

**CITY OF KUNA
REGULAR PLANNING & ZONING COMMISSION**

**MEETING MINUTES
Tuesday, August 23, 2016**

PZ COMMISSION MEMBER	PRESENT	CITY STAFF PRESENT:	PRESENT
Chairman Lee Young	Absent	Wendy Howell, Planning Director	X
Vice-Chairman Stephanie Wierschem	X	Troy Behunin, Senior Planner	Absent
Commissioner Dana Hennis	X	Trevor Kesner, Planner II	X
Commissioner Cathy Gealy	X	Nancy Stauffer, Planning Technician	X
Commissioner Ron Herther	X		

6:00 pm – COMMISSION MEETING & PUBLIC HEARING

Call to Order and Roll Call

Chairman Young called the meeting to order at **6:00 pm**.

1. CONSENT AGENDA

2. Approval of the Planning and Zoning Commission meeting minutes for **August 9, 2016**.

Commissioner Gealy motions to approve the consent agenda; Commissioner Hennis Seconds, all aye and motion carried 3-0.

3. NEW BUSINESS:

4. **16-03-SUP (Special Use Permit);** CSHQA representing Albertsons, LLC; Applicant is requesting Special Use Permit approval to install a drive thru window for the pharmacy.
5. A Team Land Consultants, representing Don Young Land Company, LLC; **16-02-S** (Subdivision), **16-02-ZC** (Rezone) and **16-02-SUP** (Special Use Permit): Applicant requests approval to subdivide the 22.88 acre site and rezone approximately 8.76 acres from the existing R-4 (Low Density Residential) to a C-1 (Neighborhood Commercial) zoning designation, and zone the remaining approximately 14.04 acres from its existing R-4 (Low Density Residential) to an R-6 (Medium-Low Density Residential) zoning designation, to create a 102 lot mixed use subdivision (Airenel Park)

Lee Young: Good evening, for the record, Lee Young 200 Broad Street Boise, ID 83702. As you can see in your packet Albertsons wants to place a drive thru window on the west elevation of the store. They are going to move a few parking stalls to create a turn around to get into the drive thru. There's currently commercial zoning on all sides of that parcel. On the other side of the drive aisle where we are going to put the drive thru window, there is a residential property but it has a 10 foot berm along that side so screening for headlights and noise and that is already taken care of. I have read the staff report and understand everything in it. I'll stand for any questions.

Commissioner Gealy: I have no questions.

Commissioner Herther: I have no questions.

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Commissioner Hennis: A couple of quick questions. For future use or access to the back parcels of this property, does this effect any of the egress or any of the traffic to the back parcels?

Lee Young: No

Commissioner Hennis: And there is adequate parking provided up front to replace the ones that are being removed on the side per city code?

Lee Young: Yes, even with the few stalls that are being removed it is still over parked for the size of the property.

Commissioner Hennis: Ok, thank you.

Vice Chairman Wierschem: Thank you.

Nancy Stauffer: Greetings Commissioners, for the record, Nancy Stauffer Kuna planning and zoning technician, 763 West Avalon Kuna, ID 83634. The applicant before you tonight, is from CSHQA, representing Albertsons, LLC. The applicant is seeking a special use permit to install a pharmacy drive thru, located at 700 E Avalon. All the agencies were notified of the proposed action on August 19. Property owners within 300 feet of the site were mailed notice of tonight's hearing on August 11th. The hearing notification was published in the Kuna Melba News on July 29th and the site was posted to reflect tonight's hearing on July 20th. The comprehensive plans future land use map identifies this parcel as CBD and the applicant has submitted all of the required documents. This request fully complies with planning and zoning requirements. The neighborhood meeting was held on July 20th and there were no attendees. Based on staff's review of the application, planning and zoning concludes the application complies with title 6 of Kuna city code, the future land use map within the comprehensive plan. Staff forwards a recommendation of approval to the commission with conditions stated in the staff report.

Chairman Wierschem: Thank you. Are there any questions?

Commissioner Herther: I don't have any questions.

Commissioner Gealy: I have no questions.

Vice Chairman Wierschem: Thank you. So to open up public hearing at 6:05, seeing none signed up I will close the hearing at 6:06. Ok, discussion for commissioners.

Commissioner Hennis: I think this one is pretty straight forward. Not really adjusting much, as long as parking is dealt with and traffic around the building, I don't see how it effects much of anything.

Commissioner Gealy: It's a nice service to provide.

Chairman Wierschem: I would agree. I would entertain a motion.

Commissioner Hennis motions to approve the 16-03-SUP; Commissioner Gealy Seconds, all aye and motion carried 3-0.

Vice Chairman Wierschem: The next item is A-Team Land Consultants for Don Young Land Company, LLC. 16-02-S (Subdivision) and 16-02-ZC (Rezone) and 16-02-SUP (Special Use Permit). Is the applicant present?

Trevor Kesner: Chairman Wierschem and Commissioners, my applicant I do not see. I had a conversation with him earlier today and he said he would be here, so if it is possible to take a 5-minute recess and I will make a phone call. I have some people here, I don't have anybody signed up, but I'm assuming they are here for this case and I would feel really bad if they came and the applicant didn't show up.

Vice Chairman Wierschem: I just want to make sure that everyone here is clear that if you did not sign up, but would like to testify for this land use that we are about to hear. I believe the sign-up sheet is in the back and you can go ahead and do that. We are going to take a 5-minute recess at 6:08 to see if we can get in contact with the applicant. Thank you.

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Vice Chairman Wierschem: We will resume at 6:13. Is the applicant present? Would you please come forward and state your name and address.

Steve Arnold: Commissioner Wierschem, members of the commission, for the record, my name is Steve Arnold and I'm with A-Team Land Consultants. I'm here representing the project tonight. To give you kind of a quick overview. We have approximately 22.8 acres of land that we are developing. It's currently operated as a commercial lumber that will be switching over to approximately 21 four-plex lots, 16 townhouse units and 41 single family with 3 commercial lots fronting along Avalon. Overall density we are at about 6.95 units. That includes the roughly 14 acres of single family. We have about 5.25 acres of multi-family and then a little over an acre of town house units, which we are proposing about 16. We have provided quite a bit of open space throughout, and I'll get into that a little bit later, but there is about 3.04 acres of open space with a pocket park centrally located and then we're continuing the same pathway along Indian Creek that we did in Journey's end. The buildings, they're going to be, for the four-plexes we are proposing very similar to the product type in Journey's end and other's that you have seen before, with pinwheel type design where they are two story, one entrance on each side of the building where no other renter lives above one another, so they are a two story within themselves. They are approximately 28 feet high and roughly 4000 square feet, 100 square foot units each. 2 bed, 2 bath. There won't be any balconies on these either, so we don't have the people looking down into our single family. These are platted on their own individual lots, so again, they can be owned individually, or they can be owned as a project whole. We will have CC&R's that govern the maintenance of the exterior of those units along with the roofing, painting and the maintenance of all that. There will be an HOA for the multi-family, one for the single family and for the townhouses and a separate one for commercial, but within each of those, like the commercial the townhouse and the four-plex, there is individual open spaces that will be maintained by those individual HOA's and then the four-plex will have a pool and clubhouse associated with it, that will be shared amongst all of the residential units of the subdivision. There will be an agreement of maintenance of the clubhouse facility on its own. Rent will probably range, from what we are seeing on Journey's end, will be between \$950-\$1000 a month. The single family homes, the minimum square footage were proposing is 1400. Some of the design considerations that we have on this that you can see, and I think Trevor handed out a color rendering of the subdivision plat. But we've got a 25-foot buffer that we're proposing along Avalon street. Fairly significant buffer along Orchard and then along Kay, we have another 20-foot wide buffer. Quite a bit of landscaping internal to the sub, we got quite a few pathways connecting out to the pathway along Indian Creek. The Kay avenue will be constructed and completed as the half of a 40-foot section. Journey's end will complete the other side, so that roadway will be completed out once these two developments occur. Orchard is a 36-foot section and then all of the internal roads we're constructing as a 30-foot street section with detached sidewalks and a planter island. The blue Diamond Avenue will be converted. Right now it's private, but it will be converted over to a commercial street. Connecting all of these streets will be public. The only private streets proposed are the Drive isle within the four-plex units and then we have a common drive between the townhouse units. The townhouse units will basically have a rear load, where each of those units has a garage in the back and will access that garage via the common lot. And then of course all of the single family will have their driveways and garages. The multi-family we're proposing over two stalls per unit. So that will have significant amount of parking provided for that. The one thing that apart of this project is the relocation of the sewer treatment lift station that's in Orchard. We've been working extensively with Engineering and we're taking that lift station which is at or near capacity. We're bringing that lift station internal to the site, and we've got a location where we are putting it and then we are providing additional easements from Orchard, to the new lift station through Airenel and through Journey's end and then I'm working with Gordon on getting easements all the way out past Sailer to the next public street, the north south one, and I

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forget the name of that road, but about a mile of easements that we're working on as a separate than this subdivision. The intent of this new lift station is to provide capacity to sewer out to Falcon Crest. As you know we annexed that 40 acres. Well, there's about 300 acres and then we are looking at doing another annexation on that once these easements are in place. So this project, Airenel is the very end, downstream from all the sewer that is proposed from Falcon Crest all the way west. So it's a significant part of this project is were granting all the easements, were providing the location for the new pump station, which will serve as quite a bit of land east of town that were working on annexing. We hope we have those easements in place, we actually hope to have those signed here shortly. So, I know it doesn't show up very well on your preliminary plat, but there's a common lot that we proposed next to Indian Creek that will have this new lift station that we are working with engineering on. One item, as I earlier stated, we do have a pocket park, it's centrally located to the subdivision, but one thing that I have noticed with all subdivisions is the most utilized amenity within a subdivision are micro paths, and you can see that we have connected micro paths throughout the subdivision to connect to the greenbelt and then in turn we have also provided those connections to the new clubhouse, so that a walking amenity will be provided throughout the subdivision along the detached sidewalks and then we also have the pocket park within the single family and then the clubhouse within the multi-family. So we have provided quite a bit of amenities for this size of subdivision and we think it's going to be a nice product type. We've read through ACHD's report. ACHD has actually approved this site with all of the requirements we will comply with all of ACHD and other agency comments. We have read through the staff report provided by Trevor and we can comply with all of those requirements. With that being said that's the end of my presentation and I'll stand for any questions.

Chairman Wierschem: Do you have any questions?

Commissioner Gealy: Not at this time.

Commissioner Hennis: I do not either at this time.

Vice Charman Wierschem: Thank you.

Trevor Kesner: Good evening Vice Chair Wierschem, Commissioners, for the record my name is Trevor Kesner, City Planner, 763 W Avalon, Kuna. The application before you tonight is Steve from A-Team Land Consultants pointed out, seeks preliminary plat approval for the Airenel Park Subdivision, they also seek a special use and zone change. The entire parcel now is zoned R-4. They want to construct the multi-family, the townhomes and they will have three commercial parcels that are just on the north portion of the development that is just along Avalon. So that will be the rezone to the commercial and the existing, remaining R-4 will go to an R-6. I probably should have put in a zoning map to delineate what's moving to what, but it's a subdivision, a zone change and a special use permit to construct those multi-family within this. I state in the staff report the applicant proposes 41 single family lots. 16 of the townhome lots and 21 of the multi-family four-plexes. There are 21 proposed common lots which actually consist of approximately 21% of the entire site. The development provides improvements in connections to extend the existing pathway system along Indian Creek that will connect to the approved Journey's End subdivision that is just east of this development. They'll be constructing a nice portion of the Kuna Greenbelt, if you will and deeding it to the public. The subdivision is going to be actually built out in at least 6 phases and I believe that is shown on this submitted preliminary plat map. I know that it's an awfully large packet, but I'm not sure what the exhibit number is, but, A2P, possibly? Just to clarify the applicants' representative had stated earlier that the internal streets are going to be 30-foot wide, they are actually going to be 36 feet wide, and that's what we received from Ada County Highway District, and that's what was proposed, and that is back of curb to back of curb. It also includes an 8ft parkway strip and then the entire sidewalks that are proposed internally are actually outside of the right of way -so they will need to have easements for those sidewalks. The applicant has submitted all of the documents for the preliminary plat, the zone-change and the special use permit. They have complied with city staff's recommended modifications to the proposed preliminary plat and the site plans. The rezone from an R-4 to an R-6 is appropriate for the development and it

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does not require a comprehensive plan map amendment to go to the next level of density for zoning. The rezone request and the special use if they are approved would provide an avenue to construct those multi-family buildings and the townhomes. The applicant held a neighborhood meeting on April 20th 2016, quite a few people in attendance. It was a good robust meeting and the applicant took a lot of the suggestions that were brought forward at that meeting and tried to incorporate that here. Agencies were notified of tonight's hearing on July 11th and owners within 300 feet of the site were mailed notice of tonight's hearing on August 5th. The site was posted to reflect tonight's hearing on August 14th and the hearing was published in the Kuna Melba News on August 10th. The City Engineer has provided numerous recommendations for the required improvements, offsite obviously there is a lift station that's going to provide some additional sewerage to those 4 properties moving to the east and the applicant has provided for those easements. Based on staff's review of the application, planning and zoning would conclude that the application does comply with title 6 of Kuna city code, and it provides for several goals and policies, such as private property rights, land use, transportation, connectivity, housing and community design within Kuna's comprehensive plan. We would forward a recommendation of approval for the zone change and the special use permit. We would forward a recommendation for you to recommend approval to City Council for the subdivision preliminary plat. If there are any other additional conditions, you could put those forth, but as the applicant has stated, he is in agreement with all of the conditions as stated in the staff report and will comply, so I will stand for any questions you might have of me.

Commissioner Gealy: I have no questions.

Commissioner Herther: I don't have anything.

Commissioner Hennis: None at this time.

Vice Chairman Wierschem: I do. And I apologize, I don't know how else to address it, but I am looking at the item that you had mentioned about the...and I only see phase 1A, phase 1B, phase 1C, phase 2 and phase 3.

Trevor Kesner: State law would not permit the applicant to plat these phases as 1A, 1B, they would have to be platted as phase 1, phase 2, phase 3, so that's how that would go. If I over stated the amount of phases that is being built, I apologize. Did, I say 6?

Vice Chairman Wierschem: You said 6, but, if you just, if there is 6, if you could just show me where they are located. I think in our packet it also lists 6 phases.

Trevor Kesner: Ok. So I will correct that once we make the findings available to you.

Vice Chairman Wierschem: Ok. Thank you. I have no further questions. At this time, I am going to open up the public hearing at 6:30pm, and I'm going to start with "in favor", Steve Arnold.

Steve Arnold: Nothing further.

Thomas Sidener: Thomas W. Sidener, 221 S. Blue Diamond Lane, Kuna, ID. They are talking about opening Blue Diamond lane as a thoroughfare and I don't want that to happen. If you can see it on the map there, I don't know exactly how this is laid out to read, because that, Loretta Young and I own that property, that driveway, and they haven't said anything to us about buying it so I don't think that they should be able to use it, right?

Vice Chairman Wierschem: Could I just interrupt for a just a second? Is there a possible way that staff has a map so that we could show it? Thank you.

Thomas Sidener: So I am located right here. Help me on this. These, 2,3,4,5.

Trevor Kesner: Those would be the townhome lots.

Thomas Sidener: That's between two properties that's owned by Nick Young and Loretta Sidener. We'd appreciate that to be commercial all the way back here to Avalon.

Trevor Kesner: They are proposing this to be...

Thomas Sidener: I understand that, that's all the frontage on Avalon, but then we have 2 story houses against our houses.

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Trevor Kesner: They are proposing to make this C-1 in order to construct the townhomes.

Thomas Sidener: There 28 feet high, or whatever it was.

Trevor Kesner: I haven't seen any elevations for the proposed buildings. There are no elevations proposed in this packet at this time.

Thomas Sidener: Like, since 2 story, I don't want to look out my back and look at a 2 story wall. Maybe right against my property line. That's all I have. Like I say, Blue Diamond, he said something about using through as a thoroughfare, but if he is going down and turning before he enters Loretta's and my property, that's probably fine there, but he's not gonna go into the subdivision, that little driveway, because that's between two houses again, and she owns that property, that driveway. But it is a right of way, because the water is in there and stuff. City water and stuff. That's all I have to say at this time. Thank you.

Vice Chairman Wierschem: That's all I have signed up in favor, is there anyone else that would like to testify in favor? Ok, seeing none, I have neutral, Nick Young.

Nick Young: Nick Young, 200 S Orchard Ave. Tom pretty much covered everything on the road going through, we just have concerns. We know that ACHD, he said they did approve going through on Orchard, but if anybody has tried getting out on that highway AT 7:30, it's impossible. So, was there any street lights proposed, Kay street, Orchard?

Commissioner Gealy: Do you mean traffic lights?

Nick Young: Yes.

Commissioner Hennis: I don't remember one in the recommendations at this point, but.

Nick Young: Back on the Blue Diamond. If Blue Diamond, if you go north on Blue Diamond and look across the street, it does not line up with the Albertson's parking lot and there's been three people in my family that have crashed. When you merge into the turn lane, you never know what you are going to get just because the traffic patterns aren't quite right, right there, so using that as an access, more people going in there, is just going to be a problem from what I can see. The next thing is the quality of homes that are going to be built, it sounded like \$900-\$1000 in rent, we'd kinda like to see something a little more upscale than low income housing. I do understand it's next to the railroad tracks, and who wants to live next to the railroad tracks, I did, um, I would really like everybody just to really think about what's going to be built. Think about the traffic patterns, the quality, what's good for Kuna, what's not good for Kuna. I think we have enough low income housing. That's all I have.

Vice Chairman Wierschem: Thank you. Next I have Kathy Campbell.

Kathy Campbell: My name is Kathy Campbell, I live at 208 S Blue Diamond Lane. I'm kind of neutral on this for the most part because that robust meeting we did ask for a whole lot of changes and not one has been incorporated into the new plan. We asked that all the multi-family homes not behind Loretta's house, which is a direct view outside of my house, so while I'd be looking down in her back yard, I'd be looking at the multi-level properties, and I don't have a problem with that, I just don't think it's proper when you have a house, a house, multi-levels, a house and a house. It doesn't make sense. We asked, and I put it in writing, I copied it to the city so that you knew that I asked for them to make this changes, not one change has been incorporated into their plan. I asked that they reconsider where the multi-family homes go to the back east south corner of the lot, so that it butts up against Kay street so their access when you got 4X16X2 children going to school having to cross Avalon to go to Reed, it just makes more sense for them to come out Kay, then Blue Diamond, or Orchard or having to go the green path all the way around, it just doesn't make any sense for the multi-family homes to be amongst all the single family homes that are there, and there's not a lot, we just ask that they put it in a different location. So I'm not really against their plan, I just think that it needs to be redesigned, and I gave them a really good plan idea. I also made a suggestion that they make an offer to Loretta to buy her front section so that she could have the back section of her property be protected and if she would like to trade she could actually sell it to her

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nephew and that he could have a house behind his aunt's house, I mean a suggestion that I don't think they were ever even offered or considered. But that way, again, it eliminates the multi-family homes and it resolves a lot of problems, I mean I'm not against multi-family, I just think it's in the wrong location. So, that, I just want you guys to consider the quantity of children that are going to be impacted by this. That this development should be responsible for the cost, not the city or the tax payers for the light and the, I guess you could say, it starts with an I...the street improvements for kids to cross across Avalon to go to school, when they are finished putting people into this property. They really need to...that shouldn't be on anybody's expense except the development that wants to put in so much. So, you guys should have copies of my suggestion, so. Thank you.

Vice Chairman Wierschem: Is there anyone else that would like to testify that has not signed up? (mumble from crowd) Yes? Come on up.

John Messmer: My name is John Messmer, I live at 235 south Orchard, I own 3 properties on Orchard. They said they were working to extend the green belt all the way through, and they're not really working at it very good cuz iv'e heard that the city said they didn't have enough money to do it and the A team none of them have talked to me about it, so, is the lift station in Orchard going to be taken completely out, is the question I have, because it's a real problem. I live right there and they have someone working on it every day at least once, sometimes two and three times. There's people there on overtime on the weekends working on it. So it does need to be done away with I think, cause it's a real problem. Are they gonna have to do pressurized irrigation for the houses between where the pressurized irrigation stops and goes into the new subdivisions and stuff. The city said that I was the only one that wanted it, but everybody that I have talked to that lives along there wants it. The city didn't talk to them, Gordon only talked to me and said I was the only one that wanted it. The traffic is terrible, I mean, if you are adding that many houses, it's going to be, what, at least 200 and some cars trying to get in and out of there, so, I think there's some things that still need to be addressed before they can do it because there's going to be a lot of children. That's all I have, thank you.

Vice Chairman Wierschem: I'm going to close the hearing, Oh, I'm sorry, I need to have the applicant come back up. I apologize.

Steve Arnold: If I may, I'll try to address some of these questions that came up, then I'll stand for any questions. One of the things that we've talked about, both on this project and on Journey's end, was a traffic signal at Kay. That is still the plan between ITD and ACHD. I know the city has looked at signaling it. Unfortunately, with the traffic from Journeys End and this site, we still don't have enough traffic to warrant a signal. We're hoping we can get a signal put in based on safety concerns and not pure traffic volume numbers, and I believe ACHD has had that in the work program, I'm not sure if it's still in there, but that is the plan to eventually get that signaled. And then we've tried to focus a lot of the vehicular traffic from the single family and the multi-family out to Kay, the majority of the traffic that will be utilizing that will be there at the commercial site and then some single family will head out that direction, but our focus was to get traffic to Kay cause that was going to be the signaled intersection. There was some discussion about Blue Diamond on a private easement. The portion of Blue Diamond that we're improving, it's 100% on our property and we have worked with ITD, they've accepted the location where that's going to be and ACHD has both approved the location and how we are designing that. I don't recommend not having, having fewer street connections. Fewer street connections makes more traffic congestion and future problems down the road. That's why we're proposing to create an additional public street so that there is multiple ways in and out of this subdivision for both safety and traffic congestion. The housing number that I gave earlier, that was just for the rentals, that was for the multi-family, that \$950-\$1000 range. The housing product type on these type of lots will be significantly higher. We're seeing lots and homes sell in Silver Falls, which is the south side of the tracks across from Sutters Mill, we market that subdivision and we're getting houses on the average on the \$240-\$250 range, with a house as high as \$307K south of the tracks. We envision this subdivision to have quite a bit higher quality homes and would like to try to

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hit that same range of housing product type, so that's for the single family, of course the multi-family, there's going to be a rent there and we really don't have a design yet for the town house units, and that was not submitted with this application. We will submit a future design review application and this commission will have the ability to review that. There was a little bit of discussion about having the housing back up...where the townhouses are right now, we have a single family and a single family and we essentially got two townhouse units backing up to each of those. If I were to change that to single family, I would probably have 5 houses backing up to each one of those on either side of that public street. There was some discussion at that meeting to modify that to single family, we thought this to be a lesser impact. It's also a natural planning transition, you know, we got the higher intense use, the commercial up along Avalon, transition that to the townhouse units and then from that we go into the single family. The same thought was given along Kay, cause on the opposite side of Kay, adjacent to this site, is journeys end and on that side is the multi-family, right across from our multi-family on this side. We didn't think it would be a good idea to use the prime real estate next to Indian Creek as multi-family, so we were putting the multi-family next to the existing commercial and next to the new multi-family in journeys end. So that's kind of the thought that went behind the planning of this site. Transition the higher intense into the lower intense as we got back into Indian Creek. The lift station in Orchard, when we rebuild it, it will be abandoned. It is at and over-capacity and has been a problem, that's why we've been working with the city engineer quite a bit to look at building a larger lift station that will take additional capacity east of town and then from this development and journeys end and then as you go east. We are planning pressurized irrigation amongst all. With that being said, I will stand for any questions.

Commissioner Hennis: I do have one question. I just found the agency comment, but I haven't had a chance to look at it. Typically, ACHD doesn't like unlined up driveways, like was brought up Blue Diamond is across from the Albertsons parking lot. How is that getting figured, being it's slightly offset.

Steve Arnold: That's a good question. ACHD, the ideal that you have them lined up, but the bigger picture of the offsets, and having worked at ACHD I know what they are looking for, they are also looking for the separation from Kay and Orchard, and that was the best location for Blue Diamond to be located. I had originally talked to them about splitting one of our commercial lots so that I could get frontage on both sides and they said no. We need it pushed as far away from orchard as possible, so the preference to have it located further from orchard.

Commissioner Hennis: Ok. That's all I have for now.

Vice Chairman Wierschem: I just want a clarification as I had addressed with our staff member. Is there 5 or 6 phases?

Steve Arnold: I believe there is just 5. Trevor is correct, I should have labeled them 1,2,3. In our mind though, we probably have one happening at the same time.

Vice Chairman Wierschem: Ok, thank you. I have no further questions.

Commissioner Gealy: The work on the greenbelt, did I see it was in phase 3? Is that right? The work on the greenbelt will be in phase 3?

Steve Arnold: It will be in one of the latter phases of the single family, and we are intended to build that and then it gets dedicated to the city.

Commissioner Herther: In communication with ACHD, what's your gut feeling at this point about the light? Could you know what criteria you have to show them in order to get that light in?

Steve Arnold: That signal has been on and off again for probably as long as I've been doing business in Kuna and or when I was employed at ACHD, I know that was a big discussion. I think that we're close enough to traffic warrants and safety. At one point, and I don't have the latest dates, but when I was working on journeys end, it was 2 years out that they were planning to put it in. Because didn't generate enough traffic with this development and it didn't warrant a traffic study, we didn't do anything on that, so I don't have an updated

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idea, but it seems like we have been close for a long time and I anticipate that we'll get that sooner rather than later, especially with journeys end and Airenel.

Commissioner Herther: If this all came about can you get a commitment from ACHD?

Steve Arnold: I don't know how to answer that one. We can make the request along with the city to help try to further that along, but ACHD with this project still said that it didn't warrant it, it didn't tip it over with this, I think if we all push, we can maybe get that pushed out but it's, like I said on Journey's end I knew the date, I don't know if that's still relevant with Airenel or not, but at the time we were like 2 years out from getting a signal. That was a year ago. So I know they are still watching it.

Wendy Howell: Stephanie, I may be able to add a little bit to that. Kay street here, the intersection there, that light signalization has been on the priority list for the last several years, at least 4 years that I know of. As of this last year they still have it done as not enough warranted, but it's and ITD, ACHD decision together because that's ITD's road, but the signalization is actually ACHD's. It's gets very complicated there and we have had conversations with them within the last two months about it.

Commissioner Hennis: Isn't that where ITD's jurisdiction ends and ACHD's begins?

Wendy Howell: No, Orchard.

Vice Chairman Wierschem: Thank you. I would like to close the public hearing at 6:55pm and go into commission discussion.

Commissioner Hennis: Well, I guess I'll start. I'm kind of surprised ACHD hasn't recommended a little more traffic study on that one, but I think everything is directed towards, the majority directed over towards Kay and I think this will push that signal up in a priority level, but, it could be a year or two out, it just as they build phases into this but I think they are going to recognize as journey's end is built, they're probably going to see a little more than they expected, so I think that is something that may come around. I think the lift station, everything is being addressed. I don't have too much, otherwise, I think it's kind of put together there. There's going to be a lot of stuff put into that back area.

Commissioner Herther: Well, if we worked on that today, with getting the traffic signal there and they could give us a timeline.

Vice Commissioner Wierschem: But they can't

Commissioner Hennis: Yeah, that's, trying to get those agencies to commit is going to be next too impossible. But I think the biggest thing is once they start seeing the developments put in, that's going to change and push it more of priority than anything else, I mean, the city has been addressing this for a while, I know that. I have heard this on several different projects, so if it's been talked to and talked about recently and they see what's going to happen and what's going to go in, you know, there going to put something in. They put the one at Deer flat prior to the profile ridge fully going in, they are pretty aware of these as the development needs it, so I think as journeys end starts, I think they are going to start a lot of more of a priority on it. But, yeah, in my experience in dealing with the agencies it's virtually impossible to get a commitment. In some respects' that's good because we can show them what's going to happen and they can bump it on the priority level instead of having it on a committed time frame.

Commissioner Herther: That's all I'm recommending.

Commissioner Hennis: And we can put that in our recommendations that the city continue and that everybody continue that communication to the best of our ability.

Vice Chairman Wierschem: Commissioner Gealy?

Commissioner Gealy: I'm fighting with my ipad. Well, I'm a little confused about the pressurized irrigation. I'd just like a little clarification on where we are. What I read is that they will have pressurized irrigation in their common areas, but I don't understand what kind of irrigation is going to be available to the multi family, the town homes and the single family homes and the commercial.

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Trevor Kesner: The pressure irrigation system will be extended throughout the entire development. Obviously, it will be available to all. These multi families will need to be sprinklered anyways, so you have to have fire flows.

Commissioner Gealy: I just saw the pressurized irrigation in the common areas, but, so what, everybody else is, using a watering can. That was my only question.

Commissioner Hennis: I don't have anything else, I think it's been pretty well laid out and addressed. As the future design review application comes in we will be able to deal a little more with the design review part of it and the actual houses. This one we're just dealing with the rezone and the SUP. We'll be able to look at this further before it goes to construction as well.

Vice Chairman Wierschem: Is there any other questions or clarifications? Then I would stand for a motion.

Commissioner Hennis motions to approve 16-02-ZC, rezone and 16-02-SUP for the special use permit, and recommend approval to the City Council for the 16-02-S, Subdivision with the conditions as outlined in the staff report and additional condition that the city continue communication with ACHD and ITD to try and help facilitate the stop light and the signalization of Kay street, to the best of their ability. Gealy Seconds, all aye and motion carried 3-0.

Commissioner Gealy: Thank you all for coming.

Vice Chairman Wierschem: Does anyone have any questions, reports?

Wendy Howell: I need someone to volunteer to be on the downtown revitalization committee. Specifically, to take a look at the design criteria for the downtown area, to give input.

Commissioner Hennis: The one that I would say is most qualified for that we can volunteer, can't we?

Wendy Howell: We can, unfortunately I think some of these meetings are during the daytime, but, what I'm thinking is possibly just sending it out to whomever is chosen and they can right back any concerns they have and then we can take it to the committee. That's about as close as I can get for an idea. Unless Ron has time, that he would like. Right now I think they are doing one meeting a month.

Commissioner Herther: I do have time, but I want to be a plus to whatever it is we are doing and maybe some direction. If I can't get some direction, I'm not going to be much help.

Wendy Howell: And what type of direction?

Commissioner Herther: Like, what the plans are.

Wendy Howell: What we can do is when Chris gets back from vacation, Chris and I can sit down and talking with you about what they have worked on so far and kind of bring you up to speed.

Commissioner Herther: Put me in coach.

Thank you

Commissioner Hennis: I'm not sure, is this a city resident only, or is it like...

Wendy Howell: The goal is just to get someone from the design review committee, which...

Commissioner Hennis: Like, P&Z, even though I'm not living in the city itself, I'm in the unincorporated Kuna.

Commissioner Gealy: I think It's a great idea to have someone from Planning and Zoning on that committee.

6. ADJOURNMENT:

Commissioner Gealy motions to adjourn at 6:55pm; Commissioner Herther Seconds, all aye and motion carried 3-0.

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Dana Hennis
Kuna Planning and Zoning Commission

ATTEST:



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