

OFFICIALS

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

CITY OF KUNA
City Hall Council Chambers
751 W 4th Street, Kuna, ID 83634



Planning & Zoning Commission
REGULAR MEETING AGENDA
Tuesday, April 9, 2024, at 6:00 PM

For questions, please call Planning and Zoning at (208) 922-5274.
ALL AGENDA ITEMS ARE ACTION ITEMS UNLESS OTHERWISE NOTED.

1. CALL TO ORDER & ROLL CALL:

2. CONSENT AGENDA:

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

A. Regular Commission Meeting Minutes Dated March 26, 2024

B. Findings of Fact & Conclusions of Law

I. Case No. 23-04-AN (Annexation), 23-04-S (Preliminary Plat) & 23-17-DR (Design Review) for Aermotor Cove

Potential Motion:

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

3. PUBLIC HEARINGS:

A. Meridian Road Corridor Extension Study – Doug Hanson, Planning & Zoning Director

Potential Motion:

- *Motion to Recommend Adoption/Denial of the Meridian Road Corridor Extension Study.*

B. Case No. 24-01-SUP (Special Use Permit) Giraffe Laugh Daycare – Doug Hanson, Planning & Zoning Director

Applicant requests Special Use Permit approval to operate a childcare facility within the Boys & Girls Club located at 470 W Mendi Place inside the Boys & Girls Club; Section 23, Township 2 North, Range 1 West. *Staff requests this item be tabled to a date uncertain due to a site posting error.*

5. BUSINESS ITEMS:

6. UPDATES & REPORTS:

7. ADJOURNMENT:

OFFICIALS

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

CITY OF KUNA
City Hall Council Chambers
751 W 4th Street, Kuna, ID 83634



Planning & Zoning Commission
REGULAR MEETING MINUTES
Tuesday, March 26, 2024, at 6:00 PM

For questions, please call Planning and Zoning at (208) 922-5274.
ALL AGENDA ITEMS ARE ACTION ITEMS UNLESS OTHERWISE NOTED.

I. CALL TO ORDER & ROLL CALL:

(Timestamp 00:00:00)

Chairman Dana Hennis ...For Tuesday, March 26th, 2024, first up would be roll call.

Kuna Economic Development Director Morgan Treasure Commissioner Hennis.

Chairman Dana Hennis Present.

Kuna Economic Development Director Morgan Treasure Commissioner Clark.

Vice Chairman Bryan Clark Present.

Kuna Economic Development Director Morgan Treasure Commissioner Greger.

Commissioner Ginny Greger Present.

Kuna Economic Development Director Morgan Treasure Commissioner Main.

Commissioner Jim Main Present.

Kuna Economic Development Director Morgan Treasure Commissioner Rosadillo.

Commissioner Bobby Rosadillo Present.

Chairman Dana Hennis Thank you, and at that, I guess we can go and give you a minute to introduce yourself. You're our new Commissioner. Thank you for coming on board.

Commissioner Bobby Rosadillo Yeah. Thank you. So, Bobby Rosadillo. Up until recently, was the President of the Chamber of Commerce. My wife and I operate and own Kuna Healthcare and Kuna Med Spa here in town. So, I guess that's me in a nutshell.

Chairman Dana Hennis Well, good. Well, thank you for coming on board.

COMMISSIONERS PRESENT

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

CITY STAFF PRESENT

Morgan Treasure, Economic Development Director
Troy Behunin, Senior Planner
Kelsey Briggs, City Attorney

2. CONSENT AGENDA:

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

(Timestamp 00:00:44)

A. Regular Commission Meeting Minutes Dated February 27, 2024

B. Findings of Fact & Conclusions of Law

I. Case Nos. 23-16-DR for First Choice Self Storage

Potential Motion:

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

Chairman Dana Hennis Next up is the consent agenda.

Commissioner Jim Main Mr. Chairman, I move that we approve the consent agenda.

Commissioner Bryan Clark Seconded.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you.

(Timestamp 00:00:49)

Motion To: Approve the Consent Agenda

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Bryan Clark

Further Discussion: None

Voting Aye: Commissioners Hennis, Clark, Main, Greger, Rossadillo

Voting Nay: None

Absent: None

5-0-0

3. PUBLIC HEARINGS:

(Timestamp 00:00:59)

Consideration to Amend the Agenda:

Add Business Item 5.A Case No. 23-04-AN (Annexation), 23-04-S (Preliminary Plat) & 23-17-DR (Design Review) for Aermotor Cove to Public Hearings Item 3.A

Chairman Dana Hennis And up next is item # 3, public hearings.

Commissioner Ginny Greger Mr. Chairman, I move that we add business item 5.A Case #23-04-AN annexation, 23-04-S preliminary plat, and 23-17-DR design review for Aermotor Cove to public hearing item 3.A.

Commissioner Bryan Clark Second that.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you.

(Timestamp 00:01:03)

Motion To: Amend The Agenda by adding Business Item 5.A to Public Hearings 3.A

Motion By: Commissioner Ginny Greger

Motion Seconded By: Commissioner Bryan Clark

Further Discussion: None

Voting Aye: Commissioners Hennis, Clark, Main, Greger, Rossadillo

Voting Nay: None

Absent: None

5-0-0

Vice Chairman Bryan Clark I'm sorry, can we go back for just a split second? I know we've moved on, but should we have moved for the correction of the previous meeting minutes? Was there a correction that needed to be done or am I just missing something in the agenda here? Potential motions? Was there a correction that was supposed to have been issued?

Chairman Dana Hennis No, that's just...

Vice Chairman Bryan Clark Okay, that's just the general statement there. I had never seen that before. That's how much I pay attention. I apologize.

Chairman Dana Hennis Okay, so up now would be the moved item to public hearings. Case #23-04-AN, 23-04-S, and 23-17-D design review for Aermotor Cove, Troy.

Kuna Senior Planner Troy Behunin Good evening, Commission. For the record, Troy Behunin, Senior Planner, 751 W 4th St. here in Kuna, planning staff. So, there are three applications before this body tonight. The application in the pre-plat will be a recommendation to the City Council and the design review is for your decision this evening, unless the Commission wants to continue the meeting, of course. It's all in your hands. The applications before you this evening requests the annexation of approximately 4.83 acres into the City of Kuna. The property... the subject property does qualify as it touches the city, the city limits on two sides and the applicant is also requesting preliminary plat approval in order to divide the land into 9 total residential lots... new residential lots and three common lot. The applicant seeks design review for the common lots, as well, for their landscaping. Public Works in exhibit 2.22, which is a part of the packet, states that Public Works can support the Aermotor Cove Subdivision Development with the conditions that are listed in the Engineer's memo. Planning and Zoning staff does agree with the Public Work's assessment. The proposed project does touch the city limits and it basically is nestled in between Gray Hawk to the east and Gray Hawk West to its west and south. Staff has reviewed the proposed annexation for qualification, which it does meet, and the preliminary plat and the design review for compliance with Kuna City code, Idaho State Statutes 50-222, 67-65, and Kuna

Comprehensive Plan. And should the Commission recommend approval of the applications for annexation in the pre-plat and if you approve the Design Review, staff recommends that the applicant be subject to the proposed recommended conditions that are outlined in the staff's report. The applicant is here tonight and I will also be here if there are any questions. I yield.

Chairman Dana Hennis Thank you. Did the applicant like to come up and present? When you come up, please state your name and address for the record. If you would, and at the base of the microphone if you touch that light and turn it green, then it records.

Kuna Senior Planner Troy Behunin *Just touch the red...*

Chairman Dana Hennis Thank you.

Andrew Newell Well good evening, Commissioners. I'm Andrew Newell with Womer Engineering. I'm representing the client today for this project. Our address for our engineering firm is 4355 W Emerald St. in Boise, ID. Thank you, Troy and staff for that presentation and presenting the project. It's really not a whole lot that I can provide on top of that, I think Troy tried to do a great job. So, I think with that the client and I, we've reviewed the staff report and concur with the findings. With that, I'll stand for any questions you may have.

Chairman Dana Hennis Any questions for the applicant?

Commissioner Jim Main Not at this time.

Vice Chairman Bryan Clark Not this time.

Chairman Dana Hennis Thank you very much.

Andrew Newell Thanks.

Chairman Dana Hennis And with that, I'll open up the public testimony at 6:06. I've got the sign-up sheet but I don't have any entries. Is there anybody here that did not get a chance to sign and would like to testify tonight? *If you would sign in here for me.* Is there anybody else while we're waiting? Okay, thank you. Thank you, and you can take the podium if you'd like.

Cindy Geisen Hello Commissioners. My name is Cindy Geisen and I live at 1363 S Ash in Kuna, Idaho. I just briefly looked at this. I noticed a lot of the responses from the list of people you send out an e-mail to about these things. Did not, you know, didn't come back? So I'm just wondering if the number of children that will come with these housings will be provided with schools. I know there's already impacts. So, whenever we annex in more land, that's a problem. I'm wondering about the sewage system in that area because I know there's problems with that. And I noticed that the neighborhood meeting was done in June of '23. And that area seems to be pretty crowded with probably new developments. So, I'm wondering if you were able to contact all the new people, you know, it seems like a long time ago. And there was much information about how they felt about it but seems right to tell them again. And another concern I have is this is supposed to be hearing and then when we looked at the update, it says it wasn't that it's going to be a meeting. So, people can't testify. So I'm wondering if that will be a problem for anybody who didn't come here because they couldn't testify anyway. So I just had a lot of questions. I, you know, I usually like to see a map showing up there about what the maybe you're going to do that later because I know you have a lot of exhibits that kind of say what's happening. So, just to come up here and say. Do you have any questions? Doesn't give you an opportunity to have any questions because you weren't told anything. So, I just want to point those things out. And for the record, thank you.

Chairman Dana Hennis Thank you. And to respond to a couple of those, the packet did include those that was online, as well, the for the preliminary plats and the landscaping items.

Cindy Geisen The what? *[Away from Microphone]*

Chairman Dana Hennis So, the app or the packet that's available online to everybody does have all these exhibits for you to view ahead of time for future, just to let you...

Cindy Geisen Oh I knew that... *[Away from Microphone]*

Chairman Dana Hennis Okay.

Cindy Geisen You *kinda* changed the process so we can't just click on it and see it, so... you have to download the whole package and if I have a little smart phone. *[Away from Microphone]*

Chairman Dana Hennis Yeah, true.

Cindy Geisen Oh, I knew that. *[Away from Microphone]*

Senior Planner Troy Behunin If we're going to continue to have this conversation. Sorry please.

Cindy Geisen *[At Microphone]* Yeah, I'm aware of the new system that you're doing that just recently happened that we have to go to the folders and then we have to download each packet or we have to select them and for me, I don't, you know, if I want to just look at one and I'm here, I and the way it works for me is I can't download. ..I don't have enough data and so I did download them. And I do have... I bought my PC and just so I could follow along, but we used to have a link. You know you could just link and say, "hey, go to that one document." It's not a big deal to look at. And typically people show you what they're. Planning where the place is. What kind of acreage is around it? You know, I saw that. But what about the people who come here that aren't, you know, savvy to this process? I come here constantly. So you know, I know the process, but what about other individuals? So, I just like to see more transparency and easier methods for the people.

Chairman Dana Hennis No. I understood that. Yeah, understood. And that's why I wanted to make that announcement how to get that. Thank you.

Cindy Geisen Any anything else? Do you have any questions? Okay.

Chairman Dana Hennis Is there anybody else that wasn't on the list. I noticed we had one come in. Okay, perfect. Then I will go ahead and close the public testimony at 6:11. And that brings up our discussion. Does anybody have anything specifically to address?

Commissioner Jim Main I do have a couple of questions, maybe for Troy or for the applicant. Is this a private road or is this a public road?

Kuna Senior Planner Troy Behunin For the record, Troy Behunin, Senior Planner, Kuna Planning and Zoning staff, that's a very good question, Jim. The applicant has tossed around the idea of having private roads versus public road. ACHD in their report actually suggests that it be a private lane, which then would not be under ACHD jurisdiction, nor the cities, and it would be up to the homeowners' association to care and maintain into perpetuity the... everything to do with the street including the curb, gutter, sidewalk. So, that's probably a hearty question for the applicant to see if they've decided what they're what they're going to do.

Commissioner Jim Main Yeah, because if I recall, I think ACHD said if it's a public road they're going to, they're going to require a cul-de-sac in it.

Kuna Senior Planner Troy Behunin That is correct.

Chairman Dana Hennis The applicant can come up if he's... You go ahead, state your name and address again if you would.

Andrew Newell Yep, again Andrew Newell. Warmer Engineering, 4355 W Emerald. Yes, we will be pursuing of a private drive because of ACHD's recommendation in there. And speaking with the client that is the route that we are going to take. So, we've got, we've done private lanes before, so we have operation and manual is already ready for something like this, as well as a language that we will put in the CC and R's that will, you know, carry out this this maintenance program.

Commissioner Jim Main Perfect. Thank you. And one other question, so if you're doing a private road with the turnaround, is the fire department approved that scenario?

Andrew Newell Absolutely, yeah. So, we'll work closely with them with that turn around. And what what's shown as the turnaround now is an international fire acceptable type turnaround, so...

Commissioner Jim Main Okay.

Commissioner Bobby Rosadillo So, it did say that you had nine single family lots here, and forgive me if this is a, you know, silly question being my first meeting, but on the application right under that it says number of residential units is 73.

Kuna Senior Planner Troy Behunin That's a... sorry, for the record, Troy Behunin, that's actually a mistake on staff's part. So, the total number of units is 9. The application does reflect just nine single family new family units.

Commissioner Bobby Rosadillo Okay.

Vice Chairman Bryan Clark Thank you for asking that question. I saw that too.

Chairman Dana Hennis Any other questions for the applicant or stuff?

Commissioner Jim Main No more.

Chairman Dana Hennis Thank you.

Vice Chairman Bryan Clark Okay, so I'm noticing the staff report as far as sewer is concerned, they're saying now with the with the update to the sewer infrastructure that there is capacity for these nine lots. We are only talking about 9 residential lots, plus the existing home to remain, or is that a home?

Commissioner Jim Main Well it appears, to me, to be an infill project. Maybe one other question for the applicant. What's the thought between having the large lots on the north side and the smaller lots on the South side?

Andrew Newell Andrew Newell with Womer Engineering. That was just to provide some varying products for this neighborhood, so that every lot just wasn't the same size.

Chairman Dana Hennis Thank you. Kind of buffers the big lot on that, you know, the existing house and the street too.

Commissioner Jim Main Yeah, it kind of buffers across the street too, so.

Chairman Dana Hennis Yeah, I think it's a good example of an infill product where you know you've got green space out front. So, it's really not up against the road. It's kind of tucked back I think it's laid out pretty well in my opinion. I don't really see any concerns.

Vice Chairman Bryan Clark No, I like this product actually. I mean, anytime I see something bordering 5000, I get a little leery, but that's okay.

[Laughter]

Vice Chairman Bryan Clark Yeah. So, six 5000's and three 10- to 12,000 square foot lots.13-7 size.

Chairman Dana Hennis Right...then, if there is no other questions or concerns, I'd stand for a motion.

Commissioner Jim Main Mr. Chairman. I move that we recommend approval for Case #23-04-AN and 23-04-S for the Aermotor Cove... *Excuse me*, subdivision project with conditions as outlined in the staff report. Additionally, the road has been indicated to be a private road.

Chairman Dana Hennis Thank you.

Vice Chairman Bryan Clark Seconded.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you.

(Timestamp 00:17:19)

Motion To: Approve Case #23-04-AN and 23-04-S with conditions.

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Bryan Clark

Further Discussion: None

Voting Aye: Commissioners Hennis, Clark, Main, Greger, Rossadillo

Voting Nay: None

Absent: None

5-0-0

Commissioner Jim Main And, Mr. Chairman, I move to approve case #23-16-DR with conditions as outlined in the staff report.

Vice Chairman Bryan Clark I've got 23-17-DR.

Commissioner Jim Main Oh, okay. Yeah, there's a typo in there. Let me let me rephrase that Mr. Chairman, I move that we approve case #23-17-DR design review for Aermotor Cove Subdivision with conditions as outlined in the staff report. Additionally, the roadway is to be a private road.

Vice Chairman Bryan Clark Seconded.

Chairman Dana Hennis Thank you, all in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you.

(Timestamp 00:18:01)

Motion To: Approve Case #23-17-DR with conditions.

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Bryan Clark

Further Discussion: None

Voting Aye: Commissioners Hennis, Clark, Main, Greger, Rossadillo

Voting Nay: None

Absent: None

5-0-0

5. BUSINESS ITEMS:

- A.** Case No. 23-04-AN (Annexation), 23-04-S (Preliminary Plat) & 23-17-DR (Design Review) for Aermotor Cove – Troy Behunin, Senior Planner

Applicant requests to annex 4.83 acres into Kuna City Limits with an R-6 (Medium Density Residential) zone, and to subdivide the site into 12 lots (9 buildable, 3 common) with the existing home & outbuildings remaining as an outparcel. The subject site is located at 855 W Hubbard Road (APN: S1313212400); Section 13, Township 2 North, Range 1 West.

Potential Motions:

- *Motion to recommend Approval/Conditional Approval/Denial of Case Nos. 23-04-AN & 23-04-S with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to Approve/Conditionally Approve/Deny Case No. 23-16-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

[Moved to Public Hearings Item 3.A]

6. UPDATES & REPORTS: Non-Action Items

(Timestamp 00:18:53)

Chairman Dana Hennis And that motion passed at least our part of it does. And with that, I have no other business items. Is there any other additional reports from staff?

Kuna Senior Planner Troy Behunin Nothing this evening.

Chairman Dana Hennis Thank you for the record. That was Troy Behunin.

Kuna Senior Planner Troy Behunin Yep, Sorry. For the record Troy Behunin.

Chairman Dana Hennis Thank you.

7. ADJOURNMENT:

(Timestamp 00:19:16)

Commissioner Ginny Greger All right, I move that we adjourn.

Commissioner Jim Main Second.

Chairman Dana Hennis All in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you. Thank you, folks.

(Timestamp 00:19:16)

Motion To: Adjourn

Motion By: Commissioner Ginny Greger

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Hennis, Clark, Main, Greger, Rossadillo

Voting Nay: None

Absent: None

5-0-0

Dana Hennis, Chairman

ATTEST:

Doug Hanson, Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk.



CITY OF KUNA

751 W. 4th Street • Kuna, Idaho • 83634 • Phone (208) 922-5274
Fax: (208) 922-5989 • www.Kunacity.Id.gov

SIGN-UP SHEET

March 5th, 2024 – City Council Public Comment

The City of Kuna welcomes Public Questions and/or Comments during the Public Comment Session, as noted in the agenda. In accordance with Idaho State Code, Public Comments may NOT include specific land use issues or cases. All comments regarding specific land use issues or cases MUST be heard in their associated Public Hearing(s). Idaho State Code also requires all comments and/or complaints regarding City personnel to be heard in Executive Session.

In all instances The Mayor and City Council may determine if your comments are appropriate for the Open Comment Session, particularly if your comments are covered by Idaho Code § 74-206(1), and may notify you accordingly. If you are recognized to speak you may "have the floor" for up to three (3) minutes, unless a separate time duration is determined by The Mayor and/or City Council.

Public Comment Sign Up

CARL BAKER
Print Name
1657 N IRON BELLO PL
Print Address
EAGLE ID 83606
City State, Zip

TITLE 5 + TITLE 6 COMBINATION
Topic

Nindy Giesen
Print Name
1363 S Ash
Print Address
Kuna ID
City State, Zip

Title 5 & 6 (Apposed)
Topic

Print Name
Print Address
City State, Zip

Topic

**BEFORE THE PLANNING AND ZONING COMMISSION
OF THE CITY OF KUNA**

IN THE MATTER OF THE APPLICATION OF) Case Nos. 23-04-AN, 23-04-S & 23-17-DR
)
RICK MORINO) **FINDINGS OF FACT, CONCLUSIONS**
) **OF LAW AND ORDER OF DECISION**
) **FOR ANNEXATION, PRELIMINARY**
) **PLAT AND DESIGN REVIEW**
For Property at 855 W Hubbard Road) **APPLICATIONS.**

THESE MATTERS came before the Commission for public hearing on March 26, 2024, for the receipt and consideration by the Commission of these Findings of Fact, Conclusions of Law, and Order of Decision for the above referenced application. The Commission does now hereby make and set forth the Record of Proceedings, and these Findings of Fact, Conclusions of Law, and Order of Decisions.

**I
RECORD OF PROCEEDINGS**

The record of proceedings of the above-referenced matter consist of the following, to-wit:

1.1 Exhibits:

<i>DESCRIPTION OF EVIDENCE</i>	<i>Withdrawn</i>	<i>Refused</i>	<i>Admitted</i>
2.1 P&Z APPLICATION COVERSHEET			X
2.2 ANNEXATION & ZONING APPLICATION			X
2.3 PRELIMINARY PLAT APPLICATION			X
2.4 AERIAL MAP			X
2.5 VICINITY MAP			X
2.6 NARRATIVE			X
2.7 QUIT CLAIM DEED			X
2.8 LEGAL DESCRIPTION – ANNEXATION AREA			X
2.9 LEGAL DESCRIPTION – SUBDIVISION BOUNDARY			X
2.10 PRELIMINARY PLAT			X
2.11 LANDSCAPE PLAN			X
2.12 GEOTECH INVESTIGATION REPORT			X
2.13 SUBDIVISION NAME RESERVATION			X
2.14 NEIGHBORHOOD MEETING CERTIFICATION			X
2.15 COMMITMENT TO PROPERTY POSTING			X
2.16 AGENCY TRANSMITTAL			X
2.17 ADA COUNTY DEVELOPMENT SERVICES			X
2.18 ADA COUNTY HIGHWAY DISTRICT			X
2.19 KUNA RURAL FIRE DISTRICT			X
2.20 BOISE PROJECT BOARD OF CONTROL			X
2.21 CENTRAL DISTRICT HEALTH			X

2.22 CITY ENGINEER			X
2.23 MERIDIAN KUNA PRESS			X
2.24 300' LEGAL NOTICE MAILER			X
2.25 PROOF OF POSTING			X
2.26 WEBSITE POSTING			X

- 1.2 Hearings:** The Commission heard this on March 26, 2024. The FCO’s have been requested to go before the Commission on April 9, 2024.
- 1.3 Witness Testimony:** Those who testified at the Commissions’ March 26, 2024, hearing are as follows, to-wit:
- A. City Staff:**
Troy Behunin, Senior Planner
 - B. Appearing for the Applicant:**
Andrew Newell, PE, BAWCE, 4355 W. Emerald Street, Suite 145, Boise, ID 83706 – Testified
 - C. Appearing in Favor:**
None
 - D. Appearing Neutral:**
Cindy Geisen, 1363 S Ash in Kuna, Idaho - Testified
 - E. Appearing in Opposition:**
None

II DECISION

WHEREUPON THE 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

- A.** Notice was published for the March 26, 2024, hearing for the Annexation and Preliminary Plat near the SWC of Kay Avenue and Hubbard Road, in the Meridian Kuna Press, the official City of Kuna newspaper, which has general circulation within the boundaries of the city, Ada and Canyon County, on March 1, 2024. Notice was also published on the City of Kuna website February 15, 2024.
- B.** Notice for the March 26, 2024, hearing containing the legal description of the property proposed to be Annexed and Subdivided was mailed to all know and affected property owners within 300-ft of the boundaries of the area described in the application on February 21, 2024.
- C.** Notice for the March 26, 2024, hearing was posted on a sign in accordance with [Kuna City Code \(KCC\) 5-1A-8](#) on March 3, 2024. A Proof of Property Posting form was provided to staff on March 6, 2024.

3.2 Findings Regarding Annexation, Preliminary Plat and Design Review.

- A. The subject site is located in unincorporated Ada County and touches Kuna City limits on the east, south, west sides and is currently zoned Rural Residential and has historically been used for a single-family residence and Agriculture purposes.
- B. The land proposed for Annexation, Preliminary Plat and Design Review is comprised of one (1) parcel totaling approximately 4.83 acres. The parcel is as follows:

Owner	Parcel No.	Size	Current Zone
Richard E. Morino	S1313212400	4.83 ac.	RR (Rural Residential)

- C. The existing land uses and zoning districts for lands surrounding the subject site are as follows:

Direction	Current Zone	Jurisdiction	Future Land Use Map Designation	Development
North	R-6	Kuna City	Mixed Use	Single-family Residence, Fields
South	RR	Kuna City and Ada County	Medium Density Resid.	Greyhawk Subdivision
East	R-6	Kuna City	Medium Density Resid.	Greyhawk Subdivision
West	RR	Kuna City	Medium Density Resid.	Single-family residence, Greyhawk Subdivision

- D. Based on the evidence presented does the application generally comply with Kuna City Code (KCC)?
 - 1. 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 AND public improvement requirements, objectives and considerations listed in Kuna City Code Title 5 and Title 6, if the sewer infrastructure improvements recommended by the Public Works Department are completed.
- E. Based on the evidence presented, does the application generally comply with the Comprehensive Plan?
 - 1. The Comprehensive Plan designates the property as Medium Density Residential (MDR), and the applicant proposes R-6 (MDR).
 - 2. The development includes additional housing types and sizes promotes variety for all income levels and promotes desirable and well-designed neighborhoods.
 - 3. Widening roads, adding sidewalks, promotes future connections by other developments and offers connectivity and access for all residents.
- F. Can the availability of existing and proposed public services accommodate the proposed development?
 - 1. ACHD can support the development with all Site-Specific Conditions of approval being satisfied.

2. ITD requires no mitigation improvements to serve the development.
 3. Sewer has become available with the completion of the Danskin Sewer Force Main.
 4. Potable water connection is available for the subject site.
 5. Pressurized irrigation connection is available for the subject site.
 6. Kuna School District did not provide written comments.
- G.** Does the public have the financial capability to provide supporting services to the proposed development?
1. Through development of the project and beyond, connection fees, impact fees (Fire, Police, Park and Ada County Highway District), and property taxes will be collected.
- H.** Does the proposed project consider the health and safety of the public and the surrounding area's environment?
1. Connection to City services, as well as other public improvements such as streetlights, fire hydrants, sidewalks, etc. will be implemented as a part of this project.
 2. No major wildlife habitats will be impacted by the proposed development.
There are no designated wildlife habitats within or adjacent to the proposed project.
- I.** Does the site landscaping meet the intent of the landscape Ordinance?
1. A six- foot (6') vinyl fence is proposed around the perimeter of the subdivision where permitted.
 2. Residential lots will be required to provide see-through fencing adjacent to all common lots and shall follow all requirements listed in [KCC 5-17](#).
 3. A Landscape buffer comprised of sod, trees and other plantings will be provided along N Kay Avenue Road.
 4. Applicant proposes .23 acres (10.21%) qualified open space exceeding the 7.00% minimum.
 5. Internal sidewalks and stub streets are provided for connectivity within the development.
- J.** Does the proposed application constitute orderly development?
1. The proposed subject site is located adjacent to the Kuna City Limits and touches the city limits on the south and southeast sides.
 2. Subdivisions are under active construction to the south, northwest and southeast of the subject site.
- K.** The Applicant and/or Owner of the property have the right to request a written regulatory taking analysis.
- 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 that 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.

IV CONDITIONS

Based upon the record contained in Case Nos. 23-04-AN, 23-04-S and 23-17-DR including the Comprehensive Plan, Kuna City Code, Staff’s analysis, including the exhibits, and the testimony during the Public Hearing the Commission hereby recommends *Approval* for the Annexation and Preliminary Plat, and hereby *Approves* the Design Review, subject to the following Conditions of Approval:

4.1 Transportation

- A. Buffers, curb, gutter and sidewalk (attached and detached) shall be installed in accordance with [KCC 5-17-14](#) and [6-4-2](#).
- B. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to the surrounding roadways and intersections as detailed in the Ada County Highway District staff report.
- C. Developer/Owner/Applicant shall install a sign at the terminus of the proposed stub street stating; “this road will continue in the future”. Developer/Owner/Applicant shall obtain proper language from Ada County Highway District.

4.2 Site Layout, Dimensional Standards and Parking

- A. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
- B. Applicant shall ensure the proper easement widths on all lots in accordance with [KCC 6-3-8](#).
- C. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot in accordance with [KCC 5-3-3](#).

4.3 Landscape, Open Space and Fencing

- A. Fencing within and around the site shall comply with [KCC 5-5-5](#) (unless specifically approved otherwise and permitted).
- B. 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 in public Rights-of-Way shall be with approval from ACHD.
- C. Landscaping shall not be placed within ten (10) feet of any meter pits, pressurized irrigation valves and/or ACHD underground facilities and must honor all vision triangles.
- D. The Landscape Plan and Preliminary Plat [(LSP) dated November 2023 and (PP) 7.26.23] will be considered binding site plans as amended and/or approved.

- E. 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](#).
- F. If any revisions are made, the Applicant shall provide the Planning and Zoning Staff with a revised copy of the Preliminary Plat. Any revisions of the Plat are subject to Administrative Determination to rule if the revision is substantial.
- G. Develop/Owner/Applicant is hereby notified that this project is subject to Design Review inspection fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.

4.4 Public Works

- A. 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](#).
- B. Compliance with [I.C. §31-3805](#) is required. Delivery of water shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
- C. 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 (KMIS).
- D. Connection to City Services (Sewer, Water, Pressurized Irrigation) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.
- E. The Developer/Owner/Applicant shall be required to participate, as determined by the City Engineer, in the development of additional Lift Station capacity, and or a Water Booster Station as necessary.
- F. The Developer/Owner/Applicant shall not submit an application for Final Plat until the City's Public Works Director issues a Will-Serve Letter stating the City's appurtenance has capacity to service the proposed development with domestic water, and accept the wastewater discharged from the proposed development.
- G. 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.
- H. Developer/Owner/Applicant shall work with staff in order to provide final locations of streetlights as required by Kuna City Code. Streetlights for the site shall be LED lighting and must comply with Kuna City Code and established Dark Sky practices.
- I. In accordance with R90-2022, once the Danskin Sewer Force Main is completed, 40 Equivalent Dwelling Units (EDU's) may be issued on a Phase-by-Phase basis.

4.5 General

- A. The Developer/Owner/Applicant 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:
1. The City Engineer shall approve all sewer connections.
 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 an approved drainage plan.
 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”.
 4. The Kuna Rural Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by the Fire District are required.
 5. The Kuna Municipal Irrigation System and Boise Project Board of Control shall approve any modifications to the existing irrigation system.
 6. Approval from Ada County Highway District (ACHD) shall be obtained, and Impact Fees must be paid prior to issuance of any building permit(s).
 7. All public rights-of-way shall be dedicated and constructed to the 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.
- B. 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 Public Hearing processes.
- C. Developer/Owner/Applicant/Contractors are hereby notified of Kuna’s working hours. Construction of any kind shall only be conducted within hours specified in [KCC 10-6-3](#). Noises and other public nuisances/distractions outside of this time frame are subject to lawful penalties.
- D. Developer/Owner/Applicant is hereby notified of Kuna’s weed control policies and requirements [KCC 8-1-3](#). Weeds, grasses, vines or other growth which endanger property or are over twelve (12) inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.
- E. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.
- F. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.

V
CONCLUSIONS OF LAW
RE: POWERS AND DUTIES OF THE PLANNING & ZONING COMMISSION

- 5.1 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 [Idaho Code §50-1](#).
- 5.2 The power of the City of Kuna lies in the Commission to hear this matter as provided in [Idaho Code §67-65](#), and [Kuna City Code 1-14-3](#).

VI
CONCLUSIONS OF LAW
RE: APPLICATION FOR ANNEXATION

- 6.1 The City of Kuna has authority to Annex lands into its boundaries pursuant to [Idaho Code §50-222](#).
- 6.2 [Idaho Code §50-222\(1\)](#) provides that:

[C]ities of the state should be able to annex lands which are reasonably necessary to assure the orderly development of Idaho’s cities in order to allow efficient and economically viable provisions of tax-supported and fee-supported municipal services, to enable the orderly development of private lands which benefit from the cost-effective availability of municipal services in urbanizing areas and to equitably allocated the costs of public services in management of development on the urban fringe.

(emphasis added).

- 6.3 The proposed Annexation is a Category A Annexation as described in [Idaho Code §50-222\(3\)\(a\)](#), because the private landowner of the parcel at issue has consented to the proposed Annexation.
- 6.4 Annexation decisions by a City Council are a legislative decision, not quasi-judicial decisions. *Black Labrador Investing, LLC. v. Kuna City Council*, 147 Idaho 92, 96 (2009), citing, see *Crane Creek Country Club v. City of Boise*, 121 Idaho 485, 487, 826 P.2d 446, 448 (1990).

VII
CONCLUSIONS OF LAW
RE: APPLICATION FOR PRELIMINARY PLAT

- 7.1 The City of Kuna has authority to approve Preliminary Plats within its boundaries pursuant to [I.C. §50-13 & 67-65](#)
- 7.2 In Kuna City Code, Title 1, Chapter 14, Section 3, states that Preliminary Plats are designated as Public Hearings, with the Planning and Zoning Commission as a recommending body and the City Council as the decision-making body.
- 7.3 Subdivision regulations as defined in Kuna City Code Title 6 are authorized by [I.C. § 50-13 & 67-65](#) and Article 12, section 2.

VIII
CONCLUSIONS OF LAW
RE: APPLICATION FOR DESIGN REVIEW

- 8.1 The Commission has the decision-making authority over all Legislative Design Review applications as provided in [KCC 1-14-3](#).
- 8.2 [Kuna City Code 5-4-2](#) provides that:

“This chapter applies to all proposed development located within the Design Review Overlay District which shall include the entire City Limits, and any land annexed into the city after the date of adoption hereof. Such development includes, but is not limited to, new commercial, industrial, institutional, office, multi-family residential projects, common areas, subdivision signage, proposed conversions, proposed changes in land use and/or building use, or exterior remodeling, exterior restoration, and enlargement or expansion of existing buildings, signs or sites, and requires the submittal of a Design Review application pursuant to this Chapter and fee as prescribed from time to time by the City Council.”

IX
ORDER OF RECOMMENDED APPROVAL FOR APPLICATIONS FOR
ANNEXATION AND PRELIMINARY PLAT

The Commission, having reviewed 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 THIS DOES ORDER:

- 9.1 The Annexation Application (Case No. 23-04-AN) is recommended *Approval*.
- 9.2 The Preliminary Plat Application (Case No. 23-04-S) is recommended *Approval*.

X
ORDER OF APPROVAL FOR APPLICATION FOR DESIGN REVIEW

- 10.1 The Design Review Application (23-17-DR) is hereby *Approved*.

BY ACTION OF THE PLANNING & ZONING COMMISSION of the City of Kuna at its regular meeting held on the 9th of April 2024.

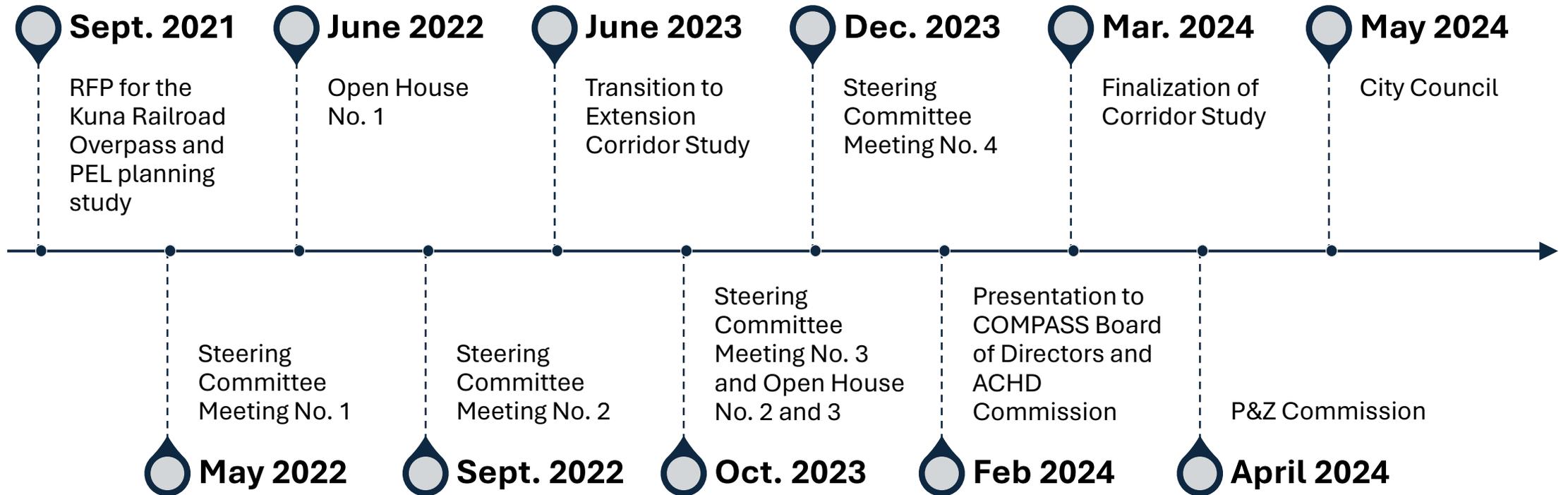
Dana Hennis, Chairman
Planning & Zoning Commission



MERIDIAN ROAD CORRIDOR EXTENSION STUDY

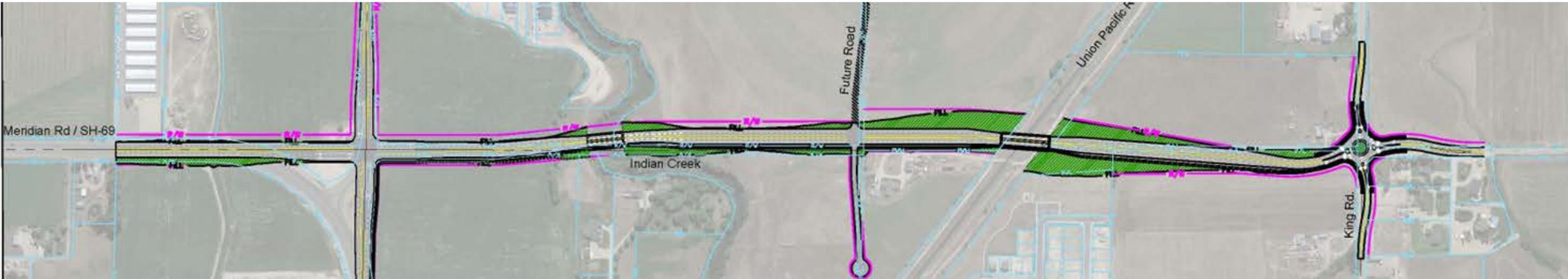


Timeline





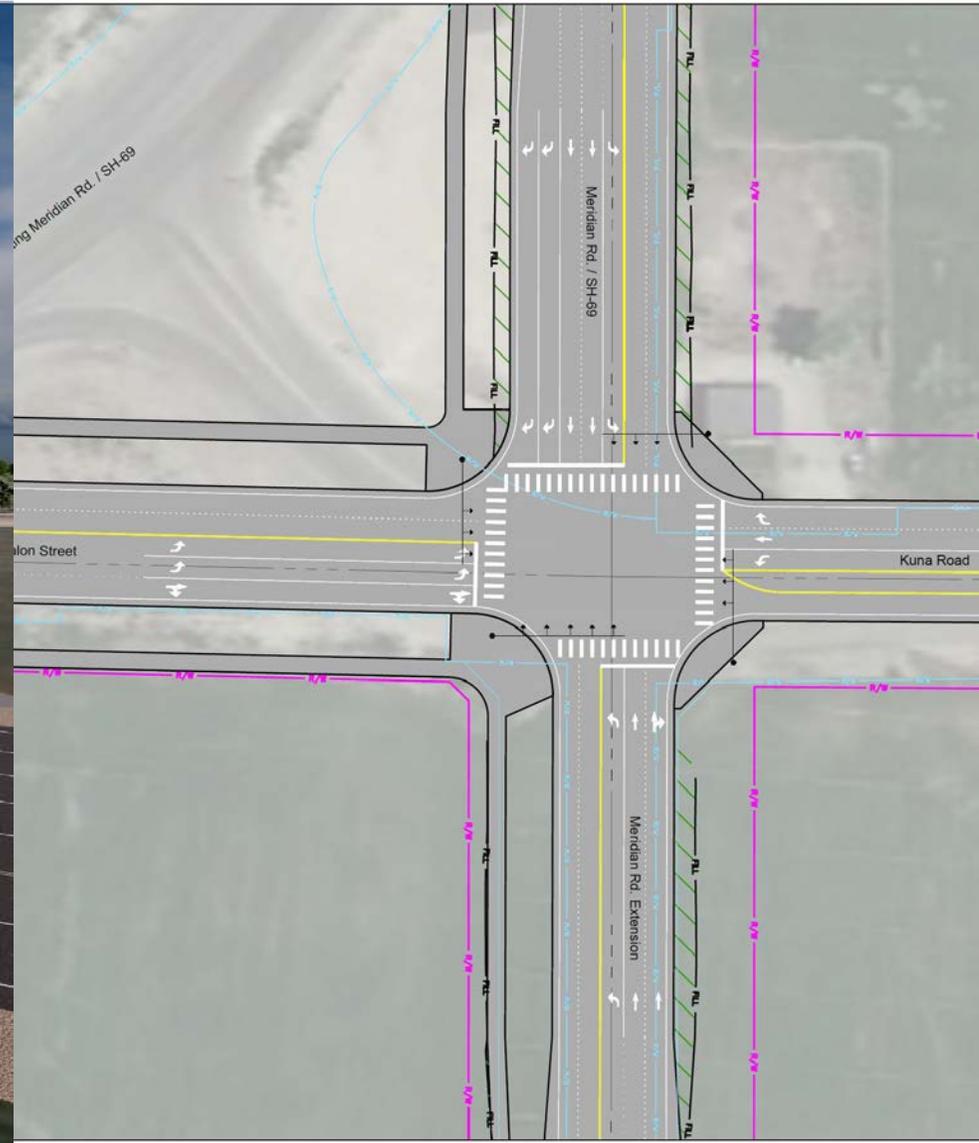
Alternative 1



Alternative 2



MERIDIAN & KUNA ROAD





Intersection Alternatives for Meridian Road and King Road

- Signalized Intersection
- Roundabout





Study Adoption

- **Jurisdictional Determination**
- **Right-of-Way Preservation**
- **Funding**

MERIDIAN ROAD CORRIDOR EXTENSION STUDY

Planner: Doug Hanson, dhanson@kunaid.gov, 208-287-1771

**ALL STUDY MATERIALS: [MERIDIAN ROAD
CORRIDOR EXTENSION STUDY](#)**

If you require assistance accessing the study materials through the link provided above, or would like to review the study materials in person at City Hall please contact the assigned planner.

MERIDIAN ROAD EXTENSION CORRIDOR STUDY



MARCH 2024



KUNA
IDAHO

PROJECT PARTNERS



City of Kuna

Doug Hanson, Planning and Zoning Director*
Joe Stear, Kuna Mayor*
Greg McPherson, Council President
Chris Bruce, Council Member*
Matt Biggs, Council Member*
John B. Laraway, Council Member
Lee Young, Planning & Zoning Commission Chairman
Dana Hennis, Planning & Zoning Commission Vice Chairman
Bryan Clark, Planning & Zoning Commissioner
Ginny Greger, Planning & Zoning Commissioner
Jim Main, Planning & Zoning Commissioner*



Idaho Transportation Department

Mark Wasdahl, Senior Transportation Planner*
Greg Vitley, Senior Environmental Planner
Aaron Bauges, Planning, Scoping & Environmental Services Manager
Rebecca Phillips, Senior Transportation Planner*



Ada County Highway District

Kent Goldthorpe, Commissioner
Edinson Bautista, Senior Transportation Planner*



J-U-B ENGINEERS, INC.



THE LANGDON GROUP



GATEWAY MAPPING INC.

J-U-B FAMILY OF COMPANIES

J-U-B ENGINEERS, Inc.

Lisa Bachman, AICP, Project Manager
Addison Coffelt, Planner
Rebecca Coulter, Public Involvement Manager
Jennifer Switzer, GISP, Senior GIS Analyst
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Cooper Felton, PE, Transportation Engineer
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Timothy Harrigan, PLS, Lead Surveyor



Kittelison & Associates

Jamie Markosian, PE, Senior Traffic Engineer
Becca Hoffman, Transportation Analyst

*Indicates Steering Committee role

A special thanks goes to the Steering Committee members who were appointed by the Kuna City Council. Steering Committee members attended meetings, reviewed materials, and provided important input and feedback throughout the study process.

Acknowledgements

Steering Committee

Austin Miller, Principal Planner, COMPASS
Bobby Withrow, Kuna Parks & Recreation Director
Brent Moore, Senior Planner, Ada County Development Services
Chris Pearson, Commercial Real Estate Agent
Cody Chytka, Landowner
Karri Keller, Executive Director, Kuna Chamber of Commerce
Margaret Havey, Bike Ped Transportation Planner, Idaho Transportation Department
Mark Tate, Developer, M3 Companies
Melissa Scholes, President, Kuna Chamber of Commerce
Michael (Mike) Smith, Business Owner, SPI Transportation Inc.
Morgan Treasure, Economic Development Director, City of Kuna Urban Renewal Agency
Russ Johnson, Trustee, Kuna School District Board
Toni Tisdale, Principal Planner COMPASS
Shawn Rayne, Representative, Ada County Paramedics
Steve Alsup, Representative, Snake River Birds of Prey National Conservation Area
T.J Lawrence, Fire Chief, Kuna Rural Fire District
Tom Ritthaler, Assistant Project Manager, Boise-Kuna Irrigation District

DRAFT

ACRONYMS

ACHD	Ada County Highway District
AASHTO	American Association of State Highway and Transportation Officials
BLM	Bureau of Land Management
Cat Ex	Categorical Exclusion
COMPASS	Community Planning Association of Southwest Idaho
EA	Environmental Assessment
EMS	Emergency Medical Services
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FLUM	Future Land Use Map
GIS	Geographic Information System
HCM	Highway Capacity Manual
ITD	Idaho Transportation Department
LHTAC	Local Highway Technical Assistance Council
LOS	Level of Service
MSE	Mechanically Stabilized Earth
MUTCD	Manual for Uniform Traffic Control Devices
NEPA	National Environmental Policy Act
NCHRP	National Cooperative Highway Research Program
ROW	Right-of-Way
SH	State Highway
TAZ	Transportation Analysis Zone
UPRR	Union Pacific Railroad
V/C	Volume-to-Capacity Ratio

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EXECUTIVE SUMMARY

Background

The community’s long-held interest in a Meridian Road extension that crosses over the Union Pacific Railroad (UPRR) tracks and Indian Creek, prompted the initiation of this Meridian Road Extension Corridor Study (FY2022-2028 Regional Transportation Improvement Program, Key No. KUN01). Past studies have evaluated multiple UPRR crossing locations. This study focuses on alignment alternatives for the extension of Meridian Road from Kuna Road to King Road. Through a two-year public outreach process (agency and property owner consultations, Steering Committee input, project website and public open house), the Meridian Road extension to King Road rose to the top as the priority location, with a potential long-term future extension one mile south to Kuna-Mora Road. While this report presents a King Road terminus, a prospective extension to Kuna-Mora Road would provide a future alternative route to I-84 to the east.

The Meridian Road Extension Corridor best meets the goals of the Idaho Transportation Department (ITD) 2040 Corridor Vision and 2050 Update, Ada County Highway District (ACHD) Master Street Map and Capital Improvement Plan, ITD SH-69 Corridor Study, Kuna Crossing Feasibility and Implementation Plan (2014), and Community Planning Association of Southwest Idaho (COMPASS) *Communities in Motion 2050* Long Range Plan (FY2027–2050 Long-Term Funded Regional Transportation Projects, pg. 4). This location also supports a higher likelihood of construction with two large transportation agencies (ITD and ACHD) as possible project proponents.

Existing and Future Conditions

Table i – Existing and Future Conditions

Existing Conditions (Before Project)	Future Conditions (After Project)
<p>Safety</p> <ul style="list-style-type: none"> • Emergency Services response delays, at times blocking at-grade crossings depending on train length (<i>Images A&B</i>) • Unsignalized intersection at Kuna Road and Meridian Road/SH 69 with 17 reported crashes between January 2019- August 2023, including 1 Fatality and 2 Type A¹ crashes. • Stop-controlled on north and south legs of intersection at King Road 	<ul style="list-style-type: none"> • Reduced emergency services response times with the railroad overpass and new available route • Signalized intersection at Kuna Road to improve safety, move traffic more efficiently, and reduce number of crashes and/or crash severity • New roundabout or signalized intersection at King Road to facilitate traffic flow and accommodate future traffic volumes
<p>Development & Growth</p> <ul style="list-style-type: none"> • Right-of-way (ROW) currently ranges from 25'-50' from section line • City growing at a rapid pace (average 6%+ annually) • No municipal utilities (potable water, sewer, pressurized irrigation) present with lack of existing north-south roadway/utility corridor • No broadband 	<ul style="list-style-type: none"> • The study facilitates preservation of 160'-310' ROW to protect the corridor as rapid growth occurs • ROW acquisition with the project would accommodate the future 2050 traffic forecast • An available corridor to extend municipal utilities (potable water, sewer, pressurized irrigation) and broadband.

¹ Type A crash indicates serious injury, unconsciousness, and/or emergency services transport

Existing Conditions (Before Project)	Future Conditions (After Project)
<p>Traffic</p> <ul style="list-style-type: none"> • Traffic queues at Swan Falls at-grade crossing can impact traffic function on Avalon Street / Linder Road 	<ul style="list-style-type: none"> • Ultimate buildout configuration of Meridian Road/SH-69 and Kuna Road improves functionality and safety utilizing the 2050 traffic volumes forecasts. • Ultimate buildout of the Meridian Road extension requires improvements to the Meridian Road and King Road intersection. Configuration of Meridian Road and King Road will accommodate functionality using the 2050 traffic volumes as well as agricultural and livestock equipment.
<p>Connectivity/Mobility</p> <ul style="list-style-type: none"> • Meridian Road/SH-69 terminates at Orchard Street/Avalon Street • Only a short segment of south Meridian Road exists from the south side of the UPRR tracks to King Road • Lack of alternative route (long-term/future) 	<ul style="list-style-type: none"> • Connectivity with a new route for emergency responders, existing and future residents, freight movement, agricultural activities, and businesses • Supports possible future alternative route to I-84 to the east



Images A & B outline emergency services waiting on the train at an at-grade crossing.



Alignment Alternatives

Alignment alternatives were developed by the project team and presented for public input and consideration of existing conditions, future conditions, environmental resources, ROW impacts, bridge length, and driver expectancy. Both alternatives include the following components:

- Reconfiguration of Meridian Road/SH-69 and Kuna Road from a stop controlled, T-Intersection (or “curve”) to a new signalized, four-leg intersection
- Both a two-lane roundabout and a signalized intersection were considered as alternatives for the Meridian Road and King Road intersection
- Four-lane, 186’-188’ bridge over Indian Creek
- Four-lane, 230’-255’ railroad bridge over the UPRR tracks
- Five-lane roadway extension with two through lanes in each direction, a two-way, left turn lane or flush median depending on access control requirements from the roadway jurisdiction, and a 10’ multi-use pathway on the west side of the proposed alignments. The multi-use path would be maintained across both proposed bridges and would include physical separation from traffic by landscape area or bridge rail.

As shown in **Figure 3.1** and **Figure 3.2** and **Table 3.1**, Alternative 1 has the highest driver expectancy, as it has the straightest alignment with minor curvature. It also requires approximately 12 percent less ROW acquisition

Executive Summary

than Alternative 2. However, the lack of curvature in Alternative 1's alignment results in a more skewed crossing over the UPRR tracks. Alternative 1's skewed crossing over UPRR tracks results in an 11 percent longer bridge than Alternative 2. The preliminary planning-level cost estimates range from approximately \$60 million to \$68 million for design, ROW acquisition, and construction.

Implementation / Recommendations

Key recommendations to progress the project forward include the following:

- Continue to work with ACHD and ITD on jurisdictional determination.
- Utilize the Strategic Funding Plan (Appendix E), and regularly update.
- Provide ongoing project status updates to the public, project partners and funding agencies.
- Determine a preferred Alternative during Concept/Charter phase of design.
- Continue to engage with project partners, appointed and elected officials, and funding agency personnel.
- Further evaluate feasibility of potentially completing the project in up to three phases:
 - **Phase 1:** Realignment and signalization of the Meridian Road/SH-69 and Kuna Road/Avalon Street intersection.
 - **Phase 2:** Meridian Road/SH-69 signalization updates and extension from Kuna Road/Avalon Street to King Road, including the two bridges (both bridges are required to be constructed in the same phase to avoid a dead-end extension).
 - **Phase 3:** Intersection Improvements at S Meridian Road and King Road.

1. INTRODUCTION



1. INTRODUCTION

Providing an additional crossing of the UPRR tracks and Indian Creek has been an objective for the City of Kuna for several decades. To that end, numerous studies have been undertaken by the City and other local agencies including the *Kuna Crossing Feasibility Study (2014)*, the *Kuna Downtown Corridor Plan (2012)*, *Extension of Meridian Road Proposal (2006)*, and *Kuna Railroad Crossing Study (1995)*. The most recent and relevant of these, the *Kuna Crossing Feasibility Study 2014*, built upon previous studies and went on to evaluate the need, location, and feasibility of crossing the UPRR tracks and Indian Creek. The findings of that report encouraged the City to proceed with more focused evaluation, agency dialogue and public engagement. Through a Quality Based Selection (QBS) process, J-U-B Engineers, Inc. was selected to prepare this study and assess alignment alternatives for an overpass and roadway extension of Meridian Road over Indian Creek and the UPRR tracks south to King Road.

PURPOSE AND NEED

The purpose of the project is to extend Meridian Road south to King Road to increase safety, improve mobility and provide access for vehicles, and other transportation modes.

The project need is outlined as follows:

- Address safety issues related to collisions at the Avalon-State Highway 69 intersection, and routes to school.
- Improve mobility and travel time across the UPRR tracks and Indian Creek, for emergency services, educational, agricultural, residential, commercial, and industrial users.
- Provide multi-modal connectivity and accessibility to local, regional, and state roadway networks, including enhanced north-south bicycle and pedestrian routes, and suitable infrastructure that can accommodate freight activity.

PLANNING AREA

The City of Kuna is located in the southwest corner of the state in Ada County, Idaho, approximately 20 miles southwest of Boise. Meridian Road/ SH-69 is one of the major entryway corridors into the city, providing direct access to Interstate 84 and serving a mix of local commercial, residential, and agricultural uses. Refer to **Figure 1.1 – Planning Area Map**.

Jurisdictional Implications (ITD, ACHD)

The corridor is multi-jurisdictional, with both ITD and ACHD as the transportation agencies who own and maintain the existing roadways. ITD has jurisdiction over Meridian Road/SH-69 and Avalon Road/SH-69, while ACHD has jurisdiction over Avalon Road west of Orchard Avenue and E Kuna Road, as shown on **Figure 1.1 – Planning Area Map**.

PUBLIC INVOLVEMENT PROCESS

Project Goals

A series of project goals were identified through the public outreach process that outline the priorities of the community. These goals identified are as follows:

1. Improve safety while enhancing community identity.
2. Minimize environmental impacts.
3. Extend Meridian Road to create a reliable multi-modal north south community connection.

Public Outreach Overview

Throughout 2022, the City of Kuna initiated a Planning and Environmental Linkages (PEL) Study that would set the stage for National Environmental Policy Act (NEPA) review associated with a federally funded project, including future design and construction for a railroad overpass and a bridge over Indian Creek. Through initial public outreach efforts (agency and property owner consultations, Steering Committee input, project website and public open house), the Meridian Road extension to King Road rose to the top as the priority location for a railroad overpass and bridge over Indian Creek.

As a result, on June 6, 2023, the Kuna City Council voted to transition from conducting the PEL Study to developing a Corridor Study for the Meridian Road railroad overpass extension. The Corridor Study process included additional public outreach, property owner consultations, and planning and engineering analysis focused on right-of-way preservation and details to support project programming for future design and construction.

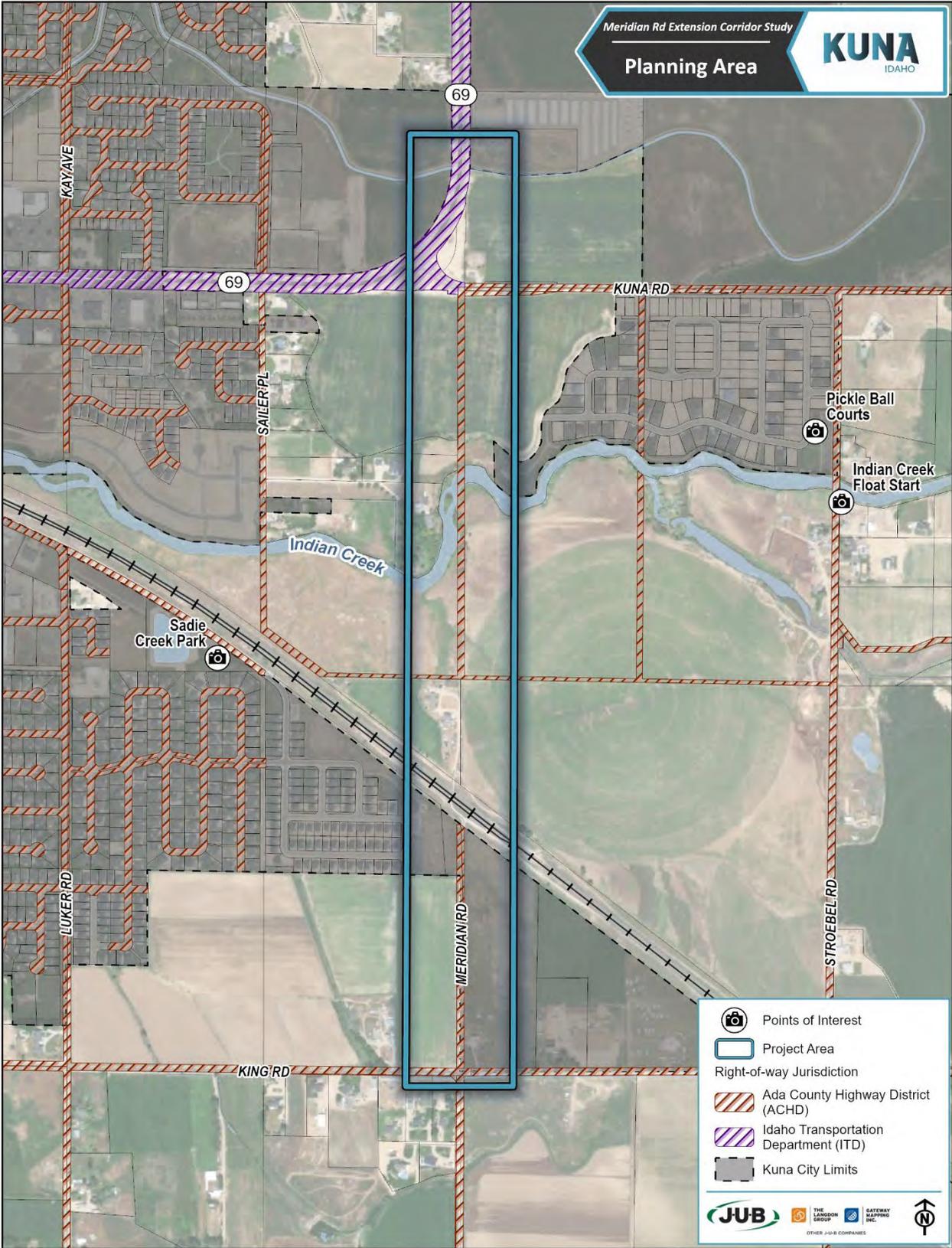
The City of Kuna and project team committed with engaging with ITD, ACHD, and COMPASS through the study process to facilitate ongoing support and collaboration. The City believes this collaborative, partnership-based approach will result in the design and construction of the community's long-standing goal and need for this critical transportation network connection to occur. A brief overview of the public outreach process is outlined below.

Public Outreach Process

- **Public Involvement Plan:** Ongoing February 2022.
- **Stakeholder Assessment:** Completed March 2022.
- **Public Input Website:** Go-live took place June 17, 2022 (<http://bit.ly/MeridianRdSH69>)
- **Preliminary Online Comment Map:** Interactive, public comment map available for public comment June - August 2022.
- **Preliminary Property Owner & Stakeholder Consultations:** Completed May through November 2022.
- **Steering Committee Meeting No. 1:** Completed Thursday, May 26, 2022, from 3:30 – 5:00 p.m. at the Kuna City Hall Council Chamber.
- **Public Open House No. 1:** Completed Wednesday, June 22, 2022, from 4:00-6:00 p.m. at the Kuna City Hall Council Chamber.
- **Continued Property Owner & Stakeholder Consultations:** October through December 2023.
- **Steering Committee Meeting No. 2:** Completed Thursday, October 5, 2023, from 4:00-6:00 p.m. at the Kuna City Hall Council Chamber.
- **Public Open House No. 2:** Completed Thursday, October 19, 2023, from 4:00 – 6:00 p.m. at the Kuna City Hall Council Chamber (751 W. 4th St, Kuna, ID).
- **Public Open House No. 3:** Completed Thursday, October 26, 2023, from 5:00 – 7:00 p.m. at Kuna City Hall Council Chamber (751 W. 4th St, Kuna, ID).
- **Online Comment Map:** Interactive, online comment maps displaying two possible alignment alternatives were available for public comment October 19 – November 9, 2023.
- **Steering Committee Meeting No. 3: Completed** Thursday, December 14, 2023, from 4:00 - 6:00 p.m. at the Kuna City Hall Council Chamber.
- **Public Draft Plan Review:** Scheduled for March 8, 2024 – March 19, 2024.
- **Planning & Zoning Commission Public Hearing:** Scheduled for April 9, 2024.
- **City Council Adoption:** Scheduled for May 7, 2024.

A more detailed summary of the public outreach process and activities can be referenced in **Appendix A**.

Figure 1.1. Planning Area Map



2. EXISTING AND FUTURE CONDITIONS



2. EXISTING AND FUTURE CONDITIONS

EXISTING PLANS AND POLICIES

Existing Plans and Policies adopted by the City of Kuna, COMPASS, ITD and ACHD identify common goals and improvements which informed the study process and alternatives as follows:

- An overpass over the railroad and Indian Creek was the most requested transportation enhancement through the City of Kuna Comprehensive Plan, *Envision Kuna* process (pg. 86)
- Existing E Kuna Road – Minor Arterial
- Existing W King Road – Minor Arterial
- New Proposed Principal Arterial and Entryway Corridor Overlay area along Meridian Road extension
- New Proposed Major Collector on west side of Meridian Road extension on south side of the railroad tracks to Luker Road
- New Proposed Principal Arterial/frontage road on east side of Meridian Road extension along the north side/parallel of the railroad tracks to Stroebel Road
- New Proposed Major Collector in the mid-mile area for east-west connectivity
- Bike Route along Kuna Road and King Road
- Bike Route and Future Trails along Indian Creek

For more details, refer to **Appendix B – Existing Plans and Policies**.

DEMOGRAPHICS

Table 2.1 - Population Information

Population: Historic and Forecasted				
2000	2010	2020	2022	2050
5,436	15,210	24,210	27,229	73,354

U.S. Census Bureau of Statistics

Based on historical population data, the City of Kuna has experienced an average of 6.05 percent population increase per year. This data was used to forecast the 2050 population estimate, resulting in a population increase from 27,229 in 2022 to 73,354 in 2050.

LAND USE

While the City of Kuna has experienced extensive growth over the past decade, land uses have begun to shift from largely agricultural to a more urban center. This shift of land uses is primarily located along the SH-69/Meridian Road corridor, the location of the most northern section of the proposed project. This corridor was once active with agricultural operations, on both the east and west sides of the corridor, and is now booming with commercial, residential, and light industry.

Zoning And Future Land Use

The planning area extends through city limits and unincorporated Ada County, as displayed on **Figure 2.1 - City of Kuna Zoning Map**. The property on the north side of Indian Creek, adjacent to the corner of SH-69/Meridian Road and Avalon Road, is zoned C-1 (Commercial in Kuna City limits) and RUT (Rural Urban Transition in Ada County). The remainder of the planning area extends south over properties zoned R-6 (Medium Residential) within Kuna City limits, as well as RUT and A (Agricultural) within Ada County.

Existing and Future Conditions

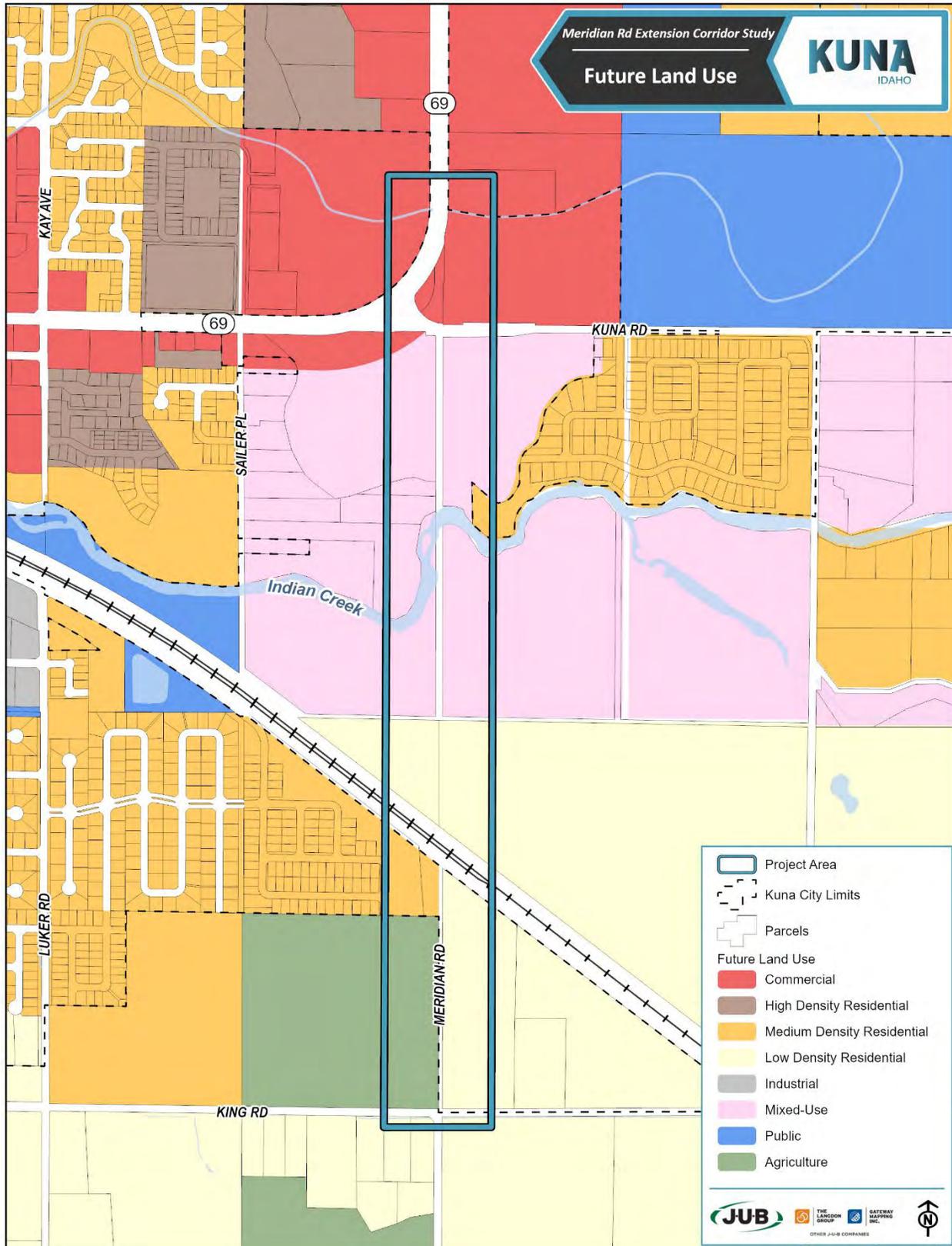
The properties located within the proposed project area were designated with future land uses that align with the current desired development of the City and community along the future corridor. Refer to **Figure 2.2 – City of Kuna Future Land Use Map**. The future land use designations along the corridor include commercial, mixed use, medium density residential, low density residential, and industrial. It is recommended that the City's Future Land Use Map is revisited to capture recent development changes and overlay districts.

Development Activity

The City of Kuna has received various development plans and applications for properties both within and adjacent to the proposed project area. The proposed development adjacent to the planning area includes mixed use, public, and residential development.

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Figure 2.2. City of Kuna Future Land Use Map



ROADWAY NETWORK

The existing intersection of E Kuna Road and SH-69, east of Kuna’s downtown, includes a rounded approach of SH-69 to the west (referred to as the curve), to join E Avalon Street. Access to E Kuna Road, east of the SH-69, occurs prior to the approach of Avalon Street, when travelling south. The existing SH-69 roadway commences at Interstate 84/Overland Road interchange and terminates at Orchard Avenue approximately 0.5 mile west of the curve. The facility consists of two north and south bound lanes, with a middle turn lane, while E Kuna Road (which extends from SH-69 east to S Cloverdale Road) consists of single eastbound and westbound lanes with a middle turn lane.

The extent of the planning area extends from the terminus of SH-69 south to King Road. No existing roadway is present between the terminus of SH-69 and King Road as agricultural property and sparse rural residential exists. Indian Creek and the UPRR traverses the proposed project limits. The existing roadway is asphalt and the shoulders along the terminus of SH-69 and E Avalon Street are unimproved, and dirt. There is currently only one access control measure within the project limits, located at E Kuna Road approaching SH-69, where a stop sign is present. Speed limits range from 35 to 55 mph along SH-69 and 35 mph on Avalon Street.

The existing alternative routes to access south Kuna (area developed south of the UPRR tracks) are located at N Bridge Avenue, S Swan Falls Road, and E King Road. All alternative routes currently have at-grade railroad crossings that prohibit traffic movement when train activity occurs. Additionally, connectivity regarding other modes of transportation is limited as there are currently no bicycle or pedestrian facilities along any of the alternative routes to south Kuna. **Figure 2.3 – Roadway Network Map** shows the existing and proposed roadway network, including proposed east-west connectivity roadways in the planning area.

UTILITIES

The City of Kuna is currently in the process of updating their sewer and water master plans. In past master plans as well as updated plans, it is required that all developments construct utilities “to and through” their property, particularly along mile and mid-mile roads. The Rising Sun West development located south of the Meridian Road and Kuna Road intersection will qualify for this requirement. For this reason, it is expected that domestic water, sewer force main, pressurized irrigation, and fiber optic conduit be included with the construction of the proposed Meridian Road extension project.

SAFETY ANALYSIS

The existing infrastructure within the planning area was assessed for safety. The Local Highway Technical Assistance Council (LHTAC) crash and safety maps were referenced to determine the number of crashes that have occurred between January 2019- August 2023. There were no reported crashes along King Road within the planning area. The most southern portion of SH-69/Meridian Road as it extends to E Avalon Road as well as the ‘T’ intersection of Meridian Road/E Kuna Road has had several crashes (Refer to **Figure 2.4 – Crash Map**) that are outlined in the table below.

Table 2.2 - Crash Summary

Accident Type	Number of Crashes
Fatality	1
Type A (Incapacitating Injury)	2
Type B (Visible Injuries)	5
Type C (Possible Injuries)	3
Property Damage	14
Total	25

To improve the safety, the intersection of Meridian Road/E Kuna Road and the curve to Avalon Street would be realigned and signalized as part of the proposed project.

Figure 2.3. Road Network Map

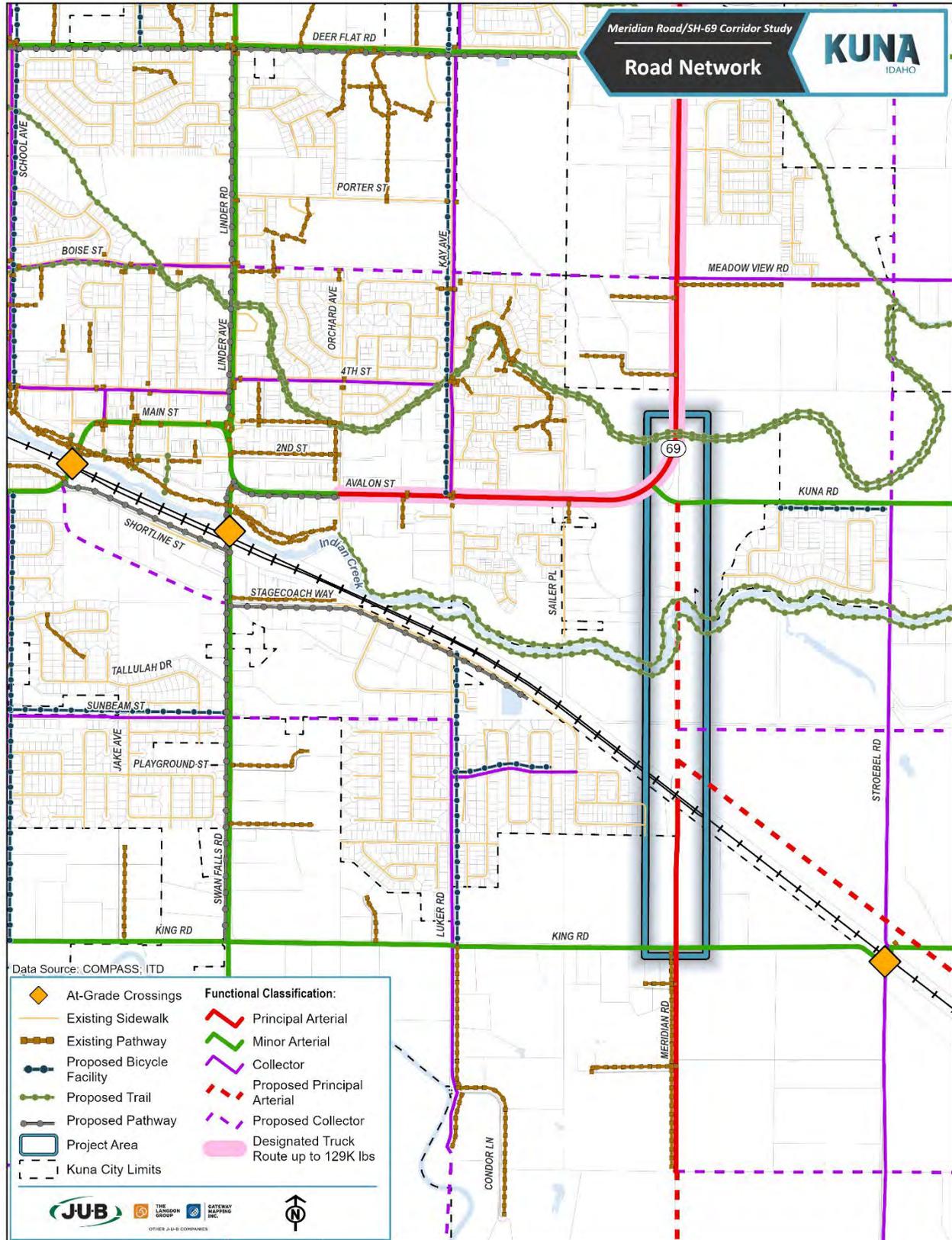
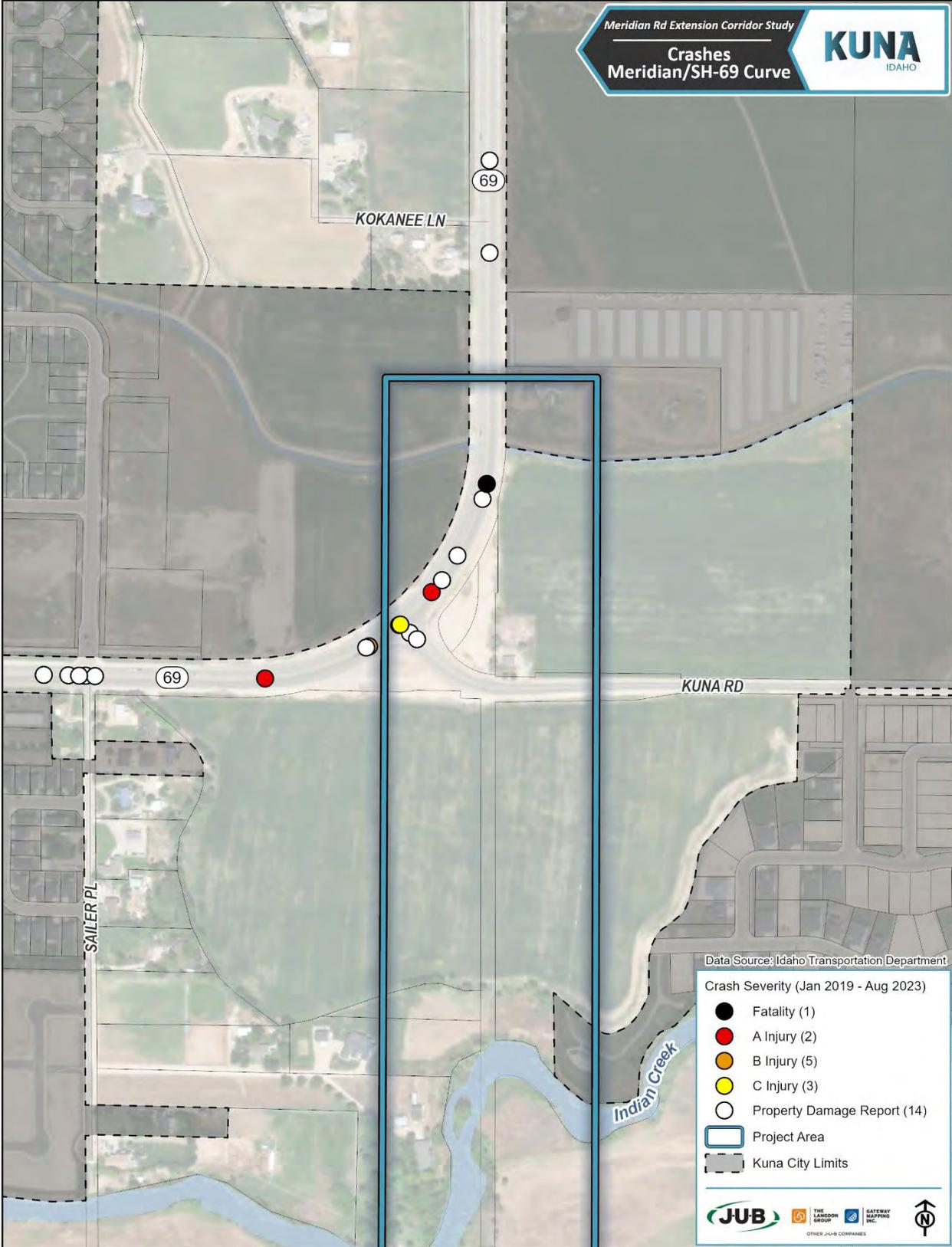


Figure 2.4. Crashes Map

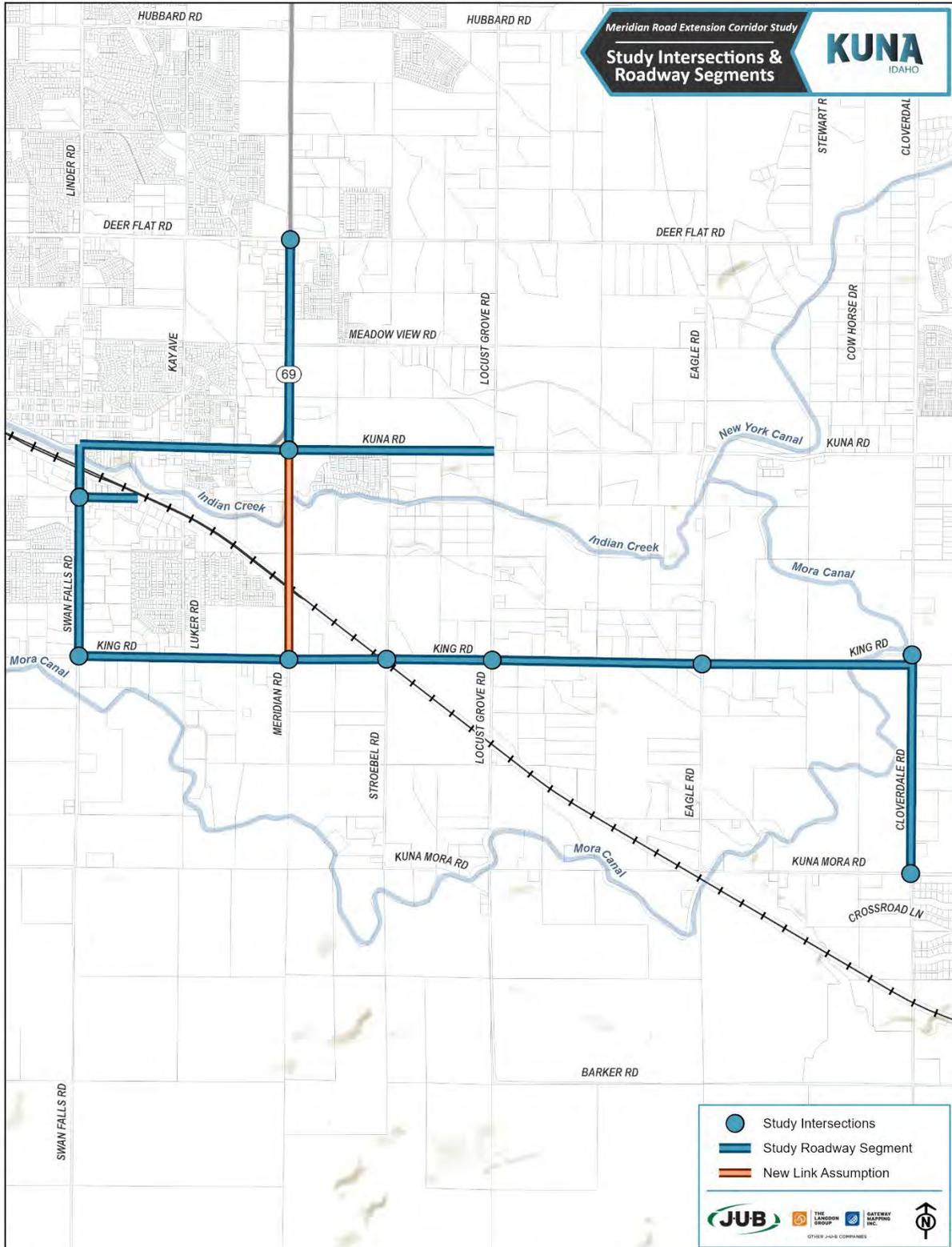


TRAFFIC OPERATIONS & REGIONAL CONNECTIVITY

Traffic operations and intersection performance was evaluated on a regional level under existing traffic conditions and with build-out conditions, which include the addition of the Meridian Road extension from Kuna Road to King Road. Study intersections and roadway segments are shown in **Figure 2.5** and represent a collection of key intersections and roadway segments that are likely to experience fluctuations and re-distribution of vehicle trips, assuming that the connection is made to extend Meridian Road to King Road.

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Figure 2.5. Study Intersections & Roadway Sections



Analysis Methodology

The key performance measures reported in this study include level of service (LOS), volume-to-capacity ratio (V/C), delay and 95th percentile queues. The performance measures are used to gauge the performance of the transportation system and overall quality of the travel experience through an intersection or roadway segment as it is perceived by the traveler:

- *Level-of-service (LOS)* is currently the most commonly used performance measure. LOS uses an “A” to “F” ranking based on the average control delay experienced by motorists. LOS “A” conditions have very low vehicles delay times (10 seconds or less), while LOS “F” conditions have high delay times (over 80 seconds on average per vehicle at the signalized intersection) that are considered unacceptable to most drivers.
- *Volume-to-capacity (v/c)* compares the volume of traffic to the theoretical capacity of the facility to accommodate traffic. A v/c ratio of 1.0 indicates an intersection, or movement at an intersection, is operating at capacity. A v/c ratio over 1.0 indicates the intersection’s capacity is exceeded.
- *95th percentile queue* is the queue length that has only a 5 percent probability of being exceeded during the analysis time-period. It is used to help determine turn lane storage, but not what the typical driver would experience. This performance measure is helpful in assessing access spacing from adjacent unsignalized and signalized intersections.

Overall intersection performance is calculated for signalized intersections. For two-way stop-controlled intersections, performance measures are reported for the critical movement.

The intersection operational analysis was performed using the *Highway Capacity Manual (HCM) 6th Edition* analysis procedures. To ensure that this analysis is based on a reasonable worst-case scenario, the peak 15-minute flow rate during all peak hours was used in the evaluation of all intersection LOS and V/C ratios. This analysis reflects conditions that are only likely to occur for 15-minutes out of each average peak hour. The transportation system will likely operate better than the conditions described in this report during all other time periods. The intersection operations analyses conducted for the study were prepared using Synchro 11.

The roadway segment analysis was performed using the ACHD Street Capacity Guidelines Table in ACHD’s *2020 Capital Improvements Plan* for all ACHD roadways.

The *HCM 2000* was utilized due to the ability to report overall intersection V/C ratios for a signalized intersection as required by ACHD Policy Manual, since the *HCM 6th Edition* does not report overall intersection V/C ratio.

Intersection operations, as evaluated with HCM methodologies, were compared to ACHD and ITD intersection performance measures. When compared to ACHD and ITD operational thresholds all study intersections and roadway segments operate acceptably under existing 2022 conditions. Under future 2050 conditions, link endpoint intersections operate acceptably with the proposed lane configurations, while other study intersections are not forecast to operate acceptably.

Existing Conditions – Year 2022

Traffic operations under existing year 2022 traffic conditions were evaluated to build a baseline view of traffic operations on and around Meridian Road between Deer Flat Road and King Road and from Swan Falls Road to Cloverdale Road. **Table 2.3** summarizes the year 2022 intersection traffic operations for the study intersections shown in **Figure 2.5**. **Table 2.3** summarizes the year 2022 roadway segment traffic operations for the study roadway segments shown in **Figure 2.5**.

Table 2.3 - Year 2022 Intersection Traffic Operations

Intersection	Control	Intersection AM/PM			Lane Group	AM Peak Hour			PM Peak Hour		
		V/C	LOS	Delay (sec)		V/C	LOS	Delay (sec)	V/C	LOS	Delay (sec)
Meridian Road (SH-69) / Deer Flat Road	Traffic Signal	0.85 / 0.77	C / D	32.1 / 36.5	EBL	0.90	D	39.5	0.66	C	30.5
					EBTR	0.39	C	20.7	0.42	C	34.3
					WBL	0.04	C	330	0.19	C	33.7
					WBTR	0.68	D	44.9	0.78	D	50.5
					NBL	0.32	C	23.9	0.59	C	24.7
					NBTR	0.66	C	28.9	0.29	C	20.7
					SBL	0.08	C	23.7	0.16	B	17.4
Meridian Road (SH-69) / Kuna Road	TWSC	-	-	2.5 / 3.1	WBL	0.16	C	16.0	0.38	C	21.5
					WBR	0.14	B	11.1	0.16	B	10.4
					NBT	-	-	-	-	-	-
					NBR	-	-	-	-	-	-
					SBL	0.08	A	9.2	0.07	A	8.4
Stroebel Road / Kuna Road	TWSC	-	-	1.4 / 1.7	EBTR	-	-	-	-	-	-
					WBLT	0.002	A	7.5	0.02	A	7.6
					NBLR	0.07	B	10.4	0.09	B	11.6
Swan Falls Road / Stagecoach Way	TWSC	-	-	4.8 / 3.6	WBLR	0.25	B	11.0	0.16	A	9.9
					NBTR	-	-	-	-	-	-
					SBL	0.09	A	8.0	0.10	A	7.8
Swan Falls Road / King Road	TWSC	-	-	6.7 / 6.6	EBLTR	0.14	B	10.6	0.06	B	10.8
					WBLTR	0.06	A	9.6	0.23	B	11.3
					NBLTR	0.004	A	7.3	0.004	A	7.6
					SBLTR	0.02	A	7.3	0.006	A	7.3
Luker Road / King Road	TWSC	-	-	2.2 / 1.4	EBLTR	0.003	A	7.3	0.01	A	7.7
					WBLTR	-	A	0.0	0.001	A	7.3
					NBLTR	0.01	A	9.4	0.01	B	10.1
					SBLTR	0.04	A	9.2	0.03	B	10.1
Stroebel Road / King Road (W of RR)	TWYC	-	-	-	EBLR	0.12	A	9.1	0.05	A	9.4
					NBLT	0.00	A	2.1	0.00	A	5.1
					SBTR	0.02	-	0.0	0.13	-	0.0
Stroebel Road / King Road (E of RR)	TWSC	-	-	7.5 / 4.0	WBLR	-	-	-	-	-	-
					NBTR	0.11	A	8.7	0.04	A	8.7
					SBLT	-	-	-	-	-	-
Locust Grove Road / King Road	TWSC	-	-	1.0 / 0.6	EBLTR	0.001	A	7.2	0.004	A	7.6
					WBLTR	0.001	A	7.4	0.001	A	7.3
					NBLTR	0.01	A	9.2	0.01	B	10.2
					SBLTR	0.01	A	8.8	0.04	A	9.6
Eagle Road / King Road	AWSC	-	A / A	7.1 / 8.2	EBLTR	0.10	A	7.0	0.03	A	7.3
					WBLTR	0.01	A	7.0	0.07	A	7.7
					NBLTR	0.03	A	7.4	0.22	A	8.5
					SBLTR	0.02	A	7.3	0.02	A	7.4
Cloverdale Road / King Road	TWSC	-	-	1.8 / 0.8	EBLR	0.05	A	9.5	0.03	B	10.0
					NBLT	0.003	A	7.4	0.01	A	7.4
					SBTR	-	-	-	-	-	-
Cloverdale Road / Kuna-Mora Road	AWSC	-	A / B	7.9 / 10.1	EBLTR	0.11	A	7.9	0.04	A	7.7
					WBLTR	0.05	A	7.8	0.46	B	10.7
					NBLTR	0.12	A	7.7	0.05	A	8.2
					SBLTR	0.12	A	8.1	0.13	A	8.7

Table 1.4 - Year 2022 Roadway Segment Operations

Roadway Segment	Classification ¹	Travel Lanes ²	Two Way ADT	ACHD Peak Hour Std. Volume (One-Way)	Weekday AM Peak Hour		Weekday PM Peak Hour	
					One-Way Volume/Direction	Meets Std.	One-Way Volume/Direction	Meets Std.
Meridian Road (SH-69) (Deer Flat Road to Kuna Road)	Principal Arterial	5	11,203	E / 1,780	NB / 596	Yes	SB / 1,123	Yes
Avalon Street (Swan Falls Road to Meridian Road)	Principal Arterial	5 ⁶	11,822	E / 1,780	EB / 574	Yes	WB / 1,173	Yes
Kuna Road (Meridian Road to Stroebel Road)	Minor Arterial	2	2,450	E / 575	EB / 148	Yes	WB / 243	Yes
Swan Falls Road (Stagecoach Way to Avalon Street)	Minor Arterial	27	8,786	E / 575	NB / 381	Yes	SB / 385	Yes
Swan Falls Road (King Road to Stagecoach Way)	Minor Arterial	2	8,786	E / 575	NB / 216	Yes	SB / 250	Yes
Swan Falls Road (Kuna Mora Road to King Road)	Minor Arterial	2	1,282	E / 575	NB / 44	Yes	SB / 76	Yes
Stagecoach Way (Swan Falls Road to Best Business Avenue)	Collector ³	2	1,578	D / 425	WB / 170	Yes	EB / 138	Yes
King Road (School Avenue to Swan Falls Road)	Minor Arterial	2	2,220	E / 575	EB / 84	Yes	WB / 160	Yes
King Road (Swan Falls Road to Luker Road)	Minor Arterial	2	1,954	E / 575	EB / 94	Yes	WB / 204	Yes
King Road (Luker Road to Stroebel Road)	Minor Arterial	2	944	E / 575	EB / 102	Yes	WB / 219	Yes
King Road (Stroebel Road to Locust Grove Road)	Minor Arterial	2	1,723	E / 575	EB / 100	Yes	WB / 189	Yes
King Road (Locust Grove Road to Eagle Road)	Minor Arterial	2	1,500	E / 575	EB / 94	Yes	WB / 184	Yes
King Road (Eagle Road to Cloverdale Road)	Minor Arterial	2	594	E / 575	EB / 34	Yes	WB / 48	Yes
Cloverdale Road (Kuna Road to King Road)	Minor Arterial	2	2,374	E / 575	NB / 101	Yes	NB / 192	Yes
Cloverdale Road (King Road to Kuna-Mora Road)	Minor Arterial	2	1,034	E / 575	SB / 88	Yes	NB / 190	Yes
Cloverdale Road (Kuna-Mora Road to Barker Road)	Minor Arterial ⁴	2	435	E / 575	NB / 94	Yes	SB / 82	Yes
Kuna-Mora Road (Eagle Road to Cloverdale Road)	Expressway ⁵	2	658	E / 6905	EB / 79	Yes	WB / 173	Yes
Kuna-Mora Road (Cloverdale Road to Cole Road)	Expressway ⁵	2	1,420	E / 6905	EB / 175	Yes	WB / 353	Yes

¹ Per COMPASS 2040 Functional Street Classification Map.

² Travel lanes include the total number of lanes across the roadway's respective cross section.

³ COMPASS and ACHD do not classify Stagecoach Way between Swan Falls Road and Best Business Avenue. Based on based on surrounding roadways with similar purpose and function, this project assumes this segment is a Collector.

⁴ COMPASS and ACHD do not classify Cloverdale Road between Kuna Mora Road and Barker Road. Based on surrounding roadways with similar purpose and function, this project assumes this segment is a Minor Arterial.

⁵ While ACHD and COMPASS mapping classify Kuna Mora Road as an expressway, there is no ACHD peak hour standard for expressway. Therefore, peak hour volumes on Kuna Mora Road are compared to the Principal Arterial standards as previously directed by ACHD for other projects in the area.

⁶ It is noted that Avalon Road between Swan Falls Road and Meridian Road (SH-69) experience a transition from a 5-lane cross section to a 2-lane cross section. Given that ACHD classifies the majority of the segment as a Principal Arterial and the segment is primarily a 5-lane cross section this project assumes the Principal Arterial with a continuous center left-turn lane threshold. ⁷ It is noted that some portions of Swan Falls Road widen to 3-lanes. For conservative analysis of the overall segment the segment volume is compared to the 2-lane section standard.

As shown in **Table 2.3** and **Table 2.4** above, under year 2022 traffic conditions, all study intersections and roadway segments operate within ACHD LOS standards and planning level thresholds.

Appendix C.1a contains traffic count data and operations analysis worksheets for year 2022 traffic conditions.

Future Conditions – Year 2050

Traffic volume forecasting was completed to assess growth on the transportation system, traffic operations impacts, and associated travel pattern changes assuming the implementation of the Meridian Road extension. The following sections define the process for developing future year 2050 traffic volumes for analysis.

Travel Demand Forecasting Methods and Assumptions

The COMPASS travel demand model was used to complete travel demand forecasts. The existing 2021, 2035, and 2050 models with and without the Meridian Road extension were obtained. All COMPASS model runs can be found in Appendix C. The following information was collected for each model and used to complete forecasts.

- Transportation Analysis Zone (TAZ) map
- TAZ Demographics (employment & population)
- Roadway and intersection network
- Multimodal network
- Baseline and year 2050 link volumes (e.g., peak hour and daily)

The following COMPASS model run scenarios were obtained to inform future volume forecasting at the study intersections. All Demand model runs include growth and distribution information for all roadways in the region surrounding the new proposed roadway extension. Select Link model runs include distribution information for the proposed roadway extension without including information related to traffic on surrounding roadways.

- No Build – does not include a new roadway extension of Meridian Road (SH-69) between Kuna Road and King Road.
 - 2021 All Demand
 - 2035 All Demand
 - 2050 All Demand
- Interim Build – includes a new roadway extension of Meridian Road (SH-69) between Kuna Road and King Road and includes connection between Stagecoach Way and the Meridian Road extension.
 - 2035 All Demand
 - 2035 Select Link
 - 2050 All Demand
 - 2050 Select Link
- Interim Build State Highway – includes a new roadway extension of Meridian Road (SH-69) between Kuna Road and King Road, where the new connection is assumed as State Highway miles with limited access. This scenario does not include the Stagecoach Way connection.
 - 2035 All Demand
 - 2035 Select Link
 - 2050 All Demand
 - 2050 Select Link
- Ultimate Build – includes a new roadway extension of Meridian Road (SH-69) between Kuna Road and Kuna-Mora Road, intersecting at King Road. This scenario does not include the Stagecoach Way connection.
 - 2035 All Demand
 - 2035 Select Link
 - 2050 All Demand
 - 2050 Select Link

Traffic volumes were developed for the build-out year (2050) using existing traffic counts, output from the COMPASS travel demand model, and the procedures defined in NCHRP² Report 7653. NCHRP Report 765 provides a process for refining traffic projections from a travel demand model. This process compares the

² National Cooperative Highway Research Program. Report 765: Analytical Travel Forecasting Approaches for Project-Level Planning and Design. 2016.

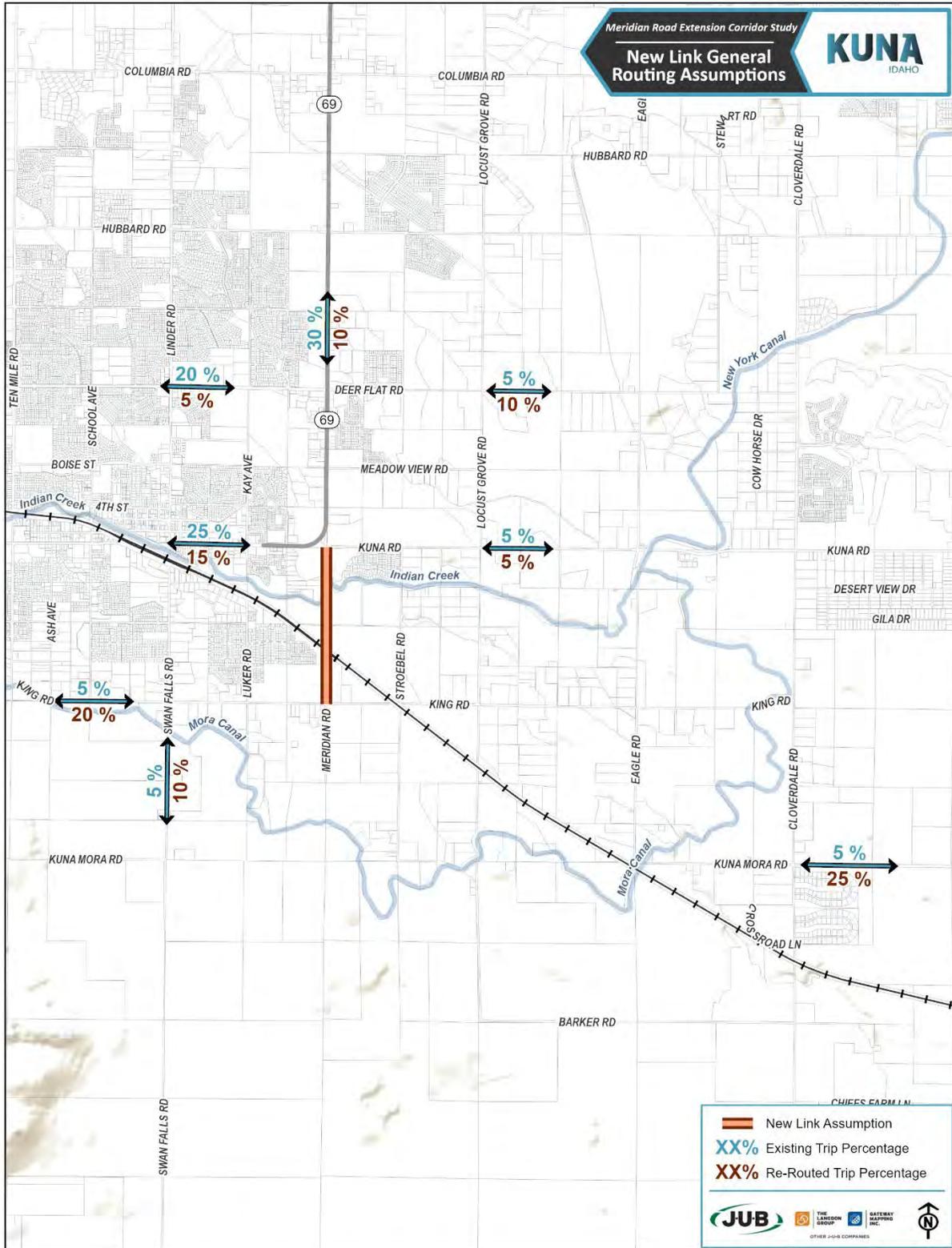
existing base year traffic counts to the base year traffic projections and utilizes a mathematical process to estimate a recommended adjustment (via the ratio or difference method) to the future projections. The difference method calculates the difference in traffic volumes between the existing count and existing projections and applies to the future projections. The ratio method calculates the ratio of the future and existing model projections (e.g., the total growth percentage) and applies that ratio to the existing traffic count. The traffic volumes developed for future year 2050 analysis utilize an optimized application of the ratio and difference methods. Year 2050 traffic volume projections can be found in Appendix C.

Regional Connectivity

Under future year 2050 traffic conditions, and assuming the implementation of the Meridian Road extension, vehicle trip patterns are assumed to be augmented due to the presence and reliability of a new N/S connection to southeast Kuna. **Figure 2.6** illustrates a comparison between vehicle trips under existing conditions versus estimated re-distributed conditions with the inclusion of the extension. As shown in **Figure 2.6**, the Meridian Road extension is estimated to provide an increase in N/S connectivity for regional travelers via Meridian Road (SH-69) and is anticipated to develop more utilization on intersecting routes with access to the Interstate (I-84) to the east.

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Figure 2.6. New Link General Routing Assumptions

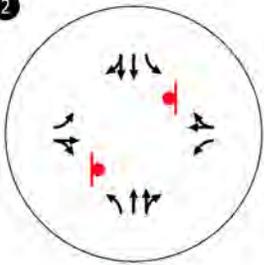
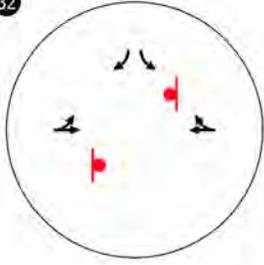
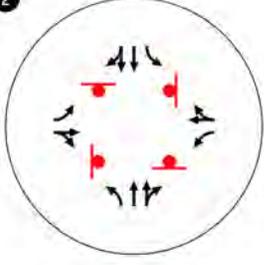


Year 2050 Traffic Operations

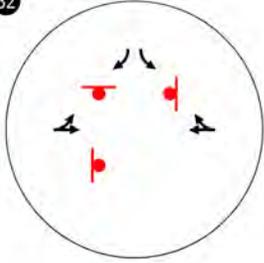
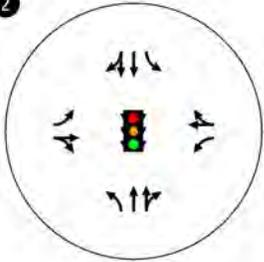
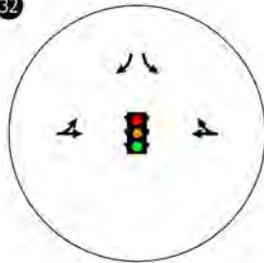
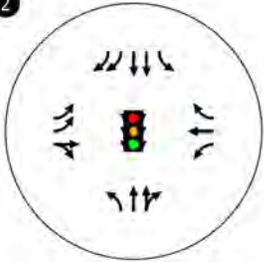
Based on the results of the traffic volume forecasting, the analysis methodology outlined previously was utilized to assess key performance measures and potential intersection lane configurations for the study intersections at the end points of the Meridian Road extension. Traffic operations worksheets for all year 2050 operational analyses are located in Appendix C.

Due to the size of the study area, the planned improvements along area roadways and at area intersections, traffic operations were assessed in greater detail at the endpoints to the Meridian Road extension (i.e, Kuna Road and King Road) with an understanding of travel pattern shifts and re-routed vehicle trips on the network due to the availability of the new N/S route. **Table 2.5** summarizes year 2050 traffic operations under varying levels of traffic control (i.e., two-way stop-control, all-way stop-control, signalization, & roundabout) for the Meridian Road / Kuna Road and Meridian Road / King Road intersections (i.e., endpoints of the new Meridian Road Link).

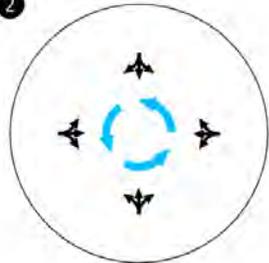
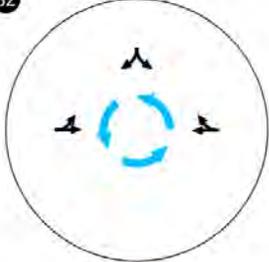
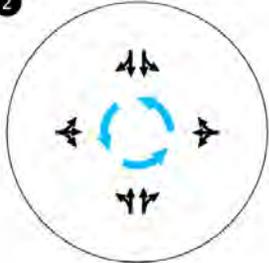
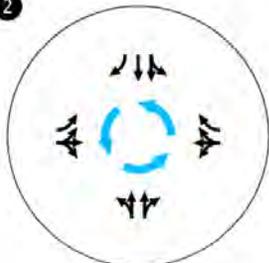
Table 2.5 - Year 2050 Traffic Operations for Meridian Road Extension Endpoint Intersections

Intersection	Assumed Lane Configuration	Intersection Control	Critical Movement or Overall LOS (AM/PM)	Critical Movement or Overall V/C (AM/PM)
Meridian Road (SH-69) / Kuna Road		TWSC	F / F	48.0 / 6.65
Meridian Road / King Road		TWSC	D / E	0.31 / 0.49
Meridian Road (SH-69) / Kuna Road		AWSC	F / F	1.85 / 2.00

Existing and Future Conditions

Intersection	Assumed Lane Configuration	Intersection Control	Critical Movement or Overall LOS (AM/PM)	Critical Movement or Overall V/C (AM/PM)
Meridian Road / King Road		AWSC	C / D	0.80 / 0.96
Meridian Road (SH-69) / Kuna Road		Traffic Signal	E / F	1.08 / 1.11
Meridian Road / King Road		Traffic Signal	A / A	0.66 / 0.57
Meridian Road (SH-69) / Kuna Road	 <p>SBR TURN LANES CHANNELIZED</p>	Traffic Signal - Mitigated	D / C	0.77 / 0.66
Meridian Road / King Road		Traffic Signal - Mitigated	A / A	0.44 / 0.48

Existing and Future Conditions

Intersection	Assumed Lane Configuration	Intersection Control	Critical Movement or Overall LOS (AM/PM)	Critical Movement or Overall V/C (AM/PM)
Meridian Road (SH-69) / Kuna Road		Single Lane Roundabout	E / F	1.13 / 1.57
Meridian Road / King Road		Single Lane Roundabout	A / B	0.49 / 0.65
Meridian Road (SH-69) / Kuna Road		Multi Lane Roundabout	D / E	1.00 / 1.08
Meridian Road / King Road		Multi Lane Roundabout	A / A	0.24 / 0.32
Meridian Road (SH-69) / Kuna Road		Multi Lane Roundabout - Mitigated	A / A	0.52 / 0.64

Intersection	Assumed Lane Configuration	Intersection Control	Critical Movement or Overall LOS (AM/PM)	Critical Movement or Overall V/C (AM/PM)
Meridian Road / King Road		Multi Lane Roundabout - Mitigated	A / A	0.33 / 0.49

Table 2.5 highlights a variety of traffic control methods and lane configurations at Meridian Road / Kuna Road and Meridian Road / King Road. Based on the results of this iterative analysis, the following traffic control methods were moved forward for concept development and further design considerations:

- Meridian Road / Kuna Road: Traffic Signal
- Meridian Road / King Road: Multilane Roundabout

ROW ANALYSIS

Available assessor Geographic Information System (GIS) records, surveys, records of surveys, and subdivision plats were reviewed to evaluate potential ROW and easement impacts within the proposed project area. GIS records and existing topographical features (fences, utility poles, and mailboxes) were used to determine the potential impacts of the alternatives/concepts on ROW and easements. Existing public ROW has been established along the section line and varies from 25 feet to 50 feet from section line. Existing UPRR ROW exists, approximately 100 feet on each side of the existing tracks (200 feet total). All work inside UPRR ROW will need to be reviewed and approved by UPRR during the design phase of the project. Refer to **Figure 1.1** for jurisdictional right-of-way extents.

Utilizing surveyed topography, the proposed embankment slopes dictated the width of the required ROW. Minimum ROW preservation widths were determined by ITD District 3 to be 160' total. The impacts for Alternatives #1 and #2 will require ROW acquisition from approximately 16 properties in the area. Alternative 1 requires approximately 922,000 sf of ROW acquisition (160'-290' required ROW widths). Alternative 2 requires approximately 1,037,000 sf of ROW acquisition (160'-310' required ROW widths). Property use agreements and/or temporary construction easements may be necessary for project activities (i.e. access grading, fence replacements, etc.) outside of the estimated ROW. Coordination with Boise Board of Project Control and Bureau of Reclamation will be required for construction within the Indian Creek easement.

It is recommended that the City of Kuna and roadway jurisdictions continue to communicate with property owners as the design process moves forward to inform them of the project and note any potential concerns and/or issues. As the project concept progresses further, another evaluation of any potential ROW and/or easement impacts should occur.

3. ALTERNATIVES ANALYSIS



3. ALTERNATIVES ANALYSIS

Alignment alternatives were developed based on public input existing conditions, future conditions, environmental resources, ROW impacts, bridge length, and driver expectancy. Two alternatives were selected for 2D concept layouts and preliminary estimates. Alternative #1 has the highest driver expectancy, as it has the straightest alignment with very minor curvature. It also requires approximately 12 percent less ROW acquisition than Alternative #2. However, the lack of curvature in Alternative 1’s alignment results in a more skewed crossing over the UPRR tracks. Alternative 1’s skewed crossing over UPRR tracks results in an 11 percent longer bridge than Alternative 2. A preferred alternative is not identified as part of this plan. The preferred alternative will be determined during the concept/charter phase of the design.

Table 3.1 – Alternatives Analysis

ALTERNATIVE	DESCRIPTION	ROADWAY	BRIDGE DIMENSIONS	ROW/PROPERTY ACQUISITION	ESTIMATED COST SUMMARY
Alternative #1	Alternative #1 has the simplest horizontal alignment geometry of all two alternatives. The design features the straightest path of travel but requires the largest bridge lengths. A large Mechanically Stabilized Earth (MSE) wall will also be required to avoid impacts to the property NW of the UPRR crossing. The alignment is less perpendicular to the UPRR crossing which increases the length of the bridge.	Simplest/straightest horizontal geometry	Indian Creek: 188' x 76' Railroad: 255' x 76'	921,200 sf acquisition required MSE wall required to avoid impacts to the property NW of the UPRR crossing	Construction: \$57,206,000 Concept & Design Engineering: \$4,210,000 Right of Way: \$6,529,000 Project Total: \$67,945,000
Alternative #2	Alternative #2 has the most alignment curvature of all two alternatives. The design provides a larger clearance from the property just north of the tracks. The alignment is also more perpendicular to the UPRR overpass which shortens the bridge length.	More horizontal geometry/curvature	Indian Creek: 186' x 76' Railroad: 230' x 76'	1,037,000 sf acquisition required Increased clearance from the property NW of the Union Pacific Railroad crossing	Construction: \$49,096,000 Concept & Design Engineering: \$3,613,000 Right of Way: \$7,339,000 Project Total: \$60,048,000

Alternatives Analysis

Figure 3.1. Alternative 1 Concept

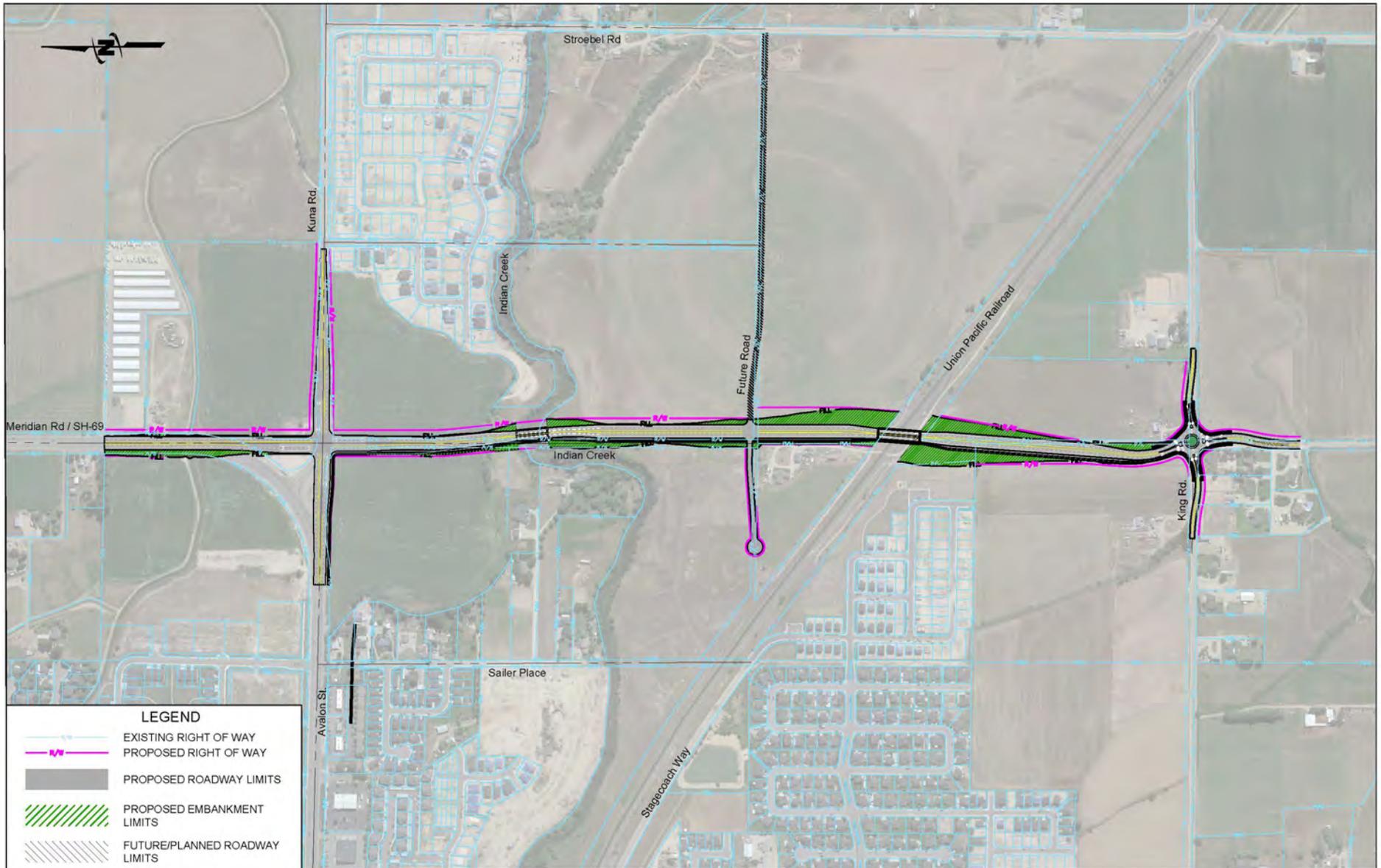
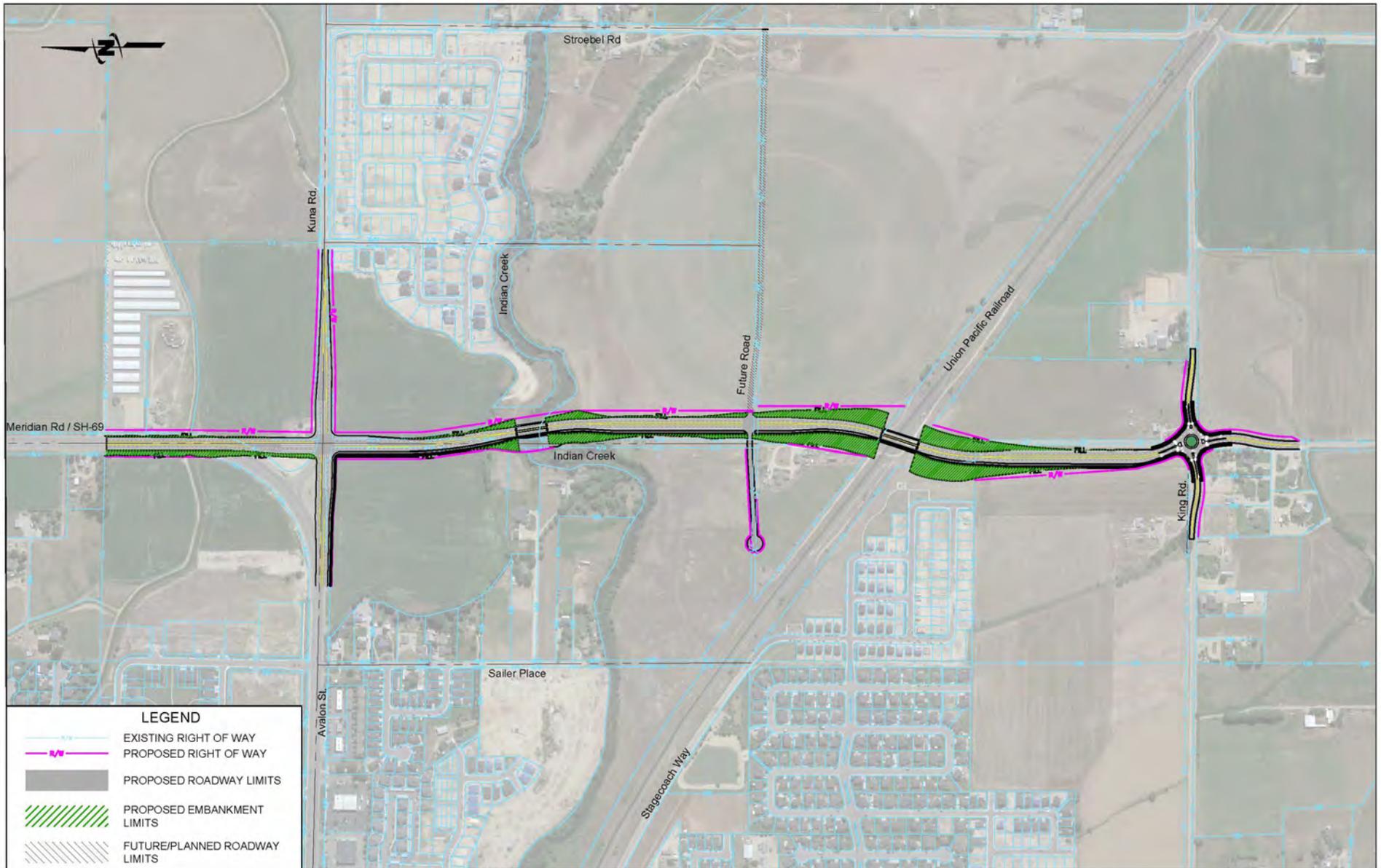


Figure 3.2. Alternative 2 Concept



DESIGN STANDARDS

The horizontal and vertical geometries as well as lane configurations shown in each concept are in accordance with the AASHTO Policies for Geometric Design of Highways and Streets, the ITD Traffic Manual, and the Manual for Uniform Traffic Control Devices (MUTCD).

Idaho Transportation Department and/or ACHD will need to determine which agency will maintain and operate the Meridian Road extension including signal operations. Determining which roadway jurisdiction will ultimately maintain and operate the extension of Meridian Road should occur prior to design engineering.

CONCEPTUAL ELEMENTS

Alternative 1 has the highest driver expectation with the straightest alignment and minor curvature. It also requires less ROW acquisition than Alternative 2. However, the lack of curvature in Alternative 1's alignment results in a more skewed crossing over the UPRR tracks, resulting in the need for a longer bridge.

Intersections

A new signalized intersection is proposed for Meridian Rd and Avalon Street/Kuna Road as a four-leg signalized intersection for both alternatives. A signalized intersection will eliminate the curve from Meridian Road to Avalon Street near the existing intersection of Kuna Road. Intersection configuration was determined in the traffic analysis. Refer to **Appendix C** - Traffic Information.

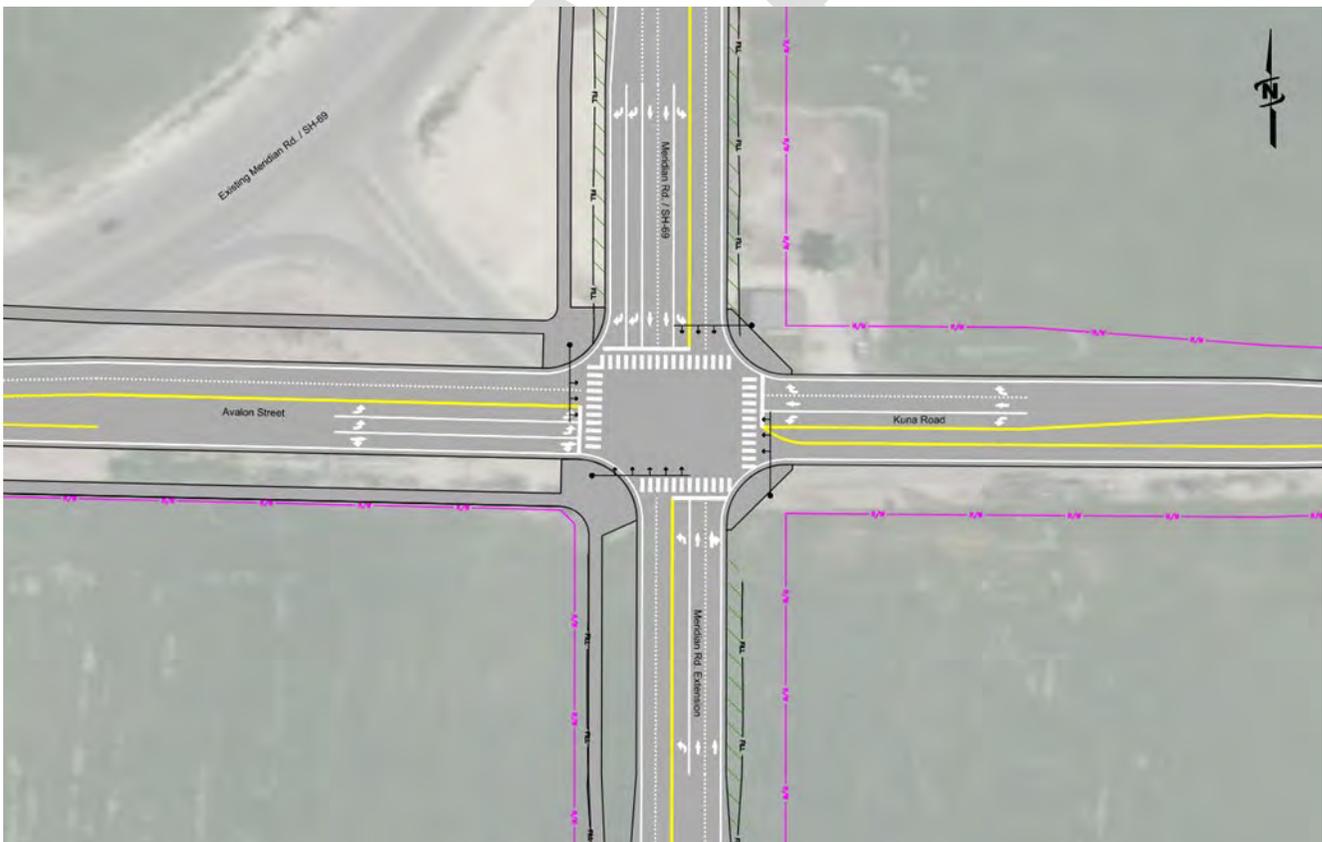


Figure 3.3 - Proposed intersection configuration for Meridian Road/SH-69 and Avalon Street/Kuna Road



Figure 3.4 – Concept for the proposed intersection of Meridian Road/SH-69 and Avalon Street/Kuna Road

The roundabout was proposed in this plan for ROW preservation purposes, as it will have the largest ROW footprint of all intersection types. If a roundabout is ultimately determined as the preferred intersection layout, maneuverability of large agricultural vehicles and cattle trucks must be considered during the design process. Additional public input is recommended through the design phase to further evaluate functionality of this intersection.

Traffic analysis has determined that multiple layouts and types will meet the required level of service for this intersection. A variety of factors will determine the final intersection layouts and types, including public input, roadway jurisdiction input, and ROW impacts. Final intersection types will be determined during the design process. For this study, proposed configurations were developed for both a two-lane roundabout and signalized intersection at S. Meridian Road and King Road. These can be seen in **Figure 3.5** and **Figure 3.6**.

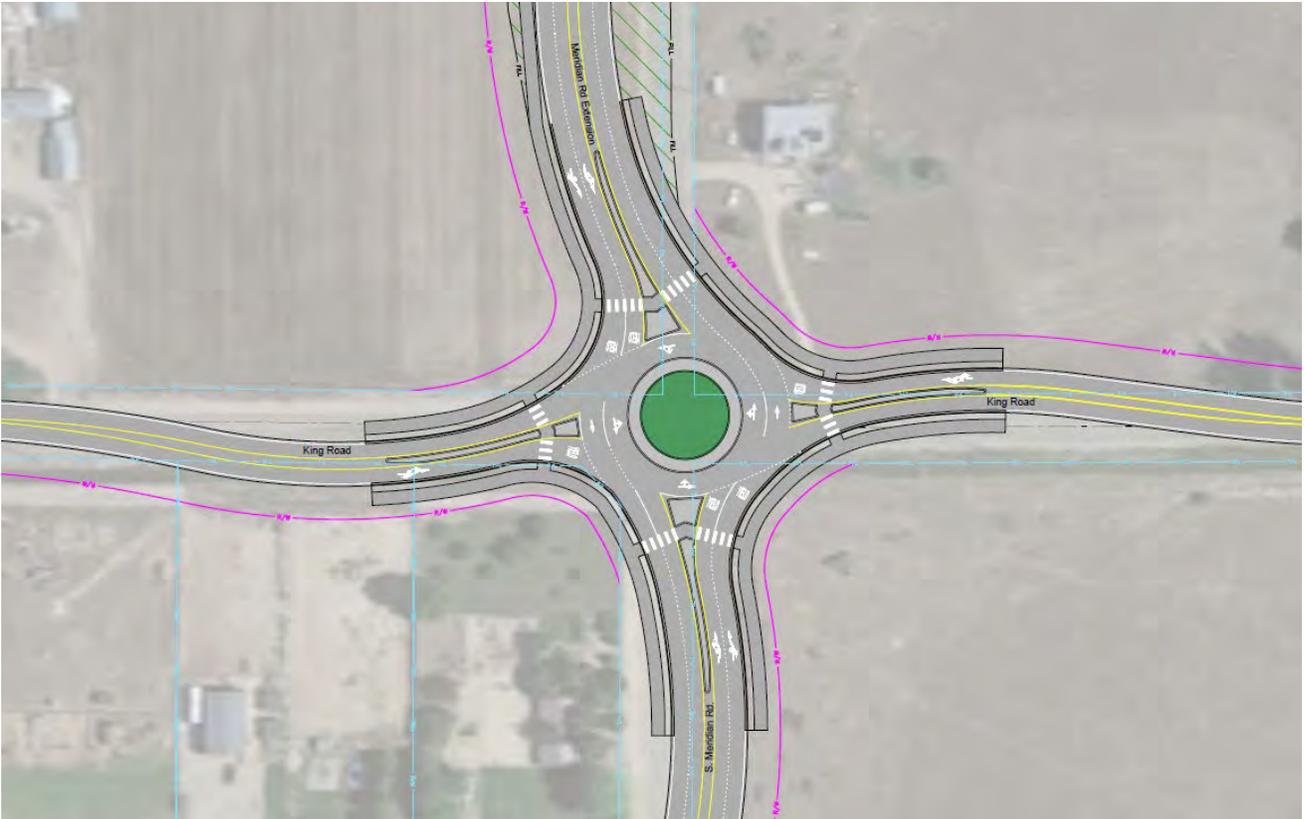


Figure 3.5 - Proposed roundabout configuration at Meridian Road and King Road



Figure 3.6 – Concept of the proposed two-lane roundabout at the intersection of Meridian Road and King Road

A two lane roundabout was originally presented for the intersection of Meridian Road and King Road as it would have the largest ROW impacts; However, as jurisdictional determination will play a role in the intersection layout and type, a signalized intersection was also developed as an alternative for the Meridian Road and King Road intersection. Refer to **Figure 3.7** and **Figure 3.8**.

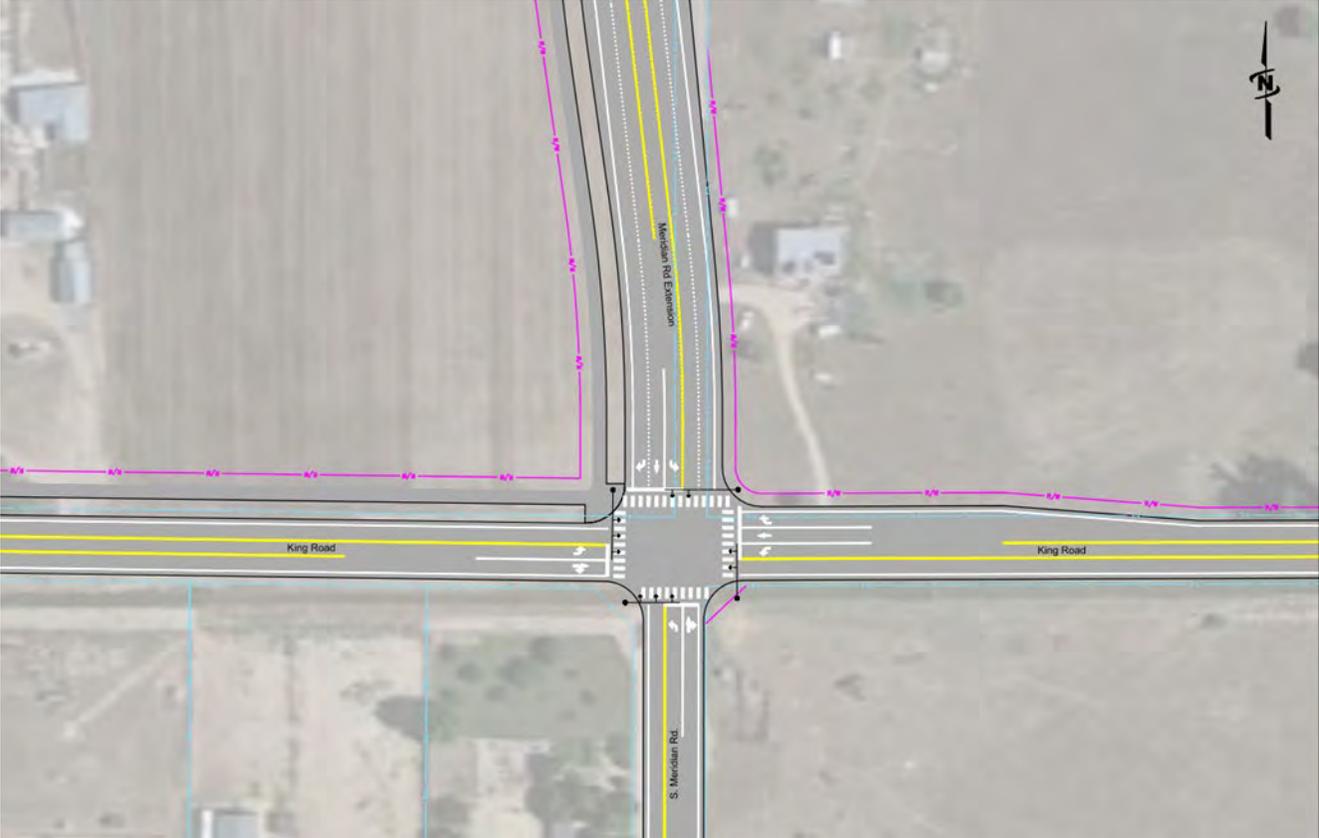


Figure 3.7 – Proposed signalized intersection configuration at Meridian Road and King Road



Figure 3.8 – Concept of the proposed signalized intersection configuration at Meridian Road and King Road

Roadway Segments

Meridian Road is proposed as a 5-lane major arterial/state highway, matching Meridian Road north of Avalon St. The roadway will include two through lanes in each direction and a two way, left turn lane or flush median

Alternatives Analysis

depending on access control requirements from the roadway jurisdiction. Meridian Road also includes a proposed 12-foot, multi-use pathway on the west side of the proposed alignments. The multi-use path will be maintained across both proposed bridges and will include physical separation from traffic by landscape area or bridge rail. The multi-use path was proposed on the west side only to minimize the bridge width and the ROW impact on the east side of the corridor. Refer to **Figure 3.9**.

During design, a 3-lane roadway typical section should be considered if project costs exceed funding amount. Right-of-way and bridge width should be preserved for the ultimate layout of the Meridian Road extension.

Acquisition of ROW will be required to accommodate the required fill slopes of the roadway and bridges abutments. See ROW Analysis described in this report.

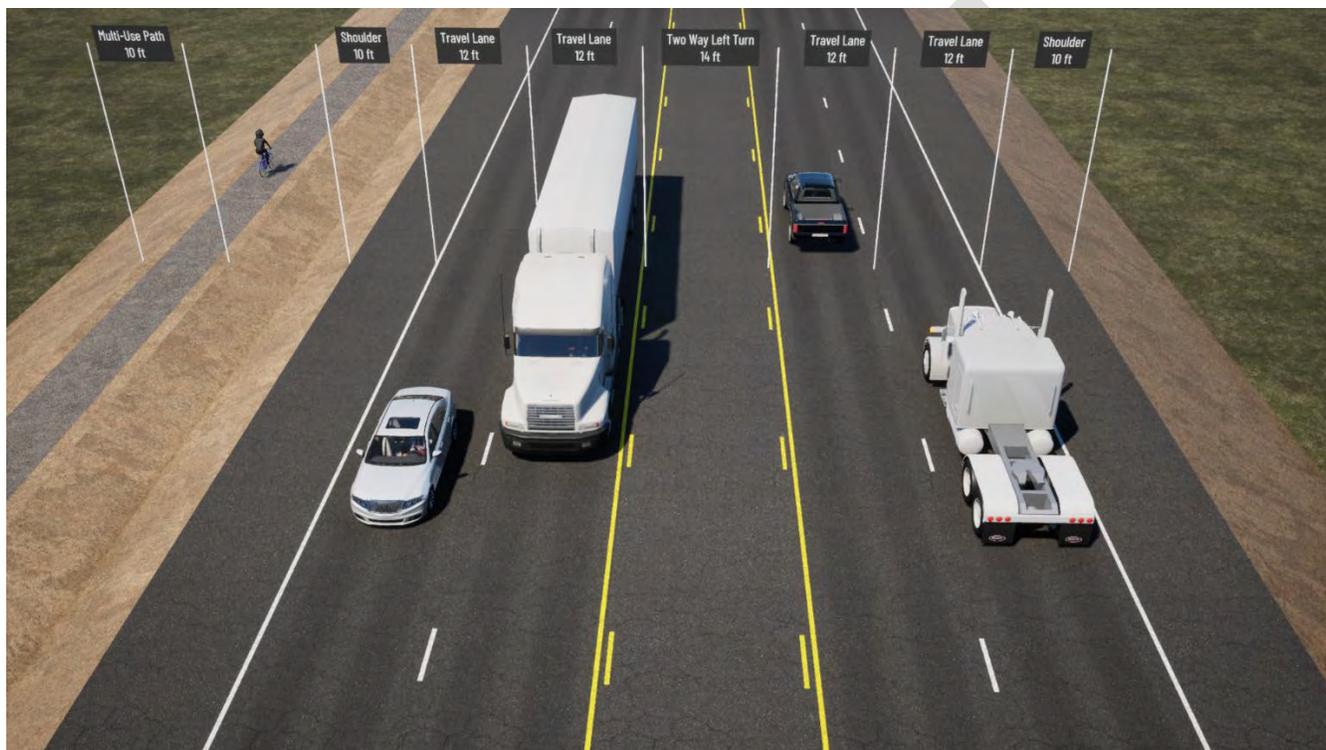


Figure 3.9 - Proposed lane configuration for Meridian Road extension

Bridges

Indian Creek bridge is proposed to accommodate public water recreational use and a green belt extension on both the north and south sides of Indian Creek. Alternative, shown in **Figure 3.10**, includes a 188' bridge over Indian Creek. Alternative 2 includes a 186' bridge over Indian Creek.

The UPRR bridge must meet the design requirements of a grade separated crossing as established by UPRR. UPRR coordination will include, but not limited to, design review times, permit fees, and ultimately approval of the design. Alternative 1 includes a 255' bridge over the UPRR tracks. Alternative 2 includes a 230' bridge over the UPRR tracks. Alternative 1 includes a retaining wall along the proposed Meridian Road extension on the west side to minimize impact to this private property. A private, at-grade UPRR crossing of the UPRR tracks will need to be removed as a result of the proposed UPRR bridge orientation. A new access will be constructed north of the crossing to maintain access to the private property currently utilizing the existing at-grade crossing. Refer to **Figure 3.11**.

Lane configurations across the two bridge structures are proposed as two lanes in each direction only, removing the proposed two-way left turn lane as described on the roadway segments between bridges. This will minimize the bridge widths while meeting the operational requirements determined by the traffic analysis. During the design process, large agricultural vehicles should be considered when determining the final bridge layout.



Figure 3.10 – Concept of proposed bridge to extend over Indian Creek



Figure 3.11 – Concept of proposed bridge to extend over the UPRR/Railroad

4. ENVIRONMENTAL SCAN



4. ENVIRONMENTAL SCAN

A series of environmental resources were analyzed along the Meridian Road Extension Corridor. The resources analyzed included all resources required for clearance through the National Environmental Policy Act (NEPA) process and ITD for federally funded transportation projects. Refer to **Table 4.1 - Potential Environmental Impacts** for the full list of environmental resources assessed. Refer to **Figure 4.1 – Environmental Resources** for a graphic representation of environmental resources in the planning area.

POTENTIAL ENVIRONMENTAL IMPACTS

Table 4.1 displays the existing environmental resources along the bridge and roadway extension and alignment, and the level of concern associated with each. After initial screening, it is determined that four out of the sixteen resources are of no concern along the proposed corridor. The roadway extension and alignment would require impacts to Indian Creek, which is the only impact of high concern, as Indian Creek is a Water of the U.S. In addition, stream alterations/encroachments, floodplain and floodways, fish and wildlife habitat, migratory birds/Bald and Golden Eagles, and threatened and endangered species, are all medium concerns in regard to obtaining environmental clearances. The potential route would have minimal impacts to prime farmland, visual resources, private property, and air quality. It should be noted that if any major realignment should occur through design, impacts to environmental resources or the level of concern regarding these resources could change. While this environmental screening analyzed the resources required for assessment through ITD's Categorical Exclusion (Cat Ex) process (refer to **Appendix D: ITD 654 Form**), it is possible that the environmental clearance required on this project would require further investigation, such as that of an Environmental Assessment (EA).

Potential Permits

The proposed project area was assessed for potential permits that would be required prior to the start of construction activities. The potential permits required reflect known local, state and federal clearances that would need to be obtained prior to ground-breaking. The identified potential permits are as follows:

- USACE Joint Application for Permits
- UPRR Right of Way Access Permit: Road Crossing Maintenance and/or Bridge Inspection
- ACHD Right of Way Permit: Temporary Use
- ITD Right of Way Encroachment Permit
- Ada County Floodplain Development Permit

Table 4.1 - Potential Environmental Impacts

Environmental Resource	Environmental Concern
Floodplain and Floodways	Medium Concern
Wetlands and Other Waters of the US	High Concern
Threatened and Endangered Species	Medium Concern
Section 4(f) Lands and LWCF 6(f) Lands	Low Concern
Noise Criteria Impacts	Medium Concern
Air Quality Impacts	Low Concern
Stream Alteration/Encroachment	Medium Concern
Non-Waters of the U.S. (including wetlands)	Low Concern
Known/Suspected Hazmat Risks	Low Concern
Fish and Wildlife Habitat	Medium Concern
Section 106 - National Historic Preservation Act	Medium Concern
Environmental Justice – Minorities Low Income Populations	Low Concern
Prime Farmland	Low Concern
Migratory Birds/Bald and Golden Eagles	Medium Concern
Land Use (ROW Acquisition, Encroachments, etc.)	Low Concern
Visual Resources and Recreation	Low Concern

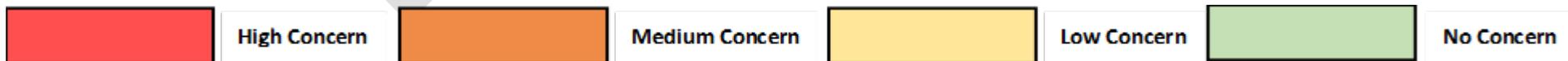
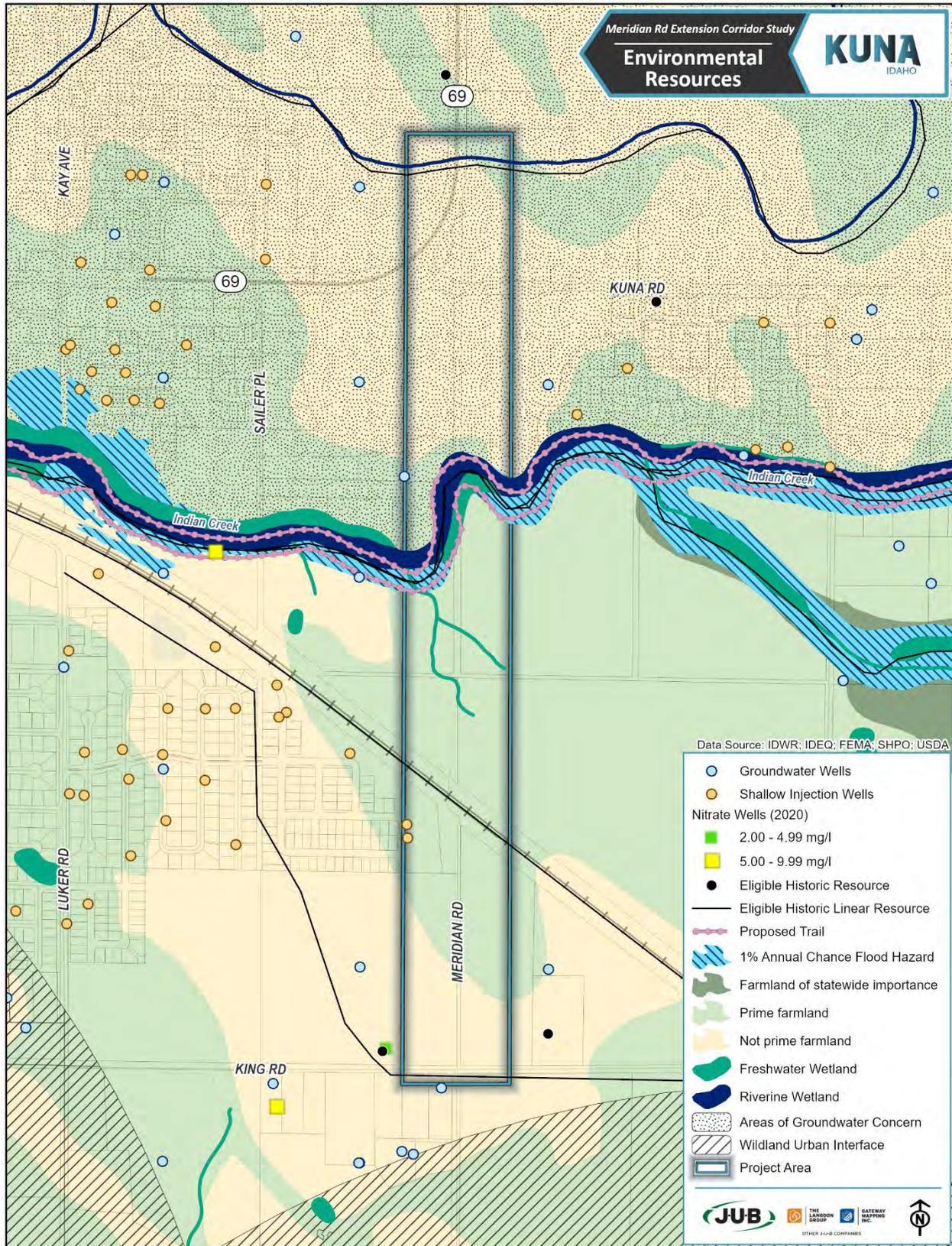


Figure 4.1. Environmental Resources



5. IMPLEMENTATION



5. IMPLEMENTATION/RECOMMENDATIONS

Due to the modified nature of the area associated with a new roadway network, it is recommended to update the City of Kuna Future Land Use Map within the planning area and vicinity. In particular, there may be some opportunities to implement land use goals and strategies identified in the Kuna Comprehensive Plan, *Envision Kuna*, which promotes themes of combining restaurants, retail, housing, and recreational opportunities along the frontage of Indian Creek within walking distance.

Comprehensive Plan and Ordinance Updates

It is recommended to update the City of Kuna Highway 69 Overlay District ordinance to include the Meridian Road Extension alignment.

Jurisdictional Determination

The City of Kuna should continue working through the process with ITD and ACHD to facilitate a decision on jurisdiction of the extension and associated proposed roadway improvements and facilities.

Strategic Funding Plan

A Strategic Funding Plan was developed to outline available funding sources with associated eligibility requirements and application deadlines. Refer to the Strategic Funding Plan in **Appendix E**.

Attending available local and state grant and funding workshops as well as federal funding webinars would be beneficial to stay informed of funding opportunities and grant eligibility specifics. Funding workshops are typically held annually or periodically to educate eligible applicants on upcoming funding opportunities, scoring criteria, and program changes. This will help the City establish and maintain a solid knowledge base on the availability and status of various state and federal grant and funding programs.

The City should revisit update relevant/pertinent information within this section as funding opportunities change or potential partnerships arise. This will keep information up-to-date and help the City qualify for grant funding for design and construction.

Contact Funding Agencies Early and Often, Well Before the Deadline

It is good practice to inform funding agencies of a potential upcoming project well in advance of a grant application deadline. If an agency desires to submit a grant application that is due in the fall or winter, it is recommended that City staff contact funding agencies as early as the beginning of the year. Grant agency staff can offer invaluable advice on how to put a successful application together as well as specific ideas about a project.

Project Partners

Potential project partners identified to assist in the project completion include: ITD, ACHD, COMPASS, Federal Highway Administration (FHWA), and the City of Kuna. Other partners might include any public-private and/or community partnerships that may arise for the benefit of the project.

Public Project Updates

Stakeholders and funding agencies provided significant input into this study. It is important to maintain ongoing communication with project partners, funding agencies and public on an ongoing basis. Forms of communicating with the public may include press releases, newsletters, social media, web links, etc.

It is recommended that the City of Kuna and roadway jurisdictions continue to communicate with property owners as the design process moves forward to inform them of the project and note any potential concerns and/or issues. As the project concept progresses further, another evaluation of any potential ROW and/or easement impacts should occur.

Phasing

Due to the magnitude of the project and estimated cost required to design and construct the project, phasing may be an option to increase the likelihood of obtaining funding by incrementally constructing the corridor.

It is anticipated that the project could be broken up into three phases. The first phase would be the construction and realignment of the Meridian Road/SH-69 and Kuna Road/Avalon Street intersection. The second phase would be the Meridian Road extension from Kuna Road/Avalon Street to King Road, including the two bridges. The two bridges are required to be constructed in the same phase to avoid a dead-end extension. The third and final phase would be the intersection improvements at S Meridian Road and King Road. Phasing could also include scaling the ultimate roadway configuration from five lanes to two lanes and constructing the additional lanes as funding is procured.

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