

come online further to the west. That will give the road time to get in -- the other things and the market to figure some of these things out and answer the question, so -- but I -- and I agree with the comments made. I think this is great work and you don't lay out a vision and plan -- you have the Ten Mile specific area plan. You start with the vision, you want to implement it, you have modified as you move forward where you saw necessary, but it's better to have a vision than not.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: I move that we close the public hearing for The Fields area -- Fields sub area plan, H-2021-0047.

Hoaglun: Second the motion.

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

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Simison: Council Woman Perreault.

Perreault: I move that we approve the Comprehensive Plan text amendment to incorporate The Fields sub area plan for H-2021-0047.

Hoaglun: I will second the motion.

Simison: I have a motion and a second to approve H-2021-0047. Is there any further discussion? If not, Clerk will call the roll.

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

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

MOTION CARRIED: FIVE AYES. ONE ABSENT.

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: I was about ready to make a recommendation to hire another consultant to maybe take a look at The Fields district. Good thing you guys made a motion. Just kidding.

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.

Simison: With that we will move on to Item 3, which is a public hearing continued from October 26, 2021, for Heron Village Expansion, H-2021-0027, and I will ask Alan to make any additional comments.

Tiefenbach: Good evening, Mayor, Members of the Council. Just a real quick little refresher. If you remember this is a property located at the southeast intersection of North Meridian Road and East Blue Heron Drive, consisting of six properties, several different zonings. They wanted to annex this property into the city. There is an existing apartment complex there now, 108 buildings -- or, sorry, 108 -- 108 units in five buildings. Applicant -- applicant wanted to annex this property to have two new buildings with a total of 36 units. The City Council asked the applicant to continue this for the applicant to look at two things particularly. The first was to see if they could increase parking. The second was a soft suggestion in regard to whether they could better orient the open space. What you see here is on the left, but what you saw -- what you see on the right, what's dotted down on the line is I believe ten new parking spaces. This is the only new information that I have received from the applicant at this point.

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

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Thank you. Alan, if I remember correctly, not only did we ask them to -- to look at -- to add new parking, we asked them to justify the spaces and why and to look at their own information from the property management company. Did they provide anything in regard to how they decided that ten additional spaces was the amount that was necessary?

Tiefenbach: Again, Council Person, this is all I have received. I'm hoping that the applicant will have a very thorough explanation, but sort of this has been punted into your court now, so I believe -- I hope that Tamara will be able to give you an answer.

Simison: Council, additional questions for staff? Then I will ask the applicant. So, please, come on and provide an update on the information. If you could state your name and

address for the record, Tamara.

Thompson: Absolutely. Good evening, Mr. Mayor, Members of Council. My name is Tamara Thompson. I'm with the Land Group at 462 East Shore Drive in Eagle. With me virtually, not with me in the room, but on the line also should -- should we need to bring them on is Mysti Stelluto with the architectural side and Summer Hazen on the management side. So, thank you for having us again and if I can share my screen I will -- let's see here. All right. So, just a brief overview of this. This is an in-fill project. We are requesting an annexation of 1.36 acres, a rezone of 5.54 acres to R-40 and a CUP to allow expansion of the existing multi-family complex. The previous site plan was this and we did provide another parking -- or another site plan which added these ten parking stalls on the side. We were able to add these ten stalls to the site plan and still exceed the landscaping requirements. Currently phase two provides an additional 28 stalls and phase one had three additional stalls. So, we have 31 extra stalls and to -- to answer the question about the -- the ratios, I did go and do this parking analysis. I'm going to pull -- I have this in the PowerPoint, but I'm just going to open the spreadsheet, so I can kind of highlight different things for you. Did that switch screens for you?

Simison: It did.

Thompson: Okay. Good. So, one thing that I want to show you. So, Heron Village phase one, we have had -- this delta is the parking stalls over what the parking requirement is by city code. So, it provided just three extra stalls with -- at one percent. The previous version that you saw of phase two had an additional 18 with -- that percentage was 26. But when you combine those two together the -- the previous one had a blended rate of eight percent additional parking stalls. With this revised plan we were able to add an additional ten, so now we are at 28 percent, which puts the site at 41 percent over parked per code, but to blend that comes to 11 percent when we put that with phase one. So, that -- that's where Heron Village is with this revised plan and, then, what I did is -- and, you know, I was looking for a little extra direction last time if -- you know, if -- what -- what percent do you think is -- is -- is where it needs to be and Councilman Cavener recommended maybe we should go back and kind of do an audit of other sites that have been approved through -- in the city. So, I went and looked at some of the ones that the Land Group has done and I then just started going through the searchable documents on the City Clerk's website and I was able to put together this spreadsheet of some of the others. So, if we just look at this column of the percents, one of the things I -- there were three that kind of jumped out at me as much higher than others. The others ranged kind of between three and six percent was -- was kind of more in the -- in the median -- the median range is -- is in the three to four percent range. This Heron Village, this is kind of an outlier. It provided a hundred percent extra. That one is behind Trader Joe's and so I'm not familiar with that project. So, I don't know the reasoning behind that. Jump Creek is a four-plex and it's fairly small, so nine extra stalls gave it a 16 percent. I am familiar with Southridge. The Land Group did this one and phase one and two didn't provide any extra parking. Phase three had extra parking at 17 percent, but when you blend these three phases together the entirety of Southridge one, two, and three is at four percent. Let's see here. So, going back to this. The -- the complex or the community also has a

live-in manager. She lives on the property and she -- for this extra time that we had she continued to do audits nightly on site between 8:00 and 11:00 p.m. every night to just see where people were parking and first it was determined that there was some management practices that could be improved. There were 14 garages that were not being utilized, because they -- they were -- you had to pay extra to get a garage. So, that has been revised to where the units that are three -- have three bedrooms, they are given a garage with their unit, so it's not an additional fee. So, those 14 are now all filled and being utilized. Also they have looked at implementing a sticker process, so that they know which -- which cars are supposed to be on the property and that has helped quite a bit and, then, they have assigned covered parking stalls where before it was just anybody could - - could park anywhere. They still are seeing a range of between 30 to 60 empty parking stalls each evening between 8:00 to 11:00 p.m., but they are still seeing between 19 and 24 cars still parking on the street. Not all those cars have their sticker, so it is looking like at least 30 percent are not tenants of this -- of this community. Additionally, we had - - we asked them, once they gave us kind of some -- some more feedback on this, we asked them if they could tell us if there was any type of pattern with where on the property the -- the open sights were -- the open parking stalls were and if I go to this -- this previous one, the -- so, the site currently has this area down here, this kind of triangular area with only one of the smaller buildings, but it has extra parking down here and these are the ones that aren't being utilized as much, people aren't going down there, so this phase two really helped balance the site and square this off. There is still an area, but this -- the -- the tip of this has the amenity with the basketball court, but we do provide more centralized parking and kind of help balance the site, so that this bottom area isn't so far away and that's what they are finding is that this bottom area, these -- oops. Sorry. Like these are the ones that are -- that are vacant and perhaps parking on the street is -- is more convenient. So, we feel like this -- adding phase two is really going to help that situation with balancing the site. As far as centralizing the open space, we did look at that and it -- it felt like the -- once we -- once we figured out this -- the need for the parking to be more centralized that -- that we did leave that open space where it was and -- and brought -- and keep the parking more in the centralized area where -- where it needs -- where it's needed, so -- to alleviate the street parking. So, in conclusion, we are providing more parking stalls than city code. We are higher than the new medium for other communities that are -- have been approved with -- in the City of Meridian. The management is -- has acknowledged some deficiencies in -- in their practices and they are making changes to their policies and encouraging their tenants to park on the property and encouraging them not to park on the street. The -- the issue with parking on the street is that it's legal and if you recall Mr. Bongiorno mentioned last time in our last hearing that -- that he did not have an issue with -- with the parking on the street, that it is not a fire department concern, so that's a little -- it's hard to -- you know, there is no consequences for it and it is legal, so there -- those tenants aren't doing anything wrong. So, the management can encourage, but they can't require. So, if Council would like we are happy to work with ACHD to -- at a minimum put -- work with them to do no parking on the -- if I can go back to a site plan for you to look at. On the north side of Blue Heron and especially to the west of the -- of the two western most access points, that we could work with ACHD on -- on some no parking signs on Blue Heron. We have read the staff report and we thank staff for their thorough review. We did go back and look closely at

the parking and we think we have some -- some good numbers, some -- some -- and we fit within the range of what the City of Meridian has and -- and, frankly, the site is -- it appears per the audits that it is overparked, it just maybe parking is in the wrong -- is too far away from -- from where the current residents are, but once phase two is implemented, then, it really will help balance the site. We agree with staff's recommendations and if you recall from last time we did have a small clarification to condition 2.C and that was the pathway from -- do I have an exhibit of that? Here it is. This little pathway going from Eureka at the end of Blue Heron. This was going to -- a fire department access only and we just wanted to add the words improved -- as approved by Meridian Fire and ACHD, just so if there is any tweaks in there with -- once we get into construction drawings. So, with that we ask for your approval tonight and I will stand for questions.

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

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Thank you. Just a couple of quick questions. What is the ratio of three bedrooms to two bedrooms to one bedrooms? What percentage of the units are each. The three bedroom unit has the same requirement, I believe, as two bedroom in terms of number of parking stalls required, yet you may have additional vehicles. So, you said that the garages are being utilized now by -- or they are being assigned to three bedroom units. Hopefully they are utilizing them and not -- for parking and not storage. But how many three bedroom units are there in relationship to the two bedroom and the -- I'm asking that question, because I appreciate the analysis that you did, but I think the missing piece of the analysis is that some of those complexes may not have any three bedroom units and that does make a difference. So, it's the size of the units that are just as important as -- as -- you know, in that percent -- the ratios that you showed for the amount of parking that's above what is required.

Thompson: Mr. Mayor, Council Woman Perreault, the existing, in phase one, there are 12 three bedroom units and in phase two we are proposing an additional 12, so that would be a total of 24. The way that the parking was currently -- and you are correct, the parking requirement by the city -- my -- I did put that on the top of -- of my parking analysis here that both two and three bedrooms by city code require the two -- just two parking stalls and what the management has changed is that they are assigning three parking stalls to -- to the three bedroom units, two to the two bedroom and one to the one bedroom -- is -- is the way it's being looked at right now and that is different than what it was before. That was one of the management practices that they looked at.

Perreault: Mr. Mayor, follow up?

Simison: Council Woman Perreault.

Perreault: Thank you, Tamara. So, you said that 30 percent of the vehicles parking on

the streets are not residents, meaning 70 percent most likely are. Now that they have the permits and still seeing these vehicles parking on the street, do they have contact information for those vehicles? They, obviously, can track the license plate numbers now that they have them registered to a system. Have they contacted any of these vehicle owners and just asked about why they are parking on the street and if there is some -- something that's causing them to do so, like maybe they have been backed into within the complex and they don't want that to happen, so they are parking -- is there any -- did they go that far as to get that information that -- maybe there is a legitimate reason they are not parking in their assigned location?

Thompson: Mr. Mayor, Council Woman Perreault, I don't know that. I didn't ask that specific question. I do know that they mentioned that some of the vehicles that are on the street are some larger trucks and maybe they don't feel comfortable navigating the site, but I don't know that. We -- if you would like the -- I believe our representative from the management company is on the line that we could -- we could ask that question, but I don't know that one specifically.

Simison: Are you wanting the management company to answer that, Council Woman Perreault?

Perreault: It would be helpful if it's not too inconvenient, yes.

Simison: I don't know -- Tamara, do you know -- it looks like they have raised their hand.

Thompson: That should be Summer Hazen. Do you have a Summer on there?

Simison: Summer, if you can state your name and address for the record. You will need to unmute.

Hazen: There you are. Can you hear me now?

Simison: Yep.

Hazen: I do apologize. This is Summer Hazen. I'm the regional manager overseeing Heron Village. To answer that question, we have started to reach out to some of the residents that are parking on the road. However, not all of them have come in and registered their vehicles with us. If we don't have that information we are not able to contact them. We are finding that some of them are guests. I don't want to say necessarily unauthorized occupants, we haven't been able to -- to confirm that. What Tamara had -- Tamara had shared was -- she is correct, some of them do have some larger vehicles that they are afraid that they are going to hit the pole or some have when they were trying to back into the carport spaces, but to reiterate, too, some of them are also related to our linemen school students where we -- we have limited the amount of parking spaces through the school and I actually asked them to park at the school versus at the community to help limit some of those cars.

Simison: Council, any additional questions for the applicant?

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: So, thanks, Tamara. Appreciate it. I see you looked at the open space and can you provide some commentary on why it wasn't feasible to make it more usable and more centralized?

Thompson: Mr. Mayor, Council Woman Strader, the -- what we looked at was the potential of moving -- like swapping these two, the open space for Building G, and -- and having that more centralized. We did lose some parking stalls when we did that and it -- and we just felt like that having the more centralized parking was -- was more beneficial and, then, this -- up here -- if you see what is next to us, it's a -- it's a meatpacking plant and having -- having the -- the residences right up against that property line didn't seem -- you know, where we would want them -- that we would want that buffer in there for that. We can -- this is an open space so we can activate it, you know, have a -- have a nice fence around it and -- and -- and very much usable, but it was determined that -- that the parking was -- was probably the most important.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Yeah. I guess let me -- I will probably save my comments toward the end of the meeting, but, yeah, I think you are -- you are coming from a very hard place; right? You are trying to make up for the sins of phase one with your parking. So, you already have that challenge and, then, I look at it like, you know, this phase should stand on its own and it should meet that high bar all on its own for open space. So, I think it's really tough. You know, I -- I get it, but at the same time like should little kids be playing next to the meatpacking plant, too; right? I mean I -- it's here, it's their neighbor and, you know, that's tough. They are just some -- I don't know -- continuing concerns I think for me on this one and the open space is a piece of it. I will just, you know, continue to listen and be open minded.

Simison: Council, any additional questions for the applicant?

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: One of the public comments we received was -- was regarding trash and it's something that was -- we received written comment. It was also discussed in the last hearing. Just wondering if the applicant can quickly -- quickly comment -- if the applicant or -- Tamara or Summer could quickly comment on -- if that's something that has also

been changed or discussed or new methods improved?

Hazen: Yes, of course. This is -- this is Summer. So, in regards to that we added a trash can out on the -- on the corner of our property on Blue Heron and we have on-site maintenance staff five days a week and they are now patrolling that road, as well as the community manager picking up any trash that they see that is being left behind.

Simison: Council, any additional questions for the applicant? Okay. Mr. Clerk, do we have anyone signed up to provide testimony on this item?

Johnson: Mr. Mayor, we had no advanced sign up.

Simison: Okay. Is there anybody in the audience who would like to come provide testimony on the additional information that's been provided this evening? And we have nobody in the waiting area online, so we will just be focused on who is in here for now. If you would like to come forward. State your name and address for the record, please.

Sorenson: My name is Valinda Sorenson. I live at 138 East Waterbury Lane, Meridian. Across from the apartments.

Simison: Thank you.

Sorenson: Thank you for letting us come and speak and listen tonight. Thank you, Mayor and Council Members. I'm not understanding really how this next phase is going to help with that -- that parking -- that lower parking that she's talking about. I'm not really quite sure how that -- how that will balance it out, knowing the property myself and walking around there, I don't quite understand how that will help, because the apartment -- the way it's situated it's -- the parking is still not going to be over by where the buildings are at. It does not account for visitors and I do my own survey of cars every day and there is around 30, 32 cars on the street. Most of the cars that -- a lot of the cars that are parking on the street are huge trucks, you know, big trucks and some of them are trucks that have trailers, because the people that live there are working men and they have big trailers that they park on the street behind their trucks. A lot of them are cars. The trash situation -- they did put a trash can out. But, of course, it's only good if people use it. You know, they still just open their car doors and throw their McDonald bags -- trash everywhere. They seem to think our common area -- our common area at the Heron Brook Townhomes is their trash can. So, it would be really nice if you would please -- if you would consider, like mentioned, putting no parking from at least Heron Brook -- on Heron Brook from our first entrance to the -- to North Meridian Road, because that's really dangerous pulling in and out of there. When they are parked so close to the edge of the street you can't -- it's hard to see and it -- and possibly even consider no parking on the north side of the street. Thank you.

Simison: Thank you. Council, any questions?

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglund.

Hoaglund: I wanted to make sure I understood your comment about the no parking on the north side of the street. There is East Waterbury Lane that extends west and, then, you have got North Richter it looks like --

Sorenson: Yes.

Hoaglund: -- and, then, Meridian Road. So, you had mentioned Heron Brook and I wasn't sure where that was in relationship.

Sorenson: Oh. Our town -- our townhomes are right there on East Waterbury. They are senior townhomes right in there and they circle around to -- on Richter there. It kind of makes like a --

Hoaglund: Okay. Okay. Yeah. It's kind of cut off on the screen. So, no parking would extend from East Waterbury Lane on the north side clear to Meridian Road. Would -- that was your request then?

Sorenson: Well, if you would consider that.

Hoaglund: Yeah. Okay.

Sorenson: Thank you.

Simison: Council, any additional questions? Is there anybody else who like to come forward and provide testimony on this item?

Strader: Mr. Mayor?

Simison: Councilman Borton.

Borton: Could I ask a question of Deputy Chief Bongiorno? There is a condition, that 2-C that was referenced on the pathway.

Bongiorno: Yes.

Borton: And it's -- the way it's drafted now it's changed to say 15 feet wide or as approved by Meridian Fire and -- and I don't know why we say 15 feet wide. Why don't we just say as approved by Meridian Fire?

Bongiorno: That would be -- Mr. Mayor, Councilman Borton, that would be fine also. The issue we had was right at the west end of that pathway there is a telephone pole in the way and so that kind of -- that's our narrow narrowest spot. It's larger than 12 feet. So, I think we -- Tamara or somebody went out and measured it and they came up with 15 feet and that's -- that's where that number came from. So, it was just whatever the narrowest

spot was is what that width was going to be through there.

Borton: Mr. Mayor?

Simison: Councilman Borton.

Borton: Is it just more helpful for you to have just the language as approved by Meridian Fire?

Bongiorno: That would be fine.

Borton: Okay. All right.

Bongiorno: Mr. Mayor?

Simison: Deputy Chief.

Bongiorno: Thank you. To kind of follow up on the comments that -- that she gave, it just so happens the last time that we talked about this project I drove through there on my way home, it was like 11:30 at night, I think we were here late that night and one hundred percent spot on there was over 30 cars down Blue Heron. The bulk -- there was at least a dozen and they were large trucks parked in the dirt parking lot where this potential project is going. So, after seeing what I saw, the 30 cars plus the ones parked in the dirt parking lot, I'm not very supportive of closing off that no parking between Waterbury and Richter or whatever that street is. One hundred percent agree with the Richter to the intersection. That definitely should be signed no parking fire lane. The road, like we stated last time, is -- is plenty wide. I don't have issues with cars parking on both sides. This is almost -- it's one of those we should probably wait and see if we want to stop the parking on the north side, but I think it should stay as is. That's just my two cents worth. But I am -- I will one hundred percent work with Tamara and ACHD or whoever for that -- the entrance to phase one to the intersection, because they do -- they literally parked right up to the curb of the -- of the curbing -- the curb of the curbing. That's a tough one to say. So, definitely it needs to be signed no parking to -- to make sure that we can make that corner and get around there -- anybody can get around the corner.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Question for Tamara. Is there any consideration made of creating some parking spots that are wider or longer and posting trucks only signs on those, so we can get some -- we haven't had a discussion yet about the vehicles that are parking in what is now the dirt lot, so that's another element that's apparently an issue. So, has -- have you made any consideration or as the -- your client made any consideration of making some accommodations? This is increasingly becoming a problem in every apartment complex, not just this one. I see it all over the place. Especially, not only, you know, wide

trucks, like dualies, but actually people bringing their work trucks to park in their apartment complexes and their trailers.

Thompson: Mr. Mayor, Council Woman Perreault, we -- we did look at that and we could accommodate that. What that does is it brings the overall parking count down, because those would be oversized parking spots, but we could -- we could do that. One of -- and if you recall, Summer told us last time that they have a corporate housing agreement with the lineman college and they have asked for those trucks not to come. They think that the majority of those are from that agreement for -- for those -- those lineman college students staying here and, then, they have -- also management has decided not to renew all of those, so that they are going to -- in July when those leases are up they are not going to renew those. So, that will -- that will help that as well.

Simison: So, Tamara, if you would -- since we have no further testimony and, technically, it's your turn to wrap up, if you want to give any final wrap-up comments we can officially -- at that point and, then, we can continue with any questions from Council if they have them.

Thompson: Great. Yeah. I will just -- I will just wrap up with a couple things. I did want to revisit the open space and that this phase two does stand on its own. The existing in phase one are these. Phase two is this, but it is -- it does have about 30 percent more open space than what's required for phase two, so it does stand alone, but together it works better with -- with having all the amenities. There is -- there is a nice clubhouse and there is -- there is a tot lot, all those kinds of things. So, this is the clubhouse that will be utilized for everybody. It was something that was planned to be an expansion, you know, especially with this one that was down in the bottom, that phase two was always something that was planned. So, this is final -- finishing out that plan and what I meant for the balancing is that currently it's kind of -- you know, it's -- it's -- it's got these jagged edges and it's just kind of more like a triangle, which isn't a very efficient space and having more of a rectangle definitely balances it and putting another 12-plex next to this 12-plex will definitely utilize the parking on this end of the -- of the site better than what it's currently doing. Management has really stepped up. I think they have -- I don't know that they knew that there was such a problem before, but they are -- they are making some -- some big strides, especially with the -- in how they are addressing the parking, how they are addressing the -- the garages. Those are being monitored and looked at closely for making sure they are being parked in and not just utilized for storage units and just seeing if there was anything else I missed here. The -- the trash and having their maintenance crews patrol the -- the -- the right of way, instead of just on the property, and we are open to whatever Council's wishes are on the parking on the streets. Like I said, that -- the parking now is legal, so nobody is doing anything wrong by parking there. That if it's your wish that we work with ACHD, we are more than happy to do that, especially where Mr. Bongiorno mentioned the -- from the main entrance -- from the western entrance to Meridian Road, working with them on that. So, thank you very much and we respectfully request your approval tonight with that one -- one change to -- to 2.A. Thank you.

Simison: Thank you. Councilman Bernt.

Bernt: Mr. Mayor -- you know, I'm going to hold off and wait until the end.

Simison: Well, to break the silence, Council, to -- I appreciate what I have heard that the management company has done -- is considering. The question that I asked Council is can we approve development based upon what they will continue to do or not do or decisions they may or may not make and, yeah, to a certain extent we -- the city we -- after their things are approved you really don't have any input on what -- on what management practices anybody does from a practical standpoint. So, is it fair or appropriate to take those into consideration as you are looking at this? I don't know the answer to that, but it just is -- it's great to hear, but is it sustainable? Is that what's going to make this a successful area is only management practices or business helps or hurt long term?

Bernt: Mr. Mayor?

Simison: Councilman Bernt.

Bernt: Just kidding on waiting. That was -- that was a long awkward pause and so I will go ahead and -- and express my -- my point of view. I -- I don't have any issues really with the design of -- I guess this project. I mean it's a good project that -- the only issue that I have is the parking and when you have that many cars parked in the dirt parking lot and you have that many cars parked on the road and you are adding this much density to this -- to this area, I just don't think ten extra parking spots is going to do it and I don't know where it's coming from. I don't know if it's the linemen college, I don't know if it's, you know, extra people that are living inside these units that the -- the property management individual doesn't know about? I honestly don't know and I don't know if anyone has the answers to that -- those questions. All I know is that there are a ton of cars parked in this area with -- and the solution provided is -- is not enough for me to be supportive of this application.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: I agree with much of what Councilman -- Council President Bernt said. It seems to me after their analysis that it's not a lack of parking spots, it's not a lack of number of spaces, it's locations and -- so, location and sizes of the spots and when we had this hearing last time it -- it -- we were of the impression that there would not be enough spaces and that's not the issue. So, until the applicant sort of resolves that challenge, it's not the quantity of spaces, which is what we -- we asked them to -- to go resolve it -- resolve the issue and we didn't specifically say what. We didn't say add more spaces, we just said go figure out what the problem is and bring us a solution and it's not solved to my satisfaction yet.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Yeah. I feel for the applicant, because I think they are -- they are in a tough spot. The -- the issues in phase one I think are a problem and -- but I do look at this like phase two should stand on its own. I don't think that the open space was centralized in a usable way. If I look at the development holistically it doesn't feel like it's connected to the rest of the development. I have, like my other Council Members, continued concerns about the parking, particularly given that this area is being used for overflow parking. I just don't -- I don't think we are there and I -- and I have concerns about traffic as well and schools in general and overcrowding. So, that's a long list of reasons, but for me I think the -- really, the key critical issues boil down to parking -- unfortunately, it doesn't sound like it's solved by adding more spaces necessarily, it's that inadequacy of the location of the rental spaces and, then, the open space just looks like an afterthought to me and I -- I understand you have constraints around the site and -- and that's tough, but it's just -- just tucking it in the corner to me just didn't -- didn't pull it together.

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglun: Question for -- for Alan. On the -- on the parking for phase one they met city requirements for parking standards that we have in place; is that correct?

Tiefenbach: Alan Tiefenbach, associate planner. Yes, sir, Mr. Hoaglun, they meet the minimum requirements. They exceed the minimum requirements for parking.

Hoaglun: Okay.

Tiefenbach: Both phases. Because they meet the minimum requirements of everything in the code staff recommends approval.

Hoaglun: Right. And Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglun: Yeah. And that's -- that's my dilemma is they are -- they are doing what we ask and doing more than what we ask, but there -- there is an issue and one of the conflicts, too, is open space versus that 12-plex, because I thought, oh, you move that and move the 12-plex, but yet for parking purposes that actually defeats the ability to use where they have identified additional parking. So that -- that's -- that's the dilemma. Well, we want them to solve the parking problem. Okay. Well, we will move here. But we want -- and prefer centralized open space. So, you can't win on -- on that one. I am impressed that they went through the process and looked at garages not being utilized and how they can fix that, which is a reminder of a previous application that talked about garages. Just to put that drop in the mind. The sticker process. There -- there -- there are cars on the street and if they follow through with not having -- renewing the lineman's college that

probably will help and -- but to Council Woman Perreault's point, you know, we see it everywhere and the bringing of trailers and work vehicles to -- to apartment complexes does make it more difficult. It's -- it's -- it is tough. The -- to help push traffic or parking to those underutilized -- that underutilized area I think does require some closing of no -- asking for no -- no parking on -- on the north side of the street. I mean it's a matter of convenience for people. There are the trailers and trucks, but for -- for cars they could park over there, but when you look at the map, if you are in this unit you can't find anything nearby, you don't want to go clear over there. So, park on the street. But I think that's something that we would have to look at. Yeah. This -- this is difficult, though, to deny when -- when -- when they have gone for -- it's standalone here and they have gone above. Does it solve the previous problem? No, it doesn't. But at the same time they complied with our requirements that the city put forth, which I'm kind of setting up the argument down the road that I think we ought to change our standards, I really do, for parking these complexes, but that we can discuss at another time, because we are finding people are messing up in these -- more than just family members probably, but -- and when -- if you are in a three bedroom and you have a couple of kids and you are sharing space and they become teenagers -- because I went through this and you are going through it, Mayor, is all of a sudden there is more vehicles around your house, you know. It's -- it's just the fact that you have teen drivers and you need more space. Yeah. I have difficulty turning it down and I completely understand the reasons why people are looking at not favorably upon this, so -- but it just causes an internal angst with me by -- by -- by -- by doing that for -- for this particular situation, so -- I don't know.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: I appreciate Councilman Hoaglund's comments. Tamara, I -- I -- I do appreciate -- and I should have expressed this earlier -- your work and the management's work to try to solve what you can solve. So, thank you very much for that. That makes it better for -- for even the -- the existing phases that are there for everyone. I do have a question, though. Is there any way to incentivize residents to park in the farther away spaces, whether it's a small discount to their rent or something that -- that gives them an incentive to park somewhere that they wouldn't -- that they are avoiding parking because of -- I'm looking at the -- looking at the design of the entire complex it seems like the buildings are fairly evenly spread out. So, it's not as if all the buildings are toward the street and all the parking's on the south side, so I guess I'm not completely understanding why -- you know, why those areas are being avoided, why folks aren't parking there. So, is there -- is there -- is that something that you can talk about with your -- with your client is -- is creating some incentives in some way? Because I'm sitting here thinking a lot of this is solved if we can direct those vehicles that are parking on the street that are residents, you know, in a way that encourages them to park in the -- in the units and, again, back to the Mayor's point, it's nothing the city has any control over and nothing that we can -- nothing that we can enforce and so it's -- it's really up to management to -- to make that commitment.

Thompson: Mr. Mayor, Council Woman Perreault, I think they would be open to looking

at -- at some incentives and just to show -- so, there is one, two, three, four, five buildings on the site and if you kind of draw a line here, there is quite a bit of extra parking that is -- that's really only close to this 12-plex, which is the smallest building on the site, and so adding another 12-plex there is really going to help open this up and it won't be a dead end any longer. Right now it -- it goes down here and it just dead ends to where it really -- it opens this up and it balances the site more. So, that's what I would feel like I didn't explain very well to -- you know, to kind of understand what I mean by that -- that whole balance thing. But I -- I'm sure that the -- the management and our client will be open to -- to incentivizing, you know, different parking and they can still work on -- if you guys know of -- you know, if there is a site on -- or parking a management company or some sort of management of parking that you know it's working really well, perhaps we could even look into that. But -- but I really feel like this not being a dead end any longer and having this open up that it's -- it's -- it's going to get utilized a lot more with another building to activate it as well. I also wanted to mention real quickly that it was mentioned that we had ten extra parking stalls and that's not -- that's not correct. The blended total is 31 extra parking stalls on the site, which is 11 percent -- which is 11 percent over what city code is and is more than what -- kind of the median is for the entire city. The ten extra was just from our last site plan and that last site plan had 18 extra and now we have 28 extra. But phase one had three additional stalls or only one percent. So, we are making the parking situation considerably better with them -- with phase two.

Simison: And, Council, that's -- I guess that's my question for Council -- would the situation be better basically with no changes or is the situation going to be better with these changes? Would Council feel more comfortable if there wasn't 36 units, but 30 with the parking? You know, are there any of those elements that make sense -- what -- what would be the -- what would be the magic parking number if parking is the underlying issue, you know --

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglun: As I was listening to people I was trying to figure out if it's density, because they have added parking spaces, but if all of that other unit -- instead of like 34 was down to 24 in the 12 unit. You are reducing ten units, but have -- the percentage of parking has actually increased even more, does that help solve the problem? And I don't know, Tamara, if your client would -- you have got an ROI that they expect and all those good things. I agree with you, the opening up of that triangle piece does facilitate flow out to that street that would -- would allow quicker access than being stuck and having to wind your way all the way through like they have to do now. But, again, it's still changing people's behavior and getting them to go there. But that -- that -- that is an option if you want to up -- up it you just reduce the number on one of the -- on the larger unit and maybe you flip that 12 where the open space is and move that open space to the middle, because even though it's a little more unbalanced that way, if you reduce the density on the larger one it still accommodates -- accommodates the parking. So, I don't like designing on the fly, but just -- just looking at options for -- for, you know, housing that is

needed in our area -- apartments are in demand. This was planned to expand all along and I think you have come up with some solutions that might be workable, but we still need to cross that finish line somehow.

Strader: Mr. Mayor?

Simison: Council Woman Strader.

Strader: Councilman Hoaglun is sort of selling me on his on the fly designing. I think if this came back and the open space was more centralized and you lost some density and, therefore, increased the parking, that -- that might get me there. I would hate to close the door on it completely. But that would be a huge -- a huge rework of this whole thing and I think we have to, you know, vote on what's before us at some point. What's -- I'm not on board right now with this the way it's currently written. I think if you lose the density it can -- it solves some of the management concerns. Like for me the management concerns aren't -- aren't as strong of a mitigant, because I'm just concerned they will sell the property and -- and, then, you know, someone that -- that is a smart business person is going to charge for the garages as they should and we will be in the same spot, so --

Thompson: Mr. Mayor?

Simison: Yes, Tamara.

Thompson: I -- I'm texting with my client to get some feedback and I do think we could do -- go down a little bit on the density and -- and we could look at what that looks like. We haven't done a site plan on that, so we could look at what that looks like with the -- with the centralized open space. So, I know you just need to make a decision at some point, but I think with -- with the feedback that we have had just now that -- that we could go back and do one more site plan for you if we could continue this one more time.

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: If Council decides to agree to a request to continue, I would also -- also request the applicant to work on parking spots that are larger and -- and wider and deeper. I don't think -- again, I'm not convinced it's completely a number of spots issue, as much as the larger vehicles not -- and however they want to manage that is totally up to them, but this -- this is not going to be the first time we are going to have -- or the last time we are going to have this conversation about the sizes of vehicles that are parking in apartment complexes.

Nary: Mr. Mayor?

Simison: Mr. Nary.

Nary: Mr. Mayor, Members of the Council, just -- I know you know this, but I just want to bring this up. You made a comment earlier about the management standards being a concern on that being continuing and, then, Council Woman Strader just brought that as well. Now, this is an annexation, so I mean you are -- have to create a development agreement for that. You also have a CUP that can also add those conditions for the CUP, you just need to be specific about what it is you want. So, there are some ways that we have with this particular application to ensure some of those continuing practices will remain on this parcel if you hear it again, so -- and I know you knew this, but I just wanted to make sure that that got part of the conversation.

Simison: So, Council, what's your pleasure?

Hoaglun: Mr. Mayor?

Simison: Do you want to ask the applicant anything first before you make a motion?

Hoaglun: Yes. If I might --

Simison: Councilman Hoaglun.

Hoaglun: Tamara, checking with the City Clerk, the earliest that we could get to this would be January 11th. Is that favorable to your calendar to be present and does that give you enough time to prepare what's been requested?

Thompson: Mr. Mayor, Councilman Hoaglun, I'm looking at my calendar right now. So, the -- January 11th, I'm sorry, is that the date you said?

Hoaglun: Yes.

Thompson: That date is wide open on my calendar and I think that date would work great. Thank you.

Hoaglun: Mr. Mayor?

Simison: Councilman Hoaglun.

Hoaglun: I would move that we continue the Heron Village Expansion discussion, H-2021-0027, to the time of January 11th, 2022.

Strader: Second the motion.

Simison: I have a motion and a second to continue this item until January 11th, 2022. Is there any discussion?

Perreault: Mr. Mayor?

Simison: Council Woman Perreault.

Perreault: Before we vote I'm wondering if -- if Council decides they would like the applicant to comply with the DA, would we need to discuss that now so that staff can put together conditions before the next meeting?

Simison: Yes, Alan?

Tiefenbach: Alan Tiefenbach, associate planner. Mr. Mayor and Members of the Council, we are talking about just continuing this for them to rework the site plan. I mean this wouldn't be any different than anything else. We wouldn't have to deal with the DA now. If you wanted to add conditions we would just add the conditions of approval and, then, the DA would come in front of you in two weeks.

Perreault: Thank you.

Simison: I have a motion and a second. Is there any further discussion? If not, all in favor signify by saying aye. Opposed nay?

Bernt: Nay.

Simison: We have four ayes, one nay, and the motion to continue is agreed to.

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

Simison: Council, let's go ahead and take a ten minute break. So, we will pick back up at 8:30 with our next two items.

(Recess: 8:20 p.m. to 8:34 p.m.)

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

Simison: All right. Council, will go ahead and come back from recess and we will move on to Item 4 on our agenda, which is a public hearing for Elderberry Estates Subdivision, H-2021-0044. We will open this public hearing with staff comments.

Tiefenbach: Thank you, Mr. Mayor, Members of the Council. Alan Tiefenbach, associate planner, with City of Meridian. This is an application to rezone to OT, Old Town. It's currently zoned C-C and this is to allow the three duplex lots. Originally with the staff report it was to be four. It's been reduced since that time. The property is zoned -- so,