Carlton Avenue, Washington Avenue, Main Street, Northeast 4<sup>th</sup> Street, Badley Avenue, Gruber Avenue, State Avenue, Pine Avenue, Meridian Road frontage north of Fairview, and Fairview Avenue frontage;
- e. The engineering, design, installation, construction, and/or reconstruction of utilities including but not limited to improvements and upgrades to the water

distribution system, including extension of the water distribution system, water capacity improvements, water storage upgrades, sewer system improvements and upgrades, including extension of the sewer collection system, lift station, and improvements, and upgrades to power, gas, fiber optics, communications, and other such facilities;

- f. Removal, burying, or relocation of overhead utilities; removal or relocation of underground utilities; extension of electrical distribution lines and transformers; improvement of irrigation and drainage ditches and laterals; undergrounding or piping of laterals; addition of fiber optic lines or other communication systems; public parking facilities, and other public improvements, including but not limited to fire protection systems, floodway and flood zone mitigation; and other public improvements that may be deemed appropriate by the Board;
- g. The engineering, design, installation, and/or construction of a public parking structure or structures and/or public surface parking lots and related public improvements;
- h. The acquisition of real property for public right-of-way and streetscape improvements, utility undergrounding, extension, upgrades, public parks and trails, pedestrian facilities, pathways and trails, recreational access points and to encourage and enhance housing affordability and housing diversity, enhance transit options and connectivity, decrease underutilized parcels, create development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers for qualified developments;
- i. The disposition of real property through a competitive process in accordance with this Plan, Idaho law, including Idaho Code Section 50-2011, and any disposition policies adopted by the Agency;
- j. The demolition or removal of certain buildings and/or improvements for public rights-of-way and streetscape improvements, pedestrian facilities, utility undergrounding extension and upgrades, public facilities, and to encourage and enhance housing affordability and housing diversity, enhance mobility options and connectivity, decrease underutilized parcels and surface parking lots, eliminate unhealthful, unsanitary, or unsafe conditions, eliminate obsolete or other uses detrimental to the public welfare or otherwise to remove or to prevent the spread of deteriorating or deteriorated conditions;
- k. The management of any property acquired by and under the ownership and control of the Agency;
- l. The development or redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;



- m. The construction and financial support of infrastructure necessary for the provision of improved transit and alternative transportation;
- n. The engineering, design, installation, construction, and/or reconstruction of below ground infrastructure to support the construction of certain municipal buildings pursuant to Idaho Code Section 50-2905A;
- o. The provision of financial and other assistance to encourage and attract business enterprise, including but not limited to start-ups and microbusinesses, mid-sized companies, and large-scale corporations;
- p. The provision of financial and other assistance to encourage greater density and a diverse mix of rental rates and housing options;
- q. The rehabilitation of structures and improvements by present owners, their successors, and the Agency;
- r. The preparation and assembly of adequate sites for the development and construction of facilities for mixed-use residential (including affordable and/or workforce housing when and if determined to be a public benefit), commercial, office, retail areas, medical facilities, and educational facilities;
- s. The environmental assessment and remediation of brownfield sites, or sites where environmental conditions detrimental to redevelopment exist;
- t. In collaboration with property owners and other stakeholders, working with the City to amend zoning regulations (if necessary) and standards and guidelines for the design of streetscape, plazas multi-use pathways, parks, and open space and other like public spaces applicable to the Project Area as needed to support implementation of this Plan;
- u. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources;
- v. To the extent allowed by law, lend or invest federal funds to facilitate development and/or redevelopment;
- w. The provision for relocation assistance to displaced Project Area occupants, as required by law, or within the discretion of the Agency Board for displaced businesses;

- x. Agency and/or owner-developer construction, participation in the construction and/or management of public parking facilities and/or surface lots that support a desired level and form of development to enhance the vitality of the Project Area;
- y. Other related improvements to those set forth above as further set forth in Attachment 5.

In the accomplishment of these purposes and activities and in the implementation and furtherance of this Plan, the Agency is authorized to use all the powers provided in this Plan and all the powers now or hereafter permitted by Law and Act.

### **302 Urban Renewal Plan Objectives**

Urban renewal activity is necessary in the Project Area to combat problems of physical deterioration or deteriorating conditions. As set forth in greater detail in Section 103, the Project Area has a history of stagnant growth and development compared to other areas of the City based on deteriorated or deteriorating conditions that have arrested or impaired growth in the Project Area primarily attributed to: a substantial number of deteriorating or deteriorated structures, widespread deterioration of site, underdeveloped properties; inadequate connectivity; lack of multi-use paths; the predominance of defective or inadequate street layout, faulty lot layout, , insanitary and unsafe conditions, and diversity of ownership. The Plan for the Project Area is a proposal to work in partnership with public and private entities to improve, develop, and grow the economy within the Project Area by the implementation of a strategy and program set forth in Section 301 and in Attachment 5.

The provisions of this Plan are applicable to all public and private property in the Project Area. The provisions of the Plan shall be interpreted and applied as objectives and goals, recognizing the need for flexibility in interpretation and implementation, while at the same time not in any way abdicating the rights and privileges of the property owners which are vested in the present and future zoning classifications of the properties. All development under an owner participation agreement shall conform to those standards specified in Section 303.1 of this Plan.

**It is recognized that the Ada County Highway District has exclusive jurisdiction over all public street rights-of-way within the Project Area, except for state highways. Nothing in this Plan shall be construed to alter the powers of the Ada County Highway District pursuant to Title 40, Idaho Code.**

This Plan must be practical in order to succeed. Particular attention has been paid to how it can be implemented, given the changing nature of market conditions. Transforming the Project Area into a vital, thriving part of the community requires an assertive strategy. The following list represents the key elements of that effort:

- a. Initiate simultaneous projects designed to revitalize the Project Area. From street and utility improvements to significant new public or private development, the

Agency plays a key role in creating the necessary momentum to get and keep things going.

- b. Develop new mixed-use residential, retail, office and commercial areas including opportunities for community, cultural, educational, medical, and recreational facilities, as well as encourage economic development opportunities.
- c. Secure and improve certain public open space in critical areas.
- d. Initiate projects designed to increase affordable and workforce housing options and increased transportation and connectivity options.

Without direct public intervention, much of the Project Area could conceivably remain unchanged and in a deteriorated and/or deteriorating condition for the next twenty (20) years. The Plan creates the necessary flexible framework for the Project Area to support the City's economic development while complying with the "specificity" requirement set forth in Idaho Code Section 50-2905.

Land use in the Project Area will be modified to the extent that underutilized, underdeveloped, deteriorated, deteriorating and vacant land and land now devoted to uses inconsistent with the future land uses of the area will be converted to mixed-use, retail residential (including affordable and/or workforce housing) and commercial areas, cultural centers, food halls, transit oriented development, educational facilities, other public facilities and improvements, including but not limited to streets, streetscapes, water and sewer improvements, environmental and floodplain remediations/site preparation, public parking, community facilities, façade improvements, parks, plazas and pedestrian/bike pathways. In implementing the activities described in this Plan, the Agency shall give due consideration to the provision of adequate open space, park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of residents in the general vicinity of the Project Area covered by the Plan.

### **303 Participation Opportunities and Agreements**

#### **303.1 Participation Agreements**

The Agency may enter into various development participation agreements with any existing or future owner of property in the Project Area, in the event the property owner seeks and/or receives assistance from the Agency in the development and/or redevelopment of the property. The terms "owner participation agreement," "participation agreement," or "development agreement" are intended to include all participation agreements with a property owner, including reimbursement agreements, grant agreements or other forms of participation agreements. In that event, the Agency may allow for an existing or future owner of property to remove the property and/or structure from future Agency acquisition subject to entering into an owner participation agreement. The Agency may also enter into owner participation agreements

with other future owners and developers within the Project Area throughout the duration of the Plan in order to implement the infrastructure improvements set forth in this Plan.

Each structure and building in the Project Area to be rehabilitated or to be constructed as a condition of the owner participation agreement between the Agency and the owner pursuant to this Plan will be considered to be satisfactorily rehabilitated and constructed pursuant to the requirements of the Law and Act, and the Agency will so certify, if the rehabilitated or new structure meets the standards set forth in an executed owner participation agreement and complies with the applicable provisions of this Plan, local codes and ordinances and the Idaho Code. Additional conditions described below:

- Any such property within the Project Area shall be required to conform to applicable provisions, requirements, and regulations of this Plan. The owner participation agreement may require as a condition of financial participation by the Agency a commitment by the property owner to meet the greater objectives of the land use elements identified in the Comprehensive Plan, Destination: Downtown and applicable zoning ordinances and other requirements deemed appropriate and necessary by the Agency. Upon completion of any rehabilitation each structure must be safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition that will continue throughout an estimated useful life for a minimum of twenty (20) years.
- All such buildings or portions of buildings which are to remain within the Project Area shall be rehabilitated or constructed in conformity with all applicable codes and ordinances of the City.
- Any new construction shall also conform to all applicable provisions, requirements, and regulations of this Plan, as well as all applicable codes and ordinances of the City.

**All owner participation agreements will address development timing, justification and eligibility of project costs, and achievement of the objectives of the Plan. The Agency shall retain its discretion in the funding level of its participation. Obligations under owner participation agreements shall terminate no later than the termination date of this Plan, December 31, 2041. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under the owner participation agreement.**

In all owner participation agreements, participants who retain real property shall be required to join in the recordation of such documents as may be necessary to make the provisions of this Plan applicable to their properties. Whether or not a participant enters into an owner participation agreement with the Agency, the provisions of this Plan are applicable to all public and private property in the Project Area.

In the event a participant under an owner participation agreement fails or refuses to rehabilitate, develop, use, and maintain its real property pursuant to this Plan and an owner

participation agreement, the real property or any interest therein may be acquired by the Agency in accordance with Section 305.1 of this Plan and sold or leased for rehabilitation or development in accordance with this Plan.

Owner participation agreements may be used to implement the following objectives:

- a. Encouraging property owners to revitalize and/or remediate deteriorated areas or deteriorating areas of their parcels to accelerate development in the Project Area.
- b. Subject to the limitations of the Law and the Act, providing incentives to property owners to encourage utilization and expansion of existing permitted uses during the transition period to prevent a decline in the employment base and a proliferation of vacant and deteriorated parcels in the Project Area during the extended redevelopment of the Project Area.
- c. To accommodate improvements and expansions allowed by City regulations and generally consistent with this Plan for the Project Area.
- d. Subject to the limitations of the Law and Act, providing incentives to improve nonconforming properties so they implement the design guidelines contained in this Plan to the extent possible and to encourage an orderly transition from nonconforming to conforming uses through the term of the Plan.
- e. Provide for advance funding by the developer/owner participant of those certain public improvements related to or needed for the private development and related to the construction of certain public improvements. In that event, the Agency will agree as set out in the participation agreement to reimburse a portion of, or all of, the costs of public improvements identified in the participation agreement from the revenue allocation generated by the private development. Though no specific advance funding by a developer/owner participant is shown in the cash analysis attachments, this Plan specifically allows for such an advance.

### **304 Cooperation with Public Bodies**

Certain public bodies are authorized by state law to aid and cooperate, with or without consideration, in the planning, undertaking, construction, or operation of this Project. The Agency shall seek the aid and cooperation of such public bodies and shall attempt to coordinate this Plan with the activities of such public bodies in order to accomplish the purposes of redevelopment and the highest public good.

The Agency, by law, is not authorized to acquire real property owned by public bodies without the consent of such public bodies. The Agency will seek the cooperation of all public bodies which own or intend to acquire property in the Project Area. All plans for development of property in the Project Area by a public body shall be subject to Agency approval, in the event the Agency is providing any financial assistance.

Subject to applicable authority, the Agency may impose on all public bodies the planning and design controls contained in this Plan to ensure that present uses and any future development by public bodies will conform to the requirements of this Plan; provided, however, the Ada County Highway District has exclusive jurisdiction over Ada County Highway District streets. The Agency is authorized to financially (and otherwise) assist any public entity in the cost of public land, buildings, facilities, structures, or other improvements of the Project Area as allowed by the Law and Act.

The Agency intends to cooperate to the extent allowable with the City and the Ada County Highway District (or the Idaho Transportation Department), as the case may be, for the engineering, design, installation, construction, and/or reconstruction of public infrastructure improvements, including, but not limited to those improvements set forth in Section 301 and in Attachment 5. The Agency shall also cooperate with the City and the Ada County Highway District (or the Idaho Transportation Department) on various relocation, screening, or undergrounding projects and the providing of fiber optic capability. To the extent any public entity, including the City and/or the Ada County Highway District, has funded certain improvements, the Agency may reimburse those entities for those expenses. The Agency also intends to cooperate and seek available assistance from state, federal and other sources for economic development.

In the event the Agency is participating in the public development by way of financial incentive or otherwise, the public body shall enter into a participation agreement with the Agency and then shall be bound by the Plan and other land use elements and shall conform to those standards specified in Section 303.1 of this Plan.

This Plan does not financially bind or obligate the City, Agency and/or any other public entity to any project or property acquisition; rather, for purposes of determining the economic feasibility of the Plan certain projects and expenditures have been estimated and included in the analysis. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any participation agreement and in the annual budget adopted by the Agency Board.

## **305 Property Acquisition**

### **305.1 Real Property**

Only as specifically authorized herein, the Agency may acquire, through the voluntary measures described below, but is not required to acquire, any real property located in the Project Area where it is determined that the property is needed for construction of public improvements, required to eliminate or mitigate the deteriorated or deteriorating conditions, to facilitate economic development, including acquisition of real property intended for disposition to qualified developers through a competitive process, and as otherwise allowed by law. The acquisition shall be by any means authorized by law, including, but not limited to, the Law, the Act, and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,

as amended, but shall not include the right to invoke eminent domain authority except as authorized by Idaho law and provided herein. The Agency is authorized to acquire either the entire fee or any other interest in real property less than a fee, including structures and fixtures upon the real property, without acquiring the land upon which those structures and fixtures are located.

The Agency intends to acquire any real property through voluntary or consensual gift, devise, exchange, or purchase. Such acquisition of property may be for the development of the public improvements identified in this Plan. Acquisition of property may be for the assembly of properties for redevelopment to achieve Plan goals including public benefits such as affordable and/or workforce housing. Such properties may include properties owned by private parties or public entities. This Plan anticipates the Agency's use of its resources for property acquisition.

In the event the Agency identifies certain property which should be acquired to develop certain public improvements intended to be constructed under the provisions of this Plan, the Agency shall coordinate such property acquisition with any other public entity (e.g., without limitation, the City, the state of Idaho, or any of its authorized agencies), including the assistance of Agency funds to acquire said property either through a voluntary acquisition or the public entity's invoking of its eminent domain authority as limited by Idaho Code Section 7-701A.

The Agency is authorized by this Plan to acquire the properties for the uses identified in Attachment 3 hereto, including but not limited to property to be acquired for the extension or expansion of certain rights-of-way.

The Agency is authorized by this Plan and Idaho Code Sections 50-2010 and 50-2018(12) to acquire the properties identified in Attachment 3 hereto for the purposes set forth in this Plan. The Agency has identified its intent to acquire and/or participate in the development of certain public improvements, including, but not limited to those identified in Section 301 of the Plan and/or Attachment 5 hereto. Further, the Agency intends to acquire real property to facilitate commercial and/or economic development projects and/or high-density residential development by assembling and disposing of developable parcels. The Agency's property acquisition will result in remediating deteriorating conditions in the Project Area by facilitating the development of mixed-use, residential (including affordable and/or workforce housing), commercial and retail areas. The public improvements are intended to be dedicated to the City and/or other appropriate public entity, as the case may be, upon completion. The Agency reserves the right to determine which properties identified, if any, should be acquired. The open land areas qualify for Agency acquisition as further set forth in Section 105 of this Plan.

It is in the public interest and may be necessary, in order to eliminate the conditions requiring redevelopment and in order to execute this Plan, for the power of eminent domain to be employed by the Agency, or by the City with the Agency acting in an advisory capacity<sup>3</sup>, to acquire real property in the Project Area for the public improvements identified in this Plan, which cannot be acquired by gift, devise, exchange, purchase, or any other lawful method.

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<sup>3</sup> House Bill 1044, adopted by the Idaho Legislature during the 2021 Legislative Session, limited the Agency's ability to exercise eminent domain.

Under the provisions of the Act, the urban renewal plan “shall be sufficiently complete to indicate such land acquisition, demolition, and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area.” Idaho Code Section 50-2018(12). The Agency has generally described those properties by use as set out in Attachment 3 for acquisition for the construction of public improvements. The Agency may also acquire property for the purpose of developing streetscape and public utilities, as well as to pursue disposition to third parties pursuant to a competitive process as set forth in Section 309. The Agency reserves the right to determine which properties, if any, should be acquired.

### **305.2 Personal Property**

Generally, personal property shall not be acquired. However, where necessary in the execution of this Plan, the Agency is authorized to acquire personal property in the Project Area by any lawful means, including eminent domain as limited by Idaho Code Section 7-701A for the purpose of developing the public improvements described in Section 305.1.

### **306 Property Management**

During the time real property, if any, in the Project Area is owned by the Agency, such property shall be under the management and control of the Agency. Such property may be rented or leased by the Agency pending its disposition for development and/or redevelopment, and such rental or lease shall be pursuant to such policies as the Agency may adopt.

### **307 Relocation of Persons (Including Individuals and Families), Business Concerns, and Others Displaced by the Project**

If the Agency receives federal funds for real estate acquisition and relocation, the Agency shall comply with 24 C.F.R. Part 42, implementing the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

The Agency reserves the right to extend benefits for relocation to those not otherwise entitled to relocation benefits as a matter of state law under the Act or the Law. The Agency may determine to use as a reference the relocation benefits and guidelines promulgated by the federal government, the state government, or local government, including the State Department of Transportation and the Ada County Highway District. The intent of this section is to allow the Agency sufficient flexibility to award relocation benefits on some rational basis, or by payment of some lump-sum per case basis. The Agency may also consider the analysis of replacement value for the compensation awarded to either owner occupants or businesses displaced by the Agency to achieve the objectives of this Plan. The Agency may adopt relocation guidelines which would define the extent of relocation assistance in non-federally assisted projects and which relocation assistance to the greatest extent feasible would be uniform. The Agency shall also coordinate with the various local, state, or federal agencies concerning relocation assistance as may be warranted.



In the event the Agency's activities result in displacement of families, the Agency shall comply with, at a minimum, the standards set forth in the Law. The Agency shall also comply with all applicable state laws concerning relocation benefits and shall also coordinate with the various local, state, or federal agencies concerning relocation assistance.

### **308 Demolition, Clearance and Site Preparation**

The Agency is authorized (but not required) to demolish and clear buildings, structures, and other improvements from any real property in the Project Area as necessary to carry out the purposes of this Plan.

Further, the Agency is authorized (but not required) to prepare, or cause to be prepared, as building sites any real property in the Project Area owned by the Agency including site preparation and/or environmental remediation. In connection therewith, the Agency may cause, provide for, or undertake the installation or construction of streets, utilities, parks, pedestrian walkways, public parking facilities, drainage facilities, and other public improvements necessary to carry out this Plan.

### **309 Property Disposition and Development**

#### **309.1 Disposition by the Agency**

For the purposes of this Plan, the Agency is authorized to sell, lease, lease/purchase, exchange, subdivide, transfer, assign, pledge, encumber by mortgage or deed of trust, or otherwise dispose of any interest in real property under the reuse provisions set forth in Idaho law, including Idaho Code Section 50-2011 and pursuant to any disposition policies adopted by the Agency. To the extent permitted by law, the Agency is authorized to dispose of real property by negotiated lease, sale, or transfer without public bidding.

Real property acquired by the Agency may be conveyed by the Agency and, where beneficial to the Project Area, without charge to any public body as allowed by law. All real property acquired by the Agency in the Project Area shall be sold or leased to public or private persons or entities for development for the uses permitted in this Plan.

Air rights and subterranean rights may be disposed of for any permitted use within the Project Area boundaries.

#### **309.2 Disposition and Development Agreements**

To provide adequate safeguards to ensure that the provisions of this Plan will be carried out and to prevent the recurrence of deteriorating conditions, all real property sold, leased, or conveyed by the Agency is subject to the provisions of this Plan.

The Agency shall reserve such powers and controls in the disposition and development documents as the Agency deems may be necessary to prevent transfer, retention, or use of

property for speculative purposes and to ensure that development is carried out pursuant to this Plan.

Leases, lease/purchases, deeds, contracts, agreements, and declarations of restrictions of the Agency may contain restrictions, covenants, covenants running with the land, rights of reverter, conditions subsequent, equitable servitudes, or any other provisions necessary to carry out this Plan. Where appropriate, as determined by the Agency, such documents, or portions thereof, shall be recorded in the office of the Recorder of Ada County, Idaho.

All property in the Project Area is hereby subject to the restriction that there shall be no discrimination or segregation based upon race, color, creed, religion, sex, age, national origin, or ancestry in the sale, lease, sublease, transfer, use, occupancy, disability/handicap, tenure, or enjoyment of property in the Project Area. All property sold, leased, conveyed, or subject to a disposition and development agreement shall be expressly subject by appropriate documents to the restriction that all deeds, leases, or contracts for the sale, lease, sublease, or other transfer of land in the Project Area shall contain such nondiscrimination and nonsegregation clauses as required by law.

As required by law or as determined in the Agency's discretion to be in the best interest of the Agency and the public, the following requirements and obligations shall be included in the disposition and development agreement.

That the developers, their successors, and assigns agree:

- a. That a detailed scope and schedule for the proposed development shall be submitted to and agreed upon by the Agency.
- b. That the purchase or lease of the land and/or subterranean rights and/or air rights is for the purpose of redevelopment and not for speculation.
- c. That the building of improvements will be commenced and completed as jointly scheduled and determined by the Agency and the developer(s).
- d. That the site and construction plans will be submitted to the Agency for review as to conformity with the provisions and purposes of this Plan.
- e. All new construction shall have a minimum estimated life of no less than twenty (20) years.
- f. That rehabilitation of any existing structure must assure that the structure is safe and sound in all physical respects and be refurbished and altered to bring the property to an upgraded marketable condition which will continue throughout an estimated useful life for a minimum of twenty (20) years.

- g. That the Agency receives adequate assurance acceptable to the Agency to ensure performance under the contract for sale.
- h. All such buildings or portions of the buildings which are to remain within the Project Area shall be reconstructed in conformity with all applicable codes and ordinances of the City.
- i. All disposition and development documents shall be governed by the provisions of Section 410 of this Plan.
- j. All other requirements and obligations as may be set forth in any participation policy established and/or amended by the Agency.

**The Agency also reserves the right to determine the extent of its participation based upon the achievements of the objectives of this Plan. Obligations under any disposition and development agreement and deed covenants, except for covenants which run with the land beyond the termination date of this Plan, shall terminate no later than December 31, 2041. The Agency shall retain its discretion to negotiate an earlier date to accomplish all obligations under any disposition and development agreement.**

### **309.3 Development by the Agency**

To the extent now or hereafter permitted by law, the Agency is authorized to pay for, develop, or construct public improvements within the Project Area for itself or for any public body or entity, which public improvements are or would be of benefit to the Project Area. Specifically, the Agency may pay for, install, or construct the public improvements authorized under Idaho Code Sections 50-2007, 50-2018(10) and (13), and 50-2903(9), (13), and (14), and as otherwise identified in Attachment 5, attached hereto, and incorporated herein by reference, and this Plan, and may acquire or pay for the land required, therefore.

Any public facility ultimately owned by the Agency shall be operated and managed in such a manner to preserve the public purpose nature of the facility. Any lease agreement with a private entity or management contract agreement shall include all necessary provisions sufficient to protect the public interest and public purpose.

The Agency may enter into contracts, leases, and agreements with the City, the Ada County Highway District or other public body or private entity pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code Section 50-2909 which may be made payable out of the taxes levied in the Project Area and allocated to the Agency under Idaho Code Section 50-2908(2)(b) and Section 500 of this Plan or out of any other available funds.

### **310 Development Plans**

All development plans (whether public or private) prepared pursuant to disposition and development agreements or participation agreements shall be submitted to the Agency Board for approval and architectural review. All development in the Project Area must conform to those standards specified in Section 410. Additionally, development must be consistent with all City ordinances.

### **311 Personal Property Disposition**

For purposes of this Plan, the Agency is authorized to lease, sell, exchange, transfer, assign, pledge, encumber, or otherwise dispose of personal property which is acquired by the Agency.

### **312 [Reserved]**

### **313 Participation with Others**

Under the Law, the Agency has the authority to lend or invest funds obtained from the federal government for the purposes of the Law if allowable under federal laws or regulations. The federal funds that may be available to the Agency are governed by regulations promulgated by the Department of Housing and Urban Development for the Community Development Block Grant Program ("CDBG"), the Economic Development Administration, the Small Business Administration, or other federal agencies. In order to enhance such grants, the Agency's use of revenue allocation funds is critical.

Under those regulations the Agency may participate with the private sector in the development and financing of those private projects that will attain certain federal objectives including the creation or redevelopment of affordable and/or workforce housing or transit improvements.

The Agency may, therefore, use the federal funds for the provision of assistance to private for-profit business, including, but not limited to, grants, loans, loan guarantees, interest supplements, technical assistance, and other forms to support, for any other activity necessary or appropriate to carry out an economic development project.

As allowed by law, the Agency may also use funds from any other sources or participate with the private or public sector with regard to any programs administered by the Idaho Department of Commerce, or other State or federal agencies, for any purpose set forth under the Law or Act.

The Agency may enter into contracts, leases, and agreements with the City, ACHD, or other public body or private entity, pursuant to this section, and the obligation of the Agency under such contract, lease, or agreement shall constitute an indebtedness of the Agency as described in Idaho Code Section 50-2909 which may be made payable out of the taxes levied in

the Project Area and allocated to the Agency under Idaho Code Section 50-2908(2)(b) and Section 500 of this Plan or out of any other available funds.

### **314 Conforming Owners**

The Agency may, at the Agency's sole and absolute discretion, determine that certain real property within the Project Area presently meets the requirements of this Plan, and the owner of such property will be permitted to remain as a conforming owner without an owner participation agreement with the Agency, provided such owner continues to operate, use, and maintain the real property within the requirements of this Plan.

### **315 Arts and Cultural Funding**

The Agency may dedicate resources for the construction or purchase of facilities for the placement and maintenance of public art and arts projects may be selected and provided by the Agency, separately from any construction costs of developers. Though not required, the Agency Board generally makes selections of the works of art with assistance from the City and the Meridian Arts Commission and may include review and approval of the City Council.

When possible, any Agency arts funding will be used to leverage additional contributions from developers, other private sources, and public or quasi-public entities for purposes of including public art within the streetscape projects identified in this Plan.

## **400 USES PERMITTED IN THE PROJECT AREA**

### **401 Designated Land Uses**

The Agency intends to rely upon the overall land use designations and zoning classifications of the City, as may be amended, and as depicted on Attachment 4 and as set forth in the City's Comprehensive Plan and within the Meridian zoning ordinance and requirements, including the future land use map and zoning classifications, as may be amended. For the most part, the Project Area includes a mix of uses including mixed-use residential (mixed density and income), commercial, retail and office development, as well as public open spaces, and public structured parking and/or surface lots. Such improvements are consistent with the current zoning designations. Provided, however, nothing herein within this Plan shall be deemed to be granting any particular right to zoning classification or use.

### **402 [Reserved]**

### **403 Public Rights-of-Way**

The Project Area contains existing maintained public rights-of-way included within the boundaries, as set forth on Attachments 1. Any new roadways, including new collectors and/or local roads to be engineered, designed, installed, and constructed in the Project Area, will be constructed in conjunction with any applicable policies and design standards of the City or Ada

County Highway District (and State and Federal standards, as the case may be) regarding dedicated rights-of-way. Additional public streets, alleys, and easements may be created in the Project Area as needed for proper development, and other potential roadways generally described in this Plan and in Attachment 5.

Additional improvements to existing streets, alleys and easements may be created, improved, or extended in the Project Area as needed for development. Existing dirt roadways, streets, easements, and irrigation or drainage laterals or ditches may be abandoned, closed, or modified as necessary for proper development of the Project Area, in accordance with any applicable policies and standards of the Idaho Transportation Department, the City or Ada County Highway District regarding changes to dedicated rights-of-way, and appropriate irrigation or drainage districts regarding changes to laterals or ditches.

Any development, maintenance and future changes in the existing interior or exterior street layout shall be in accordance with the objectives of this Plan and the standards of the City, the Ada County Highway District, or the Idaho Department of Transportation as may be applicable; shall be effectuated in the manner prescribed by State and local law; and shall be guided by the following criteria:

- a. A balancing of the needs of proposed and potential new developments for adequate pedestrian and vehicular access (including cars, trucks, bicycles, etc.), vehicular parking, and delivery loading docks with the similar needs of any existing developments permitted to remain. Such balancing shall take into consideration the rights of existing owners and tenants under the rules for owner and tenant participation adopted by the Agency for the Project and any participation agreements executed thereunder;
- b. The requirements imposed by such factors as topography, traffic safety, and aesthetics; and
- c. The potential need to serve not only the Project Area and new or existing developments, but to also serve areas outside the Project Area by providing convenient and efficient vehicular access and movement.

The public rights-of-way may be used for vehicular and/or pedestrian traffic, as well as for public improvements, public and private utilities, and activities typically found in public rights-of-way.

#### **404 Other Public, Semi-Public, Institutional, and Nonprofit Uses**

The Agency is also authorized to permit the maintenance, establishment, or enlargement of public, semi-public, institutional, or nonprofit uses, including park and recreational facilities; educational, fraternal, and employee facilities; philanthropic and charitable institutions; utilities; governmental facilities; railroad rights-of-way and equipment; and facilities of other similar associations or organizations. All such uses shall, to the extent possible, conform to the

provisions of this Plan applicable to the uses in the specific area involved. The Agency may impose such other reasonable requirements and/or restrictions as may be necessary to protect the development and use of the Project Area.

#### **405 Interim Uses**

Pending the ultimate development of land by developers and participants, the Agency is authorized to use or permit the use of any land in the Project Area for interim uses that are not in conformity with the uses permitted in this Plan. However, any interim use must comply with applicable City Code or Ada County Code.

#### **406 Development in the Project Area Subject to the Plan**

All real property in the Project Area, under the provisions of either a disposition and development agreement or participation agreement, is made subject to the controls and requirements of this Plan. No such real property shall be developed, redeveloped, rehabilitated, or otherwise changed after the date of the adoption of this Plan, except in conformance with the provisions of this Plan.

#### **407 Construction Shall Comply with Applicable Federal, State, and Local Laws and Ordinances and Agency Development Standards**

All construction in the Project Area shall comply with all applicable state laws, the Meridian City Code, as may be amended from time to time, and any applicable City Council ordinances pending codification, including but not limited to, regulations concerning the type, size, density and height of buildings; open space, landscaping, light, air, and privacy; the undergrounding of utilities; limitation or prohibition of development that is incompatible with the surrounding area by reason of appearance, traffic, smoke, glare, noise, odor, or similar factors; parcel subdivision; off-street loading and off-street parking requirements.

In addition to applicable codes, ordinances, or other requirements governing development in the Project Area, additional specific performance and development standards may be adopted by the Agency to control and direct redevelopment activities in the Project Area in the event of a disposition and development agreement or participation agreement.

#### **408 Minor Variations**

Under exceptional circumstances, the Agency is authorized to allow a variation from the limits, restrictions, and controls established by this Plan. In order to allow such variation, the Agency must determine that:

- a. The application of certain provisions of this Plan would result in practical difficulties or unnecessary hardships inconsistent with the general purpose and intent of this Plan;

- b. There are exceptional circumstances or conditions applicable to the property or to the intended development of the property which do not apply generally to other properties having the same standards, restrictions, and controls;
- c. Allowing a variation will not be materially detrimental to the public welfare or injurious to property or improvements in the area; and
- d. Allowing a variation will not be contrary to the objectives of this Plan.

No variation shall be granted which changes a basic land use or which permits other than a minor departure from the provisions of this Plan. In allowing any such variation, the Agency shall impose such conditions as are necessary to protect the public peace, health, safety, or welfare and to assure compliance with the purposes of the Plan. Any variation allowed by the Agency hereunder shall not supersede any other approval required under City codes and ordinances and shall not be considered a modification to the Plan.

#### **409 Nonconforming Uses**

This Section applies to property owners seeking assistance from the Agency regarding their property. The Agency may permit an existing use to remain in an existing building and site usage in good condition, which use does not conform to the provisions of this Plan, provided that such use is generally compatible with existing and proposed developments and uses in the Project Area. The owner of such a property must be willing to enter into a participation agreement and agree to the imposition of such reasonable restrictions as may be necessary to protect the development and use within the Project Area.

The Agency may authorize additions, alterations, repairs, or other improvements in the Project Area for uses which do not conform to the provisions of this Plan where such improvements are within a portion of the Project Area where, in the determination of the Agency, such improvements would be compatible with surrounding Project uses and development.

All nonconforming uses shall also comply with the City codes and ordinances.



#### **410 Design Guidelines for Development under a Disposition and Development Agreement or Owner Participation Agreement**

Within the limits, restrictions, and controls established in this Plan, the Agency is authorized to establish heights of buildings, density, land coverage, setback requirements, design criteria, traffic circulation, traffic access, and other development and design controls necessary for proper development of both private and public areas within the Project Area. Any development must also comply with the City's zoning ordinance regarding heights, setbacks, density, and other like standards.

In the case of property which is the subject of a disposition and development agreement or owner participation agreement with the Agency, no new improvement shall be constructed, and no existing improvement shall be substantially modified, altered, repaired, or rehabilitated, except in accordance with this Plan. Under a disposition and development agreement or owner participation agreement, the design guidelines and land use elements of the Plan shall be achieved to the greatest extent feasible, though the Agency retains the authority to grant minor variations under this Plan and subject to a negotiated agreement between the Agency and the developer or property owner.

Under those agreements, the architectural, landscape, and site plans shall be submitted to the Agency and approved in writing by the Agency. In such agreements, the Agency may impose additional design controls. One of the objectives of this Plan is to create an attractive pedestrian environment in the Project Area. Therefore, such plans shall give consideration to good design and amenities to enhance the aesthetic quality of the Project Area. The Agency shall find that any approved plans do comply with this Plan. The Agency reserves the right to impose such design standards on an ad hoc basis through the approval process of the disposition and development agreement or owner participation agreement. Any change to such approved design must be consented to by the Agency and such consent may be conditioned upon reduction of Agency's financial participation towards the Project.

In the event the Agency adopts design standards or controls, those provisions will thereafter apply to each site or portion thereof in the Project Area. These additional design standards or controls will be implemented through the provisions of any disposition and development agreement or owner participation agreement. These controls are in addition to any standards and provisions of any applicable City building or zoning ordinances; provided, however, each and every development shall comply with all applicable City zoning and building ordinances.

### **500 METHODS OF FINANCING THE PROJECT**

#### **501 General Description of the Proposed Financing Method**

The Agency is authorized to finance this Project with revenue allocation funds, financial assistance from the City (loans, grants, other financial assistance), the state of Idaho, the federal government or other public entities, interest income, developer advanced funds, donations, loans

from private financial institutions (bonds, notes, line of credit), the lease or sale of Agency-owned property, public parking revenue, or any other available source, public or private, including assistance from any taxing district or any public entity.

The Agency is also authorized to obtain advances, lines of credit, borrow funds, and create indebtedness in carrying out this Plan. The Agency may also consider an inter-fund transfer from other urban renewal project areas. The principal and interest on such advances, funds, and indebtedness may be paid from any funds available to the Agency. The City, as it is able, may also supply additional assistance through City loans and grants for various public improvements and facilities. The City, or any other public agency, as properly budgeted, may expend money to assist the Agency in carrying out this Project.

As allowed by law and subject to restrictions as are imposed by law, the Agency is authorized to issue notes or bonds from time to time, if it deems appropriate to do so, in order to finance all or any part of the Project. Neither the members of the Agency nor any persons executing the bonds are liable personally on the bonds by reason of their issuance.

## **502 Revenue Allocation Financing Provisions**

The Agency hereby adopts revenue allocation financing provisions as authorized by the Act, effective retroactively to January 1, 2021. These revenue allocation provisions shall apply to all taxing districts which are located in or overlap the Revenue Allocation Area shown and described on Attachments 1 and 2 to this Plan. The Agency shall take all actions necessary or convenient to implement these revenue allocation financing provisions. The Agency specifically finds that the equalized assessed valuation of property within the Revenue Allocation Area is likely to increase as a result of the initiation of the Project.

The Agency, acting by one or more resolutions adopted by its Board, is hereby authorized to apply all or any portion of the revenues allocated to the Agency pursuant to the Act to pay as costs are incurred (pay-as-you-go) or to pledge all or any portion of such revenues to the repayment of any moneys advance-funded by developers or property owners, borrowed, indebtedness incurred, or notes or bonds issued by the Agency to finance or to refinance the Project Costs (as defined in Idaho Code Section 50-2903(14)) of one or more urban renewal projects.

The Agency may consider a note or line of credit issued by a bank or lending institution premised upon revenue allocation funds generated by a substantial private development contemplated by the Study, as defined in Section 502.1, which would allow the Agency to more quickly fund the public improvements contemplated by this Plan. Likewise, a developer/owner advanced funding of certain eligible public infrastructure improvements to be reimbursed pursuant to an owner participation agreement could achieve the same purpose.

Upon enactment of a City Council ordinance finally adopting these revenue allocation financing provisions and defining the Revenue Allocation Area described herein as part of the Plan, there shall hereby be created a special fund of the Agency into which the County Treasurer

shall deposit allocated revenues as provided in Idaho Code Section 50-2908. The Agency shall use such funds solely in accordance with Idaho Code Section 50-2909 and solely for the purpose of providing funds to pay the Project Costs, including any incidental costs, of such urban renewal projects as the Agency may determine by resolution or resolutions of its Board.

A statement listing proposed public improvements and facilities, a schedule of improvements, an economic feasibility study, estimated project costs, fiscal impact upon other taxing districts, and methods of financing project costs required by Idaho Code Section 50-2905 is included in this Plan and in Attachment 5 to this Plan. This statement necessarily incorporates estimates and projections based on the Agency's and consultants' present knowledge and expectations. The Agency is hereby authorized to adjust the presently anticipated urban renewal projects and use of revenue allocation financing of the related Project Costs to effectuate the general objectives of the Plan in order to account for revenue inconsistencies, market adjustments, future priorities, developers/owners seeking Agency assistance pursuant to an owner participation agreement, and unknown future costs. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in the annual budget.

The Agency may appropriate funds consisting of revenue allocation proceeds on an annual basis without the issuance of notes or bonds. The Agency may also obtain advances or loans from the City or Agency, or private entity and financial institutions in order to immediately commence construction of certain of the public improvements. Developer advanced funding of public improvements could also achieve the same purpose. The revenue allocation proceeds are hereby irrevocably pledged for the payment of the principal and interest on the advance of monies or making of loans or the incurring of any indebtedness such as bonds, notes, and other obligations (whether funded, refunded, assumed, or otherwise) by the Agency to finance or refinance the Project in whole or in part, including reimbursement to developers for the cost of eligible public improvements.

Revenues will continue to be allocated to the Agency until termination of the revenue allocation area as set forth in Section 800. Attachment 5 incorporates estimates and projections based on the Agency's and its consultants' present knowledge and expectations concerning the length of time to complete the improvements and estimated future revenues. The activity may take longer depending on the significance and timeliness of development. Alternatively, the activity may be completed earlier if revenue allocation proceeds are greater, or the Agency obtains additional funds from another source.

The revenue allocation proceeds are hereby irrevocably pledged for the payment of the principal and interest on the advance of monies or making of loans or the incurring of any indebtedness such as bonds, notes, and other obligations (whether funded, refunded, assumed, or otherwise) by the Agency to finance or refinance the Project in whole or in part, including reimbursement to any owner/developer for the cost of eligible public improvements pursuant to an owner participation agreement.

The Agency is authorized to make such pledges as to specific advances, loans, and indebtedness as appropriate in carrying out the Project.

The Agency reserves the right to either pay for Project Costs from available revenue (pay-as-you-go basis) or borrow funds by incurring debt through notes or other obligations.

Revenue allocation proceeds are deemed to be only a part of the proposed funding sources for the payment of public improvements and other project improvements. Additionally, project funding is proposed to be phased for the improvements, allowing various sources of funds to be accumulated for use.

### **502.1 Economic Feasibility Study**

Attachment 5 constitutes the Economic Feasibility Study (the “Study”), prepared by Kushlan | Associates. The Study constitutes the financial analysis required by the Act and is based upon existing information from property owners, developers, the Agency, the City, and others.

### **502.2 Assumptions and Conditions/Economic Feasibility Statement**

The information contained in Attachment 5 assumes certain completed and projected actions. All debt is projected to be repaid no later than the duration period of the Plan. The total amount of bonded indebtedness (and all other loans or indebtedness), developer reimbursement and the amount of revenue generated by revenue allocation are dependent upon the extent and timing of private development. Should all of the proposed development take place as projected, the project indebtedness could be extinguished earlier, dependent upon the bond sale documents or other legal obligations. Should private development take longer to materialize, or should the private development be substantially less than projected, then the amount of revenue generated will be substantially reduced and debt may continue for its full term.

The Plan and the Plan Attachments incorporate estimates and projections based on the Agency’s and consultants’ present knowledge and expectations. The Plan proposes certain public improvements as set forth in this Plan and in Attachment 5, which will facilitate mixed-use commercial, residential, office and retail development in the Revenue Allocation Area.

The assumptions set forth in the Study are based upon the best information available to the Agency and its consultants through public sources or discussions with property owners, developers, the City, and others. The information has been analyzed by the Agency and its consultants in order to provide an analysis that meets the requirements set forth under the Law and Act. At the point in time when the Agency may seek a loan from lenders or others, a more detailed and then-current financial pro forma will be presented to those lenders or underwriters for analysis to determine the borrowing capacity of the Agency. As set forth herein, the Agency reserves the right to fund the Project on a “pay-as-you-go” basis. The Agency Board will prioritize the activities set forth in this Plan and determine what funds are available and what activities can be funded. The Agency will establish those priorities through its mandated annual budgetary process.

The list of public improvements, or activities within Attachment 5 are prioritized by way of feasibility based on estimated revenues to be received, amounts funded, and by year of funding. The projected timing of funding is primarily a function of the availability of financial resources and market conditions but is also strategic, considering the timing of anticipated or projected private development partnership opportunities and the ability of certain strategic activities to stimulate development at a given point in time within the duration of the Plan and Project Area.

The assumptions concerning revenue allocation proceeds are based upon certain anticipated or projected new developments, assessed value increases, and assumed tax levy rates as more specifically set forth in Attachment 5. Further, the financial analysis set forth in Attachment 5 has taken into account and excluded levies that do not flow to the Agency consistent with Idaho Code § 50-2908. In projecting new construction, the Study considered parcels identified as expected to develop over the life of the Project Area, communications with potential developers and City staff, and historical market absorption rates for commercial, office, retail, and residential improvements.

The types of new construction expected in the Project Area are mixed-use residential (including affordable and workforce housing), commercial, office and retail projects, and related public improvements, including streetscapes, installation and/or improvements to public open spaces and plazas. The Project Area has potential for a significant increase in mixed-use, high-density residential, commercial, office and retail growth due to the location of the Project Area. However, without a method to construct the identified public improvements such as main water and sewer lines, street infrastructure, and pedestrian amenities, development is unlikely to occur in much of the Project Area.

It is understood that application of certain exemptions, including the homeowner's exemption and Idaho Code Section 63-602K, which provides for personal property tax exemption to businesses may have the effect of reducing the increment value, which in turn reduces revenue.

### **502.3 Ten Percent Limitation**

Under the Act, the base assessed valuation for all revenue allocation areas cannot exceed gross/net ten percent (10%) of the current assessed taxable value for the entire City. According to the Ada County Assessor, the assessed taxable value for the City as of January 1, 2020,<sup>4</sup> less homeowners' exemptions, is \$10,375,837,804. Therefore, the 10% limit is \$1,037,583,780.

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<sup>4</sup> Due to the timing of the assessment process and creation of this Plan, the 2020 certified values have been used to establish compliance with the 10% limitation. Using the 2020 values, the total adjusted base value of the existing and proposed revenue allocation areas combined with the value of this Project Area are less than 2.62% of the total taxable value of the City. Even assuming an increase in values for 2021, the combined adjusted base values of the revenue allocation areas would not exceed 10% of the current assessed taxable value for the entire City.

The adjusted base assessed value of each of the existing revenue allocation areas as of January 1, 2020, is as follows:

Downtown District <sup>5</sup>	\$146,334,050
Ten Mile District	\$39,539,125
Union District	\$2,144,360
Proposed Northern Gateway District	\$68,832,974
Proposed Linder District <sup>6</sup>	\$11,978,500
Proposed Union District Addition	\$3,414,100

The adjusted base values for the combined existing and proposed revenue allocation areas and the estimated base value for the proposed Project Area, less homeowners' exemptions, is \$272,243,109, which is less than 10% of the City's 2020 taxable value.

#### **502.4 Financial Limitation**

The Study identifies a number of capital improvement projects. Use of any particular funding source for any particular purpose is not assured or identified. Use of the funding source shall be conditioned on any limitations set forth in the Law, the Act, by contract, or by other federal regulations. If revenue allocation funds are unavailable, then the Agency will need to use a different funding source for that improvement.

The amount of funds available to the Agency from revenue allocation financing is directly related to the assessed value of new improvements within the Revenue Allocation Area. Under the Act, the Agency is allowed the revenue allocation generated from inflationary increases and new development value. Increases have been assumed based upon the projected value of new development as that development occurs along with possible land reassessment based on a construction start.

The Study, with the various estimates and projections, constitutes an economic feasibility study. Costs and revenues are analyzed, and the analysis shows the need for public capital funds during the project. Multiple financing sources may be utilized including annual revenue allocations, developer contributions, city contributions, interfund loan, federal funding, grants, property disposition and other financing sources as permitted by law. This Study identifies the kind, number, and location of all proposed public works or improvements, a detailed list of estimated project costs, a description of the methods of financing illustrating project costs, and the time when related costs or monetary obligations are to be incurred.<sup>7</sup> Based on these funding sources, the conclusion is that the Project is feasible.

The Agency reserves the discretion and flexibility to use revenue allocation proceeds in excess of the amounts projected in the Study for the purpose of funding the additional identified

<sup>5</sup> Less area deannexed by the First Amendment to the Meridian Revitalization Plan Urban Renewal Project, and the Second Amendment to the Meridian Revitalization Plan Urban Renewal Project.

<sup>6</sup> May not be established until calendar year 2022.

<sup>7</sup> See Idaho Code § 50-2905.

projects and improvements. The projections in the Study are based on reasonable assumptions and existing market conditions. However, should the Project Area result in greater than anticipated revenues, the Agency specifically reserves the ability to fund the additional activities and projects identified in this Plan. Further, the Agency reserves the discretion and flexibility to use other sources of funds unrelated to revenue allocation to assist in the funding of the improvements and activities identified, including but not limited to disposition and development agreements and owner participation agreements. The Agency may also re-prioritize projects pursuant to market conditions, project timing, funding availability, and other considerations as more specifically detailed in the annual budget.

The proposed timing for the public improvements may have to be adjusted depending upon the availability of some of the funds and the Agency's ability to finance any portion of the Project. **Any adjustment to Project timing or funding is technical or ministerial in nature and shall not be considered a modification of the Plan pursuant to Idaho Code Section 50-2903A.**

Attachment 5 lists those public improvements the Agency intends to construct or fund through the term of the Plan. The costs of improvements are estimates only as it is impossible to know with any certainty what the costs of improvements will be in future years. There is general recognition that construction costs fluctuate and are impacted by future unknowns, such as, the cost of materials and laborers. Final costs will be determined by way of construction contract public bidding or by an agreement between the developer/owner and Agency. The listing of public improvements does not commit the Agency, City, or other public entity, to any particular level of funding; rather, identification of the activity in the Plan allows the Agency to negotiate the terms of any reimbursement with the developer and/or the public entities. This Plan does not financially bind or obligate the Agency, City or other public entity to any project or property acquisition; rather, for purposes of determining the economic feasibility of the Plan certain projects and expenditures have been estimated and included in the analysis. The City has not committed to fund any public infrastructure improvements within the Project Area. Such decisions concerning capital improvement projects and/or other expenditures are made by the City annually pursuant to its budget and appropriations process. Agency revenue and the ability to fund reimbursement of eligible Project Costs is more specifically detailed in any participation agreement and in the annual budget adopted by the Agency Board. The proposed location and siting of the proposed public infrastructure and other improvement projects in the Project Area are generally described in Attachment 5 recognizing that the specific location of the projects will depend on the type and timing of development. The change in the location of the improvements shown in Attachment 5 does not constitute a modification to the Plan.

The Agency reserves its discretion and flexibility in deciding which improvements are more critical for development or redevelopment, and the Agency intends to coordinate its public improvements with associated development by private developers/owners. Where applicable, the Agency also intends to coordinate its participation in the public improvements with the receipt of certain grants or loans which may require the Agency's participation in some combination with the grant and loan funding.

Generally, the Agency expects to develop those improvements identified in Attachment 5 first, in conjunction with private development within the Project Area generating the increment as identified in Attachment 5.

The Plan has shown that the equalized valuation of the Revenue Allocation Area as defined in the Plan is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Plan.

#### **502.5 [Reserved]**

#### **502.6 Participation with Local Improvement Districts and/or Business Improvement Districts**

Under the Idaho Local Improvement District (“LID”) Code, Chapter 17, Title 50, Idaho Code, the City has the authority to establish local improvement districts for various public facilities, including, but not limited to, streets, curbs, gutters, sidewalks, storm drains, landscaping, and other like facilities. To the extent allowed by the Law and the Act, the Agency reserves the authority, but not the obligation, to participate in the funding of local improvement district facilities. This participation may include either direct funding to reduce the overall cost of the LID or to participate as an assessed entity to finance the LID project. Similarly, to the extent allowed by the Law and the Act, the Agency reserves the authority, but not the obligation, to participate in the funding of the purposes specified under the Business Improvement Districts Code, Chapter 26, Title 50, Idaho Code.

#### **502.7 Issuance of Debt and Debt Limitation**

Any debt incurred by the Agency as allowed by the Law and Act shall be secured by revenues identified in the debt resolution or revenue allocation funds as allowed by the Act. All such debt shall be repaid within the duration of this Plan, except as may be authorized by law.

#### **502.8 Impact on Other Taxing Districts and Levy Rate**

An estimate of the overall impact of the revenue allocation project on each taxing district is shown in the Study through the new development projections set forth in Attachment 5.

The assessed value for each property in a revenue allocation area consists of a base value and an increment value. The base value is the assessed value as of January 1 of the year in which a revenue allocation area is approved by a municipality, with periodic adjustments allowed by Idaho law. The increment value is the difference between the adjusted base assessed value and current assessed taxable value in any given year while the property is in a revenue allocation area. Under Idaho Code Section 63-802, taxing entities are constrained in establishing levy rates by the amount each budget of each taxing district can increase on an annual basis<sup>8</sup>.

<sup>8</sup> House Bill 389 passed during the 2021 Legislative Session, effective in significant part as of January 1, 2021, further limits a taxing entity’s ability to increase the property tax portion of its budget. The Study has considered the impact of House Bill 389 on the Project’s overall feasibility.



Taxing entities submit proposed budgets to the County Board of Commissioners, which budgets are required to comply with the limitations set forth in Idaho Code Section 63-802. Therefore, the impact of revenue allocation on the taxing entities is more of a product of the imposition of Idaho Code Section 63-802, then the effect of urban renewal.

The County Board of Commissioners calculates the levy rate required to produce the proposed budget amount for each taxing entity using the assessed values which are subject to each taxing entity's levy rate. Assessed values in urban renewal districts which are subject to revenue allocation (incremental values) are not included in this calculation. The combined levy rate for the taxing entities is applied to the incremental property values in a revenue allocation area to determine the amount of property tax revenue which is allocated to an urban renewal agency. The property taxes generated by the base values in the urban renewal districts and by properties outside revenue allocation areas are distributed to the other taxing entities. Properties in revenue allocation areas are subject to the same levy rate as they would be outside a revenue allocation area. The difference is how the revenue is distributed. If the overall levy rate is less than assumed, the Agency will receive fewer funds from revenue allocation.

In addition, without the Revenue Allocation Area and its ability to pay for public improvements and public facilities, fewer substantial improvements within the Revenue Allocation Area would be expected during the term of the Plan; hence, there would be lower increases in assessed valuation to be used by the other taxing entities. The Study's analysis is premised upon the fact the proposed development would not occur but for the ability to use revenue allocation funds to fund certain significant public infrastructure improvements.

One result of new construction occurring outside the revenue allocation area (*see* Idaho Code §§ 63-802 and 63-301A) is the likely reduction of the levy rate as assessed values increase for property within each taxing entity's jurisdiction<sup>9</sup>. From and after December 31, 2006, Idaho Code Section 63-301A prohibits taxing entities from including, as part of the new construction roll, the increased value related to new construction within a revenue allocation area until the revenue allocation authority is terminated. Any new construction within the Project Area is not available for inclusion by the taxing entities to increase their budgets. Upon termination of this Plan and Project Area or deannexation of area, the taxing entities will be able to include a percentage<sup>10</sup> of the accumulated new construction roll value in setting the following year's budget and revenue pursuant to Idaho Code Sections 63-802 and 63-301A.

As the 2021 certified levy rates are not determined until late September or October 2021, the 2020 certified levy rates have been used in the Study for purposes of the analysis.<sup>11</sup> Further, it is anticipated that the parcel located in unincorporated Ada County will be annexed in prior to

<sup>9</sup> House Bill 389 amended Idaho Code Sections 63-802 and 63-301A limiting the value placed on the new construction roll and available to a taxing district for a budget capacity increase. This could result in lower levy rates over time.

<sup>10</sup> Pursuant to House Bill 389, 80% of the total eligible increment value is added to the new construction roll.

<sup>11</sup> Due to the timing of the taxing districts' budget and levy setting process, certification of the 2021 levy rates did not occur until this Plan had been prepared. In order to provide a basis to analyze the impact on the taxing entities, the 2020 levy rates are used. Use of the 2020 levy rates provides a more accurate base than estimating the 2021 levy rates.

City Council consideration of this Plan, and therefore, the affected taxing districts for the City have been identified. Those taxing districts and their 2020 certified levy rates are as follows:<sup>12</sup>

<u>Taxing Districts:</u>	<u>Levy Rates:</u>
The City of Meridian	.002230856
The West Ada School District (School District No. 2)	.000014472
Ada County	.002149935
Emergency Medical District/Ada County Ambulance	.000118422
Mosquito Abatement District	.000021106
The Ada County Highway District	.000701539
Meridian Library District	.000430489
Meridian Cemetery District	.000048343
Western Ada Recreation District	.000037736
College of Western Idaho	.000124266
<b>TOTAL<sup>13</sup></b>	<b>.005877164</b>

House Bill 587, as amended in the Senate, effective July 1, 2020, amends Idaho Code Section 50-2908 altering the allocation of revenue allocation funds to the Agency from the Ada County Highway District levy<sup>14</sup>. This amendment will apply to this Project Area and provides: “[i]n the case of a revenue allocation area first formed or expanded to include the property on or after July 1, 2020, all taxes levied by any highway district, unless the local governing body that created the revenue allocation area has responsibility for the maintenance of roads or highways” will be allocated to the applicable highway district, which in this case is the Ada County Highway District.

However, amended Idaho Code Section 50-2908 further provides the highway district and Agency may enter into an agreement for a different allocation. A copy of any agreement is required to be submitted to the Idaho State Tax Commission and to the Ada County Clerk by the Ada County Highway District as soon as practicable after the parties have entered into the agreement and by no later than September 1 of the year in which the agreement takes effect. The Plan includes significant transportation elements, and the Agency intends to work with the Ada County Highway District to enter into an agreement allowing the Agency to retain the revenues from the highway district levies.

The Study has made certain assumptions concerning the levy rate. The levy rate is estimated to be 10% lower than the combined 2020 certified levy rate to adjust for the impact of House Bill 389, as well as considering the rapidly increasing property values. The levy rate is anticipated to remain level for the life of the Project Area. As the actual impact of the property

<sup>12</sup> It is unclear how the personal property tax exemption set forth in Idaho Code Section 63-602KK, and as amended by House Bill 389, effective January 1, 2022, may impact the levy rate.

<sup>13</sup> Net of voter approved bonds and levies.

<sup>14</sup> Senate Bill 1107, as amended in the Senate, effective July 1, 2021, made a corresponding amendment to Idaho Code Section 40-1415(3) to address the responsibility for funding certain urban renewal projects.

value fluctuations on the levy rate is unknown, the Study has assumed a combined conservative levy rate of .0053. Land values are estimated to inflate at 8%/year for five (5) years and then inflate at a rate of 4%/year for the remaining duration of the Project Area. Improvement values are estimated to inflate at a rate of 10%/year for five (5) years, and thereafter are estimated to inflate at a rate of 5%/year for the duration of the Project Area. Estimated new development is anticipated to be fully on the tax rolls in years 2025, 2027, 2028, 2029, 2030, 2032, 2033 and 2035. It is further estimated the properties in the district will generate \$500,000 in taxable value annually. If the overall levy rate is less than projected, or if expected development fails to occur as estimated, the Agency shall receive fewer funds from revenue allocation.

Pursuant to Idaho Code Section 50-2908, the Agency is not entitled to revenue allocation proceeds from certain levy increases which are allowed by either specific statutory authorization or approved by an election of the qualified electors of the particular taxing district. Therefore, for any levy election, the Agency will not receive revenue allocation funds which would have been generated by imposing that levy on the assessed valuation within the Project Area. The Study has taken this statute into account.

### **503 Phasing and Other Fund Sources**

The Agency anticipates funding only a portion of the entire cost of the public improvements shown on Attachment 5. Other sources of funds may include City, other public entity partners, and developer participation. It is important to note this Plan does not financially bind or obligate the City, Agency and/or any other public entity to any project or property acquisition. Agency and/or other public entity participation in any project shall be determined by the amount of revenue allocation funds generated and pursuant to the annual budgeting process.

### **504 Lease Revenue, Parking Revenue, and Bonds**

Under the Law (*see* Idaho Code § 50-2012), the Agency is authorized to issue revenue bonds to finance certain public improvements identified in the Plan. Under that type of financing, the public entity would pay the Agency a lease payment annually which provides certain funds to the Agency to retire the bond debt. Another variation of this type of financing is sometimes referred to as conduit financing, which provides a mechanism where the Agency uses its bonding authority for the Project, with the end user making payments to the Agency to retire the bond debt. These sources of revenues are not related to revenue allocation funds and are not particularly noted in the Study, because of the “pass through” aspects of the financing. Under the Act, the economic feasibility study focuses on the revenue allocation aspects of the Agency’s financial model.

These financing models typically are for a longer period of time than the 20-year period set forth in the Act. However, these financing models do not involve revenue allocation funds, but rather funds from the end users which provide a funding source for the Agency to continue to own and operate the facility beyond the term of the Plan as allowed by Idaho Code Section 50-2905(8) as those resources involve funds not related to revenue allocation funds.

## **505 Membership Dues and Support of Community Economic Development**

The Act is premised upon economic development being a valid public purpose. To the extent allowed by the Law and the Act, the Agency reserves the authority to use revenue allocation funds to contract with non-profit and charitable organizations established for the purpose of supporting economic development and job creation. Additionally, the Agency reserves the authority to expend revenue allocation funds to join, participate and support non-profit organizations established to support Agency best practices and administration. The District Operating Expenses identified in the Study shall be deemed to include expenditures for the purposes described in this section as may be deemed appropriate during the annual budgetary process.

## **600 ACTIONS BY THE CITY AND OTHER PUBLIC ENTITIES**

The City shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan and to prevent the recurrence or spread in the area of conditions causing deterioration. Actions by the City may include, but not be limited to, the following:

- a. Institution and completion of proceedings necessary for changes and improvements in private and publicly owned public utilities within or affecting the Project Area.
- b. Revision of zoning (if necessary) within the Project Area to permit the land uses and development authorized by this Plan.
- c. Imposition, wherever necessary, of appropriate controls within the limits of this Plan upon parcels in the Project Area to ensure their proper development and use.
- d. Provision for administrative enforcement of this Plan by the City after development. The City and the Agency may develop and provide for enforcement of a program for continued maintenance by owners of all real property, both public and private, within the Project Area throughout the duration of this Plan.
- e. Building Code enforcement.
- f. Performance of the above actions and of all other functions and services relating to public peace, health, safety, and physical development normally rendered in accordance with a schedule which will permit the development and/or redevelopment of the Project Area to be commenced and carried to completion without unnecessary delays.
- g. The undertaking and completing of any other proceedings necessary to carry out the Project.

- h. Administration of Community Development Block Grant funds that may be made available for this Project.
- i. Appropriate agreements with the Agency for administration, supporting services, funding sources, and the like.
- j. Joint funding of certain public improvements, including but not limited to those identified in this Plan and Attachment 5 to the Plan.
- k. Use of public entity labor, services, and materials for construction of the public improvements listed in this Plan.
- l. Assist with coordinating and implementing the public improvements in the Project Area identified in the Study.

**The foregoing actions, if taken by the City and/or the Ada County Highway District, do not constitute any commitment for financial outlays by the City.**

In addition to the above, other public entities shall aid and cooperate with the Agency in carrying out this Plan and shall take all actions necessary to ensure the continued fulfillment of the purposes of this Plan.

#### **601 Maintenance of Public Improvements**

The Agency has not identified any commitment or obligation for long-term maintenance of the public improvements identified. The Agency will need to address this issue with the appropriate entity, public or private, who has benefited from or is involved in the ongoing preservation of the public improvement. The Agency expects to dedicate public improvements to the City.

#### **700 ENFORCEMENT**

The administration and enforcement of this Plan, including the preparation and execution of any documents implementing this Plan, shall be performed by the Agency and/or the City.

#### **800 DURATION OF THIS PLAN, TERMINATION, AND ASSET REVIEW**

Except for the nondiscrimination and nonsegregation provisions which shall run in perpetuity, the provisions of this Plan shall be effective, and the provisions of other documents formulated pursuant to this Plan, shall be effective for twenty (20) years from the effective date of the Plan subject to extensions set forth in Idaho Code Section 50-2904. The revenue allocation authority will expire on December 31, 2041, except for any revenue allocation proceeds received in calendar year 2042, as contemplated by Idaho Code Section 50-2905(7). The Agency may use proceeds in 2042 to complete the projects set forth herein. As stated in the Plan, any disposition

and development agreement or owner participation agreement obligations will cease as of December 31, 2041.

Idaho Code Section 50-2903(5) provides the Agency shall adopt a resolution of intent to terminate the revenue allocation area by September 1. In order to provide sufficient notice of termination to the affected taxing districts to allow them to benefit from the increased budget capacity, the Agency will use its best efforts to provide notice of its intent to terminate this Plan and its revenue allocation authority by May 1, 2042, or if the Agency determines an earlier terminate date, then by May 1 of the early termination year:

- a. When the Revenue Allocation Area plan budget estimates that all financial obligations have been provided for, the principal of and interest on such moneys, indebtedness, and bonds have been paid in full or when deposits in the special fund or funds created under this chapter are sufficient to pay such principal and interest as they come due, and to fund reserves, if any, or any other obligations of the Agency funded through revenue allocation proceeds shall be satisfied and the Agency has determined no additional project costs need be funded through revenue allocation financing, the allocation of revenues under Idaho Code Section 50-2908 shall thereupon cease; any moneys in such fund or funds in excess of the amount necessary to pay such principal and interest shall be distributed to the affected taxing districts in which the Revenue Allocation Area is located in the same manner and proportion as the most recent distribution to the affected taxing districts of the taxes on the taxable property located within the Revenue Allocation Area; and the powers granted to the urban renewal agency under Idaho Code Section 50-2909 shall thereupon terminate.
- b. In determining the termination date, the Plan shall recognize that the Agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the Plan.
- c. For the fiscal year that immediately predates the termination date, the Agency shall adopt and publish a budget specifically for the projected revenues and expenses of the Plan and make a determination as to whether the Revenue Allocation Area can be terminated before January 1 of the termination year pursuant to the terms of Idaho Code Section 50-2909(4). In the event that the Agency determines that current tax year revenues are sufficient to cover all estimated expenses for the current year and all future years, by May 1, but in any event, no later than September 1, the Agency shall adopt a resolution advising and notifying the local governing body, the county auditor, and the State Tax Commission, recommending the adoption of an ordinance for termination of the Revenue Allocation Area by December 31 of the current year, and declaring a surplus to be distributed as described in Idaho Code Section 50-2909 should a surplus be determined to exist. The Agency shall cause the ordinance to be filed with the office of the county recorder and the Idaho State Tax Commission as provided in Idaho Code Section 63-215.

Upon termination of the revenue allocation authority of the Plan to the extent the Agency owns or possesses any assets, subject to the following paragraph, the Agency intends to dispose of any remaining assets by granting or conveying or dedicating such assets to the City, unless based on the nature of the asset, disposition to another public entity is more appropriate.

As allowed by Idaho Code Section 50-2905(8), the Agency may retain assets or revenues generated from such assets as long as the Agency shall have resources other than revenue allocation funds to operate and manage such assets. Similarly, facilities which provide a lease income stream to the Agency for full retirement of the facility debt will allow the Agency to meet debt services obligations and provide for the continued operation and management of the facility. For those assets which do not provide such resources or revenues, the Agency will likely convey such assets to the City, depending on the nature of the asset.

## **900 PROCEDURE FOR AMENDMENT OR MODIFICATION**

To the extent there are any outstanding loans or obligations, this Plan should not be modified pursuant to the provisions set forth in Idaho Code Section 50-2903A. Modification of this Plan results in a reset of the base value for the year immediately following the year in which the modification occurred to include the current year's equalized assessed value of the taxable property in the revenue allocation area, effectively eliminating the Agency's revenue stream as more fully set forth in Idaho Code Section 50-2903A subject to certain limited exceptions contained therein. As more specifically identified above, the Agency's projections are based on estimated values, estimated levy rates, estimated future development, and estimated costs of future construction/improvements. Annual adjustments, as more specifically set forth in the Agency's annual budget, will be required to account for more/less estimated revenue and prioritization of projects. Any adjustments for these stated purposes are technical and ministerial and are not deemed a modification under Idaho Code Section 50-2903A(1)(a)(i).

## **1000 SEVERABILITY**

If any one or more of the provisions contained in this Plan to be performed on the part of the Agency shall be declared by any court of competent jurisdiction to be contrary to law, then such provision or provisions shall be null and void and shall be deemed separable from the remaining provisions in this Plan and shall in no way affect the validity of the other provisions of this Plan.

## **1100 ANNUAL REPORT AND OTHER REPORTING REQUIREMENTS**

Under the Law, the Agency is required to file with the City, on or before March 31 of each year, a report of the Agency's activities for the preceding calendar year, which report shall include the financial data and audit reports required under sections 67-1075 and 67-1076, Idaho Code. This annual report shall be considered at a public meeting to report these findings and take comments from the public.

Additionally, the Agency must comply with certain other reporting requirements as set forth in Idaho Code Section 67-1076<sup>15</sup>, the tax commission plan repository, *see* Idaho Code § 50-2913, and the tax commission's plan modification annual attestation, *see* Idaho Code § 50-2903A. Failure to report the information requested under any of these statutes results in significant penalties, including loss of increment revenue, and the imposition of other compliance measures by the Ada County Board of County Commissioners.

## **1200 APPENDICES, ATTACHMENTS, EXHIBITS, TABLES**

All attachments and tables referenced in this Plan are attached and incorporated herein by their reference. All other documents referenced in this Plan but not attached are incorporated by their reference as if set forth fully.

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<sup>15</sup> House Bill 73, passed during the 2021 Legislative Session, significantly effective as of January 1, 2021, with the remaining sections in full force and effect on and after January 1, 2022, establishes a uniform accounting system for local governmental entities, including urban renewal agencies, which is to be administered by the State Controller. Going forward, Idaho Code Section 67-450E is superseded by Idaho Code Section 67-1076.

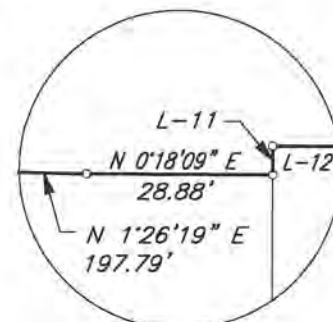


Attachment 1

Boundary Map of Northern Gateway District Urban Renewal Project Area and Revenue  
Allocation Area



SEE  
DETAIL B



DETAIL B  
NO SCALE



SCALE: 1"=300'

### LEGEND

URD BOUNDARY



URD AREA



CIVIL SURVEY CONSULTANTS, INC.  
2893 SOUTH MERIDIAN ROAD  
MERIDIAN, IDAHO 83642  
(208)888-4312

## LINE DATA

LINE	BEARING	DISTANCE
L-1	S 88°35'17" W	35.08'
L-2	N 1°24'43" W	54.39'
L-3	N 27°07'54" W	75.58'
L-4	N 51°10'43" W	78.50'
L-5	N 0°29'39" E	5.24'
L-6	S 88°51'10" W	100.83'
L-7	N 64°55'11" W	91.10'
L-8	S 38°12'39" W	48.77'
L-9	N 89°42'29" W	183.94'
L-10	N 65°44'09" W	8.70'
L-11	N 89°37'07" W	4.50'
L-12	N 0°18'09" E	90.62'

CURVE DATA

CURVE	DELTA	RADIUS	ARC	TANGENT	CHORD	CHORD BEARING
C-1	52°04'52"	35.00	31.81	17.10	30.23	S 61°00'00" E

SHEET 2 OF 5

## EXHIBIT B (CONTINUED)

SCALE: 1"=300'

## LEGEND

— URD BOUNDARY



URD AREA

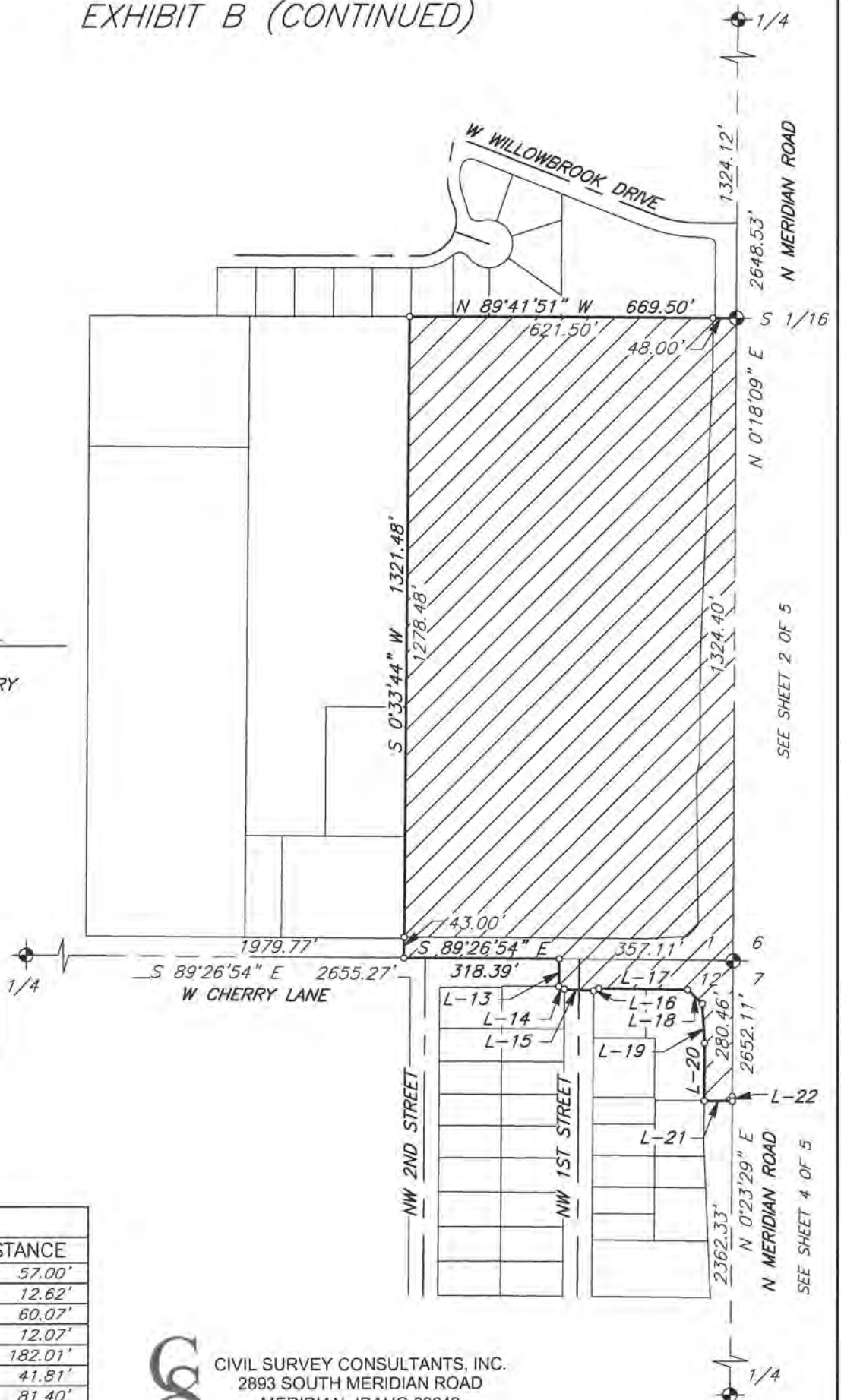


## LINE DATA

LINE	BEARING	DISTANCE
L-13	S 0°33'06" W	57.00'
L-14	S 62°43'15" E	12.62'
L-15	S 86°48'50" E	60.07'
L-16	N 66°24'13" E	12.07'
L-17	S 89°26'54" E	182.01'
L-18	S 45°34'48" E	41.81'
L-19	S 3°25'19" E	81.40'
L-20	S 0°23'29" W	119.26'
L-21	S 89°36'31" E	57.50'
L-22	N 0°23'29" E	9.32'



CIVIL SURVEY CONSULTANTS, INC.  
2893 SOUTH MERIDIAN ROAD  
MERIDIAN, IDAHO 83642  
(208)888-4312



## EXHIBIT B (CONTINUED)



SCALE: 1"=300'

## LEGEND

— URD BOUNDARY



URD AREA



## LINE DATA

LINE	BEARING	DISTANCE
L-22	N 0°23'29" E	9.32'
L-23	N 89°36'58" E	240.02'
L-24	S 89°36'58" W	50.01'
L-25	S 0°23'29" W	106.39'
L-26	S 89°36'05" W	150.01'
L-27	N 45°34'47" E	27.80'
L-40	N 45°34'47" E	27.80'
L-41	S 88°23'46" E	62.38'

N MERIDIAN ROAD  
N 0°23'29" E 2652.11'

SEE SHEET 3 OF 5

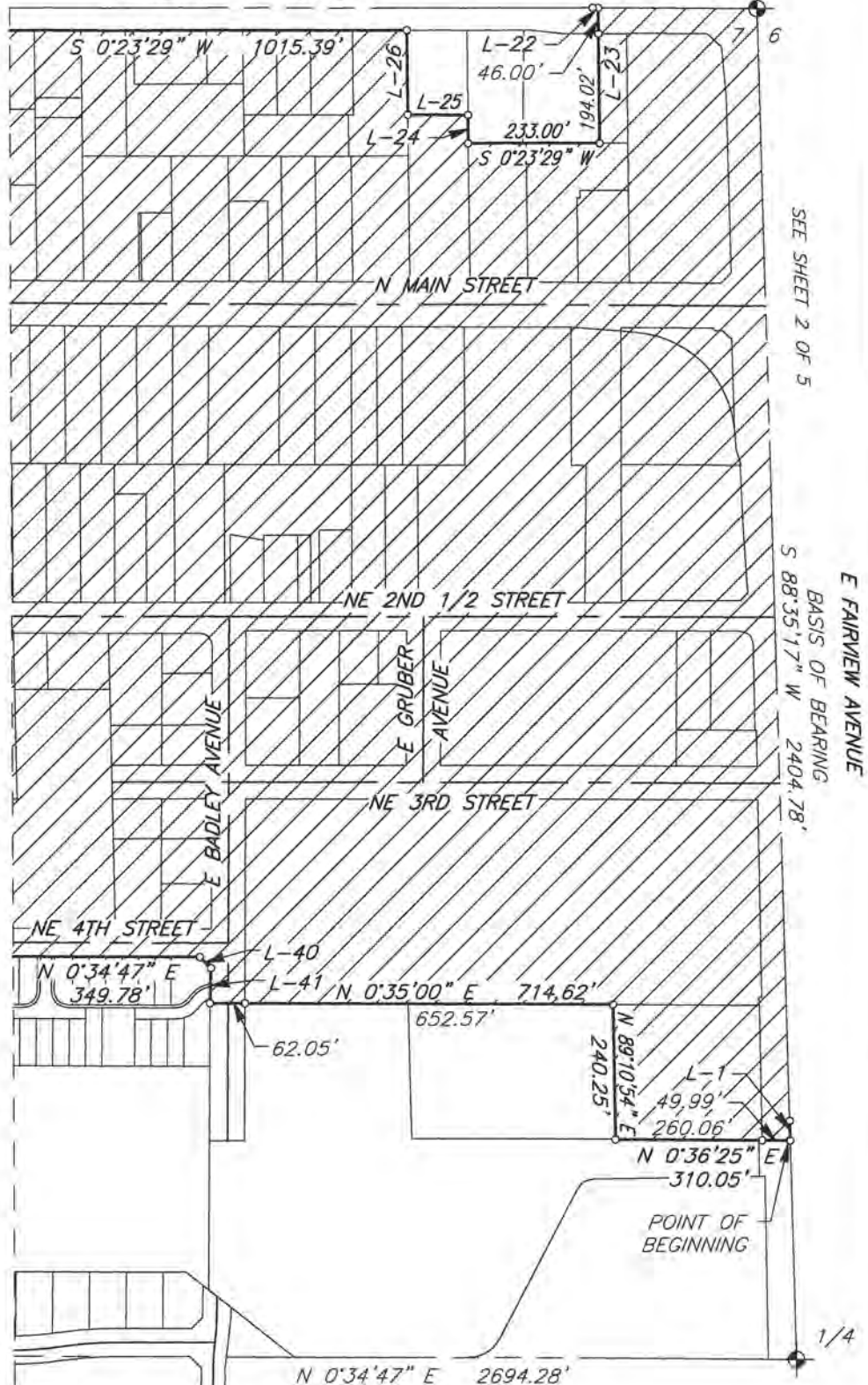
12 1

7 6

SEE SHEET 2 OF 5

E FAIRVIEW AVENUE  
BASIS OF BEARING  
S 88°35'17" W 2404.78'

SEE SHEET 5 OF 5



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MERIDIAN, IDAHO 83642  
(208)888-4312

SHEET 4



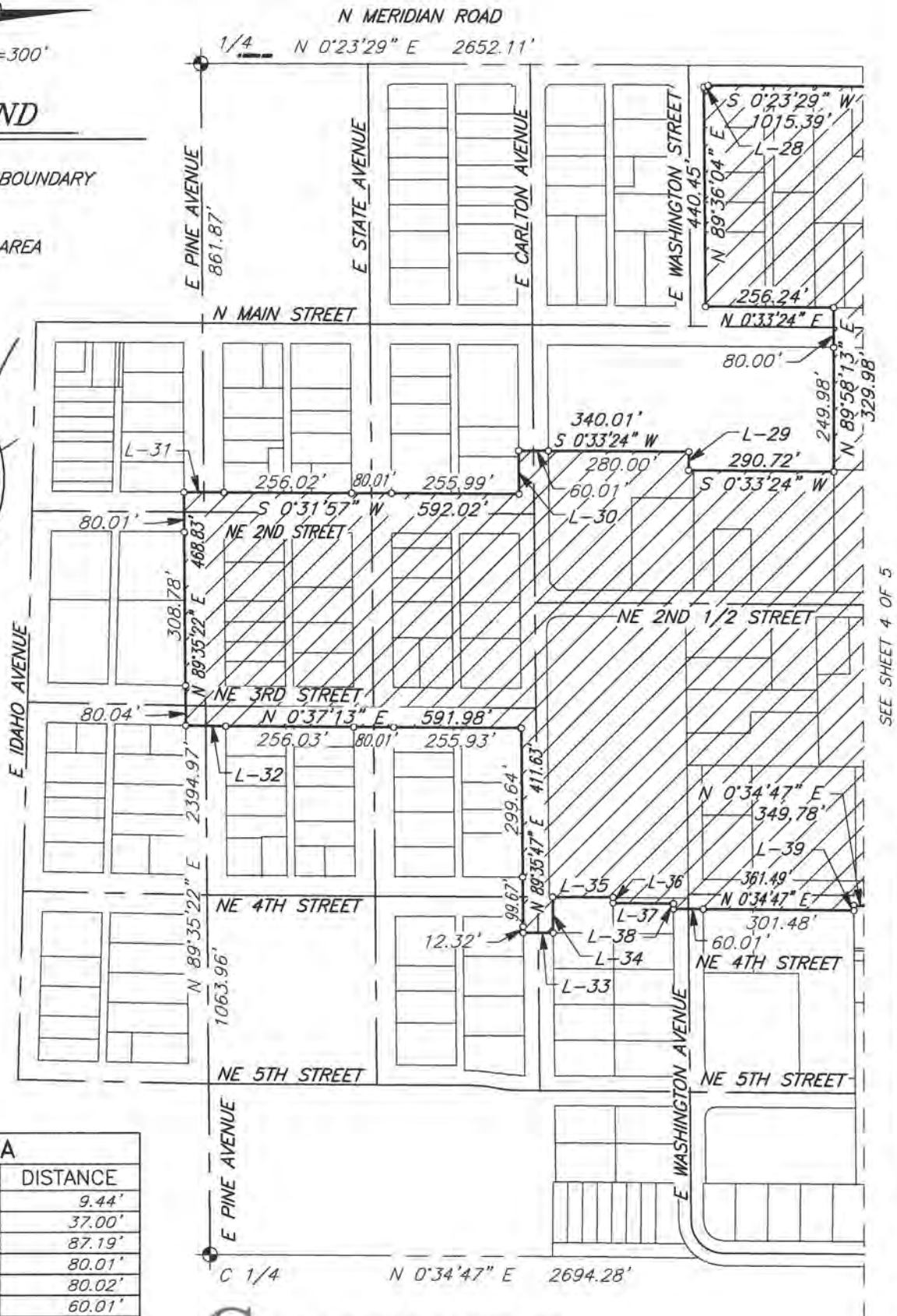
## EXHIBIT B (CONTINUED)

SCALE: 1"=300'

## LEGEND

URD BOUNDARY

URD AREA



## LINE DATA

LINE	BEARING	DISTANCE
L-28	S 23°44'59" E	9.44'
L-29	N 89°26'36" W	37.00'
L-30	N 89°35'47" E	87.19'
L-31	S 0°32'08" W	80.01'
L-32	N 0°58'55" E	80.02'
L-33	N 0°34'47" E	60.01'
L-34	S 89°35'47" W	71.98'
L-35	N 0°35'03" E	120.38'
L-36	N 89°35'47" E	11.00'
L-37	N 0°35'00" E	120.38'
L-38	N 89°35'47" E	10.60'
L-39	S 89°36'17" W	10.00'

CIVIL SURVEY CONSULTANTS, INC.  
 2893 SOUTH MERIDIAN ROAD  
 MERIDIAN, IDAHO 83642  
 (208)888-4312

SEE SHEET 4 OF 5

SHEET 5

Attachment 2

Legal Description of Northern Gateway District Urban Renewal Project Area and Revenue  
Allocation Area

**EXHIBIT A**  
**URBAN RENEWAL DISTRICT BOUNDARY DESCRIPTION**  
**FOR**  
**MERIDIAN DEVELOPMENT CORPORATION**

**NORTHERN GATEWAY (Option A)**

A description for Urban Renewal District purposes located in the SE 1/4 of the SE 1/4 of Section 1, and in the NE 1/4 of the NE 1/4 of Section 12, Township 3 North, Range 1 West, also being in the S 1/2 of the SW 1/4 of Section 6, and in the NW 1/4 of Section 7, and in the N 1/2 of the SW 1/4 of Section 7, Township 3 North, Range 1 East, Boise Meridian, Ada County, Idaho, more particularly described as follows:

Commencing at a brass cap monument marking the southeasterly corner of said S 1/2 of the SW 1/4 of Section 6, from which a brass cap monument marking the southwesterly corner of said Section 6 bears S 88°35'17" W a distance of 2404.78 feet;

Thence S 88°35'17" W along the southerly boundary of said Section 6 a distance of 389.74 feet to the POINT OF BEGINNING;

Thence continuing S 88°35'17" W a distance of 35.08 feet to a point;

Thence leaving said southerly boundary N 1°24'43" W a distance of 54.39 feet to a point marking the southwesterly corner of that *PARCEL* as shown on Record of Survey No. 2969, Instrument No. 94082169, found in the office of the Recorder, Ada County, Idaho;

Thence N 27°07'54" W along the southwesterly boundary of said *PARCEL* a distance of 75.58 feet to a point marking the westerly corner of said *PARCEL*, said point being the southerly corner of *PARCEL A* as described in Warranty Deed Instrument No. 96048180 as found in said office of the Recorder;

Thence leaving said southwesterly boundary of said *PARCEL* and along the southwesterly boundary of said *PARCEL A* the following described courses:

Thence N 51°10'43" W a distance of 78.50 feet to a point;

Thence N 71°30'43" W a distance of 684.82 feet to a point;

Thence N 0°29'39" E a distance of 5.24 feet to a point marking the southeasterly corner of *LA PLAYA MANOR ESTATES SUBDIVISION* as found in Book 70 of plats at Pages 7187 – 7188 in said office of the Recorder;



Thence leaving said southwesterly boundary of said *PARCEL A* and along the southwesterly boundary of said *LA PLAYA MANOR ESTATES SUBDIVISION* the following described courses:

Thence S 88°51'10" W a distance of 100.83 feet to a point;

Thence N 64°55'11" W a distance of 91.10 feet to a point;

Thence N 52°28'52" W a distance of 886.26 feet to a point on the southerly right-of-way of E Carmel Drive;

Thence continuing N 52°28'52" W a distance of 60.00 feet to a point on the northerly right-of-way of E Carmel Drive;

Thence leaving said southwesterly boundary of *LA PLAYA MANOR ESTATES SUBDIVISION* and along said northerly right-of-way the following described courses:

Thence S 38°12'39" W a distance of 48.77 feet to a point;

Thence a distance of 31.81 feet along the arc of a 35.00 foot radius curve right, said curve having a central angle of 52°04'52" and a long chord bearing S 64°15'05" W a distance of 30.73 feet to a point;

Thence N 89°42'29" W a distance of 183.94 feet to a point;

Thence N 65°44'09" W a distance of 8.70 feet to a point on the easterly right-of-way of N Meridian Road;

Thence leaving said northerly right-of-way and along said easterly right-of-way the following described courses:

Thence N 1°26'19" E a distance of 197.79 feet to a point;

Thence N 0°18'09" E a distance of 28.88 feet to a point;

Thence N 89°37'07" W a distance of 4.50 feet to a point;

Thence N 0°18'09" E a distance of 90.62 feet to a point on the northerly boundary of said S 1/2 of the SW 1/4 of Section 6;

Thence leaving said easterly right-of-way S 89°08'51" W along said northerly boundary a distance of 43.51 feet to a point marking the northwesterly corner of said S 1/2 of the SW 1/4 of Section 6;

Thence N 89°41'51" W along the northerly boundary of said SE 1/4 of the SE 1/4 of Section 1 a distance of 48.00 feet to a point on the westerly right-of-way of N Meridian Road, said point being on the northerly boundary of that *PARCEL* as shown on Record of Survey No. 9135, Instrument No. 112011184, found in said office of the Recorder;

Thence continuing N 89°41'51" W along said northerly boundaries a distance of 621.50 feet to a point marking the northwesterly corner of said *PARCEL*;

Thence leaving said northerly boundaries S 0°33'44" W along the westerly boundary of said *PARCEL* a distance of 1278.48 feet to a point on the right-of-way of W Cherry Lane;

Thence continuing S 0°33'44" W along an extension of said westerly boundary a distance of 43.00 feet to a point on the southerly boundary of said SE 1/4 of the SE 1/4 of Section 1;

Thence leaving said extension S 89°26'54" E along said southerly boundary a distance of 318.39 feet to a point;

Thence leaving said southerly boundary S 0°33'06" W a distance of 57.00 feet to a point on the southerly right-of-way of W Cherry Lane;

Thence along said southerly right-of-way the following described courses:

Thence S 62°43'15" E a distance of 12.62 feet to a point on the westerly right-of-way of NW 2nd Street;

Thence leaving said westerly right-of-way S 86°48'50" E a distance of 60.07 feet to a point on the easterly right-of-way of NW 2nd Street;

Thence leaving said easterly right-of-way N 66°24'13" E a distance of 12.07 feet to a point;

Thence S 89°26'54" E a distance of 182.01 feet to a point;

Thence S 45°34'48" E a distance of 41.81 feet to a point on the westerly right-of-way of N Meridian Road;

Thence leaving said southerly right-of-way and along said westerly right-of-way the following described courses:

Thence S 3°25'19" E a distance of 81.40 feet to a point;

Thence S 0°23'29" W a distance of 119.26 feet to a point;

Thence leaving said westerly right-of-way S 89°36'31" E a distance of 57.50 feet to a point on the westerly boundary of said NW 1/4 of Section 7;

Thence N 0°23'29" E along said westerly boundary a distance of 9.32 feet to a point on the extension of the northerly boundary of *PARCEL A* as shown on Record of Survey No. 10448, Instrument No. 2016-028560, found in said office of the Recorder;

Thence N 89°36'58" E along said extension a distance of 46.00 feet to a point marking the northwesterly corner of said *PARCEL A*;

Thence continuing N 89°36'58" E along the northerly boundary of said *PARCEL A* a distance of 194.02 feet to a point marking the northeasterly corner of said *PARCEL A*;

Thence S 0°23'29" W along the easterly boundaries of said *PARCEL A* and of *PARCEL B* of said Record of Survey No. 10448 a distance of 233.00 feet to a point marking the southeasterly corner of said *PARCEL B*;

Thence S 89°36'58" W along the southerly boundary of said *PARCEL B* a distance of 50.01 feet to a point;

Thence leaving said southerly boundary S 0°23'29" W a distance of 106.39 feet to a point;

Thence S 89°36'05" W a distance of 150.01 feet to a point on the easterly right-of-way of N Meridian Road;

Thence along said right-of-way the following described courses:

Thence S 0°23'29" W a distance of 1015.39 feet to a point;

Thence S 23°44'59" E a distance of 9.44 feet to a point on the northerly right-of-way of E Washington Street;

Thence leaving said easterly right-of-way N 89°36'04" E along said northerly right-of-way a distance of 440.45 feet to a point on the westerly right-of-way of N Main Street;

Thence leaving said northerly right-of-way N 0°33'24" E along said westerly right-of-way a distance of 256.24 feet to a point on the extension of the northerly boundary of that *PARCEL* as shown on Record of Survey No. 1171, Instrument No. 8761859, found in said office of the Recorder;

Thence leaving said westerly right-of-way N 89°58'13" E along said extension a distance of 80.00 feet to a point marking the northwesterly corner of said *PARCEL*;

Thence continuing N 89°58'13" E along the northerly boundary of said *PARCEL* a distance of 249.98 feet to a point marking the northeasterly corner of said *PARCEL*, said point being the northwesterly corner of *SCHOOL PLAZA SUBDIVISION NO. 1* as found in Book 64 of plats at Pages 6501 – 6502 in said office of the Recorder;

Thence along the easterly boundary of said *PARCEL* and the westerly boundary of said *SCHOOL PLAZA SUBDIVISION NO. 1* the following described courses:

Thence S 0°33'24" W a distance of 290.72 feet to a point;

Thence N 89°26'36" W a distance of 37.00 feet to a point;

Thence S 0°33'24" W a distance of 280.00 feet to a point marking the southeasterly corner of said *PARCEL* and marking the southwesterly corner of said *SCHOOL PLAZA SUBDIVISION NO. 1*;

Thence leaving said boundaries S 0°33'24" W along an extension of said boundaries a distance of 60.01 feet to a point on the northerly boundary of Block 5 of *F A NOURSES SECOND ADDITION* as found in Book 2 of plats at Page 64 in said office of the Recorder;

Thence leaving said extension N 89°35'47" E along said northerly boundary a distance of 87.19 feet to a point marking the northeasterly corner of said Block 5;

Thence S 0°31'57" W along the easterly boundary of said Block 5 a distance of 255.99 feet to a point marking the southeasterly corner of said Block 5;

Thence continuing S 0°31'57" W a distance of 80.01 feet to a point marking the northeasterly corner of Block 2 of said *F A NOURSES SECOND ADDITION*;

Thence continuing S 0°31'57" W along the easterly boundary of said Block 2 a distance of 256.02 feet to a point marking the southeasterly corner of said Block 2;

Thence S 0°32'08" W a distance of 80.01 feet to a point on the southerly right-of-way of E Pine Avenue as shown on Record of Survey No. 11653, Instrument No. 2018-119154, found in said office of the Recorder;

Thence along said southerly right-of-way the following described courses:

Thence N 89°35'22" E a distance of 80.01 feet to a point marking the northwesterly corner of that right-of-way vacated to adjoining owners, as described in Instrument No. 98218, of Block 7 of the amended plat of the *TOWNSITE OF MERIDIAN* as found in Book 1 of plats at Page 30 in said office of the Recorder;

Thence continuing N 89°35'22" E a distance of 308.78 feet to a point marking the northeasterly corner of said vacated right-of-way of Block 1 of the amended plat of *ROWAN ADDITION* as found in Book 2 of plats at Page 52 in said office of the Recorder;

Thence continuing N 89°35'22" E a distance of 80.04 feet to a point marking the northwesterly corner of said vacated right-of-way of Block 6 of said amended plat of *ROWAN ADDITION*;

Thence leaving said southerly right-of-way N 0°58'55" E a distance of 80.02 feet to a point marking the southwesterly corner of Block 3 of *COTTAGE HOME ADDITION* as found in Book 1 of plats at Page 42 in said office of the Recorder;

Thence N 0°37'13" E along the westerly boundary of said Block 3 a distance of 256.03 feet to a point marking the northwesterly corner of said Block 3;

Thence continuing N 0°37'13" E a distance of 80.01 feet to a point marking the southwesterly corner of Block 6 of said *COTTAGE HOME ADDITION*;

Thence continuing N 0°37'13" E along the westerly boundary of said Block 6 a distance of 255.93 feet to a point marking the northwesterly corner of said Block 6;

Thence N 89°35'47" E along the northerly boundary of said Block 6 a distance of 299.64 feet to a point marking the northeasterly corner of said Block 6;

Thence continuing N 89°35'47" E a distance of 99.67 feet to a point the northwesterly corner of Lot 1 of Block 1 of *EASTSIDE PARK SUBDIVISION* as found in Book 20 of plats at Pages 1312 – 1313 in said office of the Recorder;



Thence continuing N 89°35'47" E along the northerly boundary of said Lot 1 a distance of 12.32 feet to a point on an extension of the easterly boundary of Lot 1 of Block 3 of said *EASTSIDE PARK SUBDIVISION*;

Thence leaving said northerly boundary N 0°34'47" E a distance of 60.01 feet to the southeasterly corner of said Lot 1 of Block 3;

Thence S 89°35'47" W along the southerly boundary of said Lot 1 a distance of 71.98 feet to the southwesterly corner of said Lot 1;

Thence N 0°35'03" E along the westerly boundary of said Lot 1 a distance of 120.38 feet to the northwesterly corner of said Lot 1;

Thence N 89°35'47" E along the northerly boundary of said Lot 1 a distance of 11.00 feet to a point;

Thence leaving said northerly boundary N 0°35'00" E a distance of 120.38 feet to a point on the northerly boundary of said Block 3;

Thence N 89°35'47" E along said northerly boundary a distance of 10.60 feet to a point on the extension of the easterly right-of-way of NE 4th Street;

Thence leaving said northerly boundary N 0°34'47" E along said extension a distance of 60.01 feet to a point on said easterly right-of- way;

Thence continuing N 0°34'47" E along said easterly right-of-way a distance of 301.48 feet to a point on the southerly boundary of *FORTY THREE NORTH SUBDIVISION* as found in Book 116 of plats at Pages 17417 – 17419 in said office of the Recorder;

Thence S 89°36'17" W along said southerly boundary a distance of 10.00 feet to a point marking the southwesterly corner of said *FORTY THREE NORTH SUBDIVISION*;

Thence along the westerly boundary of said *FORTY THREE NORTH SUBDIVISION* the following described courses:

Thence N 0°34'47" E a distance of 349.78 feet to a point;

Thence N 45°34'47" E a distance of 27.80 feet to a point marking the northwesterly corner of said *FORTY THREE NORTH SUBDIVISION*;

Thence leaving said westerly boundary S 88°23'46" E along the northerly boundary of said *FORTY THREE NORTH SUBDIVISION* a distance of 62.38 feet to a point on the extension of the easterly boundary of that *PARCEL* as shown on Record of Survey No. 10184, Instrument No. 2015-067809, found in said office of the Recorder;

Thence N 0°35'00" E along said extension a distance of 62.05 feet to a point marking the southeasterly corner of said *PARCEL*;

Thence continuing N 0°35'00" E along the easterly boundary of said *PARCEL* a distance of 652.57 feet to a point marking the southwesterly corner of that *PARCEL* as shown on Record of Survey No. 2532, Instrument No. 9353397, found in said office of the Recorder;

Thence leaving said easterly boundary N 89°10'54" E along the southerly boundary of said *PARCEL* as shown on Record of Survey No. 2532 a distance of 240.25 feet to a point marking the southeasterly corner of said *PARCEL* as shown on Record of Survey No. 2532;

Thence N 0°36'25" E along the easterly boundary of said *PARCEL* as shown on Record of Survey No. 2532 a distance of 260.06 feet to a point on the southerly right-of-way of E Fairview Avenue;

Thence leaving said easterly boundary and continuing N 0°36'25" E along and extension of said easterly boundary a distance of 49.99 feet to the POINT OF BEGINNING.

This parcel contains approximately 126.226 acres.

NOTE: This description was prepared using record information including Record of Surveys, Subdivision Plats and Deeds acquired from the Ada County Recorder's office. No field survey has been performed.

Prepared by: Kyle A. Koomler, PLS  
Civil Survey Consultants, Incorporated  
May 26, 2021



### Attachment 3

#### Private Properties Which May Be Acquired by the Agency









1. The Agency has not identified any particular parcel for the construction of public improvements or for private redevelopment. Properties which may be subject to acquisition include parcels to:
  - a) assemble with adjacent parcels to facilitate development and/or redevelopment;
  - b) assemble with adjacent rights-of-way to improve configuration and enlarge parcels for development and/or redevelopment;
  - c) reconfigure sites for development and possible extension of streets or pathways;
  - d) assemble for future transfer to qualified developers to facilitate the development of mixed-use, residential (including affordable and/or workforce housing), commercial, office and retail areas; or
  - e) assemble for the construction of certain public improvements, including but not limited to streets, streetscapes, water and sewer improvements, environmental and floodplain remediation/site preparation, public parking, community facilities, parks, pedestrian/bike paths and trails, recreation access points, and other public facilities.
2. The Agency reserves the right to acquire any additional right-of-way or access routes near or around existing or planned rights-of-way.
3. The Agency reserves the right to acquire property needed to provide adequately sized sites for high priority projects for the development of public improvements (the exact location of which has not been determined).
4. Other parcels may be acquired for the purpose of facilitating catalyst or demonstration projects, constructing public parking, constructing new streets or pathways, enhancing public spaces, or to implement other elements of the urban renewal plan strategy and/or any master plan for the Project Area, including support for affordable and/or workforce housing projects.







Attachment 4

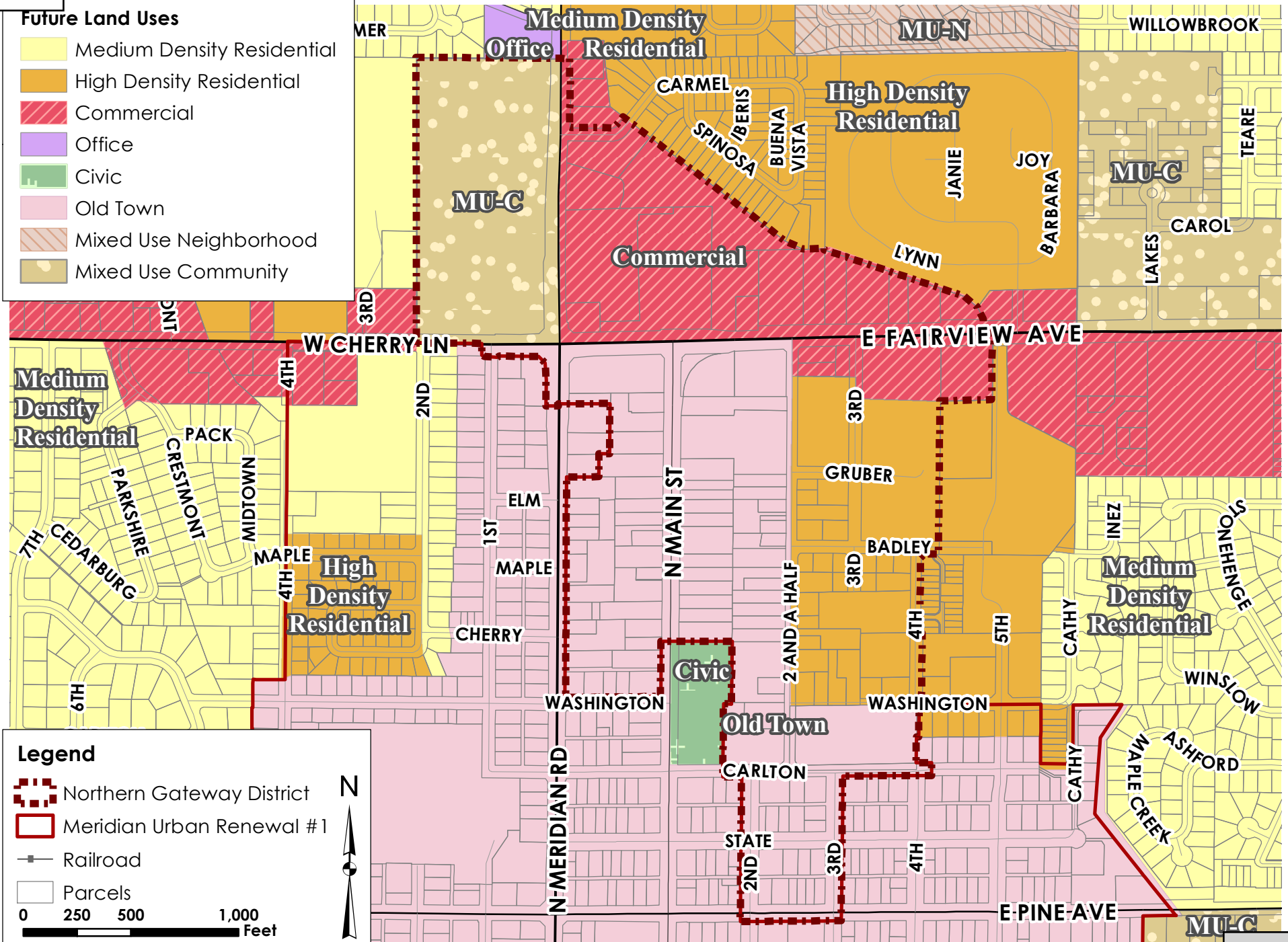
Map Depicting Expected Land Uses and Current Zoning Map  
of the Project Area

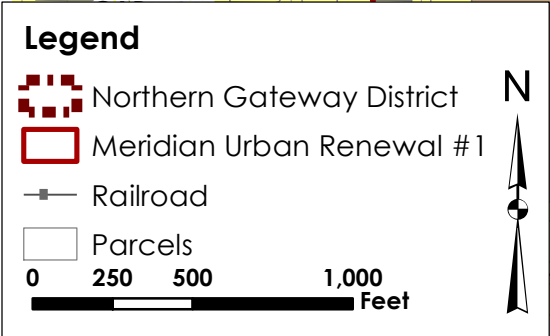
### Future Land Uses

-  Medium Density Residential
-  High Density Residential
-  Commercial
-  Office
-  Civic
-  Old Town
-  Mixed Use Neighborhood
-  Mixed Use Community

### Legend

-  Northern Gateway District
  -  Meridian Urban Renewal #1
  -  Railroad
  -  Parcels
- 0 250 500 1,000 Feet





Attachment 5  
Economic Feasibility Study

## ATTACHMENT 5.1 (Option A)

### Public Improvements within the Revenue Allocation Area

This attachment includes a projected list of proposed public works or improvements within the Northern Gateway District Project Area (the “Project Area”). The proposed improvements within the Project Area include improvements to streets, utilities, and other public rights-of-way amenities as well as improvements to parks and open space, transit improvements, façade improvements, historic lighting, wayfinding, environmental remediation, planning studies and public parking. Property acquisition to support development goals is also contemplated.

The Northern Gateway District Improvement List set forth below identifies needed investments to support private investment in capital facilities. Capital facilities generally have long useful lives and significant costs. The overall project and the infrastructure to support it are all consistent with the vision articulated in the City of Meridian Comprehensive Plan, Destination: Downtown Plan, the future land use map and as required in City development regulations. The cost estimates provided by the City are based upon prices for similar construction in the area.

Estimated costs expected to be incurred in implementing the urban renewal plan are as follows:

#### Northern Gateway District Improvement List

Open Area Development Costs	
Utilities	\$3,000,000
Collector Roadways	\$1,000,000
Sub-total Open Area Development Costs	\$4,000,000
Redevelopment Project Area Costs	
Street Improvements	\$11,000,000
Other Streetscapes	\$1,000,000
Utilities	\$5,200,000
Transit improvements	\$1,500,000
Façade Improvements	\$1,000,000
Historic Lighting	\$750,000
Property Acquisition	\$3,000,000
Wayfinding / Signage	\$250,000
Public Parking	\$2,000,000
Public Plazas, Parks & Open Space	\$2,500,000
Environmental Remediation	\$1,500,000
Planning Studies	\$236,000
Sub-total Redevelopment Area Costs	\$29,925,000
Grand Total	\$33,925,000

The projects and estimated costs have been derived from the City of Meridian, the Meridian Development Corporation (MDC) and Vitruvian Planning, the transportation consultant, in part, based upon similar works being carried out in the broader community. The costs are estimated in 2021 dollars and are not inflated. Costs will likely vary from the costs detailed here, as they will be subject to inflation and further project refinement and timing. The cost estimates used in this analysis are considered estimates for the purpose of financial planning.

The Project Area is estimated to generate \$35,085,665 in tax increment revenue between 2022 and 2041 in addition to the initial \$75,000 loan from MDC to activate the program<sup>1</sup>.

The total from both sources is estimated to be \$35,160,665. There are presently \$33,925,000 of project costs identified in the Northern Gateway District Improvement List. It is generally understood that projects will occur on a pay-as-you-go basis recognizing there may be an opportunity for owner/developer advanced funding of projects, which eligible costs would then be reimbursed through an Owner Participation Agreement (OPA), or other similar agreement, from resources derived from the Project Area.

Administrative costs over the 20-year life of the district are estimated at \$975,000 or approximately 2.6% of total estimated revenue. The initial inter-district loan to support startup costs is assumed to be repaid at 5% interest for a total obligation of \$112,500.

The total estimated expenditures equal \$35,012,500, leaving a \$148,165 positive program balance of at the end of the 20-year term. See attached cash flow analysis for detailed estimates.

The Urban Renewal Plan for the Northern Gateway District Project (the “Plan”) provides for the Plan and Project Area to extend through its maximum term of 20 years.

### Project Funding

Secure funding includes revenue allocation funds and is money MDC is highly likely to receive. The funds may not be in MDC’s possession at the beginning of the Plan period, but it is virtually certain that MDC will receive the funds. MDC may need to take specific actions to generate the funding, but those actions are within its powers. Despite the high probability of secure funding, no project can proceed until a specific, enforceable funding plan is in place.

Potential funding is money that might be received by MDC. In every case MDC is eligible for the funding, and the source of funding exists under current law. However, each potential funding source requires one or more additional steps or decisions before MDC can obtain the resources, and the ultimate decision is outside of MDC’s independent control. The City’s capital

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<sup>1</sup> As the Idaho property tax system provides for taxes being paid in arrears, revenue allocation proceeds will be received in FY 2042. However, the final year of income has not been considered in determining the economic feasibility of the District.

contributions or Community Development Block Grant funding are examples of potential funding. Thus, potential funding is not assumed in determining financial feasibility.

Unfunded projects, or portions of projects lack secure or potential funding. At this time, all projects are anticipated to be funded.

The amount of tax increment contributed to the project will may vary depending upon the actual cost of infrastructure.

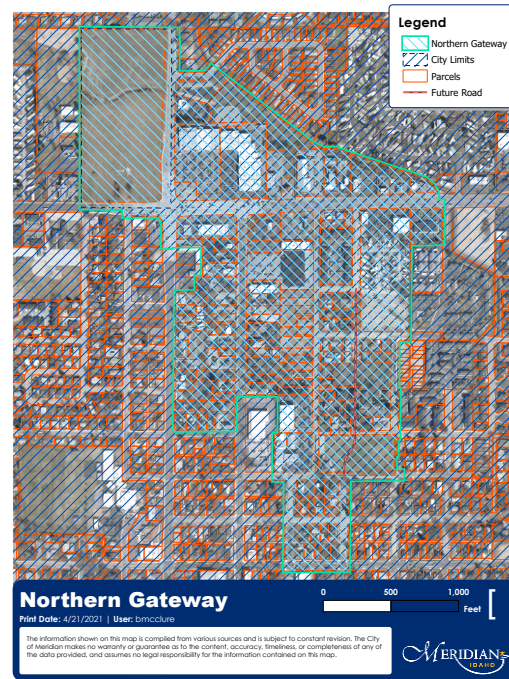
The Plan proposes certain public improvements that will facilitate development in the Project Area. The overall investment package will be funded from a variety of financing methods and sources. The primary method of financing MDC's obligation will be through the use of tax increment revenue (i.e., incremental property taxes from the revenue allocation area). This Plan anticipates that at least a portion of the tax increment revenue will be used to reimburse an owner/developer through a negotiated agreement for some or all of the eligible improvement costs. The issuance of bonds is not anticipated in this analysis of financial feasibility.

Other sources of funding for project may include, but are not limited to:

- Local Improvement District (LID)
- Business Improvement District (BID)
- Development Impact Fees
- Franchise Fees
- Grants from federal, state, local, regional agencies and/or private entities
- Other bonds, notes and/or loans
- Improvements and/or payments by developers

The total project costs and the amount of tax increment are estimates. The estimated project costs and revenues are based on MDC's present knowledge and expectations supported by detailed information from property owners, City and MDC staff and MDC's consultants based in part upon current construction projects in the broader community.

## Map of Proposed Northern Gateway District



## Summary of Projects

Based on the Northern Gateway District Improvement List set forth above, the estimated total costs for the public improvements are \$33,925,000.

### Cost of Operations and Improvements by Year (2021-2042)

Year	Secure Funding (TIF & MDC Loan)	Potential Funding	District Operating Expenses	Capital and Program Expenses And Repay Inter-district Loan	Total Project Liabilities
2021	\$75,000	\$0	\$0		\$0
2022	\$38,172	\$0	\$25,000		\$25,000
2023	\$79,830	\$0	\$50,000	\$50,000	\$100,000
2024	\$125,301	\$0	\$50,000	\$125,000	\$175,000
2025	\$333,941	\$0	\$50,000	\$262,500	\$312,500
2026	\$475,588	\$0	\$50,000	\$400,000	\$450,000
2027	\$598,223	\$0	\$50,000	\$550,000	\$600,000
2028	\$912,403	\$0	\$50,000	\$850,000	\$900,000
2029	\$1,215,713	\$0	\$50,000	\$1,000,000	\$1,050,000



2030	\$1,428,075	\$0	\$50,000	\$1,500,000	\$1,550,000
2031	\$1,756,969	\$0	\$50,000	\$1,700,000	\$1,750,000
2032	\$1,863,706	\$0	\$50,000	\$1,800,000	\$1,850,000
2033	\$2,055,176	\$0	\$50,000	\$2,000,000	\$2,050,000
2034	\$2,362,110	\$0	\$50,000	\$2,300,000	\$2,350,000
2035	\$2,631,278	\$0	\$50,000	\$2,600,000	\$2,650,000
2036	\$2,781,286	\$0	\$50,000	\$2,700,000	\$2,750,000
2037	\$2,938,672	\$0	\$50,000	\$2,900,000	\$2,950,000
2038	\$3,103,800	\$0	\$50,000	\$3,100,000	\$3,150,000
2039	\$3,277,052	\$0	\$50,000	\$3,200,000	\$3,250,000
2040	\$3,458,829	\$0	\$50,000	\$3,400,000	\$3,450,000
2041	\$3,649,551	\$0	\$50,000	\$3,600,000	\$3,650,000
2042	\$0	\$0	0		\$0
<b>Total</b>	<b>\$35,160,665</b>	<b>\$0</b>	<b>\$975,000</b>	<b>\$34,037,500</b>	<b>\$35,012,500</b>

Note: This analysis anticipates a positive fund balance of \$148,165 the end of the project.

## ATTACHMENT 5.2 (Option A)

### Economic Feasibility Study

The Plan, as currently envisioned, is economically feasible because the proposed development is sufficient to fully cover the anticipated cost of redevelopment program.

The economic feasibility of the Plan is based on the following factors:

- The amount of development anticipated in the Project Area
- The timing of the proposed taxable development
- The nature of the proposed development
- The amount of tax revenue to be generated by the proposed development
- The cost of public improvement projects
- If revenue equals or exceeds project costs, the Plan is economically feasible.

The following is a summary of the analysis and estimates of the factors used to determine the economic feasibility of the Plan.

#### **The Economic Feasibility Analysis**

##### **Summary:**

Over the course of the Plan and the Northern Gateway District, \$35,085,665 of Tax Increment Revenue will be generated using the development scenarios proposed by the City and MDC, in consultation with its consultants and property owners within the Northern Gateway District. The Economic Feasibility Study assumes a minimum of 10% of annual revenue allocation area proceeds, or TIF revenue, will be used for administration of the Northern Gateway District with that amount capped at \$50,000 per year, for a total of \$975,000 for administration costs over the 20-year lifespan of the District.

The attached spreadsheets entitled “Northern Gateway District Revenue Model” and “Northern Gateway District Cash Flow Analysis” gives a more detailed outlook on the revenues and expenses of the development scenario.

The following assumptions were made in the formulation of the Financial Feasibility Analysis:

- Land Value Increase @ 8% / Year for 5 years, then 4% / year for the balance of the term.
- Improvement Value Increase @ 10% / Year for 5 years, then 5% / year for the balance of the term.
- Tax Rate is reduced 10% and held constant through the life of the Plan
- Total Cost of Improvements over the life of the project: \$33,925,000 (City and consultants’ estimates)

- Tax rate does not include levies excluded pursuant to Idaho Code 50-2908, such as voter approved bonds/levies after 2007, judgment levies or the School District Plant or supplemental levies excluded by law.

The Economic Feasibility Analysis shows that the project will generate adequate funds within the Project Area to fund the necessary capital improvements.

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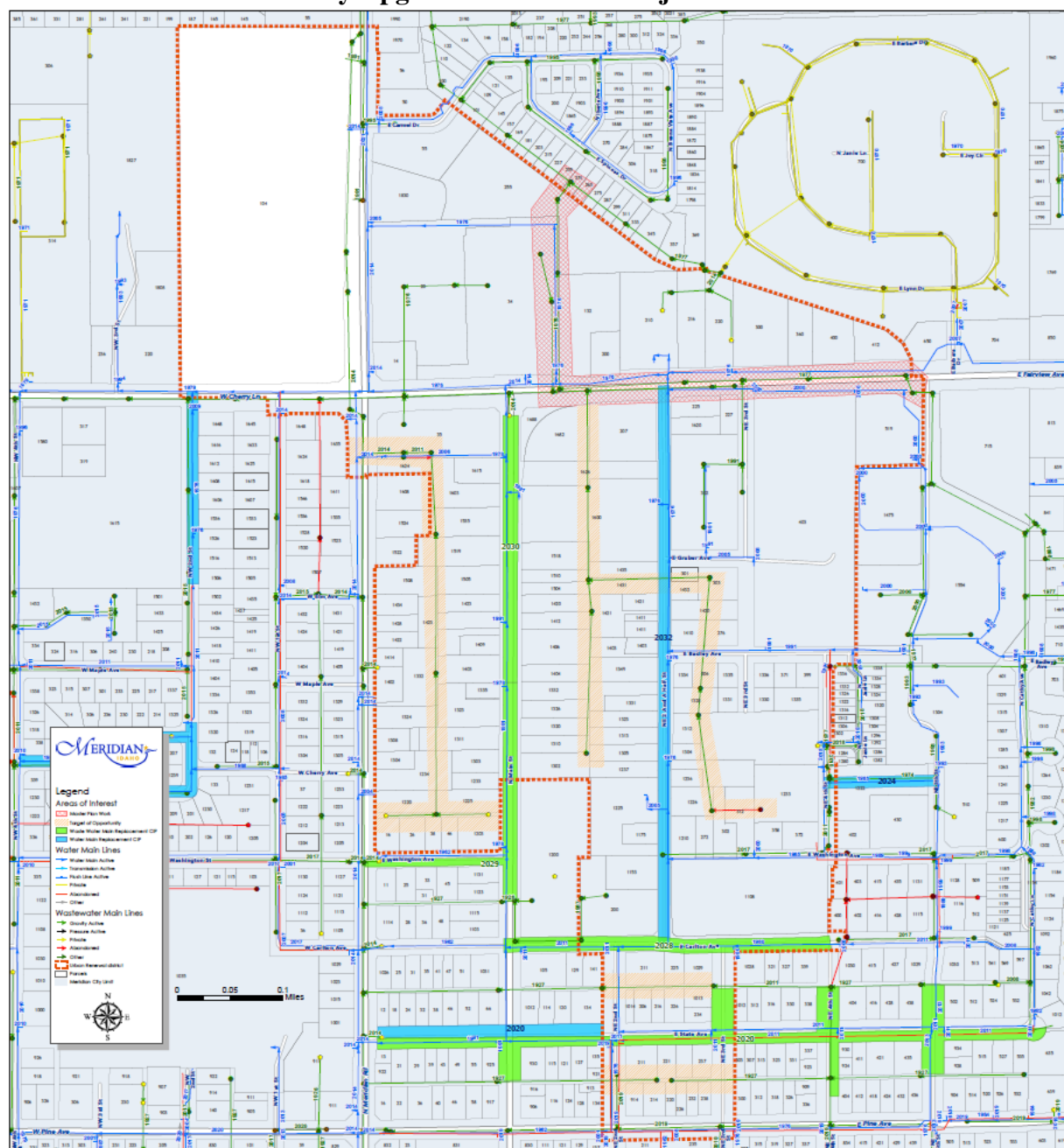
## Street Improvements – More Detailed Description

Street Section	Length (LF)	Construction	Design	Construction Contingency	Total Estimate (Rounded)
2 & 1/2 St, Carlton to Fairview	2,000	\$ 3,050,000	\$ 460,000	\$ 610,000	\$ 4,100,000
3rd Street, Carlton to Pine	700	\$ 475,000	\$ 70,000	\$ 100,000	\$ 600,000
3rd Street, Fairview to Carlton	2,000	\$ 1,770,000	\$ 270,000	\$ 350,000	\$ 2,400,000
Carlton, w/o 2nd to e/o 4th	900	\$ 1,260,500	\$ 190,000	\$ 250,000	\$ 1,700,000
Washington, 2 & 1/2 to 4th	600	\$ 371,000	\$ 60,000	\$ 70,000	\$ 500,000
Meridian Rd frontage, n/o Fairview	1,300	\$ 182,000	\$ 30,000	\$ 40,000	\$ 300,000
Fairview Ave frontage, W 2nd to E 5th	2,700	\$ 1,294,000	\$ -	\$ 260,000	\$ 1,600,000
Main St frontage, Fairview to Washington	1,700	\$ 2,100,000	\$ 320,000	\$ 420,000	\$ 2,800,000
4th, Washington Badley	400	\$ 218,000	\$ 30,000	\$ 40,000	\$ 300,000
Badley, 2 & 1/2 to 4th	600	\$ 371,000	\$ 60,000	\$ 70,000	\$ 500,000
Gruber, 2 & 1/2 to 4th	600	\$ 239,000	\$ 40,000	\$ 50,000	\$ 300,000
State Ave, w/o 2nd to e/o 3rd	400	\$ 134,000	\$ 20,000	\$ 30,000	\$ 200,000
2nd, Pine to Carlton	600	\$ 183,000	\$ 30,000	\$ 40,000	\$ 300,000
Pine frontage, w/o 2nd to e/o 3rd	400	\$ -	\$ -	\$ -	\$ -
<b>Totals</b>	<b>14,900</b>	<b>\$ 11,647,500</b>	<b>\$ 1,750,000</b>	<b>\$ 2,330,000</b>	<b>\$ 15,700,000</b>

### Notes:

- Assumes no right of way acquisition
- Design estimated at 15% of construction, rounded
- Contingency of 25% applied to construction costs, rounded
- Water main and Wastewater Main estimates supplied by City of Meridian Public Works
- Local/Collector Street costs adjusted down when major Water/WW Main planned due to road work incorporated into those costs

## Estimated Location of Utility Upgrades Within the Project Area



## Red – Water and Wastewater Main Lines In Need of Expansion or Replacement

### Blue – Water Main Lines Planned for Replacement

Green – Wastewater Lines

# Northern Gateway District Revenue Model

Year	Land Value (+8% annually for 5 years then 4%)	Initial Imprv. Value (+ 10% Annually for 5 years then 5%)	Total Assessed Value	Annual New Const. Value on tax roll	Cum. New Const Value + Inflation @ 10% for 5 years then 5%)	Cum total Taxable Value	Cumulative Homeowne rs' Exemption	Taxable Value	Increment Value (I - Base Value)	Levy Rate (Flat)	Tax Increment Yield	Admin Costs (10%)	Funding for Capital Projects / Debt Service
2021	\$ 27,641,100	\$ 46,297,100	\$ 73,938,200	\$ -	\$ -	\$ 73,938,200	\$ 2,775,726	\$ 71,162,474	\$ -	0.0053			
2022	\$ 29,852,388	\$ 50,926,810	\$ 80,779,198	\$ 500,000	\$ 500,000	\$ 81,279,198	\$ 2,914,512	\$ 78,364,686	\$ 7,202,212	0.0053	\$ 38,172	\$ 3,817	\$ 34,355
2023	\$ 32,240,579	\$ 56,019,491	\$ 88,260,070	\$ 500,000	\$ 1,025,000	\$ 89,285,070	\$ 3,060,238	\$ 86,224,832	\$ 15,062,358	0.0053	\$ 79,830	\$ 7,983	\$ 71,847
2024	\$ 34,819,825	\$ 61,621,440	\$ 96,441,265	\$ 500,000	\$ 1,576,250	\$ 98,017,515	\$ 3,213,250	\$ 94,804,266	\$ 23,641,792	0.0053	\$ 125,301	\$ 12,530	\$ 112,771
2025	\$ 37,605,411	\$ 67,783,584	\$ 105,388,996	\$ 30,500,000	\$ 32,155,063	\$ 137,544,058	\$ 3,373,912	\$ 134,170,146	\$ 63,007,672	0.0053	\$ 333,941	\$ 33,394	\$ 300,547
2026	\$ 40,613,844	\$ 74,561,943	\$ 115,175,787	\$ 15,500,000	\$ 49,262,816	\$ 164,438,602	\$ 3,542,608	\$ 160,895,995	\$ 89,733,521	0.0053	\$ 475,588	\$ 47,559	\$ 428,029
2027	\$ 42,238,398	\$ 78,290,040	\$ 120,528,438	\$ 15,500,000	\$ 67,225,956	\$ 187,754,394	\$ 3,719,738	\$ 184,034,656	\$ 112,872,182	0.0053	\$ 598,223	\$ 50,000	\$ 548,223
2028	\$ 43,927,934	\$ 82,204,542	\$ 126,132,476	\$ 50,500,000	\$ 121,087,254	\$ 247,219,730	\$ 3,905,725	\$ 243,314,005	\$ 172,151,531	0.0053	\$ 912,403	\$ 50,000	\$ 862,403
2029	\$ 45,685,051	\$ 86,314,769	\$ 131,999,820	\$ 45,500,000	\$ 172,641,617	\$ 304,641,437	\$ 4,101,011	\$ 300,540,426	\$ 229,377,952	0.0053	\$ 1,215,703	\$ 50,000	\$ 1,165,703
2030	\$ 47,512,453	\$ 90,630,507	\$ 138,142,961	\$ 25,500,000	\$ 206,773,698	\$ 344,916,658	\$ 4,306,062	\$ 340,610,596	\$ 269,448,122	0.0053	\$ 1,428,075	\$ 50,000	\$ 1,378,075
2031	\$ 49,412,952	\$ 95,162,033	\$ 144,574,984	\$ 45,500,000	\$ 262,612,383	\$ 407,187,367	\$ 4,521,365	\$ 402,666,002	\$ 331,503,528	0.0053	\$ 1,756,969	\$ 50,000	\$ 1,706,969
2032	\$ 51,389,470	\$ 99,920,134	\$ 151,309,604	\$ 500,000	\$ 276,243,002	\$ 427,552,606	\$ 4,747,433	\$ 422,805,172	\$ 351,642,698	0.0053	\$ 1,863,706	\$ 50,000	\$ 1,813,706
2033	\$ 53,445,048	\$ 104,916,141	\$ 158,361,189	\$ 15,500,000	\$ 305,555,152	\$ 463,916,341	\$ 4,984,805	\$ 458,931,536	\$ 387,769,062	0.0053	\$ 2,055,176	\$ 50,000	\$ 2,005,176
2034	\$ 55,582,850	\$ 110,161,948	\$ 165,744,798	\$ 35,500,000	\$ 356,332,909	\$ 522,077,708	\$ 5,234,045	\$ 516,843,662	\$ 445,681,188	0.0053	\$ 2,362,110	\$ 50,000	\$ 2,312,110
2035	\$ 57,806,164	\$ 115,670,045	\$ 173,476,210	\$ 25,500,000	\$ 399,649,555	\$ 573,125,765	\$ 5,495,748	\$ 567,630,017	\$ 496,467,543	0.0053	\$ 2,631,278	\$ 50,000	\$ 2,581,278
2036	\$ 60,118,411	\$ 121,453,548	\$ 181,571,958	\$ 500,000	\$ 420,132,033	\$ 601,703,991	\$ 5,770,535	\$ 595,933,456	\$ 524,770,982	0.0053	\$ 2,781,286	\$ 50,000	\$ 2,731,286
2037	\$ 62,523,147	\$ 127,526,225	\$ 190,049,372	\$ 500,000	\$ 441,638,634	\$ 631,688,007	\$ 6,059,062	\$ 625,628,945	\$ 554,466,471	0.0053	\$ 2,938,672	\$ 50,000	\$ 2,888,672
2038	\$ 65,024,073	\$ 133,902,536	\$ 198,926,609	\$ 500,000	\$ 464,220,566	\$ 663,147,175	\$ 6,362,015	\$ 656,785,161	\$ 585,622,687	0.0053	\$ 3,103,800	\$ 50,000	\$ 3,053,800
2039	\$ 67,625,036	\$ 140,597,663	\$ 208,222,699	\$ 500,000	\$ 487,931,594	\$ 696,154,294	\$ 6,680,116	\$ 689,474,178	\$ 618,311,704	0.0053	\$ 3,277,052	\$ 50,000	\$ 3,227,052
2040	\$ 70,330,038	\$ 147,627,546	\$ 217,957,584	\$ 500,000	\$ 512,828,174	\$ 730,785,758	\$ 7,014,121	\$ 723,771,636	\$ 652,609,162	0.0053	\$ 3,458,829	\$ 50,000	\$ 3,408,829
2041	\$ 73,143,239	\$ 155,008,923	\$ 228,152,163	\$ 500,000	\$ 538,969,583	\$ 767,121,745	\$ 7,364,827	\$ 759,756,918	\$ 688,594,444	0.0053	\$ 3,649,551	\$ 50,000	\$ 3,599,551
				<b>\$ 310,000,000</b>							<b>\$ 35,085,665</b>	<b>\$ 855,283</b>	<b>\$ 34,230,382</b>

## Northern Gateway District Revenue Model

### Assumptions

Land Values inflate at 8% per year for 5 years (*consistent with recent assessed value history*) then at 4% for remainder of the Plan term

Improvement Values inflate at 10% per year for 5 years (*consistent with recent assessed value history*) then at 5% for remainder of the Plan term

Tax rate reduced by 10% from 2020 certified rate then held constant for the remainder of the Plan term

Homeowners' Property Tax Exemption increases at 5% per year

Revenue Allocation proceeds flow to the District in the year after Certificate of Occupancy (C.O.)

Unincorporated area taxable investment estimated at: (*uninflated cost estimate*)

- \$30,000,000 with C.O. in 2024
- \$15,000,000 with C.O. in 2026
- \$15,000,000 with C.O. in 2030
- \$15,000,000 with C.O. in 2031
- \$15,000,000 with C.O. in 2034

Potential Development Projects within District based upon staff discussions with Developers (Total Taxable Investment @ \$210,000,000)

Value estimates based upon 2021 projects in Meridian

- Project A- Phase 1: C.O. in 2025 ~ \$15,000,000
- Project A - Phase 2: C.O. in 2027 ~ \$30,000,000
- Project B: C.O. in 2027 ~ \$20,000,000
- Project C - Phase 1: C.O. in 2028 ~ \$15,000,000
- Project C - Phase 2: C.O. in 2030 ~ \$30,000,000
- Project D - Phase 1: C.O. in 2028 ~ \$30,000,000
- Project D - Phase 2: C.O. in 2029 ~ 10,000,000
- Project D - Phase 3: C.O. in 2033 ~ \$20,000,000
- Project E: C.O. in 2032 ~ \$15,000,000
- Project F: C.O. in 2035 ~ 25,000,000

Other properties within District will generate \$500,000 in taxable investment annually

Minimum of 10% of annual revenue allocation yield will be paid to the Meridian Development Corporation for administrative costs

Balance of Revenue Allocation yield will be available for capital investment and program expenses

### Notes

Note 1: (Non-equalized) 2021 Assessed Values Used in forecast.

Note 2: MDC will receive revenue allocation funds in 2042, but that amount has not been considered in determining economic feasibility.

Note 3: The 17 acre parcel at Meridian Road and Cherry is currently outside the city limits but is seeking annexation.

Note 4: It is anticipated that the annexation will be completed prior to plan adoption

## Northern Gateway District Cash Flow Analysis

	A	B	C	D	E	F	G	H	I	J	K	L
1												
2		2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
3	Beginning Balance	\$ -	\$ 75,000	\$ 88,172	\$ 68,002	\$ 18,303	\$ 39,744	\$ 65,332	\$ 63,555	\$ 75,958	\$ 241,661	\$ 119,736
4	Source of Funds											
5	Total Revenue Allocation	\$ -	\$ 38,172	\$ 79,830	\$ 125,301	\$ 333,941	\$ 475,588	\$ 598,223	\$ 912,403	\$ 1,215,703	\$ 1,428,075	\$ 1,756,969
6	MDC Inter-District Loan *	\$ 75,000		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
7	Total Funds Available	\$ 75,000	\$ 113,172	\$ 168,002	\$ 193,303	\$ 352,244	\$ 515,332	\$ 663,555	\$ 975,958	\$ 1,291,661	\$ 1,669,736	\$ 1,876,705
8												
9	Use of Funds											
10	District Operating Expenses	\$ -	\$ 25,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
11	Repay Inter-District Loan @ 5%	\$ -	\$ -	\$ 50,000	\$ 50,000	\$ 12,500	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	Capital & Program Expenses		\$ -	\$ -	\$ 75,000	\$ 250,000	\$ 400,000	\$ 550,000	\$ 850,000	\$ 1,000,000	\$ 1,500,000	\$ 1,700,000
13	Total Use of Funds	\$ -	\$ 25,000	\$ 100,000	\$ 175,000	\$ 312,500	\$ 450,000	\$ 600,000	\$ 900,000	\$ 1,050,000	\$ 1,550,000	\$ 1,750,000
14	Ending Balance	\$ 75,000	\$ 88,172	\$ 68,002	\$ 18,303	\$ 39,744	\$ 65,332	\$ 63,555	\$ 75,958	\$ 241,661	\$ 119,736	\$ 126,705
15												
16		2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	Total
17	Beginning Balance	\$ 126,705	\$ 140,411	\$ 145,587	\$ 157,697	\$ 138,975	\$ 170,261	\$ 158,933	\$ 112,733	\$ 139,785	\$ 148,614	
18	Source of Funds											
19	Total Revenue Allocation	\$ 1,863,706	\$ 2,055,176	\$ 2,362,110	\$ 2,631,278	\$ 2,781,286	\$ 2,938,672	\$ 3,103,800	\$ 3,277,052	\$ 3,458,829	\$ 3,649,551	\$ 35,085,665
20	MDC Inter-District Loan	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 75,000
21	Total Funds Available	\$ 1,990,411	\$ 2,195,587	\$ 2,507,697	\$ 2,788,975	\$ 2,920,261	\$ 3,108,933	\$ 3,262,733	\$ 3,389,785	\$ 3,598,614	\$ 3,798,165	\$ 35,160,665
22												
23	Use of Funds											
24	District Operating Expenses	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 975,000
25	Repay Inter-district Loan @ 5%	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 112,500
26	Capital & Program Expenses	\$ 1,800,000	\$ 2,000,000	\$ 2,300,000	\$ 2,600,000	\$ 2,700,000	\$ 2,900,000	\$ 3,100,000	\$ 3,200,000	\$ 3,400,000	\$ 3,600,000	\$ 33,925,000
27	Total Use of Funds	\$ 1,850,000	\$ 2,050,000	\$ 2,350,000	\$ 2,650,000	\$ 2,750,000	\$ 2,950,000	\$ 3,150,000	\$ 3,250,000	\$ 3,450,000	\$ 3,650,000	\$ 35,012,500
28	Ending Balance	\$ 140,411	\$ 145,587	\$ 157,697	\$ 138,975	\$ 170,261	\$ 158,933	\$ 112,733	\$ 139,785	\$ 148,614	\$ 148,165	
29												
30	Assumptions											
31	Initial District Start-up costs supported by MDC Inter-district Loan of \$75,000 to be repaid at 5% Interest											
32	A minimum of 10% of annual TIF yield dedicated to Meridian Development Corporation for District operating Expenses, capped at \$50,000, Yr.											
33	Land Values will increase at an average of 8% annually for 5 years then at 4% over the remaining life of the District											
34	Improvement Values will increase at a rate of 10% for 5 years then at 5% over the remaining life of the District											
35	Includes \$90,000,000 in taxable investment on the property currently located in unincorporated Ada County but will be annexed to the City of Meridian prior to development											



Attachment 6  
Agricultural Operation Consent

4837-9029-4001, v. 7

## AGRICULTURAL OPERATION CONSENT FORM

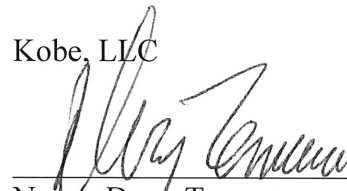
COMES NOW Doug Tamura, Member of Kobe, LLC, an Idaho limited liability company ("Kobe, LLC"), and states that Kobe, LLC owns that certain property generally described as Parcel Identification Number S1201449707 in the real property records of Ada County, Idaho, and more particularly described on Exhibit A attached hereto and incorporated herein by reference (the "Property"), and hereby certifies:

- (1) that the Property has been used, within the last three (3) years, as an agricultural operation; and
- (2) that the undersigned has reviewed the materials provided in Exhibit B, and has had an opportunity to review the urban renewal eligibility report, dated May 2021, entitled Northern Gateway Urban Renewal District (Proposed) Eligibility Report, prepared by Kushlan | Associates and as attached hereto as Exhibit C.

Further, Doug Tamura, Member of Kobe, LLC, an Idaho limited liability company, hereby provides his consent and approval that the subject Property may be included within a proposed urban renewal area and may be deemed appropriate for inclusion within an urban renewal project area as defined by the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended, and the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended, as the property possesses certain characteristics of eligibility.

DATED this 18<sup>th</sup> day of AUGUST, 2021.

Kobe, LLC



Name: Doug Tamura

Title: Member

STATE OF IDAHO                    )  
  ) ss:  
County of Ada                    )

This record was acknowledged before me on 8/18/21 (date) by Doug Tamura on behalf of Kobe, LLC in his capacity as its Member.

(stamp)



David Wray  
Notary Public  
My Commission Expires on 12/21/25

**EXHIBIT A**

**PARCEL NUMBER**

S1201449707

**ADDRESS**

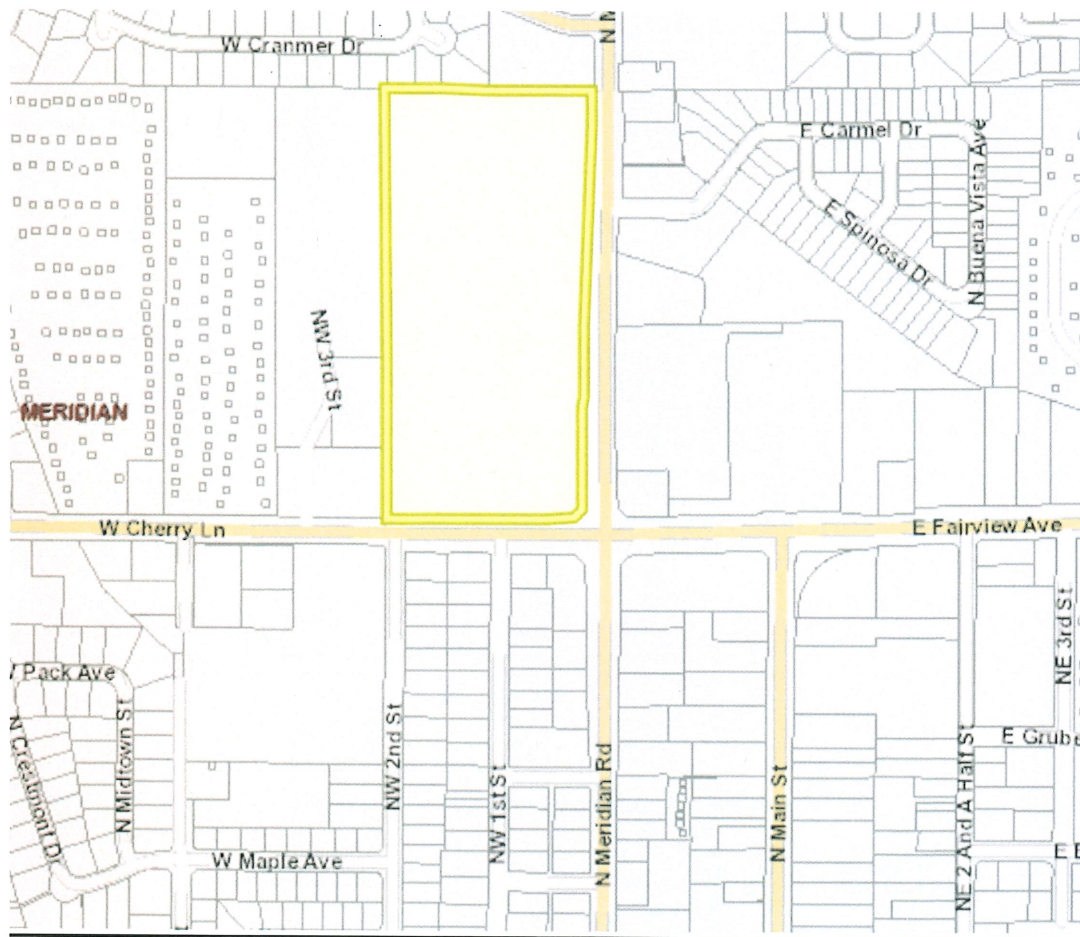
104 W. Cherry, Meridian, ID 83642

**DESCRIPTION**

PAR #9707 @ SE COR SE4SE4

SEC 13N 1W

#449705-B



**EXHIBIT B****EXCERPTS OF STATUTES****IDAHO CODE §§ 50-2018(8) AND (9)**

(8) "Deteriorated area" shall mean an area in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, and is detrimental to the public health, safety, morals or welfare. Provided however, this definition shall not apply to any agricultural operation, as defined in section [22-4502](#)(2), Idaho Code, absent the consent of the owner of the agricultural operation or to any forest land as defined in section [63-1701](#)(4), Idaho Code, absent the consent of the forest landowner, as defined in section [63-1701](#)(5), Idaho Code, except for an agricultural operation or forest land that has not been used for three (3) consecutive years.

(9) "Deteriorating area" shall mean an area which by reason of the presence of a substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, substantially impairs or arrests the sound growth of a municipality, retards the provision of housing accommodations or constitutes an economic or social liability and is a menace to the public health, safety, morals or welfare in its present condition and use; provided, that if such deteriorating area consists of open land the conditions contained in the proviso in section [50-2008](#)(d), Idaho Code, shall apply; and provided further, that any disaster area referred to in section [50-2008](#)(g), Idaho Code, shall constitute a deteriorating area. Provided however, this definition shall not apply to any agricultural operation, as defined in section [22-4502](#)(2), Idaho Code, absent the consent of the owner of the agricultural operation or to any forest land as defined in section [63-1701](#)(4), Idaho Code, absent the consent of the forest landowner, as defined in section [63-1701](#)(5), Idaho Code, except for an agricultural operation or forest land that has not been used for three (3) consecutive years.



**IDAHO CODE § 50-2008**

50-2008. PREPARATION AND APPROVAL OF PLAN FOR URBAN RENEWAL PROJECT. (a) An urban renewal project for an urban renewal area shall not be planned or initiated unless the local governing body has, by resolution, determined such area to be a deteriorated area or a deteriorating area or a combination thereof and designated such area as appropriate for an urban renewal project.

(b) An urban renewal agency may itself prepare or cause to be prepared an urban renewal plan, or any person or agency, public or private, may submit such a plan to an urban renewal agency. Prior to its approval of an urban renewal project, the local governing body shall submit such plan to the planning commission of the municipality, if any, for review and recommendations as to its conformity with the general plan for the development of the municipality as a whole. The planning commission shall submit its written recommendations with respect to the proposed urban renewal plan to the local governing body within sixty (60) days after receipt of the plan for review. Upon receipt of the recommendations of the planning commission, or if no recommendations are received within said sixty (60) days, then without such recommendations, the local governing body may proceed with the hearing on the proposed urban renewal project prescribed by subsection (c) hereof.

(c) The local governing body shall hold a public hearing on an urban renewal project, after public notice thereof by publication in a newspaper having a general circulation in the area of operation of the municipality. The notice shall describe the time, date, place and purpose of the hearing, shall generally identify the urban renewal area covered by the plan, and shall outline the general scope of the urban renewal project under consideration.

(d) Following such hearing, the local governing body may approve an urban renewal project and the plan therefor if it finds that (1) a feasible method exists for the location of families who will be displaced from the urban renewal area in decent, safe and sanitary dwelling accommodations within their means and without undue hardship to such families; (2) the urban renewal plan conforms to the general plan of the municipality as a whole; (3) the urban renewal plan gives due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety and welfare of children residing in the general vicinity of the site covered by the plan; and (4) the urban renewal plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise: Provided, that if the urban renewal area consists of an area of open land to be acquired by the urban renewal agency, such area shall not be so acquired unless (1) if it is to be developed for residential uses, the local governing body shall determine that a shortage of housing of sound standards and design which is decent, safe and sanitary exists in the municipality; that the need for housing accommodations has been or will be increased as

a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the municipality, or (2) if it is to be developed for nonresidential uses, the local governing body shall determine that such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition may require the exercise of governmental action, as provided in this act, because of defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, economic disuse, unsuitable topography or faulty lot layouts, the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area.

(e) An urban renewal plan may be modified at any time: Provided that if modified after the lease or sale by the urban renewal agency of real property in the urban renewal project area, such modification may be conditioned upon such approval of the owner, lessee or successor in interest as the urban renewal agency may deem advisable and in any event shall be subject to such rights at law or in equity as a lessee or purchaser, or his successor or successors in interest, may be entitled to assert.

(f) Upon the approval by the local governing body of an urban renewal plan or of any modification thereof, such plan or modification shall be deemed to be in full force and effect for the respective urban renewal area, and the urban renewal agency may then cause such plan or modification to be carried out in accordance with its terms.

(g) Notwithstanding any other provisions of this act, where the local governing body certifies that an area is in need of redevelopment or rehabilitation as a result of a flood, fire, hurricane, earthquake, storm, or other catastrophe respecting which the governor of the state has certified the need for disaster assistance under 42 U.S.C. section 5121, or other federal law, the local governing body may approve an urban renewal plan and an urban renewal project with respect to such area without regard to the provisions of subsection (d) of this section and the provisions of this section requiring a general plan for the municipality and a public hearing on the urban renewal project.

(h) Any urban renewal plan containing a revenue allocation financing provision shall include the information set forth in section 50-2905, Idaho Code.



## IDAHO CODE §50-2903(8)

(8) "Deteriorated area" means:

(a) Any area, including a slum area, in which there is a predominance of buildings or improvements, whether residential or nonresidential, which by reason of dilapidation, deterioration, age or obsolescence, inadequate provision for ventilation, light, air, sanitation, or open spaces, high density of population and overcrowding, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency, or crime, and is detrimental to the public health, safety, morals or welfare.

(b) Any area which by reason of the presence of a substantial number of deteriorated or deteriorating structures, predominance of defective or inadequate street layout, faulty lot layout in relation to size, adequacy, accessibility or usefulness, insanitary or unsafe conditions, deterioration of site or other improvements, diversity of ownership, tax or special assessment delinquency exceeding the fair value of the land, defective or unusual conditions of title, or the existence of conditions which endanger life or property by fire and other causes, or any combination of such factors, results in economic underdevelopment of the area, substantially impairs or arrests the sound growth of a municipality, retards the provision of housing accommodations or constitutes an economic or social liability and is a menace to the public health, safety, morals or welfare in its present condition and use.

(c) Any area which is predominately open and which because of obsolete platting, diversity of ownership, deterioration of structures or improvements, or otherwise, results in economic underdevelopment of the area or substantially impairs or arrests the sound growth of a municipality. The provisions of section 50-2008(d), Idaho Code, shall apply to open areas.

(d) Any area which the local governing body certifies is in need of redevelopment or rehabilitation as a result of a flood, storm, earthquake, or other natural disaster or catastrophe respecting which the governor of the state has certified the need for disaster assistance under any federal law.

(e) Any area which by reason of its proximity to the border of an adjacent state is competitively disadvantaged in its ability to attract private investment, business or commercial development which would promote the purposes of this chapter.

(f) "Deteriorated area" does not mean not developed beyond agricultural, or any agricultural operation as defined in section 22-4502(1), Idaho Code, or any forest land as defined in section 63-1701(4), Idaho Code, unless the owner of the agricultural operation or the forest landowner of the forest land gives written consent to be included in the deteriorated area, except for an agricultural operation or forest land that has not been used for three (3) consecutive years.



**EXHIBIT C**  
**ELIGIBILITY REPORT**

4837-6502-2952, v. 1



# Northern Gateway Urban Renewal District (Proposed)

## Eligibility Report

Prepared for

The City of Meridian  
and  
The Meridian Development Corporation  
May 2021



Kushlan | Associates  
Boise, Idaho

**Introduction:** Kushlan | Associates was retained by the Urban Renewal Agency of the City of Meridian, Idaho, also known as the Meridian Development Corporation (the “MDC”) to assist in their consideration of establishing a new urban renewal district<sup>1</sup> in the City of Meridian, Idaho, and its area of operation.

Elected Officials serving the City of Meridian are:

Mayor:	Robert Simison
Council President:	Treg Bernt
Council Vice President:	Brad Hoaglund
Council Members:	Joe Borton
	Luke Cavener
	Liz Strader
	Jessica Perreault

City Staff

Community Development Director:	Cameron Arial
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Idaho Code § 50-2006 states: “URBAN RENEWAL AGENCY. (a) There is hereby created in each municipality an independent public body corporate and politic to be known as the “urban renewal agency” that was created by resolution as provided in section 50-2005, Idaho Code, before July 1, 2011, for the municipality...” to carry out the powers enumerated in the statutes. The Meridian City Council adopted Resolution 01-397 on July 24, 2001 bringing forth those powers within the City of Meridian.

The Mayor, with the confirmation of the City Council, has appointed nine members to the MDC Board of Commissioners (the “MDC Board”). The MDC Board currently oversees the implementation of three urban renewal districts. Two are focused on the revitalization of downtown Meridian. The first, the Meridian Revitalization Plan Urban Renewal Project (the “Downtown District”) was established by the City Council’s adoption of Ordinance No. 02-987 on December 3, 2002. The second district, the Urban Renewal Plan for the Union District Urban Renewal Project (the “Union District”) was established with the adoption of Ordinance No. 20-1882 on June 9, 2020. Both the Downtown District and the Union District are focused on redevelopment activities in and around the City’s downtown core. The third district, the Urban Renewal Plan for the Ten Mile Road- A Urban Renewal Project (the “Ten Mile District”) was established by Ordinance No. 16-1695 adopted on June 21, 2016, and is focused on economic development outside of the City’s core to support implementation of the Ten Mile Interchange Specific Area Plan.

The current membership of the Commission is as follows:

Chair:	David Winder
Vice Chairman	Nathan Mueller
Secretary/ Treasurer	Steve Vlassek
Commissioners	Dan Basalone
	Rob McCarvel
	Treg Bernt
	Tammy deWeerd
	Diane Bevan
	Kit Fitzgerald

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<sup>1</sup> Throughout this Study, urban renewal/revenue allocation area will be referred to as an “urban renewal district.”

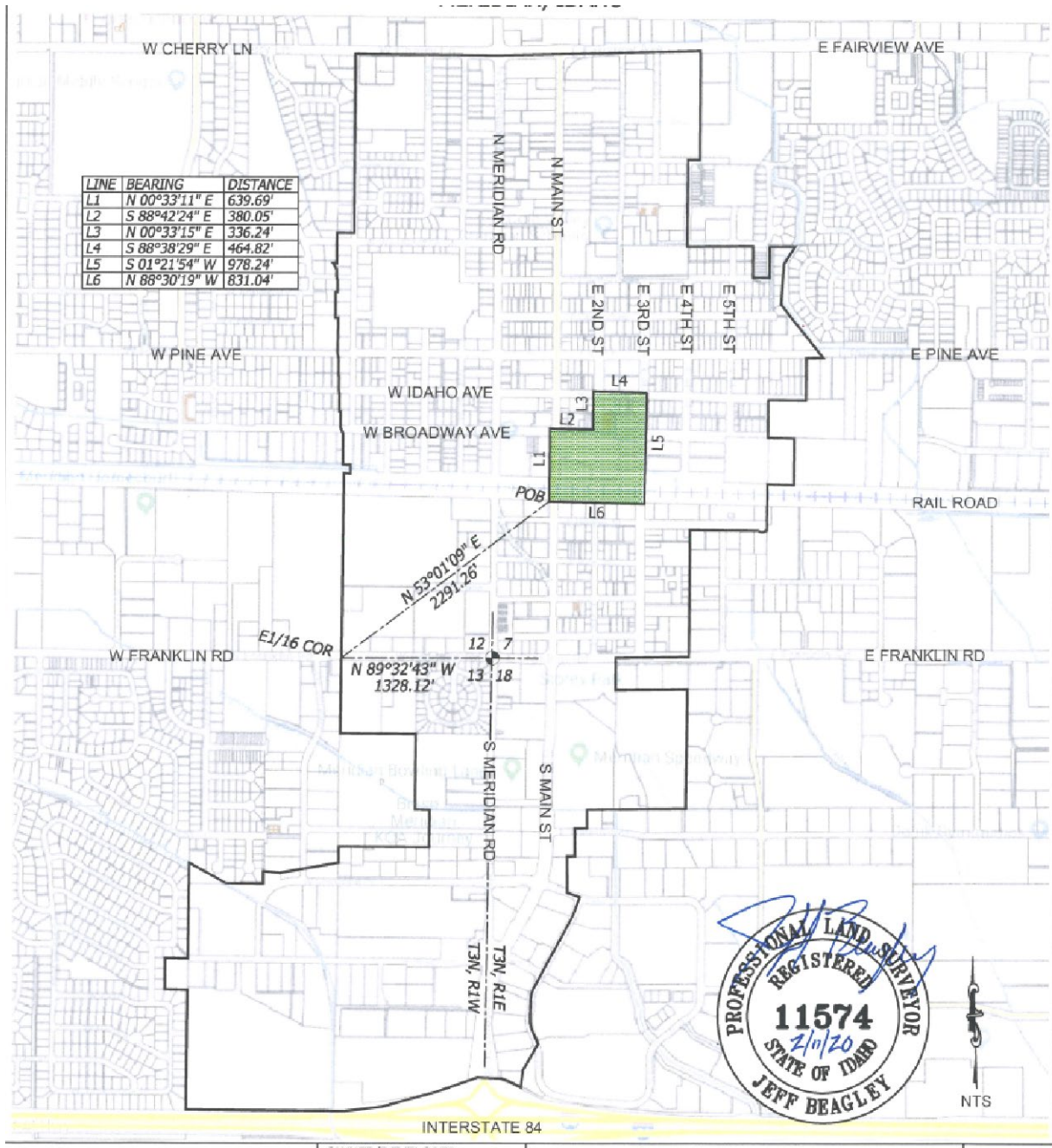
Staff:

Urban Renewal Administrator:

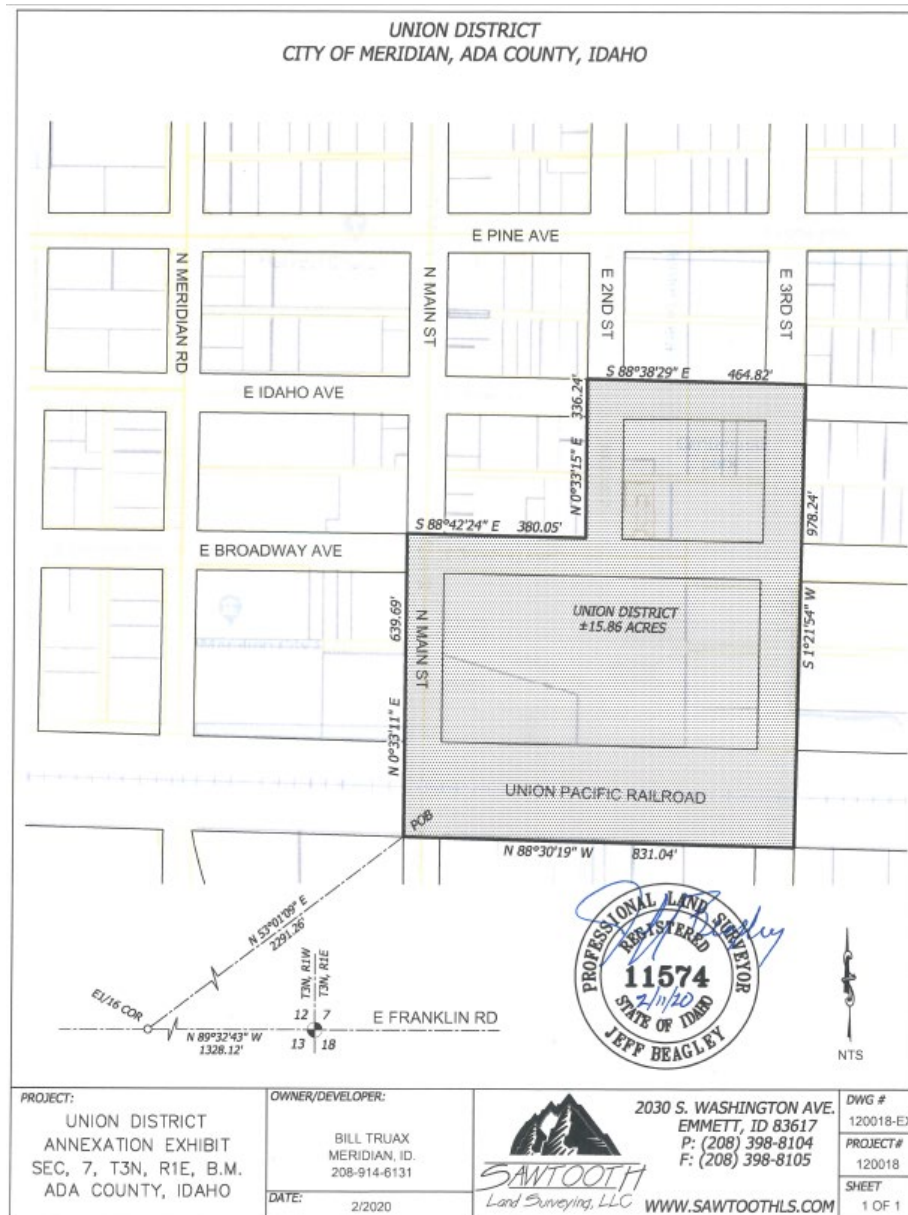
Ashley Squyres

Legal Counsel:

Todd Lakey

**Map of the Downtown District (excluding shaded area)**

## Map of Union District





## Map of Ten Mile Road District



## Background:

While Native Americans inhabited the area for centuries, the development of the community of Meridian, as we know it today, evolved through the late nineteenth century. European settlement started in the 1880s and was originally located on a farm owned by the Onweiler family. A school was opened in 1885. The U.S. Postal Service established a mail drop along the Oregon Short Line Railroad and the site was named Hunter after its superintendent. Community activity grew around this mail stop focused on the railroad. In 1893 an Odd Fellows lodge was organized and called itself Meridian, acknowledging that it was located on the Boise Meridian the primary North-South survey benchmark for Idaho. That name grew in primary use as the name of the settlement and the Village of Meridian was incorporated in 1903 with a population of approximately 200.

The economy had traditionally been focused on the support of the surrounding agricultural activities. A major creamery was established in the community in 1897 to support the nearby dairies. Fruit orchards were located throughout the area.

Meridian was a significant stop on the Interurban electric railway from 1908 to 1928. This service provided convenient access for passengers and freight in both easterly and westerly directions.

Throughout most of the 20<sup>th</sup> century, Meridian remained a relatively quiet community focused on its agricultural roots. US Census Bureau data, reflects a 1910 population of 619 people growing to 2,616 by 1970. However, starting in 1970 the pace of growth in Southwest Idaho quickened and Meridian's growth initially reflected, and then exceeded

the regional rates by significant margins. Over the past twenty-five years the rate of growth has been startling by any reasonable standard. The following table reflects that population growth over the city's history.

1903 (Incorporation Estimate)	200
1910	619
1920	1,013
1930	1,004
1940	1,465
1950	1,500
1960	2,100
1970	2,600
1980	6,658
1990	9,596
2000	34,919
2010	75,092
2020	114,200
2021 (Estimate)	129,555

When income statistics are compared to statewide numbers, the population of Meridian compares favorably with the rest of Idaho in these categories. The median household income in Meridian is \$71,389, approximately 28% above the statewide figure of \$55,785. Per capita money income for the Meridian population is \$33,328 as compared to the statewide number of \$27,970. The percentage of the Meridian population below poverty level is 8.6% as compared to the statewide number of 11.2%.

**Investment Capacity:** Cities across the nation actively participate in the economic vitality of their communities through investment in infrastructure. Water and sewer facilities as well as transportation, communication, electrical distribution and other systems are all integral elements of an economically viable community. Idaho cities have a significant challenge in responding to these demands along with the on-going need to reinvest in their general physical plant to ensure it does not deteriorate to the point of system failure. They face stringent statutory and constitutional limitations on revenue generation and debt as well as near total dependence upon state legislative action to provide funding options. These strictures severely constrain capital investment strategies.

The tools made available to cities in Title 50, Chapters 20 and 29, the Urban Renewal Law and the Local Economic Development Act are some of the few that are available to assist communities in their efforts to support economic vitality. New sources of State support are unlikely to become available in the foreseeable future, thus the City of Meridian's interest in exploring the potential for establishing another urban renewal district is an appropriate public policy consideration.

The City of Meridian initially established its Urban Renewal Agency in 2001. As noted above, the Downtown District's exclusive focus, limited by the boundaries of the district, is on the traditional downtown area of Meridian. The Ten Mile District was created in 2016 and was designed to support the implementation of the Ten Mile Interchange Specific Area Plan. A third urban renewal district was created in 2020 from an area de-

annexed from the original Downtown District to support a significant mixed use-project. The Northern Gateway Urban Renewal District would, if approved by the MDC Board of Commissioners and Meridian City Council, would remove 133 parcels from the existing Downtown District<sup>2</sup> and combine those with other properties and rights-of-way north of Fairview Avenue and southeast of Fairview Avenue to establish a new district. One large property (Kobe property ~ 17.64 acres) currently under consideration for inclusion in the district remains outside the city limits and in unincorporated Ada County. To include this parcel in a district under the jurisdiction of MDC, an agreement would be required between the City and Ada County to permit this inclusion. Should annexation of this parcel be effectuated prior to the establishment of the district by the City Council, no agreement would be required.

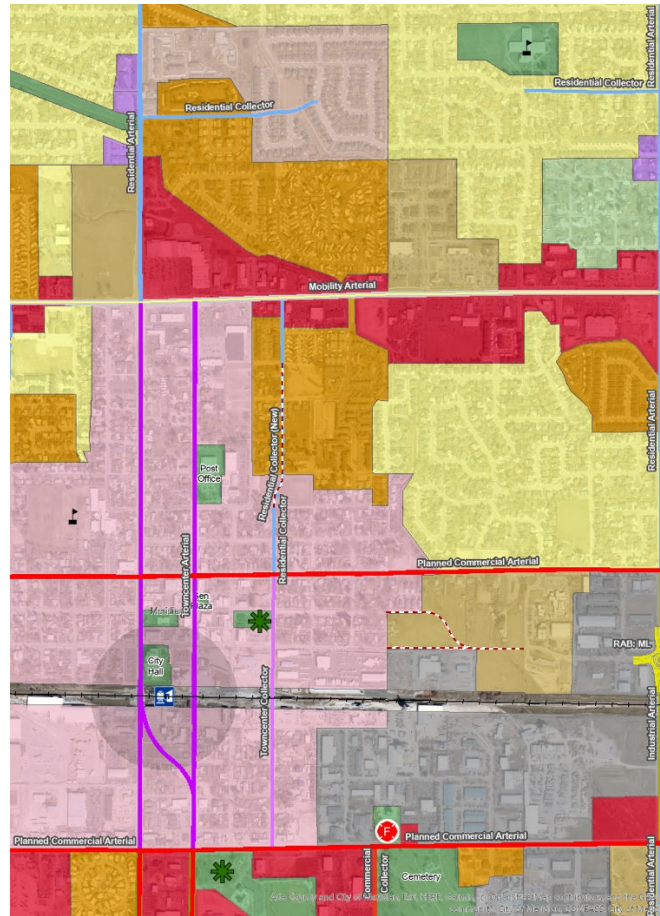
#### Comprehensive Plan:

The City of Meridian Comprehensive Plan, updated in 2019 calls for a mixture of Office, High Density Residential, Commercial and Mixed-Use development in the Study Area under current review. The Study Area is in transition from a predominately single-family residential area dating back to the early years of the community. While many of the residences remain in their original use, many others have been converted to office uses creating a patchwork of uses with more intense commercial activity along the arterial streets.

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<sup>2</sup> The Second Amendment to the Meridian Revitalization Plan seeking to deannex certain parcels from the existing Downtown District, including those parcels that are contemplated to be considered for inclusion in the proposed Northern Gateway District, has been approved by the MDC Board and submitted to the City for its consideration.





## Steps in Consideration of an Urban Renewal District:

The first step in consideration of establishing an urban renewal district in Idaho is to define a potential area for analysis as to whether conditions exist within it to qualify for redevelopment activities under the statute. We have called this the “Study Area.”

The next step in the process is to review the conditions within the Study Area to determine whether the area is eligible for creating a district. The State Law governing urban renewal sets out the following criteria, at least one of which must be found, for an area to be considered eligible for urban renewal activities:

1. The Presence of a Substantial Number of Deteriorated or Deteriorating Structures and Deterioration of Site or Other Improvements [50-2018(9) and 50-2903(8)(b); 50-2903(8)(c)]
2. Age or Obsolescence [50-2018(8) and 50-2903(8)(a)]
3. Predominance of Defective or Inadequate Street Layout [50-2018(9) and 50-2903(8)(b)]

4. Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness; Obsolete Platting [50-2018(9) and 50-2903(8)(b); 50-2903(8)(c)]
5. Insanitary or Unsafe Conditions [50-2018(9) and 50-2903(8)(b)]
6. Diversity of Ownership [50-2018(9) and 50-2903(8)(b); 50-2903(8)(c)]
7. Tax or Special Assessment Delinquency [50-2018(9) and 50-2903(8)(b)]
8. Defective or Unusual Conditions of Title [50-2018(9) and 50-2903(8)(b)]
9. Results in Economic Underdevelopment of the Area [50-2903(8)(b); 50-2903(8)(c)]
10. Substantially Impairs or Arrests the Sound Growth of a Municipality [50-2018(9) and 50-2903(8)(b); 50-2903(8)(c)]

If the Eligibility Report finds that one or more of the conditions noted above exists within the Study Area, then the Agency may accept the findings and forward the Eligibility Report to the City Council for their consideration. If the City Council concurs with the determination of the Agency, they may direct that an Urban Renewal Plan be developed for the area that addresses the issues raised in the Eligibility Report.

The Agency then acts to prepare the Urban Renewal Plan for the new District and establishing a Revenue Allocation Area to fund improvements called for in the Plan. Once the Plan for the District and Revenue Allocation Area are completed, the Agency Board forwards it to the City Council for their consideration.

The City Council must refer the Urban Renewal Plan to the Planning and Zoning Commission to determine whether the Plan, as presented, is consistent with the City's Comprehensive Plan and make a corresponding finding. At the same time, other taxing entities levying property taxes within the boundaries of the proposed Urban Renewal District are provided a thirty-day opportunity to comment on the Plan to the City Council. While the taxing entities are invited to comment on the Plan, their concurrence is not required for the City Council to proceed with formal consideration.

Based on legislative changes to Idaho Code § 50-2908(2)(a), effective July 1, 2020, the Ada County Highway District (ACHD) is allocated all of the taxes levied by ACHD within a revenue allocation area first formed or expanded to include property on or after July 1, 2020 (including taxes levied on the base and increment values), which would apply to this proposed district, if formed. However, ACHD and MDC may enter into an agreement for a different allocation, which agreement shall be submitted to the State Tax Commission and to the Ada County Clerk by ACHD as soon as practicable after the parties have entered in the agreement and by no later than September 1 of the year in which the agreement takes effect. In the case of the Northern Gateway Study Area, the affected taxing districts for those properties located within the city limits of Meridian are:

- The City of Meridian
- The West Ada School District (School District No. 2)
- Ada County

- Emergency Medical District/Ada County Ambulance
- Mosquito Abatement District
- The Ada County Highway District
- Meridian Library District
- Meridian Cemetery District
- Western Ada Recreation District
- College of Western Idaho

For the parcel located in unincorporated Ada County, the affected taxing districts are:

- The West Ada School District (Joint School District No. 2)
- Ada County
- Emergency Medical District/Ada County Ambulance
- Mosquito Abatement District
- The Ada County Highway District
- Meridian Library District
- Meridian Cemetery District
- Western Ada Recreation District
- College of Western Idaho
- Meridian Fire District
- Pest Extermination District

Once the Planning and Zoning Commission makes their finding of conformity and the thirty-day comment period has passed, the City Council is permitted to hold a public hearing and formally consider the adoption of the Plan creating the new Urban Renewal District and Revenue Allocation Area.

The City Council must also find that the taxable value of the district to be created plus the Base Assessed Value of any existing Urban Renewal / Revenue Allocation Area does not exceed the statutory maximum of 10% of the citywide assessed valuation.

If the City Council, in their discretion chooses to proceed, they will officially adopt the Urban Renewal Plan and Revenue Allocation Area and provide official notification of that action to the affected taxing districts, County Assessor and Idaho State Tax Commission.

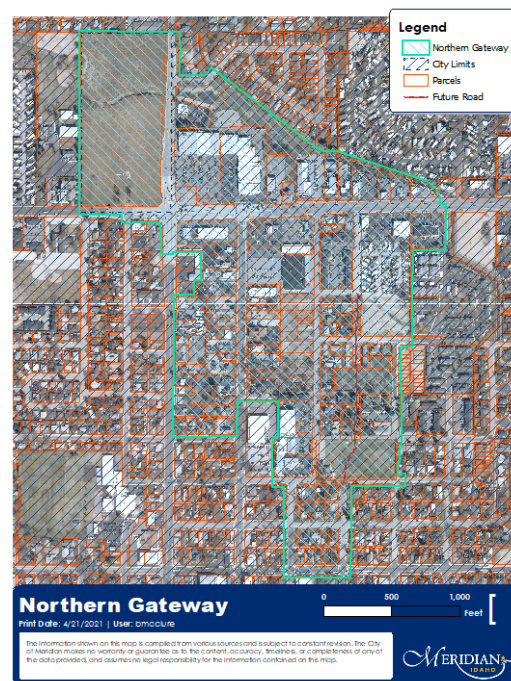
The Agency then proceeds to implement the Plan.

### **Description of the Northern Gateway Study Area:**

The Study Area subject to the current review is generally located in the central part of Meridian, northeast of the City's downtown core, and is generally bounded by Meridian Road on the west to the intersection of Meridian Road and W. Cherry Lane travelling west and E. Fairview Avenue travelling east. The Study Area then includes a large 17.64-acre parcel (Kobe Property) bounded by W. Cherry Lane to the south and Meridian Road to the east. The Study Area also includes the commercial area east of Meridian Road and north of Fairview Avenue. The eastern boundary extends south along NE 5<sup>th</sup> Avenue and then over to what would be NE 4<sup>th</sup> Street if extended, and then over to NE 3<sup>rd</sup> Street. The southern boundary extends to E. Pine Avenue between NE 3<sup>rd</sup> Street and NE 2<sup>nd</sup> Street, and then travels up NE 2<sup>nd</sup> Street and over E. Washington Avenue to connect back to Meridian Road.

The size and value information presented in **Attachment 1** was derived from the Ada County Assessor's on-line parcel information system<sup>3</sup>. The 2020 taxable value of the portion of the Study Area located in unincorporated Ada County, represents exceptionally low assessed value as compared to the more developed area surrounding it located within the corporate limits of the City of Meridian. Land values in the more developed, commercially zoned areas range from approximately \$5.00 to \$15.00 per square foot. The unincorporated agricultural land reflects a current assessed value of \$.04 per square foot consistent with assessed values assigned to agricultural properties in the broader area. As a comparison, the vacant parcel across Meridian Road within the city limits and zones for commercial purposes has an assessed value of \$8.50 per square foot.

## Northern Gateway Urban Renewal Area



## The Study Area

The Northern Gateway Study Area consists of one hundred fifty (150) tax parcels located in central Meridian, northeast of the City's downtown core, and generally east of Meridian Road and south of Fairview Avenue. A portion of the Study Area fronts the north side of Fairview Avenue east of Meridian Road and there is a 17.64 acre parcel (Kobe Property)

<sup>3</sup> For purposes of this Study, the 2020 taxable values were reviewed as at the time of this review the 2021 value information was not available. Use of the 2020 values provides a more conservative analysis as it is generally understood significant value increases will occur in 2021. Further, based on the adoption of H389, effective retroactive to January 1, 2021, the Homeowner Property Tax Exemption will increase to a maximum of \$125,000. This is anticipated to further reduce the base. Again, as the 2021 tax assessments were not yet available at the time this Study was prepared, the 2020 data has been used. The 10% analysis set forth below will ultimately be revisited in any further urban renewal plan.

located at the northwest corner of Meridian Road and Cherry Lane included as well. The Kobe Property is undeveloped and retains its historic agricultural use. The Kobe Property is currently located in unincorporated Ada County necessitating an inter-governmental agreement between MDC and Ada County to permit its inclusion within the boundaries of any future revenue allocation area. The area contains 105.63 acres in 150 separate tax parcels not including public rights-of-way. The properties within the Study Area carry zoning designations consistent with its historic usage. Commercial zoning designations are in place on 59.55 acres (56.4% of the district). Residential zoning of R-8 and R-15 predominate in the area. One parcel is zoned R-40. Commercial zoning is in place on 104 of the parcels. Residential zoning of R-8 occupies 11.61 acres, R-15 occupies 14.54 acres and R-40 occupies 2.29 acres. Properties designated as residential constitute 26.9% of the total acreage. The balance of the area is zoned Rural Urban Transition (RUT) in unincorporated Ada County. Ada County Assessor records show that 28 of the residential properties reflect a Homeowners Property Tax Exemption indicating they are owner occupied residences.

Nineteen (19) vacant parcels represent 28.75% of the total land area of the Study Area.

Religious and fraternal institutions and governmental entities occupy 13 tax parcels representing 8% of the total.

The Study Area is one of the older developed areas in the community. As noted above, Meridian was established in the 1880s and eventually incorporated as a Village under Idaho law in 1903. Most of the structures constructed as residences date to the first 20 years of the 20<sup>th</sup> Century and most predate 1960. Many of these residential structures have transitioned into commercial uses over time.

When the improvement value assigned to a parcel is less than or approaches the land value, a deteriorated or deteriorating condition is present. National real estate appraisal standards suggest that in an economically viable property, land value should contribute approximately 30% of the total value leaving 70% to the improvements. As that ratio shifts, with improvement value declining as a proportion of the total, a condition of disinvestment is determined to be present. At a point when the improvement value represents less than 50% of the total (i.e. improvement value is less than land value) such condition represents a “deteriorated condition” for the purposes of this analysis. We have assumed for this Study that those properties with improvement values less than 150% of land value approach the “deteriorated condition” and thus can be classified as “deteriorating” under the definitions in state law. With these benchmarks in mind, we find that 33 properties (20.4%) reflect improvement values less than land values and an additional 23 properties (14.2%) reflect improvement values less than 150% of land values. When considered together, 56 properties representing 34.6% of the total taxable parcels reflect a deteriorated or deteriorating condition.

Streets: Fairview /Cherry Lane, Meridian Road, Main Street and Pine Avenue constitute the backbone of the street network in the Study Area. These streets have received recent investment with their condition reflecting current urban standards. The 17.64-acre Kobe property has not been subdivided to accommodate the vision expressed in the City's Comprehensive Plan, so no street network has been established in this property which represents the largest single land holding in the Study Area. The 4.0-acre parcel located at the extreme northerly edge of the Study Area has no direct access to a public street and therefore is landlocked. The area south of Fairview reflects a fine-grained grid pattern

common to communities developed in the early 20<sup>th</sup> century. However, the grid is incomplete in a number of places. For example, NE 3<sup>rd</sup> Street is interrupted in three places. Similar interruptions can be found on Gruber Avenue, Bradley Avenue and Washington Avenue. Improvement conditions reflecting current City and ACHD standards are in place in parts of the Study Area, but significant portions still lack curb, gutter and sidewalks. Pavement conditions vary from Good to Poor. Sections of East Washington and East Carlton located east of NE 2½ Street appear to provide only half of the street width.

**Illumination:** Street lighting levels are inconsistent creating a hazard as drivers' eyes must frequently adjust to differing light levels potentially obscuring pedestrians and roadway obstructions. Spacing between standard lighting fixtures varies throughout the Study Area and some arterial sections have smaller-scale decorative lighting in lieu of the standard fixture.

**Sidewalks:** Pedestrian facilities are incomplete. Even where curb and gutter sections have been installed, sidewalks are often nonexistent. The fine-grained street grid pattern invites movements through the area on foot. Yet, in many situations in the Study Area, pedestrian traffic is forced to walk in the street due to a lack of facilities to accommodate that type of traffic.

**Storm Drainage:** Those areas without modern curb and gutter sections in place also do not provide a means to collect and dispose of storm drainage or snow melt. This condition allows for surface ponding undermining the integrity of the street surface and obscuring hazards in wet conditions.

**Water System:** A major portion of the Study Area is served by an 8" pipe grid providing looping for sufficient redundancy in case of a failure of a section of pipe. However, the City's Water System Master Plan notes several locations where 6" pipes remain in place and one location, north of Pine Avenue, on NE 2<sup>nd</sup> Street is served by a 4" pipe. These 6" and 4" pipes would provide insufficient capacity to support fire flows as the area redevelops as envisioned in the Comprehensive Plan.

**Sewage Collection System:** No deficiencies in this area were noted.

## **Analysis of the Study Area:**

A review of the Study Area reflects an area in transition. Much of the traditional housing stock has been converted to commercial uses and investment in multi-family structures has occurred in some instances. These investments reflect the vision expressed in the City's Comprehensive Plan. However, many of the residential structures remain in that use suggesting an area in transition. Substantial investment in public infrastructure throughout the entire Study Area will be required to support the achievement of the City's vision. The Kobe property will require investment as it currently has no infrastructure, other than the peripheral arterial streets, to support development consistent with the Comprehensive Plan. Meaningful progress may depend upon some level of public intervention to support the private investment envisioned in the Plan.

For the convenience of the reader, the statutory criteria are reiterated, at least one of which must be found to qualify an area for urban renewal activities. Those conditions are:

1. The Presence of a Substantial Number of Deteriorated or Deteriorating Structures and Deterioration of Site or Other Improvements [50-2018(9) and 50-2903(8)(b); 50-2903(8)(c)]
2. Age or Obsolescence [50-2018(8) and 50-2903(8)(a)]
3. Predominance of Defective or Inadequate Street Layout [50-2018(9) and 50-2903(8)(b)]
4. Faulty Lot Layout in Relation to Size, Adequacy, Accessibility, or Usefulness; Obsolete Platting [50-2018(9) and 50-2903(8)(b); 50-2903(8)(c)]
5. Insanitary or Unsafe Conditions [50-2018(9) and 50-2903(8)(b)]
6. Diversity of Ownership [50-2018(9) and 50-2903(8)(b); 50-2903(8)(c)]
7. Tax or Special Assessment Delinquency [50-2018(9) and 50-2903(8)(b)]
8. Defective or Unusual Conditions of Title [50-2018(9) and 50-2903(8)(b)]
9. Results in Economic Underdevelopment of the Area [50-2903(8)(b); 50-2903(8)(c)]
10. Substantially Impairs or Arrests the Sound Growth of a Municipality [50-2018(9) and 50-2903(8)(b); 50-2903(8)(c)]

### **Analysis: Northern Gateway**

*Criterion #1: The Presence of a Substantial Number of Deteriorated or Deteriorating Structures; and Deterioration of Site:* We found that 33 properties (20.4%) reflect improvement values less than land values and an additional 23 properties (14.2%) reflect improvement values less than 150% of land values. When considered together, 56 properties representing 34.6% of the total taxable parcels reflect a deteriorated or deteriorating condition. Therefore, criterion #1 is met.

*Criterion #2: Age or Obsolescence:* Most of the structures within the Study Area date from the first half of the 20<sup>th</sup> Century. Most were constructed as residential buildings and while many having been converted to office uses, modern requirements for commercial use suggests the converted homes will eventually transition into more up-to-date office/commercial designs. A manufactured home community occupies land along NE 3<sup>rd</sup> Street that is designated for High Density Residential uses in the Comprehensive Plan. Over 28 acres in the Study Area, which is located in the central part of the City, northeast of the City's downtown core, remains vacant despite the City's articulated vision calling for a significantly more intense development pattern. Therefore, criterion #2 is met.

*Criterion #3: Predominance of Defective or Inadequate Street Layout:* As noted above, certain streets in the Study Area are interrupted creating breaks in the traditional street grid pattern, which impairs traffic circulation and mobility goals. Several sections do not meet current urban street development standards. Therefore, criterion #3 is met.



*Criterion #4: Faulty Lot Layout in Relation to Size, Adequacy, Accessibility or Usefulness; Obsolete Platting:* One 4-acre parcel located north of Fairview Avenue has no direct access to a public right-of-way. The Kobe 17.67-acre parcel has not been subdivided to accommodate the development pattern envisioned in City planning documents. Large vacant parcels south of Fairview interrupt the historic grid pattern of streets. The small residential parcel sizes impair development consistent with the Comprehensive Plan as property assembly would be necessary. Therefore, criterion #4 is met.

*Criterion #5: Insanitary or Unsafe Conditions:* The lack of a complete system of sidewalks forcing pedestrians into the street creates an unsafe condition. This condition forces vehicles, bicycles and pedestrians to share roadways in an inconsistent manner and impairs multi-modal usages and overall mobility. Inconsistent street lighting patterns contribute to an unsafe driving situation. Therefore, criterion #5 is met.

*Criterion #6: Diversity of Ownership:* The ownership of the 105.63 acres in the Study Area is in the hands of one hundred fifty (150) entities. Such diversity of ownership creates significant issues with property assemblage necessary to support the goals of the City's Comprehensive Plan. Therefore, criterion #6 is met.

*Criterion #7: Tax or Special Assessment Delinquency:* According to Ada County Assessor records, no delinquencies exist. Therefore, criterion #7 is not met.

*Criterion #8: Defective or unusual condition of title:* No defective or unusual conditions of title are reflected in Ada County records. Therefore, criterion #8 is not met.

*Criterion #9: Results in Economic Underdevelopment of the Area:* Current uses within the Study Area are inconsistent with the goals set forth in the City's Comprehensive Plan. Additionally, as set forth above, a significant number of parcels reflect deteriorated or deteriorated conditions showing significant disinvestment in the Study Area. More than Twenty-eight (28.75) vacant acres in the central part of the City, one of the fastest growing communities in the nation, further suggests "Economic Underdevelopment" exists in the Study Area. Therefore, criterion #9 is met.

*Criterion #10: Substantially Impairs or Arrests the Sound Growth of a Municipality:* The State of Idaho, the City of Meridian and the Ada County Highway District have made substantial investment in the transportation and utility facilities serving this and the surrounding areas. The City of Meridian has expressed its vision for this area in the creation and adoption of the Comprehensive Plan, but without the capacity to provide full public infrastructure, the Study Area will remain an under-utilized area in the midst of the fastest growing area in the State of Idaho. Criterion #10 is met.

**Findings: Northern Gateway:** Conditions exist within the Study Area to allow the Board of Commissioners of the Meridian Development Corporation and the Meridian City Council to determine that the area is eligible for urban renewal activities as prescribed in State Law.

### Summary of Findings

	Criteria	Met	Not Met
1	The Presence of a Substantial Number of Deteriorated or Deteriorating Structures; and Deterioration of Site	X	



2	Age or Obsolescence	X	
3	Predominance of Defective or Inadequate Street Layout	X	
4	Faulty Lot Layout in Relation to Size, Adequacy, Accessibility or Usefulness; Obsolete Platting	X	
5	Insanitary or Unsafe Conditions	X	
6	Diversity of Ownership	X	
7	Tax or Special Assessment Delinquency		X
8	Defective or unusual condition of title		X
9	Results in Economic Underdevelopment of the Area	X	
10	Substantially Impairs or Arrests the Sound Growth of a Municipality	X	

**Analysis: Open Land Conditions:** In addition to the eligibility conditions identified above, the geographic area under review also considers the “open land” conditions. Idaho Code Section 50-2903(8)(c) states: “[a]ny area which is predominately<sup>4</sup> open and which because of obsolete platting, diversity of ownership, deterioration of structures or improvements, or otherwise, results in economic underdevelopment of the area or substantially impairs or arrests the sound growth of a municipality. The provisions of section 50-2008(d), Idaho Code, shall apply to open areas.”

The eligibility criteria set forth in Idaho Code Section 50-2903(8)(c) for predominantly open land areas mirror or are the same as those criteria set forth in Idaho Code Sections 50-2018(9) and 50-2903(8)(b). “Diversity of ownership” is the same, while “obsolete platting” appears to be equivalent to “faulty lot layout in relation to size, adequacy, accessibility, or usefulness.” “Deterioration of structures or improvements” is the same or similar to “a substantial number of deteriorated or deteriorating structures” and “deterioration of site or other improvements.” There is also an additional qualification that the provisions of Idaho Code Section 50-2008(d) shall apply to open areas.

Idaho Code Section 50-2008 primarily addresses the urban renewal plan approval process and Idaho Code Section 50-2008(d)(4) sets forth certain conditions and findings for agency acquisition of open land as follows:

the urban renewal plan will afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise: Provided, that if the urban renewal area consists of an area of open land to be acquired by the urban renewal agency, such area shall not be so acquired unless (1) if it is to be developed for residential uses, the local governing body shall determine that a shortage of housing of sound standards and design which is decent, safe and sanitary exists in the municipality; that the need for

<sup>4</sup> The statutes governing urban renewal set forth in Title 50, Chapters 20 and 29, Idaho Code, do not provide any guidance as to the definition of “predominantly.” It is assumed for purposes of this Study that predominantly means more than 50% of the Study Area is “open land.” Less than 25% of the parcels within the Study Area could conceivably fall within an open land designation. While the Study Area includes parcels that likely qualify as “open land,” making the findings pursuant to Idaho Code Section 50-2903(8)(c) is not required.

housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the municipality, or (2) if it is to be developed for nonresidential uses, the local governing body shall determine that such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition may require the exercise of governmental action, as provided in this act, because of defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, economic disuse, unsuitable topography or faulty lot layouts, the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area.

In sum, there is one set of findings if the area of open land is to be acquired and developed for residential uses and a separate set of findings if the land is to be acquired and developed for nonresidential uses.

Basically, open land areas may be acquired by an urban renewal agency and developed for nonresidential uses if such acquisition is necessary to solve various problems, associated with the land or the infrastructure, that have delayed the area's development. These problems include defective or usual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, and faulty lot layout. All of the stated conditions are included in one form or another in the definition of a deteriorated area and/or a deteriorating area set forth in Idaho Code Sections 50-2903(8)(b) and 50-2018(9). The conditions listed only in Section 50-2008(d)(4)(2) (the open land section) include economic disuse, unsuitable topography, and "the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area."

The conclusion of this discussion concerning open land areas is that the area qualifies if any of the eligibility conditions set forth in Idaho Code Sections 50-2018(9) and 50-2903(8)(b) apply. Alternatively, the area under consideration qualifies if any of the conditions listed only in Idaho Code Section 50-2008(d)(4)(2) apply. The size of some of the parcels, the lack of water and sewer facilities in the undeveloped portion of the Study Area; a nonexistent access and internal street system; an inadequate storm drain system; and lack of fire protection, are all conditions which delay development of the large undeveloped properties in the Study Area.

Based on the above analysis, to the extent the Study Area is "predominantly open land," which is not a defined term, obsolete platting/faulty lot layout and economic underdevelopment are conditions found in the Study Area, and therefore, the open land condition is satisfied.

## Other Relevant Issues:

### Agricultural Landowners Concurrence:

The statutory provisions concerning the creation of an urban renewal district prohibit inclusion of any land used for an agricultural operation without the express written consent of the property owner. An agricultural operation is broadly defined in Idaho Code § 22-4502(2) and means “an activity or condition that occurs in connection with the production of agricultural products for food, fiber, fuel and other lawful uses...” One method of determining whether there exists an agricultural operation on a parcel is the presence of an agricultural property tax exemption<sup>5</sup>. As of the date of this Eligibility Study, one parcel, the Kobe property, particularly located in the northwest corner of the Study Area, maintains assessed values consistent with other agricultural lands and appears, from a visual inspection, to be an active agricultural operation. As a result, property owner consent is required prior to final consideration of the proposed district’s creation.

## CONCLUSION:

Based upon the data and the conditions that exist within the Study Area as noted above, the Meridian Development Corporation Board and Meridian City Council may determine that the Northern Gateway Study Area is eligible for the establishment of an urban renewal district.

**10% Analysis:** In addition to the findings reported above, verification that the assessed value of the proposed Study Area is within the statutory limits is needed. State Law limits the percentage of values on the combined base assessment rolls that can be included in urban renewal / revenue allocation districts to 10% of the current assessed valuation of all taxable property within the City. According to Ada County Assessor records, the 2020<sup>6</sup> total certified value for the City of Meridian is \$13,230,528,301 (does not include operating property). This number does not reflect exemptions. Therefore, taking a more conservative approach, the net taxable value for this calculation is used. That number is \$10,375,837,804. As shown in the analysis in Table 1 the current taxable value of the entire Study Area is estimated to be \$68,832,947. This value then must be added to the Base Assessed Values of the Downtown District, the Ten Mile District and the Union District to test for the 10% limitation. Given that at this time the City and MDC are considering the potential creation of an additional urban renewal district (the Linder URD) and an amendment to the Union URD to add additional area pursuant to Idaho Code Section 50-2033, we added their assessed values to this analysis to provide decision makers with the scale of the various districts compared to the statutory limitation. The analysis for these purposes is presented in Table 1, below. The combined base assessment roll values remain well below the statutory limit.

**Table 1**

### Statutory 10% Limitation Analysis

<sup>5</sup> With House Bill 560 (2020) effective July 1, 2020, eliminating the property tax exemption for agricultural land and replacing it with a method to value agricultural land, going forward the method to determine the existence of an agricultural operation will change.

<sup>6</sup> At the time this Study was prepared the 2021 values were not available. It is generally understood the 2021 values will increase; therefore, using the 2020 assessed values may be more conservative than the current conditions.

Area	Taxable Value	Percentage
Total City	\$10,375,837,804	100%
Downtown URD Base Value	\$146,334,050	1.41%
Ten Mile URD	\$ 39,539,125	0.38%
Union URD	\$2,144,360	0.02%
Proposed Northern Gateway URD	\$68,832,974	0.66%
*Proposed Linder URD	\$11,978,500	0.12%
*Proposed Union District Addition (est.)	\$3,414,100	0.03%
<b>Total UR Base Assessed Value Percentage</b>	<b>\$272,243,109</b>	<b>2.62%</b>

\*The MDC Board has considered and accepted the proposed Linder District Eligibility Study. The MDC Board is anticipated to consider the eligibility of the proposed Union District Addition in June.

The effect of creating this district on the capacity of the City and MDC to consider future districts should they choose to do so is also explored. The table below shows there is capacity to consider additional districts.

**Table 2**

<b>Remaining Urban Renewal Capacity</b>		
Maximum 10% Limitation	\$1,037,583,780	10%
Downtown URD	\$146,334,779	1.41%
Ten Mile URD	\$39,539,125	0.38%
Union URD	\$2,144,360	0.02%
Proposed Northern Gateway URD	\$68,832,947	0.66%
Proposed Linder URD	\$11,996,035	0.12%
Proposed Union District Addition (est.)	\$3,414,100	0.03%
<b>Available AV within limitation</b>	<b>\$765,340,671</b>	<b>7.38%</b>

**ATTACHMENT 1**

(Parcel Information)

4852-0604-1321, v. 6

Parcel Number	Site Address	Lot size Acres	Lot Size Sq Feet	Zoning	Total Land Assessed Value	Total Improvement Assessed Value	Total Taxable	Homeowners Exemption	Net Taxable Value
R6129020781	35 East Fairview Avenue	1.78	77406	Com Bus	\$ 967,600	\$ 1,714,000	\$ 2,681,600	\$ -	\$ 2,681,600
R6129020742	1615 N Main St	0.36	15812	Com Misc	\$ 189,700	\$ 126,300	\$ 316,000	\$ -	\$ 316,000
R6129020725	1603 N Main	0.68	29708	Com Bus	\$ 356,500	\$ 44,400	\$ 400,900	\$ -	\$ 400,900
R6129020670	1635 N Main	0.59	25700	Com Misc	\$ 308,400	\$ 581,100	\$ 889,500	\$ -	\$ 889,500
R6129020650	1519 N Main Street	0.72	31363	Com Misc	\$ 282,300	\$ 111,400	\$ 393,700	\$ -	\$ 393,700
R6129020611	1508 N Meridian RD	0.53	23087	Com Bus	\$ 127,300	\$ 156,100	\$ 283,400	\$ -	\$ 283,400
R6129020520	1434 N Meridian Rd	0.26	11238	Com Misc	\$ 112,400	\$ 172,800	\$ 285,200	\$ -	\$ 285,200
R6129020540	1428 N Meridian Rd	0.2	8712	Com Bus	\$ 91,400	\$ 121,200	\$ 212,600	\$ -	\$ 212,600
R6129020490	1422 N Meridian Rd	0.2	8712	Com Bus	\$ 91,400	\$ 173,200	\$ 264,600	\$ -	\$ 264,600
R6129020500	1423 N Main St	0.31	13504	Com Misc	\$ 121,500	\$ 187,300	\$ 308,800	\$ -	\$ 308,800
R6129020510	1414 N Meridian Rd	0.14	6184	Com Bus	\$ 79,500	\$ 135,200	\$ 214,700	\$ -	\$ 214,700
R6129020532	1402 N Meridian Rd	0.28	12284	Com Bus	\$ 96,400	\$ 132,700	\$ 229,100	\$ -	\$ 229,100
R6129020560	1332 N Meridian Rd	0.64	28096	Com Bus	\$ 210,700	\$ -	\$ 210,700	\$ -	\$ 210,700
R6129020360	1324 N Meridian Rd	0.4	17424	Com Bus	\$ 115,100	\$ 244,600	\$ 359,700	\$ 100,000	\$ 259,700
R6129020330	1308 N Meridian Rd	0.22	9583	Com Misc	\$ 105,400	\$ 5,100	\$ 110,500	\$ -	\$ 110,500
R6129020311	N Meridian Rd	0.07	2919	Com Misc	\$ 32,100	\$ -	\$ 32,100	\$ -	\$ 32,100
R6129020300	1304 N Meridian Rd	0.2	8712	Com Bus	\$ 91,400	\$ 140,500	\$ 231,900	\$ 100,000	\$ 131,900
R6129020295	1234 N Meridian Rd	0.68	29839	Com Bus	\$ 145,500	\$ 118,700	\$ 264,200	\$ -	\$ 264,200
R8193140010	1220 N Meridian RD	0.39	16945	Com Misc	\$ 152,500	\$ 332,400	\$ 484,900	\$ -	\$ 484,900
R6129020167	16 E. Washington Ave	0.23	9975	R-15	\$ 86,300	\$ 165,000	\$ 251,300	\$ 100,000	\$ 151,300
R6129020180	26 E Washington Ave	0.24	10454	R-15	\$ 91,400	\$ 108,600	\$ 200,000	\$ 100,000	\$ 100,000
R6129020195	38 E Washington Ave	0.16	6970	R-15	\$ 82,900	\$ 147,700	\$ 230,600	\$ 82,276	\$ 148,324
R6129020205	46 E Washington	0.16	6970	R-15	\$ 82,900	\$ 8,900	\$ 91,800	\$ -	\$ 91,800
R6129020215	1203 N Main Street	0.4	17424	Com Misc	\$ 191,700	\$ 82,600	\$ 274,300	\$ -	\$ 274,300
R8193140020	1225 N Main Street	0.44	19123	Old Town	\$ 115,100	\$ 215,000	\$ 330,100	\$ -	\$ 330,100
R6129020260	1233 N Main Street	0.22	9583	Com Misc	\$ 95,800	\$ 210,100	\$ 305,900	\$ -	\$ 305,900
R6129020320	1303 N Main Street	0.29	12632	Com Misc	\$ 126,300	\$ 64,200	\$ 190,500	\$ -	\$ 190,500
R6129020315	1311 N Main Street	0.54	23653	Com Misc	\$ 236,500	\$ 164,200	\$ 400,700	\$ -	\$ 400,700
R6129020341	1323 N Main Street	0.64	27878	Com Misc	\$ 278,600	\$ 231,400	\$ 510,000	\$ 100,000	\$ 410,000
R6129020370	1335 N Main Street	0.14	6098	Com Misc	\$ 61,000	\$ 167,600	\$ 228,600	\$ -	\$ 228,600
R6129020385	1403 Nmain Street	0.52	22521	Com Misc	\$ 225,200	\$ 100,000	\$ 325,200	\$ -	\$ 325,200
R6129020431	1409 N Main Street	0.23	10019	Com Misc	\$ 100,200	\$ 101,500	\$ 201,700	\$ -	\$ 201,700
R6129020450	N Main Street	0.27	11761	Com Misc	\$ 105,800	\$ 9,000	\$ 114,800	\$ -	\$ 114,800
R6129020420	N Main Street	0.3	13068	Com Misc	\$ 130,700	\$ -	\$ 130,700	\$ -	\$ 130,700
R6129020400	1423 N Main St	0.32	13939	Com Misc	\$ 139,400	\$ 227,400	\$ 366,800	\$ -	\$ 366,800
R6129020570	1515 N Main St	0.52	22651	Com Misc	\$ 226,500	\$ 143,400	\$ 369,900	\$ -	\$ 369,900
S1107223270	1682 N Main St	0.92	40075	Com Misc	\$ 521,000	\$ 493,200	\$ 1,014,200	\$ -	\$ 1,014,200
S1107223280	1626 N Main St	0.89	38768	Com Misc	\$ 310,100	\$ 981,000	\$ 1,291,100	\$ -	\$ 1,291,100
S1107223268	207 E Fairview Ave	1.1	48134	Com Misc	\$ 575,600	\$ 477,600	\$ 1,053,200	\$ -	\$ 1,053,200
S1107223200	1600 N Main St	2.72	118483	Com Bus	\$ 947,900	\$ 2,836,200	\$ 3,784,100	\$ -	\$ 3,784,100
S1107223350	1518 N Main St	0.62	27007	Com Misc	\$ 270,100	\$ 640,200	\$ 910,300	\$ -	\$ 910,300
S1107223370	1510 N Main St	0.28	12197	Com Misc	\$ 122,000	\$ 216,800	\$ 338,800	\$ -	\$ 338,800
S1107223380	1504 N Main St	0.25	10890	Com Misc	\$ 108,900	\$ 79,700	\$ 188,600	\$ -	\$ 188,600
S1107223400	1420 N Main St	0.35	15246	Com Misc	\$ 152,500	\$ 103,300	\$ 255,800	\$ -	\$ 255,800
S1107223420	1412 N Main St	0.35	15246	Com Misc	\$ 152,500	\$ 189,600	\$ 342,100	\$ -	\$ 342,100
S1107223435	1406 N Main St	0.72	31363	Com Bus	\$ 282,300	\$ 1,135,600	\$ 1,417,900	\$ -	\$ 1,417,900
S1107223480	1404 N Main St	0.35	15246	Com Bus	\$ 152,500	\$ 839,100	\$ 991,600	\$ -	\$ 991,600
S1107223500	1332 N Main St	0.35	15246	Com Bus	\$ 152,500	\$ 147,400	\$ 299,900	\$ -	\$ 299,900
S1107223510	1326 N Main St	0.35	15246	Com Bus	\$ 152,500	\$ 145,700	\$ 298,200	\$ -	\$ 298,200
S1107223520	1320 N Main St	0.35	15246	Com Bus	\$ 97,100	\$ 81,800	\$ 178,900	\$ -	\$ 178,900
S1107223530	1310 N Main St	0.35	15246	Com Bus	\$ 152,500	\$ 136,400	\$ 288,900	\$ -	\$ 288,900
S1107223599	1302 N Main St	0.51	22216	R-15	\$ 222,200	\$ 320,800	\$ 543,000	\$ -	\$ 543,000
S1107223160	1435 NE 2nd 1/2 Street	0.32	13939	Old Town	\$ 97,600	\$ -	\$ 97,600	\$ -	\$ 97,600
S1107223150	1431 NE 2nd 1/2 Street	0.32	13939	Old Town	\$ 97,100	\$ -	\$ 97,100	\$ -	\$ 97,100
S1107223125	1421 NE 2nd 1/2 Street	0.18	7841	Old Town	\$ 81,500	\$ -	\$ 81,500	\$ -	\$ 81,500
S1107223100	1421 NE 2nd 1/2 Street	0.48	21127	Old Town	\$ 147,900	\$ -	\$ 147,900	\$ -	\$ 147,900
S1107223090	1411 NE 2nd 1/2 Street	0.06	2744	Old Town	\$ 19,200	\$ -	\$ 19,200	\$ -	\$ 19,200
S1107223085	1411 NE 2nd 1/2 Street	0.16	7187	Old Town	\$ 50,300	\$ -	\$ 50,300	\$ -	\$ 50,300
S1107223082	1403 NE 2nd 1/2 Street	0.15	6534	Old Town	\$ 45,700	\$ -	\$ 45,700	\$ -	\$ 45,700
S1107223080	1403 NE 2nd 1/2 Street	0.24	10280	Old Town	\$ 72,000	\$ -	\$ 72,000	\$ -	\$ 72,000
S1107223070	1349 NE 2nd 1/2 Street	0.49	21344	Old Town	\$ 149,400	\$ -	\$ 149,400	\$ -	\$ 149,400
S1107223065	NE 2nd 1/2 Street	0.35	15290	Old Town	\$ 107,000	\$ -	\$ 107,000	\$ -	\$ 107,000
S1107223055	1331 NE 2nd 1/2 Street	0.25	10890	R-15	\$ 92,600	\$ -	\$ 92,600	\$ -	\$ 92,600
S1107223040	1323 NE 2nd 1/2 Street	0.33	14375	R-15	\$ 122,200	\$ -	\$ 122,200	\$ -	\$ 122,200
S1107223030	1313 NE 2nd 1/2 Street	0.33	14375	R-15	\$ 97,100	\$ 94,400	\$ 191,500	\$ -	\$ 191,500
S1107223020	1305 NE 2nd 1/2 Street	0.33	14375	R-15	\$ 97,100	\$ 74,700	\$ 171,800	\$ -	\$ 171,800
S1107223010	1237 NE 2nd 1/2 Street	0.33	14375	R-15	\$ 97,100	\$ -	\$ 97,100	\$ -	\$ 97,100
R7745460030	1225 NE 2nd 1/2 Street	1.35	58719	L-O	\$ -	\$ -	\$ -	\$ -	\$ -
R7745460040	1175 NE 2nd 1/2 Street	0.22	9409	L-O	\$ -	\$ -	\$ -	\$ -	\$ -
R7745460020	1153 NE 2nd 1/2 Street	0.53	23087	R-15	\$ -	\$ -	\$ -	\$ -	\$ -
R7745460010	200 E Carlton Ave	1.32	57281	L-O	\$ -	\$ -	\$ -	\$ -	\$ -
R6129010210	211 E Carlton Ave	0.32	13939	Old Town	\$ -	\$ -	\$ -	\$ -	\$ -
R1578000275	211 E Carlton Ave	0.14	6098	Old Town	\$ -	\$ -	\$ -	\$ -	\$ -
R1578000280	1029 NE Third St.	0.28	12197	Old Town	\$ 96,400	\$ 259,900	\$ 356,300	\$ 100,000	\$ 256,300
R1578000262	1013 NE Third Ave	0.15		Old Town	\$ 79,500	\$ 183,900	\$ 263,400	\$ -	\$ 263,400
R1578000264	234 E State Street	0.12		Old Town	\$ 71,100	\$ 171,900	\$ 243,000	\$ -	\$ 243,000

Parcel Number	Site Address	Lot size Acres	Lot Size Sq Feet	Zoning	Total Land Assessed Value	Total Improvement Assessed Value	Total Taxable	Homeowners Exemption	Net Taxable Value
R1578000270	226 E State Ave	0.14	6098	Old Town	\$ 79,500	\$ 153,300	\$ 232,800	\$ 100,000	\$ 132,800
R6129010205	216 E State Ave	0.08	3485	Old Town	\$ 71,100	\$ 77,100	\$ 148,200	\$ -	\$ 148,200
R6129010195	206 E State Ave	0.16	6970	Old Town	\$ 82,900	\$ 112,200	\$ 195,100	\$ -	\$ 195,100
R6129010190	1014 NE 2nd St	0.08	3485	Old Town	\$ 55,000	\$ 109,700	\$ 164,700	\$ -	\$ 164,700
R6129010170	211 E State Ave	0.32	13939	Old Town	\$ 102,800	\$ 50,100	\$ 152,900	\$ -	\$ 152,900
R1578000242	221 E State Ave	0.19	8276	Old Town	\$ 86,300	\$ 169,500	\$ 255,800	\$ 100,000	\$ 155,800
R1578000246	E State St	0.16	6970	Old Town	\$ 82,900	\$ 5,000	\$ 87,900	\$ -	\$ 87,900
R1578000251	237 E State Ave	0.18	7841	Old Town	\$ -	\$ -	\$ -	\$ -	\$ -
R1578000220	238 E Pine Ave	0.14	6098	Old Town	\$ 75,300	\$ 134,500	\$ 209,800	\$ 100,000	\$ 109,800
R1578000225	232 E Pine Ave	0.1	4356	Old Town	\$ 71,100	\$ 94,400	\$ 165,500	\$ -	\$ 165,500
R1578000230	226 E Pine Ave	0.1	4356	Old Town	\$ 71,100	\$ 127,500	\$ 198,600	\$ 100,000	\$ 98,600
R1578000235	220 E Pine Ave	0.11	4792	Old Town	\$ 75,300	\$ 104,300	\$ 179,600	\$ -	\$ 179,600
R6129000160	214 E Pine Ave	0.22	9365	Old Town	\$ 91,400	\$ 133,600	\$ 225,000	\$ -	\$ 225,000
R6129000150	914 NE 2nd St	0.16	6970	Old Town	\$ 79,500	\$ 121,500	\$ 201,000	\$ -	\$ 201,000
R5672000940	211 E Pine Ave	0.42	18208	Old Town	\$ 163,900	\$ 538,600	\$ 702,500	\$ -	\$ 702,500
R7596000010	235 E Pine Ave	0.53	23217	Old Town	\$ -	\$ -	\$ -	\$ -	\$ -
R7596000040	240 E Idaho Ave	0.47	20473	Old Town	\$ -	\$ -	\$ -	\$ -	\$ -
R5672000915	800 NE 2nd St	0.32	13939	Old Town	\$ -	\$ -	\$ -	\$ -	\$ -
S1107244450	1108 NE 2nd 1/2 St	3.55	154725	R-15	\$ -	\$ -	\$ -	\$ -	\$ -
S1107244600	1210 NE 2nd 1/2St	0.39	16988	R-15	\$ 97,100	\$ 50,400	\$ 147,500	\$ -	\$ 147,500
S1107244572	272 E Washington Ave	0.23	9975	R-15	\$ 86,300	\$ 91,500	\$ 177,800	\$ 100,000	\$ 77,800
S1107244550	302 E Washington Ave	0.36	15812	R-15	\$ 102,800	\$ 78,200	\$ 181,000	\$ -	\$ 181,000
S1107244500	312 E Washington Ave	0.48	21083	R-15	\$ 115,100	\$ 81,900	\$ 197,000	\$ 100,000	\$ 97,000
S1107244425	358 E Washington Ave	0.22	9583	R-15	\$ 91,400	\$ 62,500	\$ 153,900	\$ 93,450	\$ 60,450
S1107244410	372 E Washington Ave	0.44	19166	R-15	\$ 115,100	\$ 218,900	\$ 334,000	\$ -	\$ 334,000
S1107244400	1233 NE 4th St	1.08	47045	R-15	\$ 235,200	\$ 981,300	\$ 1,216,500	\$ -	\$ 1,216,500
S1107244650	1226 NE 2nd 1/2 St	0.36	15551	Old Town	\$ 77,800	\$ 277,000	\$ 354,800	\$ -	\$ 354,800
R8533900020	123 NE 2nd 1/2 St	0.17	7536	R-15	\$ 82,900	\$ 219,200	\$ 302,100	\$ -	\$ 302,100
R5518460010	NE 2nd 1/2 St	0.5	21562	R-15	\$ -	\$ -	\$ -	\$ -	\$ -
R5518460030	1260 NE 2nd 1/2 St	0	0	R-15	\$ -	\$ 119,900	\$ 119,900	\$ -	\$ 119,900
R5518460050	1266 NE 2nd 1/2 St	0	0	R-15	\$ -	\$ 113,700	\$ 113,700	\$ -	\$ 113,700
R5518460060	1278 NE 2nd 1/2 St	0	0	R-15	\$ -	\$ 121,200	\$ 121,200	\$ -	\$ 121,200
R5518460080	1296 NE 2nd 1/2 St	0	0	R-15	\$ -	\$ 115,000	\$ 115,000	\$ -	\$ 115,000
R5739800100	1304 NE 2nd 1/2 St	0.14	6098	R-15	\$ 75,100	\$ 109,500	\$ 184,600	\$ -	\$ 184,600
R5739800010	1312 NE 2nd 1/2 St	0.25	10860	R-15	\$ 86,300	\$ 191,700	\$ 278,000	\$ -	\$ 278,000
R5739800050	NE 3rd St	1.72	74923	R-15	\$ 206,000	\$ -	\$ 206,000	\$ -	\$ 206,000
R6492000005	1335 NE 4th St	0.31	13373	R-8	\$ 97,100	\$ -	\$ 97,100	\$ -	\$ 97,100
R6492000015	1330 NE 3rd St	0.14	6142	R-8	\$ 75,100	\$ 154,300	\$ 229,400	\$ -	\$ 229,400
R6492000045	1331 NE 3rd St	0.14	6142	R-8	\$ 75,100	\$ 154,300	\$ 229,400	\$ -	\$ 229,400
R6492000055	1328 NE 2nd 1/2 St	0.35	15246	R-8	\$ 97,100	\$ 161,900	\$ 259,000	\$ 100,000	\$ 159,000
R6492000065	1334 NE 2nd 1/2 St	0.14	6098	R-8	\$ 75,100	\$ 154,300	\$ 229,400	\$ -	\$ 229,400
R6492000075	206 E Badley Ave	0.18	7841	R-8	\$ 81,500	\$ 146,400	\$ 227,900	\$ -	\$ 227,900
R6492000085	1335 NE 3rd St	0.14	6098	R-8	\$ 75,100	\$ 154,300	\$ 229,400	\$ -	\$ 229,400
R6492000025	1336 NE 3rd St	0.14	6098	R-8	\$ 75,100	\$ 154,300	\$ 229,400	\$ -	\$ 229,400
R6492000036	371 E Badley Ave	0.16	7144	R-8	\$ 78,300	\$ 137,600	\$ 215,900	\$ 100,000	\$ 115,900
R6492000037	399 E Badley Ave	0.16	7144	R-8	\$ 78,300	\$ 156,300	\$ 234,600	\$ 100,000	\$ 134,600
R1366010075	1410 NE 2nd 1/2 St	0.26	11326	R-8	\$ 91,100	\$ 131,400	\$ 222,500	\$ 100,000	\$ 122,500
R1366010080	276 E Badley Ave	0.26	11326	R-8	\$ 91,100	\$ 194,100	\$ 285,200	\$ 100,000	\$ 185,200
R1366010070	1420 NE 2nd 1/2 St	0.38	16727	R-8	\$ 103,100	\$ 173,500	\$ 276,600	\$ 100,000	\$ 176,600
R1366010062	1432 NE 2nd 1/2 St	0.15	6534	R-8	\$ 75,100	\$ 130,300	\$ 205,400	\$ -	\$ 205,400
R1366010060	301 E Gruber Ave	0.11	4748	R-8	\$ 67,100	\$ 105,400	\$ 172,500	\$ -	\$ 172,500
R1366010065	303 E Gruber Ave	0.4	17293	R-8	\$ 103,100	\$ 169,400	\$ 272,500	\$ 100,000	\$ 172,500
S1107212707	403 E Fairview Ave	7.64	332886	R-8	\$ 1,952,900	\$ 2,191,500	\$ 4,144,400	\$ -	\$ 4,144,400
R1366010020	302 E Gruber Ave	2.29	99752	R-40	\$ 498,800	\$ 3,829,900	\$ 4,328,700	\$ -	\$ 4,328,700
R1366010013	1620 NE 2nd 1/2 St	0.25	11021	R-8	\$ 76,100	\$ 108,900	\$ 185,000	\$ 100,000	\$ 85,000
R1366010015	225 E Fairview Ave	0.3	12937	R-8	\$ 129,400	\$ 232,100	\$ 361,500	\$ -	\$ 361,500
R1366010005	227 E Fairview Ave	0.21	9191	CG	\$ 110,300	\$ 130,900	\$ 241,200	\$ -	\$ 241,200
S1107212556	519 E Fairview Ave	1.44	62639	C-G	\$ 626,400	\$ 1,001,200	\$ 1,627,600	\$ -	\$ 1,627,600
S1106346911	412 E Fairview Ave	0.46	20038	C-G	\$ 152,500	\$ 149,400	\$ 301,900	\$ -	\$ 301,900
S1106346900	400 E Fairview Ave	0.63	27443	C-G	\$ 237,300	\$ 126,100	\$ 363,400	\$ -	\$ 363,400
S1106346834	360 E Fairview Ave	0.47	20473	C-G	\$ 143,800	\$ 439,400	\$ 583,200	\$ -	\$ 583,200
S1106346832	300 E Fairview Ave	1.24	54014	C-G	\$ 480,900	\$ 836,700	\$ 1,317,600	\$ -	\$ 1,317,600
S1106346750	220 E Fairview Ave	0.75	32670	C-G	\$ 257,900	\$ 176,500	\$ 434,400	\$ -	\$ 434,400
S1106346540	216 E Fairview Ave	0.8	34848	C-G	\$ 290,100	\$ 618,200	\$ 908,300	\$ -	\$ 908,300
S1106336530	210 E Fairview Ave	1.75	76230	C-G	\$ 686,100	\$ 1,541,100	\$ 2,227,200	\$ -	\$ 2,227,200
S1106336410	200 E Fairview Ave	0.38	16553	C-G	\$ 165,500	\$ 213,300	\$ 378,800	\$ -	\$ 378,800
S1106336401	132 E Fairview Ave	1.46	63554	C-G	\$ 572,000	\$ 484,700	\$ 1,056,700	\$ -	\$ 1,056,700
R8956180200	34 E Fairview Ave	4.52	196717	C-G	\$ 1,672,100	\$ 5,560,000	\$ 7,232,100	\$ -	\$ 7,232,100
R8956180100	14 E Fairview Ave	0.48	20952	C-G	\$ 314,300	\$ -	\$ 314,300	\$ -	\$ 314,300
S1106336370	20 E Fairview Ave	3.85	167837	C-G	\$ 1,426,600	\$ 2,518,900	\$ 3,945,500	\$ -	\$ 3,945,500
S1106336197	1830 N Meridian Rd	1	43560	C-G	\$ 290,800	\$ 891,000	\$ 1,181,800	\$ -	\$ 1,181,800
S1106336086	55 E Carmel Dr	1.11	48352	C-G	\$ -	\$ -	\$ -	\$ -	\$ -
S1106336200	255 E Carmel Dr	4	174240	C-G	\$ 609,800	\$ -	\$ 609,800	\$ -	\$ 609,800
S1201449707	104 W Cherry Ln	17.64	768573	Ada RUT	\$ 27,500	\$ -	\$ 27,500	\$ -	\$ 27,500
		<b>103.34</b>			<b>\$ 26,665,100</b>	<b>\$ 44,343,600</b>	<b>\$ 71,008,700</b>	<b>\$ 2,175,726</b>	<b>\$ 68,832,974</b>

**Exhibit 4**

Summary of Ordinance No. \_\_\_\_\_

4849-8255-7437, v. 1



**NOTICE AND PUBLISHED SUMMARY  
OF ORDINANCE PURSUANT TO I.C. §50-901(A)**

**CITY OF MERIDIAN ORDINANCE NO. 21-\_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MERIDIAN, IDAHO, APPROVING THE (OPTION A) URBAN RENEWAL PLAN FOR THE NORTHERN GATEWAY DISTRICT URBAN RENEWAL PROJECT, WHICH PLAN INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS AND THE AFFECTED TAXING ENTITIES; PROVIDING SEVERABILITY; APPROVING THE SUMMARY OF THE ORDINANCE; AND PROVIDING AN EFFECTIVE DATE.**

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF MERIDIAN, IDAHO:**

**SECTION 1:** It is hereby found and determined that:

- (a) The Northern Gateway District Project Area as defined in the Northern Gateway District Plan is a deteriorated area or a deteriorating area as defined in the Law and the Act and qualifies as an eligible urban renewal area under the Law and Act.
- (b) The rehabilitation, conservation, development and redevelopment of the urban renewal area pursuant to the Northern Gateway District Plan are necessary in the interests of public health, safety, and welfare of the residents of the City.
- (c) There continues to be a need for the Agency to function in the City.
- (d) The Northern Gateway District Plan conforms to the City of Meridian Comprehensive Plan as a whole.
- (e) The Northern Gateway District Plan gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement (recognizing the mixed-use components of the Plan and the need for overall public improvements), and shows consideration for the health, safety, and welfare of any children, residents, or businesses in the general vicinity of the urban renewal area covered by the Northern Gateway District Plan.
- (f) The Northern Gateway District Plan affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation, development and redevelopment of the urban renewal area by private enterprises.

(g) Pursuant to Idaho Code §§ 50-2007(h) and 50-2008(d)(l), the Northern Gateway District Plan provides a feasible method for relocation obligations of any displaced families residing within the Northern Gateway District Project Area.

(h) The collective base assessment rolls for the revenue allocation areas under the Existing Project Areas, the Proposed Project Areas and the Northern Gateway District Project Area, do not exceed ten percent (10%) of the assessed values of all the taxable property in the City.

(i) The Plan includes the requirements set forth in Idaho Code § 50-2905 with specificity.

(j) The Northern Gateway District Plan is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes (if any), land uses, maximum densities, building requirements, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.

(k) The urban renewal area, which includes the deteriorating area, as defined in Idaho Code section 50-2018(9) and Idaho Code section 50-2903(8)(f), does not include any agricultural operations for which the Agency has not received written consent.

(l) The portion of the Northern Gateway District Project Area which is identified for non-residential uses is necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the Comprehensive Plan to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.

(m) The portion of the Northern Gateway District Project Area which is identified for residential uses is necessary and appropriate as there is a shortage of housing of sound standards and design which is decent, safe and sanitary in the City; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the City.

(n) The McFadden Property was timely annexed into the City and may be included within the boundaries of the Northern Gateway District Project Area.

**SECTION 2:** The City Council finds that the Northern Gateway District Project Area does include a portion of open land, that the Agency may acquire any open land within the Northern Gateway District Project Area, and that the Northern Gateway District Project Area is planned to be redeveloped in a manner that will include both residential and nonresidential uses. Provided, however, the City Council finds that for the portions of the Northern Gateway District Project Area deemed to be "open land," the criteria set forth in the Law and Act have been met.

**SECTION 3:** The City Council finds that one of the Northern Gateway District Plan objectives to increase the residential opportunity does meet the sound needs of the City and will provide housing opportunities in an area that does not now contain such opportunities, and the portion of the Northern Gateway District Project Area which is identified for nonresidential uses are necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of City's Comprehensive Plan, to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.

**SECTION 4:** The Northern Gateway District Plan, a copy of which is attached hereto and marked as Exhibit 3 and made a part hereof by attachment, be, and the same hereby is, approved. As directed by the City Council, the City Clerk and/or the Agency may make certain technical corrections or revisions in keeping with the information and testimony presented at the November 23, 2021, hearing and incorporate changes or modifications, if any.

**SECTION 5:** The boundaries of the Northern Gateway District Project Area overlap the boundaries of the ACHD, which has the responsibility for the maintenance of roads and highways within the City. The Agency has negotiated an agreement with the ACHD pursuant to Idaho Code Section 50-2908(2)(a)(iv).

**SECTION 6:** The City Council declares that nothing within the Northern Gateway District Plan is intended or shall be interpreted to usurp the jurisdiction and authority of ACHD as defined in chapter 14, Title 40, Idaho Code. Further, pursuant to Section 40-1415, Idaho Code, ACHD has authority over the planning, location, design, construction, reconstruction, and maintenance of the City rights of way and accompanying curbs, gutters, culverts, sidewalks, paved medians, bulkheads, and retaining walls. In the planning process, ACHD shall take into consideration the principles contained in the Plan.

**SECTION 7:** No direct or collateral action challenging the Northern Gateway District Plan shall be brought prior to the effective date of this Ordinance or after the elapse of thirty (30) days from and after the effective date of this Ordinance adopting the Northern Gateway District Plan.

**SECTION 8:** Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the County Auditor and Ada County Assessor, and to the appropriate officials of Ada County Board of County Commissioners, City of Meridian, Ada County Highway District, West Ada School District, Ada County Ambulance/EMS, Meridian Cemetery Maintenance District, College of Western Idaho, Meridian Free Library District, Mosquito Abatement District, the Western Ada Recreation District, and the State Tax Commission a copy of this Ordinance, a copy of the legal description of the boundaries of the Revenue Allocation Area, and a map indicating the boundaries of the Northern Gateway District Project Area.

**SECTION 9:** The City Council hereby finds and declares that the Revenue Allocation Area as defined in the Northern Gateway District Plan, the equalized assessed valuation of which the City Council hereby determines is in and is part of the Northern Gateway District Plan is likely to increase as a result of the initiation and completion of urban renewal projects pursuant to the Northern Gateway District Plan.

**SECTION 10:** The City Council hereby approves and adopts the following statement policy relating to the appointment of City Council members as members of the Agency's Board of Commissioners: If any City Council members are appointed to the Board, they are not acting in an ex officio capacity but, rather, as private citizens who, although they are also members of the City Council, are exercising their independent judgment as private citizens when they sit on the Board. Except for the powers to appoint and terminate Board members and to adopt the Northern Gateway District Plan, the City Council recognizes that it has no power to control the powers or operations of the Agency.

**SECTION 11:** So long as any Agency bonds, notes or other obligations are outstanding, the City Council will not exercise its power under Idaho Code section 50-2006 to designate itself as the Agency Board.

**SECTION 12:** This Ordinance shall be in full force and effect immediately upon its passage, approval, and publication and shall be retroactive to January 1, 2021, to the extent permitted by the Act.

**SECTION 13:** The provisions of this Ordinance are severable, and if any provision of this Ordinance or the application of such provision to any person or circumstance is declared invalid for any reason, such determination shall not affect the validity of remaining portions of this Ordinance.

**SECTION 14:** The Summary of this Ordinance, a copy of which is attached hereto as Exhibit 4, is hereby approved.

**SECTION 15:** All ordinances, resolutions, orders, or parts thereof in conflict herewith are hereby repealed, rescinded, and annulled.

**SECTION 16:** Savings Clause. This Ordinance does not affect an action or proceeding commenced or right accrued before this Ordinance takes effect.

PASSED by the City Council of the City of Meridian, Idaho, this \_\_\_\_ day of December 2021.

APPROVED by the Mayor of the City of Meridian, Idaho, this \_\_\_\_ day of December 2021.

#### **EXHIBITS TO THE ORDINANCE**

Exhibit 1      A Resolution of the Planning and Zoning Commission for the City of Meridian, Idaho, Validating Conformity of the (Option A) Urban Renewal Plan for the Northern Gateway District Urban Renewal Project with the City of Meridian's Comprehensive Plan

Exhibit 2      Notice Published in the *Idaho Press*

Exhibit 3 (Option A) Urban Renewal Plan for the Northern Gateway District Urban Renewal Project

Exhibit 4 Ordinance Summary

### **SUMMARY OF NORTHERN GATEWAY DISTRICT PLAN**

The Urban Renewal Plan for the Northern Gateway District Urban Renewal Project (“Northern Gateway District Plan”) was prepared by the Urban Renewal Agency of the City of Meridian aka the Meridian Development Corporation (“MDC” or the “Agency”) pursuant to the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (the “Law”), the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the “Act”), and all applicable laws and ordinances and was approved by the Agency. The Northern Gateway District Plan provides for the Agency to undertake urban renewal projects pursuant to the Law and the Act. The Northern Gateway District Plan contains a revenue allocation financing provision pursuant to the Act that will cause property taxes resulting from any increases in equalized assessed valuation in excess of the equalized assessed valuation as shown on the original base assessment roll as of January 1, 2021, to be allocated to the Agency for the urban renewal purposes. The duration of the Northern Gateway District Plan is for twenty (20) years and includes a termination process for the Northern Gateway District Plan.

The general scope and objectives of the Plan include are:

- a. The engineering, design, installation, construction, and/or reconstruction of streets and streetscapes, including but not limited to improvements and upgrades to portions of Northeast 2<sup>nd</sup> Street, Northeast 2 ½ Street, Northeast 3<sup>rd</sup> Street, Carlton Avenue, Washington Avenue, Main Street, Northeast 4<sup>th</sup> Street, Badley Avenue, Gruber Avenue, State Avenue, Pine Avenue, Meridian Road frontage north of Fairview, and Fairview Avenue frontage and related pedestrian facilities, curb and gutter, intersection and rail crossing improvements, and traffic signals;
- b. The engineering, design, installation, construction, and/or reconstruction of storm water management infrastructure to support compliance with federal, state, and local regulations for storm water discharge and to support private development;
- c. The provision for participation by property owners and developers within the Project Area to achieve the objectives of this Plan;
- d. The engineering, design, installation, construction and/or reconstruction of sidewalks and related pedestrian facilities, curb and gutter and streetscapes, including but not limited to improvements to portions of Northeast 2<sup>nd</sup> Street, Northeast 2 ½ Street, Northeast 3<sup>rd</sup> Street, Carlton Avenue, Washington Avenue, Main Street, Northeast 4<sup>th</sup> Street, Badley Avenue, Gruber Avenue, State Avenue, Pine Avenue, Meridian Road frontage north of Fairview, and Fairview Avenue frontage;

- e. The engineering, design, installation, construction, and/or reconstruction of utilities including but not limited to improvements and upgrades to the water distribution system, including extension of the water distribution system, water capacity improvements, water storage upgrades, sewer system improvements and upgrades, including extension of the sewer collection system, lift station, and improvements, and upgrades to power, gas, fiber optics, communications, and other such facilities;
- f. Removal, burying, or relocation of overhead utilities; removal or relocation of underground utilities; extension of electrical distribution lines and transformers; improvement of irrigation and drainage ditches and laterals; undergrounding or piping of laterals; addition of fiber optic lines or other communication systems; public parking facilities, and other public improvements, including but not limited to fire protection systems, floodway and flood zone mitigation; and other public improvements that may be deemed appropriate by the Board;
- g. The engineering, design, installation, and/or construction of a public parking structure or structures and/or public surface parking lots and related public improvements;
- h. The acquisition of real property for public right-of-way and streetscape improvements, utility undergrounding, extension, upgrades, public parks and trails, pedestrian facilities, pathways and trails, recreational access points and to encourage and enhance housing affordability and housing diversity, enhance transit options and connectivity, decrease underutilized parcels, create development opportunities consistent with the Plan, including but not limited to future disposition to qualified developers for qualified developments;
- i. The disposition of real property through a competitive process in accordance with this Plan, Idaho law, including Idaho Code Section 50-2011, and any disposition policies adopted by the Agency;
- j. The demolition or removal of certain buildings and/or improvements for public rights-of-way and streetscape improvements, pedestrian facilities, utility undergrounding extension and upgrades, public facilities, and to encourage and enhance housing affordability and housing diversity, enhance mobility options and connectivity, decrease underutilized parcels and surface parking lots, eliminate unhealthful, unsanitary, or unsafe conditions, eliminate obsolete or other uses detrimental to the public welfare or otherwise to remove or to prevent the spread of deteriorating or deteriorated conditions;
- k. The management of any property acquired by and under the ownership and control of the Agency;
- l. The development or redevelopment of land by private enterprise or public agencies for uses in accordance with this Plan;
- m. The construction and financial support of infrastructure necessary for the provision of improved transit and alternative transportation;

- n. The engineering, design, installation, construction, and/or reconstruction of below ground infrastructure to support the construction of certain municipal buildings pursuant to Idaho Code Section 50-2905A;
- o. The provision of financial and other assistance to encourage and attract business enterprise, including but not limited to start-ups and microbusinesses, mid-sized companies, and large-scale corporations;
- p. The provision of financial and other assistance to encourage greater density and a diverse mix of rental rates and housing options;
- q. The rehabilitation of structures and improvements by present owners, their successors, and the Agency;
- r. The preparation and assembly of adequate sites for the development and construction of facilities for mixed-use residential (including affordable and/or workforce housing when and if determined to be a public benefit), commercial, office, retail areas, medical facilities, and educational facilities;
- s. The environmental assessment and remediation of brownfield sites, or sites where environmental conditions detrimental to redevelopment exist;
- t. In collaboration with property owners and other stakeholders, working with the City to amend zoning regulations (if necessary) and standards and guidelines for the design of streetscape, plazas multi-use pathways, parks, and open space and other like public spaces applicable to the Project Area as needed to support implementation of this Plan;
- u. In conjunction with the City, the establishment and implementation of performance criteria to assure high site design standards and environmental quality and other design elements which provide unity and integrity to the entire Project Area, including commitment of funds for planning studies, achieving high standards of development, and leveraging such development to achieve public objectives and efficient use of scarce resources;
- v. To the extent allowed by law, lend or invest federal funds to facilitate development and/or redevelopment;
- w. The provision for relocation assistance to displaced Project Area occupants, as required by law, or within the discretion of the Agency Board for displaced businesses;
- x. Agency and/or owner-developer construction, participation in the construction and/or management of public parking facilities and/or surface lots that support a desired level and form of development to enhance the vitality of the Project Area;
- y. Other related improvements to those set forth above as further set forth in Attachment 5 to the Plan.

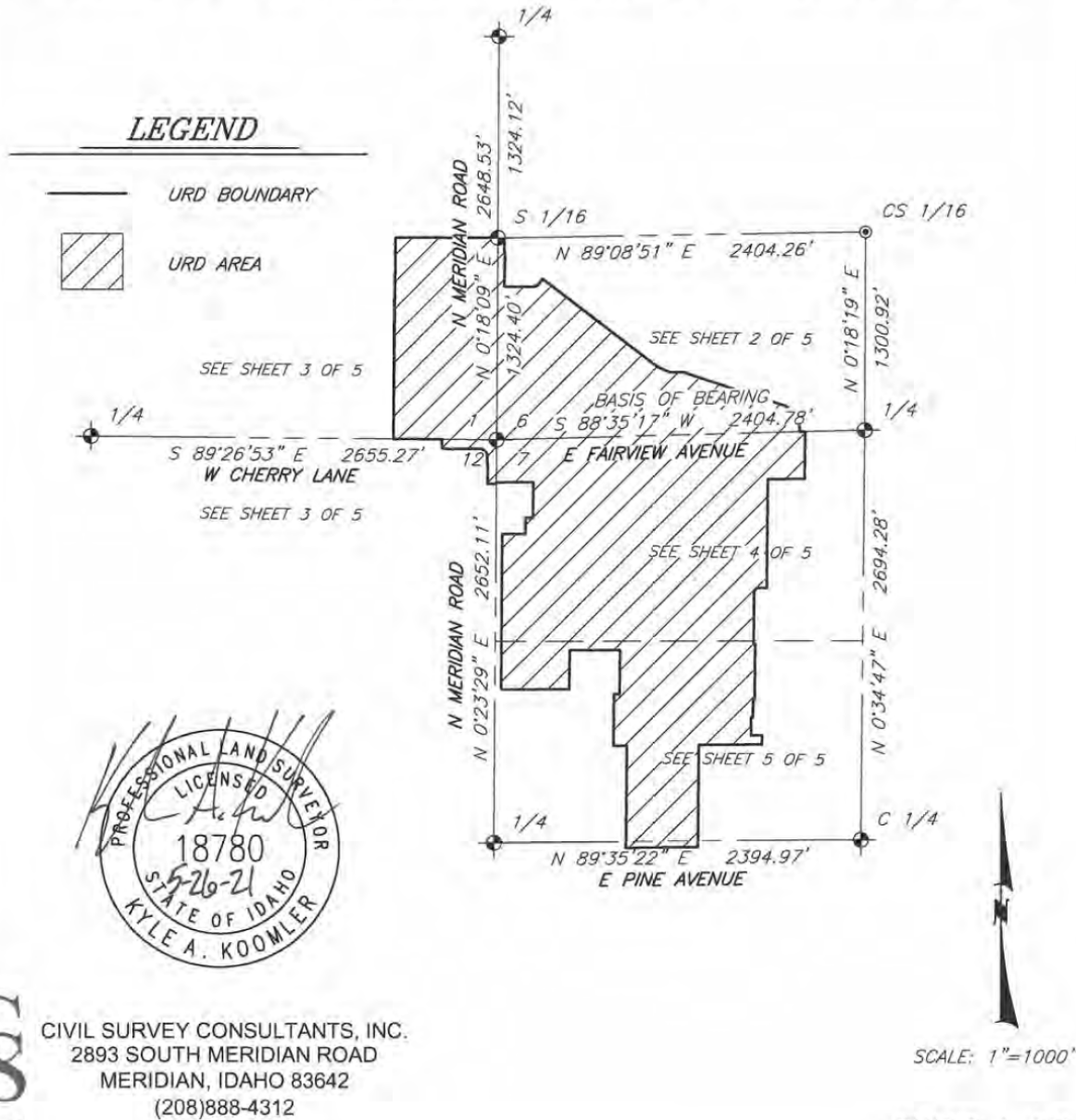
The Northern Gateway District Project Area and Revenue Allocation Area herein referred to is described as follows:

An area consisting of approximately 126 acres, inclusive of rights-of-way, and is generally east of Meridian Road and south of Fairview Avenue. A portion of the Project Area fronts the north side of Fairview Avenue east of Meridian Road.

The Project Area also includes a 17.64-acre parcel located at the northwest corner of Meridian Road and Cherry Lane, and as more particularly described in the Plan and depicted in the Map below:



SKETCH TO ACCOMPANY URBAN RENEWAL DISTRICT DESCRIPTION  
FOR MERIDIAN DEVELOPMENT CORPORATION LOCATED IN THE  
SE 1/4 OF THE SE 1/4 OF SECTION 1, AND IN THE NE 1/4  
OF THE NE 1/4 OF SECTION 12, TOWNSHIP 3 NORTH, RANGE  
1 WEST, ALSO BEING IN THE S 1/2 OF THE SW 1/4 OF  
SECTION 6, AND IN THE NW 1/4 OF SECTION 7, AND IN THE  
N 1/2 OF THE SW 1/4 OF SECTION 7, TOWNSHIP 3 NORTH,  
RANGE 1 EAST, BOISE MERIDIAN, ADA COUNTY, IDAHO



Section 100 includes an introduction, the history and current conditions of the Project Area, as well as the purpose of activities.

Section 200 references the boundaries of the Project Area.

Sections 300 through 315 discuss the proposed redevelopment actions, participation opportunities and agreements, cooperation with public bodies, property acquisition standards and requirements, relocation, demolition, and property disposition.

Section 401 discusses the type of land uses authorized in the Project Area.

Section 410 describes design guidelines for development.

The Northern Gateway District Plan also contains a significant section on financing. Among other sources, the Northern Gateway District Plan will utilize revenue allocation financing, authorized by the Act. This statute was approved in 1988 by the Idaho Legislature. Section 502 and Attachment 5 discuss revenue allocation financing and show how such financing has worked and would work in the Project Area in the future if certain new private developments occur as estimated.

Increases in assessed valuation of real and personal property in the Project Area that occur after January 1, 2021, will generate revenue for the Agency to pay project costs as set forth in the Northern Gateway District Plan. The assessed valuation of real and personal property on the base assessment roll is still available for use by the overlapping taxing districts, the Ada County Board of County Commissioners, City of Meridian, Ada County Highway District, West Ada School District, Ada County Ambulance/EMS, Meridian Cemetery Maintenance District, College of Western Idaho, Meridian Free Library District, Mosquito Abatement District, the Western Ada Recreation District, to finance their operations. The Northern Gateway District Plan authorizes the Agency to sell revenue bonds to finance project costs and to use annual revenue allocations to pay the debt service. Additionally, the Agency is authorized to fund projects on a pay-as-you-go basis, through participation agreements, and others as further set forth in the Northern Gateway District Plan.

The program outlined in the Northern Gateway District Plan emphasizes the installation of needed public improvements, including but not limited to street improvements, utility work, and other costs to encourage private development.

Attachment 5 describes in detail the cost and financing methods for complete repayment of the debt incurred used to finance projects and to also fund the additional described activities.

The Northern Gateway District Plan follows the underlying zoning classifications of the City.

Sections 600 and 700 describe cooperative activities by the Agency with the City.

The duration of the Northern Gateway District Plan is for twenty (20) years. A termination process is described in Section 800 of the Northern Gateway District Plan.

Sections 900-1200 include procedures for amendments, severability, reporting requirements and incorporation of attachments.

**ATTACHMENTS TO THE NORTHERN GATEWAY DISTRICT PLAN**

Attachment 1	Boundary Map of Northern Gateway District Urban Renewal Project Area and Revenue Allocation Area
Attachment 2	Legal Description of Northern Gateway District Urban Renewal Project Area and Revenue Allocation Area
Attachment 3	Private Properties Which May be Acquired by the Agency
Attachment 4	Map Depicting Expected Land Use and Current Zoning Map of the Project Area
Attachment 5	Economic Feasibility Study
Attachment 6	Agricultural Operation Consent

A full text of the Ordinance and the Northern Gateway District Plan are available for inspection at City Hall, City of Meridian, 33 East Broadway Avenue, Meridian, Idaho.

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City of Meridian  
Mayor and City Council  
By: Chris Johnson, City Clerk

First Reading: 11/16/2021; Second Reading and Public Hearing: 11/23/2021; Third Reading: 12/7/2021

**STATEMENT OF MERIDIAN CITY ATTORNEY AS TO ADEQUACY OF SUMMARY  
OF ORDINANCE NO. \_\_\_\_\_**

The undersigned, William L.M. Nary, City Attorney of the City of Meridian, Idaho, hereby certifies that he is the legal advisor of the City and has reviewed a copy of the attached Ordinance No. 21-\_\_\_\_\_ of the City of Meridian, Idaho, and has found the same to be true and complete and provides adequate notice to the public pursuant to Idaho Code § 50-901A (3).

DATED this \_\_\_\_\_ day of December, 2021.

\_\_\_\_\_  
William. L.M. Nary, City Attorney

4832-0443-4685, v. 1



## AGENDA ITEM

**ITEM TOPIC:** Third Reading of Ordinance No. 21-1956: An Ordinance of the City Council of the City of Meridian, Idaho, Approving the First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project, Which First Amendment Seeks to Annex Certain Parcels to the Existing Union District Project Area; Which First Amendment Includes Revenue Allocation Financing Provisions; Authorizing the City Clerk to Transmit a Copy of This Ordinance and Other Required Information to County and State Officials and the Affected Taxing Entities; Providing Severability; Approving the Summary of the Ordinance; and Providing an Effective Date



# MEMO TO CITY COUNCIL

## Request to Include Topic on the City Council Agenda

**From:** Cameron Arial, Community Development      **Meeting Date:** December 7, 2021  
**Presenter:** Cameron Arial      **Estimated Time:** 10 minutes  
**Topic:** Third Reading of Ordinance No. 21-1956: An Ordinance of the City Council of the City of Meridian, Idaho, Approving the First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project

### Recommended Council Action

It is recommended that, following this third and final reading, the City Council adopt Ordinance No. 21-1956 approving the First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project.

### Background

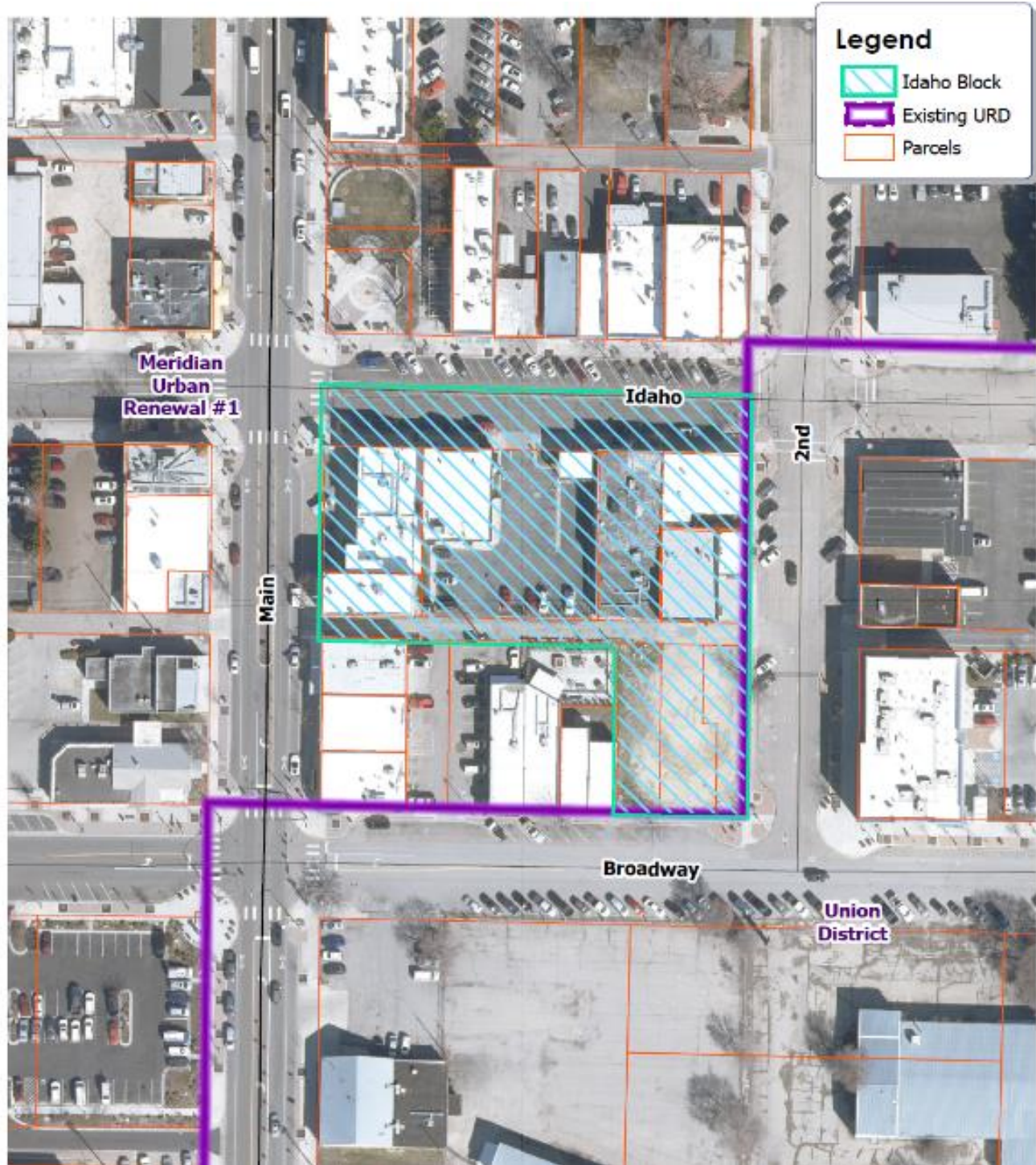
On July 13, 2021, the Second Amendment to the Meridian Revitalization Plan deannexed 11 parcels from the original downtown Meridian Revitalization District which will sunset in 2026. The existing Union District was established in June 2020. The proposed First Amendment to the Urban Renewal Plan for the Union District (the "First Amendment") provides for the annexation of those 11 parcels, often referred to as the "Idaho Block" into the Union District.

Annexation of the Idaho Block parcels will add 1.461 acres to the existing 16-acre Union District. Idaho Code allows for a one-time amendment to extend the boundary of an existing revenue allocation area if the new area is contiguous and not more than ten percent of the existing area.

The following required City and Meridian Development Corporation (MDC) actions and approvals have preceded this proposed ordinance approving the First Amendment to the Urban Renewal Plan for the Union District:

MDC Approval and Transmittal of Idaho Block Eligibility Report	June 9, 2021
City Council Approval of Eligibility Report	July 6, 2021
MDC Approval and Transmittal of First Amendment to the Union District Plan	September 22, 2021
Planning and Zoning Commission Confirmation of Conformance of First Amendment to the Union District Plan with City Comprehensive Plan	October 7, 2021

*First Amendment to the Union District Urban Renewal Plan – Idaho Block Annexation Area*



Based on activity, inquiries, and increased interest in the Idaho Block area, MDC retained Kushlan|Associates to assess the financial viability of the area and its annexation into the existing Union District. The financial viability of the annexation area is essential to also ensure the continued viability of the existing Union District. Major improvements anticipated to occur within the existing Union District boundaries include the Civic Block and Union 93 projects.



The First Amendment expands the identified improvements, shown in Attachment 5.1A. The new estimated cost of \$28,099,000 (\$12,315,000 was anticipated in the existing Union District Plan) includes potential environmental remediation; additional public parking, street, utility, and other public infrastructure improvements; as well as potential façade improvements.

Based on increased projected new private investment of \$225,737,000 (\$125,737,000 was anticipated in the existing Union District Plan), it is estimated that redevelopment and other activities in the Amended Project Area will generate tax increment revenue of \$25,389,904 over the 20-year life of the Plan (Attachment 5.2.A), an increase from the \$16,286,436 anticipated in the original Union District Plan.

MDC will retain its “pay-as-go” philosophy, carefully considering funding assistance for qualifying development costs and activities on a reimbursement basis, with a nexus to increased tax increment resulting from new private investment.

### **Future Actions**

Following adoption of Ordinance 21-1956, required documents will be filed with all appropriate public agencies, establishing 2021 as the base year for valuation purposes for the amended area only. The Union District will still expire December 31, 2020, as stipulated in the original Urban Renewal Plan for the Union District Urban Renewal Project.



**CITY OF MERIDIAN ORDINANCE NO. 21-1956**

**BY THE CITY COUNCIL:**

**BERNT, BORTON, CAVENER,  
HOAGLUN PERREAULT,  
STRADER**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MERIDIAN, IDAHO, APPROVING THE FIRST AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE UNION DISTRICT URBAN RENEWAL PROJECT, WHICH FIRST AMENDMENT SEEKS TO ANNEX CERTAIN PARCELS TO THE EXISTING UNION DISTRICT PROJECT AREA; WHICH FIRST AMENDMENT INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS AND THE AFFECTED TAXING ENTITIES; PROVIDING SEVERABILITY; APPROVING THE SUMMARY OF THE ORDINANCE; AND PROVIDING AN EFFECTIVE DATE.**

**WHEREAS**, the Meridian City Council and Mayor of Meridian respectively on or about July 24, 2001, adopted and approved a resolution creating the Urban Renewal Agency of Meridian, Idaho, also known as the Meridian Development Corporation (“MDC” or the “Agency”), authorizing it to transact business and exercise the powers granted by the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (hereinafter the “Law”), and the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (hereinafter the “Act”) upon making the findings of necessity required for creating said Agency;

**WHEREAS**, on October 8, 2002, the City Council (the “City Council”) of the City of Meridian, Idaho (the “City”), after notice duly published conducted a public hearing on the Meridian Revitalization Plan Urban Renewal Project, which is also referred to as the Downtown District (the “Downtown District Plan”);

**WHEREAS**, following said public hearing, the City Council on December 3, 2002, adopted Ordinance No. 02-987 approving the Downtown District Plan, making certain findings and establishing the Downtown District revenue allocation area (the “Downtown District Project Area”);

**WHEREAS**, the City Council, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the Ten Mile Road -A Urban Renewal Project (the “Ten Mile Plan”). The public hearing was continued to June 21, 2016, for further testimony;

**WHEREAS**, following said public hearings, the City Council adopted its Ordinance No. 16-1695 on June 21, 2016, approving the Ten Mile Plan, making certain findings and establishing the Ten Mile revenue allocation area (the “Ten Mile Project Area”);

**WHEREAS**, the City Council, after notice duly published, conducted a public hearing on the First Amendment to the Meridian Revitalization Plan Urban Renewal Project (the “First Amendment to the Downtown District Plan”);

**WHEREAS**, following said public hearing, the City Council adopted its Ordinance No. 20-1881 on June 9, 2020, approving the First Amendment to the Downtown District Plan deannexing certain parcels from the Downtown District Project Area and making certain findings;

**WHEREAS**, the City Council, after notice duly published, conducted a public hearing on the Urban Renewal Plan for the Union District Urban Renewal Project (the “Union District Plan”);

**WHEREAS**, following said public hearing, the City Council adopted its Ordinance No. 20-1882 on June 9, 2020, approving the Union District Plan, making certain findings, and establishing the Union District revenue allocation area, which included the parcels deannexed pursuant to the First Amendment to the Downtown District Plan (the “Union District Project Area”);

**WHEREAS**, the City Council, after notice duly published, conducted a public hearing on the Second Amendment to the Meridian Revitalization Plan Urban Renewal Project (the “Second Amendment to the Downtown District Plan”);

**WHEREAS**, following said public hearing, the City Council adopted its Ordinance No. 21-1933 on July 13, 2021, approving the Second Amendment to the Downtown District Plan deannexing certain parcels from the Downtown District Project Area and making certain findings (collectively, the Downtown District Plan, and amendments thereto, are referred to as the “Existing Downtown District Plan,” and the Downtown District Project Area, and amendments thereto, are referred to as the “Existing Downtown District Project Area”);

**WHEREAS**, the Existing Downtown District Plan, the Ten Mile Plan, and the Union District Plan are collectively referred to as the “Existing Urban Renewal Plans” and their respective revenue allocation project areas are collectively referred to as the “Existing Project Areas;”

**WHEREAS**, there are two additional urban renewal plans and their respective revenue allocation project areas that may or will be considered by the City Council prior to December 31, 2021, specifically, the Urban Renewal Plan for the Northern Gateway District Urban Renewal Project and the Urban Renewal Plan for the Linder District Urban Renewal Project, collectively referred to as the “Proposed Urban Renewal Plans” and their respective revenue allocation project areas are collectively referred to as the “Proposed Project Areas;”

**WHEREAS**, pursuant to Idaho Code Section 50-2008, an urban renewal project may not be planned or initiated unless the local governing body has, by resolution, determined such area to be a deteriorated area or deteriorating area, or combination thereof, and designated such area as appropriate for an urban renewal project;

**WHEREAS**, an urban renewal plan shall (a) conform to the general plan for the municipality as a whole, except as provided in § 50-2008(g), Idaho Code; and (b) shall be sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes, if any, land uses, maximum densities, building requirements, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions;

**WHEREAS**, Idaho Code Section 50-2906, also requires that in order to adopt an urban renewal plan containing a revenue allocation financing provision, the local governing body must make a finding or determination that the area included in such plan is a deteriorated area or deteriorating area;

**WHEREAS**, based on inquiries and information presented by certain interested parties and property owners, MDC commenced certain discussions concerning examination of an additional area as appropriate for an urban renewal project;

**WHEREAS**, in 2021, MDC authorized Kushlan | Associates to commence an eligibility study and preparation of an eligibility report for an area 1.461 acres in size, which area was deannexed from the Downtown District Project Area. The area is located generally in the central part of the City on the block bounded by Main Street on the west, Idaho Avenue on the north, NE 2nd Street on the east, and Broadway Avenue on the south. The area is adjacent and contiguous to the Union District Project Area. The eligibility study area is commonly referred to as the Idaho Block Annexation Study Area (the “Study Area”);

**WHEREAS**, MDC obtained an eligibility report entitled Idaho Block Annexation to Union District (Proposed) Eligibility Report, dated June 2021 (the “Report”), which examined the Study Area, for the purpose of determining whether such area is a deteriorating area, a deteriorated area, or a combination of both a deteriorating area and a deteriorated area, as those terms are defined by Idaho Code Sections 50-2018(8), (9) and 50-2903(8);

**WHEREAS**, pursuant to Idaho Code Sections 50-2018(8), (9) and 50-2903(8), which define the qualifying conditions of a deteriorating area and a deteriorated area, several of the conditions necessary to be present in such an area are found in the Study Area, i.e.,

- a. age or obsolescence;
- b. faulty lot layout in relation to size, adequacy, accessibility, or usefulness; obsolete platting; and
- c. diversity of ownership;

**WHEREAS**, the effects of the listed conditions cited in the Report result in economic underdevelopment of the area, constitutes an economic or social liability, and is a menace to the public health, safety, morals, or welfare in its present condition or use;

**WHEREAS**, the Report finds there is no open land within the Study Area as contemplated in Idaho Code Sections 50-2018(9), 50-2903(8)(c), and 50-2008(d), and there are not any agricultural operation parcels subject to property owner consent pursuant to Idaho Code Sections 50-2903(8)(f) and 50-2018(8) and (9);

**WHEREAS**, the MDC Board, on June 9, 2021, adopted Resolution No. 21-027 accepting the Report and authorizing the Chair, Vice-Chair, or Administrator of MDC to transmit the Report to the City Council requesting its consideration for designation of an urban renewal area and requesting the City Council to direct MDC to prepare an urban renewal plan amendment for the Study Area, which plan amendment may include a revenue allocation provision as allowed by the Act;

**WHEREAS**, the City Council on July 6, 2021, adopted Resolution No. 21-2274, declaring the Study Area described in the Report to be a deteriorated area or a deteriorating area, or a combination thereof, as defined by Chapters 20 and 29 of Title 50, Idaho Code, as amended, that such Study Area is appropriate for an urban renewal project, and directed MDC to commence preparation of an urban renewal plan amendment for the area designated;

**WHEREAS**, MDC seeks to amend the Union District Plan pursuant to Idaho Code Sections 50-2033 and 50-2903A(1)(a)(ii), which amendment contains provisions of revenue allocation financing, to redevelop a portion of the City pursuant to the Law and the Act, as amended;

**WHEREAS**, a modification is not deemed to have occurred under Idaho Code Section 50-2903A when there is a plan amendment to accommodate an increase in the revenue allocation area boundary as permitted in Idaho Code Section 50-2033. The First Amendment (defined below) is not a modification pursuant to Idaho Code Sections 50-2033 and 50-2903A(1)(a)(ii), and therefore, the base value of the existing Union District Project Area will not be adjusted upwards;

**WHEREAS**, in order to implement the provisions of the Act and the Law either MDC may prepare a plan, or any person, public or private, may submit such plan to MDC;

**WHEREAS**, MDC and its consultants have undertaken the planning process during 2021;

**WHEREAS**, pursuant to the Law and Act, as amended, the MDC prepared the First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project (the “First Amendment”), and the corresponding additional urban renewal/revenue allocation area, as set forth in Exhibit 3 attached hereto, seeking to add the Study Area to the Union District Project Area and further, to provide updates to certain provisions and financial information from the Union District Plan, to provide an updated projection concerning the existing and additional improvements, projected expenses, and anticipated revenues through the Union District Plan termination;

**WHEREAS**, the area to be added to the Union District Project Area is shown on the “Boundary Map of the Additional Area” and described in the “Legal Description of the Boundary of the Additional Area,” which are attached to the First Amendment as Attachments 1A and 2A respectively;

**WHEREAS**, the Act authorizes MDC to adopt revenue allocation financing provisions as part of an urban renewal plan or plan amendment;

**WHEREAS**, the First Amendment contains revenue allocation financing provisions as allowed by the Act;

**WHEREAS**, MDC and the City Council reviewed and considered the proposed public improvements within the First Amendment during a joint meeting on August 24, 2021;

**WHEREAS**, the Agency Board considered all comments and information submitted to the

Agency during several earlier Board meetings throughout 2021, and the Board meeting held on September 22, 2021;

**WHEREAS**, on September 22, 2021, the Agency Board passed Resolution No. 21-038 proposing and recommending the approval of the First Amendment;

**WHEREAS**, the Agency submitted the First Amendment to the Mayor and City Council;

**WHEREAS**, the Mayor and City Clerk have taken the necessary action in good faith to process the First Amendment consistent with the requirements set forth in Idaho Code Sections 50-2906 and 50-2008;

**WHEREAS**, pursuant to the Law, at a meeting held on October 7, 2021, the Meridian Planning and Zoning Commission considered the First Amendment and found by P& Z Resolution No 21-03 that the First Amendment is in all respects in conformity with the City of Meridian Comprehensive Plan, as may be amended (the "Comprehensive Plan") and forwarded its findings to the City Council, a copy of which is attached hereto as Exhibit 1;

**WHEREAS**, the notice of public hearing of the First Amendment was caused to be published by the Meridian City Clerk in the *Idaho Press* on October 15 and 29, 2021, a copy of said notice is attached hereto as Exhibit 2;

**WHEREAS**, as of October 15, 2021, the First Amendment was submitted to the affected taxing entities and separately to the Ada County Highway District ("ACHD"), available to the public, and under consideration by the City Council;

**WHEREAS**, the City Council during its regular meeting of November 23, 2021, held such public hearing as noticed;

**WHEREAS**, as required by Idaho Code sections 50-2905 and 50-2906, the First Amendment contains the following information with specificity which was made available to the general public and all affected taxing districts prior to the public hearing on November 23, 2021, the regular meeting of the City Council, at least thirty (30) days but no more than sixty (60) days prior to the date set forth final reading of the Ordinance: (1) a statement describing the total assessed valuation of the base assessment roll of the revenue allocation area and the total assessed valuation of all taxable property within the municipality; (2) the kind, number, and location of all proposed public works or improvements within the revenue allocation area; (3) an economic feasibility study; (4) a detailed list of estimated project costs; (5) a fiscal impact statement showing the impact of the revenue allocation area, both until and after the bonds, notes and/or other obligations are repaid, upon all taxing districts levying taxes upon property in the revenue allocation area; (6) a description of the methods of financing all estimated project costs and the time when related costs or monetary obligations are to be incurred; (7) a termination date for the plan and the revenue allocation area as provided for in section 50-2903(20), Idaho Code. In determining the termination date, the plan shall recognize that the agency shall receive allocation of revenues in the calendar year following the last year of the revenue allocation provision described in the urban renewal plan; and (8) a description of the disposition or retention of any assets of the agency upon the termination date. Provided however, nothing herein shall prevent the agency from retaining

assets or revenues generated from such assets as long as the agency shall have resources other than revenue allocation funds to operate and manage such assets;

**WHEREAS**, the First Amendment authorizes certain projects to be financed by owner/developer participation agreements and proceeds from revenue allocation. Revenue allocation bonds, or loans are permissible;

**WHEREAS**, appropriate notice of the First Amendment and revenue allocation provision contained therein has been given to the affected taxing districts and to the public as required by Idaho Code §§ 50-2008 and 50-2906;

**WHEREAS**, it is necessary and in the best interest of the citizens of the City, to adopt the First Amendment and to adopt, as part of the First Amendment, revenue allocation financing provisions that will help finance urban renewal projects to be completed in accordance with the First Amendment, in order to: encourage private development in the urban renewal area; prevent and arrest decay of the Amended Project Area (as defined in the First Amendment) due to the inability of existing financing methods to provide needed public improvements; encourage the affected taxing districts to cooperate in the allocation of future tax revenues arising in the Amended Project Area in order to facilitate the long-term growth of their common tax base; encourage private investment within the City; and to further the public purposes of the Agency;

**WHEREAS**, the City Council finds that the equalized assessed valuation of the taxable property in the revenue allocation area as shown and described in Attachments 1A and 2A of the First Amendment is likely to increase, and continue to increase, as a result of initiation and continuation of urban renewal projects in accordance with the First Amendment;

**WHEREAS**, under the Law and Act any such plan should provide for (1) a feasible method for the location of families who will be displaced from the urban renewal area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families; (2) the urban renewal plan should conform to the general plan of the municipality as a whole; (3) the urban renewal plan should give due consideration to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of the children residing in the general vicinity of the site covered by the plan; and (4) the urban renewal plan should afford maximum opportunity, consistent with the sound needs of the municipality as a whole, for the rehabilitation or redevelopment of the urban renewal area by private enterprise;

**WHEREAS**, if the urban renewal area consists of an area of open land to be acquired by the urban renewal agency, such area shall not be so acquired unless (1) if it is to be developed for residential uses, the local governing body shall determine that a shortage of housing of sound standards and design which is decent, safe, and sanitary exists in the municipality; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe, and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the municipality; or (2) if it is to be developed for nonresidential uses, the local governing body shall

determine that such nonresidential uses are necessary and appropriate to facilitate the proper growth and development of the community in accordance with sound planning standards and local community objectives, which acquisition may require the exercise of governmental action, as provided in the Law, because of defective or unusual conditions of title, diversity of ownership, tax delinquency, improper subdivisions, outmoded street patterns, deterioration of site, economic disuse, unsuitable topography or faulty lot layouts, the need for the correlation of the area with other areas of a municipality by streets and modern traffic requirements, or any combination of such factors or other conditions which retard development of the area;

**WHEREAS**, pursuant to Chapter 14, Title 40, Idaho Code, the ACHD is granted certain authority and jurisdiction over public rights of way within the Amended Project Area, as that term is defined in the First Amendment;

**WHEREAS**, ACHD also has the opportunity to provide comments on the proposed First Amendment;

**WHEREAS**, the base assessment roll of the area added by the First Amendment, together with the base assessment roll values of the Existing Project Areas, cannot exceed ten percent (10%) of the current assessed values of all the taxable property in the City;

**WHEREAS**, it is necessary, and in the best interests of the citizens of the City to adopt the First Amendment;

**WHEREAS**, the City Council at its regular meeting held on November 23, 2021, considered the First Amendment as proposed and made certain comprehensive findings.

**NOW, THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF MERIDIAN, IDAHO:**

**SECTION 1:** It is hereby found and determined that:

- (a) The area to be added to the existing Union District Project Area as defined in the First Amendment is a deteriorated area or a deteriorating area as defined in the Law and the Act and qualifies as an eligible urban renewal area under the Law and Act.
- (b) The rehabilitation, conservation, development and redevelopment of the urban renewal area pursuant to the First Amendment are necessary in the interests of public health, safety, and welfare of the residents of the City.
- (c) There continues to be a need for the Agency to function in the City.
- (d) The First Amendment conforms to the City of Meridian Comprehensive Plan as a whole.
- (e) The First Amendment gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement (recognizing the mixed use components of the First Amendment and the need for

overall public improvements), and shows consideration for the health, safety, and welfare of any children, residents or businesses in the general vicinity of the urban renewal area covered by the First Amendment.

- (f) The First Amendment affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation, development and redevelopment of the urban renewal area by private enterprises.
- (g) Pursuant to Idaho Code §§ 50-2007(h) and 50-2008(d)(l), the First Amendment provides a feasible method for relocation obligations of any displaced families residing within the Amended Project Area and there is not anticipated to be any activity by the Agency that would result in relocation.
- (h) The collective base assessment rolls for the revenue allocation areas under the Existing Project Areas, the Proposed Project Areas and the area added by the First Amendment, do not exceed ten percent (10%) of the assessed values of all the taxable property in the City.
- (i) The area to be added by the First Amendment does not exceed ten percent (10%) of the geographical area contained within the existing Union District Project Area, and the area to be added is contiguous to the existing Union District Project Area.
- (j) The First Amendment includes the requirements set forth in Idaho Code § 50-2905 with specificity.
- (k) The First Amendment is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes (if any) land uses, maximum densities, building requirements, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.
- (l) The urban renewal area, which includes the deteriorating area, as defined in Idaho Code section 50-2018(9) and Idaho Code section 50-2903(8)(f), does not include any agricultural operation requiring consent.
- (m) The portion of the Amended Project Area which is identified for non-residential uses is necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the Comprehensive Plan to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.
- (n) The portion of the Amended Project Area which is identified for residential uses is necessary and appropriate as there is a shortage of housing of sound standards and design which is decent, safe and sanitary in the City; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of



decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the City.

**SECTION 2:** The City Council finds that the area added by the First Amendment does not include open land, that the Agency may acquire land within the Amended Project Area, and that the Amended Project Area is planned to be redeveloped in a manner that will include both residential and nonresidential uses.

**SECTION 3:** The City Council finds that one of the First Amendment objectives to increase the residential opportunity does meet the sound needs of the City and will provide housing opportunities in an area that does not now contain such opportunities, and the portion of the Amended Project Area which is identified for nonresidential uses are necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of City's Comprehensive Plan, to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.

**SECTION 4:** The First Amendment, a copy of which is attached hereto and marked as Exhibit 3 and made a part hereof by attachment, be, and the same hereby is, approved. As directed by the City Council, the City Clerk and/or the Agency may make certain technical corrections or revisions in keeping with the information and testimony presented at the November 23, 2021, hearing and incorporate changes or modifications, if any.

**SECTION 5:** The boundaries of the area added by the First Amendment overlap the boundaries of the ACHD, which has the responsibility for the maintenance of roads and highways within the City. The Agency has negotiated an agreement with the ACHD pursuant to Idaho Code Section 50-2908(2)(a)(iv) for the area added by the First Amendment.

**SECTION 6:** The City Council declares that nothing within the First Amendment is intended or shall be interpreted to usurp the jurisdiction and authority of ACHD as defined in chapter 14, Title 40, Idaho Code. Further, pursuant to Section 40-1415, Idaho Code, ACHD has authority over the planning, location, design, construction, reconstruction, and maintenance of the City rights of way and accompanying curbs, gutters, culverts, sidewalks, paved medians, bulkheads, and retaining walls. In the planning process, ACHD shall take into consideration the principles contained in the First Amendment.

**SECTION 7:** No direct or collateral action challenging the First Amendment shall be brought prior to the effective date of this Ordinance or after the elapse of thirty (30) days from and after the effective date of this Ordinance adopting the First Amendment.

**SECTION 8:** Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the County Auditor and Ada County Assessor, and to the appropriate officials of Ada County Board of County Commissioners, City of Meridian, Ada County Highway District, West Ada School District, Ada County Ambulance/EMS, Meridian Cemetery Maintenance District, College of Western Idaho, Meridian Free Library District, Mosquito Abatement District, the Western Ada Recreation District, and the State Tax Commission a copy of this Ordinance, a

copy of the legal description of the boundaries of the area added, and a map indicating the boundaries of the area added.

**SECTION 9:** The City Council hereby finds and declares that the Revenue Allocation Area, as amended to include the additional area as defined in the First Amendment, the equalized assessed valuation of which the City Council hereby determines is likely to increase and/or continue to increase as a result of the initiation and completion of urban renewal projects pursuant to the First Amendment.

**SECTION 10:** The City Council hereby approves and adopts the following statement policy relating to the appointment of City Council members as members of the Agency's Board of Commissioners: If any City Council members are appointed to the Board, they are not acting in an ex officio capacity but, rather, as private citizens who, although they are also members of the City Council, are exercising their independent judgment as private citizens when they sit on the Board. Except for the powers to appoint and terminate Board members and to adopt the First Amendment, the City Council recognizes that it has no power to control the powers or operations of the Agency.

**SECTION 11:** So long as any Agency bonds, notes or other obligations are outstanding, the City Council will not exercise its power under Idaho Code section 50-2006 to designate itself as the Agency Board.

**SECTION 12:** This Ordinance shall be in full force and effect immediately upon its passage, approval, and publication and shall be retroactive to January 1, 2021, to the extent permitted by the Act, for the area added by the First Amendment, with the existing Union District Project Area maintaining its base assessment roll as of January 1, 2020.

**SECTION 13:** The provisions of this Ordinance are severable, and if any provision of this Ordinance or the application of such provision to any person or circumstance is declared invalid for any reason, such determination shall not affect the validity of remaining portions of this Ordinance.

**SECTION 14:** The Summary of this Ordinance, a copy of which is attached hereto as Exhibit 4, is hereby approved.

**SECTION 15:** All ordinances, resolutions, orders, or parts thereof in conflict herewith are hereby repealed, rescinded, and annulled.

**SECTION 16:** Savings Clause. This Ordinance does not affect an action or proceeding commenced or right accrued before this Ordinance takes effect.

PASSED by the City Council of the City of Meridian, Idaho, this \_\_\_\_ day of December 2021.

APPROVED by the Mayor of the City of Meridian, Idaho, this \_\_\_\_ day of December 2021.

**APPROVED:**

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Robert Simison, Mayor

**ATTEST:**

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Chris Johnson, City Clerk

**Exhibit 1**

A Resolution of the Planning and Zoning Commission for the City of Meridian, Idaho, Validating  
Conformity of the First Amendment to the Urban Renewal Plan for the Union District Urban  
Renewal Project with the City of Meridian's Comprehensive Plan

**CITY OF MERIDIAN****BY THE PLANNING AND  
ZONING COMMISSION****A RESOLUTION OF THE PLANNING AND ZONING COMMISSION FOR THE CITY  
OF MERIDIAN, IDAHO, VALIDATING CONFORMITY OF THE FIRST  
AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE UNION DISTRICT  
URBAN RENEWAL PROJECT WITH THE CITY OF MERIDIAN'S  
COMPREHENSIVE PLAN**

WHEREAS, the Urban Renewal Agency of the City of Meridian (the "City"), Idaho, also known as Meridian Development Corporation (hereinafter "MDC"), the duly constituted and authorized urban renewal agency of the City, has submitted the proposed First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project (the "First Amendment") to the City; and

WHEREAS, the Mayor and Meridian City Council referred the First Amendment to the City Planning and Zoning Commission for review and recommendations concerning the conformity of said First Amendment with the City's Comprehensive Plan, as amended (the "Comprehensive Plan"); and

WHEREAS, on October 7, 2021, the City Planning and Zoning Commission met to consider whether the First Amendment conforms with the Comprehensive Plan as required by Idaho Code § 50-2008(b); and

WHEREAS, the City Planning and Zoning Commission has reviewed said First Amendment in view of the Comprehensive Plan; and

WHEREAS, the City Planning and Zoning Commission has determined that the First Amendment is in all respects in conformity with the Comprehensive Plan.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING AND ZONING COMMISSION FOR THE CITY OF MERIDIAN, IDAHO:

Section 1. That the First Amendment, submitted by MDC and referred to this Commission by the Mayor and City Council for review, is in all respects in conformity with the City's Comprehensive Plan.

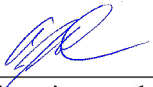
Section 2. That Exhibit A, the memorandum from Brian McClure, Comprehensive Associate Planner dated September 30, 2021, outlining the analysis supporting the determination that the First Amendment is in conformity with the City's Comprehensive Plan, is hereby adopted and incorporated as part of this Resolution.

Section 3. That the City Clerk is hereby authorized and directed to provide the Mayor and Meridian City Council with a signed copy of this Resolution relating to said First Amendment.

Section 4. That this Resolution shall be in full force and effect immediately upon its adoption and approval.

**ADOPTED** by the Planning and Zoning Commission of the City of Meridian, Idaho, this 7th day of October 2021.

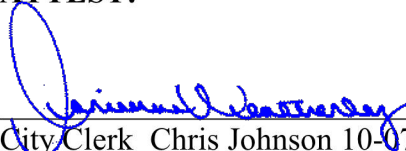
**APPROVED:**



\_\_\_\_\_  
Chair, Planning and Zoning Commission

By Andrew Seal Vice Chairperson

**ATTEST:**



\_\_\_\_\_  
City Clerk Chris Johnson 10-07-2021

By Adrienne Weatherly, Deputy City Clerk

4810-4341-8296, v. 1



**EXHIBIT A TO PZ-21-06**  
**(1st Amendment to Union District)**

September 30, 2021

**MEMORANDUM**

TO: Mayor Robert Simison  
Meridian City Council  
Meridian Planning & Zoning Commission

CC: David Miles, Chief of Staff  
Cameron Arial, Community Development Director  
Victoria Cleary, Economic Development Administrator  
Caleb Hood, Planning Division Manager

FROM: Brian McClure, Comprehensive Associate Planner

RE: First Amendment to the Urban Renewal Plan for the Union District Urban  
Renewal Project

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This memo is intended to confirm consistency of the City's Comprehensive Plan with the proposed amendment to the Union District Urban Renewal Plan. The proposed Union District plan amendment (Plan Amendment) is to annex an additional 1.46 acres into the existing Union District boundary. The amendment language indicates that there are no substantive changes to the Union District (District), other than to generally update facts and figures based on or derived from the new total District physical area.

This memo assumes that Comprehensive Plan analysis in 2020, for the original District, is still applicable and current for the following reasons:

- no vertical construction has occurred within the Union District (District);
- no appreciable changes to taxable revenue as a result of development have occurred;

- no new projects types outside of the original District plan are proposed in the Plan Amendment;
- the originally described activities and projects are still valid and may support efforts to reach the desired vision of the Comprehensive Plan; and
- no amendments to the Comprehensive Plan have been approved which influence land use decisions or development review.

Additionally, the proposed annexation is relatively small at 1.46 acres. The Plan Amendment area includes 11 parcels, two of which are extraordinarily narrow strips (totaling 0.005 acres or 217 square-feet), and three of which are vacant (0.250 acres). Additionally, 0.407 acres are public right-of-way which include a portion of Idaho Ave and the east-west mid-block alley. Of the 11 parcels (9 functional), there are 5 primary owners. There are 4 primary owners of existing buildings, some of which are divided into smaller tenant spaces.

## Recommendation

Based on the activities in the original Union District and limited scope of the annexation, Staff believes establishing this annexation may be an effective tool in implementing the City of Meridian Comprehensive Plan. **Accordingly, Staff recommends that the Commission move to approve the associated Resolution identifying the proposed First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project, as conforming to the City of Meridian's Comprehensive Plan.**

## General Comprehensive Plan Analysis

While the Union District annexation is limited in scope, the following text describes general applicable policies that should be considered with future activities and development. This analysis is in consideration of future needs, concerns, and activities, and how the annexed area of the Union District may fit within a broader context, but not of the proposed amendment and annexation itself. The following analysis is narrowed to the amendment only, and not the broader Union District. For context, the Union District amended description of principles states,

*The First Amendment embraces the principles set forth in the Plan and proposes improvements to public infrastructure and other publicly owned assets throughout the expansion area, creating the framework for the development of mixed-use, residential, commercial, and retail areas, improvements to other public facilities, including, but not limited to, streets, streetscapes, water and sewer improvements, environmental remediation/site preparation, public parking, community facilities, and pedestrian/bike amenities. The expansion area is underdeveloped and is not being used to its highest and best use due to age and obsolescence, as well as faulty lot layout and diversity of ownership.*

The Plan Amendment includes other updates to text and attachments of the original Plan. Where the original Union District was clearly intended to make use of tax increment financing (TIF) to address new and well-defined opportunities, such as development of the former Union Pacific property, this annexation is less clear. The stated amendment principles are admirable, but it is not clear why the original downtown Urban Renewal District did not previously address the



same identified short-comings prior to de-annexation. Further, it is unclear what circumstances have changed in the context of the described issues, or what specific public participation may be necessary to address identified short-comings in the context of new opportunities. While the area proposed for inclusion in the Union District is small in geographic area, the purpose for inclusion is not evident. Regardless, no specific development is proposed and the general list of principles and activities are generally desired by the Comprehensive Plan. This annexation into the Union District is a new opportunity to correct historical deficiencies within a defining block of Downtown.

### Plan Text

The Evolving Community section (Chapter 3) of the Comprehensive Plan, defines future land use typologies. The only land use designation in this area is Old Town:

*This designation includes the historic downtown and the true community center. The boundary of the Old Town district predominantly follows Meridian's historic plat boundaries. In several areas, both sides of a street were incorporated into the boundary to encourage similar uses and complimentary design of the facing houses and buildings. Sample uses include offices, retail and lodging, theatres, restaurants, and service retail for surrounding residents and visitors. A variety of residential uses are also envisioned and could include reuse of existing buildings, new construction of multi-family residential over ground floor retail or office uses.*

*The City has developed specific architectural standards for Old Town and other traditional neighborhood areas. Pedestrian amenities are emphasized in Old Town via streetscape standards. Additional public and quasi-public amenities and outdoor gathering area are encouraged. Future planning in Old Town will be reviewed in accordance with Destination Downtown, a visioning document for redevelopment in Downtown Meridian. Please see Chapter 2 Premier Community for more information on Destination Downtown. Sample zoning include O-T.*

The Old Town future land use is the most diverse designation in the City's land use portfolio. It has the greatest combined range of residential and non-residential uses and no caps on density or intensity of developed uses. Further, the City's complimentary zoning, also named Old Town (O-T), has zero setbacks for structures, reduced parking requirements, and reduced landscape setbacks aside from pedestrian streetscape infrastructure. All parcels in the proposed amendment boundary are already zoned O-T.

### Plan Policies

The following text reference policies that are applicable to the proposed Plan Amendment text. The first number of a policy ID references the Chapter.

- 2.02.02C, Support infill development that does not negatively impact the abutting, existing development. Infill projects in Downtown should develop at higher densities, irrespective of existing development.

*Neither the original District plan or this Plan Amendment are clear in how redevelopment may be respectful of existing development. Public participation may however be able to*

greatly mitigate private development impacts. The Plan Amendment describes a thorough list of public improvements that may help to offset costly redevelopment, and both the Plan Amendment and the original District plan indicate opportunities for the Meridian Development Corporation to negotiate additional standards along with public participation.

- 2.09.01B, Establish incentives to develop gathering spaces and civic facilities within Downtown.

*The Plan Amendment lists a number of public improvements that could improve public spaces, including community facilities and streetscape enhancements. These types of improvements would likely require public-private projects due to the cost, size, and location within public right-of-way and given the limited size of the Plan Amendment area.*

- 2.09.02A, Actively implement action items in the Destination Downtown Plan.

*Destination Downtown was created by the Meridian Development Corporation for the original downtown Urban Renewal District (URD), and adopted by the City. This plan was extremely broad in land use diversity, area, and scope. Within Destination Downtown, the relevant area in the Plan Amendment is entirely within the Traditional City Core area. **This area is focused on traditional architecture themes, construction between 2 and 4 stories, continuous urban edge, vertical integration, and diversity of uses.** With the existing downtown URD set to expire in the coming years, the Plan amendment is an opportunity for more renewed and focused efforts, both geographically and in implementation activities.*

- 2.09.02B, Pursue grants and public-private partnerships to enhance Downtown.

*Continuation of TIF funding could both provide grants and make more competitive applications for grants, by utilizing a dedicated funding source.*

- 2.09.02G, Implement the City of Meridian Design Standards and City of Meridian Architectural Standards Manual to ensure that Downtown remains the historic center for mixed-use tourism, business, retail, residential, and governmental activities.

***This policy is not directly related to the Plan Amendment, but warrants re-review due to recent decisions and concerns elsewhere in the Union District and larger Downtown area.** The City has land use authority over the project area and implementation of design and architectural standards must be met. However, these standards while allowing for the full range of uses described within the original District plan, does not necessarily cater to or encourage them in a context or towards any purpose. Neither the original District plan or the Plan Amendment describe historical context as something to preserve or build upon, but it is central to the Destination Downtown plan, and more specifically the Traditional City Core. **Additional work is necessary if downtown specific and historical context are desired.***

- 3.03.01E, Encourage infill development.

*The unstated purpose of both the original District plan and the Plan Amendment, through virtually all of the goals, principles, and implementation strategies, is to encourage infill and greater density through redevelopment.*

- 3.03.03G, Require urban infrastructure be provided for all new developments, including curb and gutter, sidewalks, water and sewer utilities.

*The City has land use authority over the project area and urban infrastructure will be required with all redevelopment. Further, the Plan Amendment calls out specific*

implementation strategies including road, curb, gutter, streetscape, lighting, stormwater, and others.

- 5.02.01A, Maintain and implement design and building standards for historically significant buildings and resources in Old Town.

*As noted in policy 2.09.02G, the Plan Amendment does not emphasize consideration for the historic character and quality of the overall Downtown area. If this element is important, then standards are needed to protect and/or enhance the general area character. **Currently, the City cannot enforce consideration of historic elements or general thematic qualities with administrative level approvals.** In Old-Town, this includes multi-family permits and multi-story buildings.*

## Referenced Plans

The following plans are adopted by reference in the City of Meridian Comprehensive Plan, and are relevant material to the proposed Plan Amendment.

- Downtown Meridian Street Cross-section Master Plan

*The Cross-section most specific for the Plan Amendment is Idaho Ave, where half of the street is included in the annexation area. Other bordering streets including Main, 2-1/2, and Broadway, and are either already in the Union District, or excluded. The applicable cross-sections are included as Attachment B. Because the Plan Amendment area does not take in the entire right-of-way of Idaho Ave, it is likely that a public-public partnership will be required to make improvements. Alternatively, improvements could wait until after the road is resurfaced by ACHD (reducing the crown and correcting drainage), or to constrain improvements to behind the existing curb. A significant number of stakeholders have changed since the original cross-section was adopted. Regardless of the final cross-section, an innovative design may be desired to increase placemaking opportunities and awareness of the block.*

- Historic Preservation Plan

*The Historic Preservation Commission and City adopted the Historic Preservation Plan in 2014. Several goals from the plan are relevant to the Union District Plan, including:*

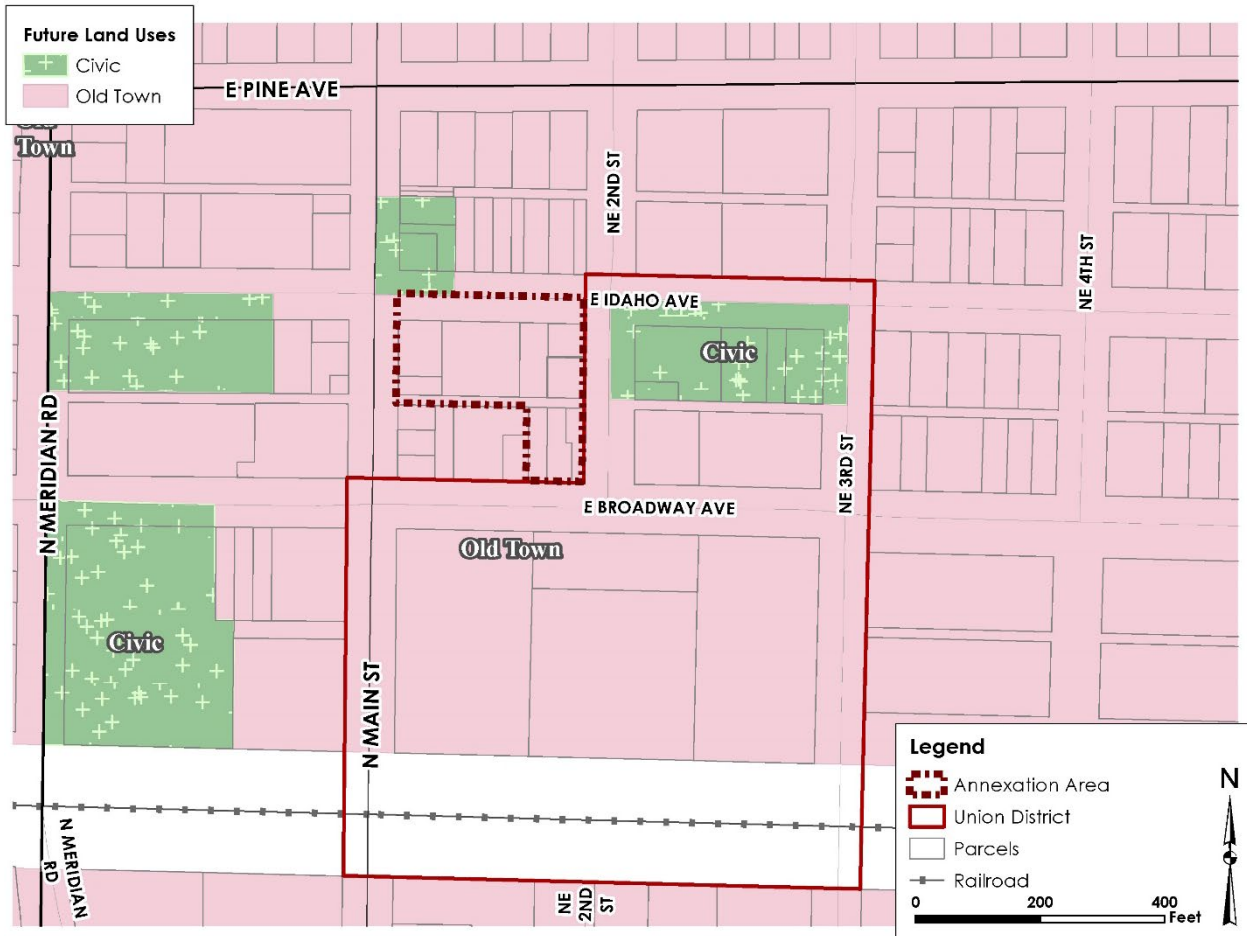
- *Goal 1 Preserve and enhance Meridian's historical, cultural and agricultural heritage.*
- *Goal 3 Heighten public awareness of historic preservation in the community and improve preservation education efforts for various audiences.*
- *Goal 4 Maintain and strengthen support for historic preservation from individuals, commercial property owners, local organizations and neighborhood groups.*

*These goals for the Commission (and City) are not just about preserving, but also enhancing and generating awareness of Meridian's history. Additional objectives for these goals are described within the plan. **Since areas of the Plan Amendment are near to historic structures and sites, awareness and care of both public and private efforts is important.***

These plans are available on the City's Comprehensive Plan website at:

<https://meridiancity.org/planning/compplan/resources>.

## Attachment A: Union District (Urban Renewal District)



## Attachment B: Downtown Meridian Street Cross-section Master Plan Examples

### Idaho Avenue

#### CORRIDOR: Idaho Avenue

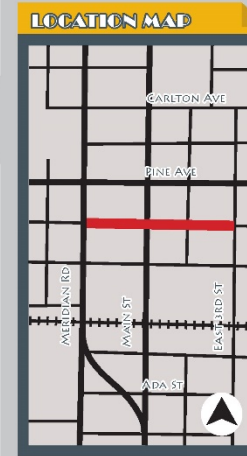
##### CORRIDOR: IDAHO AVENUE

Idaho is an iconic downtown corridor in Meridian, providing connectivity to Generations Plaza, Centennial Park, and the Meridian Community Center. This street also provides primary access for a number of popular shops and services between Main and East 2nd. Similarly to Broadway, Idaho is important for east-west connectivity, and with the exception of Pine, is significantly longer than every other east-west corridor in downtown. Currently, Idaho extends between West 8th and approximately East 6th. In the future, Idaho may be extended further east to Locust, though Broadway is the preferred alignment extension.

Idaho currently serves the Traditional City Core (TCC) district and both of the Neighborhood Preservation Areas (NPA) within the urban renewal area. The TCC district supports greater densities of mixed use development, iconic to traditional downtowns. The NPA are intended to preserve historic housing, promote residential infill, and provide a local base of residents to participate in events, frequent restaurants and shops, and to provide residential opportunities for individuals

and families interested in a more urban and pedestrian friendly environment.

Idaho due to its location within downtown, the connectivity of the local roadway network, and its proximity to several key community resources, provides a framework for the corridor to act as a centerpiece of vibrancy and activity. Moving forward it should continue to host events, activities, and provide exciting opportunities for a variety of businesses and uses. The proposed cross-sections for Idaho establish this framework.



Despite streetscape improvements on both sides of the street, heavy surface parking, utility infrastructure, and government owned property limits activity on part of Idaho between Meridian Road and Main. With the exception of Sunrise Cafe and the Heritage Building, there are limited existing uses on this segment of Idaho with daily community draw into the downtown area.

#### EXISTING PHOTOS



Looking west along Idaho, between Meridian and Main.



Looking west along Main, between E 3rd and E 2nd.

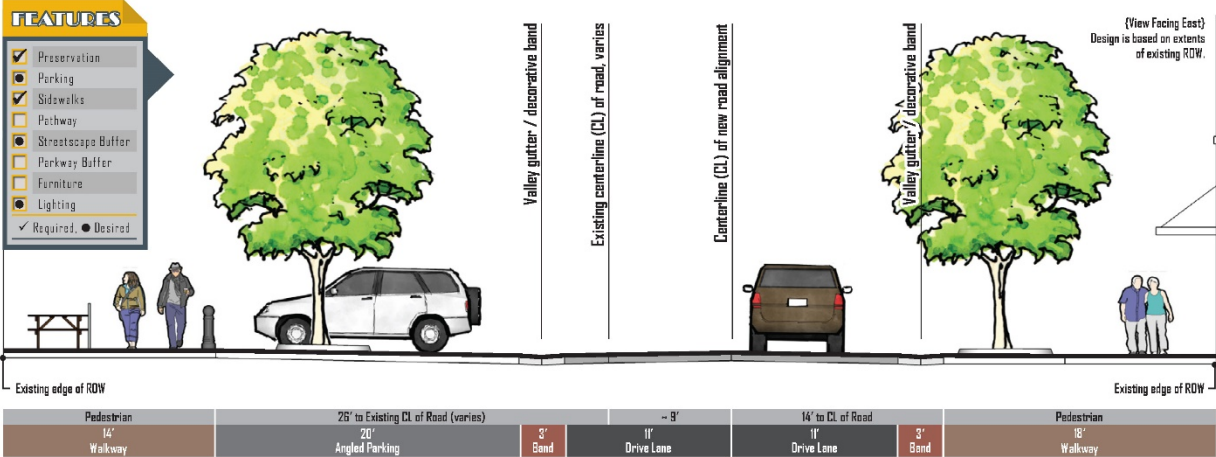


Looking west along Idaho, between Main and E 2nd.





IDAHO AVENUE: Main Street to East 2nd Street



**IDAHO AVENUE**  
Main Street to East 2nd Street

**CONSIDERATIONS:**

This segment of Idaho between Main and East 2nd is the definitively classic downtown street. Businesses are a traditional downtown mix of restaurants, shops, and services, the buildings are older, and the street is spatially constrained. The streetscape is important for pedestrian connectivity; sharing a special connection with Main Street and Generations Plaza, and connecting to both the Meridian Community Center and Centennial Park.

**INTENT:**

This cross-section is intended to enhance the streetscape and provide greater opportunities for pedestrian and business use. The priority improvements with this cross section are pedestrian safety, creating greater opportunities for businesses streetscape presence (such as outdoor dining),

and aesthetic enhancements such as street furnishings, way-finding, and banners. Parking is important, but considered secondary to unique place-making opportunities which allow for both safe pedestrian facilities and business uses.

**DESCRIPTION OF ULTIMATE CONDITIONS:**

Due to the central location and importance of Idaho, this street uses a unique cross-section to address parking considerations while maximizing the pedestrian environment. Parallel parking which currently exists on both sides of the street has been relocated and converted to perpendicular parking on the north side. Existing curb cuts for a parking lot on the south side of the street, currently serving a bank, greatly reduces the effectiveness of on-street parallel parking configurations and parking availability for other businesses. Without dedicated turn lanes at intersections and because the street corridor does not serve as a throughway, drive speeds are envisioned to be slower with limited impacts to safety by back out parking.

**IMPLEMENTATION PROCESS:**

Because a rebuild of this street is a total re-configuration that calls for removal of curbs, relocation of all trees, and changes to finished grade, this street segment should be reconstructed all at once. Curbs may be included, but reduce emphasis on the pedestrian. Full closure is likely unnecessary as elements may still be phased. This redevelopment project is envisioned to occur as a public-private or public-public partnerships. In the interim, maintenance should continue to occur and efforts made to ensure safe conditions of existing walkways and other improvements. The unique design of this street will require further considerations, additional refinement, and coordination with ACHD.

Comparison of Existing and Ultimate Conditions		
	Existing	Future
Cross-section Width	80-foot (ROW)	80-foot
Road	Two-way	Two-way
Parking	Parallel (both sides)	Perpendicular (one-side)
Parking Capacity*	18	21
Walkways (ea. side)	4 to 5-foot	10 to 14-foot
Buffer (ea. side)	Varies	Varies
Pathway	None	None
Bike Support	None	None

\* Parking impacts and future values are estimates. Do not indicate interim conditions, and assume full compliance with cross section. Driveways, fire hydrants, and other conditions may alter final count. See Parking section under Street Design.



## **Exhibit 2**

Notice Published in the *Idaho Press*

## LEGAL NOTICE

**NOTICE OF REGULAR MEETING AND PUBLIC HEARING BY THE CITY COUNCIL OF THE CITY OF MERIDIAN, IDAHO TO CONSIDER THE FIRST AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE UNION DISTRICT URBAN RENEWAL PROJECT OF THE URBAN RENEWAL AGENCY OF MERIDIAN, IDAHO, ALSO KNOWN AS MERIDIAN DEVELOPMENT CORPORATION**

NOTICE IS HEREBY GIVEN that on **Tuesday, November 23, 2021, at 6:00 p.m.** in City Council Chambers, Meridian City Hall, 33 E. Broadway Avenue, Meridian, Idaho, 83642, and/or in virtual meeting as may be noticed on the City's website ([www.meridiancity.org](http://www.meridiancity.org)), the City Council of the City of Meridian, Idaho ("City") will hold, during its regular meeting, a public hearing to consider for adoption the proposed First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project ("First Amendment"), concerning the Union District Urban Renewal Plan and Revenue Allocation Area ("Existing Union District Project Area") of the Urban Renewal Agency of Meridian, Idaho, also known as Meridian Development Corporation ("Agency"). The general scope and objective of the First Amendment is the addition of approximately 1.46 acres (including rights-of-way) of land contiguous to the northwestern boundary of the Existing Union District Project Area. The Urban Renewal and revenue allocation area boundary for the area to be added is coterminous and is hereinafter described.

The First Amendment proposes that the Agency undertake urban renewal projects, including identifying public facilities for funding, pursuant to the Idaho Urban Renewal Law of 1965, chapter 20, title 50, Idaho Code, as amended. The First Amendment being considered for adoption contains a revenue allocation financing provision pursuant to the Local Economic Development Act, chapter 29, title 50, Idaho Code, as amended, that for the area added will cause property taxes resulting from any increase in equalized assessed valuation in excess of the equalized assessed valuation as shown on the base assessment roll as of January 1, 2021, to be allocated to the Agency for urban renewal purposes. The boundary of the additional area includes both urban renewal and revenue allocation areas. The Existing Union District Project Area contains a previously adopted revenue allocation financing provision pursuant to the Act that will continue to cause property taxes resulting from any increase in equalized assessed valuation in excess of the equalized assessed valuation as shown on the base assessment roll as of January 1, 2020, to be allocated to the Agency for urban renewal purposes. The Agency has adopted and recommended approval of the First Amendment. The City Council will be considering the second reading of an ordinance to adopt the First Amendment at the meeting scheduled for November 23, 2021, at 6:00 p.m. An additional reading will follow consistent with the City's ordinance approval process. The First Amendment does not extend the duration of the Existing Union District Project Area.

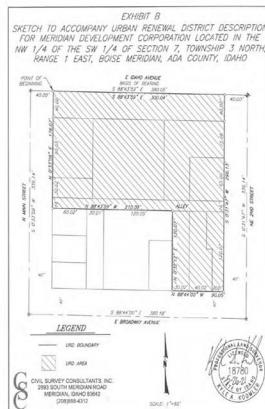
The general scope and objectives of the First Amendment are:

The First Amendment proposes improvements to public infrastructure and other publicly owned assets throughout the amendment area, creating the framework for the development of mixed-use, retail, office, commercial, and residential projects, as well as façade improvements, planning studies and installation and improvements to other public facilities, including, but not limited to, streets, streetscapes, water and sewer improvements, environmental and floodplain remediation/site preparation, public parking, other community facilities, parks, plazas, open space, and pedestrian/bike amenities, as more fully described in the First Amendment.

Any such land uses as described in the First Amendment will be in conformance with zoning for the City and the City's Comprehensive Plan, as amended. Land made available will be developed by private enterprises or public agencies as authorized by law. The First Amendment identifies various public and private improvements which may be made within the Amended Project Area.

The First Amendment shall add the following area to the Existing Union District Project Area described as follows:

An area consisting of approximately 1.46 acres (including rights-of-way) of land contiguous to the northwestern boundary of the Existing Union District Project Area and generally bounded by E. Idaho Avenue on the north, NE 2nd Street on the east, a portion of Broadway Avenue on the south, and E. Main Street on the west, an area referred to as the "Idaho Block" and as more particularly described in the First Amendment and depicted in the Map below:



Copies of the proposed First Amendment and the existing Union District Urban Renewal Plan are on file for public inspection and copying at the office of the City Clerk, Meridian City Hall, 33 E. Broadway Avenue, Meridian, Idaho 83642, between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday, exclusive of holidays. Costs for copying are outlined in Idaho Code Section 74-102. The proposed First Amendment can also be accessed online at <https://bit.ly/UnionFirstAmendment>. For additional assistance in obtaining a copy of the First Amendment in the event of business office interruptions, contact the office of the City Clerk at 208-888-4433.

At the hearing date, time, and place noted above (November 23, 2021, at 6:00 p.m.), all persons interested in the above matters may appear and be heard. Because social distancing orders may be in effect at the time of the hearing, written testimony is encouraged. Written testimony must be submitted at least five working days prior to the hearing. Oral testimony may be limited to three minutes per person. Information on assessing the meeting remotely will be posted on the published agendas, no later than 48 hours prior to the meeting at <https://meridiancity.org/agendas>. Additional information regarding providing testimony in compliance with any social distancing orders in effect may be obtained by calling 208-888-4433 or by email at [cityclerk@meridiancity.org](mailto:cityclerk@meridiancity.org).

Meridian City Hall is accessible to persons with disabilities. All information presented in the hearing shall also be available upon advance request in a form usable by persons with hearing or visual impairments. Individuals with other disabilities may receive assistance by contacting the City 24 hours prior to the hearing.

DATED: October 8, 2021.

Chris Johnson, City Clerk

October 15, 29, 2021

156880



### **Exhibit 3**

First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project

**FIRST AMENDMENT TO THE  
URBAN RENEWAL PLAN FOR THE UNION DISTRICT URBAN RENEWAL  
PROJECT**

**MERIDIAN URBAN RENEWAL AGENCY  
(also known as Meridian Development Corporation)**

**CITY OF MERIDIAN, IDAHO**

**Ordinance No. 20-1882  
Adopted June 9, 2020  
Effective June 19, 2020, publication**

**First Amendment to the Union District Plan  
Ordinance No. \_\_\_\_\_  
Adopted \_\_\_\_\_  
Effective \_\_\_\_\_ 2021, publication**

## BACKGROUND

This First Amendment (“First Amendment”) to the Urban Renewal Plan for the Union District Urban Renewal Project (the “Plan”) amends the Plan for the following purpose: to add approximately 1.46 acres (including rights-of-way) of land contiguous to the northwestern boundary of the Union District Project Area and generally bounded by E. Idaho Avenue on the north, NE 2nd Street on the east, a portion of Broadway Avenue on the south, and E. Main Street on the west, an area referred to as the “Idaho Block.” The scope of this First Amendment is limited to addressing the addition of the Idaho Block to the Union District Project Area. It is important to note this First Amendment to the Plan does not extend the Plan’s duration. The Plan terminates on December 31, 2040; however, revenue allocation proceeds will be received in 2041 pursuant to Idaho Code Section 50-2905(7).

This First Amendment to the Plan, seeking to add the Idaho Block to the Union District Project Area pursuant to Idaho Code Section 50-2033, is not deemed to be a modification under Idaho Code Section 50-2903A. “Modification shall not be deemed to have occurred when: . . . (ii) There is a plan amendment to accommodate an increase in the revenue allocation area boundary as permitted in section 50-2033, Idaho Code...” Idaho Code Section 50-2903A(1)(a)(ii).

Idaho Code Section 50-2033 permits an urban renewal agency, after July 1, 2011, to add area to an existing revenue allocation area one (1) time “so long as the total area to be added is not greater than ten percent (10%) of the existing revenue allocation area and the area to be added is contiguous to the existing revenue allocation area . . . .” Idaho Code § 50-2033. Contiguity cannot be established solely by a shoestring or public railroad right-of-way. *See* Idaho Code § 50-2033. The geographic area to be added to the Union District Project Area is contiguous to the existing Union District Project Area and is less than ten percent (10%) of the existing revenue allocation area, which is 15.86 acres.

A separate base assessment value will be established for the area to be added to the Union District Project Area, effective retroactive to January 1, 2021. The Agency will receive an allocation of revenues from the added area from any increases in value above the base value through the remaining years of the Plan. The base values for the original Union District Project Area will continue to be retroactive to January 1, 2020.

The area to be added to the Union District Project Area was deemed to be a deteriorated area and/or a deteriorating area under the Law and Act and, therefore, eligible for inclusion into the existing revenue allocation area pursuant to the Idaho Block Annexation to Union District (Proposed) Eligibility Report, prepared by Kushlan | Associates, dated June 2021 (the “Eligibility Report”). The Eligibility Report was submitted to the Agency, which by adoption of Resolution No. 21-027 on June 9, 2021, found the additional area to be eligible and authorized the transmission of the Eligibility Report and Resolution to the Meridian City Council, together with the Agency’s recommendation that the area be designated as appropriate for an urban renewal project, and seeking direction from the City Council to proceed with urban renewal plan amendment. The Meridian City Council, by adoption of Resolution No. 21-2274 on July 6, 2021, found the area under consideration to be a deteriorating area or a deteriorated area in the City, as defined by the Law and the Act, and authorized preparation of a plan amendment.

## AMENDMENTS TO THE PLAN

1. Definitions. Capitalized terms not otherwise defined herein shall have the respective meanings ascribed to such terms in the Plan.

2. The following defined terms are amended throughout the Plan as follows:

a. Delete “Project Area” and replace with “Amended Project Area” except where specifically referenced in this First Amendment.

b. Delete references to “Attachment 1” and replace with “Attachment 1, as supplemented by Attachment 1A” except where specifically referenced in this First Amendment.

c. Delete references to “Attachment 2” and replace with “Attachment 2, as supplemented by Attachment 2A” except where specifically referenced in this First Amendment.

d. Delete references to “Attachment 4” and replace with “Attachment 4, as supplemented by Attachment 4A” except where specifically referenced in this First Amendment

e. Delete references to “Attachment 5” and replace with “Attachment 5, as supplemented by Attachment 5A” except where specifically referenced in this First Amendment.

3. Amendment to List of Attachments. The List of Attachments on page iii of the Plan is amended by deleting the list of attachments and replacing it as follows:

Attachment 1	Boundary Map of Union District Urban Renewal Project Area and Revenue Allocation Area
Attachment 1A	Boundary Map of the Additional Area
Attachment 2	Legal Description of Union District Urban Renewal Project Area and Revenue Allocation Area
Attachment 2A	Legal Description of the Boundary of the Additional Area
Attachment 3	Properties Which May be Acquired by the Agency
Attachment 4	Map Depicting Expected Land Uses and Current Zoning Map of the Project Area
Attachment 4A	Map Depicting Expected Land Uses and Current Zoning Within the Area Added by the First Amendment
Attachment 5	Economic Feasibility Study
Attachment 5A	Supplement to the Economic Feasibility Study: Financial Analysis Related to the 2021 Annexation

4. Amendment to Section 100 of the Plan. Section 100 is amended by deleting the last sentence of the first paragraph and replacing it as follows:

Attachments 1 through 5, as supplemented by Attachments 1A, 2A, 4A and 5A, attached hereto (collectively, the “Plan Attachments, as supplemented”) are incorporated herein and shall be considered a part of this Plan.

5. Amendment to Section 102 of the Plan. Section 102 entitled “Procedures Necessary to Meet State and Local Requirements: Conformance with Idaho Code Sections 50-2008 and 50-2906” is amended by adding new paragraphs to the end of the existing language as follows:

Subsequent to the adoption of this Plan in 2020, in 2021, the Agency retained a third-party consultant to review approximately 1.46 acres of land adjacent and contiguous to the Project Area for an eligibility determination for an urban renewal project. The area reviewed included land contiguous to the northwestern boundary of the Union District Project Area and generally bounded by E. Idaho Avenue on the north, NE 2nd Street on the east, a portion of Broadway Avenue on the south, and E. Main Street on the west (the “Idaho Block”).

The Idaho Block was reviewed and determined to be a deteriorated area and/or a deteriorating area under the Law and the Act and, therefore, eligible for inclusion into the existing revenue allocation area pursuant to the Idaho Block Annexation to Union District Eligibility Report (proposed), prepared by Kushlan | Associates, dated June 2021 (the “Eligibility Report”). The Eligibility Report was submitted to the Agency, which by adoption of Resolution No. 21-027 on June 9, 2021, found the additional area to be eligible and authorized the transmission of the Eligibility Report and Resolution to the City Council, together with the Agency’s recommendation that the area be designated as appropriate for an urban renewal plan amendment. The City Council by adoption of Resolution No. 21-2274 on July 6, 2021, found the area under consideration to be a deteriorating area or a deteriorated area in the City, as defined by the Law and the Act, and authorized preparation of a plan amendment. The 1.46 acres being added to the Project Area hereby creates the “Amended Project Area” as further described and shown in Attachments 1, 1A, 2, and 2A.

This First Amendment to the Plan (the “First Amendment”) adds certain parcels that were deannexed from the Downtown District Plan and Project Area in 2021 pursuant to the Second Amendment to the Meridian Revitalization Plan.

This First Amendment was prepared and submitted to the Agency for its review and approval. The Agency approved the First Amendment by the adoption of Resolution No. 21-038 on September 22, 2021 and

submitted the First Amendment to the City Council with its recommendation for adoption.

In accordance with the Law, this First Amendment was submitted to the Planning and Zoning Commission of the City. After consideration of the First Amendment, the Commission filed Resolution 21-06 dated October 7, 2021, with the City Council stating that the First Amendment is in conformity with the City's Comprehensive Plan.

Pursuant to the Law and Act, the City Council, having published due notice thereof, held a public hearing on the First Amendment. Notice of the hearing was duly published in the *Idaho Press*, a newspaper having general circulation in the City. The City Council adopted the First Amendment on \_\_\_\_\_, 2021, pursuant to Ordinance No. \_\_\_\_\_.

6. Amendment to Section 103 of the Plan. In Section 103, the term "Project Area" is now replaced with the term "Amended Project Area."

7. Amendment to Section 103 of the Plan. Section 103 of the Plan is amended by the addition of new Section 103.1 entitled "History and Current Conditions of the Expansion Area" as follows:

During 2021, the City, Agency, and other interested parties began to examine the need to expand the Project Area to include additional area adjacent and contiguous to the Project Area that continued to be underdeveloped.

The approximately 1.46 acres to be added to the Project Area includes eleven (11) tax parcels with an Old Town (OT) zoning designation and are located within the older developed area within the community. None of the parcels appear to be owner-occupied residences. Only the south half of Idaho Avenue between Main Street and NE 2<sup>nd</sup> Street is included. The area reviewed exhibited deteriorated conditions due to the age or obsolescence of the structures. The area is transitioning to a modern commercial center and the configuration of small lots does not accommodate modern commercial development rendering redevelopment economically infeasible. Similarly, the eleven (11) parcels range in size with the majority of lots under 5,000 square feet, which is an insufficient size to accommodate economical economic development. Diversity of ownership is also present, which makes land assemblage challenging. These above conditions result in economic underdevelopment of the area and are conditions that substantially impair and arrest the sound growth of the City.

The First Amendment embraces the principles set forth in the Plan and proposes improvements to public infrastructure and other publicly owned assets throughout the expansion area, creating the framework for the development of mixed-use, retail, office, commercial, and residential,

projects, as well as, façade improvements, planning studies and installation and improvements to other public facilities, including, but not limited to, streets, streetscapes, water and sewer improvements, environmental and floodplain remediation/site preparation, public parking, other community facilities, parks, plazas, open space, and pedestrian/bike amenities. The expansion area is underdeveloped and is not being used to its highest and best use due to age and obsolescence, as well as faulty lot layout in relation to size, adequacy, accessibility or usefulness, obsolete platting, and diversity of ownership. The foregoing conditions have resulted in economic underdevelopment of the expansion area and has arrested or impaired growth in the expansion area.

The preparation and approval of an urban renewal plan amendment including a revenue allocation financing provision, gives the City additional resources to solve the public infrastructure problems in this area. Revenue allocation financing should help to improve the situation. In effect, property taxes generated by new developments within the Amended Project Area may be used by the Agency to finance a variety of needed public improvements and facilities. Finally, some of the new developments may also generate new jobs in the community that would, in turn, benefit area residents.

It is unlikely individual developers will take on the prohibitive costs of constructing the necessary infrastructure in the expansion area without the ability of revenue allocation to help offset at least some of these costs. But for urban renewal and revenue allocation financing, the proposed commercial, office, residential and related public improvements would not occur.

8. Amendment to Section 200 of the Plan.

a. Section 200 entitled “DESCRIPTION OF THE PROJECT AREA” is deleted and replaced as follows:

**DESCRIPTION OF THE AMENDED PROJECT AREA**

The boundaries of the Project Area and of the Revenue Allocation Area are shown on Attachment 1, Boundary Map of Union District Urban Renewal Project Area and Revenue Allocation Area, and are described in Attachment 2, Legal Description of Union District Urban Renewal Project Area and Revenue Allocation Area.

The boundaries of the area added to the Project Area, pursuant to the First Amendment, are shown on Attachment 1A, Boundary Map of the Additional Area, and are described in Attachment 2A, Legal Description of the Boundary of the Additional Area. Collectively, the Project Area, as amended, may be referred to as the “Amended Project Area.”

For purposes of boundary descriptions and use of proceeds for payment of improvements, the boundary shall be deemed to extend to the outer boundary of rights-of-way or other natural boundary unless otherwise specified.

The attachments referenced above are attached hereto and are incorporated herein by reference.

9. Amendment to Section 301 of the Plan. Section 301 is amended as follows:
  - a. Section 301 is amended by deleting subsection (t) and replacing it as follows:
    - t. The construction and financial support of cultural facilities and the enhancement, installation and/or construction of parks, open spaces, plazas, and public recreational facilities;
  - b. Section 301 is amended by adding a new subsection (x) as follows:
    - x. The provision of financial and other assistance to encourage and support the Agency's façade improvement program
  - c. Section 301 is amended by adding a new subsection (y) as follows:
    - y. The funding in whole, or in part, any planning studies within the Amended Project Area.
10. Amendment to Section 302 of the Plan. Section 302 is amended by deleting the first paragraph and replacing it as follows:

Urban renewal activity is necessary in the Amended Project Area to combat problems of physical deterioration or deteriorating conditions. As set forth in greater detail in Sections 103 and 103.1, the Amended Project Area has a history of stagnant growth and development compared to the greater downtown area of the City based on deteriorated or deteriorating conditions that have arrested or impaired growth in the Amended Project Area primarily attributed to: underdeveloped properties; inadequate pedestrian and bicycle connectivity and mobility; the presence of a substantial number of deteriorating structures; deterioration of site; age and obsolescence; a predominance of defective or inadequate street layout; faulty lot layout in relation to size, adequacy, accessibility or usefulness; unsanitary or unsafe conditions; diversity of ownership; and defective or very unusual conditions of title. The Plan for the Amended Project Area is a proposal to work in partnership with public and private entities to improve, develop, and grow the economy within the Amended Project Area by the implementation of a strategy and program set forth in Section 301, as amended.



11. Amendment to Section 502 of the Plan.

a. Section 502 is amended by deleting the first sentence of the first paragraph and replacing it as follows: The Agency hereby adopts revenue allocation financing provisions as authorized by the Act, effective retroactively to January 1, 2020, for the original Project Area and effective retroactively to January 1, 2021, for the area added to the Project Area by the First Amendment.

b. Section 502 is amended by deleting the first and second sentences of the fifth paragraph and replacing them as follows: A statement listing proposed public improvements and facilities, an economic feasibility study, estimated project costs, fiscal impact upon other taxing districts, and methods of financing project costs required by Idaho Code Section 50-2905 is included in Attachment 5 for the Project Area, and as supplemented in Attachment 5A for the area added by the First Amendment. The information contained in Attachment 5 incorporated estimates and projections based on the Agency's and the consultants' knowledge and expectations at that time. The information contained in Attachment 5A necessarily incorporates estimates and projections based on the Agency's present knowledge and expectations and includes analysis and assessment based on the additional 1.461 acres added to the Project Area.<sup>1</sup>

12. Amendment to Section 502.1 of the Plan. Section 502.1 is amended by deleting Section 502.1 and replacing it as follows:

Attachment 5 consists of the Economic Feasibility Study for the Union District Urban Renewal Area prepared by Kushlan | Associates and SMR Development, LLC for the original Project Area. Attachment 5A consists of the Economic Feasibility Study for the area added to the Project Area by the First Amendment prepared by Kushlan | Associates. Portions of the data from Attachment 5 are restated in Attachment 5A to the extent additional information was available related to the timing of projects impacting revenue generation and project funding in the expansion area (collectively, Attachments 5 and 5A are referred to as the "Study"). The Study constitutes the financial analysis required by the Act.

13. Amendment to Section 502.3 of the Plan. Section 502.3 of the Plan is amended by the addition of new Section 502.3.1 entitled "Updated Ten Percent Value Limitation and the Ten Percent Geographic Limitation" as follows:

Under the Act, the base assessed valuation for all revenue allocation areas cannot exceed gross/net ten percent (10%) of the current assessed taxable value for the entire City. According to the Ada County Assessor, the assessed taxable value for the City as of January 1, 2020<sup>2</sup> less

<sup>1</sup> See also Section 301 to the Plan, as amended.

<sup>2</sup> Due to the timing of the assessment process and creation of this Plan, the 2020 values have been used to establish compliance with the 10% limitation. Using the 2020 values, the total adjusted base value of the existing and proposed revenue allocation areas combined with the value of this annexation into the Project Area are less than 2.62% of

homeowners' exemption is \$10,375,837,804. Therefore, the 10% limit is \$1,037,583,780.

The adjusted base assessed value of each of the existing revenue allocation areas, plus the expansion area and the proposed revenue allocation areas, as of January 1, 2020, is as follows:

Downtown District <sup>3</sup>	\$146,334,050
Ten Mile District	\$39,539,125
Union District	\$2,144,360
Proposed Union District Project Area Amendment	\$3,414,100
Proposed Northern Gateway District	\$68,832,974
Proposed Linder District <sup>4</sup>	\$11,978,500
<b>TOTAL:</b>	<b>\$272,243,109</b>

The adjusted base values for the combined revenue allocation areas total \$272,243,109, which is less than 10% of the City's 2020 taxable value.

Further, Idaho Code Section 50-2033 provides that after July 1, 2011: "[a]n urban renewal plan that includes a revenue allocation area may be extended only one (1) time to extend the boundary of the revenue allocation area so long as the total area to be added is not greater than ten percent (10%) of the existing revenue allocation area and the area to be added is contiguous to the existing revenue allocation area but such contiguity cannot be established solely by a shoestring or strip of land which comprises a railroad or public right-of-way." The Project Area consists of approximately 15.86 acres; therefore, the 10% geographic limit is approximately 1.59 acres. The area to be added to the Project Area, which is adjacent and contiguous to the Project Area, consists of approximately 1.461 acres, which is less than 10% of the acreage included in the Project Area.

#### 14. Amendment to Section 502.7 of the Plan.

a. Section 502.7 is amended by adding a new sentence at the end of the second sentence of the second paragraph as follows: The addition of the geographic area to the Project Area pursuant to the First Amendment does not reset the base<sup>5</sup>; however, for the area added, the base value is the assessed value as of January 1 of the year in which the municipality approved the expansion or, in this instance, January 1, 2021.

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the total taxable value of the City. Even assuming an increase in values for 2022, the combined adjusted base values of the revenue allocation areas would not exceed 10% of the current assessed taxable value for the entire City.

<sup>3</sup> Less area deannexed by the First Amendment to the Meridian Revitalization Plan Urban Renewal Project, and the Second Amendment to the Meridian Revitalization Plan Urban Renewal Project.

<sup>4</sup> May not be established until calendar year 2022.

<sup>5</sup> See Idaho Code Sections 50-2903A(1)(a)(ii) and 50-2033.

b. Section 502.7 is amended by adding a new footnote following the fourth sentence of the second paragraph as follows: House Bill 389 passed during the 2021 Legislative Session, effective in significant part as of January 1, 2021, further limits a taxing entity's ability to increase the property tax portion of its budget. The Supplement to the Economic Feasibility Study: Financial Analysis Related to the 2021 Annexation, included as Attachment 5A, has considered the impact of House Bill 389 on the Project's overall feasibility.

c. Section 502.7 is amended by adding a new footnote following the first sentence of the fifth paragraph as follows: House Bill 389 amended Idaho Code Sections 63-802 and 63-301A limiting the value placed on the new construction roll and available to a taxing district for a budget capacity increase. This could result in lower levy rates over time.

d. Section 502.7 is amended by deleting the last sentence of the fifth paragraph and replacing it as follows: Upon termination of this Plan, as amended by the First Amendment, and the Amended Project Area, the taxing entities will be able to include a percentage<sup>6</sup> of the accumulated new construction roll value in setting the following year's budget (subject to any applicable cap) pursuant to Idaho Code Sections 63-802 and 63-301A.

e. Section 502.7 is amended by adding new paragraphs following the end of the seventh paragraph as follows:

Pursuant to the First Amendment and Attachment 5A concerning the expansion, as 2021 certified levy rates are not determined until late September 2021, the 2020 certified levy rates have been used in Attachment 5A for purposes of the analysis.<sup>7</sup> Those taxing districts and rates are as follows:

<u>Taxing Districts:</u>	<u>Levy Rates:</u>
The City of Meridian	.002230856
The West Ada School District (School District No. 2)	.000014472
Ada County	.002149935
Emergency Medical District/Ada County Ambulance	.000118422
Mosquito Abatement District	.000021106
The Ada County Highway District	.000701539
Meridian Library District	.000430489
Meridian Cemetery District	.000048343
Western Ada Recreation District	.000037736
College of Western Idaho	.000124266
<b>TOTAL<sup>8</sup></b>	<b>.005877164</b>

<sup>6</sup> Pursuant to House Bill 389, 80% of the total eligible increment value is added to the new construction roll.

<sup>7</sup> Due to the timing of the taxing districts' budget and levy setting process, certification of the 2021 levy rates did not occur until this First Amendment had been prepared and considered by the Agency. In order to provide a basis to analyze the impact on the taxing entities, the 2020 levy rates are used. Use of the 2020 levy rates provides a more accurate base than estimating the 2021 levy rates.

<sup>8</sup> Net of voter approved bonds and levies.

House Bill 587, as amended in the Senate, effective July 1, 2020, amends Idaho Code Section 50-2908 altering the allocation of revenue allocation funds to the Agency from the Ada County Highway District levy<sup>9</sup>. This amendment will apply to the expansion area<sup>10</sup> added by this First Amendment and provides: “[i]n the case of a revenue allocation area first formed or expanded to include the property on or after July 1, 2020, all taxes levied by any highway district, unless the local governing body that created the revenue allocation area has responsibility for the maintenance of roads or highways” will be allocated to the applicable highway district, which in this case is the Ada County Highway District.

However, amended Idaho Code Section 50-2908 further provides the highway district and Agency may enter into an agreement for a different allocation. A copy of any agreement is required to be submitted to the Idaho State Tax Commission and to the Ada County Clerk by the Ada County Highway District as soon as practicable after the parties have entered into the agreement and by no later than September 1 of the year in which the agreement takes effect. The Agency intends to work with the Ada County Highway District to enter into an agreement allowing the Agency to retain the revenues from the highway district levies for the expansion area. No agreement is required for the original Project Area.

The Study has made certain assumptions concerning the levy rate. The levy rate is estimated to be 10% lower than the combined 2020 certified levy rate to adjust for the impact of House Bill 389, as well as considering the rapidly increasing property values. The levy rate is anticipated to remain level for the life of the Project Area. As the actual impact of the property value fluctuations on the levy rate is unknown, the Study has assumed a combined conservative levy rate of .0053. Land values are estimated to inflate at 8%/year for five (5) years and then inflate at a rate of 4%/year for the remaining duration of the Project Area. Improvement values are estimated to inflate at a rate of 10%/year for five (5) years, and thereafter are estimated to inflate at a rate of 5%/year for the duration of the Project Area. Estimated new development is anticipated occur annually and be fully on the tax rolls from year 2025 through 2029. If the overall levy rate is less than projected, or if expected development fails to occur as estimated, the Agency shall receive fewer funds from revenue allocation. The Study has also considered the timing of the original projects identified in the Plan and pushed back the completion timeline where necessary to account for current market conditions.

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<sup>9</sup> Senate Bill 1107, as amended in the Senate, effective July 1, 2021, made a corresponding amendment to Idaho Code Section 40-1415(3) to address the responsibility for funding certain urban renewal projects.

<sup>10</sup> The amendment to Idaho Code Section 50-2908 does not apply to the original Project Area.

15. Amendment to Section 800 of the Plan. Section 800 is amended by adding a new sentence at the end of the first paragraph as follows: The addition of parcels to the original Project Area pursuant to this First Amendment has no impact on the duration of this Plan.

16. Amendment to Plan to add new Attachment 1A. The Plan is amended to add new Attachment 1A entitled “Boundary Map of the Additional Area,” attached hereto.

17. Amendment to Plan to add new Attachment 2A. The Plan is amended to add new Attachment 2A entitled “Legal Description of the Boundary of the Additional Area,” attached hereto.

18. Amendment to Plan to add new Attachment 4A. The Plan is amended to add new Attachment 4A entitled “Map Depicting Expected Land Uses and Current Zoning Within the Areas Added by the First Amendment,” attached hereto.

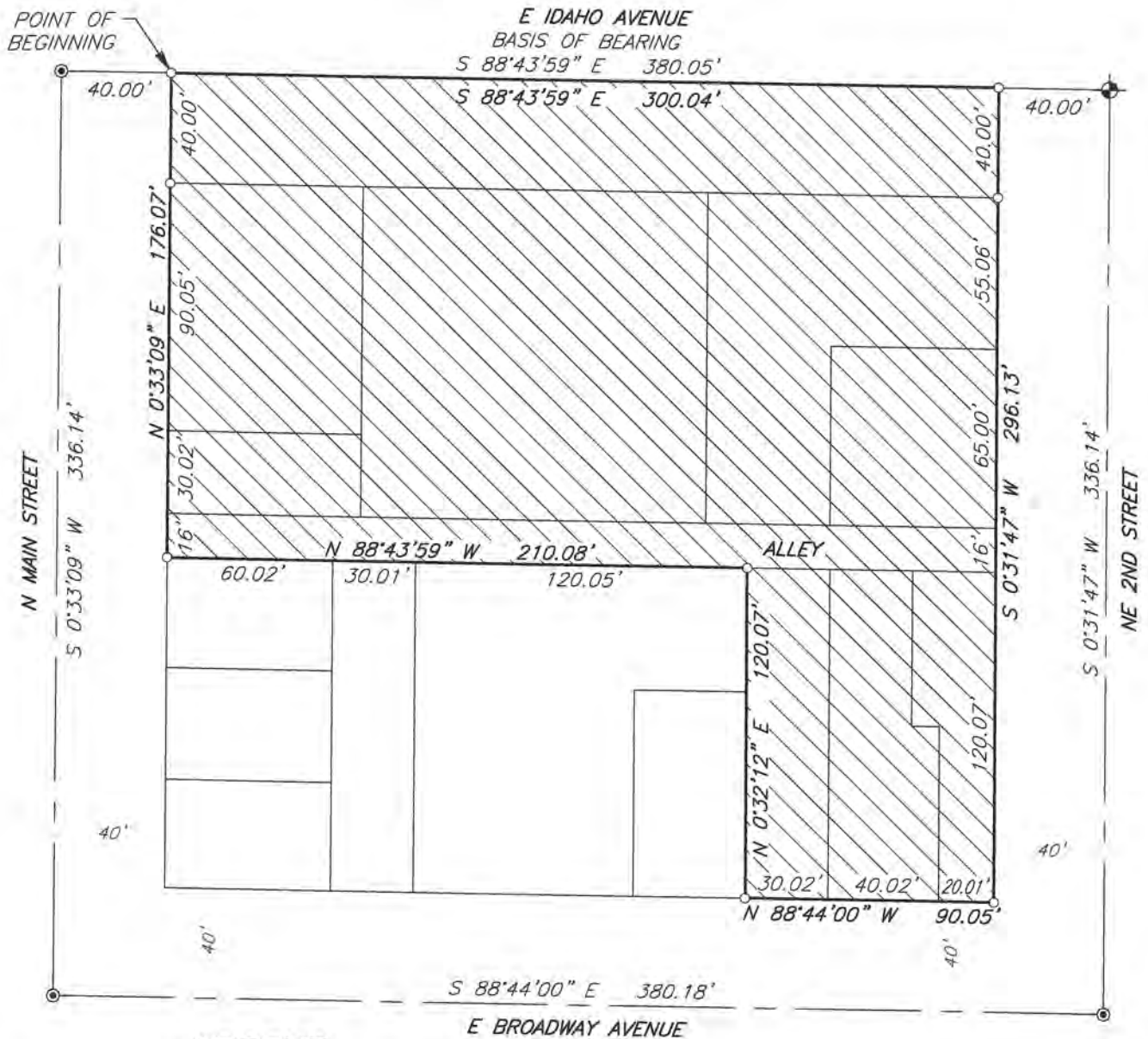
19. Amendment to Plan to add new Attachment 5A. The Plan is amended to add new Attachment 5A entitled “Supplement to the Economic Feasibility Study: Financial Analysis Related to the 2021 Annexation,” attached hereto.


20. Union District Plan Remains in Effect. Except as expressly modified in this First Amendment, the Plan and the Attachments thereto remain in full force and effect.

Attachment 1A  
Boundary Map of the Additional Area

## EXHIBIT B

SKETCH TO ACCOMPANY URBAN RENEWAL DISTRICT DESCRIPTION  
FOR MERIDIAN DEVELOPMENT CORPORATION LOCATED IN THE  
NW 1/4 OF THE SW 1/4 OF SECTION 7, TOWNSHIP 3 NORTH,  
RANGE 1 EAST, BOISE MERIDIAN, ADA COUNTY, IDAHO

LEGEND

- URD BOUNDARY
-  URD AREA



CIVIL SURVEY CONSULTANTS, INC.  
2893 SOUTH MERIDIAN ROAD  
MERIDIAN, IDAHO 83642  
(208)888-4312



SCALE: 1"=60'



Attachment 2A  
Legal Description of the Boundary of the Additional Area



**EXHIBIT A  
URBAN RENEWAL DISTRICT BOUNDARY DESCRIPTION  
FOR  
MERIDIAN DEVELOPMENT CORPORATION**

**IDAHO BLOCK**

A description for Urban Renewal District purposes located in the NW 1/4 of the SW 1/4 of Section 7, Township 3 North, Range 1 East, Boise Meridian, and being a part of Block 4 of the amended plat of the *TOWNSITE OF MERIDIAN* as found in Book 1 of plats at Page 30 in the office of the Recorder, Ada County, Idaho, more particularly described as follows:

Commencing at a 5/8 inch diameter iron pin marking the intersection of N Main Street and E Idaho Avenue, from which a brass cap monument marking the intersection of NE 2nd Street and E Idaho Avenue bears S 88°43'59" E a distance of 380.05 feet;

Thence S 88°43'59" E along the centerline of said E Idaho Avenue a distance of 40.00 feet to the POINT OF BEGINNING;

Thence continuing S 88°43'59" E a distance of 300.04 feet to a point on an extension of the easterly boundary of said Block 4;

Thence leaving said centerline S 0°31'47" W a distance of 40.00 feet to a point marking the northeasterly corner of said Block 4;

Thence continuing S 0°31'47" W along said easterly boundary a distance of 256.13 feet to a point marking the southeasterly corner of said Block 4;

Thence N 88°44'00" W along the southerly boundary of said Block 4 a distance of 90.05 feet to a point marking the southwesterly corner of Lot 8 of said Block 4;

Thence leaving said southerly boundary N 0°32'12" E along the westerly boundary of said Lot 8 a distance of 120.07 feet to a point marking the northwesterly corner of said Lot 8;

Thence N 88°43'59" W along the northerly boundary of Lots 1 – 7 of said Block 4 a distance of 210.08 feet to a point on the westerly boundary of said Block 4, said point being the northwesterly corner of Lot 1 of said Block 4;

Thence N 0°33'09" E along said westerly boundary a distance of 136.07 feet to a point marking the northwesterly corner of said Block 4;

Thence continuing N 0°33'09" E on an extension of said westerly boundary a distance of 40.00 feet to the POINT OF BEGINNING.

This parcel contains approximately 1.461 acres.

NOTE: This description was prepared using record information including Record of Surveys, Subdivision Plats and Deeds acquired from the Ada County Recorder's office. No field survey has been performed.

Prepared by: Kyle A. Koomler, PLS  
Civil Survey Consultants, Incorporated  
May 26, 2021

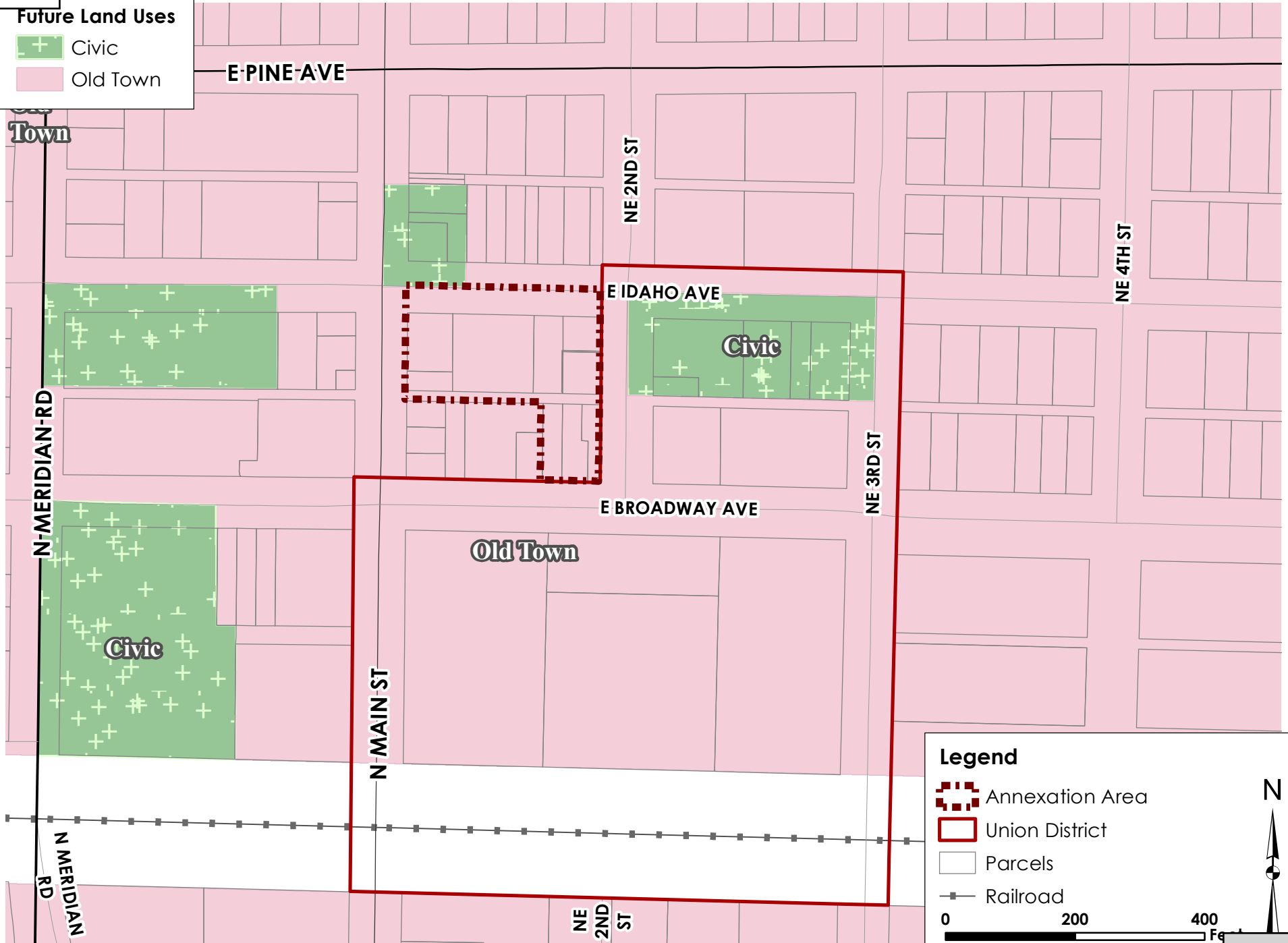


Attachment 4A  
Map Depicting Expected Land Uses and Current Zoning Within the Areas Added by the First  
Amendment





Item #7.

### Future Land Uses

-  Civic
-  Old Town



### Legend

-  Annexation Area
-  Union District
-  Parcels
-  Railroad

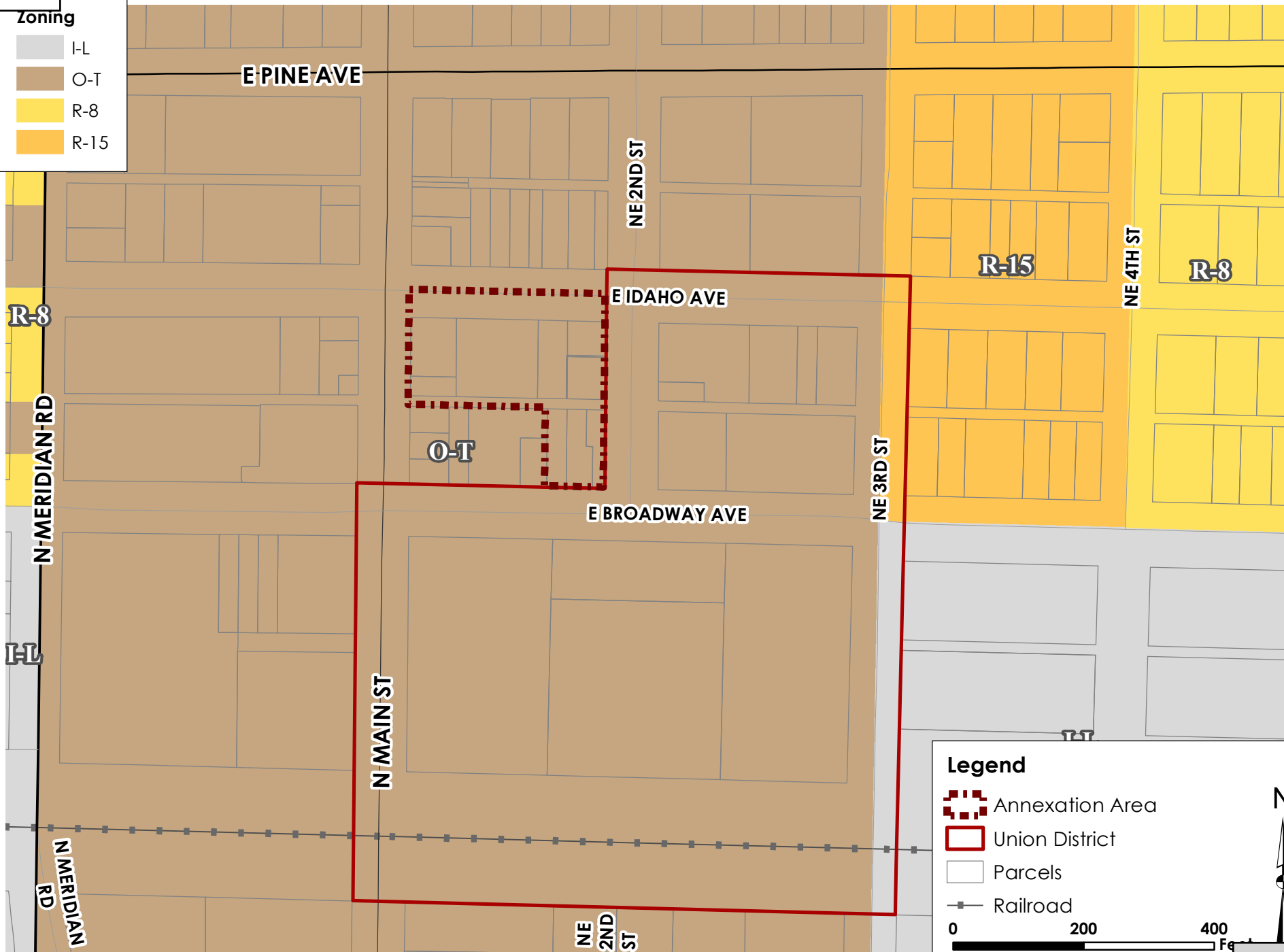
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N

Item #7.

**Zoning**

- I-L
- O-T
- R-8
- R-15



**Legend**

- Annexation Area
- Union District
- Parcels
- Railroad



Attachment 5A  
Supplement to the Economic Feasibility Study:  
Financial Analysis Related to the 2021 Annexation

4835-4848-9712, v. 7

## ATTACHMENT 5.1A

### Public Improvements within the Revenue Allocation Area

This attachment includes a projected list of proposed public works or improvements within the Union District Project Area, as amended by the First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project (the “First Amendment”), which added approximately 1.46 acres to the Union District Project Area pursuant to Idaho Code Sections 50-2903A(1)(a)(ii) and 50-2033 (the “Amended Project Area”). This Attachment 5A, the Supplement to the Economic Feasibility Study: Financial Analysis Related to the 2021 Annexation, is intended to address the scope of projects related to the expansion area; however, portions of the Economic Feasibility Study may be restated if additional information is available related to the timing of projects impacting revenue generation and project funding in the expansion area. The proposed improvements within the Amended Project Area include improvements to streets, utilities, and other public rights-of-way amenities as well as construction and/or improvements to parks, plazas and open space, a community center, façade improvements, public parking (structured and surface parking), property acquisition to support development and/or redevelopment goals, and brownfield and/or environmental clean-up.

The Union District Improvement List set forth below identifies needed investments to support private investment in capital facilities. Capital facilities generally have long useful lives and significant costs. The overall project and the infrastructure to support it are all consistent with the vision articulated in the City of Meridian Comprehensive Plan, Destination: Downtown Plan, the future land use map and as required in City development regulations. The cost estimates provided by owner/developers and the City are based upon prices for similar construction in the area.

Estimated costs expected to be incurred in implementing the Urban Renewal Plan for the Union District Urban Renewal Project (the “Plan”) as amended by the First Amendment are as follows:

#### **Union District Improvement List**

Community Center Construction	<u>\$6,450,000</u>
Net District Cost Construction	<b>\$6,450,000</b>
Community Center Site Improvements	\$1,615,000
Structured Public Parking	<u>\$4,250,000</u>
Sub-Total	<b>\$5,865,000</b>
Total Community Center Cost	<b>\$12,315,000</b>

Proposed Public Infrastructure, including Engineering, Design, Installation, Construction, and/or Reconstruction of:

Improvements to 3rd Street	
Improvements to Broadway Avenue	
Intersection Improvements and Rail Crossing Safety Enhancements	
Pedestrian improvements	
Streetscape Improvements	
Sewer Infrastructure Improvements	
Water Infrastructure Improvements	
Electrical Distribution Improvements	
Right-of-Way Landscaping Improvements	
Utility Relocations	
Lateral Relocation and Improvements	
Irrigation and Drainage Improvements	
Public Improvements Sub-total	<b>\$1,215,000</b>
Additional Public Parking	<b>\$3,810,000</b>

#### **Other Eligible Public Infrastructure Improvements**

Façade Improvements	\$750,000
Property Acquisition	\$3,500,000
Public Plazas, Parks & Open Space	\$3,000,000
Environmental Remediation	\$2,250,000
Idaho Avenue Improvements	\$1,000,000
Planning Studies	\$259,000
Grand Total	<b>\$28,099,000</b>

The projects and estimated costs have been derived from Galena Opportunity Fund and updated by the City and the Meridian Development Corporation (MDC) based upon similar works being carried out in the broader community and existing market conditions. The costs related to the expansion area improvements are estimated in 2021 dollars and are not inflated. Costs will likely vary from the costs detailed here, as they will be subject to inflation and further project refinement and timing. The cost estimates used in this analysis are considered estimates for the purpose of financial planning.

The Amended Project Area is estimated to generate \$25,389,904 in tax increment revenue between 2020 and 2040<sup>1</sup> in addition to the initial \$100,000 loan from the MDC to activate the program. Additional potential sources of funding for the identified projects may include funding in the amount of \$3,800,000 from the City to support the Community Center project recognizing the City is not committing funds to this Project and any commitment

<sup>1</sup> As the Idaho property tax system provides for taxes being paid in arrears, Revenue Allocation funds will be received in FY 2041. However, the final year of income has not been considered in determining the economic feasibility of the Union District, as amended.



would occur through the City's appropriations/budget process. Further funding may be available through grants.

The total from all sources is estimated to be \$29,289,904. There are presently \$28,099,000 of project costs identified in the Union District Improvement List provided by developers, property owners and the City. The fiscal analysis generally assumes projects will be implemented by developers as part of certain private developments within the Union District Project Area, as amended, specifically related to the Meridian Station Project and the Civic Block Project as contemplated in the original Plan, and the Idaho Block project in the expansion area. It is assumed that the developers will be reimbursed through Owner Participation Agreements (OPA) from resources derived from the Amended Revenue Allocation Area established by the Union District Project Area, as amended by the First Amendment. Projects are also anticipated to occur on a pay-as-you-go basis, in addition to funding from other public entities, if available, and any available grant funding.

Administrative costs over the 20-year life of the district are estimated at \$920,000 or approximately 3.16% of total estimated revenue. The initial inter-district loan to support startup costs is assumed to be repaid at 5% simple interest for a total obligation of \$115,000<sup>2</sup>.

The total estimated expenditures equal \$29,134,000, leaving a \$155,903 positive program balance of at the end of the 20-year term. See attached cash flow analysis for detailed estimates.

The Plan, as amended by the First Amendment, provides for the Plan and Amended Project Area to extend through its maximum term of 20 years. This First Amendment will constitute the one-time annexation to the Union District Project Area as permitted in Idaho Code 50-2033.

Secure funding includes revenue allocation funds and is money MDC is highly likely to receive. The funds may not be in MDC's possession at the beginning of the Plan period, but it is virtually certain that MDC will receive the funds. MDC may need to take specific actions to generate the funding, but those actions are within its powers. Despite the high probability of secure funding, no project can proceed until a specific, enforceable funding plan is in place.

Potential funding is money that might be received by MDC. In every case MDC is eligible for the funding, and the source of funding exists under current law. However, each potential funding source requires one or more additional steps or decisions before MDC can obtain the resources, and the ultimate decision is outside of MDC's independent control. The City's potential capital contribution and grant funds are an example of potential funding. Thus, potential funding is not assumed in determining financial feasibility.

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<sup>2</sup> The amount of revenue allocation proceeds dedicated to the administration of the Union District, as amended [\$802,183 shown in Forecast] is supplemented by the Inter-district loan to produce the full amount over the life of the District.

Unfunded projects, or portions of projects lack secure or potential funding. At this time, all projects are anticipated to be funded.

The amount of tax increment contributed to the project will vary depending upon the actual cost of infrastructure.

The Plan, as amended by the First Amendment, proposes certain public improvements that will facilitate development in the Amended Project Area. The overall investment package could be funded from a variety of financing methods and sources. The primary method of financing MDC's obligation will be through the use of tax increment revenue (i.e., incremental property taxes from the revenue allocation area). This Plan, as amended by the First Amendment, anticipates that at least a portion of the tax increment revenue will be used to reimburse an owner/developer through a negotiated agreement for some or all of the eligible improvement costs or through direct investment by MDC.

Other sources of funding for project may include, but are not limited to:

- Local Improvement District (LID)
- Business Improvement District (BID)
- Development Impact Fees
- Franchise Fees
- Grants from federal, state, local, regional agencies and/or private entities
- Other bonds, notes and/or loans
- Improvements and/or payments by developers

The total project costs and the amount of tax increment are estimates. The estimated project costs and revenues are based on MDC's present knowledge and expectations supported by detailed information from property owners, developers, City and MDC staff and MDC's consultants based in part upon current construction projects in the broader community.

### Summary of Projects

Based on the Union District Improvement List, as amended by the First Amendment, set forth above, the estimated total costs for the public improvements are \$28,099,000.

**Cost of Operations and Improvements by Year (2020-2041)**

<b>Year</b>	<b>Secure Funding (TIF &amp; MDC Loan)</b>	<b>Potential Funding</b>	<b>District Operating Expenses</b>	<b>MDC Loan Debt Service</b>	<b>Funds for Program, Capital, and Debt Service Expenses</b>	<b>Total Project Liabilities</b>
2020	\$75,000	\$0	\$25,000	\$0		\$25,000
2021	\$25,000	\$0	\$25,000	\$0		\$25,000
2022	\$3,430	\$0	\$25,000	\$0		\$25,000
2023	\$7,167	\$0	\$25,000	\$0	\$0	\$25,000
2024	\$11,237	\$0	\$20,000	\$0	\$0	\$20,000
2025	\$390,630	*\$3,800,000	\$50,000	\$0	\$4,100,000	\$4,150,000
2026	\$676,794	\$0	\$50,000	\$115,000	\$475,000	\$640,000
2027	\$1,003,700	\$0	\$50,000	\$0	\$900,000	\$950,000
2028	\$1,187,991	\$0	\$50,000	\$0	\$1,100,000	\$1,150,000
2029	\$1,381,483	\$0	\$50,000	\$0	\$1,350,000	\$1,400,000
2030	\$1,452,136	\$0	\$50,000	\$0	\$1,400,000	\$1,450,000
2031	\$1,526,307	\$0	\$50,000	\$0	\$1,500,000	\$1,550,000
2032	\$1,604,171	\$0	\$50,000	\$0	\$1,550,000	\$1,600,000
2033	\$1,685,912	\$0	\$50,000	\$0	\$1,550,000	\$1,600,000
2034	\$1,771,724	\$0	\$50,000	\$0	\$1,800,000	\$1,850,000
2035	\$1,861,809	\$0	\$50,000	\$0	\$1,800,000	\$1,850,000
2036	\$1,956,381	\$0	\$50,000	\$0	\$1,900,000	\$1,950,000
2037	\$2,055,662	\$0	\$50,000	\$0	\$2,000,000	\$2,050,000
2038	\$2,159,889	\$0	\$50,000	\$0	\$2,100,000	\$2,150,000
2039	\$2,269,306	\$0	\$50,000	\$0	\$2,250,000	\$2,300,000
2040	\$2,384,174	\$0	\$50,000	\$0	\$2,324,000	\$2,374,000
2041	\$0	\$0	\$0	\$0		\$0
<b>Total</b>	<b>\$25,489,903</b>	<b>\$3,800,000</b>	<b>\$920,000</b>	<b>\$115,000</b>	<b>\$28,099,000</b>	<b>\$29,134,000</b>

Note: This analysis anticipates a positive fund balance of \$155,903 the end of the project.

\*Potential City contribution to the Community Center Project. Not a binding commitment. Any City funding would be subject to annual appropriations/budgeting considerations.

## ATTACHMENT 5.2A

### Economic Feasibility Study

The Plan, as amended by the First Amendment, is economically feasible because the proposed development is sufficient to fully cover the anticipated cost of the redevelopment program.

The economic feasibility of the Plan, as amended by the First Amendment, is based on the following factors:

- The amount of development anticipated in the Amended Project Area
- The timing of the proposed taxable development
- The nature of the proposed development
- The amount of tax revenue to be generated by the proposed development
- The cost of public improvement projects.
- If revenue equals or exceeds project costs, the Plan is economically feasible.

The following is a summary of the analysis and estimates of the factors used to determine the economic feasibility of the Plan, as amended by the First Amendment.

#### **The Economic Feasibility Analysis**

##### **Summary:**

Over the course of the Plan and the Union District Project Area, as amended by the First Amendment, \$25,389,904 of Tax Increment Revenue is estimated to be generated using the development scenarios proposed by property owners/developers within the Union District Project Area, as amended by the First Amendment, the City and MDC, in consultation with its consultants. The Economic Feasibility Study assumes 10% of annual revenue allocation area proceeds, or TIF revenue, will be used for administration of the Union District Project Area, as amended by the First Amendment, with that amount capped at \$50,000 per year, for a total of \$920,000 for administration costs over the 20-year lifespan of the District.

The attached spreadsheets entitled “Union District Revenue Model, as amended by the First Amendment” and “Union District, as amended by the First Amendment, Cash Flow Analysis” gives a more detailed outlook on the revenues and expenses of the development scenario.

The following assumptions were made in the formulation of the Financial Feasibility Analysis:

- Land Value Increase @ 8%/Year for 5 years then 4%/year through the remainder of the term
- Improvement Value Increase @ 10%/Year then 5%/year through the remainder of the term,

- Tax Rate reduced by 10% and then held constant through the life of the Plan
- Total Cost of Improvements over the life of the project: \$28,099,000
- Tax rate does not include levies excluded pursuant to Idaho Code 50-2908, such as voter approved bonds/levies after 2007, judgment levies or the School District Plant or supplemental levies excluded by law.

The Economic Feasibility Analysis shows that the project will generate adequate funds within the Amended Project Area to fund the necessary capital improvements.

4831-7174-6294, v. 6

Year	Land Value (+8% annually for 5 years then 4%)	Impr. Value (+10% for 5 years then 5%)	Total Assessed Value	Annual New Const. Value on tax roll	Cum. New Const Value + Inflation @ 10% and 5%	Cumulative Homeowners' Exemption	Taxable Value	Increment Value (H - Base Value)	Levy Rate (-10%)	Tax Increment Yield	Admin Costs (10%)	Funding for Capital Projects / Debt Service
2020	\$ 4,033,200	\$ -	\$ 4,033,200	\$ -	\$ -	\$ -	\$ 4,033,200	\$ -	0.0053			
2021	\$ 4,355,856	\$ 2,987,700	\$ 7,343,556	\$ -	\$ -	\$ -	\$ 7,343,556	\$ -	0.0053	\$ -	\$ -	\$ -
2022	\$ 4,704,324	\$ 3,286,470	\$ 7,990,794	\$ -	\$ -	\$ -	\$ 7,990,794	\$ 647,238	0.0053	\$ 3,430	\$ 343	\$ 3,087
2023	\$ 5,080,670	\$ 3,615,117	\$ 8,695,787	\$ -	\$ -	\$ -	\$ 8,695,787	\$ 1,352,231	0.0053	\$ 7,167	\$ 717	\$ 6,450
2024	\$ 5,487,124	\$ 3,976,629	\$ 9,463,753	\$ -	\$ -	\$ -	\$ 9,463,753	\$ 2,120,197	0.0053	\$ 11,237	\$ 1,124	\$ 10,113
2025	\$ 5,926,094	\$ 4,374,292	\$ 10,300,386	\$ 70,747,000	\$ 70,747,000	\$ -	\$ 81,047,386	\$ 73,703,830	0.0053	\$ 390,630	\$ 50,000	\$ 340,630
2026	\$ 6,163,138	\$ 4,593,006	\$ 10,756,144	\$ 50,000,000	\$ 124,284,350	\$ -	\$ 135,040,494	\$ 127,696,938	0.0053	\$ 676,794	\$ 50,000	\$ 626,794
2027	\$ 6,409,663	\$ 4,822,656	\$ 11,232,320	\$ 54,990,000	\$ 185,488,568	\$ -	\$ 196,720,887	\$ 189,377,331	0.0053	\$ 1,003,700	\$ 50,000	\$ 953,700
2028	\$ 6,666,050	\$ 5,063,789	\$ 11,729,839	\$ 25,000,000	\$ 219,762,996	\$ -	\$ 231,492,835	\$ 224,149,279	0.0053	\$ 1,187,991	\$ 50,000	\$ 1,137,991
2029	\$ 6,932,692	\$ 5,316,979	\$ 12,249,671	\$ 25,000,000	\$ 255,751,146	\$ -	\$ 268,000,816	\$ 260,657,260	0.0053	\$ 1,381,483	\$ 50,000	\$ 1,331,483
2030	\$ 7,209,999	\$ 5,582,828	\$ 12,792,827	\$ -	\$ 268,538,703	\$ -	\$ 281,331,530	\$ 273,987,974	0.0053	\$ 1,452,136	\$ 50,000	\$ 1,402,136
2031	\$ 7,498,399	\$ 5,861,969	\$ 13,360,369	\$ -	\$ 281,965,638	\$ -	\$ 295,326,007	\$ 287,982,451	0.0053	\$ 1,526,307	\$ 50,000	\$ 1,476,307
2032	\$ 7,798,335	\$ 6,155,068	\$ 13,953,403	\$ -	\$ 296,063,920	\$ -	\$ 310,017,323	\$ 302,673,767	0.0053	\$ 1,604,171	\$ 50,000	\$ 1,554,171
2033	\$ 8,110,269	\$ 6,462,821	\$ 14,573,090	\$ -	\$ 310,867,116	\$ -	\$ 325,440,206	\$ 318,096,650	0.0053	\$ 1,685,912	\$ 50,000	\$ 1,635,912
2034	\$ 8,434,680	\$ 6,785,962	\$ 15,220,642	\$ -	\$ 326,410,472	\$ -	\$ 341,631,113	\$ 334,287,557	0.0053	\$ 1,771,724	\$ 50,000	\$ 1,721,724
2035	\$ 8,772,067	\$ 7,125,260	\$ 15,897,327	\$ -	\$ 342,730,995	\$ -	\$ 358,628,322	\$ 351,284,766	0.0053	\$ 1,861,809	\$ 50,000	\$ 1,811,809
2036	\$ 9,122,949	\$ 7,481,523	\$ 16,604,472	\$ -	\$ 359,867,545	\$ -	\$ 376,472,018	\$ 369,128,462	0.0053	\$ 1,956,381	\$ 50,000	\$ 1,906,381
2037	\$ 9,487,867	\$ 7,855,599	\$ 17,343,467	\$ -	\$ 377,860,922	\$ -	\$ 395,204,389	\$ 387,860,833	0.0053	\$ 2,055,662	\$ 50,000	\$ 2,005,662
2038	\$ 9,867,382	\$ 8,248,379	\$ 18,115,761	\$ -	\$ 396,753,969	\$ -	\$ 414,869,730	\$ 407,526,174	0.0053	\$ 2,159,889	\$ 50,000	\$ 2,109,889
2039	\$ 10,262,077	\$ 8,660,798	\$ 18,922,876	\$ -	\$ 416,591,667	\$ -	\$ 435,514,542	\$ 428,170,986	0.0053	\$ 2,269,306	\$ 50,000	\$ 2,219,306
2040	\$ 10,672,561	\$ 9,093,838	\$ 19,766,399	\$ -	\$ 437,421,250	\$ -	\$ 457,187,649	\$ 449,844,093	0.0053	\$ 2,384,174	\$ 50,000	\$ 2,334,174
				<b>\$ 225,737,000</b>						<b>\$ 25,389,904</b>	<b>\$ 802,183</b>	<b>\$ 24,587,721</b>

**Assumptions:**

**Values based on Ada County Assessor 2019 Data for original District properties (latest available) then 2020 values for Idaho Block expansion area**

**Land values inflate at 8% per year for 5 years, then 4% for the remainder of the Plan term**

**Improvement values inflate at 10% per year for 5 years then 5% for the remainder of the term**

**Tax Rate reduced by 10% in consideration of impacts of HB389; anticipation of potential further modifications to the property tax system; and the further termination of the Idaho Block Annexed to original Union District in 2021**

**New construction values based upon developer's estimates**

**Earliest C.O for private development projects will be in 2024**

**Residential units will not be owner occupied and thus not subject to the Homeowners Property Tax Exemption**

**Residential units will all be market rate rental units**

**10% of annual Revenue Allocation yield will be paid to Meridian Development Corporation for administration - Capped at \$50,000/year**

**Balance of Revenue Allocation Yield will be available for capital investment and/or program expenses**

**City of Meridian, subject to available funds pursuant to annual appropriations and budgeting, may provide \$3,800,000 in 2025 to support development of a Community Center within the District. This does not represent a commitment by the City; rather is included to assess potentially available funds to support projects.**

**Union District, as amended by the First Amendment,  
Cash Flow Analysis**

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
<b>Beginning Balance</b>	\$ -	\$ 50,000	\$ 50,000	\$ 28,430	\$ 10,597	\$ 1,834	\$ 42,464	\$ 79,258	\$ 132,958	\$ 170,949	\$ 152,432
<b>Source of Funds</b>											
<b>Total Revenue Allocation</b>	\$ -	\$ -	\$ 3,430	\$ 7,167	\$ 11,237	\$ 390,630	\$ 676,794	\$ 1,003,700	\$ 1,187,991	\$ 1,381,483	\$ 1,452,136
<b>MDC Inter-District Loan *</b>	\$ 75,000	\$ 25,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>City Community Center Contribution</b>						\$ 3,800,000					
<b>Total annual Funds Available</b>	\$ 75,000	\$ 75,000	\$ 53,430	\$ 35,597	\$ 21,834	\$ 4,192,464	\$ 719,258	\$ 1,082,958	\$ 1,320,949	\$ 1,552,432	\$ 1,604,568
<b>Use of Funds</b>											
<b>District Operating Expenses</b>	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 20,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
<b>Repay Inter-District Loan @ 5%</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,000	\$ -	\$ -	\$ -	\$ -
<b>Program, Capital and Debt Service Expenses</b>		\$ -	\$ -	\$ -	\$ -	\$ 4,100,000	\$ 475,000	\$ 900,000	\$ 1,100,000	\$ 1,350,000	\$ 1,400,000
<b>Total Use of Funds</b>	\$ 25,000	\$ 25,000	\$ 25,000	\$ 25,000	\$ 20,000	\$ 4,150,000	\$ 640,000	\$ 950,000	\$ 1,150,000	\$ 1,400,000	\$ 1,450,000
<b>Ending Balance</b>	\$ 50,000	\$ 50,000	\$ 28,430	\$ 10,597	\$ 1,834	\$ 42,464	\$ 79,258	\$ 132,958	\$ 170,949	\$ 152,432	\$ 154,568
	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	Total
<b>Beginning Balance</b>	\$ 154,568	\$ 130,875	\$ 135,046	\$ 220,958	\$ 142,682	\$ 154,491	\$ 160,872	\$ 166,534	\$ 176,423	\$ 145,729	
<b>Source of Funds</b>											
<b>Total Revenue Allocation</b>	\$ 1,526,307	\$ 1,604,171	\$ 1,685,912	\$ 1,771,724	\$ 1,861,809	\$ 1,956,381	\$ 2,055,662	\$ 2,159,889	\$ 2,269,306	\$ 2,384,174	\$ 25,389,903
<b>MDC Inter-District Loan</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 100,000
<b>City Community Center Contribution</b>											\$ 3,800,000
<b>Total Funds Available</b>	\$ 1,680,875	\$ 1,735,046	\$ 1,820,958	\$ 1,992,682	\$ 2,004,491	\$ 2,110,872	\$ 2,216,534	\$ 2,326,423	\$ 2,445,729	\$ 2,529,903	\$ 29,289,903
<b>Use of Funds</b>											
<b>District Operating Expenses</b>	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 920,000
<b>Repay Inter-district Loan @ 5%</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 115,000
<b>Program, Capital and Debt Service Expenses</b>	\$ 1,500,000	\$ 1,550,000	\$ 1,550,000	\$ 1,800,000	\$ 1,800,000	\$ 1,900,000	\$ 2,000,000	\$ 2,100,000	\$ 2,250,000	\$ 2,324,000	\$ 28,099,000
<b>Total Use of Funds</b>	\$ 1,550,000	\$ 1,600,000	\$ 1,600,000	\$ 1,850,000	\$ 1,850,000	\$ 1,950,000	\$ 2,050,000	\$ 2,150,000	\$ 2,300,000	\$ 2,374,000	\$ 29,134,000
<b>Ending Balance</b>	\$ 130,875	\$ 135,046	\$ 220,958	\$ 142,682	\$ 154,491	\$ 160,872	\$ 166,534	\$ 176,423	\$ 145,729	\$ 155,903	



**Union District, as amended by the First Amendment,  
Cash Flow Analysis**

<b><u>Assumptions</u></b>	
Initial District Start-up costs supported by MDC Inter-district Loan of \$100,000 to be repaid at 5% Interest	
10% of annual TIF yield dedicated to Meridian Development Corporation for District operating Expenses, capped at \$50,000, Yr.	
Land Values will increase at an average of 8% annually for 5 years then at 4% over the remaining life of the District	
Improvement Values will increase at an average of 10% annually for 5 years then at 5% over the remaining life of the District	
\$28,124,000 available for District Program Expenses, Capital Investment and Debt Service *	
* Includes \$3,800,000 City of Meridian contribution to Community Center; not a binding commitment	

**Exhibit 4**

Summary of Ordinance No. \_\_\_\_\_

4832-4104-2941, v. 1

**NOTICE AND PUBLISHED SUMMARY  
OF ORDINANCE PURSUANT TO I.C. §50-901(A)**

**CITY OF MERIDIAN ORDINANCE NO. 21-\_\_\_\_**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MERIDIAN, IDAHO, APPROVING THE FIRST AMENDMENT TO THE URBAN RENEWAL PLAN FOR THE UNION DISTRICT URBAN RENEWAL PROJECT, WHICH FIRST AMENDMENT SEEKS TO ANNEX CERTAIN PARCELS TO THE EXISTING UNION DISTRICT PROJECT AREA; WHICH FIRST AMENDMENT INCLUDES REVENUE ALLOCATION FINANCING PROVISIONS; AUTHORIZING THE CITY CLERK TO TRANSMIT A COPY OF THIS ORDINANCE AND OTHER REQUIRED INFORMATION TO COUNTY AND STATE OFFICIALS AND THE AFFECTED TAXING ENTITIES; PROVIDING SEVERABILITY; APPROVING THE SUMMARY OF THE ORDINANCE; AND PROVIDING AN EFFECTIVE DATE.**

NOW THEREFORE, BE IT ORDAINED BY THE MAYOR AND COUNCIL OF THE CITY OF MERIDIAN, IDAHO:

**SECTION 1:** It is hereby found and determined that:

- (a) The area to be added to the existing Union District Project Area as defined in the First Amendment is a deteriorated area or a deteriorating area as defined in the Law and the Act and qualifies as an eligible urban renewal area under the Law and Act.
- (b) The rehabilitation, conservation, development and redevelopment of the urban renewal area pursuant to the First Amendment are necessary in the interests of public health, safety, and welfare of the residents of the City.
- (c) There continues to be a need for the Agency to function in the City.
- (d) The First Amendment conforms to the City of Meridian Comprehensive Plan as a whole.
- (e) The First Amendment gives due consideration to the provision of adequate park and recreation areas and facilities that may be desirable for neighborhood improvement (recognizing the mixed use components of the First Amendment and the need for overall public improvements), and shows consideration for the health, safety, and welfare of any children, residents or businesses in the general vicinity of the urban renewal area covered by the First Amendment.
- (f) The First Amendment affords maximum opportunity consistent with the sound needs of the City as a whole for the rehabilitation, development and redevelopment of the urban renewal area by private enterprises.
- (g) Pursuant to Idaho Code §§ 50-2007(h) and 50-2008(d)(l), the First Amendment provides a feasible method for relocation obligations of any displaced families residing within the

Amended Project Area and there is not anticipated to be any activity by the Agency that would result in relocation.

(h) The collective base assessment rolls for the revenue allocation areas under the Existing Project Areas, the Proposed Project Areas and the area added by the First Amendment, do not exceed ten percent (10%) of the assessed values of all the taxable property in the City.

(i) The area to be added by the First Amendment does not exceed ten percent (10%) of the geographical area contained within the existing Union District Project Area, and the area to be added is contiguous to the existing Union District Project Area.

(j) The First Amendment includes the requirements set forth in Idaho Code § 50-2905 with specificity.

(k) The First Amendment is sufficiently complete to indicate such land acquisition, demolition and removal of structures, redevelopment, improvements, and rehabilitation as may be proposed to be carried out in the urban renewal area, zoning and planning changes (if any) land uses, maximum densities, building requirements, and any method or methods of financing such plan, which methods may include revenue allocation financing provisions.

(l) The urban renewal area, which includes the deteriorating area, as defined in Idaho Code section 50-2018(9) and Idaho Code section 50-2903(8)(f), does not include any agricultural operation requiring consent.

(m) The portion of the Amended Project Area which is identified for non-residential uses is necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of the Comprehensive Plan to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.

(n) The portion of the Amended Project Area which is identified for residential uses is necessary and appropriate as there is a shortage of housing of sound standards and design which is decent, safe and sanitary in the City; that the need for housing accommodations has been or will be increased as a result of the clearance of slums in other areas; that the conditions of blight in the area and the shortage of decent, safe and sanitary housing cause or contribute to an increase in and spread of disease and crime and constitute a menace to the public health, safety, morals, or welfare; and that the acquisition of the area for residential uses is an integral part of and essential to the program of the City.

**SECTION 2:** The City Council finds that the area added by the First Amendment does not include open land, that the Agency may acquire land within the Amended Project Area, and that the Amended Project Area is planned to be redeveloped in a manner that will include both residential and nonresidential uses.

**SECTION 3:** The City Council finds that one of the First Amendment objectives to increase the residential opportunity does meet the sound needs of the City and will provide housing

opportunities in an area that does not now contain such opportunities, and the portion of the Amended Project Area which is identified for nonresidential uses are necessary and appropriate to facilitate the proper growth and development standards in accordance with the objectives of City's Comprehensive Plan, to overcome economic disuse, the need for improved traffic patterns, and the need for the correlation of this area with other areas of the City.

**SECTION 4:** The First Amendment, a copy of which is attached hereto and marked as Exhibit 3 and made a part hereof by attachment, be, and the same hereby is, approved. As directed by the City Council, the City Clerk and/or the Agency may make certain technical corrections or revisions in keeping with the information and testimony presented at the November 23, 2021, hearing and incorporate changes or modifications, if any.

**SECTION 5:** The boundaries of the area added by the First Amendment overlap the boundaries of the ACHD, which has the responsibility for the maintenance of roads and highways within the City. The Agency has negotiated an agreement with the ACHD pursuant to Idaho Code Section 50-2908(2)(a)(iv) for the area added by the First Amendment.

**SECTION 6:** The City Council declares that nothing within the First Amendment is intended or shall be interpreted to usurp the jurisdiction and authority of ACHD as defined in chapter 14, Title 40, Idaho Code. Further, pursuant to Section 40-1415, Idaho Code, ACHD has authority over the planning, location, design, construction, reconstruction, and maintenance of the City rights of way and accompanying curbs, gutters, culverts, sidewalks, paved medians, bulkheads, and retaining walls. In the planning process, ACHD shall take into consideration the principles contained in the First Amendment.

**SECTION 7:** No direct or collateral action challenging the First Amendment shall be brought prior to the effective date of this Ordinance or after the elapse of thirty (30) days from and after the effective date of this Ordinance adopting the First Amendment.

**SECTION 8:** Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the County Auditor and Ada County Assessor, and to the appropriate officials of Ada County Board of County Commissioners, City of Meridian, Ada County Highway District, West Ada School District, Ada County Ambulance/EMS, Meridian Cemetery Maintenance District, College of Western Idaho, Meridian Free Library District, Mosquito Abatement District, the Western Ada Recreation District, and the State Tax Commission a copy of this Ordinance, a copy of the legal description of the boundaries of the area added, and a map indicating the boundaries of the area added.

**SECTION 9:** The City Council hereby finds and declares that the Revenue Allocation Area, as amended to include the additional area as defined in the First Amendment, the equalized assessed valuation of which the City Council hereby determines is likely to increase and/or continue to increase as a result of the initiation and completion of urban renewal projects pursuant to the First Amendment.

**SECTION 10:** The City Council hereby approves and adopts the following statement policy relating to the appointment of City Council members as members of the Agency's Board of

Commissioners: If any City Council members are appointed to the Board, they are not acting in an ex officio capacity but, rather, as private citizens who, although they are also members of the City Council, are exercising their independent judgment as private citizens when they sit on the Board. Except for the powers to appoint and terminate Board members and to adopt the First Amendment, the City Council recognizes that it has no power to control the powers or operations of the Agency.

**SECTION 11:** So long as any Agency bonds, notes or other obligations are outstanding, the City Council will not exercise its power under Idaho Code section 50-2006 to designate itself as the Agency Board.

**SECTION 12:** This Ordinance shall be in full force and effect immediately upon its passage, approval, and publication and shall be retroactive to January 1, 2021, to the extent permitted by the Act, for the area added by the First Amendment, with the existing Union District Project Area maintaining its base assessment roll as of January 1, 2020.

**SECTION 13:** The provisions of this Ordinance are severable, and if any provision of this Ordinance or the application of such provision to any person or circumstance is declared invalid for any reason, such determination shall not affect the validity of remaining portions of this Ordinance.

**SECTION 14:** The Summary of this Ordinance, a copy of which is attached hereto as Exhibit 4, is hereby approved.

**SECTION 15:** All ordinances, resolutions, orders, or parts thereof in conflict herewith are hereby repealed, rescinded, and annulled.

**SECTION 16:** Savings Clause. This Ordinance does not affect an action or proceeding commenced or right accrued before this Ordinance takes effect.

PASSED by the City Council of the City of Meridian, Idaho, this \_\_\_\_ day of December 2021.

APPROVED by the Mayor of the City of Meridian, Idaho, this \_\_\_\_ day of December 2021.

### **EXHIBITS TO THE ORDINANCE**

- Exhibit 1      A Resolution of the Planning and Zoning Commission for the City of Meridian, Idaho, Validating Conformity of the First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project with the City of Meridian's Comprehensive Plan
- Exhibit 2      Notice Published in the *Idaho Press*
- Exhibit 3      First Amendment to the Urban Renewal Plan for the Union District Urban Renewal Project

## Exhibit 4 Ordinance Summary

**SUMMARY OF THE FIRST AMENDMENT TO THE URBAN RENEWAL PLAN FOR  
THE UNION DISTRICT URBAN RENEWAL PROJECT**

The First Amendment (“First Amendment”) to the Urban Renewal Plan for the Union District Urban Renewal Project (“Plan”) was prepared by the Urban Renewal Agency of the City of Meridian aka the Meridian Development Corporation (“MDC” or the “Agency”) pursuant to the Idaho Urban Renewal Law of 1965, Chapter 20, Title 50, Idaho Code, as amended (the “Law”), the Local Economic Development Act, Chapter 29, Title 50, Idaho Code, as amended (the “Act”), and all applicable laws and ordinances and was approved by the Agency. The First Amendment amends the Plan and the existing Project Area to add approximately 1.46 acres of land (including rights-of-way) adjacent and contiguous to the northwestern boundary of the existing Project Area. The First Amendment proposes that the Agency undertake urban renewal projects, including identifying public facilities for funding pursuant to the Law and the Act. The First Amendment contains a revenue allocation financing provision pursuant to the Act, that for the area added will cause property taxes resulting from any increase in equalized assessed valuation in excess of the equalized assessed valuation as shown on the base assessment roll as of January 1, 2021, to be allocated to the Agency for urban renewal purposes. The boundary of the additional area includes both urban renewal and revenue allocation areas. The existing Project Area contains a previously adopted revenue allocation financing provision pursuant to the Act that will continue to cause property taxes resulting from any increase in equalized assessed valuation in excess of the equalized assessed valuation as shown on the base assessment roll as of January 1, 2020, to be allocated to the Agency for urban renewal purposes.

The First Amendment does not extend the Plan’s duration. The Plan terminates on December 31, 2040; however, revenue allocation proceeds will be received in 2041 pursuant to Idaho Code Section 50-2905(7).

The general scope and objectives of the First Amendment area are limited to addressing the annexation of the additional area into the existing Project Area, recognizing certain portions of the Economic Feasibility Study may be restated to the extent additional information is available related to the timing of projects impacting revenue generation and project funding in the expansion area:

The First Amendment proposes improvements to the Amended Project Area generally including streets, utilities, and other public rights-of-way amenities as well as construction and/or improvements to parks, plazas and open space, a community center, façade improvements, public parking (structured and surface parking), property acquisition to support development and/or redevelopment goals, planning studies and brownfield and/or environmental clean-up.

Any such land uses as described in the First Amendment will be in conformance with zoning for the City and the City’s Comprehensive Plan, as amended. Land made available will be developed by private enterprises or public agencies as authorized by law. The First Amendment identifies

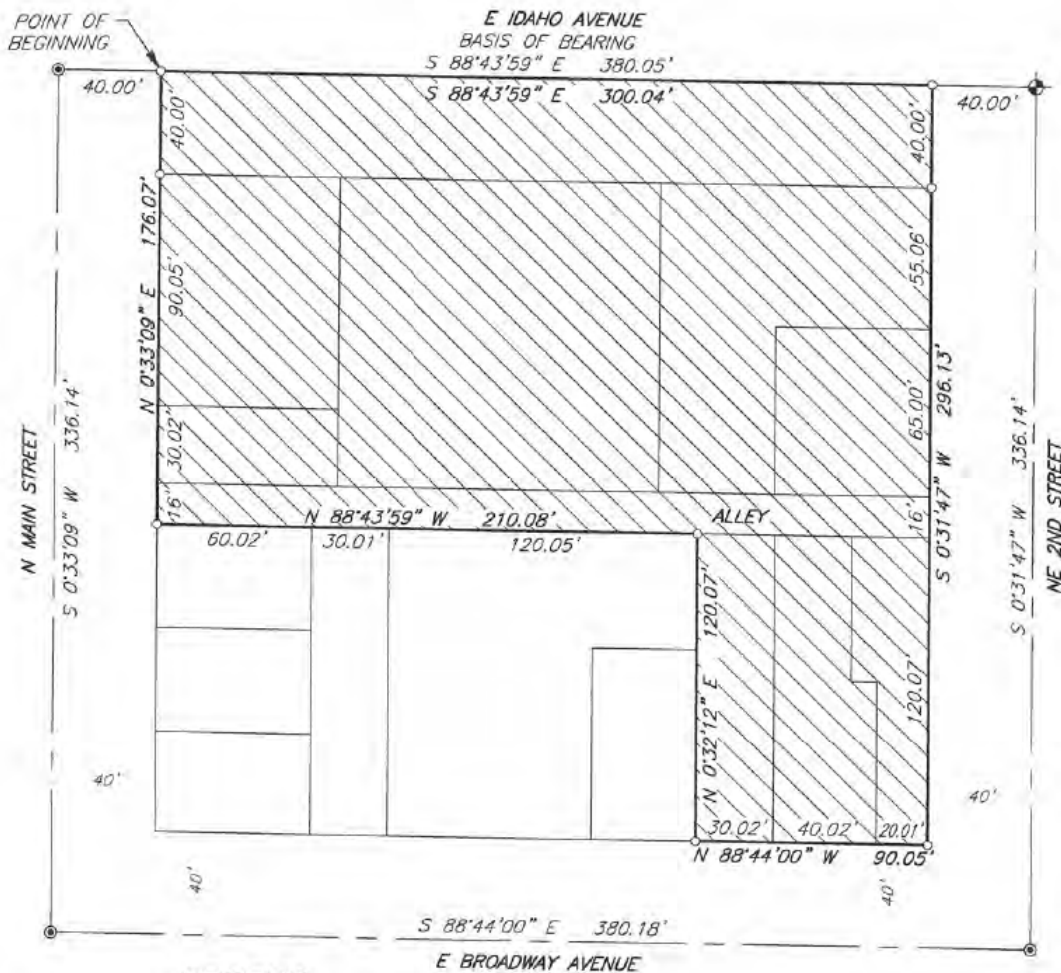
various public and private improvements which may be made within the Amended Project Area.

The area added to the existing Union District Project Area and Revenue Allocation Area by the First Amendment is generally described as follows:

An area consisting of approximately 1.46 acres (including rights-of-way) of land contiguous to the northwestern boundary of the Union District Project Area and generally bounded by E. Idaho Avenue on the north, NE 2nd Street on the east, a portion of Broadway Avenue on the south, and E. Main Street on the west, an area referred to as the “Idaho Block” and as more particularly described in the First Amendment and depicted in the Map below:



**EXHIBIT B**  
**SKETCH TO ACCOMPANY URBAN RENEWAL DISTRICT DESCRIPTION**  
**FOR MERIDIAN DEVELOPMENT CORPORATION LOCATED IN THE**  
**NW 1/4 OF THE SW 1/4 OF SECTION 7, TOWNSHIP 3 NORTH,**  
**RANGE 1 EAST, BOISE MERIDIAN, ADA COUNTY, IDAHO**



**LEGEND**



CIVIL SURVEY CONSULTANTS, INC.  
 2893 SOUTH MERIDIAN ROAD  
 MERIDIAN, IDAHO 83642  
 (208)888-4312



SCALE: 1"=60'



Section 100 is amended to update references to the Plan Attachments, the procedural history and history of the area added by the First Amendment.

Section 200 is amended to update references to the Amended Project Area maps and legal descriptions.

Sections 300 is amended to update the proposed redevelopment actions.

The First Amendment also updates the revenue allocation financing provisions in Section 500. Among other sources, the First Amendment will utilize revenue allocation financing as authorized by the Act.

Increases in assessed valuation of real and personal property in the area added by the First Amendment that occur after January 1, 2021, and for the existing Project Area that occur after January 1, 2020, will generate revenue for the Agency to pay project costs. The assessed valuation of real and personal property on the base assessment roll is still available for use by the other taxing districts, Ada County Board of County Commissioners, City of Meridian, Ada County Highway District, West Ada School District, Ada County Ambulance/EMS, Meridian Cemetery Maintenance District, College of Western Idaho, Meridian Free Library District, Mosquito Abatement District, Western Ada Recreation District to finance their operations. The First Amendment authorizes the Agency to sell revenue bonds to finance project costs and to use annual revenue allocations to pay debt service, as well as developer/owner participation agreements and revenue allocation proceeds.

Attachment 5 is supplemented to include the financial analysis related to the 2021 annexation and describes in detail the cost and financing methods for complete repayment of any debt incurred used to finance projects and to also fund the additional described activities for the area added by the First Amendment.

The First Amendment follows the underlying zoning classifications of the City.

The First Amendment does not extend the duration of the existing Plan and Project Area, which will terminate on December 31, 2040, except for any revenue allocation proceeds received in calendar year 2041, as contemplated by Idaho Code § 50-2905(7).

### **ATTACHMENTS TO THE FIRST AMENDMENT**

Attachment 1A	Boundary Map of the Additional Area
Attachment 2A	Legal Description of the Boundary of the Additional Area
Attachment 4A	Map Depicting Expected Land Uses and Current Zoning Within the Area Added by the First Amendment
Attachment 5A	Supplement to the Economic Feasibility Study: Financial Analysis Related to the 2021 Annexation

This Ordinance shall be in full force and effect immediately upon its passage, approval, and publication and shall be retroactive to January 1, 2021, to the extent permitted by the Act.

Upon the effective date of this Ordinance, the City Clerk is authorized and directed to transmit to the County Auditor and Ada County Assessor, and to the appropriate officials of Ada County Board of County Commissioners, City of Meridian, Ada County Highway District, West Ada School District, Ada County Ambulance/EMS, Meridian Cemetery Maintenance District, College of Western Idaho, Meridian Free Library District, Mosquito Abatement District, Western Ada Recreation District, and the State Tax Commission a copy of this Ordinance, a copy of the legal description of the boundaries of the area added, and a map indicating the boundaries of the area added.

A full text of this ordinance and the First Amendment are available for inspection at City Hall, City of Meridian, 33 East Broadway Avenue, Meridian, Idaho.

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City of Meridian  
Mayor and City Council  
By: Chris Johnson, City Clerk

First Reading: 11/16/2021; Second Reading and Public Hearing: 11/23/2021; Third Reading: 12/7/2021

**STATEMENT OF MERIDIAN CITY ATTORNEY AS TO ADEQUACY OF SUMMARY  
OF ORDINANCE NO. \_\_\_\_\_**

The undersigned, William L.M. Nary, City Attorney of the City of Meridian, Idaho, hereby certifies that he is the legal advisor of the City and has reviewed a copy of the attached Ordinance No. 21-\_\_\_\_\_ of the City of Meridian, Idaho, and has found the same to be true and complete and provides adequate notice to the public pursuant to Idaho Code § 50-901A (3).

DATED this \_\_\_\_\_ day of December, 2021.

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William. L.M. Nary, City Attorney