

## OFFICIALS

Lee Young, Chairman  
Dana Hennis, Vice Chairman  
Stephen Damron, Commissioner  
Cathy Gealy, Commissioner  
Tyson Garten, Commissioner



CITY OF KUNA  
Kuna City Hall Council Chambers, 751 W 4<sup>th</sup> Street, Kuna, Idaho 83634

**Planning & Zoning Commission Meeting**  
**AGENDA**  
**Tuesday January 12, 2021**

**6:00 PM REGULAR P&Z COMMISSION**

*Due to the rise in COVID-19 cases and the Governor's Order dated November 14, 2020:  
Council Chambers is closed to the public. Public Attendance Option is Live Streaming.*

*Live Streaming Instructions: Members of the public may watch the January 12, 2021 Planning & Zoning Commission meeting via Facebook Live. The live feed will start at 6:00 PM on the City of Kuna Idaho Facebook page: <https://www.facebook.com/CityofKunaIdaho/>*

*For questions, please call the Kuna Planning and Zoning Department at (208) 922-5274.*

*Public testimony will be received on the cases listed under Public Hearings within this Agenda. The instructions and options available for public testimony are listed below:*

### **PUBLIC HEARING APPLICANT/PUBLIC TESTIMONY PROCESS:**

#### **Written – Up to noon the day of the Public Hearing**

1. Submit any below stated option **prior to noon the day of the Public Hearing meeting.**  
*Late submissions will not be included.*
2. Submit testimony via our website on the Public Testimony Form  
KunaCity.ID.gov > Doing Business > Forms and Application > Frequently Requested Applications and Forms > ONLINE Public Testimony Form
3. Submit testimony via email to [publichearingtestimony@kunid.gov](mailto:publichearingtestimony@kunid.gov)
4. Submit via mail to:  
City of Kuna  
Attention: City Clerk  
PO Box 13  
Kuna ID 83634

#### **Oral – Via electronic call during the Public Hearing**

1. Submit request **no later than noon the day of the Public Hearing meeting.**
2. Email [PublicHearingTestimony@KunaID.gov](mailto:PublicHearingTestimony@KunaID.gov)
  - ✓ Your name
  - ✓ Address
  - ✓ Phone Number you will be calling from to give testimony
  - ✓ Email Address
  - ✓ Date of Public Hearing
  - ✓ Case number or Identification of Public Hearing
3. Watch your email for a reply email with the information to join the meeting electronically. (Check your spam/junk folder as a precaution)
4. Follow the dial in information.
5. Call into the virtual lobby a minimum of 5 minutes prior to the meeting.

**1. CALL TO ORDER & ROLL CALL:**

**2. CONSENT AGENDA:** ALL OF THE LISTED CONSENT AGENDA ITEMS ARE ACTION ITEMS

*All items listed under the Consent Agenda are considered to be routine and are acted on with one motion by the Commission. There will be no separate discussion on these items unless the Chairman, Commissioner, or City Staff requests an item to be removed from the Consent Agenda for discussion. Items removed from the Consent Agenda will be placed on the Regular Agenda under Business or as instructed by the Commission.*

- A. Regular Planning and Zoning Commission Meeting Minutes Dated October 13, 2020
- B. Regular Planning and Zoning Commission Meeting Minutes Dated November 10, 2020
- C. Regular Planning and Zoning Commission Meeting Minutes Dated December 8, 2020
- D. Findings of Fact and Conclusions of Law
  - I. Case Nos. 20-05-S (Preliminary Plat) & 20-02-ZC (Rezone) for Rockaway Cove Subdivision

**3. PUBLIC HEARINGS:**

*Due to current health precautions associated with the coronavirus, the city of Kuna is providing alternative ways for the community to submit comments at public hearings. To learn more about the process for written, oral or virtual testimony, please follow the directions above or contact the Planning and Zoning Department at 9208) 922-5274.*

- A. Public Hearing tabled from December 8, 2020 and Case Nos. 20-01-PUD (Planned Unit Development), 20-08-S (Preliminary Plat), 20-06-ZC (Rezone), 20-05-SUP (Special Use Permit) & 20-22-DR (Design Review) for Merlin Cottages Subdivision – Doug Hanson, Planner II  
**ACTION ITEM**

Steve Arnold with A Team Land Development and Real Estate requests Planned Unit Development approval for an approximately 5.83-acre parcel, with C-1 (Neighborhood Commercial) and R-12 (High Density Residential) zoning districts. The applicant requests Preliminary Plat approval in order to subdivide the approximate 5.83-acres into 88 total lots (71 single family, 12 common, and 5 commercial). The subject site is located at 115 N Sailer Avenue, Kuna, ID 83634, within Section 24, Township 2 North, Range 1 West; (APN: R5672430040).

*Staff requests this item be tabled to a date uncertain. Project to be re-reviewed.*

- B. Public Hearing and consideration to recommend approval for Case Nos. 20-04-AN (Annexation), 20-05-ZC (Rezone), 20-09-S (Preliminary Plat) and consideration to approve Case No. 20-19-DR (Design Review) for Linrock Subdivision – Doug Hanson, Planner II **ACTION ITEM**

Trilogy Development requests to Annex an approximately 0.75-acre parcel into Kuna City Limits and Rezone an approximately 39.64-acre parcel already within Kuna City Limits. The two parcels will make up a Mixed-Use development with C-1 (Neighborhood Commercial), R-6

(Medium Density Residential) and R-12 (High Density Residential) zones. The total 40.4 acres will be subdivided into 208 total lots (148 single family residential, 26 multifamily, 30 common and 4 commercial). The subject site is located at 5700 S Linder Road, Kuna, ID 83634, within Section 36, Township 3 North, Range 1 West; (APNs: S1236335800, S1236315400).

*Open Public Hearing*

*Receive evidence*

*Consideration to close evidence presentation and proceed to deliberation*

Potential Motions:

*Consideration to either:*

Option 1: *Approve or Deny Case Nos. 20-04-AN (Annexation), 20-05-ZC (Rezone) & 20-09-S (Preliminary Plat) and Close the Public Hearing.*

Option 2: *Continue the Public Hearing to a time and date certain.*

**4. BUSINESS ITEMS:**

**5. ADJOURNMENT:**



**KUNA PLANNING & ZONING COMMISSION  
MINUTES**

**Tuesday, October 13, 2020**

Open to the Public

*Per the Order issued by Central District Health on July 14, 2020, Social distancing and face masks will be required. Council chambers audience occupancy was 15.*

*Due to technical difficulties, the meeting was not available on Facebook Live.*

**1. CALL TO ORDER AND ROLL CALL: 6:01 PM**

**COMMISSIONERS:**

Chairman Lee Young  
Vice Chairman Dana Hennis  
Commissioner Cathy Gealy  
Commissioner Stephen Damron  
Vacant

**CITY STAFF PRESENT:**

Wendy Howell, Planning & Zoning Director  
Troy Behunin, Planner III  
Doug Hanson, Planner  
Jessica Reid, Planning & Zoning Staff

**2. CONSENT AGENDA: All Listed Consent Agenda Items are Action Items**

**A. Planning and Zoning Commission Meeting Minutes**

**I. September 8, 2020**

**C/Gealy:** I would like to break this into pieces, part A planning and zoning meeting minutes have been corrected to reflect 'minutes' in the title instead of 'agenda'.

**B. Findings of Fact & Conclusions of Law**

**I. Case No. 20-18-DR (Design Review) Medical Office at Redhawk Square**

**Commissioner Cathy Gealy moved to approve the Consent Agenda with the correction to the meeting minutes. Seconded by Commissioner Dana Hennis. Approved by the following roll call vote:**

**Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy, and Commissioner Stephen Damron.**

**Voting No: None**

**Absent: 1 (Vacant Seat)**

**Motion carried: 4-0-1**

**3. PUBLIC HEARING:**

**A. Case No. 20-02-OA (Ordinance Amendment) Home Occupation – ACTION ITEM**

**Wendy Howell:** Wendy Howell, Planning and Zoning Director, PO Box 13, Kuna, Idaho. This proposed code change is geared toward opening up more opportunities for Kuna's citizens to operate a home business with requirements that will keep the neighborhoods feeling and looking like a neighborhood, not a business district. The ordinance complies with and aligns itself with the goals and objectives of the Comprehensive Plan. The city attorney has reviewed and commented on this ordinance, his recommendations have been incorporated into the ordinance. **C/Young:** Are there any questions for Ms. Howell? **C/Hennis:** Not at this time. **C/Gealy:** I don't have any questions about the ordinance itself, but it did raise a question in my mind; because so many people are working from home right now, what is the

position from the city on those working from home? **WH:** Working from home is not the same as operating a business from their home. **C/Gealy:** It is not a home occupation? **WH:** Correct. **C/Gealy:** Thank you, no further questions. **C/Young:** Is there anyone present for the public hearing? **Jessica Reid:** There wasn't anyone signed up to testify. **C/Young:** Ok, I will officially open the public hearing at 6:07 PM. Seeing none, I will close the public hearing at 6:08 PM; that brings up our discussion. **C/Gealy:** I have no concerns. **C/Hennis:** I think it is a good clarification, I didn't see too much that was different. **C/Young:** The cleaned-up definitions are better. **C/Hennis:** I agree.

**Commissioner Dana Hennis moved to recommend approval of Case No. 20-02-OA (Ordinance Amendment) for Home Occupation. Seconded by Commissioner Stephen Damron. Approved by the following roll call vote:**

**Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy, and Commissioner Stephen Damron.**

**Voting No: None**

**Absent: 1 (Vacant Seat)**

**Motion carried: 4-0-1**

**B. Case No.'s 20-07-S (Preliminary Plat) and 20-16-DR (Design Review) Memory Ranch No. 6 – 9 – **ACTION ITEM****

**Doug Hanson:** Good Evening Mr. Chairman, Members of the Commission, for the record Doug Hanson, Kuna Planning and Zoning Staff, 751 W 4<sup>th</sup> Street. The application before you this evening is proposing to subdivide approximately 67.5 acres into 281 total lots (259 buildable lots and 22 common lots). The property was originally annexed into Kuna City Limits with an R-6 (Medium Density Residential) zoning district as a part of the original Memory Ranch application approved in October of 2015. The applicant proposes 9.5% of the project be dedicated to useable open space, which is compliant with Kuna City Code. Included in the useable open space is a 4.4-acre park to include a picnic shelter, play structure and half basketball court. Pathways are provided throughout the subdivision to provide pedestrian connectivity. In addition to improvements to Lake Hazel Road the project will construct sections of two entirely new collector roads, Shayla Avenue and Butterfly Street. Shayla Avenue is proposed and a north south major collector and Butterfly Street is proposed as an east west major collector, conforming to the Street Circulation Map. Staff recommends that both roadways be constructed as half of a 36-foot street section plus 12 additional feet of pavement widening, with vertical curb, gutter and detached sidewalk installed in accordance with KCC 5-17-13 and 6-4-2 and ACHD Policy. Following review, staff has determined the preliminary plat and design review requests are within technical compliance of the Kuna City Code, Idaho State Code and the Kuna Comprehensive Plan. As a reminder, the preliminary plat is before you as a recommendation to the City Council, and the Design Review is seeking your decision this evening. If the Commission approves the design review and recommends approval of the pre plat, Staff would recommend that the applicant be subject to the conditions of approval listed in section "I" of your staff report, as well as any other additional conditions, this decision-making body decides to impose. **C/Young:** Are there any questions for staff at this time? **C/Gealy:** I did have one question with respect to the condition to include the see-through fencing on the pathways; I didn't see that specified in the conditions of approval, it's just listed that fencing within and around shall comply with Kuna City Code. Would that comply? **DH:** Yes, that would be under the purview of the greater City Code, however, it can be added as an additional condition if you would like to be more specific; it is covered under the applicable standards. **C/Gealy:** Thank you, that was the only question I had. **C/Young:**

Any other questions for staff at this time? **C/Hennis:** Not at this time. **C/Damron:** No. **C/Young:** Could the applicant please come forward and state your name and address for the record and tell us about your project. **Jane Suggs:** Good evening Commissioners, my name is Jane Suggs with Gem State Planning, 9840 W Overland Road, Boise, Idaho, 83709. I do not have much to add as Doug has explained it. This was annexed and zoned R-6 back in 2015, we have already pursued Memory Ranch phases 1 – 5; we are now completing phase 4 and next summer we will be in phase 5. That plat was 262 home on 67 acres and this is very close, with 259 homes on 67.5 acres; if the clerk could put up the map of the vicinity, it shows both Memory Ranch and Memory Ranch 6 – 9. On the map, everything showing east of the green Harris Lateral that runs through the property, is Memory Ranch already under construction, then everything to the west is Memory Ranch phases 6 – 9. You can see the connectivity at Salutation Drive will cross over Harris Lateral, and as Doug pointed out, we are going to be building a new street along the west boundary of Memory Ranch 6 – 9, and along the south boundary. The amenities, if the clerk could put up the landscape plan; there is a big park in the northern portion of the site which will include a picnic shelter, a play structure, and a half basketball court. We have a signature type of design now where we put pathways between blocks so that we can get people from one part of the neighborhood to another, and to give them great access to the park. To address the Commissioners request about fencing, we do have two types of fencing for the different areas, we show wrought iron fencing along Harris Lateral behind those homes, but there is also an option in City Code to allow for lower fencing when you are next to a pathway; in some of these locations we do show a 4-foot vinyl fence versus the 6-foot vinyl fence, it provides the same security where you can see over the fence. We do have in the original Memory Ranch, a tot lot, a picnic shelter and a parking area; we had a pre-construction or pre-con meeting on the pool and that will service the entire Memory Ranch community. The pre-con was held a few weeks ago, they have not started construction yet, but it will be operational next summer. I will stand for questions. **C/Young:** Are there any questions for the applicant at this time? **C/Gealy:** Ms. Suggs, we received this public testimony form this evening, did you receive it as well? **JS:** I received it a few moments ago when I walked in, and it does raise issues that I know the city is facing right now because Kuna is growing; roads, safety, electrical power, internet. One of the reasons that this was annexed in 2015 and not platted at that time was, Idaho Power didn't have the power to supply there; it is in their work plan for next year so that is why we are going through the process now. The rest of the items are larger issues than what one neighborhood can handle, but I think by using the existing zone that was approved in 2015, we are adding to that and creating a great community where people can live in a location where there are some recreation activities. That is all the response I had time to prepare for, but I do understand the concerns that people have; I believe the lady who wrote this lives on the north side of Lake Hazel, just where Shayla would come up, she lives close to this property on a larger lot. **C/Gealy:** Thank you. **C/Young:** Are there any other questions? **C/Hennis:** No. **C/Damron:** What is your proposed build out date or completion date on this? **JS:** If we get started next year in 2021, we say about 5 years, 2026. **C/Damron:** Ok, thank you. **C/Young:** I will open the public testimony at 6:17 PM. At the time we began, we did not have anyone signed up, is there anybody here that would like to testify on this application? Seeing none, I will close the public testimony at 6:18 PM. Bringing up are discussion, is there anyone who would like to go first? **C/Damron:** It looks like they are going to do the construction on the roads in 2023, so before the total builds out date is met, they will be working on that and getting it taken care of with a signal and widening for traffic flow. As far as power and internet, that is on the power company and the internet company. **C/Hennis:** And the power is set for next year, so that will be good. **C/Damron:** That will be mitigated. **C/Hennis:** More customers coming in is what is going to bring the internet service in there better; they're dropping fiber all over the place with the different groups that are now

competing, I think it's one of those things where they aren't going to bring it in until they get the service requests. It's a double-edged sword. **C/Damron:** That's true. **C/Hennis:** I like the layout, it continues well with what they have, I like the open space they have provided; I know this has been in the works for several years and I like the amenities they are putting in. I don't have any issues at this point. **C/Gealy:** I have no concerns, it appears to be well designed, there's good connectivity with the neighboring phases. I do appreciate your responses to the concerns raised by this late addition, I do think it's important that we address the concerns that people raise. In reflecting on some of our hearings, sometimes we say things once and then assume they carry over from one hearing to another and that's not necessarily so. I would like to reiterate that traffic considerations are addressed by the Ada County Highway District, the electric power supply is addressed by Idaho Power, internet services are a competitive industry here and I would like to again so, as the demands go up, those competitors should be providing better and better internet services. I think the applicant has done a nice job in providing the parks and pathways and addressing the need for recreation in the development. **C/Young:** I agree, I think what they have done is appropriate. As far as traffic and traffic mitigation, between what they are going to be required to do and the other developments nearby will be required to do as they go in. As you see in areas that are closer into town, those are starting to come together with streets that are coming through and becoming the true collectors they were intended to be. **C/Damron:** I agree. **C/Young:** If there are no other questions, concerns or comments, I will stand for a motion. **C/Hennis:** We will have to break this down into two, in regards to the design review and the landscaping, was there any issues that anyone had? I didn't see anything; I think it matches the previous section of Memory Ranch 1 – 5. **C/Young:** I agree, things flow together, it all meets code and its requirements. **C/Hennis:** Ok.

**Commissioner Dana Hennis moved to recommend approval for Case No. 20-07-S (Preliminary Plat) for Memory Ranch 6 – 9 with the conditions as outlined in the staff report. Seconded by Commissioner Stephen Damron. Approved by the following roll call vote:**

**Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy, and Commissioner Stephen Damron.**

**Voting No: None**

**Absent: 1 (Vacant Seat)**

**Motion carried: 4-0-1**

**Commissioner Dana Hennis moved to approve Case No. 20-16-DR (Design Review) for Memory Ranch 6 – 9 with the conditions as outlined in the staff report. Seconded by Commissioner Cathy Gealy. Approved by the following roll call vote:**

**Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy, and Commissioner Stephen Damron.**

**Voting No: None**

**Absent: 1 (Vacant Seat)**

**Motion Carried: 4-0-1**

**C. Case No. 20-04-ZC (Rezone) Durrant – ACTION ITEM**

**Doug Hanson:** Good Evening, Mr. Chairman, members of the commission, for the record, Doug Hanson, Kuna Planning and Zoning staff 751 W 4<sup>th</sup> St, Kuna, ID 83634. The application before the evening is for the rezone for a property located near the NWC of Linder and Columbia Roads. The applicant is proposing to rezone the approximate 12.15-

acre site from its current zoning classification of Agriculture to R-6 (Medium Density Residential). There is no development associated with the proposed application. Following review, staff has determined the rezone request is within technical compliance of the Kuna City Code, Idaho State Code and the Kuna Comprehensive Plan. As a reminder, the rezone is before you as a recommendation to the City Council. If the Commission recommends approval of the rezone, Staff would recommend that the applicant be subject to the conditions of approval listed in section "I" of your staff report, as well as any other additional conditions, this decision-making body decides to impose. I will stand by for any questions.

**C/Gealy:** I have no questions. **C/Young:** Any questions for staff? **C/Damron:** I have no questions. **C/Hennis:** I had one question, it seemed like in the report it said something like although this was designated in the Comprehensive Plan as mixed use but R-6 is coming in; it said somewhere that is still ok? **DH:** The parcel and its surrounding parcels on the Future Land Use Map are made up of public, commercial, and medium density residential, so staff still views this as a mixed use area as well as the fact that the rezone is being done in preparation for a lot split that will occur in a following application. **C/Hennis:** Ok, so you view the area as mixed use. Thank you. **C/Young:** Anything else for staff at this time? Ok, if the applicant is here, please step forward and state your name and address for the record.

**Jarom Wagoner:** Thank you Mr. Chairman, my name is Jarom Wagoner, address is 11846 Linden Road, Caldwell, I am here on behalf of Kent Brown Planning Services. This is a pretty simple request, my client is looking to do some lot line adjustments and lot splits, essentially what would happen without this rezone, you would have split zoning on that parcel. We spoke with staff and they recommended the zoning gets moved forward so that when those lot line adjustments and lot splits take place, the parcel is completely comprised of the same zone; you won't have a little piece here and a little piece there. No development is planned at this time, it is just basically a request to help things move forward in the future. We are good with all conditions and have no issues in that regard. I will stand for any questions. **C/Hennis:** No questions. **C/Gealy:** I have no questions. **C/Damron:** No questions. **C/Young:** Thank you, before you sit down, could you please put your information down on the sign up sheet? I'll open the public testimony at 6:27 PM, I didn't see anyone on the sheet so I want to make sure if there is anybody here to testify on this application. Seeing none, I will close the public testimony at 6:28 PM, that brings us to our discussion. It seems pretty simple to me, the parcels to the north are residential, the large parcel next to it is the high school, I think it all fits with the surrounding area. **C/Hennis:** I'm kind of overthinking this, but with that shape of a lot off of Columbia, if they lot split that, isn't it going to be hard to have access? **DH:** For the record, Doug Hanson. As a quick correction, it is actually for a future lot line adjustment application, I apologize. **C/Hennis:** Ok, I understand, that makes more sense. I think it's appropriate. **C/Young:** Any other thoughts? **C/Gealy:** I have no concerns. **C/Damron:** No concerns.

**Commissioner Dana Hennis moved to recommend approval for Case No. 20-04-ZC (Rezone) for Durrant rezone with the conditions as outlined in the staff report. Seconded by Commissioner Stephen Damron. Approved by the following roll call vote: Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy, and Commissioner Stephen Damron.**

**Voting No: None**

**Absent: 1 (Vacant Seat)**

**Motion carried: 4-0-1**

**D. Case No.'s 20-02-AN (Annexation), 20-04-S (Preliminary Plat) and 20-08-DR (Design Review) Rising Sun Commons – ACTION ITEM**

**Troy Behunin:** Thank you Chairman Young and fellow Commissioners. Good evening, for the record, Troy Behunin, Planner III, 751 W 4<sup>th</sup> Street, Kuna. The applications before you tonight, 20-02-AN (Annexation) and 20-04-S (Pre Plat) are presented for you to recommend approval, conditional approval or denial to City Council, and 20-08-DR (Design Review) is before you for your approval, conditional approval or denial; the application materials have been assembled and presented as a packet for your consideration. The applicant seeks annexation of approximately 11.74 acres into Kuna City Limits with an R-6 Medium Density Residential zone, the zoning meets the Future Land Use Map (FLUM) designation. Currently, part of the property is zoned M-2 which is an Industrial zoning within the County, however, the County does not have the ability to provide services and the zoning does not align with the FLUM. This project is known as the Rising Sun Commons Subdivision and is located near the southwest corner of Kuna and Stroebel Roads, and is directly adjacent to the Rising Sun Estates which was approved in 2017. This project has significant frontage along Kuna Road and does propose access in two separate places, one on Kuna Road and a connection to a stub street within the neighboring Rising Sun Estates. Staff recommends that the applicant be conditioned to follow Kuna City guidelines for road widening and improvements which includes curb; gutter; sidewalk; street lights; and all of those things, along all of the streets including Kuna Road. Kuna Road is a classified roadway and the site touches Kuna City Limits on all four sides of the project, thus qualifying for annexation into the city. The applicant has proposed a preliminary plat for up to 43 buildable lots and 10 common lots, for a total of 53 lots; here are three proposed shared driveways. The applicant has submitted their subdivision landscape design review and staff has no concerns with the proposed landscaping. The applicant will be required to extend all public utilities to the site which will yield the 43 buildable lots; the Gross Density is proposed at 3.66 Dwelling Units (DU) per acre and with the 10 common lots there is approximately 1.26 acres of Open Space, or 10.7% of this site. The developer has acquired Rising Sun Estates which borders the south and east sides of this site, and this subdivision will be an extension of Rising Sun Estates. As such, the developer has also committed to extending and fully developing the pathway and two park ends of the pathway along Indian Creek in Rising Sun Estates; the developer has been working with the Parks and Rec Department and has committed to not only improve it, but to expand it. Thus, there will be some reduction in Rising Sun Estates in order to accommodate this expansion. The expansion of the area will be in concert with the Parks and Rec Department needs, and it will be a turn-key park dedicated to the city; there will be a put-in at Stroebel Road for the tubing activities of our citizens. With the commitment of expanding an already approved public amenity, coupled with making Rising Sun Commons an extension or Rising Sun Estates, staff does view this proposal coincide with the FLUM, Comprehensive Plan, and its goals, and Kuna City Code. I will receive any questions you may have.

**C/Gealy:** I do have some questions, but for the time being, and please correct my memory as I have not gone back to research; I seem to recall that we approved a plat for Rising Sun Estates. **TB:** Correct. **C/Gealy:** I remember having a conversation about the park along the creek, and there was going to be a park at the far west end of the development and nothing on the east end. **TB:** Correct. **C/Gealy:** Even though that is a popular put in spot for Indian Creek, but there would be a pathway or a trail. Will we be seeing a different plat for Rising

Sun Commons to reflect a new park on the east end of the development? **TB:** All of which you have stated is correct, yes, there is a trail, yes, there was a west side pocket park; the developer has been meeting with the Parks Department for a number of months. The trail will remain in place, there will be an expanded park on the west side, there will be an additional park on the east side against Stroebel Road; I don't want to steal his thunder, he will tell you the details but I can tell you that there will be an additional open space provided in addition to what was approved with the approved preliminary plat that you are recalling. There will be a slight change in the phasing as it comes through with Rising Sun Estates coming through, but it will be a reduction or at least a match for the approved plat. They have the opportunity to do all that without going through the pre plat process again. **C/Gealy:** Ok, thank you. Perhaps we should hear from the applicant before any other questions arise; I just wanted to make sure I remembered correctly. **TB:** Yes, you remembered correctly. **C/Young:** Any other questions for staff at this time? **C/Damron:** I'm not sure if this is a question for staff or for the developer; since we are putting in the access to the creek for people to float, what is our parking? Lots of people park on the road there so are they providing parking for that, because people will end up parking in the subdivision and that would be my concern due to the access point. **TB:** Yes, I think the applicant will expand on that. **C/Young:** Will the applicant come forward and state their name and address for the record? **Mark Tate:** Mark Tate, for the record, M3 Companies, 1087 W River Street, Suite 310, Boise, Idaho, 83072. Great questions, and I do have some images to show what is going on with the previous phase. The property is along Stroebel and Kuna Roads; Rising Sun Estates is the portion that borders Indian Creek on the south, this piece is the hole of the donut and fills in the preliminary plat that came before you not too long ago. At the time, the person that presented the application, wasn't going to acquire the piece in the middle; we are since in the process of buying the property and felt it was important to have the piece in the middle to make it efficient and make the layout work. Troy is correct, we do plan to make it and develop it as one community. This shows the approved preliminary plat and we have highlighted in red the piece we are presenting tonight; that is the only piece we will really be talking about tonight but I thought, for sake of memory, I would refresh your memory. There are generally large lots, there's 91 in total in the preliminary plat; the two park areas that we are making modifications to have been highlighted in green, where they are located. We do plan to keep the preliminary plat for this area at 91 units, it's not an increase or decrease in units, the lots still fit within the dimensional guidelines of the zone. We have talked with staff and the Parks Department; the road network stays the same and we thought that was an ok thing to do under the preliminary plat. Indian Creek here, as you are all aware, people put in here as it is a fun section of the creek; parts of the property sit a good amount above the creek, and even have some views south over the creek and towards the Owyhee's. Particularly, the point on the west corner is a really spectacular little spot; the preliminary plat did call for a pocket park on about half of that, we are suggesting making all of that a public park. We would be getting rid of one of the best lots in the City of Kuna if we put one right on that point but, I grew up in Boise and remember as they were building out the greenbelt system and how important that really was to the city; while this doesn't necessarily connect every square foot today, this is how it starts here. Here is the actual preliminary plat with the layout modifications; you can see the street layout is essentially exactly the same. We have squared off the property and added some connectivity through the park project, they made it work off of the same road network there. This does complete the road frontage along Kuna Road where there would

have been a gap in development there; I think this will make it look nice. In this picture, starting on the west side we have a generally open area for what we call a ramada; we still have the greenbelt pathway along the entirety of the creek and then on the east side is a more active park. There are four pickle ball courts, a playground, a bocci ball court and parking; we were approached by city staff because, as you said, because it was approved without a park on the east side. They asked us if it was possible and we said we think it would be a good thing for not only this area but for the community so, we tried to really maximize the parking there knowing how popular that is. We have something like 56 parking spots in that location, which I think is good for a while; and with the pickle ball courts, and bocci. You can see we actually are looking at doing a put in like Barber Park, they put an amphitheater type put in on the side of the river; we're looking at imitating something like that with tiers where people can sit along the water there, and an area to put in tubes. We're planning on a space for a future building that the city can build at a later date, that will have utility stubs and water stubs; they talked about a potential recreation center or a rental shack or food service, something like that. The swimming pool that you see across the street is part of the private HOA and will be for the Rising Sun Commons and Rising Sun Estates residence. Up along Kuna Road, this piece really fixes the entry and now we can have a lot of landscaping along that main entry off of Kuna Road; entry monuments, signage, that sort of thing. One thing that is a little bit different is we show the pond for pressurized irrigation water next to the park, but that is actually going to be up closer to Kuna Road and a street stub; the two lots in the northwest corner becomes a private drive with two lots and the pressurized irrigation pond and access for the city, in that location. This is zoomed in on the park, like I said, pickle ball, playground, ramada for picnic gatherings, bocci, parking and the future building there. One thing I do want to note is I have been working with the Parks Department for a while, I'm still waiting on the final agreement, it would be sort of a posturing agreement between us and the city where there would be some impact fee credits and cost sharing; we won't be all reimbursed for it but we'll get a piece of reimbursement. I do need to get that finalized before all of this totally set in stone, I would say that is the one caveat to these pretty parks is that we still need to get that agreement done. This is the point up there, like I said, it looks over the creek, one thing that we are going to try to add on there, and I think it will be possible, is put in a sandy beach head along the creek on the west side; people could get out, have a picnic next to the water. I do have one request; there is a condition in the staff report, No. 17 "The applicant shall keep the subdivision name as presented and may not change it for marketing purposes unless approved by Council.", we didn't name it, Rising Sun isn't the worst name in the world, but we would rather name it something different from a marketing standpoint. We know it can lead to a little bit of confusion sometimes when plat names are different than marketing names, but it does seem to be the norm when there are plat names you can't repeat and you get into really weird plat names in some cases; we would hope that you could remove that are suggest that the City Council remove that as part of your recommendation. That's all I have for your, I will stand for any questions. **C/Gealy:** I have one question on the park here, I understand it's preliminary and nothings been approved, but vehicle access will come from Stroebel? **MT:** Correct. **C/Gealy:** Will there be vehicle access from withing the subdivision? **MT:** There would not, just pedestrian access from the subdivision; we wouldn't make it to where the parking lot would go through into the subdivision, so we hopefully wouldn't have cross traffic. **C/Gealy:** Thank you. **C/Young:** Any other questions for the applicant? **C/Damron:** I have no questions at this time. **C/Young:** Ok, Mr. Tate, if you could

please sign in on the sheet here and while he is doing that, I will open the public hearing at 6:48 PM. I do not see anyone on the sign in sheet, is there anybody here that would like to testify on this application who is not signed in? Seeing none, I will close the public hearing at 6:49 PM. That will bring up our discussion. **C/Hennis:** I think it lays out really well, we were waiting for this piece to come in and tie it all together; I remember when we were looking at this before, I really like what they've done with the parks and providing an entry into Indian Creek and I know the neighbors are going to be excited about that one. I think it provides some amenities there that are tremendous, we haven't had offers like that with a lot of our subdivisions; that's not only what we were excited about before but multiplied now, it is a lot more than what we were expecting last time. I like what they are doing, it's great. **C/Young:** Any other thoughts? **C/Damron:** This will be nice to keep the traffic off Stroebel. **C/Young:** I think the layout is appropriate, the smaller lots are up against Kuna Road and the little bit larger on the back side somewhat aligns with the other subdivision. I think the pathways are all appropriate, and blending in some of the design review, the landscaping all seems in alignment with what we want. I can echo others with a much needed relief with what happens out on Stroebel, I'm looking forward to that. **C/Hennis:** As it's gotten more and more popular, I'm surprised we haven't had more accidents out there. I think this will provide something much, much needed. **C/Gealy:** I am very pleased to see the proposed park on Stroebel and recognizing that there needs to be an agreement before that can go forward, I did have some concerns that I think are somewhat mitigated by the park. I'm concerned about the three shared driveways and also the R-6 designation, primarily because of the location to the center of town; this is across Meridian Road, a state highway, from town. I know we do have some R-6 up at Deer Flat, but there is an intersection with a traffic light; maybe someday there will be a traffic light at Kuna Road, I don't know, but it seems this is better suited to R-4 which is what the Rising Sun Estates was. Absent the park, my preference would be to see an R-4 designation for the entire area and to see if there wouldn't be some way to resolve those three shared driveways. I guess I'm thinking out loud, I think the problem with that though is that, and staff can correct me, it would require a re-plat if they were to go back and try to create better connectivity between the Commons and the Estates because the Estates plat has been approved. **TB:** To answer your question, it would depend on what connectivity you are seeking. **C/Gealy:** For instance.... I hesitate to say anything because I am so excited to see the park, but at the same time, there's a shared driveway where it says 19, 20, 21; why wouldn't that be a road? And likewise, with 29, 30, 31, why would that not go through as a road rather than a shared driveway? It's curious to me that the higher density lots are on the inside as opposed to on the corner; those are just some concerns that I have. **TB:** You have very valid concerns and very good questions; city staff is always concerned with connectivity, especially with stub streets, providing them and connecting to them. Staff did not recommend street connectivity to because, one, that would be an additional street and with the added changes on top of the ones they have already made, it would push it beyond what could reasonably be done without a re-plat; so yes, they would have to go through a re-plat in order to make connections that way. Only because it was part of the conversation before about the R-6 designation, directly north of this is a Kuna School District property where there will very likely be a school or two in the future. **C/Young:** Maybe to help, at least in my mind, as far as what you are looking for with the connectivity between the two subdivisions; to me it works out well because with the park going in on the east side, if there was too much connectivity between those two, I could see a lot more traffic coming off of

Kuna Road and through the subdivision trying to get to the park. This forces traffic to go to Stroebel without potentially putting too much pressure on the subdivisions, with traffic to the park; they would have to come in off of Kuna Road, travel south then west then south again, before they get out to Stroebel road. Breaking all that up forces traffic patterns out to Stroebel. That is my thinking on that. **C/Gealy:** What is your thinking on the shared driveways? **C/Young:** In this case, I think given what the size of the subdivision is and the layout and the fact they are short, it doesn't exceed anything that the Fire Department would want with that shared drive and those accesses; some of the additional landscaping that goes on either side of those shared driveways creates a nicer small boulevard look or effect in those areas. **C/Hennis:** It's not like some of them that we've had in the past where they try to feed off of both sides, its primarily just one side; I echo what Lee is looking at. **C/Gealy:** Ok, those were my only concerns. I feel like they are mitigated by the potential of a park, to a large extent. That's quite an amenity for the neighborhood and the community. Another question that I would have is, do we need to include some sort of a condition that this approval is contingent on the agreement with the Parks Department. **C/Young:** To finalize the agreement with the Parks Department? **C/Gealy:** Yes. **C/Hennis:** How do we condition that? **C/Young:** I'm not sure, if that's part of the other subdivision; that's a question for staff. That additional park on the east is a modification to the existing subdivision. **TB:** Correct, however, there are several key things that are tied to this subdivision that are connected to the original subdivision. For example, the expansion of the park and adding more open space to that; it's tied to this subdivision and it's going to be one subdivision, the developer is in control of both of them. It doesn't have to be a very comprehensive condition, you could say to finalize the agreement with the city Parks and Rec Department or this is predicated on that; I understand that they are very close to the agreement, it's just a matter of just one more review, you may want to ask Mark for specific details. **Wendy Howell:** The city attorney has it in his hands right now and is reviewing it. **C/Young:** Does that alleviate any of your fears? **C/Gealy:** This small piece here, Rising Sun Commons, has very little open space associated with it, and the understanding is the open space that would normally be attributed to this part of the subdivision is going to be down on the creek. I think because of that we really do need to make sure that if this agreement doesn't work out that there are some other open space amenities available. **MT:** Mark Tate again, for the record. I do appreciate your questions about the agreement and I was thinking about it, the subdivision does have 10% open space by itself so I don't think we need to condition the open space or not but one thing I think could be beneficial to us and City Council, maybe as part of your recommendation, would be to recommend that the city do enter into the park agreement at their next council meeting. **C/Gealy:** Thank you. **C/Hennis:** Thank you. **C/Young:** I don't think we can necessarily dictate anything on the council's agenda but we could ask them to be expeditious in the review of the agreement. **C/Hennis:** I think it could be something requested, that the recommendation is they look at this to finalize the agreement. I think the only other thing that was in there was the question by the applicant about recommending we remove the condition for the naming sake, which I'm not sure why that is a big item for them, but I don't know how we voice that; maybe we could have them review condition 18. **C/Gealy:** Does staff have anything to add? Do you know why that condition was included where they can't change their name? **TB:** The reason staff included it with this application is because we currently have eight or nine subdivisions that have an application name and they have a marketing name, and Public Works; fire department; police department; ACHD; Idaho

Power; staff and city, including the people that live there, are getting used to a different name. The Public Works Department and City Engineer have all reviewed it as one name, then it gets inspected under the same name, then it gets built under a different name; once there is an emergency, and I understand it has already happened, where I was the only one who knew within City Hall that the subdivision was known by a different name. **C/Gealy:** Does it change the name on their signage? **TB:** Yes. **C/Gealy:** That would be the marketing name? **TB:** Correct. **C/Damron:** And then all legal understanding to that property was on the name given on the plat that we approved? **TB:** Yes, everyone at the city and emergency services understands it as one name and residents of the subdivision know it as another. **C/Gealy:** Because that is the name on the sign? **TB:** Correct. **C/Damron:** Would we have to go back and change all the names and legally change all the names on the plat? **TB:** No, nothing requires changing. **C/Damron:** Ok. **WH:** A suggestion may be, if they change the name, that they do it now rather than later. **C/Damron:** Yes. **C/Hennis:** Ok. **C/Damron:** Wendy, would you suggest them doing that at City Council or here? **WH:** Preferably before City Council, so that we can change our reports; worst case scenario would be before the Final Plat is submitted. **C/Gealy:** This is a condition that requires City Council approval to change, right? **WH:** Not necessarily. **C/Gealy:** Can we change that condition or does City Council need to change that condition? **TB:** You can recommend changing the condition. **C/Hennis:** Somehow, I didn't think that would be the hard part on this one. **C/Gealy:** Again, I'm very pleased with the amenities and the proposed park; and you did say you are still going to have 91 lots, so the lots that are taken by that second park and the one for the park on the west, will be melded in. So, we'll see smaller lots surrounding these, it will probably look more like R-6. **MT:** Yes, on the rendering, the layout already shows it. **C/Gealy:** It was already done? **MT:** Yes. **C/Gealy:** Ok, thank you. One last comment I had was on streetlights; can we add that they meet the Dark Skies provisions? **TB:** That is already part of Code. **C/Gealy:** Ok. **C/Hennis:** I was looking at the staff report and he made two recommendations for conditions, but then they are within the conditions of approval. **C/Gealy:** Streetlights and landscaping, but sometimes they conditions include verbiage on Dark Sky provisions, but that is part of the Code as well. Ok, thank you. **C/Hennis:** Right, then the two recommendations that they work with the Kuna Rural Fire District and EMS for signage, and then also when to put the second access is; that's all in there.

**Commissioner Dana Hennis moved to recommend approval for Case Nos. 20-02-AN (Annexation), 20-04-S (Preliminary Plat) for the Rising Sun Commons Subdivision with the conditions as outlined in the staff report and the additional conditions the applicant work with staff to finalize the agreement with the Parks and Recreation Department on the additional park revisions to present to City Council at the next City Council Public Hearing; and to recommend that City Council review Condition No. 18 and have the applicant and staff present options on a name change prior to submission of Final Plat. Seconded by Commissioner Stephen Damron. Approved by the following roll call vote:**

**Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy, and Commissioner Stephen Damron.**

**Voting No: None**

**Absent: 1 (Vacant Seat)**

**Motion carried: 4-0-1**

**Commissioner Dana Hennis moved to approve Case No. 20-08-DR (Design Review) for Rising Sun Commons Subdivision with the conditions as outlined in the staff report with the additional conditions the applicant work with staff to finalize the agreement with the Parks and Recreation Department on the additional park revisions to present to City Council at the next City Council Public Hearing; and to recommend that City Council review Condition No. 18 and have the applicant and staff present options on a name change prior to submission of Final Plat. Seconded by Commissioner Stephen Damron. Approved by the following roll call vote:**

**Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy, and Commissioner Stephen Damron.**

**Voting No: None**

**Absent: 1 (Vacant Seat)**

#### **4. BUSINESS ITEMS:**

**C/Young:** Are there any other matters to report? **Wendy Howell:** I have a meeting with a potential Commissioner on Friday morning, I will notify the Commission once a decision has been made. **C/Hennis:** Ok. **C/Gealy:** Thank you.

#### **5. ADJOURNMENT:**

**Commissioner Dana Hennis moved to adjourn. Seconded by Commissioner Stephen Damron. Approved by the following roll call vote:**

**Voting Aye: Chairman Lee Young, Commissioner Dana Hennis, Commissioner Cathy Gealy and Commissioner Stephen Damron.**

**Voting No: None**

**Absent: 1 (Vacant Seat)**

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Lee Young, Chairman  
Kuna Planning and Zoning Commission

ATTEST:

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

**OFFICIALS**

Lee Young, Chairman  
Dana Hennis, Vice Chairman  
Stephen Damron, Commissioner  
Cathy Gealy, Commissioner  
Vacant



**CITY OF KUNA**  
Kuna City Hall Council Chamber, 751 W 4<sup>th</sup> Street, Kuna, Idaho 83634

**Planning & Zoning Commission Meeting**  
**MINUTES**  
**Tuesday November 10, 2020**  
**6:00 PM**

*Per the Order issued by Central District Health on July 14, 2020, Social distancing and face masks were required. The Council Chambers Audience Occupancy Capacity was 15.*

*The meeting was available via live feed on the City of Kuna Idaho Facebook page, <https://www.facebook.com/CityofKunaIdaho/>*

**APPLICANT AND PUBLIC WRITTEN AND ORAL HEARING TESTIMONY PROCESS:**

**Written - In Advance** to be included in the Agenda Packet that is distributed to the Decision-Making body.

1. Submit any option prior to 5:00 pm the Thursday before Public Hearing meeting. *Late submissions will not be included in the packet but will be provided at the meeting.*
2. Submit testimony via our website on the [Public Testimony Form](#). This form will email directly to the City for inclusion in the Agenda Packet.
3. Submit testimony via email to [PublicHearingTestimony@KunaID.gov](mailto:PublicHearingTestimony@KunaID.gov)
4. Submit via mail to:  
City of Kuna  
Attention: City Clerk  
PO Box 13  
Kuna ID 83634

**Written – Up to noon the day of the Public Hearing**

1. Submit any option prior to noon the day of the Public Hearing meeting. *Late submissions will not be included.*
2. Submit testimony via our website on the Public Testimony Form
3. Submit testimony via email to [PublicHearingTestimony@KunaID.gov](mailto:PublicHearingTestimony@KunaID.gov)
4. Submit via mail to:  
City of Kuna  
Attention: City Clerk  
PO Box 13  
Kuna ID 83634

**Oral – Via electronic call during the Public Hearing**

1. Submit request no later than noon the day of the Public Hearing meeting.
2. Email [PublicHearingTestimony@KunaID.gov](mailto:PublicHearingTestimony@KunaID.gov)
  - ✓ Your name
  - ✓ Address
  - ✓ Phone Number you will be calling from to give testimony
  - ✓ Email Address

- ✓ Date of Public Hearing
  - ✓ Case number or Identification of Public Hearing
3. Watch your email for a reply email with the information to join the meeting electronically. (Check your spam/junk folder as a precaution)
  4. Follow the dial in information.
  5. Call into the virtual lobby a minimum of 5 minutes prior to the meeting.

**Oral – In Person Testimony during the Public Hearing.**

Due to social distancing protocol, the Council Chambers Audience Occupancy Capacity is 15. Social Distancing will be required. The first 15 persons who appear, in addition to Mayor, City Council, and staff, will be allowed in Council Chambers. All other persons may access the meeting via Live Streaming on the City of Kuna Facebook page, <https://www.facebook.com/CityofKunaIdaho/>. All persons wishing to testify must, state their name and residential address. No person shall speak until recognized by the Mayor. A three (3) minute time limit will be placed on all testimonies.

Information provided at the public hearing will be available, upon request, five (5) days prior to the hearing. The hearing will be held in a facility that is accessible to persons with disabilities. Special accommodations will be available, upon request, five (5) days prior to the hearing in a format that is usable to persons with disabilities.

**1. CALL TO ORDER & ROLL CALL: 6:00 PM**

**COMMISSIONERS:**

- Chairman Lee Young – Via Zoom
- Vice Chairman Dana Hennis – In Person
- Commissioner Stephen Damron – In Person
- Commissioner Tyson Garten – In Person
- Commissioner Cathy Gealy – In Person

**CITY STAFF PRESENT:**

- Mayor Joe Stear – In Person
- Jace Hellman, Planning and Zoning Interim Director – In Person
- Jessica Reid, Planning and Zoning Staff – In Person

**2. CONSENT AGENDA:**

*(Timestamp 00:00:35)*

**A. Planning & Zoning Commission Meeting Minutes**

- I.** October 27, 2020

**B. Findings of Fact & Conclusions of Law**

- I.** Case Nos. 20-03-ZC (Rezone), 20-06-S (Preliminary Plat) & 20-14-DR (Design Review)  
Ledgestone Plaza
- 2.** Case No. 20-03-AN (Annexation) C&G Farms

**Motion To:** Approve consent agenda as published

**Motion By:** Commissioner Gealy

**Motion Seconded:** Commissioner Damron

**Voting Aye:** Commissioners Young, Hennis, Damron, Garten and Gealy

**Voting No:** None

**Absent:** None

**Motion Passed:** 5-0-0

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**3. PUBLIC HEARINGS:**

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**4. BUSINESS ITEMS:**

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**5. EXECUTIVE SESSION:**

*(Timestamp 00:00:55)*

Convene Executive Session pursuant to:

Idaho Code Section 74-206 (1)(b)

- (b) to consider the evaluation, dismissal or disciplining of, or to hear complaints or charges brought against, a public officer, employee, staff member or individual agent, or a public-school student

Commissioner Young indicate he, Commissioners, Mayor Stear, Planning and Zoning Interim Director Jace Hellman, and Planning and Zoning Staff Jessica Reid would stay for the Executive Session.

**Motion To:** Convene Executive Session pursuant to Idaho Code Section 74-206 (1)(b)

**Motion By:** Commissioner Hennis

**Motion Seconded:** Commissioner Damron

**Voting Aye:** Commissioners Young, Hennis, Damron, Garten and Gealy

**Voting No:** None

**Motion Passed:** 5-0-0

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**Executive Session Planning and Zoning Commission Regular Meeting of November 10, 2020 –**

The City Council, upon a unanimous vote, convened into the Executive Session, pursuant to Idaho Code Section 74-206 (1)(b) to consider the evaluation, dismissal or disciplining of, or to hear complaints or charges brought against, a public officer, employee, staff member or individual agent, or public-school student. The executive session was convened at 9:34 p.m. In attendance was Mayor Joe Stear, Council President Greg McPherson, Council Member Richard Cardoza, Council Member Warren Christensen, and Council Member John Laraway. Also, in attendance, by request of the Mayor and Council, was City Attorney Bill Gigray, and Human Resources Director Nancy Stauffer. Mrs. Stauffer was appointed as special clerk to take the minutes of this executive session.

Information was then provided to the Mayor and the members of the City Council regarding the subject of the executive session. At 10:01 p.m. Council President Greg McPherson moved and Council Member Christensen seconded to come out of executive session and to reconvene into open session which motion passed unanimously.

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Jessica Reid, Clerk of Executive Sessions

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**Open Session Resumed**

**6. ADJOURNMENT:**

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Lee Young, Chairman  
Kuna Planning and Zoning Commission

ATTEST:

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Jace Hellman, Planning and Zoning Interim Director  
Kuna Planning and Zoning Department

**OFFICIALS**

Lee Young, Chairman  
Dana Hennis, Vice Chairman  
Stephen Damron, Commissioner  
Cathy Gealy, Commissioner  
Tyson Garten, Commissioner



**CITY OF KUNA**  
Kuna City Hall Council Chambers, 751 W 4<sup>th</sup> Street, Kuna, Idaho 83634

**Planning & Zoning Commission Meeting**  
**MINUTES**  
**Tuesday December 8, 2020**  
**6:00 PM REGULAR P&Z COMMISSION**

*Due to the rise in COVID-19 cases and the Governor’s Order dated November 14, 2020: Council Chamber was closed to the public. Public Attendance Option was Live Streaming on the City of Kuna Facebook page: <https://www.Facebook.com/CityofKunaIdaho/>*

*Public testimony was received on the cases listed under Public Hearings within this Agenda.*

**1. CALL TO ORDER & ROLL CALL:**

**COMMISSIONERS:**

Chairman Lee Young – In Person  
Vice Chairman Dana Hennis – In Person  
Commissioner Stephen Damron – In Person  
Commissioner Cathy Gealy – Via Zoom  
Commissioner Tyson Garten – In Person

**PLANNING & ZONING/CITY STAFF PRESENT:**

Jace Hellman, Interim Planning & Zoning Director – Via Zoom  
Bill Gigray, City Attorney – Via Zoom  
Lisa Holland, Economic Development Director – Via Zoom  
Doug Hanson, Planner I – Via Zoom  
Ariana Welker, Deputy City Clerk – In Person

**2. CONSENT AGENDA:** ALL OF THE LISTED CONSENT AGENDA ITEMS ARE ACTION ITEMS

**3. PUBLIC HEARINGS:**

*Due to current health precautions associated with the Coronavirus, the City of Kuna is providing alternative ways for the community to submit comments at public hearings. To learn more about the process for written, oral or virtual testimony, please follow the directions above or contact the Planning and Zoning Department at (208) 922-5274.*

**Consideration to Amend the Agenda**

*(Commission must move to amend the agenda per IC 74-204(4)(b))*

- Add Planner and applicant name to item 3A;
- Add ACTION ITEM to item 3A;
- Add Potential Motions to item 3A;
- Correct Agenda Date in Footer.

(Timestamp 00:03:29)

Commissioner Dana Hennis moved to approve the amended agenda with the items marked in red. Seconded by Commissioner Stephen Damron.

City Attorney Bill Gigray explained the procedure of accepting the amended agenda and requested confirmation from Planning and Zoning staff of the date of the amended agenda posting.

Interim Planning and Zoning Director Jace Hellman provided the date of Monday, December 7, 2020.

The Commission re-motined to accept the amended agenda.

**Motion to:** Accept the amended agenda as posted on Monday, December 7, 2020

**Motion By:** Commissioner Hennis

**Motion Seconded:** Commissioner Damron

**Further Discussion:** None

**Voting Aye:** Commissioners Young, Hennis, Damron, Gealy and Garten

**Voting No:** None

**Absent:** None

**Motion Carried:** 5-0

**A. Case Nos. 20-01-PUD (Planned Unit Development), 20-08-S (Preliminary Plat), 20-06-ZC (Rezone), 20-05-SUP (Special Use Permit) & 20-22-DR (Design Review) Merlin Cottages – Doug Hanson, Planner I and Steve Arnold, Applicant ACTION ITEM**

(Timestamp 00:05:42)

Steve Arnold with A Team Land Development and Real Estate requests Planned Unit Development approval for an approximately 5.83-acre parcel, with C-1 (Neighborhood Commercial) and R-12 (High Density Residential) zoning districts. The applicant requests preliminary plat approval in order to subdivide the approximate 5.83-acres into 88 total lots (71 single family, 12 common, and 5 commercial). The subject site is located at 115 N Sailer Avenue, Kuna, ID 83634, within Section 24, Township 2 North, Range 1 West; (APN: R5672430040).

Planner I Doug Hanson explained the applicant requested to have the public hearing tabled in order to make a correction to the application.

Commissioner Gealy asked if staff had a date certain in mind.

Mr. Hanson responded January 12, 2021.

**Motion to:** Table the public hearing for Case Nos. 20-01-PUD (Planned Unit Development), 20-08-S (Preliminary Plat), 20-06-ZC (Rezone), 20-05-SUP (Special Use Permit) & 20-22-DR (Design Review) Merlin Cottages to January 12, 2021

**Motioned By:** Commissioner Gealy

**Seconded By:** Commissioner Hennis

**Further Discussion:** None

**Voting Aye:** Commissioners Young, Hennis, Damron, Gealy and Garten

**Voting No:** None

**Absent:** None

**Motion Carried:** 5-0

*(Timestamp 00:07:36)*

Interim Planning and Zoning Director Jace Hellman reminded the Commission there would be a Sewer Workshop at the Treatment Plant. He would email the Commissioners the details. He also explained for the time being, meetings would be held virtually and one commissioner would need to be present.

City Attorney Bill Gigray suggested that Mr. Hellman may wish to be present at the Workshop as well as a Commissioner.

Mr. Hellman agreed that himself and a Commissioner would be present and the Commissioners could decide amongst themselves which one of them would be in attendance. Mr. Hellman explained that legal counsel, Mr. Gigray or one of his partners, would be attending future meetings.

Mr. Gigray added the legal counsel who would be attending would remain as consistent as possible. Mr. Gigray indicated the alternative to himself would be Marc Bybee.

The Commission thanked Mr. Gigray.

#### **4. BUSINESS ITEMS:**

#### **5. ADJOURNMENT: 6:10 P.M.**

**Motion to:** Adjourn the meeting

**Motioned By:** Commissioner Gealy

**Seconded By:** Commissioner Hennis

**Further Discussion:** None

**Voting Aye:** Commissioners Young, Hennis, Damron, Gealy and Garten

**Voting No:** None

**Absent:** None

**Motion Carried:** 5-0

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Lee Young, Chairman  
Kuna Planning and Zoning Commission

ATTEST:

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Jace Hellman, Planning and Zoning Interim Director  
Kuna Planning and Zoning Department



<b>6</b>	Illustrative Plan			X
<b>7</b>	Preliminary Plat			X
<b>8</b>	Phasing Plan			X
<b>9</b>	Legal Description			X
<b>10</b>	Subdivision Name Reservation			X
<b>11</b>	City Engineer Memo			X
<b>12</b>	ACHD Report			X
<b>13</b>	Boise Project Board of Control			X
<b>14</b>	Central District Health Department			X
<b>15</b>	Department of Environmental Quality			X
<b>16</b>	Kuna Rural Fire District			X
<b>17</b>	Kuna Joint School District			X
<b>18</b>	Site Photos			X
<b>19</b>	Design Review Application			X
<b>20</b>	Landscape Plans			X
<b>21</b>	Affidavit of Legal Interest			X
<b>22</b>	Neighborhood Meeting Certification			X
<b>23</b>	Commitment to Property Posting			X

## **1.2 Hearings**

**1.2.1** Planning and Zoning Commission heard this on October 27, 2020. The FCO's have been requested to go to the Planning and Zoning Commission January 12, 2021.

## **1.3 Witness Testimony**

**1.3.1** Those who testified at the Council's October 27, 2020 hearing are as follows, to-wit:

**1.3.1.1** City Staff:  
Troy Behunin, Planner III

**1.3.1.2** Appearing for the Applicant:  
Pat Tealey, Tealey's Land Surveying

**1.3.1.3** Neighboring Property Owner appearing in Opposition:  
Babbette Monroe, 1251 S Swan Falls Road, Kuna, ID 83634; Testified.

**1.3.1.4** Citizen appearing in Favor:  
Brett Hughes, 969 Brentbrook Lane, Eagle, ID 83616, Did not testify.

**1.3.1.5** Citizen appearing in Favor:  
Mark Knight, 9504 Birnapflor Drive, Boise ID 83709, Did not testify.

**1.3.4** No other witnesses appeared at the hearing on October 27, 2020, and the hearing was then closed for the receipt of evidence and testimony.

**II  
DECISION**

WHEREUPON THE PLANNING AND ZONING COMMISSION being duly informed upon the premises and having reviewed the record, evidence, and testimony received and being fully advised in the premises, DO HEREBY MAKE THE FOLLOWING RECOMMENDED FINDINGS OF FACT, CONCLUSIONS OF LAW, AND ORDER, to-wit:

**III  
FINDINGS OF FACT**

**3.1 Findings Regarding Notice**

**3.1.1 Notice Required:** Notice has been given in accordance with the City Code and Idaho Statutes.

**3.1.2 Notice Provided**

**3.1.2.1** Notice was published for the October 27, 2020 hearing on the Rezone and Preliminary Plat for Rockaway Cove Subdivision in the *Kuna Melba News Newspaper*, the official City of Kuna newspaper, which has general circulation within the boundaries of the City and in Ada County and Canyon County.

<i>Newspaper</i>	<i>Dates Published</i>
<i>Kuna Melba News Newspaper</i>	October 7, 2020

**3.1.2.2** Notice for the October 27, 2020 hearing containing the legal description of the property proposed to be developed was mailed on October 15, 2020 to all known and affected property owners within four hundred (400) feet of the boundaries of the area described in the application.

**3.1.2.3** Notice for the October 27, 2020 hearing was posted in conspicuous places within City Hall on the Foyer's Bulletin Boards, and City Website.

### 3.2 Findings Regarding Rezone

3.2.1 The land for proposed rezone is comprised of two (2) parcels totaling approximately (approx.) 8.56 acres. The parcels are as follows:

Property Owner	Parcel Size – Approx.	Current Zone	Parcel Number
Kendrick E. Wallace	1.00 acres	A (Agriculture)	R8247270180
Craig E. Wallace	7.56 acres	A (Agriculture)	R8247270176

3.2.2 Applicant requests to rezone the approx. 8.56 acres to an R-6 Medium Density Residential (MDR) zone.

3.2.3 The subject site is located north of the NWC of Swan Falls Road and King Road within Section 26, Township 2 North, Range 1 West.

3.2.4 The existing land uses and zoning designations for lands surrounding the subject parcel is as follows:

North	R-6	Medium Density Residential – Kuna City
South	A	Agriculture – Kuna City
East	RUT	Rural Urban Transition – Ada County
West	RUT	Rural Urban Transition – Ada County

### 3.3 Findings Regarding Preliminary Plat Application

3.3.1 All technical requirements listed in Kuna City Code (KCC) 6-2-3 were provided on the Preliminary Plat.

3.3.2 The Applicant requests to subdivide 8.56 acres into 28 Single-Family lots and 3 common lots for a subdivision.

3.3.3 The Comprehensive Plan (Comp Plan) has listed numerous goals for providing a variety of housing densities and types to accommodate various lifestyles, ages and economic groups in Kuna, as well as the installation of pathways and open space.

3.3.4 Several improvements and changes to existing roadways would need to be made as part of the proposed project. The applicant testified to their willingness to make these improvements.

### 3.4 Testimony of the City Planner

3.4.1 **Conclusions:** The City Planner, in a staff report to the Planning and Zoning Commission dated October 27, 2020 confirmed that a review of the site and records on file at the City of Kuna has been completed with the following conclusions:

3.4.1.1 On October 24, 2019 Planning and Zoning staff held a pre-application meeting with the Applicant, Public Works, The Kuna Joint School

District and the Kuna Police Department to discuss the project. The applicant held a neighborhood meeting with land owners within three hundred (300) plus feet of the proposed project area on February 13, 2020; two (2) residents attended the meeting.

- 3.4.1.2** Staff views this request to be in concert with the Comp Plan and the Future Land Use Map (FLUM). This project has limited frontage adjacent to Swan Falls Road and the residence on the one (1) acre parcel along Swan Falls Road, will remain. There are adjacent parcels under different ownership with additional frontage along Swan Falls Road, which will be reserved for the Mixed-Use component for the area, should they develop in the future.
- 3.4.1.3** The applicant proposes to rezone the approx. 8.56 acres (ac) already within Kuna City Limits, from Agriculture (A) to R-6 MDR, with a total of 28 buildable lots; Gross Density of 3.21 Dwelling Units per Acre (DUA) and a Net Density of 4.31 DUA. Also proposed are three (3) common lots totaling 28,750 Square Feet, which equals approx. 7.6% total Open Space; staff views the proposed Open Space to be in compliance with KCC 5-17. Staff recommends if any part(s) of the Open Spaces are designed to be used as storm water retention, the Applicant be conditioned to work with the City Engineer to ensure that the area designated for “Open Space” *and* as water retention, is able to serve both purposes *and* maintain the proper Open Space requirements (see Condition No. 17). The original Rockaway Cove project from 2006 was part of the LID (Local Improvement District), according to the Public Works Department the required number of required sewer connection *may* be provided with Developer sponsored upgrades to the Ten Mile Lift Station.
- 3.4.1.4** The Applicant has not proposed to widen Swan Falls Road along the east boundary with this project, however, Swan Falls Road is listed as a North-South Minor Arterial according to the Street Circulation Map. As such, staff recommends that the Developer be conditioned to provide road widening with vertical curb and gutter, and an eight (8) foot sidewalk (KCC 5-17-13) in conformance with required improvements for Arterial Roads (KCC 6-4-2). The existing subdivisions to the north provided a future stub street and this subdivision should be required to connect to it, and provide a stub to the south for future development. Applicant shall be conditioned to satisfy the Kuna Rural Fire Districts requirements at time of final design for the EMS ingress/egress.
- 3.4.1.5** The installation of streetlights are required public improvements listed under KCC 6-4-2. Staff located the proposed locations of street lights on the Preliminary Plat and notes the Applicant will be required to follow KCC 6-4-2 for their separation, installation and wattages. Staff also notes streetlights must be designed and installed according to “Dark

Sky” standards and shall use LED lighting. The final location of street lights will be approved at the time of construction document review.

**3.4.1.6** The Phasing Plan indicates there are common lots located on Lot 4 and 10, Block 3; Lot 5, Block 2; and Lot 7, Block 1. However, on the Preliminary Plat, Landscape Plan, and in the open space calculations, Lot 4, Block 3 in NOT included; staff is curious why it was excluded. Applicant also proposes a 30’ landscape buffer along Swan Falls Road, and as long as the CC&R’s address this as an area to be maintained into perpetuity by the HOA, staff can support a buffer rather than a *common lot*.

**3.4.1.7** A Design Review application for common area landscaping and open space was included as a part of the application. Applicant is required to comply with KCC 5-5-5:F and install “see-through” fencing next to common areas, and a solid vinyl perimeter fence. Staff finds the proposed landscaping, buffers and common space to be in compliance with Kuna City Code. Staff recommends the Applicant be conditioned to place “Sod” where the Landscape Plan (dated May 15, 2020) identifies “LAWN”. Staff also recommends the Landscape Plan state in regards to trees that all twine, wire baskets and burlap shall be removed at least ½ way down the root ball after planted and provide staff an updated plan reflecting the changes to these notes. This Landscape Plan will be considered a binding site plan. Additionally, staff notes that if this project is approved, at the time of civil plan development, landscaping cannot be placed within ten (10) feet of any and all meter pits, pressurized irrigation valves, and Ada County Highway District (ACHD) underground facilities. In the event that locations of landscaping are within the locations listed above, the landscaping in that area must be moved to an alternate location, and an updated landscape plan must be provided to staff prior to scheduling a final landscape inspection. A Design Review (DR) application has not been submitted for a monument sign however, DR approval will be required prior to submitting for a building permit. The Developer/Owner/Applicant is hereby notified that this project is subject to Design Review inspection fees. Required inspections (post construction), are to verify landscaping compliance prior to signature on the Final Plat.

**3.4.1.8** The Comp Plan encourages a variety of housing types for all income levels, open space and pathways numerous times throughout the document. Staff has reviewed the proposed Preliminary Plat for technical compliance with Kuna City Code and finds the Preliminary Plat and Landscape Plan are in compliance KCC 5-6; Idaho Statute §67-6511; and the Comprehensive Plan. Staff recommends the Applicant be conditioned to work with Kuna’s staff, ACHD, Kuna Rural Fire District (KRFD) and any other applicable agencies to ensure conformance to each agency’s requirements.

**3.4.1.9** Staff recommends that if the Planning and Zoning Commission recommends approval of Case Nos. 20-02-ZC (Rezone) and 20-05-S (Preliminary Plat), and approves Case No. 20-12-DR (Design Review), the applicant be subject to the Conditions of Approval listed in Section 3.4.2, and any additional conditions requested by the Planning and Zoning Commission.

**3.4.2 Staff Recommendations:** As a result of the review, the City Planner III, Troy Behunin, recommends the Applicant be subject to the following Conditions of Approval should the Commission recommend approval of Case Nos. 20-02-ZC (Rezone) and 20-05-S (Preliminary Plat), and approves Case No. 20-12-DR (Design Review):

**3.4.2.1** The Applicant and/or Owner shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:

**3.4.2.1.1** The City Engineer shall approve sewer hook-ups.

**3.4.2.1.2** The City Engineer shall approve all civil plans. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.

**3.4.2.1.3** Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties".

**3.4.2.1.4** The Kuna Rural Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Rural Fire District are required.

**3.4.2.1.5** The Kuna Municipal Irrigation System and Boise Project Board of Control shall approve any modifications to the existing irrigation system.

**3.4.2.1.6** Approval from Ada County Highway District shall be obtained and Impact Fees must be paid *prior to issuance* of any building permit(s).

**3.4.2.1.7** All public rights-of-way shall be dedicated and constructed to standards of the City and Ada County Highway District. No public street construction may commence without the approval and permit from Ada County Highway District.

- 3.4.2.2** Installation of utility service facilities shall comply with requirements of the public utility or irrigation district providing services. All utilities shall be installed underground, see KCC 6-4-2.
- 3.4.2.3** Compliance with Idaho Code §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
- 3.4.2.4** When required, submit a petition to the City (as necessary, confirmed with the City Engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and annex the irrigation surface water rights appurtenant to the property to the Kuna Municipal Irrigation System.
- 3.4.2.5** Connection to City Services (Sewer, Water, Pressurized Irrigation) is required. The Applicant shall conform to all corresponding Master Plans.
- 3.4.2.6** Curb, gutter and sidewalk (attached and detached) shall be installed in accordance with KCC 5-17 and KCC 6-4.
- 3.4.2.7** Applicant shall work with staff in order to provide locations of street lights as required by Kuna City Code.
- 3.4.2.8** Street lights for the site shall be LED lighting, must comply with Kuna City Code, and established Dark Skies practices.
- 3.4.2.9** Fencing within and around the site shall comply with Kuna City Code (Unless specifically approved otherwise and permitted).
- 3.4.2.10** All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within 3 days, or as the planting season permits, as required to meet the standards of these requirements. Maintenance and planting within public rights-of-way shall be approved from the public entities owning the property.
- 3.4.2.11** Landscaping shall not be placed within ten (10) feet of any and all meter pits, pressurized irrigation valves and/or ACHD underground facilities and must honor all vision triangles.
- 3.4.2.12** The Applicant shall install “sod” wherever the landscape plan (dated May 15, 2020) identifies “lawn”, and provide staff an updated Landscape Plan accommodating the requested change.
- 3.4.2.13** All signage within/for the project shall comply with Kuna City Code, and shall be approved through the applicable sign approval process listed in KCC 5-10.

- 3.4.2.14** Any revisions of the Plat are subject to Administrative Determination to rule if the revision is substantial. If any revisions are made, the Applicant shall provide the Planning and Zoning Staff with a revised copy of the Preliminary Plat.
- 3.4.2.15** Applicant shall work with the City Engineer to ensure that the area designated for “Open Space” and as water retention, is able to serve both purposes and maintain the proper Open Space requirements.
- 3.4.2.16** Applicant shall satisfy the Kuna Rural Fire Districts requirements at time of final design for the EMS ingress/egress.
- 3.4.2.17** The Developer/Owner/Applicant, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through the public hearing processes.
- 3.4.2.18** Developer/Owner/Applicant shall follow staff, City Engineers and other agency recommended requirements as applicable. Capacity to accept the wastewater discharged from the proposed subdivision.
- 3.4.2.19** Developer/Owner/Applicant shall comply with all local, state and federal laws.

**3.5 Other Testimony**

- 3.5.1** 10/27/2020 Public Hearing – Pat Tealey, Tealey’s Land Surveying, testified about the specifics of the development; specifically, open space and common lots.
- 3.5.2** 10/27/2020 Public Hearing – Babbette Monroe, neighboring property owner, testified asking about common lot sizes and the protections of her irrigation rights.

**IV**

**CONCLUSIONS OF LAW**

**RE: POWERS AND DUTIES OF THE PLANNING AND ZONING COMMISSION**

- 4.1** City of Kuna is a duly formed Municipal Corporation organized and existing by virtue of the laws of the State of Idaho and is organized, existing and functioning pursuant to Chapter 1, Title 50, Idaho Code.
- 4.2** The power of the City of Kuna lies in the planning and zoning commission to hear this matter as provided in Idaho Code §50-222, §67-6513, and §67-6615, and Kuna City Code 6-2-3:F.
- 4.3** The Kuna Planning and Zoning Commission has the exclusive general supervisory authority over recommendation of all plat approvals and certification under their jurisdiction as provided in Idaho Code §50-1308.

**V**  
**CONCLUSIONS OF LAW**  
**RE: APPLICATION FOR REZONE**

- 5.1** The City of Kuna has authority to approve Rezones within its boundaries pursuant to Idaho Code §67-65, and Kuna City Code 5-1-2.

**VI**  
**CONCLUSIONS OF LAW**  
**RE: APPLICATION FOR PRELIMINARY PLAT**

- 6.1** The City of Kuna has authority to approve Preliminary Plats within its boundaries pursuant to Idaho Code §50-13, and §67-65, and Kuna City Code 6-1-2.

**VI**  
**ORDER OF RECCOMENDED APPROVAL OF APPLICATIONS FOR REZONE AND  
PRELIMINARY PLAT**

The Kuna Planning and Zoning Commission, having review the above-entitled record, having listened to the arguments and presentations at the hearing, and being fully informed in the premises and further based upon the Findings of Fact and Conclusions of Law hereinabove set forth, DO HEREBY RECOMMEND TO CITY COUNCIL:

- 7.1** That the Rezone and Preliminary Plat applications (Case Nos. 20-02-ZC & 20-05-S) are hereby *recommended approval*.

**VII**  
**ORDER OF APPROVAL OF APPLICATION FOR DESIGN REVIEW**

The Kuna Planning and Zoning Commission, having review the above-entitled record, having listened to the arguments and presentations at the hearing, and being fully informed in the premises and further based upon the Findings of Fact and Conclusions of Law hereinabove set forth, DO HEREBY ORDER AND DOES THIS ORDER:

- 8.1** That the Design Review application (Case No. 20—12-DR) is hereby *approved*.

**BY ACTION OF THE PLANNING AND ZONING COMMISSION** of the City of Kuna at its regular meeting held on the 12th day of January 2021.

\_\_\_\_\_  
Lee Young  
Planning and Zoning Commission Chairman



751 W 4<sup>th</sup> Street | Kuna, ID | 83634  
(208) 922-5274 | [www.kunacity.id.gov](http://www.kunacity.id.gov)  
**EXHIBIT CHECKLIST**



Case Name: Linrock Subdivision  
Case No.(s): 20-09-S (Preliminary Plat), 20-04-AN (Annexation),  
20-05-ZC (Rezone) & 20-19-DR (Design Review)

EXHIBITS	
1	Exhibit List Pg. 1
2	Staff Report Pg. 3
3	Commission and Council Review Application Pg. 21
4	Preliminary Plat Checklist Pg. 23
5	Annexation Checklist Pg. 24
6	Rezone Checklist Pg. 25
7	Vicinity Map Pg. 26
8	Aerial Map Pg. 27
9	Homeowner's Maintenance Agreement Pg. 28
10	C-1 Zone Legal Description Pg. 30
11	R-6 Zone Legal Description Pg. 34
12	R-12 Zone Legal Description Pg. 37
13	Annexation Legal Description Pg. 42
14	Preliminary Plat Legal Description Pg. 45
15	Affidavit of Legal Interest Pg. 47
16	Warranty Deed Pg. 48
17	Letter of Intent Pg. 54
18	Commitment to Property Posting Pg. 57
19	Traffic Impact Study Executive Summary Pg. 58
20	Traffic Impact Study Addendum Pg. 63
21	Subdivision Name Reservation Pg. 89
22	Phasing Plan Pg. 91
23	Landscape Plan Pg. 92
24	Neighborhood Meeting Certification Pg. 93
25	Preliminary Plat Pg. 99
26	Agency Transmittal Pg. 105
27	Boise Project Board of Control Pg. 107
28	Central District Health Department Pg.110
29	City Engineer Pg. 111
30	Ada County Highway District Pg. 115
31	Kuna School District Pg. 146
32	Nampa Meridian Irrigation District Pg. 148
33	Parks and Recreation Pg. 149
34	COMPASS Pg. 151
35	Kuna Melba News Pg. 152
36	Planning and Zoning Mailer Pg. 153
37	Proof of Posting Pg. 157





# City of Kuna

## Planning and Zoning Commission

### Staff Report

P.O. Box 13  
 Phone: (208) 922-5274  
 Fax: (208) 922-5989  
 www.Kunacity.id.gov

**To:** Planning and Zoning Commission

**Case Numbers:** 20-09-S (Preliminary Plat), 20-04-AN (Annexation), 20-05-ZC (Rezone) and 20-19-DR (Design Review) – **Linrock Subdivision.**

**Site Location:** 5700 S Linder Road  
Kuna, ID 83634

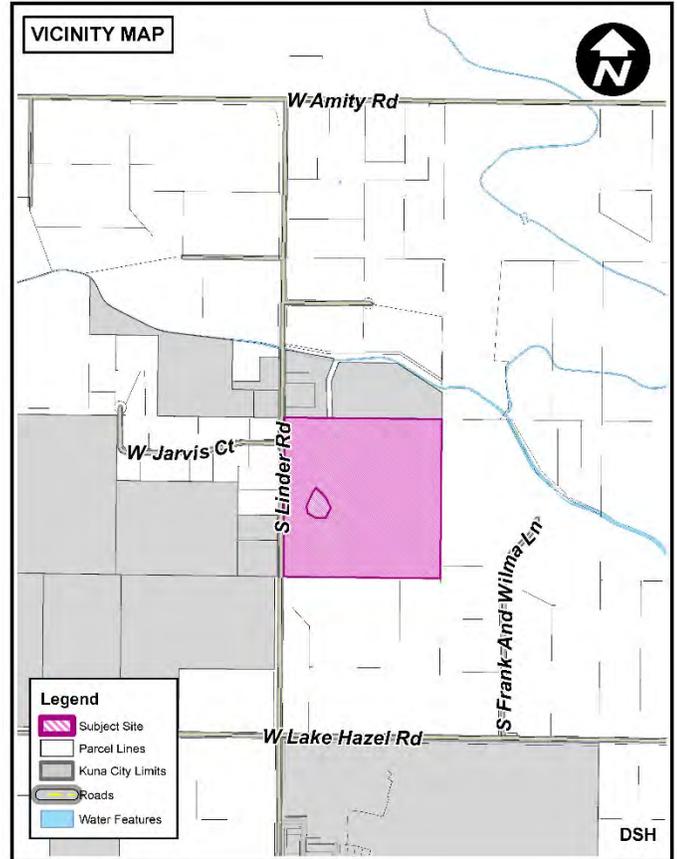
**Planner:** Doug Hanson, Planner II

**Hearing Date:** January 12, 2021

**Owners:** Viper Investments, LLC  
1977 E Overland Road  
Meridian, ID 83642

**Applicant:** Trilogy Development, Inc  
9839 W Cable Car St., Suite 101  
Boise, ID 83709  
208.895.8858

**Representative:** Gem State Planning – Jane Suggs  
9840 W Overland Road, Suite 120  
Boise, ID 83709  
208.602.6941  
[jane@gemstateplanning.com](mailto:jane@gemstateplanning.com)



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| A. Process and Noticing  | G. Proposed Findings of Fact and Conclusions of Law |
| B. Applicants Request    | H. Proposed Comprehensive Plan Analysis             |
| C. Site History          | I. Proposed Kuna City Code Analysis                 |
| D. General Project Facts | J. Commission’s Recommendation                      |
| E. Staff Analysis        |   |
| F. Applicable Standards  |   |

**A. Process and Noticing:**

1. Kuna City Code (KCC), Title 1, Chapter 14, Section 3, states that design reviews are designated as *public meetings*, with the Planning and Zoning Commission (acting as the Design Review Board) as the decision-making body; and that preliminary plats are designated as public hearings, with the Planning and Zoning Commission as a recommending body and City Council as the decision-making body. These land use applications were given proper public notice and followed the requirements set forth in Idaho Code, Chapter 65, Local Planning Act.

**a. Notifications**

- |                                  |                                     |
|----------------------------------|-------------------------------------|
| i. Neighborhood Meeting          | August 13, 2020 (6 people attended) |
| ii. Agency Comment Request       | October 26, 2020                    |
| iii. 450’ Property Owners Notice | December 21, 2020                   |

- iv. Kuna Melba Newspaper
- v. Site Posted

December 23, 2020  
December 28, 2020

**B. Applicant’s Request:**

Trilogy Development and Gem State Planning request to annex an approximately 0.75-acre parcel into Kuna City Limits and rezone an approximately 39.64-acre parcel already within Kuna City Limits. The two parcels will make up a mixed-use development with C-1 (Neighborhood Commercial), R-6 (Medium Density Residential) and R-12 (High Density Residential) zoning district classification. The total 40.4 acres will be subdivided into 208 total lots (148 single family residential, 26 multifamily with 104 units, 30 common, and 4 commercial). The subject site is located at 5700 S Linder Road, Kuna, ID 83634, within Section 36, Township 3 North, Range 1 West; (APN: S1236335800, S1236315400).

**C. Site History:**

Historically these parcels have been used for agricultural purposes.

**D. General Projects Facts:**

1. **Comprehensive Plan Map:** The Future Land Use Map (FLUM) is intended to serve as a *guide* for the decision-making body for the City. The FLUM indicates land use designations generally speaking, it is not the actual zone. The Future Land Use Map identifies the approximately 40.4-acre site as Mixed Use.
2. **Recreation and Pathways Map:** The Recreation and Pathways Master Plan Map does not indicate a future pathway/trail through the subject site; however, bike routes are proposed along the proposed future road, W Jarvis Drive.

3. **Surrounding Land Uses:**

<b>North</b>	A	Agriculture – Kuna City
<b>South</b>	RUT	Rural Urban Transition – Ada County
<b>East</b>	RUT	Rural Urban Transition – Ada County
<b>West</b>	RUT R-2	Rural Urban Transition – Ada County Low Density Residential – Kuna City

4. **Parcel Sizes, Current Zoning, Parcel Numbers:**

Property Owner	Parcel Size:	Current Zone:	APN:
Viper Investments, LLC	0.75	RUT (Rural Urban Transition)	S1236335800
Viper Investments, LLC	39.64	A (Agriculture)	S1236315400

5. **Services:**

- Sanitary Sewer– City of Kuna
- Potable Water – City of Kuna
- Pressurized Irrigation – City of Kuna (KMIS)
- Fire Protection – Kuna Rural Fire District
- Police Protection – Kuna Police (Ada County Sheriff’s office)
- Sanitation Services – J & M Sanitation

6. **Existing Structures, Vegetation and Natural Features:**

The proposed project site contains one single-family home. Vegetation on-site is consistent with that of agricultural fields.

**7. Transportation / Connectivity:**

The applicant proposes to improve Linder Road along the property’s western frontage and construct a new section of the mid mile collector, W Jarvis Drive along the property’s northern boundary. Additionally, the project proposes to provide stub streets to the adjacent parcels to the east and south of the subject site.

**8. Environmental Issues:**

Staff is not aware of any environmental issues, health or safety conflicts. The Idaho Department of Environmental Quality (DEQ) has provided recommendations for surface and groundwater protection practices and requirements for development of the site.

**9. Agency Responses:** The following responding agency comments are included as exhibits with this case file:

- Boise Project Board of Control ..... Exhibit B-2
- Central District Health Department ..... Exhibit B-3
- City Engineer ..... Exhibit B-4
- Ada County Highway District ..... Exhibit B-5
- Kuna School District ..... Exhibit B-6
- Nampa Meridian Irrigation District ..... Exhibit B-7
- Parks and Recreation ..... Exhibit B-8
- COMPASS ..... Exhibit B-9

**E. Staff Analysis:**

The applicant held a neighborhood meeting on August 13, 2020. There were a total of six (6) residents who attended the meeting. Neighborhood meeting minutes as well as mailed materials have been provided as a part of this application.

The applicant is proposing to annex an approximately 0.75-acre parcel into Kuna City Limits and rezone an approximately 39.64-acre parcel already within Kuna City Limits. The two parcels will make up a mixed-use development with C-1 (Neighborhood Commercial), R-6 (Medium Density Residential) and R-12 (High Density Residential) zones. The total 40.4 acres will be subdivided into 208 total lots (148 single family residential, 26 multifamily, 30 common, and 4 commercial). The overall gross density of the project is 6.24 dwelling units per acre (DUA).

9.23 acres, or 22.8% of the project is proposed to be open space. This includes all buffers, parks, and pathways. 3.91 acres, or 9.7% of the project, is considered useable open space, as defined by Kuna City Code (KCC) 5-1-6-2. Included in the useable open space is a two-acre park to include two picnic shelters, a community play structure and open lawn area. Pathways are provided throughout the subdivision to provide pedestrian connectivity. KCC 5-1-7 requires developments with a range of 251 to 300 homes/dwelling units to devote 9.50% of the development area to useable open space. Staff views the 9.7% useable open space provided to be in compliance with KCC.

With this proposed project, the applicant will improve Linder Road along the western boundary of the subdivision. Linder Road is listed as a north south minor arterial on the City of Kuna Street Circulation Map. Staff would recommend that Linder Road be improved as half of a 96-foot street section with vertical curb, gutter and detached sidewalk installed in accordance with KCC 5-17-13 and 6-4-2 and ACHD Policy. The proposed project will construct a new section of W Jarvis Drive. W Jarvis Drive is proposed as an east west major collector, conforming to the Street Circulation Map. Staff recommends that the roadway be constructed as half of a 36-foot street section plus 12 additional feet of pavement widening, with vertical curb, gutter and detached sidewalk installed in accordance with KCC 5-17-13 and 6-4-2 and ACHD Policy. The applicant will be required to install a sign at the terminus of each proposed stub street stating that these roads will continue in the future. Staff will defer the applicant to comments provided by Ada County Highway District for preferred language. Within the development, the applicant proposes two sections of alley loaded homes, which utilize public alley ways to access the garage.

The applicant will be required to install “NO PARKING” signs within all alleys. Additionally, the applicant will be required to obtain written approval from the Kuna Rural Fire District regarding proposed alley widths.

The installation of streetlights is a required public improvement listed under Kuna City Code 6-4-2. The applicant has not included proposed locations of streetlights on the preliminary plat. Staff will require the applicant to work with staff in order to comply with KCC and install street lights with a maximum spacing of 250 ft. The final location of street lights will be approved at the time of construction document review. Staff would note that these streetlights must be designed and installed according to “Dark Sky” standards.

A design review application for common area landscaping and open space was included as a part of the overall application. The proposed application includes several internal pathways, staff will require the applicant comply with KCC 5-5-5-F and install “see-through” fence. Staff finds the proposed landscaping, buffers and common space to be in compliance with Kuna City Code. The applicant will be required to return for design review for the multifamily units and future commercial uses. Additionally, staff notes that if this project is approved, at the time of civil plan development, landscaping cannot be placed within ten (10) feet of any and all meter pits, pressurized irrigation valves, and ACHD underground facilities. In the event that locations of landscaping are within the locations listed above, the landscaping in that area must be moved to an alternate location, and an updated landscape plan must be provided to staff prior to scheduling a final landscape inspection. The developer, owner and/or applicant is hereby notified that this project is subject to design review inspection fees. Required inspections (post construction), are to verify landscaping compliance prior to signature on the final plat.

Kuna’s Comprehensive Plan (Comp Plan) encourages a variety of housing types for all income levels, open space and pathways numerous times throughout the document. Pertinent sections of the Comp Plan that address the above listed items are included below in Section “H” of this staff report. Staff has reviewed the proposed annexation, rezone and preliminary plat for technical compliance with KCC, and finds the pre-plat and landscape plan are in compliance Kuna City, Title 5 and Title 6 of the Kuna City Code; Idaho Statute § 67-6511; and the Kuna Comprehensive Plan. The applicant will be required to work with Kuna’s staff, Ada County Highway District (ACHD), the Kuna Rural Fire District (KRFD) and any other applicable agencies to ensure conformance to each agency’s requirements. Staff recommends that if the Planning and Zoning Commission recommends approval of case no. 20-09-S (Preliminary Plat), 20-04-AN (Annexation) and 20-05-ZC (Rezone) and approves case no. 20-19-DR (Design Review), the applicant be subject to the conditions of approval listed in section “J” of this report, as well as any additional conditions requested by the Planning and Zoning Commission.

**F. Applicable Standards:**

1. City of Kuna Zoning Ordinance Title 5.
2. City of Kuna Subdivision Ordinance Title 6.
3. City of Kuna Comprehensive Plan.
4. Idaho Code, Title 67, Chapter 65- the Local Land Use Planning Act.

**G. Proposed Findings of Fact and Conclusions of Law:**

Based upon the record contained in Case Nos. 20-09-S, 20-04-AN, 20-05-ZC and 20-19-DR including the Comprehensive Plan, Kuna City Code, Staff’s Memorandums, including the exhibits, and the testimony during the public hearing, the Kuna Commission hereby (approves/conditionally approves/denies) Case No. 20-19-DR and recommends (*approval/denial*) of the Findings of Fact and Conclusions of Law, and conditions of approval for Case Nos. 20-09-S, 20-04-AN and 20-05-ZC, a request from Trilogy Development, Inc and Gem State Planning to annex an approximately 0.75-acre parcel into Kuna City Limits and rezone an approximately 39.64-acre parcel already within Kuna City Limits with C-1 (Neighborhood Commercial), R-6 (Medium Density Residential) and R-12 (High Density Residential) zones and to subdivide the total 40.4 acres will be subdivided into 208 total lots (148 single family residential, 26 multifamily, 30 common, and 4 commercial).

*If the Planning and Zoning Commission wishes to approve, deny or modify specific parts of the Findings of Facts and Conclusions of Law as detailed below, those changes must be specified.*

1. *Based on the evidence contained in Case Nos. 20-09-S, 20-04-AN, 20-05-ZC and 20-19-DR, this proposal does generally comply with the City Code.*

**Staff Finding:** *The applicant has submitted a complete application, and following staff review for technical compliance the application appears to be in general compliance with the design requirements, public improvement requirements, objectives and considerations listed in Kuna City Code Title 5 and Title 6.*

2. The public notice requirements have been met and the neighborhood meeting was conducted within the guidelines of applicable Idaho Code and City Ordinances.

**Staff Finding:** *The applicant held a neighborhood meeting on August 13, 2020. A total of six residents attended the meeting. Neighborhood Notices were mailed out to residents within 450-FT of the proposed project site on December 21, 2020 and a legal notice was published in the Kuna Melba Newspaper on December 23, 2020. The applicant posted sign on the property on December 31, 2020.*

3. *Based on the evidence contained in Case Nos. 20-09-S, 20-04-AN, 20-05-ZC and 20-19-DR, this proposal does generally comply with the Comprehensive Plan.*

**Staff Finding:** *The Comp Plan has listed numerous goals for providing a variety of housing densities and types to accommodate various lifestyles, ages and economic group in Kuna, as well as the installation of pathways and open space. The project proposes C-1 (Neighborhood Commercial), R-6 (Medium Density Residential) and R-12 (High Density Residential) zones, the Comp Plan Map designates the properties as Mixed Use.*

4. The contents of the proposed preliminary plat, annexation and rezone applications do contain all of the necessary requirements as listed in Kuna City Code.

**Staff Finding:** *Review by staff of the proposed annexation confirms all technical requirements listed in KCC were provided.*

5. The availability of existing and proposed public services and streets *can* accommodate the proposed development.

**Staff Finding:** *Correspondence from ACHD confirms that the streets are suitable and adequate for this project. Per Kuna City Engineer comments (Exhibit B-4), it is expected that the development shall provide additional lift station and force main capacity if needed to serve the property.*

6. The proposed development *is* continuous with Master Utility Plans (Sewer/Water/Pressurized Irrigation).

**Staff Finding:** *Correspondence from Kuna Public Works recommends the applicant be required to conform to the Master Sewer Plan, Master Water Plan and Master Pressurized Irrigation Plan, therefore satisfying this requirement.*

7. The public *does* have the financial capability to provide supporting services to the proposed development.

**Staff Finding:** *Throughout the development of the project and beyond, connection fees, impact fees (Fire, police, Park and Ada County Highway District), and property taxes will be collected, therefore satisfying the financial capability to provide supporting services.*

8. The proposed project *does* consider health and safety of the public and the surrounding area's environment.

**Staff Finding:** Connection to City services, as well as other public improvements such as streetlights, fire hydrants, sidewalks, bike lanes, etc. are required to be implemented as a part of this project. No major wildlife habitats will be impacted by the proposed development.

9. All private landowners have consented to annexation.

**Staff Finding:** An affidavit of legal interest was signed by Viper Investments, LLC allowing Gem State Planning, to act on their behalf of this project, therefore consenting to the annexation of the proposed project site.

10. The applicant and/or owner of the property have the right to request a written regulatory taking analysis.

**Staff Finding:** Pursuant to Idaho Code 67-8003, the owner of private property that is subject of such action may submit a written request for a regulatory taking analysis with the City Clerk. Not more than twenty-eight (28) days after the final decision concerning the matter at issue, the City shall prepare a written taking analysis concerning the action if requested.

#### **H. Proposed Comprehensive Plan Analysis:**

Kuna Planning and Zoning Commission may (accept or reject) the Comprehensive Plan components, and shall determine if the proposed annexation and preliminary plat requests for the site (*are/are not*) consistent with the following Comprehensive Plan components as described below:

##### **Goal Area 1: Kuna will be economically diverse and vibrant.**

- Goal 1.A: Ensure Land use in Kuna will support economically development.
  - Objective 1.A.2: Create commercial nodes and corridors that support development of economic opportunities that do not compete with downtown revitalization efforts.
    - Policy 1.A.3.c: Focus on development of commercial uses that will not compete with downtown Kuna's business and character.
- Goal 1.C: Attract and encourage new and existing businesses.
  - Objective 1.C.2: Create an environment that is friendly to business creation, expansion and relocation.
    - Policy 1.C.2.d: Ensure infrastructure and public facilities are in place and parcels identified for commercial or industrial use are shovel ready.

##### **Goal Area 2: Kuna will be a healthy, safe community.**

- Goal 2.A: Maintain and expand an interconnected greenbelt, pathways and trail system.
  - Objective 2.A.2: Maintain and expand the pathway and trail network with a focus on building connectivity to key activity and population centers that serve all areas of Kuna.
    - Policy 2.A.2.d: Work with private developers and landowners to direct expansion of the trails and pathways system throughout Kuna, including:
      - Ensure appropriate polices and ordinances are in place to incentivize and require construction of new pathways and trails infrastructure as development and redevelopment occurs.
      - Require all new neighborhood and subdivision developments to incorporate pathway connectivity within the neighborhood and tie into existing or anticipated pathways and trails.
      - Clearly identify locations where trails and pathways infrastructure should be publicly accessible, and who will be responsible to provide regular maintenance for these areas.
- Goal 2.B: Maintain and expand parks and public gathering spaces.
  - Objective 2.B.1 Maintain and expand the parks system

- Policy 2.B.1.b: Continue to require neighborhood park development through the subdivision development process.

**Goal Area 3: Kuna’s land uses will support a desirable, distinctive and well-designed community.**

- Goal 3.D: Encourage development of housing options and strong neighborhoods.
  - Objective 3.D.1: Encourage development of housing options for all citizens.
    - Policy 3.D.1.a: Encourage preservation and development of housing that meets demand for household sizes, lifestyles and settings.
  - Objective 3.D.2: Create strong neighborhoods through preservation, new development, connectivity and programming.
    - Policy 3D.2.d: Work to ensure that all neighborhoods in Kuna benefit from good connectivity through sidewalk, pathway and trail, on-street and transit infrastructure.
- Goal 3.G: Respect and protect private property rights.
  - Objective 3.G.1: Ensure land use policies, restrictions, and fees do not violate private property rights.
    - Policy 3.G.1.b: Ensure City land use actions, decisions and regulations will not cause an unconstitutional regulatory taking of private property; and do not effectively eliminate all economic value of the subject property.
    - Policy 3.G.1.c: Ensure City land use actions, decisions and regulations do not prevent a private property owner from taking advantage of a fundamental property right. Ensure city actions do not impose a substantial and significant limitation on the use of the property.

**Goal Area 4: Kuna will be a connected community through strong transportation and infrastructure systems.**

- Goal 4.B: Increase sidewalk coverage and connectivity and invest in pedestrian facilities to increase walkability.
  - Objective 4.B.2: Maintain and expand sidewalks and pedestrian facilities within the community.
    - Policy 4.B.2b: Install detached sidewalks and/or protected pedestrian routes/facilities along high trafficked roads as development occurs.
    - Policy 4.B.2.c: Promote the installation of off-system pedestrian pathways to create neighborhood connections and reduce the length of non-motorized transportation routes.
    - Policy 4.B.2.g: Coordinate with developers to connect and/or enhance pedestrian facilities, including on and off-system pathways, footbridges (across canals, etc.), road bridges, sidewalks, pedestrian crossings and wayfinding signage.
- Goal 4.C: Increase pathway, trail and on-street bicycle facilities to create an expanded and connected bicycle network.
  - Objective 4.C.1: Maintain and enhance existing pathways, trails and on-street bicycle facilities.
    - Policy 4.C.1.a: Expand the bicycle network as identified in the Kuna Pathways Master Plan and ACHD Roadways to Bikeways Plans through land use developments and capital improvement projects.
    - Policy 4.C.1.e: Coordinate with developers to connect to and/or enhance bicycle facility connections, including pathways, non-motorized canal crossings, road bridges and wayfinding signage.
  - Objective 4.C.2: Ensure expansion of pathways, trails and on-street bicycle routes.
    - Policy 4.C.2.b: Promote the installation of off-system bicycle pathways to create neighborhood connections and reduce non-motorized transportation route lengths.
- Goal 4.D: Promote a connected street network that incorporates mid-mile collectors and crossing for improved neighborhood connectivity.
  - Objective 4.D.2: Ensure the continued expansion/development of mid-mile collector system throughout the community.
    - Policy 4.D.2.a: Extend and expand mid-mile roads as growth occurs.
    - Policy 4.D.1.b: Preserve adequate right-of-way along all mid-mile roads or other approved alternative locations to align roads.

**I. Proposed Kuna City Code Analysis:**

1. This request appears to be consistent and in compliance with all Kuna City Code (KCC).

**Comment:** *The proposed applications (adhere/do not adhere) to the applicable requirements of Title 5 and Title 6 of KCC.*

2. The Planning and Zoning Commission feels the site (*is/is not*) physically suitable for the proposed development.

**Comment:** *The 40.4-acre (approximate) site (does/does not) appear to be suitable for the proposed development.*

3. The preliminary plat, annexation and rezone requests are not likely to cause substantial environmental damage or avoidable injury to wildlife or their habitat.

**Comment:** *The land to be developed is not used as wildlife habitat. Roads, driveways, family units and open spaces are planned for construction according the City and ACHD requirements and best practices and will therefore not cause environmental damage or loss of habitat.*

4. These applications (*are/are not*) likely to cause adverse public health problems.

**Comment:** *The project would connect to public sewer and potable water systems, therefore eliminating the occurrence of adverse public health problems.*

5. The application appears to avoid detriment to the present and potential surrounding uses; to the health, safety, and general welfare of the public taking into account the physical features of the site, public facilities and existing adjacent uses.

**Comment:** *The preliminary plat, annexation and rezone requests consider the location of the property and adjacent uses. The adjacent uses are low density residential (Kuna City), agriculture (Kuna City) and rural urban transition (Ada County).*

6. The existing and proposed street and utility services in proximity to the site (*are/are not*) suitable or adequate for a commercial development.

**Comment:** *Correspondence from ACHD confirms that the streets are suitable and adequate for this project. Per Kuna City Engineer comments (Exhibit B-4), it is expected that the development shall provide additional lift station and force main capacity if needed to serve the property.*

#### **J. Commission's Recommendation:**

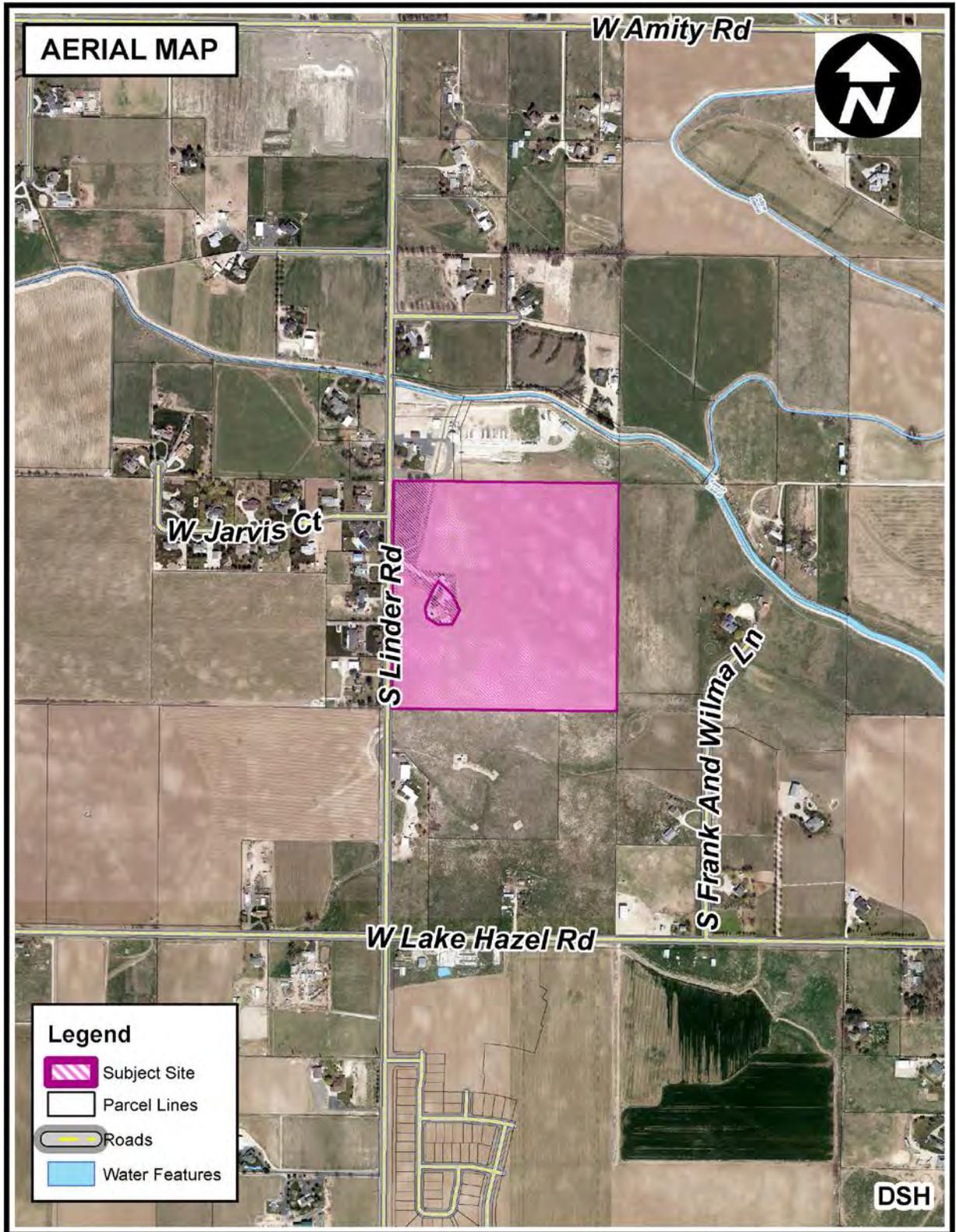
*Note: These motions are for the approval, conditional approval or denial of the design review application and the recommendation of approval, conditional approval or denial of the preliminary plat application to the City Council. However, if the planning and Zoning Commission wishes to approve or deny specific parts of these requests as detailed in the report, those changes must be specified.*

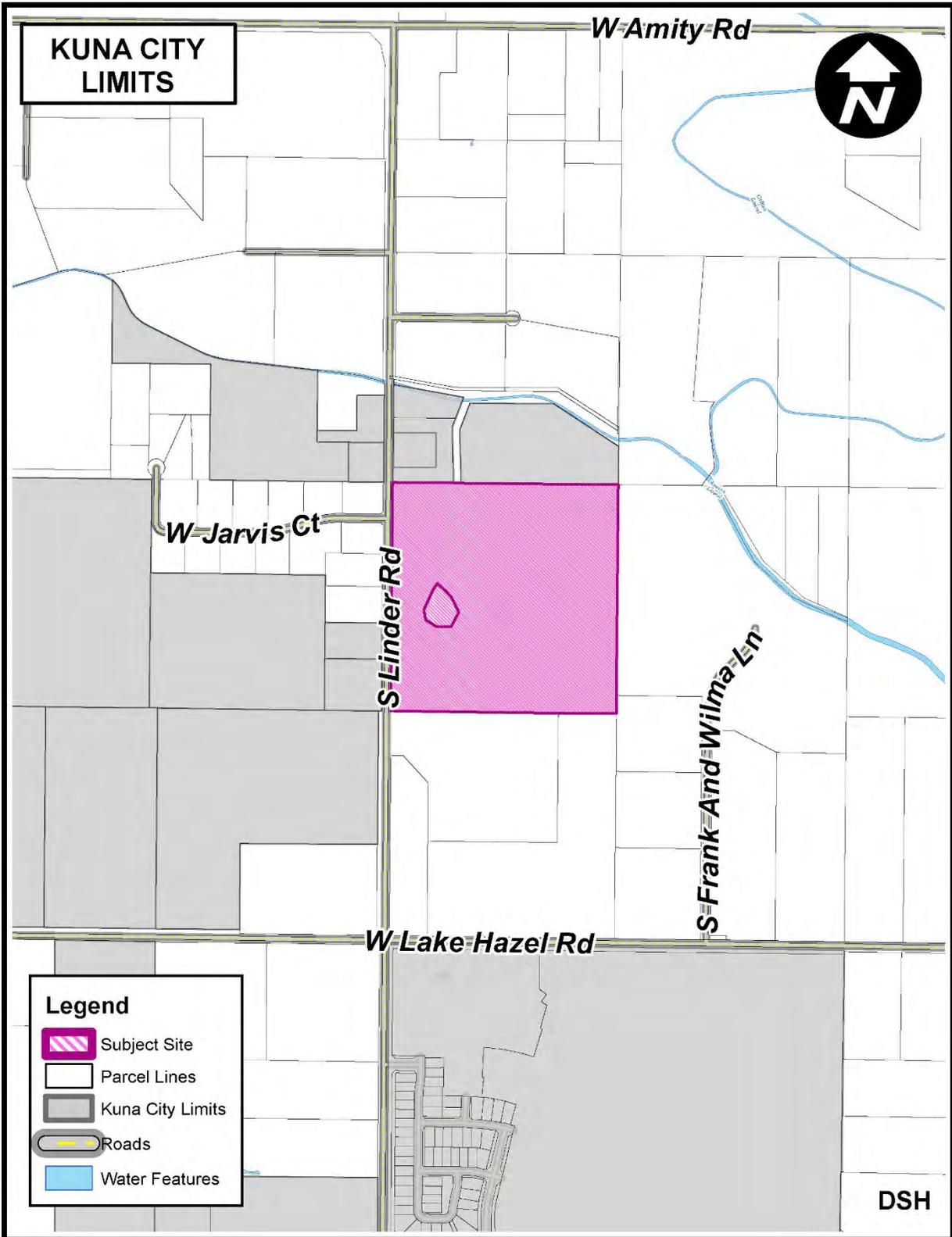
Based on the facts outlined in staff's report and public testimony as presented, the Planning and Zoning Commission of Kuna, Idaho, hereby recommends (*approval/conditional approval/denial*) of Case Nos. 20-09-S (Preliminary Plat), 20-04-AN (Annexation) and 20-05-ZC (Rezone) a request from Trilogy Development, Inc and Gem State Planning to annex an approximately 0.75-acre parcel into Kuna City Limits and rezone an approximately 39.64-acre parcel already within Kuna City Limits with C-1 (Neighborhood Commercial), R-6 (Medium Density Residential) and R-12 (High Density Residential) zones and to subdivide the total 40.4 acres will be subdivided into 208 total lots (148 single family residential, 26 multifamily, 30 common, and 4 commercial).; AND (*approves/conditionally approves/denies*) Case No. 20-19-DR (Design Review), subject to the following conditions of approval:

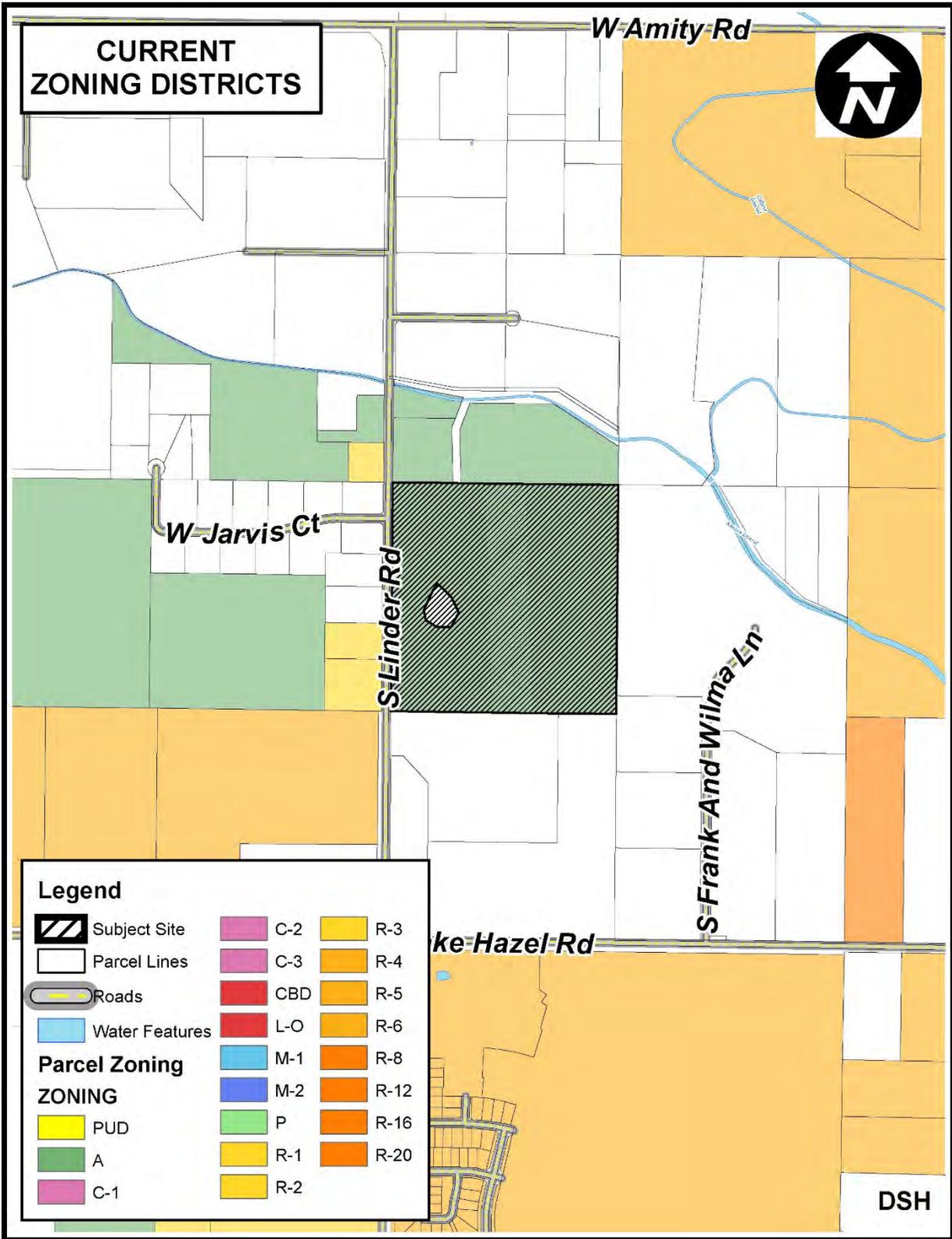
1. The applicant and/or owner shall obtain written approval on letterhead or may be written/stamped on the approved plans of the construction plans from the agencies noted below. All submittals are required to include the lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
  - a. The City Engineer shall approve the sewer hook-ups.
  - b. The City Engineer shall approve all civil plans. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the applicant has received approval of the drainage plan.
  - c. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties".
  - d. The Kuna Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Fire District are required.
  - e. The Kuna Municipal Irrigation System and Boise Project Board of Control shall approve any modifications to the existing irrigation system.
  - f. Approval from Ada County Highway District (ACHD) shall be obtained and Impact Fees must be paid prior to *issuance* of any building permit(s).
  - g. All public rights-of-way shall be dedicated and constructed to standards of the City and Ada County Highway District. No public street construction may commence without the approval and permit from Ada County Highway District.
2. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see **KCC 6-4-2-W**.
3. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
4. When required, submit a petition to the City (as necessary, confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and request to annex the irrigation surface water rights appurtenant to the property over to the Kuna Municipal Pressure Irrigation system of the City (KMID).
5. Connection to City Services (Sewer, Water, Pressurized Irrigation) is required. The applicant shall conform all corresponding Master Plans.
6. The Developer/owner/applicant shall be required to participate, as determined by the City Engineer, in the development of additional lift station capacity.
7. Curb, gutter and sidewalk (attached and detached) shall be installed in accordance with Kuna City Code Title 5 Chapter 17 and Title 6 Chapter 4.
8. Applicant/Developer shall install a sign at the terminus of every proposed stub street stating these roads will continue in the future. Applicant/Developer shall obtain proper language from Ada County Highway District.
9. Applicant shall work with staff in order to provide final locations of street lights as required by Kuna City Code.
10. Street lights for the site shall be LED lighting and must comply with Kuna City Code and established Dark Sky practices.
11. Fencing within and around the site shall comply with Kuna City Code (Unless specifically approved otherwise and permitted).
12. All required landscaping shall be permanently maintained in a healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within 3 days or as the planting season permits as required to meet the standards of these requirements. Maintenance and planting within public rights-of-way shall be with approval from the public entities owning the property.
13. Landscaping shall not be placed within ten (10) feet of any and all meter pits, pressurized irrigation valves and/or ACHD underground facilities and must honor all vision triangles.
14. The applicant shall install sod wherever the landscape plan (dated September 21, 2020) identifies "Lawn" and provide staff an updated landscaping plan accommodating the requested change.

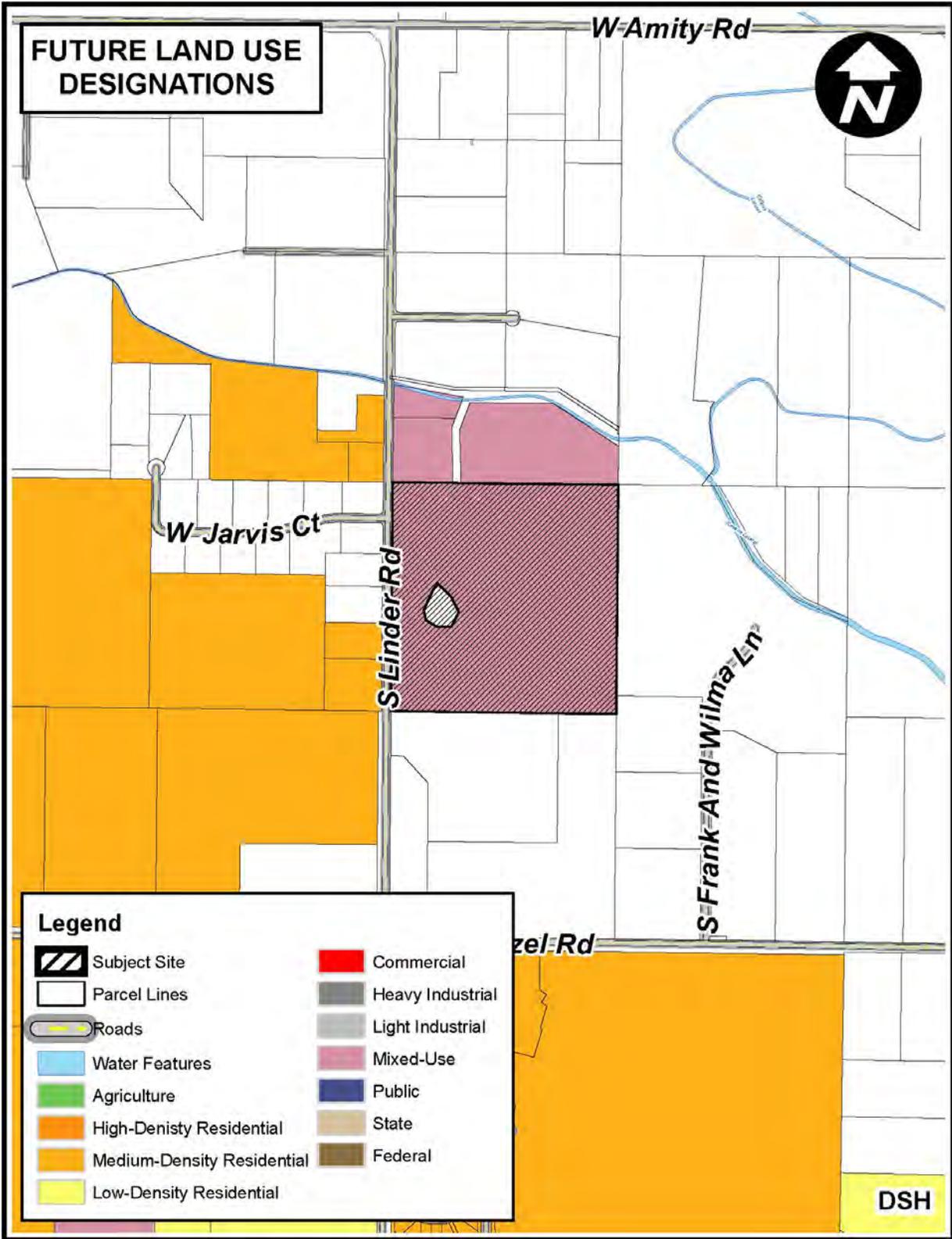
15. All signage within/for the project shall comply with Kuna City Code, and shall be approved through the applicable sign approval process listed in KCC 5-10.
16. If any revisions are made, the applicant shall provide the Planning and Zoning Staff with a revised copy of the preliminary plat.
17. Any revisions of the plat are subject to administrative determination to rule if the revision is substantial.
18. The land owner/applicant/developer, and any future assigns having an interest in the subject property, shall fully comply with all conditions of development as approved by the City Council, or seek amending them through public hearing processes.
19. Developer/owner/applicant shall follow staff, City Engineer and other agency recommended requirements as applicable.
20. Developer/owner/applicant shall comply with all local, state and federal laws.
21. Applicant shall not request final plat approval until the City's Public Works Director issues the Will-Serve Letter to the applicant that states the City's Memory Ranch Lift Station or some other City appurtenance has capacity to accept the wastewater discharged from the proposed subdivision.
22. In the event a Will-Serve Letter is not issued within the time the Applicant is required to record a final plat, the Applicant shall have good cause and be eligible to receive, pursuant to KCC § 6-2-3 (J), a time extension to file a final plat up to and until a Will-Serve Letter has been issued.

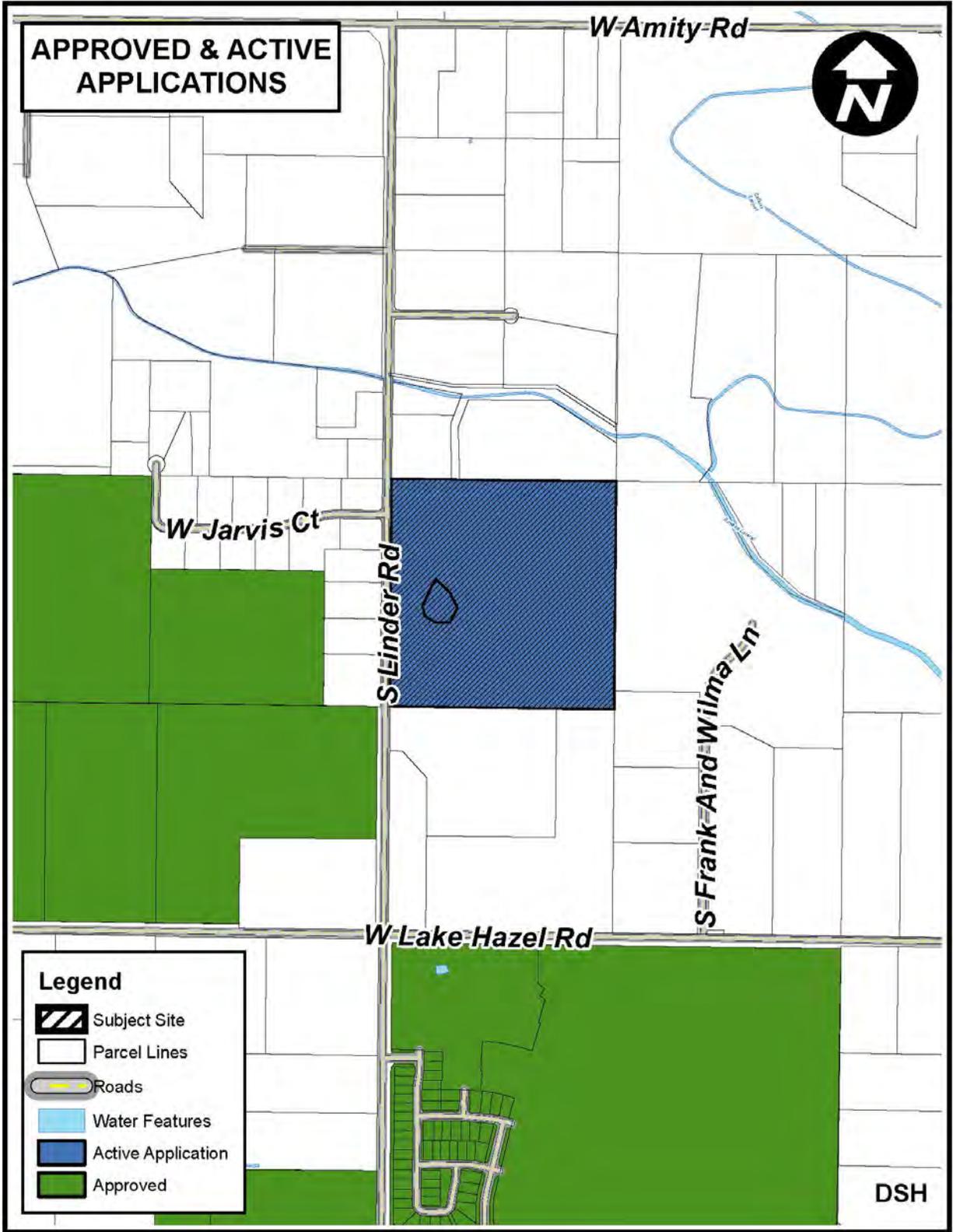
**DATED** this 12<sup>th</sup> day of January, 2021.

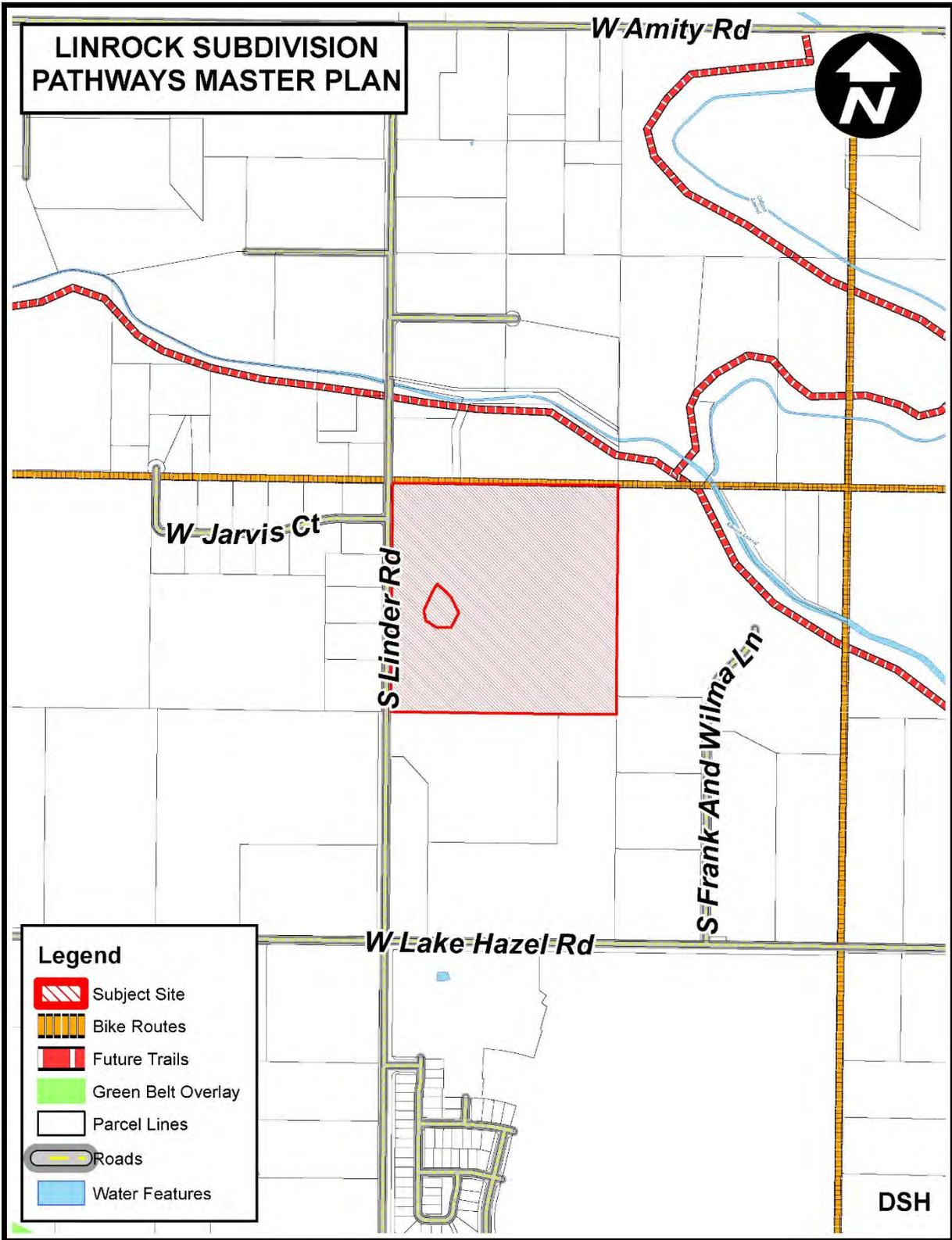


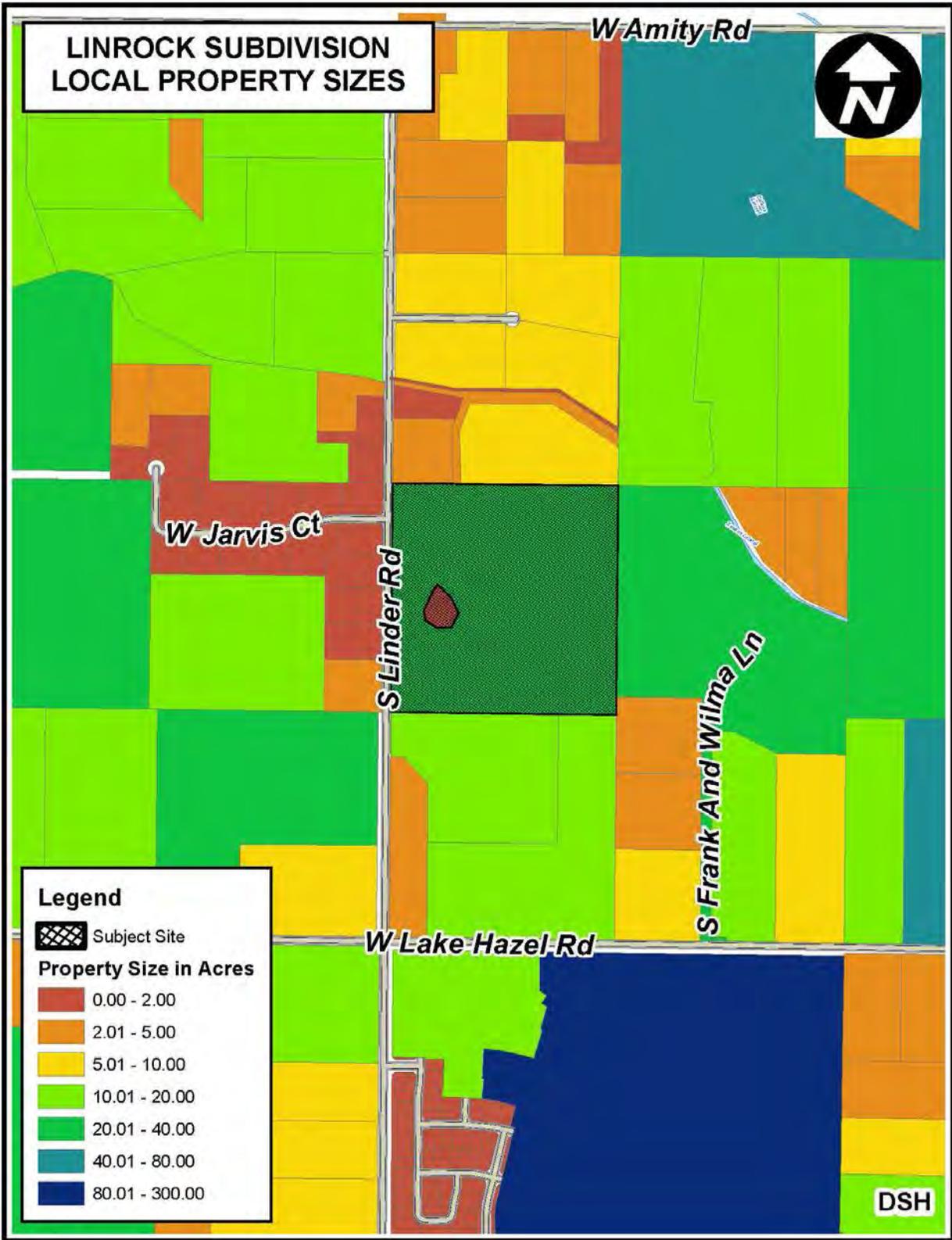


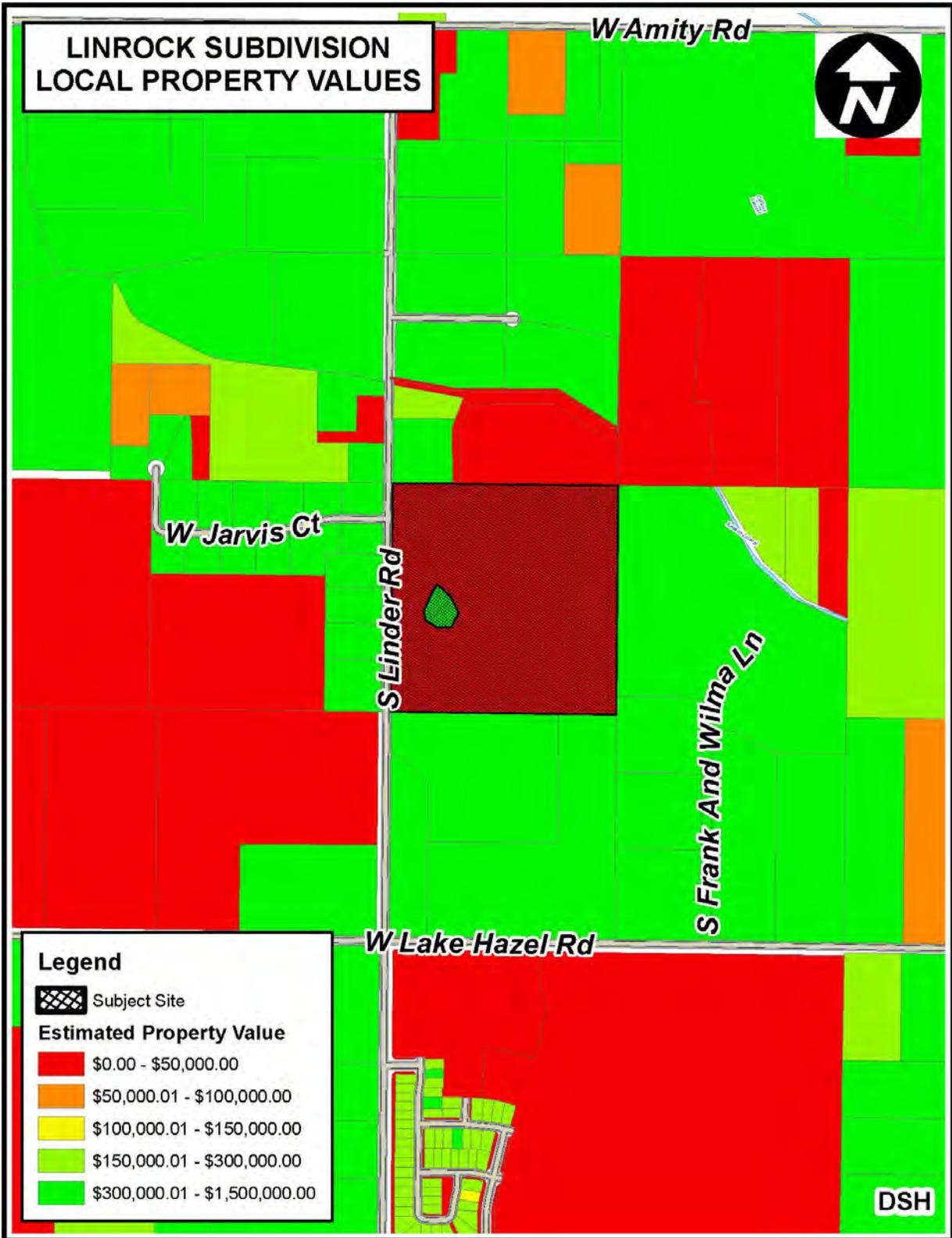














City of Kuna  
 Planning & Zoning  
 Department  
 P.O. Box 13  
 Kuna, Idaho 83634  
 208.922.5274  
 Fax: 208.922.5989  
 Website: www.kunacity.id.gov

## Commission & Council Review Application

Note: Engineering fees shall be paid by the applicant if required.

\*Please submit the appropriate checklist (s) with application

### Type of Review (check all that apply):

- Annexation
- Appeal
- Comprehensive Plan Amendment
- Design Review
- Development Agreement
- Final Planned Unit Development
- Final Plat
- Lot Line Adjustment
- Lot Split
- Planned Unit Development
- Preliminary Plat
- Rezone
- Special Use
- Temporary Business
- Vacation
- Variance

For Office Use Only	
File Number (s)	20-09-S, 20-04-AN, 20-05-ZC, 20-19-DR
Project name	Linrock Sub
Date Received	09.24.2020
Date Accepted/Complete	10.16.2020
Cross Reference Files	
Commission Hearing Date	1.12.2021
City Council Hearing Date	

### Contact/Applicant Information

Owners of Record: <u>Viper Investments, LLC</u>	Phone Number: _____
Address: <u>1977 E. Overland Road</u>	E-Mail: _____
City, State, Zip: <u>Meridian, ID</u>	Fax #: _____
Applicant (Developer): <u>Trilogy Development, Inc.</u>	Phone Number: <u>208-895-8858</u>
Address: <u>9839 W. Cable Car St., Suite 101</u>	E-Mail: _____
City, State, Zip: <u>Boise, ID 83709</u>	Fax #: _____
Engineer/Representative: <u>Gem State Planning / Jane Suggs</u>	Phone Number: <u>208-602-6941</u>
Address: <u>9840 W. Overland Road, Suite 120</u>	E-Mail: <u>jane@gemstateplanning.com</u>
City, State, Zip: <u>Boise, ID 83709</u>	Fax #: _____

### Subject Property Information

Site Address: <u>5700 S. Linder Road</u>	
Site Location (Cross Streets): <u>south of Amity, north of Lake Hazel</u>	
Parcel Number (s): <u>S1236335800, S1236315400</u>	
Section, Township, Range: <u>3N, 1W, 36</u>	
Property size : <u>40.4 acres</u>	
Current land use: <u>SF home and agriculture</u>	Proposed land use: <u>commercial, multi-family, single family</u>
Current zoning district: <u>A and RUT</u>	Proposed zoning district: <u>C-1, R-12, R-6</u>

**Project Description**

Project / subdivision name: Linrock Subdivision

General description of proposed project / request: mixed use development with commercial lots, multi-family/four-plex lots and single family lots of various sizes

Type of use proposed (check all that apply):

Residential \_\_\_\_\_

Commercial \_\_\_\_\_

Office \_\_\_\_\_

Industrial \_\_\_\_\_

Other \_\_\_\_\_

Amenities provided with this development (if applicable): 2 acre park with picnic shelter and playground, connecting pathways throughout

**Residential Project Summary (if applicable)**

Are there existing buildings?  Yes  No

Please describe the existing buildings: SF home to be removed

Any existing buildings to remain?  Yes  No

Number of residential units: 252 Number of building lots: 178

Number of common and/or other lots: 28, plus service drives (2)

Type of dwellings proposed:

Single-Family \_\_\_\_\_

Townhouses \_\_\_\_\_

Duplexes \_\_\_\_\_

Multi-Family \_\_\_\_\_

Other \_\_\_\_\_

Minimum Square footage of structure (s): \_\_\_\_\_

Gross density (DU/acre-total property): 6.24 du/acre Net density (DU/acre-excluding roads): 7.99 du/acre

Percentage of open space provided: 22.8 % / 9.7 %\* Acreage of open space: 9.2 / 3.9\* \* = usable open space

Type of open space provided (i.e. landscaping, public, common, etc.): park, pathways, buffers

**Non-Residential Project Summary (if applicable)**

Number of building lots: 4 Other lots: \_\_\_\_\_

Gross floor area square footage: unknown at this time Existing (if applicable): \_\_\_\_\_

Hours of operation (days & hours): \_\_\_\_\_ Building height: \_\_\_\_\_

Total number of employees: \_\_\_\_\_ Max. number of employees at one time: \_\_\_\_\_

Number and ages of students/children: \_\_\_\_\_ Seating capacity: \_\_\_\_\_

Fencing type, size & location (proposed or existing to remain): \_\_\_\_\_

Proposed Parking:

a. Handicapped spaces: \_\_\_\_\_ Dimensions: \_\_\_\_\_

b. Total Parking spaces: \_\_\_\_\_ Dimensions: \_\_\_\_\_

c. Width of driveway aisle: \_\_\_\_\_

Proposed Lighting: \_\_\_\_\_

Proposed Landscaping (berms, buffers, entrances, parking areas, common areas, etc.): \_\_\_\_\_

Applicant's Signature: Jane Suggs Date: 9/18/20



City of Kuna  
 Planning & Zoning  
 Department  
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## Preliminary Plat Checklist

Preliminary Plats require public hearings with both the Planning & Zoning Commission and City Council. Public hearing signs will be required to be posted by the applicant for both meetings. Sign posting regulations are available online.

**Project Name:** Linrock Subdivision      **Applicant:** Jane Suggs - Gem State Planning

All applications are required to contain on copy of the following:

Applicant (✓)	Description	Staff (✓)
<input checked="" type="checkbox"/>	Electronic copy of all required submittal items.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Completed and signed Commission & Council Review Application.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Vicinity map showing relationship of the proposed plat to the surrounding area with a 2-mile radius.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Homeowner's maintenance agreement for the care of landscaped common areas.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Legal description of the preliminary plat area: Include a metes & bounds description to the section line of all adjacent roadways stamped & signed by a registered professional land surveyor with a calculated closure sheet & a map showing the boundaries of the legal description.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Proof of ownership—A copy of your deed and Affidavit of Legal Interest (for all interested parties involved).	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Letter of intent indicating reasons and details for preliminary plat.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Commitment of Property Posting form signed by the applicant/agent.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	If preliminary plat includes 100 lots or more, please submit a traffic impact study.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	A letter from Ada County Engineer with the Subdivision Name reservation. A name change needs to be submitted and approved by the Planning & Zoning Director and Ada County Engineer.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Phasing Plan	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Landscape plan for subdivision entrances, buffers, common areas, etc.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	Neighborhood meeting certification (certification & neighborhood meeting list forms shall accompany this application).	<input type="checkbox"/>
<input checked="" type="checkbox"/>	8 1/2 x 11 proposed preliminary plat.	<input type="checkbox"/>
<input checked="" type="checkbox"/>	<p>Preliminary plat drawing on 24x36 quality paper drawn to scale of 1 to 100' or more. The following information shall be contained on the preliminary plat:</p> <ul style="list-style-type: none"> <li>◇ Topography at two-foot (2') intervals</li> <li>◇ Land uses (location, layout, types &amp; dimensions): residential, commercial &amp; industrial land uses.</li> <li>◇ Street right-of-way: dimensions of right-of-way dedication for all roadways, street sections, improvements, etc.</li> <li>◇ Easements/common space: utility easements, parks, community spaces</li> <li>◇ Lots: layout and dimensions of lots</li> <li>◇ Preliminary improvement drawing: show water, sewer, drainage, electricity, irrigation, telephone, natural gas, proposed street lighting, proposed street names, proposed subdivision name, fire hydrant placement, storm water disposal, underground utilities, and sidewalks.</li> </ul>	<input type="checkbox"/>

*NOTE: One copy of the above items need to be submitted when applying for multiple applications. This application shall not be considered complete (nor will a public hearing be set) until staff has received **all required information**. Once the application is deemed complete, staff will notify the applicant of the scheduled hearing date, fees due, additional copies needed, etc.*



City of Kuna  
 Planning & Zoning  
 Department  
 P.O. Box 13  
 Kuna, Idaho 83634  
 208.922.5274  
 Fax: 208.922.5989  
 Web: Kunacity.id.gov

## Annexation Checklist

Annexation requires public hearings with both the Planning & Zoning Commission and City Council. Public hearing signs will be required to be posted by the applicant for both meetings. Sign posting regulations are available online.

<b>Project name:</b> Linrock Subdivision	<b>Applicant:</b> Gem State Planning
---	---

All applications are required to contain one copy of the following:

Applicant (✓)	Description	Staff (✓)
✓	Completed and signed Commission & Council Review Application.	
✓	Letter of Intent indicating reasons for proposed annexation and the availability of public services.	
✓	Vicinity map drawn to scale, showing the location of the subject property. Map shall contain the following information: Shaded area showing the annexation property, Street names and names of surrounding subdivisions.	
✓	Legal description of the annexation area: Include a metes & bounds description to the section line of all adjacent roadways stamped & signed by a registered professional land surveyor with a calculated closure sheet & a map showing the boundaries of the legal description.	
✓	Recorded warranty deed for the property.	
✓	Proof of ownership—A copy of your deed <b>and</b> Affidavit of Legal Interest (All parties involved)	
N/A	Development Agreement & Development Agreement Checklist	
✓	Neighborhood meeting certification (certification & neighborhood meeting list forms shall accompany this application).	
✓	Commitment of Property Posting form signed by the applicant/agent.	

*Note: Only one copy of the above items need to be submitted when applying for multiple applications.*

*This application shall not be considered complete (nor will a Public Hearing be set) until staff has received all required information. Once the application is deemed complete, staff will notify the applicant of the scheduled hearing date, fees due, additional copies needed, etc.*



City of Kuna  
 Planning & Zoning  
 Department  
 P.O. Box 13  
 Kuna, Idaho 83634  
 208.922.5274  
 Fax: 208.922.5989  
 Website: www.kunacity.id.gov

## Rezone Checklist

Rezone requires public hearings with both the Planning & Zoning Commission and City Council. Public hearing signs will be required to be posted by the applicant for both meetings. Sign posting regulations are available online.

<b>Project name:</b> Linrock Subdivision	<b>Applicant:</b> Gem State Planning
---	---

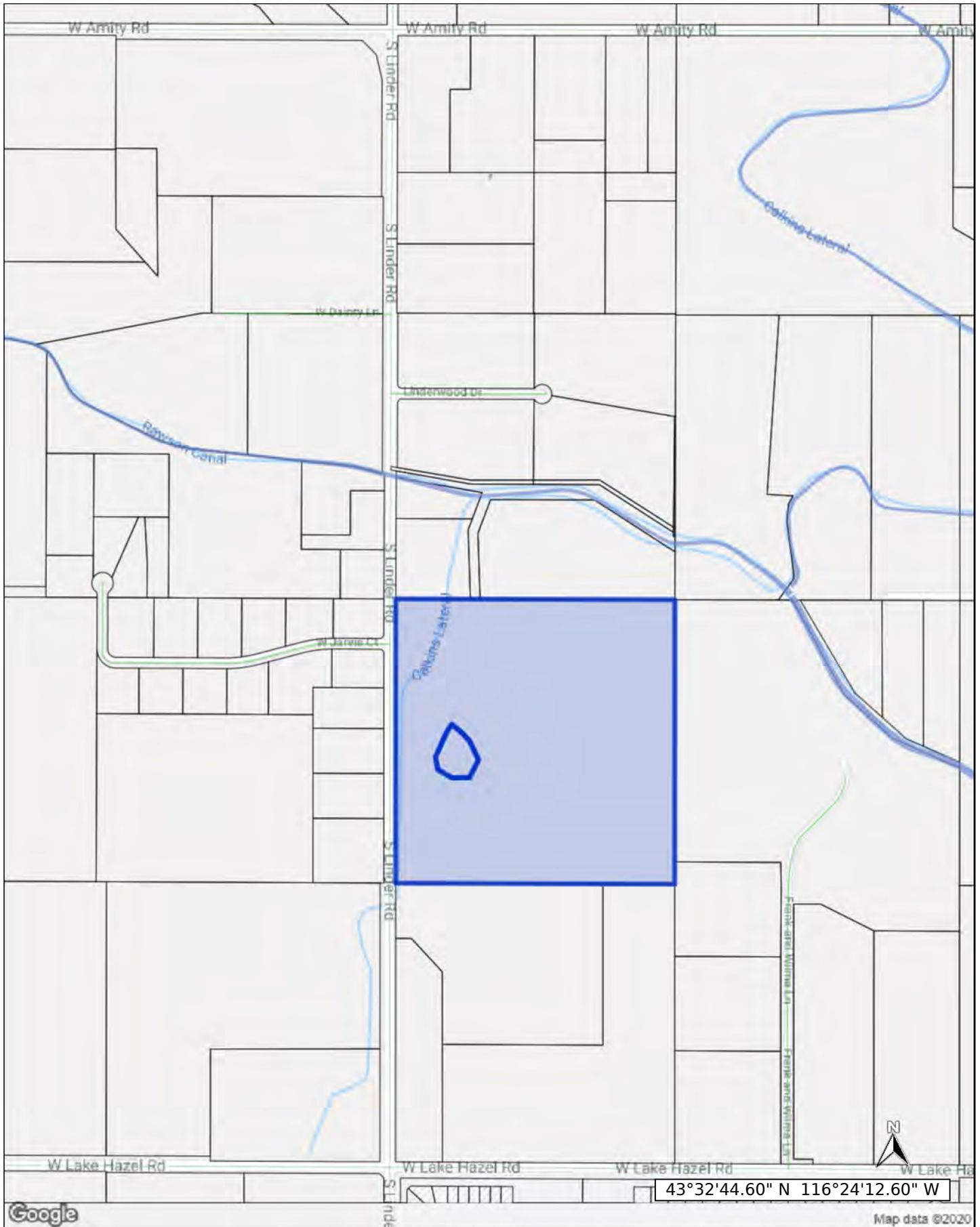
All applications are required to contain one copy of the following:

Applicant (√)	Description	Staff (√)
✓	Completed and signed Commission & Council Review Application.	
✓	Letter of Intent indicating reasons for proposed rezone.	
✓	Vicinity map drawn to scale, showing the location of the subject property. Map shall contain the following information: Shaded area showing the rezone property, Street names and names of surrounding subdivisions.	
✓	Legal description of the rezone area: Include a metes & bounds description to the section line of all adjacent roadways stamped & signed by a registered professional land surveyor with a calculated closure sheet & a map showing the boundaries of the legal description.	
N/A	Development Agreement & Development Agreement Checklist	
✓	Recorded warranty deed for the property.	
✓	Proof of ownership—A copy of your deed <u>and</u> Affidavit of Legal Interest. (All parties involved)	
✓	Neighborhood meeting certification (certification & neighborhood meeting list forms shall accompany this application).	
✓	Commitment of Property Posting form signed by the applicant/agent.	

*Note: Only one copy of the above items need to be submitted when applying for multiple applications.*

*This application shall not be considered complete (nor will a Public Hearing be set) until staff has received all required information. Once the application is deemed complete, staff will notify the applicant of the scheduled hearing date, fees due, additional copies needed, etc.*

# Linrock Subdivision Vicinity Map



# Linrock Subdivision Vicinity Map



**DECLARATION OF COVENANTS, CONDITIONS  
AND RESTRICTIONS FOR THE  
LINROCK SUBDIVISION**

\_\_\_\_\_, 20\_\_\_\_

Plats at Pages \_\_\_\_\_ through \_\_\_\_\_, Records of Canyon County, Idaho, a copy of which is attached hereto as Exhibit D, and made a part hereof.

Section 16. "Pressurized Irrigation System" shall mean that certain non-potable water irrigation delivery system further described in Article V.

Section 17. "Property" shall mean that certain real property legally described on the attached Exhibit A, and such other annexations or other additions thereto as may hereafter be brought within the jurisdiction of this Declaration.

Section 18. "Regular Assessments" shall mean the cost of maintaining, improving, repairing, managing and operating the Common Lots, including all Improvements thereon or thereto, and all other costs and expenses incurred to conduct the business and affairs of the Association which is levied against the Lot of each Owner by the Association, pursuant to the terms of this Declaration or any supplemental declaration.

Section 19. "Restrictions" shall mean the restrictions, covenants, limitations, conditions and equitable servitudes that will apply to the Property and use of any and all portions thereof as specified in this Declaration.

Section 20. "Special Assessments" shall mean that portion of the costs of the capital improvements or replacements, equipment purchases and replacements or shortages in Regular Assessments paid to the Association pursuant to the provisions of this Declaration or any supplemental declaration.

#### ARTICLE IV: GENERAL USES AND REGULATION OF USES

Section 1. Single Family Lots. Each Lot shall be used for detached single family residential purposes only, and for the common social, recreational or other reasonable uses normally incident to such use, and also for such additional uses or purposes as are from time to time determined appropriate by the Board. Lots may be used for the purposes of operating the Association and for the management of the Association if required. The provisions of this Section shall not preclude Declarant from conducting sales, construction, development and related activities from Lots owned by Declarant.

No shack, tent, trailer house, basement only, split entry, manufactured, mobile or pre-built homes shall be allowed. No Dwelling Units shall be more than two stories above ground.

Section 2. Common Lots. The Association shall own and be responsible for the maintenance, repair and replacement of the Common Lots including any and all Improvements located thereon. The Association shall maintain and operate these Common Lots in a competent and attractive manner, including the watering, mowing, fertilizing and caring for any and all lawns, shrubs and trees thereon. Nothing shall be altered or constructed in or removed from the Common Lots except upon written consent of the Board and in accordance with procedures required herein and by law. Every Owner shall have a right and easement of enjoyment in and to the Common Lots which shall be appurtenant to and shall pass with the title to every Lot, subject to the following provisions:

(a) the right of the Association to charge reasonable admission and other fees or Assessments for the use of any recreational facility situated upon a Common Lot;

EXHIBIT \_\_

DESCRIPTION FOR

**LINROCK SUBDIVISION  
C-1 REZONE**

A portion of the NW 1/4 of the SW 1/4 of Section 36, T.3N., R.1W., B.M., Kuna, Ada County, Idaho being more particularly described as follows:

Commencing S1/16 corner of said Section 36 of from which the W1/4 corner of said Section 36 bears North 00°28'44" East 1323.70 feet;

thence along the West boundary line of said Section 36 North 00°28'44" East, 879.88 feet to the **REAL POINT OF BEGINNING**;

thence continuing along said West boundary line North 00°28'44" East, 443.81 feet to the W1/4 corner of said Section 36;

thence along the East-West centerline of said Section 36 South 89°22'49" East, 553.87 feet;

thence leaving said East-West centerline South 14°01'33" East, 35.25 feet;

thence 114.00 feet along the arc of a non-tangent curve to the left, said curve having a radius of 250.00 feet, a central angle of 26°07'39" and a long chord which bears South 55°37'01" West, 113.02 feet;

thence South 42°33'11" West, 12.35 feet;

thence 63.91 feet along the arc of a non-tangent curve to the right, said curve having a radius of 300.00 feet, a central angle of 12°12'20" and a long chord which bears South 48°14'44" West, 63.79 feet;

thence South 39°00'19" East, 102.42 feet;

thence 15.20 feet along the arc of a non-tangent curve to the right, said curve having a radius of 82.50 feet, a central angle of 10°33'23" and a long chord which bears South 33°44'03" East, 15.18 feet;

thence South 61°32'38" West, 9.96 feet;

thence North 89°32'27" West, 60.35 feet;

thence South 00°27'33" West, 103.15 feet;

thence North 89°31'16" West, 53.62 feet;

thence South 00°28'44" West, 10.00 feet;

thence North 89°31'16" West, 139.96 feet;

thence South 00°28'44" West, 9.19 feet;

thence 39.70 feet along the arc of a non-tangent curve to the left, said curve having a radius of 67.50 feet, a central angle of 33°41'56" and a long chord which bears South 69°22'53" West, 39.13 feet;

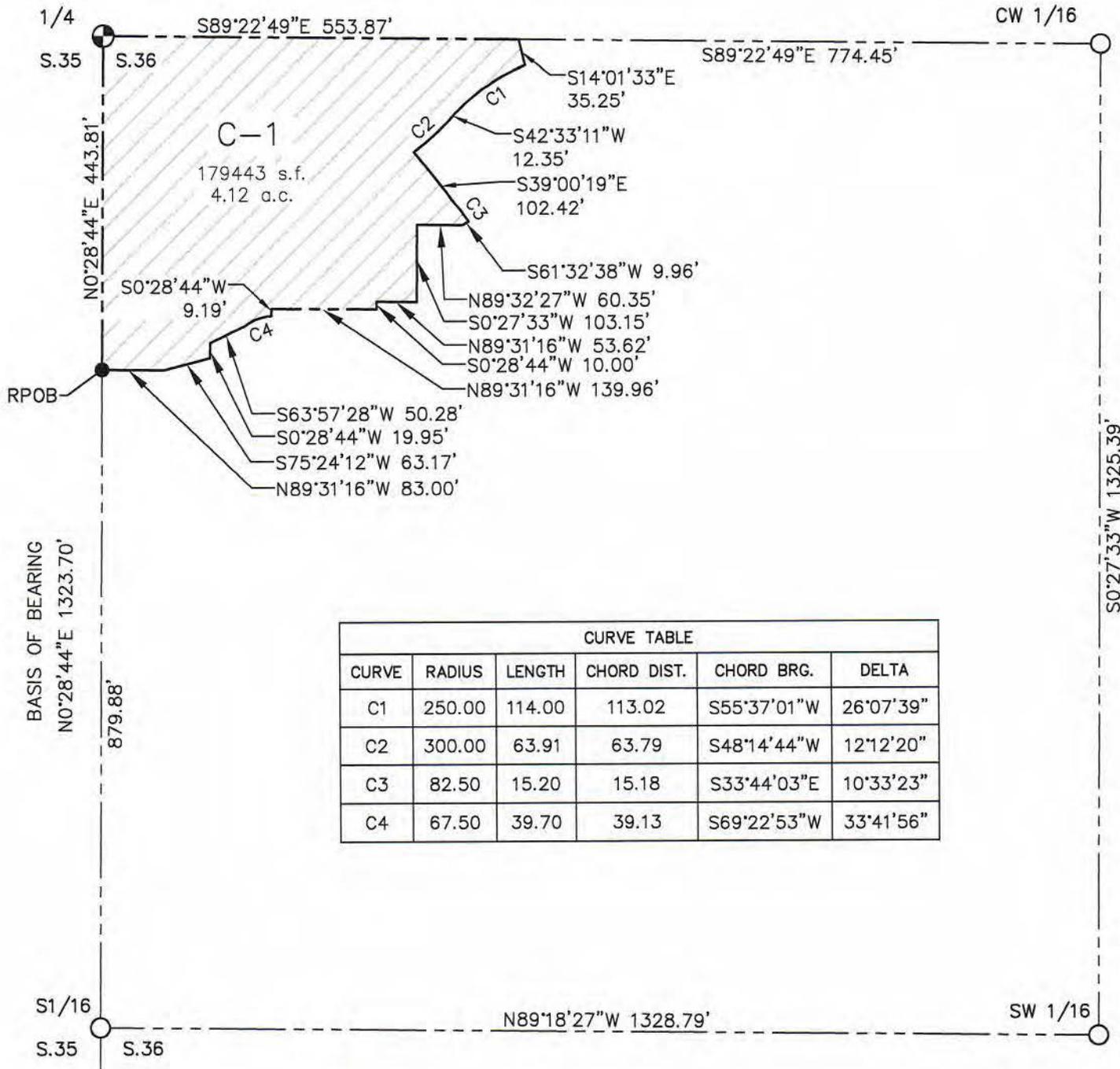
thence South 63°57'28" West, 50.28 feet;

thence South 00°28'44" West, 19.95 feet;

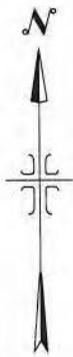
thence South 75°24'12" West, 63.17 feet;

thence North 89°31'16" West, 83.00 feet to the **REAL POINT OF BEGINNING**.  
Containing 4.12 acres, more or less.





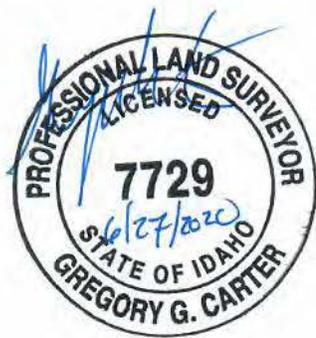
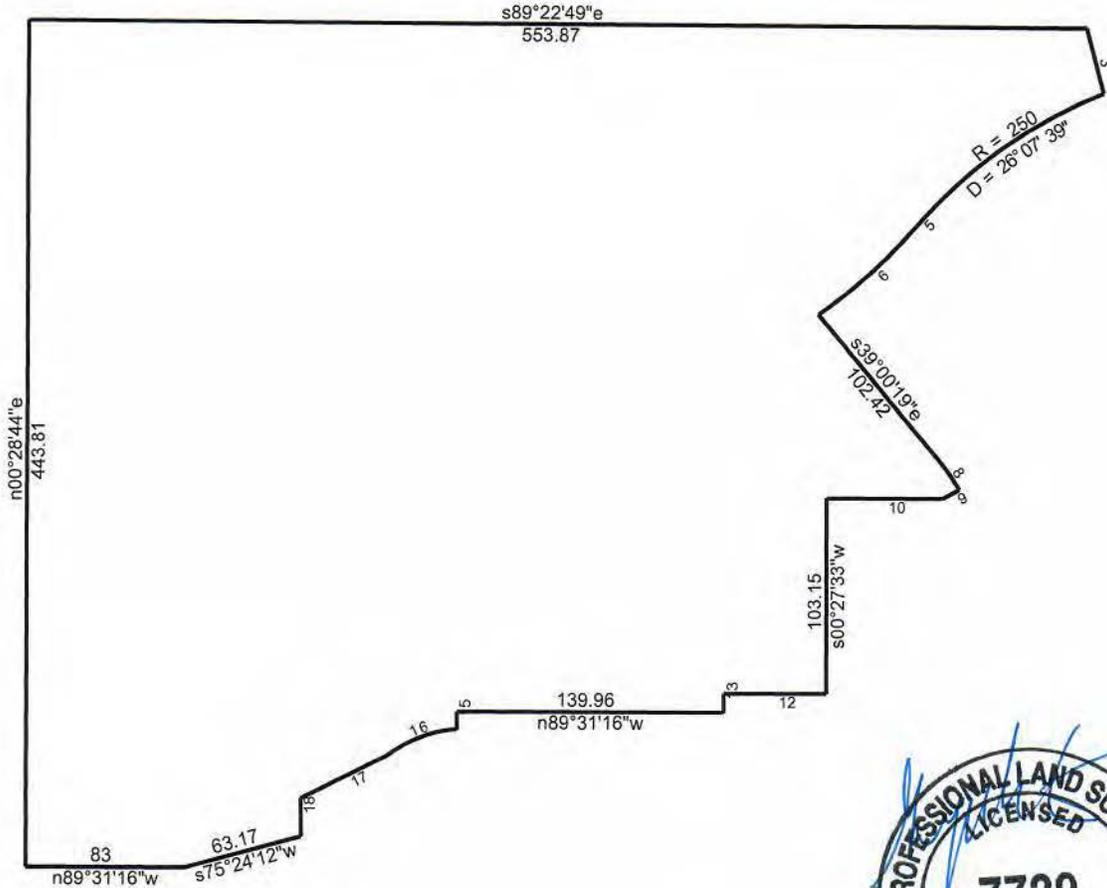
CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD DIST.	CHORD BRG.	DELTA
C1	250.00	114.00	113.02	S55°37'01"W	26°07'39"
C2	300.00	63.91	63.79	S48°14'44"W	12°12'20"
C3	82.50	15.20	15.18	S33°44'03"E	10°33'23"
C4	67.50	39.70	39.13	S69°22'53"W	33°41'56"



SCALE: 1" = 200'

P:\5700 Linder Rd Topo 19-405\dwg\ANNEX-REZONE\LINROCK C-1 Zone.dwg 6/27/2020 11:12:37 AM

<p><b>IDAHO SURVEY GROUP, LLC</b> 9955 W. EMERALD ST. BOISE, IDAHO 83704 (208) 846-8570</p>	<p>EXHIBIT __ DRAWING FOR LINROCK SUBDIVISION C-1 REZONE</p>	JOB NO. 19-405
		SHEET NO. 1
<p>LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 36, T.3N., R.1W., B.M., KUNA, ADA COUNTY, IDAHO</p>		DWG. DATE 6/27/2020



# Linrock Sub C-1 Zone Closure Sheet

6/27/2020

Scale: 1 inch= 100 feet

File:

Tract 1: 4.1194 Acres (179440 Sq. Feet), Closure: n38.3441w 0.02 ft. (1/90995), Perimeter=1983 ft.

- |   |   |
|---|---|
| 01 n00.2844e 443.81                                     | 14 n89.3116w 139.96                                   |
| 02 s89.2249e 553.87                                     | 15 s00.2844w 9.19                                     |
| 03 s14.0133e 35.25                                      | 16 Lt, r=67.50, delta=033.4156, chord=s69.2253w 39.13 |
| 04 Lt, r=250.00, delta=026.0739, chord=s55.3701w 113.02 | 17 s63.5728w 50.28                                    |
| 05 s42.3311w 12.35                                      | 18 s00.2844w 19.95                                    |
| 06 Rt, r=300.00, delta=012.1220, chord=s48.1444w 63.79  | 19 s75.2412w 63.17                                    |
| 07 s39.0019e 102.42                                     | 20 n89.3116w 83                                       |
| 08 Rt, r=82.50, delta=010.3323, chord=s33.4403e 15.18   |   |
| 09 s61.3238w 9.96                                       |   |
| 10 n89.3227w 60.35                                      |   |
| 11 s00.2733w 103.15                                     |   |
| 12 n89.3116w 53.62                                      |   |
| 13 s00.2844w 10   |   |

EXHIBIT \_\_

DESCRIPTION FOR

**LINROCK SUBDIVISION  
R-6 REZONE**

A portion of the NW 1/4 of the SW 1/4 of Section 36, T.3N., R.1W., B.M., Kuna, Ada County, Idaho being more particularly described as follows:

Commencing at the S1/16 corner of said Section 36 of from which the W1/4 corner of said Section 36 bears North 00°28'44" East 1323.70 feet.

thence along the South boundary line of the NW 1/4 of the SW 1/4 of said Section 36 South 89°18'27" East, 1,193.79 feet to the **REAL POINT OF BEGINNING**;

thence leaving said South boundary line North 00°27'33" East, 125.00 feet;

thence North 89°18'27" West, 270.00 feet;

thence North 00°27'33" East, 608.87 feet;

thence North 89°22'49" West, 280.00 feet;

thence North 00°27'33" East, 270.00 feet;

thence South 89°22'49" East, 494.86 feet;

thence 78.68 feet along the arc of curve to the left, said curve having a radius of 50.00 feet, a central angle of 90°09'38" and a long chord which bears North 45°32'22" East, 70.81 feet;

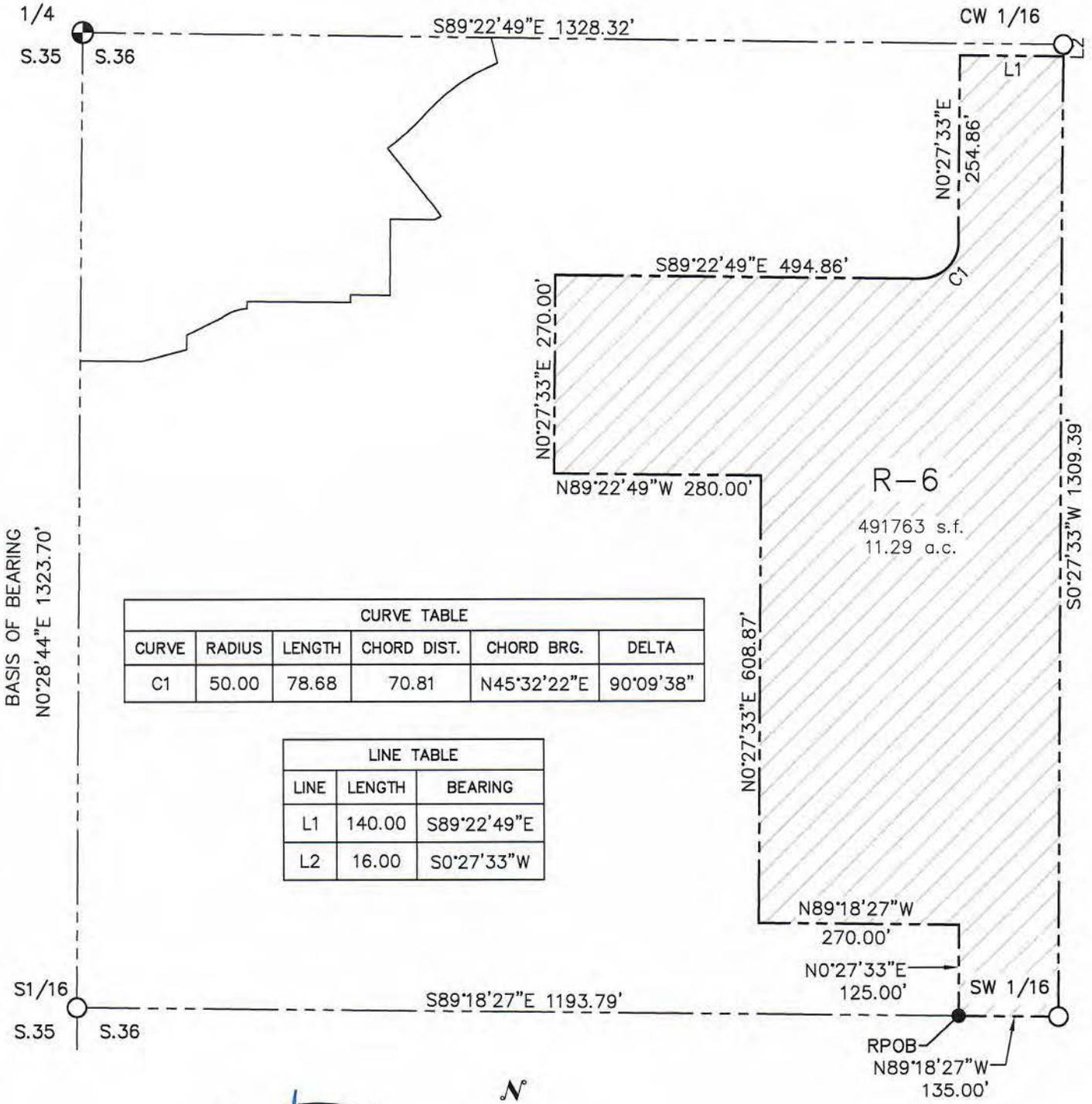
thence North 00°27'33" East, 254.86 feet;

thence South 89°22'49" East, 140.00 feet to a point on the East boundary line of the NW 1/4 of the SW 1/4 of said Section 36;

thence along said East boundary line South 00°27'33" West, 1,309.39 feet to the SW1/16 corner of said Section 36;

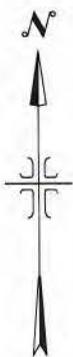
thence along South boundary line of the NW 1/4 of the SW 1/4 of said Section 36 North 89°18'27" West, 135.00 feet to the **REAL POINT OF BEGINNING**. Containing 11.29 acres, more or less.





CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD DIST.	CHORD BRG.	DELTA
C1	50.00	78.68	70.81	N45°32'22\"E	90°09'38\"

LINE TABLE		
LINE	LENGTH	BEARING
L1	140.00	S89°22'49\"E
L2	16.00	S0°27'33\"W



SCALE: 1" = 200'

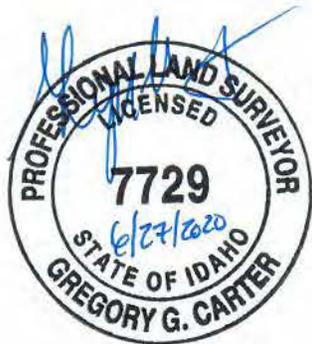
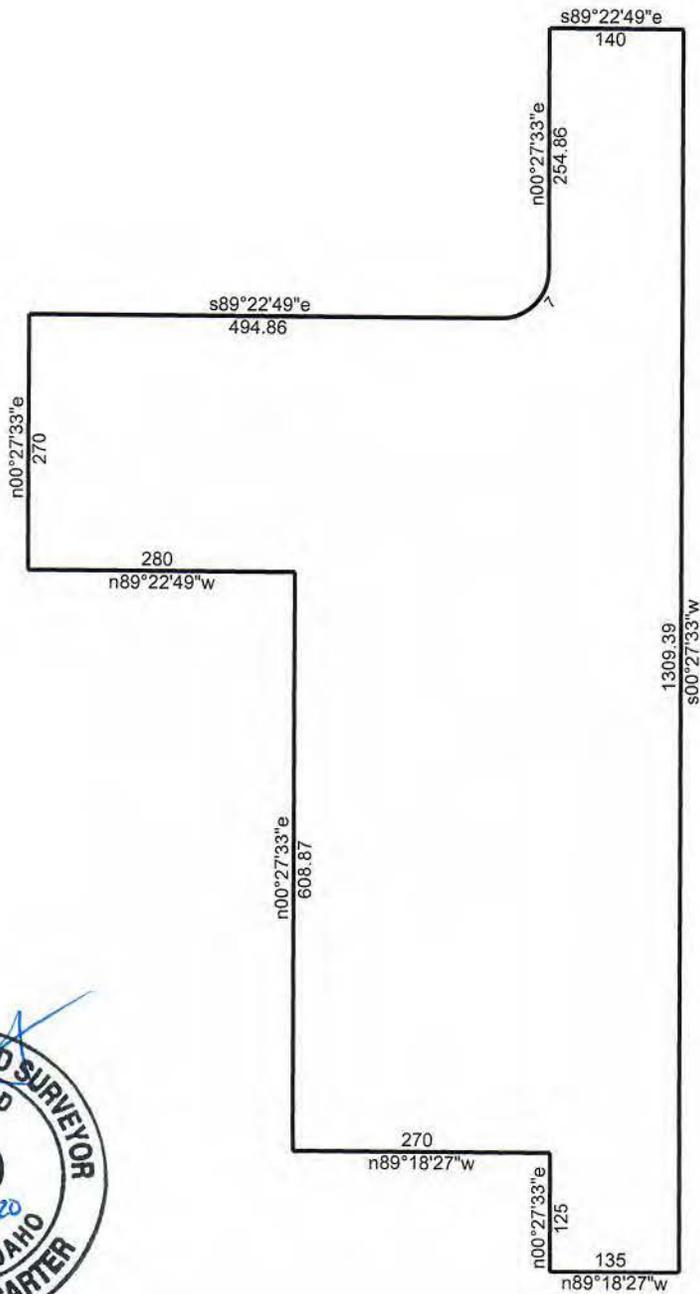
P:\5700 Linder Rd Topo 19-405\dwg\ANNEX-REZONE\LINROCK R-6 Zone.dwg 6/27/2020 11:02:05 AM

**IDAHO SURVEY GROUP, LLC**  
 9955 W. EMERALD ST.  
 BOISE, IDAHO 83704  
 (208) 846-8570

EXHIBIT \_\_\_ DRAWING FOR  
**LINROCK SUBDIVISION**  
**R-6 REZONE**

LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 36,  
 T.3N., R.1W., B.M., KUNA, ADA COUNTY, IDAHO

JOB NO. 19-405
SHEET NO. 1
DWG. DATE 6/25/2020



Linrock Sub R-6 Zone Closure Sheet

6/27/2020

Scale: 1 inch= 200 feet

File:

Tract 1: 11.2893 Acres, Closure: n21.0444w 0.01 ft. (1/701297), Perimeter=3967 ft.

- 01 n00.2733e 125
- 02 n89.1827w 270
- 03 n00.2733e 608.87
- 04 n89.2249w 280
- 05 n00.2733e 270
- 06 s89.2249e 494.86
- 07 Lt, r=50.00, delta=090.0938, chord=n45.3222e 70.81
- 08 n00.2733e 254.86
- 09 s89.2249e 140
- 10 s00.2733w 1309.39
- 11 n89.1827w 135

EXHIBIT \_\_

DESCRIPTION FOR

**LINROCK SUBDIVISION**

**R-12 REZONE**

A portion of the NW 1/4 of the SW 1/4 of Section 36, T.3N., R.1W., B.M., Ada County, Idaho being more particularly described as follows:

**BEGINNING** at the S1/16 corner of said Section 36 of from which the W1/4 corner of said Section 36 bears North 00°28'44" East 1323.70 feet.

thence along the West boundary line of said Section 36 North 00°28'44" East, 879.88 feet;

thence leaving said West boundary line South 89°31'16" East, 83.00 feet;

thence North 75°24'12" East, 63.17 feet;

thence North 00°28'44" East, 19.95 feet;

thence North 63°57'28" East, 50.28 feet;

thence 39.70 feet along the arc of a non-tangent curve to the right, said curve having a radius of 67.50 feet, a central angle of 33°41'56" and a long chord which bears North 69°22'53" East, 39.13 feet;

thence North 00°28'44" East, 9.19 feet;

thence South 89°31'16" East, 139.96 feet;

thence North 00°28'44" East, 10.00 feet;

thence South 89°31'16" East, 53.62 feet;

thence North 00°27'33" East, 103.15 feet;

thence South 89°32'27" East, 60.35 feet;

thence North 61°32'38" East, 9.96 feet;

thence 15.20 feet along the arc of a non-tangent curve to the left, said curve having a radius of 82.50 feet, a central angle of 10°33'23" and a long chord which bears North 33°44'03" West, 15.18 feet;

thence North 39°00'19" West, 102.42 feet;

thence 63.91 feet along the arc of a non-tangent curve to the left, said curve having a radius of 300.00 feet, a central angle of 12°12'20" and a long chord which bears North 48°14'44" East, 63.79 feet;

thence North 42°33'11" East, 12.35 feet;

thence 114.00 feet along the arc of curve to the right, said curve having a radius of 250.00 feet, a central angle of 26°07'39" and a long chord which bears North 55°37'01" East, 113.02 feet;

thence North 14°01'33" West, 35.25 feet to a point on the East-West centerline of said Section 36;

thence along said East-West centerline South 89°22'49" East, 774.45 feet to the C-W 1/16 corner of said Section 36;

thence along the East boundary line of the NW 1/4 of the SW ¼ of said Section 36 South 00°27'33" West, 16.00 feet;

thence leaving said East boundary line North 89°22'49" West, 140.00 feet;

thence South 00°27'33" West, 254.86 feet;

thence 78.68 feet along the arc of curve to the right, said curve having a radius of 50.00 feet, a central angle of 90°09'38" and a long chord which bears South 45°32'22" West, 70.81 feet;

thence North 89°22'49" West, 494.86 feet;

thence South 00°27'33" West, 270.00 feet;

thence South 89°22'49" East, 280.00 feet;

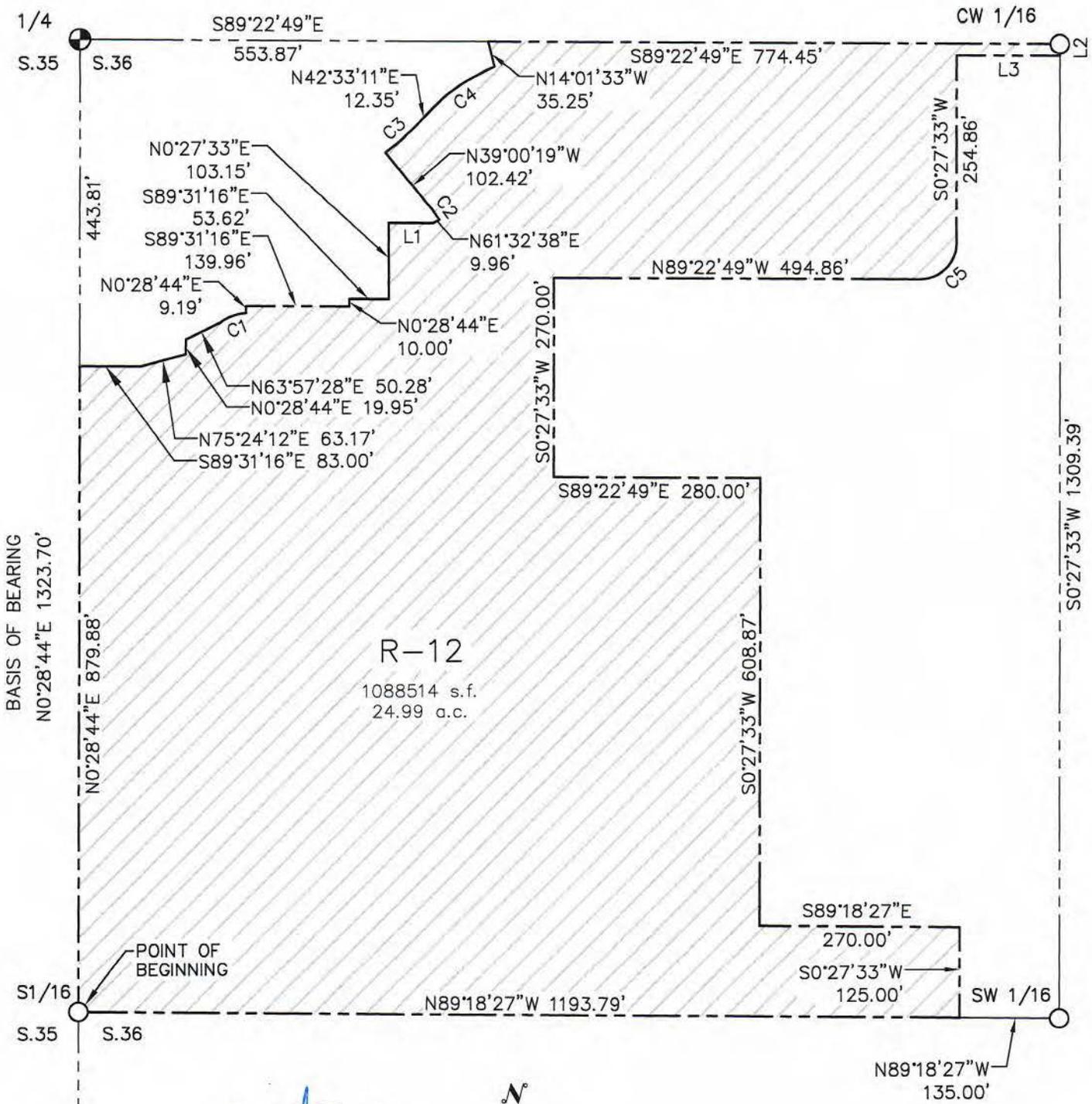
thence South 00°27'33" West, 608.87 feet;

thence South 89°18'27" East, 270.00 feet;

thence South 00°27'33" West, 125.00 feet to a point on South boundary line of NW 1/4 of the SW 1/4 of said Section 36;

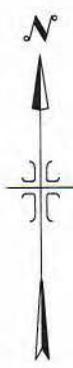
thence along said South boundary line North 89°18'27" West, 1,193.79 feet to the **POINT OF BEGINNING**. Containing 24.99 acres, more or less.





R-12  
 1088514 s.f.  
 24.99 a.c.

BASIS OF BEARING  
 N0°28'44\"E 1323.70'



SCALE: 1" = 200'

P:\5700 Linder Rd Topo 19-405\dwg\ANNEX-REZONE\LINROCK R-12 Zone.dwg 6/27/2020 11:21:26 AM

	<b>IDAHO SURVEY GROUP, LLC</b> 9955 W. EMERALD ST. BOISE, IDAHO 83704 (208) 846-8570
	EXHIBIT __ DRAWING FOR <b>LINROCK SUBDIVISION          R-12 REZONE</b>

LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 36, T.3N., R.1W., B.M., ADA COUNTY, IDAHO	JOB NO. 19-405 SHEET NO. <b>1 of 2</b> DWG. DATE 6/25/2020
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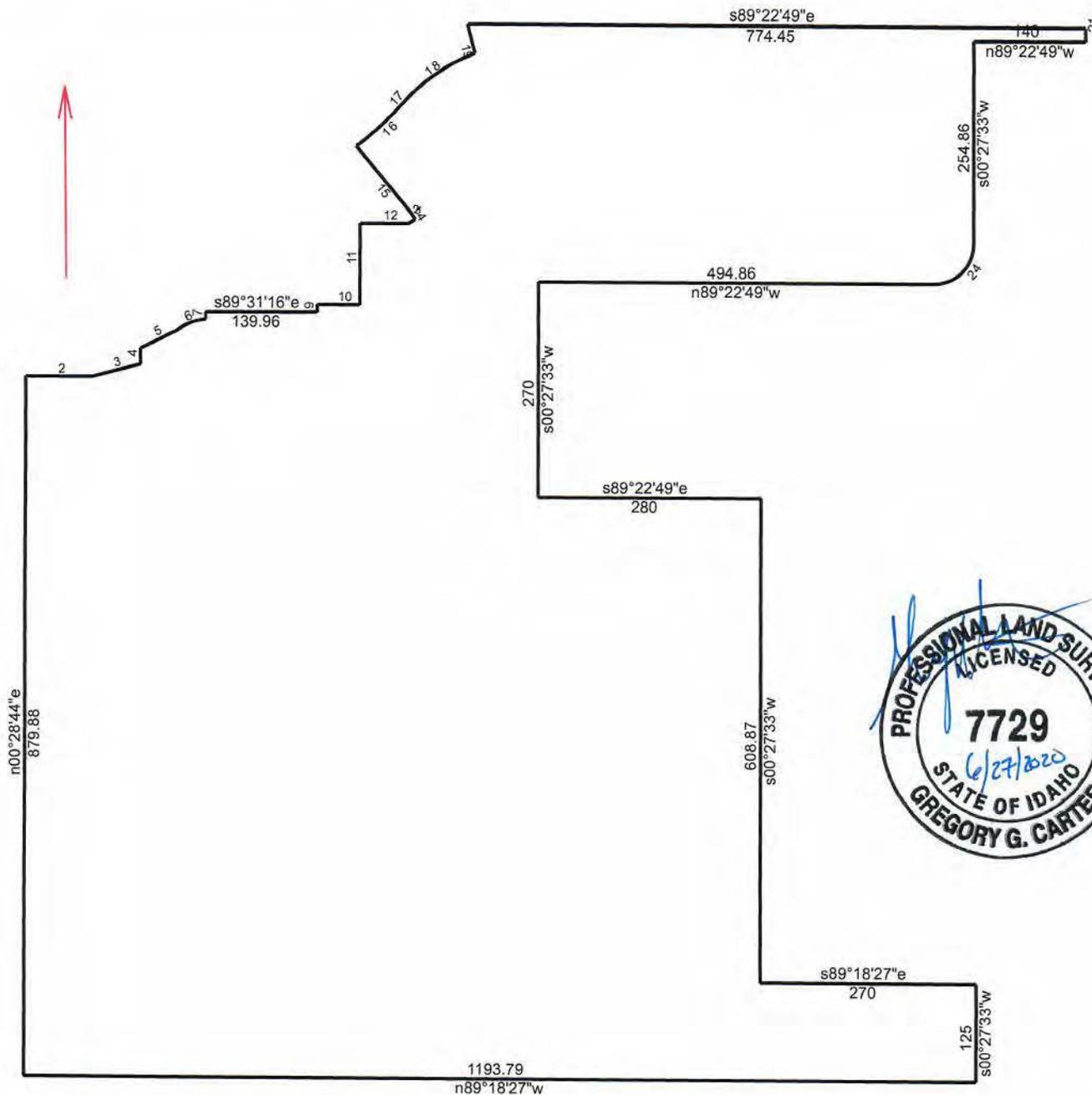
CURVE TABLE					
CURVE	RADIUS	LENGTH	CHORD DIST.	CHORD BRG.	DELTA
C1	67.50	39.70	39.13	N69°22'53"E	33°41'56"
C2	82.50	15.20	15.18	N33°44'03"W	10°33'23"
C3	300.00	63.91	63.79	N48°14'44"E	12°12'20"
C4	250.00	114.00	113.02	N55°37'01"E	26°07'39"
C5	50.00	78.68	70.81	S45°32'22"W	90°09'38"

LINE TABLE		
LINE	LENGTH	BEARING
L1	60.35	S89°32'27"E
L3	140.00	N89°22'49"W



P:\5700 Linder Rd Topo 19-405\dwg\ANNEX-REZONE\LINROCK R-12 Zone.dwg 6/27/2020 11:20:26 AM

 <b>IDAHO SURVEY GROUP, LLC</b> 9955 W. EMERALD ST. BOISE, IDAHO 83704 (208) 846-8570	EXHIBIT ___ DRAWING FOR <b>LINROCK SUBDIVISION</b> <b>R-12 REZONE</b>	JOB NO. 19-405
	LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 36, T.3N., R.1W., B.M., ADA COUNTY, IDAHO	SHEET NO. <b>2 of 2</b> DWG. DATE 6/25/2020



# Linrock Sub R-12 Zone Closure Sheet

6/27/2020

Scale: 1 inch= 200 feet

File:

Tract 1: 24.9888 Acres, Closure: s64.4354e 0.03 ft. (1/237412), Perimeter=6372 ft.

- |   |   |
|---|---|
| 01 n00.2844e 879.88                                     | 20 s89.2249e 774.45                                   |
| 02 s89.3116e 83   | 21 s00.2733w 16                                       |
| 03 n75.2412e 63.17                                      | 22 n89.2249w 140                                      |
| 04 n00.2844e 19.95                                      | 23 s00.2733w 254.86                                   |
| 05 n63.5728e 50.28                                      | 24 Rt, r=50.00, delta=090.0938, chord=s45.3222w 70.81 |
| 06 Rt, r=67.50, delta=033.4156, chord=n69.2253e 39.13   | 25 n89.2249w 494.86                                   |
| 07 n00.2844e 9.19                                       | 26 s00.2733w 270                                      |
| 08 s89.3116e 139.96                                     | 27 s89.2249e 280                                      |
| 09 n00.2844e 10   | 28 s00.2733w 608.87                                   |
| 10 s89.3116e 53.62                                      | 29 s89.1827e 270                                      |
| 11 n00.2733e 103.15                                     | 30 s00.2733w 125                                      |
| 12 s89.3227e 60.35                                      | 31 n89.1827w 1193.79                                  |
| 13 n61.3238e 9.96                                       |   |
| 14 Lt, r=82.50, delta=010.3323, chord=n33.4403w 15.18   |   |
| 15 n39.0019w 102.42                                     |   |
| 16 Lt, r=300.00, delta=012.1220, chord=n48.1444e 63.79  |   |
| 17 n42.3311e 12.35                                      |   |
| 18 Rt, r=250.00, delta=026.0739, chord=n55.3701e 113.02 |   |
| 19 n14.0133w 35.25                                      |   |

EXHIBIT \_\_

DESCRIPTION FOR

**LINROCK SUBDIVISION  
ANNEXATION**

A portion of the NW 1/4 of the SW 1/4 of Section 36, T.3N., R.1W., B.M., Ada County, Idaho being more particularly described as follows:

Commencing at the W1/4 corner of said Section 36 from which the S1/16 corner of said Section 36 bears South 00°28'44" West, 1323.70 feet;

thence South 25°40'53" East, 649.82 feet to the **REAL POINT OF BEGINNING**;

thence South 49°28'55" East, 65.95 feet;

thence South 42°33'43" East, 48.90 feet;

thence South 24°53'05" East, 97.32 feet;

thence South 27°21'39" West, 92.73 feet;

thence North 90°00'00" West, 82.80 feet;

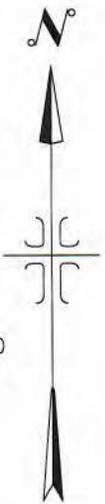
thence North 59°21'31" West, 75.58 feet;

thence North 10°17'12" West, 59.67 feet;

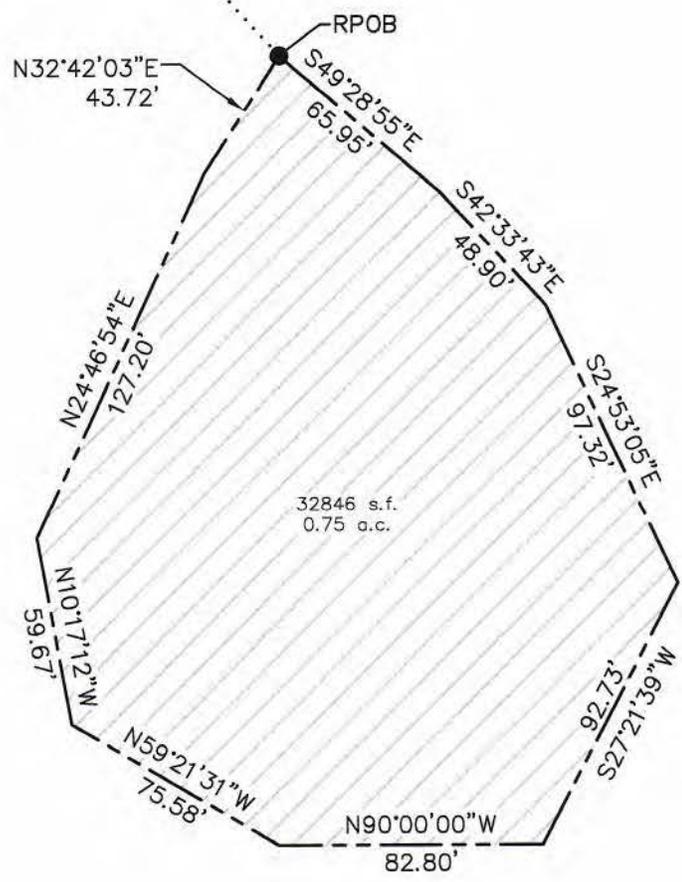
thence North 24°46'54" East, 127.20 feet;

thence North 32°42'03" East, 43.72 feet to the **REAL POINT OF BEGINNING**.  
Containing 32,846 square feet or 0.75 acres, more or less.





SCALE: 1" = 60'



32846 s.f.  
0.75 a.c.

P:\5700 Linder Rd Topo 19-405\dwg\ANNEX-BEZONE\LINROCK ANNEXATION.dwg 6/27/2020 10:54:32 AM



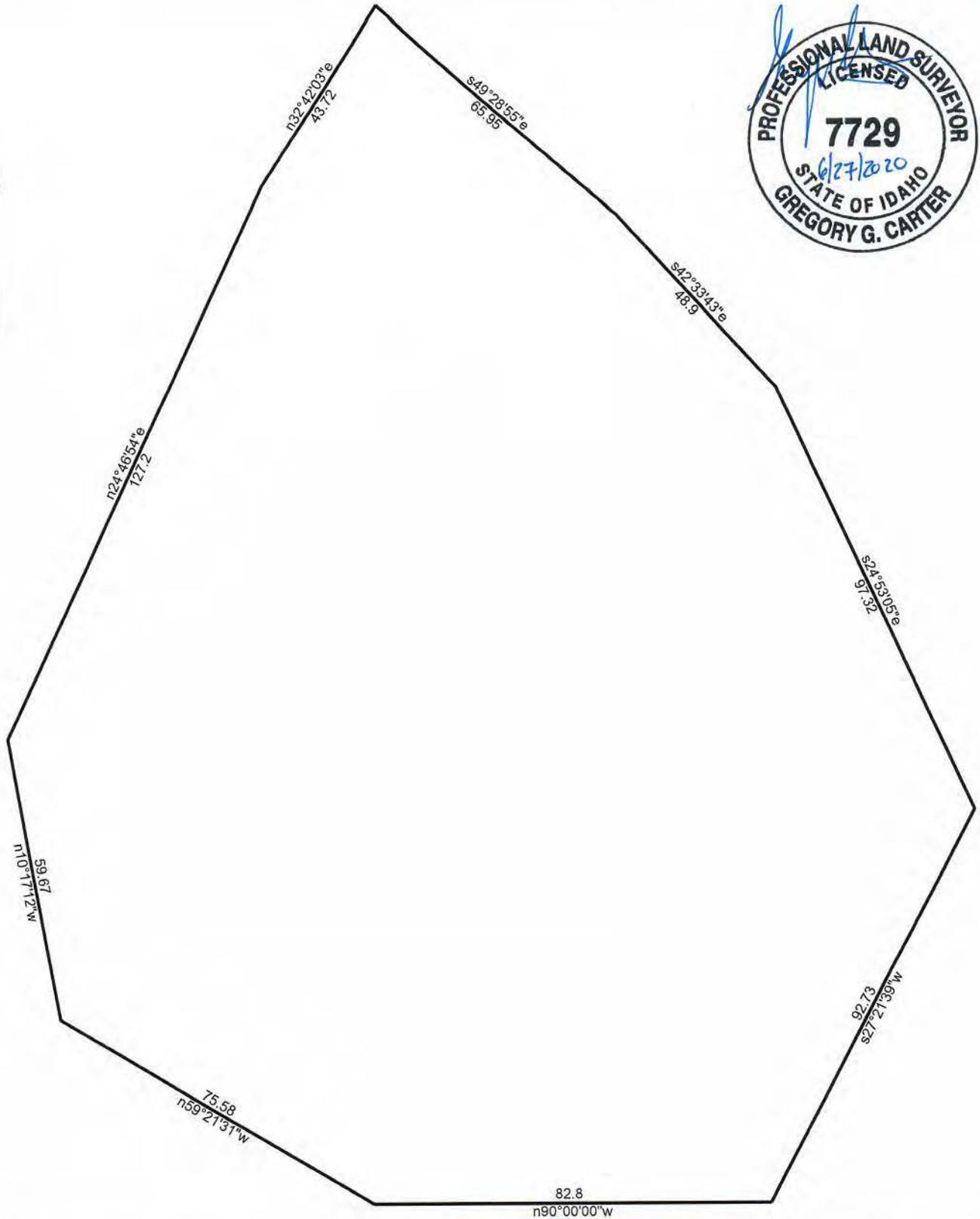
**IDAHO  
SURVEY  
GROUP, LLC**

9955 W. EMERALD ST.  
BOISE, IDAHO 83704  
(208) 846-8570

EXHIBIT \_\_ DRAWING FOR  
LINROCK SUBDIVISION  
CITY OF KUNA ANNEXATION

LOCATED IN THE NW 1/4 OF THE SW 1/4 OF SECTION 36,  
T.3N., R.1W., B.M., ADA COUNTY, IDAHO

JOB NO. 19-405
SHEET NO. 1
DWG. DATE 6/2/2020



# Linrock Sub Annexation Closure Sheet

6/27/2020

Scale: 1 inch= 30 feet

File:

Tract 1: 0.7540 Acres (32846 Sq. Feet), Closure: n00.0000e 0.00 ft. (1/195749), Perimeter=694 ft.

- 01 s49.2855e 65.95
- 02 s42.3343e 48.9
- 03 s24.5305e 97.32
- 04 s27.2139w 92.73
- 05 n90.0000w 82.8
- 06 n59.2131w 75.58
- 07 n10.1712w 59.67

- 08 n24.4654e 127.2
- 09 n32.4203e 43.72

EXHIBIT \_\_

PRELIMINARY PLAT DESCRIPTION FOR

**LINROCK SUBDIVISION**

The NW 1/4 of the SW 1/4 of Section 36, T.3N., R.1W., B.M., Ada County, Idaho being more particularly described as follows:

**BEGINNING** at the S1/16 corner of said Section 36;

thence along the West boundary line of the NW 1/4 of the SW 1/4 of said Section 36 North 00°28'44" East, 1,323.70 feet to the W1/4 corner of said Section 36;

thence along the East-West centerline of said Section 36 South 89°22'49" East, 1,328.32 feet to the to the C-W 1/16 corner of said Section 36;

thence along said East boundary line of the NW 1/4 of the SW 1/4 of said Section 36 South 00°27'33" West, 1,325.39 feet to the SW1/16 corner of said Section 36;

thence along the South boundary line of the NW 1/4 of the SW 1/4 of said Section 36 North 89°18'27" West, 1,328.79 feet to the **POINT OF BEGINNING**. Containing 40.40 acres, more or less.





n00°28'44"e  
1323.7

s89°22'49"e  
1328.32

1325.39  
s00°27'33"w

1328.79  
n89°18'27"w



# Linrock Subdivision Pre-Plat Closure Sheet

6/29/2020

Scale: 1 inch= 200 feet

File:

Tract 1: 40.3976 Acres, Closure: n84.1639e 0.01 ft. (1/616531), Perimeter=5306 ft.

- 01 n00.2844e 1323.7
- 02 s89.2249e 1328.32
- 03 s00.2733w 1325.39
- 04 n89.1827w 1328.79



City of Kuna  
P.O. Box 13  
Kuna, Idaho 83634

Phone: (208) 922-5274  
Fax: (208) 922-5989  
Web: www.kunacity.id.gov

# City of Kuna AFFIDAVIT OF LEGAL INTEREST

State of Idaho )  
) ss  
County of Ada )

I, Corey Barton / Viper Investments, LLC , 1977 E. Overland Road  
Name Address  
Meridian , Idaho 83642  
City State Zip Code

being first duly sworn upon oath, depose and say:

**(If Applicant is also Owner of Record, skip to B)**

A. That I am the record owner of the property described on the attached, and I grant my

Permission to Gem State Planning, 9840 W. Overland Road, Suite 120, Boise, Idaho 83709 Name Address  
to submit the accompanying application pertaining to that property.

B. I agree to indemnify, defend and hold City of Kuna and its employees harmless from any claim or liability resulting from any dispute as to the statements contained herein or as to the ownership of the property which is the subject of the application.

C. I hereby grant permission to the City of Kuna staff to enter the subject property for the purpose of site inspections related to processing said application(s).

Dated this 20<sup>th</sup> day of August, 2020

Signature [Handwritten Signature]

**Subscribed and sworn** to before me the day and year first above written.

Adair  
Notary Public for Idaho

Residing at: Nampa, ID

My commission expires: 6-05-22





100 10th Avenue South  
Nampa, ID 83651

**ELECTRONICALLY RECORDED-DO NOT  
REMOVE THE COUNTY STAMPED FIRST  
PAGE AS IT IS NOW INCORPORATED AS  
PART OF THE ORIGINAL DOCUMENT**

File No. 673173 KD/SP

ADA COUNTY RECORDER Phil McGrane  
BOISE IDAHO Pgs=5 VICTORIA BAILEY  
PIONEER TITLE COMPANY OF ADA COUNTY

**2019-071807**  
08/07/2019 02:57 PM  
\$15.00

### WARRANTY DEED

For Value Received David P Tidwell and Helen C Tidwell, husband and wife  
hereinafter referred to as Grantor, does hereby grant, bargain, sell, warrant and convey unto

Viper Investments, LLC an Idaho limited liability company  
hereinafter referred to as Grantee, whose current address is 1977 E. Overland Road Meridian, ID 83642

The following described premises, to-wit:

See Exhibit A attached hereto and made a part hereof.

To HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee(s), and Grantees(s) heirs and assigns forever. And the said Grantor(s) does (do) hereby covenant to and with the said Grantee(s), the Grantor(s) is/are the owner(s) in fee simple of said premises; that said premises are free from all encumbrances EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee(s); and subject to U.S. Patent reservations, restrictions, dedications, easements, rights of way and agreements, (if any) of record, and current years taxes, levies, and assessments, includes irrigation and utility assessments, (if any) which are not yet due and payable, and that Grantor(s) will warrant and defend the same from all lawful claims whatsoever.

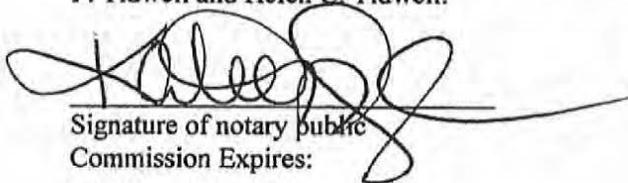
Dated: August 4, 2019

*David P. Tidwell by Tina L. Bell attorney in fact*  
David P. Tidwell by Tina L. Bell as attorney in fact

*Helen C. Tidwell by Tina L. Bell attorney in fact*  
Helen C. Tidwell by Tina L. Bell as attorney in fact

State of Idaho, County of Canyon

This record was acknowledged before me on August 6, 2019 by Tina L. Bell as attorney in fact for David P. Tidwell and Helen C. Tidwell.

  
Signature of notary public  
Commission Expires:

**KATEE DODGE  
COMMISSION EXPIRES: 07/25/2023  
RESIDING: BOISE, IDAHO**





100 10th Avenue South  
Nampa, ID 83651

ELECTRONICALLY RECORDED-DO NOT REMOVE THE COUNTY STAMPED FIRST PAGE AS IT IS NOW INCORPORATED AS PART OF THE ORIGINAL DOCUMENT

File No. 673173 KD/SP

**WARRANTY DEED**

For Value Received David P Tidwell and Helen C Tidwell, husband and wife hereinafter referred to as Grantor, does hereby grant, bargain, sell, warrant and convey unto

Viper Investments, LLC an Idaho limited liability company hereinafter referred to as Grantee, whose current address is 1977 E. Overland Road Meridian, ID 83642 The following described premises, to-wit:

See Exhibit A attached hereto and made a part hereof.

To HAVE AND TO HOLD the said premises, with their appurtenances unto the said Grantee(s), and Grantees(s) heirs and assigns forever. And the said Grantor(s) does (do) hereby covenant to and with the said Grantee(s), the Grantor(s) is/are the owner(s) in fee simple of said premises; that said premises are free from all encumbrances EXCEPT those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee(s); and subject to U.S. Patent reservations, restrictions, dedications, easements, rights of way and agreements, (if any) of record, and current years taxes, levies, and assessments, includes irrigation and utility assessments, (if any) which are not yet due and payable, and that Grantor(s) will warrant and defend the same from all lawful claims whatsoever.

Dated: August 4, 2019

*David P. Tidwell by Tina L. Bell attorney in fact*  
David P. Tidwell by Tina L. Bell as attorney in fact

*Helen C. Tidwell by Tina L. Bell attorney in fact*  
Helen C. Tidwell by Tina L. Bell as attorney in fact

State of Idaho, County of Canyon

This record was acknowledged before me on August 6, 2019 by Tina L. Bell as attorney in fact for David P. Tidwell and Helen C. Tidwell.

*Katee Dodge*  
Signature of notary public  
Commission Expires:

KATEE DODGE  
COMMISSION #44929  
NOTARY PUBLIC  
STATE OF IDAHO

KATEE DODGE  
COMMISSION EXPIRES: 07/25/2023  
RESIDING: BOISE, IDAHO

EXHIBIT A

A parcel of land being all of the NW ¼ of the SW ¼ of Section 36, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, described as follows:

BEGINNING at the quarter corner common to Sections 35 & 36, Township 3 North, Range 1 West, Boise Meridian, from which the SW corner of said Section 36, bears S.00°28'26"W., 2647.40 feet; thence, along the northerly line of said NW ¼ of the SW ¼,

- 1) S.89°22'49"E., 1328.32 feet to the northeasterly corner of the NW ¼ of the SW ¼ ;  
Thence, along the easterly line of said NW ¼ of the SW ¼,
- 2) S. 00°27'33" W., 1325.40 feet to the southeasterly corner thereof; thence along the Southerly line of said NW ¼ of the SW ¼ ,
- 3) N.89°18'27" W., 1328.67 feet to the southwesterly corner thereof, thence, along the Westerly line of said NW ¼ of the SW ¼ ,
- 4) N.00°28'26"E., 1323.70 feet to the POINT OF BEGINNING.

BUT RESERVING THEREFROM an access easement to the land described immediately below, which is excepted from the said parcel described above, which access easement consists of a 30 foot wide strip of land located in the NW ¼ of the SW ¼ of Section 36, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, described as follows:

COMMENCING at the quarter corner common to Sections 35 & 36, Township 3 North, Range 1 West, Boise Meridian, from which the SW corner of said Section 36, bears S.00°28'26"W., 2647.40 feet; thence, along the westerly line of said Section 36,

A) S.00° 28'26"W., 365.86 feet to the POINT OF BEGINNING; thence, leaving said westerly line, the following courses:

- 1) S.42°41'39"E., 121.61 feet; thence
- 2) S.57°17'57"E., 238.64 feet; thence
- 3) S.32°42'03"W., 30.00 feet; thence
- 4) N. 57°17'57"W., 242.49; thence
- 5) N.42°41'39"W., 95.47 feet to the said westerly line of Section 36; thence, along said westerly line,
- 6) N.00°28'26"E., 43.85 feet to the POINT OF BEGINNING.

AND EXCEPTING THEREFROM, a parcel of land being a portion of the NW ¼ of the SW ¼ of Section 36, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho described as follows:

COMMENCING at the quarter corner common to Sections 35 & 36, Township 3 North, Range 1 West, Boise Meridian, from which the SW corner of said Section 36, bears S.00°28'26"W., 2647.40 feet; thence, along the westerly line of said Section 36,

- A) S.00°28'26"W., 365.86 feet; thence, leaving said westerly line,
- B) S.42°41'39"E., 123.61 feet; thence
- C) S.57°17'57"E., 238.64 feet to the POINT OF BEGINNING; thence
- 1) S.49°28'55"E., 65.9 feet; thence,
- 2) S.42°33'43"E., 48.90 feet; thence,
- 3) S.24°53'05"E., 97.32 feet; thence,
- 4) S.27°21'39"W., 92.74 feet; thence,
- 5) N.90°00'00"W., 82.79 feet; thence,
- 6) N.59°21'31"W., 75.58 feet; thence,
- 7) N.10°17'12"W., 59.67 feet thence,
- 8) N.24°46'54"E., 127.20 feet; thence,
- 9) N.32°42'03"E., 43.72 feet to the POINT OF BEGINNING.

*see Attached*

Parcel I: (Remainder Parcel)

A parcel of land being all of the NW ¼ of the SW ¼ of Section 36, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, described as follows:

BEGINNING at the quarter corner common to Sections 35 & 36, Township 3 North, Range 1 West, Boise Meridian, from which the SW corner of said Section 36, bears S.00°28'26"W., 2647.40 feet; thence, along the northerly line of said NW ¼ of the SW ¼,

1) S.89°22'49"E., 1328.32 feet to the northeasterly corner of the NW ¼ of the SW ¼ ;

Thence, along the easterly line of said NW ¼ of the SW ¼,

2) S. 00°27'33" W., 1325.40 feet to the southeasterly corner thereof; thence along the Southerly line of said NW ¼ of the SW ¼ ,

3) N.89°18'27" W., 1328.67 feet to the southwesterly corner thereof, thence, along the Westerly line of said NW ¼ of the SW ¼ ,

4) N.00°28'26"E., 1323.70 feet to the POINT OF BEGINNING.

BUT RESERVING THEREFROM an access easement to the land described immediately below, which is excepted from the said parcel described above, which access easement consists of a 30 foot wide strip of land located in the NW ¼ of the SW ¼ of Section 36, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, described as follows:

COMMENCING at the quarter corner common to Sections 35 & 36, Township 3 North, Range 1 West, Boise Meridian, from which the SW corner of said Section 36, bears S.00°28'26"W., 2647.40 feet; thence, along the westerly line of said Section 36,

A) S.00° 28'26"W., 365.86 feet to the POINT OF BEGINNING; thence, leaving said westerly line, the following courses:

1) S.42°41'39"E., 121.61 feet; thence

2) S.57°17'57"E., 238.64 feet; thence

3) S.32°42'03"W., 30.00 feet; thence

4) N. 57°17'57"W., 242.49; thence

5) N.42°41'39"W., 95.47 feet to the said westerly line of Section 36; thence, along said westerly line,

6) N.00°28'26"E., 43.85 feet to the POINT OF BEGINNING.

AND EXCEPTING THEREFROM, a parcel of land being a portion of the NW ¼ of the SW ¼ of Section 36, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho described as follows:

COMMENCING at the quarter corner common to Sections 35 & 36, Township 3 North, Range 1 West, Boise Meridian, from which the SW corner of said Section 36, bears S.00°28'26"W., 2647.40 feet; thence, along the westerly line of said Section 36,

A) S.00°28'26"W., 365.86 feet; thence, leaving said westerly line,

- B) S.42°41'39"E., 123.61 feet; thence
- C) S.57°17'57"E., 238.64 feet to the POINT OF BEGINNING; thence
- 1) S.49°28'55"E., 65.9 feet; thence,
- 2) S.42°33'43"E., 48.90 feet; thence,
- 3) S.24°53'05"E., 97.32 feet; thence,
- 4) S.27°21'39"W., 92.74 feet; thence,
- 5) N.90°00'00"W., 82.79 feet; thence,
- 6) N.59°21'31"W., 75.58 feet; thence,
- 7) N.10°17'12"W., 59.67 feet thence,
- 8) N.24°46'54"E., 127.20 feet; thence,
- 9) N.32°42'03"E., 43.72 feet to the POINT OF BEGINNING.

Parcel II: (House Parcel)

A parcel of land being a portion of the NW ¼ of the SW ¼ of Section 36, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho described as follows:

COMMENCING at the quarter corner common to Sections 35 & 36, Township 3 North, Range 1 West, Boise Meridian, from which the SW corner of said Section 36, bears S.00°28'26"W., 2647.40 feet; thence, along the westerly line of said Section 36,

- A) S.00°28'26"W., 365.86 feet; thence, leaving said westerly line,
- B) S.42°41'39"E., 123.61 feet; thence
- C) S.57°17'57"E., 238.64 feet to the POINT OF BEGINNING; thence
- 1) S.49°28'55"E., 65.9 feet; thence,
- 2) S.42°33'43"E., 48.90 feet; thence,
- 3) S.24°53'05"E., 97.32 feet; thence,
- 4) S.27°21'39"W., 92.74 feet; thence,
- 5) N.90°00'00"W., 82.79 feet; thence,
- 6) N.59°21'31"W., 75.58 feet; thence,
- 7) N.10°17'12"W., 59.67 feet thence,
- 8) N.24°46'54"E., 127.20 feet; thence,
- 9) N.32°42'03"E., 43.72 feet to the POINT OF BEGINNING.

BUT RESERVING THEREFROM an access easement to the land described immediately below, which is excepted from the said parcel described above, which access easement consists of a 30 foot wide strip of land located in the NW  $\frac{1}{4}$  of the SW  $\frac{1}{4}$  of Section 36, Township 3 North, Range 1 West, Boise Meridian, Ada County, Idaho, described as follows:

COMMENCING at the quarter corner common to Sections 35 & 36, Township 3 North, Range 1 West, Boise Meridian, from which the SW corner of said Section 36, bears S.00°28'26"W., 2647.40 feet; thence, along the westerly line of said Section 36,

A) S.00° 28'26"W., 365.86 feet to the POINT OF BEGINNING; thence, leaving said westerly line, the following courses:

1) S.42°41'39"E., 121.61 feet; thence

2) S.57°17'57"E., 238.64 feet; thence

3) S.32°42'03"W., 30.00 feet; thence

4) N. 57°17'57"W., 242.49; thence

5) N.42°41'39"W., 95.47 feet to the said westerly line of Section 36; thence, along said westerly line,

6) N.00°28'26"E., 43.85 feet to the POINT OF BEGINNING.

# Gem State Planning, LLC

September 23, 2020

Ms. Wendy Howell, Planning Director  
751 W. 4<sup>th</sup> Street  
Kuna, ID 83634

Subject: Linrock Subdivision  
Applications for Annexation, Rezone, Preliminary Plat and Design Review

Dear Ms. Howell:

Please accept the attached applications and support materials for a new mixed-use development located at 5700 S. Linder Road. Linrock Subdivision will be located on the east side of Linder Road, approximately ½ mile north of Lake Hazel Road (3N, 1W, section 30). The 40.4-acre property includes agricultural land and a single-family home, which is currently empty.

Linrock Subdivision will include 4 lots for commercial use, 26 lots for four-plexes, and 148 lots for single family homes of various sizes, for a total of 252 dwelling units. The community also features substantial open space with play structure and picnic shelter, plus pathway connections throughout the subdivision. The gross density of Linrock Subdivision is 6.24 du/acre. The development of Linrock will incorporate the construction of a new east-west mid-mile collector street, Jarvis Road, that runs along the north boundary of the property and connects to Linder Road across from Jarvis Court.

## **Annexation and Rezone**

A large portion of the development site, 39.65 acres, is already annexed into the City of Kuna with an A-Agriculture zoning designation. We are requested that the remaining 0.75 acres in the interior of the property be annexed into Kuna as well.

To comply with the Mixed-Use designation in the Kuna Comprehensive Plan/Envision Kuna. We request the property be rezoned into 3 zoning districts. The four (4) commercial lots will be zoned C-1, Neighborhood Commercial district. This district is appropriate for low impact commercial uses that serve residents in the neighborhood.

The four-plexes and smaller lots will be zoned R-12. This residential density is for higher densities, like multifamily homes, and will provide a buffer between commercial uses and Linder Road, a minor arterial, and the less intensive residential uses to the east.

The remaining residential lots will be zoned R-6. This zone accommodates standard single family lots at up to 6 du/acre.

This mix of zones will meet the Comprehensive Plan Future Land Use Map for this area of north Kuna. Some of the Planning Principles of the Comprehensive Plan include encouraging a mix of land uses to meet community demands and to provide a variety of housing options. The Plan added “mixed-use” as a land use designation to “encourage complementary residential, commercial and industrial activities to achieve true mixed uses”. Linrock Subdivision will accomplish the principles and goals in the Comprehensive Plan.

### **Preliminary Plat**

As noted above, Linrock is a true mixed-use community with a mix of lot/housing choices along with 4 lots for neighborhood business opportunities. Linrock will include 26 lots for four-plexes or 104 dwelling units, and 148 single family home lots, for a total of 252 dwelling units. The two story four-plexes are adjacent to Linder Road and are also grouped around a 0.97-acre open space. The four-plexes provide noise attenuation from Linder Road and a nice transition to the single-family homes. There are 3 parking spaces provided for each four-plex unit, or 312 spaces. One hundred and forty (45%) of those spaces are covered.

The single-family home lots range in size from 3360 sf for alley loaded lots, to 12,085 for standard front load lots. The smaller lots are included in the R-12 zone and meet all the dimensional standards for that zone, except for the lot frontage of 40 feet. As allowed in Kuna City Code 5-3-3, we request a director’s allowance for reduced frontage for the single-family homes in the R-12 zone. We also request a 15’ front yard setback for our alley loaded lots. These allowances facilitate a more creative subdivision design and provide for a mix of home lots and home sizes. We have planned Linrock Subdivision to be a diverse community.

### **Open Space and Connectivity**

There is plenty of open space for Linrock families to gather and recreate. A 2-acre park includes a community play structure and two picnic shelters, plus lots of lawn area for open play. Mid-block pathways provide great access to the park and to neighbors.

The four-plexes surround a large open area; providing a great gathering space for residents and guests.

Open space in Linrock totals 9.23 acres or 22.8% of the property area. However, since buffers and endcaps are not included, the usable open space totals 3.91 acres or 9.7% of the site area; exceeding the required 9.5% in the Kuna Code 5-17-12 D.

We have included a Design Review application for the approval of the landscaping.

### **Streets and Utilities**

A new mid-mile collector, Jarvis Drive, will be constructed along the north property line. As advised by ACHD, the collector will intersect Linder Road across from Jarvis Court. This collector will serve the future commercial lots and much of the residential portion of the community. Jarvis Drive will be constructed to residential collector standards.

A second local street, Braden Drive, will intersect Linder Road approximately 800 feet south of Jarvis Drive. Braden Drive will provide access to the four-plexes and many of the single-family homes. This access will also provide great access for emergency vehicles.

A traffic impact study has been completed and is under review by ACHD and ITD.

Local streets are public streets and constructed to ACHD and Kuna street standards, with 36' back of curb to back of curb, with attached sidewalks in a 50' right of way. In addition to the Jarvis Drive stub to the east, Shafer View Drive will stub to the east and Collier Avenue will stub to the south.

The four-plexes will be served by a common drive that includes parking spaces and a 25' wide drive aisle. This common drive will be maintained by the property owners' association for the four-plex community.

Sewer will be extended along Linder Road from a main in Lake Hazel Road. Sewer, water and pressurized irrigation will be provided to each lot.

### **Neighborhood Meeting**

A neighborhood meeting was held on-site on Thursday, August 13, 2020, at 6 pm. The meeting was attended by 6 neighbors. The meeting certification, attendance sheet and minutes are attached.

### **Summary**

Linrock Subdivision is a convenient and well-designed mixed-use community that will provide a much needed mix of housing opportunities, along with commercial lots for neighborhood services.

We look forward to working with you and the Kuna Planning staff throughout the approval process. Please let me know if you have any questions about Linrock Subdivision or our applications.

Sincerely,

*Jane Suggs*

Jane Suggs



*City of Kuna*  
**COMMITMENT TO  
PROPERTY POSTING**

City of Kuna  
P.O. Box 13  
Kuna, Idaho 83634  
Phone: (208) 922-5274  
Fax: (208) 922-5989  
Web: [www.kunacity.id.gov](http://www.kunacity.id.gov)

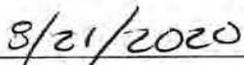
Per City Code 5-1A-8, the applicant for all applications requiring a public hearing shall post the subject property not less than ten (10) days prior to the hearing. The applicant shall post a copy of the public hearing notice or the application(s) on the property under consideration.

The applicant shall submit proof of property posting in the form of a notarized statement and a photograph of the posting to the City no later than seven (7) days prior to the public hearing attesting to where and when the sign(s) were posted. Unless such Certificate is received by the required date, the hearing will be continued.

The sign(s) shall be removed no later than three (3) days after the end of the public hearing for which the sign(s) had been posted.

I am aware of the above requirements and will comply with the posting requirements as stated in Kuna City Code 5-1A-8.

  
Applicant/agent signature:

  
Date:

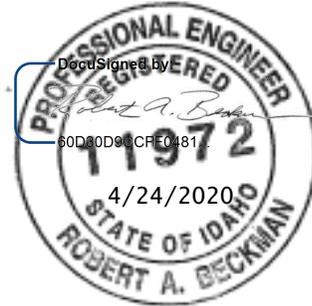
# Traffic Impact Study LinRock Subdivision April 2020

Prepared For:

**Trilogy Development, Inc.**  
9839 W. Cable Car Street  
Ste. 101  
Boise, ID 83709

Prepared By:

**WHPacific, an NV5 Company**  
690 S Industry Way  
Ste. 10  
Meridian, ID 83642



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## 1.0 EXECUTIVE SUMMARY

This study was prepared in accordance with the Ada County Highway District's (ACHD) requirements for a Traffic Impact Study listed in Section 7106 of the current *ACHD Policy Manual*. It evaluates the traffic impacts associated with the LinRock Subdivision located in Kuna, Idaho. The study area, scope and specific analysis parameters and requirements are the result of an Area of Influence Review performed by the Community Planning Association of Southwest Idaho (COMPASS) and discussion with ACHD, Idaho Transportation Department (ITD) and review of the surrounding area. The study's principal findings and recommendations are summarized below.

### Proposed Development

1. LinRock Subdivision is a proposed development consisting of 148 single-family dwelling units, 104 multi-family units, and 4 commercial lots on a 40.4-acre parcel located along the east side of S Linder Road, north of Lake Hazel Road in Kuna, Idaho.
2. The proposed development is to be constructed over a five-year period and completed by the year 2025. Due to the short duration of buildout, an interim evaluation was not required.
3. The proposed residential development is estimated to generate 2417 daily trips, 188 AM peak hour trips, and 244 PM peak hour trips.
4. The primary roadway network serving this proposed development includes the following intersections and roadway segments:
  - Intersections
    - Linder Road and Amity Road
    - Linder Road and Victory Road
    - Linder Road and Overland Road
    - Meridian Road (SH-69) and Amity Road
    - Linder Road and Jarvis Ct
    - All site accesses
  - Segments
    - Linder Road between the site and Amity Road
    - Linder Road between Amity Road and Victory Road
    - Linder Road between Victory Road and Overland Road
    - All internal collectors
5. Primary access to the site will be provided via two new access points located along S Linder Road.

### Proposed Mitigation for Existing Traffic

6. For the existing traffic conditions analyzed with the existing roadway configuration, all study area roadway segments meet minimum operational thresholds. No roadway improvements are needed to mitigate the existing traffic.
7. For the existing traffic conditions analyzed with the existing intersection control and lane configuration, the intersection of S Meridian Road/Amity Road does not meet minimum operational thresholds. All other intersections meet minimum requirements.

8. The following mitigation measures are recommended for these intersections:
  - o S Meridian Road/Amity Road – Additional SB/NB through lane, right-turn lane all approaches, signal timing plan adjustment

**Proposed Mitigation for 2025 Background Traffic**

9. For the 2025 Background traffic conditions analyzed with the existing roadway lane configuration, all study area roadway segments meet minimum operational thresholds. No roadway improvements are needed to mitigate 2025 background traffic.
10. For the 2025 Background traffic conditions analyzed with the existing intersection controls and lane configurations, or with the proposed improvements to mitigate existing traffic the intersections of Linder Road/Amity Road does not meet minimum operational thresholds. All other intersections meet minimum requirements.
11. The following mitigation measures are recommended for these intersections:
  - o Linder Road/Amity Road – Single Lane Roundabout

**Proposed Mitigation for 2025 Site Plus Background Traffic**

12. For the 2025 Site Plus Background traffic condition analyzed with the existing lane configurations, the segment of Linder Road between Overland Road and Victory Road does not meet minimum operational thresholds. A continuous left-turn lane is proposed to improve the operations along this roadway segment. All other study area roadway segments meet the minimum requirements.
13. For the 2025 Site Plus Background traffic conditions analyzed with the existing intersection control and lane configuration, or with the proposed improvements to mitigate existing/2025 background traffic, the intersections of Linder Road/Overland Road does not meet the minimum operational thresholds. All other intersections meet these requirements.
14. The following mitigation measures are recommended for this location:
  - o Linder Road/Overland Road – Traffic Signal

# Traffic Impact Study LinRock Subdivision

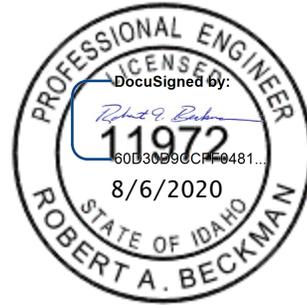
Addendum  
August 2020

Prepared For:

**Trilogy Development, Inc.**  
9839 W. Cable Car Street  
Ste. 101  
Boise, ID 83709

Prepared By:

**WHPacific, an NV5 Company**  
690 S Industry Way  
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## 1.0 ADDENDUM

This Addendum addresses comments received by ACHD dated July 27, 2020 on the LinRock Subdivision Traffic Impact Study. Original comments and subsequent responses are provided as follows:

### 1.1 COMMENT #1

***The intersection v/c ratios are not included as part of study. This can be found using the HCS 2000 report generated in Synchro and needs to be included for all scenarios.***

Acknowledged, the updated tables 5R/6R/8R/12R are included below. The HCS 2000 reports generated from Synchro 11 are included in the attachment.

### 1.2 COMMENT #2

***The TIS states that there are no projects planned in the study area. However, the following are included in the CIP:***

- ***Linder Road, Victory Rd to Overland Rd - widen from 2 lanes to 5 lanes, 2021 to 2025***
- ***Linder Road, Amity Rd to Victory Rd - widen from 2 lanes to 5 lanes, 2031 to 2035***
- ***Victory Road and Linder Road intersection - add single lane roundabout, 2021 to 2025***
- ***Amity Road and Linder Road intersection - add single lane roundabout, 2031 to 2035***
- ***Overland Road and Linder Road intersection - add traffic signal, 2031 to 2035***

Acknowledged, will edit as follows.

Both the ACHD *Integrated Five-Year Work Plan (IFYWP)* and the ACHD *Capital Improvements Plan (CIP)* were reviewed for the purposes of the study. The currently adopted *IFYWP* identifies projects programmed from 2020 to 2025 while the *CIP* is a long-range (20 year) transportation plan identifying existing transportation facilities, existing deficiencies, and future improvement needs. The following improvements are currently programmed:

- Linder Road, Victory Rd to Overland Rd - widen from 2 lanes to 5 lanes, 2021 to 2025
- Linder Road, Amity Rd to Victory Rd - widen from 2 lanes to 5 lanes, 2031 to 2035
- Victory Road and Linder Road intersection - add single lane roundabout, 2021 to 2025
- Amity Road and Linder Road intersection - add single lane roundabout, 2031 to 2035
- Overland Road and Linder Road intersection - add traffic signal, 2031 to 2035

The improvements on Linder Road, Victory Road to Overland Road, and the intersection of Victory Road & Linder Road are anticipated to be completed by 2025. These alternatives will be included in the 2025 Background and 2025 Total analysis along with the existing configurations. The updated Tables 7R/11R/8R/12R are included below. The other improvements are programmed to be completed after the anticipated project completion; these will not be included in the analysis unless needed to mitigate poor operations.

### 1.3 COMMENT #3

***The TIS states that a single lane roundabout is needed at the intersection of Amity Road and Linder Road for 2025 background traffic. The analysis of the existing intersection control shows that the worst lane group is the westbound approach, which is anticipated to have a v/c ratio of 1.011 during the PM peak. This is still functional, and a roundabout is not necessary for 2025 background traffic. The study needs to include an analysis of Amity Road and Linder Road***

**intersection as an all-way stop controlled intersection for 2025 total traffic conditions. A signal warrant analysis also needs to be included.**

Acknowledged. An updated Tables 12R/13R are included below. The intersection with existing all-way stop control does not meet minimum operational thresholds for the 2025 total traffic conditions. The intersection does not meet a signal warrants under 2025 total traffic conditions. A signal warrant analysis worksheet for the intersection of Amity Road & Linder Road in the 2025 total traffic conditions is included in the attachments.

#### 1.4 COMMENT #4

**Based on the information provided, the four-hour signal warrant is anticipated to be met for the intersection of Linder Road and Overland Road for 2025 total conditions. I recommend that a signal be installed when this warrant is met. A trigger for the number of trips that the site will be generated before this improvement is necessary should be identified.**

Acknowledged. A mitigation threshold analysis was completed for the intersection of Linder Road and Overland Road. The intersection exceeds the minimum acceptable LOS thresholds at 75% of the site generated traffic, or 183 PM Peak trips (106 entering, 77 exiting).

#### 1.5 COMMENT #5

**The study should include the percentage that the trips generated by the proposed development will add to each of the intersections that are identified as needing mitigation.**

Acknowledged. Throughout the study, the intersections of Amity Road & S Meridian Road, Overland Road & Linder Road, and Amity Road & Linder Road need mitigation. The percentages of the total traffic that is generated by the proposed development are as follows:

- Amity Road & S Meridian Road – 2%
- Overland Road & Linder Road – 5%
- Amity Road & Linder Road – 13%

#### 1.6 TABLE REVISIONS

Table 5R – Intersection Traffic Operations – Existing (2020) Traffic

Intersection	Control	Approach	AM Peak			PM Peak		
			LOS	Delay	V/C	LOS	Delay	V/C
1. S Linder & W Overland	TWSC	Overall		6.2			3.4	
		Eastbound	A	0	0	A	0	0
		Westbound	A	8.8	0.059	A	8.8	0.222
		Northbound	C	19.8	0.231	E	36.6	0.223
2. S Linder & W Victory	AWSC	Overall	B	10.8		B	11.0	
		Eastbound	B	10.7	0.347	A	9.7	0.227
		Westbound	A	8.8	0.109	B	12.2	0.444
		Northbound	B	11.6	0.446	A	9.4	0.15
		Southbound	A	8.4	0.047	B	10.8	0.328
3. S Linder & W Amity	AWSC	Overall	B	13.2		B	13.7	
		Eastbound	B	14.5	0.556	B	12.1	0.37
		Westbound	A	10.0	0.214	C	15.4	0.558
		Northbound	B	13.4	0.485	B	10.6	0.176
		Southbound	A	9.0	0.04	B	14.0	0.481

4. S Meridian Rd & W Amity	Signal	Overall	F	138.4	0.90	F	125.8	0.95
		Eastbound	D	50.2	0.57	D	51.4	0.37
		Westbound	E	67.9	0.80	F	83.0	0.91
		Northbound	F	218.3	1.36	D	47.6	0.77
		Southbound	C	26.0	0.21	F	198.7	1.32
5. S Linder & W Jarvis Ct	TWSC	Overall		0.2			0.2	
		Eastbound	B	11.1	0.009	B	10.6	0.007
		Northbound	A	0	0	A	7.8	0.002
		Southbound	A	0	0	A	0	0

Table 6R – Intersection Traffic Operations – Existing Traffic with Mitigation

Intersection	Control	Approach	AM Peak			PM Peak		
			LOS	Delay	V/C	LOS	Delay	V/C
4. S Meridian Rd & W Amity	Signal	Overall	D	41.3	0.64	D	45.0	0.64
		Eastbound	D	49.6	0.53	D	50.6	0.31
		Westbound	D	54.8	0.54	E	57.2	0.58
		Northbound	D	47.7	0.90	D	38.6	0.53
		Southbound	C	25.1	0.21	D	49.0	0.89

Table 7R – Roadway Segment LOS – 2025 Background Traffic

Roadway Segment	Functional Class	No. of Thru Lanes	Left-Turn Treatment	Threshold Volume		AM Peak Hour Major Direction		PM Peak Hour Major Direction	
				LOS D	LOS E	Vol (vph)	LOS	Vol (vph)	LOS
Linder Rd, Overland Rd to Victory Rd	Minor Arterial	1	No LT Lane	540	575	560	< E	413	< D
Linder Rd, Overland Rd to Victory Rd	Minor Arterial	2 (CIP)	TWLTL	1395	1541	560	<D	413	<D
Linder Rd, Victory Rd to Amity Rd	Minor Arterial	1	No LT Lane	540	575	415	< D	389	< D
Linder Rd, Amity Rd to Jarvis Ct	Minor Arterial	1	No LT Lane	540	575	357	< D	367	< D

Table 8R – Intersection Traffic Operations – 2025 Background Traffic

Intersection	Control	Approach	AM Peak			PM Peak		
			LOS	Delay	V/C	LOS	Delay	V/C
1. S Linder & W Overland	TWSC	Overall		14.6			7.6	
		Eastbound	A	0	0	A	0	0
		Westbound	B	10.1	0.109	B	10.5	0.376
		Northbound	E	49.4	0.562	F	210.3	0.853
2. S Linder & W Victory	AWSC	Overall	C	16.2		C	18.5	
		Eastbound	C	15.7	0.567	B	13.1	0.396
		Westbound	B	10.3	0.185	C	24.9	0.747
		Northbound	C	18.6	0.666	B	11.8	0.244
		Southbound	A	9.6	0.071	C	15.9	0.518

2. S Linder & W Victory	Roundabout	Overall	B	10.3		A	6.9	
		Eastbound	A	7.0	0.348	A	6.5	0.252
		Westbound	A	7.4	0.168	A	6.7	0.382
		Northbound	A	14.3	0.591	A	4.2	0.118
		Southbound	A	4.1	0.044	A	8.6	0.362
3. S Linder & W Amity	AWSC	Overall	D	28.5		E	44.9	
		Eastbound	E	39.8	0.91	C	24.7	0.69
		Westbound	B	13.0	0.363	F	72.9	1.011
		Northbound	C	21.4	0.671	B	14.8	0.287
		Southbound	B	10.6	0.065	D	33.8	0.812
4. S Meridian Rd & W Amity	Signal with Improvements	Overall	D	42.5	0.81	D	43.2	0.80
		Eastbound	E	60.6	0.78	D	46.7	0.39
		Westbound	E	78.7	0.85	E	72.8	0.84
		Northbound	D	42.9	0.90	C	34.0	0.54
		Southbound	C	29.8	0.36	D	44.6	0.90
5. S Linder & W Jarvis Ct	TWSC	Overall		0.2			0.2	
		Eastbound	B	11.7	0.014	B	11.1	0.011
		Northbound	A	0	0	A	8.0	0.002
		Southbound	A	0	0	A	0	0

Table 11R – Roadway Segment LOS – 2025 Site Plus Background Traffic

Roadway Segment	Functional Class	No. of Thru Lanes	Left-Turn Treatment	Threshold Volume		AM Peak Hour Major Direction		PM Peak Hour Major Direction	
				LOS D	LOS E	Vol (vph)	LOS	Vol (vph)	LOS
Linder Rd, Overland Rd to Victory Rd	Minor Arterial	1	No LT Lane	540	575	604	> E	463	< D
Linder Rd, Overland Rd to Victory Rd	Minor Arterial	2 (CIP)	TWLTL	1395	1541	604	< D	463	< D
Linder Rd, Victory Rd to Amity Rd	Minor Arterial	1	No LT Lane	540	575	465	< D	446	< D
Linder Rd, Amity Rd to Jarvis Ct	Minor Arterial	1	No LT Lane	540	575	457	< D	481	< D

Table 12R – Roadway Segment LOS – 2025 Site Plus Background Traffic

Intersection	Control	Approach	AM Peak			PM Peak		
			LOS	Delay	V/C	LOS	Delay	V/C
1. S Linder & W Overland	TWSC	Overall		19.8			12.2	
		Eastbound	A	0	0	A	0	0
		Westbound	B	10.3	0.137	B	11.0	0.423
		Northbound	F	64.5	0.665	F	373.3	1.223

2. S Linder & W Victory	AWSC	Overall	C	19.7		C	23.1	
		Eastbound	C	17.4	0.603	C	15.3	0.448
		Westbound	B	10.9	0.195	D	32.0	0.819
		Northbound	C	24.5	0.769	B	14.0	0.351
		Southbound	B	10.2	0.118	C	21.2	0.654
2. S Linder & W Victory	Roundabout	Overall	A	8.2		A	7.5	
		Eastbound	A	5.5	0.296	A	7.1	0.276
		Westbound	A	6.3	0.147	A	7.2	0.400
		Northbound	B	11.2	0.546	A	4.6	0.158
		Southbound	A	3.6	0.058	A	9.8	0.430
3. S Linder & W Amity	AWSC	Overall	E	49.9		F	99.4	
		Eastbound	F	73.2	1.019	E	40.4	0.870
		Westbound	C	16.3	0.463	F	177.1	1.315
		Northbound	E	43.1	0.919	C	23.4	0.579
		Southbound	B	12.4	0.137	F	79.6	1.10
4. S Meridian Rd & W Amity	Signal with Improvements	Overall	D	42.6	0.83	D	44.2	0.83
		Eastbound	E	65.7	0.84	D	52.7	0.48
		Westbound	E	78.7	0.85	E	77.6	0.89
		Northbound	D	41.7	0.89	C	34.1	0.54
		Southbound	C	23.7	0.37	D	44.5	0.90
5. S Linder & W Jarvis Ct	TWSC	Overall		1.9			1.7	
		Eastbound	B	14.8	0.02	B	13.7	0.015
		Westbound	B	12.1	0.117	B	10.9	0.083
		Northbound	A	0	0	A	8.1	0.002
		Southbound	A	0	0	A	7.7	0.044
6. S Linder & South Access	TWSC	Overall		1.8			1.7	
		Westbound	B	11.4	0.109	B	10.2	0.074
		Northbound	A	0	0	A	0	0
		Southbound	A	8.1	0.023	A	7.6	0.043

Table 13R – Roadway Segment LOS – 2025 Site Plus Background Traffic with Mitigations

Intersection	Control	Approach	AM Peak			PM Peak		
			LOS	Delay	V/C	LOS	Delay	V/C
1. S Linder & W Overland	Signal	Overall	C	22.9		B	11.4	
		Eastbound	C	30.6	0.83	B	17.2	0.66
		Westbound	B	16.4	0.41	B	11.1	0.70
		Northbound	C	20.4	0.82	C	21.0	0.70
3. S Linder & W Amity	Roundabout	Overall	B	10.6		B	11.1	
		Eastbound	A	7.7	0.464	A	9.7	0.425
		Westbound	A	7.7	0.286	A	9.2	0.522
		Northbound	C	16.0	0.646	A	5.7	0.214
		Southbound	A	4.0	0.059	C	16.7	0.643

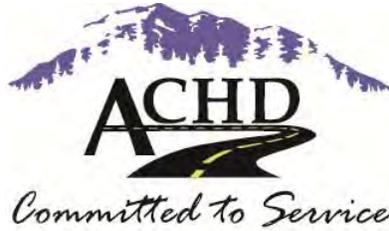
## 2.0 ATTACHMENTS:

ACHD review letter, LinRock Subdivision Traffic Impact Study, July 27, 2020

Linder Road and Amity Road Signal Warrant 2025 Total

Associated HCM 6<sup>th</sup> output reports

Associated HCM 2000 output reports



Mary May, President  
Kent Goldthorpe, Vice-President  
Rebecca W. Arnold, Commissioner  
Sara M. Baker, Commissioner  
Jim D. Hansen, Commissioner

July 27, 2020

Robert Beckman  
WH Pacific  
2141 W. Airport Way, #104  
Boise, ID 83705

Subject: LinRock Subdivision Traffic Impact Study

The Ada County Highway District staff has completed an initial review of the submitted traffic impact study (TIS) for the proposed LinRock Subdivision. Comments/recommendations provided by District Traffic Services and Planning Review staff are listed below:

1. The intersection v/c ratios are not included as part of the analysis. This can be found using the HCS 2000 report generated in Synchro and needs reported by lane group and for all scenarios.
2. The TIS states that there are no projects programmed in the CIP or the IFYWP in the area. However, the following are included in the CIP:
  - Linder Road, Victory Rd to Overland Rd - widen from 2 lanes to 5 lanes, 2021 to 2025
  - Linder Road, Amity Rd to Victory Rd - widen from 2 lanes to 5 lanes, 2031 to 2035
  - Victory Road and Linder Road intersection - add single lane roundabout, 2021 to 2025
  - Amity Road and Linder Road intersection - add single lane roundabout, 2031 to 2035
  - Overland Road and Linder Road intersection - add traffic signal, 2031 to 2035
3. The TIS states that a single lane roundabout is needed at the intersection of Amity Road and Linder Road for 2025 background traffic. The analysis of the existing intersection control shows that the worst lane group is the westbound approach, which is anticipated to have a v/c ratio of 1.011 during the PM peak. This is still functional and a roundabout is not necessary for 2025 background traffic. The study needs to include an analysis of Amity Road and Linder Road intersection as an all-way stop controlled intersection for 2025 total traffic conditions. A signal warrant analysis also needs to be included.
4. Based on the information provided, the four-hour signal warrant is anticipated to be met for the intersection of Linder Road and Overland Road for 2025 total conditions. I recommend that a signal be installed when this warrant is met. A trigger for the number of trips that the site will be generated before this improvement is necessary should be identified.
5. The study should include the percentage that the trips generated by the proposed development will add to each of the intersections that are identified as needing mitigation.

Please let me know if you have any questions.

Sincerely,

A handwritten signature in blue ink that reads "Mindy Wallace". The signature is written in a cursive, flowing style.

Mindy Wallace, AICP  
Planning Review Supervisor  
Development Services

CC: Gem State Planning - Jane Suggs  
Trilogy Development - Shawn Brownlee

# TRAFFIC SIGNAL WARRANTS

City/Town:	<b>Kuna, ID</b>	Analysis Performed By:	<b>Kbaker</b>
County:	<b>ADA County</b>	Date Analysis Performed:	<b>8/3/2020</b>
Division:		Project Number if Applicable:	
Data Date:	<b>2025 Total</b>	Weather Conditions:	
Major Route:	<b>Amity</b>	Apr. Lanes:	<b>1</b>
Minor Route:	<b>Linder</b>	Apr. Lanes:	<b>1</b>
		Critical Approach Speed (mph):	<b>50</b>

**Volume Level Criteria**

- 1. Is the critical speed of major street traffic > 70 km/h (40 mph) ?  Yes  No
- 2. Is the intersection in a built-up area or isolated community of <10,000 population?  Yes  No
- If Question 1 or 2 above is answered "Yes", then use "70%" volume level  70%  100%

**WARRANT 1 - EIGHT-HOUR VEHICULAR VOLUME**

Warrant 1 is satisfied if Condition A or Condition B is "100%" satisfied. Satisfied:  Yes  No

Warrant is also satisfied if both Condition A and Condition B are "80%" satisfied, given adequate trials of other remedial measures have been tried.

Adequate trial(s) of other remedial measures tried:  Yes  No

*List Remedial Measures Tried (Required for 80% Combination of A & B)*

**Condition A - Minimum Vehicular Volume & Condition B - Interruption of Continuous Traffic**

**100% Satisfied:**  Yes  No

**(Used if neither Condition A or B is satisfied) 80% Satisfied:**  Yes  No

		(volumes in veh/hr)		Minimum Requirements		Eight Highest Hours								
						6AM	7AM	8AM	9 AM	10AM	11AM	12PM	1 PM	
		Approach Lanes	1	2 or more										
		Volume Level	100%	70%	100%	70%								
<b>W - 1A</b>	<b>100%</b>	Both Approaches on Major Street	500	350	600	420	349	920	385	212	204	178	220	251
		Highest Approach on Minor Street	150	105	200	140	185	488	204	112	108	95	117	133
<b>W - 1B</b>	<b>100%</b>	Both Approaches on Major Street	750	525	900	630	349	920	385	212	204	178	220	251
		Highest Approach on Minor Street	75	53	100	70	185	488	204	112	108	95	117	133
<b>W - 1A</b>	<b>80%</b>	Both Approaches on Major Street	400	280	480	336	349	920	385	212	204	178	220	251
		Highest Approach on Minor Street	120	84	160	112	185	488	204	112	108	95	117	133
<b>W - 1B</b>	<b>80%</b>	Both Approaches on Major Street	600	420	720	504	349	920	385	212	204	178	220	251
		Highest Approach on Minor Street	60	42	80	56	185	488	204	112	108	95	117	133

# TRAFFIC SIGNAL WARRANTS

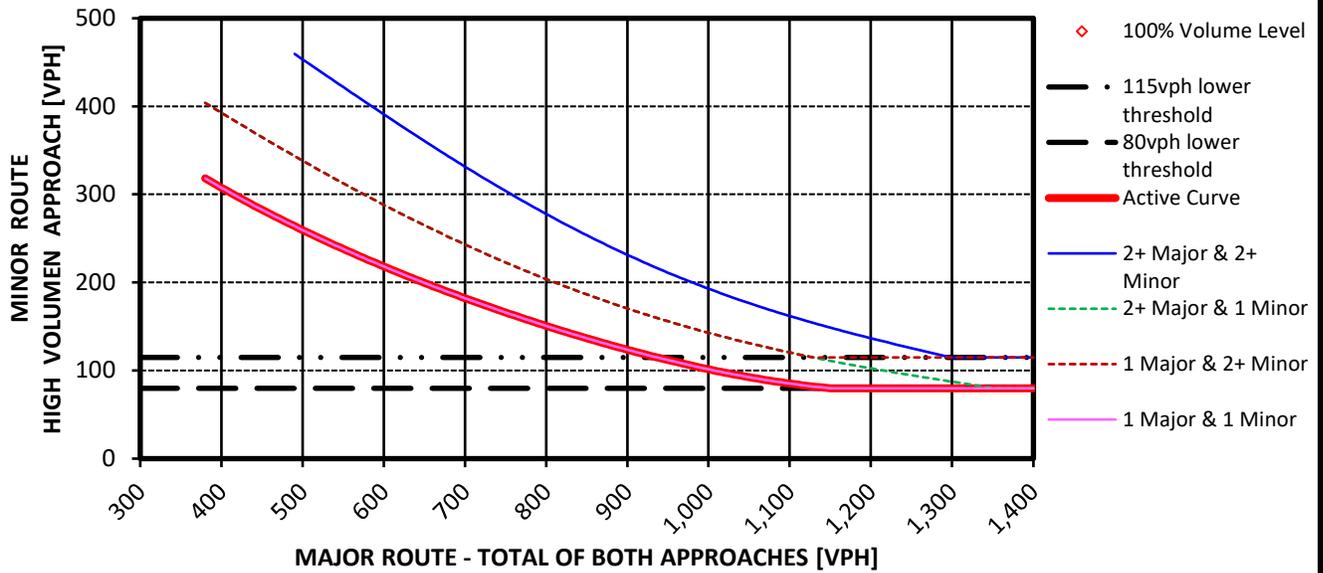
## WARRANT 2 - FOUR-HOUR VEHICULAR VOLUME

Satisfied:  Yes  No

If all four points lie above the appropriate line, then this warrant is satisfied.

(Volumes in veh/hr)	Four Highest Hours			
	6 AM	7 AM	8 AM	9 AM
SUM of Both Approaches on Major Street	349	920	385	212
Highest Minor Street Approach	185	488	204	112

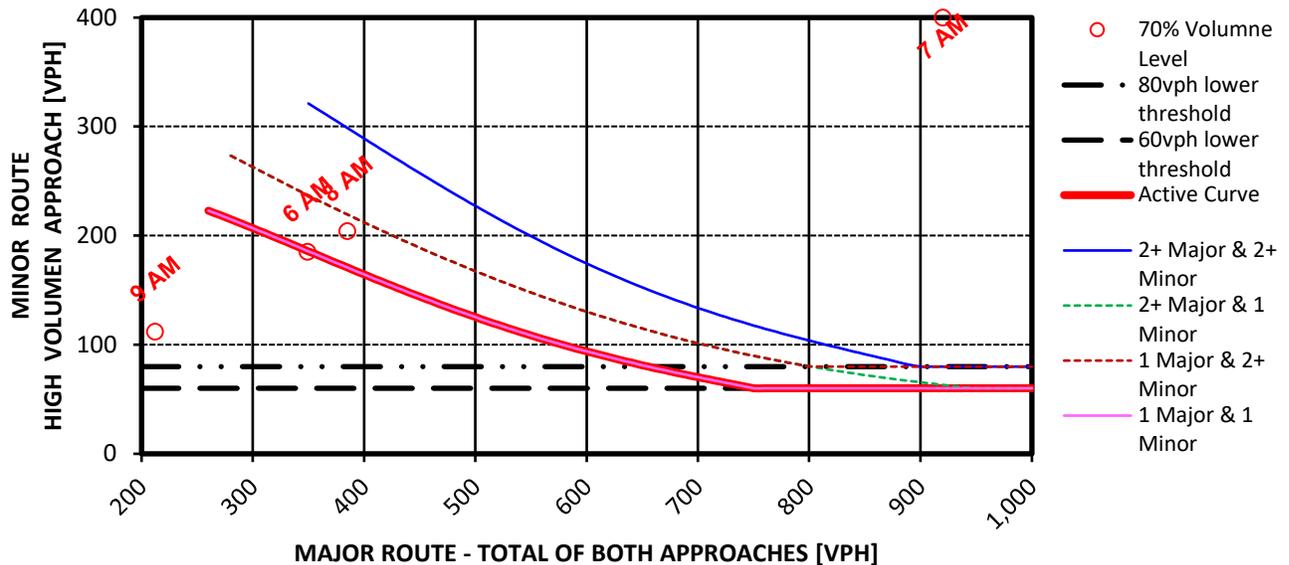
**FIGURE W-2: Criteria for "100%" Volume Level**



\* Note: 115 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 80 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

**FIGURE W-2: Criteria for "70%" Volume Level**

(Community less-than 10,000 population or speeds greater-than 70 km/hr [40 mph] on Major Street)



\* Note: 80 vph applies as the lower threshold volume for a minor route approach with two or more lanes and 60 vph applies as the lower threshold volume threshold for a minor route approach with one lane.

### TRAFFIC SIGNAL WARRANT SUMMARY

City/Town: Kuna, ID  
County: ADA County  
Division: \_\_\_\_\_  
Data Date: 2025 Total

Analysis Performed By: Kbaker  
Date Analysis Performed: 8/3/2020  
Project Number if Applicable: \_\_\_\_\_  
Weather Conditions: \_\_\_\_\_

Major Route: Amity  
Minor Route: Linder

Appr. Lanes: 1 Critical Approach Speed (mph): 50  
Appr. Lanes: 1

**SATISFIED**

**Warrant #1: Eight-Hour Vehicular Volume**

Yes  No

1A - Minimum Vehicular Volume:  Yes  No  
1B - Interruption of Continuous Traffic:  Yes  No

*Any Remedial Measures Tried and their Outcome.*

**Warrant #2: Four-Hour Vehicular Volume**

Yes  No

**Warrant #3: Peak Hour**

Yes  No

*The Unusual Case(s) that Justifies the use of this Warrant.*

**Warrant #4: Pedestrian Volume**

Yes  No

**Warrant #5: School Crossing**

Yes  No

*Any Remedial Measures Implemented to improve the Safety of the Students.*

**Warrant #6: Coordinated Signal System**

Yes  No

**Warrant #7: Crash Experience**

Yes  No

*Other Alternatives that have failed to reduce crashes.*

**Warrant #8: Roadway Network**

Yes  No

**Warrant #9: Intersection Near a Grade Crossing**

Yes  No

**CONCLUSIONS**

Warrants Satisfied:

Remarks:

## HCM 2010 Roundabout

### 2: S Linder Rd/S. Linder Rd & W Victory Rd

07/31/2020

Intersection				
Intersection Delay, s/veh	10.3			
Intersection LOS	B			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	369	111	451	43
Demand Flow Rate, veh/h	376	113	460	43
Vehicles Circulating, veh/h	46	517	373	146
Vehicles Exiting, veh/h	143	316	49	484
Follow-Up Headway, s	3.186	3.186	3.186	3.186
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.0	7.4	14.3	4.1
Approach LOS	A	A	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Critical Headway, s	5.193	5.193	5.193	5.193
Entry Flow, veh/h	376	113	460	43
Cap Entry Lane, veh/h	1079	674	778	976
Entry HV Adj Factor	0.981	0.984	0.980	0.990
Flow Entry, veh/h	369	111	451	43
Cap Entry, veh/h	1058	663	762	966
V/C Ratio	0.348	0.168	0.591	0.044
Control Delay, s/veh	7.0	7.4	14.3	4.1
LOS	A	A	B	A
95th %tile Queue, veh	2	1	4	0

## HCM 6th Roundabout

### 2: S Linder Rd/S. Linder Rd & W Victory Rd

07/31/2020

Intersection				
Intersection Delay, s/veh	6.9			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	231	463	132	299
Demand Flow Rate, veh/h	235	472	134	305
Vehicles Circulating, veh/h	384	107	189	483
Vehicles Exiting, veh/h	404	216	430	96
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	6.5	6.7	4.2	8.6
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	235	472	134	305
Cap Entry Lane, veh/h	933	1237	1138	843
Entry HV Adj Factor	0.982	0.982	0.982	0.980
Flow Entry, veh/h	231	463	132	299
Cap Entry, veh/h	916	1214	1117	827
V/C Ratio	0.252	0.382	0.118	0.362
Control Delay, s/veh	6.5	6.7	4.2	8.6
LOS	A	A	A	A
95th %tile Queue, veh	1	2	0	2

# HCM 6th AWSC

## 3: S Linder Rd & W Amity Rd

07/31/2020

### Intersection

Intersection Delay, s/veh	49.9
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	433	32	31	170	10	35	358	64	1	42	13
Future Vol, veh/h	65	433	32	31	170	10	35	358	64	1	42	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	71	471	35	34	185	11	38	389	70	1	46	14
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	73.2	16.3	43.1	12.4
HCM LOS	F	C	E	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	8%	12%	15%	2%
Vol Thru, %	78%	82%	81%	75%
Vol Right, %	14%	6%	5%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	457	530	211	56
LT Vol	35	65	31	1
Through Vol	358	433	170	42
RT Vol	64	32	10	13
Lane Flow Rate	497	576	229	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.894	1.036	0.454	0.133
Departure Headway (Hd)	6.717	6.473	7.313	8.118
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	541	565	495	444
Service Time	4.717	4.487	5.313	6.118
HCM Lane V/C Ratio	0.919	1.019	0.463	0.137
HCM Control Delay	43.1	73.2	16.3	12.4
HCM Lane LOS	E	F	C	B
HCM 95th-tile Q	10.3	16	2.3	0.5

# HCM 6th AWSC

## 3: S Linder Rd & W Amity Rd

07/31/2020

### Intersection

Intersection Delay, s/veh	99.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	256	45	65	472	4	20	124	49	9	371	47
Future Vol, veh/h	19	256	45	65	472	4	20	124	49	9	371	47
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	278	49	71	513	4	22	135	53	10	403	51
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	40.4	177.1	23.4	79.6
HCM LOS	E	F	C	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	10%	6%	12%	2%
Vol Thru, %	64%	80%	87%	87%
Vol Right, %	25%	14%	1%	11%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	193	320	541	427
LT Vol	20	19	65	9
Through Vol	124	256	472	371
RT Vol	49	45	4	47
Lane Flow Rate	210	348	588	464
Geometry Grp	1	1	1	1
Degree of Util (X)	0.522	0.803	1.304	1.02
Departure Headway (Hd)	10.013	9.142	8.229	8.715
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	363	400	447	422
Service Time	8.013	7.142	6.229	6.715
HCM Lane V/C Ratio	0.579	0.87	1.315	1.1
HCM Control Delay	23.4	40.4	177.1	79.6
HCM Lane LOS	C	E	F	F
HCM 95th-tile Q	2.9	7.1	25.1	13.1

## HCM 6th Roundabout

### 2: S Linder Rd/S. Linder Rd & W Victory Rd

07/31/2020

Intersection				
Intersection Delay, s/veh	8.2			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	372	111	505	68
Demand Flow Rate, veh/h	379	113	515	69
Vehicles Circulating, veh/h	72	572	373	153
Vehicles Exiting, veh/h	150	316	78	532
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	5.5	6.3	11.2	3.6
Approach LOS	A	A	B	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	379	113	515	69
Cap Entry Lane, veh/h	1282	770	943	1180
Entry HV Adj Factor	0.981	0.984	0.980	0.986
Flow Entry, veh/h	372	111	505	68
Cap Entry, veh/h	1258	758	924	1164
V/C Ratio	0.296	0.147	0.546	0.058
Control Delay, s/veh	5.5	6.3	11.2	3.6
LOS	A	A	B	A
95th %tile Queue, veh	1	1	3	0

## HCM 6th Roundabout

### 2: S Linder Rd/S. Linder Rd & W Victory Rd

07/31/2020

Intersection				
Intersection Delay, s/veh	7.5			
Intersection LOS	A			
Approach	EB	WB	NB	SB
Entry Lanes	1	1	1	1
Conflicting Circle Lanes	1	1	1	1
Adj Approach Flow, veh/h	239	463	176	353
Demand Flow Rate, veh/h	243	472	180	360
Vehicles Circulating, veh/h	439	153	189	489
Vehicles Exiting, veh/h	410	216	493	136
Ped Vol Crossing Leg, #/h	0	0	0	0
Ped Cap Adj	1.000	1.000	1.000	1.000
Approach Delay, s/veh	7.1	7.2	4.6	9.8
Approach LOS	A	A	A	A
Lane	Left	Left	Left	Left
Designated Moves	LTR	LTR	LTR	LTR
Assumed Moves	LTR	LTR	LTR	LTR
RT Channelized				
Lane Util	1.000	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976	4.976
Entry Flow, veh/h	243	472	180	360
Cap Entry Lane, veh/h	882	1180	1138	838
Entry HV Adj Factor	0.982	0.982	0.976	0.980
Flow Entry, veh/h	239	463	176	353
Cap Entry, veh/h	866	1159	1111	822
V/C Ratio	0.276	0.400	0.158	0.430
Control Delay, s/veh	7.1	7.2	4.6	9.8
LOS	A	A	A	A
95th %tile Queue, veh	1	2	1	2

# HCM Signalized Intersection Capacity Analysis

## 4: W Amity Rd

07/31/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	221	18	27	100	163	12	1495	66	63	508	19
Future Volume (vph)	93	221	18	27	100	163	12	1495	66	63	508	19
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5		6.5	6.5		7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.91		1.00	0.99		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1676	1744		1676	1601		1676	3332		1676	3335	
Flt Permitted	0.34	1.00		0.55	1.00		0.41	1.00		0.07	1.00	
Satd. Flow (perm)	593	1744		970	1601		722	3332		116	3335	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	101	240	20	29	109	177	13	1625	72	68	552	21
RTOR Reduction (vph)	0	2	0	0	39	0	0	2	0	0	2	0
Lane Group Flow (vph)	101	258	0	29	247	0	13	1695	0	68	571	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	56.0	44.9		43.2	38.5		57.9	55.2		68.9	60.7	
Effective Green, g (s)	56.0	44.9		43.2	38.5		57.9	55.2		68.9	60.7	
Actuated g/C Ratio	0.40	0.32		0.31	0.28		0.41	0.39		0.49	0.43	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	323	559		323	440		316	1313		148	1445	
v/s Ratio Prot	c0.02	c0.15		0.00	c0.15		0.00	c0.51		c0.03	c0.17	
v/s Ratio Perm	0.10			0.02			0.02			0.20		
v/c Ratio	0.31	0.46		0.09	0.56		0.04	1.29		0.46	0.40	
Uniform Delay, d1	28.3	37.9		34.1	43.5		24.3	42.4		30.8	27.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	2.7		0.1	5.1		0.1	136.6		9.9	0.8	
Delay (s)	28.8	40.6		34.2	48.6		24.4	179.0		40.7	27.9	
Level of Service	C	D		C	D		C	F		D	C	
Approach Delay (s)		37.3			47.3			177.8			29.3	
Approach LOS		D			D			F			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			116.0			HCM 2000 Level of Service			F			
HCM 2000 Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			93.5%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 4: S Meridian Rd & W Amity Rd

07/31/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	221	18	27	100	163	12	1495	66	63	508	19
Future Volume (vph)	93	221	18	27	100	163	12	1495	66	63	508	19
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1676	1765	1500	1676	1765	1500	1676	4818	1500	1676	4818	1500
Flt Permitted	0.58	1.00	1.00	0.58	1.00	1.00	0.44	1.00	1.00	0.06	1.00	1.00
Satd. Flow (perm)	1029	1765	1500	1024	1765	1500	768	4818	1500	114	4818	1500
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	101	240	20	29	109	177	13	1625	72	68	552	21
RTOR Reduction (vph)	0	0	14	0	0	130	0	0	42	0	0	12
Lane Group Flow (vph)	101	240	6	29	109	47	13	1625	30	68	552	9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8		8	4		4
Actuated Green, G (s)	55.1	43.9	43.9	42.1	37.4	37.4	60.9	58.2	58.2	67.9	61.7	61.7
Effective Green, g (s)	55.1	43.9	43.9	42.1	37.4	37.4	60.9	58.2	58.2	67.9	61.7	61.7
Actuated g/C Ratio	0.39	0.31	0.31	0.30	0.27	0.27	0.43	0.42	0.42	0.49	0.44	0.44
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	456	553	470	329	471	400	351	2002	623	124	2123	661
v/s Ratio Prot	c0.02	c0.14		0.00	0.06		0.00	c0.34		c0.02	0.11	
v/s Ratio Perm	0.07		0.00	0.02		0.03	0.02		0.02	c0.24		0.01
v/c Ratio	0.22	0.43	0.01	0.09	0.23	0.12	0.04	0.81	0.05	0.55	0.26	0.01
Uniform Delay, d1	27.6	38.2	33.1	34.8	40.1	38.8	22.5	36.1	24.4	25.7	24.7	22.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	2.5	0.1	0.1	1.1	0.6	0.0	2.6	0.0	16.3	0.3	0.0
Delay (s)	27.8	40.7	33.2	35.0	41.2	39.4	22.6	38.7	24.4	42.1	25.0	22.1
Level of Service	C	D	C	C	D	D	C	D	C	D	C	C
Approach Delay (s)		36.6			39.6			38.0			26.7	
Approach LOS		D			D			D			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			35.6					HCM 2000 Level of Service			D	
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			140.0					Sum of lost time (s)		27.0		
Intersection Capacity Utilization			73.6%					ICU Level of Service		D		
Analysis Period (min)			15									

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 4: W Amity Rd

07/31/2020

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	112	24	51	220	112	18	846	23	106	1524	73
Future Volume (vph)	37	112	24	51	220	112	18	846	23	106	1524	73
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5		6.5	6.5		7.0	7.0		7.0	7.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.97		1.00	0.95		1.00	1.00		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1676	1718		1676	1675		1676	3340		1676	3330	
Flt Permitted	0.31	1.00		0.61	1.00		0.07	1.00		0.16	1.00	
Satd. Flow (perm)	542	1718		1070	1675		122	3340		275	3330	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	122	26	55	239	122	20	920	25	115	1657	79
RTOR Reduction (vph)	0	5	0	0	11	0	0	1	0	0	2	0
Lane Group Flow (vph)	40	143	0	55	350	0	20	944	0	115	1734	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6			2			8			4		
Actuated Green, G (s)	50.5	43.8		52.1	44.6		71.7	58.0		71.7	58.0	
Effective Green, g (s)	50.5	43.8		52.1	44.6		71.7	58.0		71.7	58.0	
Actuated g/C Ratio	0.34	0.29		0.35	0.30		0.48	0.39		0.48	0.39	
Clearance Time (s)	6.5	6.5		6.5	6.5		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	233	501		401	498		200	1291		259	1287	
v/s Ratio Prot	c0.01	0.08		0.01	c0.21		0.01	0.28		c0.04	c0.52	
v/s Ratio Perm	0.05			0.04			0.04			0.17		
v/c Ratio	0.17	0.29		0.14	0.70		0.10	0.73		0.44	1.35	
Uniform Delay, d1	35.1	41.0		33.1	46.8		30.5	39.3		25.3	46.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	1.4		0.2	8.0		0.2	2.2		1.2	161.4	
Delay (s)	35.4	42.4		33.2	54.8		30.7	41.5		26.5	207.4	
Level of Service	D	D		C	D		C	D		C	F	
Approach Delay (s)		41.0			52.0			41.3			196.2	
Approach LOS		D			D			D			F	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			126.4			HCM 2000 Level of Service		F				
HCM 2000 Volume to Capacity ratio			0.95									
Actuated Cycle Length (s)			150.0			Sum of lost time (s)		27.0				
Intersection Capacity Utilization			97.2%			ICU Level of Service		F				
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 4: S Meridian Rd & W Amity Rd

07/31/2020

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	112	24	51	220	112	18	846	23	106	1524	73
Future Volume (vph)	37	112	24	51	220	112	18	846	23	106	1524	73
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1676	1765	1500	1676	1765	1500	1676	4818	1500	1676	4818	1500
Flt Permitted	0.48	1.00	1.00	0.65	1.00	1.00	0.07	1.00	1.00	0.22	1.00	1.00
Satd. Flow (perm)	853	1765	1500	1141	1765	1500	122	4818	1500	383	4818	1500
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	40	122	26	55	239	122	20	920	25	115	1657	79
RTOR Reduction (vph)	0	0	19	0	0	86	0	0	15	0	0	48
Lane Group Flow (vph)	40	122	7	55	239	36	20	920	10	115	1657	31
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8		8	4		4
Actuated Green, G (s)	49.8	43.1	43.1	51.4	43.9	43.9	70.4	57.7	57.7	74.4	59.7	59.7
Effective Green, g (s)	49.8	43.1	43.1	51.4	43.9	43.9	70.4	57.7	57.7	74.4	59.7	59.7
Actuated g/C Ratio	0.33	0.29	0.29	0.34	0.29	0.29	0.47	0.38	0.38	0.50	0.40	0.40
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	319	507	431	417	516	439	188	1853	577	316	1917	597
v/s Ratio Prot	0.01	0.07		c0.01	c0.14		0.01	0.19		c0.04	c0.34	
v/s Ratio Perm	0.04		0.00	0.04		0.02	0.04		0.01	0.14		0.02
v/c Ratio	0.13	0.24	0.02	0.13	0.46	0.08	0.11	0.50	0.02	0.36	0.86	0.05
Uniform Delay, d1	34.6	40.9	38.3	33.5	43.4	38.4	26.2	35.1	28.6	21.6	41.4	27.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.1	0.1	0.1	3.0	0.4	0.3	0.2	0.0	0.7	4.3	0.0
Delay (s)	34.7	42.0	38.4	33.7	46.4	38.8	26.5	35.3	28.6	22.3	45.8	27.8
Level of Service	C	D	D	C	D	D	C	D	C	C	D	C
Approach Delay (s)		40.0			42.5			35.0			43.5	
Approach LOS		D			D			C			D	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			40.8				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)				27.0	
Intersection Capacity Utilization			74.1%				ICU Level of Service				D	
Analysis Period (min)			15									
c Critical Lane Group												

# HCM Signalized Intersection Capacity Analysis

## 4: S Meridian Rd & W Amity Rd

07/31/2020

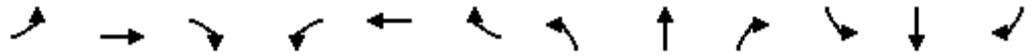
													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	137	325	26	40	147	240	14	1733	77	73	589	22	
Future Volume (vph)	137	325	26	40	147	240	14	1733	77	73	589	22	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1676	1765	1500	1676	1765	1500	1676	4818	1500	1676	4818	1500	
Flt Permitted	0.49	1.00	1.00	0.28	1.00	1.00	0.39	1.00	1.00	0.06	1.00	1.00	
Satd. Flow (perm)	872	1765	1500	490	1765	1500	693	4818	1500	102	4818	1500	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Adj. Flow (vph)	149	353	28	43	160	261	15	1884	84	79	640	24	
RTOR Reduction (vph)	0	0	21	0	0	155	0	0	44	0	0	12	
Lane Group Flow (vph)	149	353	7	43	160	106	15	1884	40	79	640	12	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	
Protected Phases	1	6		5	2		3	8		7	4		
Permitted Phases	6		6	2		2	8		8	4		4	
Actuated Green, G (s)	45.6	34.5	34.5	37.0	30.2	30.2	68.9	66.2	66.2	74.5	69.0	69.0	
Effective Green, g (s)	45.6	34.5	34.5	37.0	30.2	30.2	68.9	66.2	66.2	74.5	69.0	69.0	
Actuated g/C Ratio	0.33	0.25	0.25	0.26	0.22	0.22	0.49	0.47	0.47	0.53	0.49	0.49	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	347	434	369	187	380	323	360	2278	709	116	2374	739	
v/s Ratio Prot	c0.03	c0.20		0.01	0.09		0.00	c0.39		c0.03	0.13		
v/s Ratio Perm	0.11		0.00	0.05		0.07	0.02		0.03	c0.33		0.01	
v/c Ratio	0.43	0.81	0.02	0.23	0.42	0.33	0.04	0.83	0.06	0.68	0.27	0.02	
Uniform Delay, d1	35.2	49.7	39.9	39.7	47.4	46.4	18.2	31.9	20.0	25.0	20.8	18.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	15.3	0.1	0.6	3.4	2.7	0.0	2.6	0.0	27.8	0.3	0.0	
Delay (s)	36.1	65.0	40.0	40.4	50.8	49.1	18.3	34.5	20.0	52.8	21.0	18.2	
Level of Service	D	E	D	D	D	D	B	C	C	D	C	B	
Approach Delay (s)		55.6			48.8			33.8			24.3		
Approach LOS		E			D			C			C		
<b>Intersection Summary</b>													
HCM 2000 Control Delay			36.9									HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			0.81										
Actuated Cycle Length (s)			140.0									Sum of lost time (s)	27.0
Intersection Capacity Utilization			84.3%									ICU Level of Service	E
Analysis Period (min)			15										

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 4: S Meridian Rd & W Amity Rd

07/31/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	26	35	75	323	165	21	981	27	123	1767	85
Future Volume (vph)	54	26	35	75	323	165	21	981	27	123	1767	85
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1676	1765	1500	1676	1765	1500	1676	4818	1500	1676	4818	1500
Flt Permitted	0.27	1.00	1.00	0.70	1.00	1.00	0.06	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	484	1765	1500	1230	1765	1500	110	4818	1500	314	4818	1500
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	59	28	38	82	351	179	23	1066	29	134	1921	92
RTOR Reduction (vph)	0	0	29	0	0	94	0	0	17	0	0	50
Lane Group Flow (vph)	59	28	9	82	351	85	23	1066	12	134	1921	42
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8		8	4		4
Actuated Green, G (s)	44.1	36.4	36.4	48.5	38.6	38.6	72.7	64.0	64.0	80.7	68.0	68.0
Effective Green, g (s)	44.1	36.4	36.4	48.5	38.6	38.6	72.7	64.0	64.0	80.7	68.0	68.0
Actuated g/C Ratio	0.29	0.24	0.24	0.32	0.26	0.26	0.48	0.43	0.43	0.54	0.45	0.45
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	203	428	364	427	454	386	144	2055	640	284	2184	680
v/s Ratio Prot	c0.01	0.02		0.01	c0.20		0.01	0.22		c0.04	c0.40	
v/s Ratio Perm	0.07		0.01	0.05		0.06	0.07		0.01	0.21		0.03
v/c Ratio	0.29	0.07	0.03	0.19	0.77	0.22	0.16	0.52	0.02	0.47	0.88	0.06
Uniform Delay, d1	39.9	43.7	43.3	36.1	51.6	43.8	26.4	31.7	24.9	19.5	37.3	23.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.3	0.1	0.2	12.1	1.3	0.5	0.2	0.0	1.2	4.4	0.0
Delay (s)	40.7	44.0	43.4	36.3	63.7	45.1	26.9	31.9	24.9	20.7	41.7	23.1
Level of Service	D	D	D	D	E	D	C	C	C	C	D	C
Approach Delay (s)		42.3			54.6			31.6			39.6	
Approach LOS		D			D			C			D	

Intersection Summary		
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.80	D
Actuated Cycle Length (s)	150.0	Sum of lost time (s)
Intersection Capacity Utilization	84.8%	27.0
Analysis Period (min)	15	ICU Level of Service
		E

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 4: S Meridian Rd & W Amity Rd

07/31/2020

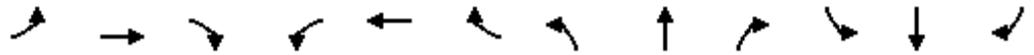
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	350	26	40	160	240	14	1733	77	73	589	31
Future Volume (vph)	156	350	26	40	160	240	14	1733	77	73	589	31
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1676	1765	1500	1676	1765	1500	1676	4818	1500	1676	4818	1500
Flt Permitted	0.46	1.00	1.00	0.24	1.00	1.00	0.39	1.00	1.00	0.06	1.00	1.00
Satd. Flow (perm)	809	1765	1500	419	1765	1500	683	4818	1500	102	4818	1500
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	170	380	28	43	174	261	15	1884	84	79	640	34
RTOR Reduction (vph)	0	0	21	0	0	144	0	0	44	0	0	17
Lane Group Flow (vph)	170	380	7	43	174	117	15	1884	40	79	640	17
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8		8	4		4
Actuated Green, G (s)	46.2	34.9	34.9	36.4	30.0	30.0	69.9	67.2	67.2	73.5	69.0	69.0
Effective Green, g (s)	46.2	34.9	34.9	36.4	30.0	30.0	69.9	67.2	67.2	73.5	69.0	69.0
Actuated g/C Ratio	0.33	0.25	0.25	0.26	0.21	0.21	0.50	0.48	0.48	0.52	0.49	0.49
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	336	439	373	166	378	321	360	2312	720	104	2374	739
v/s Ratio Prot	c0.04	c0.22		0.01	0.10		0.00	c0.39		c0.02	0.13	
v/s Ratio Perm	0.13		0.00	0.06		0.08	0.02		0.03	0.37		0.01
v/c Ratio	0.51	0.87	0.02	0.26	0.46	0.37	0.04	0.81	0.06	0.76	0.27	0.02
Uniform Delay, d1	35.4	50.3	39.6	40.4	47.9	46.9	17.7	31.1	19.5	25.1	20.8	18.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	19.9	0.1	0.8	4.0	3.2	0.0	2.3	0.0	39.9	0.3	0.1
Delay (s)	36.6	70.2	39.7	41.2	51.9	50.1	17.8	33.4	19.5	65.0	21.0	18.3
Level of Service	D	E	D	D	D	D	B	C	B	E	C	B
Approach Delay (s)		58.8			50.0			32.7			25.5	
Approach LOS		E			D			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			37.4			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			27.0			
Intersection Capacity Utilization			85.7%			ICU Level of Service			E			
Analysis Period (min)			15									

c Critical Lane Group

# HCM Signalized Intersection Capacity Analysis

## 4: S Meridian Rd & W Amity Rd

07/31/2020



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	186	35	75	352	165	21	981	27	123	1767	106
Future Volume (vph)	69	186	35	75	352	165	21	981	27	123	1767	106
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1676	1765	1500	1676	1765	1500	1676	4818	1500	1676	4818	1500
Flt Permitted	0.20	1.00	1.00	0.46	1.00	1.00	0.06	1.00	1.00	0.18	1.00	1.00
Satd. Flow (perm)	345	1765	1500	817	1765	1500	109	4818	1500	322	4818	1500
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	75	202	38	82	383	179	23	1066	29	134	1921	115
RTOR Reduction (vph)	0	0	29	0	0	96	0	0	16	0	0	63
Lane Group Flow (vph)	75	202	9	82	383	83	23	1066	13	134	1921	52
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases	6		6	2		2	8		8	4		4
Actuated Green, G (s)	43.2	35.1	35.1	46.8	36.9	36.9	75.0	65.0	65.0	81.0	68.0	68.0
Effective Green, g (s)	43.2	35.1	35.1	46.8	36.9	36.9	75.0	65.0	65.0	81.0	68.0	68.0
Actuated g/C Ratio	0.29	0.23	0.23	0.31	0.25	0.25	0.50	0.43	0.43	0.54	0.45	0.45
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	171	413	351	311	434	369	158	2087	650	291	2184	680
v/s Ratio Prot	c0.02	0.11		0.02	c0.22		0.01	0.22		c0.04	c0.40	
v/s Ratio Perm	0.10		0.01	0.06		0.06			0.01	0.21		0.03
v/c Ratio	0.44	0.49	0.03	0.26	0.88	0.23	0.15	0.51	0.02	0.46	0.88	0.08
Uniform Delay, d1	41.6	49.7	44.3	37.7	54.5	45.1	25.5	30.9	24.3	19.1	37.3	23.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	4.1	0.1	0.5	22.0	1.4	0.4	0.2	0.0	1.2	4.4	0.0
Delay (s)	43.4	53.8	44.4	38.1	76.5	46.6	26.0	31.1	24.3	20.2	41.7	23.3
Level of Service	D	D	D	D	E	D	C	C	C	C	D	C
Approach Delay (s)		50.2			63.3			30.9			39.4	
Approach LOS		D			E			C			D	

Intersection Summary		
HCM 2000 Control Delay	41.6	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.83	D
Actuated Cycle Length (s)	150.0	Sum of lost time (s)
Intersection Capacity Utilization	86.4%	27.0
Analysis Period (min)	15	ICU Level of Service
		E

c Critical Lane Group

## Jane Suggs

---

**From:** Sub Name Mail <subnamemail@adacounty.id.gov>  
**Sent:** Tuesday, February 11, 2020 8:31 AM  
**To:** Jane Suggs  
**Cc:** 'Gregory Carter (gcarter@idahosurvey.com)'  
**Subject:** RE: Linrock Subdivision Name Reservation

February 11, 2020

Greg Carter, Idaho Survey Group  
Jane Suggs, Gem State Planning

RE: Subdivision Name Reservation: **LINROCK SUBDIVISION**

At your request, I will reserve the name **Linrock Subdivision** for your project. I can honor this reservation only as long as your project is in the approval process. Final approval can only take place when the final plat is recorded.

This reservation is available for the project as long as it is in the approval process unless the project is terminated by the client, the jurisdiction or the conditions of approval have not been met, in which case the name can be re-used by someone else.

Sincerely,



**Glen Smallwood**  
**Surveying Technician**  
**Ada County Development Services**  
200 W. Front St., Boise, ID 83702  
(208) 287-7926 *office*  
(208) 287-7909 *fax*

**From:** Jane Suggs <jane@gemstateplanning.com>  
**Sent:** Wednesday, February 5, 2020 4:31 PM  
**To:** Sub Name Mail <subnamemail@adacounty.id.gov>  
**Cc:** Danielle Couchman <danielle@trilogyidaho.com>; gcarter@idahosurvey.com  
**Subject:** [EXTERNAL] New Subdivision Name for a mixed use development at 5700 Linder Road

**CAUTION:** This email originated from outside Ada County email servers. Do not click on links or open attachments unless you recognize the sender and know the content is safe. Verify the sender by mouse-hovering over their display name in order to see the sender's full email address and confirm it is not suspicious. If you are unsure an email is safe, please report the email by using the 'Phish Alert' button in Outlook.

Hi Subnamemail,

I would like to request the name: **Linrock Subdivision** for a new development located at 5700 S. Linder Road (Section 36, 3N, 1W).

The parcel numbers are: S1236335800 and S1236315400.

The surveyor is: Greg Carter at Idaho Survey Group

The developer is: Trilogy Development, Inc.  
The project engineer is: Bailey Engineering.  
Thank you,  
Jane

Jane Suggs

**Gem State Planning, LLC**

9840 W. Overland Road, Suite 120

Boise, ID 83709

# PRELIMINARY PLAT FOR LINROCK SUBDIVISION

A PORTION OF THE NW 1/4 OF THE SW 1/4, SECTION 36  
TOWNSHIP 3 NORTH, RANGE 1 WEST  
B.M., KUNA, ADA COUNTY, IDAHO  
2020

**B Bailey Engineering, Inc.**  
Civil Engineering/Planning/CADD  
1000 S. 1000 E. SUITE 200  
KUNA, IDAHO 83642  
PH: 208.333.8888  
WWW.BAILEYENGINEERING.COM



CHECKED BY: [Signature]  
DATE: 08/14/2020  
DRAWN BY: [Signature]

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PRELIMINARY PLAT  
LINROCK SUBDIVISION  
TRILOGY DEVELOPMENT, INC.

DATE: 08/14/2020  
PROJECT: LINROCK SUBDIVISION  
SHEET #1  
PP-2

**LEGEND**

LOT NUMBER	①
LOT AREA	②
BLOCK NUMBER	③
THE HIGHWAY	④
CATCH BASIN	⑤
STREET NAME	⑥
BOUNDARY	⑦
ROAD CENTERLINE	⑧
RIGHT OF WAY	⑨
EASEMENT	⑩
DRIP GUTTER SW	⑪
SEWER LINE	⑫
WATER LINE	⑬
STORM DRAIN LINE	⑭
FIRELINE INDICATION	⑮
GRAVITY INDICATION	⑯

**SURVEY LEGEND**

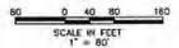
⑰	FOUND 5/8" PIN IN
⑱	FOUND BRASS CAP WORKMAN
⑲	FOUND ALUMINUM CAP WORKMAN
Ⓜ	MONUMENT
Ⓜ	CALCULATED POINT

**Common Lots**

Lot	Area (sq. feet)	Description
BLOCK 1 Lot 4 OPEN	10110	1424 BUFFER
BLOCK 2 Lot 1 OPEN	38750	2745 BUFFER
BLOCK 2 Lot 11 OPEN	120822	3853 PARKING/REARWAY
BLOCK 2 Lot 12 OPEN	82955	1530 BUFFER/OPEN
BLOCK 2 Lot 23 OPEN	87016	1268 OPEN
BLOCK 3 Lot 1 OPEN	8126	1329 BUFFER
BLOCK 3 Lot 2 OPEN	8282	395 OPEN
BLOCK 3 Lot 3 OPEN	2008	250 PATHWAY
BLOCK 4 Lot 1 OPEN	1271	230 ENDCAP
BLOCK 4 Lot 8 OPEN	2100	350 PATHWAY
BLOCK 4 Lot 13 OPEN	818	200 ENDCAP
BLOCK 5 Lot 1 OPEN	1842	222 BUFFER
BLOCK 5 Lot 11 OPEN	4430	483 PATHWAY
BLOCK 6 Lot 1 OPEN	1117	217 ENDCAP
BLOCK 6 Lot 10 OPEN	2161	250 PATHWAY
BLOCK 6 Lot 18 OPEN	1247	222 ENDCAP
BLOCK 7 Lot 1 OPEN	1074	215 ENDCAP
BLOCK 7 Lot 10 OPEN	2100	250 PATHWAY
BLOCK 7 Lot 18 OPEN	1491	222 ENDCAP
BLOCK 8 Lot 8 OPEN	4400	480 PATHWAY
BLOCK 10 Lot 1 OPEN	2348	351 BUFFER
BLOCK 10 Lot 2 OPEN	1888	429 OPEN
BLOCK 10 Lot 3 OPEN	4484	385 DRIVEWAY
BLOCK 10 Lot 11 OPEN	2000	240 OPEN
BLOCK 10 Lot 21 OPEN	2000	240 OPEN
BLOCK 10 Lot 28 OPEN	2000	240 OPEN
BLOCK 10 Lot 35 OPEN	1221	318 ENDCAP

Curve #	Radius	Length	Curve #	Radius	Length
C1	300.00	204.70	C33	25.00	23.26
C2	300.00	48.38	C34	25.00	13.98
C3	250.00	314.00	C35	25.00	14.61
C4	250.00	85.72	C36	75.00	26.75
C5	30.00	144.84	C37	75.00	36.14
C6	265.00	83.03	C38	75.00	11.21
C7	200.00	22.87	C39	75.00	11.82
C8	48.00	13.26	C40	125.00	17.72
C9	100.00	100.88	C41	125.00	37.74
C10	100.00	47.41	C42	125.00	44.83
C11	100.00	41.20	C43	125.00	5.80
C12	50.00	10.41	C44	125.00	30.07
C13	30.00	10.24	C45	150.00	2.75
C14	100.00	18.87	C46	85.00	18.24
C15	243.00	206.78	C47	85.00	24.18
C16	300.00	20.94	C48	50.00	21.83
C17	265.00	223.84	C49	31.00	81.90
C18	285.00	124.44	C50	50.00	21.70
C19	288.00	207.00	C51	125.00	14.83
C20	335.00	31.08	C52	75.00	79.33
C21	335.00	21.28	C53	125.00	21.28
C22	185.00	14.27	C54	125.00	14.73
C23	125.00	26.27	C55	125.00	20.87
C24	100.00	202.40	C56	125.00	10.82
C25	125.00	28.28	C57	180.00	36.71
C26	235.00	38.38	C58	180.00	8.00
C27	200.00	48.45	C59	125.00	18.20
C28	26.00	6.48	C60	125.00	9.00
C29	26.00	8.89	C61	125.00	21.81
C30	26.00	8.52	C62	83.00	31.81
C31	10.00	15.26	C63	87.00	43.07

- NOTES:**
- ALL LOT LINES COMMON TO A PUBLIC RIGHT OF WAY HAVE A 10' UTILITY EASEMENT.
  - A 10' UTILITY EASEMENT IS LOCATED ADJACENT TO THE EXTERIOR BOUNDARY.
  - ALL SIDE YARD LOT LINES HAVE A 5' DRIVEWAY A REAR EASEMENT ON EACH SIDE OF THE LOT LINE UNLESS OTHERWISE SHOWN.
  - MUNICIPAL SEWER AND WATER SERVICES SHALL BE PROVIDED TO EACH LOT.
  - DRAINAGE FOR THE PUBLIC STREETS WILL BE COLLECTED BY STORM DRAIN CATCH BASINS AND ROUTED THROUGH SAND AND GRAVEL TRAPS TO SEWERAGE BEERS OR STORM DRAINAGE PONDS.
  - COMMON LOTS AS SHOWN ARE ALL OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ALL SAID COMMON LOTS SHALL HAVE A BLANKET UTILITY AND DRIVEWAY EASEMENT.
  - THIS SUBDIVISION IS SUBJECT TO COMPLIANCE WITH IDAHO CODE SECTION 34-2602(1)(3) CONCERNING INDIAN WATER. PRESSURE INDICATION WILL BE SUPPLIED TO ALL LOTS IN THIS SUBDIVISION FROM CITY OF KUNA MUNICIPAL REGISTRATION SYSTEM. EXISTING SHARES AND WATER RIGHTS SHALL BE TRANSFERRED TO THE CITY OF KUNA.
  - ALL EXISTING SIGNS ON SITE TO BE REMOVED.
  - THE SUBJECT PROPERTY DOES NOT FALL WITHIN A FEMA FLOOD HAZARD ZONE SEE PANEL 1900120851 EFFECTIVE 08/10/2013.
  - THE CENTERLINE LATERAL ALONG THE FRONTAGE OF LINDER ROAD HAS AN EASEMENT 36 FEET IN WIDTH.



Temp Access for Project



DP&P NO. 106147273



## PLANT PALETTE

SYM	COMMON NAME	BOTANICAL NAME	SIZE
<b>EVERGREEN TREES</b>			
	AUSTRIAN PINE	PINUS NIGRA	6-8' HT B4B
	BLACK HILLS SPRUCE	PICEA GLAUCOA 'DENSATA'	6-8' HT B4B
	BLUE SPRUCE	PICEA PUNGENS 'GLAUCOA'	6-8' HT B4B
	MOONGLOW JUNIPER	JUNIPERUS SCOPULORUM 'MOONGLOW'	6-8' HT B4B
	NORWAY SPRUCE	PICEA ABIES	6-8' HT B4B
	VANDERWOLFS PINE	PINUS FLEXILIS 'VANDERWOLFS'	6-8' HT B4B
<b>STREET TREES (CLASS III)</b>			
	LONDON PLANETREE	PLATANUS X ACERIFOLIA	2" GAL B4B
	RED OAK	QUERCUS RUBRA	2" GAL B4B
<b>STREET TREES (CLASS II)</b>			
	AUTUMN PURPLE ASH	FRAXINUS AMERICANA 'AUTUMN PURPLE'	2" GAL B4B
	SKYLINE HONEYLOCUST	GLEDITSIA TRIACANTHOS INERMIS 'SKYCOLE'	2" GAL B4B
	LITTLELEAF LINDEN	TILIA CORDATA	2" GAL B4B
	AMERICAN SWEETGUM	LIQUIDAMBER STYRACIFLUA	2" GAL B4B
	TULIP TREE	LIRIODENDRON TULIPIFERA	2" GAL B4B
<b>ORNAMENTAL TREES (CLASS I)</b>			
	AMUR MAPLE	ACER GINNALA 'FLAME'	2" GAL B4B
	CHANTICLEER PEAR	PYRUS CALLERYANA 'GLEN'S FORM'	2" GAL B4B
	ROYAL RAINDROPS CRABAPPLE	MALUS X 'JFS-KING'	2" GAL B4B
	SPRINGSNOW CRABAPPLE	MALUS 'SPRINGSNOW'	2" GAL B4B
<b>SHRUBS/ORNAMENTAL GRASSES/PERENNIALS</b>			
	BLACK EYED SUSAN	RUIDBECKIA FULGIDA 'GOLDSTRUM'	1 GAL, 24" O.C.
	BLUE RUG JUNIPER	JUNIPERUS HORIZONTALIS 'WILTON'	2 GAL
	CREeping MAHONIA	MAHONIA REPENS	3 GAL
	RED FLOWER CARPET ROSE	ROSA 'FLOWER CARPET- NOARE'	3 GAL
	DWARF FOUNTAIN GRASS	PENNISETUM ALOPECUROIDES 'HAMELN'	5 GAL
	DART'S GOLD NINEBARK	PHYSCARPUS OPULIFOLIUS 'DART'S GOLD'	1 GAL
	STELLA D'ORO DAYLILY	HEMEROCALLIS 'STELLA D'ORO'	3 GAL
	EMERALD N' GOLD ELYNMIUS	EYONMIUS FORTUNEI 'EMERALD N' GOLD'	5 GAL
	ENDLESS SUMMER HYDRANGEA	HYDRANGEA ARBORESCENS 'PIIHM-I'	3 GAL
	FINE LINE BUCKTHORN	RHAMNUS FRAGULA 'RON WILLIAMS'	5 GAL
	GOLDFLAME SPIREA	SPIRAEA X BUMALDA 'GOLDFLAME'	3 GAL
	GRO-LOW SUMAC	RHUS AROMATICA 'GRO-LOW'	5 GAL
	IVORY HALO DOGWOOD	CORNUS ALBA 'BAILHALO'	5 GAL
	KARL FOERSTER REED GRASS	CALAMAGROSTIS ARUNDINACEA 'K.F.'	1 GAL
	LITTLE DEVIL NINEBARK	PHYSCARPUS OPULIFOLIUS 'DOINA MAY'	5 GAL
	HIDCOTE BLUE ENGLISH LAVENDER	LAVANDULA ANGUSTIFOLIA 'HIDCOTE BLUE'	3 GAL
	OTTO LUYKEN LAUREL	PRUNUS LAUROCERASUS 'OTTO LUYKEN'	5 GAL
	PJM RHODODENDRON	RHODODENDRON 'PJM'	5 GAL
	MAIDEN GRASS	MISCANTHUS SINENSIS 'GRACILLIMUS'	1 GAL
	SUMMERWINE NINEBARK	PHYSCARPUS OPULIFOLIA 'SEWARD'	5 GAL

SOD LAWN

6' VINYL FENCE ALONG PERIMETER PROPERTY LINES, AND SIDE LOTS (TYP). SEE DTL 4, THIS SHT.

4' VINYL FENCE ALONG CONNECTION PATHWAYS & COMMON LOTS (TYP). SEE DTL 4, THIS SHT.

## LANDSCAPE CALCULATIONS

RESIDENTIAL LANDSCAPE BUFFERS ARE REQUIRED TO BE PLANTED WITH THE FOLLOWING PLANTS PER 100 LINEAR FEET: TWO (2) SHADE TREES, THREE (3) EVERGREEN TREES, AND TWELVE (12) SHRUBS. COMMERCIAL LANDSCAPE BUFFERS REQUIRE ONE (1) SHADE TREE AND FIVE (5) SHRUBS PER 35 LINEAR FEET. EACH REQUIRED SHADE TREE MAY BE SUBSTITUTED FOR TWO (2) FLOWERING/ORNAMENTAL OR TWO (2) EVERGREEN TREES.

LOCATION	BUFFER WIDTH	LENGTH	REQUIRED	PROVIDED
S. LINDER ROAD (COMMERCIAL)	30'/35'	375' / 35' =	11 TREES 54 SHRUBS	12 TREES (10 SHADE TREES + 4 ORNAMENTAL TREES) 54+ SHRUBS
S. LINDER ROAD (RESIDENTIAL)	30'/35'	830' / 100' =	17 TREES 25 EVERGREENS 100 SHRUBS	20 TREES (13 SHADE TREES + 4 ORNAMENTAL TREES) 25 EVERGREENS 100+ SHRUBS
W. JARVIS DRIVE (NORTH SIDE COMMERCIAL)	30'	560' / 35' =	16 TREES 84 SHRUBS	16 TREES (15 SHADE TREES + 2 ORNAMENTAL TREES) 84+ SHRUBS
W. JARVIS DRIVE (SOUTH SIDE COMMERCIAL)	30'	500' / 35' =	15 TREES 72 SHRUBS	15 TREES (13 SHADE TREES + 4 ORNAMENTAL TREES) 72+ SHRUBS
W. JARVIS DRIVE (SOUTH SIDE RESIDENTIAL)	30'	675' / 100' =	14 TREES 21 EVERGREENS 81 SHRUBS	14 TREES (10 SHADE TREES + 4 ORNAMENTAL TREES) 21 EVERGREENS 81+ SHRUBS
<b>TOTAL NUMBER OF BUFFER TREES:</b>				134 TREES
<b>TOTAL NUMBER OF APARTMENT TREES:</b>				24 TREES
<b>TOTAL NUMBER OF COMMON AREA TREES:</b>				160 TREES
<b>TOTAL NUMBER OF TREES</b>				318 TREES

## NOTES

- ALL LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH KUNA CITY ORDINANCE REQUIREMENTS. ALL LOTS WILL COMPLY WITH KUNA CITY ORDINANCE REQUIRING ONE (1) TREE PER LOT (PROVIDED BY BUILDER AND/OR DEVELOPER).
- ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
- TREES SHALL NOT BE PLANTED WITHIN THE 10'-CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM. ALL SHRUBS PLANTED OVER OR ADJACENT TO SEEPAGE BEDS TO HAVE A ROOT BALL THAT DOES NOT EXCEED 18" IN DIAMETER. NO LAWN SOD TO BE PLACED OVER DRAINAGE SHALE SAND WINDOWS (IF PRESENT).
- NO TREES SHALL IMPEDE THE 40' STREET AND DEPARTURE VISION TRIANGLES AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 3' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR ACHD ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET ACHD REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE. TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM STOP SIGNS.
- LANDSCAPE AND TREES IN FRONT OF BUILDING LOTS ON INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION OF THESE LOTS. TREE LOCATIONS MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES. TREES SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UTILITY LINES.
- PLANT LIST IS REPRESENTATIVE AND SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES BY OWNER, SUBJECT TO CITY FORESTER'S PRE-APPROVAL. PLANTING BED DESIGN AND QUANTITIES MAY BE ALTERED DURING FINAL PLAT LANDSCAPE PLAN DESIGN. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALFWAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.

## DEVELOPMENT DATA

TOTAL AREA	40.40 ACRES
RESIDENTIAL LOTS	148
COMMON LOTS	28
4-PLEX LOTS	26
COMMERCIAL LOTS	4
TOTAL LOTS	206
GROSS COMMON AREA	9.23 ACRES (22.8%)
USABLE OPEN SPACE	3.91 ACRES (9.7%)
EXISTING ZONING	A
PROPOSED ZONING	C-1, R-6, R-12

# LINROCK SUBDIVISION

KUNA, ID

PRELIMINARY PLAT LANDSCAPE PLAN

**OWNER OF RECORD**  
VIPER INVESTMENTS LLC  
1977 E. OVERLAND RD.  
MERIDIAN, IDAHO 83642

**DEVELOPER**  
TRILOGUE DEVELOPMENT, INC.  
9839 W. CABLE CAR ST.  
BOISE, IDAHO 83709

**PLANNER/CONTACT**  
SHAWN BROWNLEE  
TRILOGUE DEVELOPMENT, INC.  
9839 W. CABLE CAR ST.  
BOISE, IDAHO 83709



**JENSEN BELTS ASSOCIATES**  
Site Planning / Landscape Architecture  
1609 Tyndal Lane, Ste 100 Boise, ID 83706  
PH: (208) 343-7175 www.jensenbelts.com

SEPTEMBER 21, 2020  
NORTH  
SCALE 1" = 80'



# Neighborhood Meeting Certification

CITY OF KUNA PLANNING & ZONING \* 763 W. Avalon, Kuna, Idaho, 83634 \* www.kunacity.id.gov \* (208) 922-5274 \* Fax: (208) 922-5989

## GENERAL INFORMATION:

You must conduct a neighborhood meeting prior to application for variance, conditional use, zoning ordinance map amendment, expansion or extension of a nonconforming use, and/or a subdivision. Please see Section 5-1A-2 of the Kuna City Code or ask one of our planners for more information on neighborhood meetings.

The meeting must be held either on a weekend between 10 a.m. and 7 p.m., or a weekday between 6 p.m. and 8 p.m. Meetings cannot be conducted on holidays, holiday weekends, or the day before or after a holiday or holiday weekend. The meeting must be held at one of the following locations:

- The Subject Property;
- The nearest available public meeting place (Examples include fire stations, libraries and community centers);
- An office space within a 1-mile radius of the subject property.

The meeting cannot take place more than 2 months prior to acceptance of the application and the application will not be accepted before the neighborhood meeting is conducted. You are required to send written notification of your meeting, allowing a reasonable amount of time before your meeting for property owners to plan to attend. Contacting and/or meeting individually with residents will not fulfill Neighborhood Meeting requirements.

You may request a list of the people you need to invite to the neighborhood meeting from our department. This list includes property owners within 300 feet of the subject property. Once you have held your neighborhood meeting, please complete this certification form and include it with your application.

**Please Note: The neighborhood meeting must be conducted in one location for attendance by all neighboring residents. Contacting and/or meeting individually with residents does not comply with the neighborhood meeting requirements.**

**Please include a copy of the sign-in sheet for your neighborhood meeting, so we have written record of who attended your meeting and the letter of intent sent to each recipient. In addition, provide any concerns that may have been addressed by individuals that attended the meeting.**

Description of proposed project: mixed use development w/commercial lots, 4 plexes and SF residential lots

Date and time of neighborhood meeting: Thursday, August 13, 2020, 6 pm

Location of neighborhood meeting: on-site at 5700 S. Linder Road

## SITE INFORMATION:

Location: Quarter: \_\_\_\_\_ Section: 30 Township: 3N Range: 1W Total Acres: 40.4 acres

Subdivision Name: Linrock Subdivision Lot: \_\_\_\_\_ Block: \_\_\_\_\_

Site Address: 5700 S. Linder Road Tax Parcel Number(s): S1236315400, S1236335800

Please make sure to include **all** parcels & addresses included in your proposed use.

## CURRENT PROPERTY OWNER:

Name: Viper Investments, LLC

Address: 1977 E. Overland Road City: Meridian State: ID Zip: 83642

## CONTACT PERSON (Mail recipient and person to call with questions):

Name: Jane Suggs Business (if applicable): jane@gemstateplanning.com

Address: 9840 W. Overland Road City: Boise State: ID Zip: 83709

**PROPOSED USE:**

I request a neighborhood meeting list for the following proposed use of my property (check all that apply):

**Application Type**

**Brief Description**

Annexation

annex 0.75 acres - home lot in the middle of property

Re-zone

rezone from A & RUT to mix of C-1, R-12, R-6

Subdivision (Sketch Plat and/or Prelim. Plat)

preliminary plat

Special Use

Variance

Expansion of Extension of a Nonconforming Use

Zoning Ordinance Map Amendment

**APPLICANT:**

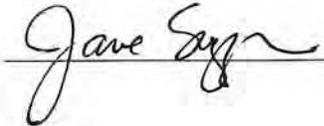
Name: Jane Suggs

Address: 9840 W. Overland Road, Suite 120

City: Boise State: ID Zip: 83709

Telephone: 208-602-6941 Fax: \_\_\_\_\_

I certify that a neighborhood meeting was conducted at the time and location noted on this form and in accord with Section 5-1A-2 of the Kuna City Code

Signature: (Applicant)  Date 8/19/20

# Gem State Planning, LLC

August 5, 2020

Dear Neighbor,

You and your family are invited to attend a neighborhood meeting to discuss the plans to develop **Linrock Subdivision**, a Mixed-Use community, located at 5700 S. Linder Road, between Amity and Lake Hazel Roads. (parcel numbers S1236335800 and S1236315400).

The site is approximately 40.4 acres and has already been annexed into the City of Kuna (excepting the 0.75-acre home site). The properties in this area are designated in the Kuna Comprehensive Plan as Mixed-Use. To meet the City's requirement for Mixed-Use, Linrock Subdivision will include 4 lots for neighborhood commercial uses, 26 multifamily/4-plex lots surrounding a dedicated green space, and 148 single family home lots of various sizes. The subdivision includes over 4 acres of park/open space and pathways. A copy of the layout is on the back of this letter.

The meeting will be held on **Thursday, August 13, 2020, at 6:00 pm**, at the project site. We will gather, socially distant and with masks, under the trees at the home site.

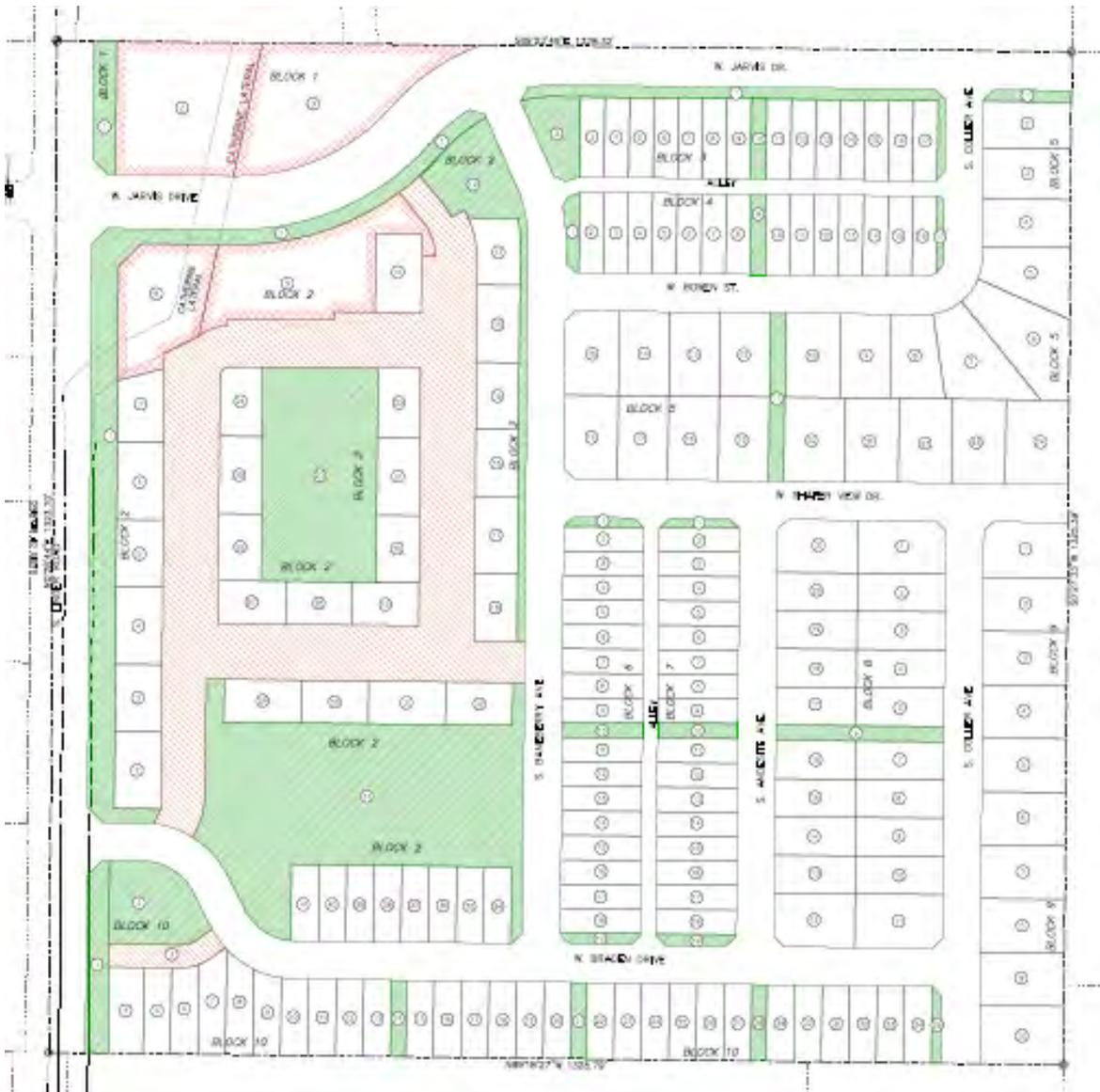
Later in August we hope to submit our applications to the City of Kuna. If you received this letter, you will also be notified of upcoming public hearings at Kuna Planning and Zoning Commission and City Council.

If you have questions about the meeting or the proposed community, please email me at [jane@gemstateplanning.com](mailto:jane@gemstateplanning.com).

Thank you,

Jane Suggs

# Gem State Planning, LLC



Linrock Subdivision  
**Neighborhood Meeting**  
Thursday, August 13, 2020  
6 pm

Name	Address	Email
1. Kim Cover	5755 S. Linder Rd.	KimCoverF@hotmail.com
2. Beth Stimpson	5831 S Linder Rd	stimpson-family@yahoo.com
3. Tyler Johnson	5975 S Linder Rd	wattjj1@gmail
4. Cindy Dooms		Cindydooms@gmail
5. DALE VORIS	1710 JARVIS CT.	DALESAYS@ CABLEONE.NET
6. Helen Connolly	1935 Jarvis Ct.	cfconno@msn.com
7.		
8.		
9.		
10.		
11.		
12.		
13.		

## NEIGHBORHOOD MEETING MINUTES

Meeting Date: Thursday, August 13, 2020, 6 pm Number of Attendees: 6

Meeting Location: on-site at 5700 S. Linder Road

### Description of Project Presented:

presented full sized plans of DRAFT preliminary plat

discussed unit mix, access locations and approval process

### Attendee's comments:

concerns about traffic on Linder Road since 3 of the 6 attendees have homes/driveways on Linder

concerns about speeding on Linder and line of sight for pulling into traffic.

Can speed limit be reduced when or after development occurs?

where will kids go to school?

concerns about 2 story four-plexes on Linder Road

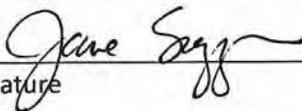
residents concerned about being surrounded by new subdivisions

I hereby certify that the above information is complete and correct to the best of my knowledge.

Jane Suggs

Printed Name

Signature

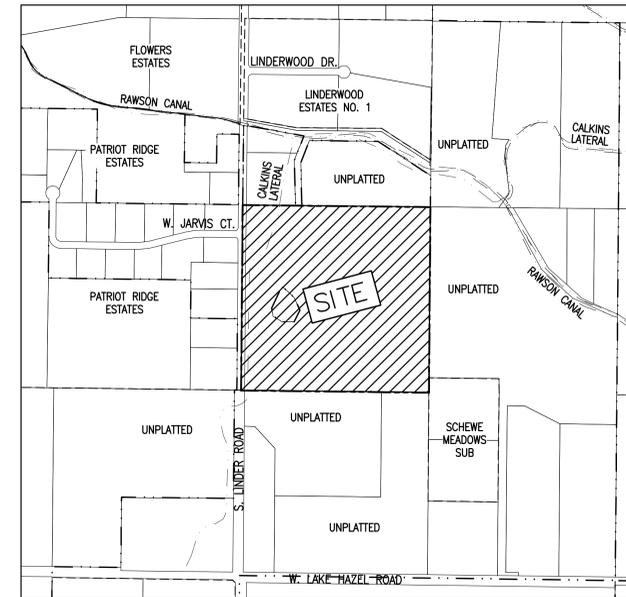


8/19/20

Date

# PRELIMINARY PLAT FOR LINROCK SUBDIVISION

A PORTION OF THE NW 1/4 OF THE SW 1/4, SECTION 36  
TOWNSHIP 3 NORTH, RANGE 1 WEST  
B.M., KUNA, ADA COUNTY, IDAHO  
2020



## PLAN SHEET INDEX

SHEET	DESCRIPTION
PP-1	COVER SHEET, INDEX, & VICINITY MAP
PP-2	PRELIMINARY PLAT, COMMON LOT TABLE, CURVE TABLE & NOTES
PP-3	CONCEPTUAL ENGINEERING PLAN & OFFSITE UTILITIES PLAN
PP-4	CONCEPTUAL SEWER PROFILES
PP-5	CONCEPTUAL SEWER PROFILES, PARCEL TABLE, & STREET DETAILS

### LEGEND

LOT NUMBER	①
BLOCK NUMBER	②
FIRE HYDRANT	③
CATCH BASIN	④
STREET NAME	⑤
BOUNDARY	⑥
LOT LINES	⑦
ROAD CENTERLINE	⑧
RIGHT OF WAY	⑨
EASEMENT	⑩
CURB GUTTER SW	⑪
SEWER LINE	⑫
WATER LINE	⑬
STORM DRAIN LINE	⑭
PRESSURE IRRIGATION	⑮
GRAVITY IRRIGATION	⑯
COMMON LOT	⑰
SERVICE DRIVE	⑱
COMMERCIAL USE	⑲

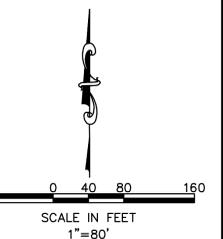
### SURVEY LEGEND

○	FOUND 5/8" IRON PIN
●	FOUND BRASS CAP MONUMENT
⊙	FOUND ALUMINUM CAP MONUMENT
■	BENCHMARK
△	CALCULATED POINT

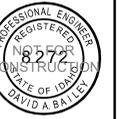
Zone	Units	Acres	Density
R-6	52	11.29	4.61
R-12	200	24.99	8.00

### DEVELOPMENT FEATURES

<b>ACREAGE</b>	TOTAL PARCEL - 40.40 ACRES
	TOTAL LOTS - 206
	TOTAL DWELLING UNITS - 252
<b>BUILDABLE LOTS</b>	SF RESIDENTIAL - 148
	COMMERCIAL - 4
	4PLEX - 26 (104 UNITS)
	COMMON LOTS - 28
	SERVICE DRIVE - 2
	DENSITY DU/ACRE - 6.24
<b>COMMON AREA</b>	GROSS COMMON AREA - 9.23 ACRES - 22.8%
	USEABLE OPEN SPACE - 3.91 ACRES 9.7%
	REQUIRED PARKING - 4 PLEKES
	104 UNITS @ 2 PER UNIT - 208
	GUEST @ 1 PER UNIT - 104
	TOTAL PARKING REQUIRED - 312
	PARKING PROVIDED - 312
	COVERED PARKING - 140
	HC PARKING - 8
<b>ZONING</b>	EXISTING - A
	PROPOSED - C-1, R-6, AND R-12
<b>SEWAGE DISPOSAL</b>	KUNA CITY SEWER
<b>WATER SUPPLY</b>	KUNA CITY WATER
<b>CITY</b>	KUNA CITY
<b>SCHOOL DISTRICT</b>	WEST ADA SCHOOL DISTRICT
<b>FIRE DISTRICT</b>	MERIDIAN FIRE DISTRICT
<b>IRRIGATION DISTRICT</b>	BOISE KUNA IRRIGATION DISTRICT
	BOISE PROJECT BOARD OF CONTROL
	CITY OF KUNA WILL SUPPLY PI



**Bailey Engineering, Inc.**  
CIVIL ENGINEERING / PLANNING / CAD  
1111E STATE ST STE 210  
BOISE, ID 83709  
www.baileyeng.com



CHECKED BY:  
DAVID A. BAILEY P.E.

DRAWN BY:  
DAS/REB

REVISED  
NO. DATE DESCRIPTION

PRELIMINARY PLAT  
LINROCK SUBDIVISION  
TRILOGY DEVELOPMENT, INC.

DATE:  
09-18-2020

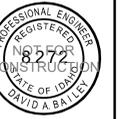
PROJECT:  
C2019-020

SHEET  
PP-1

# PRELIMINARY PLAT FOR LINROCK SUBDIVISION

A PORTION OF THE NW 1/4 OF THE SW 1/4, SECTION 36  
TOWNSHIP 3 NORTH, RANGE 1 WEST  
B.M., KUNA, ADA COUNTY, IDAHO  
2020

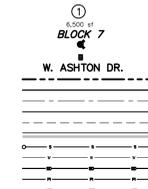
**Bailey Engineering, Inc.**  
CIVIL ENGINEERING / PLANNING / CAD  
1111 E. STATE ST. STE. 210  
BOISE, ID 83702  
TEL: 208-388-6013  
WWW.BAILEYENGINEERING.COM



CHECKED BY: DAVID A. BAILEY P.E.  
DRAWN BY: DAN/REB

### LEGEND

- LOT NUMBER
- BLOCK AREA
- FIRE HYDRANT
- CATCH BASIN
- STREET NAME
- BOUNDARY
- LOT LINES
- ROAD CENTERLINE
- RIGHT OF WAY
- EASEMENT
- CURB GUTTER SW
- SEWER LINE
- WATER LINE
- STORM DRAIN LINE
- PRESSURE IRRIGATION
- GRAVITY IRRIGATION



### SURVEY LEGEND

- FOUND 5/8" IRON PIN
- ⊙ FOUND BRASS CAP MONUMENT
- ⊕ FOUND ALUMINUM CAP MONUMENT
- ⊠ BENCHMARK
- △ CALCULATED POINT

Lot	Area	Perimeter	DESCRIPTION
BLOCK 1 Lot 1 OPEN	15110	1434	BUFFER
BLOCK 2 Lot 1 OPEN	38750	2746	BUFFER
BLOCK 2 Lot 11 OPEN	129822	3853	PARKING/ROADWAY
BLOCK 2 Lot 12 OPEN	16295	1539	BUFFER/ OPEN
BLOCK 2 Lot 23 OPEN	42191	862	OPEN
BLOCK 2 Lot 33 OPEN	87018	1768	OPEN
BLOCK 3 Lot 1 OPEN	9126	1329	BUFFER
BLOCK 3 Lot 2 OPEN	6016	328	OPEN
BLOCK 3 Lot 10 OPEN	2100	250	PATHWAY
BLOCK 4 Lot 1 OPEN	1721	230	ENDCAP
BLOCK 4 Lot 9 OPEN	2100	250	PATHWAY
BLOCK 4 Lot 17 OPEN	918	209	ENDCAP
BLOCK 5 Lot 1 OPEN	1640	252	BUFFER
BLOCK 5 Lot 11 OPEN	4400	480	PATHWAY
BLOCK 6 Lot 10 OPEN	2100	250	PATHWAY
BLOCK 6 Lot 19 OPEN	1347	224	ENDCAP
BLOCK 7 Lot 1 OPEN	1074	215	ENDCAP
BLOCK 7 Lot 10 OPEN	2100	250	PATHWAY
BLOCK 7 Lot 19 OPEN	1401	225	ENDCAP
BLOCK 8 Lot 6 OPEN	4400	480	PATHWAY
BLOCK 10 Lot 1 OPEN	7348	551	BUFFER
BLOCK 10 Lot 2 OPEN	11988	429	OPEN
BLOCK 10 Lot 3 OPEN	4484	360	DRIVEWAY
BLOCK 10 Lot 14 OPEN	2000	240	OPEN
BLOCK 10 Lot 21 OPEN	2000	240	OPEN
BLOCK 10 Lot 28 OPEN	2000	240	OPEN
BLOCK 10 Lot 35 OPEN	1231	219	ENDCAP

Curve #	Radius	Length
C1	300.00	206.70
C2	300.00	46.39
C3	250.00	114.00
C4	250.00	95.73
C5	50.00	78.68
C6	200.00	62.03
C7	200.00	22.57
C8	49.00	15.34
C9	100.00	108.29
C10	100.00	67.41
C11	100.00	41.25
C12	50.00	20.82
C13	50.00	78.54
C14	100.00	68.87
C15	245.00	206.76
C16	305.00	99.94
C17	285.00	223.56
C18	285.00	134.44
C19	355.00	227.09
C20	355.00	35.01
C21	355.00	37.38
C22	195.00	66.27
C23	195.00	66.27
C24	335.00	282.49
C25	215.00	58.56
C26	215.00	39.18
C27	200.00	48.46
C28	59.00	8.48
C29	59.00	9.98
C30	39.00	3.68
C31	39.00	8.52
C32	10.00	15.56

Curve #	Radius	Length
C33	25.00	23.36
C34	25.00	15.98
C35	216.31	46.16
C36	75.00	28.75
C37	75.00	36.44
C38	75.00	41.21
C39	75.00	11.82
C40	125.00	17.72
C41	125.00	37.74
C42	125.00	44.53
C43	125.00	2.55
C44	125.00	30.07
C45	125.00	2.75
C46	125.00	16.54
C47	65.00	24.18
C48	50.00	31.32
C49	35.00	21.93
C50	75.00	81.50
C51	175.00	74.03
C52	75.00	75.23
C53	125.00	66.71
C54	125.00	14.73
C55	117.50	20.67
C56	136.50	10.82
C57	165.00	30.71
C58	165.00	0.00
C59	136.50	58.35
C60	136.27	0.00
C61	13.50	21.21
C62	82.50	51.81
C63	67.50	40.01

### NOTES:

- ALL LOT LINES COMMON TO A PUBLIC RIGHT OF WAY HAVE A 10' UTILITY EASEMENT.
- A 10' UTILITY EASEMENT IS LOCATED ADJACENT TO THE EXTERIOR BOUNDARY.
- ALL SIDE YARD LOT LINES HAVE A 5' DRAINAGE & IRRIGATION EASEMENT ON EACH SIDE OF THE LOT LINE UNLESS OTHERWISE SHOWN.
- MUNICIPAL SEWER AND WATER SERVICES SHALL BE PROVIDED TO EACH LOT.
- DRAINAGE FOR THE PUBLIC STREETS WILL BE COLLECTED IN STORM DRAIN CATCH BASINS AND ROUTED THROUGH SAND AND GREASE TRAPS TO SEEPAGE BEDS OR STORM DRAINAGE PONDS.
- COMMON LOTS AS SHOWN ARE ALL OWNED AND MAINTAINED BY THE HOMEOWNERS ASSOCIATION. ALL SAID COMMON LOTS SHALL HAVE A BLANKET UTILITY AND DRAINAGE EASEMENT.
- THIS SUBDIVISION IS SUBJECT TO COMPLIANCE WITH IDAHO CODE SECTION 31-3805(1)(b) CONCERNING IRRIGATION WATER. PRESSURE IRRIGATION WILL BE SUPPLIED TO ALL LOTS IN THIS SUBDIVISION FROM CITY OF KUNA MUNICIPAL IRRIGATION SYSTEM. EXISTING SHARES AND WATER RIGHTS SHALL BE TRANSFERRED TO THE CITY OF KUNA.
- ALL EXISTING BUILDINGS ON SITE TO BE REMOVED.
- THE SUBJECT PROPERTY DOES NOT FALLS WITHIN A FEMA FLOOD HAZARD ZONE SEE PANEL 16001C0250J EFFECTIVE OCTOBER 2nd, 2013.
- THE CATHERINE LATERAL ALONG THE FRONTAGE OF LINDER ROAD HAS AN EASEMENT 38 FEET IN WIDTH.



80 0 40 80 160  
SCALE IN FEET  
1" = 80'

REVISED

NO.

DATE

DESCRIPTION

PRELIMINARY PLAT  
LINROCK SUBDIVISION  
TRILOGY DEVELOPMENT, INC.

DATE: 09-15-2020

PROJECT: C2019-020

SHEET

PP-2



NAVD88 BENCHMARK  
ELEVATION=2726.07'  
PK NAIL IN ASPHALT

W. JARVIS CT.

CP&F NO. 106147272

35 36  
2 1

# CONCEPTUAL ENGINEERING LINROCK SUBDIVISION

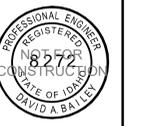
## LEGEND

- LOT NUMBER
- LOT AREA
- BLOCK NUMBER
- FIRE HYDRANT
- CATCH BASIN
- STREET NAME
- BOUNDARY
- LOT LINES
- ROAD CENTERLINE
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- EASEMENT
- CURB GUTTER SW
- SEWER LINE
- WATER LINE
- STORM DRAIN LINE
- PRESSURE IRRIGATION
- GRAVITY IRRIGATION

## SURVEY LEGEND

- FOUND 5/8" IRON PIN
- ⊙ FOUND BRASS CAP MONUMENT
- ⊙ FOUND ALUMINUM CAP MONUMENT
- ⊙ BENCHMARK
- △ CALCULATED POINT

**Bailey Engineering, Inc.**  
 CIVIL ENGINEERING / PLANNING / CADD  
 1116 STATE ST. STE. 210  
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 TEL: 208-338-9013  
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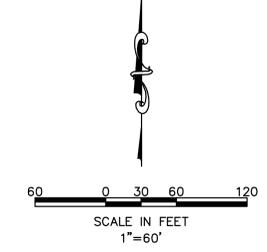
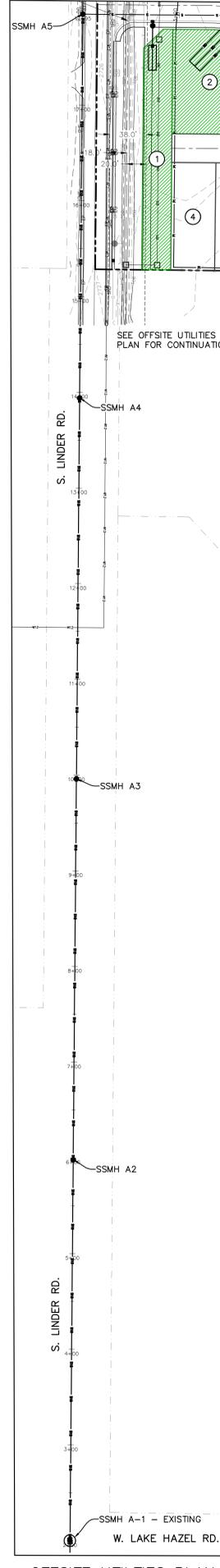
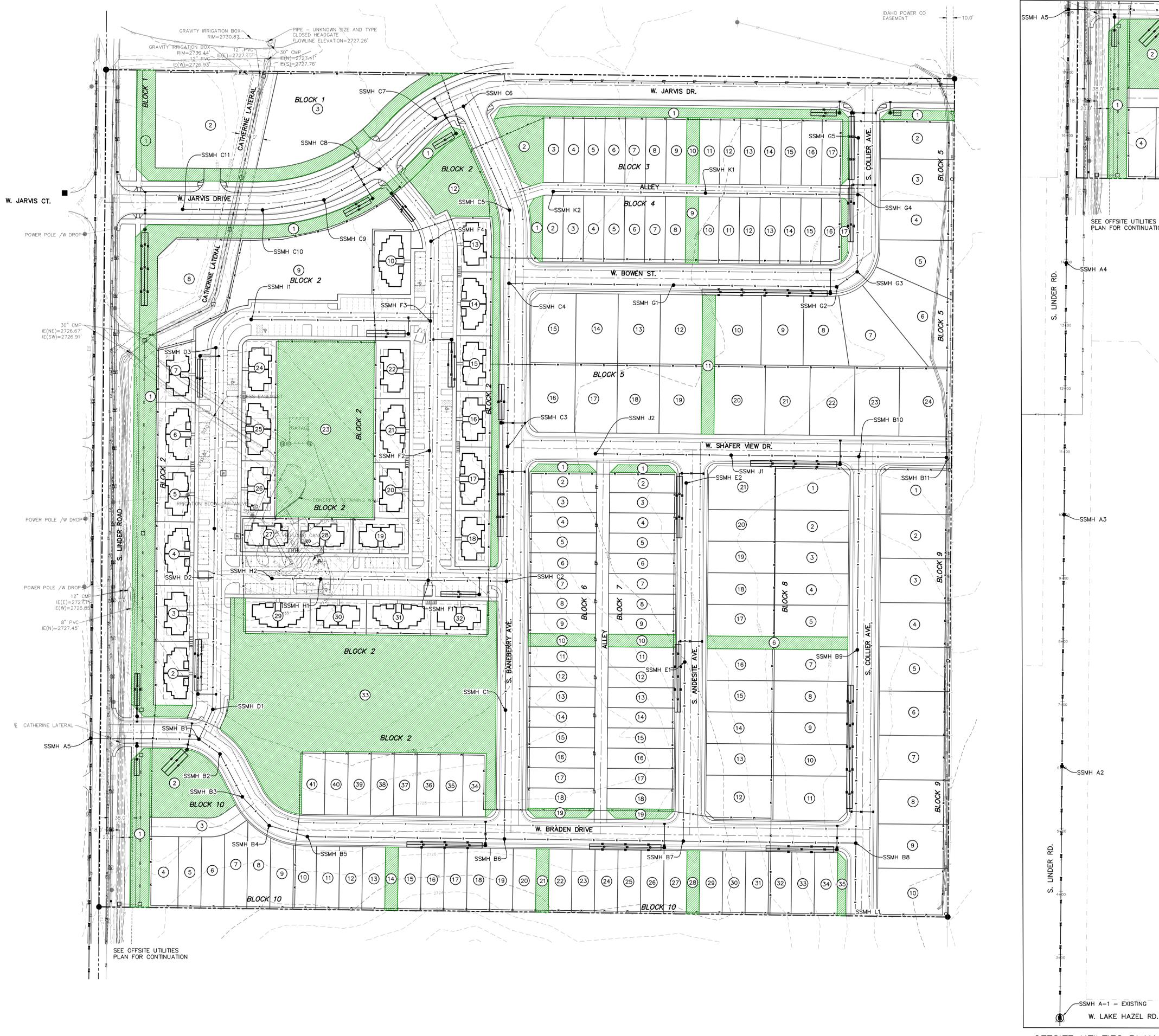


CHECKED BY:  
 DAVID A. BAILEY P.E.  
 DRAWN BY:  
 DMS/REB

REVISED  
 NO. DATE DESCRIPTION

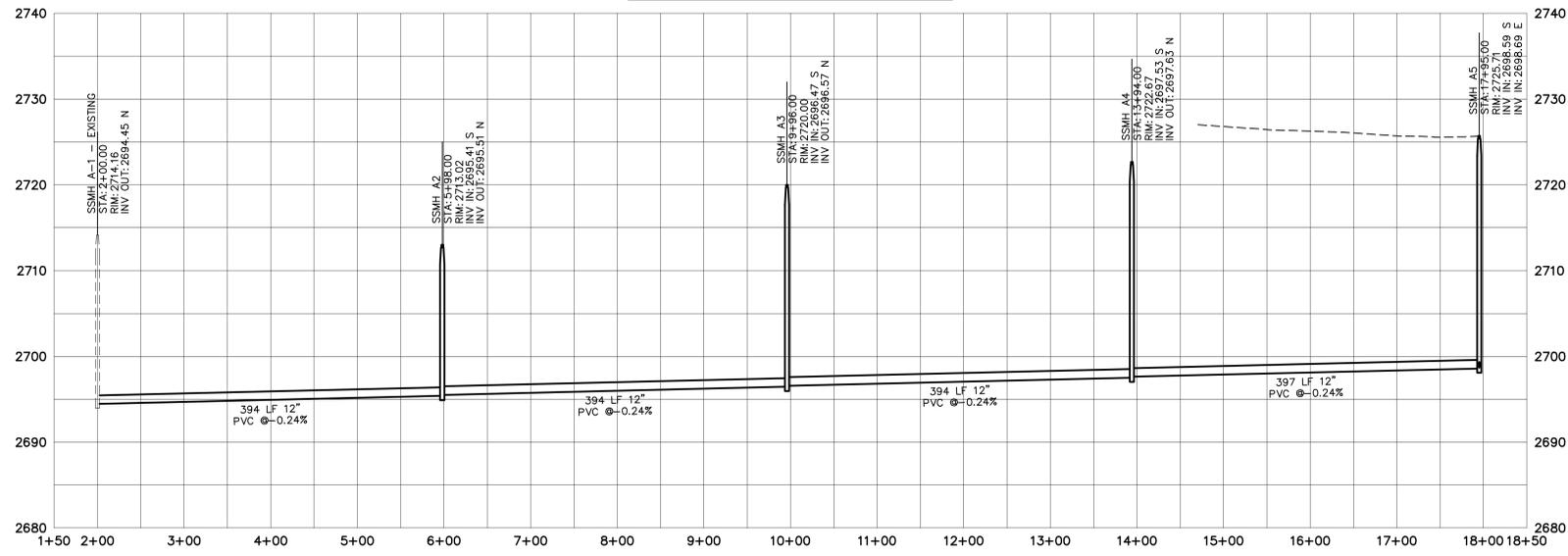
PRELIMINARY PLAT  
 LINROCK SUBDIVISION  
 TRILOGY DEVELOPMENT, INC.

DATE: 09-18-2020  
 PROJECT: C2019-020  
 SHEET  
**PP-3**

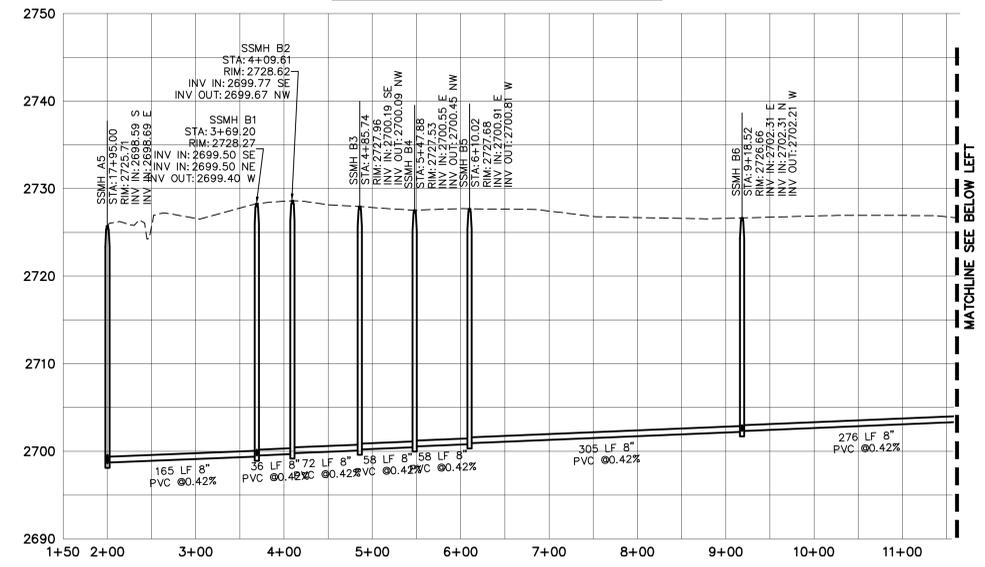


OFFSITE UTILITIES PLAN

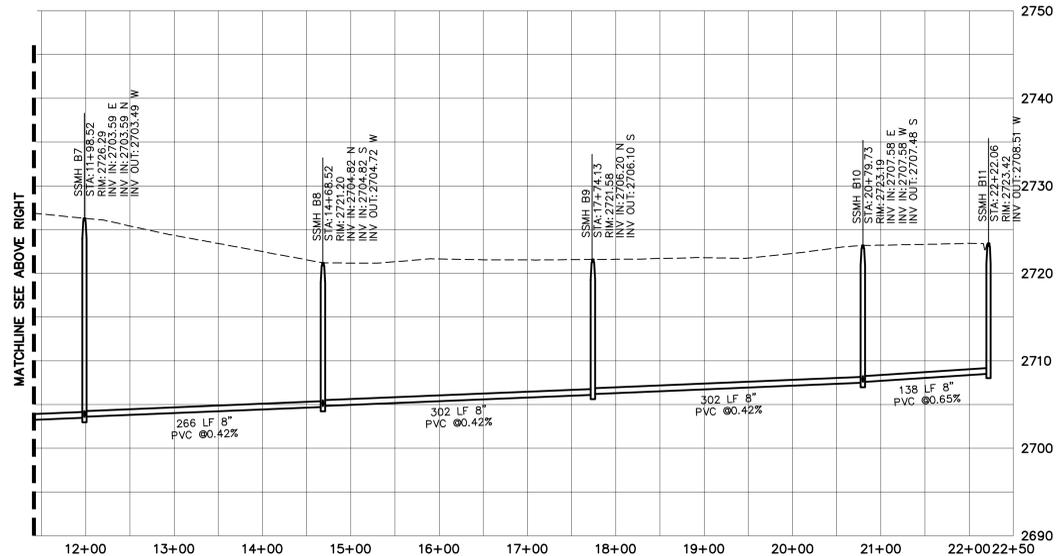
SEWER LINE A PROFILE



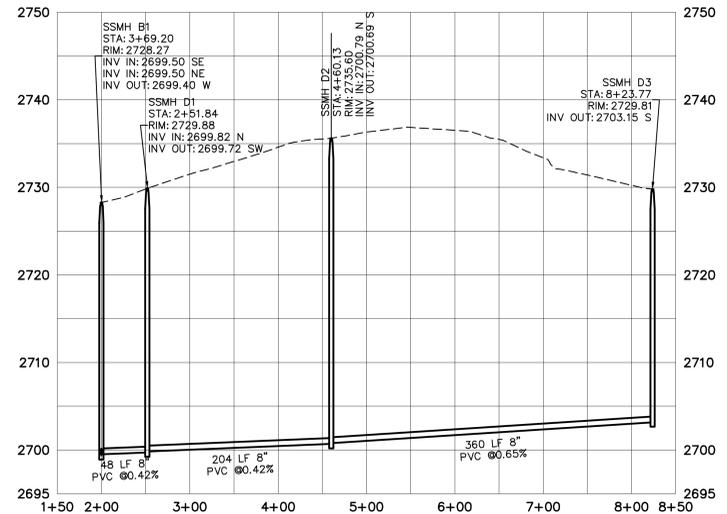
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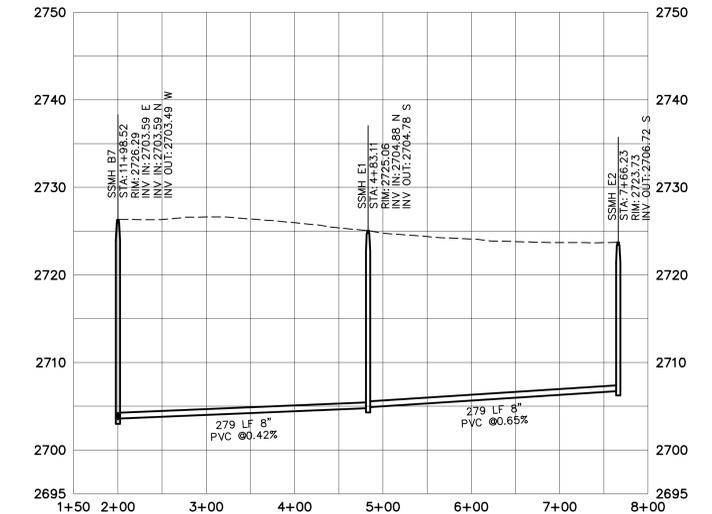
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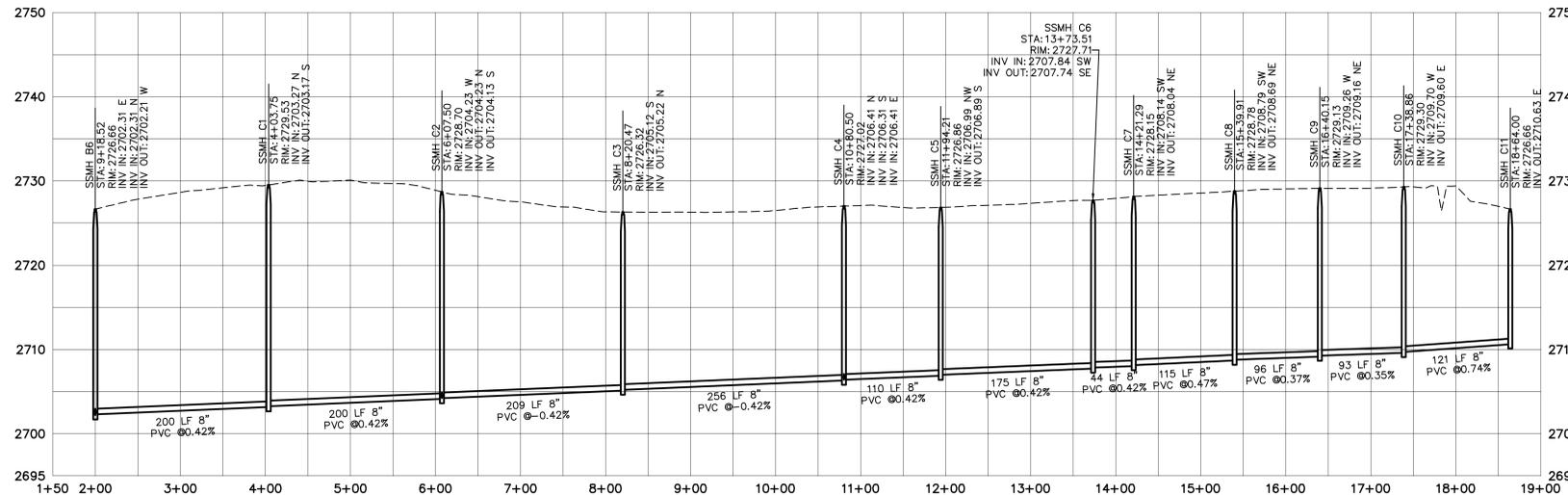
SEWER LINE D PROFILE



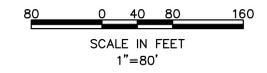
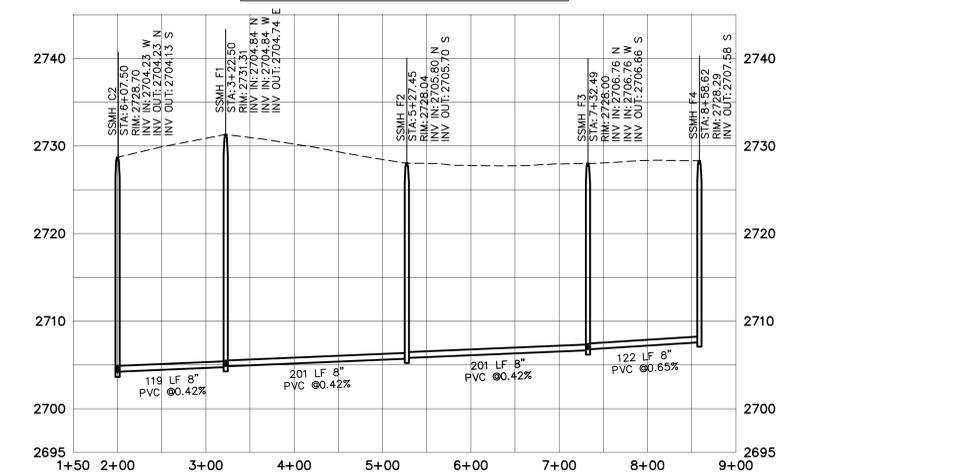
SEWER LINE E PROFILE



SEWER LINE C PROFILE



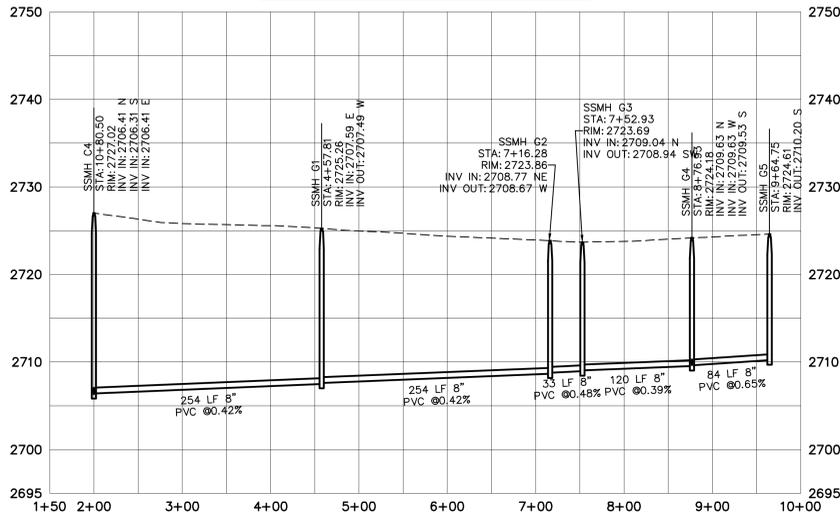
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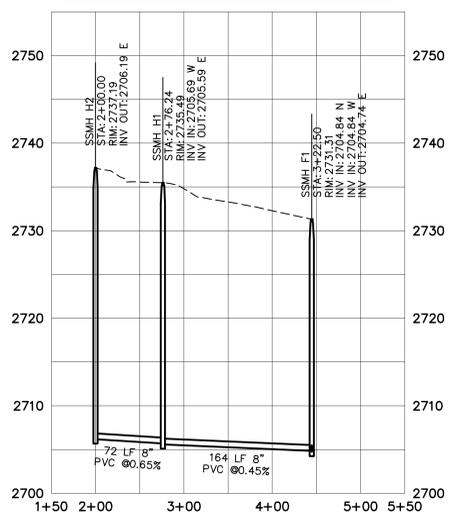
CHECKED BY: DAVID A. BAILEY P.E.  
 DRAWN BY: BEB

REVISED	NO.	DATE	DESCRIPTION

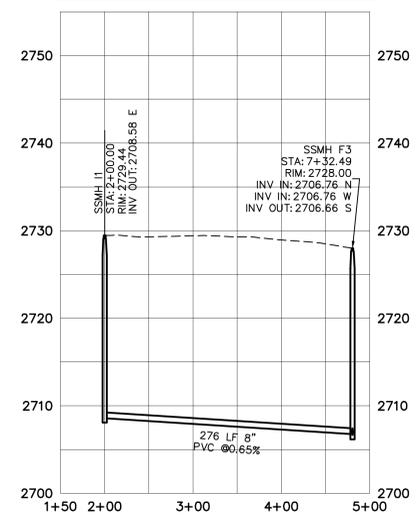
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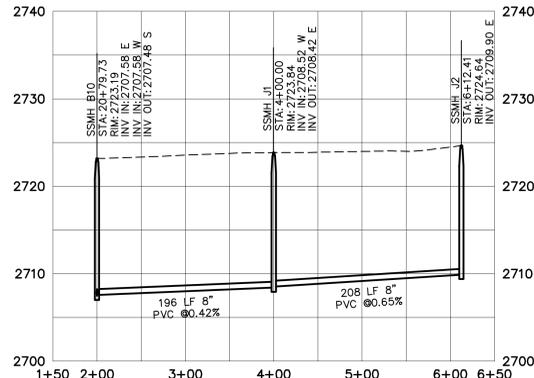
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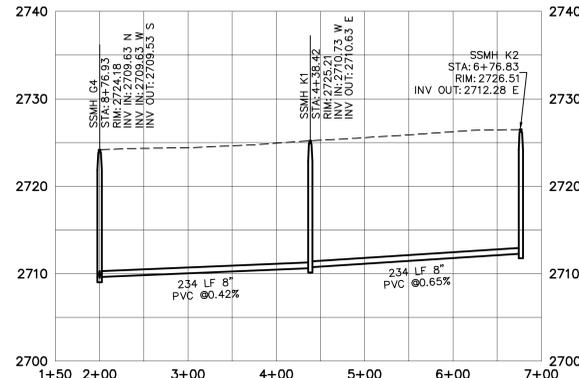
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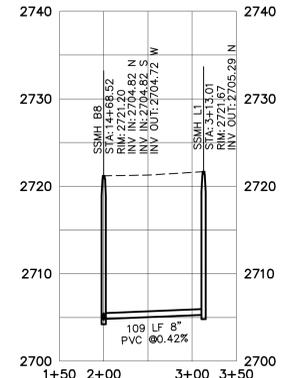
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SEWER LINE K PROFILE

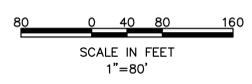
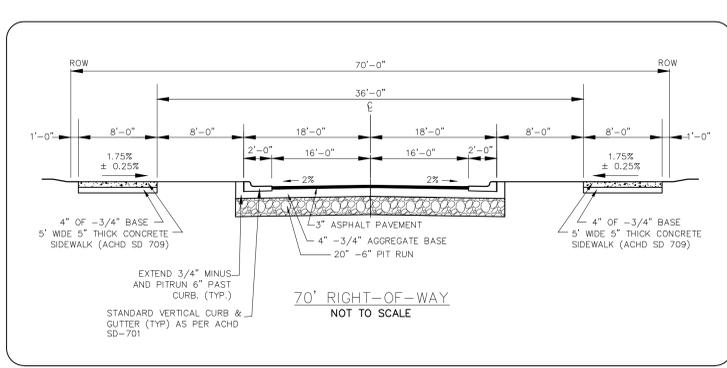
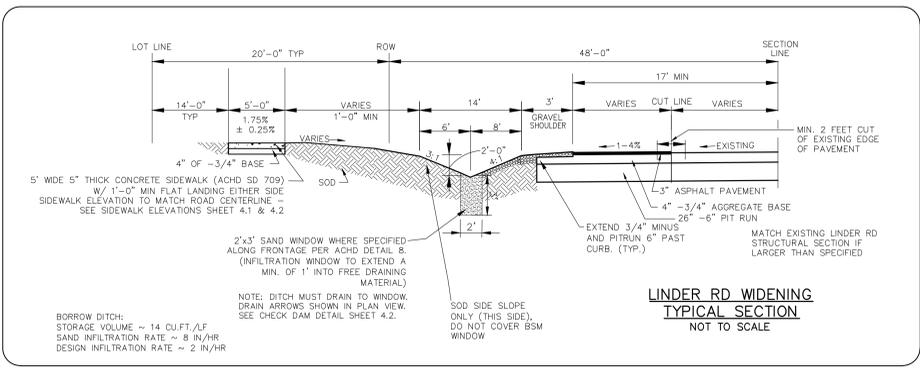
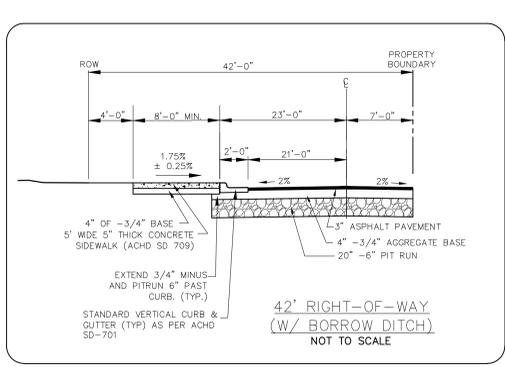
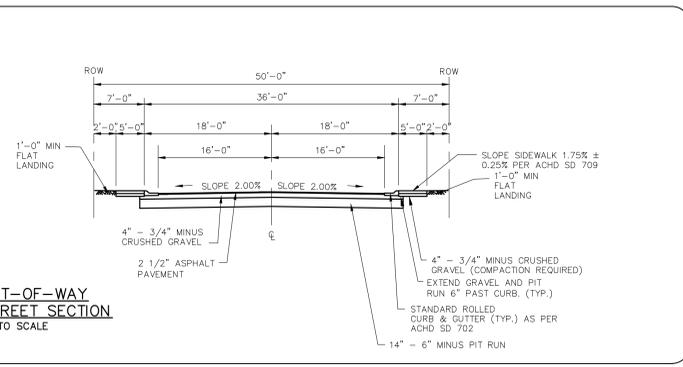


SEWER LINE L PROFILE



Parcel Table	Lot	Area	Perimeter	Description
BLOCK 1 Lot 2	26982	662	COMMERCIAL	
BLOCK 1 Lot 3	23955	716	COMMERCIAL	
BLOCK 2 Lot 2	6161	324	4-PLEX	
BLOCK 2 Lot 3	5368	298	4-PLEX	
BLOCK 2 Lot 4	6161	324	4-PLEX	
BLOCK 2 Lot 5	5368	298	4-PLEX	
BLOCK 2 Lot 6	6161	324	4-PLEX	
BLOCK 2 Lot 7	5455	303	4-PLEX	
BLOCK 2 Lot 8	17335	548	COMMERCIAL	
BLOCK 2 Lot 9	26722	938	COMMERCIAL	
BLOCK 2 Lot 10	6226	327	4-PLEX	
BLOCK 2 Lot 11	5126	299	4-PLEX	
BLOCK 2 Lot 12	5656	314	4-PLEX	
BLOCK 2 Lot 13	4919	288	4-PLEX	
BLOCK 2 Lot 14	4928	288	4-PLEX	
BLOCK 2 Lot 15	5656	314	4-PLEX	
BLOCK 2 Lot 16	4931	288	4-PLEX	
BLOCK 2 Lot 17	4897	287	4-PLEX	
BLOCK 2 Lot 18	4928	288	4-PLEX	
BLOCK 2 Lot 19	5656	314	4-PLEX	
BLOCK 2 Lot 20	5129	295	4-PLEX	
BLOCK 2 Lot 21	5055	288	4-PLEX	
BLOCK 2 Lot 22	5655	314	4-PLEX	
BLOCK 2 Lot 23	4922	288	4-PLEX	
BLOCK 2 Lot 24	5022	291	4-PLEX	
BLOCK 2 Lot 25	4791	283	4-PLEX	
BLOCK 2 Lot 26	5656	314	4-PLEX	
BLOCK 2 Lot 27	4928	288	4-PLEX	
BLOCK 2 Lot 28	5656	314	4-PLEX	
BLOCK 2 Lot 29	4928	288	4-PLEX	
BLOCK 2 Lot 30	5656	314	4-PLEX	
BLOCK 2 Lot 31	4928	288	4-PLEX	
BLOCK 2 Lot 32	3600	272	SFR	
BLOCK 2 Lot 33	3600	272	SFR	
BLOCK 2 Lot 34	3600	272	SFR	
BLOCK 2 Lot 35	3600	272	SFR	
BLOCK 2 Lot 36	3600	272	SFR	
BLOCK 2 Lot 37	3600	272	SFR	
BLOCK 2 Lot 38	3600	272	SFR	
BLOCK 2 Lot 39	3600	272	SFR	
BLOCK 2 Lot 40	3600	272	SFR	
BLOCK 2 Lot 41	3600	272	SFR	
BLOCK 3 Lot 1	3362	275	SFR	
BLOCK 3 Lot 2	3360	274	SFR	
BLOCK 3 Lot 3	3360	274	SFR	
BLOCK 3 Lot 4	3360	274	SFR	
BLOCK 3 Lot 5	3360	274	SFR	
BLOCK 3 Lot 6	3360	274	SFR	
BLOCK 3 Lot 7	3360	274	SFR	
BLOCK 3 Lot 8	3360	274	SFR	
BLOCK 3 Lot 9	3360	274	SFR	
BLOCK 3 Lot 10	3360	274	SFR	
BLOCK 3 Lot 11	3360	274	SFR	
BLOCK 3 Lot 12	3360	274	SFR	
BLOCK 3 Lot 13	3360	274	SFR	
BLOCK 3 Lot 14	3360	274	SFR	
BLOCK 3 Lot 15	3360	274	SFR	
BLOCK 3 Lot 16	3360	274	SFR	
BLOCK 3 Lot 17	3358	273	SFR	
BLOCK 4 Lot 1	3357	273	SFR	
BLOCK 4 Lot 2	3360	274	SFR	
BLOCK 4 Lot 3	3360	274	SFR	
BLOCK 4 Lot 4	3360	274	SFR	
BLOCK 4 Lot 5	3360	274	SFR	
BLOCK 4 Lot 6	3360	274	SFR	
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BLOCK 4 Lot 14	3360	274	SFR	
BLOCK 4 Lot 15	3337	270	SFR	
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BLOCK 5 Lot 4	8110	385	SFR	
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BLOCK 5 Lot 7	6966	349	SFR	
BLOCK 5 Lot 8	7260	352	SFR	
BLOCK 5 Lot 9	7976	365	SFR	
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BLOCK 5 Lot 11	7260	352	SFR	
BLOCK 5 Lot 12	7260	352	SFR	
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BLOCK 5 Lot 14	7631	353	SFR	
BLOCK 5 Lot 15	7598	352	SFR	
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BLOCK 5 Lot 17	7260	352	SFR	
BLOCK 5 Lot 18	7260	352	SFR	
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BLOCK 5 Lot 22	7700	360	SFR	
BLOCK 5 Lot 23	7700	360	SFR	
BLOCK 5 Lot 24	9080	385	SFR	
BLOCK 6 Lot 1	3359	273	SFR	
BLOCK 6 Lot 2	3360	274	SFR	
BLOCK 6 Lot 3	3360	274	SFR	

Parcel Table	Lot	Area	Perimeter	Description
BLOCK 6 Lot 4	3360	274	SFR	
BLOCK 6 Lot 5	3360	274	SFR	
BLOCK 6 Lot 6	3360	274	SFR	
BLOCK 6 Lot 7	3360	274	SFR	
BLOCK 6 Lot 8	3360	274	SFR	
BLOCK 6 Lot 9	3360	274	SFR	
BLOCK 6 Lot 10	3360	274	SFR	
BLOCK 6 Lot 11	3360	274	SFR	
BLOCK 6 Lot 12	3360	274	SFR	
BLOCK 6 Lot 13	3360	274	SFR	
BLOCK 6 Lot 14	3360	274	SFR	
BLOCK 6 Lot 15	3360	274	SFR	
BLOCK 6 Lot 16	3360	274	SFR	
BLOCK 6 Lot 17	3360	274	SFR	
BLOCK 6 Lot 18	3360	274	SFR	
BLOCK 6 Lot 19	3359	273	SFR	
BLOCK 6 Lot 20	3360	274	SFR	
BLOCK 6 Lot 21	3360	274	SFR	
BLOCK 6 Lot 22	3360	274	SFR	
BLOCK 6 Lot 23	3360	274	SFR	
BLOCK 6 Lot 24	3360	274	SFR	
BLOCK 6 Lot 25	3360	274	SFR	
BLOCK 6 Lot 26	3360	274	SFR	
BLOCK 6 Lot 27	3360	274	SFR	
BLOCK 6 Lot 28	3360	274	SFR	
BLOCK 6 Lot 29	3360	274	SFR	
BLOCK 6 Lot 30	3360	274	SFR	
BLOCK 6 Lot 31	3360	274	SFR	
BLOCK 6 Lot 32	3360	274	SFR	
BLOCK 6 Lot 33	3360	274	SFR	
BLOCK 6 Lot 34	3360	274	SFR	



**CONCEPTUAL SEWER PROFILES**  
**LINROCK SUBDIVISION**  
**TRILOGY DEVELOPMENT, INC.**

DATE: 09-18-2020  
PROJECT: C2019-020  
SHEET: PP-5

REVISION NO. DATE DESCRIPTION

CHECKED BY: DAVID A. BAILEY P.E.  
DRAWN BY: BEB

Bailey Engineering, Inc.  
CIVIL ENGINEERING / PLANNING / CADD  
1116 STATE ST. STE 210  
DALLAS, TX 75201  
TEL: 972-988-6013  
WWW.BAILEYENGINEERING.COM





City of Kuna  
Planning & Zoning Department

**City of Kuna**  
P.O. Box 13  
Kuna, Idaho 83634  
Phone: (208) 922-5274  
Fax: (208) 922-5989  
[www.kunacity.id.gov](http://www.kunacity.id.gov)

## Agency Transmittal

October 26, 2020

Notice is hereby given by the City of Kuna that the following action(s) are under consideration:

<b>File Number &amp; Case Name:</b>	20-09-S (Preliminary Plat), 20-04-AN (Annexation), 20-05-ZC (Rezone) & 20-19-DR (Design Review)– Linrock Subdivision
<b>Project Description</b>	Trilogy Development requests to annex an approx. 0.75-acre parcel Kuna City Limits and rezone an approx. 39.64-acre parcel already within Kuna City Limits. The two parcels will make up a mixed-use development with C-1 (Neighborhood Commercial), R-6 (Medium Density Residential) and R-12 (High Density Residential) zones. The total 40.4 acres will be subdivided into 208 total lots (148 single family residential, 26 multifamily, 30 common and 4 commercial). The subject site is located at 5700 S Linder Road, Kuna, ID 83634, within Section 36, Township 3 North, Range 1 West; (APNs: S1236335800, S1236315400).
<b>Site Location</b>	5700 S Linder Road, Kuna, ID 83634
<b>Applicant</b>	<b>Trilogy Development</b> 9839 W. Cable Car St, Ste 101 Boise, ID 83709 208-895-8858
<b>Representative</b>	<b>Gem State Planning</b> 9840 W. Overland Rd, Ste 120 Boise, ID 83709 208-602-6941 <a href="mailto:jane@gemstateplanning.com">jane@gemstateplanning.com</a>
<b>Public Hearing Date</b>	Tuesday, <b>January 12, 2021</b> 6:00 pm Kuna City Hall is located at 751 W. 4 <sup>th</sup> Street, Kuna, ID 83634
<b>Staff Contact</b>	Doug Hanson, Planner I <a href="mailto:dhanson@kunaaid.gov">dhanson@kunaaid.gov</a> Phone: 208.922.5274 Fax: 208.922.5989

Enclosed is information to assist you with your consideration and response. All comments as to how this action may affect the service(s) your agency provides, is greatly appreciated. Please contact staff with any questions. **If your agency needs different or additional information to review and provide comments please notify our office and they will be sent to you.** If your agency needs additional time for review, please let our office know as soon as possible. *No response within 15 business days will indicate you have no objection or comments for this project.*

**RON PLATT**  
CHAIRMAN OF THE BOARD

**BRIAN MCDEVITT**  
VICE CHAIRMAN OF THE BOARD

**ROBERT D. CARTER**  
PROJECT MANAGER

**THOMAS RITTHALER**  
ASSISTANT PROJECT MANAGER

**APRYL GARDNER**  
SECRETARY-TREASURER

**MARY SUE CHASE**  
ASSISTANT SECRETARY-TREASURER

## BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD  
BOISE, IDAHO 83705-3155

RECEIVED  
OCT 29 2020  
CITY OF KUNA

OPERATING AGENCY FOR 167,000  
ACRES FOR THE FOLLOWING  
IRRIGATION DISTRICTS

NAMPA-MERIDIAN DISTRICT  
BOISE-KUNA DISTRICT  
WILDER DISTRICT  
NEW YORK DISTRICT  
BIG BEND DISTRICT

TEL: (208) 344-1141  
FAX: (208) 344-1437

26 October 2020

City of Kuna  
751 W. 4th Street  
Kuna, Idaho 83634

RE: Linrock Subdivision  
5700 S Linder Rd, Kuna  
Boise-Kuna Irrigation District  
Catherine Lateral 17+70  
Sec. 36, T3N, R1W, BM.

20-09-S, 20-04-AN, 20-05-ZC, 20-19-DR

BK-107

Doug Hanson:

The United States' Catherine Lateral lies within the boundary of the above-mentioned location. The easement for this canal is held in the name of the United States through the Bureau of Reclamation under the authority of the Act of August 30, 1890. (26 Stat. 391; 43 U.S.C. 945)

The Boise Project Board of Control is contracted to operate and maintain this lateral. We assert the federal easement 25 feet east and 20 feet west of the lateral's centerline. Whereas this area is for the operation and maintenance of our facility, no activity should hinder our ability to do so.

**The Boise Project does not approve landscaping (other than grass or gravel) within its easements, as this will certainly increase our cost of maintenance. Easement must remain a flat drivable surface.**

**Fencing and pathways (as may be required) must be constructed just off the canal easement, to ensure public safety and prevent encroachments.**

Parking lots, curbing, light poles, signs, etc. and the placing of asphalt and/or cement over Project facility easements must be approved by Boise Project Board of Control prior to construction.

Project facilities and/or easements that parallel, and are within and/or intended to be within road right-of-ways due to any development of this property must be relocated outside of road right-of-ways. The easements of Boise Project facilities will remain the same unless agreed upon and/or approved with written permission from Boise Project Board of Control.

The construction of any roadway crossings must be conducted only during the non-irrigation season when the canal is dewatered. In any case no work shall take place within the easement before the proper crossing agreements have been secured through the Bureau of Reclamation and the Boise Project Board of Control.

Utilities planning to cross any project facility must do so in accordance with the master policies now held between the Bureau of Reclamation and most of the utilities. In any case, no work shall take place within the easement before proper crossing agreements have been secured through both the Bureau of Reclamation and the Boise Project Board of Control.

Crossing agreements must be secured and signed by all parties prior to March 1<sup>st</sup> of each year. A time schedule for the construction to be done during the non-irrigation season must be approved by Boise Project prior to any activity within Project easements. No construction will be allowed within the easement boundaries of the Boise Project Board of Control facilities after March 15<sup>th</sup> of each year. However, on a case by case basis, overhead utilities and utilities boring underneath a Project facility may be allowed after March 15<sup>th</sup> if reviewed and approved by the Boise Project.

The piping and relocation of any Lateral, Canal and/or Drain must be reviewed and approved by the Project and is (to include all appurtenant boxes and/or structures) and must be warranted by the landowner for a period of (5) five-years. The Warrantee Agreement must be secured prior to ANY disturbance of that facility.

Boise Project Board of Control must approve any requests and/or relocation of delivery points prior to construction.

Storm Drainage and/or Street Runoff must be retained on site.

NO DISCHARGE into any live irrigation system is permitted.

Local irrigation/drainage ditches that cross this property, in order to serve neighboring properties, must remain unobstructed and protected by an appropriate easement.

Should there be any small (neighborhood) irrigation ditches on this site, the developers and/or landowners will be obligated to protect them and allow water to pass to downstream neighbors.

This development is subject to Idaho Code 31-3805, in accordance, this office is requesting a copy of the irrigation and drainage plans.

**Whereas this property lies within the Boise-Kuna Irrigation District it is important that representatives of this development contact the BKID office as soon as possible to discuss a pressure system prior to any costly design work. If applicable, the irrigation system will have to be built to specific specifications as set by the District / Project.**

**Boise Project Board of Control must receive a written response from the Boise-Kuna Irrigation District as to who will own and operate the pressure irrigation system prior to review and approval of an irrigation plan by Boise Project Board of Control.**

Wording on the preliminary and final recorded plat needs to state that any proposed and/or future usage of the Boise Project Board of Control facilities are subject to Idaho Statues, Title 42-1209.

Future preliminary and final plats must call out the Project easements and the plats must also note, which lots have surface irrigation water rights and which lots do not.

Whereas this development is in its preliminary stages, Boise Project Board of Control reserves the right to review plans and require changes when our easements and/or facilities are affected by unknown factors.

If you have any further questions or comments regarding this matter, please do not hesitate to contact me at (208) 344-1141.

Sincerely,



Thomas Ritthaler  
Assistant Project Manager, BPBC

tbr/tr

cc: Clint McCormick Watermaster, Div; 2 BPBC  
Lauren Boehlke Secretary – Treasurer, BKID  
File



Ada County Transmittal
Division of Community and Environmental Health

- Return to:
[ ] ACZ
[ ] Boise
[ ] Eagle
[ ] Garden City
[ ] Meridian
[x] Kuna
[ ] Star

Rezone # 20-05-26
Conditional Use #
Preliminary / Final / Short Plat 20-09-S
Linrock

received
11.2.2020

- 1. We have No Objections to this Proposal.
2. We recommend Denial of this Proposal.
3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
4. We will require more data concerning soil conditions on this Proposal before we can comment.
5. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
[ ] high seasonal ground water [ ] waste flow characteristics
[ ] bedrock from original grade [ ] other
6. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
7. This project shall be reviewed by the Idaho Department of Water Resources concerning well construction and water availability.
8. After written approvals from appropriate entities are submitted, we can approve this proposal for:
[x] central sewage [ ] community sewage system [ ] community water well
[ ] interim sewage [x] central water
[ ] individual sewage [ ] individual water
9. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
[x] central sewage [ ] community sewage system [ ] community water
[ ] sewage dry lines [x] central water
10. This Department would recommend deferral until high seasonal ground water can be determined if other considerations indicate approval.
11. If restroom facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
12. We will require plans be submitted for a plan review for any:
[ ] food establishment [ ] swimming pools or spas [ ] child care center
[ ] beverage establishment [ ] grocery store
13. Infiltration beds for storm water disposal are considered shallow injection wells. An application and fee must be submitted to CDH.
14.

Reviewed By: [Signature]
Date: 11/2/2020



CITY OF KUNA  
P.O. BOX 13  
KUNA, ID 83634  
[www.kunacity.id.gov](http://www.kunacity.id.gov)

Paul A. Stevens, P.E.  
Kuna City Engineer

## PRELIMINARY PLAT MEMORANDUM

**Date:** 23 November 2020  
**From:** Paul A. Stevens, P.E.  
Catherine Feistner, E.I.T.  
**To:** Jace Hellman, Planning and Zoning Director  
**RE:** Linrock Subdivision – 20-09-S (Preliminary Plat), 20-04-AN (Annexation), 20-05-ZC (Rezone)  
& 20-19-DR (Design Review)

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The Linrock Subdivision, located at 5700 S. Linder Road, preliminary plat, annexation, rezone, and design review with Planning and Zoning acceptance date of 16 October, 2020 has been reviewed. The applicant's proposed development has been formatted to comply with City of Kuna (City) C-1 (neighborhood commercial), R-6 (medium density residential) and R-12 (high density residential) zone requirements. The annexation, rezone, and landscaping design review request, rests with the Planning and Zoning Department. Review of civil design drawings is accomplished separately, when received.

These comments may be expanded or refined based on future land-use actions.

### 1. Inspection Fees

- a. An inspection fee will apply to City inspection of water, sewer and irrigation facilities construction associated with this development.
- b. The developer shall retain a qualified responsible, Idaho registered professional engineer to provide sufficient inspection to certify to DEQ that the project was completed in accordance with approved plans and specifications and to provide accurate as-built drawings to the City.
- c. The developer's engineer and the City's inspector are permitted to coordinate inspections. The current inspection fee is \$1.00 per lineal foot of sewer, water and pressure irrigation pipe. Payment is due and payable prior to the pre-construction meeting.
- d. The Kuna Rural Fire District's current hydrant flow testing and plat base fee are \$300.00 and \$75.00 respectively for a total of \$375.00. Payment is due and payable prior to the pre-construction meeting.

### 2. General

- a. The development site consists of 40.40 acres, of which 39.65 acres has been previously annexed with a City of Kuna A- (Agriculture) zoning designation. Trilogy Development Inc. requests to annex the remaining 0.75-acre interior section with a City of Kuna R-12 zoning designation.

- b. Trilogy Development Inc. requests four (4) lots for commercial use, 26 lots for four-plexes, and 148 lots for single family homes of various sizes, for a total of 252 dwelling units.
- c. Equivalent Dwelling Units (EDUs) are reckoned at approximately 3.18 people per household. The resultant projected population for this subdivision is approximately 802.
- d. Trilogy Development Inc. requests 4.12 acres of the northeast corner be rezoned from A- (Agriculture) to C-1 (Neighborhood Commercial). A commensurate impact on the City of Kuna's street infrastructure, pressurized irrigation, sewer, and water utilities will result.
- e. Trilogy Development Inc. requests 11.29 acres of the eastern side be rezoned from A - (Agriculture) to R-6 (Medium Density Residential). This makes the realized density approximately 14 people/acre. A commensurate impact on the City of Kuna's street infrastructure, pressurized irrigation, sewer, and water utilities will result.
- f. Trilogy Development Inc. requests the remaining 24.99 acres be rezoned from A- (Agriculture) to R-12 (High Density Residential). This makes the realized density approximately 42 people/acre. A commensurate impact on the City of Kuna's street infrastructure, pressurized irrigation, sewer, and water utilities will result.
- g. The preliminary plat shows five (5) total accesses to the subdivision: two (2) accesses to S Linder Road, one (1) access south of the development site, one (1) access east of the development site, and one (1) north access.
- h. A plan approval letter will be required if this project affects any local irrigation districts.
- i. Elevations shall be actual NAVD 88 datum elevations. A localized elevation system is not acceptable.
- j. All positional information shall be from the most recent state plane coordinate system.
- k. Provide engineering certification on all final engineering drawings.
- l. The City of Kuna requires streetlights in all subdivisions. Streetlights are required along arterial roads bordering the subdivision, at the entrances of the subdivision, at intersections, and at every 250' interval. Streetlights should be coincident with Fire Hydrants whenever possible.
- m. Kuna Rural Fire District (KRFD) requires fire hydrants are required every 500 feet.

### **3. Right-of-Way**

- a. Sufficient right-of-way for existing and future classified streets shall be provided pursuant to City & ACHD standards.
- b. Approaches onto classified streets must comply with ACHD approach policies.
- c. All street construction must meet or exceed City of Kuna and ACHD development standards.
- d. All city mainlines crossing proposed lots, running along the back of lots and sides of lots shall have easements that allow the City of Kuna to access and maintain the utilities.
- e. The KRFD Deputy Fire Marshal must approve fire access to the subdivision.
- f. Roads must continue to and through to the next road connection to promote connectivity throughout the City.

### **4. Sanitary Sewer**

- a. The applicant's property is not connected to City services and is subject to connection fees for the ultimate connected sewer load. City Code 6-4-2-O requires the subdivision to connect to the City sewer system. City code 5-16-3-B.2 states public sewer utilities shall be extended to each parcel when sewer is available within three hundred (300) feet of the parcels.

- b. The nearest available sewer mainline connection point is located at the intersection of W Lake Hazel Rd and S Linder Rd. Sewage flows through the gravity line to Memory Ranch Lift Station, which requires pump upgrades.
- c. The developer may be requested to participate with lift station and/or force main improvements.
- d. All sewer infrastructure must meet or exceed City of Kuna requirements.
- e. Sewer flow models will be required to verify pipe sizes.
- f. Sewer connection fees apply to each lot containing a home or other facility.
- g. All existing sewage treatment facilities (septic tank and drain field) must be decommissioned in accordance with Idaho Department of Environmental Quality requirements. Documentation shall be provided to the City of Kuna.
- h. This application shall conform to the sewer master plan as applicable. The sewer master plan specifies minimum pipe sizes and supports the “to and through” utility policy.

**5. Potable Water**

- a. The applicant’s property is not connected to City services and is subject to connection fees for the ultimate connected water demand. City Code 6-4-2-X requires the subdivision to connect to the City water system. City code 5-16-3-B.2 states public water utilities shall be extended to each parcel when water is available within three hundred (300) feet of the parcels.
- b. The nearest available water main lines are located at the intersection of W Lake Hazel Rd and S Linder Rd.
- c. All water infrastructure must meet or exceed City of Kuna requirements.
- d. Water flow models will be required to verify adequate water supply and fire suppression.
- e. Water connection fees apply to each lot containing a home or other facility.
- f. All existing wells shall be abandoned in accordance with Idaho Department of Water Resources (IDWR) requirements. Documentation shall be provided to the City of Kuna.
- g. This application shall conform to the water master plan as applicable.
- h. Fire hydrants are required in a layout acceptable to the KRFD.

**6. Pressurized Irrigation**

- a. The applicant’s property is not connected to the City’s pressurized irrigation system. Relying on drinking water for irrigation purposes is contrary to City Code 6-4-2-I.
- b. All pressurized irrigation infrastructure shall meet or exceed City of Kuna standards.
- c. An irrigation pump and pond system will be needed in this quadrant.
- d. This project requires connection to the City’s Pressurized Irrigation system.
- e. Annexation into the municipal irrigation district and pooling of water rights is a requirement of the final plat approval.
- f. Existing irrigation ditches (supply & drain) must be relocated as needed and as approved by the irrigation ditch company/users.
- g. Pressurized irrigation flow model will be required to verify adequate pressurized irrigation supply.
- h. All residential, common lots and open areas with irrigation are required to connect to the pressurized irrigation system and to pay the associated connection fee.
- i. This application shall be conditioned to conform to the Pressure Irrigation Master Plan where applicable.

**7. Grading and Storm Drainage**

- a. Provide a grading and drainage plan which supports and maintains all upstream drainage rights and all downstream irrigation delivery rights as they presently exist for this property.
- b. The City of Kuna relies on the ACHD Stormwater Policy Manual to establish the requirements for design of private storm water disposal systems.
- c. Sidewalk, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, shall be provided in connection with property development.
- d. Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties. Slopes shall not be steeper than 3:1 on lots adjacent to a street or common lot and no steeper than 4:1 for lots with common rear lot lines.
- e. Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties.
- f. Runoff from public right-of-way is regulated by ACHD. On site storm water retention shall be reviewed in conjunction with the City's Civil Engineering Construction Improvements Review. Provide a storm water disposal & treatment plan which accounts for increased on-site storm water runoff volumes. Provide detailed drawings of drainage & treatment facilities with supporting calculations for review and approval.

**8. As-Built Drawings**

- a. As-built drawings are required at the conclusion of any public facility construction project and are the responsibility of the developer's engineer. The city may help track changes but will not be responsible for the finished product. As-built drawings will be required before occupancy or final plat approval is granted.

**9. Property Description**

- a. The applicant provided a preliminary plat and supporting documents as part of the application.



**Project/File:** **Linrock Subdivision/ KPP20-0007/ 20-09-S/20-04-AN/20-05-ZC/20-19-DR**  
*This is an annexation application to annex 0.75 acres, a rezone application to rezone 40.4 acres to C-1, R-6, and R-12, and a preliminary plat application and design review application to develop 148 single family lots, 26 multi-family lots, 4 commercial lots and 30 common lots on 40.4 acres.*

**Lead Agency:** City of Kuna

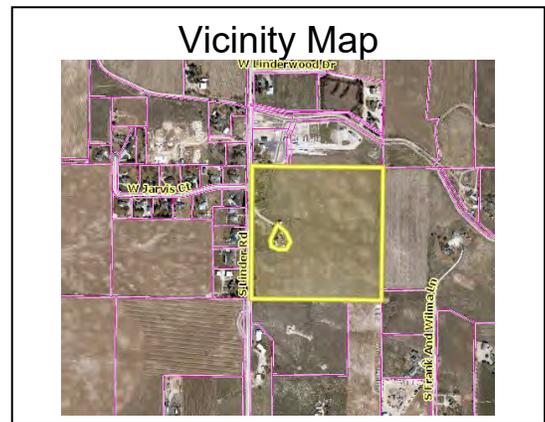
**Site address:** 5700 S. Linder Road

**Staff Approval:** November 20, 2020

**Applicant:** Trilogy Development  
 9839 W. Cable Car Street, Suite 101  
 Boise, ID 83709

**Representative:** Jane Suggs  
 Gem State Planning  
 9840 W. Overland Road, Suite 120  
 Boise, ID 83709

**Staff Contact:** Paige Bankhead, E.I.  
 Phone: 387-6293  
 E-mail: [pbankhead@achdidaho.org](mailto:pbankhead@achdidaho.org)



## A. Findings of Fact

- Description of Application:** The applicant is requesting approval of an annexation application to annex 0.75 acres, a rezone application to rezone 39.64 acres to C-1, R-6, and R-12, and a preliminary plat application and design review application to develop 148 single family lots, 26 multi-family lots, 4 commercial lots and 30 common lots on 40.4 acres. The site is currently zoned as Agriculture.

The City of Kuna’s Future Land Use Map designates this area as Mixed Use.

### 2. Description of Adjacent Surrounding Area:

Direction	Land Use	Zoning
North	Agriculture	A
South	Rural Urban Transition (Ada County)	RUT
East	Rural Urban Transition (Ada County)	RUT
West	Agriculture/Low Density Residential/Rural Urban Transition (Ada County)	A/R-2/RUT

- Site History:** ACHD has not previously reviewed this site for a development application.

- 4. Adjacent Development:** The following developments are pending or underway in the vicinity of the site:
- Caspian Subdivision, a preliminary plat application to develop 497 single family lots and 68 common lots on 132 acres located southwest of the site and approved by ACHD on April 20, 2017.
  - Gran Prado Subdivision, a preliminary plat application to develop 530 single family lots and 67 common lots on 133 acres located to the west of the site and approved by ACHD Commission on December 13, 2017.
  - Springhill, a preliminary plat application to develop 677 single family lots and 30 common lots on 209 acres located south of the site and approved by ACHD on April 18, 2017.
  - Cedarbrook Subdivision, a preliminary plat application to development 330 single family lots and 28 common lots on 119 acres located north of site and approved by ACHD Commission on June 17, 2020.
- 5. Transit:** Transit services are not available to serve this site.
- 6. New Center Lane Miles:** The proposed development includes 1.21 centerline miles of new public road.
- 7. Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.
- 8. Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):**
- Linder Road is listed in the CIP to be widened to 3-lanes from Lake Hazel Road to Amity Road between 2036 and 2040.
  - Linder Road is listed in the CIP to be widened to 3-lanes from Amity Road and Victory Road between 2036 and 2040.
  - Linder Road is listed in the CIP to be widened to 3-lanes from Victory Road and Overland Road between 2036 and 2040.
  - The intersection of Linder Road and Lake Hazel Road is listed in the CIP to be reconstructed as a roundabout with 2-lanes on all legs between 2036 and 2040.
  - The intersection of Linder Road and Amity Road is listed in the CIP to be reconstructed as a roundabout with 4-lanes on the north and south legs and 2-lanes on the east and west legs between 2036 and 2040.
  - The intersection of Linder Road and Victory Road is listed in the CIP to be reconstructed as a roundabout with 2-lanes on all legs between 2036 and 2040.
  - The intersection of Linder Road and Overland Road is listed in the CIP to be widened to 6-lanes on the north and south legs and 7-lanes on the east and west legs and signalized between 2036 and 2040.
  - The intersection of Amity Road and SH-69 (Meridian Road) listed in the CIP to be widened to 6-lanes on the north and south legs and 7-lanes on the east and west legs and replace the signal between 2031 and 2035.
- 9. Roadways to Bikeways Master Plan:** ACHD's Roadways to Bikeways Master Plan (BMP) was adopted by the ACHD Commission in May of 2009 and was update in 2018. The plan seeks to implement the Planned Bicycle Network to support bicycling as a viable transportation option for Ada County residents with a wide range of ages and abilities, maintain bicycle routes in a state of

good repair in order to ensure they are consistently available for use, promote awareness of existing bicycle routes and features and support encouragement programs and to facilitate coordination and cooperation among local jurisdictions in implementing the Roadways to Bikeways Plan recommendations.

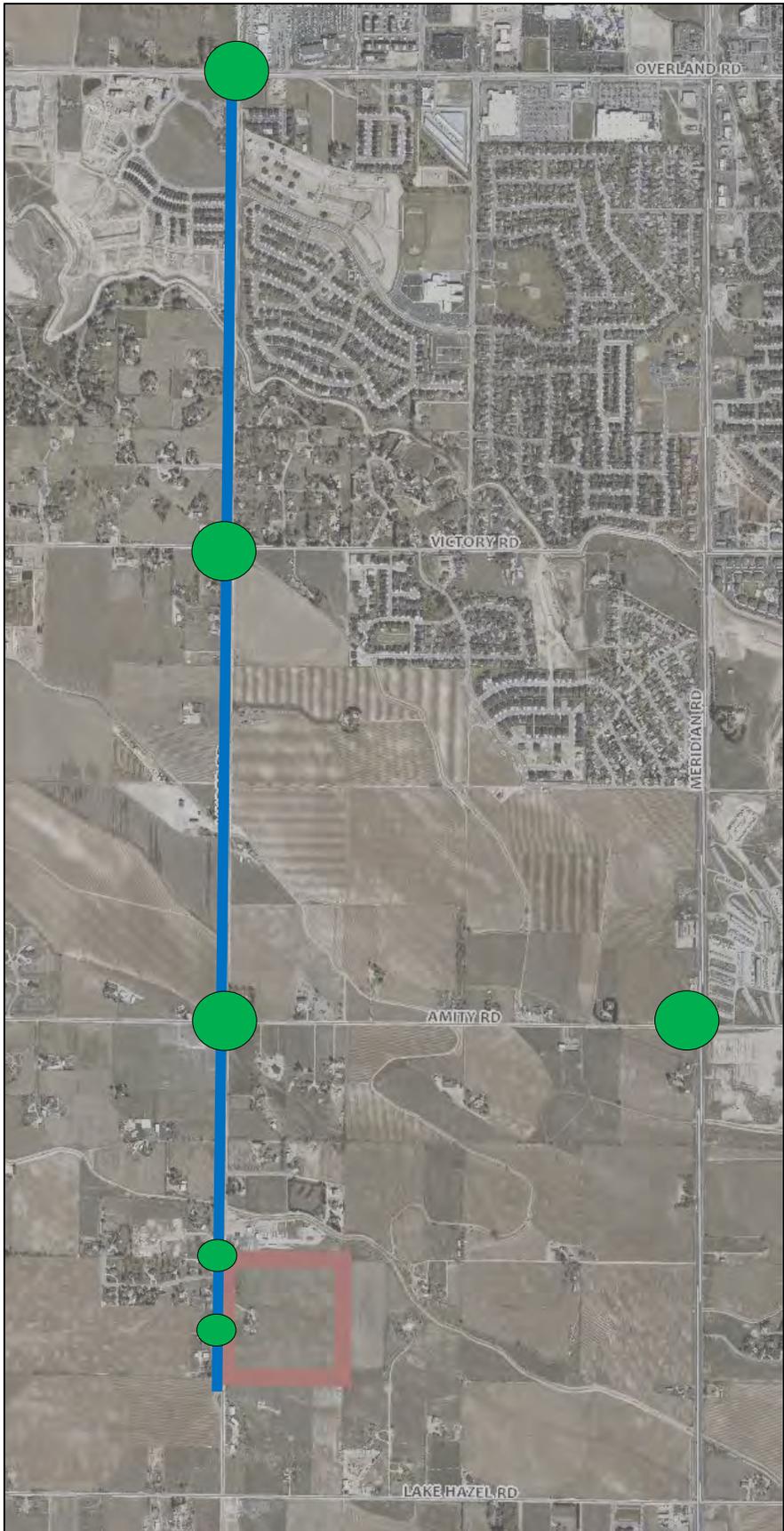
- The BMP identifies Linder Road as a Level 3 facility that will be constructed as part of a future ACHD project.
- The BMP also identifies level 1 facilities on the new collector roadway at the site's north property line site. The applicant will construct the new collector roadway consistent with the MSM and the Roadways to Bikeways Master plan.

## **B. Traffic Findings for Consideration**

1. **Trip Generation:** This development is estimated to generate 2,417 additional vehicle trips per day; 244 additional vehicle trips per hour in the PM peak hour, based on the traffic impact study.

2. **Traffic Impact Study**

WHPacific, an NV5 Company (WHPacific) prepared a traffic impact study for the proposed Linrock Subdivision. An executive summary of the findings **as presented by WHPacific can be found in Attachment 3**. The executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices, and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.



Intersections (green circle) and Roadway Segments (Blue Line) studied

**a. Policy:**

**Mitigation Proposals:** Mitigation recommendations shall be provided within the report. At a minimum, for each roadway segment and intersection that does not meet the minimum acceptable level of service planning threshold or v/c ratio, the report must discuss feasible measures to avoid or reduce the impact to the system. To be considered adequate, measures should be specific and feasible. Mitigation may also include:

- Revision to the Phasing Plan to coincide with the District’s planning Capital Projects.
- Reducing the scope and/or scale of the project.

**Alternative Mitigation Measures:** 7106.7.3 states that if traditional mitigation measures such as roadway widening and intersection improvements are infeasible as determined by ACHD, the TIS may recommend alternative mitigation measures. Alternative mitigation measures shall demonstrate that impacts from the project will be offset.

- If the impacted roadway segments and/or intersections are programmed as funded in the Integrated Five Year Work Plan (IFYWP) or the Capital Improvements Plan (CIP); no alternative mitigation is required.
- If the impacted roadway segments and/or intersections are not programmed in either the IFYWP or the CIP; the applicant may (i) analyze the shoulder hour and (ii) provide a safety analysis to determine alternative mitigation requirements.
  - If the impacted roadway segments and intersections meet the minimum acceptable level of service planning thresholds in the shoulder hour the applicant may suggest feasible alternative mitigation such as: sidewalks, bike facilities, connectivity, safety improvements, etc. within 1.5 miles of the proposed development.
  - If the shoulder hour planning thresholds are exceeded the applicant may request to enter into a Development Agreement and pay into the Priority Corridor Fund an amount determined by the ACHD to offset impacts from the project.
- Alternative Mitigation may also include:
  - Revision to the Phasing Plan to coincide with the District’s future Capital Projects.
  - Reducing the scope and/or scale of the project.

**Level of Service Planning Thresholds:** District Policy 7206.4.1 states that, Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD’s Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

**Number of Driveways/Access Points on Arterials Policy:** District Policy 7205.4.4 states that the intent of this policy is to limit the number of access points to those that are warranted or necessary to serve the development, while maintain the function and performance of the arterial. The guidelines below shall be used when more than one access point is being requested with a development.

Additional driveways may be considered when one or more of the following conditions are met:

- The daily volume using one access exceeds 5,000 vehicles (total volume for entering and existing traffic).

- Traffic using one driveway exceeds the volume to capacity ratio (v/c) equal to or greater than 1, of a STOP controlled intersection during either the peak hour of the street or the peak hour of the site traffic generation.
- A District approved traffic impact study and analysis determines that conditions warrant additional driveways.

**b. Staff Comments/Recommendations:** Staff has reviewed the submitted traffic impact study (TIS) and generally agrees with the findings and recommendations. The applicant has indicated that the residential portion of the development is proposed to be built out by 2025. The applicant should provide an updated traffic impact study prior to ACHD’s final approval of the plan or final plat that contains the 130th single family building lot, or the equivalent of 130 PM peak hour trips, to ensure that improvements are constructed if warranted. The traffic impact study should include the intersections and roadway segments that were studied in the initial traffic impact study for the development.

The TIS indicates that all roadway segments and intersections included in the study meet ACHD minimum operational thresholds for the existing traffic, 2025 background and 2025 total traffic except for the following listed below.

**Site Accesses on Linder Road:**

The TIS recommends constructing a southbound dedicated left turn lane be constructed on Linder Road at Jarvis Drive and Braden Drive. The applicant should be required to construct this turn lane consistent with the TIS recommendations.

The applicant’s proposal to construct a local roadway, Braden Drive, to intersect Linder Road, a minor arterial roadway, does not meet the District’s Number of Driveways/Accesses on Arterial Roads Policy, where access onto arterial roadways is limited to driveways/accesses that are needed to serve the site. However, staff recommends that the applicant’s proposal be approved, as proposed, due to the fact that the Kuna Fire Department will require a secondary access for the development, and the offset proposed, 888-feet south of Jarvis Drive, meets the District’s Local Roadways Intersecting Minor Arterials Policy. See Finding 10. The TIS also recommends constructing a southbound dedicated left turn lane on Linder Road at Braden Drive. The applicant should be required to construct this turn lane consistent with the TIS recommendations.

**Off-site: Linder Road/Overland Road Intersection**

The TIS recommends signaling the intersection of Linder Road and Overland Road to mitigate the 2025 total traffic conditions. However, the site traffic at this intersection is only 5% of the 2025 total traffic. Therefore, no improvements are required for this intersection consistent with District’s Level of Service Planning Thresholds Policy, that states a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds minimum acceptable level of service planning threshold or V/C ratio. This intersection is listed in the CIP to be widened to 6-lanes on the north and south legs and 7-lanes on the east and west legs and signalized between 2036 and 2040.

**Off-site: Linder Road/Amity Road Intersection**

The TIS indicates that the intersection of Linder Road and Amity Road exceeds ACHD’s Level of Service Planning Thresholds for the 2025 background traffic conditions as an all-way stop controlled intersection and that signals are not warranted for the 2025 background or total traffic. The site traffic at this intersection is 13% of 2025 total traffic. TIS recommends reconstructing the intersection as a single-lane roundabout to mitigate the 2025 background traffic conditions. However, the TIS shows that with the existing intersection control, an all-way

stop, that the westbound approach is the only lane group that exceeds ACHD's v/c ratio of 1.0 during the PM peak hour. Staff believes that this intersection is still functional, and a roundabout is not necessary to mitigate the 2025 background traffic. Therefore, no improvements are required at this time. Improvements to this intersection may be required based on findings from the updated traffic impact study. This intersection is listed in the CIP to be reconstructed as a roundabout with 4-lanes on the north and south legs and 2-lanes on the east and west legs between 2036 and 2040.

If the updated traffic impact study for this development shows that an interim signal is warranted, the applicant should be required to install a 3 X 3 interim signal or to stop final platting until ACHD moves forward with improvements to the intersection per the CIP. The applicant should coordinate these improvements with the Gran Prado Subdivision located west of the site since that development was required to submit an intersection analysis to determine if an interim signal is warranted for the Amity Road/Linder Road intersection prior to ACHD's signature on the final plat that contains the 351<sup>st</sup> building lot. Alternatively, the applicant could request to enter into a Cooperative Development Agreement (CDA) with the District to fully improve the intersection as a multi-lane roundabout as identified in the CIP instead of installing an interim signal.

**Off-site: Linder Road from Overland Road to Victory Road**

The TIS recommends widening Linder Road between Overland Road and Victory Road to 3-lanes to mitigate the 2025 total traffic. The site traffic is 20% of the 2025 total traffic on this roadway segment. However, the TIS indicates that this segment of Linder Road is only anticipated to be over the acceptable Level of Service Planning Thresholds for a 2-lane minor arterial roadway by 29 AM peak hour trips for the 2025 AM peak hour total traffic. In addition, this segment of Linder Road is listed in the CIP to be widened to 3-lanes between 2036 and 2040. Therefore, no improvements should be required for this segment of Linder Road since it is listed in the CIP as a funded improvement per the District's Alternative Mitigation Policy. Improvements for this segment of Linder Road may be required in the future based on findings from the updated traffic impact study. The applicant should include a shoulder hour analysis for this roadway segment in the updated traffic impact study per District Policy 7106.8.3.

**Off-site: Meridian Road (SH-69)/Amity Road Intersection**

The TIS indicates that the intersection of Meridian Road and Amity Road exceeds ACHD's Level of Service Planning Thresholds for the existing traffic conditions. The TIS recommends constructing an additional southbound and northbound through lane, a right-turn lane on all approaches and adjust the signal timing to mitigate the existing traffic at the intersection. However, the site traffic at this intersection is 2% of the 2025 build out traffic. Therefore, no improvements are required for this intersection consistent with District's Level of Service Planning Thresholds Policy, that states a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds minimum acceptable level of service planning threshold or V/C ratio. This intersection is listed in the CIP to be widened to 6-lanes on the north and south legs and 7-lanes on the east and west legs and replace the signal between 2031 and 2035.

ITD has requested that the applicant pay their proportionate share for the cost of the improvements of \$48,534 for adding a northbound and southbound through-lane as well as right turn lanes on each leg at that location.

To ensure that ITD's requirements are met, staff recommends the City of Kuna include all of ITD's requirements as a part of their conditions of approval.

### 3. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service	Existing Plus Project
Linder Road	1,330-feet	Minor Arterial	271	Better than "D"	Better than "D"
Linder Road Victory to Amity	0-feet	Minor Arterial	280	Better than "D"	Better than "D"
Linder Road Overland to Victory	0-feet	Minor Arterial	281	Better than "D"	Better than "D"***

\* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

\*\* The AM peak hour is "F". Staff has recommended that the applicant submit an updated traffic impact study prior to ACHD's approval of the final plat that contains the 151st building lot.

### 4. Average Daily Traffic Count (VDT)

*Average daily traffic counts are based on ACHD's most current traffic counts.*

- The average daily traffic count for Linder Road north of Lake Hazel Road was 3,100 on 02/19/2020.
- The average daily traffic count for Linder Road north of Amity Road was 2,962 on 02/19/2020.
- The average daily traffic count for Linder Road north of Victory Road was 2,541 on 02/19/2020.

## **C. Findings for Consideration**

### 1. Updated Traffic Impact Study

The applicant has indicated that the residential portion of the development is proposed to be built out by 2025. The applicant should provide an updated traffic impact study prior to ACHD's final approval of the final plat that contains the 130<sup>th</sup> single family lot, or the equivalent of 130 PM peak hour trips, to ensure that improvements are constructed if and when warranted. The traffic impact study should include the intersections and roadway segments that were part of the initial traffic impact study for this development. The applicant should provide a shoulder hour analysis per District Policy 7106.8.3 in the updated traffic impact study for the roadway segments that exceed ACHD's acceptable LOS "E" for arterial roadways.

### 2. Linder Road/Amity Road Intersection

The traffic impact study notes that the Linder Road/Amity Road intersection will exceed acceptable LOS "E". for the 2025 background traffic conditions. The site traffic is 13% of the 2025 total traffic at this intersection. The TIS recommends reconstructing the intersection as a single-lane roundabout to mitigate the 2025 background traffic conditions. However, the TIS shows that with the existing intersection control, an all-way stop, that the westbound approach is the only lane group that exceeds ACHD's v/c ratio of 1.0 during the PM peak hour. Staff believes that this intersection is still functional, and a roundabout is not necessary to mitigate the 2025 background traffic. Therefore, no improvements are required at this time. To verify the assumptions of the traffic impact study and to ensure that improvements are constructed when warranted; staff has recommended that an updated traffic impact study be provided to ACHD prior to ACHD's approval of the final plat which contains the 130<sup>th</sup> single family lot, or the equivalent of 130 PM peak hour

trips. The traffic impact study should include the intersections and roadway segments that were studied in the initial traffic impact study.

If the updated traffic impact study shows that this intersection will exceed acceptable LOS “E” and that signal warrants are met, then the applicant will be required to install an interim signal until ACHD improves the intersection per the CIP prior to ACHD’s signature on the final plat which contains the 130<sup>th</sup> single family lot, or the equivalent of 130 PM peak hour trips. Additionally, the applicant will need to obtain plan approval and enter into a signal agreement with ACHD. The applicant should coordinate these improvements with the Gran Prado Subdivision development that is located to the west of the site since that development was required to submit an intersection analysis to determine if an interim signal is warranted for the Amity Road/Linder Road intersection prior to ACHD’s signature on the final plat that contains the 351<sup>st</sup> building lot.

The signal agreement should include requirements that the intersection be designed as a 3 X 3 intersection with three 12-foot wide travel lanes: one receiving lane, one dedicated left turn lane, and one thru/right lane on each approach; that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement by ACHD.

In order to ensure the intersection will be improved when warranted, the following items must be in place prior to plans acceptance for the final plat which necessitates the improvement based on the findings of the updated traffic impact study:

- Signal Agreement
- Full design and approved plans for the intersection

This intersection is listed in the CIP to be reconstructed as a roundabout with 4-lanes on the north and south legs and 2-lanes on the east and west legs between 2036 and 2040.

Alternatively, the applicant could request to enter into a Cooperative Development Agreement (CDA) with the District to fully improve the intersection as a multi-lane roundabout as identified in the CIP instead of installing an interim signal.

### **3. Linder Road from Overland Road to Victory Road**

The TIS recommends widening Linder Road between Overland Road and Victory Road to 3-lanes to mitigate the 2025 total traffic. The site traffic is 20% of the 2025 total traffic on this roadway segment. However, the TIS indicates that this segment of Linder Road is only anticipated to be over the acceptable Level of Service Planning Thresholds for a 2-lane minor arterial roadway by 29 AM peak hour trips for the 2025 total traffic. In addition, this segment of Linder Road is listed in the CIP to be widened to 3-lanes between 2036 and 2040. Therefore, no improvements should be required for this segment of Linder Road since it is listed in the CIP as a funded improvement per the District’s Alternative Mitigation Policy. Improvements for this segment of Linder Road may be required in the future based on findings from the updated traffic impact study. The applicant should include a shoulder hour analysis for this roadway segment in the updated traffic impact study per District Policy 7106.8.3.

Improvements for this segment of Linder Road may be required in the future based on findings from the updated traffic impact study submitted prior to ACHD’s approval of the final plat that contains the 130<sup>th</sup> single family lot, or the equivalent of 130 PM peak hour trips. The applicant should include a shoulder hour analysis for this roadway segment in the updated traffic impact study per District Policy 7106.8.3.

### **4. Linder Road**

- a. Existing Conditions:** Linder Road is improved with 2-travel lanes, and no curb, gutter or sidewalk abutting the site. There is 55-feet of right-of-way for Linder Road (27-feet from centerline).

**b. Policy:**

**Arterial Roadway Policy:** District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

**Master Street Map and Typology Policy:** District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

**Street Section and Right-of-Way Width Policy:** District Policies 7205.2.1 & 7205.5.2 state that the standard 5-lane street section shall be 72-feet (back-of-curb to back-of-curb) within 96-feet of right-of-way. This width typically accommodates two travel lanes in each direction, a continuous center left-turn lane, and bike lanes on a minor arterial and a safety shoulder on a principal arterial.

**Right-of-Way Dedication:** District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

**Sidewalk Policy:** District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

**Frontage Improvements Policy:** District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Linder Road is designated in the MSM as a Residential Arterial with 5-lanes and on-street bike lanes, a 72-foot street section within 96-feet of right-of-way.

**c. Applicant Proposal:** The applicant has proposed to dedicate additional right-of-way to total 48-feet from the centerline of Linder Road abutting the site. The applicant has also proposed to widen the pavement on Linder Road abutting the site to 17-feet from the centerline of the roadway, construct a 3-foot wide gravel shoulder and a 5-foot wide detached concrete sidewalk.

- d. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy and should be approved, as proposed. The applicant should be required to locate the detached sidewalk a minimum of 41-feet from the centerline of Linder Road abutting the site. Compensation will be provided for the additional right-of-way dedication that is required in order to total 39-feet of right-of-way from the centerline of Linder Road abutting the site since this segment of Linder Road is listed in the CIP to be widened to 3-lanes within 78-feet of right-of-way (39-feet from centerline) between 2036 and 2040. Compensation will not be provided for right-of-way dedication beyond the 39-feet from the centerline of Linder Road that is required for this segment of Linder Road in the CIP.

The TIS recommends constructing a southbound dedicated left turn lane on Linder Road at Jarvis Drive and Braden Drive. The applicant should be required to construct this turn lane consistent with the TIS when Jarvis Drive and Braden Drive are constructed to intersect Linder Road. Compensation will not be provided for pavement widening or additional right-of-way dedication beyond the 39-feet from the centerline of Linder Road that is required for this segment of Linder Road in the CIP.

## 5. Jarvis Drive

- a. **Existing Conditions:** There are no collector roadways within the site.

b. **Policy:**

**Collector Street Policy:** District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

**Master Street Map and Typologies Policy:** District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

**Street Section and Right-of-Way Policy:** District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

**Residential Collector Policy:** District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

**Sidewalk Policy:** District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

**Half Street Policy:** District Policy 7206.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-feet), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

**ACHD Master Street Map:** ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should align with Jarvis Court on the west side of Linder Road and continue through the property stubbing to the site's east property line. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, a 36-foot street section within 50 to 70-feet of right-of-way.

- c. **Applicant Proposal:** The applicant has proposed to construct Jarvis Drive to intersect Linder Road to align centerline to centerline with Jarvis Court on the west side of Linder Road and extend the roadway along the site's north property line to stub to the site's northeast corner. The applicant has proposed to construct the entry portion of Jarvis Drive as a 36-foot wide residential collector street section with vertical curb, gutter, 8-foot wide planter strips and 8-foot wide concrete sidewalks within 70-feet of right-of-way with 1-foot of right-of-way behind the back of sidewalk. The applicant has proposed to construct Jarvis Drive at the site's north property line as 1/2 of a 46-foot wide street section with vertical curb, gutter, 8-foot wide attached concrete sidewalk on the south side of the roadway and pavement widening to 7-feet beyond the centerline of the roadway within 42-feet of right-of-way.
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy and should be approved, as proposed, except for the applicant's proposal to construct Jarvis Drive at the site's north property line as a 1/2 of a 46-foot wide street section which does not meet the MSM which shows a residential collector street typology at the site's north property line. The applicant should be required to construct Jarvis Drive at the site's north property line consistent with the entry portion of Jarvis Drive as 1/2 of a 36-foot wide residential collector street section with vertical curb, gutter and minimum 5-foot wide detached or 7-foot wide attached concrete sidewalk on the south side of the roadway with a 3-foot wide gravel shoulder and borrow ditch sized to accommodate the roadway storm runoff on the north side of the roadway. If street trees are desired, an 8-foot wide planter strip is required.

The applicant's proposal to construct an 8-foot wide sidewalk exceeds ACHD's Policy which requires a 7-foot wide attached or 5-foot wide detached concrete sidewalk. At a minimum, the applicant should be required to construct a 5-foot wide detached concrete sidewalk or a 7-foot wide attached concrete sidewalk on Jarvis Drive. The applicant should be required to dedicate additional right-of-way to total 2-feet behind the back of sidewalk or provide a permanent right-of-way easement that extends from the right-of-way line to 2-feet behind the back sidewalk.

## 6. Internal Local Roads

- a. **Existing Conditions:** There are no local roadways within the site.
- b. **Policy:**

**Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

**Street Section and Right-of-Way Policy:** District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

**Standard Urban Local Street—33-foot Street Section and Right-of-way Policy:** District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

**Continuation of Streets Policy:** District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system.
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

**Sidewalk Policy:** District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

- c. **Applicant's Proposal:** The applicant has proposed to construct all internal local roadways as a 36-foot wide local street section with rolled curb, gutter and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way.
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy and should be approved, as proposed. If street trees are desired, an 8-foot wide planter strip is required.

## 7. Alleys

a. **Existing Conditions:** There are no alleyways within the site.

b. **Policy:**

**New Alley Policy:** District Policy 7210.3.1 requires the minimum right-of-way width for all new residential alleys shall be a minimum of 16-feet or a maximum of 20-feet. If the residential alley is 16-feet in width building setbacks required by the land use agency having jurisdiction shall provide sufficient space for the safe backing of vehicles into the alley (see Section 7210.3.3). The minimum right-of-way width for all new commercial or mixed-use alleys shall be 20-feet. All alleys shall be improved by paving the full width and length of the right-of-way.

Dedication of clear title to the right-of-way and the improvement of the alley, and acceptance of the improvement by the District as meeting its construction standards, are required for all alleys contained in a proposed development.

**Alley Length Policy:** District Policy 7210.3.2 states that alleys shall be no longer than 700-feet in length. If the lead land use agency having jurisdiction requires a shorter block length, the alley shall be no longer than the agency's required block length.

**Alley Parking & Setbacks Policy:** District Policy 7210.3.3 states that parking within the alley right-of-way is prohibited. "No Parking" signs are required to be installed by the developer. The signs should be located at the alley/street intersections. Parking which is entered from the alley shall be designed so the minimum clear distance from the back of the parking stall to the opposite side of the alley is 20-feet for all perpendicular parking.

Setbacks for structures taking access from the alley should be closely coordinated with the lead land use agency. The setbacks shall either discourage parking within the alley (where it may partially block or occur within the right-of-way) or allow adequate area for one perpendicular parking pad. In order to discourage parking, building setbacks shall be minimal from the alley right-of-way line, while still achieving the required 20-feet of back-up space from a garage or other parking structure to the opposite side of the alley (i.e. 4-foot setback + 16-foot alley= 20-feet for back-up space).

**Alley Intersections and Offsets Policy:** District policy 7210.3.7 states that alleys should intersect public streets at each end. In specific circumstances as outlined in the policies below, the District may consider allowing an alley to intersect a public street at only one end. A 90-degree angle of intersection shall be designed where practical. In no case shall the intersecting angle be less than 75-degrees, as measured from centerline of intersecting street. An access to an alley shall be located a minimum of 50-feet from the nearest street (measured centerline to centerline).

**Alley/Local Street Intersections Policy:** District Policy 7210.3.7.2 states that alleys may intersect all types of local streets including minor local streets. Alleys shall generally be designed with a curb cut type approach when intersecting a local street. Alleys shall generally intersect streets in the middle of the block equally offsetting the intersecting streets. Alleys shall either align with alley/street intersections or provide a minimum 100-foot offset (measured centerline to centerline) from other local street intersections. For alley intersections with local streets, the District may consider a reduced offset if the lead land use agency's required lot size allows for shorter buildable lots.

- c. **Applicant Proposal:** The applicant has proposed to construct two 20-foot wide alleyways within 20-feet of right-of-way with this development:
- A 570-foot long alley that would extend from Braden Drive to intersect Schafer Drive approximately 185-feet east of Baneberry Avenue, and
  - A 515-foot long alley that would extend from Baneberry Avenue 176-feet south of Jarvis Drive to intersect Collier Avenue approximately 165-feet south of Jarvis Drive.
- d. **Staff Comments/Recommendations:** The applicant’s proposal meets District Policy and should be approved, as proposed. The applicant should be required to pave the alleyways their entire right-of-way width and length and install “NO PARKING” signs in the alleyways where the alleys intersects the public roadways to restrict parking within the alleyway.

## 8. Roadway Offsets

a. **Existing Conditions:** There are no existing roadways within the site.

b. **Policy:**

**Local Street Intersection Spacing on Minor Arterials:** District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1a (7205.4.6).

**Number of Driveways/Access Points on Arterials Policy:** District Policy 7205.4.4 states that the intent of this policy is to limit the number of access points to those that are warranted or necessary to serve the development, while maintain the function and performance of the arterial. The guidelines below shall be used when more than one access point is being requested with a development.

Additional driveways may be considered when one or more of the following conditions are met:

- The daily volume using one access exceeds 5,000 vehicles (total volume for entering and existing traffic).
- Traffic using one driveway exceeds the volume to capacity ratio (v/c) equal to or greater than 1, of a STOP controlled intersection during either the peak hour of the street or the peak hour of the site traffic generation.
- A District approved traffic impact study and analysis determines that conditions warrant additional driveways.

**Collector Offset Policy:** District policy 7205.4.2 states that the optimum spacing for new collector roadways intersecting minor arterials is 1,320 feet.

District policy 7206.4.5, states that the preferred spacing for a new local street intersecting a collector roadway to align or offset a minimum of 330-feet from any other street (measured centerline to centerline).

c. **Applicant’s Proposal:** The applicant has proposed to construct Jarvis Drive, a collector roadway, to intersect Linder Road, a minor arterial roadway, aligned centerline to centerline with Jarvis Court on the west side of Linder Roads.

The applicant has proposed to construct Collier Avenue, a local roadway, to intersect Jarvis Drive, a collector roadway, approximately 139-feet west of the site’s east property line.

The applicant has proposed to construct Baneberry Avenue, a local roadway, to intersect Jarvis Drive, a collector roadway, approximately 634-feet west of Collier Avenues.

The applicant has proposed to construct Braden Drive, a local roadway, to intersect Linder Road, a minor arterial roadway, approximately 888-feet south of Jarvis Drive.

- d. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy and should be approved as proposed, except for the applicant's proposal to construct a second access, Braden Drive, onto Linder Road. The applicant's proposal to construct a local roadway, Braden Drive, to intersect Linder Road, a minor arterial roadway, does not meet the District's Number of Driveways/Accesses on Arterial Roads Policy, where access onto arterial roadways is limited to driveways/accesses that are needed to serve the site. However, staff recommends that the applicant's proposal be approved, as proposed, due to the fact that the Kuna Fire Department will require a secondary access for the development, and the offset proposed, 888-feet south of Jarvis Drive, meets the District's Local Roadways Intersecting Minor Arterials Policy.

The applicant should ensure that there is adequate sight distance at the intersection of Baneberry Avenue and Jarvis Drive and provide a sight distance easement as needed.

## 9. Stub Streets

- a. **Existing Conditions:** There are no stub streets to the site.

b. **Policy:**

**Stub Street Policy:** District policy 7206.2.4.3 (collector)/ 7207.2.4.3 (local) states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.4 (collector)/ 7207.2.4 (local), except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE." or "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

**Temporary Dead End Streets Policy:** 7206.2.4.4 (collector)/ 7207.2.4.4 (local) requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

- c. **Applicant Proposal:** The applicant has proposed to construct one collector road, Jarvis Drive, to stub to the northeast corner of the site.

The applicant has proposed to construct one local road, Shafer View Drive, to stub to the site's east property line approximately 593-feet south of the site's north property line.

The applicant has proposed to construct one local road, Collier Avenue, to stub to the site's south property line approximately 135-feet west of the site's east property line.

- d. **Staff Comments/Recommendations:** The applicant’s proposal meets District Policy and should be approved, as proposed. The applicant should be required to install a sign at the terminus of Jarvis Drive stating that, “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE ”, and at the terminus of Shafer View Drive and Collier Avenue stating that, “THIS ROAD WILL BE EXTENDED IN THE FUTURE.”

A turnaround is not required at the terminus of the stub streets since the stub streets are proposed to be less than 150-feet in length.

## 10. Driveways

### 10.1 Jarvis Drive

- a. **Existing Conditions:** There are no existing collector roadways within the site.

b. **Policy:**

**Access Policy:** District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

District Policy 7206.1 states that the primary function of a collector is to intercept traffic from the local street system and carry that traffic to the nearest arterial. A secondary function is to service adjacent property. Access will be limited or controlled. Collectors may also be designated at bicycle and bus routes.

**Driveway Location Policy (Stop Controlled Intersection):** District policy 7206.4.4 requires driveways located on collector roadways near a STOP controlled intersection to be located outside of the area of influence; OR a minimum of 150-feet from the intersection, whichever is greater. Dimensions shall be measured from the centerline of the intersection to the centerline of the driveway.

**Successive Driveways:** District policy 7206.4.5 Table 1, requires driveways located on collector roadways with a speed limit of 25 MPH and daily traffic volumes greater than 100 VTD to align or offset a minimum of 245-feet from any existing or proposed driveway.

**Driveway Width Policy:** District policy 7206.4.6 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7206.4.6, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7206.4.6.

**Private Road/Drives Policy:** District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:

- Designed to discourage through traffic between two public streets,
- Graded to drain away from the public street intersection, and

- If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

c. **Applicant’s Proposal:** The applicant has proposed to construct three 25-foot wide paved curb return type driveways onto Jarvis Drive:

- A driveway/private drive located approximately 170-feet east of Baneberry Street to access the multi-family parcel on the south side of Jarvis Drive,
- A driveway aligned centerline to centerline with the driveway that is proposed to be approximately 170-feet east of Baneberry Street to access the parcel on the north side of Jarvis Drive, and
- A driveway located approximately 165-feet east of Linder Road, and approximately 275-feet west of the driveways that are proposed to be 170-feet east of Baneberry Street.

d. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy and should be approved as proposed.

If the City of Kuna approves the private drive for the multi-family, the applicant shall be required to pave the private drive its full width and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with a minimum of 15-foot curb radii abutting the existing roadway edge. If private drive is not approved by the City of Kuna, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

Street name and stop signs are required for the private drive. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

ACHD does not make any assurances that the private drive, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:

- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.
- Construct a stub street to the surrounding parcels, as applicable.

## 10.2 Braden Avenue

a. **Existing Conditions:** There are no existing local roads within the site.

b. **Policy:**

**Driveway Location Policy:** District policy 7207.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector or arterial street intersection.

**Successive Driveways:** District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

**Driveway Width Policy:** District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.

**Driveway Paving Policy:** Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

**Private Road/Drives Policy:** District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:

- Designed to discourage through traffic between two public streets,
  - Graded to drain away from the public street intersection, and
  - If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.
- c. **Applicant's Proposal:** The applicant has proposed to construct a 25-foot wide paved curb return type driveway onto Braden Drive located approximately 150-feet east of Linder Road to access the multi-family parcel on the north side of the street.
- d. **Staff Comments/Recommendations:** The applicant's proposal meets District Policy and should be approved, as proposed. If the City of Kuna approves the private drive, the applicant shall be required to pave the private drive its full width and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with a minimum 15-foot curb radii abutting the existing roadway edge. If private drive is not approved by the City of Kuna, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

Street name and stop signs are required for the private drives. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

ACHD does not make any assurances that the private drives, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:

- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.
- Construct a stub street to the surrounding parcels, as applicable.

## 11. Parking

The applicant has proposed to provide 312 parking stalls to accommodate the residents and guests for 104 units for the proposed multi-family development. The Institute of *Transportation Engineers (ITE) Parking Generation Manual, 4<sup>th</sup> Edition*, recommends 201 parking stalls for a 104-unit multi-family project. However, approximately 25 of the proposed parking stalls have been counted towards the total parking stall count are designated on Baneberry Avenue which is proposed to be a public roadway. Parking spots are not allowed to be striped on public roadways and on-street parking should not count towards the City's parking requirements as it can be removed any time at the discretion of ACHD. Staff recommends that the City of Kuna require adequate on-site parking for the multi-family development, as well as with the future development of the commercial lots to the north of the multi-family development. Staff also recommends that the City of Kuna requires adequate on-site parking for the high-density single-family housing located to the south and east of the multi-family development to accommodate the residents and guests of the homes.

## 12. Traffic Calming

- a. **Speed Control and Traffic Calming Policy (Local):** District policy 7207.3.7 states that the design of local street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require maintenance and/or license agreement.
- b. **Staff Comments/Recommendations:** Baneberry Drive and Braden Drive are proposed to be greater than 750-feet in length and will need to be redesigned to reduce the length of the roadways or to include the use of passive design elements. Stop signs, speed humps/bumps and valley gutter will not be accepted as traffic calming. The applicant should be required to submit a revised preliminary plat showing the redesigned roadways for review and approval prior to ACHD's signature on the first final plat.

## 13. Catherine Lateral Canal Crossing

The District will require that the applicant submit the plans for the crossing of the Catherine Lateral (Jarvis Drive) for review and approval prior to the pre-construction meeting and final plat approval. Note: all plan submittals for bridges or pipe crossings of irrigation facilities should be submitted to ACHD for review no later than December 15<sup>th</sup> for construction in the following year prior to irrigation season.

## 14. Tree Planters

**Tree Planter Policy:** Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

## 15. Landscaping

**Landscaping Policy:** A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

## 16. Other Access

Linder Road is classified as a minor arterials roadway and Jarvis Drive is classified as a collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

## D. Site Specific Conditions of Approval

1. Prior to ACHD's signature on the first final plat, submit a revised preliminary plat showing the redesigned roadways Braden Drive and Baneberry Drive for review and approval. Stop signs, speed humps/bumps and valley gutter will not be accepted as traffic calming.
2. Provide an updated traffic impact study prior to ACHD's final approval of the plan or final plat that contains the 130<sup>th</sup> single family lot, or the equivalent of 130 PM peak hour trips, to ensure that improvements are constructed if and when warranted. The traffic impact study should include the intersections and roadway segments that were part of the initial traffic impact study for this

development. The applicant should provide a shoulder hour analysis per District Policy 7106.8.3 in the updated traffic impact study for the roadway segments that exceed ACHD's acceptable LOS "E" for arterial roadways.

3. Dedicate additional right-of-way to total 48-feet from the centerline of Linder Road abutting the site. Compensation will be provided for additional right-of-way dedication that totals 39-feet from the centerline of Linder Road that is required for this segment of Linder Road in the CIP.
4. Widen the pavement on Linder Road abutting the site to 17-feet from the centerline of the roadway, construct a 3-foot wide gravel shoulder and a 5-foot wide detached concrete sidewalk located a minimum of 41-feet from the centerline of the roadway.
5. Construct a southbound dedicated left turn lane on Linder Road when Jarvis Drive is constructed to intersect Linder Road. Compensation will not be provided for pavement widening or additional right-of-way dedication to accommodate the construction of the turn lane.
6. Construct a southbound dedicated left turn lane on Linder Road when Braden Drive is constructed to intersect Linder Road. Compensation will not be provided for pavement widening or additional right-of-way dedication to accommodate the construction of the turn lane.
7. Construct Jarvis Drive to intersect Linder Road aligned centerline to centerline with Jarvis Court on the west side of Linder Road, as proposed.
8. Construct the entry portion of Jarvis Drive as a 36-foot wide residential collector street section with vertical curb, gutter, 8-foot wide planter strips and minimum 5-foot wide concrete detached or 7-foot wide attached concrete sidewalks within 70-feet of right-of-way, as proposed. Dedicate additional right-of-way to total 2-feet behind the back of sidewalk, or provide a permanent right-of-way easement that extends from the right-of-way line to 2-feet behind the back of sidewalk.
9. Construct Jarvis Drive at the site's north property line as ½ of a 36-foot wide residential collector street section with vertical curb, gutter and minimum 5-foot wide detached or 7-foot wide attached concrete sidewalk on the south side of the roadway with a 3-foot wide gravel shoulder and borrow ditch sized to accommodate the roadway storm runoff on the north side of the roadway within right-of-way that extends from the site's north property line to 2-feet behind the back of sidewalk. If street trees are desired, an 8-foot wide planter strip is required.
10. Construct one collector road, Jarvis Drive, to stub to the northeast corner of the site, as proposed. Install a sign at the terminus of Jarvis Drive stating that, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE".
11. Construct one local road, Shafer View Drive, to stub to the site's east property line approximately 593-feet south of the site's north property line, as proposed. Install a sign at the terminus of Shafer View Drive stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
12. Construct one local road, Collier Avenue, to stub to the site's south property line approximately 135-feet west of the site's east property line, as proposed. Install a sign at the terminus of Collier Avenue stating that, "THIS ROAD WILL BE EXTENDED IN THE FUTURE."
13. Construct Collier Avenue to intersect Jarvis Drive approximately 139-feet west of the site's east property line, as proposed.
14. Construct Baneberry Avenue to intersect Jarvis Drive approximately 634-feet west of Collier Avenues, as proposed.
15. Construct Braden Drive to intersect Linder Road, 888-feet south of Jarvis Drive, as proposed.
16. Construct all internal local roadways as a 36-foot wide local street section with rolled curb, gutter and 5-foot wide concrete sidewalk within 50-feet of right-of-way, as proposed.

17. Construct a 570-foot long, 20-foot wide paved alleyway within 20-feet of right-of-way that extends from Braden Drive to intersect Schafer Drive approximately 185-feet east of Baneberry Avenue.
18. Construct a 515-foot long, 20-foot wide paved alleyway within 20-feet of right-of-way that extends from Baneberry Avenue 176-feet south of Jarvis Drive to intersect Collier Avenue approximately 165-feet south of Jarvis Drive, as proposed.
19. Install "NO PARKING" signs in the alleyways where the alleys intersect the public roadways.
20. Construct a 25-foot wide paved curb return type private drive onto Jarvis Drive located approximately 170-feet east of Baneberry Street to access the multi-family parcel on the south side of Jarvis Drive, as proposed.
21. Construct a 25-foot wide paved curb return type driveway onto Jarvis Drive aligned centerline to centerline with the driveway that is proposed to be approximately 170-feet east of Baneberry Street to access the parcel on the north side of Jarvis Drive, as proposed.
22. Construct a 25-foot wide paved curb return type driveway onto Jarvis Drive located approximately 165-feet east of Linder Road, as proposed.
23. Construct a 25-foot wide paved curb return type driveway onto Braden Drive located approximately 150-feet east of Linder Road to access the multi-family parcel on the north side of the street, as proposed.
24. Street name and stop signs are required for the private drives. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.
25. Submit the plans for the crossing of the Catherine Lateral (Jarvis Drive) for review and approval prior to the pre-construction meeting and final plat approval. Note: all plan submittals for bridges or pipe crossings of irrigation facilities should be submitted to ACHD for review no later than December 15<sup>th</sup> for construction in the following year prior to irrigation season.
26. Other than the access specifically approved with this application, direct lot access is prohibited to Linder Road and Jarvis Drive and should be noted on the final plat.
27. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
28. Payment of impact fees is due prior to issuance of a building permit.
29. Comply with all Standard Conditions of Approval.

## **E. Standard Conditions of Approval**

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.

5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

## **F. Conclusions of Law**

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

## **G. Attachments**

1. Vicinity Map
2. Site Plan
3. TIS Executive Summary
4. Utility Coordinating Council
5. Development Process Checklist
6. Request for Reconsideration Guidelines **OR** Appeal Guidelines

VICINITY MAP



# SITE PLAN



## 1.0 EXECUTIVE SUMMARY

This study was prepared in accordance with the Ada County Highway District's (ACHD) requirements for a Traffic Impact Study listed in Section 7106 of the current *ACHD Policy Manual*. It evaluates the traffic impacts associated with the LinRock Subdivision located in Kuna, Idaho. The study area, scope and specific analysis parameters and requirements are the result of an Area of Influence Review performed by the Community Planning Association of Southwest Idaho (COMPASS) and discussion with ACHD, Idaho Transportation Department (ITD) and review of the surrounding area. The study's principal findings and recommendations are summarized below.

### Proposed Development

1. LinRock Subdivision is a proposed development consisting of 148 single-family dwelling units, 104 multi-family units, and 4 commercial lots on a 40.4-acre parcel located along the east side of S Linder Road, north of Lake Hazel Road in Kuna, Idaho.
2. The proposed development is to be constructed over a five-year period and completed by the year 2025. Due to the short duration of buildout, an interim evaluation was not required.
3. The proposed residential development is estimated to generate 2417 daily trips, 188 AM peak hour trips, and 244 PM peak hour trips.
4. The primary roadway network serving this proposed development includes the following intersections and roadway segments:
  - o Intersections
    - Linder Road and Amity Road
    - Linder Road and Victory Road
    - Linder Road and Overland Road
    - Meridian Road (SH-69) and Amity Road
    - Linder Road and Jarvis Ct
    - All site accesses
  - o Segments
    - Linder Road between the site and Amity Road
    - Linder Road between Amity Road and Victory Road
    - Linder Road between Victory Road and Overland Road
    - All internal collectors
5. Primary access to the site will be provided via two new access points located along S Linder Road.

### Proposed Mitigation for Existing Traffic

6. For the existing traffic conditions analyzed with the existing roadway configuration, all study area roadway segments meet minimum operational thresholds. No roadway improvements are needed to mitigate the existing traffic.
7. For the existing traffic conditions analyzed with the existing intersection control and lane configuration, the intersection of S Meridian Road/Amity Road does not meet minimum operational thresholds. All other intersections meet minimum requirements.

8. The following mitigation measures are recommended for these intersections:
  - o S Meridian Road/Amity Road – Additional SB/NB through lane, right-turn lane all approaches, signal timing plan adjustment

**Proposed Mitigation for 2025 Background Traffic**

9. For the 2025 Background traffic conditions analyzed with the existing roadway lane configuration, all study area roadway segments meet minimum operational thresholds. No roadway improvements are needed to mitigate 2025 background traffic.
10. For the 2025 Background traffic conditions analyzed with the existing intersection controls and lane configurations, or with the proposed improvements to mitigate existing traffic the intersections of Linder Road/Amity Road does not meet minimum operational thresholds. All other intersections meet minimum requirements.
11. The following mitigation measures are recommended for these intersections:
  - o Linder Road/Amity Road – Single Lane Roundabout

**Proposed Mitigation for 2025 Site Plus Background Traffic**

12. For the 2025 Site Plus Background traffic condition analyzed with the existing lane configurations, the segment of Linder Road between Overland Road and Victory Road does not meet minimum operational thresholds. A continuous left-turn lane is proposed to improve the operations along this roadway segment. All other study area roadway segments meet the minimum requirements.
13. For the 2025 Site Plus Background traffic conditions analyzed with the existing intersection control and lane configuration, or with the proposed improvements to mitigate existing/2025 background traffic, the intersections of Linder Road/Overland Road does not meet the minimum operational thresholds. All other intersections meet these requirements.
14. The following mitigation measures are recommended for this location:
  - o Linder Road/Overland Road – Traffic Signal

# Ada County Utility Coordinating Council

## Developer/Local Improvement District Right of Way Improvements Guideline Request

*Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.*

- 1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.
- 2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.
- 3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.
- 4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

**Notification to the Ada County UCC can be sent to:** 50 S. Cole Rd. Boise 83707, or Visit [iducc.com](http://iducc.com) for e-mail notification information.

# Development Process Checklist

## Items Completed to Date:

- Submit a development application to a City or to Ada County
- The City or the County will transmit the development application to ACHD
- The ACHD **Planning Review Section** will receive the development application to review
- The **Planning Review Section** will do one of the following:
  - Send a “**No Review**” letter to the applicant stating that there are no site specific conditions of approval at this time.
  - Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
  - Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

## Items to be completed by Applicant:

- For **ALL** development applications, including those receiving a “**No Review**” letter:
  - The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
  - The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.
- Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

### DID YOU REMEMBER:

#### *Construction (Non-Subdivisions)*

#### **Driveway or Property Approach(s)**

- Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

#### **Working in the ACHD Right-of-Way**

- Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
  - a) Traffic Control Plan
  - b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

#### *Construction (Subdivisions)*

#### **Sediment & Erosion Submittal**

- At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

#### **Idaho Power Company**

- Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

- Final Approval from Development Services is required** prior to scheduling a Pre-Con.

## Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.
  - a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.
  - b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.
  - c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.
  - d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.
  - e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.

## Request for Reconsideration of Commission Action

1. **Request for Reconsideration of Commission Action:** A Commissioner, a member of ACHD staff or any other person objecting to any final action taken by the Commission may request reconsideration of that action, provided the request is not for a reconsideration of an action previously requested to be reconsidered, an action whose provisions have been partly and materially carried out, or an action that has created a contractual relationship with third parties.

- a. Only a Commission member who voted with the prevailing side can move for reconsideration, but the motion may be seconded by any Commissioner and is voted on by all Commissioners present.

If a motion to reconsider is made and seconded it is subject to a motion to postpone to a certain time.

- b. The request must be in writing and delivered to the Secretary of the Highway District no later than 11:00 a.m. 2 days prior to the Commission's next scheduled regular meeting following the meeting at which the action to be reconsidered was taken. Upon receipt of the request, the Secretary shall cause the same to be placed on the agenda for that next scheduled regular Commission meeting.
- c. The request for reconsideration must be supported by written documentation setting forth new facts and information not presented at the earlier meeting, or a changed situation that has developed since the taking of the earlier vote, or information establishing an error of fact or law in the earlier action. The request may also be supported by oral testimony at the meeting.
- d. If a motion to reconsider passes, the effect is the original matter is in the exact position it occupied the moment before it was voted on originally. It will normally be returned to ACHD staff for further review. The Commission may set the date of the meeting at which the matter is to be returned. The Commission shall only take action on the original matter at a meeting where the agenda notice so provides.
- e. At the meeting where the original matter is again on the agenda for Commission action, interested persons and ACHD staff may present such written and oral testimony as the President of the Commission determines to be appropriate, and the Commission may take any action the majority of the Commission deems advisable.
- f. If a motion to reconsider passes, the applicant may be charged a reasonable fee, to cover administrative costs, as established by the Commission.

## Doug Hanson

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**From:** David Reinhart <dreinhart@kunaschools.org>  
**Sent:** Wednesday, October 28, 2020 1:34 PM  
**To:** Doug Hanson  
**Subject:** Re: Kuna Planning and Zoning Request for Comment Case No. 20-09-S (Pre Plat), 20-04-AN (Annexation), 20-05-ZC (Rezone) & 20-19-DR (Design Review)

Doug,

This is north of our School District lines and will not be submitting feedback.  
Please make a note of it in your plans because I noticed one of the neighborhood concerns was school.

### David Reinhart

Kuna Joint School District  
Twitter: [@kunalearns](https://twitter.com/kunalearns)  
208-955-0287

On Mon, Oct 26, 2020 at 10:17 AM Doug Hanson <[dhanson@kunaid.gov](mailto:dhanson@kunaid.gov)> wrote:  
October 26, 2020

Notice is hereby given by the City of Kuna that the following action(s) are under consideration:

<b>File Number &amp; Case Name:</b>	20-09-S (Preliminary Plat), 20-04-AN (Annexation), 20-05-ZC (Rezone) & 20-19-DR (Design Review)– Linrock Subdivision
<b>Project Description</b>	Trilogy Development requests to annex an approx. 0.75-acre parcel Kuna City Limits and rezone an approx. 39.64-acre parcel already within Kuna City Limits. The two parcels will make up a mixed-use development with C-1 (Neighborhood Commercial), R-6 (Medium Density Residential) and R-12 (High Density Residential) zones. The total 40.4 acres will be subdivided into 208 total lots (148 single family residential, 26 multifamily, 30 common and 4 commercial). The subject site is located at 5700 S Linder Road, Kuna, ID 83634, within Section 36, Township 3 North, Range 1 West; (APNs: S1236335800, S1236315400).
<b>Site Location</b>	5700 S Linder Road, Kuna, ID 83634
<b>Applicant</b>	<b>Trilogy Development</b>

	<p>9839 W. Cable Car St, Ste 101</p> <p>Boise, ID 83709</p> <p>208-895-8858</p>
<b>Representative</b>	<p><b>Gem State Planning</b></p> <p>9840 W. Overland Rd, Ste 120</p> <p>Boise, ID 83709</p> <p>208-602-6941</p> <p><a href="mailto:jane@gemstateplanning.com">jane@gemstateplanning.com</a></p>
<b>Public Hearing Date</b>	<p>Tuesday, <b>January 12, 2021</b></p> <p>6:00 pm</p> <p>Kuna City Hall is located at 751 W. 4<sup>th</sup> Street, Kuna, ID 83634</p>
<b>Staff Contact</b>	<p>Doug Hanson, Planner I</p> <p><a href="mailto:dhanson@kunaid.gov">dhanson@kunaid.gov</a></p> <p>Phone: 208.922.5274</p> <p>Fax: 208.922.5989</p>
<p>Enclosed is information to assist you with your consideration and response. All comments as to how this action may affect the service(s) your agency provides, is greatly appreciated. Please contact staff with any questions. <b>If your agency needs different or additional information to review and provide comments please notify our office and they will be sent to you.</b> If your agency needs additional time for review, please let our office know as soon as possible. <i>No response within 15 business days will indicate you have no objection or comments for this project.</i></p>	

Doug Hanson

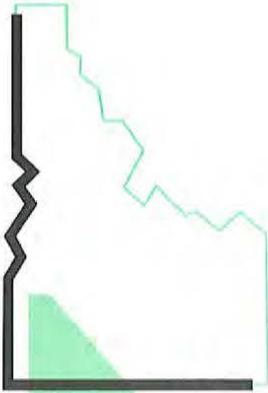
Planner 1

City of Kuna

751 W 4<sup>th</sup> St

Kuna, ID 83634

RECEIVED  
NOV 24 2020  
CITY OF KUNA



ORGANIZED 1904

# *Nampa & Meridian Irrigation District*

1503 FIRST STREET SOUTH  
FAX #208-463-0092

NAMPA, IDAHO 83651-4395  
nmid.org

OFFICE: Nampa 208-466-7861  
SHOP: Nampa 208-466-0663

November 18, 2020

Doug Hanson, Planner I  
City of Kuna  
751 W. 4<sup>th</sup> Street  
Kuna, ID 83634

**RE: 20-09-S, 20-04-AN, 20-05-ZC & 20-19-DR/ Linrock Sub; 5700 S. Linder Road**

Dear Doug:

Nampa & Meridian Irrigation District (NMID) has no comment on the above referenced application as it lies outside of our district boundaries. Please contact Thomas Ritthaler, Boise Project- Board of Control, at 208-344-1141 or 2465 Overland Road Room 202 Boise, ID 83705-3173.

All private laterals and waste ways must be protected. All municipal surface drainage must be retained on-site. If any surface drainage leaves the site NMID must review drainage plans. Developers must comply with Idaho Code 31-3805.

Sincerely,

David T. Duvall  
Asst. Water Superintendent  
Nampa & Meridian Irrigation District  
DTD/ gnf

Cc:

Office/ file  
T. Ritthaler, Board of Control



APPROXIMATE IRRIGABLE ACRES  
RIVER FLOW RIGHTS - 23,000  
BOISE PROJECT RIGHTS - 40,000

## Doug Hanson

---

**From:** Bobby Withrow  
**Sent:** Tuesday, October 27, 2020 10:56 AM  
**To:** Doug Hanson  
**Subject:** RE: Kuna Planning and Zoning Request for Comment Case No. 20-09-S (Pre Plat), 20-04-AN (Annexation), 20-05-ZC (Rezone) & 20-19-DR (Design Review)

Doug,

Open space looks good. They are over the required 9.5%.

Bobby Withrow  
Parks and Rec. Director  
Office: 208-639-5346



The information contained in this message is intended only for the recipient, and may otherwise be privileged and confidential and protected from disclosure. If the reader of this message is not the intended recipient, or an employee or agent responsible for delivering this message to the intended recipient, please be aware that any dissemination or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by replying to the message and deleting it from your computer. The City of Kuna reserves the right, subject to applicable local law, to monitor and review the content of any electronic message or information sent to or from City of Kuna employee e-mail addresses without informing the sender or recipient of the message.

**From:** Doug Hanson  
**Sent:** Monday, October 26, 2020 10:18 AM  
**To:** Ada County Engineer <agilman@adaweb.net>; Ada County Highway District <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Becky Rone - Kuna USPS Addressing <rebecca.i.rone@usps.gov>; Bob Bachman <bbachman@kunaid.gov>; Bobby Withrow <bwithrow@kunaid.gov>; Boise Project Board of Control (TRitthaler@boiseproject.org) <TRitthaler@boiseproject.org>; Brent Moore (Ada County) <bmoore@adacounty.id.gov>; Cable One t.v. <cheryl.goettsche@cableone.biz>; Central District Health Dept. CDHD <lbadigia@cdhd.idaho.gov>; COMPASS <cmiller@compassidaho.org>; David Reinhart <dreinhard@kunaschools.org>; DEQ (Alicia.martin@deq.idaho.gov) <Alicia.martin@deq.idaho.gov>; Eric Adolfson <eadolfson@compassidaho.org>; Idaho Power Easements <easements@idahopower.com>; Idaho Power Easements 2 <kfunke@idahopower.com>; Intermountain Gas <bryce.ostler@intgas.com>; ITD <D3Development.Services@itd.idaho.gov>; J&M Sanitation - Chad Gordon <Chad.Gordon@jmsanitation.com>; Jim Obert <jjim@kunaschools.org>; jmcdaniel@adaweb.net; Julie Stanely - Regional Address Mgmt. <Julie.R.Stanley@usps.gov>; Krystal Hinkle <khinkle@kunafire.com>; Kuna Postmaster - Marc C. Boyer <marc.c.boyer@usps.gov>; Lisa Holland <lholland@kunaid.gov>; Megan Leatherman <mleatherman@adaweb.net>; Megan Ronk (mronk@idahopower.com) <mronk@idahopower.com>; Nampa Meridian Irrigation District <nmid@nmid.org>; New York Irrigation <terri@nyid.org>; Paul Stevens <PStevens@kunaid.gov>; Phil Roberts <proberts@kunafire.com>; Planning Mgr: Ada County Development Services <jboal@adaweb.net>; Reggie Edwards <redwards@kunafire.com>; Wendy Howell <whowell@kunaid.gov>  
**Subject:** Kuna Planning and Zoning Request for Comment Case No. 20-09-S (Pre Plat), 20-04-AN (Annexation), 20-05-ZC (Rezone) & 20-19-DR (Design Review)

October 26, 2020

Notice is hereby given by the City of Kuna that the following action(s) are under consideration:

<b>File Number &amp; Case Name:</b>	20-09-S (Preliminary Plat), 20-04-AN (Annexation), 20-05-ZC (Rezone) & 20-19-DR (Design Review)– Linrock Subdivision
<b>Project Description</b>	Trilogy Development requests to annex an approx. 0.75-acre parcel Kuna City Limits and rezone an approx. 39.64-acre parcel already within Kuna City Limits. The two parcels will make up a mixed-use development with C-1 (Neighborhood Commercial), R-6 (Medium Density Residential) and R-12 (High Density Residential) zones. The total 40.4 acres will be subdivided into 208 total lots (148 single family residential, 26 multifamily, 30 common and 4 commercial). The subject site is located at 5700 S Linder Road, Kuna, ID 83634, within Section 36, Township 3 North, Range 1 West; (APNs: S1236335800, S1236315400).
<b>Site Location</b>	5700 S Linder Road, Kuna, ID 83634
<b>Applicant</b>	<b>Trilogy Development</b> 9839 W. Cable Car St, Ste 101 Boise, ID 83709 208-895-8858
<b>Representative</b>	<b>Gem State Planning</b> 9840 W. Overland Rd, Ste 120 Boise, ID 83709 208-602-6941 <a href="mailto:jane@gemstateplanning.com">jane@gemstateplanning.com</a>
<b>Public Hearing Date</b>	Tuesday, <b>January 12, 2021</b> 6:00 pm Kuna City Hall is located at 751 W. 4 <sup>th</sup> Street, Kuna, ID 83634
<b>Staff Contact</b>	Doug Hanson, Planner I <a href="mailto:dhanson@kunaid.gov">dhanson@kunaid.gov</a> Phone: 208.922.5274 Fax: 208.922.5989
<p>Enclosed is information to assist you with your consideration and response. All comments as to how this action may affect the service(s) your agency provides, is greatly appreciated. Please contact staff with any questions. <b>If your agency needs different or additional information to review and provide comments please notify our office and they will be sent to you.</b> If your agency needs additional time for review, please let our office know as soon as possible. <i>No response within 15 business days will indicate you have no objection or comments for this project.</i></p>	

Doug Hanson  
Planner 1  
City of Kuna  
751 W 4<sup>th</sup> St  
Kuna, ID 83634

# Communities in Motion 2040 2.0 Development Review

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of *Communities in Motion 2040 2.0* (CIM 2040), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2040 2.0 goals.

**Development Name: Linrock Subdivision**

**Agency: Kuna**

**CIM Vision Category: Future Neighborhoods**

**New households: 174**

**New jobs: ±60**

**Exceeds CIM forecast: Yes**

	<p>CIM Corridor: <b>Linder Road</b>                  Pedestrian level of stress: <b>R</b>                  Bicycle level of stress: <b>R</b></p>	<p>Level of Stress considers facility type, number of vehicle lanes, and speed. Roads with <b>G or PG</b> ratings better support bicyclists and pedestrians of all ages and comfort levels.</p>
	<p>Housing within 1 mile: <b>190</b>                  Jobs within 1 mile: <b>50</b>                  Jobs/Housing Ratio: <b>0.3</b></p>	<p>A good jobs/housing balance – a ratio between <b>1 and 1.5</b> – reduces traffic congestion. Higher numbers indicate the need for more housing and lower numbers indicate an employment need.</p>
	<p>Nearest police station: <b>&gt;4 miles</b>                  Nearest fire station: <b>4 miles</b></p>	<p>Developments within <b>1.5 miles</b> of police and fire stations ensure that emergency services are more efficient and reduce the cost of these important public services.</p>
	<p>Farmland consumed: <b>Yes</b>                  Farmland within 1 mile: <b>1,007 acres</b></p>	<p>Farmland contributes to the local economy, creates additional jobs, and provides food security to the region. Development in farm areas decreases the productivity and sustainability of farmland.</p>
	<p>Nearest bus stop: <b>3.4 miles</b>                  Nearest public school: <b>0.9 miles</b>                  Nearest public park: <b>2.6 miles</b>                  Nearest grocery store: <b>&gt;4 miles</b></p>	<p>Residents who live or work less than <b>½ mile</b> from critical services have more transportation choices. Walking and biking reduces congestion by taking cars off the road, while supporting a healthy and active lifestyle.</p>

## Recommendations

This proposal exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new transportation demands. The proposal is on the fringe of urban development in an area removed from employment centers and existing public transportation. The closest transit services are located more than three miles away. ValleyConnect 2.0 proposes bus service along Linder Road from downtown Kuna to northwest Boise with 20-minute frequencies. The closest bus stop would be less than ½ mile in distance when that route is operational. Please coordinate transit facility improvements with Valley Regional Transit (VRT). VRT has developed a Bus Stop Location and Transit Amenities Development Guidelines for siting new bus stops and reviewing current and bus stops. The proposal is a mix of residential and retail, which can mitigate the increased traffic congestion by encouraging non-motorized travel. The mix of housing stock which may enable many types of households to live in the neighborhood.

More information about COMPASS and *Communities in Motion 2040 2.0*:

Web: [www.compassidaho.org](http://www.compassidaho.org)

Email [info@compassidaho.org](mailto:info@compassidaho.org)

More information about the development review process:

<http://www.compassidaho.org/dashboard/devreview.htm>



**LEGAL NOTICE****Case Nos. 20-04-AN, 20-05-ZC, 20-09-S:  
Linrock Subdivision; Annex, Rezone & Preliminary-Plat.**

NOTICE IS HEREBY GIVEN the Planning & Zoning Commission will hold a public hearing via Zoom, Tuesday, January 12, 2021, at 6:00 PM, or as soon as can be heard; in connection with an Annexation (AN), Rezone (ZC) and Preliminary Plat (S) request for the Linrock Subdivision. Trilogy Development requests to annex an approx. 0.75-acre parcel into Kuna City Limits and rezone an approx. 39.64-acre parcel currently within Kuna City Limits. The two parcels will make up a mixed-use development with C-1 (Neighborhood Commercial), R-6 (Medium Density Residential) and R-12 (High Density Residential) zones. The total 40.4 acres are proposed to be subdivided into 208 total lots (148 single family residential, 26 multifamily, 30 common and 4 commercial). The subject site is located at 5700 S Linder Road, Kuna, ID 83634, within Section 36, Township 3 North, Range 1 West; (APNs: S1236335800, S1236315400).

Please do not contact the Commission or Council including the Mayor as this may jeopardize the public hearing process as it is considered ex parte. If you have any questions or require special accommodations, please contact Kuna Planning & Zoning Department prior to the meeting at (208) 922-5274.

The public is invited to provide written or oral testimony. Due to current health precautions associated with the Coronavirus, the City of Kuna is providing alternative ways for the community to submit comments at public hearings.

**APPLICANT AND PUBLIC WRITTEN AND ORAL  
HEARING TESTIMONY PROCESS:**

**Written - In Advance** to be included in the Agenda Packet that is distributed to the Commission.

1. Submit any option prior to 5:00 PM the Wednesday before Public Hearing meeting. Late submissions will not be included in the packet but will be provided at the meeting.

2. Submit testimony via our website on the Public Testimony Form. This form will email directly to the City for inclusion in the Agenda Packet.

3. Submit testimony via email to [PublicHearingTestimony@KunalD.gov](mailto:PublicHearingTestimony@KunalD.gov)

4. Submit via mail to: City of Kuna, Planning & Zoning Department, PO Box 13, Kuna ID 83634

**Written – Up to noon the day of the Public Hearing**

1. Submit any option prior to noon the day of the Public Hearing meeting. Late submissions will not be included.

2. Submit testimony via our website on the Public Testimony Form

3. Submit testimony via email to [PublicHearingTestimony@KunalD.gov](mailto:PublicHearingTestimony@KunalD.gov)

4. Submit via mail to: City of Kuna, Planning & Zoning Department, PO Box 13, Kuna ID 83634

**Oral – Virtual Testimony during the Public Hearing. Due to the rise in COVID-19 cases and the Governor's Order dated November 14, 2020:** The Council Chambers is closed to the public. Members of the public wishing to testify may request the virtual hearing link from Planning and Zoning up to noon the day of the public hearing. All other persons may access the meeting via Live Streaming on the City of Kuna Facebook page, <https://www.facebook.com/CityofKunalIdaho/>.

All persons wishing to testify must, state their name and residential address. A three (3) minute time limit will be placed on all testimonies.

Kuna Planning & Zoning Department

December 23, 2020

60128



**CITY OF KUNA**  
PLANNING & ZONING DEPARTMENT

751 West 4<sup>th</sup> Street  
P.O. Box 13  
Kuna, ID 83634  
Phone: 208-922-5274  
Fax: 208-922-5989  
[www.kunacity.id.gov](http://www.kunacity.id.gov)

**CERTIFICATE OF MAILING**

Date: December 21, 2020  
To:  450' Property Owners  Other \_\_\_\_\_  
Planner: Doug Hanson, Planner I  
Case Name: 20-09-S, 20-04-AN, 20-05-ZC & 20-19-DR – Linrock Subdivision

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I HEREBY CERTIFY that on this 21<sup>st</sup> day of December, 2020, I caused a true and correct copy of the foregoing instrument to be deposited in the United States mail, with prepaid postage.

  
\_\_\_\_\_  
Jessica Reid – P&Z Staff

  
\_\_\_\_\_  
Attest – Doug Hanson, Planner I

City of Kuna  
Planning and Zoning  
PO Box 13  
Kuna, ID 83634

**NEOTIC**  
**NOTICE**  
City of Kuna

NEOPOST  
FIRST-CLASS MAIL  
12/21/2020  
US POSTAGE \$000.00  
ZIP 83634  
041M11460992

## Suggestions For Testifying at the Public Hearing:

**Due to the rise in Covid-19 cases... Under the Governor's Order dated November 14, 2020, Council Chambers is closed to the public. Virtual participation/ testimony via Zoom is available (please see attached instructions for more details). All other persons may access the meeting via live streaming on the City of Kuna's Facebook page.**

### Be informed . . .

Review the proposal, staff report, applicable provisions of the ordinance, comprehensive plan and Idaho State Code (Title 67, Chapter 65).

All items pertaining to the application can be found the Friday prior to the hearing at <http://kunacity.id.gov/93/Agendas-Minutes>.

### Be on time . . .

Although the item you are interested in may not be first on the agenda, you never know when it will be heard. The governing body has authority to adjust the schedule according to its discretion. Thus, anticipate attending from the beginning.

### Speak to the point . . .

The governing body appreciates pertinent, well organized, factual and concise comments. Redundant testimony is prohibited. The developer or their representative is given 10 minutes to present their project. Others wishing to testify are given three (3) minutes. The developer (or their representative) is given additional time for rebuttal to address issues raised during public testimony. Long stories, abstract complaints, or generalities may not be the best use of time. Neighborhood groups are encouraged to organize testimony and have one (1) person speak on behalf of the group. The group representative will receive 10 minutes to make comments.

### If you don't wish to speak, write . . .

Written testimony submitted by close of business the Wednesday prior to the hearing will be included in the packet that is distributed to the governing body prior to the hearing. Late submissions will be presented to the governing body at time of hearing. As a reminder, it is unreasonable to submit extensive written comments or information at the hearing and expect them to be reviewed prior to a decision.

Please submit all written testimony via mail, email or the City's website (<http://kunacity.id.gov/FormCenter/City-Clerk-13/Public-Testimony-Form-121>).



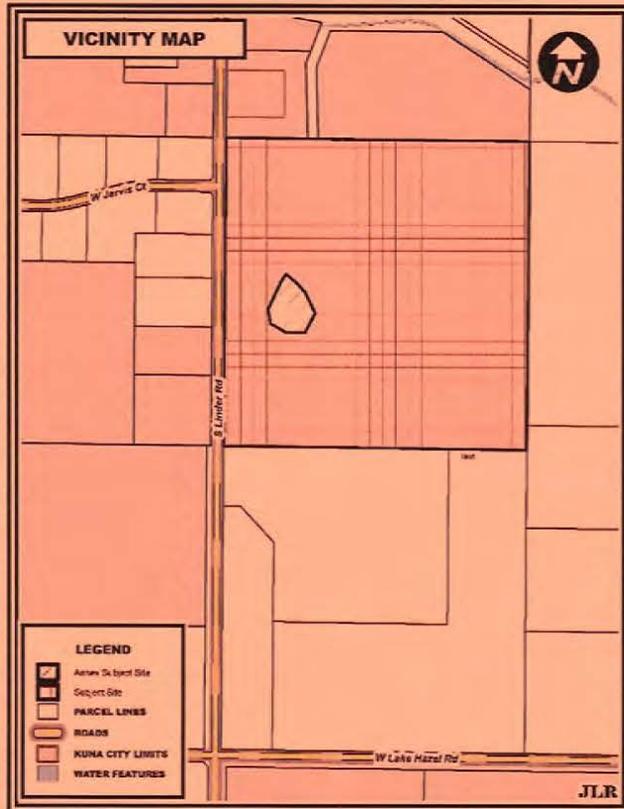
**CITY OF KUNA**  
**PLANNING & ZONING DEPARTMENT**  
PO Box 13 • 751 W. 4th St • Kuna, Idaho • 83634  
Phone (208) 922-5274 • Fax: (208) 922-5989  
www.kunacity.id.gov

Dear Property Owner:

NOTICE IS HEREBY GIVEN that the **Planning & Zoning Commission** is scheduled to hold a public hearing on **January 12, 2021**, beginning at **6:00 PM** on the following case:

An Annexation, Rezone & Preliminary Plat request for **Linrock Subdivision**. Trilogy Development requests to annex an approx.

0.75-acre parcel  
Kuna City Limits  
and rezone an approx. 39.64-acre parcel already within Kuna City Limits. The two parcels will make up a mixed-use development with C-1 (Neighborhood Commercial), R-6 (Medium Density Residential) and R-12 (High Density Residential) zones. The total 40.4 acres will be subdivided into 208 total lots (148



single family residential, 26 multifamily, 30 common and 4 commercial). The subject site is located at 5700 S Linder Road, Kuna, ID 83634, within Section 36, Township 3 North, Range 1 West; (APNs: S1236335800, S1236315400).

**Due to the rise in COVID-19 cases & the Governor's Order dated November 14, 2020, Council Chambers is closed to the public.** The public is invited to provide written or oral testimony via the alternative options listed on the attached instructions. Written testimony received by the close of business on **January 6, 2021** will be included in the packet that is distributed to the governing body prior to the hearing. Late submissions will be presented to the governing body at time of hearing. Please submit written testimony via mail, email or the City's website (<http://kunacity.id.gov/FormCenter/City-Clerk-13/Public-Testimony-Form-121>).

All other persons may access the meeting via live streaming on the City of Kuna's Facebook page. Mail written comments to PO Box 13, Kuna, ID 83634. If you have questions or need special assistance, please contact the Planning and Zoning Division at (208) 922-5274.





**Due to the rise in COVID-19 cases & the Governor's Order dated November 14, 2020, the DECISION-MAKING BODY will be holding a virtual public hearing on Case Nos. 20-04-AN (Annexation), 20-05-ZC (Rezone) & 20-09-S (Subdivision) for Linrock Subdivision. The instructions and options available for public testimony are listed below.**

#### APPLICANT PUBLIC WRITTEN AND ORAL HEARING TESTIMONY PROCESS:

**Written - In Advance** to be included in the Agenda Packet that is distributed to the Decision-Making body.

1. Submit any below stated option prior to 5:00 PM the Wednesday before Public Hearing meeting. *Late submissions will not be included in the packet but will be provided at the meeting.*
2. Submit testimony via our website on the [Public Testimony Form](#), [KunaCity.ID.gov](#) > *Doing Business* > *Forms & Applications* > *Frequently requested Applications and Forms* > *ONLINE Public Testimony Form*. This form will email directly to the City for inclusion in the Agenda Packet.
3. Submit testimony via email to [PublicHearingTestimony@KunaID.gov](mailto:PublicHearingTestimony@KunaID.gov)
4. Submit via mail to:  
City of Kuna  
Attention: Planning and Zoning Department  
PO Box 13  
Kuna ID 83634

#### Written – Up to noon the day of the Public Hearing

1. Submit any below stated option prior to noon the day of the Public Hearing meeting. *Late submissions will not be included.*
2. Submit testimony via our website on the [Public Testimony Form](#) [Kunacity.id.gov](#) > *Doing Business* > *Forms and Applications* > *Frequently Requested Applications and Forms* > *ONLINE Public Testimony Form*
3. Submit testimony via email to [PublicHearingTestimony@KunaID.gov](mailto:PublicHearingTestimony@KunaID.gov)

**Oral – Due to the rise in COVID-19 cases and based on the Governor's Order dated November 14, 2020, Council Chambers is closed to the public; oral testimony via Zoom will be allowed.**

1. Submit request no later than noon the day of the Public Hearing meeting.
2. Email [PublicHearingTestimony@KunaID.gov](mailto:PublicHearingTestimony@KunaID.gov)
  - ✓ Your name
  - ✓ Address
  - ✓ Phone Number you will be calling from to give testimony
  - ✓ Email Address
  - ✓ Date of Public Hearing
  - ✓ Case number or Identification of Public Hearing
3. Watch your email for a reply email with the information to join the meeting electronically. (Check your spam/junk folder as a precaution)
4. Follow the directions.
5. Call into the virtual lobby a minimum of 5 minutes prior to the meeting.



# City of Kuna PROOF OF PROPERTY POSTING

City of Kuna  
P.O. Box 13  
Kuna, Idaho 83634

Phone: (208) 922-5274  
Fax: (208) 922-5989  
Web: www.kunacity.id.gov

This notice shall confirm that the Public Hearing Notice for Linrock Subdivision (NAME OF SUBDIVISION OR ADDRESS) was posted as required per Kuna City Ordinance 5-1A-8. Sign posted December 28, 2020 (DAY OF THE WEEK, MONTH, DATE AND YEAR). This form is required to be returned three (3) calendar days subsequent to posting and signs are to be removed from the site three (3) calendar days after the hearing.

DATED this 4th day of January, 2021.

Signature,

Jane S. Scott  
Owner/Developer/Agent

STATE OF IDAHO )  
County of Ada ) : ss

On this 4th day of January, 2021 before me the undersigned, a Notary Public in and for said State, personally appeared before me (Owner, Developer).

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this certificate first above written.

Hannah Chereji  
Notary Public  
Residing at Nampa ID  
Commission Expires 8-30-2025



# CITY OF KUNA PUBLIC HEARING NOTICE

Kuna Planning & Zoning Commission

THE CITY OF KUNA will hold a public hearing on Jan. 12, 2021 at 6:00 PM at Kuna City Hall 751 W. 4th St., Kuna, ID 83634  
The public hearing and testimony will be virtual, contact the City regarding testimony submittal.

**PURPOSE:** Annex 0.75 acres; Rezone to C-1, R-6, R-12; subdivision for commercial, multifamily, single family lots, open space, amenities

**PROPERTY LOCATION:** S. Linder Road, between W. Amity Road and W. Lake Hazel Road

**APPLICATION BY:** Gem State Planning, LLC

**CONTACT:** Doug Hanson, 208-922-5274  
dhanson@kunaID.gov, with any questions

12/28/2020

## Doug Hanson

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**From:** Jace Hellman  
**Sent:** Friday, January 08, 2021 9:12 AM  
**To:** Doug Hanson  
**Subject:** FW: Online Form Submittal: Public Testimony Form

Dale Voris public comment

Jace Hellman  
Interim Planning & Zoning Director  
751 W 4<sup>th</sup> St  
Kuna, ID 83634  
[jhellman@kunaid.gov](mailto:jhellman@kunaid.gov)



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**From:** [noreply@civicplus.com](mailto:noreply@civicplus.com) <[noreply@civicplus.com](mailto:noreply@civicplus.com)>  
**Sent:** Wednesday, January 6, 2021 10:34 AM  
**To:** Jace Hellman <[jhellman@kunaid.gov](mailto:jhellman@kunaid.gov)>; City Clerk <[cityclerk@kunaid.gov](mailto:cityclerk@kunaid.gov)>  
**Subject:** Online Form Submittal: Public Testimony Form

## Public Testimony Form

Please complete the form with your testimony for the below referenced case for the Public Hearing record.

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Case Number/Description	20-04-AN (Annexation) 20-05-ZC (Rezone) & 20-09-S Subdivision
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Public Hearing Date	1/12/2021
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Will you also be providing in person testimony at the Public Hearing	Yes
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In Favor, Neutral or In Opposition	Opposition
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Email	<a href="mailto:dalesays1@gmail.com">dalesays1@gmail.com</a>
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Phone Number	208-250-7050
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First Name	Dale
------------	------

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Last Name	Voris
Address1	1710 West Jarvis Court
City	Meridian
State	ID
Zip	83642

Written Testimony

I object to the annexation and rezone as proposed for the property associated with the Linrock Subdivision and I respectively request that the City of Kuna Planning & Zoning Commission deny the applicant's request for annexation and rezone. The density of 208 lots as well as the access points as proposed onto Linder Road present a public safety concern with regard to the potential traffic counts as cars ingress and egress to/from the proposed subdivision off of Linder Road. The access points as submitted present a serious sight distance (line of sight) issue both south bound and north bound on Linder Road.

Therefore, I respectively request that the City of Kuna Planning & Zoning Commission deny the applicants request for rezone/annexation until the applicant has a formal Sight Distance Evaluation conducted and prepared by an appropriate expert and that evaluation is submitted to the Ada County Highway District for review and comment.

Dale Voris

*By checking the "I agree" box below, you agree and acknowledge that submitting, that this testimony will be a public record and a part of the case file for the governing body. Any testimony submitted after the public hearing Will Not be considered by the governing body.*

Electronic Signature Agreement	I Agree
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Email not displaying correctly? [View it in your browser.](#)