

AGENDA
HAILEY PLANNING & ZONING COMMISSION
Monday, February 1, 2021
Virtual Meeting
5:30 p.m.

From your computer, tablet or smartphone: <https://www.gotomeet.me/CityofHaileyPZ>

Via One-touch dial in by phone: <tel:+15713173122,506287589#>

Dial in by phone: United States: +1 (571) 317-3122 Access Code: 506-287-589

Present

Commission: Janet Fugate, Richard Pogue, Owen Scanlon, Dan Smith, Dustin Stone

Staff: Lisa Horowitz, Robyn Davis, Jessica Parker, Chris Simms

[5:30:18 PM](#) Chair Fugate called to order.

[5:30:32 PM](#) Public Comment for items not on the agenda. No Comment.

[5:31:23 PM](#) Consent Agenda

CA 1 Adoption of the Meeting Minutes from the January 19, 2021 PZ Hearing. **ACTION ITEM.**

Chair Fugate noted at 5:56 PM typo, correct to charging stations.

Scanlon requested to pull CA 1. Scanlon noted error, projected units should be 21 not 20.

[5:32:58 PM](#) Pogue motioned to approve CA 1. Smith seconded. All in Favor.

Public Hearing

Scanlon recused himself from the deliberations of this project.

No Ex Parte to report from Smith, Stone, Pogue or Fugate.

Chair Fugate stated will open all three public hearings together and will hold public comment for all three hearings together.

PH 1 [5:35:41 PM](#) Consideration of Zone Change Applications submitted by Silver Creek Property Holdings, LLC, and Larry Green, L.L. Greens, for an amendment to the City of Hailey Zoning District Map, Section 17.05.020. Proposed changes include amendments from Limited Business (LB) and General Residential (GR) to Business (B) and change from Limited Residential 1 (LR 1) to General Residential (GR) and Downtown Residential Overlay (DRO) Districts. **ACTION ITEM.**

PH 2 [5:36:12 PM](#) Consideration of a Conditional Use Permit Application submitted by Silver Creek Property Holdings, LLC, represented by Bliss Architecture, for an auto dealership and related auto repair/maintenance, to be located at Lot 1, Block 2, Northridge X (21 E McKercher Blvd), and FR SESW TL 7589 SEC 4 2N 18E (910 N Main Street) within the Limited Business (LB), General Residential (GR) and Downtown Residential Overlay (DRO) Zoning Districts. This project will be heard concurrently with a Design Review Pre-Application and Rezone Application. **ACTION ITEM.**

PH 3 [5:36:50 PM](#) *Consideration of a Design Review Pre-Application by Silver Creek Property Holdings, LLC, and Larry Green, L.L. Greens, represented by Bliss Architecture. Three design options are presented. **ACTION ITEM.***

[5:37:12 PM](#) Horowitz explained when get to point of making decisions; will need to take each project sequentially. Simms recommended Horowitz summarize what the applications are about.

[5:39:06 PM](#) Horowitz summarized project location, explaining rezone requests and proposed businesses within each proposed zone change. Horowitz turned floor over to applicant team.

[5:41:04 PM](#) Errin Bliss, Bliss Architecture, explained location of project and current zones for each parcel. Bliss summarized boundary of DRO and most parcels within the DRO are zoned as business. Bliss discussed existing zoning and noting that uncommon to have Commercial use to be adjacent to limited residential use. Bliss provided drawing of proposed rezone changes, explaining how it is consistent with the rest of the zoning within the downtown core. [5:46:51 PM](#) Bliss discussed Version 1, explaining it really was their first stab at the project design going on to discuss how this design was determined not to be viable. Bliss explained project layout, access points off Cobblestone and Main Street for the dealership and access point off McKercher primarily for LL Greens. [5:49:24 PM](#) Bliss moved onto Version 2. Bliss noted changes made to the access points and reason for change. Bliss explained a main issue with a car dealership, is the cars trying to sell. Bliss stated intent behind all versions is to maximize where they can advertise the cars for sale. Bliss continued to discuss changes to access points. Bliss explained intent of residential design. Bliss stated they started out with just one bedroom units. [5:55:55 PM](#) Bliss moved onto Version 3, noting it is the preferred version at this time. Bliss noted access points to each lot, stating Cobblestone access is one-way for service vehicles only. Bliss discussed revised location of dealership building. Bliss explained the display pods designed to help break up the asphalt that still allow for vehicles to be displayed. Bliss continued to discuss access points and noted that the LL Greens was squared up with the dealership, so that LL Greens is not facing McKercher. Bliss explained eight residential buildings, with access off Winterberry and 1st Ave. Bliss explained all parking is covered, only parking spaces visual from 1st Ave will be guest parking. Bliss explained these are conceptual drawings, going on to discuss the proposed park space. Bliss explained landscaping plans to be used as a buffer. Bliss noted that the dealership is a two story structure, showing conceptual renderings of the proposed building and proposed display pods. [6:03:39 PM](#) Bliss provided preliminary renderings of the LL Greens building. Bliss explained idea of landscape buffer. Bliss discussed access points for residential units, noting location of new sidewalks and new street trees. Bliss discussed idea of raised berm separating the residential units from 1st Ave. Bliss discussed design of slope roofs, allowing afternoon sun and not blocking the sunlight from the existing residents on 1st Ave. Bliss proposed rendering of residential units, comparing to Sweetwater design. Bliss stated will not see any parking for units along 1st Ave if walking or bicycling, that all parking is screened. Bliss explained intent is to have these units be an extension of Northridge homes, just on a multi-family home scale. Bliss described materials used in Northridge and idea of materials to be used for residential buildings.

[6:13:42 PM](#) Ryan Hales, Traffic Engineer from Hales Engineering, provided aerial of project location and introduced himself. Hales explained process of traffic study, and noted locations where collected data at each section. Hales explained adjustments made by adding addition of 14% to account for COVID. Hales stated when analyzed data the McKercher and Main Street intersection was found to be sufficient. Hales stated he would like to focus on Cobblestone and Main Street, explained drops of level service estimated for the future. Hales summarized his discussion with ITD, and their desire to amend intersection at Cobblestone and Main Street. Hales explained recommendations made.

[6:24:02 PM](#) Stone asked if evaluated McKercher and Buttercup intersection. Hales stated they did not. Stone thinks an evaluation of McKercher and Buttercup and Buttercup and Hwy 75 would be good to do.

[6:25:07 PM](#) Smith asked if opportunity to review various scenarios of potential residential impact had. Hales confirmed, explained estimated determined would generate around 928 Trips.

[6:27:20 PM](#) Pogue stated his concern is how this would affect AmericInn on Cobblestone. Pogue asked how many people would use Cobblestone as an egress. Hales confirmed did review that, explaining it is their anticipation that approx. 13 vehicles westbound and 15 eastbound. Hales explained does not believe it will be an issue.

[6:29:48 PM](#) Matt Cook, Owner of Silver Creek Ford in Hailey, stated has been in the Hailey area since 2011. Cook explained project came to be because of necessity and lack of property available that meets their needs. Cook explained how Larry Green and he decided to work together. Cook explained an issue both business owners face, is issue finding employees due to price of housing and how they decided to include residential units as well. Cook explained they are wanting to create a nice development that can operate from years to come. Cook explained they are not doing another car dealership, that just relocating existing dealership.

[6:35:05 PM](#) No comments from Larry Green.

[6:35:22 PM](#) Chair Fugate asked if commissioners have questions.

[6:35:59 PM](#) Stone asked for park space clarification. Horowitz explained they do have park space requirements for residential not commercial. Stone asked if zone changes, relieves the applicant of park space. Horowitz clarified that it only residential uses that are subdivided for sale are required to provide a park. Stone asked what the maximum height allowed in the GR. Horowitz confirmed 35 feet. Stone asked Cook why they have to move. Cook explained under contract, to sell to another business that may or may not happen and current building is not built in a way that serves their customers the best. Cook explained idea of building new while stay in business at current location while building. Stone explained increasing number of housing does not necessarily lower pricing of homes. Stone asked if considered making part of the residential units rent controlled. Cook is open to options and happy to learn more, that not familiar with rent controlled.

[6:42:26 PM](#) Smith asked if applicant if know the current number of service bays at the existing facility. Cook stated he believes it is currently 12 with 2 wash days. Smith asked if drive through service day is for oil changes. Cook explained what service bays are, and oil changes will continue to be done within the proposed 15 bays. Smith noted going from a 14-15 unit zoning and going to absolute max. Smith asked if there is a reason going to absolute max. Cook explained proposed as is to maximize the number of units. Smith asked if more a financial viability on the applicant part, clarify there's a line of break even and maximization. Cook explained financial viability is a factor, going on to discuss reason for increase of residential units and done out of needs for dealership and hardware store. Smith asked if applicant would be amendable to limiting use of Air BnB units. Cook confirmed he is amendable to anything, not their intention to be Air BnB host. Smith asked if all units would be rentals. Cook and Bliss stated still need to do more research. Bliss explained intent is to help solve the housing problem within Hailey. Bliss summarized trying to show big picture.

[6:49:59 PM](#) Pogue asked how much larger this facility will be compared to the current facility to sell cars. Cook explained property size is almost identical. Cook explained intent is to mirror what they currently have. Pogue explained drawing shows a lot of cars. Cook explained number of vehicles visible from the street may be increased compared to what it is now, noting that some vehicles are currently parked behind the existing building. Pogue asked how the applicant felt about moving some vehicles back and adding more landscape. Cook confirmed they are open to that. Pogue complimented applicant team. Pogue stated his issues with proposal is with residential and the buffer, that need to find out if creating buffer or making a bigger problem.

[6:55:22 PM](#) Chair Fugate asked if zoning was different. Horowitz stated does not know date the zone change, but it was permitted in the past and still have some dealerships along Main Street. Chair Fugate confirmed that the ordinance changed, Horowitz confirmed it did at some point in the past. Chair Fugate asked if the park space fits the requirement. Horowitz explained they have not analyzed that yet, will come when get further along. Bliss explained 10% open space under the DRO, factors that affect open space. Bliss added that with the preliminary design, believes can meet the requirements.

[6:59:40 PM](#) Horowitz asked if commission would like to review the Comprehensive Land Use Map.

[7:00:05 PM](#) Smith asked Green how many current employees he has. Green stated he has 7, projects increasing to 12-15 with new building. Smith asked the current square footage. Green explained current and proposed square footage, stating new building would allow for more support area, retail floor space, and storage. Smith asked if plan to continue to do green house that they have done in the past. Green explained reviewing a revised design of that.

[7:02:08 PM](#) Horowitz described Hailey Comprehensive Land Use Map, noting where Main Street. Horowitz stated staff has also put a chart together showing the uses permitted within the zones.

[7:03:31 PM](#) Chair Fugate called 5 minute break.

[7:03:50 PM](#) Stone asked applicant to please address as many public comments as they can.

[7:08:59 PM](#) Chair Fugate called meeting back to order.

[7:09:24 PM](#) **Chair Fugate opened public comment.**

[7:10:50 PM](#) Katie Craig, 392 W Winterberry, backs up to McKercher and 1st Ave. She has problems with noise and traffic as survey, it was done on a Wednesday when school was not in session. She does not know about a bike path on McKercher that someone mentioned. The Hardware store and dealership is not a big deal to her, but the residential units are. Are they rentals, to be owned, need to know more. What are the business hours? What kind of lighting? Craig noted that cannot access Winterberry very easily as it is a loop. How many parking spaces along 1st Street?

[7:12:40 PM](#) Jennifer Ohlman, 402 W Winterberry, backyard is at corner of McKercher and 1st Ave she will be looking at whatever is built. She understands their concerns and desires, does not begrudge them having commercial real-estate on the highway. Her concern is what is going to back up to their houses on Winterberry Loop. They now have houses on Winterberry Loop, that are worth \$800,000 to a million dollars. That this is a high-income area in her opinion, that

North Ridge is one of the nicest areas in Hailey. Her concern, across the street from million-dollar homes is going to be residential units that look like a YMCA. If you want to have taxed income for Hailey, you need to put up units to be bought not rented. The units need to look like they are close to the value of what is across the street from them. Her concern is going to be residential units for low-income housing or apartments. She stated before she retired and moved here, she drove an hour to work every single day, that there is no reason why workers can't live in other areas and have taxed income coming in for higher end units for the city that is not so industrial.

[7:15:41 PM](#) 442 Winterberry Loop, corner of Winterberry and 1st. He is looking out his window right now and believes max height is 35' and that window would be seeing everything in his yard and house from the first floor. He thinks the second version with two stories would be much more accepted instead of the three stories. He would like to reiterate that what is going right across on 1st Street is going to be a problem.

[7:17:59 PM](#) Breanna Dodd, support all of her neighbors and she has a few more concerns. She has concerns about the right in/right out and does not see how that would work with and not end up driving by the school. She does not think there is sufficient parking and concerned will end up with additional parking on Winterberry Loop. She noticed that the entrance to that section comes in where her house is. She is quite concerned how this would impact her neighborhood and that it would isolate some of her neighbors on 1st. She thinks that is unacceptable.

[7:19:58 PM](#) Elizabeth, 401 N 3rd, concerned about residential not fitting in with the neighborhood. Northridge has a style and this is way more industrial looking and Las Vegas motel looking to her than the neighborhood requires. She remembers when talking about trying to make a more attractive entrance to town, there was not much could do. She feels it is very Blue Lakes look. She likes idea of cars showing but not all. A lot of that should be hidden from the road, give it texture instead of flat-out parking lot. When turn corner and get side view of LL Greens, instead of a nice front it looks into backside of maintenance garage looking on to residential street. She thinks it clashes with the community and right at entrance of town. She appreciates the attempt of buffer, thinks that there has been a sacrifice of too much community units and not enough buffer. She asks that the lack of buffer be addressed by LL Greens dumpster and delivery is closest to unit with least buffer.

[7:23:15 PM](#) Steven Dodd, Winterberry Loop, questions the public good of this development. If the goal is to increase residential units why not develop as these properties are zoned.

[7:23:48 PM](#) Karen Bolhke, lives right on 1st next to Cobblestone, looks directly at the project. She sees absolutely no reason for the city staff to allow a residential area to do that. Limited residential all along first as planned per zoning by the city. If you are planning parking on the outside of the sidewalk, and going to have a lot of cars backing out on first because there is never enough parking. There is no reason cannot leave the residential as is.

[7:25:17 PM](#) Kathy Deal, representing the AmericInn in Hailey as an owner and officer, just takes a little issue with the short timeline but understands this is a process. They have a couple issues and concerns. Dell noted safety concern of lack of sidewalks and as look as diagram especially from west of hotel show very little setback from the road. The sidewalks and site-lines are very important. The setbacks currently exist and strange cutout on Cobblestone that could be described as goofy was done during their construction per city requirements. They were

assured the property in front of them developed would be required to have a setback, curb and gutter, sidewalks as they had too. Other issue is with snow storage of dealership that will block critical site line and block cars going in and out of their lot. Extremely important to them that this is moved back so it does not cause safety issues. The hotel is a place to rest and relax, has concerns about lights, noise and odors.

[7:27:59 PM](#) Stone asked Dell what she sees as a business owner what the impact of this facility on her business is. Dell stated they always knew lot in front of them would be developed, would prefer a restaurant but a car dealership is good as long as they can work together.

[7:29:19 PM](#) Rob Lonning, 201 N 3rd, not directly impacted or a neighbor. He has couple concerns. He wants to be sure about night sky compliance. Second is, have spent a lot of time and trouble worrying about the entrances to Hailey and would like to think could enter the town from the north without feeling like we are all of sudden driving on Blue Lakes.

[7:30:40 PM](#) James Steel, 242 E Winterberry Loop, also submitted written comments. Steel has some serious concerns of this project as a whole. The idea that might have two car lots, on either side of downtown corridor. The current location is better for the car dealership is a much compatible area to have this type of use versus the north end of town is more residential. The statement made earlier about inevitably these lots will be made business, he does not think there is anything inevitable about zoning. Every area is unique, every area is different. He never considered this part of Hailey to be an area where would have uses like car lots, or other high intensity uses or industrial uses. He thinks need to back up and take a look at this issue as a zoning issuing and stop looking at the development as proposed. Talking about rezoning three lots, less acreage dedicated towards housing. There is talk about this increase amount of housing when actuality reducing amount of acreage dedicated towards housing in doing this. He also predicts has enough parking lot on Main Street, having a huge section of Main Street taken up with display cars and storage of cars is not appropriate. He hopes the community as a whole stands up and takes a look at this and thinks about whether or not this is the kind of community where we want to live.

[7:32:58 PM](#) Pam Rheinschild, 202 Spruce Way, owns Berkshire Hathaway has an office in Hailey. She has clients in North who have expressed concerns to her. In her 35 years in the Hailey area, she has been proud of Hailey direction in trying to integrate inclusive neighborhoods, walkability, bike ability. In particular how the accomplished adding the townsite. Has a middle school in this immediate area and one of the largest residential neighborhoods. The buffer makes perfect sense, course Main Street is going to be a business application. She does think it is inappropriate that it is a light industrial application. She is concerned with 3 curb cuts on McKercher, that is a walkable transition for people to go grocery shopping, get to the bus stop, go to the middle school and integrate with Main Street. Thinks 3 curb cuts potentially cycled differently, would be more appropriate. She knows LL Greens has always had a hand in this conversation. She thinks the massing of automobile dealership as making the transition to residential area. Tons to discuss about the residential application. She is truly concerned about the transition, lighting. That we have always strived to be very inclusive, thinks this is Hailey's last good opportunity to create something that is live work walkable and green and open that makes sense.

[7:35:02 PM](#) Kim Richards, understands that Main Street should be dedicated to businesses does not think a car dealership there is warranted, appreciated or wanted. It would be very close to residential neighborhood, even though there is a buffer proposed. Also concerned about the test drives through the neighborhood and the lighting. She is in favor of LL Greens building their hardware store on the corner. She has big concerns about the housing, especially the number proposed. Before anything is approved, needs to be specified if going to be apartments or condos or both. 750 sq. ft units are very small, even if have it be a one bedroom and one bath. If have a married couple with two cars, one will be parking on 1st Ave. the aesthetics planned at the dealership and LL Greens is not keeping with the aesthetics, their small-town western feel. Its just not very attractive. She would appreciate the council and planning giving this a lot more thought before allowing this on Main Street.

[7:37:13 PM](#) Tim Richards, Winterberry loop, does welcome all the affordable housing that is coming along in 2021, listing various areas of housing to come. He does appreciate all the housing. He is not sure light industrial is something want as the entrance to Hailey. He would like them to think about it, think about the night sky ordinance, the wildlife, that parking too. They are talking about 400-500 people on 2.5 acres with their cars and living, it's a big decision and hoping they take it seriously and think about it.

[7:38:36 PM](#) Desna Smith, Cranbrook, feels like the car lot would be better in the light industrial and agrees with the comments about the walkability and creating the entrance and how want to function. She thinks of kids walking to the store or bus and having those different cross ways to get through. It's much better where it is at as far as the car dealership. The density for the housing, she thinks the height is a concern and also some of the comments from neighbors having a view of backyards on Winterberry.

[7:40:13 PM](#) Kyle Young, 382 Winterberry Loop, new resident of Hailey, biggest concern is not the commercial application it's going to be the condos/townhomes/apartments. One of the appeals of moving here is the small-town feel. Being able to walk to the grocery store and being comfortable with kids walking to school the real concern is the increased traffic, it is taking away some of the charm.

[7:41:24 PM](#) Dirk Zondag, would like to point out that not one person has said wow that this plan is inspiring. He wonders why can't you do that; it takes four options to make a beautiful thoughtful statement for our town and community even if this area will be changed from residential. We have a chance to make something useful for our community, this is not it. If you give them an inch, they will take a mile. LL Greens originally got the zoning changed by offering to build on the corner with plenty of buffer on 1st. Given the fact that they are throwing a car dealership and pushing themselves back, the buffer is a joke, they care more about buffering the buildings between the commercial buildings and units as opposed to the existing homes. He stated give us a park, retail, restaurants, give them a good 1st St buffer. They do not want to be Twin Falls. This is an identity changer.

[7:43:30 PM](#) Hogan, 232 Winterberry Loop, He wants to start by saying that LL Greens is a wonderful business, he is also a small business and is very pro small business. He shares the concerns, does not think changing the zoning to allow this kind of development is a wise choice in the short and especially not long term. He does not think anyone has taken in consideration the traffic survey, that the apartments face Winterberry Loop. If live on Winterberry now already seeing 15-20 cars

a day that come up McKercher and take a left of Hazelnut to go around the loop so don't have to deal with light on Main Street. If put the residential units there, the natural thing to happen is everyone is going to go through Winterberry to shortcut traffic. He thinks the traffic is a real concern. Like someone said earlier, these are almost million-dollar homes and if put up the 750 sq. ft. micro units, going to devalue every single one of their properties. He does not feel that is fair to them. He thinks there is a much better use of that property.

[7:46:31 PM](#) Katie Craig, Cook stated needed to move because his building is old does not understand why can't redo his own building at the current location. She feels like building the condos so can pay for his dealership up north.

[7:48:10 PM](#) **Chair Fugate closed public comment.**

[7:48:14 PM](#) Chair Fugate asked if staff had response before applicant responds. Horowitz stated they do not but will drill down to what is permitted in the zones. Chair Fugate asked staff to address the dark sky ordinance. Horowitz explained requirements for dark sky ordinance. Chair Fugate added that this ordinance is in place and commission has been stringent in making sure this ordinance is followed. Stone asked if the dark sky ordinance is enforceable in the business district. Horowitz confirmed it is enforceable.

[7:50:27 PM](#) Bliss thanked all for their comments and questions. Bliss stated the intent by this team is not to ignore any. Bliss address comments regarding the industrial use of the dealership and that it should be located somewhere else. Bliss explained the areas dealerships are allowed, noting there are not a lot of options where they can go nor is there a lot of property available. Bliss stated it is allowed as a conditional use in the business zone. Bliss stated lighting is a concern of his as well and that the code will be met. Bliss addressed height, that if lowers the height it would cause more visible parking as the three stories allow for parking under the units. Bliss discussed traffic study report explaining that if build out the property as zoned currently, the proposed zoning would be a reduction in traffic.

[7:55:01 PM](#) Hale addressed concern of traffic study not done during school. Hale noted that school had begun, that would have caught the traffic of when school was starting but not ending. Hale explained the standard practice traffic study's, that they were trying to capture the peak of the adjacent state highway. Hale explained as reviewed traffic routing, there was some going away from McKercher. Hale explained when people are going on test drive, would typically go to Highway 75, not the residential neighborhoods.

[7:58:00 PM](#) Bliss stated there are 22 parallel parking spaces in the right of way, and would be considered guest parking spaces. Bliss explained if in the DRO, parking is 1 space per unit and if do not get in the DRO it is 1.5 space per unit.

[7:59:36 PM](#) Cook summarized remaining comments made, that want the project to look beautiful and grand and does not want to diminish what others already have. Cook believes all the required sidewalks they are supposed to have are there. Cook noted additional sidewalks added and greenspace. Cook explained just trying to keep their businesses going and be part of the community. Cook stated not trying to diminish or mimic Blue Lakes.

[8:02:27 PM](#) Chair Fugate stated would like to give the applicant input what changes/information would like to see. Chair Fugate stated it will be really important to clarify if these are going to be condos and whether they will be owned or rented. Chair Fugate stated does want to encourage pedestrian traffic, suggesting highlighting those things so it can be clarified better. Chair Fugate does like the idea of the design pods display surrounded by the rock.

[8:05:36 PM](#) Stone stated he is not a fan of rezoning in general terms, but it does make sense to him that the strip along Main Street should be business. Stone is not sold on idea that the section closer to Northridge should be changed from LR 1, does not necessarily agree that it is destined to by a higher density zoning. Stone stated if really attempting to look out for people trying to live in the community while they work here, would expect to see us cater to those people. That there are portions of the property that is rent controlled, that it is not a just a large amount of area to get maximum amount of house, that doesn't have issue with maximum house but it's no way to guarantee that rent is affordable. Stone is concerned about water pressure in this area, and is curious if the City has looked at the low water pressure in this area. Horowitz stated would ask the applicant to supply a water analysis. Stone stated if going to place a large amount of housing in this zone, thinks the open space overall is good, suggested looking for way to consolidate it. Stone does not have an issue with the business being there, feels the applicant can generate a building that will look great. Stone stated his only major issue is the residential change on the east side.

[8:12:01 PM](#) Smith stated he is glad to see the existing businesses wanting to expand and update their businesses. Smith agrees with Stone, that it is logical to make Main Street as a business zone. Smith believes there is a decent case in making the 1st block of McKercher a business or limited business zone. Smith thinks it been pointed out that the residential part of this is the major issue. Smith stated that residential portion needs some consideration. Smith stated there's a possible argument to make it GR but not go with the DRO. Smith is pleased to hear the applicant team is flexible. Smith agrees with Stone regarding the water pressure study. Smith prefers version 2, likes idea of LL Greens facing straight and parking would be more separated from the car business. Smith would like to see the improvements on Version 3 and orientation of Version 2. Smith believes need to make Cobblestone straight through. Smith stated there are some real positives, knows there are some concerned about having a car lot as an entrance to the city but already have it. Smith stated given the design has seen here, the conceptual, it would be an improvement of what looking at by the current location by the Airport and it would open up the possibility of additional business to use that space in a way that would benefit the community. Smith thanked the public for their input.

[8:18:06 PM](#) Pogue complimented the public. Pogue is sure those concerns will be addressed. Pogue would like applicant to address the school and the students walking to the bus stop. Pogue agrees with the public comment that the beauty of this town is a because it is a walking town. Pogue believes we can keep it this way, need to make sure there are sidewalks. Pogue's concerns are with the residential, does not think it is a correct buffer. Pogue thinks having 3 story apartments, is not the way to go that need to limit in height and number. Pogue complimented the applicant team.

[8:21:44 PM](#) Horowitz stated this project will provide a sidewalk with this project. Horowitz explained location of bus stop and cross walk for students, and those locations are not changing. Horowitz explained reasoning behind orientation of LL Greens on Version 3. Horowitz noted that the bike path that exists on McKercher would be redone and widened.

[8:24:25 PM](#) Chair Fugate understands why version 3 was preferred. Chair Fugate thought front of LL Greens was attractive but is probably better that is not a buffer building for residential. Chair Fugate asked the applicant to confirm concerns of snow storage and line sight. Chair Fugate asked the applicant team if there was some sort of development agreement if the zoning was changed to DRO would they be in agreement to less than what would be permitted with DRO but more than what is permitted by GR. Chair Fugate thinks if possible, less would be more in this case. Chair Fugate asked applicant if they had any questions.

[8:29:00 PM](#) Cook and Bliss do not have additional questions at this time.

Horowitz confirmed will re-notice the project once the applicant has had time to implement changes requested.

[8:33:41 PM](#) **Smith moved to table the discussion on all three public hearings to a date to be determined by City Staff and Applicant. Pogue seconded. All in Favor.**

Staff Reports and Discussion

SR 1 Discussion of current building activity, upcoming projects, and zoning code changes.

SR 2 Discussion of the next Planning and Zoning meeting: **February 16, 2021**

- DR: Kearns
- PP: Kavanagh
- District Use Text Amendment to GR setbacks

[8:36:40 PM](#) **Stone motioned to adjourn. Smith seconded. All in Favor.**