

**CITY OF KUNA
PLANNING & ZONING COMMISSION**

**MEETING MINUTES
Thursday, July 13, 2017 (SPECIAL MEETING)**

PZ COMMISSION MEMBER	PRESENT	CITY STAFF PRESENT:	PRESENT
Chairman Lee Young	Absent	Wendy Howell, Planning Director	X
Commissioner Dana Hennis	X	Troy Behunin, Senior Planner	Absent
Commissioner Cathy Gealy	X	Trevor Kesner, Planner II	X
Commissioner Stephen Damron	X	Jace Hellman, Planner I	X
Commissioner John Laraway	X		

6:00 pm – COMMISSION MEETING & PUBLIC HEARING

Vice-Chairman Hennis called the meeting to order at **6:00 pm**.

Call to Order and Roll Call

1. CONSENT AGENDA

- a) Planning and Zoning Commission meeting minutes for June 27, 2017.
- b) **16-11-AN** (Annexation) – Kolo, LLC (Logan Patten); Jay Walker with AllTerra Consulting – *Findings of Fact and Conclusions of Law.*
- c) **17-04-SUP** (Special Use Permit) – KJ’s Superstore – *Findings of Fact and Conclusions of Law.*
- d) **17-03-SUP** (Special Use Permit): BRS Architects representing Smoky Mountain Pizzeria Grill – *Findings of Fact and Conclusions of Law.*

Commissioner Damron motions to approve the consent agenda; Commissioner Gealy Seconds, all aye and motion carried 4-0.

2. PUBLIC HEARING

- a) **17-03-S** (Subdivision), **17-03-ZC** (Rezone) and **17-06-DR** (Design Review) – Deserthawk No. 4 Preliminary Plat: B&A Engineers representing Endurance Holdings, LLC requests preliminary plat, rezone and design review approval for an approximately 9.43-acre parcel within an existing agricultural (Ag) zone to a medium density residential (R6) designation, and subdivide the parcel into 34 residential building lots and seven (7) common lots. The site is located approximately 2500 feet south of the intersection of West Avalon Street and South Ten Mile Road on the southeast corner (SEC) of South Ten Mile Road and West Sunbeam Street, and is addressed as 874 S. Ten Mile Rd., Kuna, Idaho.

Trevor Kesner: Chairman and Commissioners, for the record, Trevor Kesner, Kuna Planner II, my business address is 751 W 4th St. The rezone, subdivision and design review application before you from the property owner, endurance holdings, LLC as represented by Dave Crawford with B&A Engineers seeks approval to rezone approximately 9.43 acres that is currently in city limits from the existing Agricultural Zoning Designation to an R-6 medium to low density residential zone and subdivide the parcel into 34 residential building lots and seven common lots to create the fourth phase of the deserthawk community. The site is addressed as 874 S. Ten Mile Road, and the site has been used as a homestead and was farmed for many years. It is located approximately 2,500 feet south of the intersection of West Avalon Street and South Ten Mile Road on the southeast corner (SEC) of South Ten Mile Road and West Sunbeam Street. This Parcel is designated as Medium Density

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residential in the approved comprehensive plan future land use map, so an R-6 zoning designation appropriately accommodates a subdivision use. Agencies were notified and those who responded have been included as exhibits in your packet. The owner's representative is here tonight and has been apprised of the proposed conditions and has indicated agreement to comply with them. Planning and Zoning also received a letter from a concerned neighbor which has been included as exhibit B-3 for reference. Planning and Zoning staff have concluded that the rezone and subdivision preliminary plat application comply with the goals and policies within the comprehensive plan and the future land use map; and that the design review application complies with title 6 of Kuna City Code for subdivisions and Title 5 for landscaping requirements and recommends approval with the conditions as stated in the staff report. With that, I stand for your questions. **C/Hennis:** Any questions? **C/Damron:** I have no questions. **C/Gealy:** I have no questions at this time. **C/Hennis:** Okay, Thank you. **David Crawford:** Chairman, Commissioners my name is David Crawford with B&A Engineers, I am here representing the applicant who couldn't be here tonight for deserthawk subdivision No. 4. I appreciate the overview that Trevor gave, we certainly are here asking for preliminary plat approval and zone change approval to R-6 zoning. We have brought to the table an infill subdivision for the lack of a better term, we proposing to build right next to current subdivision construction project called Deserthawk subdivisions No. 3 and this bares the same name, it's on the west side of the street, Deserthawk No. 3 is currently under construction and that will finish up an old preliminary plat that was a three-phase development and this is essentially an extension of that, it abuts Deserthawk No. 3 on ten-mile Rd. One thing that we do is work with all agencies, city engineers, to bring water, sewer and pressurized irrigation to the site. Those services that exist within Ten Mile Road, are not adequate to serve this development, so what we were asked to do is open sunbeam street, which currently an unopened right of way and bring all the sanitary sewer, pressurized irrigation and domestic water from the northwest of this project about 1700 feet. We have mainline extensions for all three of those coming in from down Ash St through the unopen right of way on sunbeam to service this development. We will also be looping those connections for pressurized irrigation and domestic water at the west corner of the development to bring them up to current codes. All services will be available to the development it will just require some offsite improvements. We agree with all of the conditions that are contained within the staff report, we worked with the city extensively through the pre-app process, we worked with the fire department and the Ada County Highway District, and all of the litany of other alphabet soup agencies that responded here. We don't have any issues with the conditions of approval. We are confident we can bring an attractive quality subdivision development to Kuna. With that I will stand for any questions you might have. **C/Gealy:** I have just a couple of questions. With respect to the ACHD report. In terms of Sunbeam and Ten Mile, there staff comment was that it does not meet district policy and they had some suggestions, have you incorporated those suggestions into your plan. **David Crawford:** Chairman, commissioner, yes. We have incorporated those, what we have shown is a larger right-of-way on Ten Mile, than what they asked for. The reason for that, was because Deserthawk Subdivision No. 3 was proposed, Ten Mile was proposed as a 96-foot-wide corridor, five travel lanes and what they want is something less than that. **C/Gealy:** But they still want that right of way I believe. **David Crawford:** They are, only the 72 feet. **C/Hennis:** Right. **David Crawford:** So what we did was went through several discussions about that, because they were also not requiring necessarily curb or sidewalk on that side of the road, we knew the city of Kuna was interested in having a completed look, for both sides of the road, so we certainly worked with them, though we haven't quite got the exact determination where the curb line will be located we are proposing exactly what we show and that is a detached sidewalk and we will place curb at the appropriate location once ACHD tells us where that is. So, it will be a 72 foot right of way and we will finish it off with a curb and side walk along the Ten Mile corridor. It won't look weird. With the sunbeam opening, we worked extensively with the highway district, it looks like what we have on sunbeam meets their current policy we have 24 feet of paving with the borrow ditch and after several discussions with them, just I think some miscommunication with them, but I think we can meet

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all of their requirements for sunbeam, including the widening as well. Our biggest concern with sunbeam street was that it is unopen, and people have occupied with fences and other improvements and we didn't want to disturb them if we didn't have to. Our goal was to not move their fences if we didn't have to. ACHD has asked us to contact them when we are moving forward and if it needs to be moved, they are going help us work with the neighbors to do that in an appropriate manner. As the plan currently stands, we have developed it to have the least impact possible on them that we can. **C/Hennis:** Just one question regarding ACHD, So, your lower street, I can't find a street name on it, oh Sahara Drive, so that one is just going to end, is there future projects adjacent to it that are already planning to extend that, or eventually use down the road or is just a stub street. **David Crawford:** Chairman, commissioners, policy both in the City of Kuna and Ada County Highway District to stub streets to large undeveloped parcels. This is within an existing subdivision with large lots that they anticipate redevelopment in the future, so the policy is to provide stub street connections to them. When we first presented our plan to them there is a property line that exists about half way up in the middle of the boundary that heads east and we had the stub street located there, ACHD requested that we don't split those streets on the half because you can't build an exact half street, so you need at least 42 feet of right of way to build a half of road. So, they asked us to move it down to one lot or another and we stubbed it over there so that road can be extended in the future when it does redevelop. **C/Laraway:** Okay question, you have in here a six-foot vinyl privacy fence, but you mentioned that if there is already an existing fence with other property lines, you're not going to put a fence there, or is that something the property owners are going to work out. **David Crawford:** Chairman, commissioners, yes that is an interesting question because what we are proposing to do to have the least impact along sunbeam street is not disturb the existing fence because it is all going to be roadway. The Kuna City Code requires that we put up a boundary fence around the development but that will exist south of Sunbeam street so you will have the road, the landscape buffer that exists next to it and then the fence, so we are not trying to impose on other people's fence lines that they may use for their pasture land. **C/Laraway:** Thank you. **C/Damron:** Are the stub streets going to have temporary cul-de-sacs, so if fire trucks go down there they can actually turn around, instead of backing out. I noticed here it said that if they are not 150 feet or longer they can just stub, so are you going to cul-de-sac those so the engines have place to turn around, or EMS. **David Crawford:** Chairman, commissioners we did have extensive discussion with ACHD regarding that. Exceeding the 150-foot length cause the turn around. The stub street to the east is less than 150 feet, there is only one lot depth there. The stub street to the south is only 130 feet on the west side at the radius and only 114 feet on the east side, so after they had a chance to look at it, they said no that will meet with policy so there is no reason to have a turn around there. **C/Gealy:** This is a landscaping question, it looks like the trees have been pulled out to ten mile and sun beam, was the intentional? **David Crawford:** What we have shown here is the trees existing in that buffer strip between the curb and sidewalk. So, that it won't be in the street right of way. ACHD has us place those outside the right of way, normally ten feet. **C/Gealy:** Actually, that wasn't my question, my question was more there seems to be very few trees within the subdivision and they all seem to be on the outside boundary or border. **David Crawford:** There are narrow landscape trips that are not in code but we placed them in there to soften the street buffer. That is one thing we have added as an amenity. It softens the streetscape so we have an HOA controlled and maintained corridor for some shrubs and trees and little things to soften that streetscape. **C/Gealy:** When I look at it there were seven common lots, and so those within the subdivision are four of those common lots? **David Crawford:** Correct. **C/Hennis:** Any further questions? **C/Hennis:** Any further questions? Thank you. **David Crawford:** If I may make one more statement while I am here, regarding the letter we received from the neighbor Patty Breisnhower, one of the things that she indicated in the letter here is that she didn't want us to rezone her property so she could keep the agricultural status and I just wanted to touch base on that really quick. The Kuna City Comp plan really has this area redeveloping into a more dense neighborhood, we are clearly under the R-6 zoning, we are sitting more like 3.6 units per acre, so we feel that it is a good fit with the area, but the rezone of this property won't

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change her agricultural status. So, I just wanted to touch base on that while I was here. **C/Hennis:** Thank you, Okay, with that I will open the public hearing at 6:17 and I only have one person that is signed up on the hearing sheet, Rich Tillman. **Rich Tillman:** 1251 South ten mile which is near vicinity of the new subdivision. My question traffic and the traffic on south Ten Mile, has there been any kind of traffic study done by ACHD for volume of traffic. My concern really lies around whether or not, it seems like all of these new subdivisions really empty out on Ten Mile and these traffic loads, and looking at this I have haven't seen a detailed map, but is that correct that they are going in and out, or do they go in and out on other roads. I am just looking at it simply if there is 35 houses on there and most people have two cars there is another 70 cars out on the street and that in itself is probably exacerbated by other problems. I think south Ten Mile has actually become a new commuter route, back and forth from the new meat plant that they just opened up on South Cole Road. Also, I think there is a lot of people that live between Nampa and Kuna that use king road and south Ten Mile as a commuter road back and forth to Boise for work. You can see the traffic patterns in the morning and in the evening. They really pick up during the rush hours, also the Falcon Ridge School down at the end of the street, very near to the subdivision, there is quite a few kids there, most whose parents come drop off and pick up, which adds to the traffic there on Ten Mile. The commuters really add another dimension as they don't observe the speed limits so most of the time it is way above the 35 mile an hour speed limit, and since they are commuting to and from work, they are impatient and they pass and do things that you normally wouldn't do on a residential street, or as its becoming a residential street. The new subdivision actually adds a lot more pedestrians, as we get new neighborhoods and homes we get a lot more people. Kids on skateboards, kids on bicycles, families walking up and down ten Mile, and only a third of that has a sidewalk on that, so the rest of that you are just walking a white line on the edge of the pavement. So, we have a lot more pedestrian traffic and a lot more other traffic coming from not only the new subdivision, but the meat plant and the commuters, And Ten Mile is actually convenient because you can turn and go fast, and you don't have to go through the corners if you continue from King road up to Black Cat. The second concern I wanted to mention was around the emergency services and the availability of emergency services. Today we had two major fires out there, one involved structures at King Road and Black Cat, and the other was a major brush fire up above ***Inaudible*** heights and that's all good as long as Union Pacific isn't across both tracks. We haven't had the perfect storm were somebody is having a stroke and the train is blocking the tracks and those guys are not going to be able to get across to help whoever it is who is having a problem. **C/Hennis:** Okay I think we will have to stop you there, that was the three minutes there for you, but we will have answers, I'm sure our applicant will have some rebuttal which will provide answers as well. These are all things that we do take into consideration as well and there have been traffic studies, which I am sure he will cover. Is there anybody else that has not signed up that would like to testify? Seeing none, I will close the public hearing at 6:22 and applicant if you would like to rebut. **David Crawford:** Chairman, Commissioners I am certainly cognoscente of all of the issues that Mr. Tillman brought up. In the ACHD staff report they did bring up a certain number of counts related to what they consider to be traffic related counts, because of this development did not exceed 50 lots, we were not required to do a traffic impact study so a specific one was not done for this development. However, ACHD's report indicates the number of vehicle trips per day, per lots vs the number lots proposed and the street section in this area were determined to be adequate to get traffic in and out of the development. When we are talking about schools, one of the things I find really interesting is that the only way schools get funded is by new tax dollars from development, and that's what we have here so hopefully that can help with the Kuna school district. I don't know how we can help with the speeding, that is kind of a police thing. But, one thing that we can do and one thing that we have done, is that we can proposed that we place sidewalks adjacent to our development along Ten Mile Road. We certainly want to keep pedestrians out of that corridor, out of the pavement corridor, and get them out of the traffic as much as possible, so that is why we continued with that sidewalk down Ten Mile road and throughout the entire development. Emergency services and

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corridor study of that perfect storm, I am aware of the studies that were completed years ago over where a cross would be to get across the tracks and I think that it would be really coordinated between the city and the highway district. I think it is just a matter of funding that now. With that I will stand for any questions I have.

C/Hennis: I think we are good, thank you sir. That brings up commissioner discussion. I think on the most part the development is laid out pretty well for that particular area. It is a better use of space, I mean it is not into the R6 that the comp plan has laid out, we are definitely underneath that, I think ACHD has future plans for Ten Mile too; hence the reason for the expanded easements that he was talking about. I think that is something as that area grows we will get further traffic mitigation as well.

C/Damron: For neighborhood continuity, it blends in well with the other developments that are there and the other phases, so to me it looks right for where it is at to blend in and kind of do what we want with the comp plan in that area.

C/Gealy: I agree.

C/Laraway: I concur that the subdivision fits the way it is; the way that it is laid out; it signifies our growth and what we are trying to do and expand subdivisions and housing for the City.

C/Damron: I agree. I would like to see some more internal green trees. If they're not on there, it's probably ...they don't have the houses on there, but we'll probably see some good landscaping on those houses when they're finished. So as Design Review comes through, we'll look at that.

C/Gealy: This is the Design Review.

C/Hennis: Yes, this is Design Review.

C/Damron: Oh, yeah. My bad. I would like to see more vegetation through that to kind of break that up a little bit instead of just on the outside perimeter.

C/Hennis: I agree, but I am not sure what we can do except we can have them work with the City, but that can be a condition if you want it to be. But if not, I will stand for a motion.

C/Gealy: Well, I did want to say that we are aware of the issues and concerns with regard to traffic and emergency services across the railroad tracks as is the City and ACHD. So there are concerns and those concerns are heard.

C/Hennis: Yes, they have been working on the overpass or whatever the solution to that train problem for many years now, and that is something that I know is a large topic of theirs for a long time.

C/Gealy: So can we ask the applicant again to address the landscaping as we see it on the perimeter as well as within? Because you answered the questions once before but could you answer them again please?

Dave Crawford: Chairman, Commissioners, I think what we have shown actually exceeds the minimum requirements in Kuna Code for the requirements on periphery landscaping. When it comes to the internal part of the development, each lot owner is required to plant a specific tree out front and maybe Trevor could answer those specific lot development requirements based on City code, but there is some code that requires a lot owner to place a specific tree or where fences can go and ... but what we find is that people really take pride in their own landscaping and they do a lot of it, so from a preliminary plat aspect, that is really more of a building permit thing. So we can offer that we definitely will comply with the Kuna ordinances that are related to that, but that will be up to the individual lot owner when they come in for a building permit. And I think the developer supplies the tree or trees that they are required to give them when they develop with their building permit. So it is kind of a tough thing because we can't just come in and plant them and then end up knocking them all down.

C/Gealy: But you did include the common lots within the property.

Dave Crawford: We certainly did and you know, we could add a few more trees in there. We would be more than happy to add more trees to those lineal lots and the boundaries.

C/Hennis: That would be greatly appreciated.

C/Damron: Question for you before you depart; the six-foot vinyl fence along the perimeter, will that go in before the houses go up to keep the dust and debris from the neighbors?

Dave Crawford: Chairman and Commissioners, yes absolutely; those improvements will be required prior to signature on the final plat, that we have all these improvements done including the fence line.

C/Hennis: Great, thank you.

Commissioner Damron motions to recommend approval for Case No. 17-03-S (Subdivision) and 17-03-ZC (Rezone) to City Council for Deserthawk Subdivision #4 with the conditions as outlined in the staff report

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and the additional condition that the applicant work with staff to add additional trees within the common areas; Commissioner Gealy Seconds, all aye and motion carried 3-0.

Commissioner Damron motions to approve Case No. 17-09-DR (Design Review) to City Council for Deserthawk Subdivision #4 with the conditions as outlined in the staff report and the additional condition that the applicant add additional trees to the internal common lots; Commissioner Gealy Seconds, all aye and motion carried 3-0.

- b) **17-04-ZC (Rezone), 17-04-S (Subdivision) and 17-13-DR (Design Review)** – Ashton Estates Preliminary Plat: Applicant, Kirsti Grabo with KM Engineering, requests approval for a zone change for approximately 19.86 acres to C-1, and 34.76 acres to R-6 Medium Density Residential. Applicant also proposes a preliminary plat for a residential and commercial subdivision. The subject site is located on the southeast corner (SEC) of Meridian and Deer Flat Roads.

Trevor Kesner: Good Evening Commissioners, for the record, Trevor Kesner, Planner II and filling in for Troy tonight, so be gentle with me. The applications before you tonight are case No's 17-04-ZC (Rezone), 17-04-S (Pre-Plat) and 17-13-DR (Design Review), and are presented for your vote to recommend approval or denial to Council. All of the application materials have been assembled for your packets, hopefully you have had a chance to review them as needed. All of the noticing procedures have been followed to hold the special public hearing tonight. The applicant seeks a rezone and pre-plat approval for approximately 51 acres, known as the Ashton Estates subdivision which is located at the SEC of Meridian and Deer Flat Roads. The applicant was granted annexation and zoning earlier this year, and now wishes to rezone the portions of the property that was originally zoned as R-12, High Density Residential, to C-1, Neighborhood Commercial zone and reconfigure the portions that are R-6, Medium Density Residential. Staff finds these requests to be complimentary to the comp plan, and the comp plan map. Applicant has also submitted for design review for the common lot landscaping. Staff finds the proposed landscaping along Meridian Road does not comply with KCC 5-17, and staff recommends the applicant add trees, shrubs and grass to the area as suggested in the staff report in condition # 12. The rest of the subdivision appears to comply adequately with KCC 5-17. Staff has worked with the applicant to get it before you tonight, and they have submitted everything staff has asked for. I stand for questions.

C/Gealy: I noticed that the Design Review case was not listed on the agenda. **C/Hennis:** It doesn't. The staff report does, but not the agenda.

Trevor Kesner: Considering that a Design Review is not a public hearing item, the notice requirement is placing the item on the agenda; you are welcome to defer the case to a later time or amend the agenda to include it now. **Wendy Howell:** That is what I was going to suggest is amending the agenda and add it or we can just put it on the agenda at the next meeting. **C/Gealy:** I would prefer to do it now if it is not a public hearing. **Trevor Kesner:** The Design Review is not a public hearing; the Subdivision and Rezone are.

Commissioner Gealy motions to amend the agenda to include Case No. 17-13-DR (Design Review) for Ashton Estates; Commissioner Damron seconds, all aye and motion carried 3-0.

Kelly Kehrer: Chairman; Kelly Kehrer with KM Engineering. My address is 9233 W. State Street, Boise, Idaho. Thank you for having us here on this special meeting tonight. We are excited to bring this back

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before you. Just a couple of points of clarification: in the Rezone, we originally had nine acres of R-12 and a couple of acres of that went to commercial. The rest of that is going to R-6. There was some resistance before with the R-12 located in the middle of the site, so we decided to pull that out and it will reduce the site by potentially 70+ units so it is substantially less dense; it is actually around 3.8 units per acre on the residential. Generally, we are good with what the staff is recommending but there is one piece and it is actually part of the City Engineers letter, item 3-F where they are talking about the 600,000-gallon reservoir for helping to feed the City's overall pressurized irrigation system and provide land for that. We are happy to provide land for that within our common space, but we don't want a situation where we have a loss of lots in order to provide this giant reservoir that is going to serve a much greater area than just our parcel. So we would ask that the condition be amended so that it is within our existing proposed common area, that it be provided in the common area. Other than that, I will stand for any questions.

C/Hennis: Are you in agreement to work with the City to add more trees and shrubs as indicated in the staff report? **Kelly Kehrer:** Yeah, just so you understand what's going on along Meridian Road, so within that landscape buffer that's in the Idaho Transportation Department right-of-way, City pressurized irrigation, a City trunk water and City Sewer line all within that corridor, so we just ask to work with the City engineer to figure out how we can get that landscaping in there with all of those utilities within that area. **C/Hennis:** Ok. **C/Laraway:** I noticed on your plat here, and this is a part I probably need explained; to the far right, that one road that drops down to Meridian, is that an entrance or a dead end?

Kelly Kehrer: That is an entrance actually onto Meridian Road. It is a street entrance. **C/Laraway:** So that is an entrance and you've got another entrance...

Kelly Kehrer: Can we pull up the preliminary plat and that will help provide a bigger picture. **C/Laraway:** I mean, I was counting three entrances so that is what I was wondering.

Kelly Kehrer: So we have two public right-of-way approaches; one on Deer Flat and one on Meridian Road and in the commercial area, we have two right-in, right-out entrances proposed; one on Deer Flat closer to the intersection and one on Meridian Road closer to the intersection. **C/Laraway:** So in other words you've got two entrances if I see that right; the one in the middle and then you say you have one for the commercial to the left?

Kelly Kehrer: Do you have the preliminary engineering drawing? This is actually the preliminary plat so...

C/Laraway: Well, I am looking at this one. **Kelly Kehrer:** Yeah so there is two approaches on the...

C/Laraway: So my question is, with the density of traffic that goes north and south on that road, is there going to be pull-out lanes or ...?

Kelly Kehrer: We will have to install a deceleration lane as part of that so we went through a Traffic Impact Study and both ACHD and ITD have reviewed it and approved it, so it is represented generally, but the exact configuration will be determined if we're doing construction plans, but it will have deceleration lanes going south. **C/Laraway:** So is ITD going to require a right-turn only or left-turn only coming out of that subdivision? **Kelly Kehrer:** So, the main roadway on the south is full access and then the entrance closer to the intersection is a right-in, right-out and that will be controlled by a center median.

C/Laraway: On your commercial or what I assume is commercial to the north, is that going to be [building] pads? **Kelly Kehrer:** Yes. **C/Laraway:** So it looks like you have possibly two or three or four; I can't tell.

C/Hennis: It looks like five. **Kelly Kehrer:** I believe there are five pad sites, yes. **C/Laraway:** There's going to be an access on Deer Flat and on Meridian Road to get into it? **Kelly Kehrer:** Correct, and they'll have access to the interior public rights-of-way as well. **C/Laraway:** Ok well at least we have a light on Meridian

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and Deer Flat Road; that's what I was wondering because of traffic flow. Thank you. **Kelly Kehrer:** Any other questions? **C/Hennis:** Just one; how many actual residential lots are on that plat right now?

Kelly Kehrer: I believe one hundred thirty-three. There is a table on the preliminary plat that calls out the areas and lot counts. **C/Hennis:** Yeah, I was trying to read it but it just wasn't coming in clear for me. Ok. Thank you. Are there any further questions? Ok. Thank you. **C/Gealy:** I don't know why I was thinking it had ninety-three lots. **C/Hennis:** I don't know. Ok, with that we will open the public hearing at 6:45 pm, and I see that some people showed up since we got started so are there people here that would like to come up and sign up and talk? If you would please come forward? And just to remind everybody, at a public hearing we allow each individual three minutes to speak and then the applicant gets another ten minutes at the end to address all of the rebuttal comments that all of the individuals have brought up.

David Andrus: David Andrus, 1928 E. Deer Flat Road. So I am kitty corner to this property out on Deer Flat Road. Obviously with the flow of traffic down Deer Flat Road, I mean we've already got traffic and this project is going to add to it significantly to that traffic and the way that it is laid out, a lot of that traffic is pointed toward Deer Flat Road. Just the way that it flows out of this area, it seems like that should be a big concern. And I don't know if this is the meeting to talk about landscaping, lighting, sound? **C/Hennis:** It is. **David Andrus:** I am hoping that with this, I know that this has a very big commercial area so I was hoping that... I believe there is a dark skies ordinance, then when the first of these go in here and there is box lights that are turned down so we are not getting over-light and a way for those areas with the sound -the last thing we want is you know, big commercial sites with concrete walls up against Deer Flat Road which with trucks backing in and out of there so just a lot of different noise, so we are hoping that something can be done in the design to kind of take away from the noise from the commercial and possibly forcing those trucks to be loading on the opposite side instead of facing toward Deer Flat. And then along with that as far as landscaping goes, along Deer Flat, that they would put in some bigger trees to help with the sound rather than just little tiny trees that don't do a lot or don't do anything for the sound. You know people have mentioned that this is going to become the gateway to Kuna and it is hoped that as you get to the corner of Deer Flat and Meridian Road, that that area will look nice with large trees and landscape that it will be really aesthetically pleasing and will look nice. Still concerned with the three different zones that are going into here you know with commercial, residential and I'm not sure if there is multi-family. I hadn't heard if that was the case or not so ...it didn't look like it from here so... anyway that is all I have.

C/Hennis: Thank you. **David Andrus:** One last thing, also; it appears there is a park in the middle? Is that a park? **C/Hennis:** Yes. **David Andrus:** Ok, I just didn't know if that was the case on that drawing so. Ok.

C/Hennis: Thank you. Is there anyone else that would like to sign up and testify?

Teresa Perry: Hi. Teresa Perry; 2151 East Deer Flat Road. My property does butt up right to this just a little tiny bit, but it does butt up to it. So everything that Dave said goes for me as well. I also am concerned about the in and out on Deer Flat Road. They are stating that they are doing full access on Deer Flat Road, plus a right-in, right-out and I don't see where that can go. They also show that park there, but I don't see any parking for a park so... and it concerns me that a park would be right next to a commercial area that could, in time, become very busy and parks, obviously are busy too. As far as buffering noise and everything... you know this is a huge subdivision that is going in next to us and between Meridian Road and Locust Grove, there is a total of twelve houses and you are talking that you are putting one hundred and thirty-three on this, so in my eyes, I don't feel that this design fits our neighborhood. I think there is way too many houses. It's going to be putting two-hundred and fifty plus cars out on these roads every single day with multiple trips. I don't see how Deer Flat and Meridian Road can handle that amount of

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traffic with Winfield Subdivision coming in and the potential for the northeast property also going to be built on that will probably end up having another type of gas station as well as kitty corner, there is going to be a gas station and car wash there too. So you are talking about a huge amount of traffic in that four corners area that is going to impact our quality of life big time. That's it. **C/Hennis:** Thank you. And seeing no one else signed up, I guess the applicant can have his chance to rebut as well. **Kelly Kehrer:** KM Engineering, 9233 W. State Street. I have a couple of points for clarification I would like to point out; I know that there is some concern about the commercial pads. Each of those are going to have to come back through the City's process to make sure that the buffering and the proper protections are in place so that they aren't negatively impacting those around them. There are only two zones; I think it's been clear for everybody but there is only two zones that we are coming in with now. Currently we are changing it from the three zones to the two. In terms of the park; that is a City park in the center of the parcel. We've met with Bobby the Parks Director and there is planned to be parking lot in the northwest corner of the park so there will be parking for the park. And obviously traffic is always a concern; we've gone through a traffic report that has been accepted by ACHD an ITD and they have determined that those roads can sustain the traffic. With that, I would be happy to answer any more questions you might have.

C/Laraway: In the process of working with ACHD and ITD, this is a good Litmus test for me because this is going to be the first subdivision that is across Highway 69 that is possibly going to cause foot traffic to get to the high school. Is there any kind of stipulation, agreement or something with ITD or ACHD is working on to help get these kids across the crosswalk or is it going to be bus-only? I don't know that the school district has talked about that. **Kelly Kehrer:** We haven't had any specific talks with the school district about foot traffic crossing the street. Obviously, there is going to be traffic. There are traffic lights but beyond that I don't know if I can answer your question. **C/Hennis:** Just to expand upon a couple of the questions that were asked; City ordinance generally has the 'dark skies' ordinance in place so you are aware of that stuff and staff recommendation and such. **Kelly Kehrer:** Yes, we are and frankly, we want it as well for our residential. **C/Hennis:** Also, would you be opposed to some larger trees on the back side along the canal area in order to mitigate some of the sound as requested? **Kelly Kehrer:** You know, with our landscape plan that we have, we have some... **C/Hennis:** They are mostly little shrubs. **Kelly Kehrer:** Yeah, I guess you're right; I guess I caution that with the water storage reservoir that we are potentially putting right along that area. **C/Hennis:** But I mean, with all of that work being in place and then... **Kelly Kehrer:** Yeah we can come in with a few larger trees there, absolutely. **C/Hennis:** Ok. Actually, I can ask staff about the park. Any other questions? Thank you. I will close the public hearing for Ashton Estates at 6:55 pm. With that, we have Commissioner discussion. I like this a lot better than what we were looking at before; I think it is toned down quite a bit, size-wise. There are still a lot of houses going in there but it is quite a few less than we were expecting. I think the applicant sounds like he is willing to work with the City and take some of the ideas behind the sound control and all of that into consideration and we can condition them to work with the City to make sure it's appropriate. A question for staff was, so if it's a City park, how do we see what that one is going to be... I mean, do we have a design review on that so that some of the citizen concerns with parking and amenities, how would that be addressed?

Trevor Kesner: If it is going to be a City park, I am assuming that the land is going to be dedicated or deeded to the City, because the City will accept it and maintain it. So, it will be built to City standards. As far as landscaping for a future City park, I would imagine that like anything that gets built, it would have to go through the Design Review process. There is a landscape plan associated with this project, but if it is going to be a City park, then there might be future recommendations for parking and such. **C/Hennis:**

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Right because there is nothing in this particular in this landscaping plan with regards to that, especially like the citizen asked, with regard to parking. So the City ordinance has a requirement for the minimum, at least on square footage for parking? **Trevor Kesner:** Yes, possibly based on park acreage. **C/Hennis:** And so that will be addressed by the City at a future time? **Trevor Kesner:** Correct. **C/Hennis:** Ok, thank you.

Trevor Kesner: I apologize, could I just ... there is an additional person that would like to address the Commission that is representing the applicant. Is that allowable? **C/Hennis:** I would imagine, yes. **C/Gealy:** If we are going to do that, then we will need to re-open the public hearing for questions that come up.

C/Hennis: Ok, so we'll go ahead and re-open the public hearing again at 6:57 pm. Go ahead and state your name and address please. **Kristi Grabo:** Hi, good evening; Kristi Grabo with KM Engineering, 9233 W. State Street in Boise. Just as a point of clarification, we met with the Parks Director and we did discuss that we would be deeding the property and basically donating the ground to the City and so the City would be in charge of whatever they want to put there. So we discussed where to put the parking and where to put the curb-cuts so he could put the parking where he wants it. We'll stub the utilities to it so they can put restrooms in. So that has all been discussed with Bobby at this point so there is a plan in place. **C/Hennis:** Ok, thank you. Since this was re-opened and there is some more information, is there anyone else or any other questions that would be asked in regard to that? If you could come up and sign in please, whether you are in favor or opposition.

Harry Conklin: Harry Conklin, 2211 E. Deer Flat. Kuna. My question was on that east side and the lots over there. That's a lot of houses and how big the lots are is what I was concerned about. How many and what kind of fencing they are going to put in there. And there was something about a path along that canal. Because part of that canal, I've got land on both sides of that canal and I was just curious what the story was there. That looks like a lot of houses for such an area. But that's pretty much all I've got to say. And noise is going to be a problem ...*inaudible* ...and I've got cows so it's pretty smelly. But we live in the country so that's the way it is. Anyway, that is pretty much all I've got to say. **C/Hennis:** Thank you. If the applicant would like to answer his questions if you could? **Kelly Kehrer:** Chairman; Kelly Kehrer, KM Engineering, 9233 W. State Street, Boise. Along the east side, those lots vary in size from around fifty-five hundred square feet to some that are up to twelve thousand square feet, so they do vary in size along there. In terms of the canal, part of what we have to do is extend the City's pathway system on our side. We're obviously landscaping outside of that but we'll also be putting the City pathway along that corridor. Other than that, if you have any other questions...

C/Hennis: I had one question with regards to fencing; I didn't see all the way clear on here. **Kelly Kehrer:** The intent is along the perimeter of the subdivision to install a six-foot vinyl fence. **C/Hennis:** Ok, thank you. And with that, I will go ahead and close the public hearing again at 7:01 pm. Commissioners?

C/Gealy: Well, I agree that it is far fewer houses or residences than we had expected. I am very happy to see an amenity of a City park included and in fact it exceeds what I would have expected -and I appreciate that. I also appreciate the pathway, and that in terms of landscaping along the canal, I think the Boise Project has quite a bit to say about landscaping. I am sure you can do any landscaping along Boise Project right-of-way but I think landscaping along the canal will be helpful. I would actually like to see more landscaping along Meridian Road because it looks like there is going to be sidewalk there. Am I correct? There is a sidewalk along Deer Flat and Meridian Road and as I understand, from what I've read those are going to be detached sidewalks so I would like to see landscaping along those sidewalks. Especially in the summer time, I think people need the shade. **C/Hennis:** Well, I think that there are certain requirements that ITD will let you do in that easement too, so there can be a requirement to work with the City and ITD

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so they can try, but I know if you have that many utilities going through that area, you don't want big trees on that because it will disrupt those so we do have to consider those utility easements along there.

C/Damron: I still have a huge concern with the traffic from one...we know they are going to extend that and I know they're going to widen those streets in the future. But as Commissioner Laraway brought up, the concern for the kids walking to school from there. That's within walking distance so I am pretty surprised at ACHD as far as, that wasn't addressed. The crosswalk, light, signal; that stuff had to be in there. **C/Hennis:** Well remember that Meridian Road is actually ITD. **C/Damron:** Oh, is that ITD? **C/Hennis:** Yeah, that is ITD to cross Meridian Road. **C/Damron:** Ok, my correction. But still, the size of the lots are going to be starter homes; young families with young children walking across there who don't pay attention as well as they should. I would really like to see something from ITD on that to maybe mitigate that and those kids crossing those streets. **C/Hennis:** Yeah, I am not sure how much we can do, but we can have the City recommend them look at it. That is maybe the only thing that I can think of. **C/Gealy:** Trevor, do you have any comment?

Trevor Kesner: I am not sure that Traffic Impact Studies factor-in pedestrian activities. I know that ACHD works with ITD for signalization of intersections along the highway. We could certainly ask them to re-visit the pedestrian issue, but other than that, I don't know if we have any pull or teeth here. **C/Laraway:** One thing to think about is ACHD does all the [traffic] light maintenance and timing for ITD so they can manipulate how long and at what pattern the lights... they can extend the time to get the kids across. That is fairly simple and I am assuming the Elementary kids and the Junior High are going to be bused anyway because of the distance. So, I am hoping it's not just high school kids without cars because they may be a little gutsier to cross that road at the wrong times. **Trevor Kesner:** And there may be residents that cross to get to commercial amenities across the street, so crossing is an issue because it is a long way to cross. **C/Hennis:** It is, and that's why I offered that maybe the City could start a conversation with ACHD and ITD as to what their thoughts on that are. Because it is something that I think needs to be addressed for resident's kids as well as adults. **Trevor Kesner:** There are plans to widen Deer Flat on the west side of the highway so I am assuming that the developer is granting right-of-way for a wider Deer Flat on the east side along their development so I assume that what they propose, obviously ACHD and ITD have accepted that. I just wanted to put it out there that Deer Flat Road and that intersection will be getting some work in the future. It is in their work plan. **C/Laraway:** And one thing in regard to the gentlemen to the east, you were talking about noise complaints; as of last year, you cannot file a noise complaint against an agricultural situation. Tractors, cows, water pumps; you can't file noise complaints against that so your farm is safe. **C/Gealy:** I do have a concern about the transition from rural to subdivision. **C/Hennis:** On the east side there? **C/Gealy:** On the east and the south. I feel it is well mitigated with the commercial on Meridian Road, but in terms of the boundaries, I don't feel the transition is adequate. I would like to see larger lots around the outside perimeter. **C/Hennis:** I am not sure larger lots would give you a lot of transition unless you did some sort of boundary-type elements for buffering but whether you have one house or two, you are still right up against the property line. And they had reduced significantly what they had projected. **C/Gealy:** Right. That is a fact. **C/Hennis:** I am not sure what else we can do with respect to transition, but that is a good point. **C/Gealy:** Those really are the concerns. I mean my primary concerns as we develop is providing amenities for our citizens and that we provide transitions between new development and existing development. And I appreciate the amenities. I appreciate the park and the pathway, but I am disappointed in the transition. **C/Hennis:** I guess if that develops with those particular lots, we can try and monitor placement within the lot for transition as well. **C/Gealy:** I don't understand

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what you mean. **C/Hennis:** So we don't have the residential unit pushed to the rear of that area; maybe move it forward a little, maybe the middle of their lot. The owner of that parcel might have a larger back yard, it could provide a little bit of transition but just as the lots develop. Without re-doing the whole plat, I am not sure how we can try and make that transition difference. **C/Damron:** I agree with you Dana. No matter what we do, even if we half those lot sizes there, you still have the same type of transition back there. Depending on what's going to happen with that property right next to it... **C/Gealy:** And that is the big unknown, but whatever happens to it, it will come through Planning & Zoning. **C/Damron:** Right; and we'll have to make sure there is continuity between the two. **C/Gealy:** ...so that there are appropriate transitions between uses. **C/Hennis:** And I do have a feeling that most of the traffic that comes out of here is going onto Deer Flat and go west-bound and probably north on Meridian. I do not anticipate them going east-bound on Deer Flat to get around, I mean not to many of them I would imagine. Some will, but as they expand Deer Flat and that intersection, it would naturally draw them back onto the highway or at least I would hope the majority of them. I would stand for a motion if anybody is...

C/Gealy: I guess I would expect traffic to head straight to Meridian Road and not necessarily to Deer Flat for the most part. **C/Hennis:** The majority; yes. **C/Gealy:** Trevor, is there anything we can do to encourage more transitional lot sizes? **Trevor Kesner:** You could certainly condition something. Maybe it's additional landscaping or a buffer or a common lot. Within a development if you have incompatible land uses, such as a commercial next to residential, you are typically required to put a buffer between those two uses. Here, you have a perimeter with a land use of R-6 next to an agricultural, so it's almost expected that the agricultural use is kind of a lower intensity use so the buffer is typically not expected there. And as you said, you don't know what happens to that land in the future or what that future land use would be. Again, you can make recommendations to the City Council as you see fit. **C/Hennis:** Maybe that is a good way to do it because these are recommended for approval to the City Council. Have them look at the transitional; maybe additional landscaping to the rear, but again, it's an agricultural site ...but there are people that live there. **Trevor Kesner:** Just bear in mind that the Design Review stops here. City Council will not be considering Design Review, so the landscaping should be discussed here. **C/Hennis:** You're right. **C/Damron:** Cathy, what do you suggest for that landscaping on that southern boundary? Large trees to kind of block that area or...?

C/Gealy: Well, I would prefer to see fewer lots along there. I mean, I wouldn't suggest that it needs to be a lot fewer, but I just feel like there should be some sort of a transition. But there is not; they all appear to be the same density that exists within the subdivision. I wouldn't think that it would need to go even as much as half as many necessarily, but I would like to see some effort to place larger lots along that perimeter. I don't know that landscaping would mitigate that transition. I guess there will be a vinyl fence and in some cases, we do berms with landscaping, but I'm not sure that it's necessary or appropriate on this. **C/Hennis:** Well, and to the south, there is going to be additional developments like this at some point in the next number of years because of the corridor. The east boundary would be a little more questionable. **Trevor Kesner:** The comprehensive plan future land use map slates that surrounding land use should be medium-density residential. **C/Hennis:** Even to the south? **Trevor Kesner:** East. **C/Hennis:** I didn't look that up. **C/Damron:** I am just concerned that if we do recommend those go to a larger lot, in order for the developer to meet the R-6 zoning, what are we going to lose? Are we going to lose the City park to make up those building lots or...? **C/Gealy:** Well, I don't want to give up the park. **C/Damron:** I agree. So, it's kind of a give and take to make that work. There is not much in there other than the City park that we can give up to make those a little larger and fit the R-6 zone that he wants. **C/Hennis:** Right.

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And plus, directly to the south, the comp plan shows that being commercial, neighborhood and commercial. The east boundary as Trevor indicates... **C/Gealy:** Is R-6? **C/Hennis:** Yes. Medium-density residential. **C/Gealy:** This says mixed-use, general or mixed-use city center ...you're right. It's commercial to the south. **C/Hennis:** There is a lot of colors there. **C/Gealy:** There is a lot of colors there. **C/Damron:** So the transition with the commercial being there doesn't seem to be a big deal then. **C/Hennis:** Right, because they're going to have to mitigate or buffer their commercial when they come in. So, they're going to have to landscape it or something to buffer that when they come in, because that's a different usage. **C/Gealy:** The property to the south? **C/Hennis:** Yes. **C/Gealy:** Alright. Are you ready?

Commissioner Damron motions to recommend approval for Case No. 17-04-ZC (Rezone) and 17-04-S (Subdivision) to City Council for Ashton Estates Subdivision with the conditions as outlined in the staff report and the additional conditions that the applicant work with City staff and ITD for additional landscaping along Meridian Road; and work with ITD in regards to pedestrian crosswalk improvements at the intersection of Meridian and Deer Flat roads; and work with City staff and the City Engineer with regard to the water storage reservoir agreement; Commissioner Laraway Seconds, all aye and motion carried 3-0.

Commissioner Damron motions to approve Case No. 17-13-DR (Design Review) for the Ashton Estates Subdivision with the conditions as outlined in the staff report and the additional recommendations for trees, shrubs and grasses per the staff report and to provide the water storage reservoir within the common areas; and to work with City staff and ITD to add additional landscaping along Meridian Road; and to work with ITD and City staff with regard to pedestrian crosswalks at the intersection of Meridian and Deer Flat Roads; Commissioner Gealy seconds, all aye and motion carried 3-0.

3. COMMISSION DISCUSSION AND REPORTS

C/Hennis: Is everyone going to be here next time? **C/Laraway:** Is this an open forum for us? **C/Hennis:** Sure, as long as you don't mind being on the record. **C/Laraway:** Ok, so this the litmus test for me and my learning because we are now building on the other side of Meridian Road and it is not like we are building a subdivision off of Sunbeam. I think there is going to be a different mindset when it comes to traffic and pedestrians getting people across because they put a walkable code of '15' on this and that's just 'OK' which meant 'it's OK'. And I guess that's my concern is crossing that road ...I mean as we reach across Meridian Road there, it's just going to get bigger and badder. At some point in time, are we as a City going to ...and I know this is overstepping it, but I am asking; a walking path over the top or something is going to be required to get traffic and people across. Because we can't take or ask a lot of those pedestrians to walk across something like that with the expectation of 'well, you should have known better'. I mean, that is just not going to work. So, we have to provide a safety corridor to get this transition across highway 69 with future developments. Patagonia is north of here now, and they are going to bus the kids so that is not a problem, but when we start building in this area here, anything that is going across 69 has got my concern. **C/Hennis:** That is a good point because it is not something that we have had to rightly consider until now. So, that is a good point that has been brought up. It has kind of been rhetoric for the City up until now but it is something we need to consider as we start moving to the other side. That is a very good

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point. **C/Damron:** And to caveat that, I get really concerned looking at the Ada County reports and traffic reports and ITD; I almost feel that they are not looking at it as a large subdivision. The size of houses, the starter homes and stuff like that, they are not seeing what those issues are going to be. They just pass along the report and this and that, and then that's it. **C/Hennis:** Yeah, unfortunately I mean these traffic studies, you know, that is the information that they put forth. It's like in these larger multi-family housing developments, we know that it's 1.5 parking places per unit is not enough, but that is what the ordinance is and that's what the legislation is that they go off of and base their stuff on. Otherwise, there would have to be something that suggests it needs changed. **C/Damron:** So, how do we look at that as a public safety element within the community to have them change those standards? **C/Laraway:** Well, and that's one thing we ask the City to do and ...so, I didn't want to put too much off on him and his development because the traffic is not his problem. He is going to create it, but ITD is going to funnel it, move it, get it safe, put traffic control devices to keep it going. It's not his problem but I think that as we are starting to approve these subdivisions, I think ITD and ACHD need to take a deeper look at some of these traffic signals. They really don't like doing too much for subdivisions. **C/Hennis:** And it's kind of hard for us because we get the ACHD report or the ITD report with our packets on a Thursday or Friday and I don't know if there is a way that we can get those may a week or so ahead so we can pester ITD or something. **Trevor Kesner:** Often, we as staff don't actually receive their reports or comments right up until the day we send out packets. **C/Hennis:** Right, and I know that, and that is what kind of ties our hands now and we don't have any way to do it and these guys are waiting for an approval or denial or whatnot and we cannot be afraid to table some of these larger ones. You know right now, it seems like we almost try to push them through, but we have tabled items before for two or three weeks based on information that is just not quite right. **C/Gealy:** Or it's not ready. **C/Hennis:** Right. So, maybe as a condition we need to be cautious and if we don't feel it has been addressed yet, then we table it based on further discussion or further information, questions or answers from ITD. We have that ability. And especially now like he said, as we are getting more and more. I mean, you saw the article in the newspaper about how fast we are growing and I think that we are the ones that citizens are looking at to try and say, 'is this appropriately looked at'? And I would say ...I wholly believe what you guys are saying with ITD and ACHD; I don't know if they fully look at it, beings it's in Kuna and on the outlying areas; however, I think they are having to take a better look now because of how fast we are growing out here. It's not like we were five years ago when everybody kind of brushed us off. **C/Laraway:** Do we have a representative from this area from ACHD? **Trevor Kesner:** Our ...I don't want to say our representative, but regarding the Commission or somebody that is on the [ACHD] Commission is Kent Goldthorpe who is generally the liaison for our area. **C/Hennis:** Yeah, I notice his name is on the emails. **C/Gealy:** What role does Compass (Community Planning Association of Southwest Idaho) play? **C/Hennis:** They have the crystal ball. **Trevor Kesner:** As you know, Compass plays a large role in coordinating for funding and future projects, so I think Compass definitely has a seat at the table when it comes to recommendations with this sort of thing because they are a regional MPA (Metropolitan Planning Organization). **C/Gealy:** Well, another thing to consider is there was recently a very large land donation to the School District on the other side of Meridian Road and there will very likely be a school over there. **Trevor Kesner:** Or a park. **C/Hennis:** You are shaking your head over there? **C/Laraway:** I don't think there will be because from what I understand, when land is donated to the school district, they are not obligated to build. **C/Hennis:** Well, no, they're not obligated to build but if they've got a free property versus paying for one, but if they built somewhere, that could be a choice. **C/Laraway:** And I could be wrong and maybe this isn't the place to talk about this, but I think what they are going to

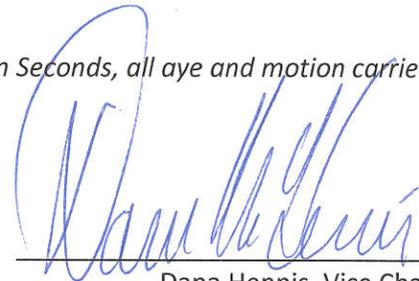
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do now is make Teed a Junior High to alleviate the student pressure from the middle school and they are not planning and building any bigger schools right now. **C/Hennis:** Yeah and we unfortunately don't have a lot of information from the school district to at least know what to anticipate, I mean, finally in this report, we had a response from the school district. We hadn't seen much of anything from them in the last couple of years. But other than that, it looks like a new person's name on that I hadn't seen before so I think we are getting some heavier involvement with school district. **C/Laraway:** Well, we're definitely growing so it will be interesting to see if it continues to go east or south or north. **C/Hennis:** Well, at least we still have a good reputation with our schools from what I've been hearing from people; we've got a good reputation for our schools out here and the quality of education. So, yes that will be a concern for continuation. **C/Laraway:** Anyway, those are my concerns. **C/Hennis:** They are valid, thank you.

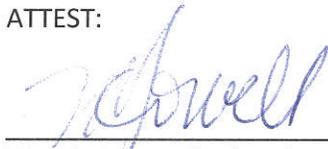
4. ADJOURNMENT

Commissioner Gealy motions to adjourn; Commissioner Damron Seconds, all aye and motion carried 3-0.



Dana Hennis, Vice Chairman
Kuna Planning and Zoning Commission

ATTEST:



Wendy I. Howell, Planning and Zoning Director
Kuna Planning and Zoning Department