

**CITY OF WASHINGTON, MISSOURI
PLANNING & ZONING COMMISSION MEETING MINUTES
Monday, November 16th, 2022 7:00 p.m.**

The regular meeting of the Planning & Zoning Commission was held on the aforementioned date and time in the Council Chambers of City Hall, located at 405 Jefferson Street in Washington, MO.

1) The meeting was called to order, Pledge of Allegiance, and the following roll call was taken:

Present: Mark Hidritch, Mark Kluesner, Tom Holdmeier, John Borgmann, Chuck Watson, Samantha C. Wacker, Carolyn Witt, Sal Maniaci

Absent: Mark Piontek, Mayor Hagedorn, Mike Wood

2) **Approval of the Minutes from the October 10, 2022 meeting**

John Borgmann-Mr. Chairman, based on the volume of minutes that we had, I personally didn't read them word for word, but it appears to be correct in jest.

Samantha C. Wacker-I'm going to second that motion of John's.

Tom Holdmeier-All those in favor.

All-Aye

Sal Maniaci-All right. And I just want to make a comment real quick, because one, kudos to Gina for getting those 90 some. It was like 180 or something at the beginning and correcting it down about 90 pages. But keep in mind, she has to listen to those and get them corrected. And so if we can keep side conversations to a minimum, because it really is hard to listen to, there is that button on your microphone if you push, will mute your microphone. Just keep in mind that that exists. So I just want to point that out.

3) **File No. 22-1001-Washington Avenue-PDR**

Sal Maniaci-Yes, so in this presentation, I'm going to have all the slides from last month's sketch plan review first, I'm going to go through them and quickly, obviously, because everyone was here and there was a review of that last month. And then in this process, there's a sketch plan review at P&Z. It allows for comment period from commission staff and the public, the neighborhood and specifically and then they come back with changes from comments of that for this preliminary. So that's the process here at. But just as a refresher on the subject, property is located here on Washington Avenue between Washington Avenue and Madison Drive here. And it does pretty much take up the entire of what at one time was a block. There is an old alley in between here.

The right of way for the alley still exists, but obviously it's never been constructed because the topography is pretty steep between the two sides of that block there. For the current zoning, again, a reminder it is R-1A single family residential which allows for single family lots of 6000 square feet. So that is our densest single family. With that zoning there, you would be able to fit 24 homes on there.

They would just have to do a very well and unfeasible amount of grading basically in order to get the full 24 homes there, which is why they came in with this request. So I'm going to go through these slides again. These are original ones from last month. This is the sketch plan. So if you remember, they originally had 13 duplexes.

As you can see here, with this internal drive that came through and exited back at the top of the cul de sac. They have pickleball courts and then one duplex down here, but they're all duplexes. So two units, just not your traditional, you know, shared wall with a unit on each side is a little bit more modern with you have kind of a three unit two and then one. And I'll show that the way it looks on the actual duplex side, again, here's this site plan showing because some of this hasn't changed. But you can see the internal drive there. Those so the radius are the radii that a fire truck and trash truck can make that internally. So that was important. And it does show the overflow parking as well as garage parking. So each unit has two parking spaces plus additional parking for guests, which is above what would be what we require for any single family home or any development. We typically require two spaces per unit, and they show above that. Again, that shows some of the sewer stuff. This shows kind of the internal floor plan of the duplexes.

Again, this hasn't changed. The orange is the it's one unit. So you can see it's actually stacked. The buyer of that would have one, two and three. That would be their unit. And then the second buyer would have unit B would have two on the first floor and one on the second. So that's kind of how you can see here, you know, they're stacked 1 to 3 is kind of the architecture of how that looks. And again, there's another view there. This is looking from the river. Again, this is just be able to see inside and how that's laid out. But essentially you have this is one unit and then the other unit is stacked like that. So they are still duplexes. And just another view looks like an overhead view and kind of see how the internal drive would flow in there. And then overhead view from looking from the riverside, this kind of shows the architectural style of that brick kind of that they at this time, they had thrown out that white brick to kind of match what the hospital has in the in the area is kind of the style. But again, has that kind of mix of modern residential with that.

And so again, that was a quick overview of what they'd submitted before. As you all will remember, there was a lot of comments from the neighborhood of concerns about density, but primarily of how it fit into the esthetic of the surrounding neighborhood. And so there were some changes to the plan, and I'll let the applicant kind of go into more depth.

But an overview of that, they did remove three units and then in place of that they created three single family units along Washington Avenue. So that's kind of a compromise to allow the units that actually access Washington Avenue or along Washington Avenue that any of the existing homes will look at. They're actually looking at now single family homes and then it transitions to the duplexes in the back. They change the brick color on that to have more of the Washington historic style of brick darker, a muted red, they change the orientation to match the neighborhood. There was a comment that, you know, that area of town, the Old Bassoras is still laid out in a grid pattern. And so they changed the orientation of those three to match kind of that brick. So it's lined up with the other homes on Washington Avenue and First Avenue, and then they increased that buffer so that each of those homes has a front yard instead of just having the side or back of a duplex. So again, staff's opinion, those were pretty good compromises to what we heard from comments to meet some of the concerns and that's kind of the whole point of this

process is to listen to concerns and then adjust the plans. So the revised site plan here, you can see a lot of it is still similar, although it does. It is I mean, it is less dense. So you go from 26 units down to 23. And then here highlighted in green is the actual new green space in yards that they're adding.

So each one of these is actually a single family home and I'll have some additional views of those here in a second. You can see the landscaping they're proposing as part of this plan. They have to propose what type of landscaping that they have on the buffer. And so you can see here they're going to clean up the brush and you can see all this muted color is existing trees they're going to keep. And then anything that's highlighted in color is new landscaping they're proposing. And then on the full set of plans, you can see they go into details, the type of landscaping they are proposing and it specifically as a denser buffer here where there is the duplexes and then here kind of the more taller tree residential style that you'd see in this top, in this laser points that work in this top right corner along here, again, increasing that buffer, kind of showing that that grid in that's changed in between the two. They still have the pickleball courts on the back side. So you do have a buffer kind of to the south. Obviously, you have a side yard here. This new unit of a single family is ten feet away from the side property. And our side yard setback is six feet. So they're actually moving that further away. And it helps that the property to the south is not a residential use, it is a quasi commercial use, I guess you can call it as American Legion, but they do increase that buffer on the side. And then obviously here they have the pickleball court, the kind of public or the private space for the residents and I think some kind of grilling area and kind of seating area. And then this topography goes down significantly to where the one duplex will access Madison Avenue. So here on the floor plan, I wanted to show they did submit the floor plans for the homes. So you can see here they have kind of a basement that since they're on the hillside. So they'll each have a two car garage that has a basement, kind of a walk out basement. And then the ground floor, you have your main ground floor with a front porch. And this is the side of the front porch and yard that faces Washington Avenue. And then the second story, you'll have kind of a rooftop over the front porch and then you'll have a setback side of the second story, which you'll be able to see more clearly. And then here on the duplex floor plan, this hasn't changed. This still matches on the rest of the buildings. What that would look like. So here are the updated renderings of what you'll see on Washington Avenue. And so you can see here three single family homes with front porches, kind of a they're not flat roofs. They kind of have that gable style triangular roof that go to a point in the middle. And you can see they have the chimneys and bricks up front, which does kind of match the architectural style you would see driving up and down Third, specifically when you go specifically by the hospital on Third, on the other side of the highway, there's you'll see a number of homes that have that style of front porch. Some more views. This is kind of lower. So actually looking if you're on Washington Avenue, on street side, kind of what that view would look like. Still highlighting the new single family homes. Just another view a little bit further north on Washington Avenue, still looking west, showing that style. And this is if you're driving up Washington Avenue and you could see single family homes and these lots are actually larger. If they were to be individual lots, they're larger than they R-1B, if they were to cut that up. So these are actually would be built on larger lots than you would have. Like, I guess my point is, if this were to just develop R1-B, you'd probably get homes that were more shotgun style than you would in this where they're elongated.

So it does only add three on Washington Avenue with the length of that block, you could put shotgun style and put many more homes. So again, I think that shows compromise on only adding removing three units and not adding just all single family units there along Washington Avenue.

Mark Hidritch-So do we know what the square footage of those three houses are?

Sal Maniaci-2,400. So again here you can see how they have this. The driveways will decrease down to a garage on each side of these and this one has the back and then these two have side access and you kind of see how these homes are situated. And then this almost acts as an alley to the rear of the homes. And then these duplexes access the alley. Again, just another view, kind of up close of what the front yards will look like if that buffer and front porch kind of adding the more family style instead of duplexes, which at the time were not geared towards necessarily families. But in this case, the three units here could be geared towards families. Again, here's an overhead view you can kind of see or you can see how it connects to the remainder of the development. Again, this drive comes through here and back out to Washington Avenue. So this drive does come through. So this duplex here is not directly on the property line. There's some room there as well as the landscape buffer. So you see in the landscape plan, I think there's a little bit more than the three trees there, but that's just on this plan. So and then you can see just how that driveway goes through. And then part of the preliminary plan requirement shows you have to have a cross section. And this just shows kind of the topography change.

So this is the single family home, the last single family home, one of the duplexes. You can just see the topography going down to Madison Avenue there. So here is the updated site plan that's got some of the utilities on there. Again, also showing the radius of the fire truck. And obviously the fire truck made a trash truck so they can all have trash, just traditional trash stops along where these duplexes will bring their trash bins out to their own curb internally. And it won't be on the street side other than these three, which is what we allow and encourage on single family. And on those three, if they wanted to, they could have them on that internal drive as well because they have access to that internal drive for the trash to be placed there. Actually, that's probably more realistic as the trash bins are going to be in the driveways or on the in the back as well. And then they do show still some stormwater retention area as needed. Once the building plans are submitted in, they calculations that's something that is required to be calculated and reviewed by our engineering department. But they are showing they have an area to collect stormwater so that none of it will run off onto the neighboring property and won't create any additional runoff.

And then again, you can see the one duplex off of Madison just has a driveway directly off Madison here. And then again, I just wanted to point out the topography of this. You can kind of see that there's this low point here that follows that ridge. And then this is kind of really the only buildable area here. And then on this lot, the only buildable. What I want to point out is that it's hard to see on here, but there are multiple you can see here, these are the actual original lots of Bassora, the shotgun style.

And so that is what was planned when this was originally and this is actually how the most densest version of this block was meant to be shown. And then obviously, as you know, it became unfeasible to develop that part of our code is to allow for a little flexibility in certain circumstances. And that's kind of the whole point of our planned residential district or PDR is what we call it, and that's kind of what I'll get in here. So with our recommendation really reviewing this, we feel that this is an excellent application of our planned residential code. When you look at the intent and the definition of our plan, residential sometimes you can see there's opportunity for developers to really ask for PDR just to get around some sections of the code that they don't want to or they want to fit in one or two more homes to

get more bang for their buck. But really the intent of it is to allow for situations where conventional zoning doesn't exist. And we think this development, it really meets all those intents given the natural layout and the location and everything of the site. So that section 400.115 has kind of a purpose of planned developments. And these three I wanted to highlight:

1. Provide a means of achieving greater flexibility in development of land in a manner not always possible in conventional zoning district
2. Encourage more *imaginative and innovative design* of land development and to promote a more desirable community environment
3. Site Planning that better adapts to site conditions and its relations to surrounding properties that would not otherwise be possible

And I want to point out I have the italicize because imaginative and innovative, obviously that is subjective, but it is mentioned in our code and that is the whole point. When things are subjective, that's why we have this longer review process. We don't have architectural guidelines in our code. But when you go to plan development, architecture guidelines can be added, imaginative and innovative design can be discussed and decided on. And then it also be possible. And I think that is one that really sticks close to this development as well.

And also this process is meant to allow for feedback and adjustments. The planned residential code does allow you to increase the density on a lot, that there are topographical conditions of this that don't allow us to fully develop it. But they could still also ask for an increase in density. Are there other circumstances. A very good example of that is the Shoe Factory Lofts. Our current code would have required that building to just be torn down because the density wouldn't have ever fit there. But the PDR allowed them to get imaginative with the existing building and say, hey, this density needs to be higher. That's why in June we changed the code to remove buffer and density requirements because it's all approved on a case by case basis. And then you allow for feedback from the public, from the commission, from staff to say, okay, you know what, in this particular case, we think that this needs to be changed or you need to lower this density and whatnot. So I think in this application they're showing that, yep, the neighborhood was not comfortable with all duplexes on there we'd like to adjust that, remove three units, even though it does mean, you know, less return on investment for the developer and a better fit for the neighborhood. So we think that just shows that it meets the whole process, that it's making adjustment as we go. And so again, I just want to highlight the topographic in those last three bullet points on the previous slide are actually taken from our code and so on. This in our recommendation, I kind of just I took this right from the staff report, but the topographic nature of the property really does not allow the property to possibly be developed under conventional single family zoning. You couldn't fit the single family zoning and how it was platted historically. And so if there's any encouragement to keep it to how the historic nature of it was platted, well, it's not possible under conventional zoning. The proposed plan, it's subjective, but we think it uses innovative design to achieve similar amounts of units are actually one less on the more developable portion of the property. So they take here's actual all the property that is available. It's not all developable. We take those units and we find a way to be innovative about the design and place those on the development. It also uses, we think, a more imaginative architectural styles to buffer that single family portion from the land that is most dense. So now we talked a lot last month on a different project about transitional zoning. I think this

shows that a commitment to that type of transitional. Now you have single family closest to the existing single family and then to family behind it.

And then even though the American Legion is zoned single family, it's not used single family. They still show that buffer in between that area because there is a chance that the American Legion could be sold and developed as a single family. And so you still kind of have the ability to keep that traditional zoning per the existing zoning code and thinking into the future. So that is really all I have to kind of wrap up. I don't want to take too long because I know this was a long public hearing last time, and I will let the applicant answer additional questions and the public make remarks as well.

Tom Holdmeier-So anything else would Sal first by board?

Mark Kluesner-Yes, I'd like to say what a great job you did on the rendering of these plans. I mean, it gives this Commission a fantastic idea of exactly what you want to do. We appreciate that.

Tom Holdmeier-Anything else? Otherwise, we'll ask the applicant to come up please.

Steve Hoard-Good evening. I'm the architect working with the team with Florin and the other people on the on the project, Rick and Mark from BFA here in town. Sal explained it real well, I think as a design and development team, what we wanted to express is our appreciation for the neighbors and for the city, city department's comments, because the project we think is a lot better. It loses amount of revenue by losing units. But, you know, part of this process in sketch plan, the first one, it's just a site plan. So the idea is get it in front of people, see what they think, you know, wasn't fully developed. It's still not fully developed.

And one of the things I wanted to point out is that the white topography and all the white buildings, all the white duplexes beyond are just not developed. So the idea is that the whole site will take on a materiality and material mix like these three houses. I don't know if you can tell that one is like a putty color board and bat and the other one's white and it might be siding. So Siding Bourne bat and a brick mix. So it's a mix like that across the whole site we're not intending that all those buildings are just painted white. So that's just a clarification. And then also to clarify, in the trash we're proposing no dumpsters at all. And as part of the HOA covenants, the residents would be required to keep them inside their garages unless it's trash day so that was that idea. So I think what's nice was Florin's the developer, flexibility to change the face of the project through some design sessions with him. And on our design team a realtor we've come up with what we think is great. It happened to work really well with some of the comments previously. For instance there was a comment that it's not compatible with the neighborhood because the buildings are not following the city grid. That's actually wasn't true. But in this case, we were able to address that and make a compromise and make them orthogonal to the city grid. And it does it does make the project better because the porches face out onto the street and it creates that traditional zoning component that when you're walking down the street, you can see people in their houses and on their porches.

And we think it's much better than just the same building all the way across. The other thing is each one of these single families would have their own semi-private spaces. These two guys would have decks on the back and probably have small fenced yards in case people had pets. The idea is not that they just flow out everywhere, but they would have grass, they'd have some private space and they'd have some outdoor space as well. So they would live like a more traditional single family house. Along with this, you're bringing, you know, kids and you're bringing teenagers and the other stuff. But that's what's great about the neighborhood anyway. You've got that diversity. So Sal also pointed out what we thought was a great improvement and that is flowing the same density and the same use across the street. So

basically, once the trees develop a little bit bigger, once the trees in the street in this zone get bigger, the idea is to plant some oaks here that get in the normal, you know, 40 to 60 feet, mature trees. You're not going to see very well into the project and what you're going to see. The face of the project will be single family. As you driving up the street, you'll see the end of this unit which you probably saw and Sal running through them. But in general, the interior of the project is not as visible from the street now with these houses faced out. And when you're on the street, basically there one story houses on the street, stepping back another 20 feet. You have a second story. And because they're not big faced gable out, they're not very tall. So massing wise, they're very kind of accessible and each one's got a porch on them. So there was some other comments last month regarding assumed burial grounds on this site. We did a ton of research into that because we had no knowledge of that. And what we found out through multiple meetings with Katie at the City Washington or the Historical Society here in Washington and her research, we had our design team send her the title report and she searched the title report and the City Records is back as far as she could into the city of Bassora and found nothing where there if there was to be disclosures or if there was any known burial grounds there, it would have been in one of those documents she reviewed and she would attest to that. She said that we could use her name. She ran it by the city's genealogist, head genealogist. And he did some cursory looking into it. I don't know exactly what he did, but she said to go further, we would have to hire him to do more work. She said, in my best estimation, it's very unlikely there's anybody buried on that, but there's no way we would know without digging up the whole entire site. So we did look into it. We also did a very thorough site walk and investigation just to make sure because we had never heard anything about this, it wasn't on our radar and it was never discussed in our in our designing of the project.

And so we took it to heart and we walked every square inch of that site that we could get to. We couldn't get to the ravines because of the thicket. But all the areas that are available to walk on we paid attention and looked and we found nothing. So we, we did our best to see what we could find there. So we're open to any questions. I think that's really about it.

Tom Holdmeier-So I think we had questions that you can repeat again, square footage in the planting.

Steve Hoard-So if we could go back to site plan. So this story has a basement garage and then also a walk out basement underneath it. And we're not counting that if this a four bedroom, three and a half baths, 2400 square foot house, the basement is of 800 square foot bonus. But it's it can be condition or not condition. And the garage is separate. So there are approximately 2400, 4 bed, three baths. These two that one in this one because they have the garages are underneath this one. The garage is it enters from this access road with a normal 24 foot back up, a code legal back up and the garage takes up space on the ground floor. So this house is a three bed, two and a half bath, 1700 square foot house.

Tom Holdmeier-Any other questions?

John Borgmann-I have one. The hard surface area throughout the complex. Now, is that all capable of supporting the £65,000 weight requirement?

Steve Hoard-Yeah, absolutely. It has to for the fireline.

John Borgmann-Right. Even the space between that really isn't designated the street like where that car is parked there on that drawing.

Steve Hoard-We haven't discussed that, but, you know, I would assume that all of the pavement is at the same level of PSI and capability. I mean, we know that it has to support a fire truck. We know there will be a regular weekly trash truck driving through here. So that's it will have to support that. But I

mean, if this is something that you think we need, if the trash truck might drive through here, possibly we could look at that and address that in the civil drawings.

John Borgmann-That is why I was asking that question. You know, just because there's a fire lane doesn't mean when you have that much pavement that you won't ever be taking a truck off of that fire line through to access.

Steve Hoard-We can address that with Rick at BFA and include that in the next round for sure.

John Borgmann-That would be something I think Sal you want to would want to make sure that staff looks at. Thank you.

Tom Holdmeier-Any other questions? Comments? Anyone else in the audience would like to come up and speak this evening?

Ike Lamke-I'm one of the owners of the current property. We've been working together with Florin and have been trying to get a very nice development. And when I say that, I think this development would suit the neighborhood and the neighbors much better than 18 to 20 small shotgun homes. You're talking about 2400 square feet homes. These are not these are lack of a better word, valuable homes. And will add value, I think, to the property in the neighborhood. Therefore, I am asking that you all approve this and follow the recommendation, because as Mr. Maniaci actually pointed out, this meets everything that you can expect on this type of development. So thank you for your consideration.

Joanne Radetic-I live at 2 River Pilot Point in Washington, and I would like to thank you and the developer and Sal for giving us the opportunity to comment on this revised plan and for listening to our concerns that we voiced last month about the sketch plan that was submitted. I truly appreciate your taking into consideration some of our concerns expressed last month regarding the brick collar and the setback requirements. I hope the development of this property is a success and I hope that the homes built on the site sell fast and that they command high prices, that'll just help our property values, I hope, either that although I want to take my house and tear it down and put something like this in there. I've mentioned before how the design and the style of this project was not compatible with the character of our community.

Different regions, areas, towns and neighborhoods have their own design vocabulary that gives them each a special character. Design elements common in a community speak to inform and reinforce the character of the community. When it comes to Washington, Missouri, certain design elements and traditions come together here, resulting in terms such as beautiful, historic, charming, being commonly used to describe our area.

Now, for our town and our neighborhood, I feel that this project's architectural style is not yet speaking our language. They've come a lot closer. But it still doesn't to me fit in with the design language of our town. Can we call it beautiful, historic and charming? Because that's what people are going to see coming across the bridge as they're introduced to our community. And also, I would like to maybe clarify the remark that I made at the last meeting when I mentioned that they might have to be aware of the possibility of unmarked human burials. I don't know. I mean, they will find artifacts like flakes and arrowheads and tools and things like that. But as far as burials, I didn't say that there were any there. But there is a possibility. But they probably wouldn't. They'd probably be below eight feet or so. And I'm not an archeologist, just a preservationist. So I just wanted I think I just brought that up last time so that they're aware of when something turns up that they, you know, follow the proper procedures. That's all. I didn't say there was something there. So. And that's all I have.

Tom Holdmeier-Alright. Thank you. Does anyone have other questions.

or comments by Board.

Mark Kluesener-That's good. That you brought that whole idea up to bring it to everyone's attention that there could be a burial site there.

Joanne Radetic-Oh, yeah. I didn't say there was. It's just like that's they find that a lot, though, on the bluffs. So I think it's a follow up on that. **Samantha C. Wacker**-Are you satisfied with what the developer has shared as far as their due diligence that they've done to try to check into that concern?

Joanne Radetic-Oh, yeah. I don't I mean, without digging trenches like six foot deep, they wouldn't be able to actually find anything. By just by walking around. I mean, it has happened in other communities like Clarksville, Missouri, where they'd have a heavy rain and things would wash off the bluff like. I mean, I should say bones would wash off the bluff, but not here yet.

Ron Williams-1115 East First. First of all, thanks for developer, the city, everybody for listening to our concerns last month. You know and obviously there's been some changes to the proposed plan, but I want to take the perspective of what the changes actually occurred. And I'm looking at it in the perspective of what the plan is and how dense it is and stuff like that. Because technically you still have the same number of buildings sitting there, the same exact number. In fact, I went and calculated everything and you only have 4% less floor area as you're looking down on the plan than you had before. So what they've done is eliminate three units and that very conveniently got it under the 24 units that what are required a 30 foot buffer zone in your current code.

So I will I just want to bring that point up. If I can bring up a point here about the procedure, because I'm kind of confused. Right now at the preliminary development plan stage, at the planning zoning level. And in a letter I got says if you all pass this along is going to go to the city council on December 5th. So my question is, is when are all going to hold a public hearing on a preliminary development plan?

Tom Holdmeier-We do not. The city council will.

Ron Williams-I disagree with that.

Tom Holdmeier-That's what we're doing. This is the public hearing.

Sometimes the city council needs to hold a public hearing on something, but these are our public hearings every meeting. So there was a notice published of public hearings as per section article 12, Section 400.520.

Sal Maniaci-We put in it the paper, yes.

Ron Williams-Okay. Just checking. Okay. So let's look at compatibility and density, because compatibility is one of the things that's mentioned upfront in the intent as well. And it says that it the project narrative says, it fits in within the context of the neighborhood. Maybe the three houses do. The rest of it does not. So how does it look? Why is why do I feel or maybe some other people feel it's not compatible?

Everybody brings up downtown Washington, you know, and how that's been a success. And it has. But why has it been a success? Because if you look at old downtown Washington, what did they have there? Had brick buildings, 2 to 3 stories high. They had them right at the back of the sidewalk. They had entrances. A lot of them recessed into there and that's what they were. So when they went to redevelop, what did they do? They built brick buildings 2 to 3 stories high. They built them at the back of the sidewalk. They built the fronts right there. And they had a front recessed in there. In fact, you go down through there and you can't even tell if there's commercial in in front of a couple of those buildings up until you see the signs. It's a great way to do that. Tell me how this fits in with a single typical single family, traditional lots developments that that is to the east. I would defy anybody to be able to explain

that. Let's look at the density and let's use a real life situation. We have 23 units and I'll use the units on approximate two usable acres of the property. I'll give the benefit of the doubt for the 3.3 acres for the total site. Okay. So what I did is I look to the area east of here from Washington Avenue, and I counted out units, houses, and I said, I got to 23. You know how far that took me? It took me over to Henry, two blocks. In that two block area from third to the river Washington over to Henry is approximately 16.5 acres. So the density of this development is seven units per acre, approximately the neighborhood to the east is 1.4 units per acre, 1.4. This project is five times denser. They got 20 or they got three single family homes. And that's fine. My question is, if they're trying to match their neighborhood, why not use instead of a 20 foot setback which actually goes to the front of the house. The porch extends another eight feet into there, so really it's only a 12 foot setback. Why don't they match, you know, a 25 foot setback as required and set it back farther, make it actually look like a single family lot. If you're trying to fit into the context in the neighborhood. Marketing on the plan now says it's for families. Okay, you got three houses there. And no offense but I don't know family especially ones I got would need four bedrooms how that would appeal to them in this type of development where or if they have kids where are they going to go to play? They're going to go to the beach a lot, go down the railroad tracks, the pickleball court.

But I mean, without any formal yard areas except for the front yard a little bit that they put on the side, because most of it's going to be some of drive. They don't have it there. The interior roadway. I had to break out my truck turning complex and see that it is tight, folks, especially those curves at the top because are nine degree turns with limited radius on the inside I'm going I really have a suspicion because I have to use the whole lane, including the inside the turn. They will be destroying in the at the edge of that roadway driveway. They will also, if they're not careful, could cut the corner and you've got buildings close to those corners. And what will happen if the trash company decides they can't service that area anymore? Then you got a real problem.

Buffer zones. I know they're trying to fit it into approximately ten feet. I don't see it because I cannot believe they can put in adequate trees, whatever that's going to grow in there, that's going to shield that. And I can tell you, when I sit on my patio, I'm going to look right into where that drive accesses on that cul de sac. And I'll see that building. And I'll be honest with it. They may think it's innovative. They may think it's great architecture. I do not. And I don't want to see it. Okay. You all have some heavy duty responsibility with this plan. Because in the code, you can recommend approval. You can recommend disapproval, which is you're kind of used to that because it's that's what you do with most zoning matters. You get to approve or disapprove it and I'm sure the many times you wish you could have said, well, I wish you could have put something in there, changed that a little bit, but you got to take it as it is. But in this thing, you got one more avenue, and that is you can approve with amendments, conditions or stipulations. That means if you see something that you want to see change on this plan, you can stipulate that you can ask for a modification. It would be up to the developer. Well, now he wants to accept that or not and you continue on, but you have the right to do that by your code so you can recommend any type of amendment, modification or condition that that you want to look on there. So I would hope you would take a serious look at this instead of just giving your blessing and say, yeah, we approve it and say, what else can we change to make this a better situation for especially the established neighborhood there because that's all we can ask for from you all, is that you give us some consideration. Like I said, you do have that power and I hope you give some serious thought and make some great decisions on this

thing because is going to have to live with for a long time and I hope it succeeds if it ever gets started. I don't know whether it will or not. If it doesn't, I may be back.

Joe Steifferman-I live at 1101 East First Street, basically on the corner of First Street and Washington Avenue. So our property on the side of our property goes back to along Washington Avenue back basically where that cul de sac starts. And Ron's covered a lot of the things that I was going to talk about, main things I was going to talk about parking traffic flow in and out of the process and trash collection, which is kind of been touched on. But I'm a little skeptical of. But we've lived there for 34 years, so I've seen a lot of come and go, you know, in that property and basically haven't seen much going on there for the last 15 years because it's other than the abandoned house there, it's been pretty quiet, but I mean, I've always realized that at some point, especially since the townhomes down along the downtown riverfront have been developed and have been so successful, it's, you know, pretty easy to see that that open River Bluff was prime real estate for some similar process like that.

So it doesn't surprise me that, you know, townhomes on the riverfront and obviously that makes sense. And I guess my vision is once that happened The lots across the street from us would have been, which are basically were normal or home lot would be houses would be built in there. And so the, you know, the the neighborhood basically would not be too much. You just have your townhomes along the river. But in any event, the what they the changes they've made to put those how to put the houses along Washington Avenue, I think is a good effort. And I think they you know, the they heard that, you know, a month ago or whatever. But my vision of a house on that property would be a front yard, a backyard showed a lot more green I think than what's really, really there. As was mentioned, the front of those houses are 20 foot with a porch on the front. So you're basically 12 feet off the street and ten feet off of the parking lot of the American Legion. So, you know, if I had and I know there's going to be, you know, four bedroom house, you're going to have kids, which I wouldn't want. I wouldn't want them living ten feet off the American Legion lot and ten and 12 feet off the street with no place to play outside. But anyway, I think the effort in having houses there is a good if they could be moved back and the and the townhouses behind it weren't there. So but that's that's just an opinion that's neither here nor there.

But as far as parking, I just wanted to kind of draw a vision of the driveway. The changes that were made on the original plan of 30 foot street or alley or driveway, whatever you want to call it, have been changed 26 feet, which happens to be the width of my driveway. So I'm just going to call it a driveway. You have a driveway leading in to this development with potentially 42 cars driving in, looking for their one of 33 garage doors and ten other parking spaces. So basically following a driveway through this between three story buildings, you'll see on your on your drawing. In some cases, you've got 26 foot driveway driving right between three story buildings. So you have parking wise, you have 40 to 42 spaces coming in, go in morning and night and with no parking spaces for any visitors. And I'm assuming if you've got 21 units there, somebody has got relatives or friends that eventually are going to want to. And so anyway, that would be a concern. And then I guess the last thing I want to bring up, because most of it's already been talked about is the idea of trash collection. It was said that there are not going to be any dumpsters or any collection and no, no dumpsters. And the individual owners would keep their trash bins inside their garage until trash day, which in our area is Wednesday morning. You've got a 26 foot wide driveway that we're expecting a trash truck to go through. And I can tell you, if I watch it every Wednesday morning, they come down First Street, they turn on Washington Avenue and they back up into the cul de sac because they can't turn around in the cul de sac. So I have a hard time

believing that they're going to drive through this 26 foot wide driveway to collect trash. And Ron made the point about the turns, the couple turns that if you watch them, I just, I just have a hard time seeing it there. I guess somebody would have to have a way of proving it, I guess that's you can go with that. But my concern would be if you have 21 units, that's 21 trash bins, and if it is potentially 42, if they recycle and if they can't get in there to get it, surely they're not going to bring it all out to Washington Avenue. But anyway, I would just, rethink the trash thing because it's hard to believe that that's actually going to happen the way that was described. So basically, I think everything else is covered. I mean, I appreciate the fact that they're trying to put homes along Washington Avenue I just once again I, I think a yard should be bigger than something you could use a weed eater on, but, but, uh.

Tom Holdmeier-I do know there's a lot of people that don't want yards. **Joe Steiffermann**-But I would agree in some cases. But if you have a four bedroom house with kids, you would want a yard.

Tom Holdmeier-I would. That's but some people would want their kids to play on the street or in the parking lot or. All right. Thank you.

John. Can you address that from the truck turning radius?

John Borgmann-Yes, I can. On the turning radius issue, I know for a fact that and I'm sure City Cruises looked at that when the ladder truck was purchased, there was engineering drawing done up that has the total length of that truck and the radius and what all that requirement is. And I'm almost sure that the staff because this just come up in a site plan review meeting I ever sat in on is that that template is used to figure out this turning radius is on the largest truck that we currently have, which is the 85 foot platform tandem axle that £65,000.

Sal Maniaci-That truck in the corner of that site plan is that AutoCAD from BFA that they drew based on our current fire department's equipment.

John Borgmann-Then that is that is the correct radius.

Sal Maniaci-And they did come to our site plan meeting to discuss that.

Joe Steiffermann-The trash part. It's not only the truck getting through the 26 foot driveway, but once you bring the bins out of the garages, if you look at the space, the amount of space between the driveway, the garage and so forth, I think that might be questionable how they're going to set them out. How would you go through there with all that the bins are sitting in the way so that was not okay.

Samantha C. Wacker-This did bring up something, though. Not for you, sir, but I was going to ask John and maybe everybody else as far as parking on the 26 foot street.

John Borgmann-Would have to have no parking.

Sal Maniaci-Correct. If it's designated as a fire line, it is designated as no parking as well. It has to be marked or signed, either painted or signed. And that is why when we had the discussion during site plan that the visit because there's a two car garage per unit that the visitor parking has to be off of that 26 feet.

Samantha C. Wacker-Okay. So that's why there are designated visitor. It appears those are visitor parking areas.

Steve Hoard-There's four guest parking spaces on site and then there's two sides of the street on Washington, just like you would have if you were on First or Washington and you had someone come over and you had your driveway full of your own cars, they'd park in the street. That's normal and fine, right? So we have four parking spaces that are not part of the assigned residential parking. So that's down from before because we don't we're assigning the green area as private yards for the single family. So I would like to address a couple things. One of the things that is nice about the PDR is that we're able to what we think, adapt and evolved project taking Washington to the next level and not keep it stagnant

exactly as it is. So the idea is trying to develop an architecture that sophisticated enough to respond to the materiality of the city, the nature and the character of the city, but not just be the same old thing. So it's exciting and it brings people in and that's the goal of this project. So Ron's comment that it's not great architecture is absolutely true for him, but not true for others. So Ron might not live here, but others will and be very excited to live here. So I mean, you can go down the street down to River Pilot at the end by this by the river and all the way down the hill on River Pilot on the right and there's a gargantuan single family house there that's bright blue and metal and looks like a drive-in burger joint.

It's totally out of the character of the neighborhood. If you want to talk about brick, single family, ranch houses that address the street, it doesn't address a street. It's tall, it's modern materials. It ignores the tectonics of a historic structure. It's completely out of character. The reason it's there is because it's someone's idea about their dream house. And the single family zone that we are currently in doesn't prescribe architectural detail.

So since we open ourselves up to public comment, we get assumptions that things are good or bad. Those are opinions. So his warning that you have a huge responsibility is also from my perspective, a warning to not show people other people's opinions. The idea that the radius is are too tight is unfounded because we have licensed over a 20 year experience, civil engineers using AutoCAD and auto turn that work in this town, BFA engineers and they're reputable. And so far my experience with them has been fantastic. And I trust them to tell me as the architect, that's just way too small and we need to move a building. So if they tell me that I'm going to move a building, but somebody that doesn't have AutoCAD in front of them and the current code in front of them is not the person to answer that. We go through plan, check, engineering, a look at it, and if it doesn't work, we'll fix it. So the comment about the trash, the reason the trash right backs up is because a cul de sac, if you do the radius of a cul de sac, it's smaller than the radius required to turn it to turn a fire truck, a large fire truck around. So that there is actually a road the trash truck can easily drive up, go straight through, turn around and come straight out with very little drama. Here these guys, they might be asked to put their trash cans on the street on Washington Avenue because maybe they don't want to back up.

Samantha C. Wacker-Can you answer a question for sure? Exactly how many parking spaces are there for visitors? It sounds like you said there are four areas or is it four spaces.

Steve Hoard-Four visitor parking spots, spots.

Samantha C. Wacker-So like four?

Steve Hoard-Four cars.

Samantha C. Wacker-Because am I am I misreading the plan or I might misunderstanding because it looks like you've got little cars. Like I see.

Steve Hoard-Some of the cars that are outside are part of units.

Samantha C. Wacker-Oh, okay. So there's some outdoor parking with.

Steve Hoard-The three story duplexes have only one car inside. Right. And that's because we think that there's a higher and better use of the interior space of those because it's a stacked three story narrow building. And so in front of the car, especially on the riverside, you have an office that has a view, right? So you have a home office use because that's just kind of what it dictates.

Samantha C. Wacker-So, there's outdoor spots. So even the not three level ones have two spaces. It's just one is in, one is out.

Steve Hoard-Correct. In that case. The one in the duplex, the one story, two story unit has two cars inside and then the three story unit has one car inside. Okay. So, you know, previous developments that

have been looked at, the site had like 60 units had single cars parked, only single cars. They weren't looking at two cars per unit. So the idea here is that you have to think about the user. Nobody wants to move a car tandem behind another car. If your wife is going to work in your cars behind it, that is just not good. So the idea is to make the units live as best as possible. So I think let's just make sure we addressed it. I understand the neighbors vision, the idea of a front yard backyard, these do have front yard backyards. And what is hard to detect is the scale of those yards. They're not huge. They're not. But they are bigger than normal single family lot. So the way people live is up to the people right. So I think I think if there's any other questions from you guys that came from that.

Samantha C. Wacker-My question I want to go back to the visitor parking. Sure do you do you believe I mean, I should probably know the answer to this, but realistically, are four visitor spaces enough visitor spaces for the amount of units in the development?

Steve Hoard-There's just no way I would know that. You know, and you don't know if each person that has a two car garage is going to have two cars. We don't know. That's why there's the street. That's where there's First Street, Washington Street. You know, people park on the street when they come to visit you.

Samantha C. Wacker-Well, then realistic. I mean, for some of those units, like if you're visiting, you know, one maybe toward the far side are the visitors going to be parking on Washington or are they going to try to block the fire? I mean, I would hope that they wouldn't block the fire lane. But is it feasible? I guess my question is, do you think it's feasible to add a few more visitor spots possibly?

Steve Hoard-Sure. We could look at that.

Samantha C. Wacker-I think realistically that might address some of the concerns because I can certainly respect if the neighbors might be concerned about a bunch of visitors parking on that cul de sac or on Washington there. That and certainly I can respect that there might be a concern. And certainly if somebody is having the gathering and the fire department needs to come through and people are in the fire lane, which I hope wouldn't happen, but maybe just a few extra visitor spots could address that.

Steve Hoard-No problem. We can look at that. The intent is for the HOA covenants to not allow parking on the drive because it's 26 feet wide, you couldn't allow a single person to park there in case of fire truck comes through it can never have a parked car in it. So you know someone's going to wash their car someday or who knows, people will park there, here and there. But in general, it's not allowed. It couldn't be allowed because then you don't have a code legal. Finally. So that wasn't an intent. And that's why that's why there's no, you know, the idea of having a dumpster and having a single point of trash for a development, that although some people thinks it's incredibly dense, it's residential development. Imagine that you are in your pajamas or in your socks and you're going to take the trash out and the dumpster is 400 feet over. Or even if there's two dumpsters on the site, it's 300 feet away or 400 feet away. You got to put shoes on and clothes on. It's cold. That's just not something you want to do. What you want to do is go down the stairs in the garage, put it in the trash can, close the lid and go back in your house. So to make them marketable, they need to have the amenities and reasonable accommodations that you'd have if you were buying a house. Right. Dumpster on the side, it's just not a happy place for the people living there. It's also stinky. And the gates break. It's just not a beautiful thing. It's not in character with a single family neighborhood either. So we can look at more parking spaces, see what we can do. But, you know, it might be the expense of the yards for the they were in the areas where the single family is now, we had six before where they where we lost them was in the plan

right at the entrance there where the driveway there where you're seeing between the two single families. And there was two extras there and those go away with the yard. Now it's yard.

Samantha C. Wacker-Sure. And certainly I'd rather have the yard. I mean personally my opinion if there is a space to squeeze in a few, it just would add to I would think it would add to the value for your homeowners.

Steve Hoard-Cool. We can look at that.

Sal Maniaci-And I will just say our general single family and multifamily code regardless requires two spaces per unit.

Samantha C. Wacker-Sure. But not all of these units are on a fire lane where you can't park in the street, you know.

Sal Maniaci-Correct.

Samantha C. Wacker-And there's not really, I mean as I see it, there's not really necessary driveways where a visitor could park and block the garage. Correct.

Steve Hoard-Well people could park the garage of the block if they parked in front of it. There's room for a trash truck and two bins and a car to pass them. So this is the fire truck that BFA uses to do their auto turn to check radius. It's a huge thing. It's over ten feet wide. So you could get a fire truck. You can see here's a typical car, six feet, probably five and a half to six feet wide by 17 feet long per scale. So you could have a car, you could have two cars deep parked here side by side and still drive past it. You could have a fire truck parked here and drive past it. So there's still a lot of room there. You know, a typical street like Washington's 30 feet. So you can you can imagine when the fire truck is on Washington picking up trash, you can still drive past it.

It's the same scenario here. You can still drive past it. So I think it's as tight as people think. It's hard to tell with a scale like this.

Samantha C. Wacker-So I you know, my question was the way and maybe you're showing a picture of like when you do the garages is there any bit of a driveway with the unit to where like let's say your home and your car's in the garage and you have company coming, could company like block your car in the garage.

Steve Hoard-Not legally or the fire code because if someone parked there, a fire truck couldn't get through. So it would be a rule that you could not park.

Samantha C. Wacker-And that's what I'm trying to figure out. There's not I mean, way you the units are situated.

Steve Hoard-So, there's a couple places where you could sneak in there and I'll show you where those are. So per the code, you need 24 feet to back out of a garage. And these are right on the road, the garages right at that face. So you could put a car here and a car there. You could put three cars here and block this, block that house. If you live there and not affect the fire trucks, you probably get four or five cars right here and not affect the fire trucks. Here as well you could put cars here. But the problem is, if it's not your family or your friend, you're blocking someone from backing out, right?

These two are floating. You could probably put two behind it and still not be in the fire lane. This zone you could park in front of your garage and not mark a violation. I mean, there's places as long as neighbors were neighborly and it would you know they were reasonable. But this zone that comes through the site like this is a no go for parking.

It is a fire lane. So and it's determined by the professionals we hired BFA, the civil engineer, and they're doing it to code a plan checkable and approvable through the city's plan check.

Samantha C. Wacker-Sure. And I appreciate your answering the question. Just trying to address whatever the concerns that have come up and come up with something.

Steve Hoard-The single families have a little bit of space. You could put two cars here nosed in and here and still get 26 feet here. The intent is for all the cars to be inside. Sure, you don't have cars parked in and on the site.

John Borgmann-Yeah, the only and let's go to the plan a-1.1 if you would please Sal. Okay, the question I have is in between units four and five and unit ten, which is the single family residence that's 24 feet.

Steve Hoard-Four and five and ten here and here. Okay. So you're asking between this guy and this guy. Yep.

John Borgmann-That is now shown as 24 feet.

Steve Hoard-It is.

John Borgmann-Could we make that 26 feet?

Steve Hoard-You could. Okay. Because we have a little bit of buffer there. Absolutely.

John Borgmann-I'd like to see that because we come in there, I know that the addresses are on the other side, but there may be times where we would want to have that because cars burn in inside garages. We may want to come in that back of that building and having the 26 feet would give us a little bit more room to work there.

Steve Hoard-Absolutely. That's an easy fix. But just so you and the crowd understands, given the fire code, a sprinkler building requires 150 foot hose reach. And we have more than that on every part of the site. So from here to there is 40 ft. So you can get the fire truck here and you have more than ample hose reach. You could park the fire truck here and get hose reach to the opposite side of this building. So the code, the NFPA and the way the code reads is that we are way overboard on hose reach access for non hydrant sprinkler site. And that'll be proven through and in plan check fire reviews it and when we get design build and fire sprinkler guy on board as well.

Tom Holdmeier-Any other questions or comments by board? All right. Thank you very much.

Mora Vossbrink-I live at 3 River Pilot Point and I want to thank everybody for being here tonight. As been brought up, we know that this is prime property and we realize that something is going to go in there. However, my feelings are that it is too dense. There's just there are just too many buildings. And then to your point the house that is directly across the street from us, that doesn't fit in that particular area, that house is a little bit different because originally it was brick burnt totally to the ground. But that house sits back where you can't really see it as badly as what you're going to be able to see this development.

And to follow up with what Joann said earlier, I feel that, you know, the City of Washington, we take great pride in our buildings and what they look like. We don't and with the development, again, down on Front Street, it just looks like it belongs there. I don't think that these buildings are going to look they belong there when all the other homes in that area, in that little area are pretty much nice brick, red brick homes.

So I'm not jumping up and down about that. But my main concern is the amount of duplexes that are going to be in there. I appreciate your parking concerns because I, too, have that typically. I mean, let's be realistic. And if you're gearing this towards families, most families have two cars. If you're giving it towards, you know, individuals, you know, that's fine. You know, they may only have one car, but I don't know where all these cars are going to go. I think it's going to look really tacky in this nice little

area to have all these cars parked there. The American Legion does not allow parking like that. They also have signs up that say this playground is you can't go there unless you're a member of the Legion. So any of these families that move in there cannot use that playground either. So just a few little points. But thank you for letting me come here tonight. And, you know, we're not stupid. We know something is going in there. We just want it to fit the neighborhood. Thank you.

Tom Holdmeier-Thank you. Anyone else?

Ron Williams-Just a quick comment. I promise I'll be quick.

I know, but this will be quick because I feel I was a little bit slighted there because I am an engineer, licensed engineer, 43 years of experience that we're going to compare experience. And I never said they couldn't make it. I said it was tight, you know, but hopefully that will get it to minutes correctly. All right. But it's not I would I just worried about how close those houses are when they make that corner because they're using the entire roadway and radius. That was my point.

Tom Holdmeier-Thanks. Anyone else?

Cathy Williams and I live at 1115 E. First too and I'm not a architect and I'm not a code person. I am just a neighbor. And with these people and we know something's going to go there. We know it. We're just asking you to look at it from our perspective, where we had greenery and, you know, space of the river. We'll have nothing. We'll have tall buildings. So we're just asking you to look at the density and take into consideration the people who live there, spend their lives there. Because the area for buffering is going to take years. These trees are not going to sprout up overnight. We know that, too. So we're just asking you to take.

Into consideration some of the things that were brought up.

Thank you.

Tom Holdmeier-Thank you.

Rob Vossbrink-3 River Pilot Point. Question on the trash to the engineer. We were talking about that alleyway there you wanted.

To go to 26 foot and the trash. He said that they will not be able to go out on the street where the trash truck would come. So they will have to be pulled out to the cul de sac, is that correct?

Samantha C. Wacker-No, that's not what he said. Right.

Rob Vossbrink-He did say that.

Samantha C. Wacker-But what he said is that they might go to the street if the trash truck was unwilling to pull back to do that. It sounds like that's up to the trash truck driver.

Rob Vossbrink-Otherwise that's eight additional trash barrels potentially the middle of the street in that cul de sac.

Samantha C. Wacker-As I understood it, the point was raised that that was a possibility, but dependent on what the willingness or ability of the trash people to do is.

Brian Wedding-607 West Seventh Street.

Anyway, like I said, I don't live nowhere near that area, but I've been in construction my whole entire life and I've been with developers on things. And when it comes to things like this, we're not obligated to use Washington trash, are we? Can we not outsource and go to the other trash guy or can we use somebody else that has a pickup service that can come through that neighborhood in a pickup and pick all the trash up?

As you can see, some of these rural areas, the guy who's got the big plywood on the sides of their trucks why wouldn't something like that be allowed for them to come through there? Then there are no radius turning. There's no nothing. A pickup comes through. Pick the trash up. Is this possible?

Tom Holdmeier-If they want to pay separately, they still have to pay their bill.

Brian Wedding-That's fine. I'm just saying. But that's an option, correct?

Tom Holdmeier-If they wanted to.

Mark Hidritch-It's an option. But you're going to have to pay the refuse that we use now because it's all consolidated. So that would be an additional.

Chuck Watson-And they're going to pay for Washington City trash pickup plus somebody else's trash.

Brian Wedding-So what's trash service? \$10?

Chuck Watson-No, it's all the same. The sewer, the water and the trash is all one.

Mark Hidritch-It all depends how you know how much water you're using. You know that's how your rate goes with trash. I don't have a number in front of me right now.

Chuck Watson-But it's all based on water usage and.

Samantha C. Wacker-The residents would be paying for the city services anyway. So whether these residents or their HOA is willing to do that or sees a need you I don't know.

Chuck Watson-You're going to be paying twice for trash pickup. Okay. You're going to be use and you're going to be paying for a service you don't use. Plus, you're going to be paying for a service to use. The trash pickup is all part of.

Brian Wedding-Okay this is all rolled into one.

Chuck Watson-Yeah, it's all rolled into one. Your water, your sewer...

Brian Wedding-But they have that option if they want to pay that and pay another company to come out with a smaller pickup to pull the trash out.Okay. Thank you.

Mark Kluesner-I think what you're saying there is up there, passing all the codes. Correct. So that should be the concern of the homeowner that buys in there, you know, stuff like that.

Steve Hoard-Thank you for bringing that up. I mean, that's that is a good point. There are all sorts of if you ever live in the city, you knows there's Jeeps that that can go in and take dumpsters out and not a trash truck. But we don't need to do that here. The intent of the project is any size conventional trash truck because they're way smaller than the ladder truck that needs a drive through here. And the intent is each person brings their trash straight out of their garage and puts it straight in front of their garage. And each unit, one there, one there, one there, one there. My to clarify my comment, instead of having the trash truck have to back up here because it's so hard to do a two point or three point turn in the end of a cul de sac, they don't need to do that anymore.

Now they can pick up everything on First turn right, turn left into this project, pick up all this trash, come around, pick up all this trash, come around, pick up this person's trash, pick up this person's trash and keep going. So it's actually easier for the trash truck now to get around because now they have a big, huge loop with a code legal radius and the intent is never to have the trash on the street, including these guys.

These single families would put the trash inside the project. Hopefully you guys, even though you see your neighbor's trash on the street, you'll never see their trash. And there was a comment about the buffer. This has been something that a lot of people have made comments on that we need to have a buffer for this project. Well, that's what you assume as soon as it's built and it's there for three months. It's there it is what you see. And I don't personally think there needs to be a buffer in the PDR there's a

requirement when you take a different a non compatible use next to another use. So right now we have density of single family here and on the other side of the street, we have an internal project buffer that's not a zone change, but we have effectively exactly the same thing.

The buffer is there and we don't want trees to block these houses. We want these trees to not block these houses. That's why they're specifically planted outside of the porches, so that the porches have connection to the street for safety and community connection. So I just wanted to be clear, we don't want a buffer on Washington. We want a buffer here, and we want the trees big enough so that when you're further away, you may or may not see tops of these buildings.

These buildings you're going to see. It's just part of the development. But anyway, we don't think it's bad. Don't really like the idea of a buffer.

So thanks.

Ron Williams-My comments on the buffer zone I noted from the cul de sac on back. I never said anything about what was on that area Washington and as far as meeting the requirements of the neighborhood and that zoning district, if they don't to do that 25 foot front yard setback.

Tom Holdmeier-Any other questions or comments? Anything by board?

Samantha C. Wacker-My only thing would be I would love to see a few more visitor parking spaces. I think that be helpful. I don't want to hold up this project, but I think that would be helpful.

Tom Holdmeier-Anything else? Or do we make a motion?

Samantha C. Wacker-I'm going to make a motion to approve it.

Tom Holdmeier-Well, do we have to have the parking spots, though?

Samantha C. Wacker-I'd like to see a few more parking spots, but I don't I also don't want to hold up project progress so it's.

Sal Maniaci-You can make an a conditional approval with a condition and still send it on. I would try and be as specific as a civic condition is though as there's a few more parking spots. Otherwise you have to have it come back.

Steve Hoard-So I mean, I have to ask the owner, the developer, but the only place to do that because of the tightness, the official parking spaces that are part of that, our guest would be in the yards of the single family. So it would require us to remove the yards of the single family. I don't think the project would be as good. The nature of the project is the type of project where it has a family component on the street and then it has a component of townhome that does not have a yard specifically to remove that responsibility for people who are looking for an easier lifestyle. So this project itself has a bit of that. You know, maybe there is someone that doesn't want that and it would be up to the developer have to answer. You have to come up and answer whether he that's his decision, not mine. But it would come out of the yards. There'd be two cars, two, three cars here, and there could be one car and there could be one car, the two cars there. So it would just come out of the yards.

Samantha C. Wacker-So there are no realistically, no other places within this.

Steve Hoard-No there in the green space that we made yards for the houses because we thought that was appropriate for kiddos. Sure.

Samantha C. Wacker-Okay. So that's understand. Okay, that's understandable.

Mark Kluesner-I have a comment. Yes, I think that there are a lot of houses all over Washington and other buildings too, and certain neighborhoods that people don't like in their neighborhood. You know, it depends on the person that's buying the house. Whether they like it or not, to move into that house. You know, it's a free country. You know, some people don't like a certain thing. Other people may. Now,

obviously, they have thought out the code system on this whole project very well. And I think everything has been looked over very well. I mean, we already made some amendments that we would like for them to do, and they came back with some good ones. So, I mean, that's just the bottom line. I mean, some people are not going to like a project in their neighborhood, but they're just going to be done. If they don't do it.

Now, this this company, there'll be another company. Come in and try something else that someone may not like. And that's my outlook on it, and I'm going to make a motion to approve it.

Samantha C. Wacker-Second.

Tom Holdmeier-Any further comments or discussion? All those in favor?

All-Aye

Tom Holdmeier-Any opposed? So moved.

Sal Maniaci-So it does not go next week. We wanted a little bit of time on this because noticed it in the paper. Let me pull out my calendar. So the first meeting December 5th. And this exact plan will be reviewed by City Council at that meeting. And City Council can approve the preliminary plan. And then actually once the preliminary plan is approved, grading and that sort of thing can begin. They have two years to submit a final plan. So it's very similar to how the preliminary plat process works. The approval of preliminary plan is essentially, you know, a pre permanent step. And then the final plan is just to say, hey, any recommend and are there any changes to that. You know, is there anything to get platted in this case? There's nothing the plat other than the removal of that alley. So I just want to say December 5th is the next big meeting, so.

Tom Holdmeier-Alright. Thank you everybody for your comments and the work by the people presenting.

4) **File No. 22-1005-1104 Jefferson Street-Short Term Rental**

Sal Maniaci-So just about half a block south of Jefferson here you can see on this aerial or on this zoning map. It is zoned R-1A, single family residential. As I'll point out, there are a variety of uses on Jefferson Street. Jefferson Street really from Fifth all the way to 100. But really the entire length of Jefferson Street is a very mixed use ever from single family commercial, multi family. And you can see here there is multifamily R-3, just slightly adjacent to this lot. But you can see where that that driveway comes in. And then there's some commercial uses there's also multifamily as what I'm pointing out here that yellow dot we did approve short term lodging for a couple of I think four of that total complex does allow 30 days or less in that just a block away.

And then on an aerial here I wanted to point out here this house does have it's hard to tell, but it does have a driveway. I would imagine if they're doing some improvements to this, they'll do some improvements to the driveway as well. It doesn't look too permanent, but they have driveway and off street parking, but no alley access. As for as we've reviewed a lot of our short term lodging request this year, these uses are still significantly residential nature, have not posed any threat to surrounding development. And then in this particular case, there are short term lodgings in the area. And one thing we've continued to kind of talk about that it's not necessarily mentioned in our code, but that these are encouraged, I guess more so in walkable areas.

And obviously Jefferson is a more walkable area. We actually just received a grant to replace and add sidewalks along Jefferson in its entirety from 100 all the way to downtown. So that will make this

section of Jefferson more walkable in conjunction with downtown in the future. So staff does recommend approval of this request.

Tom Holdmeier-Questions, comments by board?

Chuck Watson-So the driveway is that just the entrance part is shared between the two buildings there or is it here all the way up?

Sal Maniaci-That would be the applicant be able to answer that.

Samantha C. Wacker-I had a question as well and I probably for the applicant about whether this is owner occupied or what is the case. Just looking at the application, that's a little confusing.

Sal Maniaci-It closed as far as I know, on October 1st to the new applicant. But we did receive permission from the owner. He said they wanted to wait and so the application was submitted prior to closing, we didn't have written approval from the owner. So we've reached out to the owner and they said to wait until the end of the month.

So this was actually, if you look at it has.

Samantha C. Wacker-I see the date.

Sal Maniaci-Yeah, it had an October date supposed to be on last month. They wanted to wait until closing so we pushed it to this month.

Tom Holdmeier-Any other questions? Comments by board. So if the applicant would come up, please.

Nicole Schaefer-Applicant.

Chuck Watson-The two buildings there. The drive is shared drive between.

Nicole Schaefer-It's a shared drive and then it splits off so that there's enough parking for both next to their home. But the drive up into that is shared.

Chuck Watson-So it is just off the street.

Nicole Schaefer-That part is shared.

Chuck Watson-Is there a garage there, or is it just strictly off street parking there?

Nicole Schaefer-Yeah, no garage.

Tom Holdmeier-Any other questions?

Mark Kluesner-I guess that's okay in Washington to do that. I know there's other places that have a shared driveway share.

Sal Maniaci-Yeah, it's common. We always someone to have it on an easement on their own plat, but that's their responsibility to get that recorded. So as properties are sold, they understand that it's shared access, but especially in the older part town that happens fairly common where the real shared driveway.

Chuck Watson-Right but it appears it probably had enough for two or **three spots to park their own side there, right?**

Nicole Schaefer-Yeah. We've had three cars up there all together at the same time. And with it being a short term rental and having multiple people coming in and out, we do have plans of widening that so that it is no longer a shared driveway.

Tom Holdmeier-How many people do you think could rent the place like how many beds would you have?.

Nicole Schaefer-I'm trying to think we're still figuring it out. We're still doing a little bit of renovations, but I'm thinking a dozen or so at least could fit in their beds.

Samantha C. Wacker-A dozen beds?

Nicole Schaefer-Sleepable, multiple bunk beds, multiple foldout couches. So an option for that many people. But we're not really expecting there to be that many people.

Samantha C. Wacker-What is your target market for this property?

Nicole Schaefer-Just like families coming into to see the town, maybe for the Town and Country Fair, maybe for walk around downtown parents with multiple children. We're steered a little bit away from what's a downtown area that are old historic homes. This is more of some games and tables and furnishings that little kids could also enjoy. So more of a older, younger children.

Samantha C. Wacker-Okay. Because when you say when I hear 12 beds, you know, this is a mixed area, but as far as mixed use area, but there certainly are a lot of homes and families. So my question is geared toward, are you planning to run some sort of party house?

Nicole Schaefer-Oh, no, no, no, no, definitely not.

Tom Holdmeier-Questions or comments. All right. Thank you. Anyone else?

Morgan Moorhead- I just purchased 1106, so I share the driveway. Okay, I have a picture if you want to see it, that only one of her cars would fit. This property line, my two cars fit in there. There's only enough room for one other to park without blocking the exit.

So if you're getting upwards of 12 people in there, I'm not sure where they're supposed to park because there's not really any street parking. And I have two vehicles personally, plus a giant cargo van that sits in front of my house already.

Richard Lightfoot-And it's not just a shared driveway. The property line actually bisects the driveway lengthwise and there is not.

But yes, it's not just a shared driveway. The property line actually bisects it lengthwise right down the middle.

Morgan Moorhead-So you can say that the yellow line is my property and it goes the top of the yellow line is also my property. So there's only really space for her to park one vehicle

Samantha C. Wacker-Telling me that this yellow line is the property line.

Morgan Moorhead-Yes, it is.

Richard Lightfoot-Yeah it again there was no there's not an easement in either deed for this.

Morgan Moorhead-I'm only new to this neighborhood. I don't even know any of these neighbors. So this is never like a social contract. The neighborhood that I did make one was moved within a month of me buying this. So I'm totally new to all of this, but it's pretty seems daunting to me to have upwards of 12 people right next door to sharing my things.

Wouldn't you know there will be drinking at the fair. They're going to come in drunk and hit my cars. It's kind of it's overwhelming.

Mark Hidritch-We were just looking at this and it's looking obviously, this was a family that built this.

Morgan Moorhead-Shared family. They were a family together.

Yeah. There's two different members of the same family built both houses. And there's really no space. It's I already have two cars park. They're always.

Tom Holdmeier-Any other questions?

Mark Kluesner-Yeah. I'd say that the neighbors are going to have to work it out.

Morgan Moorhead-I don't know if you got it or not, but widening the driveway would be somewhat helpful. But there's really no where to park if you're getting more than three people in there.

Richard Lightfoot-And there's the previous owner actually had a survey and the markers are still visible. There's blue marks on the curb.

Mark Hidritch-Your house is to the right?

Morgan Moorhead-To the south.

Tom Holdmeier-I don't think there's any other questions. Thanks.

Samantha C. Wacker-I don't have any questions. I'd like to know if there's anyone else in the audience that wants to comment.

Tom Holdmeier-Anyone else that would like to speak on this, please? Come on up.

Jill Whitworth-1102 Jefferson, which is on the other side of this.

So my concern is if you're going to have up to 12 people sleeping in that house and the driveway is the way it is, there's enough for maybe three cars in that driveway. The rest of them are going to be parking on the street. It is hard enough for me to back in and out of my driveway with cargo vans sitting on the street from the other neighbors. I mean, the amount of times that I try to back out of my driveway and have traffic blocked from my view, I'm going to get hit one of these days. So just more cars parked and I definitely don't want them in front of my house.

Tom Holdmeier-Thank you.

Mark Hidritch-Nobody can legally park in front of your house overnight. They can park in front of your house until 10:00 at night.

If she says she doesn't want anybody parking in front of her house, there is an ordinance they can only park until 10:00 at night.

Sal Maniaci-We do try encourage if there are concerns with neighbors of short term lodging that that ordinance does exist. And if someone's parked overnight, they can call the police to get it ticketed and hopefully not to have it happen the next night.

Angie Holmes-Real estate broker, property manager in Washington. I think her name was Joanne. But to use her term, Washington is beautiful, historic and charming and as Sal touched on over the last few years, it's been kind of a hot topic that our tourism has increased and therefore the increase need for lodging for tourists has also gone up.

Of course, or maybe family that's in town for a wedding at the historic Busch Brewery events and her fellow plugged their things so the the need for lodging is obviously there and it's been a huge topic and a lot of the papers over the last couple of years, Airbnb and VRBO have very strict rules and regulations. And does everybody follow the rules and regulations? No, I think that my experience is that most people to my other experiences with, long term tenants, which is another option for this property, having been in court for the last year with a undesirable tenant, thousands of dollars and many, many complaints from neighbors of those two options, long term rental versus a VRBO overnight rental.

Trust me, the VR bio and Airbnb is a much better option for those property and for the neighbors, in my opinion.

Tom Holdmeier-Anyone else? One thing I do see as a potential problem with this is the property line.

Rory Schaffer-The applicant's husband. Our concern when we bought the place was the driveway, wanting to figure out how to make that. Just because that we knew that would be an inconvenience for everybody. So widening that is a big plan for us. And then the 12 people I don't think she intended for 12 adults. I guess someone could always try and do something like that. But it was more for like family type situations where like we've gone out of town where it just made more sense for two families to get an Airbnb or something like that. And could be like for adults and then, you know, a few kids. So it wasn't like you said, not a party type of a situation or even a family type situation.

Tom Holdmeier-Any other questions or comments by anyone? Anything else by board?

John Borgmann-I make a motion to deny.

Samantha C. Wacker-Second.

John Borgmann-And have the two neighbors work things out and then come back to us.

Sal Maniaci-What I would do is table and have them come back next month with a revised parking plan is probably what I would recommend because that way when you deny you wait six months to come back.

John Borgmann-I'm sorry, I forgot about that.

Sal Maniaci-And that way they could come back with, here's our plan to widen the driveway. And that only would take one month then.

John Borgmann-Mr. Chairman, I would like to amend my motion to table till next month.

Samantha C. Wacker-And I will amend my second to his motion to table. My thought was to do motion to table, but something that I think people need to understand. I mean, these special use permits for a reason, there's not an automatic entitlement when you purchase a property that's in a special use area that you're going to get to use it in this manner. And when there's that kind of opposition, you know, something that I guess I, as a commissioner like to see and I think the rest of the board agrees, is that before you would come before us, that you would be approaching the neighbors and having these conversations and work this out before you get here. As most of the ones that we I would think, if not all of the ones that we've approved, there's had been that conversation with neighbors and things have been worked out.

The ones that we deny and frankly, the reason that I would be seconding the denial is when there is opposition in the neighborhood. That is a valid reason for us not to grant that sort of request. So it's not something I mean, we can't have people, you know, you can purchase anything you want, but you can't assume that you get to do anything with it that you want when you have to come through this process. And so I support the tabling and we can come back and talk about it again.

Mark Hidritch-Sal, is that going to affect him, you know, with holidays coming up, say they can't they get this done in a month as far as surveying and getting sot surveys and get something figured out here.

Sal Maniaci-Table doesn't mean they have to have it next month. I mean it's just whenever they get the information in, we can put it in your packet. And if they don't have it, we just put it on the next available agenda. So it's kind of up to them when they get it. And yeah, there's no timetable on that application.

Mark Hidritch-So obviously do you guys have each other's I mean, obviously you bought a place, but you guys have each other's contact numbers and everything you guys might want to.

Morgan Moorhead-Yeah, so we have only just moved in. And so none of these letters for this were even addressed to me. They were to Heather, the previous buyer. So I only found out about this because of the neighborhood. So is there a way for me to be notified on these next?

Sal Maniaci-So we get our addressing from the county record and so if that's not updated but what we can do now once we're noticing about it.

We have to use the assessor record basically.

Tom Holdmeier-We will use you and your address.

Sal Maniaci-Now that you've emailed me, so I've gotten that today. It's in the package. Okay. We'll make sure. That same thing happened on Washington Avenue. The Legion was going to the wrong place. So we, they've contacted us and we just update our mailing list.

Samantha C. Wacker-Do we need to vote on the tabling? Yes. Okay.

There's a first. Nobody else has anything. There's a first and second. Yes. All those in favor.

All-Aye

Tom Holdmeier-Any opposed? So moved. Thank you. And hopefully you can work out the property line issue. It's not necessarily about whether or not it's a VRBO. Thanks.

5) **File No. 22-1101-906 & 908 Jefferson Street-Rezoning**

Sal Maniaci-So this is just a block to the north of 10th Street here on Jefferson. If you all remember, we actually purchased the city about two, three years ago. So this again, just north of this of the previous application on Jefferson Street. And to give a little context about well, Angie had three or four years ago, it's been a little while now, but the city had purchased a condemned property here. 908 Jefferson that was overgrown, like I said, a condemned property. We had torn down the building. So now it's a vacant lot. This is just obviously an old aerial And the applicant purchased that lot and a lot to the north and it's still there, still both zoned R-1B single family residential. They are asking and they shown in their application for the existing home to be reverted into an office and then that the previous the existing lot to be turned into a parking lot for that office so that they don't have to utilize any off street parking and then in doing so rezoning it to C-1, which is our light neighborhood commercial, which is what you see to the north, both the Accounting Office or there's a number of offices there in the Wainright Building and then the dental office. And so again, given the compatibility with the surrounding properties and the nature of the mixed use on Jefferson, we do recommend approval of the rezoning. And then what they'll actually be able to do is at city council also consolidate the lots into one lot. They don't have to do that at P&Z because they're not creating a lot, they can skip you guys for that part, but then that allows them to consolidate those three parcels there and make that a commercial lot.

Chuck Watson-So what is that narrow strip? Was that like an alley?

Sal Maniaci-No, I honestly think that is some old mistake in subdividing way back when the county when you actually look at the actual has that on 906 Jefferson but for some reason it still exists on the tax map.

Tom Holdmeier-Any questions comments. Would you like to come up speak on this one?

Angie Holmes-Property manager. So our idea for this house, which is older and needs a little work, but we had previously rented it out as a long term rental. So I've got my real estate office is planning on going in there and then I probably will bring somebody else and just kind of help support it and not just an office. And then part of 908, the empty lot would be turned into a parking lot then. That's really nice. So no one will be parking on the street.

Tom Holdmeier-Any other questions? Comments. All right. Thank you. Anyone else in the audience would like to speak on this? No further questions or discussion.

Carolyn Witt-Motion that we approve.

Mark Hidritch-Second

Tom Holdmeier-All those in favor?

All-Aye

Tom Holdmeier-Any opposed? So moved.

6) **File No. 22-1102-609 W. Seventh St.-Short Term Rental**

Sal Maniaci-So once again, request for short term rental this 609 West Seventh Street seeing see the general location of it here on the aerial you can see it does have driveway access as well as street parking available. As for the zoning change, it is zone R-1B single single-family residential. I want to

zoom out here to kind of show its relation to that R-2 overlay district because I think there was some questions originally it was a Stafford include that so north of Fifth Street Stafford includes R2 overlay south is where it hits the R-1B.

And then I also wanted to point out the existing short term lodging, the yellow dots along Fifth Street. And then also across the street there are that that blue is our three long term residential currently. And so we think again, this is a compatible use for the area given that, short term lodging, it's still residential nature has adequate parking. As you can see, there is alley access to the rear, but it does not that alley does not exist. So there is right of way there the neighbors come together and put one if they want it. But it is not existing today.

Mark Kluesner-So is that alley vacated then?

Sal Maniaci-It's not actually vacated. So the alley right away exists but it's never been approved.

Chuck Watson-Is just on paper?

Sal Maniaci-Correct. But that is something we often encourage not to vacate because neighbors could come together in the future and put one in themselves, which has happened. We just had that happen on Boone Street, actually. Some neighbors agreed to pay for an improvement of an alley, so it's never out of the question.

Tom Holdmeier-Any other questions? Comments by board itself? Anyone in the audience? Is the applicant here?

Marvin Byrd-Applicant. Coming to you from O'Fallon, Missouri.

Tom Holdmeier-Any questions, comments? How many people do you anticipate?

Marvin Byrd-I would imagine between eight and ten and half those would be children. That's what I would say, because our target audience are families looking for a drivable destination vacation. We're going to put a game room in there. So we're going to we want to obviously we want to target families.

Tom Holdmeier-Any other questions?

Carolyn Witt-Have to talked to any of the neighbors?

Marvin Byrd-You know, this is this is our first short term rental and mistakes are being made along the way. And that was one of the mistakes. I just had the wonderful opportunity to speak with Brian this evening. My neighbor to the right of me. So that's a mistake that I made, and I'll do my best to rectify that along the way.

Carolyn Witt-I don't think you have any trouble but at the same time it's it really pays to work the network you know.

Marvin Byrd-For sure.

Tom Holdmeier-Any other questions? Comments? Thanks. Anyone else in the audience would like to speak?

Leslie Wedding-and I live at 617 West Seventh, which is directly next door to this proposed vacation rental home. I have lived on this property for 23 years and the issue that I have with this is the front parking area of this home that's proposed as the vacation rental, there's really not room for street parking at all. And the driveway is on a slope and they can fit possibly two cars in the driveway. But again, it's on a slope. So if there was any company or multi families that were staying at this property, they would have to park directly in front of our home. And before we left today, there was a car parked in front of our sidewalk, so we didn't even have access to our sidewalk to get into our home.

So this is not a commercial area. Yes, there's an apartment complex across the street. Many of them are long term and have been there for many years like at least there was one family that was there twenty as

rentals and they have parking behind their building there at the apartment complex. So there has not been ever it's more residential feeling than cars coming and going and that type of thing.

This area, yes, it is close to the Fifth Street where there are other rentals. But this immediate area here, there's no vacation properties. It's three blocks away from Fifth Street and West Seventh is not really walking distance to downtown Washington unless you're young. I would think it's a good 5 to 8 minute walk. So I don't understand the reasoning behind having a vacation home in this certain area I do on Fifth Street and downtown area for tourism. But we're going to have to be careful in our town to keep a sense of community and neighbors. If you're going to open up vacation rental properties all throughout Washington, you're going to lose the hometown feel and the close knit community that we have tried establish in our small town. You're going to lose that if you start opening vacation rentals, especially with the growing winery across the river, where it's going, where they're just going to become more and more and more requests for this. And there's going to have to be an establishment of where you're going to allow this to happen. If you start opening it up to small residential areas before you know it, you're going to have people that are going to want to buy out certain bigger homes on the other side of town that's not even close to the downtown area.

So, we need to be careful. I understand it's probably going to be fine and nice. And they may or may not be quiet, but their property is right next to mine. There is no really big yard easement area. There's a fence that that separates us, but that's it. My back deck will be right there and I'm not going to be able to shake hands with my neighbor like I did before, for years, because they're going to be new every weekend.

That's really all I have to say. Thank you.

Brian Wedding-617 W. Seventh-I'm with my wife, and I have nothing against this gentleman. He seems like a nice guy. Okay, but we live in a residential area and have for years, and that's the way it's always been. I'm concerned with the parking because they can park two in your driveway. That's fine. But when they park one, his house is here.

My house is here. Okay. If he's going to park one here, it hangs over to my yard. Okay. And is that half of my yard is at 10:00. They can't be there or how that work.

Mark Hidritch-In front of your driveway or in front of your house, in front of your property line, basically in front of your property line.

Okay. So it'd be part of that'd be part of my property.

Leslie Wedding-When I moved there, there was no home there. I believe that the family that bought the lot next to it were related at one point. And so the way that the front yard is is not like a standard front yard. The front yard of this home that's proposed for the rental is very small, whereas most front yards have a certain area, the front yard of that home is very small. So they couldn't even fit two cars in front of their home. They'd lucky to fit one. They could do two in the driveway and that's about it. One would hang over on my property.

Brian Wedding-Anyway, it turns out that the property line is actually in the neighbors on the right side of them. It's like two feet in his driveway, which gives them probable enough room if they go by that property line. If not, you're going to be in the neighbor's driveway.

Mark Hidritch-You're telling me that his property line is not wide enough for a vehicle to sit in front of their house?

Brian Wedding-It's got to be it probably is on the one side.

Mark Hidritch-Well, it's got to be in their driveway, one in front of the house.

Brian Wedding-That's three.And two in a garage.

Mark Hidritch-Oh there's a garage.

Brian Wedding-Yes, two car garage.

Sal Maniaci-That's five.

Chuck Watson-What he's saying Mark is the property is in in the driveway of the neighbors.

Samantha C. Wacker-So it's really not like the driveway so much bigger and the front yard is rather funky that to park a car technically in front of the house, they'd be blocking the driveway the way that you can see like on the on the picture.

Chuck Watson-But still if they had two in the garage, two in the driveway.

Brian Wedding-They could put one in front of the house. I agree with that. I have no problem with that. My other concern is, you know, one weekend there might be an elderly couple that comes there and their enjoyable nights of peaceful then the weekend that they're having a girls weekend and they're going to be loud and obnoxious and they want a party in the backyard because it's fenced in again. And as far as the alley goes yes it is a there is an alley back there but it's not really being used except for by a gentleman off of Stafford who he comes down and right behind that house is a big huge area and that is rocked and that's his driveway.

Sal Maniaci-The police have had to make sure people have not parked even those not improved. You're not legally allowed to park in an alley because it is allowed for everybody.

Brian Wedding-Correct. Because I had a camper that I used to park at the end of the alley because it dies off at the end of my property. And the gentleman that lives over here, this guy's garage, that's his property, and he didn't have a problem with it. But the gentleman that on the property over here on this corner said that he wasn't allowed to get twigs or sticks and stuff out of his yard. So I couldn't park my camper there. And then 22 years I never seen him pull sticks or twigs of a garden coming out the area. So I'm just saying there is an alley there.

Mark Hidritch-We're just we're just talking about that. If you could put a little rock gravel parking lot or something, right in your backyard there off an alley.

It's about a three foot drop into his yard from the alley. Okay. So that's my concern is the parking we've been it's a residential area. It's always been a residential area. It's been a quiet residential area. I'm a concerned with, you know, like she said, where's it going to end? Are they going to go down to another neighborhood. You know.

Mark Hidritch-It's already started. But we got how many?

Sal Maniaci-We have 35.

Tom Holdmeier-And we're very aware of it. We've been watching it and we've been in consultation with some city planners. The is.

Leslie Wedding-It a different zoning code for?

Brian Wedding-Okay. So even though it would be a commercial business.

Sal Maniaci-They have to get a business license, but it's a special use in a residential zone. It just like a long term rental.

Samantha C. Wacker-They have to be approved to have a permit to do this in that part of town.

Brian Wedding-Now what happens if I have more people to back us on this street.

Sal Maniaci-So, the only time like a petition matters in a zoning that needs like a supermajority is in a rezoning. Special uses, I mean anyone is able to submit a petition but it doesn't change the requirement for a supermajority or anything.

Tom Holdmeier-It's just like rental, long term rental.

Brian Wedding-It's a short term rental. How can it be long term?

Tom Holdmeier-I'm saying it's a short term. So that's why the special use, so we can do some parameters, what they can do and how they do it and we can look at it.

Carolyn Witt-If the owner wanted to rent it out here, they wouldn't come to us. If it was a party house there's nothing we could do if the owner chose to rent it out. And we hear that party house thing a lot. No one has come back and said it's turned into a party house.

Leslie Wedding-I mean, that's not what I want.

Carolyn Witt-But at the same time, we hear that all the time and I don't see that that has become a problem.

Leslie Wedding-I'm just saying I'd like to have it keep a small town feel.

Carolyn Witt-Well, yeah, but a lot of people are looking at nurses and doctors and, people who are around the hospital. But you can't go in and say only between here and here are we allowing this.

Samantha C. Wacker-And technically I mean, although, Carolyn, I will say, there are parts of town being downtown where you don't need a special use permit to do this. Right. There are parts of town where you do be so we can have a hearing like this and determine if it's appropriate for this specific property and this specific neighborhood.

Sal Maniaci-We have designated area is appropriate. That's why it's permitted in downtown, a special use outside of downtown. Right.

Chuck Watson-But there's few of them that are even further south than what yours are. So, you know, when you're making a point about walkable.

Leslie Wedding-There was there's maybe 8 to 10 listed on VRBO in the Washington, Missouri area. When I put there looking for a family of four because I was curious I know that homes a four bedroom, three and a half baths, I believe, or something like that. So I'm just looking at it like you're not going to get a small family or an older couple.

You're probably going to get a group of people to go in this.

Mark Hidritch-But then here again, like Carolyn was saying, you know, you got a lot of traveling nurses and stuff that come through since we have mercy. I mean, believe me, it's not always a party. And believe me, I feel your pain because I have a neighbor talking about he's going to maybe turn his house in our cul de sac. I'm not happy with it either. But in the same token, the only way I can stop it is go buy that house and dictate what's going to happen.

Leslie Wedding-The man I live next to, he just sold it.

Mark Hidritch-But what I'm saying is and you guys possibly could more privacy with a short term rental because he may only rent it one weekend a month. Heck, you might have run of the place. You know what I'm saying? You're going to have more privacy than a long term.

Leslie Wedding-I'm old fashioned. I'd rather have a good neighbor. I don't know.

Mark Hidritch-I wish we could do that.

Leslie Wedding-And 23 years ago, I never would have thought that anyone would want to turn a house next to me into a rental. It's just absolutely insane. It's just I feel that this town has just exploded, and I don't know if anyone is controlling the growth.

Tom Holdmeier-Anyone else that would like to speak? If not entertain a motion.

Chuck Watson-I'll make a motion to approve.

Mark Hidritch-Second.

Tom Holdmeier-All those in favor?

All-Aye.

Tom Holdmeier-Any opposed?

John Borgmann & Samantha C. Wacker voted nay.

Passed with a 5 to 2 vote.

Sal Maniaci-Okay, so you got it. You know, I heard the two nays, right?

Gina Vanek-Yes.

John Borgmann-Mr. Chairman, I would just encourage the applicant talk to your neighbors before the council meeting. I think that would be a huge, huge benefit for you. That's why I voted against it.

Carolyn Witt-Because all we are is a recommendation and the City Council is the one that makes that decision.

Samantha C. Wacker-So, if there are other neighbors who wish to speak at council, I mean, the council has they can determine as well.

Carolyn Witt-Or this gives you the opportunity to talk to everybody. And maybe there are issues that you can address that will make them feel better.

Mark Hidritch-Because there's going to be issues like they're going to I'm sure they're going to ask you, hey, who's going to keep the lawn? Who's going to do this? Who's going to do that? You can get all your ducks in a row and make everybody feel a little bit more comfortable. That's what we've found even on the council. Then it really helps out.

7) **File No. 22-1103-518 E. Sixth Street-Short Term Rental**

Sal Maniaci-This is on the other side of Sixth Street on East sixth Street. On the other side of town, I guess one block south.

So this one, this property located just east of Burnside on East Sixth Street, you can see here also asking for short term lodging. It does have driveway access there. You can see in this aerial that it is possible there. And then as for the zoning, it is R-1B as well, just outside, just south, just east of the ah two overlay and just south of re commercial district.

So right obviously our downtowns where you don't need it and then this blue is where you don't need a special use permit. So they are just south there. And then we approved one catty corner about a year a half ago.

Happy to answer any questions.

Tom Holdmeier-Any questions or comments? Anyone in the audience that would like to come up? Applicant come on up.

Zachary Smith-I live in Kirkwood, Missouri, out here. So we own the place. My wife, we have three daughters. We come out here just for Main Street Creamery and Sugar Fire and hanging out and then go into the vineyards when we're not with our daughters. And so we just kind of thought about, you know, getting a place out here for that.

And then obviously so that we don't, you know, have a second mortgage, you know, for us only using it once a month, we thought about doing short term rentals. My wife and I are both surgeons at Barnes downtown. And so, you know, our backup is basically mid term rentals, like someone mentioned for

traveling nurses just since we're two blocks from the hospital. So our thought for getting this permit is that our plan is for mainly for us to enjoy the place. Second is that you're short term rentals, short term rental becomes overwhelming for us in our free time to do it. We're probably just going to turn it into a mid term. Rental would be the goal for traveling nurses. And then as far as if you're going to use the number of beds, probably six, but it will probably be maximum of eight because there's one little tucked away corner that will probably do a futon. So it's a three bedroom that will be to sleep two and each bedroom has a driveway that can do probably three cars deep and then has a one car garage.

John Borgmann-I noticed that you're doing a lot of extensive remodeling, looks like. So what it looks like not even close to being ready yet, is that correct?

Zachary Smith-I would say, well, it's a we're moving we're moving much quicker now. So you are correct. There have been a lot of holdups. I mean, the House is 120 years old. We obviously anticipated whatever budget we made, we would be over that budget, no matter how much leeway we gave ourselves. And we have proven ourselves correct in that regard. You know, I mean, the house is now literally three inches taller than it was because the middle floor was sagging so much.

I literally was terrified that I walked up those stairs knowing what it looked like. Now, all the walls taken down. I mean, the stairs were held up by, you know, like one, two by four, essentially. So I don't know how that lady didn't have something that happened to her.

So. Yeah, no, I mean, we've talked to the neighbors and I mean, I think Irene, the neighbor, has been in the house more than I have since I've owned it. She's very involved also.

Carolyn Witt-Sometimes that is a good thing.

Zachary Smith-Yeah, that's why I mean, she wants me to put all the trees down now because she likes to walk around barefoot and she doesn't like what falls off the trees. I told her, I don't know that we're. Going to be there. So yeah, that would be the plan. Target audience. I mean, I would assume the target audience would be people coming to downtown, to festivals or go to the vineyards, you know, I mean, you can't short term rentals in Augusta. And so I think, you know, we'll probably mention that, you know, in the listing. So, you know, I think that would be part of it. But certainly, I mean, I have the fact that we to spend time there, we'll have plenty of rules about making this not a party house per se. I mean.

John Borgmann-Do you have a timeline to have it completed?

Zachary Smith-Before the end of the year.

Mark Kluesner-You have competition right across the street.

Zachary Smith-Yes, Pheasant Hill. I think ours would be a different vibe, but, you know, so it'll be cool. You'll want to stay there. I bet you just looks right now.

It looks you probably think it looks like a gothic castle and is terrible. It just. She's just got to trust the vision, right.

Tom Holdmeier-Any other questions or comments? All right. Thank you. Anyone else that would like to speak on this?

Carolyn Witt-Motion to approve.

John Borgmann-Second.

Tom Holdmeier-All those in favor?

All-Aye.

Tom Holdmeier-Any opposed? So moved.

Other Business:

Sal Maniaci-One, I want to introduce Sara Skeen. She sat here the whole time. She works in the public works department, but is going to be doing some shadowing and learning on the planning and zoning side. We've done a lot of talk about, concession planning and making sure that if someone gets hit by a bus in every department, that there are people who can step up and do some stuff. And so she has some in city planning as well. So I mean, I'll let you add anything you want, but I just wanted to introduce her. She's going to be coming to the planning, zoning. Came out of education for ten years, decided I was going to go back to city planning, which is what I was doing for education. So a big stretch of time in between and I know a lot of growth, but that's great. If Charles, were you hit by a bus, your maps would look awful. I'll tell you that.

So and then on the comp plan, so we do have a new next date for our steering committee. That is not something that you all have to come to. They've meeting and our last one was excellent. I was very impressed with what H3 brought. It felt like getting to point is like this was worth the money because they're getting into depth with very different scenarios that we can start picking apart. And they even kind of said, we want I almost got the impression they wanted to kind of get a shock reaction on some of what they're doing so they could say, okay, what?

Because that that reaction brings out. Okay, so then what do you actually kind of what are you seeing? So that was good because I think we all kind of geared towards morphing multiple things from each plan. So on December 8, they're going to bring kind of what their new vision idea is to the steering committee. But if everyone can put on their calendars, December 14th will, be the first of three or more, but definitely three public forums. So that's going to be the one that we'd like to get 60 at a minimum. But they said 80 was really ideal with four breakouts and the staff that they bring to be able to run that. So December 14th at the City Auditorium from 6 to 8 and tell your friends, we want to get as many people there to get input. They're going to have a presentation of kind of their ten year plan idea. And this is the first of three again to let people see it. If there's a little shock factor that maybe this person like that, that property owner said, are we going too fast? Should we change here? We have brought up Airbnbs with them multiple times and asked for, we try to do our own homework. It is very hard to find cities that are exactly in our position of what they're doing because you find out what major cities are doing in cities like Augusta, like either moratoriums are doing it by census blocks. We don't have census blocks, you know, really in our city and we're not like Augusta where we aren't building any new housing.

So we ask them to really bring a plan forward that as well. But I'm excited on what we're seeing so far. Six to 8 on the 14th at the City Auditorium. So because they need a big space to be able to have one, have the presentation and then they'll have like you saw, I'm sure ten years ago, you break out into roundtables and be able to discuss with their group and you'll have a board on your table, you can put stickers on and do all that fun stuff so it's going well.

Tom Holdmeier-Getting good response on the surveys?

Sal Maniaci-They go to them. So I haven't seen any of them, but he says he's been getting plenty of emails. We put it in the newsletter that went out to 6000 households 2 weeks ago, so I assume it's pick back up a little bit. But yeah, it's been it's been really well. They're good good consultants.

Tom Holdmeier-So good. Anything else by board members.

John Borgmann-Motion to adjourn.

Tom Holdmeier-All those is favor?

All-Aye.

Motion to adjourn the meeting at 9:30 p.m, first and second, passed without dissent.



Thomas R. Holdmeier

Chairperson

Planning & Zoning Commission