

OFFICIALS

Dana Hennis, Chairman
Bryan Clark, Vice Chairman
Ginny Greger, Commissioner
Jim Main, Commissioner
Bobby Rossadillo, Commissioner

CITY OF KUNA
City Hall Council Chambers
751 W 4th Street, Kuna, ID 83634
Planning & Zoning Commission
REGULAR MEETING MINUTES



Tuesday, June 10, 2025, at 6:00 PM

*For questions, please call Planning and Zoning at (208) 922-5546.
ALL AGENDA ITEMS ARE ACTION ITEMS UNLESS OTHERWISE NOTED.*

I. CALL TO ORDER & ROLL CALL:

(Timestamp 00:00:12)

Vice Chairman Bryan Clark All right, 6:00, we'll go ahead and call to order the regularly scheduled Planning & Zoning Commission meeting for Tuesday, June 10th, 2025. First on the agenda is roll call.

Planning & Zoning Director Doug Hanson Chairman Dana Hennis...Commissioner Bryan Clark.

Vice Chairman Bryan Clark Present.

Planning & Zoning Director Doug Hanson Commissioner Ginny Greger.

Commissioner Ginny Greger Present.

Planning & Zoning Director Doug Hanson Commissioner Jim Main.

Commissioner Jim Main Present.

Planning & Zoning Director Doug Hanson Commissioner Bobby Rossadillo.

Commissioner Bobby Rossadillo Present.

COMMISSIONERS PRESENT

Chairman Dana Hennis - Absent
Vice Chairman Bryan Clark - Present
Commissioner Ginny Greger - Present
Commissioner Jim Main - Present
Commissioner Bobby Rossadillo - Present

CITY STAFF PRESENT

Doug Hanson, Planning & Zoning Director
Troy Behunin, Senior Planner
Marina Lundy, Planner
Matt Johnson, City Attorney

2. CONSENT AGENDA:

All items listed are routine and acted on with one (1) Motion by the Commission; there will be no separate discussion unless the Chairman, Commissioner, or Staff requests it be removed. Removed items will be placed under Business unless otherwise instructed.

(Timestamp 00:00:35)

A. Regular Commission Meeting Minutes Dated May 27, 2025

Potential Motion:

- *Motion to Approve Consent agenda.*
- *Motion to Approve Consent agenda with amendments (i.e., correction to previous meeting minutes, etc.)*

(Timestamp 00:00:35)

Vice Chairman Bryan Clark All right, first on the list is the consent agenda.

Commissioner Bobby Rosadillo I'll make a motion that we approve the consent agenda.

Commissioner Jim Main I'll second.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark Motion passes.

(Timestamp 00:00:41)

Motion To: Approve the Consent Agenda

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

3. PRESENTATIONS:

(Timestamp 00:00:51)

A. Idaho Transportation Department SH69 Corridor Traffic Study Presentation

Vice Chairman Bryan Clark All right. First on the agenda this... or next on the agenda this evening is a presentation on the Idaho Transportation Department SH69 Corridor Traffic study. And if you'd say your name and address for the record, please.

Mark Wasdahl, Idaho Transportation Department Mark Wasdahl, Idaho Transportation Department, 8150 Chinden Blvd. Garden City, 83714.

Meagan Romenesko, DKS Associates Meagan Romenesko, DKS Associates. 704 E United Heritage Ct.

Mark Wasdahl, Idaho Transportation Department I would like to thank the Planning & Zoning Commission for hearing our presentation of our project. You see the name Leah Kelsey. She is because this is baseball season. She is on the disabled list and she is not moving very well right now. For our project, we'd like to cover the background and purpose of our study. We're gonna look at traffic and crash history, proposed vision, and public feedback. Our project, looking at the background of the state highway. It was widened from a two-lane rural highway to a four-lane current cross section in two different projects, one in the early 1990s from Amity Rd. north up to the Interstate, and the early 2000s from Kuna all the way to Amity. Due to increased traffic development, crashes, delay times. Background of our project is that we started ours as a traffic study and we sort of did more from there after a while. But we had a corridor vision. We wanted to keep traffic moving. We wanted to allow for safe and efficient access on and off the corridor, and also for multimodal facilities as it became more of a suburban facility. We started our project in 2019. We used the 2045 future year. Our last project we had there in 2000 that we constructed from Kuna to Amity. The document behind that project looked at traffic out to the year 2022. So it was time to look out further and we pretty much exhausted the out years on that document. We wanted to develop a range of conventional and non-standard and people say what's non-standard intersection? If you at State Street and Veterans Memorial Parkway. That's an example where you drive past the light in order to make a U-turn and then continue and then make a right turn instead of making it direct left. So we looked at those in 2019. In 2020 to 2021, we had a virtual open house, and part of an open house is to identify points of controversy as well as points of agreement. And as part of our process, separately with a team, ACHD was not interested in non-conventional high-capacity intersection treatments at that time. We were interested in them. There was pretty much a 5 to 1 dislike of the "Thru-U" intersection we showed which was. As I said before, the example of State Street and Veteran's Memorial. There was some support for an Expressway.

From 2021, 2023 we put a pause on it as ITD internally was debating the efficiency of non-standard intersection treatments which do give you better performance versus driver expectations of conventional intersections. That was actually played out in a separate project, so we sat back and watched them from the sidelines. That was the Karcher Rd. widening project that actually started construction, but because they were a designed for construction project and we weren't, they were the better ones to work forward with our headquarters and make decisions there. Also in the meantime, the City had started a study

looking for a southern extension of Meridian Rd. for a railroad crossing, and so that added some more information we needed to tie into our study.

So then we hit the second phase where we had decisions made to not pursue non-standard intersection treatments. So we rescope, negotiated, and updated our contract agreement with Six Mile engineering. You'll hear DKS. DKS purchased Six Mile. So for us, they're synonymous for you might be a little confusing to keep throwing different around. In summer of 2024, we adopted the 2050 COMPASS forecast, so we went up five years. Met with technical team there in the summer of '24 and we developed roll plots and cross sections. Those have been something else that was asked of the team, not only by our Development Services department at District 3, but also cities of Kuna and Meridian. They were getting a lot of development applications in and they needed to have a picture and some calculations to show what applicants were going to build to build towards in this corridor.

Also, our headquarters selected a full access scenario, which means access at the mile and at the half-mile, signalization of the half-mile when warranted. And we'll cover that as we go on. We presented that to the technical team in the spring of this year at a virtual open house, April 7th through 21st, which we'll cover at the end of our at our slide deck. And we're doing agency presentations to let agencies, cities, know what we've heard and what our steps are going forward and we're expecting to probably finalize the traffic study next month.

Meagan Romenesko, DKS Associates Okay, so to give you an idea of what the existing and future traffic looks like. So the segment or the project is broken up into kind of two segments. There's the north-south segment, which goes from Overland Rd. to Kuna Rd and then there is the east-west segment that goes from Orchard Ave. to Kuna Rd. And so on the north-south portion of the project on the north end, existing volumes are about 37,000 per day. And looking at the 2050 volumes, those are expected to more than double and be about 77,000 cars per day, which exceeds what we see on Eagle Rd. today. If you look at the east-west portion of the roadway, traffic is actually expected to decrease and we're seeing this because of the plans to extend the Meridian Rd. south of Kuna Rd. and also because of the plans to reconfigure Kuna to a standard four leg intersection and just something to note, there is both of those improvements were included in the COMPASS modeling to develop volumes for the project and our traffic models as well.

So looking at the travel times when driving the corridor existing, it's going to take about 15 minutes for the dominant northbound direction in the morning and 13 minutes for the dominant southbound direction in the PM. If you take the 2050 volumes and you do nothing, we will increase but the travel times will increase by 3 minutes for the southbound PM commute, and they will increase to up to 42 minutes for the northbound commute. If you look at the travel times for the proposed vision that we're sharing with you today, the 2050 travel times for the northbound AM goes to 14.8 minutes, which is just slightly better than what you see existing and 11 minutes for the southbound PM commute.

We did a summary of all the crashes on State Highway 69 between 2019 and 2023, and there were 579 crashes with most of them being intersection related crashes. There were 5 fatalities on the corridor, with 3 at the North End, one of those being Calderwood, and 2 at Victory Rd. And then there was 1 fatality between Columbia and Hubbard and 1 at the Kuna curve. A side note for these crashes, 3 of the 5 fatalities were due to a drug or alcohol impaired driver. This helps give an idea of where the crashes are happening, so a lot of the crashes are concentrated at the North End of the corridor. That's the higher

volume section of the corridor. So that makes sense. And then there's also a lot at the major mile intersections. 47% of the 579 crashes were serious crashes, meaning that they were injury or fatal crashes, which is greater than the Idaho Statewide rate of 31% for all roadways in 2023. This corridor was also marked by ITD as a priority safety corridor because most of the state Highway 69 segments have a greater frequency of crashes compared to similar corridors in Idaho.

So, getting into the proposed vision, so this is for the north-south segment of State Highway 69, the plan is to widen it from 5 lanes to 7 lanes and install a continuous raised median along that whole segment, which will limit access to 'right in- right out' everywhere except the half mile and major mile intersections, which will be full access signalized at the one mile and signalized as needed at the half mile. There will also be a 10-foot multi-use pathway separated by a buffer on both sides of the roadway and then right turns added everywhere for safety at the intersection access points. This is the cross section for that segment, so there will be a 30-to-50-foot landscape buffer outside of the right of way on both sides of the roadway, which will include that 10-foot multi use pathway. In addition to that there's three lanes in each direction with 12-foot lanes and an 18-foot raised median in the middle- and 8-foot shoulders. The existing right of way is ranges from 125 feet to 140 feet and for the cross section above the minimum right of way that we need is 122 feet. So the goal will be to fit the proposed improvements within the right of way where possible; however, in some instances for drainage improvements or additions of right turn lanes or dual left turn lanes, it's likely to require some additional right of way or easements at those locations.

For the East-West portion of the project, the plan is to widen Avalon St. to five continuous lanes, and this section is broken up into two segments, per say. There's a more urban segment between the Orchard Ave. and K Ave. which will have a 7-foot attached sidewalk and then it will transition into a 10-foot multi use pathway between Kay and Kuna and similar to the north-south segment. Here right turn lanes will be added for safety reasons. This is the Kuna Rd. to Kay Rd. Cross section. It's almost identical to the north-south segment cross section with the center turn lane instead of an 18-foot raised median. It's a 14-foot two way left turn lane and of course it's only two lanes in each direction. This is the more urban cross section, which also has a two way left turn lane and two lanes in each direction. But instead of the detached multi use path it has attached curb gutter and then attached 7-foot sidewalk. Here's an example of the 18-foot raised median we went through. We looked at a lot of different median widths for this project and we landed on the 18-foot raised median because it allows for F-350 passenger vehicles. Some would say that's like the Idaho design vehicle, U-turns at the Mid-Mile and Major Mile intersections. Here's an example of that detached 10-foot multi-use path, so this would be at the north-south segment and east of Kay Ave. with it likely with it having at least a 8-foot minimum buffer between the roadway and the multi-use path, but it would likely be larger. And then just reiterating that the Avalon Rd. segment between Orchard and Kay would have 7-foot attached sidewalks instead of the 10-foot multi use path.

The pedestrian crossings at the one-mile intersections and the half mile intersections will be single stage pedestrian crossings and these half mile roadways will be signalized as needed when the volumes warrant signals. There's a few special considerations that we ran into during the project and a few of those being a limited right of way or steep cut and fill slopes, and so some options when we run into this could be to do tiered pathways which would place the multi-use pathway closer to the road, but it would be elevated. And separated by a barrier and in the areas where there's steep slopes you could use retaining walls to help limit the right of way that needs to be taken.

Mark Wasdahl, Idaho Transportation Department During the city of Kuna. Effort to look at the Meridian Road extension. It was identified that the unit curve was not going to be continued with. We go back to, I guess three-way long term four-way intersection standard. If you go back to 1931 when the state built the roadway, it was a four-way intersection then, so we're back to the future. We also are potentially doing a future planning and environmental linkages study. We had worked with COMPASS to put in a grant which is supposed to be announced winners and losers this month, which would cover the extension of the Meridian Rd. down to Kuna-Mora Rd.

For special considerations, when we had originally done the traffic study, we had looked at a high-capacity intersection, Overland Rd. standard intersection will not handle the traffic. It's also problematic because it is so close to the I-84 interchange. ACHD was not interested in putting legs of a continuous flow intersection on Overland. At this point, we wouldn't either. That leaves the only option being going vertical. If the horizontals are ruled out. We know that there was disappointment that we did not include that in. But big picture is on this that with any project you have scope, time, and budget. We didn't budget to go through 3D and also with our original contract and what was advertised and what 6 mile / DKS was awarded on did not include survey work. And once you go to a 3D structure, you need topographic survey and we would not be able to add that on to this existing contract. So we're looking at doing a cooperative project with ACHD or bringing that before them. We're actually presenting to the ACHD Commission tomorrow. We'll get their direct feedback on it, but we have done cooperative projects on intersections before with ACHD. I was on one for the Glenwood and State Street intersection, so we've done them in the past and we'll bring that forward with them. I think our next cooperative meeting with them is in August. So we know this is a highly desired improvement and in terms of the inner interchange there, I'm also managing the project to develop a construction bid packet to put a second northbound on ramp and auxiliary lane on I-84 eastbound, which would exit at Eagle Rd. As part of our study, we determined that we need to put a second right turn southbound lane in. And so that project we just got a floodplain permit. We're pretty much expecting to finish it up in around October. Right now it has a 2031 construction year. It will...our board is meeting on this Thursday. They will see our new proposed 7-year budget in that new 7-year budget. It's still in 2031, but I've been told that it could move up. There is money available. But that's based upon another project we have, which is called the I-84 mobility study. That project is a modeling project. It's looking at I-84 from the Y, west to Garrity.

And the questions are once the Five Mile overpass is taken down, that's the last original 1960s rural overpass it has limited traffic underneath it to four lanes. Everything else is open to five lanes, so this mobility study is looking at do we want to do 5 through lanes? Do we want to do 4 through lanes and an auxiliary lane between each interchange? We don't have any data on that. We want to have it. So we can say which whichever decision we make, we have backing for it. We're also looking at ramp metering, we know that helps the Interstate, but it also can put a lot of traffic back on the local roads. Again, we want to have that specifically part of this to be able to tell the public, Okay, this is what you get if you do this. It's not an advocacy project for either of those, or for the ramp metering, but it's an informational one, so we can make decisions and point to the reasons why.

Meagan Romenesko, DKS Associates Yeah, and just to piggyback off what Mark said a little bit about those two special considerations, the like I mentioned before, the Meridian Road Extension and the Kuna Rd. configuration was included in the compass model and our traffic models. And then the Overland Rd. intersection was assumed to be a high-capacity intersection in the compass model as well as our traffic

models, just to ensure that our models got the appropriate amount of vehicles through overland so that we ensured that the State Highway 69 was sized appropriately for the 2050 volumes. And so we did look at a few other design options with this second phase and between the three design options, the major mile intersections all were signalized intersections. However, what varied between the alternatives was the half mile intersections and what access they had. So there was the full access option at the half mile intersections and then there was a more restricted option where it was restricted to right and right out, left in and then an even more restricted option where it was only right in right out at those intersections. And we did a lot of extensive modeling where we compared the alternatives and what we found was that they all performed really similarly to each other and within one minute of travel, like the travel times were within one minute of each other. It wasn't like phase one where we looked at like more high-capacity intersections like the through turn. The meeting you turns. And there was like, a clear winner. These ones all performed really similar to each other, and what we did see with the full access option was that when you made the half mile intersections, full access vehicles would reroute to those intersections from the major mile intersections, and it actually made those major mile intersections better because less volumes and there was less delay.

Mark Wasdahl, Idaho Transportation Department So our public open house, we had virtual in April 7th through the 21st. 1900 people visited the online meeting site. 135 comment forms were submitted through the web page. 18 people gave comments via e-mail or phone call more or less, the reaction was 55% of participants expressed support, 29% did not, 16% remain neutral. And if you actually dig down into likes, dislikes, converting the unit curve into a standard intersection was unanimous. There were no negatives on that, so we've been telling people if you want a safe project that's not going to be controversial. Remove the Kuna curve, Put a standard intersection there. widening increasing capacity. That was like a 7 to 1. I think that for the most part people wanted that. The ones who did not, they had three different points. They brought up. One was that you can't build your way out of congestion, so don't build it at all. Put transit in instead, or you'll only encourage more growth if you give another lane. For buffered multi-use pathway that one was like 28 positives and 6 negatives. Pretty much the negatives were people envisioning 5-year-olds on bicycles right next to the travel lane instead of being offset. That's tended to be what the negatives were on that. There were likes for a raised median to increase safety. You'll see also down below that people did not like a raised median too. It was more positive than negative, but on the safety side, people liked it. We showed right hand turn lanes and that was another universal everyone like that and concurred with us showing that. Otherwise, overall safety improvement concerns, dislike unanimous that there was disappointment there was no plan for an improvement at Overland Road, and the I-84 interchange. I think we did have a link in our site to the I-84 project we have, but we... that's a safe one also to do something there. Terms of public comments. A lot of people did not like half-mile intersections but signalized. I think in Eagle Rd. That's actually within our IDAPA policy, Idaho Administrative Policy Act on types of highways and access. So there was dislike of the that. A number of people wanted an Expressway to be considered. We had originally looked at that and in the end it did not perform very well on a cost-benefit ratio. It does move traffic better, but also you're in. That's a free flow facility and pretty much it runs you into a non-free facility. Unless you end up putting in a system interchange, which is what we're actually doing at Highway. 16 there and 84, we built the standard. Money came in and they said just build the system interchange so it needs additional pieces to function as an Expressway. There was some requests for acceleration and deceleration lanes. We actually have deceleration lanes, but with the speed of the facility and the spacings of access points. They would

just blend into a single-lane and so it would lose its functionality. And then also there was raised medians. Didn't like that with limit access for the most part, there was a general sense that people on the North End of the corridor felt like they were losing their access, that they have now. They're left-ins to accommodate growth further to the South. And that was pushing a lot of the position to raised medians.

We were surprised that there were a number of people who were we had our first public open house must have been the ones who liked the continuous flow intersections through use and roundabouts and pretty much it was. Don't listen to those naysayers. Put them in. I wasn't really expecting to see those. There was concern about increasing noise and essentially asking about sound walls. Ours is not a construction project that gets handled at the design for construction phase. We know there's port left ends but not left outs at Calderwood. That would actually when looking at any improvements at Overland and Meridian Rd. that's within the intersection influence area and they'll get a second look. There was some lamentation at the loss of a rural environment and rural community as growth hits.

And there were ups and downs on speed limit changes, I've learned that you'll get probably anywhere from 50- to 55% wanting you to go faster and the other ones say you better not, go slower. It's just What you get on comments on speed limit changes the most interesting one was someone saying when you put the 3rd lane in actually a couple of people make the left lane a passing lane because right now you get 2 people who drive the speed limit. No one can speed then it's like no, no, I just not want to encourage speeding, so we would not put that as a passing lane.

So our next step is to complete the traffic study report. There's no funding for improvements identified within the 7-year budget. The new 7-year draft budget just came out an e-mail before I left, so I can't say what's there now, but I don't think they have anything extra. Regular maintenance project is scheduled for '29. I don't know whether that moved since I didn't have a chance to find it, and in February the Idaho Transportation Board approved for staff to pursue a star sales tax anticipated revenue agreement with Brighton Development. We've gave it a key number in our financial document. We're expected to complete it this summer. The agreement is for a maximum of \$35 million of improvements. From what I've heard that they're around the preliminary design phase with ITD one we're at that we have a 30% variance. I've talked to Brighton and they say they have a lesser percent, but they're really looking around \$30 million right now supported by their level of design. It wouldn't all be on Highway 69. It would also be along Lake Hazel, so the ACHD roadway would be approved. Also I managed to miss that meeting today, I had physical therapy instead, that the priority for me. So sometime this summer that we'll have an agreement based upon the developments that they are working on that gets written into the agreement. So we thought we'd get it this June, but they're still designing, which means they're still putting together the agreement.

The last item, there was a Boise Dev article that came out yesterday. We have still another project to look at, Kuna Mora Rd. It's actually a transportation connectivity study. Some of it would look at are we...Do we need to... Would it work better if, like Eagle Rd. went through the soccer fields, etcetera. But it's looking at extending. It's called State Highway 69 extension down to Kuna Mora and then Kuna Mora out to Blacks Creek interchange. Each e have a selected consultant. We're still working through the scope of work. We'd actually look at out to State Highway 45 and Beaumont, we would look at an extension of highway 16 to the South. We'd look at Ten Mile, etcetera, all the way over and it would be a study part of the frustration of media trying to interview us on this is that we're just going to have a white background. We're not doing an alignment study, we're not going through people's properties or houses, its links and

nodes and traffic modeling software, and through that we're looking to see what pieces we need to connect together. I'd recommend looking at the Boise Dev article is going to do a better job than me trying to explain it here. That one is actually looking at a nine month once we go to notice to proceed on our contract. But a lot of planning work being done. At this point, we'll be quiet and stand for questions.

Commissioner Bobby Rosadillo When you looked at the amount of accidents on Meridian Rd. did you see any trends for the causes of those accidents? And if so, is that... were those considered when making these proposed improvements?

Meagan Romenesko, DKS Associates The largest type of accident was rear-end accidents. Outside of, you know, some of the alcohol or drug impaired accidents that caused like head on collisions or like side swipes was also a common one. One thing that will help with the rear-end accidents is adding those right-hand turn lanes everywhere. But yeah, that's rear end accents are pretty common with signals and one of the biggest ways to help them is by adding right turn lanes.

Vice Chairman Bryan Clark Regarding the landscape buffers outside of the right of way. In theory, who would own that? Would that be retained by the agent? The governing agency? Would that go back to ADHD? Would that be with city? Is there any concept on that?

Mark Wasdahl, Idaho Transportation Department I have not read state code but my district engineer assures me that the state code does not permit ITD to maintain pedestrian facilities. We have built them on Chinden as part of the widening project there. I know there's some disagreement as to who actually maintains them. That's above my pay grade for working out who does that. We did put them in because both Meridian and Kuna have Highway 69, a special corridor in their comp plans. I know Kuna has a 50-foot offset for residential, 30-foot for commercial. I think Meridian Rd. or City of Meridian has a 50-foot standard set back and I think both are 10-foot separated pathways, so we've put it in there, just like we have for other widening projects. I did ask about the State legislature passed a bill and I was told that that only affects the prohibition on pedestrian facilities; is only in effect if you are shrinking the size of existing lanes. Because we are adding, we can put pedestrian facilities in like pedestrian facilities. If we were to say take our 12-foot length and shrink them to 11, and then put something in that would be... Go against the statute that was passed by the legislature.

Vice Chairman Bryan Clark Okay, related question. In most of these reaches where we have these buffers, do we already have the existing space or are we looking at potentially having to claim eminent domain? Is this above your pay? Because we... you mentioned that the right of way is 122 feet, that is not inclusive of that 30-to-50-foot buffer. So we're talking about an additional 60 to 100 feet that isn't accounted for... or is it accounted for yet?

Mark Wasdahl, Idaho Transportation Department Actually the pathways we're looking with the separation of... *How many feet is the pathway?*

Meagan Romenesko, DKS Associates *It's a minimum 8-foot separation.*

Mark Wasdahl, Idaho Transportation Department All I can look at is what Brighton's looking at and I know there's sidewalk pathway was added as part of a Meridian project closer to Amity that there's it... looks like when it's being redeveloped, there's room. Potentially, if it's not redeveloped it you could end up in situations like that. I'll say that we don't have projects, some of it is we're waiting for Brighton

Development to come through and understand what work they're doing essentially work around them, that they're doing the first piece in the middle. If you look at our document, at least, I don't think it's changed. They gave project limits from Victory to the north to Columbia and the South, not including the intersections, but the amount of money they have there are they are going to be able to do all that, so... We'll find out as they move forward how much they're actually going to do then I think you end up filling in the pieces after that.

Vice Chairman Bryan Clark Okay...

Meagan Romenesko, DKS Associates One thing I want to add, Leah said something like this might come up. Not totally familiar with this, but she said this so the 30- and 50-foot setbacks are for state highways and assuming that that Meridian Rd. extension gets built, there is, I believe the possibility that it becomes a lower classified road So that that 30-to-50-foot distance decreases. I'm not sure what that value but it would go, it would be less right or less take essentially.

Vice Chairman Bryan Clark So through the areas that we're potentially going to be widening, from Avalon north, The existing facilities that have been that have been entitled in the last 30 years, let's say have sufficient setbacks generally speaking. So it would really only impact any facilities that are potentially still rural in classification is that kind of what I'm hearing?

Mark Wasdahl, Idaho Transportation Department I think just looking at the rural plots that we have, I think Kuna looks clear. There are pinch points as we showed up in Meridian, especially between Harris and Victory when they widened it in 1990. I think we took a 10-foot slice off the front of the Subdivisions there, and we did have some contact. It's like, yeah, there's just, there's not much bike left there. That's why we're looking at... Well, you've got the cut. That you how do you level it and get that to fit in there? So that's going to be some tough engineering in some places. In talking with Brighton, they said do you want us to grade down to road level to put the bike-pedestrian facilities in? And we said no, having vertical difference is fine. I guess as long as when you get down to the next intersection you drop it down to that level. And I think that makes more sense for them more sense for people to have not only horizontal but vertical separation. And I think it makes it less expensive for them to do that.

Vice Chairman Bryan Clark Any other questions?

Commissioner Jim Main Yeah, one question. I don't assume that the Highway 69 extension is going to happen in the next couple of weeks. So, thought process behind the curve that's out there now? The speed limit is 45. Nobody drives 45 around there. Trying to get out of Kuna Rd. and go East into town. You're taking your life in your own hands. Is there any way to reduce the speed limit from, say, Deer Flat all the way into town?

Mark Wasdahl, Idaho Transportation Department Our speed changes are done as a result of studies done by our traffic engineer. I can bring that up I guess as a separate... Probably the Planning and Zoning wants to send a request in to our district traffic engineer. The caveat we give is that they look at current 85 percentile speed and sometimes you end up going faster instead of slower. It's... I think of it as an anti-speed trap. That you because based upon current quote 'safe speed,' so you just can't drop the speed arbitrarily on a facility that looks like it's drivable at that speed limit. But yeah, that's something that we go through our traffic section.

Commissioner Jim Main When we're trying to cross traffic on a curve, it's hard to tell which lane cars are in when they're coming into the curve, and I assume I live close to there and I hear sirens all the time. So I assume that it's not a really safe curve.

Meagan Romenesko, DKS Associates Yeah, one of the fatalities, I can't remember the details exactly of the fatalities, but it was at the Kuna curb, so it's probably something...

Commissioner Jim Main yeah, thank you.

Vice Chairman Bryan Clark Any other questions from the commission? Thank you so much for being here. Appreciate it.

Mark Wasdahl, Idaho Transportation Department Thank you.

Meagan Romenesko, DKS Associates Thank you.

4. PUBLIC HEARINGS:

(Timestamp 00:42:27)

Vice Chairman Bryan Clark Moving to a public our public hearings.

- A. Case Nos. 24-05-S, 24-08-AN, & 24-23-DR (Preliminary Plat, Annexation, & Design Review) for Madrone Village Subdivision – Troy Behunin, Senior Planner -**Continuation from March 11th, 2025.**

Applicant requests Annexation of approx. 79 ac. into Kuna City and proposes the R-6 (Medium Density Residential) & C-1 (Neighborhood Commercial) zones; and requests Preliminary Plat approval to subdivide the same lands into 354 single-family lots, 38 common lots, 12 common driveways, 1 School Site, 1 City Park and 2 deeded access lots, with an accompanying Design Review Application. The site is in Section 27, Township 2 North, Range 1 West (APN: R7321001040).

Potential Motions:

- *Motion to recommend Approval/Conditional Approve/Denial of Case No. 24-05-S and 24-08-AN, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to Approve/Conditionally Approve/Deny Case No. 24-23-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:42:30)

Vice Chairman Bryan Clark First on the docket this evening, case #24-05-S, 24-08-AN, and 24-23-DR for Preliminary Plat, Annexation, and design review for Madrone Village Subdivision. This is a continuation from our meeting on March 11th, 2025, Troy.

Senior Planner Troy Behunin Thank you, Bryan. For the members of the Commission, this is Troy Behunin. Good evening, Members of the Commission. The applications before you this evening are a continuation from the March 11th, 2025, meeting. They are a request for annexation of approximately 79 acres into the City of Kuna and to apply the R-6 and C-1 zones. The applicant is also requesting preliminary plat approval in order to subdivide the property into 354 single family lots, 38 common lots, 12 common driveways, a school lot, and also a City Park. The site is located near the southwest corner of Ten Mile and Kuna Rds. Staff would like to highlight that the developer is also working with the Kuna Rural Fire District as well as the Charter school for that on site school lot and also working with public... with the Parks and Rec for a City Park.

Tonight's meeting is a continuation and at that meeting on March 11th of this year, the Commission had three requests from the... for the applicant. There were other requests inside those requests, but there were three main ones. One was getting it and it and accepted TIS traffic impact study from ACHD, and there was supposed to be a transition of homes, and the third was a central open space connecting the south part of the site to the north part of the project which the applicant has responded to the Commission's request and also to other outside agencies request and those updated preliminary plat and the landscape plans are included inside the packet and they are also available online for the public. The applicant has also made necessary adjustments to accommodate a 40-foot Boise Project Board of Control easement along the Sunbeam St. and Bead Lily Ave. frontages. An exhibit demonstrating the cross section of those frontages is also included in tonight's packet.

Staff has reviewed the proposed annexation and the preliminary plat design review applications for compliance with Kuna City Code, State Code, and Kuna Comprehensive Plan and should the Commission recommend approval for the annexation and the pre plat applications and approve the design review application staff would recommend that the applicant be subject to the proposed recommended conditions of approval that are outlined within staff's report. The applicant is present tonight. They do have a new presentation to demonstrate their compliance with the Commission's request and also that of Boise Project Board of Control. And I will be here for any questions that you might have.

Vice Chairman Bryan Clark The applicant would like to come forward.

Stephanie Hopkins, KM Engineering Good evening, Mr. Chair, Members of the Commission, Stephanie Hopkins of KM Engineering. Our address is 5725 N Discovery way in Boise. I'm excited to be here this evening. Thank you for having us. We are thrilled that we were able to fulfill the request that we had the last time we met in March. As Troy mentioned, we now have an accepted TIS from ACHD and we have an accepted or final staff report from ACHD as well. The final staff report from ACHD is reflective of what their draft report was so I can. *Troy, I don't give my presentation or if that would be helpful, but.* We've also made some changes based on the Planning & Zoning Commission's recommendation and conversation about the transition and lot sizes.

[Inaudible] Oh, it's on there. Okay. Sorry. I'm playing with your files now.

We resubmitted A revised from our plat that has those changes. So Boise Project Board of Control has a facility that actually crosses through the site will be relocating that to the periphery along Sunbeam and Bead Lily which is the proposed collector roadway that we'd be constructing with this property. This is the original layout that was discussed the last time around north is facing to the right. This is bead Lily, which is where the 40-foot irrigation easement will be. It stops right about here and then there's a section of it that'll be a long sunbeam, which is the Southern Rd. here. So this is the original layout. This is the revised the. The big thing that you'll notice is that the landscape buffer here along Bead Lily and Sunbeam has been extended 40 feet. So we're going to include some landscaping within that that would include like boulders and some things that we've gotten approved from Boise Project Board of Control. It'll be a really nice buffer as well to the agricultural uses and larger property to the West, which was a discussion we had the last time more of a transition for those properties. We also readjusted some of the lot sizes along this boundary as well to make them a little bit larger we did used to have. We've basically swapped out 24 of these skinnier, the kind of smaller single family residential lots, with the larger standard single family residential lot. So there are now 24 of the larger lots to provide more of a transition and just larger products. And then a smaller lots are still located in this in the center of the subdivision to buffer existing uses.

We did... We heard you on the open space. More in the South part of the development. So we included a nice little pocket park that will provide, kind of, a central open space for folks that's connected with a pathway that goes to the north on the kind of in the center of the site. And we also added a couple of pathways that connect from Sunbeam and the internal sidewalks up to the north to the commercial area. So these are the kind of vegetated areas here. Our rendering shows that those would have trees alongside the pathway north. So those were those are all discussions we had the last time we met with you all and changes we made because of the that discussion.

Let's see, I wanted to discuss there, so this is the revised layout highlighting the change in lot. So the overall lot count changed minorly from 414 to 409, and that was really to decrease the number of common lots that were needed for landscape buffers between like end caps, essentially because we increased the size of losses lots within the development. And then as mentioned, we swapped out those smaller product type for the larger. This is the section that Troy was talking about, so highlighted here. This is what would be along Bead Lily and Sunbeam. So just an extended landscape buffer to provide a nice transition from existing uses and the collector roadway with some landscaping and fencing. And then our standard section here that includes fencing, landscaping same boulder. So it'll be really consistent and carry nicely forward above where the irrigation easement is not located.

So the ACHD staff report we received on April 22nd and the site-specific conditions were the same as they were with the draft report. They are requiring that the school complete its own traffic impact study, which is a standard that's usually required for schools and gives them the opportunity to look at their traffic separately and require any mitigations would be appropriate for that use specifically. And then they'd like to see an updated intersection analysis for Black Cat Rd. and Columbia Rd. And that's prior to the 200 slot. So that would be, you know, one of our later phases probably phase four or five, they want to see that updated intersection analysis before they would sign the final plat for that for that phase.

There was some discussion the last time around about traffic at the Ten Mile and Kuna intersection and just really wanted to highlight that this development will be providing 2 points of access to Kuna Rd. that don't exist now, which will provide a really great option for north-south traffic to not use Ten Mile if

needed and we'll be adding turn lanes and other things to make sure that traffic is able to go in to and from the site efficiently. Another thing that was in the ACHD staff report are the improvements that we already planned on doing. So those are the other site-specific conditions in that report including widening or including Madrone Ave. as the 36-foot St. section. They mentioned the vacation for Yankee Rock, which is unopened right of way on the east side of the site and dedication of Kuna Rd. as well as the construction of Bead Lily, which is the collector on the West side of the site. So we are really excited about this project. It's proposing additional housing options for this area of Kuna will provide a nice site for a charter school and future commercial opportunities which don't currently exist South of the tracks. It's also going to provide major infrastructure improvements that will provide a very important connectivity alternative travel options and if approved, this project could alleviate costs that are associated with infrastructure that will be needed for the fire station. We've had discussions with the Fire Chief and understand that they don't currently have improvements that are related to sewer extension and some other things that are pretty costly within their budget. So it'd be really great to partner with them on this development and I think we, I think that's it. So look forward to your discussion and I'll stand for questions.

Vice Chairman Bryan Clark Any questions to the applicant on this?

Commissioner Jim Main Yeah, if you could, could you kind of walk me through the intersection improvements. It looks to me like we're going East on Kuna Road, across the tracks through town out to Highway 69, correct?

Stephanie Hopkins, KM Engineering Mr. Chair, Commissioner Man.

Commissioner Jim Main Main.

Stephanie Hopkins, KM Engineering Apologies, that's okay. I might need classes I might need to talk through your question a little bit. So you're saying that intersection improvements that would be required for this development or for just in general? so that this is a graphic that was put together by our team to show what ACHD's capital improvements are planned for the city of Kuna. Everything in blue are developments that have been approved or are in process. So everything that we are proposing with our development will be improved so the red is the Bead Lili Collector, Green is Madrone Ave. which is a new a new street for the main point of access to the subdivision that would be completed with ours. And then we're going to be. Completing a section of Kuna Rd. as well as Sunbeam. We're not the traffic impact study and the ACHD staff report didn't require any improvements to intersection specifically with this development, but they did ask that we reanalyze Black Cat in Columbia in the future. So they can assess whether there are mitigations needed at that time. Does that answer your question?

Commissioner Main No.

Stephanie Hopkins, KM Engineering Maybe you could ask again or somebody else on my team knows what.

Commissioner Jim Main No, I've been going through your traffic study here and. Some of the improvements and I'm looking at this sheet.

Stephanie Hopkins, KM Engineering Okay, do you have a page number for chance?

Commissioner Jim Main And some of those intersections on ACHD plan around 15 years for the improvements. And I'm just wondering how we're handling traffic going east on Kuna Rd. Are we going through downtown, Kuna?

Commissioner Jim Main Stephanie Hopkins, KM Engineering options for folks. So I would venture to guess that a lot of people that are traveling East should go to work or whatever in the morning probably won't want to go through downtown Kuna, they may go West and then north or South on Black Cat, *thank you*. Rather than going through downtown Kuna, but again our traffic engineer isn't... didn't find that we would need to make improvements in the intersections there. There's a there is analysis about, you know, what the percentage of traffic is during the PM and AM peak hours and where they would be going and ACHD made their recommendation based on the traffic impact study, so...

Commissioner Jim Main Thank you.

Stephanie Hopkins, KM Engineering Thank you.

Vice Chairman Bryan Clark Any other questions for the applicant at this time? Okay, thank you very much.

Stephanie Hopkins, KM Engineering Thank you.

Vice Chairman Bryan Clark All right. With that, we'll go ahead and we'll open the public hearing at 6:56 here. Is there anybody who wanted to sign up and testify on this application that has not had an opportunity to yet? If you come up in the sign your name, please.

[Brief Silence]

Vice Chairman Bryan Clark All right, first on the list, we have Stephanie Hopkins. *Ah. Thank you.* Next, I believe that sorry if I butcher this bat Huffaker? Pat Huffaker? Thank you. Next on the list we have Cindy Gieson.

Cindy Gieson Good evening, Commissioners. My name is Cindy Geisen. I'm at 1363 S Ash Ave. Kuna, Idaho. I just... Mostly I'm neutral on this. I just had some questions and have made some observations. I'm hoping that you'll pay attention to as you go forward. First the original layout and this other one is seems to be a great improvement. So great work to the staff and the people that consider all those other things. So that was nice to see. I'm just, you know, we get promised a lot of things like land giving land away for certain purposes and for commercial. And so you've made this a multi, you know, use kind of property and in the past we always get burned on the commercial and that side of the tracks. By having commercial there, it might reduce some of the traffic trips the trip in. On these 304 hundred homes, so like in the past, it would be awesome if you can make that a priority before they do a lot of, you know development that they actually have a buyer and people who are going to develop there. And personally I have 2.5 acres and this commercial. This 2.5 acres and what I see in there is a dream. Okay, it's not going to happen. I think the best we'll do is get another Jackson sign. Post it. They're saying coming. So I'd like you to really pay attention to that and make it happen. And let's start a standard of making them do some of that commercial have contracts before they start. You know, digging up the ground I live on ash which has sunbeam going through it and we've fought hard to keep it traffic from dumping in there because we have a very small Rd. that we kind of have to pull over to let other people pass by when we don't want improvement. Because they like their lifestyle, being able to park on the road. So in the past you've

blocked it and I can see a straight path through to our street and it ends at our street. It'll never go to school for a long time. So I'm wondering what kind of if you pay attention to that and what kind of, you know, what are you going to do? I know there's another person on Sunbeam that might open that up, but before you let it be open, please look at our street and leave it alone and just don't try to. I think they've got a lot of diversion there that might be helpful, but please do something to help us out there because we've already approved something across the street they haven't developed yet, but that was already going to impact our yard, our street greatly. And so finally when we when you guys approve at a Community like this? It seems like you're not paying attention to 5G towers and energy storage areas. If you look at the development that you approved on school, some reason you put it right next to 5G power and you put in lithium batteries surrounding it, which totally degrades the property value. And there's acres next to it, and it's, you know, they're just putting them everywhere. And Ada County is doing new code. And I'd like you not to put any more of those in place around neighborhoods until you update your code. And I think Ada County might come up with some good energy solution, code that actually, if a fire happens even with the fire department there, they aren't going to put this out. The solution has always been let it burn and the 5G towers are harming people. If you do, you do your studies, there's people out there fighting it in Ada County. So that's what I have. Thank you.

Vice Chairman Bryan Clark All right. Next up, Tim Jensen.

Tim Jensen, Kuna School District Tim Jensen with Kuna School District 711 E Porter St. here in Kuna. Just wanted to get up and reiterate our sense in opposition to this. We weren't able to come to an agreement with the developer on this, and I know part of their conversation is by putting a charter school in it takes away that impact and I would say it might lessen the impact, but there's still gonna be kids that come to our schools that are overcrowded. As you guys know, I'm principal at Fremont Middle School and as of right now, we're over capacity in all three of our grades and we barely got done with this school year. And so there is an impact, I know Assistant Superintendent Reddy has been in contact with Mr. Eck and kind of explained the board's wishes for these things and. But anyway, just I know we've spoken about it and you got a letter on. I just want to get up and give that position again and I'll stand for any questions.

Vice Chairman Bryan Clark Thank you, Tim

Tim Jensen, Kuna School District Thank you.

Vice Chairman Bryan Clark Tammy Huff.

[Inaudible In Background]

Vice Chairman Bryan Clark Thank you. And Michael Cline.

Michael Cline Michael Cline, 475 S Mid Pine, Kuna from the Sutters Mill subdivision. That's right next... and I can't believe that the ACHD, or the traffic study, means that nothing is going to be done to the Ten Mile intersection. It's already getting to be a pain at high traffic times and with all those extra houses there, it's going to be... It's going to be much, much worse. I want us to be looking forward. I want something in place for that intersection because it's just going to become an unusable for the people who come in and out of their constantly. Especially with a whole bunch of more cars and people, you know, they were saying that there's other ways to go in and out, but. A lot of people are going to be coming

through Kuna, and that means they're going through that Ten Mile intersection on Kuna. And that that is my main concern. I'm not. I put myself opposed. I'm not opposed to the subdivision. I just want it to be planned better for the traffic because it's going to cause headaches for those who live around it right now. Thank you.

Vice Chairman Bryan Clark Thank you. All right, last call for this application. If there's anybody who wanted to speak and have an opportunity to? We'll go ahead and close the public hearing at 7:05. Stephanie, if you'd care to rebut

Stephanie Hopkins, KM Engineering Thank you, Mr. Chair, Commissioners. The developers up here too. So we'll both kind of tackle the discussion, but I think in regard to Miss Eason's comments. The commercial lots that we're proposing within the development are in the first phase that tenants do tend to follow residential development. So a lot of that stuff, you know, we obviously are excited about the commercial component, think it'll be really great for this part of Kuna and it'll be a really great benefit, but that will depend on the users that come in for the most part we will plot. Though with the first phase and then I just wanted to, I guess, emphasize, and mentioned that we did donate, the developer donated the fire station lot to the Fire district. So that is one expense that they will not have to cover with the bond or otherwise. Let's see the... As far as schools are concerned, I think charter school in this location will be a really nice option for folks. There were quite a few folks that came to the last hearing that were supportive of SAGE in particular, and we're currently driving to Boise to have their children go to the school. I think it'll be a nice it'll add variety to Kuna and provide an option for folks, especially in this part of town, to have their kids go to a school like that and then as far as the Ten Mile intersection, so this project will be developed in about 5 to 6 phases. It'll probably be over a 10-year period. A lot of the roadway improvements will be assessed as the project continues on and there are a lot of developments that are happening in this area that will also contribute to improvements to intersections and the roadways within this area, so. It's not that this project isn't doing any improvements, it's just not being required at this point. beyond that...

Tim Eck Yeah. Good evening, Commissioners. My name is Tim Eck. I am the applicant. I live at 6357 Buena Vista Lane in Star, ID. Within our first phase, we will be providing 2 fully functional 1 as a partial mid-mile collector and the other is a local connections to Kuna Rd. These roads will have... Kuna Rd. be widened with left turn lanes, right turn lanes, acceleration-deceleration lanes. So these intersections that we're providing will be far more functional than the existing Ten Mile Kuna Rd. intersection. The placement of the Falcon Crest Charter School would never be approved today because their accesses on the Ten Mile don't meet any of the offset stand. We'll be able to provide the people that live in Sutter's Mill and the other subdivisions two more points of which they can get onto Kuna Rd. with fully functional intersections versus the two lane two lane with no turn lanes. No left turn lanes. So we mitigate the traffic on that intersection significantly by tripling the connectivity to Kuna Rd. for them. And then with the with the schools, while our charter school that goes in there. It's not going to accommodate K through 12, but it will at full build out accommodate approximately 3 times the amount of students that will be produced by our subdivision. So while we might not be taking care of high school students, we're providing three times the seat capacity of the students that are being generated in the global picture, which will help mitigate the impact on the grade schools and the middle schools. And just provide that charter school option for Kuna residents.

Stephanie Hopkins, KM Engineering I don't have anything to add, thank you.

Tim Eck And the stub of Sunbeam that goes, I believe, where she was talking to Ash Lane is East of Ten mile. Is that correct? Yeah. It's east of 10 mile. So Sunbeam already exists for half mile. And we'll be extending Sunbeam over to Bead Lily. Which will allow any of the traffic that might want to go Sunbeam E It will provide them a connection to be there which is in the mid mile that will get them to the Kuna Rd. So there's just a lot more access to Kuna Road to take them off of Ten Mile and Kuna Rd. And if you have any questions, I'm glad to answer.

Vice Chairman Bryan Clark Any final questions before we go to deliberation?

Commissioner Jim Main I have one question for the traffic engineer. How many trips are generated by this development?

Stephanie Hopkins, KM Engineering Mr. Chair, Commissioner, Main. I'm not the traffic engineer, but I am a planner representing the client, our client, so I can look and see. I can't remember offhand. Commissioner Main, I apologize, I don't know exactly where it is in the report. Do you happen to know where it is? And do you have the number?

Commissioner Jim Main No. I wasn't testing you.

[Laughter]

Stephanie Hopkins, KM Engineering I thought maybe it was a little test. I know and I just have the ACHD report with me right here so.

[Brief Silence]

Mr. Chair, Commissioner Main, one of our development team folks is saying it's usually 10 per household, so it'd be around like 3000, probably. So we have...

[Brief Silence]

Senior Planner Troy Behunin Thanks. Hey, Commissioners, this is Troy Behunin, Development Services Department. It is on page one. What the April 22nd, 2025, report from ACDC indicates is it will generate approximately 6053 vehicle trips per day and 484 vehicle trips per hour at the PM and that's just based on the impact study that they've accepted. So we had a significant lot count reduction. But the staff report was based on the original lot count, so how many months we?

Stephanie Hopkins, KM Engineering Have we've lost like 80 lots since the original.

Tim Eck So the numbers are representative of 80 lots more than we actually had.

Chairman Bryan Clark Which, if I heard correctly, is about 800 trips reduction. So we're looking closer to 5200 and 5500 somewhere in there.

Stephanie Hopkins, KM Engineering Correct. Thank you.

Commissioner Ginny Greger I have a question that I don't know if the developers can answer or Troy about how the City Park is going to work with the school.

Senior Planner Troy Behunin For the record, this Troy Behunin, Development Services Department. So that's an excellent question. I can answer part of that. I know that they're working directly with Bobby

Withrow, Parks and Rec, and the developer Tim Eck and his team have collaborated with Parks and Rec, and they will come up with and they've also included a potential school into a three-way agreement. So, for that, I would turn it over to Tim to kind of expound on that, but yes, it's a detailed agreement.

Tim Eck So the plan was to put this park facility right next to the school. So the school will have priority use over the park during session. Which is the time when parks are not generally publicly used and tends to be the time frame when vandalism occurs. So we'll mitigate the vandalism in the public school on the public park by having the school there, supervising, watching and the school using it. Then once school's out of session it's fully open to the public and we work with parks and Rec. We put in all the improvements that are that are laid out on the preliminary plat, the multi-use sports fields and what we have in there.

Stephanie Hopkins, KM Engineering It's just, yeah.

Tim Eck Basketball courts.

Stephanie Hopkins, KM Engineering You have your sports courts and then it's a concept showing like a soccer field.

Tim Eck It's...

Stephanie Hopkins, KM Engineering And a tot lot.

Tim Eck Yeah, it's sized to be large enough for football, soccer, or lacrosse. So it's an amazing amenity for the school to have next to it. We have suggested there would be a cost sharing agreement for the maintenance between the school and parks and Rec, so parks and Rec is not picking up the total maintenance cost. The school will be sharing that cost with them.

Commissioner Ginny Greger So a mother that works in the lives in this subdivision and wants to take her three-year-old to the park at 10 AM Monday through Friday is not going to be able to go to that park?

Tim Eck You know the final... All those final details and still have to be worked out with parks and Rec and the school. But the concept was to have the school have the priority use. I don't know that they're going to have issues with mothers with three-year old kids coming over there and using the park when the kids are in school, but they're not going to want mischievous kids out there hanging out, interrupting the school activities.

Commissioner Ginny Greger Okay.

Vice Chairman Bryan Clark So on that note, just real quick, the additional green space, the additional park down at the South end of the track. Was there concept for top lot or any kind of amenities at that location?

Tim Eck We plan on having a top lot in the main park but at the last meeting, Mr. Main inquired about having some sort of an open space up at this end, and at that time before we had this canal leave that we had to add, we had like a 40-foot-wide pathway going through the subdivision. Well, the try and keep everything to fit, we had to squeeze that pathway to a more traditional width pathway, but then we backed out a couple of lots right there and that could be in that particular block or it could be moved to any of the next two blocks, if there was a better location, but we put it in that lot and consume, you know, lost two

residential lots to put it there so that you have that park resting sitting area, but we pretty much just plan on it being you know an open grassy area with landscaping and some benches as requested.

Vice Chairman Bryan Clark Okay, thank you kindly appreciate it. And we have closed testimony. Okay, that brings us to our deliberation.

Commissioner Jim Main I'm kind of torn of that. You know, I appreciate the fact that Tim's willing to donate land to the fire department, which is needed, needed on the other side of the track. And I do like the Charter school there, whether the school district thinks it will alleviate any load to the them or not. I still have issues with traffic. And you know, I see a lot of traffic actually going in Kuna through town out to Highway 69. You've got railroad crossings there. I'm not sure how that's going to work. You know, and I realize we're in several phases here in phase one could take five years to build out, so. Yeah, I'm torn here on creating a traffic problem and the amenities that we can get from this.

Commissioner Bobby Rosadillo I have similar feelings as Jim. My concern is the traffic.

Commissioner Ginny Greger Again, the traffic, but I do agree there's lots more access. Different ways to go, but I still think 10 mile and you know Rd. is going to be a problem because it's already a problem I also see people going out Sunbeam and down Ten Mile to King Rd. That's the best way to avoid the railroad tracks and I honestly I think probably can handle it I absolutely to test the idea of a City Park being used by a charter school. And also the I admire this charter school. I have some people I know that are going to it and I think it's a great charter school, but by only going to the 8th grade. Where do those 9th graders go? Probably the high percent of them will funnel into Kuna High, which is already overloaded, and I just that becomes more of a problem for the. School district. So that's some of my thoughts.

Vice Chairman Bryan Clark And at the end of the day, the unfortunate thing about the traffic is we're in an interesting situation with our relationship with ADHD and You don't get it till you need it is kind of the position we've been put in so that's always the hard conversation when it comes to traffic. I like the... I love the fact as we as we've all stated. Bringing the fire station down here is really important to the community. And having the additional options of the school is good. I really appreciate the effort that the developer and the and their team have put in to reducing the number of lots and creating a better, more usable community. The walkability of this community is admirable and I really appreciate the fact that we've added the additional open space as you enter the track. So I mean. It's a hard it is. It is hard. We're getting tight down there, so...

Senior Planner Troy Behunin For the record, Troy Behunin, just want to touch on just a couple of things real quick for the Commission's consideration. As you pointed out, a lot of a lot of the traffic issues that all communities go through, they're driven by development. Its developer motivated... developers that are motivated to put these developments in and those improvements are on the developers dime so... You know, it's nice to be concerned about traffic. But being concerned about traffic is only half of the issue you also have to think about how it's going to happen when it's going to happen, who's going to fund it, and the fastest way to get improvements is to allow the professionals take care of it. ACHD has reviewed this ITD's reviewed this. ITD has also reviewed the traffic impact study. Whenever a traffic impact study is required by a development anywhere in the city ID also reviews it and they didn't actually have any concerns or they would have commented on it. The other thing is, yeah, this is something that will be tiered. Black Cat and Columbia will also be an intersection that will be re-studied at the 200th lot. Any

idea how far away Black Cat and Columbia is from this project? It's a long way that tells you where ACHD believes most of the traffic will go. A long-time people were started complaining about not having emergency services on the South side of the track. Now developers working with them to not only give them the land, but also to bring those improvements which they haven't planned on. Anyway, I'll stand for any questions if you have any.

Vice Chairman Bryan Clark I think with that I'd stand for a motion.

Commissioner Bobby Rosadillo I'll make a motion to recommend denial of case #24-05-S and 24-08-AN.

Commissioner Ginny Greger I'll second that.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark Thanks. Motion passes to deny... I'm sorry?

Commissioner Jim Main Recommend.

Vice Chairman Bryan Clark Recommend. Yeah, recommended. Recommended recommendation for denial.

(Timestamp 01:24:02)

Motion To: Recommend Denial Of Case #24-08-AN

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Ginny Greger

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

Vice Chairman Bryan Clark Okay, next on the docket this evening. Do we need to make a motion for a short recess or... Okay, I'd Like to take a short 5-minute recess.

~ Enter Recess At 7:24 PM~

~ Exit Recess At 7:29 PM~

Vice Chairman Bryan Clark All right. We'll come out of recess at 7:29 PM and moving on to the next case.

B. Case Nos. 25-02-S, 25-01-AN, 25-03-DR (Subdivision, Annexation, & Design Review) for Crimson Square. - Marina Lundy, Planner

Applicant requests annexation and zoning, subdivision preliminary plat, and design review approval to divide the site into subdivided commercial lots. The site is located on the corner of N Ten Mile Rd and W Deer Flat Rd (APN: S1315449280) S15 T2N R1W.

Potential Motions:

- *Motion to recommend Approval/Conditional Approve/Denial of Case No. 25-02-S and 25-01-AN, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to Approve/Conditionally Approve/Deny Case No. 25-03-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 01:29:48)

Vice Chairman Bryan Clark Next on the docket this evening, item B is case #25-02-S, 25-01-AN, and 25-03-DR for subdivision, annexation, and design review for Crimson Square, Marina.

Planner Marina Lundy Good evening, members of the Commission, Marina Lundy, Planner, Kuna Development Services Department. The application before you this evening requests annexation, preliminary plat, and design review approval for approximately 5.98 acres with a proposed zone of C-1 neighborhood commercial and to subdivide the site into 7 commercial lots and one common lot. The site is located at the corner of N Ten Mile Rd. and W Deer Flat Rd. Staff recommends that there be a clearly identified pedestrian crossing at the entrance on north Ten Mile Rd. That there be a transition from the existing 5 foot sidewalk to the proposed 10 foot sidewalk on N Ten Mile Rd. and that any landscaping that will grow taller than three feet be pulled 10 feet back from the N Ten Mile Rd. and Westland Black Dr. entrances staff would also like to note that the staff report states six commercial plots, which is an error and will be corrected to reflect 7 commercial. Staff has reviewed the proposed application for compliance with Kuna City Code, State Code, and the Kuna Comprehensive Plan, and should the Commission approve the design review application and recommend approval for the annexation and pre plat application and staff recommends the applicant be subject to the proposed recommended conditions as outlined in the staff report. I'll be here for any questions that you have about the application and the applicant is present tonight.

Vice Chairman Bryan Clark If the applicant would like to come forward. You have a presentation this evening.

Glenn Walker Mr. Chair, Members of the Commission, my name is Glenn Walker. I reside at 1831 E Overland Rd. I appreciate the opportunity to speak with you tonight regarding the proposed Crimson Square development. I'm here today on behalf of the owner to respectfully request your approval for the following entitlements, annexation, annexation and zoning, preliminary plat approval, and design review.

Crimson Square is located at northwest corner of Ten Mile Rd. and West Deer flat Rd. the project site consists of approximately 5.9 acres. Currently designated as vacant agricultural land within the rural urban Transition Zoning district. our proposal includes annexing the property into the city of Kuna, Rezoning the parcel to a C-1 neighborhood commercial in alignment with the city's future land use map, subdividing the land into 7 commercial lots and one common lot and beginning the design review process. The property is surrounded by existing commercial and residential uses: north zoned C-1, east zoned R-6, and the South and West is zoned C-1. Existing adjacent roadways include W Crenshaw St. and W Land Black Dr. to the North, N Ten Mile Rd. to the east, and W Deer Flat Rd. to the South. Also, there is North Waspy to the north and Madderlake to the West. The project aligns with the City of Kuna's comprehensive plan, which designates this area as commercial on the future land use map specifically the site development supports the following goals and objectives: Goal #1, is creating a vibrant and economically diverse community which promotes business creation and expansion and relocation, and then also encourages shovel ready commercial parcels with adequate infrastructure; Goal #2 is enhancing the quality of the character of the commercial development and supporting connected well designed commercial areas. The preliminary plat proposes a 10-foot-wide sidewalks along Ten Mile and W Deer Flat for enhanced pedestrian experience. A designated pedestrian crossing at the Ten Mile Rd. entrance, a transition from existing 5-foot to 10- foot sidewalks, landscaping setbacks of 10 feet for plants taller than three feet near the entrances and internal private streets and lot access designed in accordance with the ACHD and City standards.

We are in agreement with Staff's recommendations, conditions of approval, which include coordinating with ACHD and city staff on access, easements, traffic improvements, and lighting. Compliance with Kuna city codes for fencing, landscaping, signage, and utility installation. Commitment to maintain landscaping in a healthy condition year-round and ensuring that all future building projects within the development will go through individual design review. We also held a neighborhood meeting a few months, or a little while ago, and no one was opposed to the development at that time. We understand that the development will set the foundation for future commercial activity in this growing area of Kuna. And we are committed to delivering a high quality, thoughtfully designed project that aligns with the city's long-term vision. On behalf of the owners I want to thank the Commissioners and the city staff for their time, review, and consideration of Crimson Square development. We respectfully request your approval of the annexation, preliminary plat, and the design review process. And I appreciate your time and thank you. And I'm here to stand for any questions that you may have.

Vice Chairman Bryan Clark Any questions?

Commissioner Ginny Greger I'm good.

Vice Chairman Bryan Clark Thank you.

Glenn Walker Thank you.

Vice Chairman Bryan Clark Okay, we'll go ahead and we'll open public testimony at 7:35. I've got 1 sign up. Is there anybody else who would like to sign up to testify on this application? I've got Steve Nelson.

Steve Nelson Hi, I'm Steve Nelson, 1849 N Madderlake place. I live right next to Crimson Square. It's a very tiny place and I like the potential. Hope the builder prospers. I hope the residents get to use an

awesome place in the future with those seven commercial lots. I'm just speaking briefly about not just the decision to build and the quality impact when it's done, but the process, how it's done. I may not be able to make other hearings. So I had to speak now. You know, but I really want construction excellence and what I mean by that is in two points, clean and in order too many times from big cities and small towns under the banner of it's under construction, sites are left out of order. Signs are crooked, like that one on the back wall, you know, construction debris is just floating around. There's muddy things left on the road until rain washes it away and it's just not good enough for the people who have to drive by it twice or more a day for a year or more to see that happen. And I ask that the applicant, that the city, that all residents encourage a high standard of keeping the place in order, please, when you're building that and my second point is really about the neighborhood impact by the workers, I hope the workers have a good experience and everybody's safe and make good money and everything. But I've seen too many times even in, very safe, Idaho that some of the workers, especially those coming from outside of Kuna, drink on the job, especially Friday at 5:00. They smoke marijuana on the job, they leave their trash on the job. And when I've got a teenage daughter and her friends walking by, I don't want 20- and 30-year-old construction workers gawking at them and such.

And I just ask it's never too early to plead for common courtesy and respect of the impact you make because they may go back to Nampa or Meridian or Kuna or Boise or whatever, but for the people who live here, we want not just a safe environment from construction debris, we want safe attitudes that make people feel like it's okay to walk around. It's okay to be in town. It's okay to live next door to that construction site. So thank you for the chance to share and I hope quality things happen in decisions, in the process of how it's built, and the following impact. Thank you.

Vice Chairman Bryan Clark Thank you.

Commissioner Bobby Rosadillo Thank you.

Vice Chairman Bryan Clark All right. And if there are no others who would like to testify, we'll go ahead and we'll.... *Or? Yeah, if you wouldn't mind signing up then.*

Michael Olsen *Sure.*

Vice Chairman Bryan Clark Okay, go ahead and yeah, we'll pull. It out afterwards. That's fine, that works. *I think that's your pen, right? Okay.*

Michael Olsen Hi, my name is Mike Olson at 2230 E Fairview Ave. Thank you very much, Commissioner, Chairman and Commission for let me rebut some of the things that have come up. Mr. Nelson pointed out in terms of construction excellence and the neighborhood impact and I just wanted to address that. One of our sister companies, the TECO 1 is the Ewing Company. They've been around for 55 years. General contractor. We're held to the highest standards. We do a lot of public work for cities. We've done a lot of the wastewater treatment plants around. We are very stringent on where we demand of our workers and the cities that we work for. Also demand that. And so we're very used to that. And so there won't be a problem with any of that. I did want to address one of the points that Marina brought up in terms of the transition for the 10 foot sidewalk going to the current 5-foot sidewalk on Ten Mile. Actually, ACHD's plans do call for a 10-foot all the way through and so it's just going to be a matter of who gets to the construction. Whether we're there ahead of time or they are, we will work in tandem with them to make sure that that transition, their actual... the current sidewalk is actually presently W it will

move east slightly when it becomes the Ten Mile or 10 foot section. So. All the people we've talked to in terms of this project have all been very supportive. I kind of lack of better terms, but I view this is the West Horseshoe West Point, part of the horseshoe for Kuna Meridian Rd. Coming down, you hit downtown, Ten Mile takes goes back out and there's some very much needed Commercial Services for all of those residents over there and everyone we've talked to has given us their laundry list of what they're looking for. So we're actively working to bring some very good, much needed services there. Thank you.

Vice Chairman Bryan Clark With that, we'll close the public testimony at 7:42. Is there any other further rebuttal from? That was the rebuttal I assume. All right. That brings us to our deliberation.

[Noise From Microphone Activation Followed By Brief Silence]

Commissioner Jim Main *That was me. I turned it off at the break.*

Vice Chairman Bryan Clark *There you go.*

Commissioner Jim Main *There you go.*

Vice Chairman Bryan Clark Questions, Comments?

Commissioner Jim Main You know, I think it's it looks like a good project. I think Ten Mile and Deer Flat is a good location. I think we need to see some more stuff built along Ten Mile so we can get some traffic flowing out that direction as well.

Vice Chairman Bryan Clark Quick question for staff. There was a point in time where public mailers were issued to this area regarding a potential roundabout. Do we know anything about ACHD plans for this intersection?

Planner Marina Lundy I believe that ACHD's long term plan is a roundabout, but I would have to look at their long-term comprehensive plan to confirm that.

Planning & Zoning Director Doug Hanson And for the record, Doug Hanson, Kuna Planning & Zoning. Just a little bit more context, this development has factored in the right of way dedication for whatever that intersection improvement will be.

Vice Chairman Bryan Clark Yeah, no the geometry looks fantastic for that, I just wanted to...

Commissioner Bobby Rosadillo Is that what you guys were going to say?

[Inaudible]

Vice Chairman Bryan Clark Cool, they know. Okay. And that puts this in context as well and it puts the geometry in context of the intersection.

Commissioner Bobby Rosadillo Yeah. I mean the area, it's so small, but with it being in that area, I think commercial is a good use of the, You know, the land.

Commissioner Ginny Greger That lots been empty for a long time and I think that's commercial is a great place. That's a great place for commercial. I and it looks like they've gone to the work to put a lot of thought into what they want in there that would be really good for what the neighborhood could utilize, so...

Vice Chairman Bryan Clark Yeah, personally, I'm kind of torn on it. It is close to home, but it's it is a good use for the space, so... and I can see the benefit to the community at large for it. You know, it's got a gas station only a mile away. But no, I think that is a great a good use for the space. Especially with that, that round about coming down the line, that's not going to be or could be a lot of other options there, so. Yeah. Any other questions for the developer or staff?

Commissioner Jim Main No.

Vice Chairman Bryan Clark Okay, I think I'd stand for a motion.

Commissioner Bobby Rosadillo So I'll make a motion to recommend approval on case #25-02-S and 25-01-AN.

Commissioner Jim Main Second.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark That motion passes.

(Timestamp 01:45:34)

Motion To: Recommend Approval Of Case #25-02-S And 25-01-AN

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

Vice Chairman Bryan Clark And we have one more on this case.

Commissioner Bobby Rosadillo Yeah. I don't see anything that stands out to me there.

Commissioner Jim Main Mr. Chairman, I move that we approve case #25-03-DR with conditions as outlined in the staff report.

Commissioner Bobby Rosadillo I'll second.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark That motion passes. Thanks very much.

(Timestamp 01:46:07)

Motion To: Approve Case #25-03-DR

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Jim Bobby Rosadillo

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

C. Case No. 25-01-CPF (Combination Plat) for Paul Bunyan - Marina Lundy, Planner

The applicant is proposing a combo plat in order to further subdivide Lot 1, Block 1, Parcel No. R6949010100, in Paul Bunyan Subdivision.

Potential Motions:

- *Motion to recommend Approve/Conditional Approve/Denial of Case No. 25-01-CPF with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 01:46:30)

Vice Chairman Bryan Clark Okay, next on the list we got case #25-01-CPF combination plat for Paul Bunyan, Marina.

Planner Marina Lundy Good evening, Members of the Commission. For the record, Marina Lundy, Planner, Kuna Development Services Department. The application before you this evening requests combination plat approval to subdivide Lot 1, block 1 of the Paul Bunyan Plaza subdivision which is approximately .96 acres and is already zoned C-2 area commercial. The West side of the lot will be a Mo'Betta's fast food restaurant and the east side will be a Take 5 oil change facility. The site is located at 1460 E Deer Flat Road near the intersection of N Meridian, E Deer Flat. Staff has reviewed the proposed combo plat for compliance with Kuna City code state code and the Kuna Comprehensive Plan. And should the Commission recommend approval of the application, staff recommends the applicant be subject to the proposed recommended conditions as outlined in the staff report. I'll be here for any questions that you have about the application and I believe the applicant is present tonight as well.

Vice Chairman Bryan Clark Okay, was there an applicant presentation?

Jeff Likes, ALC Architecture Not much a presentation, just more of just a kind of just agreeing with staff. Jeff Likes, 1119 E State St. Eagle. ID again before you is a combination preliminary final plat to subdivide the existing lot 1 in the Paul Bunyan Subdivision Deer Flat and Meridian Rd. Right there we have two users for the site that was mentioned and the goal is to create basically 2 lots for those two users to be on their own standalone lot. Neighborhood meeting was held, there was no opposition and no one showed up to that neighborhood meeting. The design review for those two buildings actually, we heard in

two weeks in front of you guys too. So, we agree with staff and their recommendations in the staff report and we'll stand for any questions.

Vice Chairman Bryan Clark Any question or questions to the applicant at this time?

Commissioner Jim Main No questions.

Vice Chairman Bryan Clark Thanks you kindly.

Jeff Likes, ALC Architecture Thank you.

Vice Chairman Bryan Clark All right. Go ahead, we'll open the public hearing for this at 7:48. I currently don't have anybody signed up to testify. Is there anybody that has not had an opportunity to sign up that would like to testify on this hearing? Seeing nobody, we'll go ahead and we'll close the public hearing at 7:49. Not much to rebut this evening.

Jeff Likes, ALC Architecture We're good.

Vice Chairman Bryan Clark All right. To bring us to our deliberation.

Commissioner Bobby Rosadillo Yeah, I don't. I don't see anything with it. I like commercial.

Vice Chairman Bryan Clark Yeah, agreed. And honestly, looking at this application, looking at the landscape plan specifically that there's a good amount of green being added to the site and that's one of my...Always my biggest stopping points for the commercial in general, it's just the concrete jungle effect. There's a good amount of landscaping that's being added to the site to mitigate that.

Commissioner Jim Main So, if I understand correctly, this is just a combo plot tonight,

Vice Chairman Bryan Clark Yes.

Commissioner Jim Main and not design review.

Vice Chairman Bryan Clark Correct. Thank you for reminding me.

Commissioner Jim Main Oh, it's okay.

Vice Chairman Bryan Clark All right. I'll stand for a motion.

Commissioner Bobby Rosadillo I'll make a motion to recommend approval of case #25-01-CPF with the conditions as outlined in the staff report.

Commissioner Ginny Greger I'll second that.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark Any opposed? Motion passes. Thank you.

(Timestamp 01:50:24)

Motion To: Recommend Approval Of Case #25-01-CPF

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Ginny Greger

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

5. **BUSINESS ITEMS:**

(Timestamp 01:50:45)

A. Case No. 25-11-DR (Design Review) for Valor Classic Academy - Marina Lundy, Planner

Applicant requests Final Plat approval for Valor Golf Village No. 4 which is 75 buildable lots, 7 common lots, and 2 private road lots on 22.98 acres. The property is located at S Five Mile Road and Kuna Road, Kuna, ID 83634 (S1422142000) S22, T2N, R1E.

Potential Motions:

- *Motion to Approve/Conditionally Approve/Deny of Case No. 25-11-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

Vice Chairman Bryan Clark All right. Last on these or second to last on the agenda here we've got under business items, we've got case #25-11-DR design review for Valor Classic Academy.

Planner Marina Lundy Good evening, members of the Commission. For the record, Marina Lundy, Planner, Community Development Services Department. The application before you this evening, requests design approval for the design of a Valor Classic Academy K through 12 school on approximately 5.39 acres already zoned R-6. Medium density medium residential density in the valor community near South Cloverdale Rd. and Kuna Rd. Staff would like to note that the site plan will need to be updated to reflect ADA parking spaces that comply with Kuna city code and trash enclosures that comply with J&M sanitations requirements. Staff has reviewed the proposed site plan for compliance with Kuna City Code and the comprehensive plan, and should the Commission approve the application that staff recommends the applicant be subject to the proposed recommended conditions as outlined in the staff report, and I'll be here for any questions that you have and the applicant is present and has prepared a presentation.

Katrina Kulm, Erstad Architects Good evening, members of the Commission. Katrina Kulm, Erstad architects, 310 N 5th St. Boise. I'm here representing Valor Classical Academy, and we are grateful to be in front of you tonight. I have an entire slide show prepared but being mindful of everyone's time, I do want to give this the due time that it does. But we're excited about this proposal. We're in agreement with

the City Staff report and the honestly, the entire body of Kuna It has been fantastic to work with the school held their own informational meeting for parents and people that were interested about their program and heard nothing but great comments, so we think this is going to be a great add to the Valor community. It is a public charter school and it will have roughly 700 students at a K-12 full capacity build out. We've worked really closely with Mark Tate and M3 development who's doing the Valor subdivision to ensure that this is in alignment with what their future plans are, and obviously what the Kuna code entails. There was a prior approval for the traffic study, so we've accounted for that in the site plan that is in alignment with everything that has been prior has had prior approval including number of parking spaces, bus parking separated from parent drop off lanes, things of that nature, which is normally a concern on the schools. It will be a two-story program. It will be in one building with the future phase identified. Let's see here. We can go through floor plans if interested, but I want to get to the elevations. So we are proposing of brick and stucco facade that will be in alignment with the program that's happening. It should look like a school in our opinion and it should look like a classical school, which is what the program entails. So we want to honor that through the architecture. And we tried really hard to ensure that that speaks to what is happening inside the walls, which I would argue is more important. We are working, like I said, with Mark on what the ultimate materials want to be. There may be a few color changes involved, but again, want to be mindful of the neighborhood being mindful of the scale. There is this main entry here that's facing Tiercel dr. and the main parking lot and we really try to ensure again that sort of traditional look. But bring that scale down to that pedestrian element. So the front door and the glazing all should speak to the to the scale of the parents and the students that are entering. And I think the flat on elevations don't necessarily do it justice. It looks sort of square and boxy, but I think this image here really starts to describe the look and feel that we're really trying to achieve with the overall campus in the school in and of itself, I'd be happy to answer any specific questions on materials or layout, but again I think it's a handsome building and will fit in with the context of the of the subdivision and the rest of the community, and we're excited to be here presenting to you tonight.

Vice Chairman Bryan Clark Thank you. Any questions for the applicant at this time?

Commissioner Ginny Greger I'm a little confused in the business items that talks about 75 buildable lot, 7 common Lots, 2 private lanes, 22.9 acres and then she's talking about a building on 7 acres or five acres or whatever.

Vice Chairman Bryan Clark That's definitely a question for staff, sorry.

Planner Marina Lundy That is the build out for, It looks like Valor Golf Village, #4 in total...

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning & Zoning Director, it looks like that was just an error on the agenda. The blurb is just from a separate project by mistake. That's just a mistake on staff's part. This is purely just for the design of the Valor Classical Academy.

Vice Chairman Bryan Clark Thank you. Any questions for the applicant regarding the... All right. Thank you, kindly.

Commissioner Jim Main I have a question, what do we what do we have for playfields here?

Katrina Kulm, Erstad Architects Oh yeah, absolutely. Let me go back to the site plan here. So it's a little hard to read in this diagram, but you've got a lower school play area adjacent. Which will have

actual playground equipment located in that area. And then you have this large green space that exists behind the building itself. As far as playfields are concerned. Again, part of this will be taken up in a future use. In addition, we're working closely with the overall subdivision and City Park that's going to be adjacent. And then there's additional green space behind the bus parking area. So I think there will be plenty of space on site for all future activities.

Commissioner Jim Main Okay, and this is just for school use, right? Correct?

Katrina Kulm, Erstad Architects The lot that we are building on is just for school use.

Commissioner Jim Main Thank you.

Katrina Kulm, Erstad Architects Yeah.

Commissioner Ginny Greger So, your first build, does that accommodate K through 12, or are you looking at building more to accommodate 7 or 8 through 12?

Katrina Kulm, Erstad Architects Great question, Commissioner. We are accommodating the academic program for K through 12. That future phase is intended to be a gym and associated program locker rooms and things of that nature, so...

Vice Chairman Bryan Clark Zoomed in view here. Any other questions of the applicant this time? All right. Thank you so much. Okay, so onto our deliberation. No public hearing associated with this one right, right? All right.

Commissioner Bobby Rosadillo I usually listen to you for your parking and stuff like that.

Commissioner Jim Main I don't see anything. I think. I think it's a fairly good-looking building. I think it's laid out well. I think it'll be a credit to the community out there and I think it will function well.

Commissioner Bobby Rosadillo Yeah, I agree. I think the building looks really good. You know, I'm looking at the parking as a parent. You know, it's one of the biggest issues that you have dropping off kids or picking up kids and it looks like it's well thought out, you know, separation between the bus drop off and the parent drop off. You know, parking. I don't see any issues with entrance or exit. You know what the building looks, I think looks really good.

[Inaudible]

Vice Chairman Bryan Clark Trying to get a context for where this sits in the world.

Commissioner Bobby Rosadillo Walkways to the future park area walkways around their pedestrian stuff, I think looks pretty well thought out.

Vice Chairman Bryan Clark Yeah, no, agreed. Honestly, I don't have much to say about how it looks. It's a really nice-looking facility.

Commissioner Bobby Rosadillo 4 I'll make a motion to approve case #25-11-DR with conditions as outlined in the staff report.

Commissioner Jim Main I'll second that.

Vice Chairman Bryan Clark All in favor?.

All Commissioners Aye.

(Timestamp 01:50:24)

Motion To: Recommend Approval Of Case #25-01-CPF

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Ginny Greger

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

6. **UPDATES & REPORTS:**

(Timestamp 02:01:34)

Vice Chairman Bryan Clark That brings us to the end of the business items in the evenings. Are there any updates or reports from staff?

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning & Zoning Director, no updates.

City Attorney Matt Johnson Commissioners, sorry, just real quick, Matt Johnson with the White Peterson, City Attorney's Office filling in for Eric Erickson. Just so you know, Marian had a had a new little one. That's why she's not here. So you might see me a couple of times. I know you've seen me before but you may not remember it, and I also wanted to introduce you to Kelsey Montierth [*Spelling Uncertain*], who's a summer associate in our office and a Kuna native. So just wanted you to know that. These faces were over here.

Vice Chairman Bryan Clark Yeah. Well, thank you. Thank you. Appreciate it

7. ADJOURNMENT:

(Timestamp 02:02:14)

Commissioner Bobby Rosadillo I'll make a motion to adjourn.

Commissioner Ginny Greger I move that we adjourn.

Commissioner Jim Main Second.

Vice Chairman Bryan Clark All right, all in favor?

All Commissioners Aye.

(Timestamp 01:50:24)

Motion To: Adjourn

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

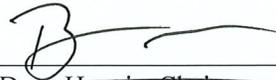
Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1



Dana Hennis, Chairman
Brian Comer *VICE CHAIRMAN*

ATTEST:



Doug Hanson, Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk.



CITY OF KUNA

751 W 4th Street • Kuna, ID 83634
 (208) 922-5546 • www.kunacity.id.gov

Planning & Zoning Commission Public Hearing Sign-In Sheet
 June 10, 2025 [Continued from March 11, 2025]

Case Nos.: 24-08-AN (Annexation), 24-05-S (Preliminary Plat) & 24-23-DR (Design Review)

Case Name: Madrone Village Subdivision

IN FAVOR	NEUTRAL	IN OPPOSITION
<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
<i>Stephanie Hopkins</i>	<i>Cindy Gieson</i>	<i>Tim Jensen (KSO)</i>
Name	Name	Name
<i>5725 N Discovery</i>	<i>1363 S. Ash</i>	<i>711 E PORTER ST</i>
Address	Address	Address
<i>Boise ID 83713</i>	<i>Kuna ID 83634</i>	<i>KUNA, ID</i>
City, State, ZIP	City, State, ZIP	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
<i>Paul Huffaker</i>		<i>Tammie Hough</i>
Address	Address	Address
<i>1746 W Yukon Dr</i>		<i>8397 S Old Farm Pl</i> <i>Maiden</i>
City, State, ZIP <i>Kuna 83634</i>	City, State, ZIP	City, State, ZIP <i>83642</i>
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input checked="" type="checkbox"/> NOT Testify
Name	Name	Name
		<i>Michael Cline</i>
Address	Address	Address
		<i>475 S Middle</i>
City, State, ZIP	City, State, ZIP	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP



CITY OF KUNA

751 W 4th Street • Kuna, ID 83634
 (208) 922-5546 • www.kunacity.id.gov

P&Z Commission Hearing Sign-In Sheet
 June 10, 2025

Case No.: 25-02-S, 25-01-AN, 25-03-DR

Case Name: Crimson Square

IN FAVOR	NEUTRAL	IN OPPOSITION
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name ↑ Steve Nelson	Name Michael Olson
Address	Address 1849 N. Madlerlake PL	Address 2230 E. Fairview Av
City, State, ZIP	City, State, ZIP Kuna, ID 83634	City, State, ZIP Meridian
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP



CITY OF KUNA

751 W 4th Street • Kuna, ID 83634
 (208) 922-5546 • www.kunacity.id.gov

P&Z Commission Hearing Sign-In Sheet
 June 10, 2025

Case No.: 25-01-CPF

Case Name: Paul Bunyan Combo Plat

IN FAVOR	NEUTRAL	IN OPPOSITION
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP