

(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 orangish or yellow'ish, 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?

Hoaglun: 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 curving 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 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?

Hoaglund: 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 Centrepoint 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