

OFFICIALS

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

CITY OF KUNA
City Hall Council Chambers
751 W 4th Street, Kuna, ID 83634
Planning & Zoning Commission
REGULAR MEETING MINUTES
Tuesday, October 28, 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 00:00:23)

Chairman Dana Hennis Okay, we'll go ahead and call to order the regularly scheduled Planning & Zoning Commission meeting for Tuesday, October 28th, 2025. We'll go ahead and start with roll call.

Planning & Zoning Director Doug Hanson Chairman Dana Hennis.

Chairman Dana Hennis Present.

Planning & Zoning Director Doug Hanson Commissioner Bryan Clark.

Vice Chairman Bryan Clark Present.

Planning & Zoning Director Doug Hanson Commissioner Jim Main.

Commissioner Jim Main Present.

Planning & Zoning Director Doug Hanson Commissioner Bobby Rosadillo...

Chairman Dana Hennis Thank you.

COMMISSIONERS PRESENT

Chairman Dana Hennis - Present
Vice Chairman Bryan Clark - Present
Commissioner Jim Main - Present
Commissioner Bobby Rossadillo - Absent
Vacant Commissioner Seat - Vacant

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 00:00:46)

A. Regular Commission Meeting Minutes Dated October 14, 2025

B. Decision and Reasoned Statement(s)

1. Case No. 25-08-S & 25-28-DR, Valor North Subdivision

Potential Motion:

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

(Timestamp 00:00:46)

Chairman Dana Hennis First up is the consent agenda.

Vice Chairman Bryan Clark Mr. Chairman, I move that we approve the consent agenda.

Commissioner Jim Main Second.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you.

(Timestamp 00:00:49)

Motion To: Approve The Consent Agenda

Motion By: Commissioner Bryan Clark

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Main, Clark, Hennis

Voting Nay: None

Absent: Commissioner Rosadillo

3-0-1

3. PUBLIC HEARINGS:

(Timestamp 00:00:57)

A. Case No. 25-01-PUD, 25-04-S, 25-03-ZC & 25-06-DR, Napa Vineyards – Troy Behunin – Senior Planner – **Continuation from October 14th, 2025.**

Applicant requests PUD, ZC, Preliminary Plat & Design Review approval for approx. 242 acres in Kuna City using the following zones P, R-6, R-20, C-1 & C-3. The Preliminary Plat proposes to subdivide the lands into 1,495 total residential, multiple common lots & common driveways, a School Site, Fire Station & a City Park in compliance with the approved Development Agreement. The site is in Sec. 12, Township 2 North, Range 1 West (APN numbers; S1312212400, R7135690180, S1312417410).

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-01-PUD, 25-04-S, 25-03-ZC with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to approve/deny 25-06-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:00:57)

Chairman Dana Hennis Okay, and so first up on our items tonight for public hearings is case #25-01-PUD, #25-04-S, #25-03-ZC and #25-06-DR for Napa Vineyards, which is a continuation from October 14th meeting, Troy.

Senior Planner Troy Behunin Thank you very much for that lead-in, appreciate that. Commissioners, for the record, Troy Behunin, Development Services Department, Kuna, Idaho. This is a continuation of the Napa Vineyards Planned Unit Development, also known as the PUD that was continued from the October 14th hearing. Tonight, we're just going to pick up where we left off at the end of the meeting, it was discussed that tonight's meeting would be opened for the introduction of three critical agency comments, which have all been submitted, and they're in the packet available for the public and also for the commission. That would be for ACHD, ITD, and also Public Works. At the end of the meeting, there was a motion for the continuation to allow the public to give testimony on those three items and limit it to those three items, but that it would be opened up to the public again, and then the applicant would be able to rebut anything and answer any of the questions that the Commission has for anything, not just for those projects, for those three items, but for anything. And staff will also be here in case you have questions for staff. And with that, I will turn it back over to you.

Chairman Dana Hennis Thank you. Is there anything we need to address before we open back up for a public hearing or testimony? I don't think so. I don't think so. And Actually, we never closed public testimony, did we? So we just need to continue.

Senior Planner Troy Behunin That's correct.

Chairman Dana Hennis So is there any other folks here in the audience tonight that would like to testify on this application that did not sign up? Okay, and seeing none, I will go ahead and ask the applicant if

they would like to come up with a rebuttal. *Okay. I'm sorry, sir. Did you want to testify on the application? Come on up. We'll have you sign in. Come on up here, please. Just put your name and address so we can have it in the record. Is there anybody else that just came in that would like to testify on the application for the Napa Vineyards tonight? Just you? Yeah. Okay. And you can go ahead and take the podium. At the base of the microphone, there's a light. Can you just press that until it turns green?* And then if you would, state your name and address for the record.

Michael Anderson Michael Anderson, 8400 South Updale Avenue, Meridian.

Chairman Dana Hennis *And you go ahead and speak.*

Michael Anderson To which application?

Chairman Dana Hennis For this is the Napa Vineyards application, which is the residential and commercial addition that along Meridian Road between Hubbard and Columbia.

Michael Anderson Okay. I would like to know what research has been done to the facilities that would be needed to support this size of a facility would be unneeded has been done to this point. If the adequate research hasn't been done, why are we going forward with this?

Chairman Dana Hennis Do you have a particular area that you're asking for the research of?

Michael Anderson Water, power, that would be my main concerns. School, of course. But water and power and sewer would be the main concerns for me being a current resident of the area.

Chairman Dana Hennis Okay. And the applicant will hopefully answer some of these questions for you. Is there anything else?

Michael Anderson I'm looking for specifics.

Chairman Dana Hennis Okay.

Michael Anderson Not generalities.

Chairman Dana Hennis Okay.

Michael Anderson What do we have here that would support what they're proposing? Or, what would it take to support that if the current facilities don't support that?

Chairman Dana Hennis Correct, and that's what they would need to they would need to elaborate on.

Michael Anderson Absolutely. Okay, thank you.

Chairman Dana Hennis Thank you. Okay, I'll ask once again, is there anybody else in the audience that would like to testify on this application that has not signed up yet? Okay, and seeing none, I'll go ahead and close -- Well, I guess we'll have the rebuttal first. So, applicant.

Stephanie Hopkins, KM Engineering Thank you, Mr. Chair, Members of Commission. Stephanie Hopkins of KM Engineering. Our address is 5725 North Discovery Way. I will talk about the utilities and some of the services that are provided per Mr. Anderson's question or comments. Public Works is one of the staff reports that we were waiting on at the last hearing, and since that hearing, they have submitted comments that include a variety of conditions and requirements that would be imposed on this project.

They do that for every project. So, they usually will review and assess a project and determine what the city's current capacity levels are and require improvements to sewer water and utilities that they manage. So, one of the things here is that the Mason Creek trunk line is going to be extended as part of this project. It's actually going to be a huge improvement to the Kuna sewer capacity. And as part of this, they are requiring or requesting an easement that would be brought through this project as well to help with that extension. Water is addressed as well, and I'm trying to find specific conditions with that. There is a City well that's approved, and this project would have to contribute to that City well to be able to increase the capacity within Kuna. And we discussed this in the last hearing, but this project is required to pay impact fees for each lot that is proposed with building permits. So those fees go to fund these different entities that serve the City of Kuna. So that includes water, it will include sewer, parks, police, all of the different services and entities that are impacted by development. Another thing to note is that anything that we design will have to go through the City Engineer for approval before we're actually able to construct or even get approval on construction plans. So there's a pretty rigorous review process that this project will have to go through.

And it's a large project. So it's 242 acres. There are going to be, I believe, 11 phases of development. So the first phase is about 66 single-family residential homes. It also includes the fire station lot and a commercial lot that's in the northwest corner. All of that first phase will be reviewed by the City Engineer, as well as other reviewing agencies within that have jurisdiction instead of Kuna. So department -- IDEQ, there would be, sorry, all these acronyms, Idaho Transportation Department, ACHD -- Idaho Power will even review our plans, and they'll have to determine if they have the capacity and ability to serve. Idaho Power and other servicers within the Treasure Valley are constantly looking at development that's going on, and they're upsizing facilities to accommodate growth in the Treasure Valley. So, there will be adequate services and if there aren't adequate services, this development would be required to upsize whatever it is that is being impacted. So that is, I think, hopefully addresses that question and concern. I'll let Sonia maybe cover the traffic stuff because that was a huge topic of discussion the last time around and we have a presentation if you want to see anything that would help visualize.

Chairman Dana Hennis Thank you.

Stephanie Hopkins, KM Engineering Thank you.

Sonia Daleiden, Kittleson & Associates Thank you, Stephanie. Chair, Commissioners, Sonia Daleiden with Kittleson & Associates. The address is 101 South Capital Boulevard, Suite 600 in Boise. Although there wasn't public testimony on it tonight, I know we did leave the hearing open waiting on the detailed staff reports from the Ada County Highway District and Idaho Transportation Department. So, I just wanted to add that those have both been received, as Troy mentioned, and the applicant is in full agreement with all of the conditions listed by ACHD and ITD related to the transportation system. I can -- happy to answer any detailed questions about any of the specific transportation mitigations, but there's an extensive list, I think 50 in the ACHD report and then several in the ITD report as it relates to Highway 69 related to new roadway construction, roadway widening, turn lane additions, new traffic signals at certain triggers. And yeah, the applicant's in full agreement with all those conditions and we'll be implementing those if they receive approval to move forward.

Chairman Dana Hennis Okay, thank you.

Sonia Daleiden, Kittleson & Associates Happy to answer any questions.

Chairman Dana Hennis Any questions from the commission at this time?

Commissioner Jim Main Sure. For our traffic engineer, one question I have is the intersection of Linder Road and Columbia. The thing that I'm a little concerned with is ACHD said typically the applicant would be required to improve this intersection. But since there's no available right-of-way, therefore no mitigation is required. So how can it be something that would be recommended by both the traffic study and ACHD but not required just because there's no right-of-way? Wouldn't there be something that would indicate that right of way needed to be acquired for that?

Sonia Daleiden, Kittleson & Associates Chair, Commissioner, thank you for the question. Yeah, it's a great question. So, the way it is written in the ACHD staff report is actually a pretty typical condition in that type of situation. ACHD and the developer, they are not able to acquire right-of-way from a private property owner that this applicant does not have control over. So, this applicant does not have any legal mechanism to go about acquiring right-of-way from a private property owner to implement a project if it's not available. What they are doing, and the condition that ACHD has put in this case, is they have required the developer to do follow-up study at that intersection if right-of-way becomes available in the future. And this development is also paying traffic impact fees to ACHD. Those traffic impact fees go towards a general pool right now that ACHD can use to either purchase right of way in the future or implement projects that are on its Capital Improvement Plan... Linder, Columbia is an intersection that does have a future Capital Improvement plan project so although ACHD can't force this developer to go out and purchase right of way or acquire right away from another property owner they are paying into a future pool of money that ACHD can use to implement improvements there in the future.

Commissioner Jim Main How will they implement improvements there in the future if they can't acquire the right-of-way?

Sonia Daleiden, Kittleson & Associates Well, so ACHD is a government entity. They do have the ability to, if property in that area does redevelop, to require whoever is doing that redevelopment to donate right-of-way. As a government entity, they also have the power to go out with eminent domain and purchase right-of-way from the property owners there if they see the public need for improvements in the future. So that's how ACHD would go ahead and do an improvement there in the future. However, they just can't require another private entity such as this developer to go and get right-of-way from another private entity because we don't have a private entity doesn't have the government authority of eminent domain.

Commissioner Jim Main Thank you.

Sonia Daleiden, Kittleson & Associates Welcome.

Chairman Dana Hennis Any further questions?

Vice Chairman Bryan Clark So, I guess the only question I have at this point is based on these conditions...it does look like a lot of this is actually developer, not just funded, but developer construction, correct?

Sonia Daleiden, Kittleson & Associates Chair, Commission, that is absolutely correct. I mean, anything in the ACHD staff report that says is a condition of approval, that would be both funded and constructed by the development. And then if you look at the ITD staff report, they do require turn-lane funding and construction at 69 and Columbia, 69 and Deer Flat, and excuse me, 69 and Hubbard, and then a potential

new signal at Mason Creek in 69 when the subsequent phase of the development moves forward. There are some general funds that are required through impact fees and proportional share contributions that then would be used by the agencies for construction. But everything else written in the staff reports would be developer funded and constructed. That's correct.

Chairman Dana Hennis Anything further?

Commissioner Jim Main No.

Sonia Daleiden, Kittleson & Associates Thank you.

Chairman Dana Hennis With that, I'll go ahead and close the public testimony at 6:17, and that'll bring up our deliberation.

Vice Chairman Bryan Clark It's a big one.

Chairman Dana Hennis Yeah, yeah, that's an understatement. Not understatement.

Vice Chairman Bryan Clark Not to understate things, but I think that's really the big thing that we're up against here. It does, as a big project, does potentially accelerate the need for a lot of these improvements. Which is potentially a benefit, including the trunk line, sewer trunk line, as well as a lot of these permanent road improvements. But that does come with a cost. Our schools are, again, we can't overstate that enough -- Our schools are currently inundated, even though this comes with the school site, it doesn't come with the funding to build a building on the school site. So now, just as a reminder, or just as an afterthought on the school issue, there is stipulation on the contract that the school gets first opportunity for denial. I can't remember what the exact phrasing is, but they get first crack at the land.

Chairman Dana Hennis Right, first right of refusal.

Vice Chairman Bryan Clark First right of refusal, thank you. So that's another piece of the puzzle.

Chairman Dana Hennis Yeah, I mean, we can't get a lot of these road improvements without a development funding a lot of these. And it's kind of a double-edged sword. And we've talked about this over the last few years, that the need arises after -- actually the construction arises after the need a lot of the time. And that's how it is in highway districts all throughout the nation. I mean, they're never building roads ahead of time. They just can't, even though it makes sense. But to get these improvements that are badly needed in a lot of these intersections, there needs to be somebody that does it. And although this project would give a lot of that traffic mitigation that is needed in that area, it's at the cost of a lot of extra people and an impact going in. But I really, I still struggle with the whole school thing. I appreciate the fact that they're given a school site. But again, we've got several locations throughout our city here that have had the donations by the developers, but they can't get the funds to build the schools. And we can have as many sites as we can tolerate, but if we can't build a school on it, it does not help. And if we had 200 or 300 homes coming in, it'd be different than 1,500. And I know that the school representative last time had stated that the numbers to the amount of people, the amount of people coming in, it used to be 1.2 children per household, or per door, basically, and it's now down to what they estimated, 0.5 per door. That's better than what it used to be, but it's still 700 more kids at the school at best, or you know, at best and none of them near that area have that capacity. The nearest one is Silver Trail and they're already at overcapacity. And so I've still got a real hard time saying that this large of an area, even though it has so

many benefits to the City, the traffic, the Mason trunk line extension, so many of this infrastructure build outs, I mean they're going to have to bring -- improve power down that way. They're going to have to improve the pressurized irrigation, et cetera, for that area.

Vice Chairman Bryan Clark Which is taxed.

Chairman Dana Hennis Right. And we've got commercial coming in that'll help the tax base. It's just the schools are what killed me on this one. I don't know.

Commissioner Jim Main Question for the developers rep. You've indicated that there's a school site on the property and that the school district has the first right of refusal. Is this a dedicated school site if in fact the school district does refuse the property? I know in past projects, Mr. Eck has partnered with charter schools to build facilities. Is that what they would be looking at here also?

Senior Planner Troy Behunin Just for the record, you'd have to reopen the public hearing, I believe, in order to ask the development. the developer the question, but I can answer it for you.

Commissioner Jim Main Could you answer that for me, Troy?

Senior Planner Troy Behunin So just to make sure that I understand your question, you know, what happens if the school district doesn't take that? What happens to that property? Is that essentially the question?

Commissioner Jim Main Correct.

Senior Planner Troy Behunin So the way that the development agreement that was approved by city council reads is that they have the first right of refusal. He has other options that are available to him. If that does happen, a charter school would be the fallback position. At least that's the testimony, and that's what he's conveyed to staff. And yes, it does seem like a pattern being established, but where everybody is concerned with funding schools and things like that, charter schools have shown that they don't have the same funding, financial issues. But that would be the that would be the case.

Vice Chairman Bryan Clark So as a follow on to this question, Jim, if you don't mind. I respect Mr. Eck and everything he's done. He's done a lot of great work. But does this amount to a handshake or is there any guarantee that, that is reserved for a school of some sort in the future? Because again, he's I like what he does and I think that's great, but I just, are we guaranteed the school site?

Chairman Dana Hennis I think maybe to back end on that is because it's stated in the presentations that it's a school or park. So if -- I think what we're asking is if the school district refuses that right to purchase it or to take it, then does it go to a park or another school? I mean, what's the guarantee on that?

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning & Zoning Director, the only real guarantee for that if the school district were not to take the site is that it would have to be something to count towards qualified open space. So, it could be a school or it could be a park. It could never be developed as homes.

Vice Chairman Bryan Clark Right.

Chairman Dana Hennis Okay. Thank you.

Vice Chairman Bryan Clark Again, he has a good track record. I don't doubt that would be his goal, but it just has to be said that there's a possibility that it'll -- I mean, you know, it's still for public benefit at the very least.

Chairman Dana Hennis Correct.

Vice Chairman Bryan Clark So.

Chairman Dana Hennis Yeah, if it were only so easy. I mean, they're willing to do all the traffic mitigation requirements, and that's extensive, with what has been presented by both ACHD and everything. We all know these need to be done. I don't think there's much of a way we'd get it without it.

Vice Chairman Bryan Clark I mean, the benefit of a larger development like this is with the sheer number of required improvements. Now, the way those conditions are written, and staff, please correct me if I'm wrong, the only milestone I saw in there was, I believe, the 200th lot for a couple of traffic signal improvements. Everything else looks like it's 'no, you're going to construct this without a timeline.'

Chairman Dana Hennis There was one 300 lot.

Vice Chairman Bryan Clark There was one 300 lot.

Chairman Dana Hennis But everything else is that, yeah, that's as far up as it went.

Vice Chairman Bryan Clark So based on my reading, these are, so staff, how is this going to be worked out? Is this a, you will have this in before you get your first building permit or is this kind of a before you close your last building permit, these things need to be done?

Senior Planner Troy Behunin For the record, Troy Behunin. So, there are milestones. There are certain things that they have to accomplish prior to the final plat getting signed by the City and by ACHD. Remember, ACHD is the signature on the final plat, every final plat. So, they've got to be in whatever they say has to be in by the 201st lot, 301st lot, they have to be in.

Vice Chairman Bryan Clark Correct.

Senior Planner Troy Behunin In, built, tested, approved, accepted.

Chairman Dana Hennis Right, I think what Brian's asking is there were several conditions in there that really didn't state at to what level it had to be done. So, do we assume that they were done in the, need to be done in the beginning? Or, because I only saw the 220th lot and the 300th lot, and the others just kind of were in between. So, they weren't real clear to me.

Vice Chairman Bryan Clark Yeah, so starting at condition 5, dedicate right of way at Columbia Road, it doesn't appear to be tied to a, unless there's a statement in here, all other conditions shall be...

Senior Planner Troy Behunin So those individual or those in between without a lot assigned to them, is going to be controlled by whatever phase of that project it fronts. So if that requirement is for phase five, but it is in between the 221st and the 321st, if it's in between there, it's going to be ruled by the frontage. And that is the standing ACHD condition. So, you have to -- I mean, there are some floating conditions, yes, but they also have their standard procedure where you've got to improve everything along your frontage and what is deemed to be a part of it. So if they have to extend a turn lane or if they have to

extend an accel lane or a decel lane ahead of other improvements, they've got to do that for that phase. They have to become whole with ACHD and the City the entire way, whether there's a milestone or not.

Chairman Dana Hennis Okay. And I think we just want this not just to be clear to us, but also to the people that are here listening to this.

Senior Planner Troy Behunin And anybody who has questions, they're certainly welcome to contact us, me, or they can reach out to ACHD and get a clearer understanding. They are the traffic authority and the traffic experts.

Chairman Dana Hennis It's basically, if we're starting up here, they're not going to mandate stuff down here. They're going to mandate the stuff around the phase that you're in the middle of, in other words.

Senior Planner Troy Behunin Correct. I mean, that's the general rule, is that you improve everything along your frontage, but there are exceptions where you have to improve, improve things beyond for excel lanes, decel lanes in order to accommodate safety and other things that are needed. Just like the city, I mean, it doesn't matter where you start, you have to have sewer, right? All of that comes off site. So, it's kind of one of those things.

Chairman Dana Hennis Thank you.

Vice Chairman Bryan Clark All right, so that's fair. So, I mean, for instance, constructive right turn center turn lane on Columbia Avenue at Kay. So, the map that touches Columbia and Kay is going to be dedicating that right away and doing those improvement plans.

Chairman Dana Hennis Correct.

Vice Chairman Bryan Clark So, okay.

Chairman Dana Hennis Yeah, that's that was an extensive report, so it was a little confusing. You get a few in, you know what you're kind of what they're saying. You get towards the bottom and you lose track of them.

Vice Chairman Bryan Clark Yeah, I'm not sure how I feel about this one. I mean, it's really is a good looking project. From the aesthetics, I mean, from the design review standpoint, we're getting a good amount of open space and greenery. And I feel like this is going to be overall a good thing. The future multifamily, which again will trigger another TIS, I believe, if I recall correctly.

Chairman Dana Hennis I would imagine it's got to.

Vice Chairman Bryan Clark Sorry. Quick question just to ask. Will the future multifamily also trigger another traffic impact analysis?

Senior Planner Troy Behunin I...

Vice Chairman Bryan Clark I can't remember.

Senior Planner Troy Behunin I don't know that one for sure. It likely will. However, the school will all by itself, whether it's a charter school or a public school.

Vice Chairman Bryan Clark Right, because there's a public safety aspect to that.

Senior Planner Troy Behunin They're both public schools, but whether it's a charter school or whether it's KSD.

Vice Chairman Bryan Clark Right.

Chairman Dana Hennis Okay.

Vice Chairman Bryan Clark Okay so -- and honestly, we're hurting for multifamily in the area. We really are, so...

Commissioner Jim Main Well, the way, or the things I see here, you know, we're looking at commercial, which would increase the tax base. We're looking at a school site. We're looking at getting infrastructure put in. A lot for a fire station. And the project, I think, is over a 10-year period from the schedule that I saw. And the fact that the multifamily in the front would trigger another TIS as well as the school. You know, it's big. And personally, I'm not, I don't care much for big things, but looking at what this will accomplish as far as infrastructure, as far as commercial, and as far as improvements on Highway 69 and the other intersections. There's a lot that there's a lot that they're bringing to the table.

Vice Chairman Bryan Clark I'm going to ask a really awkward open-ended question. And one of the big reasons that we're going to a PUD as opposed to just sitting within the existing zoning is the fact that they are asking for these, for the 3,600 square foot lots.

Chairman Dana Hennis Yeah.

Vice Chairman Bryan Clark Okay. So, I don't want to lose sight of that. I don't have a problem with that product. Actually, my first home was on a 3,500 square foot lot, and the benefit of that was it was my first home, and it was an opportunity to get into the market. So, there are definitely benefits to having a smaller product, especially in our area where we have a lot of bigger houses. But how do we feel about it up against the R-1, or I'm sorry, the rural residential on the east? We do have a really good buffer. We have the lateral that's going through there. But I just want to put it on, I just want to make sure that we don't overlook it as part of our discussion. We do have some green space, but that entire 70-foot or the lateral right-of-way cannot be improved beyond gravel is my understanding because of the easement and the maintenance requirements. So that being said, I just, I don't want to lose sight of that as part of our discussion here.

Chairman Dana Hennis Yeah, I mean, that's a good thing to bring up. I mean, I think there's a lot of buffer there. And we've been told by several realtors and people outside of just developers that that's the product that is being looked for because there's a couple of different age glasses that just don't want to have the responsibility of having a yard or a large yard to take care of. It's a product that people are looking for, not just as a starter home, but just as sometimes a retirement home, and just that they don't want to take care of all the stuff that the rest of us do and fight over. So, I mean, I agree the product is one that is actively looked for, which is obviously what you want in development. And I think, we've got most of those properties all set to the other side. Then you have the easement, or you have the whole canal, then you have the easement, then you have the landscaping, then you have the homes, and you know they're not going to be real tall anyways. So, I'm not sure that I'm too worried about that.

Usually, yes, we require a lot more transition there, but I think we inevitably have got that transition between the canal and the easement and then the landscaping that's required.

Because I have a feeling a lot of that's going to be landscaped and blocked or whatever you want to call it.

There's going to be a lot of site obstruction there with the landscaping because it appears that quite a few trees and everything are being planned.

Vice Chairman Bryan Clark And there is a landscape buffer up to the lateral.

Chairman Dana Hennis Yeah, I mean, I echo Jim's comments. I think this gives us a lot of what we need in the area for improvements. I'm still worried about the cost of the schools. I know the developer has made some real concessions to go with charter schools, which have been well received by the public. It just depends on what Kuna School District is able to do with this one. Obviously, we'd love to have the district be able to provide a school there. But at least there's a backup plan that the kids will still have a place to go, hopefully. So hopefully soon. But it will take a while to fill this up. And they aren't starting in this phase of the multi-family first anyways. It's going to be in the...

Vice Chairman Bryan Clark Single family, commercial first.

Chairman Dana Hennis Commercial, commercial first.

Vice Chairman Bryan Clark Yep. Okay.

Chairman Dana Hennis It's a double-edged sword on this one. You know, it's... I came into this whole thought as not wanting this development, to be quite honest. Even though this has been around for 15 years, 18 years? 18 years. Started in 2008.

Vice Chairman Bryan Clark 2008.

Chairman Dana Hennis And so, you know, back then it was a great development to come in because there was nothing like it in the area.

Vice Chairman Bryan Clark There was also nothing around it.

Chairman Dana Hennis Exactly. And we had far less houses and developments at that point that were contributing to the school problem. Back then we didn't have as much of the school problem. And so, that got me a little bit worried this coming in and I didn't want to see it come in, but in seeing what they presented to us, I think it does have some good attributes and hopefully we can solve the school problem in the next 10 years with that one, you know, I'm still at a loss.

Vice Chairman Bryan Clark Yeah and that's that is unfortunately where I kind of struggle is it's hard to you always want to be hopeful, but at the same time it's is it responsible to rely on hope? Is the question. So yeah. Yeah.

Commissioner Jim Main Even with the school site, a school just doesn't pop up. And in order for the district to build a facility, they have to run a bond. They have to go through the design process. They have to go through the construction process. So they're looking at a minimum of three to four years to get into a facility.

Chairman Dana Hennis Correct.

Commissioner Jim Main So based on that, By the time they could get into a facility, half of this development would be up.

Chairman Dana Hennis Well, I'm not quite sure if half of it would be up.

Commissioner Jim Main Yeah, they're looking at, we're looking at a 10-year process for these homes. So the need for the school would be there before the school was there.

Chairman Dana Hennis But we do have three other charter schools that are going to be on line before then.

Commissioner Jim Main Right.

Chairman Dana Hennis So, I mean, one starts this fall. The other two should be within the next two years, realistically.

Vice Chairman Bryan Clark And that's going to take a lot of pressure off of the K through 7, K through 6, K through 8. But really, it's the overall impact to our high schools. The good news is, I mean, Swan Falls at least half built. But even then, I mean, it is definitely impacted. So I'm really of two minds on this project. And that's obviously the struggle with all our conversation up here. I think we're all of two minds. Yeah, I don't know what the alarm is.

Chairman Dana Hennis Yeah. Hopefully it's not something important. All right. Well, I mean, yeah, if there's no other concerns or comments then...

Vice Chairman Bryan Clark Yeah. Okay.

[Brief Silence]

Chairman Dana Hennis This many people will increase traffic. But we got traffic. There's a ton of traffic mitigation that's going to occur with this, by this developer. We've got the infrastructure for electrical. If not, they're going to build it. Same with water. They're already saying they're going to build the sewer, the sewer treatment plants down the road. So it's not like it has to go far. We've got a school site, we've got a park, we've got a fire station. The only thing we're missing is a substation for the police. We've got commercial coming in. I worry about the future multi-family. That's a bunch of extra that we haven't even talked about. But that has to come before us down the road. And they may opt to go to commercial on that if something plays out differently.

Vice Chairman Bryan Clark So the other aspect of this is none of this except for the 3600 is outside of the existing zoning. So, to some extent this project is coming whether we approve this one or another one down the line. I guess that's kind of one of the other aspects of this. It's already zoned in that direction.

Chairman Dana Hennis It's already zoned. It's already got development agreement. It's already, I mean, that's the whole thing. This was ready to go and approved in 2008. The only thing that's different is what's happened in the last 17 years. And that's been my concern. That's like I said, is I was not against it back then. But there's a lot that's happened since then that is a concern. I mean, we hear it from our people in the city, the other citizens. Why are we developing so much more? We've already got traffic. We've got this. We don't have the schools for it. You know, I want to listen to those people around me. This is why I'm on the committee and the commission and just to try to make a difference and voice some of these concerns and yet, in being here for a while, I understand that you've got to have some development to pay for some of those things to do and occur. But I also don't want everybody else to think we're failing them by approving this kind of thing.

I mean, it's already approved, really. We're just opening the can of worms again. But we do get a lot out of this one. I just, I'm worried about the schools. Yep, still. This isn't gone anywhere. I keep saying this and it's just, you know, I'm trying to make sense as to what, really what makes sense on this one. For half the size, it would be different. Well, third the size. It's a lot of homes.

Vice Chairman Bryan Clark Yep.

Chairman Dana Hennis And I don't -- and yeah it's like it's already zoned for all of this so it's not like we're changing anything or can stop what was zoned way back when.

Vice Chairman Bryan Clark Right.

Chairman Dana Hennis So it's inevitable to put it simply. But what we might lose is some of the amenities, the benefits, the traffic mitigation they're willing to pay for.

Vice Chairman Bryan Clark Right.

Chairman Dana Hennis Because somebody else can come in here and do something not quite so nice and not provide quite as much.

Vice Chairman Bryan Clark The other aspect of that is one of the benefits of a PUD is, I mean, we kind of have a good idea of what's coming now, as opposed to, like you said, if this got split up in the future into multiple developments, each one of them is going to be a different can of worms on its own. And I mean, this way we know what we're getting, we know what the future looks like. And more importantly, the future is being planned for on a large scale.

Chairman Dana Hennis And to explain that a little bit, if it gets split up, we wouldn't have some of the traffic mitigation that's being provided, really. Not on this much of a scale.

Vice Chairman Bryan Clark Yeah, I mean, the DIF fees wouldn't change. I mean, whether one developer pays it or multiple, I mean, potentially in the future, those DIF fees are going to go up in the future. So, I mean, But, I mean, that's definitely not a... What I'm getting at, though, is the overall impact. It's going to be the same. It's really just a...It would definitely stretch it out over time, but the...

Chairman Dana Hennis Maybe. It's not a guarantee.

Vice Chairman Bryan Clark Right. That is true. But the other aspect is with a development this large, it's going to be stretched out over time unless they get 7 builders knocking on their door ready to build tomorrow and are all ready to go for a phase at a time. So... and that's a possibility. You could have seven different builders walk in and drop sticks on the same day.

Chairman Dana Hennis Yeah, you've still got to get the infrastructure in.

Vice Chairman Bryan Clark Correct. Correct. But to my -- the point I was trying to make is with something that's large, it's going to take a little more time to actually get going, potentially. So the impacts aren't realized on day one.

Chairman Dana Hennis No.

Vice Chairman Bryan Clark And hopefully by the time -- okay, I'm using the word hope again. The way it's currently planned, the infrastructure will be in place by the time it's needed, based on the conditions. So.

[Brief Silence]

Chairman Dana Hennis That future multifamily still, that worries me a little bit.

Vice Chairman Bryan Clark So what is the primary concern with the multifamily, just the density? Because if I recall correctly, it's a, what's the number on those?

Chairman Dana Hennis R-20.

Vice Chairman Bryan Clark R-20s, right. Yeah, we have some existing R-20 in the city. I believe pretty much most of our apartments are sitting in the R-12 to R-20 range. The nice thing about that is they are going to come back to us. So approved, are they currently approved at R-20? It's currently zoned R-20.

Chairman Dana Hennis Yeah, that's, yeah, there's no change in the zoning. That was given 17 years ago.

Vice Chairman Bryan Clark Right.

Chairman Dana Hennis And we can't do anything to change that.

Vice Chairman Bryan Clark Right, but they're going to come back for design review at the very least.

Chairman Dana Hennis Correct. Yeah, I mean...

Vice Chairman Bryan Clark And final plat.

Chairman Dana Hennis Yeah. And it just depends. Yeah, we can look at it, but we can't. And I think that's just kind of what needs to be understood is we can't change that right at this point, but it does worry me. And who knows, that could be another 20 years. Don't know. Would hope, but...there's that darn word again.

Vice Chairman Bryan Clark Yeah, it's a scary word.

Chairman Dana Hennis Well, this is a recommendation to the city council. They ultimately will hear more public testimony. They will evaluate it from their own accords. It's just whether we think, given the zoning, the layout, the design review, et cetera, I guess we do have a design review component to this one.

Vice Chairman Bryan Clark Yes.

Commissioner Jim Main Yeah.

Chairman Dana Hennis But the PUD and everything is going to be, they have final. So there will be another hearing and information on this. So, I guess if there's a motion.

Vice Chairman Bryan Clark You looking at me, Jim, or am I looking at you, Jim?

Commissioner Jim Main I'm looking at you.

Vice Chairman Bryan Clark Oh, man. All right.

Chairman Dana Hennis It's the only good thing about being here. Ok

00:51:34 **Vice Chairman Bryan Clark** Okay, so here's where the rubber meets the road, All right Mr. Chairman, I move to recommend approval of #25-01-PUD, #25-04-S, #25-03-ZC with the conditions as outlined in the staff report.

Commissioner Jim Main I'll second that.

Chairman Dana Hennis Thank you. All in favor?

Commissioners Aye.

Chairman Dana Hennis Any opposed? I will stand as opposed.

(Timestamp 00:51:34)

Motion To: Recommend Approval of Case #25-01-PUD, #25-04-S, #25-03-ZC With Conditions

Motion By: Commissioner Bryan Clark

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Main, Clark

Voting Nay: Commissioner Hennis

Absent: Commissioner Rosadillo

2-1-1

Vice Chairman Bryan Clark Mr. Chairman, I move that we approve #25-06-DR with conditions as outlined in the staff report.

Commissioner Jim Main Second.

Chairman Dana Hennis Thank you. All in favor?

Commissioners Aye.

Chairman Dana Hennis Any opposed? I will stand opposed on that as well. Thank you. Thank you for all your attention on that discussion.

(Timestamp 00:52:08)

Motion To: Approve Case #25-06-DR With Conditions

Motion By: Commissioner Bryan Clark

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Main, Clark

Voting Nay: Commissioner Hennis

Absent: Commissioner Rosadillo

2-1-1

B. Case No. 25-03-S & 25-04-DR Lerida Subdivision – Marina Lundy – Planner

The applicant requests approval to Subdivide an approx. 21.69-acre parcel at 819 N Meridian Road (APN S1324142300) into 93 single family residential lots and 14 common lots.

Staff requests this Case to be tabled to a date uncertain.

Potential Motions:

- *Motion to table Case 25-03-S & 25-04-DR to a date uncertain.*

(Timestamp 00:52:38)

Chairman Dana Hennis I will go ahead and move to the next item, which is case #25-03-S and #25-04-DR for the Lorita subdivision, I believe.

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning & Zoning Director, City of Kuna, 751 West 4th Street. Staff is requesting that this item be tabled to a date uncertain as we are still working out some sewer serviceability components for the project and are waiting on final public work comments.

Chairman Dana Hennis Thank you.

Vice Chairman Bryan Clark Mr. Chairman, I move that we table case #25-03-S and #25-04-DR to a date uncertain.

Commissioner Jim Main Second.

Chairman Dana Hennis Thank you.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? No? Thank you.

(Timestamp 00:53:13)

Motion To: Table Case #25-03-S and #25-04-DR To A Date Uncertain

Motion By: Commissioner Bryan Clark

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Main, Clark, Hennis

Voting Nay: None

Absent: Commissioner Rosadillo

3-0-1

C. Case No. 25-02-OA, Pole Signs – Doug Hanson – Planning & Zoning Director

The City of Kuna Planning and Zoning Department requests a zoning text amendment application. The text changes include modifications to the Development Regulations Code for pole signs.

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-02-OA with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:53:30)

Chairman Dana Hennis Last item up on the agenda in the public hearings portion is case #25-02-OA, Pole Designs, Doug.

Planning & Zoning Director Doug Hanson Good evening, Commissioners. For the record, Doug Hanson, Planning & Zoning Director, 751 West 4th Street, Kuna, Idaho. The City of Kuna Planning & Zoning Department requests a zoning text amendment application for modifications to the development regulations code for pole signs. Staff believes that the proposed changes will better serve the intent of the sign code to protect property values and create an attractive community while encouraging creative, readable, and uncluttered and well-maintained signage. Special Use Permit approval would be required for the construction of all pole signs, and the zoning districts and locations where pole signs can be constructed will be limited. With the proposed code change, pole signs will only be allowed within the north-south corridor alignment of State Highway 69 Meridian Road corridor, located within C-2 area commercial and C-3 service commercial zones, limiting the impact of these signs have to a heavy traffic, predominantly commercial developments, and preserving the neighborhood commercial character of other arterial corridors throughout the city with the neighborhood commercial uses and significant residential development. And with that, I will stand by for any questions.

Chairman Dana Hennis Thank you. Any questions?

Commissioner Jim Main No.

Chairman Dana Hennis I have one simple question. What's the definition, the city definition of a pole sign?

Planning & Zoning Director Doug Hanson So the city definition of a pole sign would be a sign erected on a pole-like structure with the predominance of the square footage being placed on top at or above 30 feet in height. And in this case, that standard would change to just be, it could be below 30 feet in height as well. We took away that limitation. There used to be pull signs to 30 feet and then pull signs beyond. This would just recognize like one standard of a pull sign.

Chairman Dana Hennis So, the permanent. Not all the little ones they poked in the ground.

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning & Zoning staff, or director, we would consider that a pylon sign or a temporary banner sign.

Chairman Dana Hennis Okay, thank you. Any other questions for staff? No. Thank you. So with this, we'll go ahead and open up the public testimony for this application at 6:56. And I don't have anybody

currently signed to testify on this application for the poll sign amendment. Is there anybody in the audience that would like to? And seeing none, I will go ahead and then close the public testimony at 6:56. And that'll bring up our deliberation. I think this one's pretty straightforward. It's just kind of rewriting and clarifying.

Commissioner Jim Main Right, and just clarifying the code. I don't have any issue with it.

Chairman Dana Hennis Yeah, I didn't either. I just kind of wanted to make sure that all these little temporary ones are still classified as temporary. With that, I stand for a motion then.

Commissioner Jim Main Mr. Chairman, I move to recommend approval of #25-02-OA with conditions as outlined in the staff report.

Vice Chairman Bryan Clark Seconded.

Chairman Dana Hennis Thank you. All in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Thank you.

(Timestamp 00:56:54)

Motion To: Recommend Approval Of Case #25-02-OA With Conditions

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Bryan Clark

Further Discussion: None

Voting Aye: Commissioners Main, Clark, Hennis

Voting Nay: None

Absent: Commissioner Rosadillo

3-0-1

4. BUSINESS ITEMS:

5. UPDATES & REPORTS:

(Timestamp 00:57:16)

Chairman Dana Hennis With that, that completes the list of agenda items that I have in front of me tonight. Is there any business items or updates from staff?

Planning & Zoning Director Doug Hanson That is it for the evening.

Chairman Dana Hennis Thank you.

6. ADJOURNMENT:

(Timestamp 00:57:29)

Commissioner Jim Main Mr. Chairman, I move that we adjourn.

Vice Chairman Bryan Clark Seconded.

Chairman Dana Hennis Thank you. All in favor.

All Commissioners Aye.

Chairman Dana Hennis Thank you. Thank you all for coming.

(Timestamp 00:57:29)

Motion To: Approve The Consent Agenda

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Bryan Clark

Further Discussion: None

Voting Aye: Commissioners Main, Clark, Hennis

Voting Nay: None

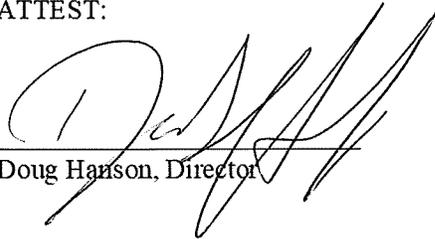
Absent: Commissioner Rosadillo

3-0-1



Dana Hennis, Chairman

ATTEST:



Doug Hanson, Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk.