

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, March 11, 2025, at 6:00 PM



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

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 February 25, 2025

B. Decision and Reasoned Statement(s)

- 1.** Case No. 24-07-SUP Ramsey ADU
- 2.** Case No. 24-09-SUP Happy Dog Grooming
- 3.** Case No. 24-27-DR Circle K

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. Case No. 24-11-SUP (Special Use Permit) Little Beans In Home Daycare – Troy Behunin, Senior Planner

Applicant requests Special Use Permit approval to operate a childcare within her home located at 578 E Ridgestone Drive, Kuna, ID; Section 2, Township 2 North, Range 1 West.

Potential Motions:

- *Motion to Approve/Conditionally Approve/Deny of Case Nos. 24-11-SUP with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

B. Case No. 25-01-SUP (Special Use Permit) The Southern – Marina Lundy, Planner

Applicant requests Special Use Permit approval to operate a wine and cocktail bar 2-3 days a week at 333 Ave C. Kuna, ID, 83634

Potential Motions:

- *Motion to Approve/Conditionally Approve/Deny of Case Nos. 25-01-SUP with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- C. Case Nos. 24-08-AN (Annexation) & 24-05-S (Preliminary Plat) & 24-23-DR (Design Review) for Madrone Village Subdivision – Troy Behunin, Senior Planner

Applicant requests Annexation of approx. 79 ac. into Kuna City and proposes the R-6 (Medium Density Residential) & C-1 (Neighborhood Commercial) zones; and requests Preliminary Plat approval to subdivide the same lands into 354 single-family lots, 42 common lots, 12 common driveways, 1 School Site, 1 City Park and 2 deeded access lots. The site is in Section 27, Township 2 North, Range 1 West (APN: R7321001040) *Tabled from February 25, 2025.*

Potential Motions:

- *Motion to recommend Approval/Conditional Approval/Denial of Case Nos. 24-08-AN & 24-05-S with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
 - *Motion to Approve/Conditionally Approve/Deny of Case No. 24-23-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- D. Case No. 22-07-ZC (Rezone), 22-15-S (Preliminary Plat), 22-38-DR (Design Review) Gallica Heights – Troy Behunin, Senior Planner

Applicant requests Rezone approval for approx. 132.26 acres and to Rezone the site from A to the R-4, R-6, and C-1 zones. Applicant requests Preliminary Plat approval to subdivide the lands into 639 total lots (514 Residential, 123 Common, 1 Commercial, and 1 School Lot). The subject site is in Section 10, T2N, R1W.

Staff requests this item be tabled to a date uncertain.

4. BUSINESS ITEMS:

5. UPDATES & REPORTS:

6. 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, February 25, 2025, at 6:00 PM

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

I. CALL TO ORDER & ROLL CALL:

(Timestamp 00:00:16)

Chairman Dana Hennis Okay, looks like it's about time. We'll go ahead and call the order. The regular scheduled Planning & Zoning Commission meeting for Tuesday, February 25th, 2025, and we'll go ahead and start with the roll call.

Planning & Zoning Director Doug Hanson Chairman Dana Hennis.

Chairman Dana Hennis Present.

Planning & Zoning Director Doug Hanson Commissioner Bryan Clark.

Vice Chairman Bryan Clark Present.

Planning & Zoning Director Doug Hanson Commissioner Ginny Greger...Commissioner Jim Main.

Commissioner Jim Main Present.

Planning & Zoning Director Doug Hanson Commissioner Bobby Rossadillo.

Commissioner Bobby Rossadillo Present.

COMMISSIONERS PRESENT

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

CITY STAFF PRESENT

Doug Hanson, Planning & Zoning Director
Troy Behunin, Senior Planner
Maren Ericson, 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 00:00:40)

A. Regular Commission Meeting Minutes Dated February 11, 2025

B. Decision and Reasoned Statement(s)

- 1.** Case No. 24-04-OA Certificate of Occupancy
- 2.** Case No. 24-10-SUP, 24-30-DR All About Me Creative Learning Center

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 First up on the agenda is our consent agenda.

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

Commissioner Jim Main Second.

Chairman Dana Hennis Thank you, all in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Thank you.

(Timestamp 00:00:44)

Motion To: Approve the Consent Agenda

Motion By: Commissioner Bryan Clark

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Main, Clark, Hennis, Rosadillo

Voting Nay: None

Absent: Commissioner Greger

4-0-1

3. PUBLIC HEARINGS:

(Timestamp 00:00:53)

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

Applicant requests Annexation of approx. 79 ac. into Kuna City and proposes the R-6 (Medium Density Residential) & C-1 (Neighborhood Commercial) zones; and requests Preliminary Plat approval to subdivide the same lands into 354 single-family lots, 42 common lots, 12 common driveways, 1 School Site, 1 City Park and 2 deeded access lots. The site is in Section 27, Township 2 North, Range 1 West (Parcel numbers; R7321001020 & R7321001040.

Due to a legal Site Posting error, Staff request this item be tabled to a Date Certain of March 11, 2025.

(Timestamp 00:00:53)

Chairman Dana Hennis First up on the agenda is in the public hearings is case #24-08-AN and 24-05-S and 24-23-DR for the Madrone Village subdivision. Looks like Staff is requesting this to be tabled to a date certain.

Senior Planner Troy Behunin For the record, Troy Behunin, Kuna Planning & Zoning, or I guess, Development Services Department now. Yes, that is correct, Mr. Chairman. There was a noticing error and in order to correct that we had to put it on the agenda. You will notice that there was no packet given that will be dispensed at the at the... for the meeting that you decide staff is recommending that it be tabled to March 11th of this year.

Chairman Dana Hennis Thank you.

Vice Chairman Bryan Clark Mr. Chairman, I move that we table case #'s24-08-AN and 24-05-S and 24-23-DR to a date certain of March 11th, 2025.

Commissioner Bobby Rosadillo I'll second.

Chairman Dana Hennis Thank you. All in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Thank you.

(Timestamp 00:01:50)

Motion To: Table Case #24-08-AN, 24-05-S, And #24-23-DR To A Date Certain Of March 11th, 2025.

Motion By: Commissioner Bryan Clark

Motion Seconded By: Commissioner Bobby Rosadillo

Further Discussion: None

Voting Aye: Commissioners Main, Clark, Hennis, Rosadillo

Voting Nay: None

Absent: Commissioner Greger

4-0-1

B. Case No. 24-09-SUP (Special Use Permit) Happy Dog Grooming – Troy Behunin, Senior Planner

Applicant requests Special Use Permit a approval in order to operate a home occupation dog grooming business at 1356 W Castro Drive, Kuna, ID, 83634.

Potential Motions:

- *Motion to Approve/Conditionally Approve/Deny of Case Nos. 24-10-SUP and 24-30-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
(Timestamp 00:02:12)

Chairman Dana Hennis Next up on the agenda is case #24-09-SUP for Happy Dog Grooming, Troy.

Senior Planner Troy Behunin Good evening again, Commissioners. For the record, Troy Behunin, Development Service Department here in Kuna. The application before you this evening is requesting special use permit approval in order to operate in a home-based business in their home at 1356 W. Castro Dr. here in Kuna. It's simply just to groom a few dogs, Monday through, Friday in in their home and staff has reviewed the proposed special use permit request for compliance with city code and with state statutes and finds that, staff does recommended the Commission approve the application and that if the Commission does approve the application, Staff does recommend that the applicant be subject to the conditions listed in the staff report. I am here if you have any questions and if you have any questions the applicant is also present.

Commissioner Bobby Rosadillo Okay, and you said Monday through Friday, but in the packet it says Tuesday through Friday.

Senior Planner Troy Behunin Oh, I'm sorry I knew I was going to mess that up. For the record, Troy Behunin Yes, it's Tuesday through Friday.

Commissioner Bobby Rosadillo Okay, thank you.

Senior Planner Troy Behunin It actually states that in their letter, their narrative, and also on the application.

Chairman Dana Hennis Thank you. And does the applicant wish to add anything?

[Inaudible]

Chairman Dana Hennis Okay, thank you. Any questions for staff, or?

Commissioner Jim Main No.

Chairman Dana Hennis Thank you. So with that, I will go ahead and open the public testimony at 6:03. I do not have anybody signed up on the application sheet for testimony on this application. Is there anybody in the audience that did not get a chance to sign up that would like to testify on this application? Nope, and seeing none, hearing none, I will go ahead and close the public testimony at 6:04. With that, it brings up our deliberation.

Vice Chairman Bryan Clark No, I think it's a great place for a home business or a great use for home business, so.

Commissioner Bobby Rosadillo Yeah cut and dry, in my opinion.

Chairman Dana Hennis Yeah, I agree.

Commissioner Jim Main I agree.

Chairman Dana Hennis The only... No, I guess that questions been answered so, no. With that I would stand for motion, then.

Commissioner Bobby Rosadillo I'll make a motion to approve case #24-09-SUP with the conditions as outlined in staff report.

Vice Chairman Bryan Clark Seconded

Chairman Dana Hennis Thank you, all in favor?

All Commissioners Aye.

Chairman Dana Hennis Any opposed? Nope. Motion carries. Thank you, and welcome to the City, at least with the business so good luck with that.

[Inaudible background conversation]

Chairman Dana Hennis Good to have you aboard as a business.

(Timestamp 00:04:51)

Motion To: Approve Case #24-09-SUP

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Bryan Clark

Further Discussion: None

Voting Aye: Commissioners Main, Clark, Hennis, Rosadillo

Voting Nay: None

Absent: Commissioner Greger

4-0-1

4. BUSINESS ITEMS:

5. UPDATES & REPORTS:

(Timestamp 00:05:21)

A. Ada County Highway District (ACHD) Presentation to City Council March 4, 2025.

Chairman Dana Hennis With that, I don't see any other items on the agenda. Is there any? Well, I guess we do have some reports, Doug.

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning and Zoning Director, 751 W. 4th St. Kuna. Just a quick update, the Ada County Highway District will be presenting to the City Council on March 4th, 2025. That's next week. So if you can be in attendance for that, we'd

recommend it. They're just going to give a generalized presentation about how their development process goes hand-in-hand with what we do with our decision making here at the city.

Chairman Dana Hennis Okay, That'd actually good information for most of the public to understand and, kind of, some of our limitations in the city with regards to that, so...

Vice Chairman Bryan Clark Can I make a request that that gets emailed to the F.L.U.M. Committee, as well?

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Kuna Planning & Zoning Director. Yes, we can make sure that happens.

Chairman Dana Hennis Thank you. Any other items, reports, announcements?

6. ADJOURNMENT:

(Timestamp 00:06:24)

Vice Chairman Bryan Clark Mr. Chairman, I move that we adjourn.

Commissioner Bobby Rosadillo Second.

Chairman Dana Hennis Thank you, all in favor?

All Commissioners Aye.

Chairman Dana Hennis Thank you.

(Timestamp 00:06:24)

Motion To: Adjourn

Motion By: Commissioner Bryan Clark

Motion Seconded By: Commissioner Bobby Rosadillo

Further Discussion: None

Voting Aye: Commissioners Main, Clark, Hennis, Rosadillo

Voting Nay: None

Absent: Commissioner Greger

4-0-1

Dana Hennis, Chairman

ATTEST:

Doug Hanson, Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk.



CITY OF KUNA

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

P&Z Commission Public Hearing Sign-In Sheet
 February 25, 2025

Case No.: 24-09-SUP (Special Use Permit)

Case Name: Happy Dogs Grooming - Homebased Business.

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

**BEFORE THE PLANNING & ZONING COMMISSION
CITY OF KUNA, ADA COUNTY, IDAHO**

IN THE MATTER OF THE APPLICATION OF) **Case No.:** 24-07-SUP (Special Use Permit)
)
KRISTEN RAMSEY)
)
For an ADU at 523 W Tanzanite Ct., Kuna,) **DECISION AND REASONED**
ID) **STATEMENT.**

**SECTION 1
INTRODUCTION AND PROCEDURAL BACKGROUND**

THESE MATTERS came before the Planning & Zoning Commission of the City of Kuna (the “Commission”) for Public Hearing on February 11, 2025, the Commission entered a decision on one (1) application. Thereafter, this Decision and Reasoned Statement was prepared and presented to the Commission on March 11, 2025, for formal adoption of the Commission’s Decision.

**SECTION 2
DECISION**

The Commission, having considered the record and listened to the arguments and presentations at the hearing, DOES HEREBY ORDER AND DECIDE:

The Special Use Permit Application Case No. 24-07-SUP is hereby *Approved*.

**SECTION 3
RECORD OF EXHIBITS AND WITNESSES**

I. List of Exhibits.

- P&Z APPLICATION COVERSHET
- SPECIAL USE PERMIT APPLICATION
- NARRATIVE
- VICINITY MAP
- WARRANTY DEED
- LEGAL DESCRIPTION
- NEIGHBORHOOD MEETING CERTIFICATION
- COMMITMENT TO POST PROPERTY
- AGENCY TRANSMITTAL
- IP PUBLICATION PZ 01.03.2025
- PROOF OF LEGAL NOTICE MAILER PZ 2.11.2025
- PROOF OF PROPERTY POSTING PZ 2.11.2025
- ACHD
- CDHD

- STAFF REPORT PZ 2.11.2025
- SIGN UP SHEET PZ 2.11.2025
- PZ MINUTES PZ 2.11.2025

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Commission February 11, 2025, hearing are as follows, to-wit:

- a. City Staff:
Troy Behunin, Senior Planner
- b. Appearing in Favor:
Kristen Ramsey, 523 W Tanzanite Ct., Kuna, ID
- c. Appearing Neutral:
None
- d. Appearing in Opposition:
None

**SECTION 4
REASONED STATEMENT**

I. Relevant Criteria and Standards Considered

- a. Relevant City Ordinance Provisions.
 - 1. Special Use Permits, KCC 5-8-801
 - 2. Title 5 Kuna City Code, Provisions for Unique Land Uses: KCC 5-8-503-B and 5-8-1004.
- b. Relevant Statutory Provisions.
 - 1. Title 50, Idaho Code
 - 2. Chapter 65-12 of Title 67, Idaho Code
- c. Pertinent Constitutional Provisions

II. Factual Findings

- a. Procedural Findings:

Agency Comments Request	November 18, 2024.
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Idaho Press Newspaper Published Hearing Notice Commission	Published on January 3, 2025
Legal Notice Mailers Sent out at 300 feet	January 3, 2025
Site Was Posted for Hearing with the Commission	January 27, 2025
Commission Public Hearing	Held on February 11, 2025.
Commission Written Decision and Reasoned Statement Entered	Entered March 11, 2025.

b. Relevant Contested Facts.

1. No testimony was presented in opposition to the proposal therefore no contested facts were entered into the record.

c. Commission’s Factual Findings on Relevant Contested Fact.

1. None.

III. Rationale for the Decision Based Upon Facts and Relevant Criteria and Standards Considered.

It is the rationale of the Commission that the proposed Special Use Permit proposal meets Kuna City Code for Case No. 23-07-SUP.

**SECTION 5
REQUIRED NOTICES TO APPLICANT AND AFFECTED PARTIES**

I.C. 6735(2)(b) Any applicant or affected person seeking judicial review of compliance with the provisions of this section must first seek reconsideration of the final decision within fourteen (14) days. Such written request must identify specific deficiencies in the decision for which reconsideration is sought. Upon reconsideration, the decision may be affirmed, reversed or modified after compliance with applicable procedural standards. A written decision shall be provided to the applicant or affected person within sixty (60) days of receipt of the request for reconsideration or the request is deemed denied. A decision shall not be deemed final for purposes of judicial review unless the process required in this subsection has been followed. The twenty-eight (28) daytime frame for seeking judicial review is tolled until the date of the written decision regarding reconsideration or the expiration of the sixty (60) day reconsideration period, whichever occurs first.

BY ACTION OF THE CITY COMMISSION of the City of Kuna at its regular meeting held on the 11th day of March 2025.

Dana Hennis, Chairman

- ADA COUNTY DEVELOPMENT SERVICES
- DEQ
- STAFF REPORT PZ 2.25.2025
- PZ MINUTES 2.25.2025
- SIGN UP SHEET PZ 2.25.2025

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Commission February 25, 2025, hearing are as follows, to-wit:

- a. City Staff:
Troy Behunin, Senior Planner
- b. Appearing in Favor:
Roderica Cordle, 1356 W Castro Dr, Kuna, ID
- c. Appearing Neutral:
None
- d. Appearing in Opposition:
None

**SECTION 4
REASONED STATEMENT**

I. Relevant Criteria and Standards Considered

- a. Relevant City Ordinance Provisions.
 - 1. Special Use Permits, KCC 5-8-801
 - 2. Title 5 Kuna City Code, Provisions for Unique Land Uses: KCC 5-8-1004-K-4.
- b. Relevant Statutory Provisions.
 - 1. Title 50, Idaho Code
 - 2. Chapter 65-12 of Title 67, Idaho Code
- c. Pertinent Constitutional Provisions

II. Factual Findings

- a. Procedural Findings:

Agency Comments Request	January 9, 2025.
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Roderica Cordle; Home Occupation, Special Use Permit

Idaho Press Newspaper Published Hearing Notice Commission	Published on January 31, 2025
Legal Notice Mailers Sent out at 300 feet	January 31, 2025
Site Was Posted for Hearing with the Commission	February 10, 2025
Commission Public Hearing	Held on February 25, 2025.
Commission Written Decision and Reasoned Statement Entered	Entered March 11, 2025.

b. Relevant Contested Facts.

1. No testimony was presented in opposition to the proposal therefore no contested facts were entered into the record.

c. Commission’s Factual Findings on Relevant Contested Fact.

1. None.

III. Rationale for the Decision Based Upon Facts and Relevant Criteria and Standards Considered.

It is the rationale of the Commission that the proposed Special Use Permit proposal meets Kuna City Code for Case No. 24-09-SUP.

**SECTION 5
REQUIRED NOTICES TO APPLICANT AND AFFECTED PARTIES**

I.C. 6735(2)(b) Any applicant or affected person seeking judicial review of compliance with the provisions of this section must first seek reconsideration of the final decision within fourteen (14) days. Such written request must identify specific deficiencies in the decision for which reconsideration is sought. Upon reconsideration, the decision may be affirmed, reversed or modified after compliance with applicable procedural standards. A written decision shall be provided to the applicant or affected person within sixty (60) days of receipt of the request for reconsideration or the request is deemed denied. A decision shall not be deemed final for purposes of judicial review unless the process required in this subsection has been followed. The twenty-eight (28) daytime frame for seeking judicial review is tolled until the date of the written decision regarding reconsideration or the expiration of the sixty (60) day reconsideration period, whichever occurs first.

BY ACTION OF THE CITY COMMISSION of the City of Kuna at its regular meeting held on the 11th day of March 2025.

Dana Hennis, Chairman

Roderica Cordle; Home Occupation, Special Use Permit

**BEFORE THE PLANNING AND ZONING COMMISSION
CITY OF KUNA, ADA COUNTY IDAHO**

IN THE MATTER OF THE APPLICATION OF)	Case No. 24-27-DR
)	
CIRCLE K (PAUL BUNYAN SUBDIVISION))	
)	
<i>Related to the development of real property</i>)	DECISION AND REASONED
<i>located at the intersection of Meridian Rd and</i>)	STATEMENT FOR CIRCLE K.
<i>Deer Flat Rd (Parcel No. S131344991).</i>)	

**SECTION 1
INTRODUCTION AND PROCEDURAL BACKGROUND**

THESE MATTERS came before the Commission on February 11, 2025, where the Commission voted to approve case No. 24-27-DR. Thereafter, this Decision was prepared and presented to the Commission on March 11, 2025, for formal adoption of the Commission’s decision.

**SECTION 2
DECISION**

The Commission, having considered the record and listened to the arguments and presentations at the hearing, DOES HEREBY ORDER AND DECIDE:

The Design Review Application (24-27-DR) is hereby *Approved*.

**SECTION 3
RECORD OF EXHIBITS AND TESTIMONY**

I. List of Exhibits.

- AFFIDAVIT
- APPLICATION COVERSHEET
- CC&RS
- DESIGN REVIEW APPLICATION
- ELEVATIONS
- GRADING AND DRAINAGE PLAN
- LANDSCAPE PLAN
- LIGHTING PLAN
- NARRATIVE
- OPEN SPACE EXHIBIT
- SIGN PACKAGE
- SIGN REVIEW APPLICATION
- SITE PLAN
- VACINITY MAP

- WARRANTY DEED
- AGENCY TRANSMITTAL
- ITD AGENCY COMMENT
- BPBC AGENCY COMMENT
- KRFD AGENCY COMMENT
- ACHD AGENCY COMMENT
- J&M SANITATION AGENCY COMMENT

II. Testimony.

a. Those who testified at the Council meeting on February 11, 2025 are as follows, to-wit:

1. City Staff:
Marina Lundy, Planner

2. Appearing for the Applicant:
Nicolette Womack, 1100 W Idaho St. #210, Boise, ID 83702
Paige Connair, 1100 W Idaho St. #210, Boise, ID 83702

**SECTION 4
REASONED STATEMENT**

I. Relevant Criteria and Standards Considered

- a. Relevant City Ordinance Provisions.
 1. Kuna City Code (KCC) Title 5 Development Regulations, Chapter , Part 9 Design Review

II. Factual Findings

- a. General Factual Findings.
 1. Statement of Fact

Parcel Number(s):	S1313449911 – Parcel No. after Final Plat recording R6949010900
Future Land Use Map Designation:	Commercial
Existing Land Use:	Vacant lot
Current Zoning:	C-2 (Area Commercial District)
Proposed Zoning:	Same
Development Area:	1.73 acres
Adjacent Zoning Districts:	North: C-2 (Area Commercial District), R-6 (Medium Density Residential District); East: C-1 (Neighborhood Commercial) C-2 (Area Commercial District); South: C-1

	(Neighborhood Commercial); West: R-6 (Medium Density Residential District)
Adjacent Street(s) Existing & Proposed:	North: N/A; East: N Meridian Rd (Existing); South: E Deer Flat Rd (Existing); West: N/A
Internal Street(s) Existing & Proposed:	Internal private service drives
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

2. Procedural Findings:

Agency Comments Request	January 17, 2025
City Council Public Meeting	Held on February 11, 2025

III. Conditions of Approval

1. 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:
 - a. The City Engineer shall approve all sewer connections.
 - b. The City Engineer shall approve all civil plans. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the Applicant has received an approved drainage plan.
 - c. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties".
 - d. The Kuna 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.
 - e. The Kuna Municipal Irrigation System and Boise Project Board of Control shall approve any modifications to the existing irrigation system.
 - f. Approval from Ada County Highway District (ACHD) shall be obtained and Impact Fees must be paid prior to issuance of any building permit(s).
 - g. All public Rights-Of-Way shall be dedicated and constructed to standards of the City and Ada County Highway District. No public street construction may commence without the approval and permit from Ada County Highway District.
2. 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 Commission, or seek amending them through appropriate application processes as outlined in KCC.

3. Developer/Owner/Applicant shall follow staff, City Engineer and other agency recommended requirements, as applicable.
4. This development shall be completed per the approved site plan and landscape plan, or as otherwise determined by staff.
5. All required landscaping shall be permanently maintained in healthy growing condition. The property owner shall remove and replace unhealthy or dead plant material within three (3) days or as the planting season permits, as required to meet the standards of these requirements. Maintenance and planting within public rights-of-way shall be with approval from the public entities owning the property.
6. Landscaping shall not be placed within 10 feet of any and all meter pits, pressurized irrigation valves and/or ACHD underground facilities, and must honor all vision triangles.
7. This development is subject to Architectural and Landscape compliance Design Review inspections prior to receiving a Certificate of Occupancy. Design Review inspection fees shall be paid prior to requesting staff inspection.
8. Developer/Owner/Applicant/Contractors are hereby notified of Kuna's working hours. Construction of any kind shall only be conducted within the hours specified in KCC 10-6-3. Noises and other public nuisances/distractions outside of this time frame are subject to lawful penalties.
9. 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.
10. Developer/Owner/Applicant shall provide the City of Kuna with a cross access agreement for all properties being served by the private road.
11. Developer/Owner/Applicant shall comply with J&M Sanitations standards for trash receptacles.
12. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.
13. Developer/Owner/Applicant shall comply with Kuna City Code and Idaho State code.

SECTION 5 REQUIRED NOTICES TO APPLICANT AND AFFECTED PARTIES

An applicant or affected party may appeal any final decision on any final decision on a DR committee decision to the Council. The applicant or affected party shall file a written notice of appeal stating specifically the decision(s) to be reviewed by the DR committee or Council and the grounds for the appeal with the Director before 5:00 p.m. of the tenth calendar day, or the next business day following the tenth calendar day should the tenth day fall on a weekend or holiday, after the final decision or determination has been made and provided in writing to the applicant.

P&Z Commission Chairman,
Dana Hennis

CASE No. 24-11-SUP (SPECIAL USE PERMIT)

Little Beans In-Home Childcare

Planner: Troy Behunin

TBehunin@KunalD.gov

208-922.5546

ALL APPLICATION MATERIALS:

[24-11-SUP Little Beans In-Home Childcare](#)

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



CITY OF KUNA:
P&Z COMMISSION
STAFF REPORT

City of Kuna P&Z Commission Staff Report

Entitlements Requested:	Subdivision	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Other
Title:	Little Beans In-Home Childcare		Application Number:		24-11-SUP		
Date:	3/11/2025		Staff Contact:		Troy Behunin		
Owner:	Sabrina Dunn		Applicant Contact:		sabrinadunn1@gmail.com		
Representative:	Same		Representative Contact:		Same		

Purpose
 Applicant request's Special Use Permit approval in order to operate an In-Home Childcare for up to six (6) children, located at 578 E Ridgestone Dr., Kuna, ID.

Statement of Fact	
Parcel Number(s):	R7684430240
Future Land Use Map Designation:	Medium Density Residential
Existing Land Use:	Residential
Current Zoning:	R-6
Proposed Zoning:	Same
Development Area:	0.198 Acres
Adjacent Zoning Districts:	North: R-6 (Medium Residential); East: R-6 (Medium Residential); South: R-6 (Medium Residential); West: R-6 (Medium Residential).
Adjacent Street(s) Existing & Proposed:	North: Ardell Road; East: Kay Avenue; South: Deer Flat Road; West: Linder Road (All Roads are Existing).
Internal Street(s) Existing & Proposed:	No New Streets Proposed
Adjacent Bike/Pedestrian Facilities:	N/A
Adjacent Parks:	N/A
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis
 The Comprehensive Plan identifies the subject property as Medium Density Residential, the existing district is R-6 (Medium Density Residential).

 The Comprehensive Plan identifies the goal to attract and encourage new and existing businesses (Goal 1.C.), and to create an environment that is friendly to business creation, expansion & relocation and ensure land use policies, restrictions, and fees do not violate private property rights. (Objective 1.C.2 and 3.G.1).

The Comprehensive Plan identifies the goal to provide support to Kuna's schools and pre-K education opportunities to meet population demands (Goal 5.A). The proposed childcare center will provide framework for varying pre-K educational opportunities to be developed for Kuna citizens (Objective 5.A.2).

Staff Analysis

The applicant submits a request for Special Use Permit approval to operate an In-Home, Group Childcare.

Little Beans Childcare proposes to operate all year and provide Childcare service needs for young children in the community. It will operate Mondays through Friday, from 6:00 am to 6:00 pm. No Signage is permitted on-site and the Special Use Permit limits the amount of Children to six (6) total children, including minor children living at the applicants home.

Recommended Conditions of Approval

1. As requested by the Applicant, the Childcare shall be permitted on Monday through Friday, operating from 6:00 am to 6:00 pm
2. Applicant is limited to six (6) children, including minor children living at the applicant's home.
3. Fire District, Building Inspector and Central District Health Department inspections are required for final sign off; Applicant shall provide the Kuna Planning and Zoning Department with copies of said inspections prior to applying for a Kuna City Business License.
4. Applicant shall obtain a building permit for and install a proper fence and receive inspection approval prior to a business license being released.
5. Applicant shall renew the City business license as often as necessary.
6. In the event the uses or the building located on this parcel are enlarged, expanded upon or *altered in anyway*, the owner/applicant, and any future assigns having interest in the subject property, shall seek an amendment to the approvals of this Special Use Permit through the Planning and Zoning Department and public hearing process.
7. This Special Use Permit is *valid only if the Conditions of Approval are adhered to continuously*. In the event the conditions are not continuously followed, the Special Use Permit approval may be revoked.
8. The Applicant shall acquire a Kuna Business License through the Kuna City Clerk's Office once all Conditions of the Special Use Permit are met and shall maintain said license through the renewal process during the entirety the business is in operation.
9. The Special Use Permit is not transferable from one address to another.
If the applicant/owner wishes to expand or make changes in the future, this SUP will need to be evaluated to determine if modification is necessary.
10. Applicant shall follow all staff and agency recommendations.
11. Applicant shall comply with Kuna City Code.
12. Applicant shall comply with all local, state, and federal laws.

My name is Sabrina Dunn, my husband and I, Garret Parker, have owned our home for one year. We plan to open a small in-home childcare center, taking only infants under the age of 18 months. I have my AA degree in child development, as well as extensive experience in the field. I currently watch my blood nephew in my home and it has been amazing. I am already working with Idaho stars, and will continue to work with the City of Kuna to become fully licensed and compliant. I hope to one day open a brick and mortar childcare center, but will first start in my home.

Thank you,
Sabrina.

Childcare Special Use Permit Application



PO Box 13 | 751 W 4th Street | Kuna, ID 83634
(208) 922-5274 | www.KunaCity.ID.gov

Kuna City Code (KCC) defines a Childcare facility as: Any home, structure, or place where nonmedical care, protection or supervision is regularly provided to children under twelve (12) years of age, for periods less than twenty-four (24) hours per day, while the parents or guardians are not on the premises.

Any facility providing childcare, whether in-home or commercial, is required to have an approved Special Use Permit and State of Idaho Basic Daycare License, as well as maintain a Kuna Daycare Business License. There are three (3) types of facilities:

- A. Home Childcare:** Provides care for six (6) or fewer children.
 - Application Fee (*nonrefundable*): \$394.00
- B. Group Childcare (In-home):** Provides care for seven (7) to twelve (12) children.
 - Application Fee (*nonrefundable*): \$394.00
- C. Childcare Center:** Provides care for more than thirteen (13) children; Centers are also subject to Design Review.
 - Application Fee (*nonrefundable*): \$1,014.00

It should be noted that in determining the type of facility that is being operated, the total number of children cared for during the day and not the number of children at the facility at any one time is determinative. The total number of children includes the Applicants children.

Application shall contain the following:

Description	File Naming Convention	Submitted (✓/*) (Staff Use Only)
✓ Completed & signed P&Z Application Coversheet	Application Coversheet	X
✓ Completed & signed Childcare Special Use Permit Application	Childcare Special Use Permit Application	X
✓ Narrative: Introduce yourself, provide any applicable experience/background you have, provide reasons for wishing to open a daycare, any training and/or certifications you may have, etc.	Narrative	X
✓ Vicinity Map depicting the project location, surrounding street names, and surrounding subdivisions	Vicinity Map	X
Recorded Warranty Deed for parcel(s)	Warranty Deed	X
✓ Affidavit of Legal Interest if the individual submitting this application is not the Owner of Record; one (1) Affidavit is required for each Owner of Record	Affidavit(s)	X
✓ Proof that you have begun the State daycare license process: Screenshot of RISE dashboard showing State license application date	State License Application	X
Detailed Site Plan The following items are requirements of the site plan:	Site Plan	X
• Size of Parcel (acres or square feet)		

• Existing structures (i.e. home, buildings, storage sheds, driveway, etc.)		
• Existing and/or proposed play structures/equipment		
• Existing and/or proposed landscaping		
• Street name, fencing (include type, height, gates), retaining walls or berms. (NOTE: All gates are required to be locked during business hours.)		
• Off-street child drop-off/pick-up location		
• Dimensions of useable indoor and outdoor play areas		
✓ Copy of CPR & First Aid training Certification for Applicant & employees	First Aid Certification(s)	X
✓ Sick Child Plan/Policy	Sick Child Policy	X
✓ Emergency Evacuation Plan and map	Emergency Evacuation Plan	X
✓ Neighborhood Meeting Certification Form	Neighborhood Meeting Certification	X
✓ Signed Commitment to Property Posting form	Commitment to Property Posting	X

If the Director or their designee determine that an application is incomplete, they shall provide notice to the applicant of such deficiencies. In the event an applicant fails to provide the missing information within a period of 14 calendar days, the application shall be deemed to have expired, and will not be further processed by the City unless and until an entirely new application is submitted.

All file naming conventions shall be followed. In the event the file naming conventions are not adhered to the application submittal will be rejected.

Facility type? In-home 0 – 6 Children In-home 7 – 12 Children Center 13 or more Children

Owner of Record

Name: Sabrina Dunn
 Address: 578 E Ridgestone drive Kuna, ID
 Phone: 208-695-3159 Email: Sabrina.dunn1@gmail.com

Applicant Information

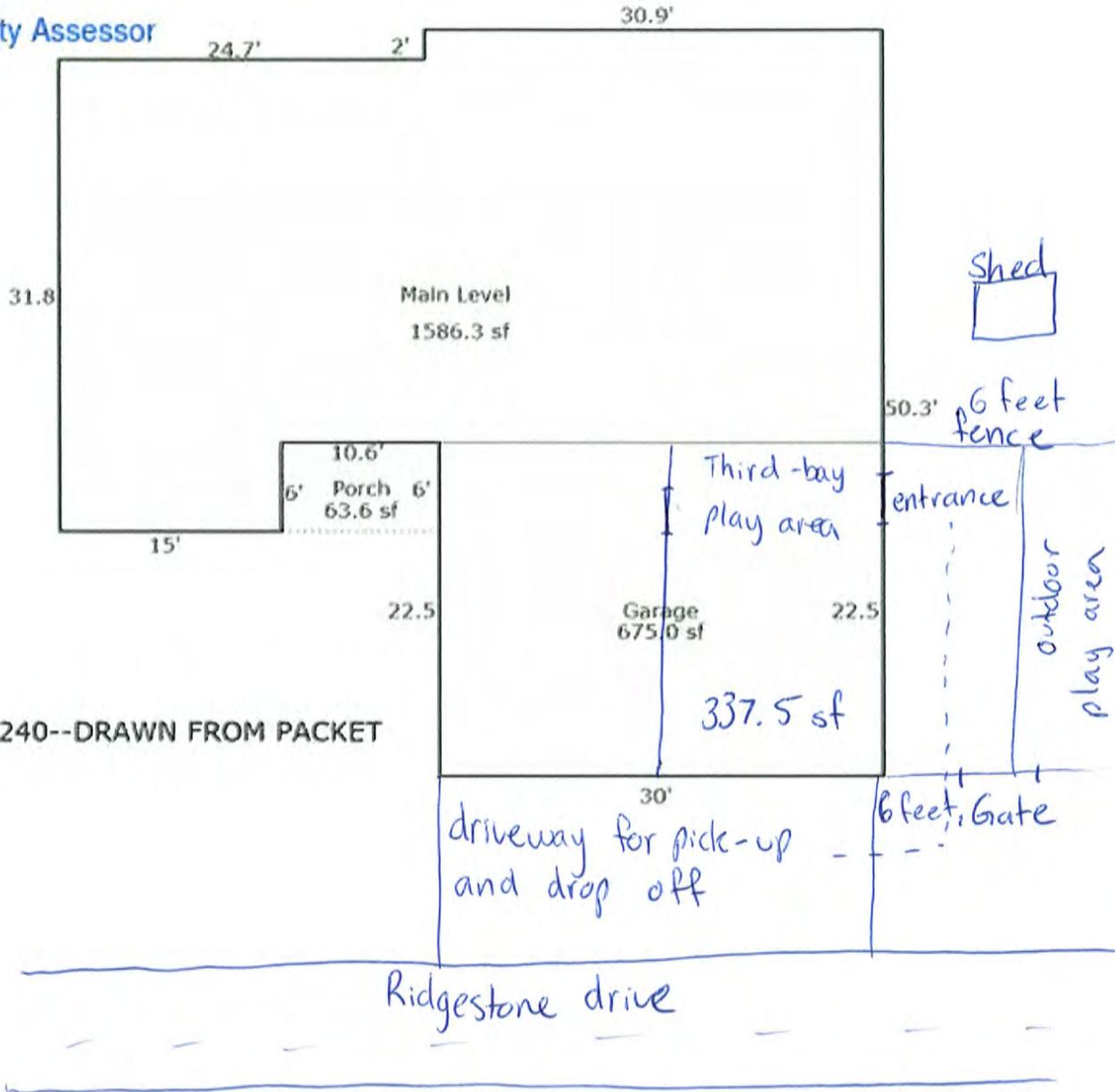
If same as above, skip this section.

Name: _____
 Address: _____
 Phone: _____ Email: _____

Representative

Site plan

Ada County Assessor



R7684430240--DRAWN FROM PACKET

Ridgestone drive

idahoSTARS | IDAPA 16 - Department of Health | rsoa.idahostars.org/#/Facility-view/4135

Google recommends setting Chrome as default | [Set as default](#)

RISE | [Contact](#) | [Alert](#) | [My Profile](#)

Home | Little Beans Childcare

Facility | Staff | Documents | Staff Status | **State Licensing** | ICCP | Steps to Quality | Classrooms | Quality Improvement

State Licensing Checklist

- 1 Facility Profile Complete ✔
- 1 Training Compliance ✔
- 1 Background Check ✘
- 1 PD CPR & PD FA ✔
- 1 Local Compliance ✘
- 1 Proof of Liability and fire Insurance ✘
- 1 Approved Fire Inspection ✘
- 1 Licensing Fee referral ✘
- 1 Health Inspection ✘
- 1 Basic Day Care License ✘

Applied Date: 11/12/2024 | Status: Pending Licensing

Note:
If you have any questions please call 2-1-1 the Idaho CareLine and ask to speak with your local IdahoSTARS Regional Child Care Resource Center Office. They will be happy to answer any questions or help you find solutions.

[Learn More](#)

Welcome to State of Idaho Daycare Licensing

Thank you for your interest in applying for a state of Idaho Daycare License. A state daycare license is required of all daycare providers with seven (7) or more children enrolled who receive compensation for providing care and are not otherwise required to be licensed by the city in which they operate.

We encourage you to consider participating in the Idaho Child Care Program (ICCP). The purpose of the program is to support families working toward or maintaining employment.

Licensing and ICCP share many of the same requirements and you can apply for ICCP at the same time you apply for state licensing.

For more detailed information and specific requirements, [Click here](#)

State Licensing Certification (only for internal use)

Initial License Issue Date	License Renewal Date	Current License Issue Date

Next Health Inspection Date: | State License # :

[Review My State Licensing](#) | [Review Parent Licensing](#)

52°F Partly sunny | 2:12 PM 11/12/2024



Miranda Gold, President
Alexis Pickering, Vice-President
Kent Goldthorpe, Commissioner
Dave McKinney, Commissioner
Patricia Nilsson, Commissioner

February 21, 2025

To: Sabrina Dunn, via email
578 E. Ridgestone Drive
Kuna, ID 83634

Subject: KUNA25-0005/ 24-11-SUP
578 E. Ridgestone Drive
Little Beans In-home Daycare

In response to your request for comment, the Ada County Highway District (ACHD) staff has reviewed the submitted application and site plan for the item referenced above. It has been determined that ACHD has no site specific conditions of approval for this application.

There is No Impact Fee Due for this application and an ACHD inspection is not required.

If you have any questions, please feel free to contact me at (208) 387-6218.

Sincerely,

A handwritten signature in blue ink that reads "Dawn Battles".

Dawn Battles
Senior Planner
Development Services

cc: City of Kuna (Troy Behunin), via email

connecting you to more

CASE NO. 25-01-SUP (SPECIAL USE PERMIT)

The Southern

Planner: Marina Lundy

MLundy@kunaid.gov

208-922-5546

ALL APPLICATION MATERIALS: [25-01-SUP THE SOUTHERN](#)

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

City of Kuna P&Z Commission Staff Report

Entitlements Requested:	Subdivision	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Other
Title:	The Southern		Application Number:		25-01-SUP		
Date:	03/11/2025		Staff Contact:		Marina Lundy		
Owner(s)/Applicant:	Ashlyn Faulk		Applicant Contact:		ashlyn@wildblisseventplanning.com		
Representative:	Same as above		Representative Contact:		Same as above		

Purpose
 Applicant requests Special Use Permit in order to operate a wine and cocktail bar 2-3 at 333 Ave C. Ste 3 Kuna, ID 83634.

Statement of Fact	
Parcel Number(s):	R5070001130
Future Land Use Map Designation:	CBD (Central Business District)
Existing Land Use:	Multi-tenant Commercial Building
Current Zoning:	CBD (Central Business District)
Proposed Zoning:	Same
Development Area:	N/A
Adjacent Zoning Districts:	North: CBD (Central Business District); South: CBD; East: CBD; West: CBD
Adjacent Street(s) Existing & Proposed:	North: W 4 th St. (Existing); South: W Main St. (Existing); East: N Ave C West: N Ave D (Existing)
Internal Street(s) Existing & Proposed:	None
Adjacent Bike/Pedestrian Facilities:	Sidewalk
Adjacent Parks:	None
Land Dedication Requirements:	None

Comprehensive Plan and Future Land Use Map Analysis
 FLUM identifies this site as commercial. The parcel is zoned CBD, established to promote development expansion and urban renewal in Kuna's downtown areas. The district is poised to accommodate a variety of business, institutional, public, quasi-public, cultural, residential and other related uses to create a mix of activities necessary to sustain a viable downtown.

The Comprehensive Plan's Goal Area 1 is supported as the proposed use supports economic development, attracts and encourage new and existing economic development, and does not compete with downtown revitalization efforts (1.A.1.c.).

Staff Analysis

The applicant requests to use the existing space to create a wine and cocktail bar that will operate 2-3 days out of the week. Currently the applicants proposed days and hours of operation are Thursday, Friday, and Saturday from 4-11pm (subject to change).

Upon staff review, the proposed application meets the requirements and intent of Kuna City Code and Comprehensive Plan. Staff recommends the Commission approve the application with the conditions outlined in staff's report.

Recommended Conditions of Approval

Conditions

1. 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 Commission, or seek amending them through appropriate application processes as outlined in KCC.
2. Developer/Owner/Applicant shall follow staff, City Engineer and other agency recommended requirements, as applicable.
3. Developer/Owner/Applicant will provide the City of Kuna with a copy of their liquor license upon receipt from the Alcohol Beverage Control Division.
4. Developer/Owner/Applicant will provide the City of Kuna with a copy of their business license upon receipt.
5. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.
6. Developer/Owner/Applicant shall comply with Kuna City Code and Idaho State code.

The Southern is a small and intimate wine and cocktail space located in the heart of Kona.

The intention behind this bar is to provide a gathering space for our community to enjoy together.

The bar will be open 2-3 days per week, without interruption to other local businesses.

A handwritten signature in black ink, appearing to be 'Allyson'.

01/07/25



February 4, 2025

City of Kuna
Development Services
751 W. 4th Street
P.O. Box 13
Kuna, ID 83634
mlundy@kunaid.gov

Subject: 25-01SUP The Southern

Dear Marina Lundy:

Thank you for the opportunity to respond to your request for comment. While DEQ does not review projects on a project-specific basis, we attempt to provide the best review of the information provided. DEQ encourages agencies to review and utilize the Idaho Environmental Guide to assist in addressing project-specific conditions that may apply. This guide can be found at:

<https://www.deq.idaho.gov/public-information/assistance-and-resources/outreach-and-education/>.

The following information does not cover every aspect of this project; however, we have the following general comments to use as appropriate:

1. AIR QUALITY

- Please review IDAPA 58.01.01 for all rules on Air Quality, especially those regarding fugitive dust (58.01.01.651), trade waste burning (58.01.01.600-617), and odor control plans (58.01.01.776).

For questions, contact David Luft, Air Quality Manager, at (208) 373-0550.

- IDAPA 58.01.01.201 requires an owner or operator of a facility to obtain an air quality permit to construct prior to the commencement of construction or modification of any facility that will be a source of air pollution in quantities above established levels. DEQ asks that cities and counties require a proposed facility to contact DEQ for an applicability determination on their proposal to ensure they remain in compliance with the rules.

For questions, contact the DEQ Air Quality Permitting Hotline at 1-877-573-7648.

2. WASTEWATER AND RECYCLED WATER

- DEQ recommends verifying that there is adequate sewer to serve this project prior to approval. Please contact the sewer provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.16 and IDAPA 58.01.17 are the sections of Idaho rules regarding wastewater and recycled water. Please review these rules to determine whether this or future projects will require DEQ approval. IDAPA 58.01.03 is the section of Idaho rules regarding subsurface disposal of wastewater. Please review this rule to determine whether this or future projects will require permitting by the district health department.
- All projects for construction or modification of wastewater systems require preconstruction approval. Recycled water projects and subsurface disposal projects require separate permits as well.
- DEQ recommends that projects be served by existing approved wastewater collection systems or a centralized community wastewater system whenever possible. Please contact DEQ to discuss potential for development of a community treatment system along with best management practices for communities to protect ground water.
- DEQ recommends that cities and counties develop and use a comprehensive land use management plan, which includes the impacts of present and future wastewater management in this area. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

3. DRINKING WATER

- DEQ recommends verifying that there is adequate water to serve this project prior to approval. Please contact the water provider for a capacity statement, declining balance report, and willingness to serve this project.
- IDAPA 58.01.08 is the section of Idaho rules regarding public drinking water systems. Please review these rules to determine whether this or future projects will require DEQ approval.
- All projects for construction or modification of public drinking water systems require preconstruction approval.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system (refer to the DEQ website at: <https://www.deq.idaho.gov/water-quality/drinking-water/>). For non-regulated systems, DEQ recommends annual testing for total coliform bacteria, nitrate, and nitrite.
- If any private wells will be included in this project, we recommend that they be tested for total coliform bacteria, nitrate, and nitrite prior to use and retested annually thereafter.
- DEQ recommends using an existing drinking water system whenever possible or construction of a new community drinking water system. Please contact DEQ to discuss this project and to explore options to both best serve the future residents of this development and provide for protection of ground water resources.
- DEQ recommends cities and counties develop and use a comprehensive land use management plan which addresses the present and future needs of this area for adequate, safe, and sustainable drinking water. Please schedule a meeting with DEQ for further discussion and recommendations for plan development and implementation.

For questions, contact Valerie Greear, Water Quality Engineering Manager at (208) 373-0550.

4. SURFACE WATER

- Please contact DEQ to determine whether this project will require an Idaho Pollutant Discharge Elimination System (IPDES) Permit. A Multi-Sector General Permit from DEQ may be required for facilities that have an allowable discharge of stormwater or authorized non-storm water associated with the primary industrial activity and co-located industrial activity.

For questions, contact James Craft, IPDES Compliance Supervisor, at (208) 373-0144.

- If this project is near a source of surface water, DEQ requests that projects incorporate construction best management practices (BMPs) to assist in the protection of Idaho's water resources. Additionally, please contact DEQ to identify BMP alternatives and to determine whether this project is in an area with Total Maximum Daily Load stormwater permit conditions.
- The Idaho Stream Channel Protection Act requires a permit for most stream channel alterations. Please contact the Idaho Department of Water Resources (IDWR), Western Regional Office, at 2735 Airport Way, Boise, or call (208) 334-2190 for more information. Information is also available on the IDWR website at: <https://idwr.idaho.gov/streams/stream-channel-alteration-permits.html>
- The Federal Clean Water Act requires a permit for filling or dredging in waters of the United States. Please contact the US Army Corps of Engineers, Boise Field Office, at 10095 Emerald Street, Boise, or call 208-345-2155 for more information regarding permits.

For questions, contact Lance Holloway, Surface Water Manager, at (208) 373-0550.

5. SOLID WASTE, HAZARDOUS WASTE AND GROUND WATER CONTAMINATION

- **Solid Waste.** No trash or other solid waste shall be buried, burned, or otherwise disposed of at the project site. These disposal methods are regulated by various state regulations including Idaho's Solid Waste Management Regulations and Standards (IDAPA 58.01.06), Rules and Regulations for Hazardous Waste (IDAPA 58.01.05), and Rules and Regulations for the Prevention of Air Pollution (IDAPA 58.01.01). Inert and other approved materials are also defined in the Solid Waste Management Regulations and Standards
- **Hazardous Waste.** The types and number of requirements that must be complied with under the federal Resource Conservation and Recovery Act (RCRA) and the Idaho Rules and Standards for Hazardous Waste (IDAPA 58.01.05) are based on the quantity and type of waste generated. Every business in Idaho is required to track the volume of waste generated, determine whether each type of waste is hazardous, and ensure that all wastes are properly disposed of according to federal, state, and local requirements.
- **Water Quality Standards.** Site activities must comply with the Idaho Water Quality Standards (IDAPA 58.01.02) regarding hazardous and deleterious-materials storage, disposal, or accumulation adjacent to or in the immediate vicinity of state waters (IDAPA 58.01.02.800); and the cleanup and reporting of oil-filled electrical equipment (IDAPA 58.01.02.849); hazardous materials (IDAPA 58.01.02.850); and used-oil and petroleum releases (IDAPA 58.01.02.851 and 852). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.02.851.01 and 04. Hazardous material releases to state waters, or to land such that there is likelihood that it will enter state waters, must be reported to DEQ in accordance with IDAPA 58.01.02.850.

- **Ground Water Contamination.** DEQ requests that this project comply with Idaho’s Ground Water Quality Rules (IDAPA 58.01.11), which states that “No person shall cause or allow the release, spilling, leaking, emission, discharge, escape, leaching, or disposal of a contaminant into the environment in a manner that causes a ground water quality standard to be exceeded, injures a beneficial use of ground water, or is not in accordance with a permit, consent order or applicable best management practice, best available method or best practical method.”

For questions, contact Matthew Pabich, Waste & Remediation Manager, at (208) 373-0550.

6. ADDITIONAL NOTES

- If an underground storage tank (UST) or an aboveground storage tank (AST) is identified at the site, the site should be evaluated to determine whether the UST is regulated by DEQ. EPA regulates ASTs. UST and AST sites should be assessed to determine whether there is potential soil and ground water contamination. Please call DEQ at (208) 373-0550, or visit the DEQ website <https://www.deq.idaho.gov/waste-management-and-remediation/storage-tanks/leaking-underground-storage-tanks-in-idaho/> for assistance.
- If applicable to this project, DEQ recommends that BMPs be implemented for any of the following conditions: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, and ponds. Please contact DEQ for more information on any of these conditions.

We look forward to working with you in a proactive manner to address potential environmental impacts that may be within our regulatory authority. If you have any questions, please contact me, or any of our technical staff at (208) 373-0550.

Sincerely,



Troy Smith
Regional Administrator



KUNA RURAL FIRE DISTRICT

EST. 1951

150 W BOISE ST
PO Box 607
Kuna, ID 83634
PHONE: (208) 922-1144
FAX: (208) 922-1982

Date: 1/17/2025
From: Kuna Rural Fire District

Regarding: Agency Comments
25-01-SUP
Wine Tasting / The Southern
333 Ave C, Kuna, ID

Comments: The Kuna Rural Fire District has concern regarding the proposed application with the following.

The application indicates a proposed business which will include consumption of adult beverages to patrons over 21 years of age in a building currently classified as "Business Use" or "B" occupancy classification.

This building is a split-entry style structure, meaning that exiting from existing spaces occurs from a level other than the grade level, or *level of exit discharge*, to the public way.

The proposed new primary use could be classified as "assembly use" or "A-2" which would require additional building fire protection features;(i.e automatic fire sprinkler system.) See pertinent code section below:

IFC 903.2.1 - An automatic sprinkler system shall be provided throughout stories containing Group A-2 occupancies and throughout all stories from the Group A-2 occupancy to and including the levels of exit discharge serving that occupancy where one of the following conditions exists:

- 1.The *fire area* exceeds 5,000 square feet.
- 2.The *fire area* has an *occupant load* of 100 or more.
- 3.The *fire area* is located on a floor other than a *level of exit discharge* serving such occupancies.

The City of Kuna Building Official would be the final decision maker on occupancy classification. It would be prudent for the applicant to consult with the City of Kuna Building Department about this potential *Change of Use* and *Change of Occupancy classification* that could initiate additional building modifications to remain within building and fire code compliance.

Regards,

Kuna Rural Fire District
150 W Boise Street
Kuna, ID 83634
1.208.922.1144

MADRONE VILLAGE





N Beadlily Ave

R-6

R-4

W Kuna Rd

C-1

C-2

Madrone Village

A (Agricultural)

R-4

R-6

N Ten Mile Rd

R-6

Leonard Lateral

R-6

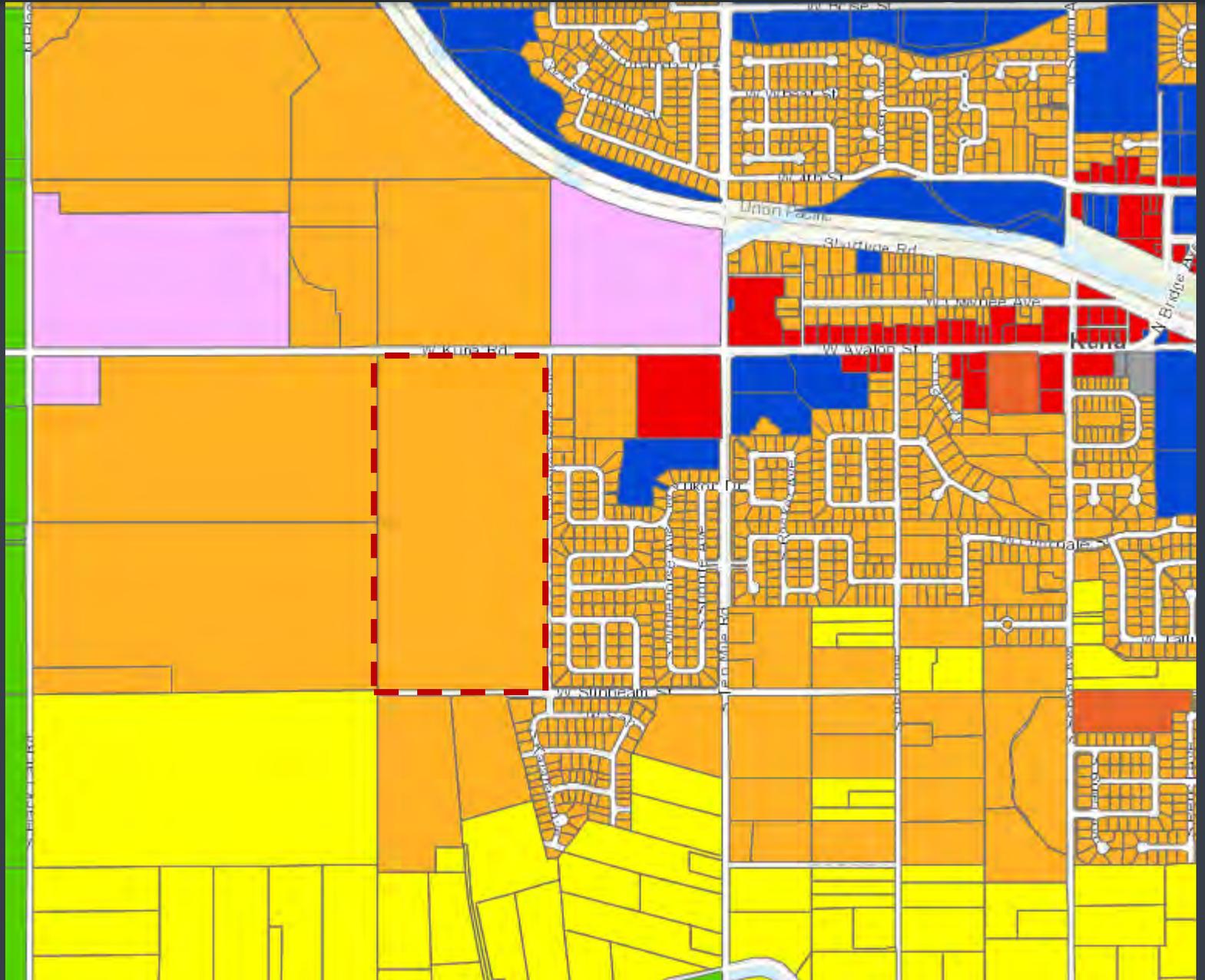
R-4

R-6

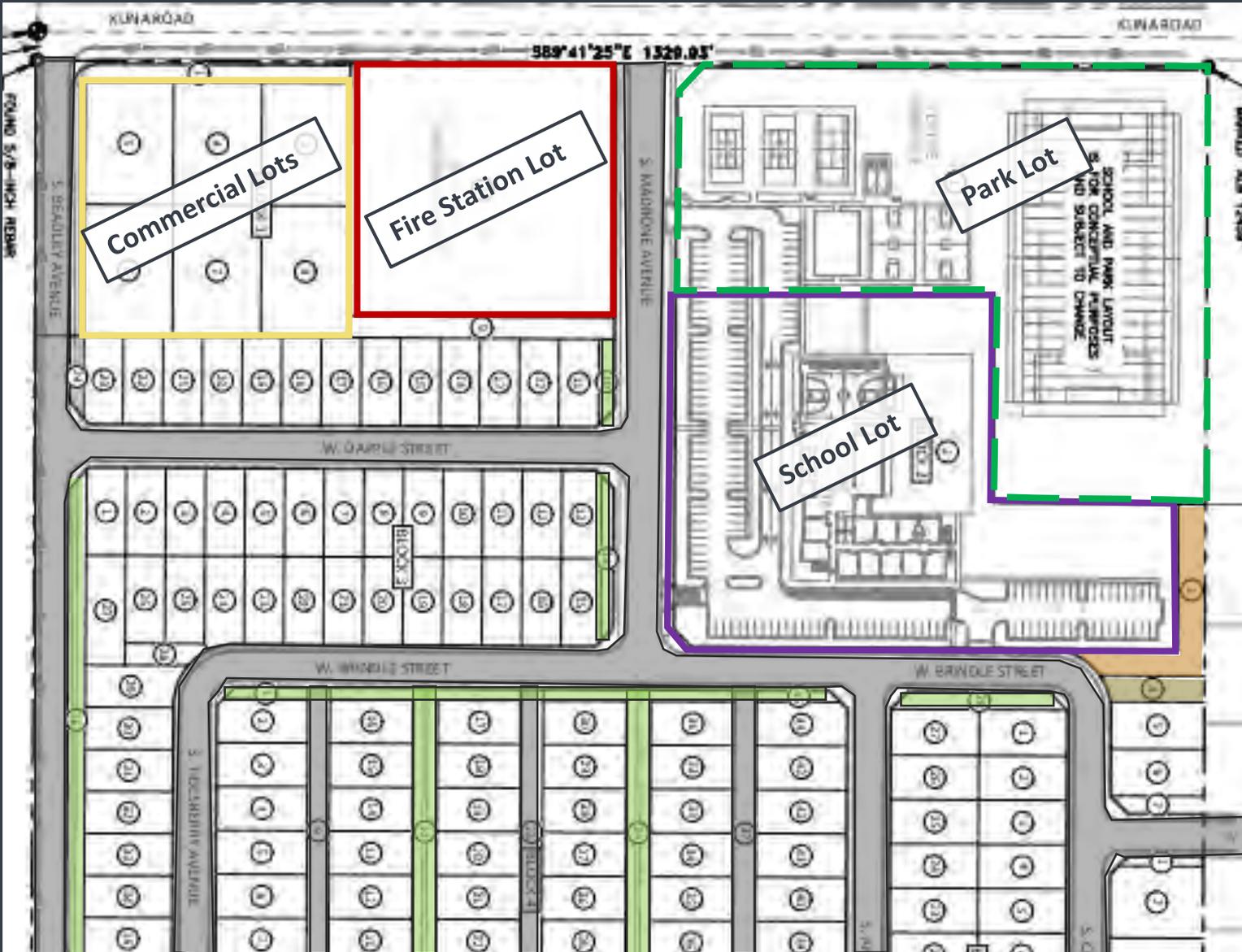
Future Land Use

FUTURE LAND USE

- AGRICULTURE
- COMMERCIAL
- HIGH
- INDUSTRIAL
- LOW
- MEDIUM
- MIXED-USE
- PUBLIC



Preliminary Plat - North



Preliminary Plat - Residential

72 Alley Load Single-family Detached Unit

282 Standard Single-family Units

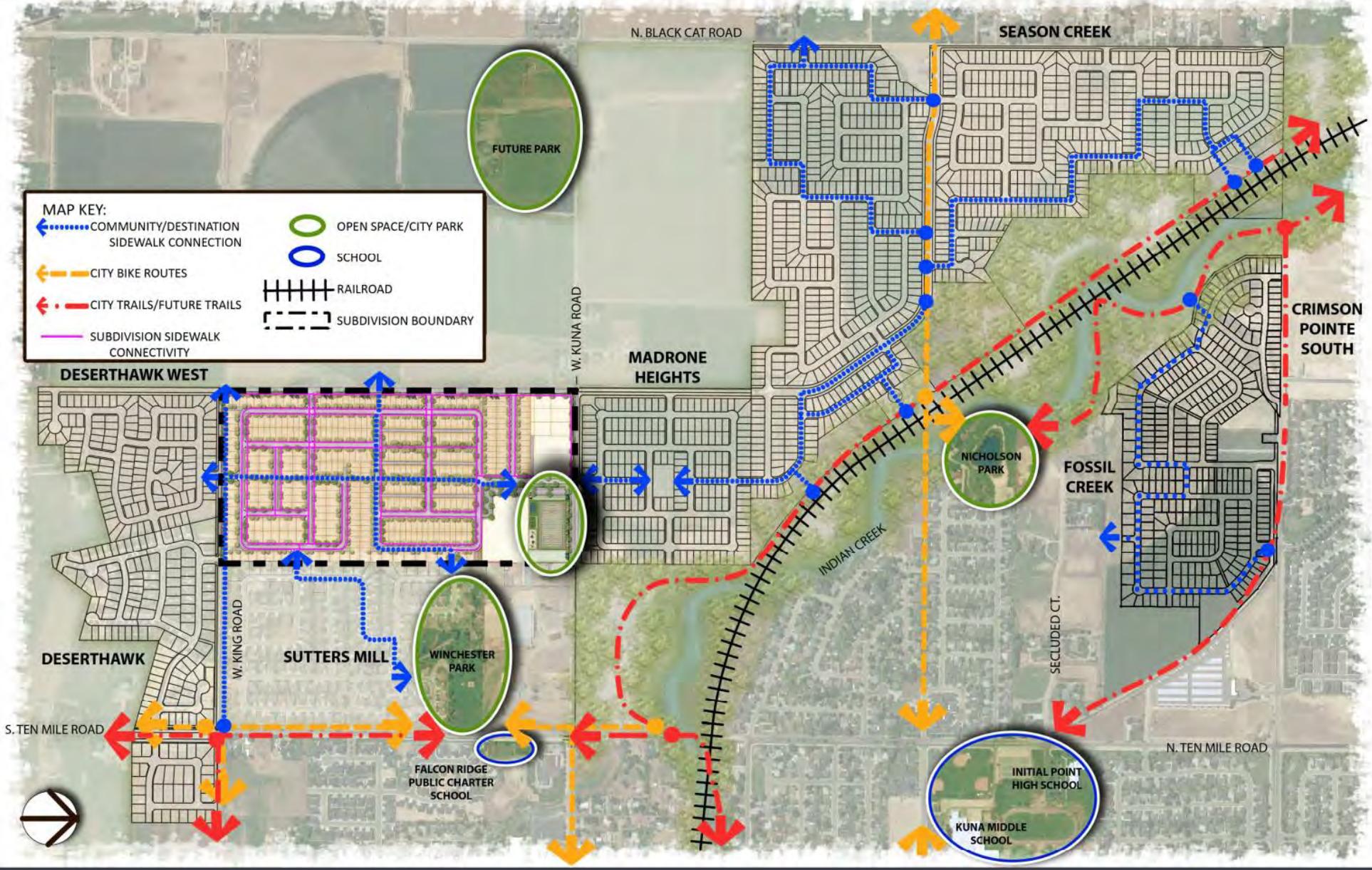
2 Deeded Access Lots

- Provide access to Parcel Nos R7321000112 & R7321000126
- Will be used once Yankee Rock is vacated

Transition in Lot Size



Connectivity



Open Space and Amenities

Open Space : 11.69 acres (14.82%)
provided

8.29 acres (10.50%) required

Internal walkway extending from
Sunbeam Street north to Kuna Road

Commercial Lots
Fire Station Lot
Park Lot
School Lot

MADRONE VILLAGE



C-1

FUTURE FIRE STATION

FUTURE SCHOOL

FUTURE PARK

OPEN GRASS AREA

MULTI-SPORT FIELD
FOOTBALL
SOCCER
LACROSSE

TENNIS & PICKLEBALL COURT

BATHROOM

BASKETBALL COURT

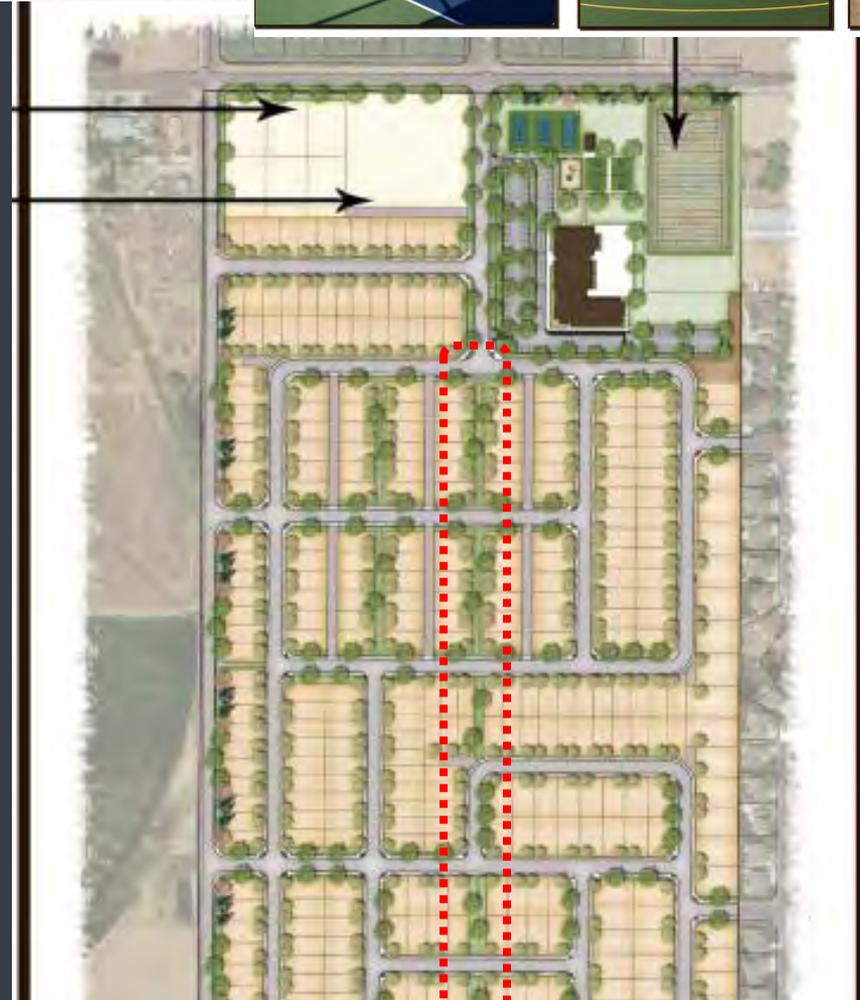
COMMERCIAL



CITY PARK



FIRE STATION



Conceptual Phasing



PROPOSED ROADWAY IMPROVEMENTS			
	PHASE 1	81 LOTS	±28.84 ACRES
	COMMERCIAL LOTS:	7 LOTS	
	COMMERCIAL COMMON LOTS:	1 LOT	
	COMMERCIAL COMMON DRIVE LOTS:	1 LOT	
	SINGLE FAMILY RESIDENTIAL (STANDARD):	54 LOTS	
	SINGLE FAMILY RESIDENTIAL (ALLEY):	12 LOTS	
	DEEDED LOTS (LOTS 3 & 4, BLOCK 2):	2 LOTS	
	SCHOOL SITE (LOT 2, BLOCK 2):	1 LOT	
	PARK SITE (LOT 1, BLOCK 2):	1 LOT	
	COMMON DRIVE LOTS:	2 LOTS	
	PHASE 2	79 LOTS	±12.86 ACRES
	SINGLE FAMILY RESIDENTIAL (STANDARD):	39 LOTS	
	SINGLE FAMILY RESIDENTIAL (ALLEY):	36 LOTS	
	COMMON DRIVE LOTS:	4 LOTS	
	PHASE 3	82 LOTS	±13.98 ACRES
	SINGLE FAMILY RESIDENTIAL (STANDARD):	57 LOTS	
	SINGLE FAMILY RESIDENTIAL (ALLEY):	23 LOTS	
	COMMON DRIVE LOTS:	2 LOTS	
	PHASE 4	62 LOTS	±10.84 ACRES
	SINGLE FAMILY RESIDENTIAL (STANDARD):	60 LOTS	
	COMMON DRIVE LOTS:	2 LOTS	
	PHASE 5	75 LOTS	±15.12 ACRES
	SINGLE FAMILY RESIDENTIAL (STANDARD):	73 LOTS	
	COMMON DRIVE LOTS:	2 LOTS	
	*TOTAL COMMON LOTS:	33 LOTS	

Developer Funded Road Improvements



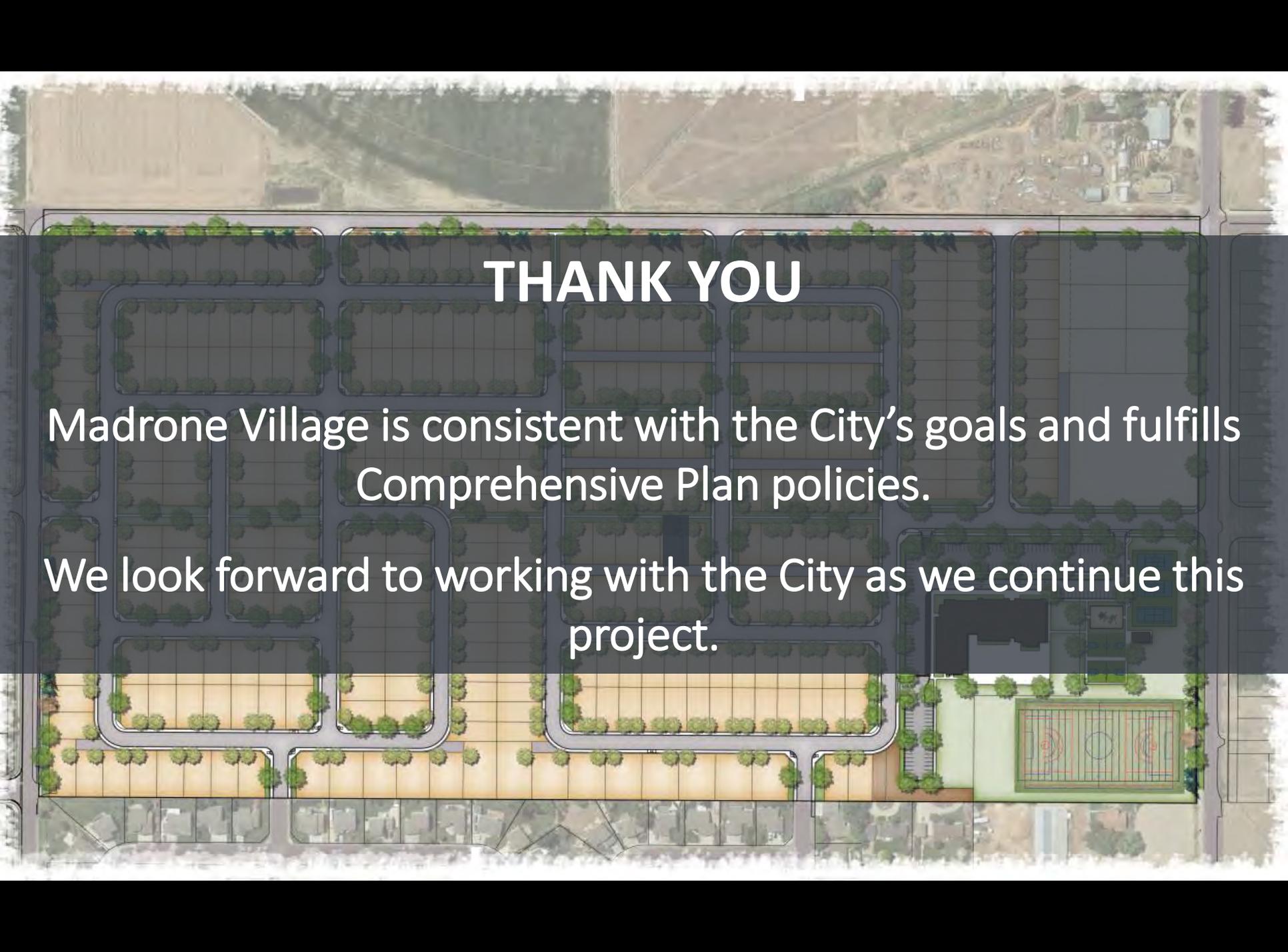
BLACK CAT RD & COLUMBIA RD:
- Updated intersection analysis required which may add additional required improvements

KUNA RD:
- Improve Kuna Rd (17-feet of pavement from centerline plus a 3-foot wide gravel shoulder and 8-foot wide detached concrete sidewalk)
- Dedicate additional right-of-way to total 39-feet from centerline
- Construct westbound left-turn lane

Vacate Yankee Rock Ave

Construct NEW collector (Beadily Ave)

Construct NEW collector (Sunbeam St)

An aerial photograph of a residential development site. The site is a large rectangular area with a grid of streets and lots. The central portion of the site is overlaid with a semi-transparent dark grey rectangle. The text 'THANK YOU' is centered in this dark area. Below the dark area, the site plan shows a parking lot, a playground, and a basketball court. The surrounding area includes fields and some existing buildings.

THANK YOU

Madrone Village is consistent with the City's goals and fulfills Comprehensive Plan policies.

We look forward to working with the City as we continue this project.

Traffic & ACHD Coordination

- Original TIS studied 432 residential lots
 - 336 single-family detached lots and 96 townhome lots
- Revised preliminary plat to 354 residential lots
 - 282 single-family detached lots and 72 townhome lots
- Draft ACHD report
 - Additional dedication and improvements to Kuna Road
 - Westbound left-turn lane on Kuna Road when Madrone Avenue is constructed
 - Madrone Ave as 36' local street
 - Extend Bayhorse and Caspian stubs into site
 - New Collector roadway – Beadlily Ave
 - Impact fees assessed and due prior to building permit

Traffic Impact Study – Existing 2020 Conditions, without Madrone Village

Existing Year 2020 Conditions

The following mitigations are recommended under year 2020 background conditions, without the proposed development:

- **Black Cat Road & Amity Road:** Install either (1) a traffic signal with left-turn lanes on all approaches, or (2) a multilane roundabout with two lanes on the north and south legs.
- **Orchard Avenue & Avalon Street:** No mitigation is proposed for this intersection in the existing conditions.
- **Kay Street & Avalon Street:** No mitigation is proposed for this intersection in the existing conditions.

Traffic Impact Study – Background 2025 Conditions, Without Madrone Village

Background Year 2025 Conditions

The following mitigations are recommended under year 2025 background conditions, without the proposed development:

- **Black Cat Road & Amity Road:** Install either (1) a traffic signal with left-turn lanes on all approaches, or (2) a multilane roundabout with two lanes on the north and south legs.
- **Black Cat Road & Columbia Road:** Install a single lane roundabout.
- **Orchard Avenue & Avalon Street:** No mitigation is proposed for this intersection in the background 2025 conditions.
- **Kay Street & Avalon Street:** Install a traffic signal.
- **Meridian Road (SH 69) & Kuna Road:** No mitigation is proposed for this intersection in the background 2025 conditions.

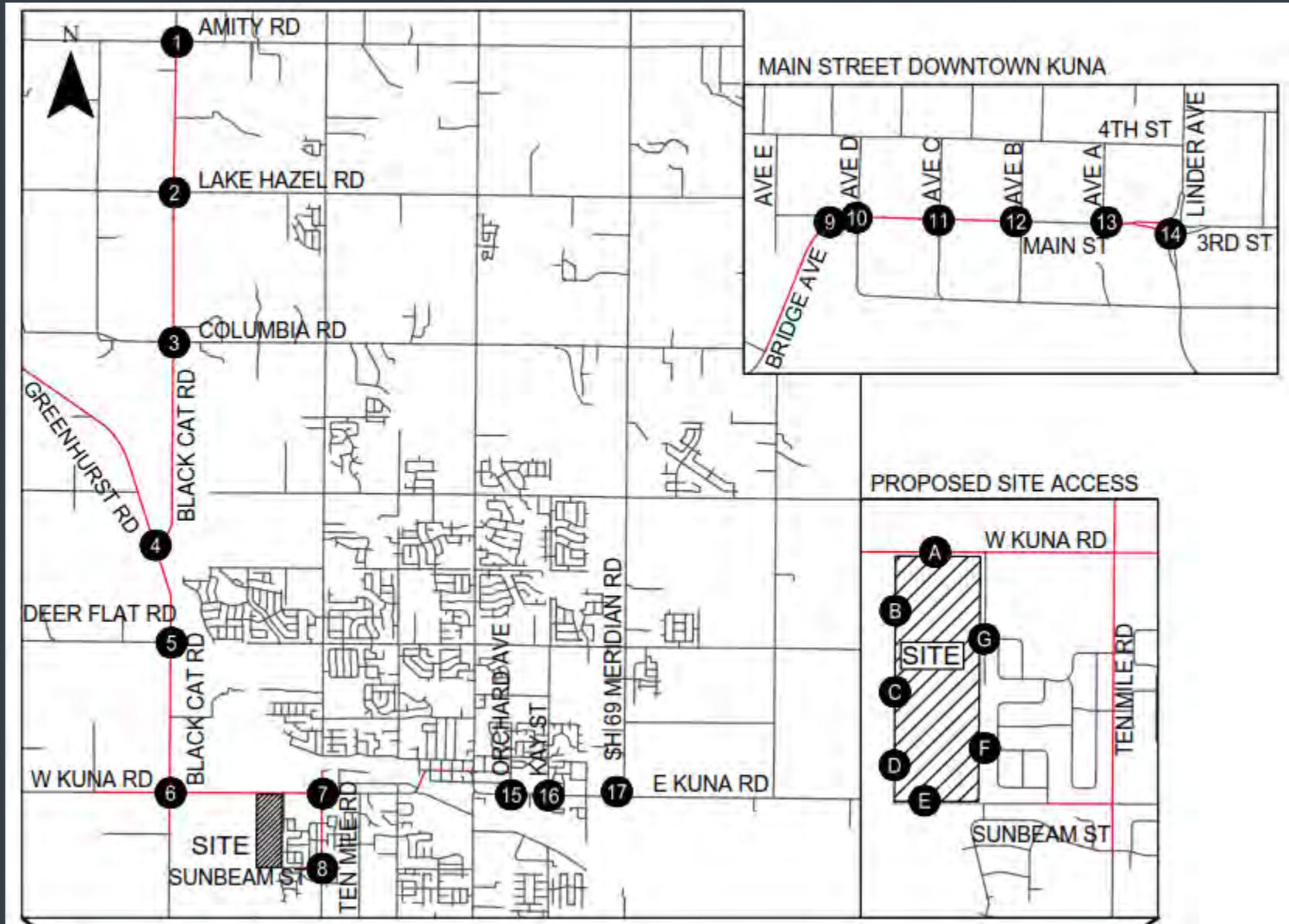
Traffic Impact Study – 2025 total traffic conditions, with Madrone Village

Year 2025 Total Traffic Conditions

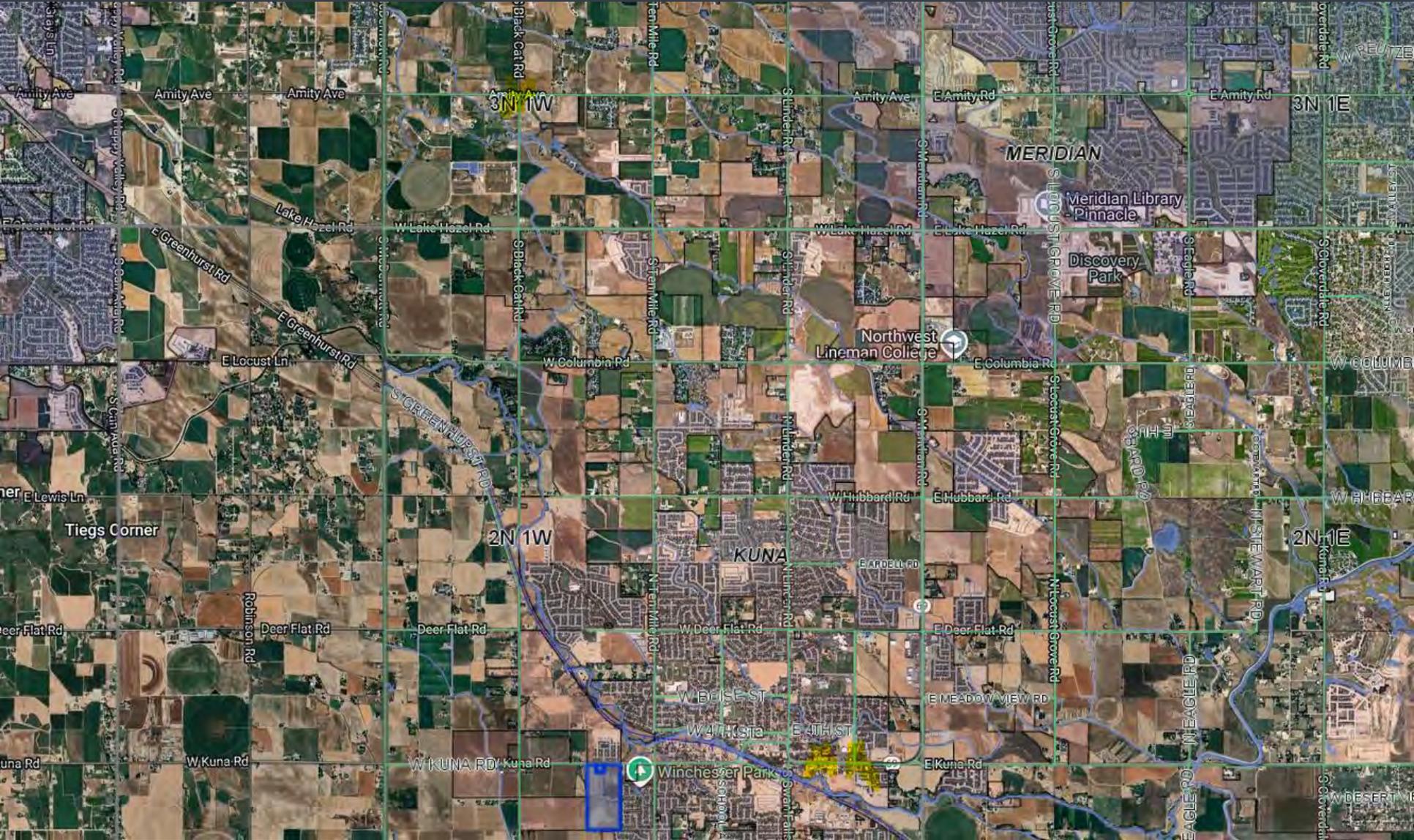
The following mitigations are recommended under year 2025 total traffic conditions, with the proposed development:

- **Black Cat Road & Amity Road:** Install either (1) a traffic signal with left-turn lanes on all approaches, or (2) a multilane roundabout with two lanes on the north and south legs. With site generated trips, the intersection is anticipated to need mitigation by approximately 2020.
- **Black Cat Road & Columbia Road:** Install either (1) a traffic signal with left-turn lanes on all approaches, or (2) a single lane roundabout. With site generated trips, the intersection is anticipated to need mitigation by approximately 2025.
- **Ten Mile Road & Kuna Road/Avalon Street:** No mitigations are proposed at this intersection for the 2025 total traffic conditions. Pedestrian improvements along the site frontage could serve in place of intersection mitigation.
- **Avenue D & Main Street:** No mitigation is proposed at this intersection for the 2025 total traffic conditions. Pedestrian improvements along the site frontage could serve in place of intersection mitigation.
- **Orchard Avenue & Avalon Street (SH 69):** No mitigation is proposed at this intersection for the 2025 total traffic conditions.
- **Kay Street & Avalon Street (SH 69):** Install a traffic signal. With site generated traffic, mitigation is projected to be needed in approximately 2021, at which time the site would have approximately 113 units completed.
- **Meridian Road (SH 69) & Kuna Road:** Install a traffic signal. With site generated traffic, mitigation is projected to be needed in approximately 2024, at which time the site would have approximately 351 units completed.

Traffic Impact Study



Traffic Impact Study



Traffic Impact Study

Table 2. Existing Study Transportation Facilities and Roadways

Roadway	Functional Classification ¹	Number of Lanes	Posted Speed (mph ²)	Sidewalks	Bicycle Lanes	On-Street Parking
Black Cat Road	Residential Arterial	2 Lanes	50	No	No	No
Greenhurst Road	Rural Collector	2 Lanes	50	No	No	No
Kuna Road	Residential Arterial/Transitional Commercial Arterial	2 Lanes	35	No	No	No
Avalon Street	Transitional Commercial Arterial	2 Lanes	35	Partial	No	No
Bridge Avenue/Main Street	Transitional Commercial Arterial/Towncenter Arterial	2-3 Lanes	25	Yes	Yes	Yes
State Highway 69	Principal Arterial	4-5 Lanes	35-55	Partial	No	No
Sunbeam Street	Residential Collector	2 Lanes	25	Yes	No	No
Ten Mile Road	Residential Arterial	2 Lanes	35	Partial	No	No

¹ Per COMPASS Classification Map / ACHD Master Street Map (Reference 3 / 4)

² Mph represents miles per hour



Treasure Valley Classical Academy, Fruitland

**Bluum - Bringing High-Quality
Schools of Choice to Communities
Across Idaho**
“It’s All About Partnerships”

**Presentation to Kuna Planning and Zoning
March 11, 2025**

**Terry Ryan, CEO
Keith Donahue, Director of Strategy**



WE BELIEVE

That school choice helps families, children, and educators achieve more and do better.

WE ARE COMMITTED

To ensuring that Idaho's children reach their fullest potential by cultivating great leaders and innovative schools.

ABOUT BLUUM

Bluum is a nonprofit organization helping Idaho become a national model for how to maximize learning opportunities for children and families.

BLUUM EMPOWERS AND SUPPORTS educators who take risks and put children first by:

- Developing innovative leaders;
- Growing successful school models;
- Sharing research and learning innovations;
- Providing school support and management help.



Bluum provides schools with both **financial** and **technical assistance.**

10 Years of Investing in Idaho Students, Families and Communities



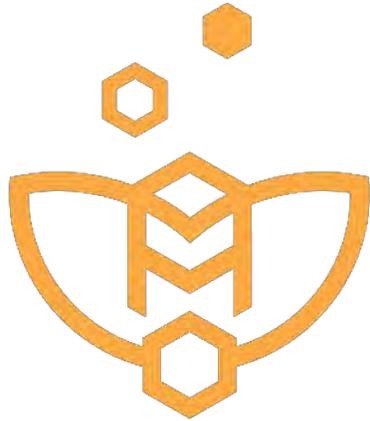
BLUUM
LET LEARNING GROW

INVESTMENT SUMMARY

2015-FEBRUARY 2025



Bluum's Support Portfolio of High-Performing Public Charter Schools Statewide



BLUUM
LET LEARNING GROW



No State Has Better Support for its Public Charter Schools than Idaho

Mike Crapo
United States Senator
239 Dirksen Senate Office Building
Washington, DC 20510

James E. Risch
United States Senator
483 Russell Senate Office Building
Washington, DC 20510



Mike Simpson
Member of Congress
2084 Rayburn House Office Building
Washington, DC 20515

Russ Fulcher
Member of Congress
1520 Longworth House Office Building
Washington, DC 20515

May 31, 2023

We urge the Department of Education to give this grant application all due consideration.

Sincerely,

Handwritten signatures of Mike Crapo and James E. Risch in blue ink.

MIKE CRAPO
United States Senator

JAMES E. RISCH
United States Senator

The Honorable Miguel Cardona
Secretary of Education
400 Maryland Avenue, SW
Washington, D.C. 20202

Dear Secretary Cardona:

We write in support for the Federal Charter School Program (CSP) Grant Funding application submitted by Bluum. We have long supported the growth of strong schools in our state and are proud to support the work represented by Bluum's *Building on Success for Future Excellence* CSP proposal.

Idaho is one of the fastest growing states in the nation, which has presented both challenges and opportunities in education. In recent years, the public and private sectors have come together to ensure students of all backgrounds in even our most rural communities have access to high-quality education. We are told that Bluum's proposal builds on the momentum of Idaho's 2018 *Communities of Excellence* CSP grant award (2018-23). With Bluum's help, Idaho's public charter school sector has been one of the nation's fastest growing and highest achieving over the last five years, having grown from 52 schools serving 22,000 students to 70 schools serving over 30,000 students. During this period, the Bluum-managed *Communities of Excellence* CSP Grant funded growth at 28 charter schools with an expected 11,467 seats to be created. Further, many of the state's highest performing public schools on state ISAT achievement tests in both English Language Arts and mathematics are perennially charter schools. The same holds for the SAT.

Bluum's *Building on Success for Future Excellence* CSP proposal expands on this innovative work by: 1) increasing the number of quality Idaho charter school seats by no less than 5,900 students, especially for our most educationally disadvantaged and rural students through start-up, replication, and expansion; 2) supporting quality authorizing in Idaho while disseminating and supporting best authorizer practices statewide; and 3) evaluating and sharing the successes and lessons of high-quality charter schools to impact the broader education system. The CSP support requested in this proposal will expand the educational opportunities available to students and families across the great state of Idaho, while also fostering the ongoing development of strong charter authorizers like the Idaho Public Charter School Commission.

Bluum will continue its collaboration with key state partners. Bluum's partners are numerous and come from both the public and the nonprofit sectors. The most important are the Idaho State Board of Education, the Idaho Public Charter School Commission, the J.A. and Kathryn Albertson Family Foundation, the non-profit school facilities finance group Building Hope, the Idaho Charter School Network, and individual charter school operators and governing boards.

Handwritten signatures of Mike Simpson and Russ Fulcher in blue ink.

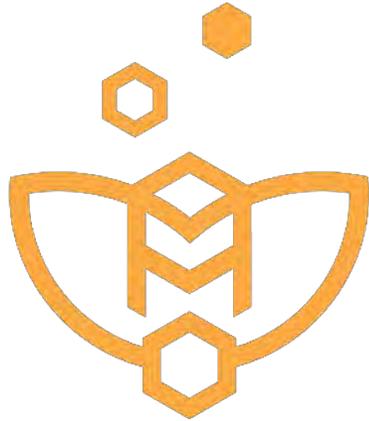
MIKE SIMPSON
Member of Congress

RUSS FULCHER
Member of Congress



GEM Prep students hamming it up for the camera

Public Charter Schools (Dispelling Common Myths)



BLUUM
LET LEARNING GROW

Public charter schools are public schools and **serve all students**. Public charter school enrollment is by lottery. Our schools do not (and cannot) self-select their students.

Public charter schools **do not use local property tax levies** to build their schools. Our schools secure financing out in the market and pay their facilities debt using the operating funds they receive from the state.

Students attending public charter schools take the same statewide assessments tests as students at traditional public schools. Our schools are **held accountable by a public charter school authorizer (usually the Idaho Public Charter School Commission)**.

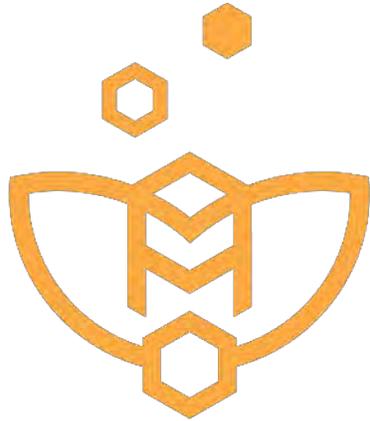
Idaho Public Charter Schools are required to be **audited annually** and to make the audits public.

Public charter schools **expand learning experiences** available to students by bringing school choices to communities that differ from the education choice(s) offered by the traditional district schools.

Public Charter schools identify a **‘primary attendance zone’** and families living within that zone receive an **enrollment preference** over families living outside the zone. The primary attendance zone for the schools we propose will encompass all of Kuna.

“It’s All About Partnerships”

Unique Opportunity in Kuna



BLUUM
LET LEARNING GROW

Continued **JKAF** support and \$26M Bluum-managed federal **CSP grant funds** to launch new high-performing schools

City leaders share vision for meeting growing educational needs in part through high-performing schools of choice

Kuna Developer generously offering to donate land and facilitate planning and development timelines

Partner school leaders excited to expand to meet the need in Kuna (Sage International and Gem Prep)

Bluum financial support and technical assistance to ensure academic and operational excellence

Madrone Village Development Student Yields using Kuna School District Calculations



Number of housing units

X

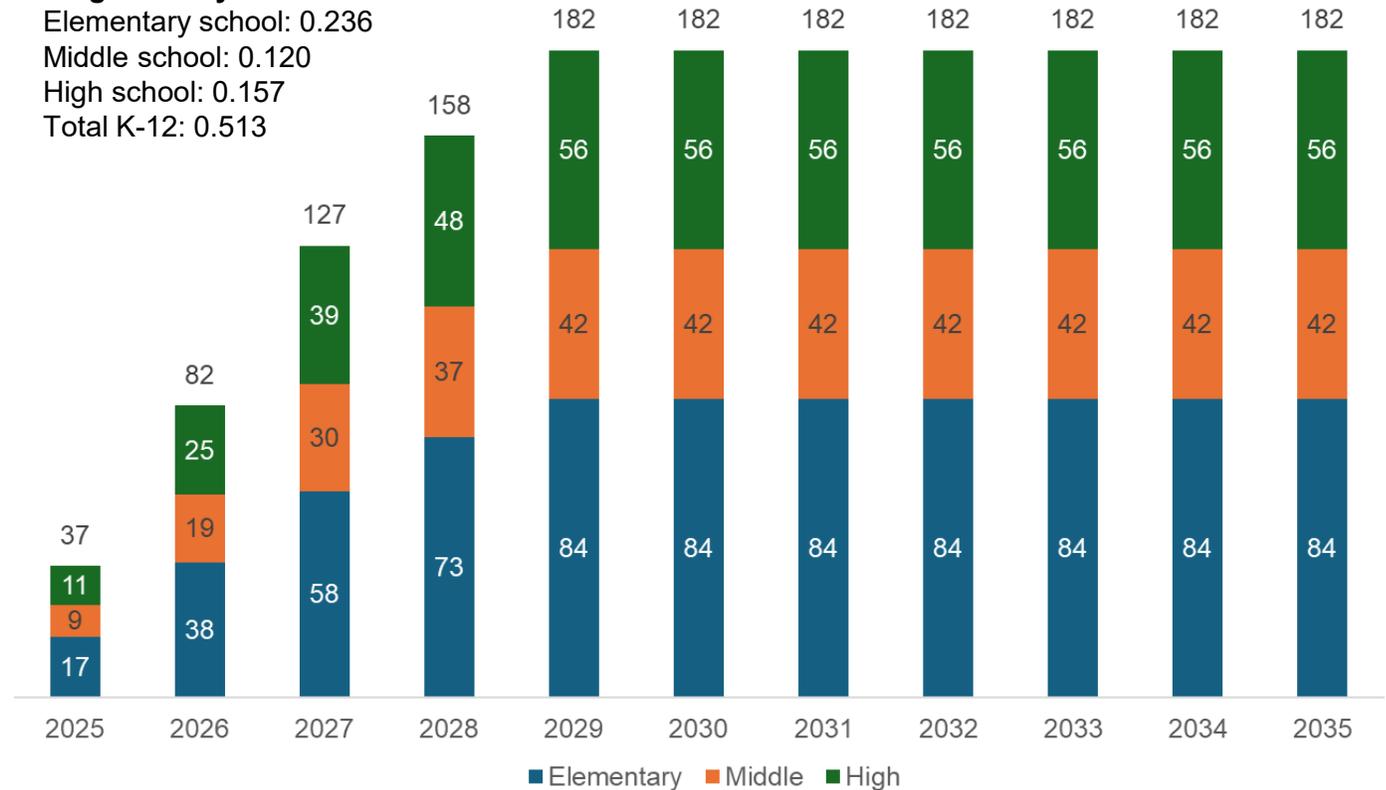
Student yield¹ by grade span (ES, MS, HS)

=

Projected incremental students

	New	Cumulative	% Single Family
2025	73	73	100%
2026	87	160	100%
2027	86	246	100%
2028	62	308	100%
2029	46	354	100%
2030	-	354	100%
2031	-	354	100%
2032	-	354	100%
2033	-	354	100%
2034	-	354	100%
2035	-	354	100%

Single Family:
 Elementary school: 0.236
 Middle school: 0.120
 High school: 0.157
 Total K-12: 0.513



1: Source: TischlerBise Voluntary Capital Mitigation Fee Report for Kuna School District, January 2023

KUNA - Bluum Portfolio Schools Prepared to Serve Kuna's Growing Student Population



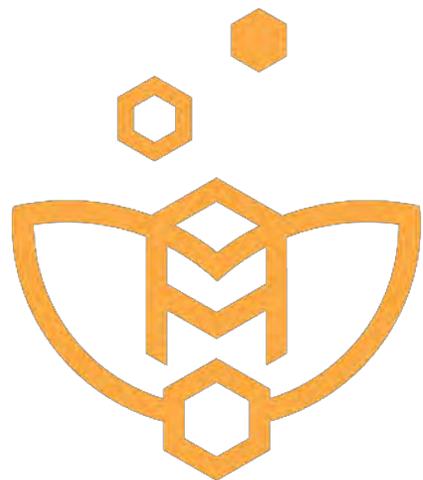
Two leading Bluum-supported school networks are interested in opening schools in Kuna

The schools will reach capacity in 2032 and serve approx. 1,000 K-12 students

Sage International – Madrone Village: Proposed 465-student K-8 charter school offering the International Baccalaureate curriculum. Sage currently operates high-performing schools in Boise and Middleton.

Gem Prep: 574-student K-12 charter school offering a rigorous college prep curriculum. Gem operates 7 high-performing schools across Idaho.

Thank You



BLUUM
LET LEARNING GROW



Groundbreaking for Sage Middleton Expansion (March 2024)



Groundbreaking for Elevate Academy Idaho Falls (August 2023)

CASE NOS. 24-08-AN, 24-05-S & 24-23-DR

MADRONE VILLAGE SUBDIVISION

Planner: Troy Behunin

TBehunin@KunaID.gov

Phone: 208.922.5546

ALL APPLICATION MATERIALS:

24-08-AN, 24-05-S & 24-23-DR:

for the MADRONE VILLAGE SUBDIVISION

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



CITY OF KUNA:
P&Z COMMISSION
STAFF REPORT

P & Z Commission Staff Report

Entitlements Requested:	Subdivision	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Other
Title:	Madrone Village Sub.		Application Number:		24-08-AN, 24-05-S and 24-23-DR		
Date:	3/11/2025		Staff Contact:	Troy Behunin			
Owner(s)/Applicant:	Arroyo Indio Farms, LLC - Owner		Applicant Contact:	6152 E Half Moon Ln., Eagle ID 83616			
Representative:	KM Engineering, LLP		Representative Contact:	shopkins@kmengllp.com			

Purpose
 Applicant requests approval for Annexation of approx. 79 ac. into Kuna City and proposing the R-6 (Medium Density Residential) & C-1 (Neighborhood Commercial) zones; and requests Preliminary Plat approval to subdivide the same lands into 384 single-family lots, 42 common lots, 12 common driveways, 1 School Site, 1 City Park and 2 deeded access lots. The site is in Section 27, Township 2 North, Range 1 West (Parcel numbers; R7321001020 & R7321001040). A school site has been integrated into the site plan.

Statement of Fact	
Parcel Number(s):	R7321001020 & R7321001040
Future Land Use Map Designation:	Medium Residential Density
Existing Land Use:	Residential
Current Zoning:	Public (Kuna City) & RUT Rural Urban Transition (Ada County)
Proposed Zoning:	Public, R-6, Medium Density Residential, and C-1 (Neighborhood Commercial)
Development Area:	80 acres (Includes area for a New Kuna Rural Fire Dist. Station)
Adjacent Zoning Districts:	North: R-6 (Med. Den. Res.) and RR (Rural Residential); East: R-6 & R-4 (Medium Residential); South: R-6 (Medium Residential) & RUT (Rural Urban Transition - Ada County); West: RR (Rural Residential) & Ag., (Both are Ada County)
Adjacent Street(s) Existing:	North: W Kuna Rd.; East: S Yankee Rock; South: W Sunbeam St.; West: None
Internal Street(s) Existing & Proposed:	Public Streets Proposed. S Madrone Ave., S Beadlily Ave., S Cranesbill Ave., S Andalusia Ave., S Tidesberry Ave., S Coltsfoot Ave., S Meadowsweet Ave., W Dapple St., W Brindle St., W Haflinger St., W Bayhorse St., W Perlino St., W Rabicano St, W Cremello St., W Ardennais St., W Caspian St., W Canube St., W Sunbeam St.
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	Providing a City Park
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis

The Comprehensive Plan identifies the subject property as Medium Density Residential on the City's Future Land Use Map (FLUM). This parcel is currently zoned Public (City) and RUT (County). The proposed zoning and land uses for the subject site appear to agree with the FLUM of the City of Kuna.

The Comprehensive Plan identifies Kuna's land uses will support a desirable, distinctive and well-designed community.

The Comprehensive Plan identifies Kuna will be economically diverse and vibrant, ensure infrastructure and public facilities are in place and parcels identified are shovel ready. Kuna will attract and encourage new and existing businesses with an environment friendly to business creation, expansion and relocation. (Goal 1.A & C, Policy A & C, and Objective 1.C.2).

The Comprehensive Plan identifies the goal to encourage development of housing options and strong neighborhoods (Goal 3 D) and encourages housing types for all citizens (Objective 3 D.1).

The Comprehensive Plan encourages development of housing needs to meet demand, creation of neighborhoods connected through sidewalks, pathways, on-street and transit infrastructure (Goal 3 D, Goal 4 B & Goal 4 D).

The Comprehensive Plan identifies respecting and protecting private property rights ensuring land use policies and regulations do not violate those rights, and encourage preservation of development of housing needs, ensuring city actions do not limit the use of property (Goal 3 G).

The Comprehensive Plan promotes a connected street network incorporating collectors and crossings for neighborhood connectivity, while expanding classified roads and preserving Rights-of-Way (Goal 4 D).

Staff Analysis

The applicant submitted a request for Annexation of approx. 78 acres and proposes to apply the C-1 (2.57 acres), and R-6 (86.39 acres) Zones.

The applicant submitted a request for a Preliminary Plat in order to subdivide the subject site. The proposal seeks to subdivide the (approx.) 78 ac. into 6 commercial lots, 354 home lots, 43 common lots and 13 Common Driveway Lots, 1 City Park Lot, and 1 School Lot with a proposed gross density of +/- 4.6 Dwelling Units an Acre (DUA) and a Net Density proposed at 6.0 DUA.

The applicant has coordinated with a Charter School to bring a School Site to this project which will serve students from Kindergarten through 12th grade, which is shown on the Pre Plat as Lot 2, Block 2.

Staff notes KCC calls for eight foot (8') sidewalks on classified roads to be within the Rights-of-Way (ROW), and these are currently shown as undersized sidewalks for Beadlily Avenue not within the ROW. Kuna Road is within the Entryway corridor and the required 10 foot sidewalk may be outside the ROW, however, on the Pre Plat they are shown as undersized along Kuna Road.

Staff requires an updated Pre Plat plan be re-submitted reflecting these changes for staffs approval prior to submitting for construction plans/civil plans approval from the City.

The Applicant submits a Design Review Application for the open spaces, common lots and buffers along the perimeter frontages. The Applicant proposes approx. 14.82 % or 11.69 acres of qualified open space. The Kuna Pathways Master Plan does not indicate a bike path or pedestrian path for this site. Staff requests the applicant be conditioned to provide Code compliant pedestrian pathways in between lots as shown on the Preliminary Plat submitted. The proposed landscaping appears to be in compliance with Kuna City Code. Staff notes the planting schedule identifies shrub counts for Rabicano and Perlino Streets which are local streets without required buffers. The Landscape Plan should indicate Beadlily and Sunbeam St. are classified roads that require buffers. The Plant Schedule does not account for some shrub counts in the schedule.

The planting detail for trees shall reflect the wire basket and the burlap shall be removed at least 1/2 way down the root ball.

Staff requires the landscape plan be re-submitted reflecting these changes for staffs approval prior to submitting for construction plans/civil plans approval from the City.

Recommended Conditions of Approval

1. Buffers, curb, gutter and sidewalk (attached and detached) shall be installed in accordance with *KCC 5-10-13-B-1-b*.
2. 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.
3. 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. Developer shall place a Contractors Sign at the entry of the subdivision.
5. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
6. Developer/Owner/Applicant shall ensure the proper easement widths on all lots in accordance with *KCC 5-8-1117-D-6*.
7. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot in accordance with *KCC 5-8-503*.
8. Fencing within and around the site shall comply with *KCC 5-8-905* (unless specifically approved otherwise and permitted).
9. 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.
10. 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.
11. The Landscape Plan and Preliminary Plat as submitted will be considered binding site plans as amended and/or approved.
12. 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 5-8-901-B*.

13. 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.
14. Developer/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.
15. 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 5-9-402-B-22*.
16. 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.
17. 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).
18. Connection to City Services (Sewer, Water, Pressurized Irrigation) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.
19. 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.
20. 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.
21. 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 5-9-203-J*, a Time Extension to file a Final Plat up to and until a Will-Serve Letter has been issued.
22. 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.
23. 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.
24. 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 lighting, landscaping, drainage, and development plans. All site improvements are prohibited prior to approval of the following agencies:
 - A. The City Engineer shall approve all sewer connections.
 - B. The City Engineer shall approve all civil plans. No construction, grading, filling, clearing or excavation of any kind shall be initiated until the Applicant has received an approved drainage plan.
 - C. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties".
 - D. The Kuna 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.

- E. The Kuna Municipal Irrigation System and Boise Project Board of Control shall approve any modifications to the existing irrigation system.
 - F. Approval from Ada County Highway District (ACHD) shall be obtained, and Impact Fees must be paid prior to issuance of any building permit(s). Please consult staff if there are questions about the process.
 - G. 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.
25. 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.
 26. 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.
 27. 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.
 28. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.
 29. Developer/Owner/Applicant shall submit a Preliminary Plat to reflect Code compliant sidewalks for Kuna Road and Beadlily Avenue for staffs approval.
 30. Applicant is conditioned to submit a Landscape plan with the plant schedule to reflect the required changes for staffs approval.
 31. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.

February 26, 2025
Project No.: 19-151

Mr. Doug Hanson
Planning & Zoning Director
City of Kuna
751 West 4th Street
Kuna, ID 83634

**RE: Madrone Village Subdivision – Resubmittal– Kuna, ID
Annexation, Zoning, Preliminary Plat, and Design Review Applications
REVISED Narrative**

Dear Mr. Hanson:

On behalf of Arroyo Indio Farm, LLC. and/or its assigns, we are pleased to present Madrone Village, a mixed-use residential and commercial community on the south side of Kuna Road, just west of Ten Mile Road. The approximately 79-acre site is adjacent to existing and planned single-family residential subdivisions and commercial uses. Consistent with Kuna Road's designation as an Entryway Corridor, Madrone Village proposes commercial and civic uses along its Kuna Road frontage, including lots zoned C-1 for neighborhood commercial uses, a lot that has been donated to the Kuna Rural Fire District (KRFD) to meet the District's needs and serve the community, a large community open space area that will be donated for a proposed future public park, and a reserved lot that will be donated for a future public charter school.

The applicant has already donated the fire station lot to the Kuna Rural Fire District and will be donating a park and school lot to directly benefit the community of Kuna and provide added resources to surrounding residents. To achieve the greatest reach of resources, the applicant has worked for years with Kuna Rural Fire District to determine the best location for a first responder/fire station with an ancillary police department dispatch area. The chosen location has frequently been described as the best possible location south of the tracks for this much needed facility. It is also important to note that the donation offer of the future fire station was a significant influence in the recently approved KRFD bond; the site was subsequently donated after the bond passed. A school site will be donated for a future public charter school to minimize bus and vehicle traffic as well as mitigate stress on surrounding schools. Abutting the school site, the proposed park site will be donated to Kuna Parks and Recreation for a future public park. These three donation sites will not only benefit future residents but will make a significant impact on the community of Kuna as a whole.

Madrone Village features enhanced walkability and pedestrian connectivity throughout and to surrounding subdivisions and services in the area; desired amenities for residents including a large open space area large enough to accommodate several sports courts; and single-family residential lot size diversity to provide a variety of housing options for residents.

Applications for this project include Annexation and Zoning to R-6 and C-1 districts; a Preliminary Plat; and Design Review for review of subdivision landscaping. In 2021, we submitted an annexation, preliminary plat and PUD application to the City of Kuna for the subject property. That application has not been heard by any of the City's decision-making bodies and is now being revised with this application package as an updated resubmittal.

We have held five neighborhood meetings, participated in various discussions with City staff and ACHD, and have researched adjacent projects and recent approvals. The initial neighborhood meeting, held November 13, 2019, related to the original annexation application. The second, third, and fourth neighborhood meetings held September 10, 2020, May 19, 2021, and April 6, 2022, respectively, related to annexation/zoning, preliminary plat, and PUD requests. We held a fifth neighborhood meeting for the subject annexation and preliminary plat request on September 18, 2024. The development plan and renderings included in this application package reflect the input we have received from staff and neighbors, including a transition in lot size adjacent to existing residences in the Sutter's Mill Subdivision to the east, increased pedestrian connectivity, the inclusion of the donated fire station lot, a school and public park lot.

Site Information

The overall property is approximately 79 acres identified as parcel number R7321001040 and R7321001020 (Kuna Rural Fire District lot) and is located approximately ¼ mile west of Ten Mile Road and ½ mile east of Black Cat Road on the south side of Kuna Road. The site is currently zoned RUT in Ada County and is contiguous to City limits on all property boundaries.

Madrone Village is compatible with the existing and planned land uses surrounding the property:

- North: Kuna Road; and the Madrone Heights Subdivision zoned R-6;
- East: C-1 zoning at Kuna and Ten Mile; single family homes zoned R-4; and the Sutter's Mill Subdivision zoned R-6;
- South: the Deserthawk Subdivision zoned R-6; and undeveloped property zoned RUT and designated Low Density Residential on the FLUM;
- West: a new mid-mile collector road; annexed land zoned A (Agriculture) and designated as Mixed Use on the City's FLUM; and undeveloped property zoned RR and designated Medium Density Residential on the City's FLUM.



Compliance with Comprehensive Plan

Madrone Village aligns with the intent of *Envision Kuna* (Kuna's comprehensive plan) by complementing surrounding development and providing residential and employment opportunities in this part of Kuna. *Objective 3.A.2* notes that areas near Kuna Road and the rail line are identified as priority areas to be developed to support strong community activity and commercial centers. In accordance with that objective, Madrone Village proposes a mixture of housing types, commercial lots and open space, all of which will contribute to a strong community and available commercial opportunities in this area.

Madrone Village meets the intent of the future land use designation for this property of Medium Density Residential. We are presenting a mix of housing types to support Kuna's diverse housing goals by balancing an internal cluster of alley-loaded single-family detached lots, medium density detached lots, and larger single-family home lots. The neighborhood commercial portion of the project will support the residential component of the project while also providing neighborhood serving uses to the area currently unseen south of the railroad tracks in Kuna. Additionally, property abutting Kuna Road has been donated to Kuna Rural Fire District for future first responder emergency services, benefiting the entire area.

In alignment with *Goal Area 3*, our intent is to develop a distinct and well-designed community with diverse residential opportunities adjacent to a complementary commercial area to provide essential services as well as employment opportunities for the surrounding area. Our proposed zoning designations and enclosed development plan support the intent of the land use designations and the Comprehensive Plan.

Annexation and Zoning Application

We propose to annex and zone the property to the R-6 (Medium Density Residential) and C-1 (Neighborhood Commercial District) zoning districts to accommodate a mix of single-family detached lot types, six commercial lots and a lot for a future first responder/fire station and ancillary police department dispatch area. Two large lots are also included within the R-6 zone, one of which will be for a future school site, and the other for a future park and open space area to be used by the school and the City of Kuna. In total, the R-6 district will be comprised of approximately 76.39 gross acres and the C-1 zone will be comprised of approximately 2.57 gross acres.

The overall density of the proposed development is reflective of the intent of the Medium Density Residential designation within the comprehensive plan. As *Theme 3* within the "Key Trends and Emerging Themes" section of the Comprehensive Plan notes, there is a growing demand for housing in Kuna, likely driven by younger families and professionals seeking less expensive housing options in the Treasure Valley (p. 6 of the Listening & Learning Summary Report). Madrone Village has been designed to be compatible with other residential developments in the area while providing different lot sizes which in turn will allow for a variety in home builds, specifically to allow a wide range of homebuyers the opportunity to purchase in a high-quality community. The zoning districts requested best reflect the dimensional standards and density required to provide the mix of residential and commercial opportunities proposed.

Preliminary Plat Application

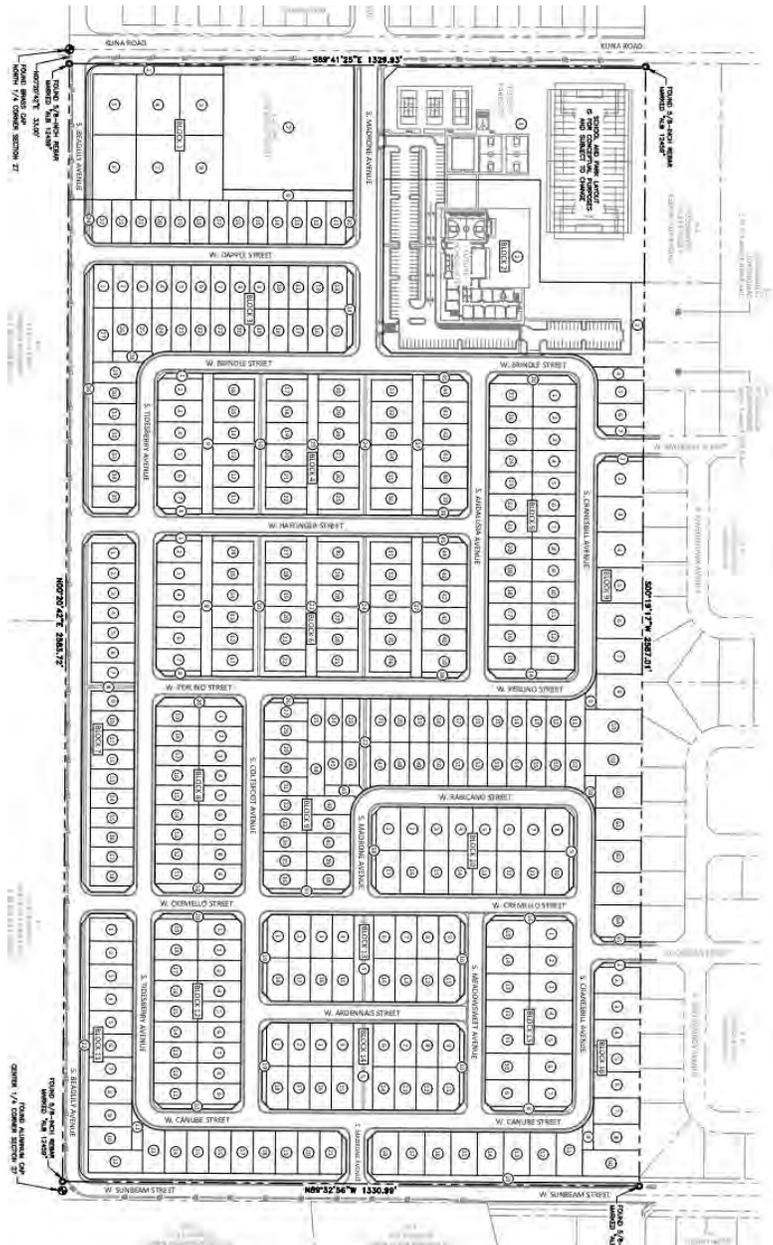
The Madrone Village preliminary plat encompasses approximately 79 acres and consists of 282 standard single-family detached residential lots, 72 alley loaded single-family detached residential lots, 6 commercial lots, 1 park lot, 1 school lot, 1 fire station lot, 2 deed access lots, 13 common drive lots, and 43 common open space lots, totaling 421 lots overall.

Standard single-family residential lot sizes range from approximately 4,000 square feet to 10,329 square feet. Alley loaded single-family residential lots sizes range from 4,085 sq. ft. to 4,429 sq. ft. The range in lots sizes will provide a variety of housing types within the development, consistent with the comprehensive plan.

The larger lots within the development will be along the southern and eastern edges of the subdivision. These larger lots provide a nice transition from the already existing residential lots adjacent to the development, into the alley loaded lots near the center of Madrone Village.

The six commercial lots included in the proposed preliminary plat will provide an opportunity for neighborhood commercial uses to serve existing and future residents. The C-1 district is sought to allow neighborhood commercial uses that are complementary to the residential area and provide necessary services and employment opportunities to future and existing residents, consistent with the comprehensive plan. The development and placement of these lots was configured based on discussions with the City of Kuna, including the Economic Development Department. The commercial lots will provide easy and efficient access to services, ideally situated with frontage on Kuna Road, an arterial roadway and designated Entryway Corridor, and at the corner of S Beadlily Ave, a mid-mile collector that current and proposed developments will extend north through Madrone Heights and Season Creek and south through Deserthawk West.

The applicant has been in discussions with the City of Kuna and the Fire District regarding the development of Lot 2, Block 1. The applicant has donated this lot to the Kuna Rural Fire District for future development of a fire station with an ancillary police dispatch office to ensure adequate service and response time for the entire area.



Walkability

Madrone Village includes multiple pedestrian connections and pathways within the community to enhance walkability for residents. Connections are proposed throughout the alley residential portion to adjacent commercial uses and single-family homes within the community and to adjacent neighborhoods. A mid-block pathway extends from Sunbeam Avenue on the south boundary of the development to the north in alignment with Madrone Avenue. Madrone Village offers the opportunity to connect several adjacent existing neighborhoods to the south and east with pedestrian walkways and will connect north and south to planned and currently developing subdivisions, the railway corridor, Kuna Greenbelt, and future parks. Pedestrian connections will enhance walkability in the entire area and will contribute toward fulfilling Kuna Comprehensive Plan *Goal 4.B* by increasing sidewalk coverage and connectivity.

Services

In accordance with City Code, Madrone Village will utilize City services upon annexation. The applicant has been working with the City on capacity constraints currently experienced by the Ten Mile lift station. Coordination will continue as design is finalized.

A major service this development will provide to the community is a school site and park/open space that will be available for both the school and the community to use. The school lot contains approximately 4 acres while the park lot contains approximately 5 acres. Together they will provide the necessary acreage for a charter school, open space with fields, and a parking area. The school lot will be donated to a charter school that will serve grades K-12. With the proposed Madrone Village, Madrone Heights across Kuna Road, and the growing nature of the area, there will be an influx of new students that this school will serve. The park and open space lot as will provide space for the future charter school as well as the public.

In addition, the property is about one mile from downtown Kuna, which puts it in proximity to the Kuna Library and various parks among other services and amenities. The Falcon Ridge Public Charter School is located approximately 1,500 feet to the east, at the southeast corner of Kuna and Ten Mile Roads. Kuna Middle School and Initial Point High School are both less than 1 mile away at the northeast corner of Boise Street and Ten Mile Road. Ross Elementary School is also less than 1 mile away, near the southwest corner of Boise Street and School Avenue.

Various churches, preschools and daycares are also nearby, which will serve and be supported by future residents and complement future commercial uses planned within Madrone Village.

Residential Uses

The residential portion of Madrone Village is comprised of single-family detached units within the R-6 district. In alignment with *Goal 3.D* and *Objective 3.D.2* of the Comprehensive Plan, Madrone Village proposes to provide various housing options and a strong neighborhood. Larger lots with detached single-family homes will be located on the east to buffer and provide a transition to the Sutter's Mill Subdivision. Lots will transition in size from east to west, with smaller, detached residential lots located on the west side of the project and adjacent to commercial uses to the north. As shown on the attached preliminary plat, alley loaded units are clustered within the west part of the site to provide a unique housing type and higher density while preserving enough land for pathways and the park lot in the northeast portion of the development.

Density

Overall, Madrone Village proposes 354 residential units on approximately 76.39 gross acres or 58.68 net acres in the R-6 district. The resulting density for the subdivision is 4.6 dwelling units per gross acre and 6.0 dwelling units per net acre.

Madrone Village presents a community with a variety of housing types and styles, ample open space, an inner-connected pedestrian network and the provision of two lots dedicated for future use as a fire station and city park. In addition, the public charter school lot will fill a need for families in the development and the immediate surrounding area. The provision of the list of amenities planned, lots to be dedicated to the City, Kuna Rural Fire District and school, and overall quality of Madrone Village supports the density intended for the R-6 district.

Commercial Uses

Approximately 2.57 acres of the overall project site is proposed to include commercial lots for future neighborhood serving uses such as retail, small-scale restaurants and coffee shops, and professional service uses, among other potential uses. The commercial lots will be enclosed with landscaping to provide a natural buffer to adjacent residential uses to the south. Commercial lots will be accessed via private drive aisles with cross-access agreements.



In accordance with the standards noted in *Kuna City Code 5-3-4* we request a 50% reduction to the rear yard setback requirement for the commercial lots abutting residential lots. In lieu of the 40' setback normally required we propose a combination of vegetation and screening to ensure residential lots are adequately separated from commercial uses while encouraging a mix of uses and allowing the community to feel integrated. Design of this area will be coordinated with the City as future applications are submitted.

Amenities and Open Space

Overall, Madrone Village includes approximately 11.69 acres of qualified open space for a total of 14.82% of the site, exceeding the city's required 8.29 acres or 10.5%. An approximately 4.88-acre lot is being provided and will be dedicated for use as a future city park at the northeast part of the property. A soccer field, football field, and lacrosse field alongside a basketball court and tennis/pickleball court have been schematically depicted to demonstrate how the open space could be utilized for various amenities. Landscaped areas and pedestrian walkways are located throughout the development to allow for integration of uses, interconnectivity and pedestrian access to the commercial areas and all amenities. The pathways also provide an active amenity for

residents who can safely walk around the entire neighborhood. All common space within the residential portion of the project will be owned and maintained by the homeowners' association.



Design Review Application

Included with this submittal package is a design review application for common area landscaping within the residential portion of the subdivision. Proposed landscaping will consist of a combination of trees, shrubs, and other landscape materials consistent with City standards, which are detailed on the attached landscape plans. The development of the commercial lots will include lighting plans with detailed photometric info as subsequent design review submittals take place.

Conclusion

We are excited to bring Madrone Village to the City of Kuna. This mixed-use community will complement surrounding uses, fulfill comprehensive plan goals, and provide needed housing and employment opportunities in this area of Kuna. The applicant has already donated a 2-acre lot to the Kuna Rural Fire District for a future fire station with an ancillary police dispatch and plans to donate the proposed park and school site. The community design and mix of uses will allow residents to play, shop, eat and interact with neighbors without leaving their neighborhood.

Madrone Village complements the City's vision for growth and will be an asset to the community. Should you have questions or require further information about this updated submittal of Madrone Village, please feel free to contact me.

Sincerely,
KM Engineering, LLP

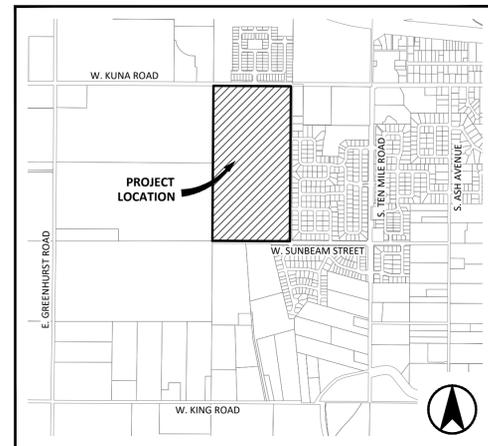
Stephanie Hopkins

Stephanie Hopkins
Land Planning Manager

cc: Arroyo Indio Farm, LLC.

PRELIMINARY PLAT SHOWING MADRONE VILLAGE SUBDIVISION

SITUATED IN A PORTION OF THE WEST 1/2 OF THE NE 1/4 OF
SECTION 27, TOWNSHIP 2 NORTH, RANGE 1 WEST,
BOISE MERIDIAN, CITY OF KUNA, ADA COUNTY, IDAHO



VICINITY MAP

NOT TO SCALE

PROJECT SUMMARY

SITE DATA

PARCEL NUMBER(S):	R7321001020 & R7321001040
PROPERTY ADDRESS:	2021 W. KUNA ROAD KUNA, IDAHO 83634
CITY/STATE/ZIP:	
CURRENT ZONING:	RUT
PROPOSED ZONING:	C-1 (NEIGHBORHOOD COMMERCIAL DISTRICT) R-6 (MEDIUM DENSITY RESIDENTIAL)
PROJECT TOTAL:	421 LOTS ±78.96 ACRES (GROSS)
RIGHT-OF-WAY DEDICATION:	~ ±18.02 ACRES
REQUIRED QUALIFIED OPEN SPACE:	±8.29 ACRES 10.50%
PROVIDED QUALIFIED OPEN SPACE:	±11.69 ACRES 14.82%
C-1 ZONING	
COMMERCIAL LOTS:	6 LOTS ±2.01 ACRES
COMMON LOTS:	1 LOT ±0.25 ACRES
RIGHT-OF-WAY DEDICATION:	~ ±0.31 ACRES
SUB-TOTAL:	7 LOTS ±2.57 ACRES
R-6 ZONING	
SFR (STANDARD)	282 LOTS ±33.26 ACRES
SFR (ALLEY)	72 LOTS ±8.06 ACRES
DEEDED LOTS:	2 LOTS ±0.29 ACRES
(LOTS 3 & 4, BLOCK 2)	
SCHOOL SITE (LOT 2, BLOCK 2):	1 LOT ±4.13 ACRES
PARK SITE (LOT 1, BLOCK 2):	1 LOT ±4.88 ACRES
FIRE DEPT. (LOT 2, BLOCK 1)	1 LOTS ±2.00 ACRES
COMMON LOTS:	42 LOTS ±4.52 ACRES
COMMON DRIVE LOTS:	13 LOTS ±1.54 ACRES
SUB-TOTAL:	414 LOTS ±76.39 ACRES

SINGLE FAMILY RESIDENTIAL (STANDARD)

MINIMUM LOT SIZE:	±4,000 SF
MAXIMUM LOT SIZE:	±10,329 SF
AVERAGE LOT SIZE:	±5,139 SF

SINGLE FAMILY RESIDENTIAL (ALLEY)

MINIMUM LOT SIZE:	±4,750 SF
MAXIMUM LOT SIZE:	±5,150 SF
AVERAGE LOT SIZE:	±4,880 SF
TOTAL GROSS DENSITY:	±4.6 UNITS PER ACRE
TOTAL NET DENSITY:	±6.0 UNITS PER ACRE

C-1 DIMENSIONAL STANDARDS

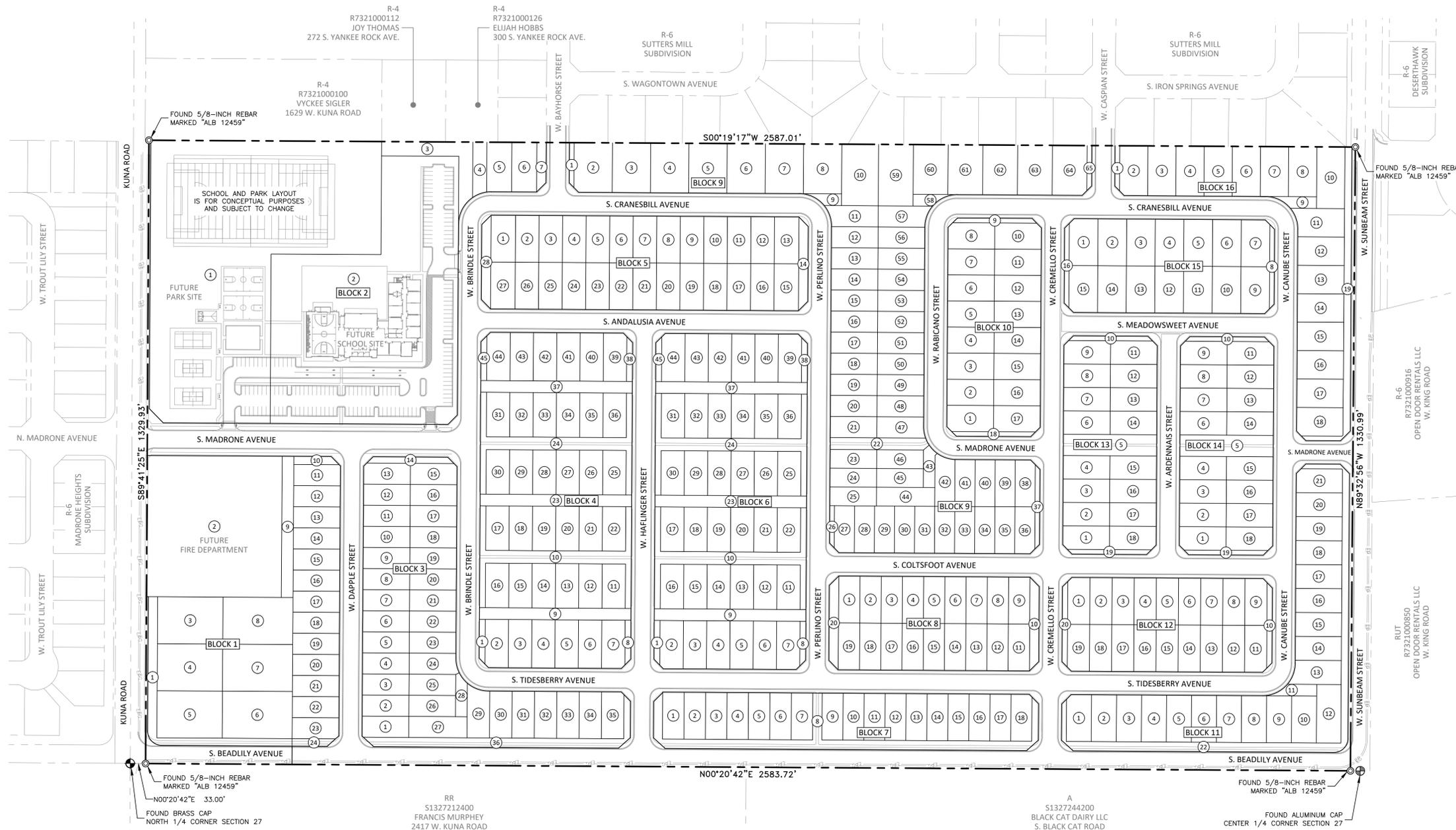
MAXIMUM HEIGHT:	35'
MINIMUM STREET FRONTAGE:	0'
FRONT YARD SETBACK (LOCAL ROADWAY):	15'
FRONT YARD SETBACK (ARTERIAL OR COLLECTOR):	0'
REAR YARD SETBACK:	5'
INTERIOR SIDE YARD SETBACK:	0'
STREET SIDE YARD SETBACK:	10'
MAXIMUM LOT COVERAGE:	100% DR
MINIMUM LOT SIZE:	2,000 SF

R-6 DIMENSIONAL STANDARDS

MAXIMUM HEIGHT:	35'
MINIMUM STREET FRONTAGE:	45'
FRONT YARD SETBACK (LOCAL ROADWAY):	20'
FRONT YARD SETBACK (ARTERIAL OR COLLECTOR):	30'
REAR YARD SETBACK:	15'
INTERIOR SIDE YARD SETBACK:	5'
STREET SIDE YARD SETBACK:	15'
MAXIMUM LOT COVERAGE:	N/A
MINIMUM LOT SIZE:	4,000 SF

UTILITIES

WATER:	CITY OF KUNA
SEWER:	CITY OF KUNA
POWER:	IDAHO POWER
NATURAL GAS:	INTERMOUNTAIN GAS CO.
TELEPHONE:	CENTURYLINK
IRRIGATION:	BOISE-KUNA IRRIGATION DISTRICT / CITY OF KUNA PI
PRESSURIZED IRRIGATION:	CITY OF KUNA (KMID)
FIRE PROTECTION:	KUNA RURAL FIRE DISTRICT
POLICE PROTECTION:	KUNA POLICE (ADA COUNTY SHERIFF)
SANITATION:	J&M SANITATION
SCHOOL DISTRICT:	KUNA SCHOOL DISTRICT



PRELIMINARY PLAT NOTES

- ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF RE-SUBDIVISION.
- MINIMUM BUILDING SETBACK LINES SHALL BE IN ACCORDANCE WITH THE APPLICABLE ZONING AND SUBDIVISION REGULATIONS AT THE TIME OF ISSUANCE OF THE BUILDING PERMIT OR AS SPECIFICALLY APPROVED AND/OR REQUIRED.
- THIS DEVELOPMENT IS SUBJECT TO COVENANTS, CONDITIONS, RESTRICTIONS, AND EASEMENTS.
- THIS DEVELOPMENT RECOGNIZES 22-4503 OF THE IDAHO CODE, RIGHT TO FARM ACT, WHICH STATES: "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREON."
- UNLESS OTHERWISE SHOWN AND DIMENSIONED, ALL LOTS ARE HEREBY DESIGNED AS HAVING A PERMANENT EASEMENT FOR PUBLIC UTILITIES, IRRIGATION, AND LOT DRAINAGE OVER THE 5-FOOT ADJACENT TO ANY INTERIOR SIDE LOT LINE, AND OVER THE 10-FOOT ADJACENT TO ANY REAR LOT LINE OR SUBDIVISION BOUNDARY.
- LOTS 3-8, BLOCK 1 ARE PROPOSED COMMERCIAL LOTS.
- LOT 3, BLOCK 2 TO BE DEEDED TO PARCEL No. R7321000112.
- LOT 4, BLOCK 2 TO BE DEEDED TO PARCEL No. R7321000126.
- IRRIGATION WATER WILL BE PROVIDED BY CITY OF KUNA (KMID) DISTRICT IN COMPLIANCE WITH IDAHO CODE SECTION 31-3805(1)(b). LOTS WITHIN THIS SUBDIVISION WILL BE ENTITLED TO IRRIGATION WATER RIGHTS AND WILL BE OBLIGATED FOR ASSESSMENTS FROM SAID CANAL COMPANIES.

LEGEND

---	BOUNDARY LINE
- - - -	ADJACENT BOUNDARY LINE
---	ROADWAY CENTERLINE
---	SECTION LINE
---	RIGHT OF WAY
---	LOT LINE
EO	EDGE OF GRAVEL
EP	EDGE OF PAVEMENT

PROJECT TEAM

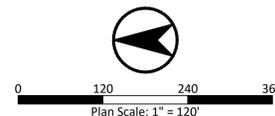
PROPERTY OWNER	ARROYO INDIO FARM, LLC
NAME:	TIMOTHY ECK
ADDRESS:	1691 S. GRAND FORK WAY
CITY/STATE/ZIP:	MERIDIAN, IDAHO 83642
EMAIL:	timothyeck@me.com
ENGINEERING	KM ENGINEERING, LLP
NAME:	KEVIN FROELICH, P.E.
ADDRESS:	5725 N. DISCOVERY WAY
CITY/STATE/ZIP:	BOISE, IDAHO 83713
PHONE:	208.639.6939
EMAIL:	kfroelich@kmengllp.com
LANDSCAPE ARCHITECT	KM ENGINEERING, LLP
NAME:	ALYSSA YENSEN, PLA
ADDRESS:	5725 N. DISCOVERY WAY
CITY/STATE/ZIP:	BOISE, IDAHO 83713
PHONE:	208.639.6939
EMAIL:	ayensen@kmengllp.com

SURVEY CONTROL NOTES

- ALL SURVEY DATA IS BASED ON THE US GOVERNMENT HORIZONTAL (NAD83 ADJUSTED TO THE ADA COUNTY H.A.R.N. SURVEY) AND VERTICAL (NAVD 88) BENCHMARK DATUM.

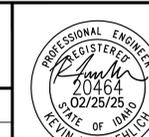
INDEX OF DRAWINGS

SHEET NO.	SHEET TITLE
PP1.0	COVER
PP1.1	EXISTING CONDITIONS
PP2.0	LOT DIMENSIONS
PP2.1	LOT DIMENSIONS
PP3.0	PRELIMINARY ENGINEERING
PP3.1	PRELIMINARY ENGINEERING
PP3.2	PRELIMINARY GRADING AND DRAINAGE
PP3.3	PRELIMINARY GRADING AND DRAINAGE



MADRONE VILLAGE SUBDIVISION KUNA, IDAHO COVER

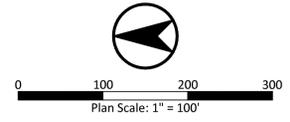
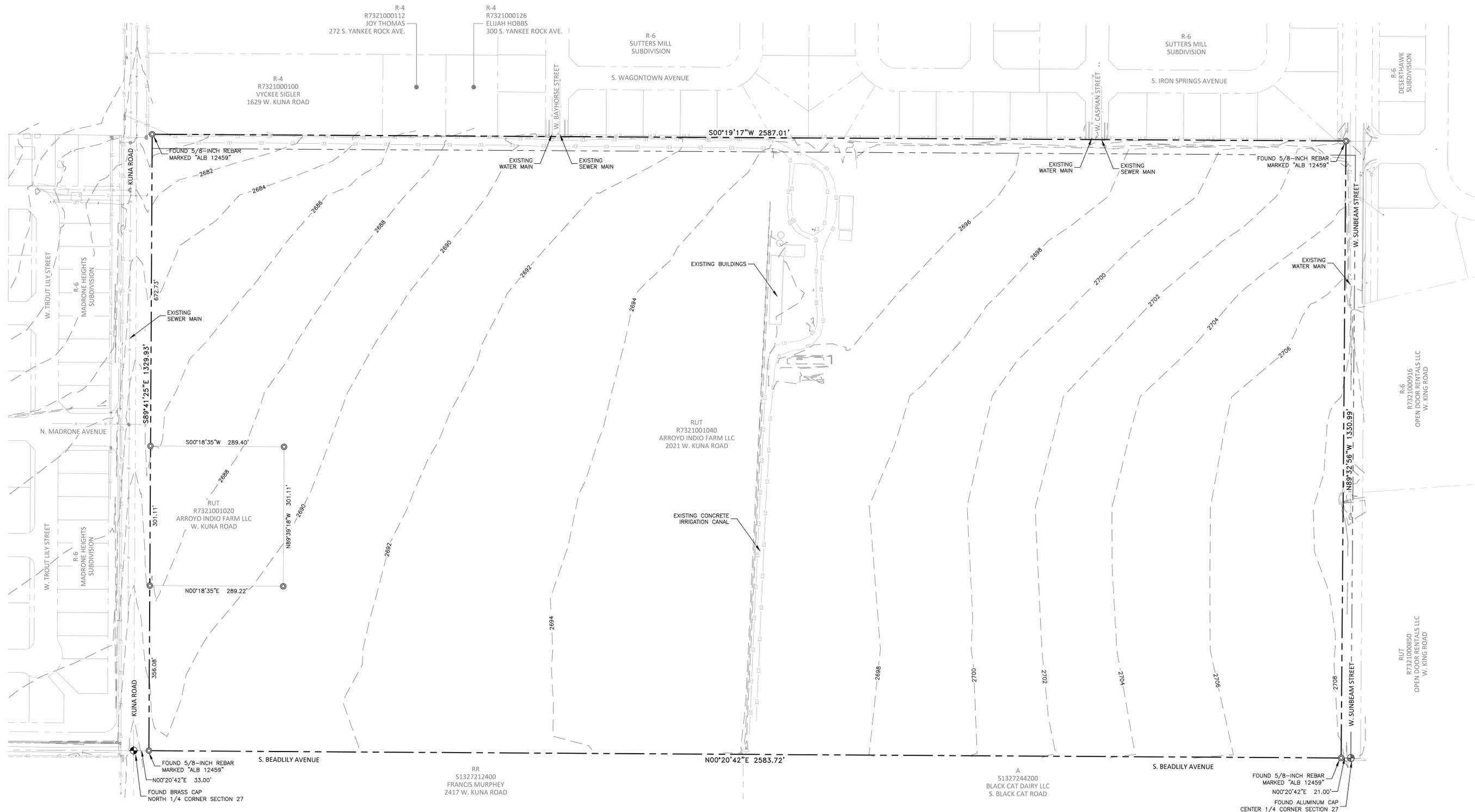
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0	INITIAL PREPLAT SUBMITTAL	11/30/20
1	REVISED PREPLAT SUBMITTAL	07/19/21
2	REVISED PREPLAT SUBMITTAL	04/15/22
4	REVISED PREPLAT SUBMITTAL	10/02/24
5	STAFF COMMENTS	02/20/25



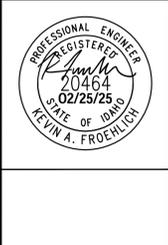
km
ENGINEERING
5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
PHONE (208) 639-6939
kmengllp.com

DATE: 2/20/25
PROJECT: 19-151
SHEET NO.
PP1.0

P:\19-151\CAD\PLAT\PRELIM\19-151.PE EXISTING CONDITIONS.DWG, JOSHUA LANTZ, 2/20/2025, DWG TO PDF, ACS, 14836, L1911



MADRONE VILLAGE SUBDIVISION KUNA, IDAHO EXISTING CONDITIONS		
REVISIONS		
NO.	ITEM	DATE
0	INITIAL PREPLAT SUBMITTAL	11/10/20
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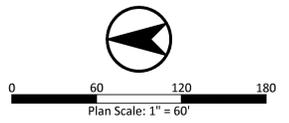
km
ENGINEERING
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BOISE, IDAHO 83713
PHONE (208) 639-6939
kmeng@ip.com

DATE: 2/20/25
PROJECT: 19-151
SHEET NO.
PP.1

P:\19-151\CAD\PLANS\PRELIM\19-151.PLT LOT DIMENSIONS DWG. JOSHUA LANTZ, 2/20/2025. DWG TO PDF A3. ARKAE, LP(PT)



SEE SHEET PP2.1 FOR CONTINUATION

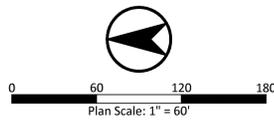
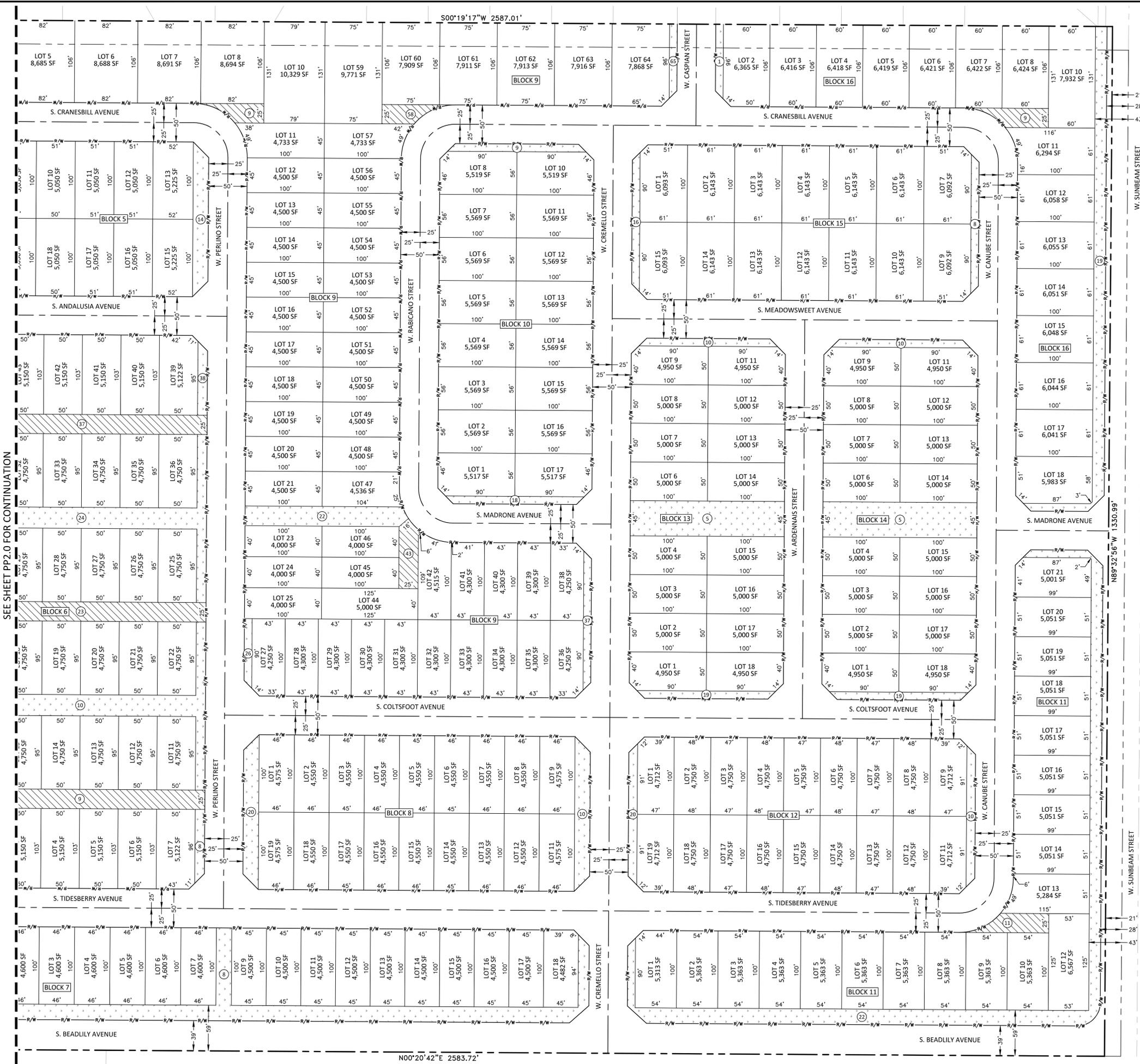


MADRONE VILLAGE SUBDIVISION KUNA, IDAHO LOT DIMENSIONS		
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4	REVISED PREPLAT SUBMITTAL	10/02/24
5	STAFF COMMENTS	02/20/25

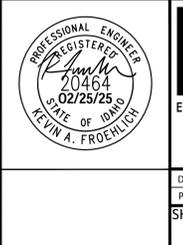


DATE: 2/20/25
PROJECT: 19-151
SHEET NO.
PP2.0

SEE SHEET PP2.0 FOR CONTINUATION



MADRONE VILLAGE SUBDIVISION KUNA, IDAHO LOT DIMENSIONS		
REVISIONS		
NO.	ITEM	DATE
0	INITIAL PREPLAT SUBMITTAL	11/10/20
1	REVISED PREPLAT SUBMITTAL	07/19/21
2	REVISED PREPLAT SUBMITTAL	04/15/22
4	REVISED PREPLAT SUBMITTAL	10/02/24
5	STAFF COMMENTS	02/20/25



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PHONE (208) 639-6939
kmeng@ip.com

DATE: 2/20/25
PROJECT: 19-151
SHEET NO.
PP2.1

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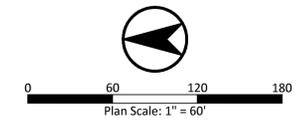
PRELIMINARY ENGINEERING NOTES

- DOMESTIC WATER SERVICE WILL BE PROVIDED BY THE CITY OF KUNA. 8-INCH WATER MAINS WILL BE LOOPED THROUGHOUT THE SUBDIVISION CONNECTING TO AN EXISTING 12-INCH WATER MAIN IN TEN MILE ROAD.
- SANITARY SEWER SERVICE WILL BE PROVIDED BY THE CITY OF KUNA. THE PROPERTY WILL BE SERVED BY A 12-INCH SEWER MAIN LOCATED IN KUNA ROAD. EFFLUENT FROM THE PROPERTY WILL FLOW TO THE TEN MILE SEWER LIFT STATION WHICH WILL THEN BE PUMPED TO THE CITY OF KUNA TREATMENT FACILITY. CITY OF KUNA TO COORDINATE THE REQUIRED UPGRADES TO THE SEWER LIFT STATION TO SERVICE THE PROPERTY. ON-SITE SEWER MAINS WILL BE 8-INCH.
- WATER AND SEWER LINES AND LOCATIONS ARE PRELIMINARY AND WILL BE REFINED DURING FINAL DESIGN.
- ALL DOMESTIC WATER AND SANITARY SEWER MAINS WILL BE INSTALLED IN ACCORDANCE WITH THE IDAHO DEPARTMENT OF ENVIRONMENTAL QUALITY AND CITY OF KUNA MINIMUM STANDARDS.
- ALL STREET SHALL BE DEDICATED TO ACHD AND THE PUBLIC. ROADWAYS WILL BE CONSTRUCTED TO AT LEAST MINIMUM ACHD STANDARDS. SEE THE PRELIMINARY ROADWAY CROSS-SECTIONS, SHEET PP3.1.
- STORM DRAINAGE FROM THE PUBLIC ROADWAYS SHALL BE COLLECTED IN CURB AND GUTTER AND ROUTED TO DISCHARGE TO BELOW GRADE INFILTRATION SYSTEMS. THE INFILTRATION SEEPAGE BED SIZES AND LOCATIONS WILL BE REFINED DURING FINAL DESIGN.
- SITE GRADING IS PRELIMINARY AND WILL BE REFINED DURING FINAL DESIGN.
- SANITARY SEWER, WATER AND STORM DRAINAGE FACILITIES LOCATED OUTSIDE A PUBLIC RIGHT-OF-WAY WILL BE PROVIDED WITH A PERMANENT PUBLIC UTILITY EASEMENT.
- PEDESTRIAN RAMPS AND CROSSINGS ARE SHOWN IN A CONCEPTUAL MANNER AND WILL BE REFINED AND DETAILED DURING FINAL DESIGN.
- MAINTENANCE EASEMENTS WILL BE PROVIDED TO ACHD IN LOCATIONS WHERE THE SIDEWALK IS OUTSIDE OF THE RIGHT-OF-WAY.
- CONSTRUCTION OF THE FOLLOWING IMPROVEMENTS WILL BE IN COMPLIANCE WITH THE STANDARD KUNA CONSTRUCTION NOTES: WATER, DRAINAGE, SEWER, AND PRESSURE IRRIGATION.

LEGEND

- PROJECT BOUNDARY LINE
- RIGHT OF WAY LINE
- ADJACENT PROPERTY LINE
- EASEMENT LINE
- CENTERLINE
- SECTION LINE
- OVERHEAD POWER LINE
- GAS LINE
- EDGE OF PAVEMENT
- SEWER LINE
- WATER LINE
- PRESSURE IRRIGATION LINE
- GRAVITY IRRIGATION LINE
- SEWER MANHOLE
- FIRE HYDRANT
- IRRIGATION MANHOLE
- LANDSCAPE / COMMON AREA
- COMMON DRIVE

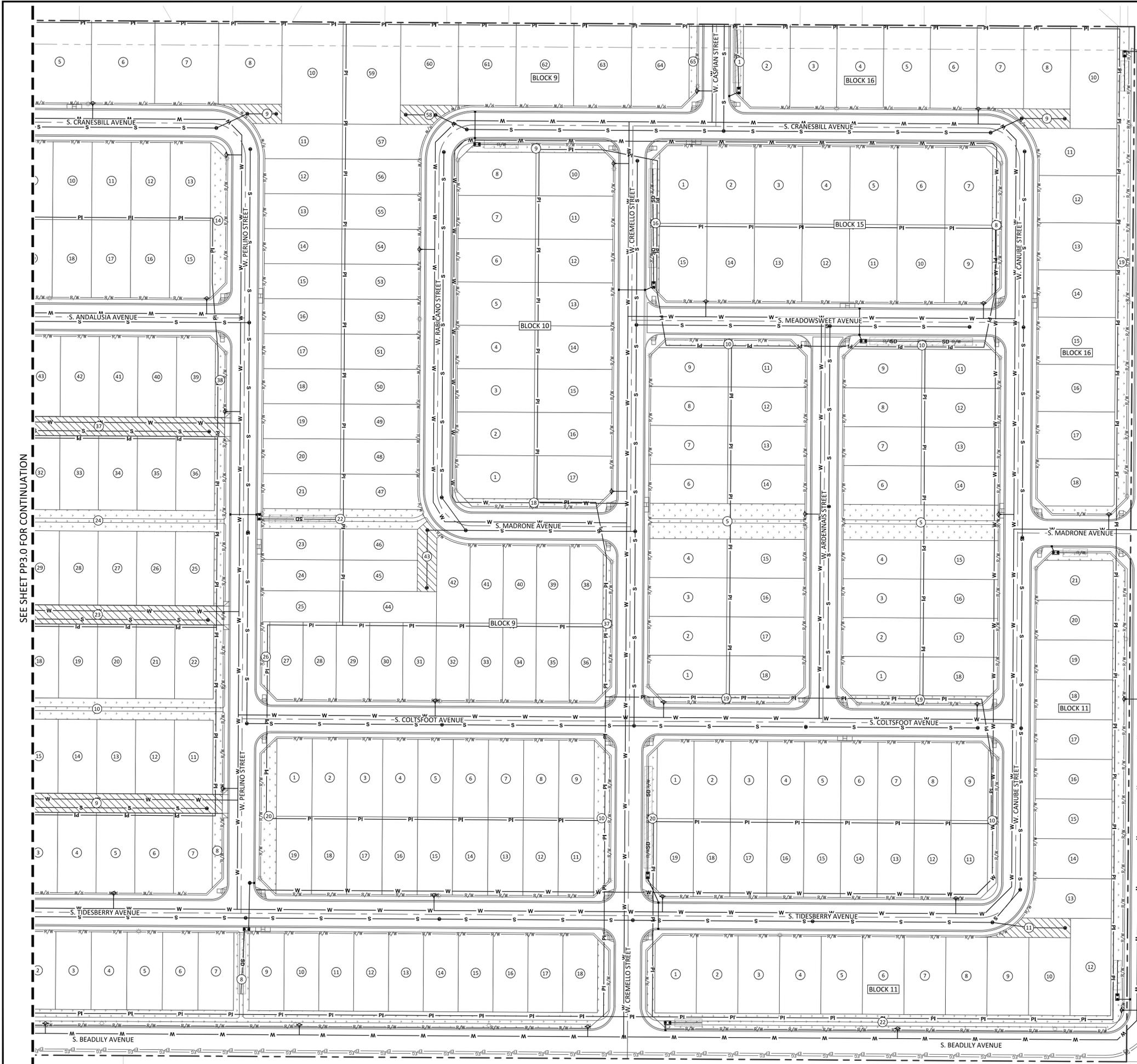
SEE SHEET PP3.1 FOR CONTINUATION



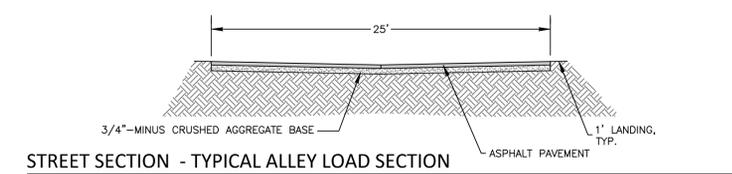
* SEE SHEET PP3.1 FOR STREET SECTIONS

MADRONE VILLAGE SUBDIVISION KUNA, IDAHO PRELIMINARY ENGINEERING		
REVISIONS		
NO.	ITEM	DATE
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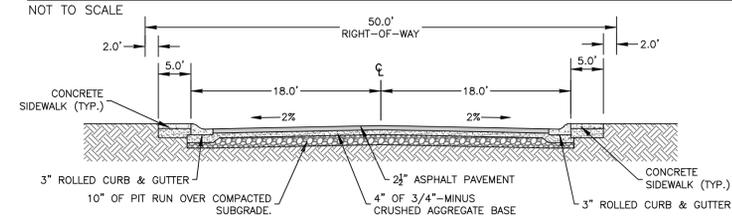
DATE:	2/20/25
PROJECT:	19-151
SHEET NO.	PP3.0



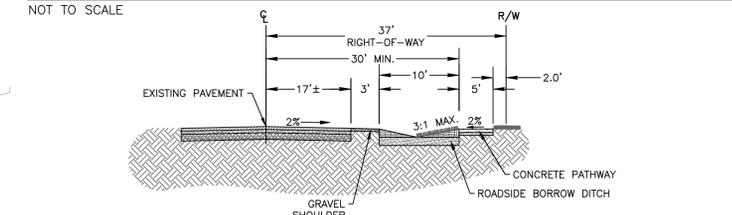
SEE SHEET PP3.0 FOR CONTINUATION



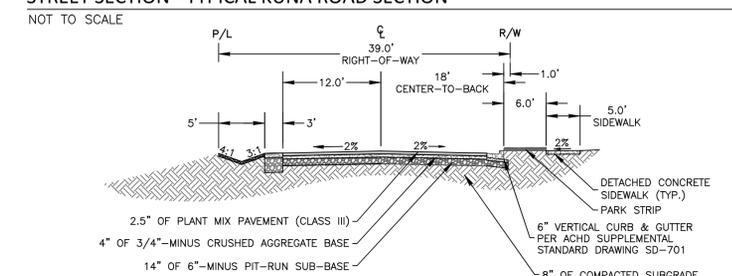
STREET SECTION - TYPICAL ALLEY LOAD SECTION
NOT TO SCALE



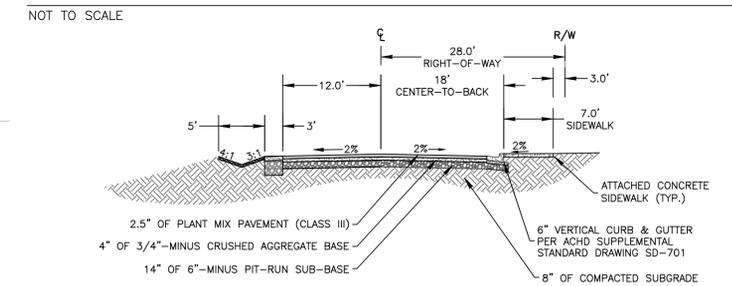
STREET SECTION - TYPICAL LOCAL ROAD SECTION
NOT TO SCALE



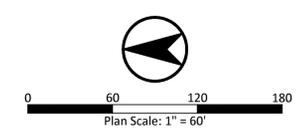
STREET SECTION - TYPICAL KUNA ROAD SECTION
NOT TO SCALE



STREET SECTION - TYPICAL BEADLILY AVE. ROAD SECTION
NOT TO SCALE



STREET SECTION - TYPICAL SUNBEAM ST. ROAD SECTION
NOT TO SCALE

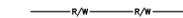
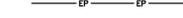


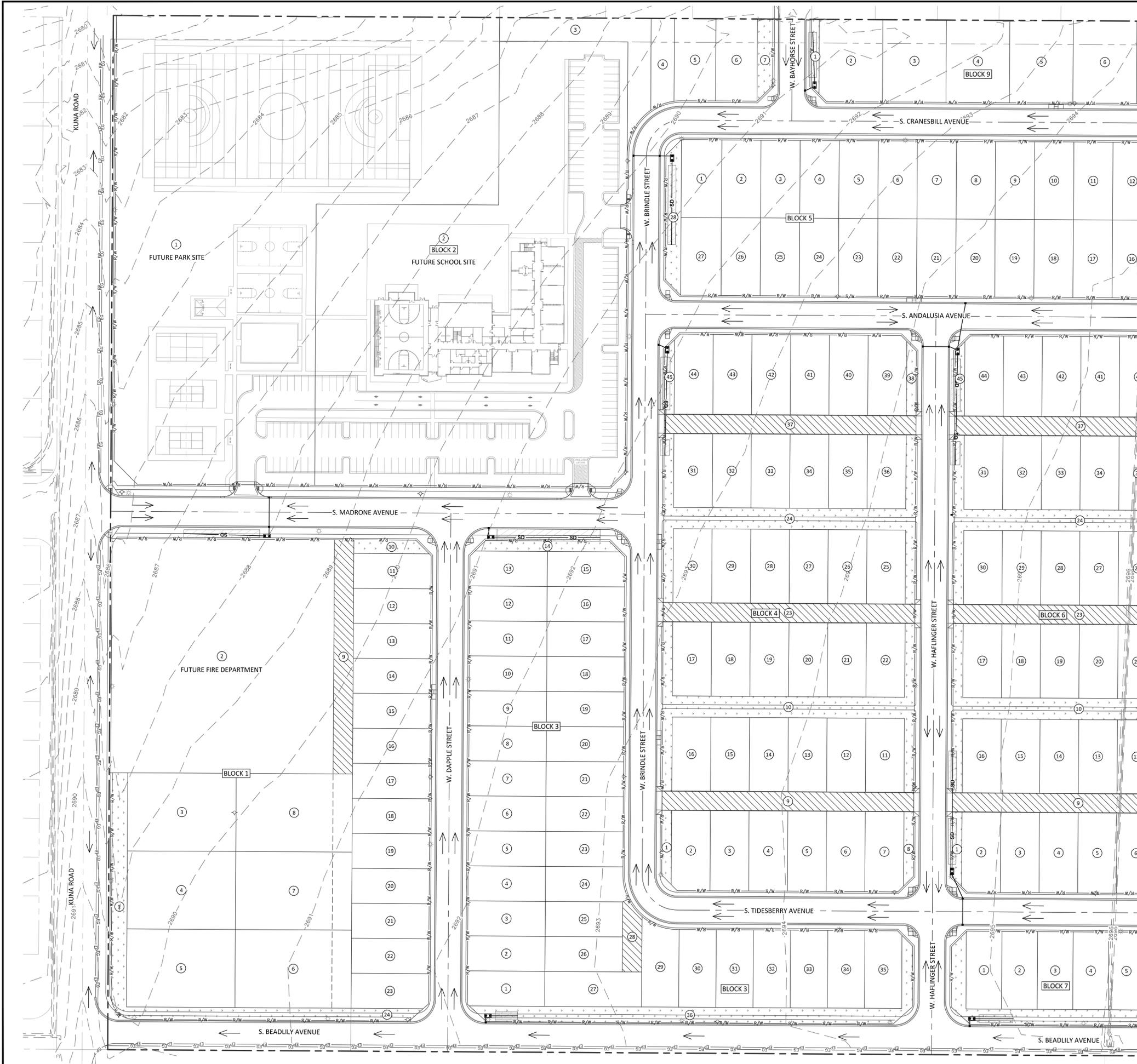
* SEE SHEET PP3.0 FOR LEGEND

MADRONE VILLAGE SUBDIVISION KUNA, IDAHO PRELIMINARY ENGINEERING				 <small>5725 NORTH DISCOVERY WAY BOISE, IDAHO 83713 PHONE (208) 639-6939 kmengllp.com</small>
REVISIONS				
NO.	ITEM	DATE		
0	INITIAL PREPLAT SUBMITTAL	11/10/20		
1	REVISED PREPLAT SUBMITTAL	07/19/21		
2	REVISED PREPLAT SUBMITTAL	04/15/22		
4	REVISED PREPLAT SUBMITTAL	10/02/24		
5	STAFF COMMENTS	02/20/25		

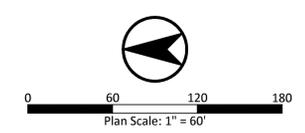
DATE:	2/20/25
PROJECT:	19-151
SHEET NO.	PP3.1

LEGEND

-  PROJECT BOUNDARY LINE
-  RIGHT OF WAY LINE
-  ADJACENT PROPERTY LINE
-  EASEMENT LINE
-  CENTERLINE
-  SECTION LINE
-  EDGE OF PAVEMENT
-  STORM DRAIN LINE
-  GRADING SLOPE
-  SEEPAGE BED
-  LANDSCAPE / COMMON AREA
-  COMMON DRIVE



SEE SHEET PP3.3 FOR CONTINUATION



* SEE SHEET PP3.0 FOR NOTES

MADRONE VILLAGE SUBDIVISION		
KUNA, IDAHO		
PRELIMINARY GRADING AND DRAINAGE		
REVISIONS		
NO.	ITEM	DATE
0	INITIAL PREPLAT SUBMITTAL	11/10/20
1	REVISED PREPLAT SUBMITTAL	07/19/21
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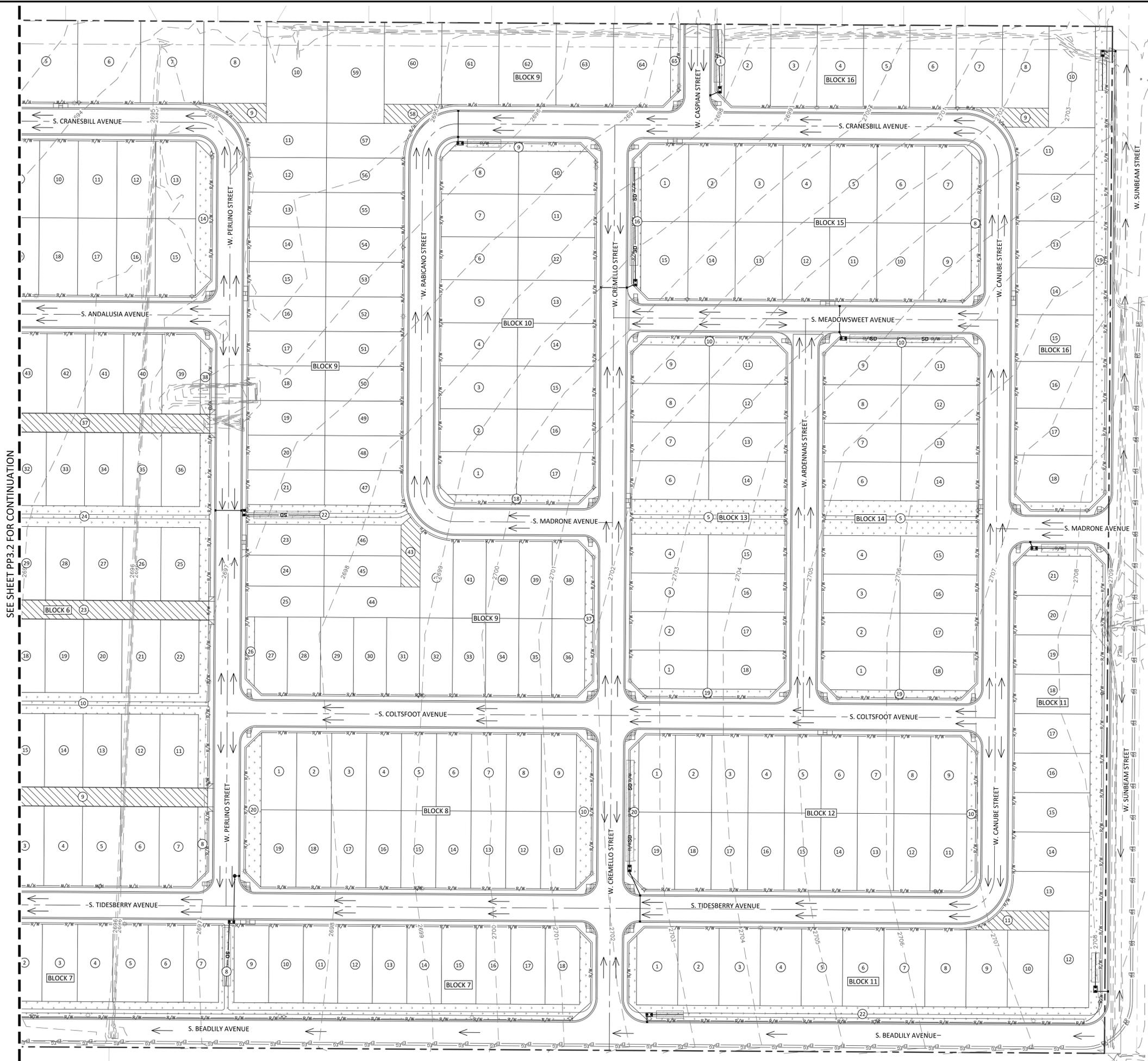
PROFESSIONAL ENGINEER
REGISTERED
20464
STATE OF IDAHO
KEVIN A. FROEHLICH



km
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5725 NORTH DISCOVERY WAY
BOISE, IDAHO 83713
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kmengllp.com

DATE:	2/20/25
PROJECT:	19-151
SHEET NO.	PP3.2

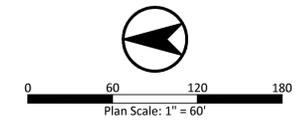
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SEE SHEET PP3.2 FOR CONTINUATION

LEGEND

	PROJECT BOUNDARY LINE
	RIGHT OF WAY LINE
	ADJACENT PROPERTY LINE
	EASEMENT LINE
	CENTERLINE
	SECTION LINE
	EDGE OF PAVEMENT
	STORM DRAIN LINE
	GRADING SLOPE
	SEEPAGE BED
	LANDSCAPE / COMMON AREA
	COMMON DRIVE



* SEE SHEET PP3.0 FOR NOTES

MADRONE VILLAGE SUBDIVISION KUNA, IDAHO PRELIMINARY GRADING AND DRAINAGE		
REVISIONS		
NO.	ITEM	DATE
0	INITIAL PREPLAT SUBMITTAL	11/10/20
1	REVISED PREPLAT SUBMITTAL	07/19/21
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5	STAFF COMMENTS	02/20/25

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DATE:	2/20/25
PROJECT:	19-151
SHEET NO.	PP3.3

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Miranda Gold, President
 Alexis Pickering, Vice-President
 Kent Goldthorpe, Commissioner
 Dave McKinney, Commissioner
 Patricia Nilsson, Commissioner

Date: February 5, 2025-DRAFT

To: Timothy Eck-Arroyo Indio Farm, LLC, Connor Lindstrom-KM Engineering

Staff Contact: Dawn Battles, Senior Planner

Project Description: Madrone Village

Trip Generation: This development is estimated to generate 6,053 vehicle trips per day, 484 vehicle trip per hour in the PM peak hour, based on the traffic impact study.

Proposed Development Meets	
All ACHD Policies	
Requires Revisions to meet ACHD Policies	X

Traffic Impact Study	
Yes	X
No	
If yes, is mitigation required	Yes

Area Roadway Level of Service	
Do area roadways meet ACHD's LOS Planning Thresholds?	
Yes	
No	X
Area roads will meet ACHD's LOS Planning Thresholds in the future with planned improvements?	
Yes	X
No	

ACHD Planned Improvements	
FYP	Yes
CIP	Yes

Livable Street Performance Measures	
Pedestrian	LTS 2
Cyclist	LTS 4

Is Transit Available?	
Yes	
No	X

connecting you to more



Project/File: Madrone Village / KPP24-0008 / 24-08-AN/ 24-05-S/ 24-23-DR
This is an annexation with rezone from RUT (Rural-Urban Transition) to R-6 (Medium Density Residential) and C-1 (Neighborhood Commercial), a preliminary plat and a design review application to allow for the development of a 451-lot mixed use subdivision consisting of 384 single family residential lots, 7 commercial lots, 1 school lot, 1 park lot, 2 access lots, 13 common access lots and 43 common space lots on 77 acres.

Lead Agency: City of Kuna

Site address: 2021 W. Kuna Road

Staff Approval: XXXX, 202X-DRAFT

Applicant/

Owner: Timothy Eck
Arroyo Indio Farm, LLC
6152 W. Half Moon Lane
Eagle, ID 83616

Representative: Connor Lindstrom
KM Engineering, LLP
5725 N. Discovery Way
Boise, ID 83713

Staff Contact: Dawn Battles, Senior Planner
Phone: 208-387-6218
E-mail: dbattles@achdidaho.org

Report Summary:

ACHD Planned Improvements2
Level of Service Planning Thresholds3
A. Site Specific Conditions of Approval4
B. Vicinity Map7
C. Site Plan8
D. Traffic Impact Study – Summary and Findings.....9
E. Findings for Consideration 17
F. Policy.....22
G. Attachments.....30
H. Standard Conditions of Approval31
I. Conclusions of Law.....31
Request for Appeal of Staff Decision32

ACHD Planned Improvements

1. Capital Improvements Plan (CIP)/ Five Year Plan (FYP):

- Avalon Street between Ten Mile Road and School Avenue is scheduled in the FYP as a community improvement project consisting of the construction of enhanced pedestrian facilities on the south side of the roadway, upgraded ADA ramps and streetlights. The need for bulb-outs and traffic calming treatment/locations will be evaluated during the design phase of the project. The design year is 2029-2030 and the construction date has not been determined.
- School Avenue and the Kuna Downtown Bikeway is scheduled in the FYP for a community project consisting of wayfinding/bikeway signage consistent with the Bike Master Plan in 2027.
- Avenue D/Main Street/4th Street is scheduled in the FYP as a community project consisting of the construction of enhanced pedestrian facilities and angled parking on both sides of the roadway per the adopted Kuna Downtown Corridor Plan with the design year in 2026-2027 and the construction date has not been determined.
- Avalon Street between Linder Avenue and Orchard Avenue is scheduled in the FYP as a community improvement project consisting of pedestrian facilities (pathway) on the north side of the roadway in 2027. The project also includes upgraded ADA ramps and road rehabilitation.
- The intersection of Avalon Street (SH-69) and Kay Avenue is scheduled in the FYP to be signalized as well as adding APS (accessible pedestrian signal) with LPI (leading pedestrian interval), enhanced pedestrian facilities and intersection lighting in 2026. The City of Kuna is leading the construction project.
- Black Cat Road is scheduled in CIP to be widened to 5-lanes from Amity Road to Victory Road between 2036 and 2040.
- The intersection of Lake Hazel Road and Black Cat Road is listed in the CIP to be reconstructed as a single-lane roundabout with 2-lanes on the north leg, 2 lanes on the south, 2-lanes on the east, and 2-lanes on the west leg between 2036 and 2040.
- The intersection of Amity Road and Black Cat Road is listed in the CIP to be reconstructed as a multi-lane roundabout with 4-lanes on the north leg, 4-lanes on the south, 2-lanes east, and 2-lanes on the west leg between 2036 and 2040.

Level of Service Planning Thresholds

1. Condition of Area Roadways and Average Daily Traffic Counts per the TIS

Traffic Count is based on Vehicles per hour (VPH)

Roadway Segment	Classification	Travel Lanes ¹	Two-Way Average Daily Traffic / (Date)	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.?
Black Cat Road – Between Amity Road & Lake Hazel Road	Minor Arterial	2	2,051 (12/17/2019)	575 / E	218 / NB	Yes	182 / SB	Yes
Black Cat Road – Between Lake Hazel Road & Columbia Road	Minor Arterial	2	1,861 (12/17/2019)	575 / E	191 / NB	Yes	182 / SB	Yes
Black Cat Road – Between Columbia Road & Greenhurst Road	Minor Arterial	2	1,073 (12/17/2019)	575 / E	84 / NB	Yes	85 / SB	Yes
Black Cat Road – Between Greenhurst Road & Deer Flat Road	Minor Arterial	2	2,368 (12/17/2019)	575 / E	126 / NB	Yes	153 / SB	Yes
Black Cat Road – Between Deer Flat Road & Kuna Road	Minor Arterial	2	2,234 (12/17/2019)	575 / E	104 / NB	Yes	111 / NB	Yes
Black Cat Road – S of Kuna Road	Minor Arterial	2	617 (12/11/2020)	575 / E	22 / NB	Yes	39 / NB	Yes
Kuna Road – W of Black Cat Road	Minor Arterial	2	3,707 (12/11/2020)	575 / E	178 / EB	Yes	229 / WB	Yes
Kuna Road – E of Black Cat Road	Minor Arterial	2	4,713 (12/11/2020)	575 / E	185 / EB	Yes	282 / WB	Yes
Greenhurst Road – Between McDermott Road & Black Cat Road	Collector	2	1,048 (12/11/2020)	575 / E	62 / SB	Yes	94 / NB	Yes
Kuna Road – W of Ten Mile Road	Minor Arterial	2	4,120 (9/15/2020)	575 / E	165 / EB	Yes	242 / WB	Yes
Kuna Road – E of Ten Mile Road	Minor Arterial	2	6,064 (9/16/2020)	575 / E	291 / EB	Yes	329 / WB	Yes
Ten Mile Road – N of Kuna Road	Minor Arterial	2	98 (9/15/2020)	575 / E	2 / SB	Yes	6 / SB	Yes
Ten Mile Road – S of Kuna Road	Minor Arterial	2	2,599 (9/15/2020)	575 / E	167 / NB	Yes	153 / SB	Yes
Sunbeam Street – W of Ten Mile Road	Minor Arterial	2	452 (9/15/2020)	575 / E	21 / EB	Yes	32 / WB	Yes
Ten Mile Road – S of Sunbeam Street	Minor Arterial	2	749 (9/15/2020)	575 / E	44 / NB	Yes	60 / NB	Yes
Bridge Avenue – Between Owyhee Avenue & Main Street	Minor Arterial	2	6,291 (12/11/2020)	575 / E	343 / NB	Yes	357 / SB	Yes
Main Street – Between Ave D & Ave C	Minor Arterial with continuous left-turn lane	3	5,946 (12/11/2020)	720 / E	241 / EB	Yes	357 / WB	Yes
Main Street – Between Ave C & Ave B	Minor Arterial with continuous left-turn lane	3	6,372 (12/11/2020)	720 / E	223 / EB	Yes	364 / WB	Yes
Main Street – Between Ave A & Linder Avenue	Minor Arterial with continuous left-turn lane	3	6,081 (12/11/2020)	720 / E	239 / EB	Yes	370 / WB	Yes

Notes: ¹ Travel lanes include the total number of lanes across the roadway's respective cross section.

A. Site Specific Conditions of Approval

1. Submit an updated intersection analysis for Black Cat Road/Columbia Road prior to plan approval and ACHD's signature on the final plat that contains the 200th lot (or land uses that will equal the equivalent trips of 188 PM peak hour trips from residential and/or commercial). The updated intersection analysis should also include alternative mitigation, as the recommended pedestrian improvements along the site frontage are not considered an alternative mitigation measure because they are a requirement of the development. Staff will review the updated analysis and determine at that time what improvements may be required. Additional improvements may be required based on the findings of the updated intersection analysis.
2. Complete the vacation/exchange of Yankee Rock Avenue prior to plan submittal for the first final plat. If the applicant does not complete the right-of-way vacation/exchange for Yankee Rock Avenue, then redesign the site to incorporate Yankee Rock Avenue into the development as a street and resubmit the revised preliminary plat for review. Staff will determine what improvements will be required to Yankee Rock Avenue at that time.
3. If the applicant does not complete the right-of-way vacation/exchange for Yankee Rock Avenue, the following shall apply:
 - Redesign the site to incorporate Yankee Rock Avenue into the development as a street and resubmit the revised preliminary plat for review. Staff will determine what improvements will be required to Yankee Rock Avenue at that time.
 - At a minimum, construct Yankee Rock Avenue as ½ of a 36-foot wide street section, curb, gutter and 5-foot wide concrete sidewalk plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. Provide a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.
 - Design Yankee Rock Avenue to reduce the length or include passive design elements. Stop signs, speed humps/bumps and valley gutters will not be accepted as traffic calming.
4. Dedicate additional right-of-way to total 39-feet from centerline of Kuna Road abutting the site. Compensation will not be provided.
5. Improve Kuna Road with 17-feet of pavement from centerline, a 3-foot wide gravel shoulder and a 5-foot wide detached concrete sidewalk abutting the site, as proposed. Locate the sidewalk a minimum of 32-feet from centerline of Kuna Road.
6. Provide a permanent right-of-way easement to 2-feet behind back of sidewalk for any sidewalk located outside of the dedicated right-of-way on Kuna Road.
7. Construct a westbound left-turn lane on Kuna Road when Madrone Avenue is constructed to intersect Kuna Road. Coordinate the design of the turn lane with ACHD's Development Review staff.
8. Construct Beadlily Avenue, along the site's west property line as ½ of a 36-foot wide street section with vertical curb, gutter, an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk on the east side of the roadway plus 12-feet of additional pavement, a 3-foot gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff on the west side of the roadway. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the east side and to 2-feet behind back of borrow ditch on the west side.
9. Complete Sunbeam Street as a 36-foot wide collector street section with vertical curb, gutter and 7-foot wide attached concrete sidewalk from the east side of the existing Yankee Rock Avenue west

abutting the 320-feet of the site's southeast property line, as proposed. Dedicate additional right-of-way to 2-feet behind back of sidewalk abutting the site.

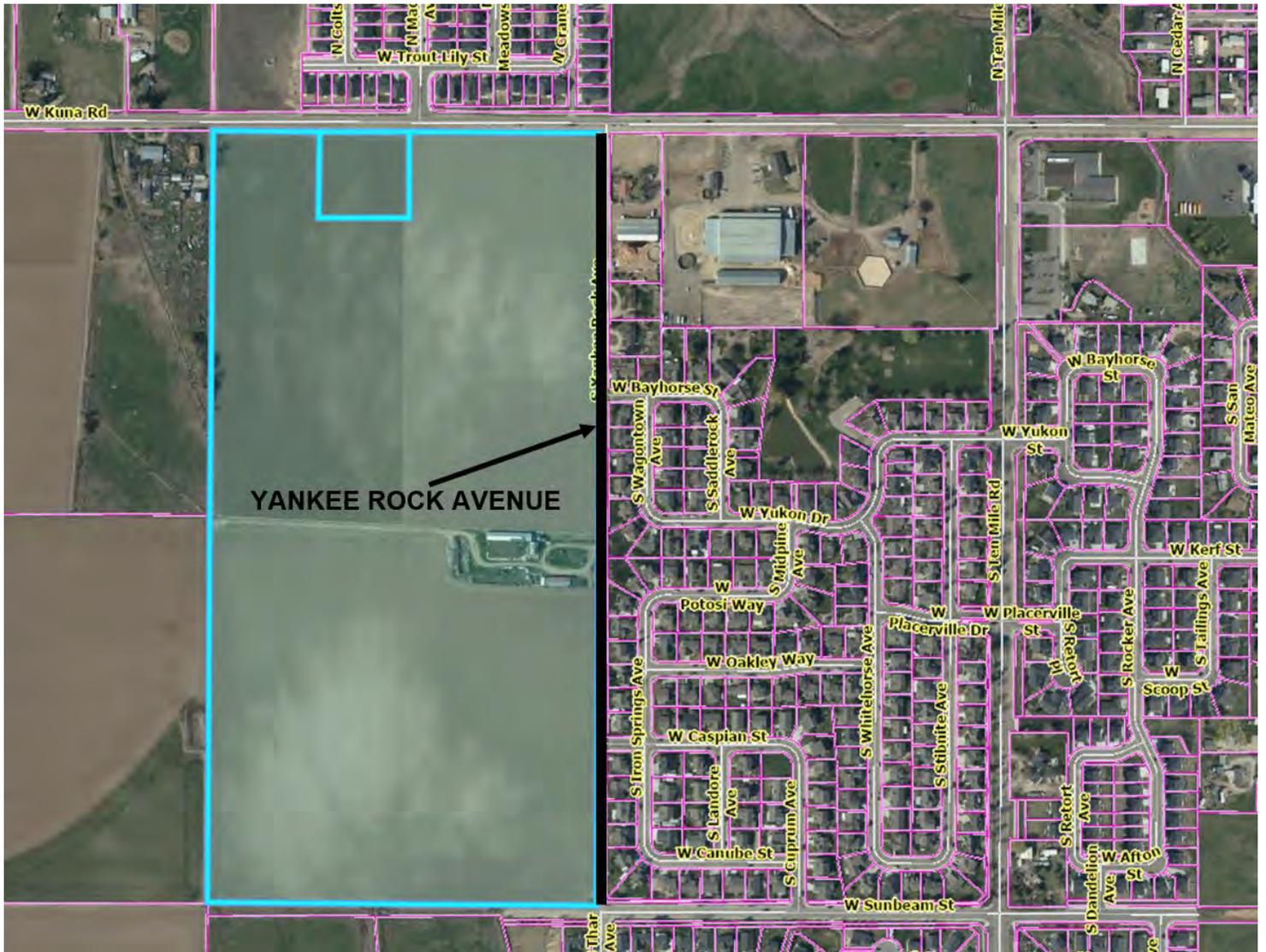
10. Construct vertical curb, gutter and 7-foot wide attached sidewalk on the east side of Yankee Rock Avenue east of the site to tie into the portion of Sunbeam Street that is proposed to be constructed for this development to prevent an 18-foot wide gap in the improvements (see image page 19).
11. Construct the unimproved portion of Sunbeam Street abutting the site's south property line as ½ of a 36-foot wide street section with vertical curb, gutter and 7-foot wide attached concrete sidewalk on the north side of the roadway plus 12-feet of additional pavement, a 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff on the south side of the roadway. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the north side of the roadway and to 2-feet behind back of borrow ditch on the south side.
12. Construct the entrance roadway, Madrone Avenue, on Kuna Road as a 36-foot wide local street section with curb, gutter, an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk, as proposed.
13. Dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, reduce the right-of-way width to 2-feet behind the back of curb and provide a permanent right-of-way easement that extends from the right-of-way line to 2-feet behind back of sidewalk. Sidewalk shall be located wholly within right-of-way or wholly within an easement.
14. Extend Bayhorse Street and Caspian Street into the site and construct all the other internal local streets as 36-foot wide street sections with curb, gutter and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way, as proposed.
15. Construct a new collector roadway, Beadlily Avenue, to intersect Kuna Road and Sunbeam Street located at the half mile between Black Cat Road and Ten Mile Road, as proposed.
16. Construct Madrone Avenue to intersect Kuna Road located in alignment with Madrone Avenue on the north side of Kuna Road across from the site, as proposed.
17. Construct Madrone Avenue to intersect Sunbeam Street located 625-feet west of Thar Avenue, as proposed.
18. Construct three new local streets to intersect the proposed collector roadway, Beadlily Avenue, as proposed, located as follows:
 - Dapple Street, located 420-feet south of Kuna Road
 - Haflinger Street, located 585-feet south of Dapple Street
 - Cremello Street, located 835-feet south of Haflinger Street
19. Construct all internal local streets to align or offset a minimum of 125-feet, as proposed.
20. If Yankee Rock Avenue is approved for a vacation, then construct a 25-foot wide driveway and a 30-foot wide driveway onto Cranesbill Avenue at the intersection with Brindle Street to provide access to the two parcels that currently only have access to their homes from Yankee Rock Avenue (see image page 21).
21. Construct a 25-foot wide shared driveway onto Madrone Avenue located 340-feet south of Kuna Road, as proposed.
22. Construct six 25-foot wide shared driveways onto local streets throughout the site, as proposed.
23. Construct six 25-foot wide private road/drive aisles that run north/south between Brindle Street and Haflinger Street and Haflinger Street and Perlino Street located 305, 550 and 796-feet east of Beadlily Avenue, as proposed.

24. Install street name and stop signs for the private road/drive aisle. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.
25. Direct access to Kuna Road is prohibited for the future city park, school and fire station lots. Access shall be allowed onto Madrone Avenue. Access will be evaluated as part of a future development application and should be consistent with ACHD's policies in effect at the time. If these parcels were to be developed as commercial or residential uses instead of a fire station, school or city park, access shall be located internal to the site.
26. Redesign the following listed roadways to reduce the length or to include the use of passive design elements. The ultimate locations and design will be determined during plan review by Development Review staff.
 - Beadlily Avenue
 - Sunbeam Street-Collector
 - Brindle Street
 - Cremello Street
 - Canube Street
 - Tidesberry Avenue

Stop signs, speed humps/bumps and valley gutters will not be accepted as traffic calming.

27. Other than the access specifically approved with this application, direct lot access is prohibited to Kuna Road, Beadlily Avenue and Sunbeam Street and should be noted on the final plat.
28. Submit civil plans to ACHD Development Services for review and approval. The impact fee assessment will not be released until the civil plans are approved by ACHD.
29. There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.
30. Comply with all Standard Conditions of Approval.

B. Vicinity Map



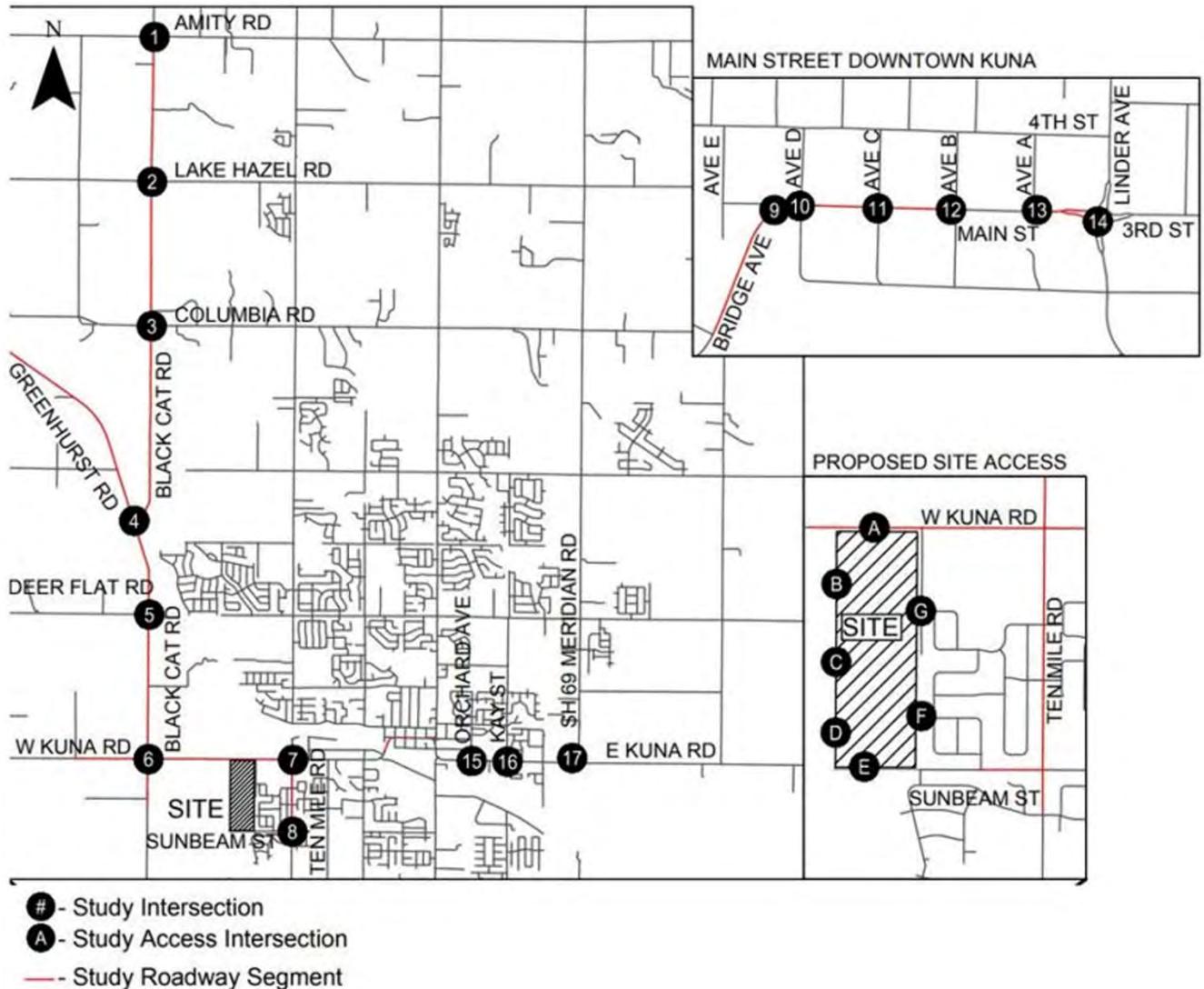
C. Site Plan



D. Traffic Impact Study – Summary and Findings

1. Traffic Impact Study

Kittelson & Associates prepared a traffic impact study (TIS) for the proposed Madrone Village development. An executive summary of the findings **as presented by Kittelson & Associates** can be found under attachments on page 30. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices and may have additional requirements beyond what is noted in the TIS. Staff comments and recommendations on the submitted traffic impact study can be found below.



a. Policy:

Mitigation Proposals: Mitigation recommendations shall be provided within the report. At a minimum, for each roadway segment and intersection that does not meet the minimum acceptable level of service planning threshold or v/c ratio, the report must discuss feasible measures to avoid or reduce the impact to the system. To be considered adequate, measures should be specific and feasible. Mitigation may also include:

- Revision to the Phasing Plan to coincide with the District’s planning Capital Projects.
- Reducing the scope and/or scale of the project.

Alternative Mitigation Measures: 7106.7.3 states that if traditional mitigation measures such as roadway widening and intersection improvements are infeasible as determined by ACHD, the TIS may recommend alternative mitigation measures. Alternative mitigation measures shall demonstrate that impacts from the project will be offset.

- If the impacted roadway segments and/or intersections are programmed as funded in the Five Year Plan (FYP) or the Capital Improvements Plan (CIP); no alternative mitigation is required.
- If the impacted roadway segments and/or intersections are not programmed in either the FYP or the CIP; the applicant may (i) analyze the shoulder hour, defined as the hour prior to after the determined peak hour within the two-hour peak period, (sometime analyzed as hour before or after peak period) and (ii) provide a safety analysis to determine alternative mitigation requirements.
 - If the impacted roadway segments and intersections meet the minimum acceptable level of service planning thresholds in the shoulder hour, the applicant may suggest feasible alternative mitigation measures beyond improvements from District policy, such as: off-site sidewalks, off-site bike facilities, connectivity, safety improvements, etc. within 1.5 miles of the proposed development.
 - If the shoulder hour planning thresholds are exceeded the applicant may request to enter into a Development Agreement and pay into the Priority Corridor Fund an amount determined by the ACHD to offset impacts from the project.
- Alternative Mitigation may also include:
 - Revision to the Phasing Plan to coincide with the District's future Capital Projects.
 - Reducing the scope and/or scale of the project.

Level of Service Planning Thresholds: District Policy 7205.3.1 states that Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD's Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

b. TIS Findings: Staff has reviewed the submitted traffic impact study (TIS).

The TIS did not include the 7 commercial lots for the mitigation threshold numbers, it only included the residential units. The TIS indicates the commercial lots are anticipated to generate a total of 145 new PM peak hour trips.

Additionally, the TIS evaluated the study intersections without Site Access A and all study intersection operate at ACHD's acceptable level of service planning thresholds in the AM and PM peak hours under 2025 total traffic conditions with the exception of the Ten Mile Road/Kuna Road/Avalon Street intersection.

Intersections:

- Black Cat Road/Amity Road (9%)
 - Overall intersection operates at ACHD's acceptable level of service planning thresholds in the AM and PM peak hours under existing traffic conditions and exceeds ACHD's acceptable level of service planning thresholds in the AM and PM peak hours under 2025 background traffic and 2025 total traffic conditions

- Westbound lane group exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under existing, 2025 background and 2025 total traffic conditions
- Eastbound lane group exceeds ACHD's acceptable level of service planning thresholds in the AM peak hour and the southbound lane group exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under 2025 background and 2025 total traffic conditions
- Signal warrant analysis indicates that the intersection meets the eight-hour and four-hour warrants under 2025 background and 2025 total traffic conditions
 - Mitigate with a multi-lane roundabout or a traffic signal
 - No additional improvements are recommended at this intersection, as the proposed site traffic at this intersection will be less than 10% of the 2025 total traffic conditions. Therefore, consistent with District policy 7205.3.1 Level of Service Planning Threshold, which states, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation.
- Black Cat Road/Columbia Road (12%)
 - Westbound lane group exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under 2025 background and 2025 total traffic conditions
 - Signal warrant analysis indicates that the intersection meets the eight-hour and four-hour warrants under 2025 background and 2025 total traffic conditions
 - Mitigate with a single lane roundabout for 2025 background traffic and 2025 total traffic conditions
 - Installation of a traffic signal for 2025 total traffic conditions
 - Alternative mitigation-construction of pedestrian improvements along the site frontage

The Black Cat Road and Columbia Road intersection is not programmed for improvements in ACHD's FYP or CIP. The Master Street Map does identify a future single lane roundabout at this intersection. The TIS recommends the construction of a single lane roundabout to accommodate 2025 background traffic and 2025 total traffic conditions or the installation of a 3 X 3 traffic signal to accommodate 2025 total traffic conditions when the site is at full build-out. However, staff believe this improvement may be necessary sooner than anticipated in the traffic impact study.

To verify the assumption of the TIS and to ensure that improvements are made, when necessary to accommodate 2025 total traffic, the applicant should be required to submit an updated intersection analysis for Black Cat Road/Columbia Road prior to plan approval and ACHD's signature on the final plat that contains the 200th residential building lot (or land uses that will equal the equivalent trips of 188 PM peak hour trips from residential and/or commercial). The updated intersection analysis should also include alternative mitigation, as pedestrian improvements along the site frontage are not an alternative mitigation measure because they are a requirement of the development. Staff will review the updated analysis and determine at that time what improvements may be required. Additional improvements may be required based on the findings of the updated traffic impact study.

- Orchard Avenue/SH-69-Avalon Street (13%)
 - Southbound lane group operates at a LOS F in the PM peak hour under 2025 background and 2025 total traffic conditions and exceeds ACHD's acceptable level of service planning thresholds in the shoulder hour under 2025 total traffic conditions
 - Signal warrant analysis indicates that the intersection does not meet traffic signal warrants under 2025 background and 2025 total traffic conditions
 - No mitigation or alternative mitigation proposed
 - Because the v/c ratios for the critical movements are anticipated to be below 0.48 in the PM peak hour, well below ACHD's acceptable level of service planning thresholds which requires a v/c ratio of less than 1.00, no improvements are required on Orchard Avenue at the intersection with SH-69 (Avalon Street).
 - The applicant should coordinate with the City of Kuna and the Idaho Transportation Department (ITD) to determine if additional improvements are necessary on SH-69 and at the intersection with Orchard Avenue.
- Kay Avenue/SH-69-Avalon Street (12%)
 - Northbound lane group exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under 2025 background and 2025 total traffic conditions
 - Southbound left-turn lane exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under 2025 background and 2025 total traffic conditions
 - Signal warrant analysis indicates that the intersection meets the eight-hour and four-hour warrants under 2025 total traffic conditions
 - Mitigate with the installation of a traffic signal
 - This intersection is programmed as a funded improvement in the FYP for the installation of a traffic signal in 2026. Therefore, no mitigation is required consistent with ACHD policy 7106.7.3.
- SH-69/ Kuna Road (13%)
 - Northbound left-turn lane exceeds ACHD's acceptable level of service planning thresholds in the PM peak hour under 2025 total traffic conditions
 - Signal warrant analysis indicates that the intersection meets the eight-hour and four-hour warrants under 2025 total traffic conditions
 - Mitigate with the installation of a traffic signal
 - The approach of this intersection that is anticipated to fall below an acceptable level of service planning thresholds, the northbound left-turn lane, is located within ITD right-of-way, shown in green below; and is under the jurisdiction of ITD. The applicant should work with the City of Kuna and the Idaho Transportation Department (ITD) to determine if additional

improvements are necessary on SH-69 at the intersection with Kuna Road.



- Ten Mile Road/Kuna Road/Avalon Street (30%)
 - Northbound lane group operates at a LOS F in the PM peak hour and meets ACHD's acceptable level of service planning thresholds in the shoulder hour under 2025 total traffic conditions with or without Site Access A
 - Signal warrant analysis indicates that the intersection does not meet traffic signal warrants under 2025 total traffic conditions
 - No mitigation proposed
 - Alternative mitigation proposed is to construct pedestrian improvements along the site frontage
 - This intersection is not scheduled for improvements in ACHD's FYP or CIP. The v/c ratios for the critical movements are anticipated to be 0.86 in the PM peak hour and 0.90 without Site Access A, below ACHD's acceptable level of service planning thresholds which requires a v/c ratio of less than 1.00 for a lane group, because of this no improvements are required at the Ten Mile Road/Kuna Road/Avalon Street intersection.
- Avenue D/Main Street (24%)
 - Westbound lane group operates at a LOS F in the PM peak hour and meets ACHD's acceptable level of service planning thresholds in the shoulder hour under 2025 total traffic conditions
 - Signal warrant analysis indicates that the intersection does not meet traffic signal warrants under 2025 total traffic conditions
 - No mitigation proposed
 - Alternative mitigation proposed is to construct pedestrian improvements along the site frontage

- Because the v/c ratios for the critical movements are anticipated to be 0.86 in the PM peak hour, below ACHD's acceptable level of service planning thresholds which requires a v/c ratio of less than 1.00 for a lane group, because of this no improvements are required at the Avenue D/Main Street intersection.

Roadway Segments:

- Kuna Road east of Ten Mile Road (9%)
 - Anticipated to exceed ACHD's acceptable level of service planning thresholds by 2 vehicles in the PM peak hour as a 2-lane roadway under 2025 total traffic conditions
 - No mitigation proposed
 - The roadway segment of Kuna Road east of Ten Mile Road is not programed in ACHD's FYP or CIP. Because this roadway segment is only anticipated to exceed ACHD's acceptable level of service planning thresholds by 2 vehicles in the PM peak hour and proposed site traffic at this intersection will be less than 10% of the 2025 total traffic conditions, no mitigation is required. This is consistent with District policy 7205.3.1 Level of Service Planning Threshold, which states, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation.
- Bridge Avenue between Owyhee Street and Main Street (7%)
 - Anticipated to exceed ACHD's acceptable level of service planning thresholds in the AM and PM peak hours as a 2-lane roadway under 2025 total traffic conditions
 - No mitigation proposed due to the constraints of the at-grade railroad crossing the existing two-lane bridge over Indian Creek.
 - The proposed site traffic at this intersection will be less than 10% of the 2025 total traffic conditions. Therefore, consistent with District policy 7205.3.1 Level of Service Planning Threshold, which states, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation; no improvements are required for this segment of Bridge Avenue.

Turn Lanes:

The TIS notes turn lanes are warranted at the following locations:

- Kuna Road/Site Access A (Madrone Avenue)
 - Westbound left-turn lane
- Kuna Road/Beadlily Avenue
 - Westbound left-turn lane-Warranted only without Site Access A

Site Access Evaluation:

- Site Access A (Madrone Avenue), on Kuna Road, a proposed local street located 660-feet east of the new proposed north-south mid-mile collector (Beadlily Avenue), and in alignment with Madrone Avenue on the north side of Kuna Road across from the site. The TIS notes a west-bound left-turn lane is warranted on Kuna Road, this street is anticipated to operate acceptably as a full access, meets ACHD spacing requirements, meets ACHD traffic volume planning thresholds and the sight distance exceeds the minimum requirement. Staff recommends approval of the location as it meets District policy.
 - Site Access B (Dapple Street), on Beadlily Avenue, a proposed local street located 420-feet south of Kuna Road. Turn lanes were not warranted at this site access. The TIS notes this access is anticipated to operate acceptably as full access, meets ACHD traffic volume planning thresholds and meets ACHD spacing requirements. Staff recommends approval of the location as it meets District policy and is required to be constructed consistent with the Master Street Map.
 - Site Access C (Haflinger Street), on Beadlily Avenue, a proposed local street located 585-feet south of Site Access B. Turn lanes were not warranted at this site access. The TIS notes this access is anticipated to operate acceptably as a full access, meets ACHD traffic volume planning thresholds and meets ACHD spacing requirements. Staff recommends approval of the location as it meets District policy.
 - Site Access D (Cremello Street), on Beadlily Avenue, a proposed local street located 835-feet south of Site Access C. Turn lanes were not warranted at this site access. The TIS notes this access is anticipated to operate acceptably as a full access, meets ACHD traffic volume planning thresholds and meets ACHD spacing requirements. Staff recommends approval of the location as it meets District policy.
 - Site Access E (Madrone Avenue), on Sunbeam Street, a proposed local street located 645-feet east of Beadlily Avenue and 625-feet west of Thar Avenue. Turn lanes were not warranted at this site access. The TIS notes this access is anticipated to operate acceptably as a full access, meets ACHD traffic volume planning thresholds, meets ACHD spacing requirements and the sight distance exceeds the minimum requirement. Staff recommends approval of the location as it meets District policy.
 - Site Access F (Caspian Street), a local stub street at the site's east property line located 915-feet south of Kuna Road is proposed to be extended into the site. The TIS notes this access is anticipated to operate acceptably, meets ACHD traffic volume planning thresholds and meets ACHD spacing requirements. Staff recommends approval of the location as it required to be extended into the site per District policy and to provide circulation and connectivity of the site.
 - Site Access G (Bayhorse Street), a local stub street at the site's east property line located 570-feet north of Sunbeam Street is proposed to be extended into the site. The TIS notes this access is anticipated to operate acceptably, meets ACHD traffic volume planning thresholds and meets ACHD spacing requirements. Staff recommends approval of the location as it required to be extended into the site per District policy and to provide circulation and connectivity of the site.
- c. **Staff Comments/Recommendations:** Staff comments are provided by District Traffic Services and Development Review staff. Consistent with the findings and recommendations of the TIS the applicant should be required to the following:
- Construct a westbound left turn lane on Kuna Road at the intersection with Madrone Avenue when Madrone Avenue is constructed to intersect Kuna Road.

- Submit an updated intersection analysis for Black Cat Road/Columbia Road prior to plan approval and ACHD's signature on the final plat that contains the 350th lot (residential and/or commercial). The updated intersection analysis should also include alternative mitigation, as pedestrian improvements along the site frontage are not an alternative mitigation measure because they are a requirement of the development. Staff will review the updated analysis and determine at that time what improvements may be required. Additional improvements may be required based on the findings of the updated traffic impact study.

E. Findings for Consideration

1. Black Cat Road/Columbia Road

The TIS recommends the construction of a single-lane roundabout or the installation of a traffic signal at the intersection under 2025 total traffic conditions. However, staff believe this improvement may be necessary sooner than anticipated in the traffic impact study. To ensure that improvements are made, when necessary to serve the site, the applicant should be required to submit an updated intersection analysis for Black Cat Road/Columbia Road prior to plan approval and ACHD's signature on the final plat that contains the 200th lot (or land uses that will equal the equivalent trips of 188 PM peak hour trips from residential and/or commercial). The updated intersection analysis should also include alternative mitigation, as the recommended pedestrian improvements along the site frontage are not considered an alternative mitigation measure because they are a requirement of the development. Staff will review the updated analysis and determine at that time what improvements may be required. Additional improvements may be required based on the findings of the updated intersection analysis.

2. Vacation/Exchange-Yankee Rock Avenue

a. **Existing Conditions:** Yankee Rock Avenue is an existing 30-foot wide dirt road located within unmaintained right-of-way that intersects Kuna Road and runs south along the site's east property line for approximately 1,400-feet to intersect with Sunbeam Street. There are two existing parcels on the east side of Yankee Rock Avenue that only have access to their residences via Yankee Rock Avenue.

b. **Applicant's Proposal:** The applicant is proposing to vacate/exchange Yankee Rock Avenue and incorporate that area into the site as part of the development.

The applicant is proposing to construct two driveways onto a local internal street, Cranesbill Avenue, to provide access to the two homes on Yankee Rock Avenue.

c. **Staff comments/Recommendations:** At the time of this subdivision application, the right-of-way vacation/exchange has not been completed. Therefore, the applicant should be required to complete the vacation/exchange prior to plan submittal for the first final plat.

If the applicant does not complete the right-of-way vacation/exchange for Yankee Rock Avenue, then they should be required to redesign the site to incorporate Yankee Rock Avenue into the development and resubmit the revised preliminary plat for review. Staff will determine what improvements will be required to Yankee Rock Avenue at that time.

At a minimum, the applicant should be required to construct Yankee Rock Avenue as ½ of a 36-foot wide street section, curb, gutter and 5-foot wide concrete sidewalk plus 12-feet of additional pavement widening beyond the centerline



established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

The existing right-of-way for Yankee Rock Avenue is long and straight; therefore, the applicant should design the roadway to reduce the length or include passive design elements if the right-of-way is not vacated/exchanged.

Stop signs, speed humps/bumps and valley gutters will not be accepted as traffic calming.

See Finding 7 regarding the applicant's proposals and ACHD requirements for the driveways for the two existing homes on Yankee Rock Avenue.

2. Kuna Road

- a. **Existing Conditions:** Kuna Road is improved with 2-travel lanes, 24 to 38-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 66 to 70-feet of right-of-way for Kuna Road (32 to 37-feet from centerline).
- b. **Applicant Proposal:** The applicant is proposing to dedicate additional right-of-way to total 37-feet from centerline of Kuna Road abutting the site.

The applicant is proposing to improve Kuna Road with 17-feet of pavement from centerline, a 3-foot wide gravel shoulder and a 5-foot wide detached concrete sidewalk abutting the site.

- c. **Staff Comments/Recommendations:** Consistent with the MSM, the applicant should be required to dedicate additional right-of-way to total 39-feet from centerline of Kuna Road abutting the site. Compensation will not be provided for the additional dedicated right-of-way as this segment of Kuna Road is not programmed for improvements in the CIP.

The applicant's proposal to improve Kuna Road meets District policy and should be approved, as proposed. The sidewalk should be located a minimum of 32-feet from centerline of Kuna Road.

The applicant should be required to provide a permanent right-of-way easement to 2-feet behind back of sidewalk for any sidewalk located outside of the dedicated right-of-way.

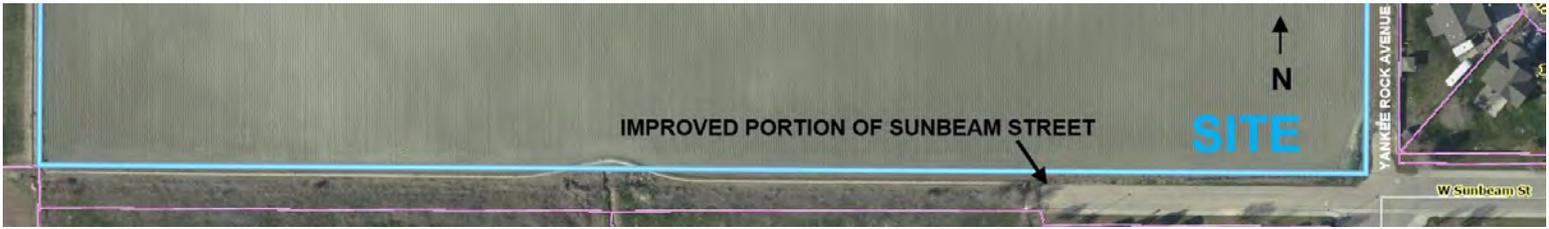
Consistent with the findings and recommendations of the traffic impact study, the applicant should be required to construct a westbound center left-turn lane on Kuna Road when Madrone Avenue (Site Access A) is constructed to intersect Kuna Road. Coordinate the design of the turn lane with ACHD's Development Review staff.

3. Beadlily Avenue-North/South Mid-Mile Collector

- a. **Existing Conditions:** There are no collector roadways within the site.
- b. **Applicant Proposal:** The applicant is proposing to construct Beadlily Avenue, as designated on the MSM, from the intersection with Kuna Road south along the site's west property line to intersect Sunbeam Street, a new proposed collector road located at the site's south property line as ½ of a 36-foot wide street section with vertical curb, gutter, a 6-foot wide planter strip and 5-foot wide detached concrete sidewalk on the east side of the roadway plus 12-feet of additional pavement, a 3-foot gravel shoulder and a 5-foot wide borrow ditch on the west side.
- c. **Staff Comments/Recommendations:** The applicant's proposal meets District policy with the exception of the width of the planter strip which policy requires an 8-foot wide planter strip and should be approved. Construct a minimum 8-foot wide planter strip and size the borrow ditch to accommodate the roadway storm runoff on the west side of the roadway. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the east side and to 2-feet behind back of borrow ditch on the west side.

4. Sunbeam Street

- a. **Existing Conditions:** A portion of Sunbeam Street is improved abutting approximately 320-feet of the site's southeast property line with 2-travel lanes, 24-feet of pavement, and no curb, gutter or sidewalk.



- b. **Applicant's Proposal:** As noted above, the applicant is proposing to incorporate Yankee Rock Avenue into the development and is proposing to complete Sunbeam Street as a 36-foot wide street section with vertical curb, gutter and 7-foot wide attached concrete sidewalk from the east side of the existing Yankee Rock Avenue west abutting the 320-feet of the site's southeast property line.

The applicant is proposing to construct the remaining portion of Sunbeam Street abutting the site's south property line as 1/2 of a 36-foot wide street section with vertical curb, gutter and 7-foot wide attached concrete sidewalk on the north side of the roadway plus 12-feet of additional pavement, a 3-foot wide gravel shoulder and a 5-foot wide borrow ditch on the south side of the roadway.

- c. **Staff Comments/Recommendations:** The applicant's proposals meet District policy and should be approved, as proposed. The applicant should be required to provide a borrow ditch sized to accommodate the roadway storm runoff on the south side of Sunbeam Street. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the north side of the roadway and to 2-feet behind back of borrow ditch on the south side.

With the completion of Sunbeam Street from the east side of Yankee Rock Avenue west will create an approximate 18-foot wide gap in the curb, gutter and sidewalk, shown in yellow.

If the vacation/exchange of Yankee Rock Avenue is approved, then the applicant should be required to construct vertical curb, gutter and 7-foot wide attached sidewalk east of the site to tie into the portion of Sunbeam Street that is proposed to be constructed for this development to prevent a gap in the improvements.



5. Internal Local Streets

a. **Existing Conditions:** There are no local streets within the site. Bayhorse Street and Caspian Street stub to the site's east property line.

b. **Applicant Proposal:** The applicant is proposing to construct the entrance roadway, Madrone Avenue, to intersect Kuna Road as a 36-foot wide local street section with curb, gutter, an 8-foot wide planter strip and 5-foot wide detached concrete sidewalk within 70-feet of right-of-way.

The applicant is proposing to extend Bayhorse Street and Caspian Street into the site and construct all the other internal local streets as 36-foot wide street sections with curb, gutter and 5-foot wide attached concrete sidewalk within 50-feet of right-of-way.

c. **Staff Comments/Recommendations:** The applicant's proposals meet District policy and should be approved, as proposed.

For detached sidewalk, the applicant may reduce the right-of-way width to 2-feet behind the back of curb and provide a permanent right-of-way easement that extends from the right-of-way line to 2-feet behind back of sidewalk. Sidewalk shall be located wholly within right-of-way or wholly within an easement.

6. Roadway Offsets

a. **Existing Conditions:** There are no roadways within the site.

b. **Applicant's Proposal:** The applicant is proposing to construct one new collector roadway, Beadlily Avenue, to intersect Kuna Road, a minor arterial roadway, and Sunbeam Street, a new collector roadway, located at the half mile between Black Cat Road and Ten Mile Road.

The applicant is proposing to construct one new local street, Madrone Avenue, to intersect Kuna Road located 660-feet east of the proposed collector roadway, Beadlily Avenue, and in alignment with Madrone Avenue on the north side of Kuna Road across from the site.

The applicant is proposing to construct one new local street, Madrone Avenue, to intersect Sunbeam Street, a proposed collector roadway located 625-feet west of Thar Avenue.

The applicant is proposing to construct three new local streets to intersect the proposed collector roadway, Beadlily Avenue located as follows:

- Dapple Street, located 420-feet south of Kuna Road
- Haflinger Street, located 585-feet south of Dapple Street
- Cremello Street, located 835-feet south of Haflinger Street and 640-feet north of Sunbeam Street

The applicant is proposing to construct all other internal local streets to align or offset a minimum of 125-feet.

c. **Staff Comments/Recommendations:** The applicant's proposals meet District policy and should be approved, as proposed.

7. Driveways/ Private Roads

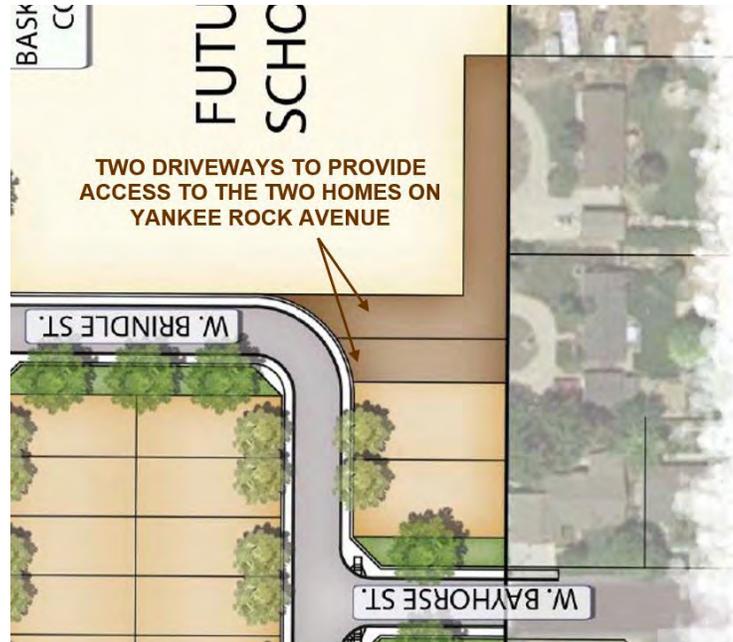
7.1 Internal Local Streets

a. **Existing Conditions:** There are no roadways within the site.

b. Applicant's Proposal: As noted above, Yankee Rock Avenue is proposed to be vacated, and the applicant is proposing to construct a 25-foot wide driveway and a 30-foot wide driveway onto Cranesbill Avenue at the intersection with Brindle Street to provide access to the two parcels that currently only have access to their homes from Yankee Rock Avenue.

The applicant is proposing to construct a 25-foot wide shared driveway onto Madrone Avenue located 340-feet south of Kuna Road to provide access to six commercial lots.

The applicant is proposing to construct six 25-foot wide private road/drive aisles that run north/south between Brindle Street and Haflinger Street and Haflinger Street and Perlino Street located 305, 550 and 796-feet east of Beadlily Avenue (measured centerline-to-centerline).



c. Staff Comments/Recommendations: The applicant's proposals meet District policy and should be approved, as proposed.

If the City of Kuna approves the private road/drive aisles, the applicant shall be required to pave the private roadway/drive aisles their full widths and at least 30-feet into the site beyond the edge of pavement of all public streets and install pavement tapers with 15-foot curb radii abutting the existing roadway edge. If private roads are not approved by the City of Kuna, the applicant will be required to revise and resubmit the preliminary plat to provide public standard local streets in these locations.

Street name and stop signs are required for the private roads. The signs may be ordered through the District. Verification of the correct, approved name of the road is required.

ACHD does not make any assurances that the private road, which is a part of this application, will be accepted as a public road if such a request is made in the future. Substantial redesign and reconstruction costs may be necessary in order to qualify this road for public ownership and maintenance.

The following requirements must be met if the applicant wishes to dedicate the roadway to ACHD:

- Dedicate a minimum of 50-feet of right-of-way for the road.
- Construct the roadway to the minimum ACHD requirements.
- Construct a stub street to the surrounding parcels.

8. Future Park, School and Fire Station Lots

The preliminary plat includes a future city park (Lot 1 Block 2), a school (Lot 2 Block 2) and fire station (Lot 2 Block 1). Direct access to Kuna Road is prohibited from these lots with the exception of the fire station and access for the park and school lots should be required onto Madrone Avenue. Although the site plan shows a driveway onto Madrone Avenue and a driveway onto Brindle Street, access will be evaluated as part of a future development application and should be consistent with

ACHD's policies in effect at the time. If these parcels were to be developed as commercial or residential uses instead of a fire station, school or city park, access should be located internal to the site.

9. Traffic Calming

a. **Applicant's Proposal:** The applicant is proposing to construct several long straight sections of collector and local roadways proposed to be greater in length than 750-feet and are as follows:

- Beadlily Avenue-Collector
- Sunbeam Street-Collector
- Brindle Street
- Cremello Street
- Canube Street
- Tidesberry Avenue

b. **Staff Comments/Recommendations:** The applicant should be required to redesign the above listed roadways to reduce the length or to include the use of passive design elements. The ultimate locations and design will be determined during plan review by Development Review staff.

Stop signs, speed humps/bumps and valley gutters will not be accepted as traffic calming.

10. Other Access

Kuna Road is classified as a minor arterial roadway and Beadlily Avenue and Sunbeam Street are classified as collector roadway. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

F. Policy

1. Federal Accessibility Design Guidelines and Standards

District policy 7203.1.1 states that developers shall follow the current version of the U.S. Access Board's Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), 36 CFR Part 1190, September 7, 2023; (Also see, <https://www.access-board.gov/prowag> and <https://www.access-board.gov/files/prowag/planning-and-design-for-alternatives.pdf> for additional information).

2. Minor Improvements

Minor Improvements Policy: District Policy 7203.3 states that minor improvements to existing Highways adjacent to a proposed development may be required. These needed transportation facilities are to correct deficiencies or replace deteriorated facilities. Included are sidewalk and/or bike lane construction or replacement (with physical buffers if missing and needed); construction of transitional sidewalk segments; crosswalk construction or replacement; curb and gutter construction or replacement; repair, replacement or expansion of curb extensions; replacement of unused driveways with curb, gutter, sidewalk, repair or addition of traffic calming or speed mitigation features; installation or reconstruction of pedestrian ramps; pavement repairs; signs, motor vehicle, pedestrian and bicycle traffic control devices; and other similar items. The current version of PROWAG will determine the applicable accessibility requirements for alterations and elements added to existing streets. ACHD staff is responsible for identifying the minor improvements that would be proportionate to the size and complexity of the development.

3. Livable Street Performance Measures

District policy 7203.8 states that ACHD has adopted performance measures (level of stress) for evaluating the experience of bicyclists and pedestrians. ACHD seeks to create a transportation network that serves all ages and abilities. Bike and pedestrian facilities built through development should achieve a bike and pedestrian level of traffic stress 1 or 2, with no new bike lane below a minimum of 5-feet.

4. Kuna Road

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets. Improvements shall include transitional segments in accordance with the current version of PROWAG.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map, Livable Streets Design Guide, and the most current ACHD Livable Streets Performance Measures Plan as adopted by the ACHD Commission. The developer or engineer should contact the District before starting any design.

Street Section and Right-of Way Width Policy: District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 37-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, and a continuous center left-turn lane, and curbs and gutters. A 3-lane road shall also include a minimum 10-foot wide multi-use path on both sides with an 8-foot wide buffer from back-of-curb. Other bike facility treatments as defined in the ACHD Bike Master plan may be approved at the discretion of the ACHD Development Review Supervisor. If an interim on-street bike lane is required in order to connect to existing facilities, the street section shall be 53-feet to allow for a 5-foot wide bike lane and 3-foot wide painted buffer. Landscaped medians with intermittent turn lanes may be allowed when a minimum of 20-feet of pavement on both sides of the median is provided.

If a landscaped median is included in any of these cross sections, the landscaping shall be maintained by license agreement with the adjacent HOA, property owner, or by interagency agreement with the corresponding land use jurisdiction.

At the discretion of Traffic Engineering staff, adjustments may be made to the street section, including removal of the continuous center turn lanes or modification to lane widths, where no driveways or intersections are present or to ensure adequate space for pathway and buffers.

Right-of-Way Dedication: District Policy 7205.2 states that The District will provide compensation for additional right-of-way dedicated beyond the existing right-of-way along arterials listed as impact fee eligible in the adopted Capital Improvements Plan using available impact fee revenue in the Impact Fee Service Area.

No compensation will be provided for right-of-way on an arterial that is not listed as impact fee eligible in the Capital Improvements Plan.

The District may acquire additional right-of-way beyond the site-related needs to preserve a corridor for future capacity improvements, as provided in Section 7300.

Pedestrian Facilities: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide are required on both sides of all arterial streets. A parkway strip at least 8-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Alternatively, on roadways identified for improvement in the Capital Improvement Plan, a minimum 10-foot wide multi-use path may be required. The path shall be placed in accordance with planned buildout in the Master Street Map with a minimum 8-foot wide planter strip as measured to the closest edge of the path. Street trees are encouraged between the pedestrian

facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Consult the District's planter width policy if trees are to be placed within the parkway strip. In some instances, to match existing conditions, a minimum 7-foot wide sidewalk may be constructed next to the back-of-curb. ACHD Development Review staff will be responsible for determining the required facility. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Detached sidewalks and multi-use paths are encouraged and should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line parallel to the roadway when authorized by Development Review staff to accommodate site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public pedestrian facilities are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the pedestrian facility. Pedestrian facilities shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

Frontage Improvements Policy: District Policy 7205.2.1 states that the developer shall widen the pavement to a minimum of 17-feet from centerline plus a 3-foot wide gravel shoulder adjacent to the entire site. Curb, gutter and additional pavement widening may be required (See Section 7205.5.5).

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Kuna Road is designated in the MSM as a Residential Arterial with 3-lanes, a 37-foot street section (back-of-curb to back-of-curb) and a minimum 10-foot wide multi-use path on both sides with an 8-foot wide buffer from back-of-curb within 78-feet of right-of-way. If an interim on-street bike lane is required in order to connect to existing facilities, the street section shall be 53-feet to allow for a 5-foot wide bike lane and 3-foot wide painted buffer.

5. **Beadlily Avenue (N/S Mid-Mile Collector) and Sunbeam Street**

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets. Improvements shall include transitional segments in accordance with ADA and the current version of PROWAG.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default. ACHD reserves the right to require bicycle and pedestrian facilities above those identified in the Livable Streets Design Guide and Master Street Map to ensure the safest facility possible based on current best practice.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk or multi-use path and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk or multi-use path is located within an easement; in which case the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 47-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike

lanes. If a multi-use path is determined to be the required treatment, the street section shall be reduced to 37-feet. If it is determined a continuous center left-turn lane is not appropriate and a path is installed, the street section may be reduced to 26-feet.

Residential Collector Policy: District policy 7206.5.2 states that the standard street section for a collector in a residential area shall be 36-feet (back-of-curb to back-of-curb). The District will consider a 33-foot or 29-foot street section with written fire department approval and taking into consideration the needs of the adjacent land use, the projected volumes, the need for bicycle lanes, and on-street parking.

At the discretion of Traffic Engineering staff, adjustments may be made to the street section, including removal of the continuous center turn lanes or modification to lane widths, where no driveways or intersections are present or to ensure adequate space for pathways and buffers.

Half Street Policy: District Policy 7206.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-foot), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the top back of curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian Facilities: District policy 7206.5.6 requires a concrete sidewalk at least 5-foot wide to be constructed on both sides of all collector streets. A parkway strip at least 8-foot wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalk constructed next to the back-of-curb shall be a minimum of 7-foot wide. Alternatively, on roadways identified as low-stress bikeways in ACHD's Bike Master Plan, a minimum 10-foot wide multi-use path may be required in lieu of sidewalks. ACHD Development Review staff will be responsible for determining the required facility. The path shall be built 8-feet behind the back-of-curb as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

Pedestrian facilities should be parallel to the adjacent roadway. Pedestrian facilities will only be allowed to deviate from a straight line when authorized by Development Review staff to meet site specific conditions (i.e., street trees, utilities, etc.).

Appropriate easements shall be provided if public sidewalks or multi-use paths are placed out of the right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk or multi-use path. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Curb ramps or blended transitions shall be provided to connect the pedestrian access route at each pedestrian street crossing in accordance with the current version of PROWAG. Provide detectable warning surface in accordance with the current version of PROWAG.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features

required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should align with Beadlily Avenue on the north side of Kuna Road at the mid-mile between Black Cat Road and Ten Mile Road across from the site that was approved as part of the Madrone Heights development. The new collector roadway should extend from Kuna Road and continue through the property to the south to intersect Sunbeam Street, a new collector road located at the site's south property line. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, a 36-foot street section within 54-feet of right-of-way.

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. This segment of Sunbeam Street is designated in the MSM as a Residential Collector with 2-lanes and on-street bike lanes, a 36-foot street section within 54-feet of right-of-way.

6. Yankee Rock Avenue

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-feet wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

Half Street Policy: District Policy 7207.2.2 required improvements shall consist of pavement widening to one-half the required width, including curb, gutter and concrete sidewalk (minimum 5-foot), plus 12-feet of additional pavement widening beyond the centerline established for the street to provide an adequate roadway surface, with the pavement crowned at the ultimate centerline. A 3-foot wide gravel shoulder and a borrow ditch sized to accommodate the roadway storm runoff shall be constructed on the unimproved side.

7. Internal Local Streets

Local Roadway Policy: District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Street Section and Right-of-Way Policy: District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

For the City of Kuna and City of Star: Unless otherwise approved by Kuna or Star, the standard street section shall be 36-feet (back-of-curb to back-of-curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 50-feet of right-of-way.

Continuation of Streets Policy: District Policy 7207.2.4 states that an existing street, or a street in an approved preliminary plat, which ends at a boundary of a proposed development shall be extended in that development. The extension shall include provisions for continuation of storm drainage facilities. Benefits of connectivity include but are not limited to the following:

- Reduces vehicle miles traveled.
- Increases pedestrian and bicycle connectivity.
- Increases access for emergency services.
- Reduces need for additional access points to the arterial street system.
- Promotes the efficient delivery of services including trash, mail and deliveries.
- Promotes appropriate intra-neighborhood traffic circulation to schools, parks, neighborhood commercial centers, transit stops, etc.
- Promotes orderly development.

Sidewalk Policy: District Policy 7207.5.7 states that five-foot wide concrete sidewalk is required on both sides of all local street, except those in rural developments with net densities of one dwelling unit per 1.0 acre or less, or in hillside conditions where there is no direct lot frontage, in which case a sidewalk shall be constructed along one side of the street. Some local jurisdictions may require wider sidewalks.

The sidewalk may be placed next to the back-of-curb. Where feasible, a parkway strip at least 8-foot wide between the back-of-curb and the street edge of the sidewalk is recommended to provide increased safety and protection of pedestrians and to allow for the planting of trees in accordance with the District's Tree Planting Policy. If no trees are to be planted in the parkway strip, the

applicant may submit a request to the District, with justification, to reduce the width of the parkway strip.

Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

A permanent right-of-way easement shall be provided if public sidewalks are placed outside of the dedicated right-of-way. The easement shall encompass the entire area between the right-of-way line and 2-feet behind the back edge of the sidewalk. Sidewalks shall either be located wholly within the public right-of-way or wholly within an easement.

8. Roadway Offsets

Local Street Intersection Spacing on Minor Arterials: District policy 7205.4.3 states that new local streets should not typically intersect arterials. Local streets should typically intersect collectors. If it is necessary, as determined by ACHD, for a local street to intersect an arterial, the minimum allowable offset shall be 660-feet as measured from all other existing roadways as identified in Table 1a (7205.4.6).

Collector Offset Policy: District policy 7205.4.2 states that the optimum spacing for new signalized collector roadways intersecting minor arterials is one half-mile.

District policy 7206.4.2 states that the preferred spacing for new collectors intersecting existing collectors is $\frac{1}{4}$ mile to allow for adequate signal spacing and alignment.

District policy 7206.4.5, states that the preferred spacing for a new local street intersecting a collector roadway to align or offset a minimum of 330-feet from any other street (measured centerline to centerline).

Local Offset Policy: District policy 7207.4.2, requires local roadways to align or provide a minimum offset of 125-feet from any other street (measured centerline to centerline).

9. Driveways/Private Roads

9.1 Internal Local Streets

Driveway Location Policy: District policy 7207.4.1 requires driveways near intersections to be located a minimum of 75-feet (measured centerline-to-centerline) from the nearest local street intersection, and 150-feet from the nearest collector or arterial street intersection.

Successive Driveways: District Policy 7207.4.1 states that successive driveways away from an intersection shall have no minimum spacing requirements for access points along a local street, but the District does encourage shared access points where appropriate.

Driveway Width Policy: District policy 7207.4.3 states that where vertical curbs are required, residential driveways shall be restricted to a maximum width of 20-feet and may be constructed as curb-cut type driveways.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7207.4.3, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway.

Private Road Policy: District policy 7212.1 states that the lead land use agencies in Ada County establish the requirements for private streets. The District retains authority and will review the proposed intersection of a private and public street for compliance with District intersection policies and standards. The private road should have the following requirements:

- Designed to discourage through traffic between two public streets,
- Graded to drain away from the public street intersection, and

- If a private road is gated, the gate or keypad (if applicable) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

10. Traffic Calming

Speed Control and Traffic Calming Policy: District policy 7207.3.7 states that the design of local street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require maintenance and/or license agreement.

Speed Control and Traffic Calming Policy: District policy 7206.3.8 states that collector streets should be designed to discourage speeds above 35 MPH and in a residential area, collector streets should be designed to discourage speeds above 30 MPH. The design of collector street systems should discourage excessive speeds by using passive design elements. If the design or layout of a development is anticipated to necessitate future traffic calming implementation by the District, then the District will require changes to the layout and/or the addition of passive design elements such as horizontal curves, bulb-outs, chokers, etc. The District will also consider texture changes to the roadway surface (i.e. stamped concrete) as a passive design element. These alternative methods may require a maintenance and/or license agreement.

11. Tree Planters

Tree Planter Policy: Tree Planter Policy: The District's Tree Planter Policy prohibits all trees in planters less than 8-feet in width without the installation of root barriers. Class II trees may be allowed in planters with a minimum width of 8-feet, and Class I and Class III trees may be allowed in planters with a minimum width of 10-feet.

12. Landscaping

Landscaping Policy: A license agreement is required for all landscaping proposed within ACHD right-of-way or easement areas. Trees shall be located no closer than 10-feet from all public storm drain facilities. Landscaping should be designed to eliminate site obstructions in the vision triangle at intersections. District Policy 5104.3.1 requires a 40-foot vision triangle and a 3-foot height restriction on all landscaping located at an uncontrolled intersection and a 50-foot offset from stop signs. Landscape plans are required with the submittal of civil plans and must meet all District requirements prior to signature of the final plat and/or approval of the civil plans.

13. Pathway Crossings:

United States Access Board R304.5.1.2 Shared Use Paths. In shared use paths, the width of curb ramps runs and blended transitions shall be equal to the width of the shared use path.

AASHTO's Guidelines for the Development of Bicycle Facilities 5.3.5 Other Intersection Treatments: The opening of a shared use path at the roadway should be at least the same width as the shared use path itself. If a curb ramp is provided, the ramp should be the full width of the path, not including any flared sides if utilized. . . . Detectable warnings should be placed across the full width of the ramp.

FHWA's "Designing Sidewalks and Trails for Access" (1999) reflected common ADA-related concepts: Chapter 6, Page 16-6: The width of the ramp should be at least as wide as the average width of the trail to improve safety for users who will be traveling at various speeds. In addition, the overall width of the trail should be increased, so the curb ramp can be slightly offset to the side. The increased width reduces conflict at the intersection by providing more space for users at the bottom of the ramp.

Request for Appeal of Staff Decision

To request an appeal of a staff level decision, see District policy 7101.6.7 at <https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000>

Request for Reconsideration of Commission Action

To request reconsideration of a Commission Action, see District policy 1006.11 at <https://www.achdidaho.org/home/showpublisheddocument/452/638243231708370000>



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MICHAEL L. BORZICK
GIS MAPPING

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MEMORANDUM

TO: Director of Kuna Planning and Zoning

FROM: Adam Wenger ~ Public Works Director
Michael L. Borzick ~ GIS Manager/Plan Review Manager

RE: Madrone Village

DATE: September 10, 2024

We have reviewed the request of the above applicant. It is noted that specific development plans are not provided except those implied as allowed or permitted in a residential subdivision. Public Works' recommendation is to approve/proceed with this project and address any issues and conditions raised below in connection with this application during plan review. Accordingly, we have provided the following comments:

1. Sanitary Sewer Needs

- a) The City requires connection to all city utilities.
- b) Wastewater from the applicant's property will be treated at the South Treatment Plant (currently), which has sufficient capacity to serve this site at this time. The nearest point of connection for the Madrone Village Subdivision property is at the intersection of N Kay Ave and E Limestone St or at E Limestone St and N Olivine Ave both will discharge into Hubbard Lift Station. When connecting to the sewer system, the applicant shall abide by all relevant inspection, sewer reimbursement policies and agreements and all relevant connection fees. One (1) unit is responsible for one (1) sewer connection fee. 87 units – 87 connection fees.
- c) The developers of this project were asked to complete an offsite project that would remove up to 655 EDU's from the Ten Mile Lift Station and switch the discharge point to the Danskin Lift Station. Without this off-site project Public Works cannot give their approval to move forward with Madrone Villages.
- d) Applicant must conform to City of Kuna Sewer Master Plan.
- e) For assistance in locating existing facilities and understanding issues associated with connection, please contact the GIS Manager at 208-287-1726.

2. Potable Water Needs

- a) The applicant's property is currently vacant and it is required that the applicant connect to City facilities at the commencement of development even though water is greater than 300' away.
- b) The nearest point of connection for the Madrone Village Subdivision property is anywhere along the Kay Road corridor but we would require a loop through N Olivine Ave. When connecting to the water system, the applicant will need to abide by any relevant water reimbursement policies and agreements and any relevant connection fees.
- c) Improvements necessary to provide adequate fire protection as required by Kuna Fire District will be required of the development.
- d) Applicant must conform to City of Kuna Water Master Plan.
- e) For assistance in locating existing facilities, please contact the GIS Manager at 208-287-1726.

3. Pressure and Gravity Irrigation

- a) The nearest point of connection for the Madrone Village Subdivision property is anywhere along the Kay Road corridor and or through N Olivine Ave – connecting to both would be necessary.
- b) Provide adequate request(s) and legal descriptions for annexing and pooling the irrigation water in a phased approach.
- c) For assistance in locating existing facilities, please contact the GIS Manager at 208-287-1726.

4. Grading and Storm Drainage

The following is not required for an Annexation or a Re-zone but will be required when alteration of surface features is proposed (such as grading or paving) in connection with future land use applications:

- a) Please provide a grading and drainage plan which supports and maintains all upstream drainage rights **and all downstream irrigation delivery rights as they presently exist for this property.**
- b) Please provide a storm water disposal plan acceptable to the City Engineer which accounts for the increased storm water drainage. Please provide detail drawings of drainage facilities for review. The city relies on the ACHD Storm water policy as guidance for design.
- c) Any increase in quantity or rate of runoff or decrease in quality of runoff from the site compared to historical conditions must be detained, treated and released at rates no greater than historical amounts.
- d) If offsite disposal of storm water in excess of historical rates or conditions is proposed, or disposed at locations different than provided historically, the approval of the affected entities is required.

5. General

- a) Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties.
- b) State the vertical datum used for elevations on all drawings.
- c) Provide engineering certification on all final engineering drawings.

6. Inspection Fees

An inspection fee will be required for City inspection of the construction of any **public** water, sewer and irrigation facility associated with this development. The developer will still require a qualified responsible engineer to do sufficient inspection to justly certify to DEQ the project was completed in accordance with approved plans and specifications and to provide accurate as-built drawings to the City. The developer's engineer and the City's inspector are permitted to coordinate inspections as much as possible. The current inspection fee is \$1.70 per lineal foot of sewer, water and pressure irrigation pipe and payment is due and payable prior to the City's approval of final construction plans.

7. Right-of-Way

The following conditions are related to these classified streets and future quarter line classified streets and apply at the time of additional development:

- a) It is recommended new and existing approaches onto the classified streets comply with ACHD approach policies.
- b) It is recommended that sidewalk, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, are provided at the time of land-use change or re-development.

8. As-Built Drawings

As-built drawings are required at the conclusion of any public facility construction project and are the responsibility of the developer's engineer. The city may help track changes, but will not be responsible for the finished product. As-built drawings will be required before occupancy or final plat approval is granted.

9. Recommendation

Public Works recommends this property be zoned as requested due to the real capacity issues at the Ten Mile and Danskin Lift Station. Public Works' recommendation is to approve/proceed with this project as it is an enclave parcel which is contiguous to several other larger projects in the area. Additionally, utilities for this project are mostly in place or are being constructed so having parcels that can use said facilities helps keep lines "fresh" and doesn't overextend our maintenance teams to the peripheries of the city.

10. Exhibits

- a. Exhibit A.1 – Vicinity Map
- b. Exhibit A.2 – Topo Map
- c. Exhibit A.3 – Land Value Map
- d. Exhibit A.4 – Lot Size Map
- e. Exhibit A.5 – Soil Slope Map
- f. Exhibit A.6 – Comp Plan Map
- g. Exhibit A.7 – Pathway and Bike Lane Map

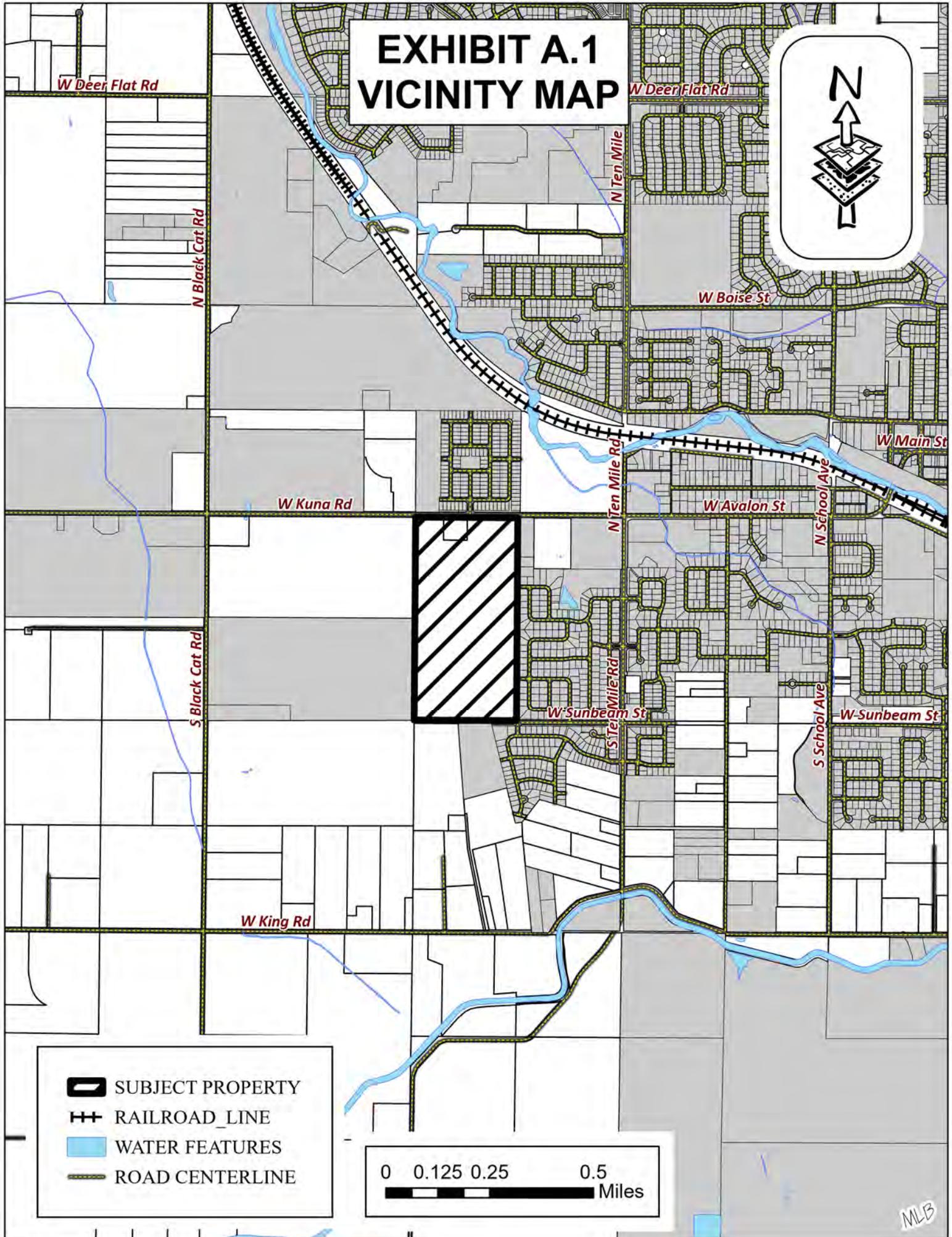
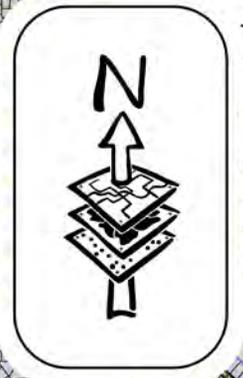
We look forward to working with you on this project. If we may be of further assistance, feel free to contact me at 208-287-1726.

Sincerely,

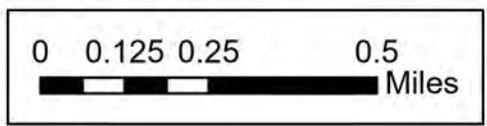
Michael L Borzick

Michael L Borzick
GIS Manager/Plan Review Manager

EXHIBIT A.1 VICINITY MAP

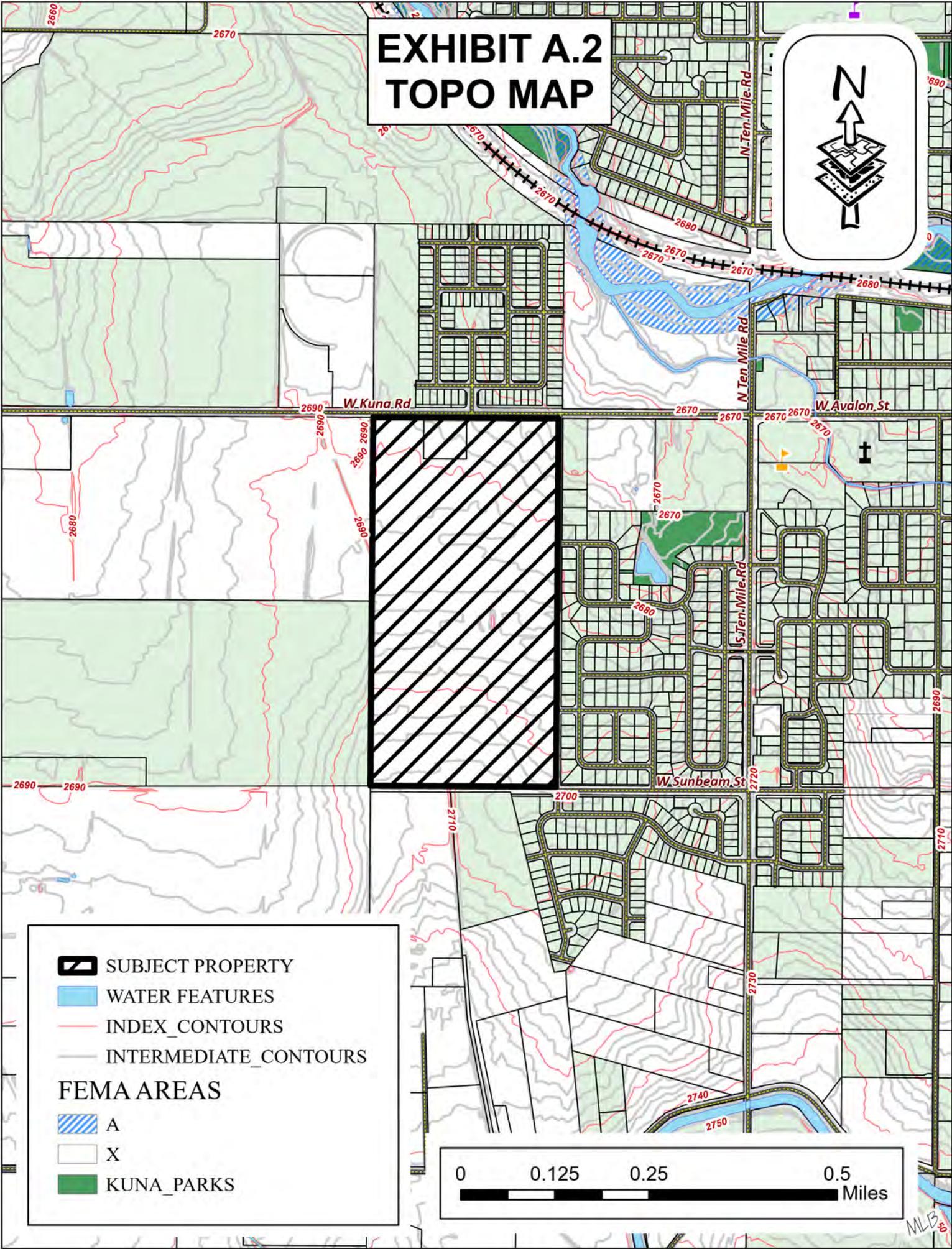
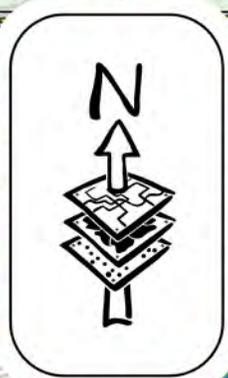


-  SUBJECT PROPERTY
-  RAILROAD_LINE
-  WATER FEATURES
-  ROAD CENTERLINE



MLB

EXHIBIT A.2 TOPO MAP



 SUBJECT PROPERTY

 WATER FEATURES

 INDEX_CONTOURS

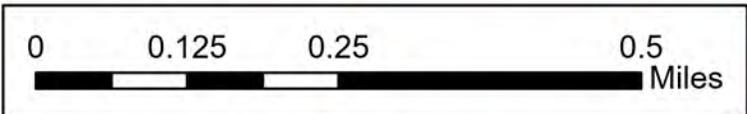
 INTERMEDIATE_CONTOURS

FEMA AREAS

 A

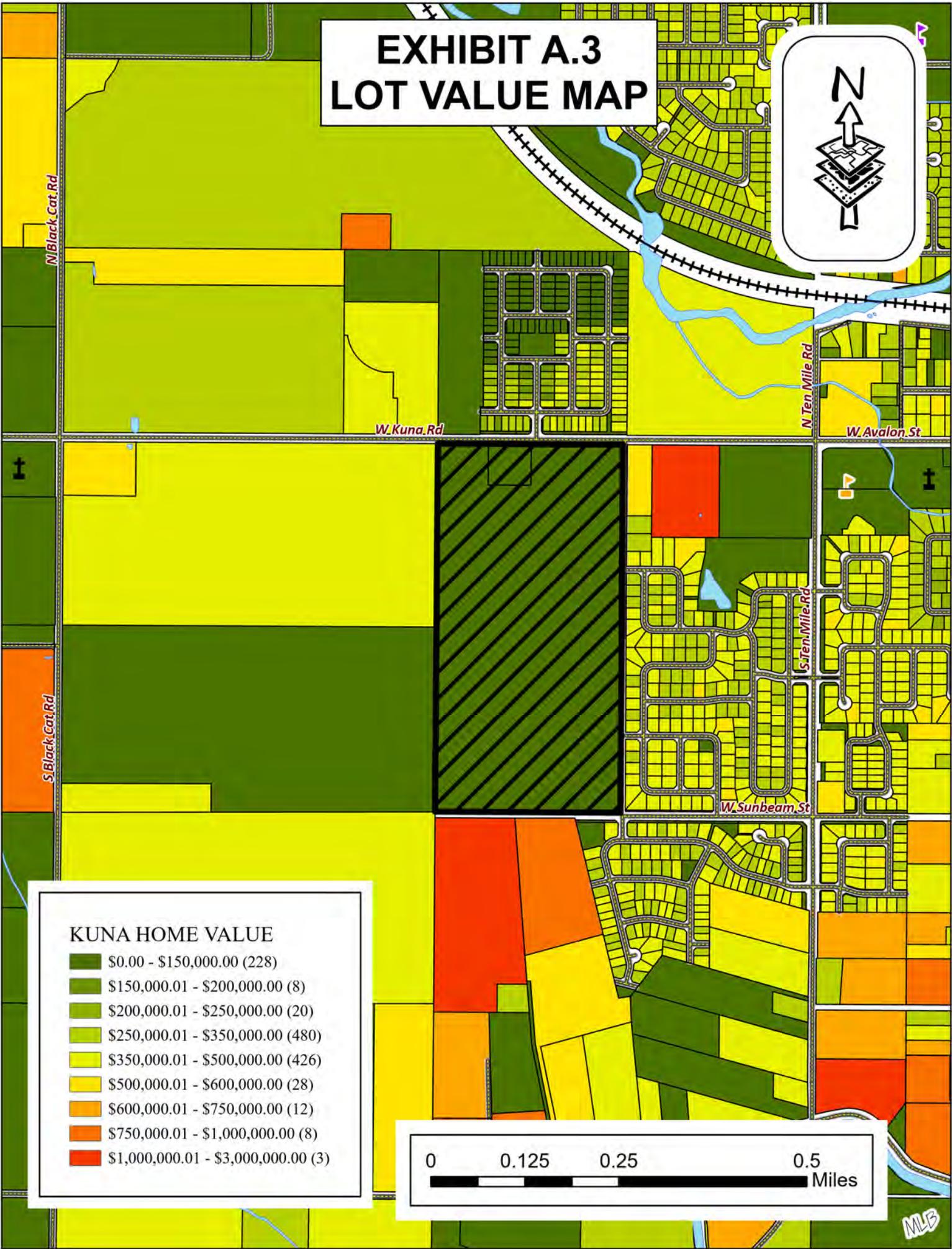
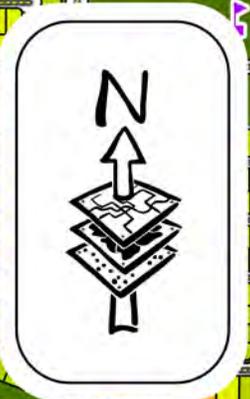
 X

 KUNA_PARKS



MLB

EXHIBIT A.3 LOT VALUE MAP



KUNA HOME VALUE

	\$0.00 - \$150,000.00 (228)
	\$150,000.01 - \$200,000.00 (8)
	\$200,000.01 - \$250,000.00 (20)
	\$250,000.01 - \$350,000.00 (480)
	\$350,000.01 - \$500,000.00 (426)
	\$500,000.01 - \$600,000.00 (28)
	\$600,000.01 - \$750,000.00 (12)
	\$750,000.01 - \$1,000,000.00 (8)
	\$1,000,000.01 - \$3,000,000.00 (3)

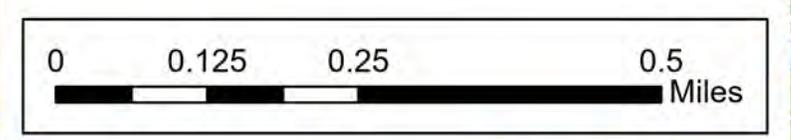
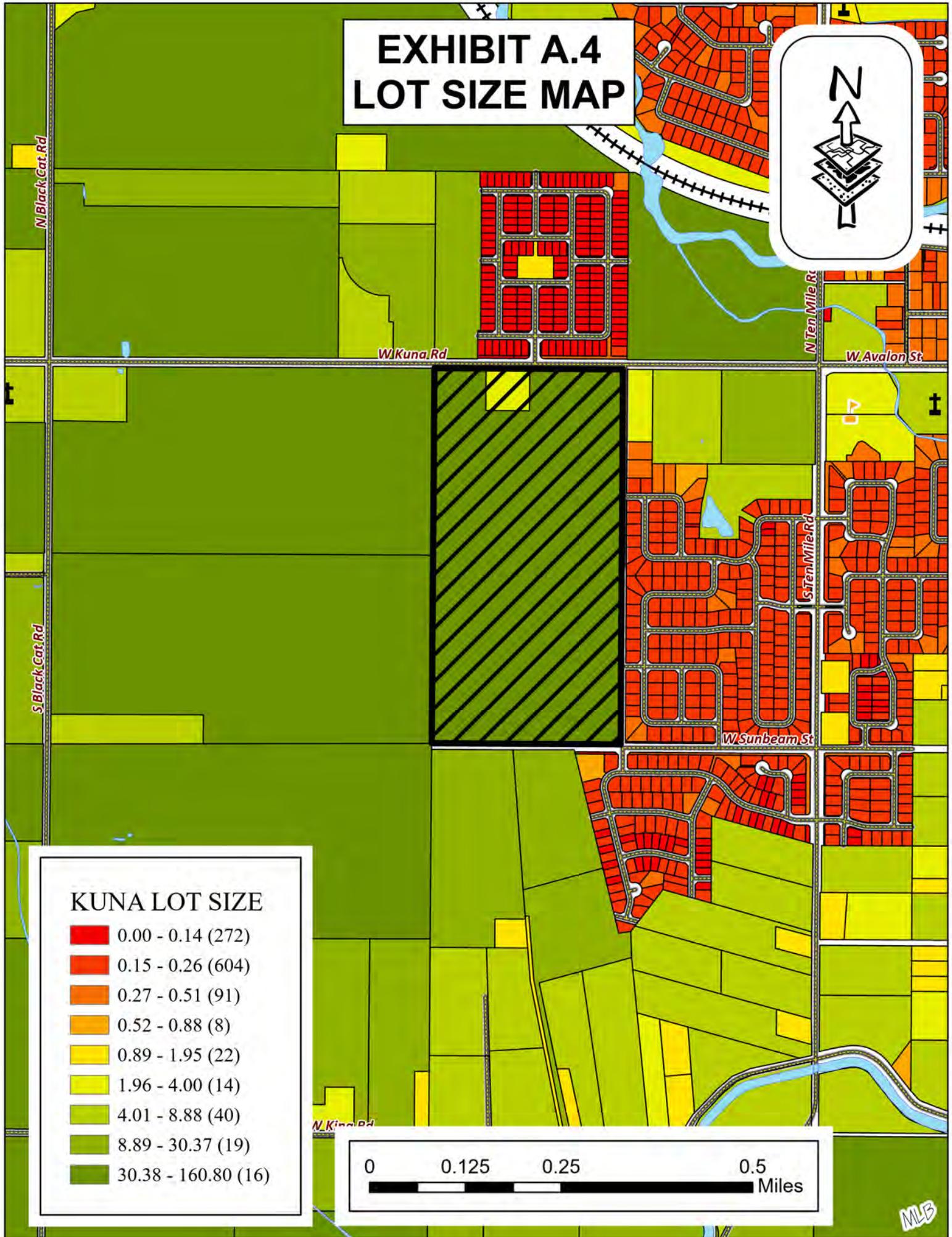
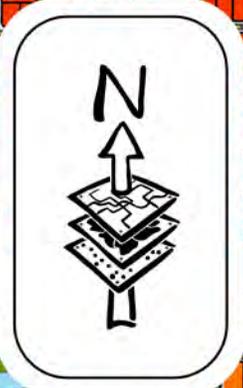


EXHIBIT A.4 LOT SIZE MAP



KUNA LOT SIZE	
	0.00 - 0.14 (272)
	0.15 - 0.26 (604)
	0.27 - 0.51 (91)
	0.52 - 0.88 (8)
	0.89 - 1.95 (22)
	1.96 - 4.00 (14)
	4.01 - 8.88 (40)
	8.89 - 30.37 (19)
	30.38 - 160.80 (16)

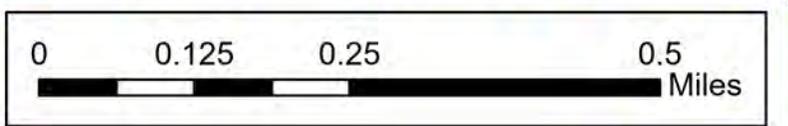
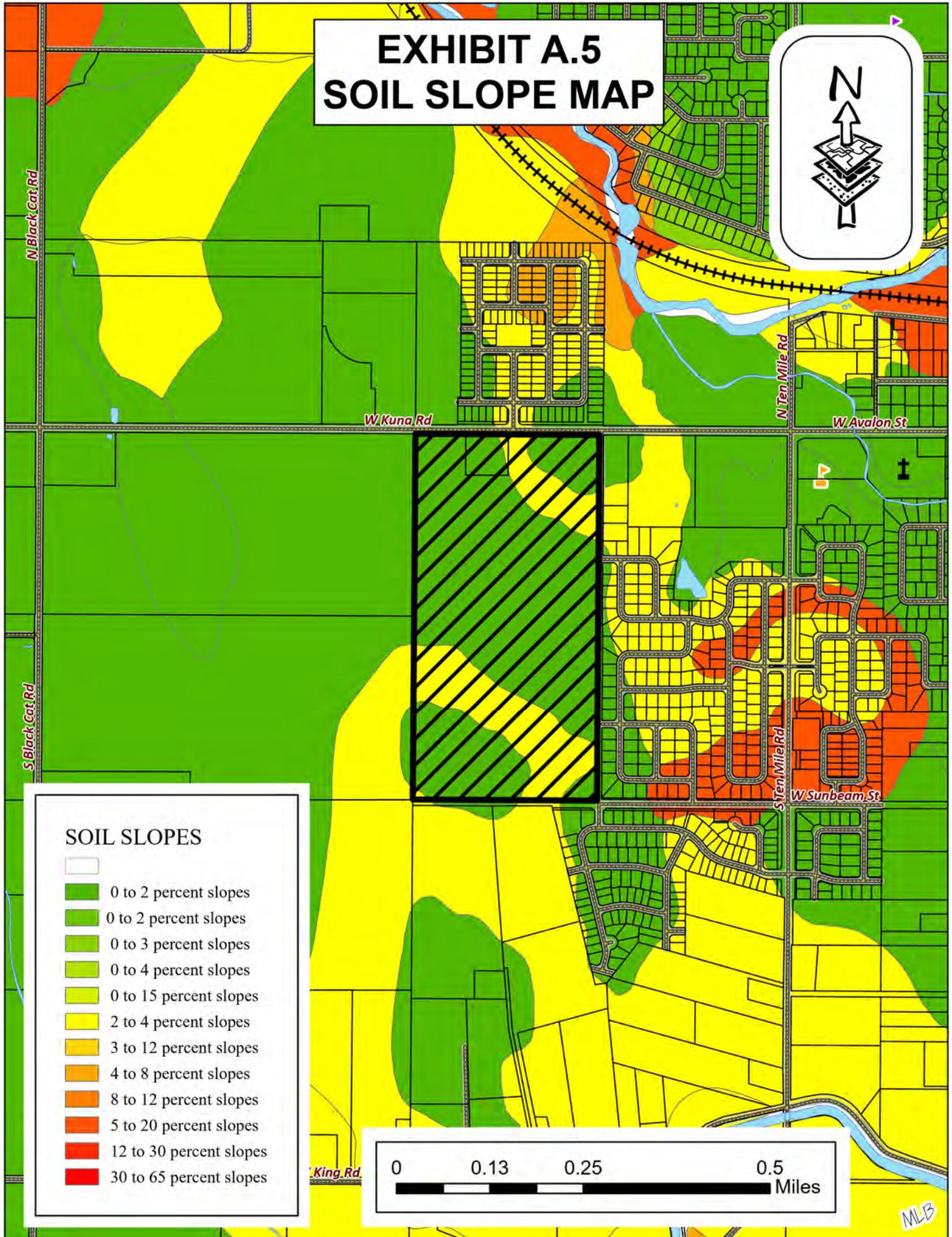
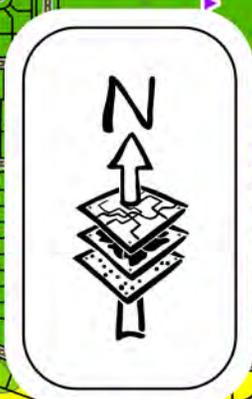
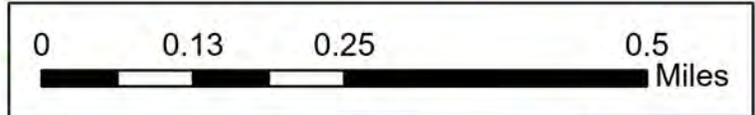


EXHIBIT A.5 SOIL SLOPE MAP



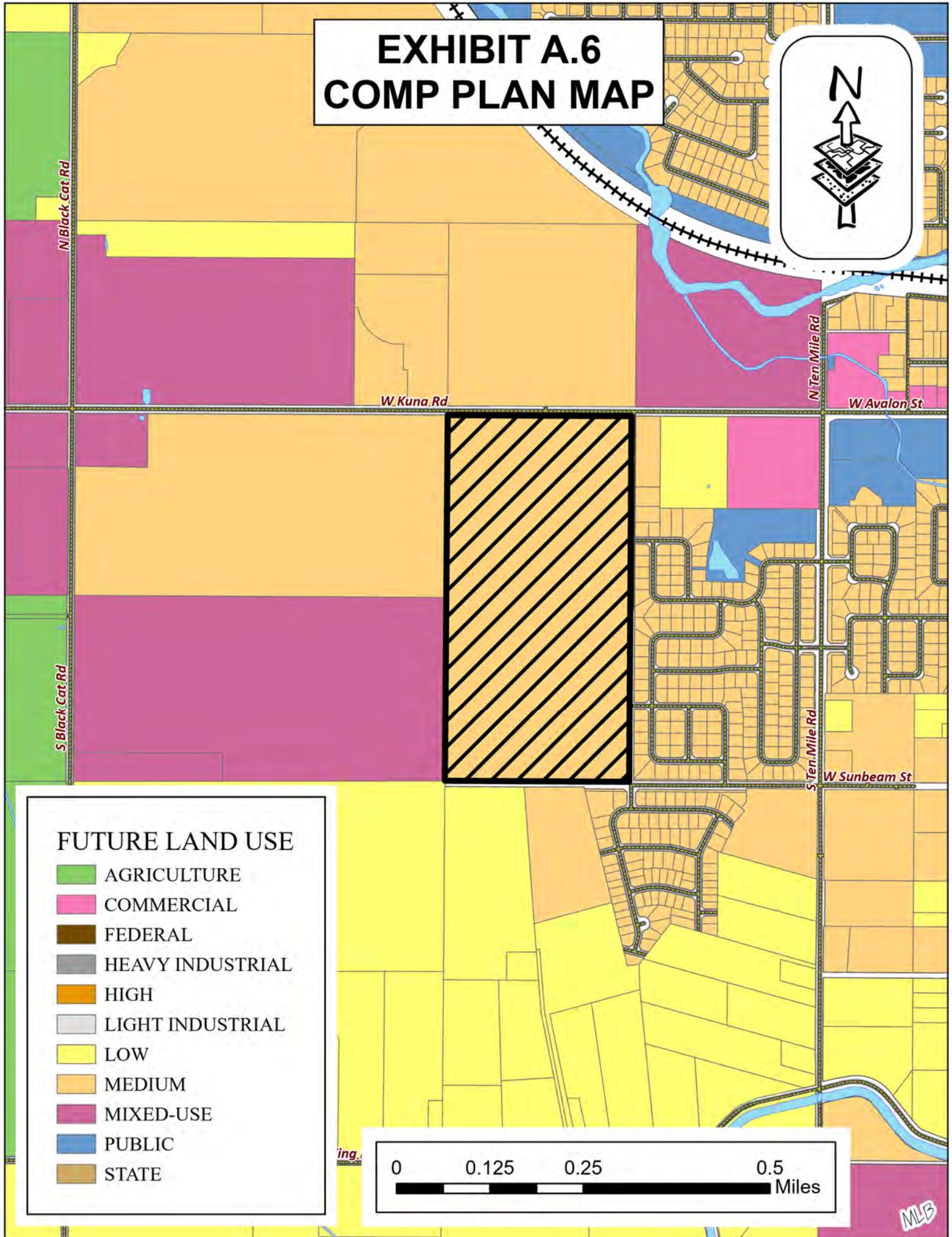
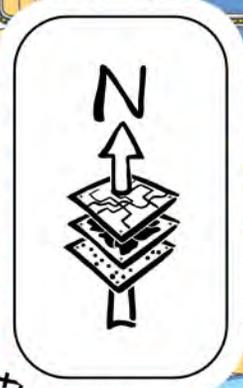
SOIL SLOPES

-  0 to 2 percent slopes
-  0 to 2 percent slopes
-  0 to 3 percent slopes
-  0 to 4 percent slopes
-  0 to 15 percent slopes
-  2 to 4 percent slopes
-  3 to 12 percent slopes
-  4 to 8 percent slopes
-  8 to 12 percent slopes
-  5 to 20 percent slopes
-  12 to 30 percent slopes
-  30 to 65 percent slopes



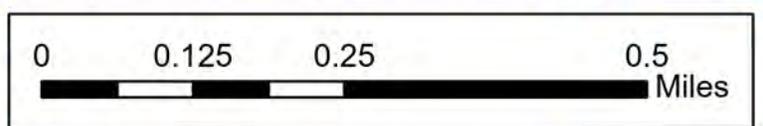
MLB

EXHIBIT A.6 COMP PLAN MAP



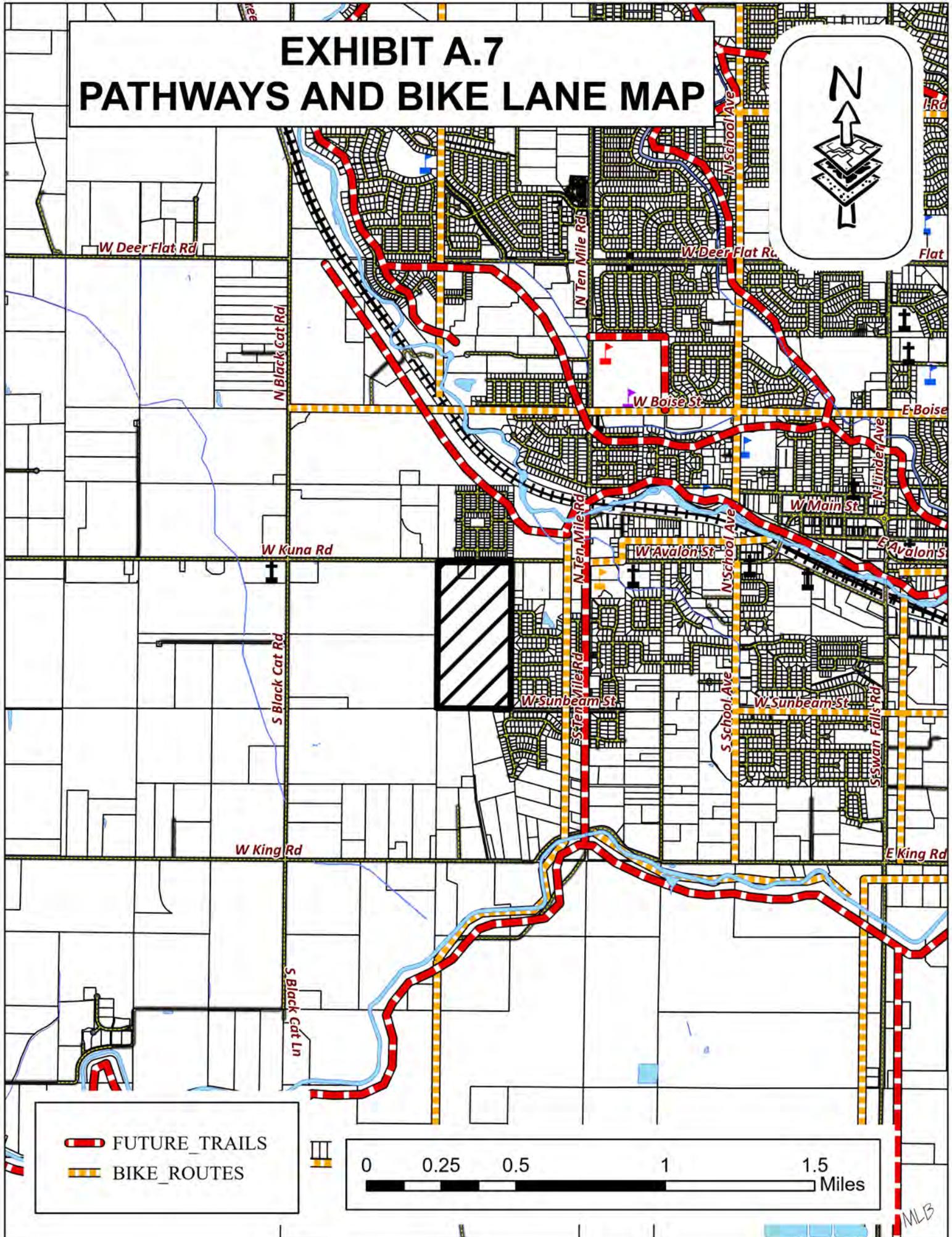
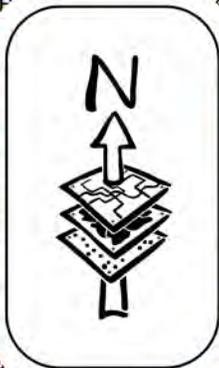
FUTURE LAND USE

- AGRICULTURE
- COMMERCIAL
- FEDERAL
- HEAVY INDUSTRIAL
- HIGH
- LIGHT INDUSTRIAL
- LOW
- MEDIUM
- MIXED-USE
- PUBLIC
- STATE

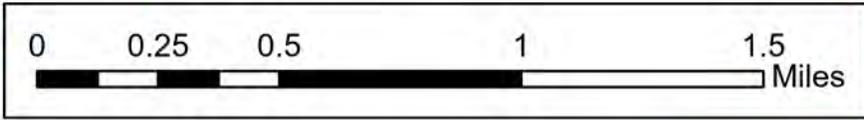


MLB

EXHIBIT A.7 PATHWAYS AND BIKE LANE MAP



 FUTURE_TRAILS
 BIKE_ROUTES



MLB



Kuna School District

Empowering students to lead productive lives.

Date: 2/25/25

RE: Madrone Village

Dear Commissioners and City Council Members,

Kuna School District has reviewed the application for Madrone Village and provides the following comments for your consideration.

To reduce our reliance on bonds and to promote reasonable growth within our district, we seek partnerships with residential developers. Through these partnerships with developers, we hope to mitigate the impact new homes will have on the Kuna School District and our ability to deliver educational services without compromising the quality of service delivery to current residents or imposing substantial additional costs upon current residents to accommodate proposed subdivisions or other developments. (*See Idaho Code §67-6513*).

The developer has not established a partnership with the Kuna School District for this project; therefore, we do not endorse or support this application.

Feel free to reach out to either Mr. Jensen or Mr. Reddy if you would like more information.

Regards,

Jason Reddy and Tim Jensen

Kuna School District Planning Team

Kim Bekkedahl,
Superintendent

Brian Graves,
Asst. Superintendent

Jason Reddy,
Asst. Superintendent

Allison Westfall,
Communications Director

Brad Steadman,
Chief Financial Officer

Kelly Schamber,
Special Education Director

Kevin Gifford,
Curriculum, Instruction &
Assessment Director



KUNA RURAL FIRE DISTRICT

EST. 1951

150 W BOISE ST
PO Box 607
Kuna, ID 83634
PHONE: (208) 922-1144
FAX: (208) 922-1982

Date: 12/24/2024
From: Kuna Rural Fire District

Regarding: Madron Village
Design Review
Preliminary Plat 24-05-S
2021 W Kuna Road, Kuna, ID

Comments: The Kuna Rural Fire District can support the proposed application comprised with mixed use development under the following conditions:

- The Kuna Rural Fire District shall be included in the subsequent residential subdivision phasing and commercial building permit approval process. Final conditions of approval for each residential & commercial subdivision phase will be established during a more detailed review of civil plans with a fire code plan review concurrent with the Public Works Department and Building Department plan review process. See Fire District website for associated fees.
- Subdivision designs shall comply with the adopted commercial fire code at the time of application for plat approvals. All subdivisions shall have emergency services access roadways and firefighting water supplies complying with appendix "D" and "B" of the state adopted fire code. All commercial building permits will be reviewed in collaboration with the City of Kuna Building Official. All fire protection system permits will be deferred under a separate submittal process and issued directly through the Fire District.
- Onsite firefighting water supply shall be available prior to the storage of combustible materials for both residential and commercial subdivisions.

Regards,

Kuna Rural Fire District
150 W Boise Street
Kuna, ID 83634
1.208.922.1144