

**CITY OF KUNA
PLANNING & ZONING COMMISSION**

**MEETING MINUTES
Tuesday, July 25, 2017**

PZ COMMISSION MEMBER	PRESENT	CITY STAFF PRESENT:	PRESENT
Chairman Lee Young	X	Wendy Howell, Planning Director	X
Commissioner Dana Hennis	X	Troy Behunin, Senior Planner	X
Commissioner Cathy Gealy	Absent	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

Chairman Young 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 July 13, 2017.
- b) **17-03-S** (Subdivision), **17-03-ZC** (Rezone) and **17-06-DR** (Design Review) – Deserthawk No. 4 Subdivision – *Findings of Fact and Conclusions of Law*.
- c) **17-04-ZC** (Rezone), **17-04-S** (Subdivision) and **17-13-DR** (Design Review) – Ashton Estates Subdivision – *Findings of Fact and Conclusions of Law*.

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

2. NEW BUSINESS

- a) **17-14-DR** (Design Review) – Cory Sartin with Lansar Properties seeks Design Review approval from the Planning and Zoning Commission (acting as Design Review Committee) to build an accessory garage on an existing commercial property. The site is located at 346 West 4th Street, Kuna, Idaho 83634.

Cory Sartin: the owner 346 W 4th St, I am looking to build a storage building or an out building on the corner property, on the corner of 4th and I believe it is Elm, so I am not looking at doing new business out of there, but looking to expand the business. There is already a commercial roofing tenant there now, so we are looking to add storage space for the tenant. **C/Young:** Okay are there any questions for the applicant at this time? **C/Hennis:** Not that I have. Thank you.

Jace Hellman: Chairman, commissioners for the record my name is Jace Hellman, Planner I for the City of Kuna 751 W 4th ST. The application before you tonight is seeking Design Review approval for an accessory garage on an already existing commercial property, which is located at 346 W 4th St and is zoned CBD. This project includes the construction of a 1200 square foot commercial garage located on the northwest corner of the approximately .28-acre property. The applicant has determined that the detached garage would be used primarily for equipment and material storage. Staff has determined that the applicant has submitted all the necessary documents. The application is in general conformance with the Kuna City Code as well. I will now stand for any questions. **C/Hennis:** Are the setbacks correct? **Jace Hellman:** Yes, they are. **C/Young:** Any other questions for staff? Thank you. Looking at this it looks like the structure fits with the existing building on site,

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it is lower enough to match the existing residential uses surround the area. **C/Hennis:** Yeah, I don't see any major issues with it. **C/Hennis:** any other thoughts on it? No? I will stand for a motion.

Commissioner Hennis motions to approve Case No. 17-14-DR (Design Review) with the conditions as outlined in the staff report; Commissioner Damron Seconds, all aye and motion carried 4-0.

3. PUBLIC HEARING

- a) **17-02-AN (Annexation), 17-06-S (Preliminary Plat Modification)** – Cazador; Residential Subdivision – a request from Kirsti Grabo with KM Engineering, seeking annexation of approximately 40.25 acres into Kuna City with an R-6 zone (Medium Density Residential) and preliminary plat approval to create a Single-Family Residential subdivision with a proposed gross density of 4.08 dwellings per acre, yielding 164 residential lots and 18 common lots. The site address is 2332 N. Ten Mile Road, located on the south-east corner of Ten Mile and Ardell Roads, Kuna, ID 83634.

Staff requests this item be tabled to a forthcoming Planning & Zoning Commission hearing

C/Young: Do we know when we will have all of the information? **Troy Behunin:** we try to make sure that it is a complete application before it comes to you. We do not have the Traffic Impact Study results from ACHD yet. It is anticipated that we will have it here in the next few weeks. The applicant is requesting we table this four weeks out from tonight, hopefully that gives ACHD the time that they need so they can provide us with that. **C/Young:** So are we looking at the 8th or the 22nd. **C/Hennis:** It would be the 22nd if it was four weeks. **Troy Behunin:** Again, if for whatever reason it is not ready, then we will have to table it again.

Commissioner Damron motions to table Case No. 17-02-AN (Annexation) and 17-06-S (Preliminary Plat Modification) until the August 22nd Planning and Zoning Commission Meeting; Commissioner Hennis Seconds, all aye and motion carried 4-0.

- b) **17-05-ZC (Rezone)** - John Van Dyke with JSV Development requests to change an approximately 1.46-acre parcel from the current R-6 (medium-density residential) zoning to a C-1 (Neighborhood Business District) zone. The site is located north of West Avalon Street, south of West Owyhee Avenue, approximately 80 feet west of the intersection of North Bridge Avenue and West Shortline Street; addressed as 692 W. Avalon Street, Kuna, ID 83634.

John Van Dyke: 1088 W Fairtrack Drive, Meridian. I submitted an application to change an approximately 1.46-acre parcel from R-6 to C-1. I believe it is more fitting for the use, being it is encompassed by commercial uses. The residential doesn't seem fitting. There is an existing dwelling there, and that would be removed, I think it is beyond reinvestment. **C/Young:** On one of your exhibits, were it lays out the parcels, I believe it is exhibit A3. There is shown an ACHD easement that is between the parcels West of yours that is splitting and then in part of the proposed looking site plan, it looks like an access is proposed through there when some sort of preliminary plat comes through? **John Van Dyke:** ACHD, from my understanding, is intent on seeing that access that currently exists. There is right of way that runs through the subdivision south of Owyhee and north of Avalon, there is approximately a 30 or 40-foot easement that goes through there, so they would like to hold on to that and see that built out as development occurs, so they asked that I would maintain that open. I would vacate the access on to Avalon, as it doesn't align with their current policy of an access so close to an intersection. From what I understand there would be a roundabout there sometime in the future. It definitely wouldn't accommodate an approach coming off of Avalon. **C/Young:** So, the intent would be to have two

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access to that parcel, one off of Owyhee, and one off the alley way off of school? **John Van Dyke:** At some point, after the properties develop and develop there portion of the alley way, right now it is just leaving it open as part of the fire district turn around, so it would effectively be a hammerhead there. **C/Hennis:** I don't have anything. **C/Young:** Any other questions for the applicant at this time? **C/Damron:** The lot that is just west, it says here that you want to use that for future development? **John Van Dyke:** That is correct, I don't have an idea for what would work there that close to the tracks, so my mind is still running on that. Some type of commercial I think would best accommodate, again West is a staging area for the irrigation, and south is just a few homes, it would have to be something that would allow being sandwiched between the tracks the residential.

Trevor Kesner: Chairman, commissioners for the record Trevor Kesner, Planner II for the City of Kuna 751 W 4th ST. The application before you tonight from John Van Dyke of JSV development is seeking a rezone from R-6 to C-1. As reflected in the staff report, the applicant is proposing a zone change in hopes of eventually building a mix of multi-family units and office suites on the approximately 1.46-acre site located west of the intersection of Bridge Avenue, Owyhee Avenue and Avalon. The site is identified as Neighborhood/Community Commercial on Kuna's Comprehensive Plan Future Land Use Map. Staff views the rezone to be compatible and consistent with the future land use map. The rezone to a commercial use also aligns with the vision for downtown as described in the Kuna Downtown Revitalization Plan. The applicant's intention is to remove the existing home and storage shed/garage and obtain future design review approvals to construct site improvements, the multi-family units and office buildings -which is permitted under the applicants requested zoning designation. The applicant has submitted all the necessary documents for a rezone application as it complies with Kuna City Code, specifically Title 5 for zoning regulations. Staff would recommend the commission forward a recommendation of approval to City Council for Case # 17-05-ZC, subject to the recommended conditions of approval listed in Section 'L' of the Staff report. I will stand for any questions. **C/Young:** We will open the public hearing at 6:20, and seeing nobody signed up, is there anybody here that has not signed up to testify that would like to? Seeing none I will close that at 6:21 and that brings up our discussion. The application seems straight forward, coming into downtown, that seems like a logical place for C-1 zoning. **C/Damron:** The comp plan has that there. **C/Hennis:** I think that is an appropriate use for space, it is an odd parcel, but I think this helps keep the ACHD right of way and such that is needed. I think he has done a nice job in future planning. I think it is an appropriate zone.

Commissioner Hennis motions to recommend approval to City Council for Case No. 17-05-ZC (Rezone) with the conditions as outlined in the staff report; Commissioner Damron Seconds, all aye and motion carried 4-0.

- c) **17-05-S (Preliminary Plat) - Springhill Residential Subdivision -** On behalf of NE Kuna Farms (Owner), AJ Lopez with Bailey Engineering, Inc., is requesting approval for a preliminary plat modification for approximately 180 acres (of the previously approved 208.58 ac. approx.), currently zoned R-6 (Medium Density Residential). The applicant proposes to subdivide two properties into 677 buildable lots and 39 common lots with a proposed density of 3.31 Units/acre. The subject site is located on the south-east corner (SEC) of Linder and Lake Hazel Roads. The property address is 1585 W. Lake Hazel Road – Parcel No's S1301212425 and S1301325480.

David Bailey: I am with Bailey Engineering; our office address is 4242 N Brookside Lane in Boise. I am here representing NE Kuna Farms for the Springhill Subdivision. A little background, this was actually approved in the mid-2000s, and the project fell by the wayside, due to the LID. The LID was taken care of and the project was deemed active, and buildable by the city of Kuna. We came last year, and the developer brought the project back into my office, mostly because I had done the project for the developer back in 2006, and I had all of the

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information associated with it. They asked me to prepare the construction drawings so they could go forward and building the project, and we took the project with Ada County highway district to see how they felt with us moving forward before we go too far into it. They said well things have changed, and we would like you to reduce a Traffic Impact Study and then they came with some other changes and said we wouldn't approve it like this today so make some changes. I will go over those in a second. When we made those changes, your staff looked at it, and said those are some significant changes, why don't we take it back through P&Z and Council and make sure they are alright with the changes we made to it, and that it is consistent with the previous preliminary plat. We completed the Traffic Study, and ACHD has changed completely how they are going to operate the road system during that time, specifically the North end of Kuna. One of things that came up is that lake hazel, is now a cross county mobility corridor, and they planned these roundabouts at the intersections, well with those roundabouts at those intersections, connections directly to lake hazel at that quarter mile intersection will not be allowed. So, we had originally in the first plan, we had two connections on lake hazel one to Linder and the plan was to build a complete Kay street along the east boundary of the property in accordance with the mid mile collector plan, quarter mile collector plan. We removed both of those entrances on lake hazel, we then added an entrance and reconfigured some lots to try and make that work. The next piece we did, we made provisions for the roundabouts at Linder and Lake Hazel and Kay and Lake Hazel so there is enough room within this plan so that in the future they can build that. We also dedicated the whole right of way on Kay and Lake Hazel to the highway district so they can complete their future needs on that. The original project was 225 acres, we are now at 208 acres on this development so part of that is the Right of Way given. And almost 15 acre that belongs to Durant on the south end of the property, that was not originally sold to the original developer, and it didn't go with the development so since we don't own that, we left it out of this application. What we did though, was we provided a half street on the north end and connections to that that are identical to what it was before so if Mr. Durant wanted to sell, or develop himself he would be able to do so. We kept substantially the same density doing this layout. Kay street was the next issue, and while we had it on there, two issues came on there. We reconfigured the internal lots. To some extent we maintained the original size of them specifically we had in the original development agreement we had some estate lot sizes in the north-east corner of the project so we can keep the integrity of those interior lots. So, I guess that's the extent of what we did. We did our neighborhood meetings, and I guess I'll answer any questions you might have. **C/Young:** any questions for the applicant. **C/Laraway:** I noticed on your subdivision, that traffic is heavily dependent on Linder with one entrance. Is there a reason you would use just one entrance? **David Bailey:** Mr. Chairman, Commissioner Laraway we actually have another entrance to the north, it is about 600 feet south of Lake Hazel. Both of those will be constructed in the first phase, which is actually approved and in construction by the way. You were talking about Kay St going through and you were taking about Pear Blossom, you say m=Monet was cut out because you didn't want to create an existing traffic system through that subdivision. Is pear Blossom, going to open that up to their subdivision? **David Bailey:** That is up to them and the highway district. **John Laraway:** It is still going to create the same traffic flow. **David Bailey:** It will eventually in the future, come straight across and that might encourage them to open that, it wasn't a T intersection so it wouldn't make a cross intersection in the future. Yes, Kay street goes up, and that is the City's requirement for the collector street and it was always intended to connect there also. The highway district and transportation department are not really excited about opening that up, because creating more traffic for the pear blossom access to highway 69 is a serious traffic problem. **C/Laraway:** Thank you. **C/Hennis:** I have nothing at this time. **C/Young:** Okay, Thank you. Troy, come on up.

Troy Behunin: Good Evening Commissioners, for the record, Troy Behunin, Planner III, 751 W. 4th Street, Kuna. The applications before you tonight are case No's 17-05-S (Pre Plat - Modification) is presented for your vote to recommend approval or denial to Council. The application materials have been assembled for your

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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 site was posted, a public notice was in the KMN, and flyers were sent to land owners within 350'. The applicant seeks a modification to part of the pre-plat that was approved in 2007, it covers approximately 180 acres, known as the Springhill subdivision which is located at the SEC of Linder and Lake Hazel Roads. The applicant tonight is not the same as the 2007 application, however due to several changes in ACHD's policies, he now wishes to change several design elements. ACHD no longer allows for access to a subdivision if the project stretches from one classified road to another continuously. This project has continuous frontage from Linder to the proposed Kay Ave. This required other changes to the internal roads affected by this new policy. Linder road has an additional entrance from the 2007 approval to maintain safety and other EMS access levels up to proper standards. Staff finds these new elements/changes to be complimentary to the goals of the City in terms of safety, and serviceability for the subdivision, surrounding roads and to be in concert with the comp plan goals and the comp plan map. Applicant is brining all public utilities to the site and anticipates 14 phases for the project total which will bring 677 total buildable lots, with a density proposed at 3.31 DUA and with 39 common lots that total about 37.81 acres of open space with at least 23 acres of trails for connectivity. Staff proposes the applicant shall submit a landscaping plan with each phase that reflects the changes proposed with tonight's application, as stated in condition 11 of the staff report. The landscaping for the Springhill subdivision shall 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/Laraway:** It says in here that they are going to enter into a signal agreement and put interim lights at Columbia and Linder, it also says they are going to put lights at lake hazel and ten mile. **Troy Behunin:** Perhaps Dave could explain that later. **C/Laraway:** Okay. **C/Young:** Okay, any other questions for staff. Okay, then we will go ahead and open the public testimony at 6:40, first up we have listed to testify is Gordon Dye, Okay, he must have been one of the ones that left. Other than those who have spoken, I don't see anybody signed up, is there anybody who would like to sign up? Okay, seeing none, I will go ahead and close the public testimony at 6:41. We would ask if the applicant could come up and answer the commissioners question of signalization at Columbia and Linder and the buildouts there and Lake Hazel and the 261 mark and the 451 mark. Could you address that question? **David Bailey:** Thank you Mr. Chairman, David Bailey again. ACHD, when they go through and give us our conditions of approval, that is specifying that the traffic created will affect the other intersections, outside the studies. The first one is at 260th buildable lot, so at the 260th lot, this developer would have to go and redo the Traffic Study, and do what they call a traffic signal warrant analysis along Columbia and Linder Road. And if that study warrants a traffic signal they would build an interim signal, which means that it is a traffic signal but using the approaches that are there on the road. A full signal requires tearing it all up, putting curb and gutter and full lanes, the other one is at 500 lots to do the Traffic Study again and that is for Lake Hazel and Ten Mile and that is not an interim one, but that condition has numbers on the memory ranch one and probably the Caspian one too. So what ACHD does is they will condition all of the projects to build that signal and all of the projects evaluate and when it gets to that point they figure out who is going to pay what share of it, based on the amount of traffic you contribute. But this one specifically, at Columbia if we get to that point and it is warranted, this developer is the one that gets to build the whole thing. **C/Laraway:** When you look at the plat, he didn't really go down to Columbia, so I was just wondering what that agreement was and who started it, Thank you. **C/Young:** Okay, is there anything else for the applicant at this time. That brings up our discussion, anybody like to start. **C/Hennis:** I like all of the open space here, this is the best one we have had in a long time. It provides a lot of space for kids to play, a lot of usage. A lot of connectivity with the other subdivisions. I think it is laid out really well. **C/Young:** I am glad that ACHD mandated the change along Kay street to keep traffic from combining with Pear, that's a big thing, and as far as being an R-6 zone with the density of the buildable lots being very low, not even 3.5, is well under the

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zoning it is approved for. **C/Hennis:** I like the variation of lot sizes here. **C/Young:** like on the northeast, closer to the existing subdivisions. **C/Hennis:** I don't know how it will work on Kay Street though if only half of it is built first, and do we know when these others are going to be built in? **C/Young:** This might be a question for the Gentleman for Bailey, but did you say you were doing both sides of Kay Street? From Lake Hazel. **David Bailey:** Kay Street will be constructed all the from Lake Hazel down to the other side of the project. What we are going to do, normally when we do a half street we just build half the street. The right of way requirement would normally be 35 feet we are actually going to give 42 feet. We build half the road including curb gutter and sidewalk, including 12 extra feet on the other side, then we will do a borrow ditch. Then the next developer comes in, widens it and put the rest of the asphalt and puts the rest of the curb gutter and sidewalk on their side. For the portion in-between that is adjacent to Pear Blossom we are actually going to build both sides of the street, including curb and on the east side, but the highway district has agreed to pay for the curb and gutter on the east side. So, we will build a whole road for that portion and for the North and the South side we will build the $\frac{3}{4}$ road. **C/Hennis:** Okay, Thank you. **C/Young:** No, I think overall it is pretty close to what was approved back 2007, and the changes that were made and requirements from ACHD I agree with as well. **C/Hennis:** But this just the preliminary plat here at this point. So, landscaping and design review and stuff are still forth coming, yeah, I think they have done a nice job reconfiguring it. **C/Young:** If there is not anything else, I would stand for a motion.

Commissioner Damron motions to Recommend approval for Case No. 17-05-S (Preliminary Plat Modification) to City Council for Springhill Residential Subdivision with the conditions as outlined in the staff report; Commissioner Hennis Seconds, all aye and motion carried 4-0.

4. COMMISSION DISCUSSION AND REPORTS

Wendy Howell: I received an email from Mr. Laraway. **C/Laraway:** But, it started a conversation. **Wendy Howell:** I want some clarification and then I probably have some information that may help. **C/Hennis:** Wendy, some of this spurred from a discussion we had at the end of last meeting, and that is kind of where we...**Wendy Howell:** and I have got that highlighted in the minutes. So, I guess it raised some concerns with lack of dialogue with ITD and Ada County Highway District in regard to vehicle and pedestrian traffic comments, and the request was to meet with representatives from ITD, ACHD and Compass to discuss long term plans of the agencies for the Highway 69 corridor. So, what specifically were you looking for as far as plans? **C/Laraway:** Correct me if I am wrong, this is some of the concerns that we had, or I had, and some of them agreed, we are starting to approve these larger subdivisions on the other side of a highway, it seems like I needed more guidance, I know I am new at this, but it is not like Sunbeam or this one here, we really don't have the conflict of traffic, and knowing that the high school is right across the street, how much pedestrian traffic is going to cross. We were trying to ask questions, I was asking question to applicant about ACHD or ITD regulations, he didn't have a lot of information. So, I felt that we're kind of, if we weren't explained it, we could have tabled it. But, it seemed like we didn't have enough, or I didn't have enough information that made me feel comfortable that when we are approving these larger subdivisions on the other side of highway what else is taking place, is ITD, or ACHD going to require that the curbing in the middle road to help prevent people from turning left in the left had turn lane, and there is just a lot of issues that I didn't understand. **Wendy Howell:** In the Transportation Impact Study, and I believe one was required for that particular subdivision, it does give that information. **C/Hennis:** Right, one of the things that got us talking about, is the fact that this is the first one we have actually dealt with across Meridian that actually has something on the other side that somebody might walk to. The one up on Hubbard that is back there, really doesn't have anything across the street, so it brought up the talking point of the fact that we have Ridleys right there. We have the high school right there. The fact that people would more

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than likely have or create some pedestrian traffic across the intersection, unlike the other subdivision up the road, which you are correct there is a second one, but because of the commercial, because of the multifamily piece over there, who want to probably walk across that street to the center, and then he brought up the High School, and some of them would be walking because it is too short to bus, and the students without cars. So, that brought us to the Traffic Impact Study and how that deals with vehicle traffic and not the pedestrian traffic. **Wendy Howell:** That is not correct. **C/Hennis:** We will it didn't recommend any signalization at that intersection. **Wendy Howell:** It probably didn't because Deer Flat and 69 already has signalization. **C/Hennis:** Right, but for pedestrian use, but there is nothing that is marked on the roadway. **Wendy Howell:** Not as of yet, development will make it a necessity, theoretically if it was commercial first, they probably won't do a cross until they have the multifamily housing or housing. **C/Hennis:** and it is not that you are not correct in this, it just brought up some interesting points to us because we have an intersection here that's now all ITD and ACHD and we were concerned because it seemed like ACHD is giving appropriate attention to these Traffic Impact Studies, but we question whether ITD is, because of that self-storage on the corner with no, real yeah just let them turn in on the corner. So, we are a little concern as to whether ITD is really making, and now we are building a huge intersection with a lot going on there. We just kind of thought that it might be a good idea to see if the three of these groups are talking. **Wendy Howell:** ACHD does require pedestrian and bicycles to be included in a Traffic Impact Study, they look at potential conflicts as they relate to internal project site circulation, and any additional considerations that be needed depending on the particular situation and I am pretty confident that those storage units did not require a TIS. But, when they already have an existing access, it is what it is. I know ITD is thoroughly looking at the TIS's because we are in conversations with them right now over another development that has already gone through the approval process here and has their entitlements. However, they are requiring a new TIS, and they want us to hold it up. It could be a different set of policies versus four years ago. **C/Damron:** I think another issue we are looking at is that we are constantly playing catchup with them, let's not do anything about that until a problem exists. We see a future problem. Let's start dealing with the problem before it hits us and somebody gets hurt out there or something happens. Let's mitigate those issues, and that is one of the reasons I want to have that conversation. **Wendy Howell:** But with a lack of better way of saying this, there is no way to change it. I have been trying extremely hard, actually up on Deer Flat and the new subdivision that is going in across from Ridley's and Bi-Mart, because it was so close to the warrants to allow a roundabout there, where Kay is by the high school, and they would not consider it. I went and talked to them personally, and it is just not warranted. Even though it is being proactive rather than being reactive. **C/Hennis:** and I think this is a part of the conversation that we had, is being on this side, we don't hear your conversations with them, we are not active in what you guys do on a day to day basis and we are asking if there is anything else possibly that we can do to look at the future versus playing catch up, and we were hopeful in thinking, but we all realistically know what ITD and ACHD are reputed to do. Compass, though, that is why we kind of brought that in, because they are usually one group that tries to look ahead and tries to coordinate those things, considering we are the number one fastest growing city in Idaho now and that is our major corridor coming in and maybe there would be some better input coming in from that agency versus the others. I think what John was trying to do was create this conversation so that we can see if there is anything that the City could do, or we could do. **Wendy Howell:** We participate in numerous committees, with each of the agencies, as to have a voice at the table. Compass is a regional planning entity, the only thing that they review development for, is their Communities in Motion Plan 2040, to give you a score card that tells you whether it is a walkable development, this is what the score would be and so forth. They don't look at it in the depth that ACHD or ITD traffic engineers do. **C/Hennis:** They come up with their five-year, twenty-year plans, so they can kind of get a feel where growth is going, and as growth kind of squirts out of one spot and doesn't do what they what they thought it would do over here, it seems like they try to react. Like the one we just did here, in their report, one of the signals that they are looking at putting in, in 2020, 2021 was moved up from

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2025. **Wendy Howell:** That is because it is in their five-year working plan. The five-year working plan is the only plan that they really look at. I just got the results today in fact for our priority list, the City provides ACHD a priority list which ultimately goes to Compass and then ITD to try and get State and Federal Funding, the priority list details out what the priorities, most problematic area, potentially the most crashes, fatal property damage, Linder and Deer Flat has been one of our most busiest and problematic intersections ever, and this has been in the que since 2014-2015, and it is just going into construction in 2020. That is how long it takes for things to get done, we can't just say we need this done, it is a priority process and it has to go into design year, approval at the regional level through Compass then it has to go up another step to get funding for these large projects. The simple things like Ten Mile and Crenshaw, enhance PED crossing due to the school, ACHD is to prioritize this coming year, sidewalk at Deer Flat Linder and Kay, that has been talked about since 2015. That is to be developed in 2017 and 18 and portions will be developed in 2020. They go off warrants and level of service, if they don't have the level of warrants and service, like we are repeatedly asking for Kay and Avalon. But with that subdivision there was a TIS, and even at that point there was no warrants. But, once Merlin Point starts developing, then it will probably be warranted, but they have another signalization kind of on the corner there that would potentially go in, but then it would be too close to the Kay intersection. There are so many dynamics that go with. **C/Hennis:** And this is good information, especially for the newer guys, because when these questions are asked about traffic control in a subdivision and what ACHD is going to do about it, we will at least have the knowledge to know that it is like a turtle race, it will get there eventually. **C/Laraway:** That is my weakness I always look at traffic. **C/young:** I think that is what ACHD is trying to do, like with tonight's hearing again, with the relooking at doing Traffic Impact Studies at key points, and saying we are not going to make it time, but if you develop fast enough, put something temporary here and we will finish it in time when we catch up, kind of a though and help mitigate someway. **Wendy Howell:** Well I know I just wrote a letter for 69 and Lake Hazel and 69 and possible Hubbard, and the State and ITD actually recognized the crash rate before we did. They had me write a recommendation letter saying yes, we need this and they are getting into the que to get those done. We really do work and have a lot of collaboration with them and worked hard to improve our reputation here in Kuna, versus what it was with the agencies. **C/Hennis:** And there are sometimes that we, at least I have of staff to work with the agencies to try to see if there is some traffic mitigation to be done to appease the people that are here, because we know you're working with them, but they don't necessarily, and if they hear us ask you to ask for more, it is not that we don't think you're doing enough, but it appeases the general population that is involved. **C/Laraway:** A study that has been done, where I was working before, and if you asked the people throughout Ada County, what their number one concern was, it is always traffic, that's what it is. We just thought that ACHD might have a representative, that can tell us here is what we do and why we do it. **Wendy Howell:** I can probably get you someone to come out give you a little 101, the problem I ran into when I requested it this week is that everyone is on vacation. And since everyone is covering for everyone else, and maybe in the fall when things start to slow down, I can get somebody. **C/Laraway:** I am just happy you understand my weakness, I am new at this and there is still a lot I don't understand protocol, like school district information. I don't know how the school operates when it comes to busing kids. **Wendy Howell:** Well I'm trying to do my best to encourage the school to become a louder voice at the table when it comes to developments, because we get dingd by that so much. If they don't want to or haven't had time, we are the ones paying for it. There are some pretty large projects that have been talking to us lately, and I mean they could be another city of Kuna, once it is fully developed and the location of it is going to be somewhat surprising to you as well. But, I am having conversations like where are you going to put your school site that you are going to donate, I can't make them do that, but I can put that idea out there. So, I happened to, I know some of you are aware of this, the levels of service, ACHD, kind of gives you an idea of what each means, I can send this out to all. On ACHD's website, I went looking for some of the specifics of the TIS, but this gives what they look at, and their procedures and so forth. We have come to an agreement where a developer that is pushing

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staff quite a bit with ACHD's help, that the city would not forward those cases on to you guys until we have the final report. I will let you know I had to fight tooth and nail for that. **C/Young:** And we thank you for that, I think if we would have gotten a preliminary plat, without final conclusions, we probably would have spun it back anyways. **Wendy Howell:** And I told them, I know these people, they will not accept this. They have to provide a recommendation and they want to make the right choice, and transportation is one of the biggest issues. **C/Hennis:** That is one of the biggest concerns, so we have to address it, and property values is not something you can quantify all that easy, but traffic volumes you can. **Wendy Howell:** With that trip generation book, based on the uses, and then the number of people and so forth. They do consider surrounding development, and that is something I wanted to clarify with ACHD. **C/Hennis:** Okay good. **Wendy Howell:** I haven't dug into ITD too much, actually gives them a study area, and if they are aware of multiple subdivisions in that area they may say you need to include all of this, but in their initial meeting, they like to include staff, ITD, if warranted, and potentially other agencies that need to be involved, they give an initial review, and when they do this, they established a study area for the person doing a TIS to go back and work from. On ACHD's website they have all of their policies and manually, some are referred to as federal guidelines, some are not, but I can print off something for you guys. Priority lists are once a year that we turn them in. I just got back the response to our, and some say they will happen when development happens there, like on the east side of Kay, between Avalon and Deer Flat, we wanted sidewalk all along there, but I just keep it on the list figuring that if we push it hard enough and maybe they will do it. There is some downtown stuff that is scoped to go in 2017, and others that will require a City led effort. Some of it they have to prioritize as scope, and they meet with us one site and see what our wishlist is for there. They see what is practical and kind of balance the two and determine the cost and see if it is feasible. Sometimes we get grants and work with three different granting agencies to try and pull off enough money to get it done. With our downtown revitalization, we are working with three different grants, Compass, Department of Commerce, and ACHD. It gets complicated when you try and match what we can get with this one, or this one. We have also got City Council to agree to hire an Economic Development person. I have been working on a description and once that is ready we will start throwing it out there for applicants to try and get someone in. If that doesn't answer most of your questions, we can bring you in and schedule a 101 with you and give you more basics, to try and help you out. I just wanted to know if there is any other questions or concerns before we officially close. **C/Laraway:** are they going to create turn lanes on some of these Columbia and Hubbard? **Wendy Howell:** They do look at that in the TIS, turn lanes. **C/Hennis:** and typically, when they signalized something like you are talking about, that is one of the first thing they do with the signalization, is provide turn lanes, like you saw at Columbia. So that will be one thing that they do at that point. **Wendy Howell:** and sometimes with development they require turn lanes, or deceleration/ acceleration lanes. **C/Laraway:** That was something in the subdivision we had last week, he mentioned something with turn lanes and I didn't really see where those were at. **Wendy Howell:** You should have been able to see it on the preliminary plat. **C/Hennis:** I think they had one on the lower entry, kind of off Meridian, there would be a north bound turn lane. I think they provided one all of the way up to hit both of them. **Wendy Howell:** and their developer wasn't able to answer those questions for you? **C/Hennis:** No, he referred to the compliance with the ACHD report and what ACHD wanted. **Wendy Howell:** I would just re-ask the question then. That is all I have, Thank you guys.

5. ADJOURNMENT

Commissioner Hennis motions to adjourn; Commissioner Damron Seconds, all aye and motion carried 4-0.

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Lee Young, Chairman
Kuna Planning and Zoning Commission

ATTEST:



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