

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, June 24, 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 June 10, 2025

B. Decision and Reasoned Statement(s)

1. Case No. 25-01-AN, 25-02-S & 25-03-DR Crimson Square
2. Case No. 25-01-CPF Paul Bunyan
3. Case No. 25-07-DR Jimmy Johns
4. Case No. 25-11-DR Valor Classic Academy
5. Case No. 25-16-DR Burger King

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 Nos. 24-07-AN (Annexation) for Star Acres No. 3 – Jessica Hall, Economic & Community Development Specialist

Applicant requests annexation of approx. 37.5 acres with an M-1 (Light Industrial/Manufacturing) zone. The subject site is located at 5434 W Barker Road, SEC 5, T2N, R2E.

Potential Motions:

- *Motion to recommend approval/recommend denial of Case No. 24-07-AN with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

B. Case Nos. 22-07-ZC, 22-15-S, & 22-34-DR (Rezone, Preliminary Plat, & Design Review) for Gallica Heights Subdivision – Troy Behunin, Senior Planner

Applicant requests approval to Rezone approx. 132.5 acres from Agriculture to the R-4, R-6 & C-1 zones. Applicant also requests Preliminary Plat approval in order to subdivide the lands into 514 Residential Lots, 103 Common Lots, 20 Common Driveways, 1 Commercial Lot, 1 City Park Lot and 1 School Lot. The site is located within Section 10, Township 2 North, Range 1 West, APN's S1310223100, S1310233700, and S1310233610.

Potential Motions:

- *Motion to recommend approval/recommend denial of Case Nos. 22-07-ZC and 22-15-S, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to approve/deny Case No. 22-34-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

4. BUSINESS ITEMS:

A. Case No. 25-09-DR (Design Review) for Journey's End Park Site – Doug Hanson, Planning & Zoning Director

Applicant requests Design Review approval to modify the approved open space for Lot 30, Block 1 located within Journey's End Subdivision No. 3. Located at E Odyssey Street, Kuna, ID 83634 (APN: R4743770160); Section 25, Township 2 North, Range 1 West.

Potential Motions:

- *Motion to approve/deny of Case No. 25-09-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

B. Case No. 25-14-DR (Design Review) for Kuna Mora Industrial – Troy Behunin, Senior Planner

Applicant requests Design Review approval for four industrial flex buildings located near the SWC of E Kuna Mora Road and S Curtis Road (APN: S200640005); Section 6, Township 1 North, Range 1 East.

Potential Motions:

- *Motion to approve/deny Case No. 25-14-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

C. Case No. 25-12-DR (Design Review) for Mo Bettah’s – Marina Lundy, Planner

Applicant requests Design Review approval for a new Mo Bettah's restaurant with a drive through, which is approx. 1,872 square feet and located at 1460 E Deer Flat Road (APN R6949010100).

Potential Motions:

- *Motion to approve/deny Case No. 25-12-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

D. Case No. 25-13-DR (Design Review) for Take 5 – Marina Lundy, Planner

The applicant requests Design Review approval for a new Take 5 oil change facility (minor auto repair), which is approx. 1,517 square feet and located at 1460 E Deer Flat Road (APN R6949010100).

Potential Motions:

- *Motion to approve/deny Case No. 25-13-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

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, June 10, 2025, at 6:00 PM

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ALL AGENDA ITEMS ARE ACTION ITEMS UNLESS OTHERWISE NOTED.

I. CALL TO ORDER & ROLL CALL:

(Timestamp 00:00:12)

Vice Chairman Bryan Clark All right, 6:00, we'll go ahead and call to order the regularly scheduled Planning & Zoning Commission meeting for Tuesday, June 10th, 2025. First on the agenda is roll call.

Planning & Zoning Director Doug Hanson Chairman Dana Hennis...Commissioner Bryan Clark.

Vice Chairman Bryan Clark Present.

Planning & Zoning Director Doug Hanson Commissioner Ginny Greger.

Commissioner Ginny Greger Present.

Planning & Zoning Director Doug Hanson Commissioner Jim Main.

Commissioner Jim Main Present.

Planning & Zoning Director Doug Hanson Commissioner Bobby Rossadillo.

Commissioner Bobby Rossadillo Present.

COMMISSIONERS PRESENT

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

CITY STAFF PRESENT

Doug Hanson, Planning & Zoning Director
Troy Behunin, Senior Planner
Marina Lundy, Planner
Matt Johnson, City Attorney

2. CONSENT AGENDA:

All items listed are routine and acted on with one (1) Motion by the Commission; there will be no separate discussion unless the Chairman, Commissioner, or Staff requests it be removed. Removed items will be placed under Business unless otherwise instructed.
(Timestamp 00:00:35)

A. Regular Commission Meeting Minutes Dated May 27, 2025

Potential Motion:

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

(Timestamp 00:00:35)

Vice Chairman Bryan Clark All right, first on the list is the consent agenda.

Commissioner Bobby Rosadillo I'll make a motion that we approve the consent agenda.

Commissioner Jim Main I'll second.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark Motion passes.

(Timestamp 00:00:41)

Motion To: Approve the Consent Agenda

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

3. PRESENTATIONS:

(Timestamp 00:00:51)

A. Idaho Transportation Department SH69 Corridor Traffic Study Presentation

Vice Chairman Bryan Clark All right. First on the agenda this... or next on the agenda this evening is a presentation on the Idaho Transportation Department SH69 Corridor Traffic study. And if you'd say your name and address for the record, please.

Mark Wasdahl, Idaho Transportation Department Mark Wasdahl, Idaho Transportation Department, 8150 Chinden Blvd. Garden City, 83714.

Meagan Romenesko, DKS Associates Meagan Romenesko, DKS Associates. 704 E United Heritage Ct.

Mark Wasdahl, Idaho Transportation Department I would like to thank the Planning & Zoning Commission for hearing our presentation of our project. You see the name Leah Kelsey. She is because this is baseball season. She is on the disabled list and she is not moving very well right now. For our project, we'd like to cover the background and purpose of our study. We're gonna look at traffic and crash history, proposed vision, and public feedback. Our project, looking at the background of the state highway. It was widened from a two-lane rural highway to a four-lane current cross section in two different projects, one in the early 1990s from Amity Rd. north up to the Interstate, and the early 2000s from Kuna all the way to Amity. Due to increased traffic development, crashes, delay times. Background of our project is that we started ours as a traffic study and we sort of did more from there after a while. But we had a corridor vision. We wanted to keep traffic moving. We wanted to allow for safe and efficient access on and off the corridor, and also for multimodal facilities as it became more of a suburban facility. We started our project in 2019. We used the 2045 future year. Our last project we had there in 2000 that we constructed from Kuna to Amity. The document behind that project looked at traffic out to the year 2022. So it was time to look out further and we pretty much exhausted the out years on that document. We wanted to develop a range of conventional and non-standard and people say what's non-standard intersection? If you at State Street and Veterans Memorial Parkway. That's an example where you drive past the light in order to make a U-turn and then continue and then make a right turn instead of making it direct left. So we looked at those in 2019. In 2020 to 2021, we had a virtual open house, and part of an open house is to identify points of controversy as well as points of agreement. And as part of our process, separately with a team, ACHD was not interested in non-conventional high-capacity intersection treatments at that time. We were interested in them. There was pretty much a 5 to 1 dislike of the "Thru-U" intersection we showed which was. As I said before, the example of State Street and Veteran's Memorial. There was some support for an Expressway.

From 2021, 2023 we put a pause on it as ITD internally was debating the efficiency of non-standard intersection treatments which do give you better performance versus driver expectations of conventional intersections. That was actually played out in a separate project, so we sat back and watched them from the sidelines. That was the Karcher Rd. widening project that actually started construction, but because they were a designed for construction project and we weren't, they were the better ones to work forward with our headquarters and make decisions there. Also in the meantime, the City had started a study

looking for a southern extension of Meridian Rd. for a railroad crossing, and so that added some more information we needed to tie into our study.

So then we hit the second phase where we had decisions made to not pursue non-standard intersection treatments. So we rescoped, negotiated, and updated our contract agreement with Six Mile engineering. You'll hear DKS. DKS purchased Six Mile. So for us, they're synonymous for you might be a little confusing to keep throwing different around. In summer of 2024, we adopted the 2050 COMPASS forecast, so we went up five years. Met with technical team there in the summer of '24 and we developed roll plots and cross sections. Those have been something else that was asked of the team, not only by our Development Services department at District 3, but also cities of Kuna and Meridian. They were getting a lot of development applications in and they needed to have a picture and some calculations to show what applicants were going to build to build towards in this corridor.

Also, our headquarters selected a full access scenario, which means access at the mile and at the half-mile, signalization of the half-mile when warranted. And we'll cover that as we go on. We presented that to the technical team in the spring of this year at a virtual open house, April 7th through 21st, which we'll cover at the end of our at our slide deck. And we're doing agency presentations to let agencies, cities, know what we've heard and what our steps are going forward and we're expecting to probably finalize the traffic study next month.

Meagan Romenesko, DKS Associates Okay, so to give you an idea of what the existing and future traffic looks like. So the segment or the project is broken up into kind of two segments. There's the north-south segment, which goes from Overland Rd. to Kuna Rd and then there is the east-west segment that goes from Orchard Ave. to Kuna Rd. And so on the north-south portion of the project on the north end, existing volumes are about 37,000 per day. And looking at the 2050 volumes, those are expected to more than double and be about 77,000 cars per day, which exceeds what we see on Eagle Rd. today. If you look at the east-west portion of the roadway, traffic is actually expected to decrease and we're seeing this because of the plans to extend the Meridian Rd. south of Kuna Rd. and also because of the plans to reconfigure Kuna to a standard four leg intersection and just something to note, there is both of those improvements were included in the COMPASS modeling to develop volumes for the project and our traffic models as well.

So looking at the travel times when driving the corridor existing, it's going to take about 15 minutes for the dominant northbound direction in the morning and 13 minutes for the dominant southbound direction in the PM. If you take the 2050 volumes and you do nothing, we will increase but the travel times will increase by 3 minutes for the southbound PM commute, and they will increase to up to 42 minutes for the northbound commute. If you look at the travel times for the proposed vision that we're sharing with you today, the 2050 travel times for the northbound AM goes to 14.8 minutes, which is just slightly better than what you see existing and 11 minutes for the southbound PM commute.

We did a summary of all the crashes on State Highway 69 between 2019 and 2023, and there were 579 crashes with most of them being intersection related crashes. There were 5 fatalities on the corridor, with 3 at the North End, one of those being Calderwood, and 2 at Victory Rd. And then there was 1 fatality between Columbia and Hubbard and 1 at the Kuna curve. A side note for these crashes, 3 of the 5 fatalities were due to a drug or alcohol impaired driver. This helps give an idea of where the crashes are happening, so a lot of the crashes are concentrated at the North End of the corridor. That's the higher

volume section of the corridor. So that makes sense. And then there's also a lot at the major mile intersections. 47% of the 579 crashes were serious crashes, meaning that they were injury or fatal crashes, which is greater than the Idaho Statewide rate of 31% for all roadways in 2023. This corridor was also marked by ITD as a priority safety corridor because most of the state Highway 69 segments have a greater frequency of crashes compared to similar corridors in Idaho.

So, getting into the proposed vision, so this is for the north-south segment of State Highway 69, the plan is to widen it from 5 lanes to 7 lanes and install a continuous raised median along that whole segment, which will limit access to 'right in- right out' everywhere except the half mile and major mile intersections, which will be full access signalized at the one mile and signalized as needed at the half mile. There will also be a 10-foot multi-use pathway separated by a buffer on both sides of the roadway and then right turns added everywhere for safety at the intersection access points. This is the cross section for that segment, so there will be a 30-to-50-foot landscape buffer outside of the right of way on both sides of the roadway, which will include that 10-foot multi use pathway. In addition to that there's three lanes in each direction with 12-foot lanes and an 18-foot raised median in the middle- and 8-foot shoulders. The existing right of way is ranges from 125 feet to 140 feet and for the cross section above the minimum right of way that we need is 122 feet. So the goal will be to fit the proposed improvements within the right of way where possible; however, in some instances for drainage improvements or additions of right turn lanes or dual left turn lanes, it's likely to require some additional right of way or easements at those locations.

For the East-West portion of the project, the plan is to widen Avalon St. to five continuous lanes, and this section is broken up into two segments, per say. There's a more urban segment between the Orchard Ave. and K Ave. which will have a 7-foot attached sidewalk and then it will transition into a 10-foot multi use pathway between Kay and Kuna and similar to the north-south segment. Here right turn lanes will be added for safety reasons. This is the Kuna Rd. to Kay Rd. Cross section. It's almost identical to the north-south segment cross section with the center turn lane instead of an 18-foot raised median. It's a 14-foot two way left turn lane and of course it's only two lanes in each direction. This is the more urban cross section, which also has a two way left turn lane and two lanes in each direction. But instead of the detached multi use path it has attached curb gutter and then attached 7-foot sidewalk. Here's an example of the 18-foot raised median we went through. We looked at a lot of different median widths for this project and we landed on the 18-foot raised median because it allows for F-350 passenger vehicles. Some would say that's like the Idaho design vehicle, U-turns at the Mid-Mile and Major Mile intersections. Here's an example of that detached 10-foot multi-use path, so this would be at the north-south segment and east of Kay Ave. with it likely with it having at least a 8-foot minimum buffer between the roadway and the multi-use path, but it would likely be larger. And then just reiterating that the Avalon Rd. segment between Orchard and Kay would have 7-foot attached sidewalks instead of the 10-foot multi use path.

The pedestrian crossings at the one-mile intersections and the half mile intersections will be single stage pedestrian crossings and these half mile roadways will be signalized as needed when the volumes warrant signals. There's a few special considerations that we ran into during the project and a few of those being a limited right of way or steep cut and fill slopes, and so some options when we run into this could be to do tiered pathways which would place the multi-use pathway closer to the road, but it would be elevated. And separated by a barrier and in the areas where there's steep slopes you could use retaining walls to help limit the right of way that needs to be taken.

Mark Wasdahl, Idaho Transportation Department During the city of Kuna. Effort to look at the Meridian Road extension. It was identified that the unit curve was not going to be continued with. We go back to, I guess three-way long term four-way intersection standard. If you go back to 1931 when the state built the roadway, it was a four-way intersection then, so we're back to the future. We also are potentially doing a future planning and environmental linkages study. We had worked with COMPASS to put in a grant which is supposed to be announced winners and losers this month, which would cover the extension of the Meridian Rd. down to Kuna-Mora Rd.

For special considerations, when we had originally done the traffic study, we had looked at a high-capacity intersection, Overland Rd. standard intersection will not handle the traffic. It's also problematic because it is so close to the I-84 interchange. ACHD was not interested in putting legs of a continuous flow intersection on Overland. At this point, we wouldn't either. That leaves the only option being going vertical. If the horizontals are ruled out. We know that there was disappointment that we did not include that in. But big picture is on this that with any project you have scope, time, and budget. We didn't budget to go through 3D and also with our original contract and what was advertised and what 6 mile / DKS was awarded on did not include survey work. And once you go to a 3D structure, you need topographic survey and we would not be able to add that on to this existing contract. So we're looking at doing a cooperative project with ACHD or bringing that before them. We're actually presenting to the ACHD Commission tomorrow. We'll get their direct feedback on it, but we have done cooperative projects on intersections before with ACHD. I was on one for the Glenwood and State Street intersection, so we've done them in the past and we'll bring that forward with them. I think our next cooperative meeting with them is in August. So we know this is a highly desired improvement and in terms of the inner interchange there, I'm also managing the project to develop a construction bid packet to put a second northbound on ramp and auxiliary lane on I-84 eastbound, which would exit at Eagle Rd. As part of our study, we determined that we need to put a second right turn southbound lane in. And so that project we just got a floodplain permit. We're pretty much expecting to finish it up in around October. Right now it has a 2031 construction year. It will...our board is meeting on this Thursday. They will see our new proposed 7-year budget in that new 7-year budget. It's still in 2031, but I've been told that it could move up. There is money available. But that's based upon another project we have, which is called the I-84 mobility study. That project is a modeling project. It's looking at I-84 from the Y, west to Garrity.

And the questions are once the Five Mile overpass is taken down, that's the last original 1960s rural overpass it has limited traffic underneath it to four lanes. Everything else is open to five lanes, so this mobility study is looking at do we want to do 5 through lanes? Do we want to do 4 through lanes and an auxiliary lane between each interchange? We don't have any data on that. We want to have it. So we can say which whichever decision we make, we have backing for it. We're also looking at ramp metering, we know that helps the Interstate, but it also can put a lot of traffic back on the local roads. Again, we want to have that specifically part of this to be able to tell the public, Okay, this is what you get if you do this. It's not an advocacy project for either of those, or for the ramp metering, but it's an informational one, so we can make decisions and point to the reasons why.

Meagan Romenesko, DKS Associates Yeah, and just to piggyback off what Mark said a little bit about those two special considerations, the like I mentioned before, the Meridian Road Extension and the Kuna Rd. configuration was included in the compass model and our traffic models. And then the Overland Rd. intersection was assumed to be a high-capacity intersection in the compass model as well as our traffic

models, just to ensure that our models got the appropriate amount of vehicles through overland so that we ensured that the State Highway 69 was sized appropriately for the 2050 volumes. And so we did look at a few other design options with this second phase and between the three design options, the major mile intersections all were signalized intersections. However, what varied between the alternatives was the half mile intersections and what access they had. So there was the full access option at the half mile intersections and then there was a more restricted option where it was restricted to right and right out, left in and then an even more restricted option where it was only right in right out at those intersections. And we did a lot of extensive modeling where we compared the alternatives and what we found was that they all performed really similarly to each other and within one minute of travel, like the travel times were within one minute of each other. It wasn't like phase one where we looked at like more high-capacity intersections like the through turn. The meeting you turns. And there was like, a clear winner. These ones all performed really similar to each other, and what we did see with the full access option was that when you made the half mile intersections, full access vehicles would reroute to those intersections from the major mile intersections, and it actually made those major mile intersections better because less volumes and there was less delay.

Mark Wasdahl, Idaho Transportation Department So our public open house, we had virtual in April 7th through the 21st. 1900 people visited the online meeting site. 135 comment forms were submitted through the web page. 18 people gave comments via e-mail or phone call more or less, the reaction was 55% of participants expressed support, 29% did not, 16% remain neutral. And if you actually dig down into likes, dislikes, converting the unit curve into a standard intersection was unanimous. There were no negatives on that, so we've been telling people if you want a safe project that's not going to be controversial. Remove the Kuna curve, Put a standard intersection there. widening increasing capacity. That was like a 7 to 1. I think that for the most part people wanted that. The ones who did not, they had three different points. They brought up. One was that you can't build your way out of congestion, so don't build it at all. Put transit in instead, or you'll only encourage more growth if you give another lane. For buffered multi-use pathway that one was like 28 positives and 6 negatives. Pretty much the negatives were people envisioning 5-year-olds on bicycles right next to the travel lane instead of being offset. That's tended to be what the negatives were on that. There were likes for a raised median to increase safety. You'll see also down below that people did not like a raised median too. It was more positive than negative, but on the safety side, people liked it. We showed right hand turn lanes and that was another universal everyone like that and concurred with us showing that. Otherwise, overall safety improvement concerns, dislike unanimous that there was disappointment there was no plan for an improvement at Overland Road, and the I-84 interchange. I think we did have a link in our site to the I-84 project we have, but we... that's a safe one also to do something there. Terms of public comments. A lot of people did not like half-mile intersections but signalized. I think in Eagle Rd. That's actually within our IDAPA policy, Idaho Administrative Policy Act on types of highways and access. So there was dislike of the that. A number of people wanted an Expressway to be considered. We had originally looked at that and in the end it did not perform very well on a cost-benefit ratio. It does move traffic better, but also you're in. That's a free flow facility and pretty much it runs you into a non-free facility. Unless you end up putting in a system interchange, which is what we're actually doing at Highway. 16 there and 84, we built the standard. Money came in and they said just build the system interchange so it needs additional pieces to function as an Expressway. There was some requests for acceleration and deceleration lanes. We actually have deceleration lanes, but with the speed of the facility and the spacings of access points. They would

just blend into a single-lane and so it would lose its functionality. And then also there was raised medians. Didn't like that with limit access for the most part, there was a general sense that people on the North End of the corridor felt like they were losing their access, that they have now. They're left-ins to accommodate growth further to the South. And that was pushing a lot of the position to raised medians.

We were surprised that there were a number of people who were we had our first public open house must have been the ones who liked the continuous flow intersections through use and roundabouts and pretty much it was. Don't listen to those naysayers. Put them in. I wasn't really expecting to see those. There was concern about increasing noise and essentially asking about sound walls. Ours is not a construction project that gets handled at the design for construction phase. We know there's port left ends but not left outs at Calderwood. That would actually when looking at any improvements at Overland and Meridian Rd. that's within the intersection influence area and they'll get a second look. There was some lamentation at the loss of a rural environment and rural community as growth hits.

And there were ups and downs on speed limit changes, I've learned that you'll get probably anywhere from 50- to 55% wanting you to go faster and the other ones say you better not, go slower. It's just What you get on comments on speed limit changes the most interesting one was someone saying when you put the 3rd lane in actually a couple of people make the left lane a passing lane because right now you get 2 people who drive the speed limit. No one can speed then it's like no, no, I just not want to encourage speeding, so we would not put that as a passing lane.

So our next step is to complete the traffic study report. There's no funding for improvements identified within the 7-year budget. The new 7-year draft budget just came out an e-mail before I left, so I can't say what's there now, but I don't think they have anything extra. Regular maintenance project is scheduled for '29. I don't know whether that moved since I didn't have a chance to find it, and in February the Idaho Transportation Board approved for staff to pursue a star sales tax anticipated revenue agreement with Brighton Development. We've gave it a key number in our financial document. We're expected to complete it this summer. The agreement is for a maximum of \$35 million of improvements. From what I've heard that they're around the preliminary design phase with ITD one we're at that we have a 30% variance. I've talked to Brighton and they say they have a lesser percent, but they're really looking around \$30 million right now supported by their level of design. It wouldn't all be on Highway 69. It would also be along Lake Hazel, so the ACHD roadway would be approved. Also I managed to miss that meeting today, I had physical therapy instead, that the priority for me. So sometime this summer that we'll have an agreement based upon the developments that they are working on that gets written into the agreement. So we thought we'd get it this June, but they're still designing, which means they're still putting together the agreement.

The last item, there was a Boise Dev article that came out yesterday. We have still another project to look at, Kuna Mora Rd. It's actually a transportation connectivity study. Some of it would look at are we...Do we need to... Would it work better if, like Eagle Rd. went through the soccer fields, etcetera. But it's looking at extending. It's called State Highway 69 extension down to Kuna Mora and then Kuna Mora out to Blacks Creek interchange. Each e have a selected consultant. We're still working through the scope of work. We'd actually look at out to State Highway 45 and Beaumont, we would look at an extension of highway 16 to the South. We'd look at Ten Mile, etcetera, all the way over and it would be a study part of the frustration of media trying to interview us on this is that we're just going to have a white background. We're not doing an alignment study, we're not going through people's properties or houses, its links and

nodes and traffic modeling software, and through that we're looking to see what pieces we need to connect together. I'd recommend looking at the Boise Dev article is going to do a better job than me trying to explain it here. That one is actually looking at a nine month once we go to notice to proceed on our contract. But a lot of planning work being done. At this point, we'll be quiet and stand for questions.

Commissioner Bobby Rosadillo When you looked at the amount of accidents on Meridian Rd. did you see any trends for the causes of those accidents? And if so, is that... were those considered when making these proposed improvements?

Meagan Romenesko, DKS Associates The largest type of accident was rear-end accidents. Outside of, you know, some of the alcohol or drug impaired accidents that caused like head on collisions or like side swipes was also a common one. One thing that will help with the rear-end accidents is adding those right-hand turn lanes everywhere. But yeah, that's rear end accents are pretty common with signals and one of the biggest ways to help them is by adding right turn lanes.

Vice Chairman Bryan Clark Regarding the landscape buffers outside of the right of way. In theory, who would own that? Would that be retained by the agent? The governing agency? Would that go back to ADHD? Would that be with city? Is there any concept on that?

Mark Wasdahl, Idaho Transportation Department I have not read state code but my district engineer assures me that the state code does not permit ITD to maintain pedestrian facilities. We have built them on Chinden as part of the widening project there. I know there's some disagreement as to who actually maintains them. That's above my pay grade for working out who does that. We did put them in because both Meridian and Kuna have Highway 69, a special corridor in their comp plans. I know Kuna has a 50-foot offset for residential, 30-foot for commercial. I think Meridian Rd. or City of Meridian has a 50-foot standard set back and I think both are 10-foot separated pathways, so we've put it in there, just like we have for other widening projects. I did ask about the State legislature passed a bill and I was told that that only affects the prohibition on pedestrian facilities; is only in effect if you are shrinking the size of existing lanes. Because we are adding, we can put pedestrian facilities in like pedestrian facilities. If we were to say take our 12-foot length and shrink them to 11, and then put something in that would be... Go against the statute that was passed by the legislature.

Vice Chairman Bryan Clark Okay, related question. In most of these reaches where we have these buffers, do we already have the existing space or are we looking at potentially having to claim eminent domain? Is this above your pay? Because we... you mentioned that the right of way is 122 feet, that is not inclusive of that 30-to-50-foot buffer. So we're talking about an additional 60 to 100 feet that isn't accounted for... or is it accounted for yet?

Mark Wasdahl, Idaho Transportation Department Actually the pathways we're looking with the separation of... *How many feet is the pathway?*

Meagan Romenesko, DKS Associates *It's a minimum 8-foot separation.*

Mark Wasdahl, Idaho Transportation Department All I can look at is what Brighton's looking at and I know there's sidewalk pathway was added as part of a Meridian project closer to Amity that there's it... looks like when it's being redeveloped, there's room. Potentially, if it's not redeveloped it you could end up in situations like that. I'll say that we don't have projects, some of it is we're waiting for Brighton

Development to come through and understand what work they're doing essentially work around them, that they're doing the first piece in the middle. If you look at our document, at least, I don't think it's changed. They gave project limits from Victory to the north to Columbia and the South, not including the intersections, but the amount of money they have there are they are going to be able to do all that, so... We'll find out as they move forward how much they're actually going to do then I think you end up filling in the pieces after that.

Vice Chairman Bryan Clark Okay...

Meagan Romenesko, DKS Associates One thing I want to add, Leah said something like this might come up. Not totally familiar with this, but she said this so the 30- and 50-foot setbacks are for state highways and assuming that that Meridian Rd. extension gets built, there is, I believe the possibility that it becomes a lower classified road So that that 30-to-50-foot distance decreases. I'm not sure what that value but it would go, it would be less right or less take essentially.

Vice Chairman Bryan Clark So through the areas that we're potentially going to be widening, from Avalon north, The existing facilities that have been that have been entitled in the last 30 years, let's say have sufficient setbacks generally speaking. So it would really only impact any facilities that are potentially still rural in classification is that kind of what I'm hearing?

Mark Wasdahl, Idaho Transportation Department I think just looking at the rural plots that we have, I think Kuna looks clear. There are pinch points as we showed up in Meridian, especially between Harris and Victory when they widened it in 1990. I think we took a 10-foot slice off the front of the Subdivisions there, and we did have some contact. It's like, yeah, there's just, there's not much bike left there. That's why we're looking at... Well, you've got the cut. That you how do you level it and get that to fit in there? So that's going to be some tough engineering in some places. In talking with Brighton, they said do you want us to grade down to road level to put the bike-pedestrian facilities in? And we said no, having vertical difference is fine. I guess as long as when you get down to the next intersection you drop it down to that level. And I think that makes more sense for them more sense for people to have not only horizontal but vertical separation. And I think it makes it less expensive for them to do that.

Vice Chairman Bryan Clark Any other questions?

Commissioner Jim Main Yeah, one question. I don't assume that the Highway 69 extension is going to happen in the next couple of weeks. So, thought process behind the curve that's out there now? The speed limit is 45. Nobody drives 45 around there. Trying to get out of Kuna Rd. and go East into town. You're taking your life in your own hands. Is there any way to reduce the speed limit from, say, Deer Flat all the way into town?

Mark Wasdahl, Idaho Transportation Department Our speed changes are done as a result of studies done by our traffic engineer. I can bring that up I guess as a separate... Probably the Planning and Zoning wants to send a request in to our district traffic engineer. The caveat we give is that they look at current 85 percentile speed and sometimes you end up going faster instead of slower. It's... I think of it as an anti-speed trap. That you because based upon current quote 'safe speed,' so you just can't drop the speed arbitrarily on a facility that looks like it's drivable at that speed limit. But yeah, that's something that we go through our traffic section.

Commissioner Jim Main When we're trying to cross traffic on a curve, it's hard to tell which lane cars are in when they're coming into the curve, and I assume I live close to there and I hear sirens all the time. So I assume that it's not a really safe curve.

Meagan Romenesko, DKS Associates Yeah, one of the fatalities, I can't remember the details exactly of the fatalities, but it was at the Kuna curb, so it's probably something...

Commissioner Jim Main yeah, thank you.

Vice Chairman Bryan Clark Any other questions from the commission? Thank you so much for being here. Appreciate it.

Mark Wasdahl, Idaho Transportation Department Thank you.

Meagan Romenesko, DKS Associates Thank you.

4. PUBLIC HEARINGS:

(Timestamp 00:42:27)

Vice Chairman Bryan Clark Moving to a public our public hearings.

- A. Case Nos. 24-05-S, 24-08-AN, & 24-23-DR (Preliminary Plat, Annexation, & Design Review) for Madrone Village Subdivision – Troy Behunin, Senior Planner -**Continuation from March 11th, 2025.**

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, 38 common lots, 12 common driveways, 1 School Site, 1 City Park and 2 deeded access lots, with an accompanying Design Review Application. The site is in Section 27, Township 2 North, Range 1 West (APN: R7321001040).

Potential Motions:

- *Motion to recommend Approval/Conditional Approve/Denial of Case No. 24-05-S and 24-08-AN, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to Approve/Conditionally Approve/Deny Case No. 24-23-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:42:30)

Vice Chairman Bryan Clark First on the docket this evening, case #24-05-S, 24-08-AN, and 24-23-DR for Preliminary Plat, Annexation, and design review for Madrone Village Subdivision. This is a continuation from our meeting on March 11th, 2025, Troy.

Senior Planner Troy Behunin Thank you, Bryan. For the members of the Commission, this is Troy Behunin. Good evening, Members of the Commission. The applications before you this evening are a continuation from the March 11th, 2025, meeting. They are a request for annexation of approximately 79 acres into the City of Kuna and to apply the R-6 and C-1 zones. The applicant is also requesting preliminary plat approval in order to subdivide the property into 354 single family lots, 38 common lots, 12 common driveways, a school lot, and also a City Park. The site is located near the southwest corner of Ten Mile and Kuna Rds. Staff would like to highlight that the developer is also working with the Kuna Rural Fire District as well as the Charter school for that on site school lot and also working with public... with the Parks and Rec for a City Park.

Tonight's meeting is a continuation and at that meeting on March 11th of this year, the Commission had three requests from the... for the applicant. There were other requests inside those requests, but there were three main ones. One was getting it and it and accepted TIS traffic impact study from ACHD, and there was supposed to be a transition of homes, and the third was a central open space connecting the south part of the site to the north part of the project which the applicant has responded to the Commission's request and also to other outside agencies request and those updated preliminary plat and the landscape plans are included inside the packet and they are also available online for the public. The applicant has also made necessary adjustments to accommodate a 40-foot Boise Project Board of Control easement along the Sunbeam St. and Bead Lily Ave. frontages. An exhibit demonstrating the cross section of those frontages is also included in tonight's packet.

Staff has reviewed the proposed annexation and the preliminary plat design review applications for compliance with Kuna City Code, State Code, and Kuna Comprehensive Plan and should the Commission recommend approval for the annexation and the pre plat applications and approve the design review application staff would recommend that the applicant be subject to the proposed recommended conditions of approval that are outlined within staff's report. The applicant is present tonight. They do have a new presentation to demonstrate their compliance with the Commission's request and also that of Boise Project Board of Control. And I will be here for any questions that you might have.

Vice Chairman Bryan Clark The applicant would like to come forward.

Stephanie Hopkins, KM Engineering Good evening, Mr. Chair, Members of the Commission, Stephanie Hopkins of KM Engineering. Our address is 5725 N Discovery way in Boise. I'm excited to be here this evening. Thank you for having us. We are thrilled that we were able to fulfill the request that we had the last time we met in March. As Troy mentioned, we now have an accepted TIS from ACHD and we have an accepted or final staff report from ACHD as well. The final staff report from ACHD is reflective of what their draft report was so I can. *Troy, I don't give my presentation or if that would be helpful, but.* We've also made some changes based on the Planning & Zoning Commission's recommendation and conversation about the transition and lot sizes.

[Inaudible] Oh, it's on there. Okay. Sorry. I'm playing with your files now.

We resubmitted A revised from our plat that has those changes. So Boise Project Board of Control has a facility that actually crosses through the site will be relocating that to the periphery along Sunbeam and Bead Lily which is the proposed collector roadway that we'd be constructing with this property. This is the original layout that was discussed the last time around north is facing to the right. This is Bead Lily, which is where the 40-foot irrigation easement will be. It stops right about here and then there's a section of it that'll be a long sunbeam, which is the Southern Rd. here. So this is the original layout. This is the revised the. The big thing that you'll notice is that the landscape buffer here along Bead Lily and Sunbeam has been extended 40 feet. So we're going to include some landscaping within that that would include like boulders and some things that we've gotten approved from Boise Project Board of Control. It'll be a really nice buffer as well to the agricultural uses and larger property to the West, which was a discussion we had the last time more of a transition for those properties. We also readjusted some of the lot sizes along this boundary as well to make them a little bit larger we did used to have. We've basically swapped out 24 of these skinnier, the kind of smaller single family residential lots, with the larger standard single family residential lot. So there are now 24 of the larger lots to provide more of a transition and just larger products. And then a smaller lots are still located in this in the center of the subdivision to buffer existing uses.

We did... We heard you on the open space. More in the South part of the development. So we included a nice little pocket park that will provide, kind of, a central open space for folks that's connected with a pathway that goes to the north on the kind of in the center of the site. And we also added a couple of pathways that connect from Sunbeam and the internal sidewalks up to the north to the commercial area. So these are the kind of vegetated areas here. Our rendering shows that those would have trees alongside the pathway north. So those were those are all discussions we had the last time we met with you all and changes we made because of the that discussion.

Let's see, I wanted to discuss there, so this is the revised layout highlighting the change in lot. So the overall lot count changed minorly from 414 to 409, and that was really to decrease the number of common lots that were needed for landscape buffers between like end caps, essentially because we increased the size of losses lots within the development. And then as mentioned, we swapped out those smaller product type for the larger. This is the section that Troy was talking about, so highlighted here. This is what would be along Bead Lily and Sunbeam. So just an extended landscape buffer to provide a nice transition from existing uses and the collector roadway with some landscaping and fencing. And then our standard section here that includes fencing, landscaping same boulder. So it'll be really consistent and carry nicely forward above where the irrigation easement is not located.

So the ACHD staff report we received on April 22nd and the site-specific conditions were the same as they were with the draft report. They are requiring that the school complete its own traffic impact study, which is a standard that's usually required for schools and gives them the opportunity to look at their traffic separately and require any mitigations would be appropriate for that use specifically. And then they'd like to see an updated intersection analysis for Black Cat Rd. and Columbia Rd. And that's prior to the 200 slot. So that would be, you know, one of our later phases probably phase four or five, they want to see that updated intersection analysis before they would sign the final plat for that for that phase.

There was some discussion the last time around about traffic at the Ten Mile and Kuna intersection and just really wanted to highlight that this development will be providing 2 points of access to Kuna Rd. that don't exist now, which will provide a really great option for north-south traffic to not use Ten Mile if

needed and we'll be adding turn lanes and other things to make sure that traffic is able to go in to and from the site efficiently. Another thing that was in the ACHD staff report are the improvements that we already planned on doing. So those are the other site-specific conditions in that report including widening or including Madrone Ave. as the 36-foot St. section. They mentioned the vacation for Yankee Rock, which is unopened right of way on the east side of the site and dedication of Kuna Rd. as well as the construction of Bead Lily, which is the collector on the West side of the site. So we are really excited about this project. It's proposing additional housing options for this area of Kuna will provide a nice site for a charter school and future commercial opportunities which don't currently exist South of the tracks. It's also going to provide major infrastructure improvements that will provide a very important connectivity alternative travel options and if approved, this project could alleviate costs that are associated with infrastructure that will be needed for the fire station. We've had discussions with the Fire Chief and understand that they don't currently have improvements that are related to sewer extension and some other things that are pretty costly within their budget. So it'd be really great to partner with them on this development and I think we, I think that's it. So look forward to your discussion and I'll stand for questions.

Vice Chairman Bryan Clark Any questions to the applicant on this?

Commissioner Jim Main Yeah, if you could, could you kind of walk me through the intersection improvements. It looks to me like we're going East on Kuna Road, across the tracks through town out to Highway 69, correct?

Stephanie Hopkins, KM Engineering Mr. Chair, Commissioner Man.

Commissioner Jim Main Main.

Stephanie Hopkins, KM Engineering Apologies, that's okay. I might need classes I might need to talk through your question a little bit. So you're saying that intersection improvements that would be required for this development or for just in general? so that this is a graphic that was put together by our team to show what ACHD's capital improvements are planned for the city of Kuna. Everything in blue are developments that have been approved or are in process. So everything that we are proposing with our development will be improved so the red is the Bead Lili Collector, Green is Madrone Ave. which is a new a new street for the main point of access to the subdivision that would be completed with ours. And then we're going to be. Completing a section of Kuna Rd. as well as Sunbeam. We're not the traffic impact study and the ACHD staff report didn't require any improvements to intersection specifically with this development, but they did ask that we reanalyze Black Cat in Columbia in the future. So they can assess whether there are mitigations needed at that time. Does that answer your question?

Commissioner Main No.

Stephanie Hopkins, KM Engineering Maybe you could ask again or somebody else on my team knows what.

Commissioner Jim Main No, I've been going through your traffic study here and. Some of the improvements and I'm looking at this sheet.

Stephanie Hopkins, KM Engineering Okay, do you have a page number for chance?

Commissioner Jim Main And some of those intersections on ACHD plan around 15 years for the improvements. And I'm just wondering how we're handling traffic going east on Kuna Rd. Are we going through downtown, Kuna?

Commissioner Jim Main Stephanie Hopkins, KM Engineering options for folks. So I would venture to guess that a lot of people that are traveling East should go to work or whatever in the morning probably won't want to go through downtown Kuna, they may go West and then north or South on Black Cat, *thank you*. Rather than going through downtown Kuna, but again our traffic engineer isn't... didn't find that we would need to make improvements in the intersections there. There's a there is analysis about, you know, what the percentage of traffic is during the PM and AM peak hours and where they would be going and ACHD made their recommendation based on the traffic impact study, so...

Commissioner Jim Main Thank you.

Stephanie Hopkins, KM Engineering Thank you.

Vice Chairman Bryan Clark Any other questions for the applicant at this time? Okay, thank you very much.

Stephanie Hopkins, KM Engineering Thank you.

Vice Chairman Bryan Clark All right. With that, we'll go ahead and we'll open the public hearing at 6:56 here. Is there anybody who wanted to sign up and testify on this application that has not had an opportunity to yet? If you come up in the sign your name, please.

[Brief Silence]

Vice Chairman Bryan Clark All right, first on the list, we have Stephanie Hopkins. *Ah. Thank you.* Next, I believe that sorry if I butcher this bat Huffaker? Pat Huffaker? Thank you. Next on the list we have Cindy Gieson.

Cindy Gieson Good evening, Commissioners. My name is Cindy Geisen. I'm at 1363 S Ash Ave. Kuna, Idaho. I just... Mostly I'm neutral on this. I just had some questions and have made some observations. I'm hoping that you'll pay attention to as you go forward. First the original layout and this other one is seems to be a great improvement. So great work to the staff and the people that consider all those other things. So that was nice to see. I'm just, you know, we get promised a lot of things like land giving land away for certain purposes and for commercial. And so you've made this a multi, you know, use kind of property and in the past we always get burned on the commercial and that side of the tracks. By having commercial there, it might reduce some of the traffic trips the trip in. On these 304 hundred homes, so like in the past, it would be awesome if you can make that a priority before they do a lot of, you know development that they actually have a buyer and people who are going to develop there. And personally I have 2.5 acres and this commercial. This 2.5 acres and what I see in there is a dream. Okay, it's not going to happen. I think the best we'll do is get another Jackson sign. Post it. They're saying coming. So I'd like you to really pay attention to that and make it happen. And let's start a standard of making them do some of that commercial have contracts before they start. You know, digging up the ground I live on ash which has sunbeam going through it and we've fought hard to keep it traffic from dumping in there because we have a very small Rd. that we kind of have to pull over to let other people pass by when we don't want improvement. Because they like their lifestyle, being able to park on the road. So in the past you've

blocked it and I can see a straight path through to our street and it ends at our street. It'll never go to school for a long time. So I'm wondering what kind of if you pay attention to that and what kind of, you know, what are you going to do? I know there's another a person on Sunbeam that might open that up, but before you let it be open, please look at our street and leave it alone and just don't try to. I think they've got a lot of diversion there that might be helpful, but please do something to help us out there because we've already approved something across the street they haven't developed yet, but that was already going to impact our yard, our street greatly. And so finally when we when you guys approve at a Community like this? It seems like you're not paying attention to 5G towers and energy storage areas. If you look at the development that you approved on school, some reason you put it right next to 5G power and you put in lithium batteries surrounding it, which totally degrades the property value. And there's acres next to it, and it's, you know, they're just putting them everywhere. And Ada County is doing new code. And I'd like you not to put any more of those in place around neighborhoods until you update your code. And I think Ada County might come up with some good energy solution, code that actually, if a fire happens even with the fire department there, they aren't going to put this out. The solution has always been let it burn and the 5G towers are harming people. If you do, you do your studies, there's people out there fighting it in Ada County. So that's what I have. Thank you.

Vice Chairman Bryan Clark All right. Next up, Tim Jensen.

Tim Jensen, Kuna School District Tim Jensen with Kuna School District 711 E Porter St. here in Kuna. Just wanted to get up and reiterate our sense in opposition to this. We weren't able to come to an agreement with the developer on this, and I know part of their conversation is by putting a charter school in it takes away that impact and I would say it might lessen the impact, but there's still gonna be kids that come to our schools that are overcrowded. As you guys know, I'm principal at Fremont Middle School and as of right now, we're over capacity in all three of our grades and we barely got done with this school year. And so there is an impact, I know Assistant Superintendent Reddy has been in contact with Mr. Eck and kind of explained the board's wishes for these things and. But anyway, just I know we've spoken about it and you got a letter on. I just want to get up and give that position again and I'll stand for any questions.

Vice Chairman Bryan Clark Thank you, Tim

Tim Jensen, Kuna School District Thank you.

Vice Chairman Bryan Clark Tammy Huff.

[Inaudible In Background]

Vice Chairman Bryan Clark Thank you. And Michael Cline.

Michael Cline Michael Cline, 475 S Mid Pine, Kuna from the Sutters Mill subdivision. That's right next... and I can't believe that the ACHD, or the traffic study, means that nothing is going to be done to the Ten Mile intersection. It's already getting to be a pain at high traffic times and with all those extra houses there, it's going to be... It's going to be much, much worse. I want us to be looking forward. I want something in place for that intersection because it's just going to become an unusable for the people who come in and out of their constantly. Especially with a whole bunch of more cars and people, you know, they were saying that there's other ways to go in and out, but. A lot of people are going to be coming

through Kuna, and that means they're going through that Ten Mile intersection on Kuna. And that that is my main concern. I'm not. I put myself opposed. I'm not opposed to the subdivision. I just want it to be planned better for the traffic because it's going to cause headaches for those who live around it right now. Thank you.

Vice Chairman Bryan Clark Thank you. All right, last call for this application. If there's anybody who wanted to speak and have an opportunity to? We'll go ahead and close the public hearing at 7:05. Stephanie, if you'd care to rebut

Stephanie Hopkins, KM Engineering Thank you, Mr. Chair, Commissioners. The developers up here too. So we'll both kind of tackle the discussion, but I think in regard to Miss Eason's comments. The commercial lots that we're proposing within the development are in the first phase that tenants do tend to follow residential development. So a lot of that stuff, you know, we obviously are excited about the commercial component, think it'll be really great for this part of Kuna and it'll be a really great benefit, but that will depend on the users that come in for the most part we will plot. Though with the first phase and then I just wanted to, I guess, emphasize, and mentioned that we did donate, the developer donated the fire station lot to the Fire district. So that is one expense that they will not have to cover with the bond or otherwise. Let's see the... As far as schools are concerned, I think charter school in this location will be a really nice option for folks. There were quite a few folks that came to the last hearing that were supportive of SAGE in particular, and we're currently driving to Boise to have their children go to the school. I think it'll be a nice it'll add variety to Kuna and provide an option for folks, especially in this part of town, to have their kids go to a school like that and then as far as the Ten Mile intersection, so this project will be developed in about 5 to 6 phases. It'll probably be over a 10-year period. A lot of the roadway improvements will be assessed as the project continues on and there are a lot of developments that are happening in this area that will also contribute to improvements to intersections and the roadways within this area, so. It's not that this project isn't doing any improvements, it's just not being required at this point. beyond that...

Tim Eck Yeah. Good evening, Commissioners. My name is Tim Eck. I am the applicant. I live at 6357 Buena Vista Lane in Star, ID. Within our first phase, we will be providing 2 fully functional 1 as a partial mid-mile collector and the other is a local connections to Kuna Rd. These roads will have... Kuna Rd. be widened with left turn lanes, right turn lanes, acceleration-deceleration lanes. So these intersections that we're providing will be far more functional than the existing Ten Mile Kuna Rd. intersection. The placement of the Falcon Crest Charter School would never be approved today because their accesses on the Ten Mile don't meet any of the offset stand. We'll be able to provide the people that live in Sutter's Mill and the other subdivisions two more points of which they can get onto Kuna Rd. with fully functional intersections versus the two lane two lane with no turn lanes. No left turn lanes. So we mitigate the traffic on that intersection significantly by tripling the connectivity to Kuna Rd. for them. And then with the with the schools, while our charter school that goes in there. It's not going to accommodate K through 12, but it will at full build out accommodate approximately 3 times the amount of students that will be produced by our subdivision. So while we might not be taking care of high school students, we're providing three times the seat capacity of the students that are being generated in the global picture, which will help mitigate the impact on the grade schools and the middle schools. And just provide that charter school option for Kuna residents.

Stephanie Hopkins, KM Engineering I don't have anything to add, thank you.

Tim Eck And the stub of Sunbeam that goes, I believe, where she was talking to Ash Lane is East of Ten mile. Is that correct? Yeah. It's east of 10 mile. So Sunbeam already exists for half mile. And we'll be extending Sunbeam over to Bead Lily. Which will allow any of the traffic that might want to go Sunbeam E It will provide them a connection to be there which is in the mid mile that will get them to the Kuna Rd. So there's just a lot more access to Kuna Road to take them off of Ten Mile and Kuna Rd. And if you have any questions, I'm glad to answer.

Vice Chairman Bryan Clark Any final questions before we go to deliberation?

Commissioner Jim Main I have one question for the traffic engineer. How many trips are generated by this development?

Stephanie Hopkins, KM Engineering Mr. Chair, Commissioner, Main. I'm not the traffic engineer, but I am planner representing the client, our client, so I can look and see. I can't remember offhand. Commissioner Main, I apologize, I don't know exactly where it is in the report. Do you happen to know where it is? And do you have the number?

Commissioner Jim Main No. I wasn't testing you.

[Laughter]

Stephanie Hopkins, KM Engineering I thought maybe it was a little test. I know and I just have the ACHD report with me right here so.

[Brief Silence]

Mr. Chair, Commissioner Main, one of our development team folks is saying it's usually 10 per household, so it'd be around like 3000, probably. So we have...

[Brief Silence]

Senior Planner Troy Behunin Thanks. Hey, Commissioners, this is Troy Behunin, Development Services Department. It is on page one. What the April 22nd, 2025, report from ACDC indicates is it will generate approximately 6053 vehicle trips per day and 484 vehicle trips per hour at the PM and that's just based on the impact study that they've accepted. So we had a significant lot count reduction. But the staff report was based on the original lot count, so how many months we?

Stephanie Hopkins, KM Engineering Have we've lost like 80 lots since the original.

Tim Eck So the numbers are representative of 80 lots more than we actually had.

Chairman Bryan Clark Which, if I heard correctly, is about 800 trips reduction. So we're looking closer to 5200 and 5500 somewhere in there.

Stephanie Hopkins, KM Engineering Correct. Thank you.

Commissioner Ginny Greger I have a question that I don't know if the developers can answer or Troy about how the City Park is going to work with the school.

Senior Planner Troy Behunin For the record, this Troy Behunin, Development Services Department. So that's an excellent question. I can answer part of that. I know that they're working directly with Bobby

Withrow, Parks and Rec, and the developer Tim Eck and his team have collaborated with Parks and Rec, and they will come up with and they've also included a potential school into a three-way agreement. So, for that, I would turn it over to Tim to kind of expound on that, but yes, it's a detailed agreement.

Tim Eck So the plan was to put this park facility right next to the school. So the school will have priority use over the park during session. Which is the time when parks are not generally publicly used and tends to be the time frame when vandalism occurs. So we'll mitigate the vandalism in the public school on the public park by having the school there, supervising, watching and the school using it. Then once school's out of session it's fully open to the public and we work with parks and Rec. We put in all the improvements that are that are laid out on the preliminary plat, the multi-use sports fields and what we have in there.

Stephanie Hopkins, KM Engineering It's just, yeah.

Tim Eck Basketball courts.

Stephanie Hopkins, KM Engineering You have your sports courts and then it's a concept showing like a soccer field.

Tim Eck It's...

Stephanie Hopkins, KM Engineering And a tot lot.

Tim Eck Yeah, it it's sized to be large enough for football, soccer, or lacrosse. So it it's an amazing amenity for the school to have next to it. We have suggested there would be a cost sharing agreement for the maintenance between the school and parks and Rec, so parks and Rec is not picking up the total maintenance cost. The school will be sharing that cost with them.

Commissioner Ginny Greger So a mother that works in the lives in this subdivision and wants to take her three-year-old to the park at 10 AM Monday through Friday is not going to be able to go to that park?

Tim Eck You know the final...All those final details and still have to be worked out with parks and Rec and the school. But the concept was to have the school have the priority use. I don't know that they're going to have issues with mothers with three-year old kids coming over there and using the park when the kids are in school, but they're not going to want mischievous kids out there hanging out, interrupting the school activities.

Commissioner Ginny Greger Okay.

Vice Chairman Bryan Clark So on that note, just real quick, the additional green space, the additional park down at the South end of the track. Was there concept for top lot or any kind of amenities at that location?

Tim Eck We plan on having a top lot in the main park but at the last meeting, Mr. Main inquired about having some sort of an open space up at this end, and at that time before we had this canal leave that we had to add, we had like a 40-foot-wide pathway going through the subdivision. Well, the try and keep everything to fit, we had to squeeze that pathway to a more traditional width pathway, but then we backed out a couple of lots right there and that could be in that particular block or it could be moved to any of the next two blocks, if there was a better location, but we put it in that lot and consume, you know, lost two

residential lots to put it there so that you have that park resting sitting area, but we pretty much just plan on it being you know an open grassy area with landscaping and some benches as requested.

Vice Chairman Bryan Clark Okay, thank you kindly appreciate it. And we have closed testimony. Okay, that brings us to our deliberation.

Commissioner Jim Main I'm kind of torn of that. You know, I appreciate the fact that Tim's willing to donate land to the fire department, which is needed, needed on the other side of the track. And I do like the Charter school there, whether the school district thinks it will alleviate any load to the them or not. I still have issues with traffic. And you know, I see a lot of traffic actually going in Kuna through town out to Highway 69. You've got railroad crossings there. I'm not sure how that's going to work. You know, and I realize we're in several phases here in phase one could take five years to build out, so. Yeah, I'm torn here on creating a traffic problem and the amenities that we can get from this.

Commissioner Bobby Rosadillo I have similar feelings as Jim. My concern is the traffic.

Commissioner Ginny Greger Again, the traffic, but I do agree there's lots more access. Different ways to go, but I still think 10 mile and you know Rd. is going to be a problem because it's already a problem I also see people going out Sunbeam and down Ten Mile to King Rd. That's the best way to avoid the railroad tracks and I honestly I think probably can handle it I absolutely to test the idea of a City Park being used by a charter school. And also the I admire this charter school. I have some people I know that are going to it and I think it's a great charter school, but by only going to the 8th grade. Where do those 9th graders go? Probably the high percent of them will funnel into Kuna High, which is already overloaded, and I just that becomes more of a problem for the. School district. So that's some of my thoughts.

Vice Chairman Bryan Clark And at the end of the day, the unfortunate thing about the traffic is we're in an interesting situation with our relationship with ADHD and You don't get it till you need it is kind of the position we've been put in so that's always the hard conversation when it comes to traffic. I like the... I love the fact as we as we've all stated. Bringing the fire station down here is really important to the community. And having the additional options of the school is good. I really appreciate the effort that the developer and the and their team have put in to reducing the number of lots and creating a better, more usable community. The walkability of this community is admirable and I really appreciate the fact that we've added the additional open space as you enter the track. So I mean. It's a hard it is. It is hard. We're getting tight down there, so...

Senior Planner Troy Behunin For the record, Troy Behunin, just want to touch on just a couple of things real quick for the Commission's consideration. As you pointed out, a lot of a lot of the traffic issues that all communities go through, they're driven by development. Its developer motivated... developers that are motivated to put these developments in and those improvements are on the developers dime so... You know, it's nice to be concerned about traffic. But being concerned about traffic is only half of the issue you also have to think about how it's going to happen when it's going to happen, who's going to fund it, and the fastest way to get improvements is to allow the professionals take care of it. ACHD has reviewed this ITD's reviewed this. ITD has also reviewed the traffic impact study. Whenever a traffic impact study is required by a development anywhere in the city ID also reviews it and they didn't actually have any concerns or they would have commented on it. The other thing is, yeah, this is something that will be tiered. Black Cat and Columbia will also be an intersection that will be re-studied at the 200th lot. Any

idea how far away Black Cat and Columbia is from this project? It's a long way that tells you where ACHD believes most of the traffic will go. A long-time people were started complaining about not having emergency services on the South side of the track. Now developers working with them to not only give them the land, but also to bring those improvements which they haven't planned on. Anyway, I'll stand for any questions if you have any.

Vice Chairman Bryan Clark I think with that I'd stand for a motion.

Commissioner Bobby Rosadillo I'll make a motion to recommend denial of case #24-05-S and 24-08-AN.

Commissioner Ginny Greger I'll second that.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark Thanks. Motion passes to deny... I'm sorry?

Commissioner Jim Main Recommend.

Vice Chairman Bryan Clark Recommend. Yeah, recommended. Recommended recommendation for denial.

(Timestamp 01:24:02)

Motion To: Recommend Denial Of Case #24-08-AN

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Ginny Greger

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

Vice Chairman Bryan Clark Okay, next on the docket this evening. Do we need to make a motion for a short recess or... Okay, I'd Like to take a short 5-minute recess.

~ Enter Recess At 7:24 PM~

~ Exit Recess At 7:29 PM~

Vice Chairman Bryan Clark All right. We'll come out of recess at 7:29 PM and moving on to the next case.

B. Case Nos. 25-02-S, 25-01-AN, 25-03-DR (Subdivision, Annexation, & Design Review) for Crimson Square. - Marina Lundy, Planner

Applicant requests annexation and zoning, subdivision preliminary plat, and design review approval to divide the site into subdivided commercial lots. The site is located on the corner of N Ten Mile Rd and W Deer Flat Rd (APN: S1315449280) S15 T2N R1W.

Potential Motions:

- *Motion to recommend Approval/Conditional Approve/Denial of Case No. 25-02-S and 25-01-AN, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to Approve/Conditionally Approve/Deny Case No. 25-03-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 01:29:48)

Vice Chairman Bryan Clark Next on the docket this evening, item B is case #25-02-S, 25-01-AN, and 25-03-DR for subdivision, annexation, and design review for Crimson Square, Marina.

Planner Marina Lundy Good evening, members of the Commission, Marina Lundy, Planner, Kuna Development Services Department. The application before you this evening requests annexation, preliminary plat, and design review approval for approximately 5.98 acres with a proposed zone of C-1 neighborhood commercial and to subdivide the site into 7 commercial lots and one common lot. The site is located at the corner of N Ten Mile Rd. and W Deer Flat Rd. Staff recommends that there be a clearly identified pedestrian crossing at the entrance on north Ten Mile Rd. That there be a transition from the existing 5 foot sidewalk to the proposed 10 foot sidewalk on N Ten Mile Rd. and that any landscaping that will grow taller than three feet be pulled 10 feet back from the N Ten Mile Rd. and Westland Black Dr. entrances staff would also like to note that the staff report states six commercial plots, which is an error and will be corrected to reflect 7 commercial. Staff has reviewed the proposed application for compliance with Kuna City Code, State Code, and the Kuna Comprehensive Plan, and should the Commission approve the design review application and recommend approval for the annexation and pre plat application and staff recommends the applicant be subject to the proposed recommended conditions as outlined in the staff report. I'll be here for any questions that you have about the application and the applicant is present tonight.

Vice Chairman Bryan Clark If the applicant would like to come forward. You have a presentation this evening.

Glenn Walker Mr. Chair, Members of the Commission, my name is Glenn Walker. I reside at 1831 E Overland Rd. I appreciate the opportunity to speak with you tonight regarding the proposed Crimson Square development. I'm here today on behalf of the owner to respectfully request your approval for the following entitlements, annexation, annexation and zoning, preliminary plat approval, and design review.

Crimson Square is located at northwest corner of Ten Mile Rd. and West Deer flat Rd. the project site consists of approximately 5.9 acres. Currently designated as vacant agricultural land within the rural urban Transition Zoning district. our proposal includes annexing the property into the city of Kuna, Rezoning the parcel to a C-1 neighborhood commercial in alignment with the city's future land use map, subdividing the land into 7 commercial lots and one common lot and beginning the design review process. The property is surrounded by existing commercial and residential uses: north zoned C-1, east zoned R-6, and the South and West is zoned C-1. Existing adjacent roadways include W Crenshaw St. and W Land Black Dr. to the North, N Ten Mile Rd. to the east, and W Deer Flat Rd. to the South. Also, there is North Waspy to the north and Madderlake to the West. The project aligns with the City of Kuna's comprehensive plan, which designates this area as commercial on the future land use map specifically the site development supports the following goals and objectives: Goal #1, is creating a vibrant and economically diverse community which promotes business creation and expansion and relocation, and then also encourages shovel ready commercial parcels with adequate infrastructure; Goal #2 is enhancing the quality of the character of the commercial development and supporting connected well designed commercial areas. The preliminary plat proposes a 10-foot-wide sidewalks along Ten Mile and W Deer Flat for enhanced pedestrian experience. A designated pedestrian crossing at the Ten Mile Rd. entrance, a transition from existing 5-foot to 10- foot sidewalks, landscaping setbacks of 10 feet for plants taller than three feet near the entrances and internal private streets and lot access designed in accordance with the ACHD and City standards.

We are in agreement with Staff's recommendations, conditions of approval, which include coordinating with ACHD and city staff on access, easements, traffic improvements, and lighting. Compliance with Kuna city codes for fencing, landscaping, signage, and utility installation. Commitment to maintain landscaping in a healthy condition year-round and ensuring that all future building projects within the development will go through individual design review. We also held a neighborhood meeting a few months, or a little while ago, and no one was opposed to the development at that time. We understand that the development will set the foundation for future commercial activity in this growing area of Kuna. And we are committed to delivering a high quality, thoughtfully designed project that aligns with the city's long-term vision. On behalf of the owners I want to thank the Commissioners and the city staff for their time, review, and consideration of Crimson Square development. We respectively request your approval of the annexation, preliminary plat, and the design review process. And I appreciate your time and thank you. And I'm here to stand for any questions that you may have.

Vice Chairman Bryan Clark Any questions?

Commissioner Ginny Greger I'm good.

Vice Chairman Bryan Clark Thank you.

Glenn Walker Thank you.

Vice Chairman Bryan Clark Okay, we'll go ahead and we'll open public testimony at 7:35. I've got 1 sign up. Is there anybody else who would like to sign up to testify on this application? I've got Steve Nelson.

Steve Nelson Hi, I'm Steve Nelson, 1849 N Madderlake place. I live right next to Crimson Square. It's a very tiny place and I like the potential. Hope the builder prospers. I hope the residents get to use an

awesome place in the future with those seven commercial lots. I'm just speaking briefly about not just the decision to build and the quality impact when it's done, but the process, how it's done. I may not be able to make other hearings. So I had to speak now. You know, but I really want construction excellence and what I mean by that is in two points, clean and in order too many times from big cities and small towns under the banner of it's under construction, sites are left out of order. Signs are crooked, like that one on the back wall, you know, construction debris is just floating around. There's muddy things left on the road until rain washes it away and it's just not good enough for the people who have to drive by it twice or more a day for a year or more to see that happen. And I ask that the applicant, that the city, that all residents encourage a high standard of keeping the place in order, please, when you're building that and my second point is really about the neighborhood impact by the workers, I hope the workers have a good experience and everybody's safe and make good money and everything. But I've seen too many times even in, very safe, Idaho that some of the workers, especially those coming from outside of Kuna, drink on the job, especially Friday at 5:00. They smoke marijuana on the job, they leave their trash on the job. And when I've got a teenage daughter and her friends walking by, I don't want 20- and 30-year-old construction workers gawking at them and such.

And I just ask it's never too early to plead for common courtesy and respect of the impact you make because they may go back to Nampa or Meridian or Kuna or Boise or whatever, but for the people who live here, we want not just a safe environment from construction debris, we want safe attitudes that make people feel like it's okay to walk around. It's okay to be in town. It's okay to live next door to that construction site. So thank you for the chance to share and I hope quality things happen in decisions, in the process of how it's built, and the following impact. Thank you.

Vice Chairman Bryan Clark Thank you.

Commissioner Bobby Rosadillo Thank you.

Vice Chairman Bryan Clark All right. And if there are no others who would like to testify, we'll go ahead and we'll... *Or? Yeah, if you wouldn't mind signing up then.*

Michael Olsen *Sure.*

Vice Chairman Bryan Clark Okay, go ahead and yeah, we'll pull. It out afterwards. That's fine, that works. *I think that's your pen, right? Okay.*

Michael Olsen Hi, my name is Mike Olson at 2230 E Fairview Ave. Thank you very much, Commissioner, Chairman and Commission for let me rebut some of the things that have come up. Mr. Nelson pointed out in terms of construction excellence and the neighborhood impact and I just wanted to address that. One of our sister companies, the TECO 1 is the Ewing Company. They've been around for 55 years. General contractor. We're held to the highest standards. We do a lot of public work for cities. We've done a lot of the wastewater treatment plants around. We are very stringent on where we demand of our workers and the cities that we work for. Also demand that. And so we're very used to that. And so there won't be a problem with any of that. I did want to address one of the points that Marina brought up in terms of the transition for the 10 foot sidewalk going to the current 5-foot sidewalk on Ten Mile. Actually, ACHD's plans do call for a 10-foot all the way through and so it's just going to be a matter of who gets to the construction. Whether we're there ahead of time or they are, we will work in tandem with them to make sure that that transition, their actual... the current sidewalk is actually presently W it will

move east slightly when it becomes the Ten Mile or 10 foot section. So. All the people we've talked to in terms of this project have all been very supportive. I kind of lack of better terms, but I view this is the West Horseshoe West Point, part of the horseshoe for Kuna Meridian Rd. Coming down, you hit downtown, Ten Mile takes goes back out and there's some very much needed Commercial Services for all of those residents over there and everyone we've talked to has given us their laundry list of what they're looking for. So we're actively working to bring some very good, much needed services there. Thank you.

Vice Chairman Bryan Clark With that, we'll close the public testimony at 7:42. Is there any other further rebuttal from? That was the rebuttal I assume. All right. That brings us to our deliberation.

[Noise From Microphone Activation Followed By Brief Silence]

Commissioner Jim Main *That was me. I turned it off at the break.*

Vice Chairman Bryan Clark *There you go.*

Commissioner Jim Main *There you go.*

Vice Chairman Bryan Clark Questions, Comments?

Commissioner Jim Main You know, I think it's it looks like a good project. I think Ten Mile and Deer Flat is a good location. I think we need to see some more stuff built along Ten Mile so we can get some traffic flowing out that direction as well.

Vice Chairman Bryan Clark Quick question for staff. There was a point in time where public mailers were issued to this area regarding a potential roundabout. Do we know anything about ACHD plans for this intersection?

Planner Marina Lundy I believe that ACHD's long term plan is a roundabout, but I would have to look at their long-term comprehensive plan to confirm that.

Planning & Zoning Director Doug Hanson And for the record, Doug Hanson, Kuna Planning & Zoning. Just a little bit more context, this development has factored in the right of way dedication for whatever that intersection improvement will be.

Vice Chairman Bryan Clark Yeah, no the geometry looks fantastic for that, I just wanted to...

Commissioner Bobby Rosadillo Is that what you guys were going to say?

[Inaudible]

Vice Chairman Bryan Clark Cool, they know. Okay. And that puts this in context as well and it puts the geometry in context of the intersection.

Commissioner Bobby Rosadillo Yeah. I mean the area, it's so small, but with it being in that area, I think commercial is a good use of the, You know, the land.

Commissioner Ginny Greger That lots been empty for a long time and I think that's commercial is a great place. That's a great place for commercial. I and it looks like they've gone to the work to put a lot of thought into what they want in there that would be really good for what the neighborhood could utilize, so...

Vice Chairman Bryan Clark Yeah, personally, I'm kind of torn on it. It is close to home, but it's it is a good use for the space, so... and I can see the benefit to the community at large for it. You know, it's got a gas station only a mile away. But no, I think that is a great a good use for the space. Especially with that, that round about coming down the line, that's not going to be or could be a lot of other options there, so. Yeah. Any other questions for the developer or staff?

Commissioner Jim Main No.

Vice Chairman Bryan Clark Okay, I think I'd stand for a motion.

Commissioner Bobby Rosadillo So I'll make a motion to recommend approval on case #25-02-S and 25-01-AN.

Commissioner Jim Main Second.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark That motion passes.

(Timestamp 01:45:34)

Motion To: Recommend Approval Of Case #25-02-S And 25-01-AN

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

Vice Chairman Bryan Clark And we have one more on this case.

Commissioner Bobby Rosadillo Yeah. I don't see anything that stands out to me there.

Commissioner Jim Main Mr. Chairman, I move that we approve case #25-03-DR with conditions as outlined in the staff report.

Commissioner Bobby Rosadillo I'll second.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark That motion passes. Thanks very much.

(Timestamp 01:46:07)

Motion To: Approve Case #25-03-DR

Motion By: Commissioner Jim Main

Motion Seconded By: Commissioner Jim Bobby Rosadillo

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

C. Case No. 25-01-CPF (Combination Plat) for Paul Bunyan - Marina Lundy, Planner

The applicant is proposing a combo plat in order to further subdivide Lot 1, Block 1, Parcel No. R6949010100, in Paul Bunyan Subdivision.

Potential Motions:

- *Motion to recommend Approve/Conditional Approve/Denial of Case No. 25-01-CPF with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 01:46:30)

Vice Chairman Bryan Clark Okay, next on the list we got case #25-01-CPF combination plat for Paul Bunyan, Marina.

Planner Marina Lundy Good evening, Members of the Commission. For the record, Marina Lundy, Planner, Kuna Development Services Department. The application before you this evening requests combination plat approval to subdivide Lot 1, block 1 of the Paul Bunyan Plaza subdivision which is approximately .96 acres and is already zoned C-2 area commercial. The West side of the lot will be a Mo'Betta's fast food restaurant and the east side will be a Take 5 oil change facility. The site is located at 1460 E Deer Flat Road near the intersection of N Meridian, E Deer Flat. Staff has reviewed the proposed combo plat for compliance with Kuna City code state code and the Kuna Comprehensive Plan. And should the Commission recommend approval of the application, staff recommends the applicant be subject to the proposed recommended conditions as outlined in the staff report. I'll be here for any questions that you have about the application and I believe the applicant is present tonight as well.

Vice Chairman Bryan Clark Okay, was there an applicant presentation?

Jeff Likes, ALC Architecture Not much a presentation, just more of just a kind of just agreeing with staff. Jeff Likes, 1119 E State St. Eagle. ID again before you is a combination preliminary final plat to subdivide the existing lot 1 in the Paul Bunyan Subdivision Deer Flat and Meridian Rd. Right there we have two users for the site that was mentioned and the goal is to create basically 2 lots for those two users to be on their own standalone lot. Neighborhood meeting was held, there was no opposition and no one showed up to that neighborhood meeting. The design review for those two buildings actually, we heard in

two weeks in front of you guys too. So, we agree with staff and their recommendations in the staff report and we'll stand for any questions.

Vice Chairman Bryan Clark Any question or questions to the applicant at this time?

Commissioner Jim Main No questions.

Vice Chairman Bryan Clark Thanks you kindly.

Jeff Likes, ALC Architecture Thank you.

Vice Chairman Bryan Clark All right. Go ahead, we'll open the public hearing for this at 7:48. I currently don't have anybody signed up to testify. Is there anybody that has not had an opportunity to sign up that would like to testify on this hearing? Seeing nobody, we'll go ahead and we'll close the public hearing at 7:49. Not much to rebut this evening.

Jeff Likes, ALC Architecture We're good.

Vice Chairman Bryan Clark All right. To bring us to our deliberation.

Commissioner Bobby Rosadillo Yeah, I don't. I don't see anything with it. I like commercial.

Vice Chairman Bryan Clark Yeah, agreed. And honestly, looking at this application, looking at the landscape plan specifically that there's a good amount of green being added to the site and that's one of my... Always my biggest stopping points for the commercial in general, it's just the concrete jungle effect. There's a good amount of landscaping that's being added to the site to mitigate that.

Commissioner Jim Main So, if I understand correctly, this is just a combo plot tonight,

Vice Chairman Bryan Clark Yes.

Commissioner Jim Main and not design review.

Vice Chairman Bryan Clark Correct. Thank you for reminding me.

Commissioner Jim Main Oh, it's okay.

Vice Chairman Bryan Clark All right. I'll stand for a motion.

Commissioner Bobby Rosadillo I'll make a motion to recommend approval of case #25-01-CPF with the conditions as outlined in the staff report.

Commissioner Ginny Greger I'll second that.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark Any opposed? Motion passes. Thank you.

(Timestamp 01:50:24)

Motion To: Recommend Approval Of Case #25-01-CPF

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Ginny Greger

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

5. BUSINESS ITEMS:

(Timestamp 01:50:45)

A. Case No. 25-11-DR (Design Review) for Valor Classic Academy - Marina Lundy, Planner

Applicant requests Final Plat approval for Valor Golf Village No. 4 which is 75 buildable lots, 7 common lots, and 2 private road lots on 22.98 acres. The property is located at S Five Mile Road and Kuna Road, Kuna, ID 83634 (S1422142000) S22, T2N, R1E.

Potential Motions:

- *Motion to Approve/Conditionally Approve/Deny of Case No. 25-11-DR with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

Vice Chairman Bryan Clark All right. Last on these or second to last on the agenda here we've got under business items, we've got case #25-11-DR design review for Valor Classic Academy.

Planner Marina Lundy Good evening, members of the Commission. For the record, Marina Lundy, Planner, Community Development Services Department. The application before you this evening, requests design approval for the design of a Valor Classic Academy K through 12 school on approximately 5.39 acres already zoned R-6. Medium density medium residential density in the valor community near South Cloverdale Rd. and Kuna Rd. Staff would like to note that the site plan will need to be updated to reflect ADA parking spaces that comply with Kuna city code and trash enclosures that comply with J&M sanitations requirements. Staff has reviewed the proposed site plan for compliance with Kuna City Code and the comprehensive plan, and should the Commission approve the application that staff recommends the applicant be subject to the proposed recommended conditions as outlined in the staff report, and I'll be here for any questions that you have and the applicant is present and has prepared a presentation.

Katrina Kulm, Erstad Architects Good evening, members of the Commission. Katrina Kulm, Erstad architects, 310 N 5th St. Boise. I'm here representing Valor Classical Academy, and we are grateful to be in front of you tonight. I have an entire slide show prepared but being mindful of everyone's time, I do want to give this the due time that it does. But we're excited about this proposal. We're in agreement with

the City Staff report and the honestly, the entire body of Kuna It has been fantastic to work with the school held their own informational meeting for parents and people that were interested about their program and heard nothing but great comments, so we think this is going to be a great add to the Valor community. It is a public charter school and it will have roughly 700 students at a K-12 full capacity build out. We've worked really closely with Mark Tate and M3 development who's doing the Valor subdivision to ensure that this is in alignment with what their future plans are, and obviously what the Kuna code entails. There was a prior approval for the traffic study, so we've accounted for that in the site plan that is in alignment with everything that has been prior has had prior approval including number of parking spaces, bus parking separated from parent drop off lanes, things of that nature, which is normally a concern on the schools. It will be a two-story program. It will be in one building with the future phase identified. Let's see here. We can go through floor plans if interested, but I want to get to the elevations. So we are proposing of brick and stucco facade that will be in alignment with the program that's happening. It should look like a school in our opinion and it should look like a classical school, which is what the program entails. So we want to honor that through the architecture. And we tried really hard to ensure that that speaks to what is happening inside the walls, which I would argue is more important. We are working, like I said, with Mark on what the ultimate materials want to be. There may be a few color changes involved, but again, want to be mindful of the neighborhood being mindful of the scale. There is this main entry here that's facing Tiercel dr. and the main parking lot and we really try to ensure again that sort of traditional look. But bring that scale down to that pedestrian element. So the front door and the glazing all should speak to the to the scale of the parents and the students that are entering. And I think the flat on elevations don't necessarily do it justice. It looks sort of square and boxy, but I think this image here really starts to describe the look and feel that we're really trying to achieve with the overall campus in the school in and of itself, I'd be happy to answer any specific questions on materials or layout, but again I think it's a handsome building and will fit in with the context of the of the subdivision and the rest of the community, and we're excited to be here presenting to you tonight.

Vice Chairman Bryan Clark Thank you. Any questions for the applicant at this time?

Commissioner Ginny Greger I'm a little confused in the business items that talks about 75 buildable lot, 7 common Lots, 2 private lanes, 22.9 acres and then she's talking about a building on 7 acres or five acres or whatever.

Vice Chairman Bryan Clark That's definitely a question for staff, sorry.

Planner Marina Lundy That is the build out for, It looks like Valor Golf Village, #4 in total...

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning & Zoning Director, it looks like that was just an error on the agenda. The blurb is just from a separate project by mistake. That's just a mistake on staff's part. This is purely just for the design of the Valor Classical Academy.

Vice Chairman Bryan Clark Thank you. Any questions for the applicant regarding the... All right. Thank you, kindly.

Commissioner Jim Main I have a question, what do we what do we have for playfields here?

Katrina Kulm, Erstad Architects Oh yeah, absolutely. Let me go back to the site plan here. So it's a little hard to read in this diagram, but you've got a lower school play area adjacent. Which will have

actual playground equipment located in that area. And then you have this large green space that exists behind the building itself. As far as playfields are concerned. Again, part of this will be taken up in a future use. In addition, we're working closely with the overall subdivision and City Park that's going to be adjacent. And then there's additional green space behind the bus parking area. So I think there will be plenty of space on site for all future activities.

Commissioner Jim Main Okay, and this is just for school use, right? Correct?

Katrina Kulm, Erstad Architects The lot that we are building on is just for school use.

Commissioner Jim Main Thank you.

Katrina Kulm, Erstad Architects Yeah.

Commissioner Ginny Greger So, your first build, does that accommodate K through 12, or are you looking at building more to accommodate 7 or 8 through 12?

Katrina Kulm, Erstad Architects Great question, Commissioner. We are accommodating the academic program for K through 12. That future phase is intended to be a gym and associated program locker rooms and things of that nature, so...

Vice Chairman Bryan Clark Zoomed in view here. Any other questions of the applicant this time? All right. Thank you so much. Okay, so onto our deliberation. No public hearing associated with this one right, right? All right.

Commissioner Bobby Rosadillo I usually listen to you for your parking and stuff like that.

Commissioner Jim Main I don't see anything. I think. I think it's a fairly good-looking building. I think it's laid out well. I think it'll be a credit to the community out there and I think it will function well.

Commissioner Bobby Rosadillo Yeah, I agree. I think the building looks really good. You know, I'm looking at the parking as a parent. You know, it's one of the biggest issues that you have dropping off kids or picking up kids and it looks like it's well thought out, you know, separation between the bus drop off and the parent drop off. You know, parking. I don't see any issues with entrance or exit. You know what the building looks, I think looks really good.

[Inaudible]

Vice Chairman Bryan Clark Trying to get a context for where this sits in the world.

Commissioner Bobby Rosadillo Walkways to the future park area walkways around their pedestrian stuff, I think looks pretty well thought out.

Vice Chairman Bryan Clark Yeah, no, agreed. Honestly, I don't have much to say about how it looks. It's a really nice-looking facility.

Commissioner Bobby Rosadillo 4 I'll make a motion to approve case #25-11-DR with conditions as outlined in the staff report.

Commissioner Jim Main I'll second that.

Vice Chairman Bryan Clark All in favor?.

All Commissioners Aye.

(Timestamp 01:50:24)

Motion To: Recommend Approval Of Case #25-01-CPF

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Ginny Greger

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

6. UPDATES & REPORTS:

(Timestamp 02:01:34)

Vice Chairman Bryan Clark That brings us to the end of the business items in the evenings. Are there any updates or reports from staff?

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning & Zoning Director, no updates.

City Attorney Matt Johnson Commissioners, sorry, just real quick, Matt Johnson with the White Peterson, City Attorney's Office filling in for Eric Erickson. Just so you know, Marian had a had a new little one. That's why she's not here. So you might see me a couple of times. I know you've seen me before but you may not remember it, and I also wanted to introduce you to Kelsey Montierth [*Spelling Uncertain*], who's a summer associate in our office and a Kuna native. So just wanted you to know that. These faces were over here.

Vice Chairman Bryan Clark Yeah. Well, thank you. Thank you. Appreciate it

7. ADJOURNMENT:

(Timestamp 02:02:14)

Commissioner Bobby Rosadillo I'll make a motion to adjourn.

Commissioner Ginny Greger I move that we adjourn.

Commissioner Jim Main Second.

Vice Chairman Bryan Clark All right, all in favor?

All Commissioners Aye.

(Timestamp 01:50:24)

Motion To: Adjourn

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Rosadillo, Main, Greger, Clark

Voting Nay: None

Absent: Commissioner Hennis

4-0-1

Dana Hennis, Chairman

ATTEST:

Doug Hanson, Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk.



CITY OF KUNĀ

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

Planning & Zoning Commission Public Hearing Sign-In Sheet
 June 10, 2025 [Continued from March 11, 2025]

Case Nos.: 24-08-AN (Annexation), 24-05-S (Preliminary Plat) & 24-23-DR (Design Review)

Case Name: Madrone Village Subdivision

IN FAVOR	NEUTRAL	IN OPPOSITION
<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify Name: <u>Stephane Hopkins</u> Address: <u>5725 N Discovery</u> City, State, ZIP: <u>Boise ID 83713</u> <input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify Name: <u>Cindy Giesen</u> Address: <u>1363 S. Ash</u> City, State, ZIP: <u>Kuna ID 83634</u> <input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify Name: <u>Tim Jensen (KSD)</u> Address: <u>711 E PORTER ST</u> City, State, ZIP: <u>KUNA, ID</u> <input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name: <u>Pat Huffaker</u> Address: <u>1796 W Yukon Dr</u> City, State, ZIP: <u>Kuna 83634</u> <input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	Name: _____ Address: _____ City, State, ZIP: _____ <input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	Name: <u>Jammie Hough</u> Address: <u>8397 S Old Farm Pl</u> City, State, ZIP: <u>Malden 83042</u> <input type="checkbox"/> Testify <input checked="" type="checkbox"/> NOT Testify
Name: _____ Address: _____ City, State, ZIP: _____ <input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	Name: _____ Address: _____ City, State, ZIP: _____ <input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	Name: <u>Michael Clive</u> Address: <u>475 S Middle</u> City, State, ZIP: <u>Kuna</u> <input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name: _____ Address: _____ City, State, ZIP: _____	Name: _____ Address: _____ City, State, ZIP: _____	Name: _____ Address: _____ City, State, ZIP: _____



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P&Z Commission Hearing Sign-In Sheet
 June 10, 2025

Case No.: 25-02-S, 25-01-AN, 25-03-DR

Case Name: Crimson Square

IN FAVOR	NEUTRAL	IN OPPOSITION
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name [↑] Steve Nelson	Name Michael Olson
Address	Address 1849 N. Maddalake PL	Address 2230 E. Fairview Av
City, State, ZIP	City, State, ZIP Kuna, ID 83634	City, State, ZIP Meridian
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP
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Name	Name	Name
Address	Address	Address
City, State, ZIP	City, State, ZIP	City, State, ZIP



CITY OF KUNA

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P&Z Commission Hearing Sign-In Sheet
 June 10, 2025

Case No.: 25-01-CPF

Case Name: Paul Bunyan Combo Plat

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 APPLICATIONS OF) **Case Nos.:** 25-01-AN (Annexation and
) Zoning), 25-02-S (Subdivision), & 25-03-
CRIMSON SQUARE) DR (Design Review)
)
)
)
Related to the development of real property)
located at N Ten Mile Road (Parcel No.) **DECISION AND REASONED**
S1315449280).) **STATEMENT FOR CRIMSON**
) **SQUARE**

**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 June 10, 2025, the Commission entered recommendations and decisions on the three (3) applications. Thereafter, this Decision and Reasoned Statement was prepared and presented to the Commission on June 24, 2025, for formal adoption of the Commission recommendation and decisions.

**SECTION 2
DECISION**

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

The Annexation and Zoning Application (Case No. 25-01-AN) is hereby *Recommended Approval*.

The Preliminary Plat Application (Case No. 25-02-S) is hereby *Recommended Approval*.

The Design Review Application (25-01-DR) is hereby *Approved*.

**SECTION 3
RECORD OF EXHIBITS AND WITNESSES**

I. List of Exhibits.

- AFFIDAVIT OF LEGAL INTEREST
- ANNEXATION AND ZONING
- ANNEXATION NARRATIVE
- COMMITMENT TO PROTEPERY POSTING
- CRIMSON SQUARE FEASIBILITY REPORT
- CRIMSON SQUARE SUBDIVISION NAME
COMMITMENT LETTER

- DESIGN REVIEW APPLICATION
- LANDSCAPE DRAWINGS
- LEGAL DESCRIPTION
- NARRATIVE
- NEIGHBORHOOD MEETING CERTIFICATION
- PRELIMINARY PLAT APPLICATION
- PRELIMINARY PLAT
- PZ APPLICATION COVERSHEET
- TOPO SURVEY
- TRAFFIC STUDY
- VICINITY MAP
- WARRANTY DEED
- ITD AGENCY COMMENT
- KRFD AGENCY COMMENT
- KSD AGENCY COMMENT
- ACDS AGENCY COMMENT
- IDEQ AGENCY COMMENT
- CDH AGENCY COMMENT
- BPBC AGENCY COMMENT
- ACHD AGENCY COMMENT
- PROOF OF PROPERTY POSTING 1
- PROOF OF PROPERTY POSTING 2
- PROOF OF PROPERTY POSTING 3
- PROOF OF PROPERTY POSTING 4
- PROOF OF PROPERTY POSTING

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Commission June 11, 2024, hearing are as follows, to-wit:

- a. City Staff:
Marina Lundy, Planner
- b. Appearing for the Applicant:
Glenn Walker, 1831 E Overland Rd. Meridian, ID 83642
- c. Appearing in Favor:
Michael Olsen, 2230 E Fairview Ave. Meridian, ID 83642
- d. Appearing Neutral:
Steve Nelson, 1849 N Matterdale Ave, Kuna, Idaho 83634
- e. Appearing in Opposition:
None

**SECTION 4
REASONED STATEMENT**

I. Relevant Criteria and Standards Considered

- a. Relevant City Ordinance Provisions.
 - 1. Kuna City Code 1-14-3
 - 2. Title 5 Kuna City Code, Development Regulations
 - 3. Title 5 Kuna City Code, Chapter 8 Zoning Code, Part 9 Design Review

- b. Relevant Statutory Provisions.
 - 1. Chapter 13 of Title 50, Idaho Code.
 - 2. Chapter 2 of Title 50, Idaho Code
 - 3. Chapter 65 of Title 67, Idaho Code

- c. Pertinent Constitutional Provisions

II. Factual Findings

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

Parcel Number(s):	S1315449280
Future Land Use Map Designation:	Commercial
Existing Land Use:	Vacant/Agricultural
Current Zoning:	Rural Urban Transition
Proposed Zoning:	C-1, Commercial
Development Area:	5.98 Acres
Adjacent Zoning Districts:	North: C-1 (Neighborhood Commercial District) East: R-6 (Medium Density Residential) South: C-1 (Neighborhood Commercial District) West: C-1 (Neighborhood Commercial District)
Adjacent Street(s) Existing & Proposed:	North: W Crenshaw St (Existing), W Lampblack Dr (Existing) East: N Ten Mile Rd (Existing) South: W Deer Flat Rd (Existing) West: N Madderlake Ave (Existing)

Internal Street(s) Existing & Proposed:	None
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

2. Procedural Findings:

Pre-Application Meeting	Held on December 12, 2024.
Agency Comments Request	March 11, 2025.
300 FT Legal Mailer Notice	Sent on May 23, 2025.
Idaho Press Newspaper Published Hearing Notice	Published on May 23, 2025.
Site Posting	Posted on May 24, 2025.
Planning and Zoning Public Hearing	Held on June 10, 2025.
Planning and Zoning Commission Written Recommendation and Decision Entered	Held on June 24, 2025.

b. Relevant Contested Facts.

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

c. Commissions 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 annexation and zoning, preliminary plat and design review are in compliance with Idaho Code, Kuna City Code and the Comprehensive plan.

IV. Conditions of Approval.

1. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to provide public access to the site as this project will have internal private streets, as detailed in the Ada County Highway District staff report.
2. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
3. Applicant shall ensure the proper easement widths on all lots in accordance with KCC 5-9-308.
4. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot.

5. Fencing within and around the site shall comply with KCC 5-8-1005 (unless specifically approved otherwise and permitted).
6. All required landscaping shall be permanently maintained in a healthy 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.
7. 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.
8. 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 5-8-1704 through 1706.
9. 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.
10. Developer/Owner/Applicant is hereby notified this project is subject to Design Review inspections and fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.
11. 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.
12. Connection to City Services (Sewer and Water) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.
13. 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.
14. 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.
15. 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
16. 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 12 inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.
17. Upon City Council's approval, no revisions shall be made to the Final Plat. If revisions are desired, the Applicant shall bring a copy of the changes to Planning and Zoning staff to determine if a new approval is required via the Public Hearing process.
18. Correct and verified as-built (record drawings) drawings shall be required before occupancy or Final Plat approval by City Engineer is granted.
19. Applicant is conditioned to follow the common lot width shown in the preplat dated 2/11/2025.
20. Applicant is conditioned to submit a site plan with a clearly identified pedestrian crossing at the N Ten Mile entrance of the property.
21. Applicant is conditioned to create a transition between the ten (10) foot sidewalk and five (5) foot sidewalk on N Ten Mile Road.

- 22. Applicant is conditioned to keep any landscaping that will grow taller than three (3) feet at least ten (10) feet back from the N Ten Mile Rd. and W Lampblack Dr. entrance.
- 23. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.
- 24. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.

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

Annexations are legislative decisions, and are not subject to judicial review, appeal, or reconsideration.

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) day time 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 PLANNING & ZONING COMMISSION of the City of Kuna at its regular meeting held on the 24th day of June 2025.

Dana Hennis, Chairman

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

IN THE MATTER OF THE APPLICATIONS OF) **Case Nos.: 25-01-CPF (Combination Plat)**
)
)
PAUL BUNYAN)
)
)
)
Related to the development of real property) **DECISION AND REASONED**
located at 1460 East Deer Flat Road (Parcel) **STATEMENT FOR PAUL BUNYAN**
No. R6949010100).)

**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 June 10, 2025, the Commission entered their recommendation on the application. Thereafter, this Decision and Reasoned Statement was prepared and presented to the Commission on June 24, 2025, for formal adoption of the Commission recommendation.

**SECTION 2
DECISION**

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

The Combination Plat Application (Case No. 25-01-CPF) is hereby *Recommended Approval*.

**SECTION 3
RECORD OF EXHIBITS AND WITNESSES**

I. List of Exhibits.

- AFFIDAVIT OF LEGAL INTEREST
- APPLICATION COVERSHEET
- CC&RS
- COMBO PLAT APPLICATION
- DESIGN REVIEW
- ELEVATIONS TAKE 5
- FINAL PLAT 2
- FINAL PLAT 1
- GEOTECH CANAL BRIDGE
- GEOTECH REPORT
- LANDSCAPE PLAN 1
- LEGAL DESCRIPTION

- LOT SPLIT APPLICATION
- MO BETTHAS SITE PLAN
- NARRATIVE
- NEIGHBORHOOD MEETING CERTIFICATE
- PREPLAT CIVIL CONSTRUCTION DOCUMENTS
- PREAPPLICATION REQUEST
- PZ APPLICATION COVERSHEET
- TAKE 5 SITE PLAN
- TIS ORIGINAL
- VICINITY MAP
- WARRANTY DEED
- COMMITMENT TO PROPERTY POSTING
- AGENCY TRANSMITTAL
- SITE POSTING 1
- SITE POSTING 2
- SITE POSTING
- ITD
- DEQ
- BPBC
- CDH
- ACHD
- KSD

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Commission June 10, 2024, hearing are as follows, to-wit:

- a. City Staff:
Marina Lundy, Planner
- b. Appearing for the Applicant:
Jeff Likes, 1119 E. State St., Suite 120, Eagle, ID 83616
- c. Appearing in Favor:
None
- d. Appearing Neutral:
None
- e. Appearing in Opposition:
None

SECTION 4

REASONED STATEMENT

I. Relevant Criteria and Standards Considered

- a. Relevant City Ordinance Provisions.
 - 1. Kuna City Code 1-14-3
 - 2. Title 5 Kuna City Code, Development Regulations
 - 3. Title 5 Kuna City Code, Chapter 8 Zoning Code, Part 9 Design Review

- b. Relevant Statutory Provisions.
 - 1. Chapter 13 of Title 50, Idaho Code.
 - 2. Chapter 65 of Title 67, Idaho Code

- c. Pertinent Constitutional Provisions

II. Factual Findings

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

Parcel Number(s):	R6949010100
Future Land Use Map Designation:	Mixed use, Commercial
Existing Land Use:	Vacant
Current Zoning:	C-2
Proposed Zoning:	C-2
Development Area:	.968 acres
Adjacent Zoning Districts:	North: C-2 (area commercial district), R-6 (medium density residential) East: C-1 (neighborhood commercial district) South: C-2 (area commercial residential) West: C-2 (area commercial residential)
Adjacent Street(s) Existing & Proposed:	North: None East: N Meridian Road South: E Deer Flat Road West: None
Internal Street(s) Existing & Proposed:	N/A
Adjacent Bike/Pedestrian Facilities:	N/A
Adjacent Parks:	N/A

Land Dedication Requirements:	N/A
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2. Procedural Findings:

Pre-Application Meeting	Held on February 27, 2025.
Agency Comments Request	April 14, 2025.
300 FT Legal Mailer Notice	Sent on May 23, 2025.
Idaho Press Newspaper Published Hearing Notice	Published on May 23, 2025.
Site Posting	Posted on May 27, 2025.
Planning and Zoning Public Hearing	Held on June 10, 2025.
Planning and Zoning Commission Written Recommendation and Decision Entered	Held on June 24, 2025.

b. Relevant Contested Facts.

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

c. Commissions 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 Combination Plat application is in compliance with Idaho Code, Kuna City Code and the Comprehensive plan.

IV. 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 the 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 approval of the drainage plan.
 - c. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, “Catalog for Best Management Practices for Idaho Cities and Counties.”
 - d. The Kuna Rural Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Rural Fire District are required.
 - e. The Kuna Municipal Irrigation System (KMIS) 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 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.
 2. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see KCC 5-9-4.
 3. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.
 4. When required, submit a petition to the City (as necessary, confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and request to annex the irrigation surface water rights appurtenant to the property over to the Kuna Municipal Pressure Irrigation System of the City (KMIS).
 5. It is the responsibility of the Developer or his Engineer to coordinate and design for the stricter requirement between agencies and the City of Kuna standards for the entire development
 6. The Developer/Owner/Applicant, and/or 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.
 7. Developer/Owner/Applicant shall follow staff, City Engineers and other agency recommended requirements as applicable.
 8. Developer/Owner/Applicant shall comply with all local, state, and federal laws.

**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) day time 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 PLANNING & ZONING COMMISSION of the City of Kuna at its regular meeting held on the 24th day of June 2025.

Dana Hennis, Chairman

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

IN THE MATTER OF THE APPLICATION OF) **Case No.:** 25-07-DR (Design Review)
)
)
JIMMY JOHN’S)
)
)
Related to the development of real property) **DECISION AND REASONED**
located at 1025 N Jacksonmill Ave (Parcel) **STATEMENT FOR JIMMY JOHN’S**
No. R0539830060).) **DESIGN REVIEW APPLICATION.**

**SECTION 1
INTRODUCTION AND PROCEDURAL BACKGROUND**

THESE MATTERS came before the Planning & Zoning Commission of the City of Kuna (the “Commission”) for Public Meeting on May 27, 2025, the Commission entered a decision on the application. Thereafter, this Decision and Reasoned Statement was prepared and presented to the Commission on June 24, 2025, for formal adoption of the Commission 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 Jimmy John’s (Case No. 25-07-DR) is hereby *Approved*.

**SECTION 3
RECORD OF EXHIBITS AND WITNESSES**

I. List of Exhibits.

- AFFIDAVIT OF LEGAL INTEREST
- APPLICATION COVERSHEET
- DESIGN REVIEW APPLICATION
- ELEVATIONS
- ELEVATIONS - TRASH ENCLOSURE
- LIGHTING PLAN
- NARRATIVE
- SITE & LANDSCAPE PLAN
- VICINITY MAP
- WARRANTY DEED
- ITD

- PW
- AGENCY TRANSMITTAL

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Commission May 27, 2025, hearing are as follows, to-wit:

- a. City Staff:
Marina Lundy, Planner
- b. Appearing for the Applicant:
Trevor Howard, 60 Difficult Drive, Idaho City ID 83631
- c. Appearing in Favor:
- d. Appearing Neutral:
- e. Appearing in Opposition:

**SECTION 4
REASONED STATEMENT**

I. Relevant Criteria and Standards Considered

- a. Relevant City Ordinance Provisions.
 - 1. Title 5 Kuna City Code, Chapter 8 Zoning Code, Part 9 Design Review
- b. Relevant Statutory Provisions.
- c. Pertinent Constitutionnel Provisions

II. Factual Findings

- a. General Factual Findings.

1. Statement of Fact

Parcel Number(s):	R0539830060
Future Land Use Map Designation:	Commercial
Existing Land Use:	Vacant lot
Current Zoning:	C-1
Proposed Zoning:	C-1

Development Area:	.56 Acres
Adjacent Zoning Districts:	North: C-1 East: R-6 South: A West: C-1
Adjacent Street(s) Existing & Proposed:	North: None East: N Jacksonmill Ave South: None West: N Meridian Rd
Internal Street(s) Existing & Proposed:	N/A
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

b. Relevant Contested Facts.

1. No testimony was presented in opposition to the project, 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 Design Review is consistent with the Comprehensive Plan, Future Land Use Map, and Kuna City Code.

IV. 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 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 comply with J&M Sanitations standards for trash receptacles.
11. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.
12. Developer/Owner/Applicant shall comply with Kuna City Code and Idaho State code.
13. Developer/Owner/Applicant is conditioned to submit a trash enclosure plan that complies with J&M Sanitation and Kuna City Code standards.
14. Developer/Owner/Applicant is conditioned to work with staff to maximize the number of shade trees with the expected number to be 2 to 4 trees.

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

Pursuant to KCC 5-8-912, an applicant or affected party may appeal this decision to the Kuna City Council. The applicant or affected party must file a written notice of appeal with the City Clerk stating specifically the decision(s) to be reviewed by the 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 decision is issued and provided in writing to the applicant.

BY ACTION OF THE CITY COMMISSION of the City of Kuna at its regular meeting held on the 24th day of June 2025.

Dana Hennis, Chairman

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

IN THE MATTER OF THE APPLICATION OF)	Case No.: 25-11-DR (Design Review)
)	
)	
VALOR CLASSIC ACADEMY)	
)	
<i>Related to the development of real property</i>)	DECISION AND REASONED
<i>located in the Valor Community near South</i>)	STATEMENT FOR VALOR CLASSIC
<i>Cloverdale Road and Kuna Road (Parcel No.</i>)	ACADEMY DESIGN REVIEW
<i>SI423325425).</i>)	APPLICATION.

**SECTION 1
INTRODUCTION AND PROCEDURAL BACKGROUND**

THESE MATTERS came before the Planning & Zoning Commission of the City of Kuna (the “Commission”) for Public Meeting on June 10, 2025, the Commission entered a decision on the application. Thereafter, this Decision and Reasoned Statement was prepared and presented to the Commission on June 24, 2025, for formal adoption of the Commission 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:

Valor Classic Academy (Case No. 25-11-DR) is hereby *Approved*.

**SECTION 3
RECORD OF EXHIBITS AND WITNESSES**

- I. List of Exhibits.**
- AFFIDAVIT OF LEGAL INTEREST
 - APPLICATION COVERSHEET
 - DESIGN REVIEW APPLICATION
 - LAND DONATION AGREEMENT
 - LANDSCAPE PLAN
 - LIGHTING PLAN 1
 - LIGHTING PLAN 2
 - LIGHTING PLAN 3
 - NARRATIVE
 - SITE PLAN
 - VICINITY MAP
 - AGENCY TRANSMITTAL
 - CDH AGENCY COMMENT

- ITD AGENCY TRANSMITTAL
- J&M AGENCY TRANSMITTAL

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Commission June 10, 2025, hearing are as follows, to-wit:

- a. City Staff:
Marina Lundy, Planner
- b. Appearing for the Applicant:
Katrina Kulm, 310 N 5th St. Boise, ID 83702
- c. Appearing in Favor:
- d. Appearing Neutral:
- e. Appearing in Opposition:

**SECTION 4
REASONED STATEMENT**

I. Relevant Criteria and Standards Considered

- a. Relevant City Ordinance Provisions.
 - 1. Title 5 Kuna City Code, Chapter 8 Zoning Code, Part 9 Design Review
- b. Relevant Statutory Provisions.
- c. Pertinent Constitutionnel Provisions

II. Factual Findings

- a. General Factual Findings.

1. Statement of Fact

Parcel Number(s):	S1423325425
Future Land Use Map Designation:	Medium Density Residential
Existing Land Use:	Vacant (Community under construction)
Current Zoning:	R-6
Proposed Zoning:	R-6

Development Area:	5.393 Acres
Adjacent Zoning Districts:	North: RR East: R-6 South: R-6 West: R-6
Adjacent Street(s) Existing & Proposed:	North: None East: None South: None West: None
Internal Street(s) Existing & Proposed:	W Tiercel Dr (proposed)
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

2.

b. Relevant Contested Facts.

1. No testimony was presented in opposition to the project, 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 Design Review is consistent with the Comprehensive Plan, Future Land Use Map, and Kuna City Code.

IV. Conditions of Approval.

1. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to provide public access to the site as this project will have internal private streets, as detailed in the Ada County Highway District staff report.
2. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
3. Applicant shall ensure the proper easement widths on all lots in accordance with KCC 5-9-308.
4. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot.

5. Fencing within and around the site shall comply with KCC 5-8-1005 (unless specifically approved otherwise and permitted).
6. All required landscaping shall be permanently maintained in a healthy 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.
7. 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.
8. 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 5-8-1704 through 1706.
10. Developer/Owner/Applicant is hereby notified this project is subject to Design Review inspections and fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.
11. 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.
12. Connection to City Services (Sewer and Water) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.
13. 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.
14. 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.
15. 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
16. 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 12 inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.
17. Developer/Owner/Applicant is conditioned to submit an updated site plan that complies with Kuna City Code 5-8-1403 parking standards.
18. Developer/Owner/Applicant will provide an updated site plan for the trash enclosures that complies with J&M Sanitation standards.
19. Developer/Owner/Applicant will comply with all federal, state, and local laws.

SECTION 5
REQUIRED NOTICES TO APPLICANT AND AFFECTED PARTIES

Pursuant to KCC 5-8-912, an applicant or affected party may appeal this decision to the Kuna City Council. The applicant or affected party must file a written notice of appeal with the City Clerk stating specifically the decision(s) to be reviewed by the 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 decision is issued and provided in writing to the applicant.

BY ACTION OF THE CITY COMMISSION of the City of Kuna at its regular meeting held on the 24th day of June 2025.

Dana Hennis, Chairman

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

IN THE MATTER OF THE APPLICATION OF)	Case No.: 25-16-DR (Design Review)
)	
)	
BURGER KING)	
)	
)	DECISION AND REASONED
<i>Related to the development of real property</i>)	STATEMENT FOR BURGER KING
<i>located at 1482 E Deer Flat Rd. Pparcel No.</i>)	DESIGN REVIEW APPLICATION.
<i>R6949010600).</i>)	

**SECTION 1
INTRODUCTION AND PROCEDURAL BACKGROUND**

THESE MATTERS came before the Planning & Zoning Commission of the City of Kuna (the “Commission”) for Public Meeting on May 27, 2025, the Commission entered a decision on the application. Thereafter, this Decision and Reasoned Statement was prepared and presented to the Commission on June 24, 2025, for formal adoption of the Commission 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:

Burger King (Case No. 25-16-DR) is hereby *Approved*.

**SECTION 3
RECORD OF EXHIBITS AND WITNESSES**

- I. List of Exhibits.**
- AFFIDAVIT OF LEGAL INTEREST
 - APPLICATION COVERSHEET
 - DESIGN REVIEW APPLICATION
 - ELEVATIONS
 - GRADING PLAN
 - LIGHTING PLAN
 - NARRATIVE
 - SITE PLAN
 - VICINITY MAP
 - UTILITY PLAN
 - LANDSCAPE PLAN
 - AGENCY TRANSMITTAL
 - TRASH ENCLOSURE PLAN

- DEED
- TRASH ENCLOSURE PLAN
UPDATED
- ELEVATIONS DETAIL PAGE
- ITD AGENCY COMMENT
- J&M SANITATION AGENCY
COMMENT

II. Public Hearing Witnesses.

Witness Testimony: Those who testified at the Commission May 27, 2025, hearing are as follows, to-wit:

- a. City Staff:
Marina Lundy, Planner
- b. Appearing for the Applicant:
Connor Gray, 505 S 7th Ave, Cladwell ID 83605
- c. Appearing in Favor:
None
- d. Appearing Neutral:
None
- e. Appearing in Opposition:
None

SECTION 4 REASONED STATEMENT

I. Relevant Criteria and Standards Considered

- a. Relevant City Ordinance Provisions.
 1. Title 5 Kuna City Code, Chapter 8 Zoning Code, Part 9 Design Review
- b. Relevant Statutory Provisions.
- c. Pertinent Constitutionnel Provisions

II. Factual Findings

a. General Factual Findings.

1. Statement of Fact

III.

Parcel Number(s):	R6949010600
Future Land Use Map Designation:	Commercial/Mixed-Use
Existing Land Use:	Vacant lot
Current Zoning:	C-2
Proposed Zoning:	C-2
Development Area:	.802 Acres
Adjacent Zoning Districts:	North: C-2 East: C-1 South: C-2 West: C-2
Adjacent Street(s) Existing & Proposed:	North: None East: N Meridian road South: E Deer Flat Road West: None
Internal Street(s) Existing & Proposed:	N/A
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

a. Relevant Contested Facts.

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

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

1. None.

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

It is the rationale of the Commission that the Design Review is consistent with the Comprehensive Plan, Future Land Use Map, and Kuna City Code.

V. Conditions of Approval.

1. 1. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to provide public access to the site as this project will have internal private streets, as detailed in the Ada County Highway District staff report.
2. 2. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
3. 3. Applicant shall ensure the proper easement widths on all lots in accordance with KCC 5-9-308.
4. 4. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot.
5. 5. Fencing within and around the site shall comply with KCC 5-8-1005 (unless specifically approved otherwise and permitted).
6. 6. All required landscaping shall be permanently maintained in a healthy 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.
7. 7. 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.
8. 8. 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 5-8-1704 through 1706.
9. 9. Develop/Owner/Applicant is hereby notified this project is subject to Design Review inspections and fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.
10. 10. 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.
11. 11. Connection to City Services (Sewer and Water) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.
12. 12. 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.
13. 13. 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.
14. 14. 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
15. 15. 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 12 inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.
16. 16. Developer/Owner/Applicant is conditioned to submit an updated site plan with ADA parking spaces that comply with Kuna City Code.

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

Pursuant to KCC 5-8-912, an applicant or affected party may appeal this decision to the Kuna City Council. The applicant or affected party must file a written notice of appeal with the City Clerk stating specifically the decision(s) to be reviewed by the 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 decision is issued and provided in writing to the applicant.

BY ACTION OF THE CITY COMMISSION of the City of Kuna at its regular meeting held on the 24th day of June 2025.

Dana Hennis, Chairman

CASE NO. 24-07-AN (ANNEXATION)

STAR ACRES NO. 3

Planner: Jessica Hall

jhall@kunaid.gov

208-922-5546

ALL APPLICATION MATERIALS: [24-07-AN STAR ACRES NO. 3](#)

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 Commission Staff Report

Entitlement(s) Requested:	Final Plat	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Time Extension
Title:	Star Acres No. 3	Application Number:		24-07-AN			
Date:	6/24/2025	Staff Contact:		Jessica Hall			
Owner(s)/Applicant:	Star Acres Properties – Brian Frost	Applicant Contact:		brian.sunriver@gmail.com			
Representative:	William Edwards	Representative Contact:		wedwards9177@msn.com			

Purpose
 Applicant requests annexation of approximately 37.5 acres with an M-1 (Light Industrial/Manufacturing) zone. The subject site is located at 5434 W Barker Road.

Statement of Fact	
Parcel Number(s):	S2005336002
Future Land Use Map Designation:	Industrial
Existing Land Use:	Agriculture with single-family home & outbuildings
Current Zoning:	RP (Rural Preservation)
Proposed Zoning:	M-1 (Light Industrial/Manufacturing)
Development Area:	37.5 acres
Adjacent Zoning Districts:	North: Industrial East: Industrial South: Industrial West: Industrial
Adjacent Street(s) Existing & Proposed:	North: None East: None South: W Barker Road West: S Curtis Road
Internal Street(s) Existing & Proposed:	None
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis
 The Future Land Use Map (FLUM) identifies the subject property as Industrial. The existing zone is RP (Rural Preservation) within Ada County. The proposed zoning for the subject site agrees with the FLUM.

 The Comprehensive Plan (The Plan) identifies Kuna will be economically diverse and vibrant, as well as utilize industrial land use designations to encourage development and expansion of industrial businesses in key

locations. Additionally, The Plan states land uses will support a desirable, distinctive, and well-designed community; with the previous annexation of the East Kuna Industrial parcels, and with this annexation request following the FLUM, the proposed zoning is a complementary and compatible land use.

Staff Analysis

The applicant has submitted this third annexation request in order to provide a useable amount of land for a future Industrial/Manufacturing user. The first annexation, 22-08-AN 5625 W Barker Industrial, was approved by City Council February 7, 2023, and the second annexation, 24-03-AN Star Acres Properties Industrial Park No. 2, was approved by City Council September 3, 2024.

Once a user is identified, said user will submit all required applications for development. Staff also notes that the subject site is located within the East Kuna Industrial Overlay District and shall be required to follow those specific development standards.

Upon staff review, the proposed application meets the requirements and intent of Kuna City Code Title 5, Idaho Code §50-222, Kuna's Future Land Use Map, and Comprehensive Plan. Staff recommend the Commission approve the application with the conditions outlined in this report.

Recommended Conditions of Approval

Check Conditions for project relevancy:

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 the 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 approval of the drainage plan.
 - c. Central District Health Department recommends the plan be designed and constructed in conformance with standards contained in, "Catalog for Best Management Practices for Idaho Cities and Counties."
 - d. The Kuna Rural Fire District shall approve fire flow requirements and/or building plans. Installation of fire protection facilities as required by Kuna Rural Fire District are required.
 - e. The Kuna Municipal Irrigation System (KMIS) 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 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.
2. Installation of service facilities shall comply with the requirements of the public utility or irrigation district providing the services. All utilities shall be installed underground, see KCC 5-9-4.
3. Compliance with Idaho Code, Section §31-3805 pertaining to irrigation waters is required. Irrigation/drainage waters shall not be impeded by any construction on site. Compliance with the requirements of the Boise Project Board of Control is required.

4. When required, submit a petition to the City (as necessary, confirmed with the City engineer) consenting to the pooling of irrigation surface water rights for delivery purposes and request to annex the irrigation surface water rights appurtenant to the property over to the Kuna Municipal Pressure Irrigation System of the City (KMIS).
5. It is the responsibility of the Developer or his Engineer to coordinate and design for the stricter requirement between agencies and the City of Kuna standards for the entire development.
6. The Developer/Owner/Applicant, and/or 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.
7. Developer/Owner/Applicant shall follow staff, City Engineers and other agency recommended requirements as applicable.
8. Developer/Owner/Applicant shall comply with all local, state, and federal laws.

DATED this 24th day of June 2025.



Planning & Zoning Application Coversheet

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



Type of review requested (check all that apply):

<input checked="" type="checkbox"/>	Annexation & Zoning	Comprehensive Plan Map Amendment
<input type="checkbox"/>	Comprehensive Plan Text Amendment	Combination (Preliminary & Final) Plat
<input type="checkbox"/>	Design Review	Development Agreement
<input type="checkbox"/>	Final Plat	Lot Line Adjustment
<input type="checkbox"/>	Lot Split	Planned Unit Development
<input type="checkbox"/>	Preliminary Plat	Rezone
<input type="checkbox"/>	Special Use Permit	Vacation
<input type="checkbox"/>	Variance	

Owner of Record

Name: Brian T. Storey & Alexa L Storey
Address: 5434 W BARKER ROAD KUNA 83634
Phone: _____ Email: _____

Applicant Information

Name: Star Acres Properties, Brian Frost
Address: 10400 W Overland Road #316 Boise 83709
Phone: 208-898-0220 Email: _____

Representative Information

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

Subject Property Information

Site Address: 5434 W BARKER ROAD KUNA 83634
Parcel No.(s): S2005336002
Section, Township, Range: sect 5, Township 1 North, Range 2 East
Property Size: +/- 37.5 ACRES
Current Land Use: house w/cropland Proposed Land Use: M-1
Current Zoning: RP Proposed Zoning: M-1
Nearest Major Cross Streets: BARKER & CURTIS

Project Description

Project Name: _____

General Description of Project: _____
change zoning to M-1

Type of proposed use (check all that apply and provide specific density/zoning):

Residential: R-2 R-4 R-6 R-8 R-12 R-20

Commercial: C-1 C-2 C-3 CBD

Industrial: M-1 M-2

Other: _____

Type(s) of amenities provided with development: _____

Residential Project Summary (If Applicable)

Are there existing buildings? YES NO

If YES, please describe: _____
1- Farm house

Will any existing buildings remain? YES NO

If YES, which one(s): _____

No. of Dwelling Units: _____ No. of Building Lots: _____

No. of Common Lots: _____ No. of Other Lots: _____

Type of dwelling(s) proposed (check all that apply):

Single-Family Townhome Duplex Multi-Family Other: _____

Minimum square footage of structure(s): _____

Gross Density (Dwelling Units ÷ Total Acreage): _____

Net Density (Dwelling Units ÷ Total Acreage not including Roads): _____

Percentage of Open Space provided: _____ Acreage of Open Space: _____

Type of Open Space provided (i.e. public, common, landscaping): _____

Non-Residential Project Summary (If Applicable)

Number of building lots: _____ Other lots: _____

Gross floor area square footage: _____ Existing (if applicable): _____

Building height: _____ Hours of Operation: _____

Total No. of Employees: _____ Max No. of Employees at one time: _____

No. of and ages of students: _____ Seating capacity: _____

Proposed Parking

Regular parking stalls: _____ Dimensions: _____

ADA accessible stalls: _____ Dimensions: _____

Width of driveway aisle(s): _____

Proposed lighting: _____

Is lighting "Dark Sky" compliant? YES NO

Proposed landscaping (i.e. berms, buffers, entrances, parking areas, etc.):

Applicant Signature: _____

Date: _____



8/28/24

By signing, you affirm the form has been completed in its entirety and all supporting documents shall be uploaded within 14 days of receipt of link provided by staff.

Upon completion of this form, please email to pzapplications@kunaid.gov. A link will be provided to you for application documents to be uploaded.



Annexation & Zoning Application



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

Kuna City Code (KCC) Title 5, Chapter 7

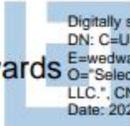
Application Fee (*nonrefundable*): \$1,465.00 base + \$34.00 per acre (*max fee \$2,500.00*)

Application shall contain the following:

Description	File Naming Convention	Submitted (✓/✗) (Staff Use Only)
Completed & signed P&Z Application Coversheet	Application Coversheet	X
Completed & signed Annexation & Zoning Application	Annexation Application	X
Narrative providing general information on the parcel(s) and that it/they comply with the requirements found in Idaho Code §50-222	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
Legal Description of Annexation area: Include metes & bounds description to the section line of all adjacent roadways; stamped & signed by a registered professional Land Surveyor; calculated closure sheet; and a map showing the boundaries of the legal description.	Legal Description	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.



 Digitally signed by William T. Edwards
 DN: C=US,
 E=wedwards@selectdev.com,
 O=Select Development & Contracting,
 LLC., CN=William T. Edwards
 Date: 2024.05.09 19:55:30-06'00'

Applicant Signature: _____ Date: **05.09.2024**

By signing, you affirm the form has been completed in its entirety and all supporting documents shall be uploaded within 14 days of receipt of link provided by staff.

ANNEXATION NARRATIVE

October 02, 2024

Brian Frost
Star Acres Properties, LLC.
10400 West Overland #316
Boise, ID 83709

Troy Behunin, Senior Planner
Planning & Zoning Department
City of Kuna
751 West 4th Street
Kuna, ID 83634

RE: 5434 West Barker Road - Annexation

Dear Mr. Behunin,

On behalf of Start Acres Properties, LLC. (Applicant) please accept this application for Annexation into the City of Kuna.

Property Information:
5434 West Barker Road
Kuna, ID 83634
Parcel Number: S2005336002
37.5 Acres

Overview of Proposed Project:

Applicant requests to annex 37.5 acres into Kuna City Limits with an M-1 zoning designation. The property will be subdivided into individual industrial parcels, and the layout for the development will be submitted for further review at a later date and time to the City of Kuna. Preliminary Plat and Design Review applications will be submitted at that time. This parcel is currently within Ada County, has historically been considered agricultural land with a designation of RP. This parcel sits to the north of the already approved and annexed Southeast Kuna Industrial Park Phase 1. Future Land Use Map for the City of Kuna indicates the land use designation as light industrial M-1 use is appropriate for this area with the support of Planning & Zoning Staff. This parcel falls abuts the City of Kuna's Urban Renewal District which is a mixture of industrial uses (light and heavy) giving another element to this parcel to be appropriately designated for industrial use.

Surrounding Land Use:

North – Agricultural, Ada County, Designation RP

South – Current Agricultural, City of Kuna, Designation M-1

East - Agricultural, Ada County, Designation RP

West – Industrial, City of Kuna, Designation M-1

Annexation:

Annexation will allow this property to connect to Kuna’s public services including water, sewer, pressurized irrigation, and police. The property falls within the Kuna Rural Fire District area of service. This industrial park will not create an adverse economic impact on the City. The property to the west and north that abuts this parcel is within City Limits with a designation of M-1 use.

In conclusion, the Applicant's goal is not to meet City zoning requirements but to exceed them to complement the City’s vision for this newly established industrial district. We look forward to working with Staff to accomplish this great project.

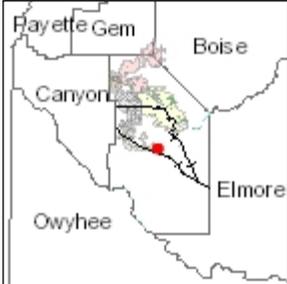
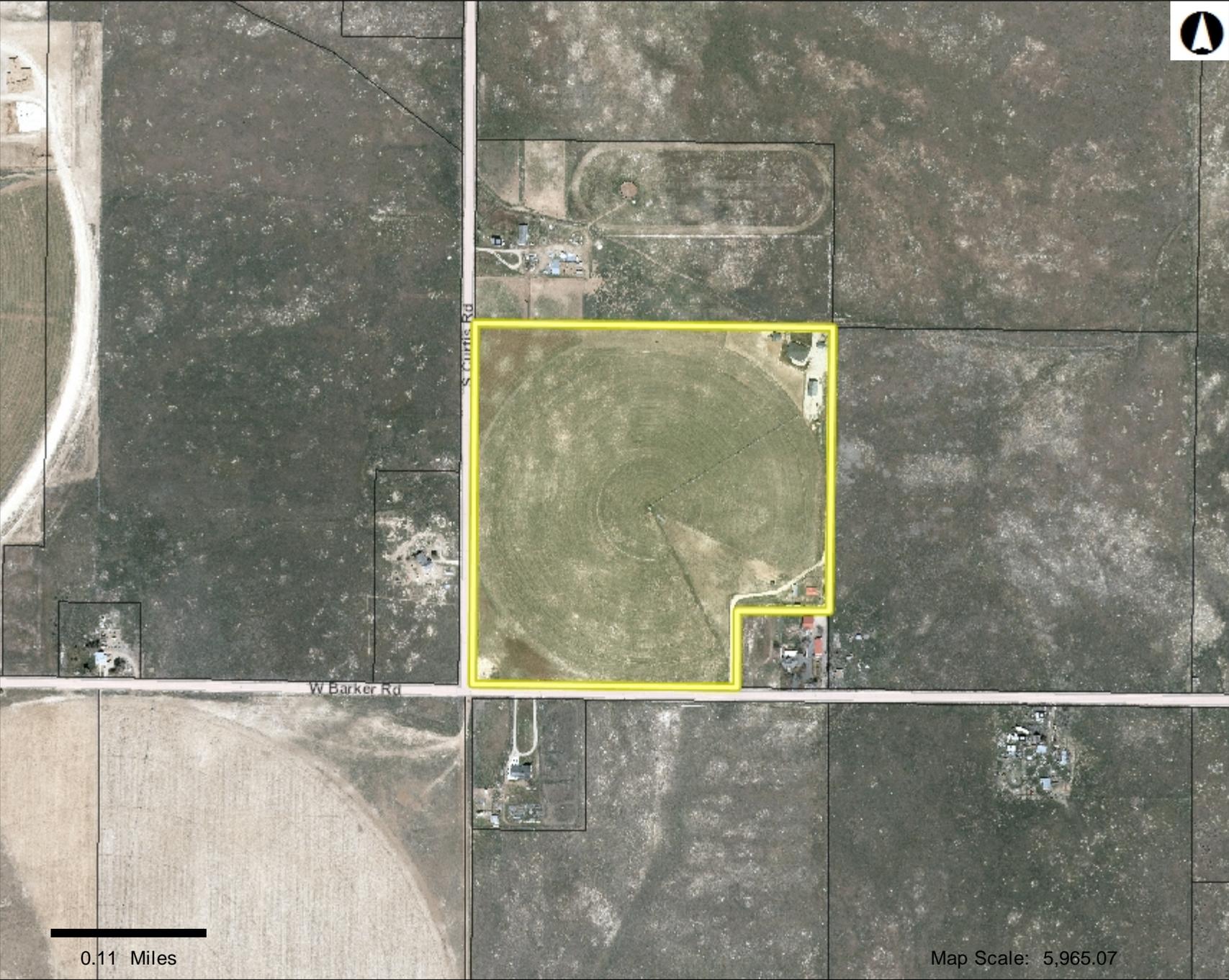
Thank you in advance for your consideration of our application. Please feel free to contact us if you have any questions. We can be reached at (208) 921-5531 or at wedwards9177@msn.com

Thank you in advance for your interest.

Best Regard,
Billy Edwards
Planning Consultant

Ada County Assessor

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION OR LEGAL PURPOSES.



Legend

- + Railroad
- Roads (4,000 - 8,000 s)
 - <all other values>
 - Interstate
 - Ramp
 - Principal Arterial
 - Collector
 - Minor Arterial
 - Local
 - Parks
 - Alley
 - Driveway
- Parks
- Water
- Condos
- Parcels

raster.DBO.AdaOrthos:

- Red: Band_1
- Green: Band_2
- Blue: Band_3

raster.DBO.AdaOrthos:

- Red: Band_1
- Green: Band_2
- Blue: Band_3

0.11 Miles

Map Scale: 5,965.07

10/2/2024



TitleOne
a title & escrow co.

Order Number: 20376946

Warranty Deed

For value received,

Gary G. Beam and Helen R. Beam, husband and wife

the grantor, does hereby grant, bargain, sell, and convey unto

Brian T. Storey and Alexa L. Storey, husband and wife

whose current address is 5434 W Barker Rd Kuna, ID 83634

the grantee, the following described premises, in Ada County, Idaho, to wit:

Parcel B of Record of Survey No. 9976 recorded December 10, 2014 as Instrument No. 2014-09990, being a parcel of land which is the Southwest quarter of the Southwest quarter of Section 5, Township 1 North, Range 2 East, Boise Meridian, Ada County, Idaho except as follows:

Commencing at the Southwest corner of said Section 5 which lies South 00°00'01" East 2658.65 feet from the West quarter corner of said Section 5; thence
South 89°43'39" East 978.84 feet along the South line of said Section 5 to the Point of Beginning; thence
North 00°13'02" East 330.00 feet; thence
South 89°43'39" East 330.00 feet to the East sixteenth line of the Southwest quarter of the Southwest quarter of said Section 5; thence along said East sixteenth line
South 00°13'02" West 330.00 feet to West sixteenth corner and the South line of said Section 5; thence along the South line of said Section 5
North 89°43'39" West 330.00 feet to the Point of Beginning.

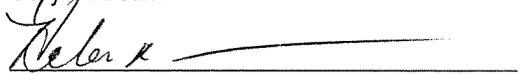
To have and to hold the said premises, with their appurtenances unto the said Grantee, its heirs and assigns forever. And the said Grantor does hereby covenant to and with the said Grantee, that Grantor is the owner in fee simple of said premises; that they are free from all encumbrances except those to which this conveyance is expressly made subject and those made, suffered or done by the Grantee; and subject to all existing patent reservations, easements, right(s) of way, protective covenants, zoning ordinances, and applicable building codes, laws and regulations, general taxes and assessments, including irrigation and utility assessments (if any) for the current year, which are not due and payable, and that Grantor will warrant and defend the same from all lawful claims whatsoever. Whenever the context so requires, the singular number includes the plural.

Remainder of page intentionally left blank.

Dated: September 3, 2020



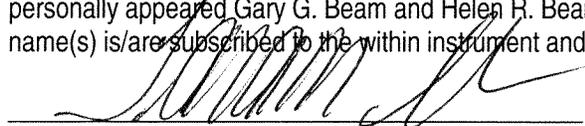
Gary G. Beam



Helen R. Beam

State of Idaho, County of Ada, ss.

On this 4th day of September in the year of 2020, before me, the undersigned, a Notary Public in and for said State, personally appeared Gary G. Beam and Helen R. Beam known or identified to me to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same.



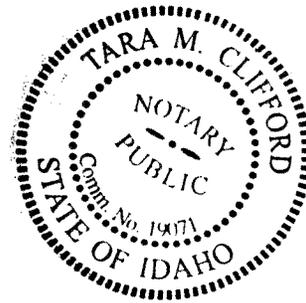
Notary Public

Residing In:

My Commission Expires:

(seal)

Expiration Date: 6/18/22
Resides in: Eagle, ID





COMMITMENT TO PROPERTY POSTING

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



Per Kuna City Code (KCC) Title 5, Chapter 5, for all applications requiring a public hearing, the Applicant shall post the subject property *not less than 15 days prior to the hearing*, on the subject site(s) consideration; all posting(s) must be in substantial compliance.

The Applicant shall submit this notarized Proof of Property Posting Form attesting to where and when the sign(s) were posted, and photograph(s) of said posting(s) to the Planning and Zoning Department *no later than seven (7) days* prior to the public hearing. Unless such certificate is received by the required date, the hearing will be tabled to the next available date, as scheduling permits.

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

Print Name: **William T. Edwards**

Signature: **William T. Edwards** Digitally signed by William T. Edwards
DN: c=US, E=wedwards@selectdev.com,
O="Select Development & Contracting, LLC.",
CN=William T. Edwards
Date: 2024.10.02 20:20:29-06'00' Date: **10.02.2024**



City of Kuna
Planning & Zoning Department

City of Kuna
P.O. Box 13
Kuna, Idaho 83634
Phone: (208) 922-5274
Fax: (208) 922-5989
www.Kunacity.id.gov

Agency Transmittal – May 27, 2025

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER:	24-07-AN SAR ACRES NO. 3
PROJECT DESCRIPTION	Applicant requests annexation of approx. 37.5 acres with an M-1 (Light Industrial/Manufacturing) zone. The subject site is located at 5434 W Barker Road, SEC 5, T2N, R2E
APPLICANT	Star Acres Properties 10400 W Overland Road, #316 Boise, ID 83709
REPRESENTATIVE	William Edwards Wedwards9177@msn.com
SCHEDULED HEARING DATE	Tuesday, June 24, 2025 , at 6:00 P.M.
STAFF CONTACT	Jessica Hall 208.366.9901 jhall@kunaid.gov
<ul style="list-style-type: none">• We have enclosed information to assist you with your consideration and response; we would appreciate any information as to how this action would affect the service(s) your agency provides. <i>If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.</i>• <i>No response within 15 business days will indicate you have no objection or comments regarding this project.</i>• The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions.	



ADA COUNTY DEVELOPMENT SERVICES

200 W. FRONT STREET, BOISE, IDAHO 83702-7300
<https://adacounty.id.gov/developmentservices>

PHONE (208) 287-7900
FAX (208) 287-7909

BUILDING • COMMUNITY PLANNING • ENGINEERING & SURVEYING • PERMITTING

May 28, 2025

Jessica Hall
Kuna City Planning Department
PO Box 13
Kuna, ID 83634

RE: 24-07-AN / 5434 W Barker Road / Annexation and Rezone

Jessica,

The City of Kuna has requested feedback regarding the proposed annexation with rezone from RP (Rural Preservation) to M-1 (Light Manufacturing/ Industrial District), located at 5434 W Barker Road.

Ada County supports the annexation due to its compliance with the Kuna Comprehensive Plan, as adopted by the County, which designates the site as *Industrial*. As the proposed M-1, (Light Manufacturing/ Industrial District) zone is to promote the development of manufacturing and wholesale business operations, it is compatible with the Kuna Comprehensive Plan. The site is contiguous to the City of Kuna along the northwest and southeast boundaries. Therefore, the application complies with the following Comprehensive Plan goals regarding supporting land-use and development policies and directing industrial uses within Areas of City Impact.

Goal 2.2a: Support the land-use and development policies expressed in adopted comprehensive plans for the ACIs (Areas of City Impact).

Goal 3.2a: Incorporated areas/Areas of City Impact. Direct industrial and employment uses within the cities and ACIs consistent with the goals and policies of the applicable comprehensive plan.

Please feel free to contact me with any questions.

Sincerely,

Stacey DuPuis

Stacey DuPuis
Community & Regional Planner
Ada County Development Services



Outlook

RE: 24-07-AN AGENCY TRANSMITTAL

From Kendra Conder <Kendra.Conder@itd.idaho.gov>

Date Fri 5/30/2025 10:11 AM

To Jessica Reid <jhall@kunaaid.gov>

Good Morning Jessica,

ITD has reviewed the application transmittal for 24-07-AN and does not have any comments.

Thank you!

Kendra Conder

District 3 | Development Services Coordinator

Idaho Transportation Department

Office: 208-334-8377

Cell: 208-972-3190



From: Jessica Reid <jhall@kunaaid.gov>

Sent: Tuesday, May 27, 2025 9:33 AM

To: ACHD <planningreview@achdidaho.org>; ACHD - Mindy Wallace <mwallace@achdidaho.org>; bmoore@adacounty.id.gov; Ada County (mleatherman@adaweb.net) <mleatherman@adaweb.net>; Ada County Engineer <agilman@adaweb.net>; Adam Ingram <adam.ingram@cableone.biz>; Boise Kuna Irrigation District <aflavel.bkirrdist@gmail.com>; Boise Project Board of Control <TRitthaler@boiseproject.org>; CableOne T.V. <cheryl.goettsche@cableone.biz>; CDHD (lbadigian@cdhd.idaho.gov) <lbadigian@cdhd.idaho.gov>; Chief Fratusco <mfratusco@adacounty.id.gov>; COMPASS - Olivia <ovielstichmckinnon@compassidaho.org>; Danielle - KSD Planner <drhorras@kunaschools.org>; Dennis Chan (USPS) <dennis.chan@usps.gov>; DEQ <BRO.Admin@deq.idaho.gov>; gashley@boiseproject.org; gis@compassidaho.org; Idaho Power (PDickerson@idahopower.com) <PDickerson@idahopower.com>; Intermountain Gas <bryce.ostler@intgas.com>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Vincent Trimboli <Vincent.Trimboli@itd.idaho.gov>; J&M Sanitation <Chad.Gordon@jmsanitation.com>; Kaci Bader (kbader@achdidaho.org) <kbader@achdidaho.org>; lletson@adacounty.id.gov; Marc Boyer (marc.c.boyer@usps.gov) <marc.c.boyer@usps.gov>; Meridian Fire (Chief Bongiorno) <jbongiorno@meridiantcity.org>; Nampa - Meridian Irrigation District <nmid@nmid.org>; New York Irrigation District <terri@nyid.org>; Power - Easements (easements@idahopower.com) <easements@idahopower.com>; Power - Easements (kfunke@idahopower.com) <kfunke@idahopower.com>; Saran Becker <Saran.Becker@itd.idaho.gov>; Scott Arellano (scott@fccnw.com) <scott@fccnw.com>; syarrington@adacounty.id.gov; TLawrence Kuna Fire <tlawrence@kunafire.com>; USPS <camille.r.burt@usps.gov>

Cc: Doug Hanson <dhanson@kunaaid.gov>

Subject: 24-07-AN AGENCY TRANSMITTAL

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.



June 12, 2025

Jessica Hall, Associate Planner
Kuna Planning & Zoning
751 W 4th St
Kuna, ID 83634
jreid@kunaid.gov

Subject: 24-07-AN AGENCY TRANSMITTAL

Dear Ms. Hall:

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), and open burning (58.01.01.600-617).
- IDAPA 58.01.01.614 sets out the rules for prescribed burning in Idaho. Please ensure all prescribed burning is done in compliance with the rules, and in compliance with the 2010 Operations Guide of the Montana/Idaho Airshed Group.

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

2. WASTEWATER AND RECYCLED WATER

- The wastewater services for the subject parcel are permitted under Reuse Permit M-269-01. Permit conditions are based on the contents of the permit application, which include the sources and volumes of wastewater to be treated, and the physical, chemical and biological characteristics of the recycled water to be used.
- Prior to receiving wastewater from the new source, the City of Kuna must contact DEQ to discuss the changes to wastewater sources and composition, treatment or pretreatment needs, facility capacity, and potential changes to the composition of the recycled water. In accordance with the Recycled Water Rules, IDAPA 58.01.17.700.01, DEQ will determine if a permit modification is necessary due to alteration or addition to the permitted facility or activity that occurred after permit issuance which justify applying permit conditions that are different or absent in the existing permit.
- 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 the 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 planning 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 are 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 groundwater 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 planning 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 storm water 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 the best construction 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 released 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



MEMO INVOICE

c/o ISj Payment Processing Center
 PO Box 1570,
 Pocatello, ID 83204
 Ph. (208) 465-8129 Fax: (907) 452-5054

BILLING DATE:	ACCOUNT NO:
06/03/25	21880

LEGAL NOTICE

**Case Nos. 24-07-AN
 (Annexation)
 Star Acres Properties No. 3**

NOTICE IS HEREBY GIVEN the Commission is scheduled to hold a public hearing on Tuesday, June 24, 2025, at 6:00 PM, (or as soon as can be heard); in City Hall Council Chambers, 751 W 4th Street, Kuna, ID, 83634, in connection with Star Acres Properties. Applicant requests annexation of approx. 37.5 acres with an M-1 (Light Industrial/Manufacturing) zone. The subject site is located at 5434 W Barker Road, SEC 5, T2N, R2E.

Please do not contact City Council, or Mayor as this may jeopardize the public hearing process.

The public is invited to provide written or oral testimony. If you require special accommodation or would like additional information, please contact P&Z Department prior to the meeting at (208)922-5274.

Kuna P&Z Department

June 6, 2025 643051

Jennifer Miller
 KUNA, CITY OF
 P.O. BOX 13
 KUNA, ID 83634

AD #	DESCRIPTION	START	STOP	TIMES	AMOUNT
643051	24-07-AN STAR ACRES	06/06/25	06/06/25	2	\$36.64

Payments:

Date	Method	Card Type	Last 4 Digits	Check	Amount
------	--------	-----------	---------------	-------	--------

Discount:	\$0.00	Gross:	\$36.64
Surcharge:	\$0.00	Paid Amount:	\$0.00
Credits:	\$0.00		

Amount Due: \$36.64

We Appreciate Your Business!

Suggestions for Testifying at Public Hearings:

Be Informed...

Review the proposal, Staff Report, applicable Ordinance(s), Comprehensive Plan & Idaho Code §67-65. All items pertaining to the application can be found online the Friday prior to the hearing at www.kunacity.id.gov >City Government >Agendas & Minutes.

Be on time...

Although the item you are interested in may not be first on the agenda, you never know when it will be heard; the governing body has authority to adjust the schedule according to its discretion, thus, anticipate attending from the beginning.

Speak to the Point...

The governing body appreciates pertinent, well organized, factual & concise comments. The Developer or their Representative is given 10 minutes to present their project; 3 minutes per individual is provided for public testimony; neighborhood groups are encouraged to select a community representative & the representative is provided 10 minutes (please inform staff). The Developer/Representative is given additional time for rebuttal.

If you do not wish to speak, write...

Written testimony received by close of business the Wednesday before the hearing will be included in the meeting packet; late submissions will be provided to the governing body at time of hearing. As a reminder, it is unreasonable to submit extensive written comments/info at the hearing and expect it to be reviewed prior to a decision.



PO BOX 13
Kuna, ID 83634

Proof of legal mailers
Jan 6.5.25
Meth 6.5.25



Proof of Property Posting

PO Box 13 | 751 W 4th Street | Kuna, ID 83634
(208) 922-5546 | www.KunaCity.ID.gov

This form shall confirm that the Public Hearing Notice for 24-07-AN
STAR ACRES NO.3 was posted, as required per Kuna City Code
5-5-4, on 06.06.2025. This form and associated photos shall be returned
to the Planning & Zoning department no later than seven (7) days prior to the Public Hearing.
Signs shall be removed from the site within three (3) days after the Public Hearing.

DATED this 10TH day of JUNE, 2025.

Signature: William T. Edwards, OWNER REP.

State of Idaho)
) ss
County of Ada)

On this 10th day of June, 2025, before me, the
Undersigned, a Notary Public in and for said State, personally appeared before me
(Owner/Developer).

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and
year in this certificate first above written. Subscribed and sworn to before me the day and year
first above written.

Deirdre Burns

Residing at: 1304 E Fall Ct
Base, ID 83705

My Commission expires: 5/26/2027

[Signature]
Signature



6/6/25, 4:02 PM

**COUNTY OF KUNA
PUBLIC HEARING NOTICE
JUNE 24, 2025**

Planning & Zoning Commission, Kuna City Hall,
751 W 4th Street, Kuna, Idaho at 6:00 PM

PURPOSE: Amend Ord. 247-08, The Area No. 1, B (1st Industrial), 17 Acres
Application By: Star Auto Properties

CONTACT: Contact city at 208-822-5546



6/6/25, 4:02 PM

**COUNTY OF KUNA
PUBLIC HEARING NOTICE
JUNE 24, 2025**

Planning & Zoning Commission, Kuna City Hall,
751 W 4th Street, Kuna, Idaho at 6:00 PM

PROPERTY: Assessor: 2427464, Star Arms No. 1, 8.11 (Agricultural), 37.2 acres
Application By: Star Arms Properties

CONTACT: Contact city at 208-922-5546



6/6/25, 4:05 PM

**COUNTY OF KUNA
PUBLIC HEARING NOTICE
JUNE 24, 2025**

Planning & Zoning Commission, Kuna City Hall,
751 W 4th Street, Kuna, Idaho at 6:00 PM

PERMITS: Associates 240 E. 1st St. Ste. 100 No. 1 & 1/2 Sighoff Road, ST. Louis
Applicable to the Above Property

CONTACT: Contact city at 208-922-8546



6/6/25, 4:05 PM

**COUNTY OF KUNA
PUBLIC HEARING NOTICE
JUNE 24, 2025**

Planning & Zoning Commission, Kuna City Hall,
751 W 4th Street, Kuna, Idaho at 6:00 PM

PURPOSE: Amendment, 2407-AK, Star Acres No. 1, B-1 Light Industrial, 27.5 acres

Application By: Star Acres Properties

CONTACT: Contact city at 208-922-5546



Gallica Heights Estates Subdivision

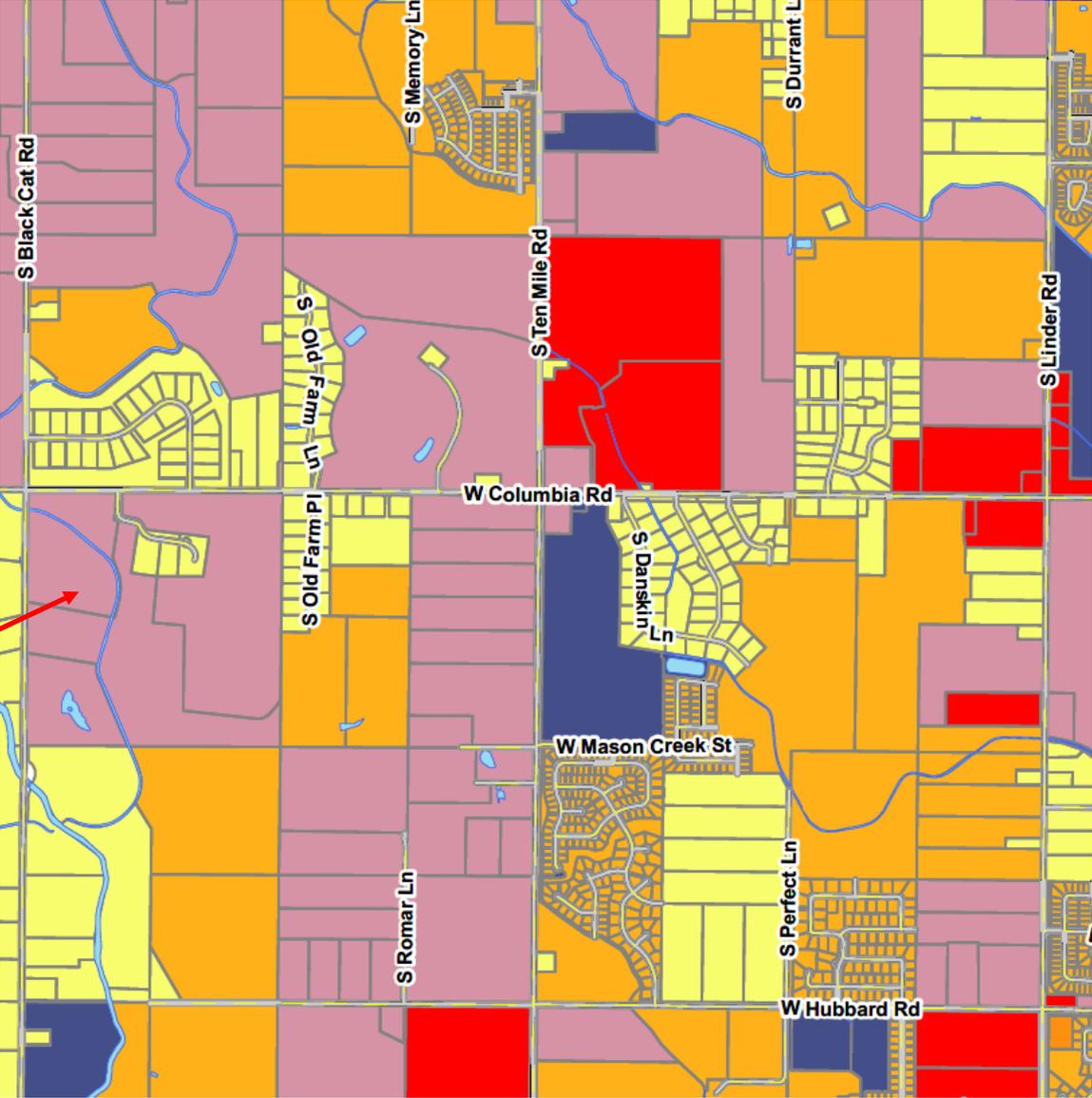
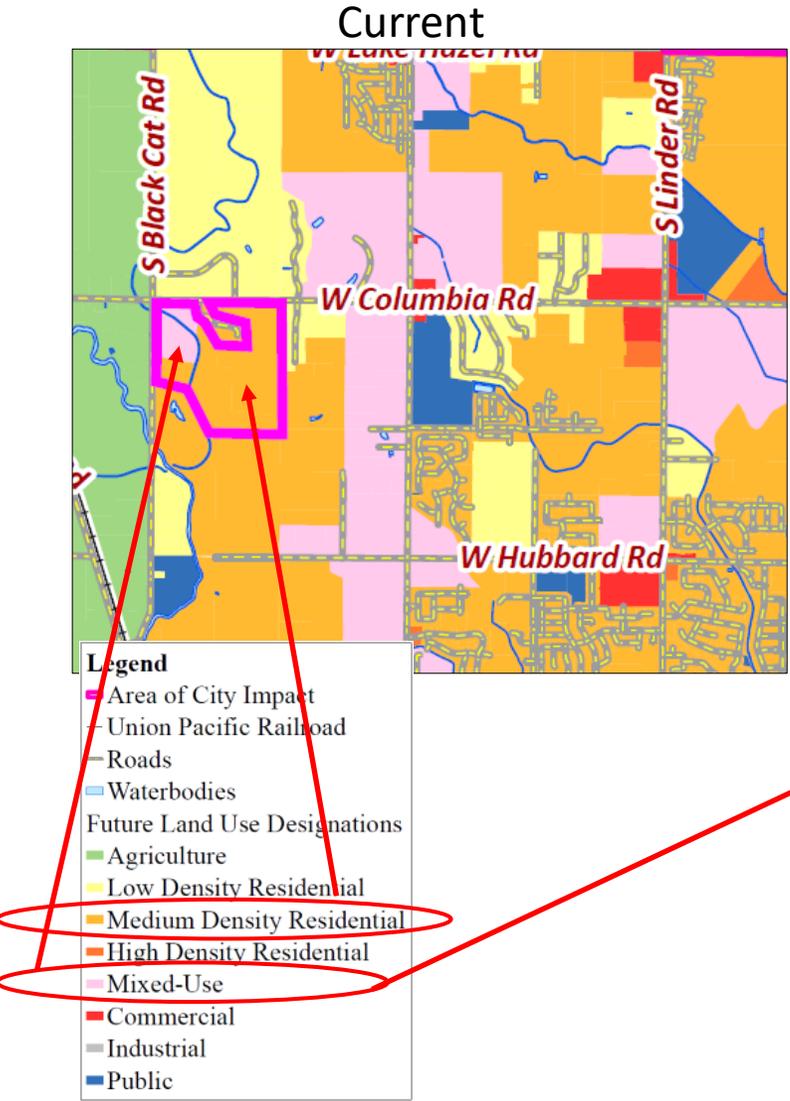
Black Cat Rd & Columbia Rd

Kuna Planning & Zoning Commission
June 24, 2025

Case Nos. 22-07-ZC, 22-15-S & 22-34-DR

Future Land Use Map

2019 FLUM – In Effect at Application Submittal



Comprehensive Plan

Goal 3.C Encourage development of commercial areas with good connectivity and character.

➔ **Objective 3.C.2. Create neighborhood-serving mixed-use centers that incorporate commercial activities.**

Goal 3.D Encourage development of housing options and strong neighborhoods.

➔ **Objective 3.D.1. Encourage development of housing options for all citizens.**

➔ **Objective 3.D.2. Create strong neighborhoods through preservation, new development, connectivity and programming.**

Goal 5.A Provide support to Kuna's schools and pre-K education opportunities to meet population demands.

➔ **Objective 5.A.1. Help ensure Kuna's school facilities meet increasing population demands.**

5.A.1.b. Work with the KSD and Charter School(s) to address future program and facility needs.

Goal 4.B Increase sidewalk coverage and connectivity and invest in pedestrian facilities to increase walkability.

Objective 4.B.2. Maintain and expand sidewalks and pedestrian facilities within the community.

Goal 4.C Increase pathway, trail and on-street bicycle facilities to create an expanded and connected bicycle network.

➔ **Objective 4.C.2. Ensure expansion of pathways, trails and on-street bicycle routes.**

Goal 4.D Promote a connected street network that incorporates mid-mile collectors and crossings for improved neighborhood connectivity.

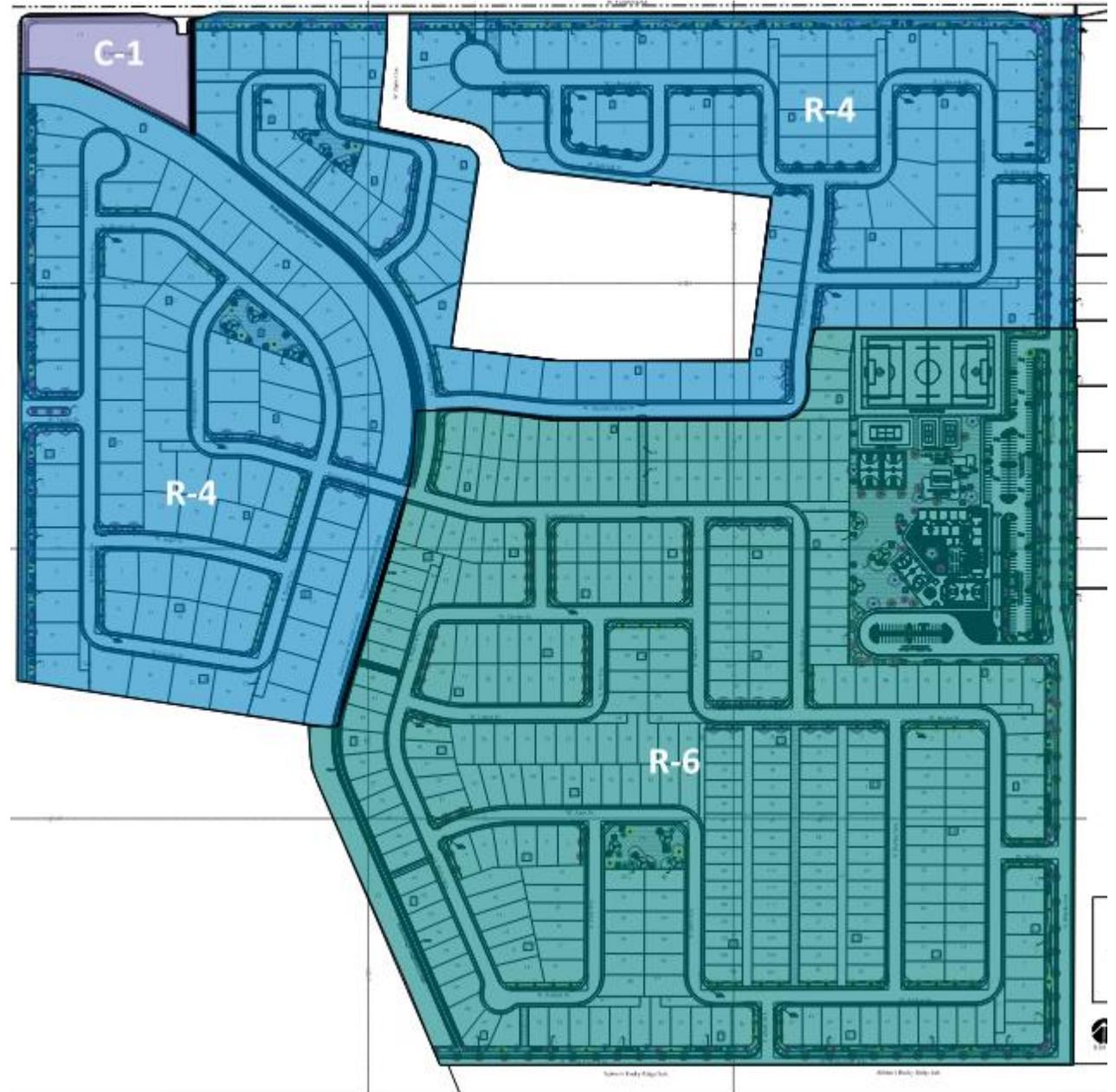
Proposed Zoning

Original	Updated
422 detached single family; 195 townhomes (617 units total)	514 detached (reduction of 103 residences)
R-6, R-12, C-1	R-4, R-6 and C-1 zoning (no high density zoning)
Smallest lots adjacent to Black Cat	No small lots; better buffering to residences across Black Cat; R-4 zone along perimeters
Private amenity space	Public park and charter school
22.31 acres open space (16.87)	21.08 acres open space (15.94%)
Fewer connections throughout	Enhanced connectivity

R-4 – 182 Residential Lots (60.46 acres)

R-6 – 332 Residential Lots (70.05 acres)

C-1 – 1 Lot (1.75 acres)



Preliminary Plat

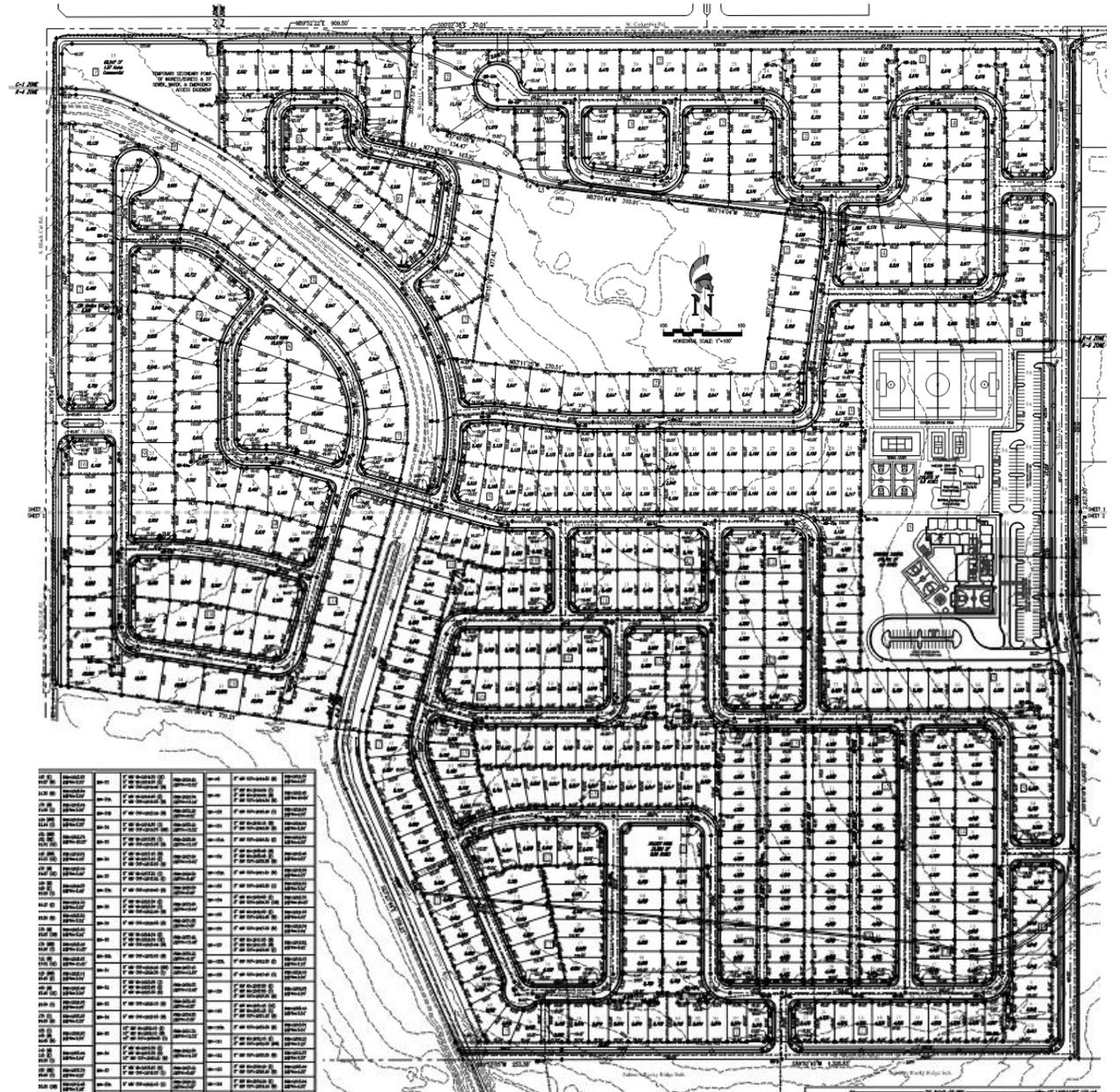
R-4 – 182 Residential Lots (60.46 acres)

R-6 – 332 Residential Lots (70.05 acres)

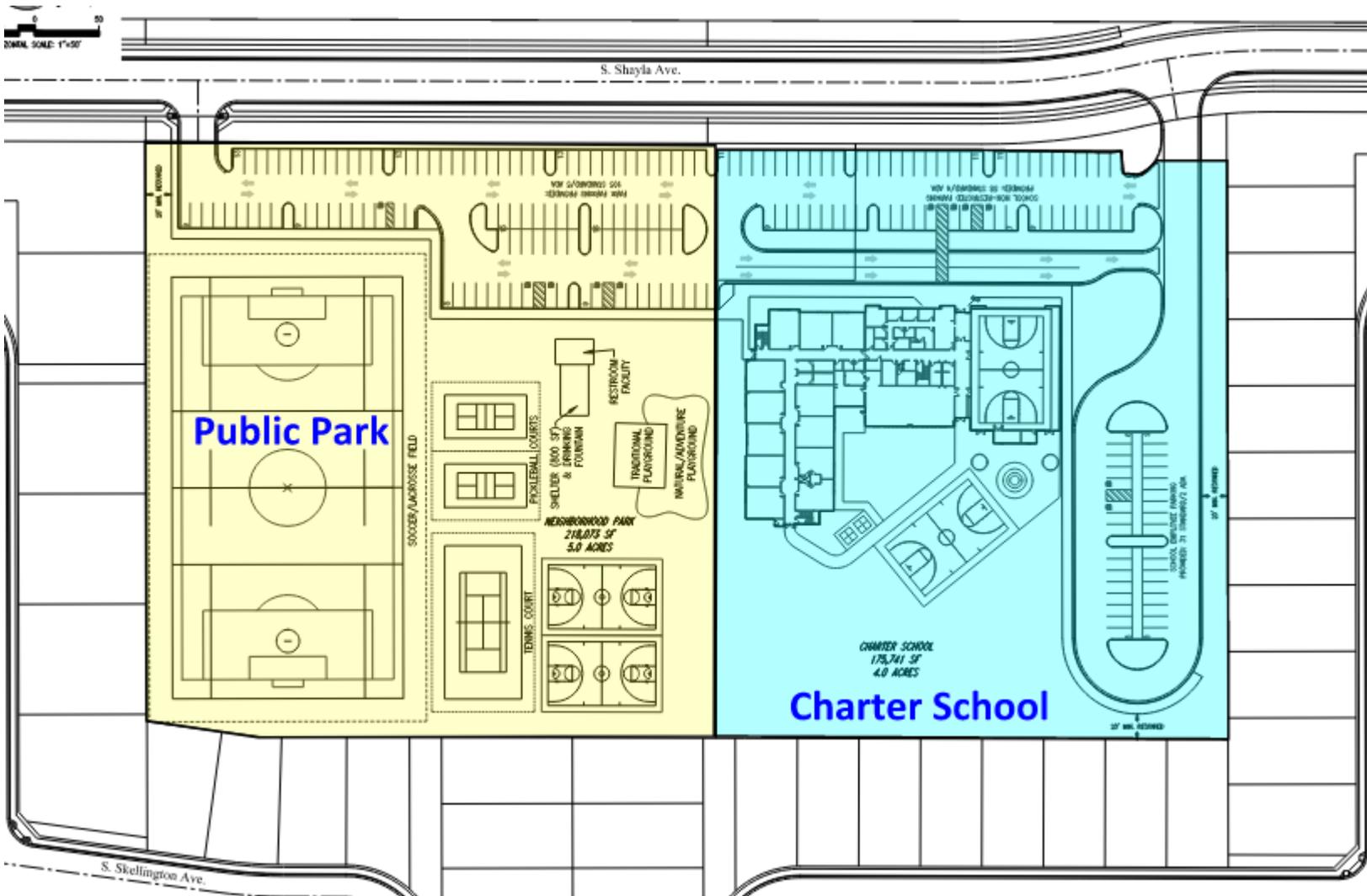
C-1 – 1 Lot (1.75 acres)

Charter School – 4 acres

Public Park – 5 acres

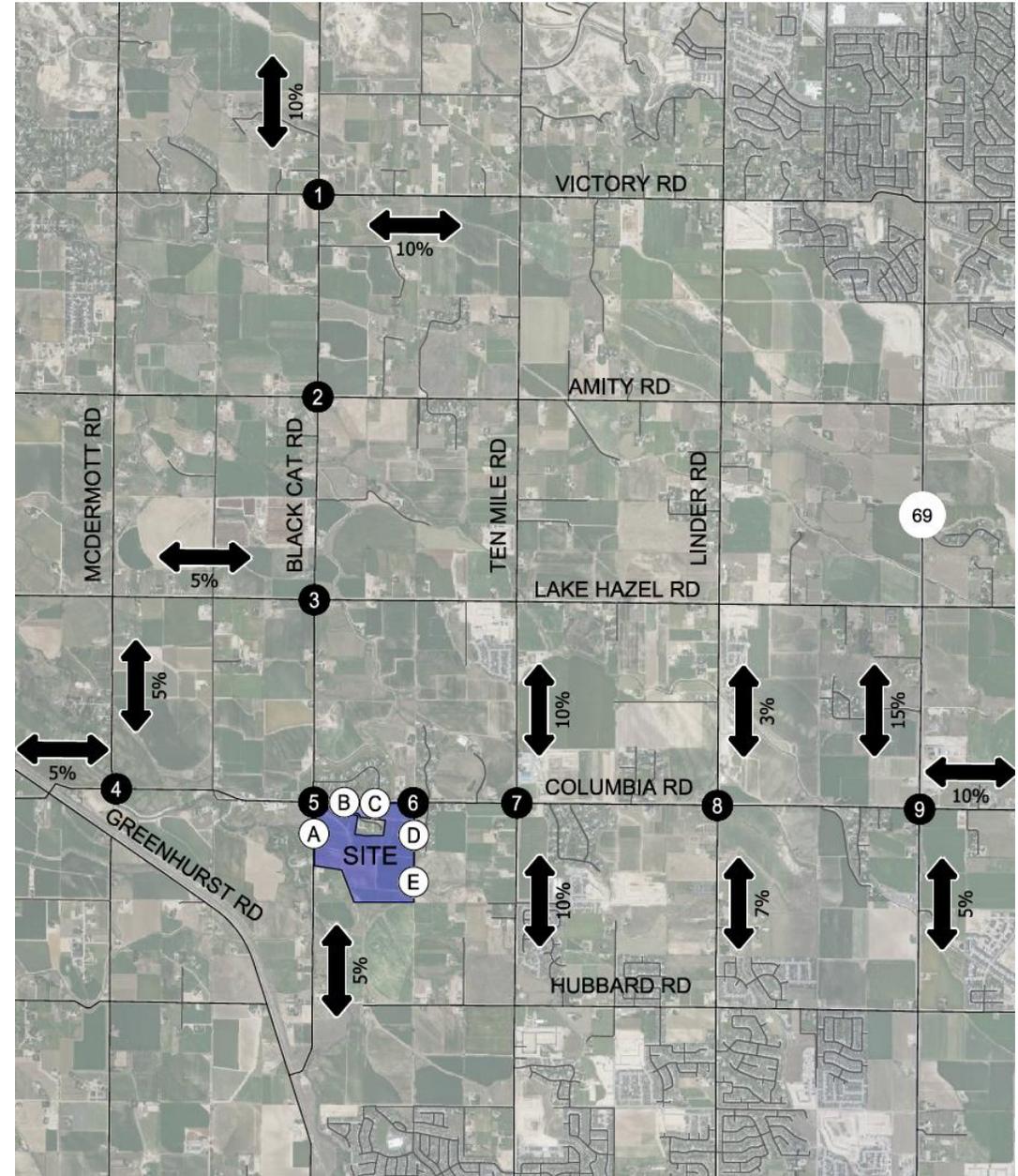


Proposed Charter School & Public Park

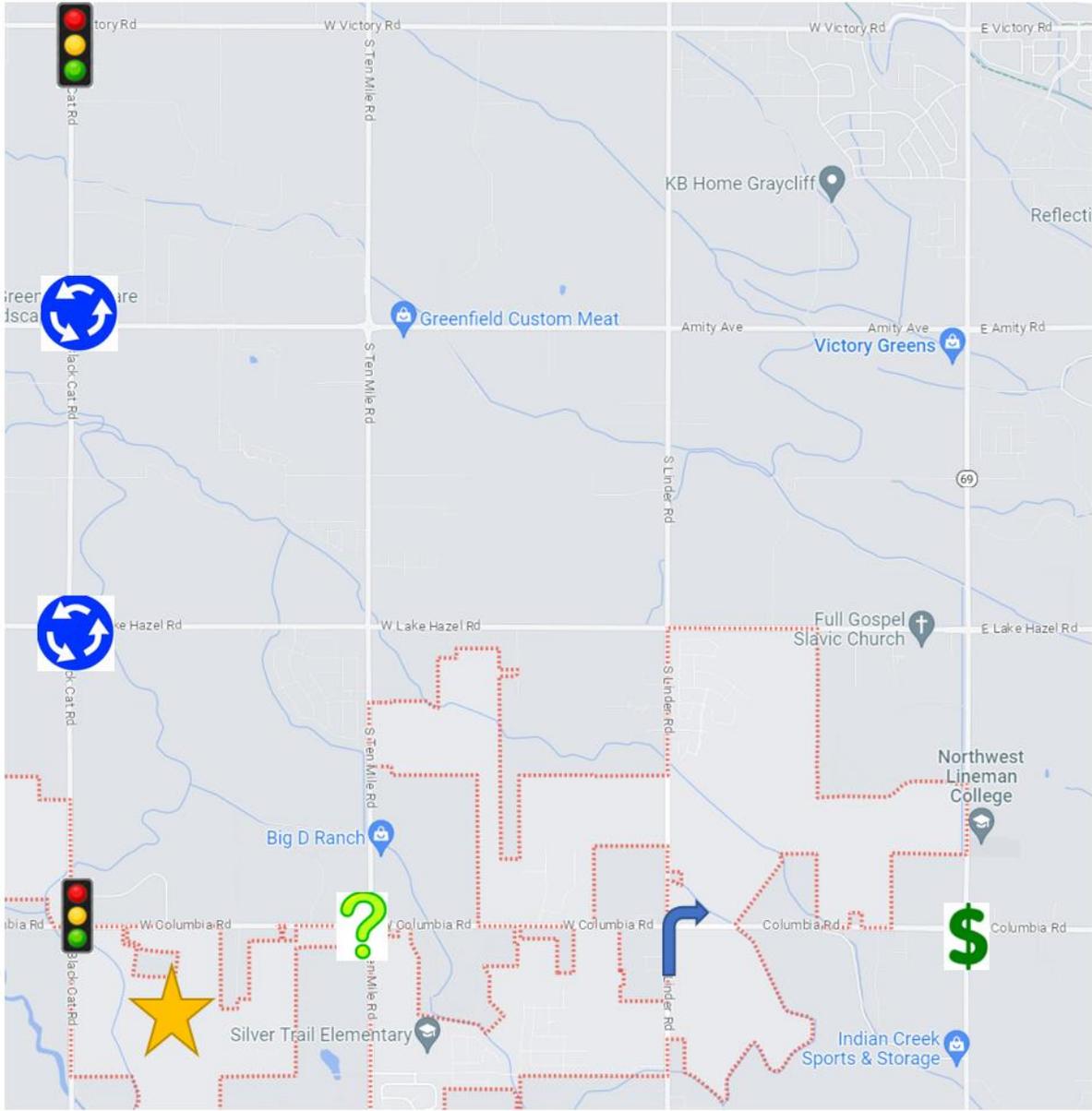
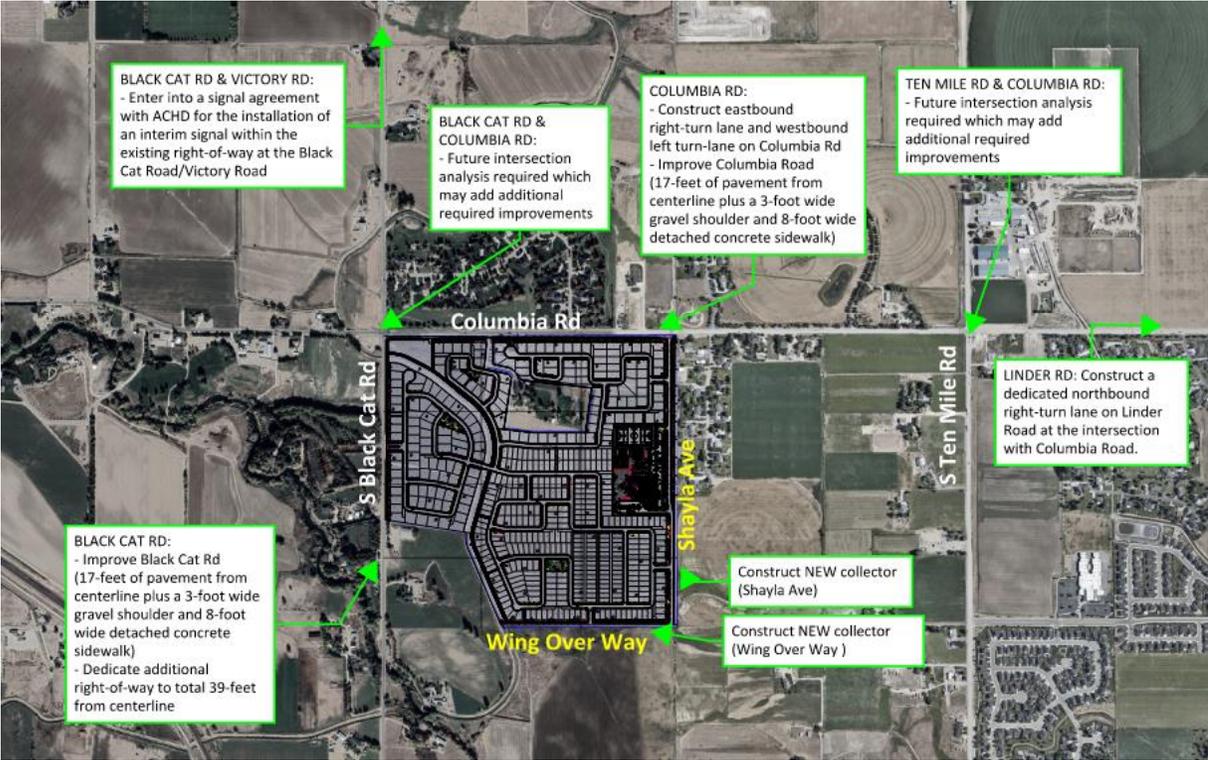


Study Intersections and Estimated Trip Distribution

1. Victory & Black Cat
2. Amity & Black Cat
3. Lake Hazel & Black Cat
4. McDermott & Columbia
5. Columbia & Black Cat
6. Columbia & Shayla
7. Columbia & Ten Mile
8. Columbia & Linder
9. Columbia & Hwy 69



Developer-Funded Road Improvements



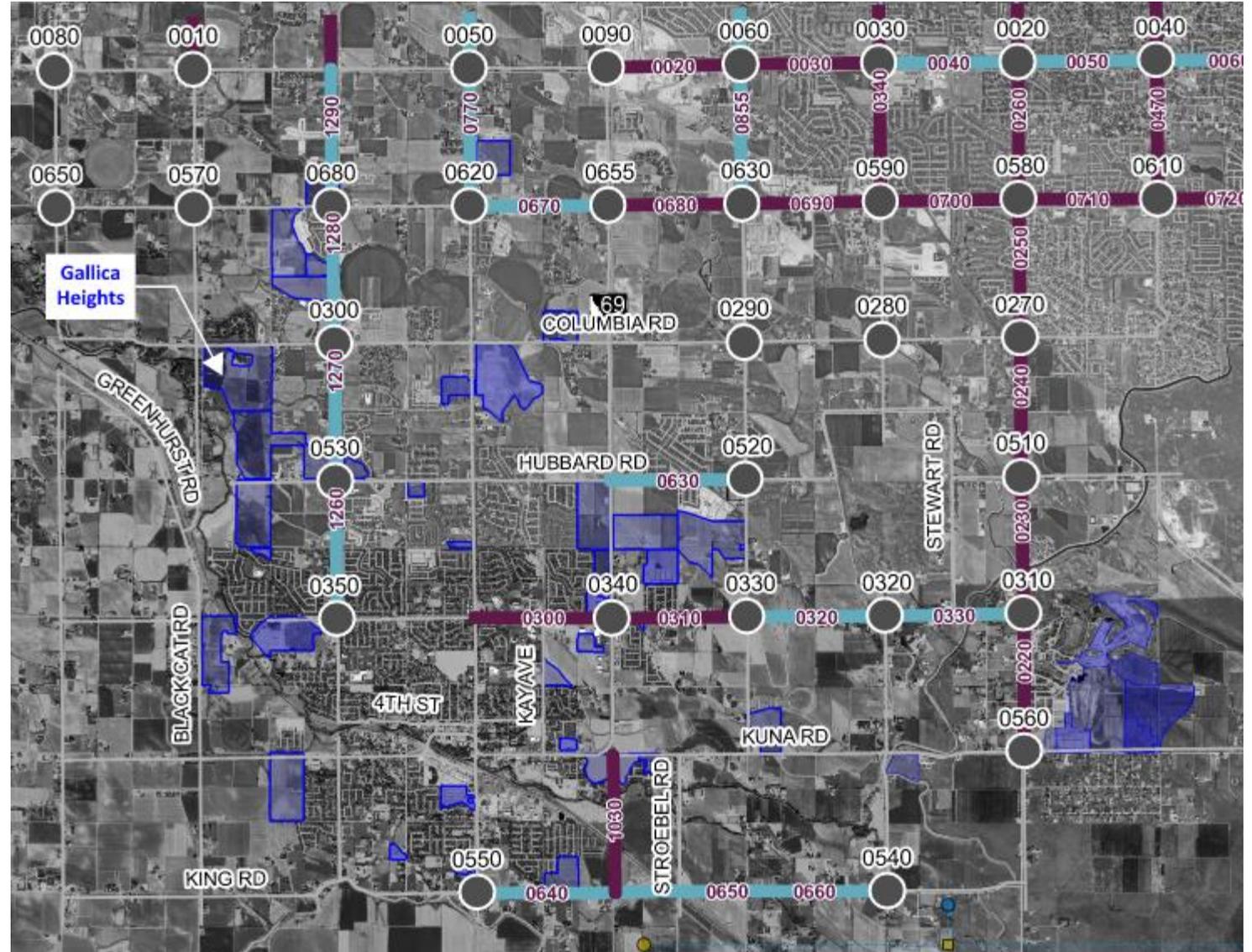
ACHD Capital Improvements

Intersections

- 0080 Amity/McDermott
- 0010 Amity/Black Cat
- 0650 Lake Hazel/McDermott
- 0570 Lake Hazel/Black Cat
- 0680 Lake Hazel/Ten Mile
- 0300 Columbia/Ten Mile
- 0530 Hubbard/Ten Mile
- 0350 Deer Flat/Ten Mile

Roads

- 1260 Ten Mile (Deer Flat-Columbia)
- 1270 Ten Mile (Columbia-Hubbard)
- 1280 Ten Mile (Columbia-Lake Hazel)
- 1290 Ten Mile (Lake Hazel-Amity)
- 0300 Deer Flat (Linder-Meridian)



Impact Fees

- ACHD $\$3,493 \times 514 = \$1,795,402$
- Park $\$2,604 \times 514 = \$1,338,452$
- Police $\$271 \times 514 = \$139,294$
- Fire $\$1792 \times 514 = \$921,088$

TOTAL \$4,194,236

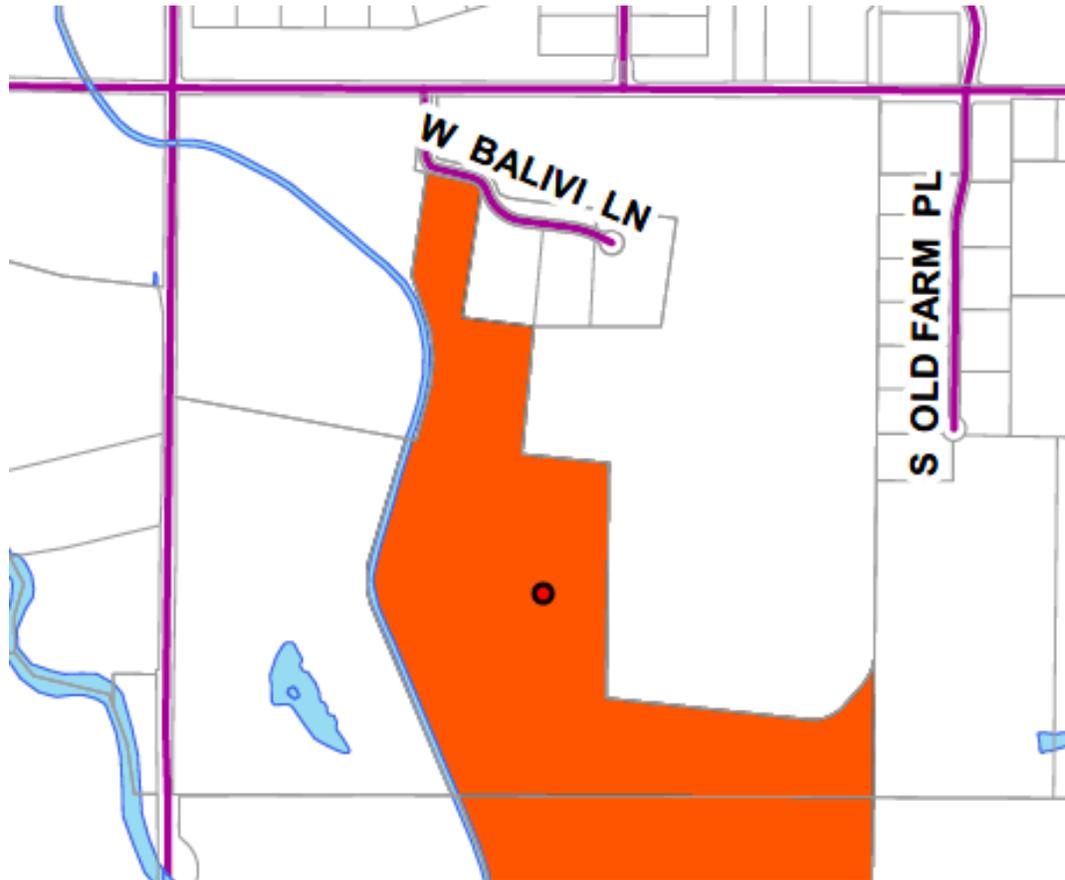
Request

- Recommendation of Approval of Zoning and Subdivision applications (22-07-ZC & 22-15-S)
- Approval of Design Review application (22-34-DR)

Thank you

Supplemental Materials

Local Improvement District (LID) Property



- Entire property annexed for LID purposes
- Approximately 40% of property in LID
- Lien placed on property to secure City's debt for wastewater facility
- Expected that this property would develop in 2006

Roadway Connectivity

- **North / South Mid-Mile Collector** – along eastern boundary
 - Shayla Road
- **East / West Mid-Mile Collector** – along southern boundary
 - W. Wing Over Way



Phasing

Phase 1 – 65 Lots

Phase 2 – 59 Lots

Phase 3 – 63 Lots

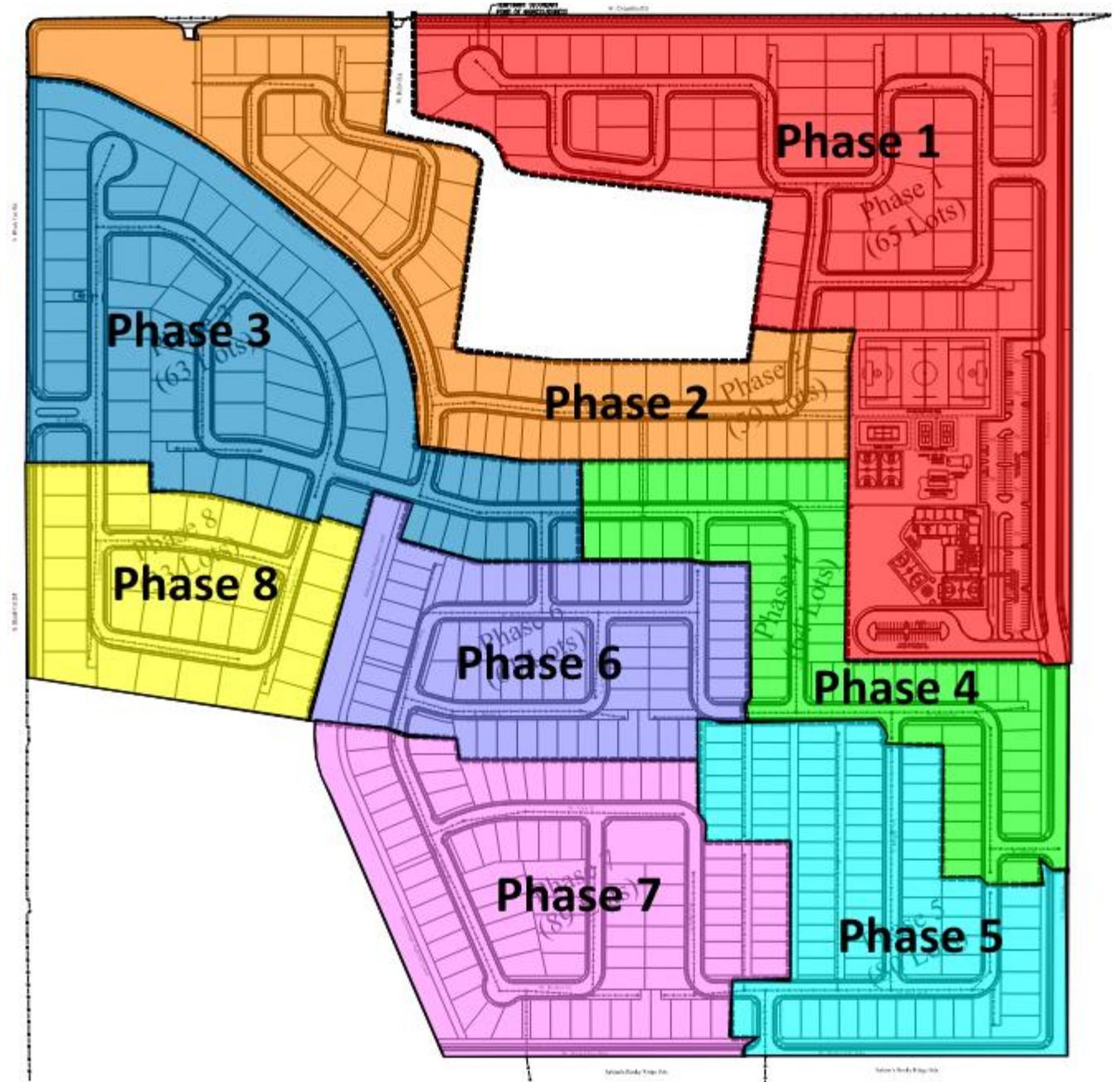
Phase 4 – 64 Lots

Phase 5 – 80 Lots

Phase 6 – 61 Lots

Phase 7 – 89 Lots

Phase 8 – 33 Lots



Amenities and Open Space

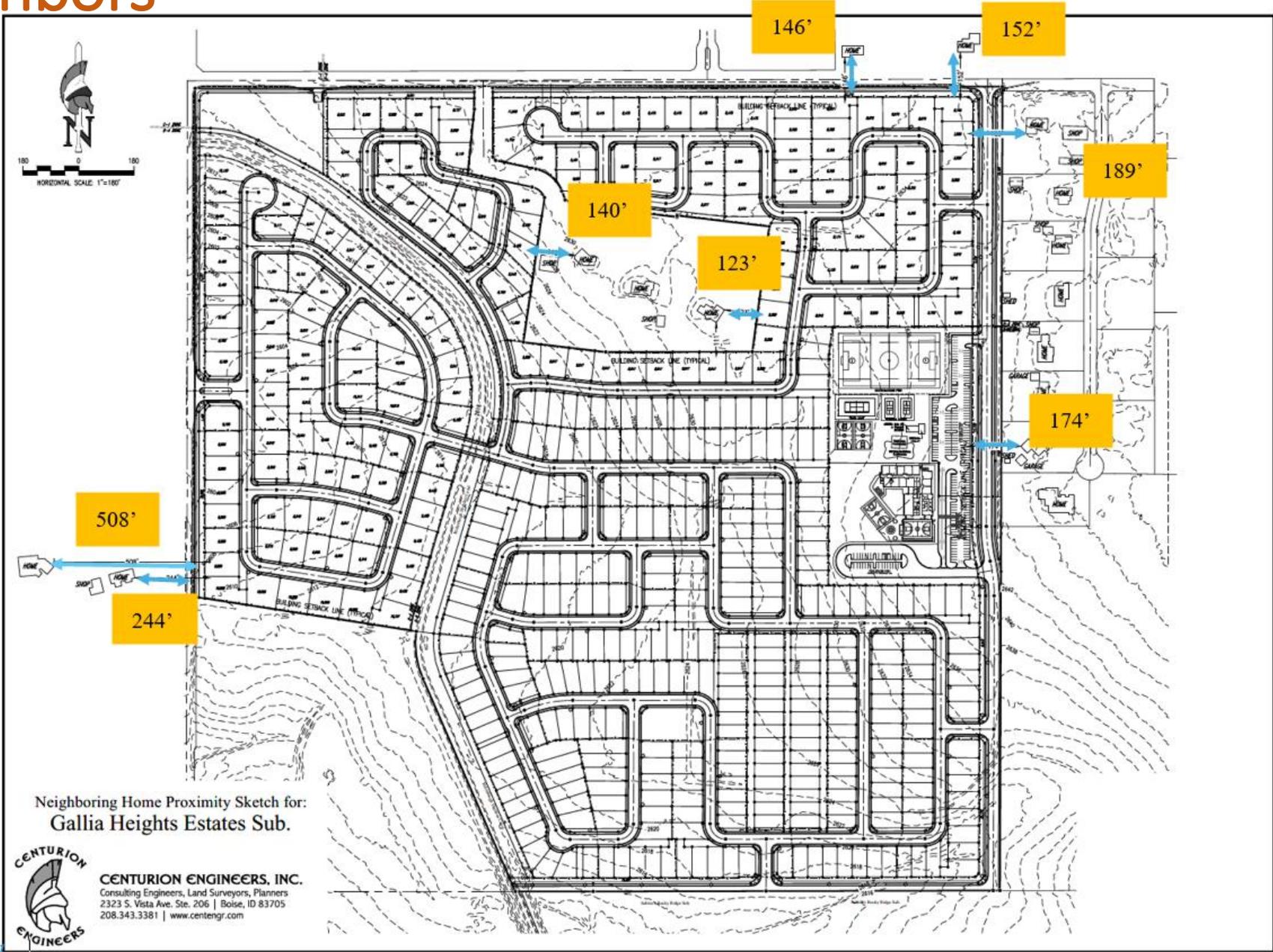


Qualified Open Space:
21 Acres (+/- 16%)

Amenities include:

- sports courts (tennis, basketball, pickleball)
- a playground
- a soccer/lacrosse field
- pocket parks
- Pathway along the Ridenbaugh Highline Canal

Distance to Neighbors



CASE NOs. 22-07-ZC, 22-15-S & 22-34-DR

GALLICA HEIGHTS SUBDIVISION

Planner: Troy Behunin

TBehunin@KunaID.gov

Phone: 208.387.7729

ALL APPLICATION MATERIALS:

22-07-ZC, 22-15-S & 22-34-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:	Gallica Heights Sub.	Application Number:		22-07-ZC, 22-15-S and 22-34-DR			
Date:	6/24/2025	Staff Contact:		Troy Behunin			
Owner/Applicant:	Thistle Farm, LLC - Owner	Applicant Contact:		6152 E Half Moon Ln., Eagle ID 83616			
Representative:	Givens Pursley, LLP	Representative Contact:		eak@givenspursley.com			

Purpose
 Applicant requests rezone approval for approx. 132.26 acres from Ag. to R-4, R-6 (Medium Density Residential) & C-1 (Neighborhood Commercial) zones. Applicant request's Preliminary Plat approval to subdivide the same lands into 514 home lots, 103 common, 20 common driveway lots, 1 commercial lot and 1 School Lot; and Design Review for all common lots. The subject site is located at the SEC of Columbia and Black Cat Roads, in Section 10, Township 2 North, Range 1 West, (APN's S1310223100, S1310233700, and S1310233610). A school site has been integrated into the site plan.

Statement of Fact	
Parcel Number(s):	S1310223100, S1310233700, and S1310233610
Future Land Use Map Designation:	Medium Residential Density
Existing Land Use:	Residential
Current Zoning:	Agriculture (Kuna City)
Proposed Zoning:	R-4 & R-6, Medium Density Residential, and C-1 (Neighborhood Commercial).
Development Area:	132.50 acres
Adjacent Zoning Districts:	North: RR (Rural Residential); East: RR (Rural Residential) & Agriculture; South: R-6 (Medium Residential); West: RR (Rural Residential).
Adjacent Street(s) Existing:	North: W Columbia Rd.; East: None; South: None; West: Black Cat Rd.
Internal Street(s) Existing & Proposed:	Proposed. S Shayla Ave., S Veridian Ave., S Bisque Ave., S Dude Ave., S Donny Ave., S Montoya Ave., S Humperdink Ave., S Rugen, S Gump Way, S Skellington Ave., S Sally Ave., S Zero Ave., S Rufio Way, S Hook Ave., W Lebowski St., W Sobchak St., W Frodo St., W Westly St., W Giantsbane St., W Fezzik St, W Inigo St., W Vezzini St., W Declan St., W Hodor St., W Arya St., W Rickon St. W Wing Over Way.
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	Providing a School Lot, City Park and internal paths along Canal.
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis

The Comprehensive Plan identifies the subject property as Mixed-Use and Medium Density Residential on the City's Future Land Use Map (FLUM). This parcel is currently zoned Agriculture. The proposed zones of C-1, R-4 and R-6 on the subject site comply with the FLUM.

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

The Comprehensive Plan promotes developers Working with the KSD and Charter School(s) to address future program and facility needs, (Objective 5.A.1.b).

Staff Analysis

This project came before the Commission in September of 2023, as a Planned Unit Development (PUD), Rezone, Pre Plat, Special Use Permit (SUP) and Design Review application which proposed the C-1, R-6, & R-12 zones, to include a Pre Plat for 1 School Lot, 615 Residential Lots and 86 Common Lots, and 1 Commercial lot. At the end of the the Public Hearing process, the Commission voted to *recommend* denial to the Council for the Rezone, the PUD, and Pre Plat, and the Commission denied the SUP and Design Review applications.

On February 6, 2024, this project went to Council as an appeal of the Commissions' Denial for the SUP and Design Review, and to go through the public hearing process for the Rezone, PUD and the Pre Plat. At the end of the public hearing, the Council determined the project lacked the following in order to obtain their approval;

- The rezone to high density was not consistent with the Comp Plan,
- The rezone was denied due to inability of the City and School District to serve the project,
- The PUD and Preliminary Plat were denied due to the denial of the Rezone request,
- The Council voted to uphold the Commissions denial of the SUP and Design Review.
- The Council signed the Findings of Fact and Conclusions of Law, on 5 March 2024.

On March 19, 2024, the applicant filed a motion for reconsideration of the Councils' Decision summarily.

At the 16 April Council meeting, the Council received a Memo from Director Doug Hanson stating six (6) specific items outlined by the applicant in the request for reconsideration when deciding whether to grant the request:

- Failure to Provide Adequate Reasoned Statement,
- Public Works Comments,
- Traffic Comments,
- Reliance on Incorrect Future Land Use Map,
- Compliance with Zoning Standards,
- Failure to Provide Future Guidance.

In this Memo from Director Hanson, Legal Considerations were provided as well as three (3) possible actions the Council could take. The Council voted 4-0, to remand the applications back to the Commission for a public hearing in order to address the Council's reasons for denial.

After eight (8) months of coordination with Staff, ACHD and a Charter school, including an update to the TIS, and a major re-design of large portions of the site the applicant presents a new site plan which demonstrates the following under the direction of the Council:

- Removal of the PUD,
- Removal of the Development Agreement,
- Removal of the Special Use Permit,
- Removal of the High Density Zoning,
- A significant reduction of housing units (a loss of 101 Units),
- Removal of attached housing options for single family housing only,
- Addition of a centrally located Charter School on a 4-acre lot and sharing a 5-acre City park,
- Additional pathways and internal pedestrian walk-throughs provided,

The applicant now proposes a Rezone of approx. 132.50 acres and proposes to apply the C-1 (2.08 ac.), the R-4 (62.58 ac.) and R-6 (70.06 ac.) Zones, with a request for a Preliminary Plat in order to subdivide the subject site into 1 commercial lot, 514 Residential Lots, 103 Common Lots and 20 Common Driveways, with a proposed gross density of +/- 3.89 Dwelling Units an Acre (DUA) and a Net Density proposed at 5.01 DUA. This proposal includes a ready-to-go four-acre (4 ac.) Lot for a charter school.

Approximately 38 acres of this proposal was approved as part of the larger Local Improvement District (LID) annexation in May 2006. The balance of the property was annexed into the City July 2006 and April 2007.

Staff recommends the applicant be conditioned to provide Code compliant pedestrian pathways in between lots as shown on the Preliminary Plat submitted. Staff notes KCC calls for eight foot (8') sidewalks on classified roads to be within the Rights-of-Way (ROW) and staff recommends the applicant be conditioned to provide a Preliminary Plat demonstrating code compliant sidewalks on classified roads with the sidewalks inside the Rights-of-Way.

The Applicant submits a Design Review Application for the open space, common lots and buffers along the perimeter frontages. The Applicant proposes approx. 15.94 % or 21.08 acres of useable open space. The Kuna Pathways Master Plan indicates a bike path for this site on proposed Shayla Ave. and Wingover Way. The Master Pathways Map also indicates a path along the Ridenbaugh Highline Canal. The Pathway shall be paved and a minimum of 9 feet wide for areas not adjacent to a local road with sidewalk.

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

Staff will not release the decision of the Commission until the landscape plan is updated and submitted.

Recommended Conditions of Approval

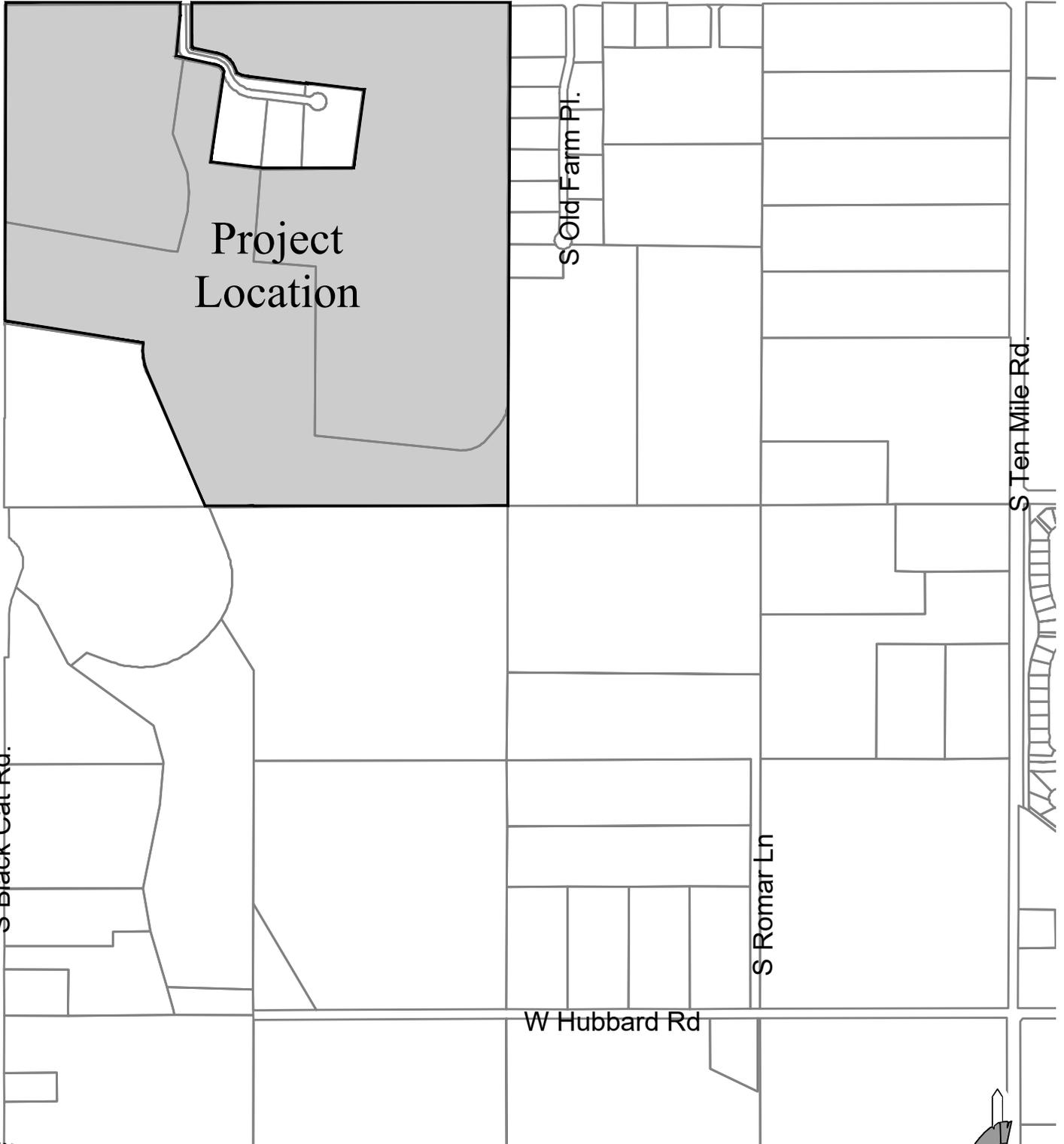
1. Buffers, curb, gutter and sidewalk (attached and detached) shall be installed in accordance with *KCC 5-10-13-B-1-b*.
2. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to the surrounding roadways and intersections 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 provide sidewalks entirely within the Rights-of-Way, compliant with Kuna City Code.
29. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.
30. Applicant is conditioned to submit a Landscape plan with aa plant detail reflecting the required changes for staffs approval and be compliant with Kuna City Code.
31. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.

Gallica Heights Estates Subdivision Vicinity Map

W Columbia Rd



S Black Cat Rd.

S Old Farm Pl.

S Ten Mile Rd.

S Romar Ln

W Hubbard Rd



CENTURION | B&A ENGINEERS, INC.

Consulting Engineers, Land Surveyors, Planners
5505 W Franklin Road | Boise, ID 83705
208.343.3381 | www.centengr.com



NORTH
NOT TO SCALE

March 4, 2025

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

RE: **UPDATED Gallica Heights** – Zoning, Preliminary Plat, and Design Review Applications

Dear Mayor, City Councilmembers, Planning & Zoning Commissioners, and City Staff:

On behalf of Thistle Farm LLC and Daniel and Kimberly Van Grouw, we are pleased to present a reimagined Gallica Heights, a mixed-use residential and commercial community located on the southeast corner of Black Cat Road and Columbia Road. This 132-acre upscale mixed-use development is adjacent to future single-family residential subdivisions and commercial uses.

Updated Site Plan.

After our public hearings before City Council and the Planning & Zoning Commission, we reimagined Gallica Heights as a larger lot subdivision, which features enhanced walkability and pedestrian connectivity throughout and to current and future subdivisions and services in the area; desired amenities for residents include a new public park with pickleball courts, tennis courts, basketball courts, a playground and a large soccer/lacrosse/football field, and a conveniently located commercial area on the corner of Black Cat and Columbia Roads. We have eliminated the attached single-family homes zoned R-8 and R-12, and have replaced them with R-4 and R-6 zoned detached single family homes. We have also been in discussions with a charter school and have a large school lot dedicated for this use on the site.

Updated applications for this project include a rezone to R-4, R-6 and C-1; a Preliminary Plat; and Design Review for subdivision landscaping. Because the updated plan does not require a PUD, we are withdrawing that application.

The R-4 section of Gallica Heights features 182 residential lots, with a gross residential density of 3.01 units per acre and a net residential density of 4.0 units per acre. The R-6 section of Gallica Heights includes 332 residential lots, with a gross residential density of 4.74 units per acre and a net residential density of 5.99 units per acre.

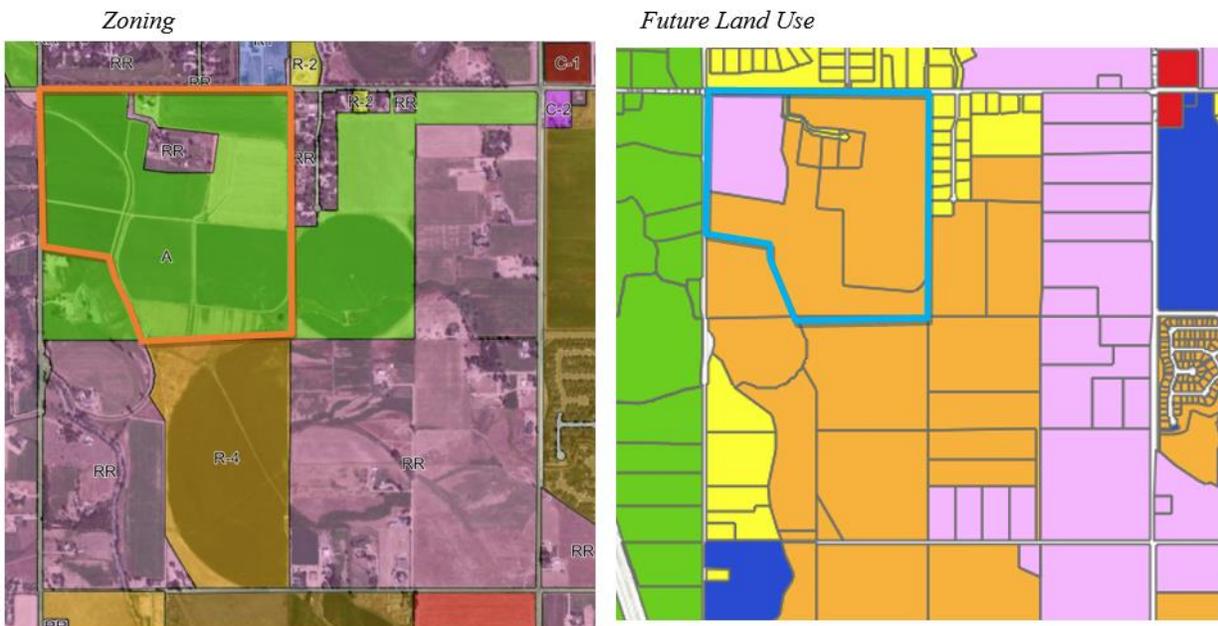
The commercial portion on the hard corner includes 1 lot on 1.75 acres. The charter school lot is located adjacent to a public park and is 4 acres. The public park is 5 acres. The

proximity of the school and the park to one another allow each use to seamlessly integrate with the other.

Site Information.

The property is approximately 132.26 acres of agricultural ground identified as Ada County parcel numbers S1310223100, S1310233700, and S1310233610 (collectively, the “**Property**”). The Property is located directly east of Black Cat Road and south of Columbia Road. The site is currently zoned Agricultural, annexed into the City of Kuna and is designated Mixed Use on the Future Land Use Planning Map (“**FLUM**”).

Gallica Heights is compatible with the existing and planned land uses surrounding the property (*clockwise from top*):



- **North:** Columbia Road; and single family homes zoned Rural Residential (RR) in Ada County and single family homes zoned R-1 within the City of Kuna; designated Low Density Residential on Kuna’s FLUM;
- **East:** Single family homes zoned RR in Ada County and designated as Low Density Residential on Kuna’s FLUM; and undeveloped property within the City of Kuna zoned Agricultural and designated as Medium Density Residential on Kuna’s FLUM;
- **South:** Sabino’s Rocky Ridge, a recently approved subdivision in the City of Kuna zoned Medium Density Residential (R-4) and designated Medium Density Residential on Kuna’s FLUM; and undeveloped property zoned RR in Ada County and designated as Low Density Residential on Kuna’s FLUM;
- **South-west corner:** One residential home, zoned Agricultural within the City of Kuna and designated as Mixed-Use on Kuna’s FLUM.

- West: Black Cat Road; undeveloped property zoned RR in Ada County and designated Low Density Residential on Kuna's FLUM.
- Balivi Lane (inholding): Zoned Rural Residential within Ada County and designated Mixed Use on Kuna's FLUM; contains three residential homes.

Compliance with Comprehensive Plan.

Gallica Heights aligns with the intent of *Envision Kuna* (Kuna's comprehensive plan) by complementing surrounding development and providing residential, commercial and educational opportunities in this part of Kuna. In alignment with *Goal Area 3* our intent is to develop a distinct and well-designed community with 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.

Objective 3.C.2 supports the creation of neighborhood-serving mixed-use centers that incorporate commercial activities. In accord with that objective, Gallica Heights proposes a mixture of residential lot sizes, commercial lots and open space, all of which will contribute to a strong community and available commercial opportunities in this area. Gallica Heights further supports *Objective 3.D.1*, which encourages the development of housing options for all citizens.

Policy 3.D.2.b. encourages the development of neighborhood-serving mixed-use and commercial activity centers that allow residents to play, shop, eat and interact with neighbors without leaving their neighborhood. The connectivity through the residential portions of Gallica Heights allow residents to easily access the commercial development located on the north-west corner of the Property.

Goals 4.B and *4.C* focus on increasing walkability and connectivity throughout the community. In accord with *Objective 4.B.2*, Gallica Heights provides expanded sidewalks and pedestrian facilities throughout the development. It furthers *Objective 4.C.2* by incorporating expanding pathways and trails throughout the neighborhood and increasing connectivity to the surrounding properties as they develop. Closely related, Gallica Heights provides a gravel pathway along the Ridenbaugh Canal as depicted on the Pathways Master Plan, furthering the creation of neighborhood connections in accord with *Policy 4.C.2.b.*

Objective 5.A.1 focuses on providing school facilities to meet increasing populations demands; *Policy 5.A.1.b* specifically encourages working with charter schools to address future program and facility needs. Gallica Heights furthers this policy and objective by providing a 4-acre school site that meets the development needs of a local charter school.

Goal 4.D promotes a connected street network that incorporates mid-mile collectors and crossings for improved neighborhood connectivity. Gallica Heights proposes Shayla Avenue, a mid-mile collector on its eastern boundary, which will provide the primary entrance to Gallica Heights and enhanced connectivity as this area of Kuna continues to grow and develop. Gallica Heights also includes the construction of West Wing Over Way, a mid-mile collector on its southern border.

Zoning Application.

We propose to zone the property to the R-4 (Medium Density Residential), R-6 (Medium Density Residential), and C-1 (Neighborhood Commercial District) zoning districts to accommodate a mix of single-family detached and commercial uses.

The R-4 district will encompass 182 lots and approximately 60.4 acres, the R-6 district will include 332 lots and approximately 70 acres, and the C-1 zone will be comprised of 1 lot and approximately 1.75 acres.

The C-1 district will 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 commercial lots will provide easy and efficient access to services, ideally situated with frontage on both Black Cat and Columbia Roads.

The medium density residential is encouraged and necessary to support the commercial center on the corner. The R-4 and R-6 zoning districts provide a strong detached family residential neighborhood.

Gallica Heights meets the future land use designation for this property of Mixed Use. We are presenting a mix of housing lot sizes while the neighborhood commercial portion of the project will support the residential component of the project while also providing services to the area.

Preliminary Plat Application.

The Gallica Heights preliminary plat encompasses approximately 132.26 acres. Residential lot sizes range from approximately 4,000 square feet to 11,350 square feet to provide a variety of housing types within the development, consistent with the comprehensive plan.

The largest single-family lots are located in the north and west to ensure compatibility with the existing residential homes zoned R-R in Ada County. Large lot sizes abut the residential properties located on Balivi Lane, which is a small interior enclave of three homes. The smaller R-6 lots are located towards the interior of the development and to the south and east.

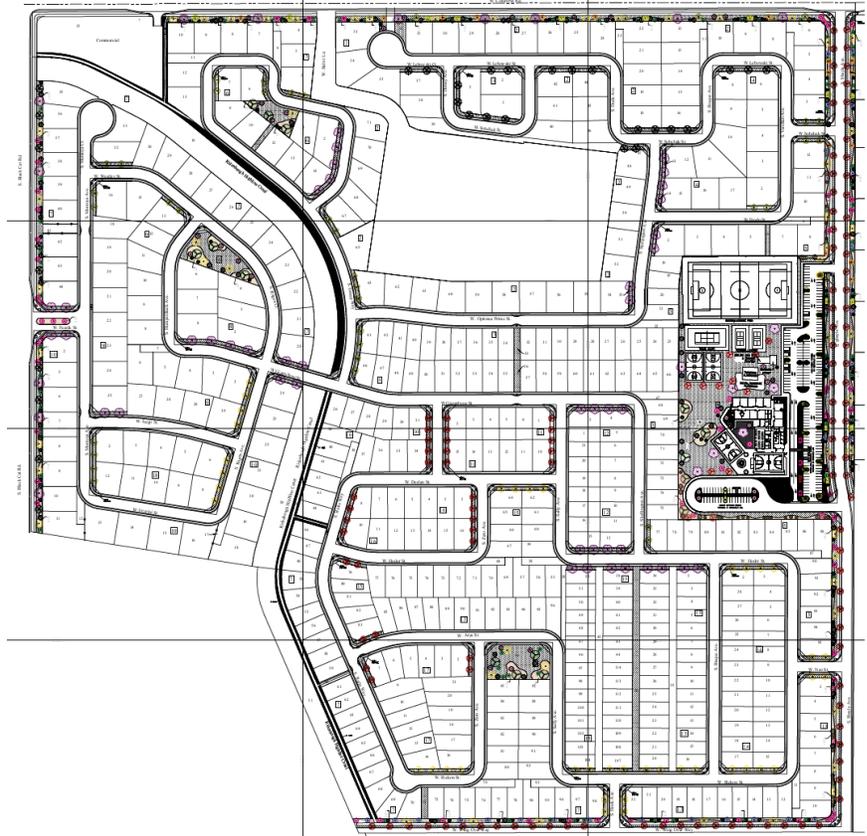
The commercial lot, comprised of approximately 1.75 acres will provide an opportunity for neighborhood commercial uses to serve existing and future residences.

Access and Connectivity

The primary entrance road for the detached single-family lots will be S. Shayla Road, a full access point, mid-mile collector via Columbia Road to the north proposed in alignment with and connecting to a future mid-mile collector road to the south. S. Shayla Road will extend south along the eastern border of the development and with the completion of Ewing Meadows Subdivision and Sabinos Rocky Ridge Subdivision, Shayla Road will extend from Columbia Road to Deer Flat Road. Neo Street

and Sobchak Street, local east-west roads, will intersect with S. Shalya Road and then intersect with internal local roads that will provide access throughout the development. The public charter school and public park will be accessed from S. Shayla Ave. Local streets are proposed throughout the subdivision and will be improved to the City of Kuna and ACHD's standards.

The primary entrance for the west portion of the development will be W. Fezzik Street, a full access point via Black Cat. The east and west portions of Gallica Heights are connected via W. Giantsbane Street, a local road that crosses the Ridenbaugh Highline canal.



A new mid-mile collector road, W. Wing Over Way, will also be constructed on the southern edge of the development. One local street is proposed to connect to W. Wing Over Way. S. Shayla Road will also intersect with this new collector. This development provides the necessary connections to the east and south when those properties develop and will aid in increasing the safety and efficiency of pedestrian and vehicular traffic in the area.

We propose access into the commercial portion of the development from Columbia. The commercial use element of this neighborhood creates trip capture and increases the quality of life for all area residents. We have eliminated all permanent access from Columbia Rd with the exception of the access to the commercial lot.

A traffic impact study (TIS) has been approved by ACHD.

Walkability

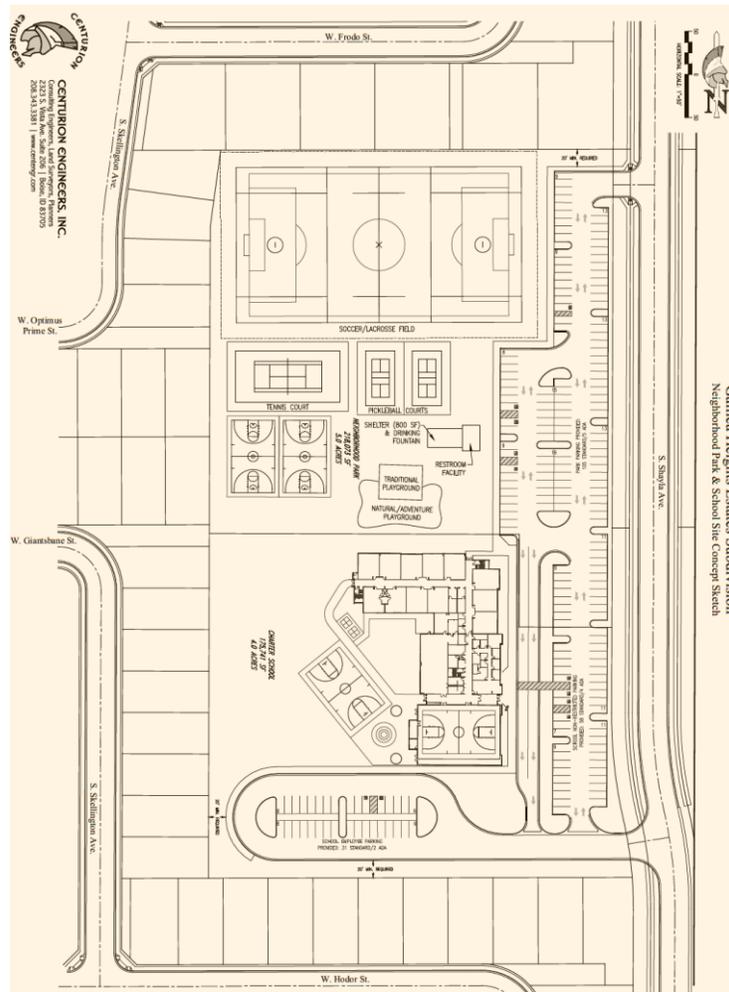
Gallica Heights includes multiple pedestrian connections and pathways within the community to enhance walkability for residents. A multi-use pathway will be constructed adjacent to the Ridenbaugh Highline Canal. Connections are proposed throughout to adjacent commercial uses and single-family homes, and amenities within the community and to adjacent neighborhoods. Gallica Heights offers the opportunity to connect to future neighborhoods to the south and east with pedestrian walkways. 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

Sewer is available to the Property through an extension from Sabino's Rocky Ridge subdivision to the south.

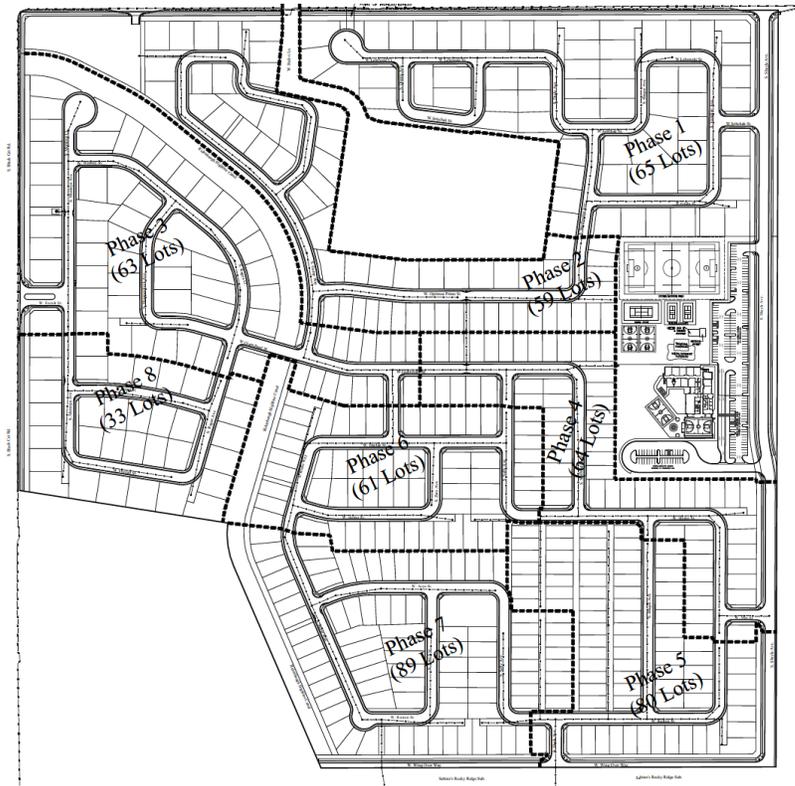
The development is located within the Kuna School District and is served by Silver Trail Elementary School, Kuna Middle School and Kuna High School. We have been working closely with a local charter school, and propose dedicating a 4 acre public charter school lot. The school anticipates that 574 students will attend the school, alleviating pressure on the Kuna School District.

Neither the Kuna Fire District nor the Kuna City Police Department had concerns with the preliminary plat in our pre-application meetings.



Project Phasing

Gallica Heights is proposed to be constructed in 8 phases, as depicted on the phasing exhibit, to the right. The first phase will include the construction of 59 single family homes in the R-4 district, the City park and charter school site. The timing of subsequent phases will be market-driven.



Amenities and Open Space

Overall, Gallica Heights includes 21.06 acres of qualified open space, which equals almost 16% of the site.



Open space has been included within the subdivision to serve as a gathering place for residents, with a community center, pickleball courts, a tennis court, basketball courts, a playground, a soccer/lacrosse field, and landscaped areas. There is also a pocket park located west of the Ridenbaugh Highline Canal. 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, including a walkway along the entire canal length, also provide an active amenity for residents who can safely walk around the entire neighborhood.

Design Review Application.

Included with this submittal package is the design review application for the common area landscaping within 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.

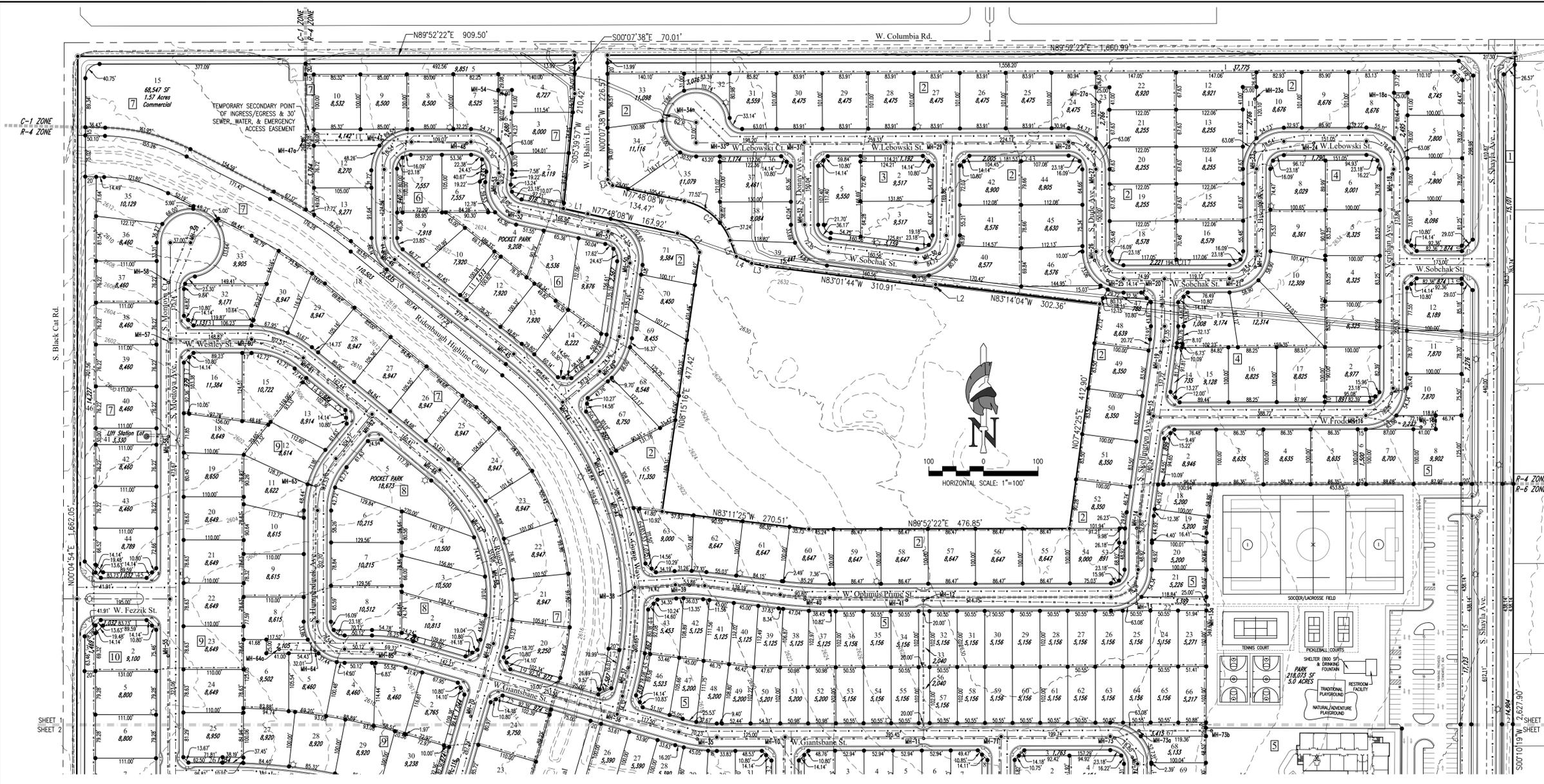
Conclusion.

We are excited to bring Gallica Heights 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 community design and mix of uses will allow residents to play, shop, eat and interact with neighbors without leaving their neighborhood.

Gallica Heights supports the City's vision for growth and will be an asset to the community. Should you have questions or require further information in order to process this application, please feel free to contact me.

Sincerely,

Tim Eck



Land Use Calculations

DESCRIPTION	AREA (ACRES)	PERCENTAGE
TOTAL COMBINED AREAS		
OVERALL AREA	132.26	100%
RESIDENTIAL LOTS	75.84	57.34%
OPEN SPACE (UNIMPROVED) LOTS	21.08	15.94%
INTERIOR LANDSCAPED BUFFER LOTS	1.80	1.37%
PATHWAY/PARK LOTS	1.39	1.02%
COMMON DRIVE LOTS	1.85	1.40%
CHARTER SCHOOL LOT	4.04	3.05%
COLLECTOR LANDSCAPED BUFFER LOTS	4.02	3.04%
COMMERCIAL LOTS	1.57	1.19%
RIGHT-OF-WAY	29.75	22.49%
*REQUIRED OPEN SPACE FOR 500-550 LOTS = 12.0%		
RESIDENTIAL BUILDABLE LOTS	514	
NON-BUILDABLE LOTS	123	
INTERIOR LANDSCAPED BUFFER LOTS	67	
COLLECTOR LANDSCAPED BUFFER LOTS	12	
PATHWAY/PARK LOTS	24	
COMMON DRIVE LOTS	20	
CHARTER SCHOOL LOT	1	
COMMERCIAL LOTS	1	
GROSS RESIDENTIAL DENSITY	3.89 u/Ac.	
NET RESIDENTIAL DENSITY	5.01 u/Ac.	

DESCRIPTION	AREA (ACRES)	PERCENTAGE
OVERALL AREA	60.46	100%
RESIDENTIAL LOTS	37.34	61.76%
OPEN SPACE (UNIMPROVED) LOTS	5.96	9.86%
INTERIOR LANDSCAPED BUFFER LOTS	0.96	1.59%
PATHWAY/PARK LOTS	4.46	7.38%
COMMON DRIVE LOTS	0.54	0.89%
COLLECTOR LANDSCAPED BUFFER LOTS	2.22	3.67%
RIGHT-OF-WAY	14.94	24.71%
*REQUIRED OPEN SPACE FOR 151-200 LOTS = 8.5%		
RESIDENTIAL BUILDABLE LOTS	182	
NON-BUILDABLE LOTS	60	
INTERIOR LANDSCAPED BUFFER LOTS	33	
COLLECTOR LANDSCAPED BUFFER LOTS	7	
PATHWAY/PARK LOTS	11	
COMMON DRIVE LOTS	9	
GROSS RESIDENTIAL DENSITY	3.01 u/Ac.	
NET RESIDENTIAL DENSITY	4.00 u/Ac.	

DESCRIPTION	AREA (ACRES)	PERCENTAGE
OVERALL AREA	70.05	100%
RESIDENTIAL LOTS	38.50	54.96%
OPEN SPACE (UNIMPROVED) LOTS	15.12	21.58%
INTERIOR LANDSCAPED BUFFER LOTS	0.84	1.20%
PATHWAY/PARK LOTS	8.92	12.74%
COMMON DRIVE LOTS	1.32	1.89%
CHARTER SCHOOL LOT	4.04	5.76%
COLLECTOR LANDSCAPED BUFFER LOTS	1.80	2.57%
RIGHT-OF-WAY	14.63	20.89%
*REQUIRED OPEN SPACE FOR 300-350 LOTS = 10.0%		
RESIDENTIAL BUILDABLE LOTS	332	
NON-BUILDABLE LOTS	63	
INTERIOR LANDSCAPED BUFFER LOTS	34	
COLLECTOR LANDSCAPED BUFFER LOTS	5	
PATHWAY/PARK LOTS	13	
COMMON DRIVE LOTS	11	
CHARTER SCHOOL LOT	1	
GROSS RESIDENTIAL DENSITY	4.74 u/Ac.	
NET RESIDENTIAL DENSITY	5.99 u/Ac.	

DESCRIPTION	AREA (ACRES)	PERCENTAGE
OVERALL AREA	1.75	100%
COMMERCIAL LOT	1.57	90.02%
RIGHT-OF-WAY	0.18	9.98%

CENTURION ENGINEERS, INC.
 Consulting Engineers, Land Surveyors, Planners
 2323 S. Vista Ave. Ste. 206 | Boise, ID 83705
 208.343.3388 | www.centurioneng.com

THE AFFIXED STAMP INDICATES THE SURVEYOR'S REVIEW AND APPROVAL OF THIS SURVEY. THIS SURVEY IS BASED ON AN ACTUAL FIELD SURVEY. THE SURVEYOR'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED BY CENTURION ENGINEERS, INC.

Preliminary Plat

Gallica Heights Estates Subdivision
 SITUATE IN THE NORTHWEST QUARTER OF SECTION 10, TOWNSHIP 2 NORTH, RANGE 1 WEST, BOISE MERIDIAN, CITY OF KUNA, ADA COUNTY, IDAHO.



- ### Notes
1. THERE ARE NO POTENTIALLY HAZARDOUS AREAS.
 2. THERE ARE NO STREAMS, PONDS, LAKES, OR WETLANDS ON THIS PROPERTY.
 3. THERE ARE NO NATURAL DRAINAGE SWALES ON THIS PROPERTY.
 4. THERE ARE NO PERMANENT AND/OR SEASONAL HIGH GROUNDWATER AREAS ON THIS PROPERTY.
 5. THIS PROPERTY IS NOT IN A FLOOD PLAIN AREA.
 6. THERE ARE NO IDENTIFIED UNSTABLE ROCK FORMATIONS OR LANDSLIDE AREAS ON THIS PROPERTY.
 7. THERE ARE AREAS ANTICIPATED TO HAVE SHALLOW BEDROCK.
 8. THIS PROPERTY IS NOT IN AN AQUIFER RECHARGE AREA.
 9. NO UNSTABLE SOILS SUSCEPTIBLE TO EROSION EXISTING ON THIS PROPERTY. ALL AREAS ARE SUITABLE FOR DEVELOPMENT.
 10. SANITARY SEWER SERVICE IS TO BE PROVIDED BY THE CITY OF KUNA.
 11. POTABLE WATER IS TO BE PROVIDED BY THE CITY OF KUNA.
 12. PROPERTY LIES WITHIN THE BOISE KUNA IRRIGATION DISTRICT.
 13. PROPERTY LIES WITHIN THE KUNA RURAL FIRE DISTRICT.
 14. EXISTING IRRIGATION FACILITIES TO BE CONTINUED TO THEIR HISTORIC DISCHARGE POINTS.
 15. THESE PROPERTIES ARE CURRENTLY ZONED A, A REZONE TO R-6 IS PROPOSED.
 16. EXISTING USE: AGRICULTURAL.
 17. CONTOUR INTERVAL: 2 FOOT DATUM: NAVD 88
 18. COMMON AREAS SHOWN HEREON SHALL BE MAINTAINED BY THE HOMEOWNERS' ASSOCIATION.
 19. THIS DEVELOPMENT ANTICIPATES USING SUBSURFACE STORM WATER DISPOSAL OF STORM WATER GENERATED FROM THE LOCAL ROAD SYSTEM.
 20. PUBLIC UTILITIES ARE TO BE PROVIDED FROM THE PUBLIC UTILITY PROVIDERS FROM JOINT TRENCH ADJACENT TO THE PUBLIC ROADS. SPECIFIC DESIGN CRITERIA WILL BE MET DURING THE CONSTRUCTION APPROVAL PHASE OF THIS DEVELOPMENT.
 21. THIS PARCEL LIES WITHIN THE "ZONE X" FLOODWAY PER FEMA MAP #16001C0250, DATED OCTOBER 2, 2003.
 22. POTABLE WATER, SANITARY SEWER AND PRESSURE IRRIGATION ARE AVAILABLE TO THIS SITE WITH THE EXTENSION OF SERVICES FROM MAINLINES AS REQUIRED.
 23. ALL STORM WATER GENERATED BY THIS DEVELOPMENT WILL BE RETAINED ON SITE AND/OR BY ACCEPTED STORM WATER DISPOSAL METHODS.
 24. MINIMUM BUILDING SETBACKS AND DIMENSIONAL STANDARDS WITHIN THIS SUBDIVISION SHALL COMPLY WITH THE APPLICABLE ZONING ORDINANCE AT THE TIME OF ISSUANCE OF THE BUILDING PERMITS.

Legend

	PROJECT / PROPERTY BOUNDARY
	LOT LINE
	SECTION LINE
	STREET CENTERLINE
	ADJOINING PROPERTY LINE
	EXISTING DITCH
	EXISTING FENCE
	EXISTING EDGE OF PAVEMENT
	PROPOSED 8" GRAVITY SANITARY SEWER MAIN LINE
	PROPOSED 6" PRESSURE SANITARY SEWER MAIN LINE
	EXISTING 8" WATER MAIN LINE
	PROPOSED 8" C-900 PVC WATER MAIN LINE
	PROPOSED PRESSURE IRRIGATION LINE
	CONSTRUCT CURB & GUTTER
	SHEET MATCH LINE
	ZONE DELINEATOR LINE
	PROPOSED SANITARY SEWER MANHOLE & NUMBER
	FOUND BRASS CAP
	FOUND 1/2" PIN
	FOUND 5/8" PIN
	SET 1/2" 24" IRON PIN WITH PLASTIC CAP LABELED "B&A LS 4116"
	SET 5/8" 30" IRON PIN WITH PLASTIC CAP LABELED "B&A LS 4116"
	PROPOSED BLOCK NUMBER
	PROPOSED LOT NUMBER
	PROPOSED LOT AREA IN SQUARE FEET
	PROPOSED FIRE HYDRANT
	PROPOSED STREET LIGHT

Setback/Zoning Table

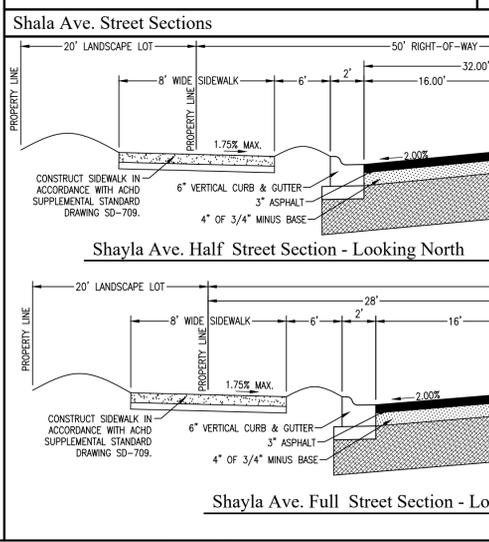
PROPOSED ZONE	R-4	R-6
MINIMUM LOT AREA	6,600 SF	4,500 SF
FRONT YARD SETBACK	20 FEET	20 FEET
REAR YARD SETBACK	15 FEET	15 FEET
STREET SIDE YARD SETBACK	20 FEET	20 FEET
INTERIOR SIDE YARD SETBACK	5 FEET	5 FEET
MAXIMUM BUILDING HEIGHT	35 FEET	35 FEET
MINIMUM STREET FRONTAGE	66 FEET	45 FEET
MAXIMUM DENSITY	4.0/ACRE	6.0/ACRE
EXISTING ZONE	A	A

Curve Table

CURVE	DELTA	RADIUS	ARC	CHORD BEARING	CHORD DIST.
C1	56°33'25"	56.28'	55.55'	N49°31'59"W	53.33'
C2	56°32'51"	116.28'	114.76'	N49°31'46"W	110.16'
C3	77°41'20"	11.32'	15.35'	S38°57'56"E	14.20'
C4	31°16'23"	289.89'	158.23'	S81°11'12"E	156.27'

Line Table

LINE	BEARING	DISTANCE
L1	S77°48'08"E	45.70'
L2	S2°46'25"W	5.00'
L3	N78°20'11"W	28.39'
L4	N65°43'00"W	30.75'
L5	N21°15'24"W	31.47'



Underground Utility Note

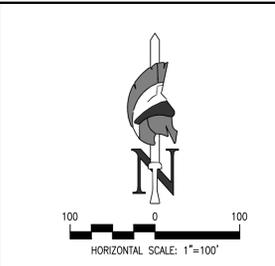
THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES. DEVIATIONS MAY EXIST BETWEEN THE LOCATIONS SHOWN HEREON AND THEIR ACTUAL LOCATIONS(S).

Parcel Numbers	Owner/Applicant
• 51310233610	VIPER INVESTMENTS, LLC
• 51310233700	1977 E. OVERLAND RD.
• 51310223100	MERIDIAN, ID 83642

DATE: 10-24-24
 REVISION: 1-10-24
 REVISION: 1-10-24

SCALE: 1" = 100'
 DATE: OCTOBER 24, 2024
 DRAWN BY: J.L. HALL
 CHECKED BY: J.D. CHANNING
 PROJECT NO.: 24001
 FILE NAME: Gallica Heights PrelimPlat2024.dwg

SHEET NO: 1



Manhole Invert Table

MANHOLE #	INVERTS	RIM & DEPTH
MH-1	8" INV IN=2592.00 (E) 10" INV IN=2603.95 (N)	RM=2599.02 DEPTH=7.02' RM=2611.96 DEPTH=8.02'
MH-2	8" INV IN=2604.68 (E) 10" INV IN=2616.62 (W) 10" INV OUT=2604.42 (S)	RM=2617.31 DEPTH=12.89' RM=2619.58 DEPTH=14.30'
MH-3	8" INV IN=2605.61 (NW) 10" INV IN=2605.28 (NW)	RM=2619.58 DEPTH=14.30'
MH-4	8" INV IN=2606.03 (NE) 10" INV IN=2605.87 (N) 10" INV OUT=2605.87 (SE)	RM=2619.50 DEPTH=13.63'
MH-5	8" INV IN=2606.61 (N) 10" INV IN=2606.61 (S)	RM=2618.21 DEPTH=11.60'
MH-6	8" INV IN=2607.10 (E) 10" INV IN=2606.94 (N) 10" INV OUT=2606.94 (S)	RM=2617.33 DEPTH=10.99'
MH-7	8" INV IN=2607.75 (N) 10" INV IN=2607.59 (S) 10" INV OUT=2607.59 (S)	RM=2617.56 DEPTH=9.97'
MH-8	8" INV IN=2608.66 (E) 10" INV IN=2608.50 (N) 10" INV OUT=2608.50 (W)	RM=2619.54 DEPTH=11.04'
MH-9	8" INV IN=2609.26 (W) 10" INV IN=2609.42 (E) 10" INV OUT=2609.26 (S)	RM=2620.22 DEPTH=10.96'
MH-10	8" INV IN=2610.12 (E) 10" INV IN=2610.12 (N) 10" INV OUT=2610.12 (S)	RM=2626.52 DEPTH=14.50'
MH-11	8" INV IN=2610.33 (E) 10" INV IN=2610.33 (N) 10" INV OUT=2610.33 (S)	RM=2629.43 DEPTH=16.25'
MH-12	8" INV IN=2610.52 (N) 10" INV IN=2610.52 (E) 10" INV OUT=2610.52 (W)	RM=2630.65 DEPTH=15.73'
MH-13	8" INV IN=2611.33 (N) 10" INV IN=2611.33 (E) 10" INV OUT=2611.33 (S)	RM=2631.55 DEPTH=16.52'
MH-13A	8" INV IN=2611.33 (N) 10" INV IN=2611.33 (E) 10" INV OUT=2611.33 (S)	RM=2631.55 DEPTH=16.52'
MH-14	8" INV IN=2611.57 (N) 10" INV IN=2611.57 (E) 10" INV OUT=2611.57 (S)	RM=2632.03 DEPTH=16.46'
MH-15	8" INV IN=2611.60 (N) 10" INV IN=2611.60 (E) 10" INV OUT=2611.60 (S)	RM=2633.02 DEPTH=16.52'
MH-16	8" INV IN=2612.30 (NE) 10" INV IN=2612.30 (E) 10" INV OUT=2612.30 (S)	RM=2637.57 DEPTH=14.37'
MH-16A	8" INV IN=2612.30 (NE) 10" INV IN=2612.30 (E) 10" INV OUT=2612.30 (S)	RM=2637.57 DEPTH=14.37'
MH-17	8" INV IN=2613.72 (W) 10" INV IN=2613.72 (E) 10" INV OUT=2613.72 (S)	RM=2638.46 DEPTH=14.84'
MH-18	8" INV IN=2615.82 (N) 10" INV IN=2615.82 (E) 10" INV OUT=2615.82 (S)	RM=2639.39 DEPTH=15.21'
MH-18A	8" INV IN=2615.82 (N) 10" INV IN=2615.82 (E) 10" INV OUT=2615.82 (S)	RM=2639.39 DEPTH=15.21'
MH-19	8" INV IN=2617.19 (N) 10" INV IN=2617.19 (E) 10" INV OUT=2617.19 (S)	RM=2643.84 DEPTH=16.75'
MH-20	8" INV IN=2617.84 (E) 10" INV IN=2617.84 (N) 10" INV OUT=2617.84 (S)	RM=2643.84 DEPTH=16.75'
MH-21	8" INV IN=2621.52 (NE) 10" INV IN=2621.42 (W) 10" INV OUT=2621.42 (S)	RM=2653.68 DEPTH=12.26'
MH-22	8" INV IN=2621.96 (N) 10" INV IN=2621.96 (E) 10" INV OUT=2621.96 (S)	RM=2653.58 DEPTH=11.72'
MH-23	8" INV IN=2624.15 (N) 10" INV IN=2624.15 (E) 10" INV OUT=2624.15 (S)	RM=2654.96 DEPTH=10.91'
MH-23A	8" INV IN=2624.15 (N) 10" INV IN=2624.15 (E) 10" INV OUT=2624.15 (S)	RM=2654.96 DEPTH=10.91'
MH-24	8" INV IN=2625.00 (W) 10" INV IN=2625.00 (E) 10" INV OUT=2625.00 (S)	RM=2663.16 DEPTH=7.16'
MH-25	8" INV IN=2618.36 (NW) 10" INV IN=2618.26 (E) 10" INV OUT=2618.26 (S)	RM=2632.50 DEPTH=14.24'
MH-26	8" INV IN=2618.65 (N) 10" INV IN=2618.55 (SE) 10" INV OUT=2618.55 (S)	RM=2632.00 DEPTH=13.45'
MH-27	8" INV IN=2619.48 (N) 10" INV IN=2619.48 (NW) 10" INV OUT=2619.38 (S)	RM=2630.85 DEPTH=11.47'
MH-27A	8" INV IN=2619.48 (N) 10" INV IN=2619.48 (NW) 10" INV OUT=2619.38 (S)	RM=2630.85 DEPTH=11.47'
MH-28	8" INV IN=2619.81 (M) 10" INV IN=2619.71 (SE) 10" INV OUT=2619.71 (S)	RM=2630.21 DEPTH=7.86'
MH-29	8" INV IN=2620.90 (N) 10" INV IN=2620.90 (E) 10" INV OUT=2620.90 (S)	RM=2629.62 DEPTH=8.82'
MH-30	8" INV IN=2624.30 (N) 10" INV IN=2624.30 (E) 10" INV OUT=2624.30 (S)	RM=2631.34 DEPTH=7.04'
MH-31	8" INV IN=2622.09 (N) 10" INV IN=2622.09 (S) 10" INV OUT=2621.99 (E)	RM=2629.64 DEPTH=7.65'
MH-32	8" INV IN=2623.00 (N) 10" INV IN=2623.00 (E) 10" INV OUT=2623.00 (S)	RM=2629.03 DEPTH=6.03'
MH-33	8" INV IN=2622.88 (NW) 10" INV IN=2622.78 (E) 10" INV OUT=2622.78 (S)	RM=2630.03 DEPTH=7.25'
MH-34	8" INV IN=2623.63 (SE) 10" INV IN=2623.63 (N) 10" INV OUT=2623.63 (S)	RM=2630.39 DEPTH=7.76'
MH-35	10" INV IN=2620.73 (N) 10" INV IN=2620.73 (E) 10" INV OUT=2620.73 (S)	RM=2617.72 DEPTH=7.89'
MH-36	10" INV IN=2610.20 (N) 10" INV IN=2610.20 (E) 10" INV OUT=2610.20 (S)	RM=2616.24 DEPTH=4.04'
MH-37	10" INV IN=2610.47 (N) 10" INV IN=2610.47 (E) 10" INV OUT=2610.47 (S)	RM=2616.69 DEPTH=4.22'
MH-38	8" INV IN=2611.06 (E) 10" INV IN=2611.06 (N) 10" INV OUT=2611.06 (S)	RM=2617.76 DEPTH=6.86'
MH-39	8" INV IN=2612.40 (E) 10" INV IN=2612.40 (W) 10" INV OUT=2612.40 (S)	RM=2619.42 DEPTH=7.12'
MH-40	8" INV IN=2616.97 (E) 10" INV IN=2616.97 (N) 10" INV OUT=2616.97 (S)	RM=2623.87 DEPTH=7.00'
MH-41	8" INV IN=2621.75 (W) 10" INV IN=2621.75 (N) 10" INV OUT=2621.75 (S)	RM=2628.84 DEPTH=7.09'
MH-42	8" INV IN=2611.60 (S) 10" INV IN=2611.60 (N) 10" INV OUT=2611.60 (E)	RM=2619.44 DEPTH=7.30'
MH-43	8" INV IN=2612.24 (NW) 10" INV IN=2612.24 (N) 10" INV OUT=2612.24 (S)	RM=2622.74 DEPTH=10.03'
MH-44	8" INV IN=2612.82 (NW) 10" INV IN=2612.82 (N) 10" INV OUT=2612.82 (S)	RM=2622.74 DEPTH=10.03'
MH-45	8" INV IN=2613.43 (NW) 10" INV IN=2613.43 (N) 10" INV OUT=2613.43 (S)	RM=2622.74 DEPTH=10.03'
MH-46	8" INV IN=2614.77 (N) 10" INV IN=2614.77 (E) 10" INV OUT=2614.77 (S)	RM=2620.16 DEPTH=5.49'
MH-47	8" INV IN=2615.59 (N) 10" INV IN=2615.59 (E) 10" INV OUT=2615.59 (S)	RM=2624.07 DEPTH=8.49'
MH-47A	8" INV IN=2615.59 (N) 10" INV IN=2615.59 (E) 10" INV OUT=2615.59 (S)	RM=2624.07 DEPTH=8.49'
MH-48	8" INV IN=2616.27 (E) 10" INV IN=2616.27 (N) 10" INV OUT=2616.27 (S)	RM=2621.32 DEPTH=5.05'
MH-49	8" INV IN=2615.70 (SW) 10" INV IN=2615.70 (N) 10" INV OUT=2615.70 (S)	RM=2623.72 DEPTH=7.92'
MH-50	8" INV IN=2616.76 (SE) 10" INV IN=2616.76 (N) 10" INV OUT=2616.76 (S)	RM=2628.29 DEPTH=11.63'
MH-51	8" INV IN=2617.12 (N) 10" INV IN=2617.12 (E) 10" INV OUT=2617.12 (S)	RM=2628.63 DEPTH=11.61'
MH-52	8" INV IN=2618.20 (NW) 10" INV IN=2618.20 (N) 10" INV OUT=2618.20 (S)	RM=2625.11 DEPTH=7.01'
MH-53	8" INV IN=2618.50 (SE) 10" INV IN=2618.50 (N) 10" INV OUT=2618.50 (S)	RM=2625.49 DEPTH=7.09'
MH-54	8" INV IN=2620.00 (S) 10" INV IN=2620.00 (E) 10" INV OUT=2620.00 (N)	RM=2636.95 DEPTH=6.95'
MH-55	8" INV IN=2596.70 (E) 10" INV IN=2596.70 (N) 10" INV OUT=2596.70 (S)	RM=2603.67 DEPTH=7.07'
MH-56	8" INV IN=2593.00 (S) 10" INV IN=2593.00 (N) 10" INV OUT=2593.00 (E)	RM=2599.93 DEPTH=7.03'
MH-57	8" INV IN=2595.10 (E) 10" INV IN=2595.10 (N) 10" INV OUT=2595.10 (S)	RM=2603.64 DEPTH=8.64'
MH-58	8" INV IN=2600.85 (NE) 10" INV IN=2600.85 (N) 10" INV OUT=2600.85 (S)	RM=2607.79 DEPTH=9.20'
MH-59	8" INV IN=2605.00 (SW) 10" INV IN=2605.00 (N) 10" INV OUT=2605.00 (E)	RM=2612.48 DEPTH=7.48'
MH-60	8" INV IN=2595.85 (E) 10" INV IN=2595.85 (N) 10" INV OUT=2595.85 (S)	RM=2606.87 DEPTH=11.12'
MH-61	8" INV IN=2596.35 (SE) 10" INV IN=2596.35 (N) 10" INV OUT=2596.35 (S)	RM=2608.03 DEPTH=11.78'
MH-62	8" INV IN=2597.12 (SW) 10" INV IN=2597.12 (N) 10" INV OUT=2597.12 (S)	RM=2607.98 DEPTH=10.96'
MH-63	8" INV IN=2597.90 (N) 10" INV IN=2597.90 (E) 10" INV OUT=2597.90 (S)	RM=2604.23 DEPTH=8.43'
MH-64	8" INV IN=2601.41 (N) 10" INV IN=2601.41 (E) 10" INV OUT=2601.41 (S)	RM=2608.93 DEPTH=7.62'
MH-64A	8" INV IN=2601.41 (N) 10" INV IN=2601.41 (E) 10" INV OUT=2601.41 (S)	RM=2608.93 DEPTH=7.62'
MH-65	8" INV IN=2604.35 (W) 10" INV IN=2604.35 (N) 10" INV OUT=2604.35 (S)	RM=2611.38 DEPTH=8.94'
MH-66	8" INV IN=2601.63 (SE) 10" INV IN=2601.63 (N) 10" INV OUT=2601.63 (S)	RM=2608.61 DEPTH=7.08'
MH-67	8" INV IN=2602.35 (NW) 10" INV IN=2602.35 (N) 10" INV OUT=2602.35 (S)	RM=2609.25 DEPTH=7.00'
MH-68	8" INV IN=2604.00 (N) 10" INV IN=2604.00 (E) 10" INV OUT=2604.00 (S)	RM=2611.01 DEPTH=7.01'
MH-69	8" INV IN=2605.10 (S) 10" INV IN=2605.10 (N) 10" INV OUT=2605.10 (E)	RM=2612.81 DEPTH=7.81'
MH-70	8" INV IN=2606.00 (N) 10" INV IN=2606.00 (E) 10" INV OUT=2606.00 (S)	RM=2613.00 DEPTH=7.00'
MH-71	8" INV IN=2613.54 (N) 10" INV IN=2613.54 (E) 10" INV OUT=2613.54 (S)	RM=2627.48 DEPTH=14.04'
MH-72	8" INV IN=2618.67 (N) 10" INV IN=2618.67 (E) 10" INV OUT=2618.67 (S)	RM=2627.68 DEPTH=9.01'
MH-73	8" INV IN=2614.50 (SE) 10" INV IN=2614.50 (N) 10" INV OUT=2614.50 (S)	RM=2629.42 DEPTH=15.02'
MH-73A	8" INV IN=2616.60 (E) 10" INV IN=2616.60 (N) 10" INV OUT=2616.60 (S)	RM=2629.74 DEPTH=13.24'
MH-73B	8" INV IN=2623.24 (W) 10" INV IN=2623.24 (N) 10" INV OUT=2623.24 (S)	RM=2632.26 DEPTH=9.02'
MH-74	8" INV IN=2614.80 (S) 10" INV IN=2614.80 (N) 10" INV OUT=2614.80 (E)	RM=2630.22 DEPTH=15.52'
MH-75	8" INV IN=2615.58 (S) 10" INV IN=2615.58 (N) 10" INV OUT=2615.58 (E)	RM=2628.96 DEPTH=13.18'
MH-76	8" INV IN=2617.10 (W) 10" INV IN=2617.10 (N) 10" INV OUT=2617.10 (E)	RM=2627.56 DEPTH=10.52'
MH-77	8" INV IN=2617.72 (E) 10" INV IN=2617.72 (N) 10" INV OUT=2617.72 (S)	RM=2626.02 DEPTH=8.40'
MH-77A	8" INV IN=2619.60 (N) 10" INV IN=2619.60 (E) 10" INV OUT=2619.60 (S)	RM=2625.59 DEPTH=5.99'
MH-78	8" INV IN=2623.09 (E) 10" INV IN=2623.09 (N) 10" INV OUT=2623.09 (S)	RM=2633.60 DEPTH=10.61'
MH-79	8" INV IN=2624.58 (N) 10" INV IN=2624.58 (E) 10" INV OUT=2624.58 (S)	RM=2631.58 DEPTH=7.07'
MH-80	8" INV IN=2624.04 (E) 10" INV IN=2624.04 (N) 10" INV OUT=2624.04 (S)	RM=2637.42 DEPTH=13.48'
MH-81	8" INV IN=2624.26 (NW) 10" INV IN=2624.26 (N) 10" INV OUT=2624.26 (S)	RM=2639.22 DEPTH=9.17'
MH-82	8" INV IN=2625.68 (E) 10" INV IN=2625.68 (N) 10" INV OUT=2625.68 (S)	RM=2636.03 DEPTH=10.45'
MH-83	8" INV IN=2626.10 (N) 10" INV IN=2626.10 (E) 10" INV OUT=2626.10 (S)	RM=2632.15 DEPTH=6.05'
MH-84	10" INV IN=2609.10 (E) 10" INV IN=2609.10 (N) 10" INV OUT=2609.10 (S)	RM=2635.80 DEPTH=7.30'
MH-85	10" INV IN=2609.10 (E) 10" INV IN=2609.10 (N) 10" INV OUT=2609.10 (S)	RM=2631.32 DEPTH=12.32'
MH-86	8" INV IN=2610.38 (E) 10" INV IN=2610.38 (N) 10" INV OUT=2610.38 (S)	RM=2622.00 DEPTH=11.78'
MH-87	8" INV IN=2618.63 (N) 10" INV IN=2618.63 (E) 10" INV OUT=2618.63 (S)	RM=2627.22 DEPTH=8.69'
MH-87A	8" INV IN=2618.63 (N) 10" INV IN=2618.63 (E) 10" INV OUT=2618.63 (S)	RM=2627.22 DEPTH=8.69'
MH-88	8" INV IN=2611.05 (N) 10" INV IN=2611.05 (E) 10" INV OUT=2611.05 (S)	RM=2621.34 DEPTH=10.39'
MH-89	8" INV IN=2612.07 (E) 10" INV IN=2612.07 (N) 10" INV OUT=2612.07 (S)	RM=2621.54 DEPTH=9.57'
MH-90	8" INV IN=2615.10 (N) 10" INV IN=2615.10 (E) 10" INV OUT=2615.10 (S)	RM=2623.13 DEPTH=8.13'
MH-91	8" INV IN=2612.40 (S) 10" INV IN=2612.40 (N) 10" INV OUT=2612.40 (E)	RM=2621.94 DEPTH=9.64'
MH-92	8" INV IN=2612.15 (N) 10" INV IN=2612.15 (E) 10" INV OUT=2612.15 (S)	RM=2629.99 DEPTH=8.94'
MH-93	8" INV IN=2624.00 (W) 10" INV IN=2624.00 (N) 10" INV OUT=2624.00 (S)	RM=2631.30 DEPTH=7.30'
MH-94	8" INV IN=2609.84 (N) 10" INV IN=2609.84 (E) 10" INV OUT=2609.84 (S)	RM=2621.22 DEPTH=11.54'
MH-95	8" INV IN=2610.10 (E) 10" INV IN=2610.10 (N) 10" INV OUT=2610.10 (S)	RM=2618.85 DEPTH=8.85'
MH-96	8" INV IN=2614.10 (W) 10" INV IN=2614.10 (N) 10" INV OUT=2614.10 (E)	RM=2621.47 DEPTH=7.47'
MH-96A	8" INV IN=2615.00 (N) 10" INV IN=2615.00 (E) 10" INV OUT=2615.00 (S)	RM=2622.16 DEPTH=7.16'
MH-97	8" INV IN=2613.51 (N) 10" INV IN=2613.51 (E) 10" INV OUT=2613.51 (S)	RM=2620.57 DEPTH=7.16'
MH-98	8" INV IN=2614.83 (N) 10" INV IN=2614.83 (E) 10" INV OUT=2614.83 (S)	RM=2621.57 DEPTH=6.75'
MH-99	8" INV IN=2614.64 (S) 10" INV IN=2614.64 (N) 10" INV OUT=2614.64 (E)	RM=2625.43 DEPTH=10.89'
MH-100	8" INV IN=2618.49 (S) 10" INV IN=2618.49 (N) 10" INV OUT=2618.49 (E)	RM=2624.99 DEPTH=6.50'
MH-101	8" INV IN=2616.16 (E) 10" INV IN=2616.16 (N) 10" INV OUT=2616.16 (S)	RM=2624.92 DEPTH=8.86'
MH-101A	8" INV IN=2616.82 (E) 10" INV IN=2616.82 (N) 10" INV OUT=2616.82 (S)	RM=2622.82 DEPTH=6.00'
MH-102	8" INV IN=2608.98 (N) 10" INV IN=2608.98 (E) 10" INV OUT=2608.98 (S)	RM=2618.45 DEPTH=9.57'
MH-102A	8" INV IN=2611.81 (N) 10" INV IN=2611.81 (E) 10" INV OUT=2611.81 (S)	RM=2618.58 DEPTH=6.77'
MH-103	8" INV IN=2615.50 (E) 10" INV IN=2615.50 (N) 10" INV OUT=2615.50 (S)	RM=2622.52 DEPTH=7.02'
MH-104	8" INV IN=2609.80 (E) 10" INV IN=2609.80 (N) 10" INV OUT=2609.80 (S)	RM=2623.33 DEPTH=10.63'
MH-105	8" INV IN=2612.50 (E) 10" INV IN=2612.50 (N) 10" INV OUT=2612.50 (S)	RM=2621.50 DEPTH=9.10'
MH-106	8" INV IN=2617.30 (N) 10" INV IN=2617.30 (E) 10" INV OUT=2617.30 (S)	RM=2624.34 DEPTH=7.04'
MH-107	8" INV IN=2611.00 (W) 10" INV IN=2611.00 (N) 10" INV OUT=2611.00 (E)	RM=2619.82 DEPTH=8.92'
MH-107A	8" INV IN=2612.00 (E) 10" INV IN=2612.00 (N) 10" INV OUT=2612.00 (S)	RM=2619.10 DEPTH=7.10'
MH-108	8" INV IN=2617.10 (S) 10" INV IN=2617.10 (E) 10" INV OUT=2617.10 (N)	RM=2624.76 DEPTH=7.06'
MH-109	8" INV IN=2601.25 (SE) 10" INV IN=2601.25 (N) 10" INV OUT=2601.25 (S)	RM=2604.55 DEPTH=6.79'
MH-110	8" INV IN=2601.25 (SE) 10" INV IN=2601.25 (N) 10" INV OUT=2601.25 (S)	RM=2608.16 DEPTH=7.01'
MH-110A	8" INV IN=2603.00 (N) 10" INV IN=2603.00 (E) 10" INV OUT=2603.00 (S)	RM=2610.01 DEPTH=7.01'
MH-111	8" INV IN=2602.10 (E) 10" INV IN=2602.10 (N) 10" INV OUT=2602.10 (S)	RM=2609.23 DEPTH=7.23'
MH-112	8" INV IN=2602.00 (NW) 10" INV IN=2602.00 (N)	

LANDSCAPE LEGEND

- 40° VISION TRIANGLE
- WROUGHT IRON FENCE
- VINYL FENCE
- MULCHED LANDSCAPE BEDS
- LAWN
- GRAVEL



Commercial

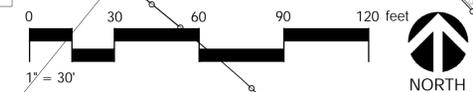
S. Black Cat Rd.

S. Montoya Ct.

W. Westley St.

S. Montoya Ave.

Ridenbaugh Highline Canal



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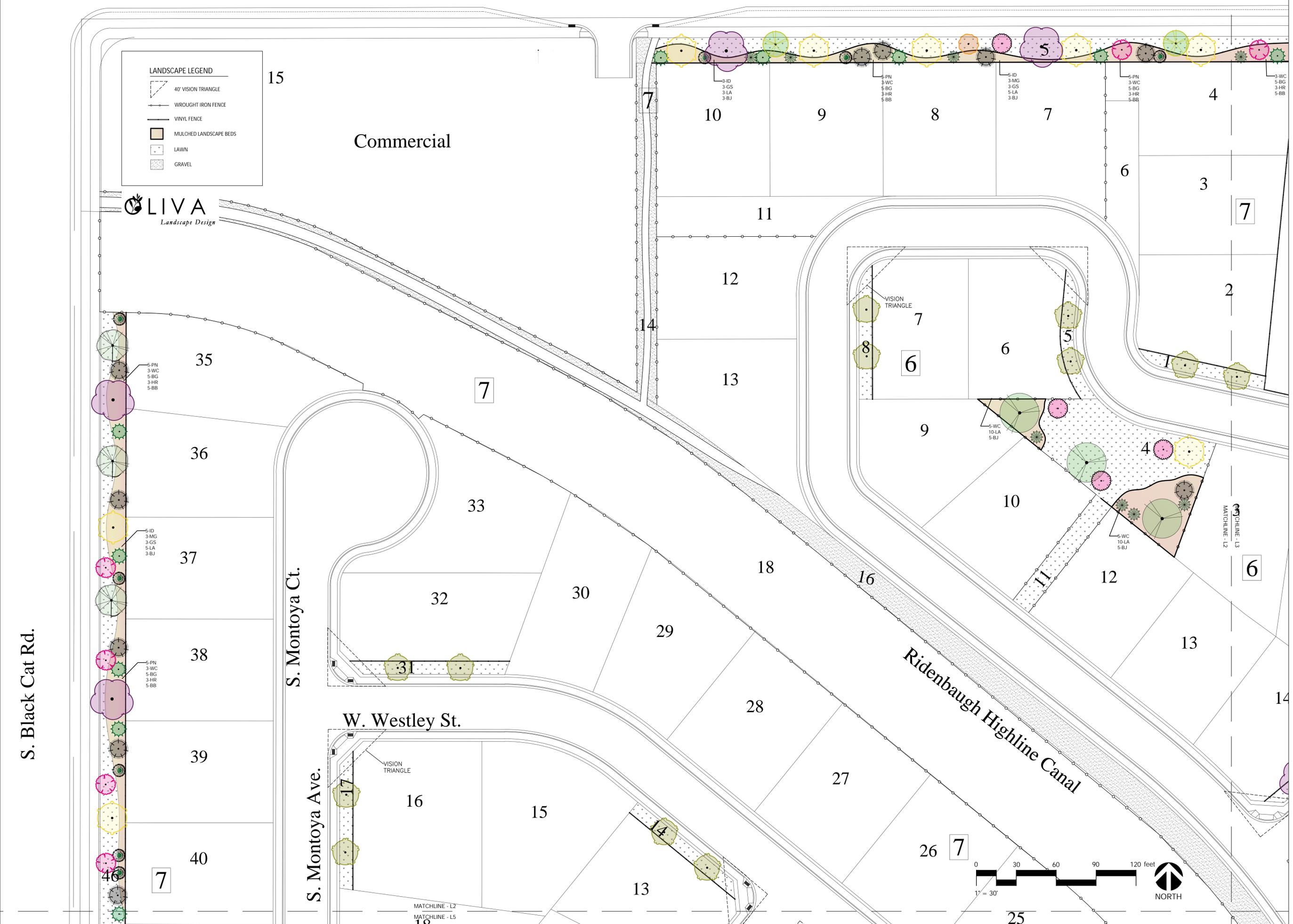
Landscape Plan for:
Gallica Heights Subdivision
 KUNA IDAHO

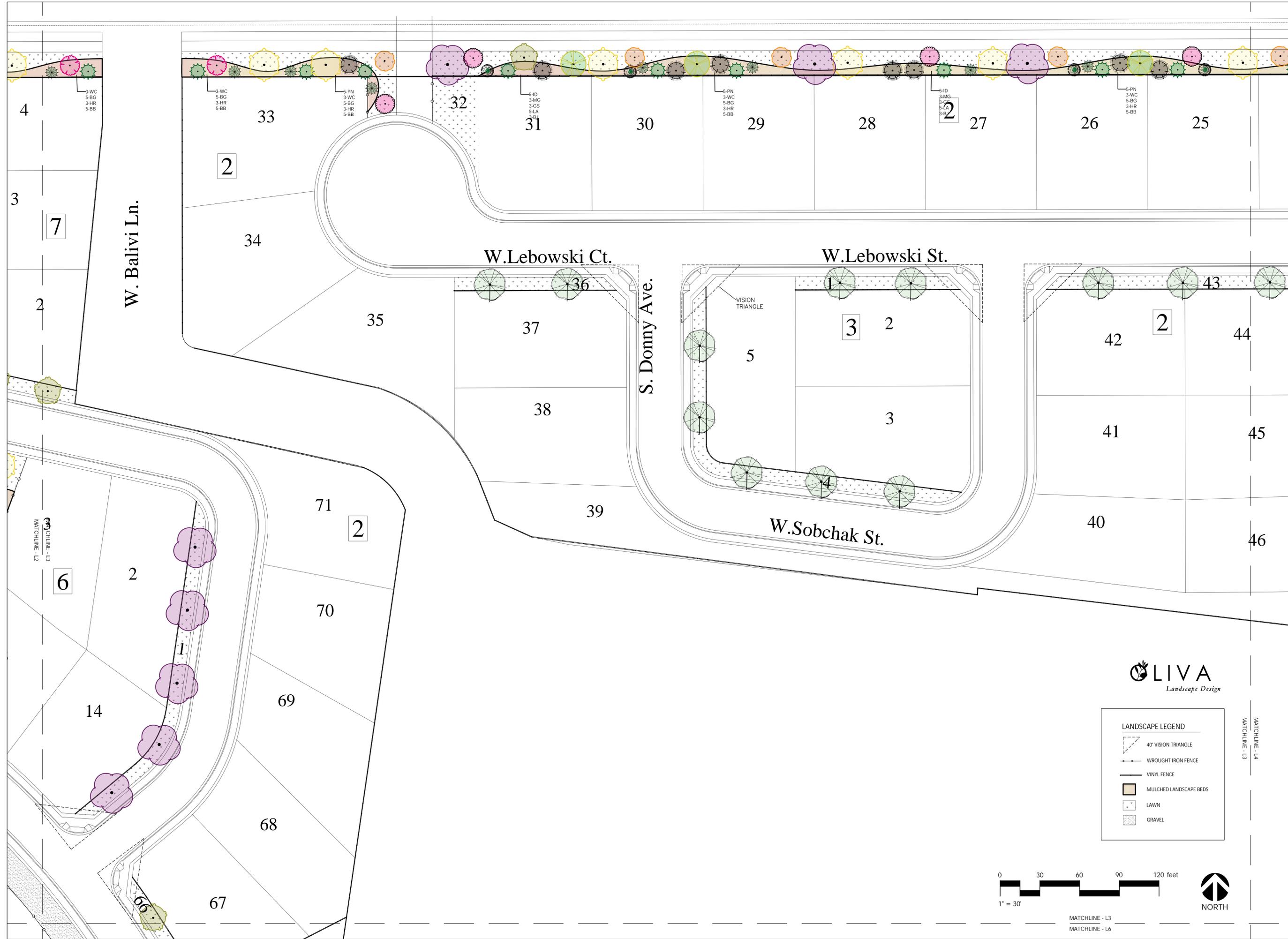
Revisions

REV.	DESC.	DATE	BY

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 DRAWING FILE NAME: P2024

SHEET NO:
L2





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Landscape Plan for:

Gallica Heights Subdivision

KUNA IDAHO

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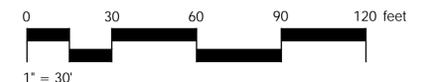
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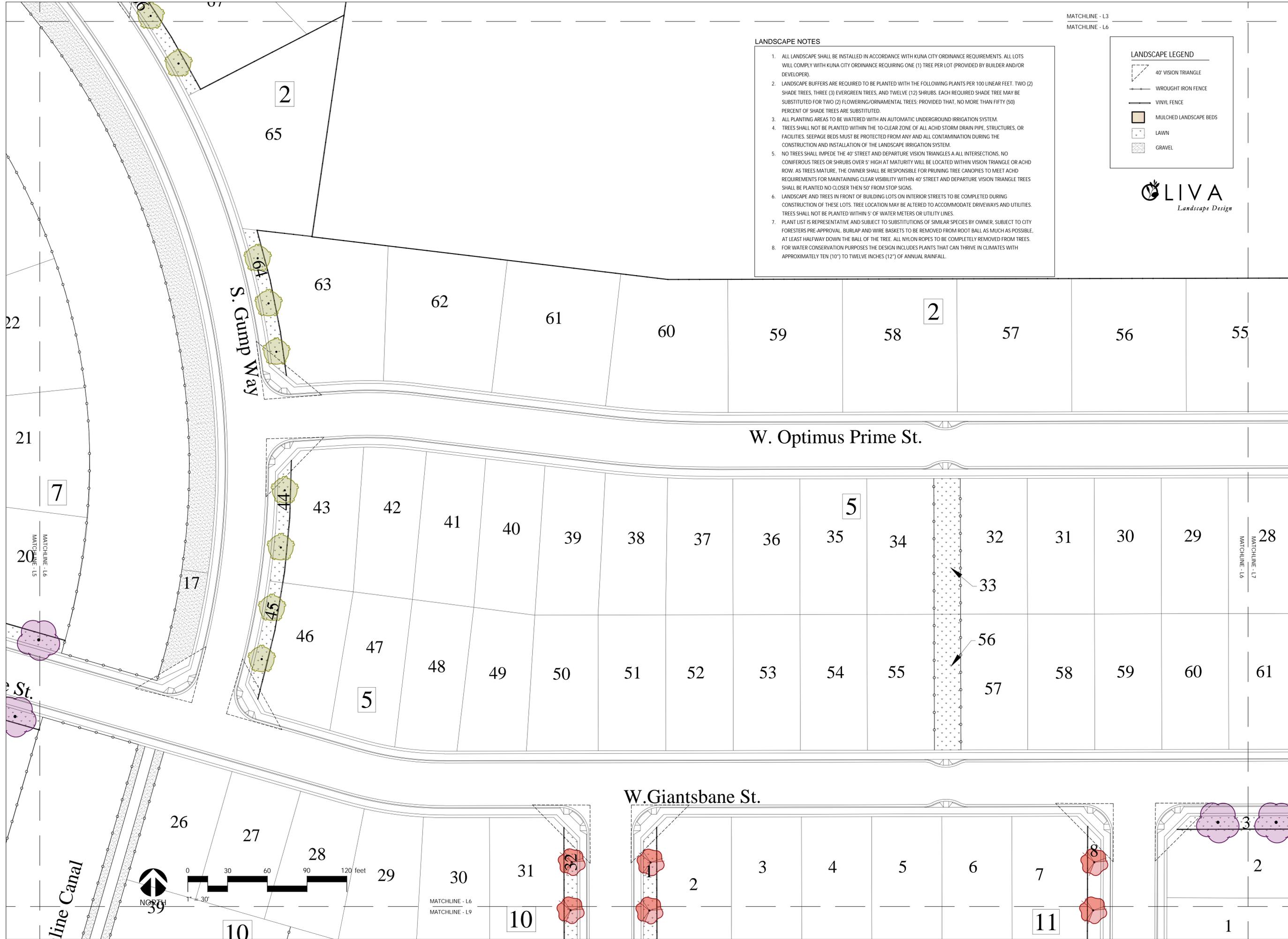
L3

OLIVA
 Landscape Design

LANDSCAPE LEGEND	
	40' VISION TRIANGLE
	WROUGHT IRON FENCE
	VINYL FENCE
	MULCHED LANDSCAPE BEDS
	LAWN
	GRAVEL



MATCHLINE - L3
 MATCHLINE - L6



- LANDSCAPE NOTES**
- ALL LANDSCAPE SHALL BE INSTALLED IN ACCORDANCE WITH KUNA CITY ORDINANCE REQUIREMENTS. ALL LOTS WILL COMPLY WITH KUNA CITY ORDINANCE REQUIRING ONE (1) TREE PER LOT (PROVIDED BY BUILDER AND/OR DEVELOPER).
 - LANDSCAPE BUFFERS ARE REQUIRED TO BE PLANTED WITH THE FOLLOWING PLANTS PER 100 LINEAR FEET. TWO (2) SHADE TREES, THREE (3) EVERGREEN TREES, AND TWELVE (12) SHRUBS. EACH REQUIRED SHADE TREE MAY BE SUBSTITUTED FOR TWO (2) FLOWERING/ORNAMENTAL TREES. PROVIDED THAT, NO MORE THAN FIFTY (50) PERCENT OF SHADE TREES ARE SUBSTITUTED.
 - ALL PLANTING AREAS TO BE WATERED WITH AN AUTOMATIC UNDERGROUND IRRIGATION SYSTEM.
 - TREES SHALL NOT BE PLANTED WITHIN THE 10-FOOT CLEAR ZONE OF ALL ACHD STORM DRAIN PIPE, STRUCTURES, OR FACILITIES. SEEPAGE BEDS MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
 - NO TREES SHALL IMPEDE THE 40' STREET AND DEPARTURE VISION TRIANGLES AT ALL INTERSECTIONS. NO CONIFEROUS TREES OR SHRUBS OVER 5' HIGH AT MATURITY WILL BE LOCATED WITHIN VISION TRIANGLE OR ACHD ROW. AS TREES MATURE, THE OWNER SHALL BE RESPONSIBLE FOR PRUNING TREE CANOPIES TO MEET ACHD REQUIREMENTS FOR MAINTAINING CLEAR VISIBILITY WITHIN 40' STREET AND DEPARTURE VISION TRIANGLE TREES SHALL BE PLANTED NO CLOSER THAN 50' FROM STOP SIGNS.
 - LANDSCAPE AND TREES IN FRONT OF BUILDING LOTS ON INTERIOR STREETS TO BE COMPLETED DURING CONSTRUCTION OF THESE LOTS. TREE LOCATION MAY BE ALTERED TO ACCOMMODATE DRIVEWAYS AND UTILITIES. TREES SHALL NOT BE PLANTED WITHIN 5' OF WATER METERS OR UTILITY LINES.
 - PLANT LIST IS REPRESENTATIVE AND SUBJECT TO SUBSTITUTIONS OF SIMILAR SPECIES BY OWNER, SUBJECT TO CITY FORESTERS PRE-APPROVAL. BURLAP AND WIRE BASKETS TO BE REMOVED FROM ROOT BALL AS MUCH AS POSSIBLE, AT LEAST HALF-WAY DOWN THE BALL OF THE TREE. ALL NYLON ROPES TO BE COMPLETELY REMOVED FROM TREES.
 - FOR WATER CONSERVATION PURPOSES THE DESIGN INCLUDES PLANTS THAT CAN THRIVE IN CLIMATES WITH APPROXIMATELY TEN (10") TO TWELVE INCHES (12") OF ANNUAL RAINFALL.

LANDSCAPE LEGEND

- 40' VISION TRIANGLE
- WROUGHT IRON FENCE
- VINYL FENCE
- MULCHED LANDSCAPE BEDS
- LAWN
- GRAVEL



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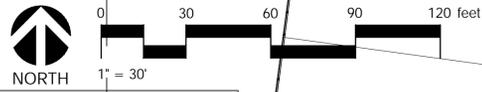
Gallica Heights Subdivision
 KUNA IDAHO

Revisions

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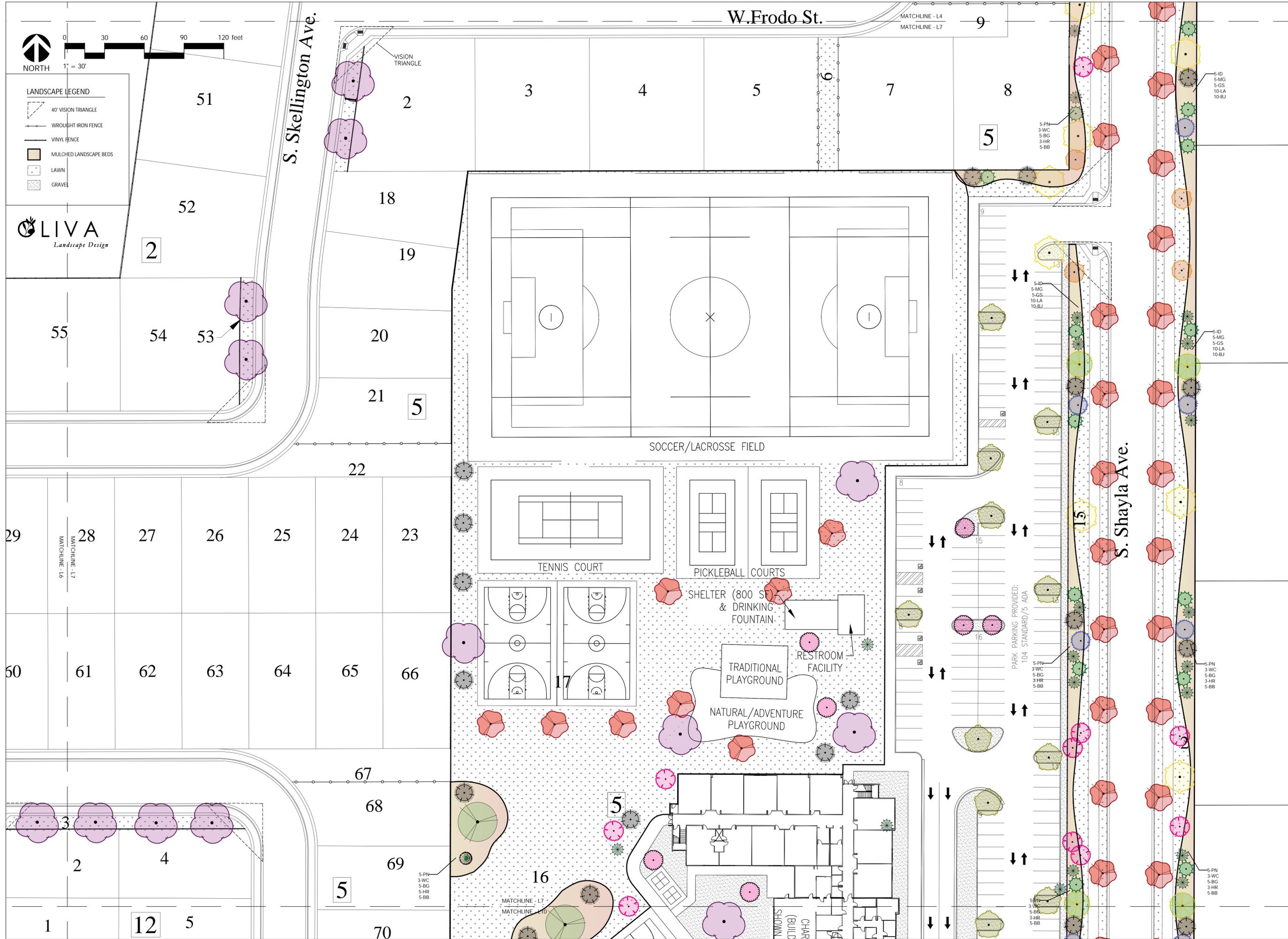
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 PROJECT NO. xxxxx
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L6



- LANDSCAPE LEGEND**
- 40' VISION TRIANGLE
 - WROUGHT IRON FENCE
 - VINYL FENCE
 - MULCHED LANDSCAPE BEDS
 - LAWN
 - GRAVEL

OLIVA
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Landscape Plan for:
Gallica Heights Subdivision

IDAHO

KUNA

Revisions

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DRAWING FILE NAME: XXXX

SHEET NO:
L7

S. Black Cat Rd.

S. Montoya Ave.

S. Rugen Ave.

W. Vezzini St.

Ridenbaugh Highline Canal

Ridenbaugh Highline Ca

MATCHLINE - L5
MATCHLINE - L8

5-ID
3-MG
3-GS
5-LA
3-BJ

5-PN
3-WC
5-BG
3-HR
5-BB

VISION TRIANGLE

MATCHLINE - L8
MATCHLINE - L9

8" PATH

LANDSCAPE CALCULATIONS

LANDSCAPE BUFFERS ARE REQUIRED TO BE PLANTED WITH THE FOLLOWING PLANTS PER 100 LINEAR FEET. TWO (2) SHADE TREES, THREE (3) EVERGREEN TREES, AND TWELVE (12) SHRUBS. EACH REQUIRED SHADE TREE MAY BE SUBSTITUTED FOR TWO (2) FLOWERING/ORNAMENTAL TREES.

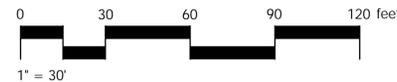
LOCATION	BUFFER WIDTH	LENGTH	REQUIRED	PROVIDED	LOCATION	BUFFER WIDTH	LENGTH	REQUIRED	PROVIDED
S BLACK CAT RD. NORTH-EAST LANDSCAPE BUFFER	20'	714'/100'	14 SHADE TREES 21 CONIFERS 96 SHRUBS	14 SHADE TREES (10 SHADE 8 FLOWERING) 22 CONIFERS 101 SHRUBS	S SHAYLA AVE. BUFFER SOUTH W NEO ST. WEST S SHAYLA AVE.	20'	455'/100'	9 SHADE TREES 14 CONIFERS 55 SHRUBS	12 SHADE TREES (10 SHADE 4 FLOWERING) 15 CONIFERS 77 SHRUBS
S BLACK CAT RD. SOUTH-EAST LANDSCAPE BUFFER	20'	613'/100'	12 SHADE TREES 18 CONIFERS 74 SHRUBS	15 SHADE TREES (10 SHADE 8 FLOWERING) 18 CONIFERS 101 SHRUBS	S SHAYLA AVE. EAST LANDSCAPE BUFFER	20'	1481'/100'	30 SHADE TREES 44 CONIFERS 178 SHRUBS	40 SHADE TREES (25 SHADE 10 FLOWERING) 47 CONIFERS 225 SHRUBS
W COLUMBIA RD. SOUTH-WEST LANDSCAPE BUFFER	20'	493'/100'	10 SHADE TREES 15 CONIFERS 59 SHRUBS	11 SHADE TREES (9 SHADE 4 FLOWERING) 16 CONIFERS 89 SHRUBS	W WING OVER WAY NORTH-EAST LANDSCAPE BUFFER	20'	646'/100'	13 SHADE TREES 19 CONIFERS 78 SHRUBS	15 SHADE TREES (13 SHADE 5 FLOWERING) 19 CONIFERS 119 SHRUBS
W COLUMBIA RD. SOUTH-EAST LANDSCAPE BUFFER	20'	1567'/100'	31 SHADE TREES 47 CONIFERS 188 SHRUBS	32 SHADE TREES (25 SHADE 15 FLOWERING) 52 CONIFERS 216 SHRUBS	W WING OVER WAY NORTH-WEST LANDSCAPE BUFFER	20'	776'/100'	16 SHADE TREES 23 CONIFERS 93 SHRUBS	16 SHADE TREES (13 SHADE 6 FLOWERING) 24 CONIFERS 140 SHRUBS
S SHAYLA AVE. BUFFER NORTH W SOBCHAK ST. WEST S SHAYLA AVE.	20'	315'/100'	6 SHADE TREES 9 CONIFERS 38 SHRUBS	8 SHADE TREES (7 SHADE 2 FLOWERING) 9 CONIFERS 46 SHRUBS					
S SHAYLA AVE. BUFFER (SOUTH W SOBCHAK ST. TO W NEO ST.) WEST S SHAYLA AVE.	20'	1542'/100'	31 SHADE TREES 46 CONIFERS 185 SHRUBS	43 SHADE TREES (34 SHADE 14 FLOWERING) 46 CONIFERS 201 SHRUBS					

TOTAL LANDSCAPE CALCULATIONS

NUMBER OF TREES PROVIDED IN CHARTER SCHOOL AREA:	115
NUMBER OF TREES PROVIDED IN OPEN SPACE:	54
NUMBER OF TREES PROVIDED IN LANDSCAPE STIPS:	167
NUMBER OF SHRUBS PROVIDED IN LANDSCAPE BUFFERS:	512
TOTAL NUMBER OF TREES:	848
TOTAL NUMBER OF SHRUBS:	1,315

LANDSCAPE LEGEND

- 40' VISION TRIANGLE
- WROUGHT IRON FENCE
- VINYL FENCE
- MULCHED LANDSCAPE BEDS
- LAWN
- GRAVEL



MATCHLINE - L8
MATCHLINE - L11

Centurion L&A Engineers, Inc.
Civil Engineering, Land Surveying, Planning
505 W. Main Street, Boise, ID 83705
208.343.3381 | www.centengr.com



Landscape Plan for:

Gallica Heights Subdivision

IDAHO

KUNA

REV.	DATE	BY	DESC.

SCALE: 1" = 30'
DATE: 3/4/25
DRAWN BY: OLIVA LANDSCAPE DESIGN
CHECKED BY: xxxxx
PROJECT NO.:
DRAWING FILE NAME: xxxxx

SHEET NO:
L8



MATCHLINE - L6
MATCHLINE - L9

MATCHLINE - L10
MATCHLINE - L9

MATCHLINE - L8
MATCHLINE - L9

MATCHLINE - L9
MATCHLINE - L12

LANDSCAPE LEGEND

- 40' VISION TRIANGLE
- WROUGHT IRON FENCE
- VINYL FENCE
- MULCHED LANDSCAPE BEDS
- LAWN
- GRAVEL



Centurion LB&A Engineers, Inc.
Civil Engineering, Land Surveying, Planning
5605 W. Century Blvd., Boise, ID 83705
208.343.3381 | www.centengr.com

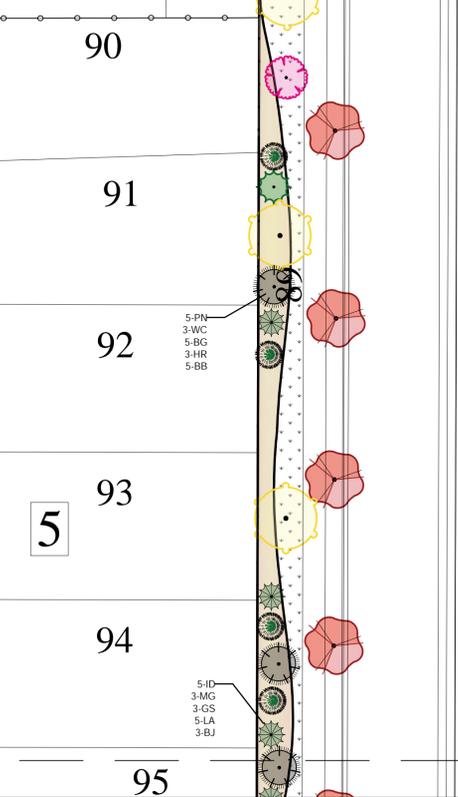
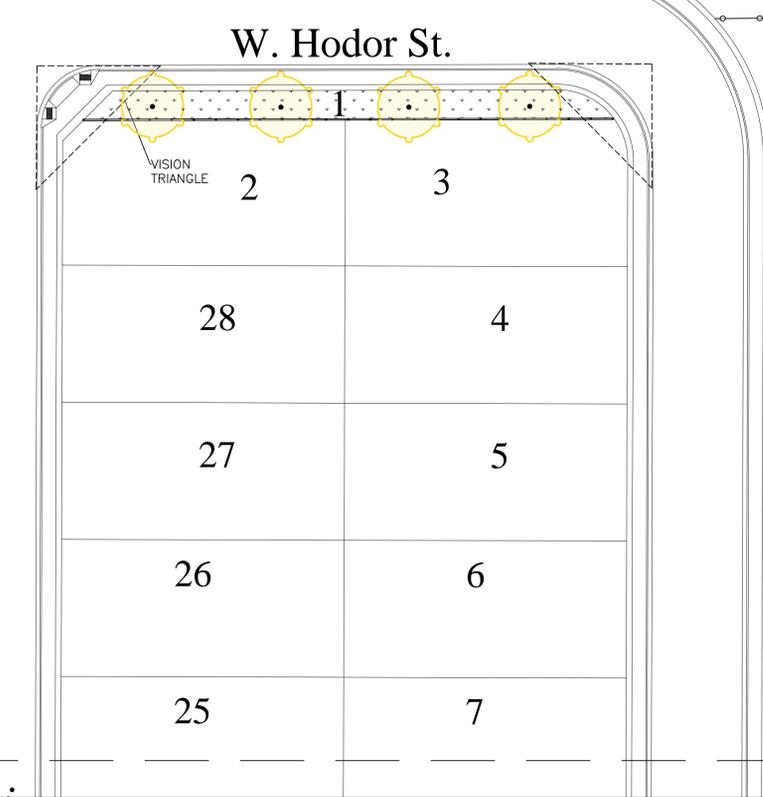
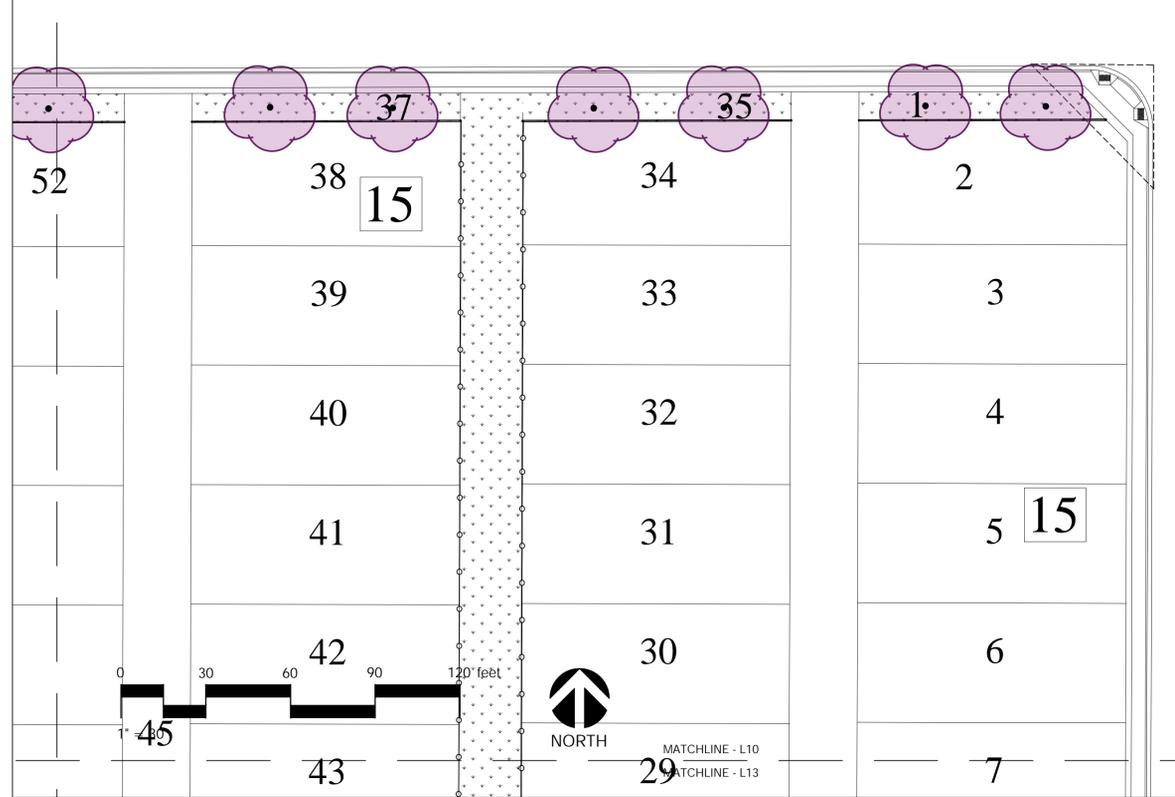
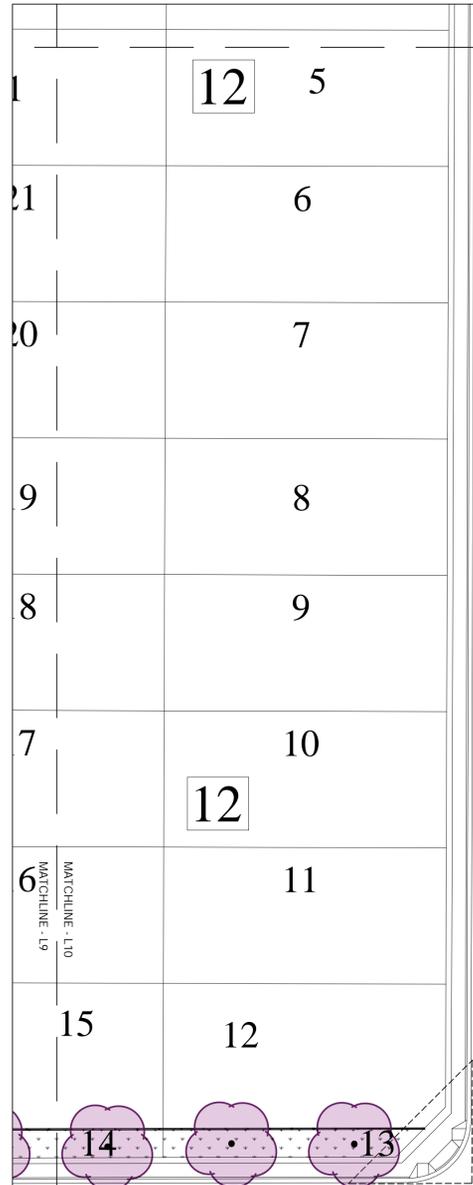


Landscape Plan for:
Gallica Heights Subdivision
KUNA IDAHO

REV.	DATE	BY	DESC.

SCALE: 1" = 30'
DATE: 3/4/25
DRAWN BY: OLIVIA LANDSCAPE DESIGN
CHECKED BY: XXXX
PROJECT NO. XXXX
DRAWING FILE NAME: XXXX

SHEET NO:
L9



LANDSCAPE LEGEND	
	40' VISION TRIANGLE
	WROUGHT IRON FENCE
	VINYL FENCE
	MULCHED LANDSCAPE BEDS
	LAWN
	GRAVEL

Centurion | B&A Engineers, Inc.
 5505 W. Franklin Road, Boise, ID 83705
 208.343.3381 | www.centengr.com

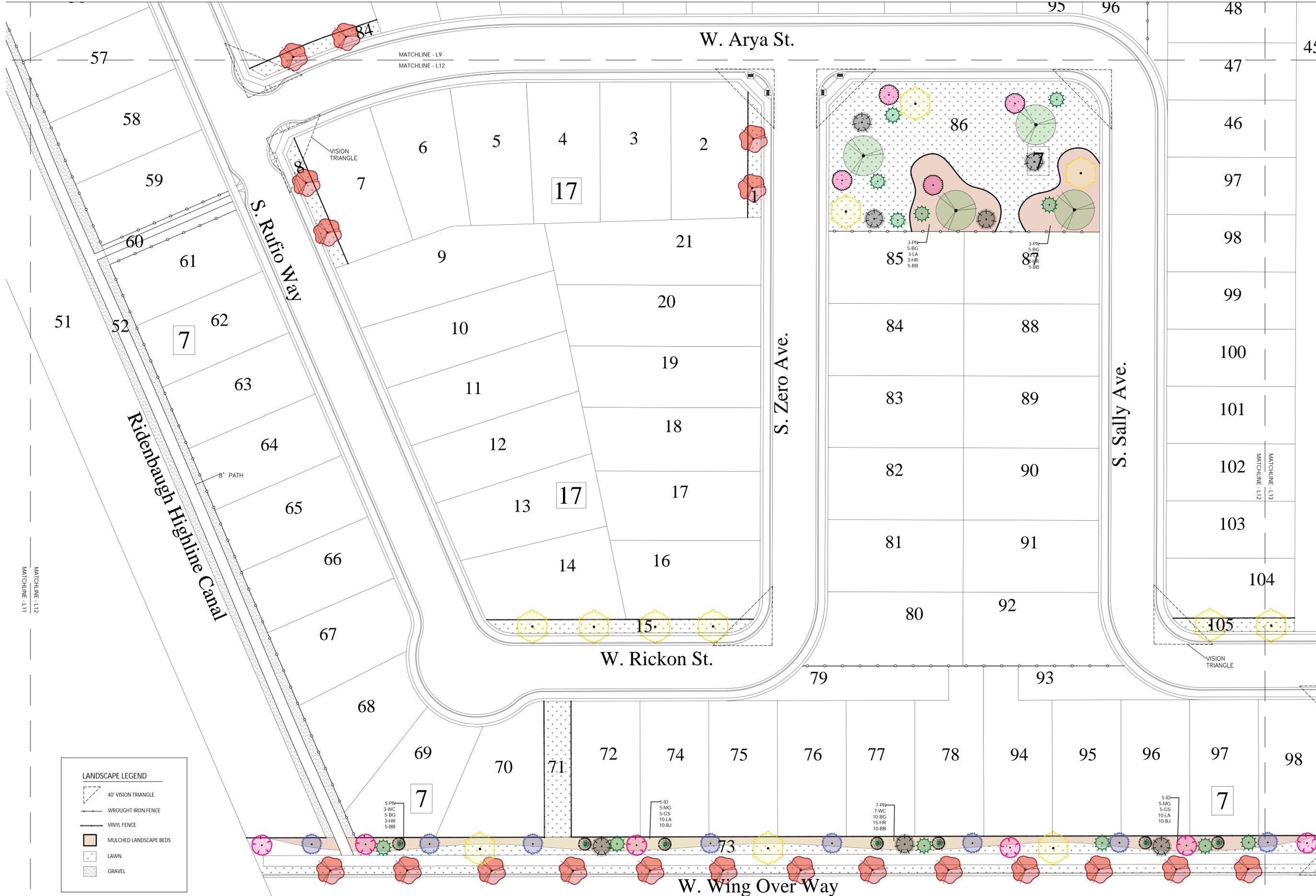


Landscape Plan for:
Gallica Heights Subdivision
 IDAHO
 KUNA

REV.	DESC.	DATE/ BY

SCALE: 1" = 30'
 DATE: 3/4/25
 DRAWN BY: OLIVA LANDSCAPE DESIGN
 CHECKED BY:
 PROJECT NO.
 DRAWING FILE NAME: xxx

SHEET NO:
L10



Centurion | B&A Engineers, Inc.
 Landscape Architecture
 5505 W Franklin Road Boise, ID 83705
 208.343.3381 | www.centengr.com



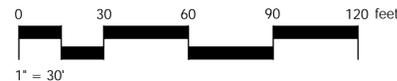
Landscape Plan for:

Gallica Heights Subdivision
 KUNA IDAHO

Revisions	REV.	DESC.	DATE	BY

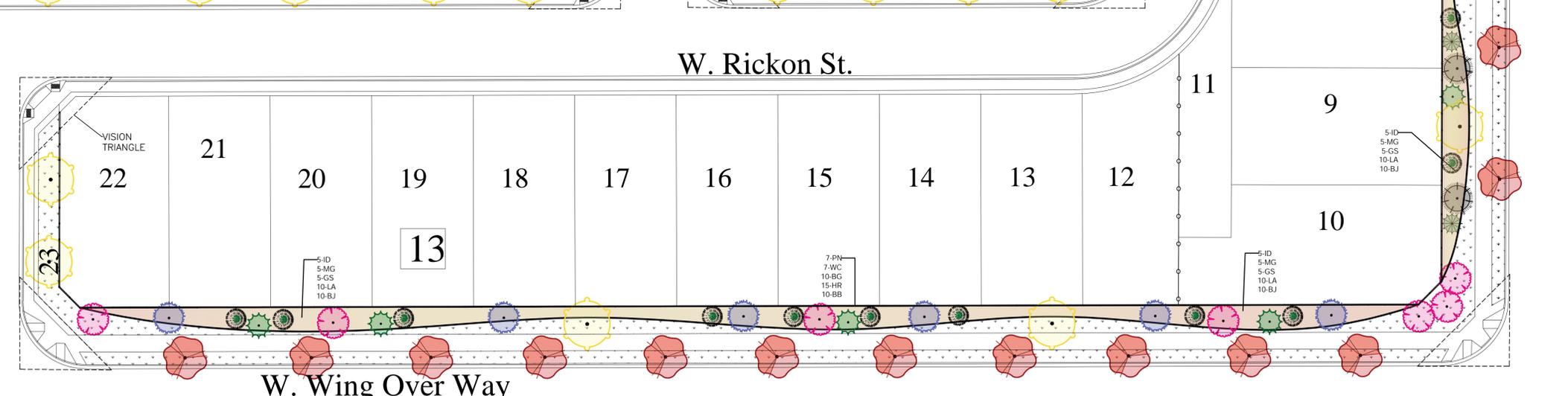
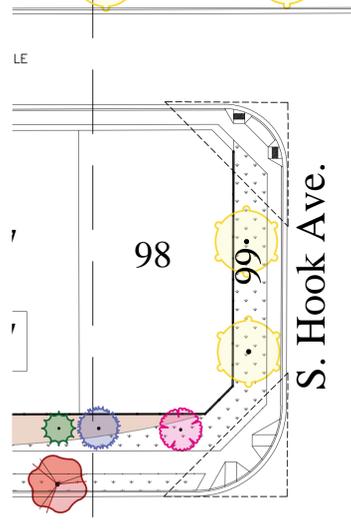
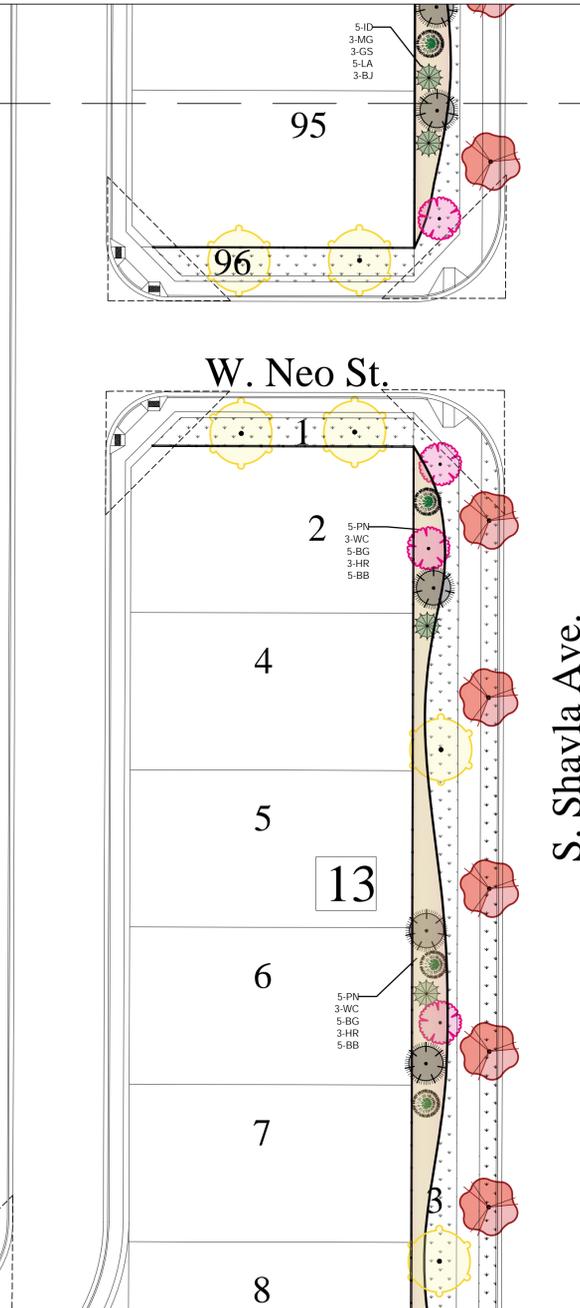
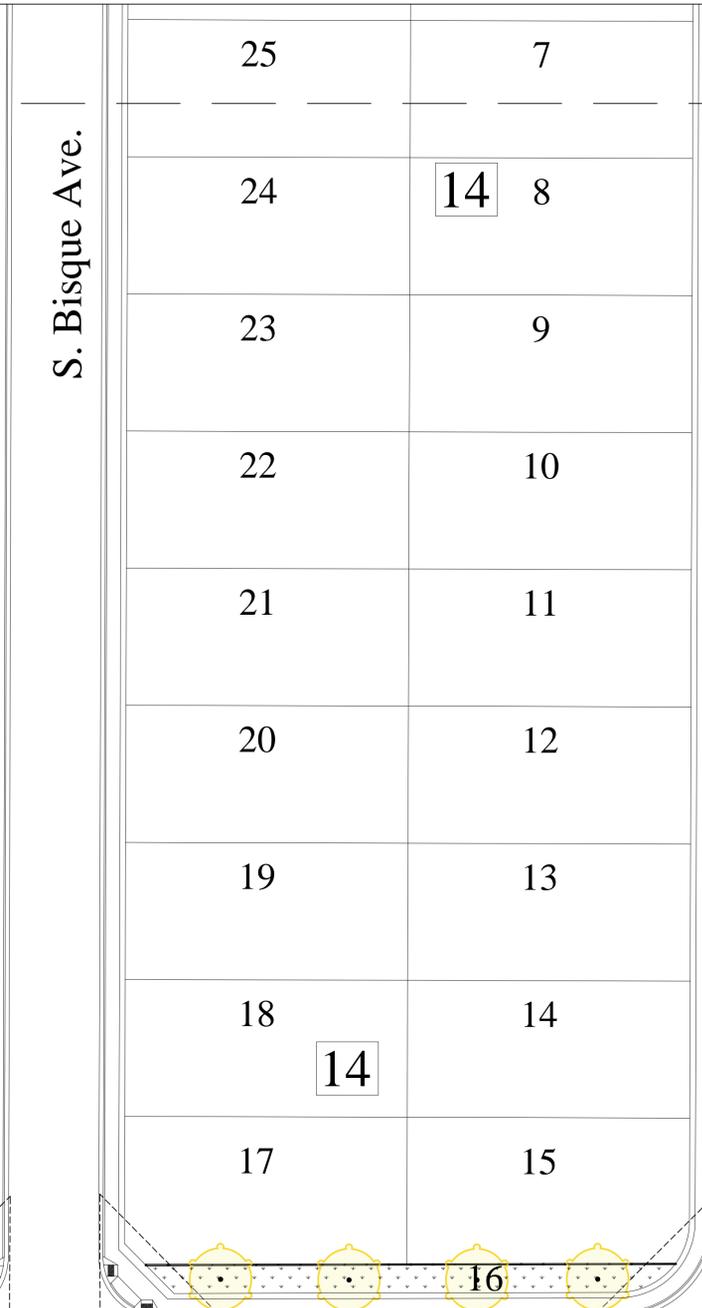
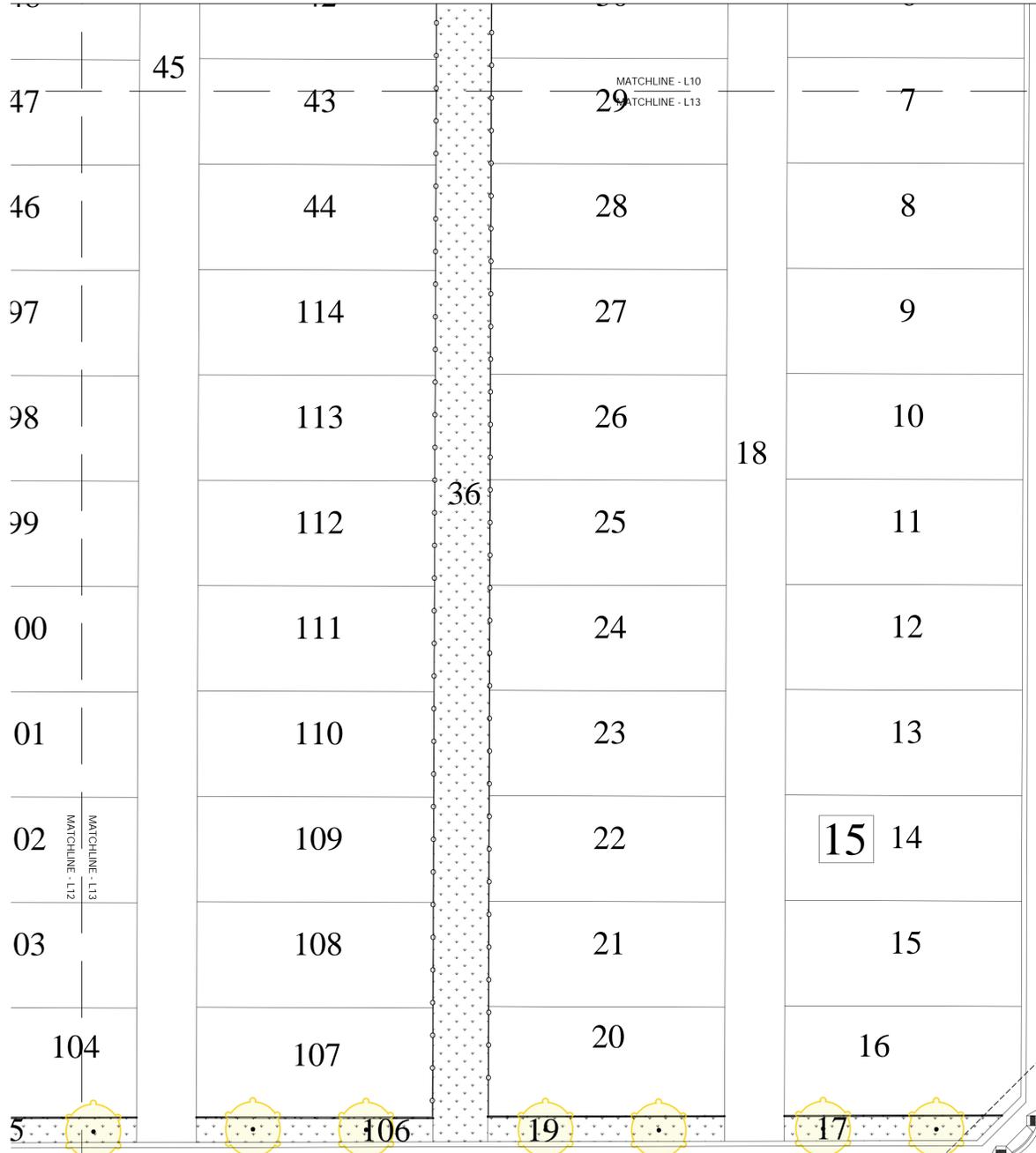
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 DATE: 3/4/25
 DRAWN BY: OLIVA LANDSCAPE DESIGN
 CHECKED BY:
 PROJECT NO.:
 DRAWING FILE NAME:
 XXXX

SHEET NO:
L12



OLIVA
 Landscape Design

Sabino's Rocky Ridge Sub.



LANDSCAPE LEGEND

- 40' VISION TRIANGLE
- WROUGHT IRON FENCE
- VINYL FENCE
- MULCHED LANDSCAPE BEDS
- LAWN
- GRAVEL

Centurion LB&A Engineers, Inc.
 Landscape Architecture
 5505 W. Parkside Road Boise, ID 83705
 208.343.3381 | www.centengr.com

Landscape Plan for:

Gallica Heights Subdivision

IDAHO
KUNA

REV.	DESC.	DATE/ BY

SCALE: 1" = 30'

DATE: 3/4/25

DRAWN BY: OLIVA LANDSCAPE DESIGN

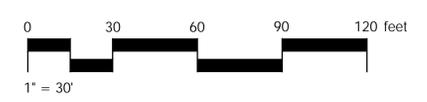
CHECKED BY: xxxxx

PROJECT NO. xxxxx

DRAWING FILE NAME: xxxxx



Sabino's Rocky Ridge Sub.



SHEET NO:
L13



City of Kuna
 Planning & Zoning Department

City of Kuna
 P.O. Box 13
 Kuna, Idaho 83634
 Phone: (208) 922-5274
 Fax: (208) 922-5989
www.Kunacity.id.gov

Agency Transmittal – September 1, 2022

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER(S):	22-05-PUD (Planned Unit Development, 22-07-ZC (Rezone), 22-15-S (Pre Plat), 22-08-SUP (Special Use Permit) & 22-34-DR (Design Review), for the Gallica Heights Subdivision.
PROJECT DESCRIPTION	Applicant requests PUD and SUP approval for approx. 132.26 acres and also to Rezone the properties from Agriculture (AG.) to R-6 Med. Den. Res.), R-12 (High Den. Res.) & C-1 (Neighborhood Commercial) districts. Applicant also requests Preliminary Plat approval in order to subdivide the lands into 615 residential, 86 common lots and 1 Commercial lot. The site is located within Section 10, Township 2 North, Range 1 West, APN's S1310223100, S1310233700, and S1310233610.
SITE LOCATION(S)	The site address is 4425 W Columbia Rd. at the SEC of Columbia and Black Cat Roads, Nampa, ID 83687.
REPRESENTATIVE	Elizabeth Koeckeritz Givens-Pursley 601 W Bannock St. Boise, ID 83702 208.388.1250 eak@givenspursley.com
SCHEDULED HEARING DATE	Tuesday, December 13, 2022 , at 6:00 PM, Kuna City Hall Council Chambers, 751 W 4 th Street, Kuna, ID 83634
STAFF CONTACT	Troy Behunin Planner III TBehunin@kunaid.gov
PROJECT PACKET LINK	https://www.kunacity.id.gov/DocumentCenter/View/8164/Gallica-Heights-PACKET-PDF-
<ul style="list-style-type: none"> • The above referenced Case may have potential impacts on which your agency may wish to comment. • <i>Please provide comments within 15 days; if more time is needed, please inform our offices.</i> We would appreciate any information as to how this action would affect the service(s) your agency provides. • If your agency requires additional information in order for you to complete your review, please notify our office and we will do our best to provide it. • If you have received this notification in error or if a different individual should be receiving this transmittal, please notify our office who future packets should be sent to, including their email address. • <i>If your agency needs additional time for review, please notify our office ASAP.</i> 	

From: [Troy Behunin](#)
To: [ACHD \(planningreview@achdidaho.org\)](#); [Adam Ingram \(Adam.Ingram@sparklight.biz\)](#); [Adam Wenger - PW Kuna](#); [B. Withrow](#); [Boise-Kuna Irri. Dist.](#); [Brando Medica \(bmedica@meridiancity.org\)](#); [Brent Moore](#); [Brian Graves \(bgraves@kunaschools.org\)](#); [Camille Burt \(camille.r.burt@usps.gov\)](#); [Chad Gordon](#); [Chief M. Fratusco](#); [DEQ](#); [Eric Adolpfsen](#); [Erika Olvera \(eolvera@nmid.org\)](#); [Genna Ashley - Boise Project Board of Control \(gashley@boiseproject.org\)](#); [Idaho Power - Jacky Chris](#); [Idaho Power - K Funke](#); [ITD](#); [John Walburn - Cableone](#); [Justin Walker \(jwalker@kellerassociates.com\)](#); [Kendra Conder - ITD](#); [Kristal Hinkle - KRFD](#); [Leon Letson \(lletson@adacounty.id.gov\)](#); [Lori Badigian](#); [Marc Boyer \(marc.c.boyer@usps.gov\)](#); [Mike Borzick](#); [Mike Hickman](#); [Mikel Sangroniz](#); "Mindy Wallace"; [NMID](#); [Olivia McKinnon \(ovielstichmckinnon@compassidaho.org\)](#); [Paris Dickerson \(PDickerson@idahopower.com\)](#); [Robbie Reno \(rreno@kunaschools.org\)](#); [Sam Feist](#); [scott arellano KRFD](#); [Stacey DuPuis](#); [Steve Taulbee - MFD](#); [Terri \(terri@nyid.org\)](#); [TJ Lawrence \(TLawrence@kunafire.com\)](#); [Tom Ritthaler \(TRitthaler@boiseproject.org\)](#); [Tim Jensen \(Kuna School District\)](#)
Cc: [Doug Hanson](#); [Ashley Wolgast](#)
Bcc: [Niki Benyakhlef ITD](#)
Subject: Request for Official Comments for Madrone Village
Date: Thursday, December 19, 2024 6:11:00 PM
Attachments: [image001.png](#)

Evening Greetings Everyone,
 The City of Kuna requests official comments from your organization for this project in relation to the services it provides.

Please find the request for formal comments below for a new proposal in the City of Kuna

***To view submittal packet please click [BLUE](#) link below next to Case Number(s).**

Agency Transmittal – December 19, 2024

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER(S):	24-08-AN (Annexation) & 24-05-S (Preliminary Plat) – <u>Madrone Village Subdivision.</u>
PROJECT DESCRIPTION	Arroyo Indio Farm, LLC, 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. <i>Please take special note a school site has been integrated into the proposed site plan.</i>
SITE LOCATION	Near the SWC of Kuna and Ten Mile Roads., Kuna, ID 83634.
REPRESENTATIVE	Connor Lindstrom 5725 N Discovery Way Boise, ID, 83713 208.639.6939 clindstrom@kmengllp.com
SCHEDULED HEARING DATE	Tuesday, February 25, 2025 , at 6:00 PM, Kuna City Hall Council Chambers, 751 W 4 th Street, Kuna, ID 83634
STAFF CONTACT	Troy Behunin Senior Planner

TBehunin@KunaID.gov

Click the **BLUE** link next to the “CASE NUMBER(S)” box above – Either hover and <**CLICK**> or, hold the Ctrl button and <**CLICK**>.

Please let us know if you have any questions or need additional information.

Troy



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Troy Behunin

Senior Planner

City of Kuna | Development Services

Phone: 208.922.5546 Ext. 4

Email: TBehunin@KunaID.Gov

www.kunacity.id.gov

All e-mail messages sent to or received by City of Kuna e-mail accounts are subject to Idaho law, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.

From: [Troy Behunin](#)
To: [Tim Jensen \(Kuna School District\)](#); [Jason Reddy](#)
Subject: UPDATED Gallica Heights Sub - Request for Agency Comments
Date: Friday, March 7, 2025 9:35:00 AM
Attachments: [image002.png](#)

This is to loop you folks in and be included.

Troy



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Troy Behunin

Senior Planner

City of Kuna | Development Services

Phone: 208.922.5546 Ext. 4

Email: TBehunin@KunaID.Gov

www.kunacity.id.gov

All e-mail messages sent to or received by City of Kuna e-mail accounts are subject to Idaho law, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.

From: Troy Behunin

Sent: Friday, March 7, 2025 9:34 AM

To: ACHD (planningreview@achdidaho.org) <planningreview@achdidaho.org>; Adam Ingram (Adam.Ingram@sparklight.biz) <Adam.Ingram@sparklight.biz>; Adam Wenger - PW Kuna <awenger@kunaid.gov>; B. Withrow <Bwithrow@kunaid.gov>; Boise-Kuna Irri. Dist. <aflavel.bkirrdist@gmail.com>; Brando Medica (bmedica@meridiancity.org) <bmedica@meridiancity.org>; Brent Moore <bmoore@adacounty.id.gov>; Brian Graves (bgraves@kunaschools.org) <bgraves@kunaschools.org>; Camille Burt (camille.r.burt@usps.gov) <camille.r.burt@usps.gov>; Chad Gordon <Chad.Gordon@jmsanitation.com>; Chief M. Fratusco <mfratusco@adacounty.id.gov>; DEQ <BRO.Admin@deq.idaho.gov>; Eric Adolpfson <eadolfson@compassidaho.org>; Erika Olvera (eolvera@nmid.org) <eolvera@nmid.org>; Genna Ashley - Boise Project Board of Control (gashley@boiseproject.org) <gashley@boiseproject.org>; Idaho Power - Jacky Chris <easements@idahopower.com>; Idaho Power - K Funke <kfunke@idahopower.com>; ITD <D3Development.Services@itd.idaho.gov>; John Walburn - Cableone <john.walburn@cableone.biz>; Justin Walker (jwalker@kellerassociates.com) <jwalker@kellerassociates.com>; Kendra Conder - ITD <Kendra.Conder@itd.idaho.gov>; Kristal Hinkle - KRFD <KHinkle@kunafire.com>; Kuna DSD <PZApplications@KunaID.Gov>; Leon Letson (lletson@adacounty.id.gov) <lletson@adacounty.id.gov>; Lori Badigian <lbadigian@cdhd.idaho.gov>; Marc Boyer (marc.c.boyer@usps.gov) <marc.c.boyer@usps.gov>; Mike Borzick <mborzick@kunaid.gov>; Mike Hickman <mhickman@kellerassociates.com>; Mikel Sangroniz <msangroniz@Kellerassociates.com>; 'Mindy Wallace' <Mwallace@achdidaho.org>; NMID <nmid@nmid.org>; Olivia McKinnon (ovielstichmckinnon@compassidaho.org) <ovielstichmckinnon@compassidaho.org>; Paris Dickerson (PDickerson@idahopower.com) <PDickerson@idahopower.com>; Sam Feist <SFeist@kunaID.Gov>; scott arellano KRFD <scott@fccnw.com>; Stacey DuPuis <sdupuis@adacounty.id.gov>; Steve Taulbee - MFD <staulbee@meridiancity.org>; Terri (terri@nyid.org) <terri@nyid.org>; TJ Lawrence (TLawrence@kunafire.com) <TLawrence@kunafire.com>; Tom Ritthaler (TRitthaler@boiseproject.org) <TRitthaler@boiseproject.org>

Cc: Doug Hanson <dhanson@kunaid.gov>

Subject: UPDATED Gallica Heights Sub - Request for Agency Comments

Good Morning everyone.

This is an UPDATE to application request from 2022. The applicant has removed the request for an R-12 (High Density Residential) zone, and there is a reduction in overall lots from the original. If you have any questions, please let me know. This is an opportunity to update previous comments if needed. Please notify our office if you have no changes.

Have a great weekend!

UPDATED Agency Transmittal – March 6, 2025

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER(S):	22-07-ZC (Rezone), 22-15-S (Pre Plat), & 22-34-DR (Design Review), for the Gallica Heights Subdivision.– Gallica Heights Subdivision.
PROJECT DESCRIPTION	Applicant requests approval to Rezone approx. 132.5 acres from Agriculture (AG.) to the R-4, R-6 & C-1 zones. Applicant also requests Preliminary Plat approval in order to subdivide the lands into 514 residential, 103 common lots, 20 Common Driveways, 1 Commercial lot, 1 City Park Lot and 1 School Lot. The site is located within Section 10, Township 2 North, Range 1 West, APN's S1310223100, S1310233700, and S1310233610.
SITE LOCATION	The site address is 4425 W Columbia Rd. at the SEC of Columbia and Black Cat Roads, Nampa, ID 83687.
REPRESENTATIVE	Elizabeth Koeckeritz Givens-Pursley 601 W Bannock St. Boise, ID 83702 208.388.1250 eak@givenspursley.com
SCHEDULED HEARING DATE	Tuesday, April 8, 2025 , at 6:00 PM, Kuna City Hall Council Chambers, 751 W 4 th Street, Kuna, ID 83634
STAFF CONTACT	Troy Behunin Senior Planner TBehunin@kunaid.gov

Click the link in the Case Numbers Box above – Either hover and <[CLICK](#)>, or hold the Ctrl and <[CLICK](#)>.

Please let us know if you have any questions or need additional information.

If you have any questions, please let me know.

Troy



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Troy Behunin

Senior Planner

City of Kuna | Development Services

Phone: 208.922.5546 Ext. 4

Email: TBehunin@KunaID.Gov

www.kunacity.id.gov



CITY OF KUNA
P.O. BOX 13
KUNA, ID 83634
www.kunacity.id.gov

Catherine Feistner, E.I.T.
Assistant Kuna City Engineer

Brady Barroso
Engineering Technician I

MEMORANDUM

To: Doug Hanson - Planning and Zoning Director
From: Brady Barroso - Engineering Technician I
Catherine Feistner - Assistant City Engineer
Date: 16 August 2023
RE: Updated Public Works Comments
Gallica Heights Subdivision, 22-05-PUD (Planned Unit Development), 22-07-ZC (Rezone),
22-15-S (Preliminary Plat), 22-08-SUP (Special Use Permit), 22-34-DR (Design Review)

The Gallica Heights Subdivision, 22-05-PUD, 22-07-ZC, 22-15-S, 22-08-SUP, 22-34-DR, planned unit development, rezone, preliminary plat, special use permit, and design review request dated 1 September 2022 has been reviewed. The applicant wishes to rezone with City of Kuna (City) R-6 (medium density residential), R-12 (high density residential), and C-1 (neighborhood commercial district) zones. These comments apply to the application as they affect public works infrastructure. Review of civil design drawings is accomplished separately, when received by PWoffice@kunaid.gov.

This project is planned to flow to a future regional lift station which is currently not constructed. Public Works can support approval of this application contingent that a QLPE/will-serve letter will not be issued until the future regional lift station is constructed and there is sufficient force main capacity.

Comments may be expanded or refined in connection with the future land-use actions.

1) Inspection & Fees

- a) An inspection fee will apply to inspect the final construction of water, sewer, and irrigation facilities associated with this development.
- b) The developer shall retain a qualified responsible, Idaho registered professional engineer to provide sufficient inspection to certify to DEQ that the project was completed in accordance with approved plans and specifications and to provide accurate as-built drawings to the City.
- c) All applicable utility inspection and utility flow modeling fees shall be paid by the developer in accordance with City of Kuna Resolution R57-2021. *Payment is due and payable prior to the pre-construction meeting.*
- d) The Kuna Rural Fire District's fees can be found on their website. *Payment is due and payable prior to the preconstruction meeting.*

2) General

- a) The applicant requests approximately 132 acres to be rezoned from Ag to R-6, R-12, and C-1.
- b) Equivalent Dwelling Units (EDUs) are reckoned at approximately 3.18 people per household. The resultant projected population for this subdivision is approximately 1,956. Commercial EDUs will be determined at the time a building permit is issued.
- c) At least two access points are required in Phase I and subsequent phases per Kuna Rural Fire District (KRFD) or no more than thirty (30) certificates of occupancy will be issued.
- d) Areas for outside activities are incorporated into the project. Connection to the City of Kuna pathways presents a long-term goal that should be considered.
- e) A plan approval letter will be required if this project affects any local irrigation districts.
- f) Elevations shall be actual NAVD 88 datum elevations. A localized elevation system is not acceptable.
- g) All positional information shall be from the most recent state plane coordinate system.
- h) Provide engineering certification on all final engineering drawings.
- i) The City of Kuna requires streetlights in all subdivisions. Streetlights are required along arterial roads bordering the subdivision, at the entrances of the subdivision, at intersections, and at every 250' interval. Streetlights should be coincident with Fire Hydrants whenever possible.
- j) Fire suppression shall be available and approved by KRFD.
- k) No building permits will be issued and no construction can begin without adequate fire protection.
- l) Fiber conduit shall be designed and constructed on all mile and mid-mile roads or as otherwise noted.

3) Right-of-Way

- a) Sufficient right-of-way for existing and future classified streets shall be provided pursuant to City & ACHD standards.
- b) Approaches onto classified streets must comply with ACHD approach policies.
- c) All street construction must meet or exceed City of Kuna and ACHD development standards.
- d) All City mainlines crossing proposed lots or located on the backs or sides of lots shall have easements that allow the City of Kuna to access and maintain the utilities.
- e) The KRFD Deputy Fire Marshal, or the representative, must approve fire access to the subdivision.
- f) Roads must continue to and through to the next road connection to promote connectivity throughout the City.

4) Sanitary Sewer Connection

- a) The serviceability of this development is dependent on a future regional lift station and adequate force main capacity.
- b) The applicant's property is not connected to City services. The applicant shall not receive a QLPE/will-serve letter until the future regional lift station is constructed.
- c) Once the future lift station is built, EDU's will be soft reserved once the civil construction drawings are received and issuance of the QLPE will hard reserve the EDU's needed for each phase.
- d) City code 5-16-3-B.2 states public sewer utilities shall be extended to each parcel when sewer is available within three hundred (300) feet of the parcels.

- e) All existing sewage treatment facilities (septic tank and drain field) must be decommissioned in accordance with Idaho Department of Environmental Quality (DEQ) requirements. Documentation shall be provided to the City of Kuna.
- f) Sewer must provide connectivity for surrounding developments.
- g) No cleanouts are permitted at the end of runs in lieu of manholes per Kuna City Code 6-4-2-B.14.
- h) All sewer infrastructure must meet or exceed City of Kuna requirements.
- i) Sewer flow models will be required to verify and accommodate pipe sizes. The associated costs shall be paid by the developer.
- j) Sewer connection fees apply to each lot containing a home or other facility.
- k) This application shall conform to the sewer masterplan as applicable. The sewer master plan specifies minimum pipe sizes and supports the “to and through” utility policy.

5) Potable Water Connection

- a) The developer shall design and construct water mainline on all boundaries of the proposed development.
- b) The applicant’s property is not connected to City services. The closest connection point is located at the intersection of W Columbia Rd and S Saddle Bag Way.
- c) Water flow models will be required to verify and accommodate adequate water supply and fire suppression. The associated costs shall be paid by the developer.
- d) City code 5-16-3-B.2 states public water utilities shall be extended to each parcel when water is available within three hundred (300) feet of the parcels. It is expected the applicant will connect to City water services, in accordance with the City’s “to and through” policy in Kuna City Code 6-4-2.
- e) All existing wells shall be abandoned in accordance with Idaho Department of Water Resources (IDWR) requirements. Documentation shall be provided to the City of Kuna.
- f) All water infrastructure must meet or exceed City of Kuna requirements.
- g) Water connection fees apply to each lot containing a home or other facility.
- h) Fire hydrants are required in a layout acceptable to the KRFD.

6) Pressurized Irrigation

- a) The developer shall design and construct 12” pressurized irrigation mainline on all boundaries of the proposed development.
- b) The applicant’s property is not connected to City services. The closest connection point is located approximately .5 mile to the south and the east of the proposed development.
- c) The applicant may construct an irrigation pump and pond if they do not wish to construct offsite irrigation mainline.
- d) Relying on drinking water for irrigation purposes is contrary to City Code 6-4-2-B.9.
- e) All pressurized irrigation infrastructure shall meet or exceed City of Kuna standards.
- f) Existing irrigation ditches (supply & drain) must be relocated as needed and as approved by the irrigation ditch company/users.
- g) Pressurized irrigation flow model will be required to verify and accommodate adequate pressurized irrigation supply. All associated costs shall be paid by the developer.
- h) Surface water rights shall be transferred to the City prior to the completion of the final plat.

7) Grading and Storm Drainage

- a) Provide a grading and drainage plan which supports and maintains all upstream drainage rights and all downstream irrigation delivery rights as they presently exist for this property.
- b) The City of Kuna relies on the ACHD Stormwater Policy Manual to establish the requirements for design of private storm water disposal systems.
- c) Verify that existing and proposed elevations match at property boundaries such that a slope burden is not imposed on adjacent properties. Slopes shall not be steeper than 3:1 on lots adjacent to a street or common lot and no steeper than 4:1 for lots with common rear lot lines.
- d) Runoff from public right-of-way is regulated by ACHD. On site storm water retention shall be reviewed in conjunction with the City's Civil Engineering Construction Improvements Review. Provide a storm water disposal & treatment plan which accounts for increased on-site storm water runoff volumes. Provide detailed drawings of drainage & treatment facilities with supporting calculations for review and approval.
- e) Sidewalks, curb and gutter, street widening and any related storm drainage facilities, consistent with city code and policies, shall be provided in connection with property development.

8) As-Built Drawings

- a) As-built (record) 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.
- b) *Correct and verified as-built (record drawings) drawings will be required before occupancy or final plat approval is granted.*

9) Exhibits

- a) No maps are included to support Public Works comments.



Project/File: Gallica Heights/ KPP21-0015/ 22-05-PUD/ 22-07-ZC/ 22-08-SUP/ 22-15-S/ 22-34-DR

This is a rezone, special use permit, planned unit development, design review and a preliminary plat application to allow for the development of a 702-lot mixed-use subdivision on 132-acres. The site is located at the southeast corner of Columbia Road and Black Cat Road.

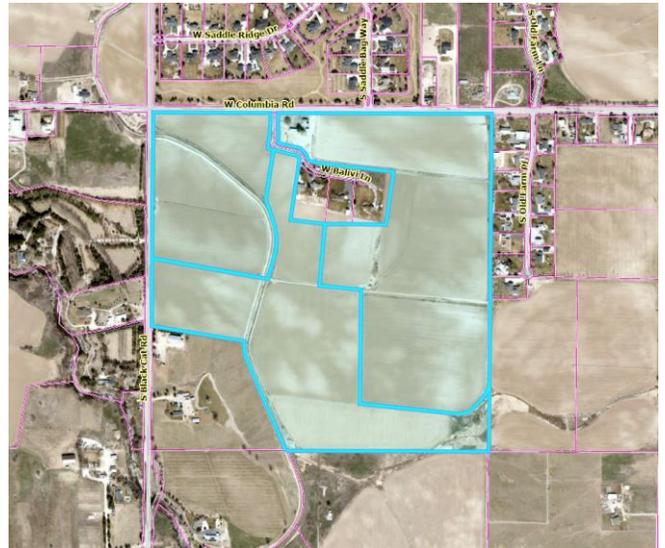
Lead Agency: City of Kuna

Site address: 4425 W. Columbia Road

Staff Approval: May 16, 2023

Representative: Elizabeth Koeckeritz & Kristen McNeill
Givens Pursley, LLP
601 W Bannock Street
Boise, ID 83702

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



A. Findings of Fact

1. **Description of Application:** The applicant is requesting approval of a rezone from A (Agricultural) to R-6 (Medium Density Residential), R-12 (High Density Residential), and C-1 (Neighborhood Commercial), and a special use permit, planned unit development, design review and a preliminary plat application to allow for the development of a 702-lot mixed-use subdivision consisting of 418 single-family lots, 197 townhome lots, 1 commercial lot and 86 common lots. The applicant’s rezone proposal is consistent with the City of Kuna’s future land use map which designates this site as Mixed-Use and Medium Density Residential.

2. **Description of Adjacent Surrounding Area:**

Direction	Land Use	Zoning
North	Rural Residential & Estate Residential (Ada County)	RR & R1
South	Medium Density Residential & Agriculture	R-6 & A
East	Rural Residential (Ada County) & Agriculture	RR & A
West	Rural Residential (Ada County) & Agriculture	RR & A

3. **Site History:** ACHD has not previously reviewed this site for a development application.

4. **Adjacent Development:** The following developments are pending or underway in the vicinity of the site:

- Sabino’s Rocky Ridge Subdivision, a residential and commercial development consisting of 619 single family lots, 2 commercial lots, and 76 common lots is located directly south of the site and was approved by ACHD in March 2022.

5. **Transit:** Transit services are not available to serve this site.

- 6. 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.

- 7. New Center Lane Miles:** The proposed development includes 3.67 centerline miles of new public road.
- 8. Impact Fees:** There will be an impact fee that is assessed and due prior to issuance of any building permits. The assessed impact fee will be based on the impact fee ordinance that is in effect at that time. The impact fee assessment will not be released until the civil plans are approved by ACHD.

9. Capital Improvements Plan (CIP)/ Integrated Five Year Work Plan (IFYWP):

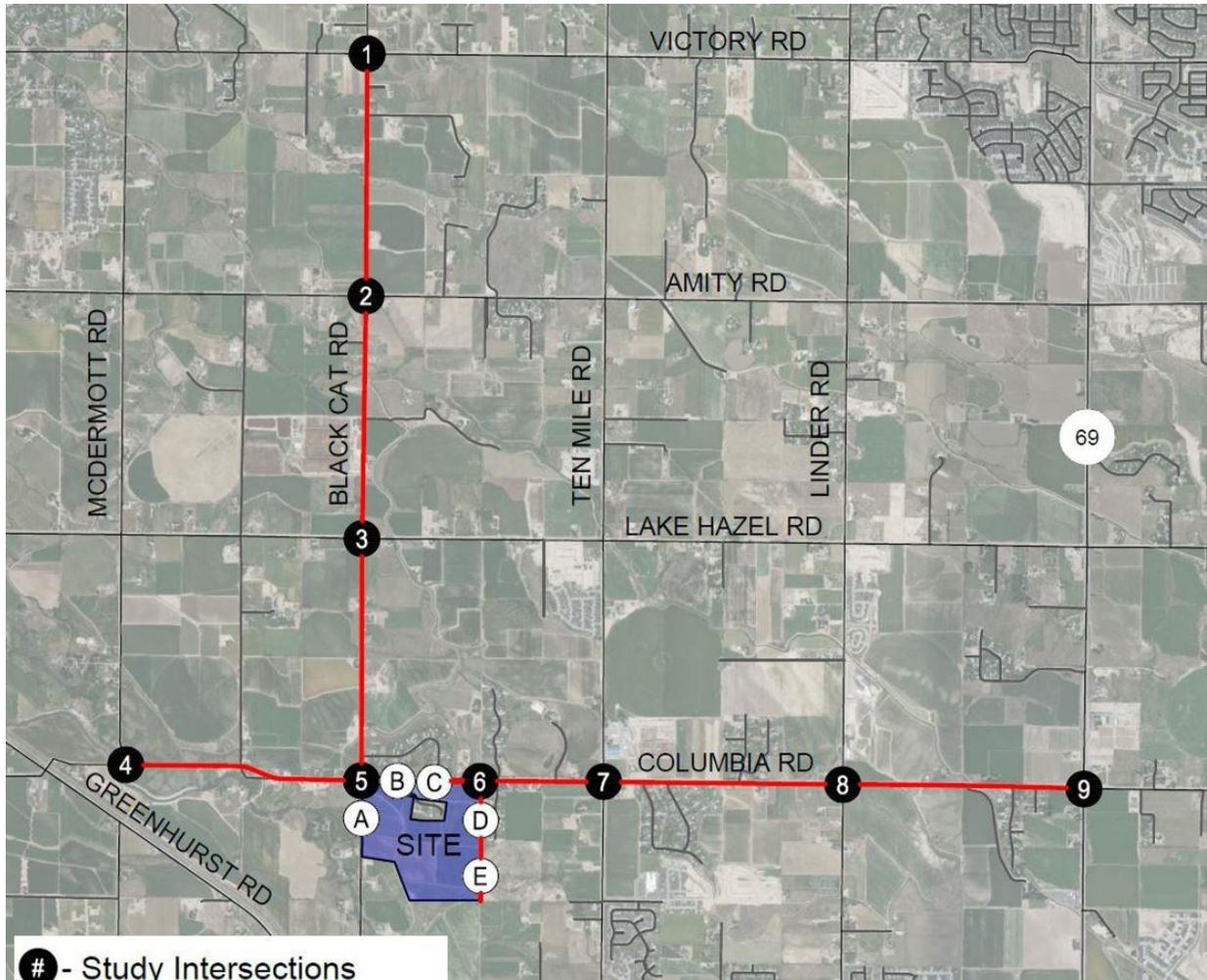
- The intersection of Ten Mile Road and Columbia Road is scheduled in the IFYWP to be constructed as a single-lane expandable roundabout. The design year is scheduled for 2025 and the construction date has not been determined.
- Black Cat Road is listed in the CIP to be widened to 5-lanes from Amity Road to Victory Road between 2036 and 2040.
- The intersection of Victory Road and Black Cat Road is listed in the CIP to be constructed as a multi-lane roundabout with 4-lanes on the north leg, 4-lanes on the south, 2-lanes on the east, and 2-lanes on the west leg between 2031 and 2035.
- The intersection of Amity Road and Black Cat Road is listed in the CIP to be constructed as a multi-lane roundabout with 4-lanes on the north leg, 4-lanes on the south, 2-lanes on the east, and 2-lanes on the west leg between 2036 and 2040.
- The intersection of Lake Hazel Road and Black Cat Road is listed in the CIP to be constructed 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.

- 10. Roadways to Bikeways Master Plan:** ACHD's Roadways to Bikeways Master Plan (BMP) was adopted by the ACHD Commission in May of 2009 and was update in 2018. The plan seeks to implement the Planned Bicycle Network to support bicycling as a viable transportation option for Ada County residents with a wide range of ages and abilities, maintain bicycle routes in a state of good repair in order to ensure they are consistently available for use, promote awareness of existing bicycle routes and features and support encouragement programs and to facilitate coordination and cooperation among local jurisdictions in implementing the Roadways to Bikeways Plan recommendations.

The BMP identifies Black Cat Road and Columbia Road as Level 2 facilities that will be constructed as part of a future ACHD project. The BMP also identifies Level 1 facilities on the new collector roadways within the site. The applicant will construct the new collectors consistent with the MSM and the Roadways to Bikeways Master plan.

B. Traffic Findings for Consideration

1. **Trip Generation:** This development is estimated to generate 8,142 additional vehicle trips per day; 676 additional vehicle trips per hour in the PM peak hour, based on the traffic impact study.
2. **Traffic Impact Study**
Kittelson and Associates, Inc. prepared a traffic impact study for the proposed Gallica Heights Subdivision. The executive summary of the findings **as presented by Kittelson and Associates, Inc.** can be found as Attachment 3. The following executive summary is **not the opinion of ACHD staff**. ACHD has reviewed the submitted traffic impact study for consistency with ACHD policies and practices and may have additional requirements beyond what is noted in the summary. ACHD Staff comments on the submitted traffic impact study can be found below under staff comments.



- # - Study Intersections
- (X) - Site Access Intersections
- - Study Roadways

a. **Policy:**

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

- Revision to the Phasing Plan to coincide with the District’s planning Capital Projects.

- Reducing the scope and/or scale of the project.

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

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

Level of Service Planning Thresholds: District Policy 7206.4.1 states that Level of Service Planning Thresholds have been established for principal arterials and minor arterials within ACHD's Capital Improvement Plan and are also listed in section 7106. Unless otherwise required to provide a Traffic Impact Study under section 7106, a proposed development with site traffic less than 10% of the existing downstream roadway or intersection peak hour traffic shall not be required to provide mitigation for a roadway or intersection that currently exceeds the minimum acceptable level of service planning threshold or V/C ratio.

- b. Staff Comments/Recommendations:** The TIS indicates all roadway segments and intersections are expected to operate at an acceptable level of service planning threshold during the existing AM and PM peak hours under existing traffic with the exception of the Black Cat Road/Amity Road intersection under existing traffic conditions.

The TIS indicated the following intersections and roadway segments exceed Level of Service (LOS) under existing traffic, 2025 background traffic and 2025 total traffic conditions. The percentage of site generated traffic under 2025 total traffic conditions in the PM peak hour is provided in parenthesis.

Intersections:

- Black Cat Road/ Victory Road (10%)
 - Multi-lane roundabout or interim 3 X 3 signal under existing traffic, 2025 background traffic and 2025 total traffic conditions

This intersection is listed in ACHD's CIP to be constructed as a multi-lane roundabout between 2031 and 2035. The TIS recommends this intersection be constructed as a multi-lane

roundabout or an interim 3 X 3 traffic signal be installed when the development generates 100 PM peak hour trips or equivalent to 99 units and 8,000 square feet of commercial.

Consistent with ACHD policy, a signal warrant analysis was completed for the intersection. The intersection analysis found that the intersection meets the 8 hour, 4 hour and peak hour warrants.

The applicant should be required to install an interim signal within the existing right-of-way at the intersection, prior to plan approval and ACHD's signature on the final plat that contains the 101st residential lot or the 1st commercial lot. Currently there is a sufficient amount of right-of-way for the installation of the interim signal, making this a feasible improvement. Additionally, the applicant will be required to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should note that the intersection should be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left-turn lane, and one thru/right lane on each approach, that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement.

To ensure the Black Cat Road/ Victory Road intersection will be improved when warranted, the following items must be in place prior to plan acceptance for the final plat which contains the 101st residential lot or the 1st commercial lot.

- Signal Agreement
- Full design and approved plans for the intersection

As an alternative, the applicant may stop final platting and wait for ACHD to make the improvements listed in the CIP.

- Black Cat Road/ Amity Road (8%)
 - Multi-lane roundabout or a traffic signal under existing traffic, 2025 background traffic and 2025 total traffic conditions

This intersection is scheduled in ACHD's CIP to be constructed as a multi-lane roundabout between 2036 and 2040. The TIS recommends this intersection be constructed as a multi-lane roundabout or an interim 3 X 3 traffic signal be installed to accommodate existing traffic conditions. Consistent with ACHD policy, a signal warrant analysis was completed for the intersection. The intersection analysis found that the intersection meets the 8 hour, 4 hour and peak hour warrants. Although it is feasible to install an interim signal at this intersection, this intersection is scheduled for the construction of a multi-lane roundabout and consistent with District's Alternative Mitigation Policy, which states that no alternative mitigation is required if the impacted roadway segments and/or intersections are programmed as funded in the Integrated Five Year Work Plan (IFYWP) or the Capital Improvements Plan (CIP).

In addition, the proposed site traffic at this intersection will also be less than 10% of the 2025 total traffic. 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 at this intersection.

- Black Cat Road/ Columbia Road (20%)
 - Single-lane roundabout or 3 X 3 traffic signal under 2025 background traffic and 2025 total traffic conditions

This intersection is not programmed for improvements in ACHD's IFYWP or CIP. Consistent with District policy a signal warrant analysis was completed for this intersection. The intersection analysis found that the intersection meets the 8 hour, 4 hour and peak hour warrants. The TIS recommends this intersection be constructed as a single-lane roundabout or an interim 3 X 3 traffic signal be installed to accommodate 2025 background traffic conditions when the development generates 365 PM peak hour trips or equivalent to 365 units and 32,000 square feet of commercial.

To verify the assumptions of the TIS and to ensure that improvements are made, when necessary, to serve the site, the applicant should be required to submit an updated intersection analysis for the Black Cat Road/ Columbia Road intersection prior to ACHD's signature on the final plat that contains the 364th building lot. Additional improvements may be required based on the findings of the updated intersection analysis.

If it is determined through the analysis that a signal is warranted, then the applicant should be required to install an interim signal within the existing right-of-way at the intersection, prior to plan approval and ACHD's signature on the final plat that contains the 364th building lot. Currently there is a sufficient amount of right-of-way for the installation of the interim signal, making this a feasible improvement. Additionally, the applicant will be required to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should note that the intersection should be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left-turn lane, and one thru/right lane on each approach, that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement.

To ensure the Black Cat Road/ Columbia Road intersection will be improved when warranted, the following items must be in place prior to plan acceptance for the final plat which contains the 364th building lot:

- Signal Agreement
- Full design and approved plans for the intersection

As an alternative, the applicant may stop final platting and wait for ACHD to make the improvements.

- Ten Mile Road/ Columbia Road (17%)
 - Dual-lane roundabout for 2025 background traffic and 2025 total traffic conditions
 - Construct a dedicated northbound right-turn lane for 2025 background traffic and 2025 total traffic conditions
 - Construct a dedicated eastbound right-turn lane for 2025 total traffic conditions

This intersection is scheduled as a funded project in the IFYWP to be constructed as a single-lane roundabout with the design year in 2025 and the construction date has not been determined. The TIS recommends this intersection be constructed as a multi-lane roundabout starting with 2025 background conditions or adding a dedicated northbound right-turn lane at the existing traffic signal for 2025 background conditions and adding an eastbound right-turn lane to the existing traffic signal for the 2025 total traffic conditions when the development generates 245 PM peak hour trips equivalent to 245 units and 21,000 square feet of commercial. Additionally, the TIS notes the intersection is not anticipated to operate acceptably if constructed as a single lane roundabout under 2025 total traffic conditions. The improvements to this intersection may not be feasible since there is not enough right-of-way for the construction of a

dual-lane roundabout and currently there are large irrigation structures located within the right-of-way prohibiting the construction of the northbound right-turn lane and the eastbound right-turn lane.

To verify the assumptions of the TIS and to ensure that improvements are made, when necessary to serve the site, the applicant should be required to submit an updated intersection analysis for the Ten Mile Road/Columbia Road intersection prior to ACHD's signature on the final plat that contains the 245th building lot. If additional right-of-way has been dedicated at this intersection 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.

- SH-69/ Columbia Road (5%)
 - Pay proportionate share to ITD for future Median U-Turn (MUT) intersection

Columbia Road is not programmed for any improvements in ACHD's CIP or the IFYWP. The northbound and southbound lanes are on SH-69 and under the jurisdiction of Idaho Transportation Department and ITD's current study identifies a future Median U-Turn (MUT) intersection at this location. The applicant should work with the City of Kuna and ITD to determine if additional improvements are necessary on SH-69 at this intersection.

- Linder Road/Columbia Road (15%)
 - Single lane roundabout for 2025 total traffic conditions
 - Add a dedicated northbound right-turn lane to existing signal for 2025 total traffic conditions

This intersection is not programmed for improvements in ACHD's IFYWP or CIP. The TIS recommends this intersection be constructed as a single lane roundabout or add a dedicated northbound right-turn lane to the existing signal to accommodate 2025 total traffic conditions when the development generates 465 PM peak hour trips equivalent to 465 units and 40,000 square feet of commercial. Because right-of-way dedication was required as part of ACHD's approval of Paloma Ridge located at the southeast corner of Linder Road and Columbia Road adding a northbound right-turn lane to the existing traffic signal is a feasible improvement. Due to the rapid development in the area and the site traffic at this intersection is 15%, the applicant should be required to construct a dedicated northbound right-turn lane on Linder Road prior to ACHD's approval of the final plat that contains the 465th building lot.

Roadway Segments:

- Columbia Road from McDermott Road to Black Cat Road (4%)
 - No mitigation proposed for 2025 background traffic and 2025 total traffic conditions

The roadway segment of Columbia Road from McDermott Road to Black Cat Road is not programmed for improvements in ACHD's IFYWP or CIP. Although this roadway segment exceeds ACHD's acceptable level of service planning thresholds for a 2-lane roadway under 2025 background traffic and 2025 total traffic conditions, the TIS does not recommend mitigation. The TIS notes that left-turn lanes are proposed mitigation for the Columbia Road/Black Cat Road intersection providing the three lanes needed to meet the planning level of service thresholds.

Consistent with ACHD's Alternative Mitigation Measures policy, the applicant submitted a shoulder hour analysis, and found that the roadway segment listed above is anticipated to operate at an acceptable level of service planning threshold during the shoulder hours. Under

this policy if a roadway segment is expected to meet the minimum acceptable level of service planning thresholds in the shoulder hour the applicant may suggest feasible alternative mitigation such as: sidewalks, bike facilities, connectivity, safety improvements, etc. within 1.5 miles of the proposed development.

The applicant's traffic engineer did not submit an alternative mitigation analysis per District Alternative Mitigation policy. Because this roadway segment is anticipated to operate at an acceptable level of service planning threshold during the shoulder hours, no mitigation is required.

In addition, 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 at this intersection for the road segment that is within ACHD right-of-way.

- Columbia Road from Black Cat Road to Ten Mile Road (26.7%)
 - No mitigation proposed for 2025 background traffic conditions
 - Widen to five lanes for 2025 total traffic conditions
- Columbia Road from Ten Mile Road to Linder Road (19.3%)
 - No mitigation proposed for 2025 background traffic conditions
 - Widen to five lanes for 2025 total traffic conditions
- Columbia Road from Linder Road to SH-69 (14.3%)
 - Widen to five lanes for 2025 background traffic and 2025 total traffic conditions

The three roadway segments along Columbia Road listed above are not programmed for improvements in ACHD's IFYWP or CIP. Although the roadway segments of Columbia Road from Black Cat Road to Linder Road exceed ACHD's acceptable level of service planning thresholds for a 2-lane roadway under 2025 background traffic, the TIS does not recommend mitigation under 2025 background traffic conditions. The TIS notes that left-turn lanes exist at the primary intersections providing the three lanes needed to meet the planning level of service thresholds.

The TIS does recommend Columbia Road from Black Cat Road to SH-69 be widened to 5-lanes to accommodate the 2025 total traffic conditions with the following thresholds:

- Columbia Road from Black Cat Road to Ten Mile Road-200 PM peak hour trips equivalent to 200 units and 17,000 square feet of commercial
- Columbia Road from Ten Mile Road to Linder Road-140 PM peak hour trips equivalent to 140 units and 12,000 square feet of commercial
- Columbia Road from Linder Road to SH-69-115 PM peak hour trips equivalent to 115 units and 10,000 square feet of commercial

Consistent with ACHD's Alternative Mitigation Measures policy, the applicant submitted a shoulder hour analysis, and found that the three roadway segments listed above are anticipated to operate at an acceptable level of service planning threshold during the shoulder hours under 2025 background traffic conditions. Under this policy if roadway segments are expected to meet the minimum acceptable level of service planning thresholds in the shoulder hour, the applicant may suggest feasible alternative mitigation such as: sidewalks, bike facilities,

connectivity, safety improvements, etc. within 1.5 miles of the proposed development. For 2025 total traffic conditions Columbia Road from Black Cat Road to Ten Mile Road is not anticipated to operate at an acceptable level of service in the PM shoulder hour and Columbia Road from Ten Mile Road to SH-69 is not anticipated to operate at an acceptable level of service in the shoulder hours.

The applicant's traffic engineer did not submit an alternative mitigation analysis for the three roadway segments listed above. Staff would typically recommend the applicant be required to improve Columbia Road from Black Cat Road to SH-69 since the site generated PM peak hour trips are anticipated to be greater than 10% of the total traffic entering the three roadway segments listed above under 2025 total traffic conditions in the PM peak hour. However, improvements to this roadway segment are not feasible since there is not enough right-of-way to allow for the recommended widening of Columbia Road to 5-lanes. No improvements are required for Columbia Road from Black Cat Road to SH-69.

Although the TIS recommends the widening of Columbia Road between Black Cat Road and SH-69 to 5-lanes, the Master Street Map (MSM) requires only 3-lanes for this segment of roadway. However, due to the land uses, a change to the MSM may be required in the future.

Turn Lanes:

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

- Site Access B/ Columbia Road
 - Eastbound right-turn lane
 - Westbound left-turn lane
- New Collector Roadway/ Columbia Road
 - Eastbound right-turn lane
 - Westbound left-turn lane
- McDermott Road/ Columbia Road (20%)
 - Westbound right-turn lane
 - Eastbound left-turn lane

The McDermott Road/Columbia Road intersection is not scheduled for improvements in the CIP or IFYWP. The TIS recommends a dedicated westbound right-turn lane and an eastbound left-turn lane on Columbia Road at the intersection with McDermott Road under 2025 background conditions; therefore, the turn lanes are not required because of this development. This intersection is constrained to the west due to the existing bridge crossing of the New York Canal preventing the construction of an eastbound left-turn lane. Because the proposed site traffic at this intersection is anticipated to be more than 10%, the applicant should be required to construct a westbound right-turn lane on Columbia Road within the existing right-of-way prior to plan approval and ACHD's signature on the first final plat.

Site Access Evaluation:

- Site Access A (Fessik Street), on Black Cat Road, a proposed local street located 810-feet south of Columbia Road. Turn lanes were not warranted at this access. The TIS notes this street meets spacing requirements, is needed to serve the western portion of the site, meets ACHD traffic volume planning thresholds, and is anticipated to operate acceptably as full access. Additionally, the TIS notes that if this access were removed Site Access C, D and E are anticipated to exceed ACHD's daily local threshold of 2,000

vehicles. Staff recommends approval of the location of the local street as it meets District policy.

- Site Access B, on Columbia Road, a proposed driveway to be located a minimum of 425-feet east of Black Cat Road and 425-feet west of an existing private road/driveway (Balivi Lane). The TIS notes an eastbound right-turn lane and westbound left turn-lane are warranted on Columbia Road, meets spacing requirements, will serve as the only access to the commercial portion of the site and is anticipated to operate acceptably as a full movement driveway.

Although the TIS states this full-movement driveway meets spacing requirements, the driveway does not meet District Access Policy and Driveway Location policy which requires that access be taken from a lesser classified street and a full-movement driveway onto a minor arterial roadway should be located a minimum of 660-feet from an existing signalized or future signalized intersection. However, staff recommends approval of the driveway location onto Columbia Road because it provides sole access to the commercial portion of the site with fewer impacts to the residential portion of the development. The applicant should be required to restrict the driveway to right-in/right-out (RIRO) with the installation of a 6" raised median on Columbia Road at Site Access B. Because the driveway will be restricted to RIRO, the westbound left turn-lane is not required.

- Shayla Avenue, on Columbia Road, a proposed north/south mid-mile collector located 2600-feet east of Black Cat Road, 910-feet east of Saddle Bag Way, a local street, and 375-feet west of Old Farm Place, a local street. The TIS notes an eastbound right-turn lane and westbound left-turn lane are required on Columbia Road. The TIS notes this access does not meet ACHD spacing requirements; however, the following reasons should be considered to allow this location; this roadway is required to be constructed per the MSM, is needed to serve the site to reduce trips on the arterial roadways by providing access to the adjacent parcels as they develop in the future, provides additional access for emergency vehicles and is anticipated to operate acceptable as an unsignalized full access.

Although the location does not meet District Roadway Offset policy, which requires collector roadways to offset a minimum of 660-feet from any other local streets, staff recommends approval of the proposed location, as it is designated on the MSM in this location and will align with Shayla Avenue proposed to be constructed within the previously approved Sabino's Rocky Ridge development located south of the site.

- Site Access D (Neo Street), on Shayla Avenue, a proposed local street located 545-feet south of Columbia Road. Turn lanes were not warranted at this access. The TIS notes this street meets spacing requirements, meets ACHD traffic volume planning thresholds, and is anticipated to operate acceptably as an unsignalized full access. Additionally, the TIS notes that if this access were removed, the daily traffic of Site Access B and Site Access C are anticipated to exceed ACHD's daily local threshold of 2,000 vehicles. Staff recommends approval of the location of the local street as it meets District policy.
- Site Access E (Atticus Street), on Shayla Avenue, a proposed local street located 1,580-feet south of Site Access D. Turn lanes were not warranted at this access. The TIS notes this street meets spacing requirements, meets ACHD traffic volume planning thresholds, and is anticipated to operate acceptably as an unsignalized full access. Additionally, the TIS notes if this access were removed, the daily traffic at Site Access C and Site Access D are anticipated to exceed ACHD's daily local threshold of 2,000 vehicles. Staff recommends approval of the location of the local street as it meets District policy.

3. Condition of Area Roadways

Traffic Count is based on Vehicles per hour (VPH)

Roadway	Frontage	Functional Classification	PM Peak Hour Traffic Count	PM Peak Hour Level of Service
Black Cat Road	1,661-feet	Minor Arterial	182	Better than "E"
Columbia Road	2,569-feet	Minor Arterial	375	Better than "E"

* Acceptable level of service for a two-lane minor arterial is "E" (575 VPH).

* Acceptable level of service for a three-lane minor arterial is "E" (720 VPH).

4. Average Daily Traffic Count (VDT)

Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for Black Cat Road south of Columbia Road was 1,861 on December 17, 2019.
- The average daily traffic count for Columbia Road east of Black Cat Road was 5,625 on August 25, 2021.

C. Findings for Consideration

1. Black Cat Road/ Victory Road Intersection

The traffic impact study notes that 99 homes and 8,000 square feet of commercial could be built before the Black Cat Road/Victory Road intersection exceeds ACHD's acceptable level of service planning threshold.

The applicant should be required to install an interim signal within the existing right-of-way at the intersection, prior to plan approval and ACHD's signature on the final plat that contains the 101st residential lot or the 1st commercial lot. Additionally, the applicant will be required to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should include requirements that the intersection should be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left-turn lane, and one thru/right lane on each approach, that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement.

In order to ensure the Black Cat Road/ Victory Road intersection will be improved when warranted, the following items must be in place prior to plan acceptance for the final plat which contains the 101st residential lot or the 1st commercial lot.

- Signal Agreement
- Full design and approved plans for the intersection

As an alternative, the applicant may stop final platting and wait for ACHD to make the improvements listed in the CIP.

2. Black Cat Road/ Columbia Road Intersection

The traffic impact study notes that 365 homes and 32,000 square feet of commercial can be built before the Black Cat Road/ Columbia Road intersection exceeds ACHD's acceptable level of service planning threshold. To ensure that improvements are made, when necessary, to serve the site, the applicant should be required to submit an updated intersection analysis for the Black Cat Road/ Columbia Road intersection prior to ACHD's signature on the final plat that contains the 364th building lot. Additional improvements may be required based on the findings of the updated intersection analysis.

If it is determined through the analysis that a signal is warranted, then the applicant should be required to install an interim signal within the existing right-of-way at the intersection, prior to plan approval and ACHD's signature on the final plat that contains the 364th building lot. Additionally, the applicant will be required to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should note that the intersection should be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left-turn lane, and one thru/right lane on each approach, that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement.

To ensure the Black Cat Road/ Columbia Road intersection will be improved when warranted, the following items must be in place prior to plan acceptance for the final plat which contains the 364th building lot:

- Signal Agreement
- Full design and approved plans for the intersection

3. Ten Mile Road/ Columbia Road Intersection

The traffic impact study notes that 245 residential units and 21,000 square feet of commercial can be built before the Ten Mile Road/ Columbia Road intersection exceeds ACHD's acceptable level of service planning threshold.

To verify the assumptions of the TIS and to ensure that improvements are made, when necessary to serve the site, the applicant should be required to submit an updated intersection analysis for the Ten Mile Road/Columbia Road intersection prior to ACHD's signature on the final plat that contains the 245th building lot. If additional right-of-way has been dedicated at this intersection 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.

4. Linder Road/Columbia Road Intersection

Consistent with the finding and recommendations of the traffic impact study, the applicant should be required to construct a dedicated northbound right-turn lane on Linder Road at the intersection with Columbia Road prior to plan approval and ACHD's signature on the final plat that contains the 465th building lot. As part of ACHD's approval of Paloma Ridge located at the southeast corner of Linder Road and Columbia Road the dedication of right-of-way on Linder Road was required making this a feasible improvement.

5. Black Cat Road

a. **Existing Conditions:** Black Cat Road is improved with 2-travel lanes, 30-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 50 to 56-feet of right-of-way for Columbia Road (26 to 20-feet from centerline).

b. **Policy:**

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

Street Section and Right-of Way Width Policy: District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70

feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

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

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

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Black Cat Road is designated in the MSM as a Residential Arterial with 3-lanes and on-street bike lanes, a 46-foot street section within 78-feet of right-of-way.

- c. **Applicant Proposal:** The applicant is proposing to dedicate additional right-of-way to total 40-feet from centerline of Black Cat Road abutting the site.

The applicant is proposing to construct Black Cat Road as ½ of a 36-foot wide arterial street section with vertical curb, gutter, an 8-foot wide planter strip and 8-foot wide detached concrete sidewalk abutting the site.

- d. **Staff Comments/Recommendations:** Consistent with the Master Street Map (MSM), the applicant should be required to dedicate additional right-of-way to total 39-feet from centerline of Black Cat Road abutting the site. The applicant will not be compensated for the right-of-way dedication, as this segment of Black Cat Road is not programmed for improvements in ACHD's CIP.

The applicant's proposal to construct Black Cat Road as ½ of a 36-foot wide arterial street section with vertical curb, gutter, an 8-foot wide planter strip and 8-foot wide detached concrete sidewalk abutting the site exceeds District policy which requires 17-feet of pavement, a 3-foot wide gravel shoulder and 5-foot wide detached concrete sidewalk and should not be approved as proposed with the exception of the 8-foot wide detached concrete sidewalk.

The applicant should be required to improve Black Cat Road with 17-feet of pavement from centerline plus a 3-foot wide gravel shoulder and 8-foot wide detached concrete sidewalk abutting the site. The applicant should be required to locate the sidewalk a minimum of 32-feet from centerline of Black Cat Road abutting the site.

The applicant should be required to provide a permanent right-of-way easement for any sidewalk placed outside of the dedicated right-of-way to 2-feet behind the back of sidewalk. Sidewalk shall be located wholly within right-of-way or wholly within an easement.

6. Columbia Road

a. **Existing Conditions:** Columbia Road is improved with 2-travel lanes, 27-feet of pavement, and no curb, gutter or sidewalk abutting the site. There is 55-feet of right-of-way for Columbia Road (28-feet from centerline).

b. **Policy:**

Arterial Roadway Policy: District Policy 7205.2.1 states that the developer is responsible for improving all street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.

Master Street Map and Typology Policy: District Policy 7205.5 states that the design of improvements for arterials shall be in accordance with District standards, including the Master Street Map and Livable Streets Design Guide. The developer or engineer should contact the District before starting any design.

Street Section and Right-of Way Width Policy: District Policy 7205.2.1 & 7205.5.2 states that the standard 3-lane street section shall be 46-feet (back-of-curb to back-of-curb) within 70 feet of right-of-way. This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

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

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

Sidewalk Policy: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all arterial streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

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

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 Columbia Road is designated in the

MSM as a Residential Arterial with 3-lanes and on-street bike lanes, a 46-foot street section within 74-feet of right-of-way.

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).

- c. **Applicant Proposal:** The applicant is proposing to dedicate additional right-of-way to total 40-feet from centerline of Columbia Road abutting the site.

The applicant is proposing to construct Columbia Road as ½ of a 36-foot arterial street section with vertical curb, gutter, an 8-foot wide planter strip and 8-foot wide detached concrete sidewalk abutting the site.

- d. **Staff Comments/Recommendations:** Consistent with the MSM the applicant should be required to dedicate 39-feet of right-of-way from the centerline of Columbia Road abutting the site. The applicant will not be compensated for this right-of-way dedication, as this segment of Columbia Road is not scheduled for improvements in ACHD's CIP.

The applicant's proposal to construct Columbia Road as ½ of a 36-foot wide arterial street section with vertical curb, gutter, an 8-foot wide planter strip and 8-foot wide detached concrete sidewalk abutting the site exceeds District policy which requires 17-feet of pavement, a 3-foot wide gravel shoulder and 5-foot wide detached concrete sidewalk and should not be approved as proposed with the exception of the 8-foot wide detached concrete sidewalk.

The applicant should be required to improve Columbia Road with 17-feet of pavement from centerline plus a 3-foot wide gravel shoulder and 8-foot wide detached concrete sidewalk abutting the site. The applicant should be required to locate the sidewalk a minimum of 32-feet from centerline of Black Cat Road abutting the site.

The applicant should be required to provide a permanent right-of-way easement for any sidewalk placed outside of the dedicated right-of-way to 2-feet behind the back of sidewalk. Sidewalk shall be located wholly within right-of-way or wholly within an easement.

Consistent with the findings and recommendations of the traffic impact study, the applicant should be required to construct an eastbound right-turn lane and a westbound left turn-lane on Columbia Road when Shayla Avenue, a proposed collector roadway located at the site's east property line is constructed to intersect Columbia Road. Coordinate the design of the turn lanes with ACHD's Development Review staff.

7. Shayla Avenue – North/South Mid-Mile Collector

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

- b. **Policy:**

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

Street Section and Right-of-Way Policy: District policy 7206.5.2 states that the standard right-of-way width for collector streets shall typically be 50 to 70-feet, depending on the location and width of the sidewalk and the location and use of the roadway. The right-of-way width may be reduced, with District approval, if the sidewalk is located within an easement; in which case

the District will require a minimum right-of-way width that extends 2-feet behind the back-of-curb on each side.

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

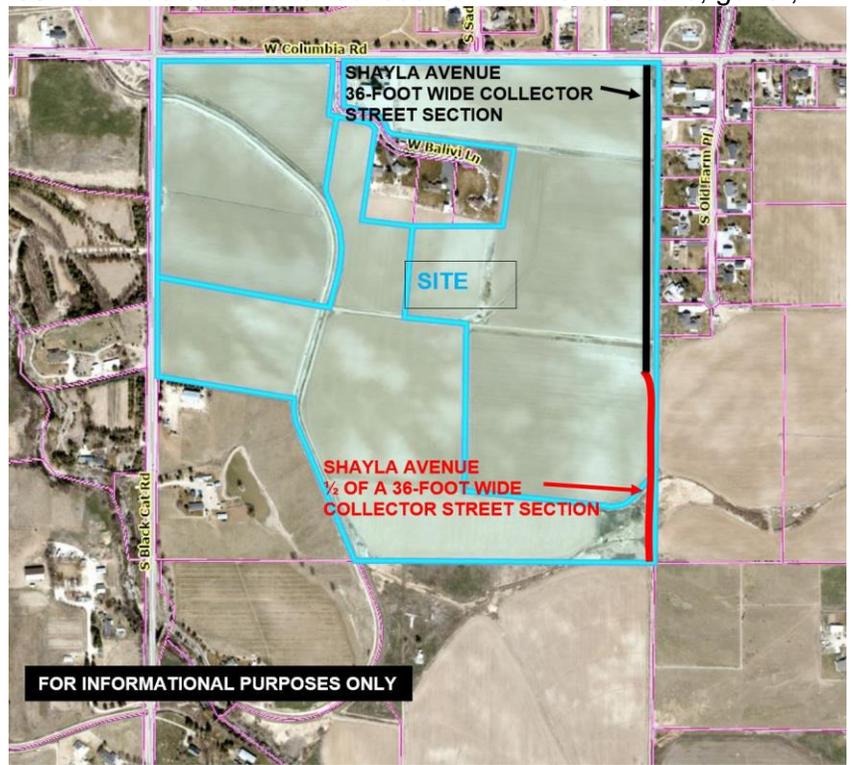
Detached sidewalks are encouraged and should be parallel to the adjacent roadway. Meandering sidewalks are discouraged.

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

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 Mason Creek Street on the east side of Ten Mile Road and continue through the property stubbing to the east. The Residential Collector typology as depicted in the Livable Street Design Guide recommends a 2-lane roadway with bike lanes, and on street parking, a 36-foot street section within 54-feet of right-of-way.

c. Applicant Proposal: Because of the existing residential development, Homestead Subdivision, located directly adjacent to the east of the site, the applicant is proposing to shift the entrance portion of Shayla Avenue approximately 20-feet to the west and is proposing to construct Shayla Avenue from Columbia Road to the south along the site's east property line for approximately 1,619-feet as a 36-foot wide collector street section with vertical curb, gutter, a 6-foot wide planter strip and a portion of the 8-foot wide detached concrete sidewalk within 56-feet of right-of-way.

The applicant is proposing to construct the remaining portion of Shayla Avenue abutting the site's east property line to the south to intersect the proposed east/west collector street, Wing Way Avenue, located at the site's south property line as 1/2 of a 36-foot wide collector street section with vertical curb, gutter, a 6-foot wide planter strip and a portion of the 8-foot wide detached concrete sidewalk within 50-feet of right-of-way on the west side of the roadway plus 16-feet of additional pavement on the and a 6-foot wide borrow ditch on the east side of the roadway.



d. Staff Comments/Recommendations: The applicant's proposal to construct Shayla Avenue from Columbia Road to the south along the site's east property line for approximately 1,619-feet as a 36-foot wide collector street section with vertical curb, gutter, a 6-foot wide planter strip and 8-foot wide detached concrete sidewalk meets District policy and should be approved as proposed.

The applicant's proposal to construct the remaining portion of Shayla Avenue abutting the site's east property line to the south to intersect the proposed east/west collector street, Wing Way Avenue, located at the site's south property line as 1/2 of a 36-foot wide collector street section with vertical curb, gutter, a 6-foot wide planter strip and 8-foot wide detached concrete sidewalk on the west side of the roadway plus 16-feet of additional pavement and a 6-foot wide borrow ditch on the east side of the roadway meets District policy and should be approved with the exception of the 16-feet of additional pavement and a 6-foot wide borrow ditch on the east side of the roadway.

The applicant should be required to improve the east side of Shayla Avenue with 12-feet of additional pavement widening beyond the centerline of the roadway plus a 3-foot wide gravel shoulder and barrow ditch sized to accommodate the roadway storm runoff. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the west side and to 2-feet behind back of barrow ditch on the east side.

For detached sidewalk, the applicant may reduce the right-of-way width to 2-feet behind 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.

8. Wing Over Way-East/West Mid-Mile Collector

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

b. **Policy:**

Collector Street Policy: District policy 7206.2.1 states that the developer is responsible for improving all collector frontages adjacent to the site or internal to the development as required below, regardless of whether access is taken to all of the adjacent streets.

Master Street Map and Typologies Policy: District policy 7206.5 states that if the collector street is designated with a typology on the Master Street Map, that typology shall be considered for the required street improvements. If there is no typology listed in the Master Street Map, then standard street sections shall serve as the default.

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

The standard street section shall be 46-feet (back-of-curb to back-of-curb). This width typically accommodates a single travel lane in each direction, a continuous center left-turn lane, and bike lanes.

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

Sidewalk Policy: District policy 7206.5.6 requires a concrete sidewalk at least 5-feet wide to be constructed on both sides of all collector streets. A parkway strip at least 6-feet wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Consult the District's planter width policy if trees are to be placed within the parkway strip. Sidewalks constructed next to the back-of-curb shall be a minimum of 7-feet wide.

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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, collector street requirements, and specific roadway features required through development. A new collector roadway was identified on the MSM with the street typology of Residential Collector. The new collector roadway should align with Mason Creek Street on the east side of Ten Mile Road to the east of the site and continue along

the site's north property line stubbing to the west. 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.

- c. **Applicant Proposal:** The applicant is proposing to construct Wing Over Way as ½ of a 36-foot wide collector street section with vertical curb, gutter and a portion of an 8-foot wide detached concrete sidewalk within 25-feet of right-of-way on the north side of the roadway and 16-feet of additional pavement and a 6-foot wide barrow ditch on the south side of the roadway outside of the right-of-way.
- d. **Staff Comments/Recommendations:** The applicant's proposal to construct Wing Over Way as ½ of a 36-foot wide collector street section with vertical curb, gutter, a 6-foot wide planter strip and 8-foot wide detached concrete sidewalk on the north side of the roadway plus 16-feet of additional pavement and a 6-foot wide barrow ditch on the south side of the roadway meets District policy and should be approved with the exception of the 16-feet of additional pavement and a 6-foot wide borrow ditch on the south side of the roadway.

The applicant should be required to improve the south side of Wing Over Way with 12-feet of additional pavement widening beyond the centerline of the roadway plus a 3-foot wide gravel shoulder and barrow ditch sized to accommodate the roadway storm runoff. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the west side and to 2-feet behind back of borrow ditch on the east side.

OR

If the southern half of Wing Over Way has been constructed as required by the Sabino's Rocky Ridge development, then the applicant should be required to complete Wing Over Way as a 36-foot wide collector street section with vertical curb, gutter and 7-foot wide attached or 5-foot wide detached concrete sidewalk on the north side of the roadway.

The applicant should coordinate with the Sabino's Rocky Ridge development located directly adjacent to the south and southeast of the site regarding the construction of Wing Over Way if the two applicants would like to each share the construction costs. ACHD will not coordinate cost sharing.

The applicant should be required to submit a road trust deposit to ACHD in the amount of \$232,000 for the construction of their portion of the bridge crossing over Ridenbaugh High Line Canal when Wing Over Way is extended to the west in the future.

For detached sidewalk, the applicant may reduce the right-of-way width to 2-feet behind 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.

9. Internal Local Streets

- a. **Existing Conditions:** There are no local streets within the site.
- b. **Policy:**
 - Local Roadway Policy:** District Policy 7207.2.1 states that the developer is responsible for improving all local street frontages adjacent to the site regardless of whether or not access is taken to all of the adjacent streets.
 - Street Section and Right-of-Way Policy:** District Policy 7207.5 states that right-of-way widths for all local streets shall generally not be less than 47-feet wide and that the standard street section shall be 33-feet (back-of-curb to back-of-curb).

Standard Urban Local Street—33-foot Street Section and Right-of-way Policy: District Policy 7207.5.2 states that the standard street section shall be 33-feet (back-of-curb to back-of-

curb) for developments with any buildable lot that is less than 1 acre in size. This street section shall include curb, gutter, and minimum 5-foot wide concrete sidewalks on both sides and shall typically be constructed within 47-feet of right-of-way.

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

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

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

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

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

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

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

Cul-de-sac Streets Policy: District policy 7207.5.8 requires cul-de-sacs to be constructed to provide a minimum turning radius of 50-feet; in rural areas or for temporary cul-de-sacs the emergency service providers may require a greater radius. Landscape and parking islands may be constructed in turnarounds if a minimum 29-foot street section is constructed around the island. The pavement width shall be sufficient to allow the turning around of a standard AASHTO SU design vehicle without backing. The developer shall provide written approval from the appropriate fire department for this design element.

The District will consider alternatives to the standard cul-de-sac turnaround on a case-by-case basis. This will be based on turning area, drainage, maintenance considerations and the written approval of the agency providing emergency fire service for the area where the development is located.

- c. Applicant's Proposal:** The applicant is proposing to construct the 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.

The applicant is proposing to construct a cul-de-sac turnaround at the terminus of Gump Place and Lebowski Court.

The applicant is proposing to construct 4 knuckles throughout the site.

- d. Staff Comments/Recommendations:** The applicant's proposal to construct the internal local streets as 36-foot wide street sections meet District policy and should be approved, as proposed.

The applicant should be required to construct the proposed cul-de-sacs with a minimum turning radius of 50-feet at the terminus of Gump Place and Lebowski Court.

The applicant's proposal to construct 4 knuckles throughout the site meets District policy and should be approved, as proposed.

10. Roadway Offsets

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

b. Policy:

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

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 ¼ 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).

- c. Applicant's Proposal:** The applicant is proposing to construct one new local street, Fezzik Street, to intersect Black Cat Road, a minor arterial, located 830-feet south of Columbia Road.

The applicant is proposing to construct one new collector street, Shayla Avenue to intersect the following roadways,

- Columbia Road, a minor arterial, located 2,580-feet east of Black Cat Road and 375-feet west of Old Farm Place, a local street
- Wing Over Way, a proposed collector street, located 2,560-feet east of Black Cat Road

The applicant is proposing to construct one new collector street, Wing Over Way, to intersect the proposed collector street, Shayla Avenue, located 2,630-feet south of Columbia Road.

The applicant is proposing to construct two new local streets to intersect the proposed collector street, Shayla Avenue, located as follows:

- Neo Street, located 545-feet south of Columbia Road
- Atticus Street, located 2,125-feet south of Columbia Road

The applicant is proposing to construct one new local street, Hook Avenue, to intersect the proposed collector street, Wing Over Way, located 750-feet west of a proposed collector street, Shayla Avenue and in alignment with the approved local street onto Wing Over Way approved as part of Sabino's Rocky Ridge development located on the south side of Wing Over Way across from the site.

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

- d. Staff Comments/Recommendations:** The applicant's proposal to construct one new local street, Fezzik Street, to intersect Black Cat Road, a minor arterial, located 830-feet south of Columbia Road meets District policy and should be approved, as proposed.

The applicant's proposal to construct a new collector street, Shayla Avenue to intersect Columbia Road, located 2,580-feet east of Black Cat Road and 375-feet west of Old Farm Place does not meet District Local Street Intersection Spacing on Minor Arterials which states the preferred spacing of a collector street from a local street is a minimum of 660-feet. Staff recommends approval of the location as the collector roadway is required to be constructed consistent with the Master Street Map.

The applicant's proposal to construct a new collector street, Shayla Avenue, to intersect the proposed collector street, Wing Over Way, located 2,560-feet east of Black Cat Road meets District policy and should be approved, as proposed.

The applicant's proposal to construct a new collector street, Wing Over Way, to intersect the proposed collector street, Shayla Avenue, located 2,630-feet south of Columbia Road meets District policy and should be approved, as proposed.

The applicant's proposal to construct two new local streets to intersect the proposed collector street, Shayla Avenue, meets District policy and should be approved as proposed, located as follows:

- Neo Street, located 545-feet south of Columbia Road
- Atticus Street, located 2,125-feet south of Columbia Road

The applicant's proposal to construct one new local street, Hook Avenue, to intersect the proposed collector street, Wing Over Way, located 750-feet west of a proposed collector street, Shayla Avenue and in alignment with the approved local street onto Wing Over Way approved as part of Sabino's Rocky Ridge development located on the south side of Wing Over Way across from the site meets District policy and should be approved, as proposed.

The applicant's proposal to construct the internal local streets to align or offset a minimum of 125-feet meets District policy and should be approved, as proposed.

11. Stub Streets

- a. Existing Conditions:** As part of ACHD's approval of Sabino's Rocky Ridge there is one collector street, Shayla Avenue to stub to the site's west property line.

b. Policy:

Stub Street Policy: District policy 7206.2.4.3 states that stub streets will be required to provide circulation or to provide access to adjoining properties. Stub streets will conform with the requirements described in Section 7206.2.4, except a temporary cul-de-sac will not be required if the stub street has a length no greater than 150-feet. A sign shall be installed at the terminus of the stub street stating that “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”

In addition, stub streets must meet the following conditions:

- A stub street shall be designed to slope towards the nearest street intersection within the proposed development and drain surface water towards that intersection; unless an alternative storm drain system is approved by the District.
- The District may require appropriate covenants guaranteeing that the stub street will remain free of obstructions.

Temporary Dead End Streets Policy: District policy 7206.2.4.4 requires that the design and construction for cul-de-sac streets shall apply to temporary dead end streets. The temporary cul-de-sac shall be paved and shall be the dimensional requirements of a standard cul-de-sac. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

c. Applicant’s Proposal: The applicant is proposing to construct two collector streets as stub streets located as follows:

- Shayla Avenue, to stub to the south located at the site’s south property line and in alignment with the approved stub street to the site’s south property line as part of ACHD’s approval of Sabino’s Rocky Ridge
- Wing Over Way, to stub to the west located at the site’s south property line

d. Staff Comments/Recommendations: The applicant’s proposal to construct a collector street, Wing Over Way, to stub to the west and Shayla Avenue to stub to the south meets District policy and should be approved, as proposed.

The applicant should be required to install a sign at the terminus of both stub streets stating, “THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE.”

If Shayla Avenue has been constructed to the site’s south property line as part of ACHD’s approval of Sabino’s Rocky Ridge then the applicant should not be required to install a sign at the terminus of Shayla Avenue. A temporary turnaround is not required at the terminus of Shayla Avenue as it does not extend greater than 150-feet.

The applicant should be required to construct a temporary cul-de-sac with the dimensions of a standard cul-de-sac at the terminus of Wing Over Way, as it extends greater in length than 150-feet. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.

12. Driveways

12.1 Black Cat Road

a. **Existing Conditions:** There are five existing unimproved driveways from the site onto Black Cat Road located 203, 232, 815, 1,167 and 1,681-feet south of Columbia Road (measured centerline-to-centerline).

b. **Policy:**

Access Points Policy: District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

Access Policy: District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

Driveway Location Policy: District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a dual left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 710-feet from the intersection for a full-movement driveway.

Successive Driveways: District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 50 MPH to align or offset a minimum of 425-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

Cross Access Easements/Shared Access Policy: District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

c. **Applicant's Proposal:** The applicant is proposing to close the five existing unimproved driveways onto Black Cat Road with sidewalk, landscaping and fencing.

d. **Staff Comments/Recommendations:** The applicant's proposal to close the five existing unimproved driveways onto Black Cat Road with sidewalk, landscaping and fencing meets District policy and should be approved, as proposed.

12.2 Columbia Road

a. **Existing Conditions:** There are two existing unimproved driveways from the site onto Columbia Road located 823 and 1,266-feet east of Black Cat Road (measured centerline-to-centerline).

b. **Policy:**

Access Points Policy: District Policy 7205.4.1 states that all access points associated with development applications shall be determined in accordance with the policies in this section and Section 7202. Access points shall be reviewed only for a development application that is being considered by the lead land use agency. Approved access points may be relocated and/or restricted in the future if the land use intensifies, changes, or the property redevelops.

Access Policy: District policy 7205.4.6 states that direct access to minor arterials is typically prohibited. If a property has frontage on more than one street, access shall be taken from the street having the lesser functional classification. If it is necessary to take access to the higher classified street due to a lack of frontage, the minimum allowable spacing shall be based on Table 1a under District policy 7205.4.6, unless a waiver for the access point has been approved by the District Commission.

Driveway Location Policy: District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a single left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 660-feet from the intersection for a full-movement driveway.

District policy 7205.4.5 requires driveways located on minor arterial roadways from a signalized intersection with a dual left turn lane shall be located a minimum of 330-feet from the nearest intersection for a right-in/right-out only driveway and a minimum of 710-feet from the intersection for a full-movement driveway.

Successive Driveways: District policy 7205.4.6 Table 1a, requires driveways located on minor arterial roadways with a speed limit of 50 MPH to align or offset a minimum of 425-feet from any existing or proposed driveway.

Driveway Width Policy: District policy 7205.4.8 restricts high-volume driveways (100 VTD or more) to a maximum width of 36-feet and low-volume driveways (less than 100 VTD) to a maximum width of 30-feet. Curb return type driveways with 30-foot radii will be required for high-volume driveways with 100 VTD or more. Curb return type driveways with 15-foot radii will be required for low-volume driveways with less than 100 VTD.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7205.4.8, the applicant should be required to pave the driveway its full width and at least 30-feet into the site beyond the edge of pavement of the roadway and install pavement tapers in accordance with Table 2 under District Policy 7205.4.8.

Cross Access Easements/Shared Access Policy: District Policy 7202.4.1 states that cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.

c. **Applicant's Proposal:** The applicant is proposing to close the two existing driveways onto Columbia Road with sidewalk, landscaping and fencing.

The applicant is not showing a driveway on the site plan for the commercial lot that is located at the northwest corner of the site and the applicant states the driveway location will be determined when the commercial lot develops in the future. However, the TIS did analyze a full access driveway onto Columbia Road located 475-feet east of Black Cat Road and 475-feet east of a private road/driveway and states this driveway is anticipated to operate acceptably as

a full movement driveway, meets ACHD spacing requirements, will serve only the commercial portion of the site and a driveway onto Columbia Road is the only feasible location.

- d. **Staff Comments/Recommendations:** The applicant's proposal to close the two existing unimproved driveways onto Columbia Road with sidewalk, landscaping and fencing meets District policy and should be approved, as proposed.

Although the TIS states this full-movement driveway that was analyzed onto Columbia Road meets spacing requirements, the driveway does not meet District Access Policy and Driveway Location policy which requires that access be taken from a lesser classified street and a full-movement driveway onto a minor arterial roadway should be located a minimum of 660-feet from a future signalized intersection. However, staff recommends approval of a driveway onto Columbia Road because it provides sole access to the commercial portion of the site with fewer impacts to the residential portion of the development. The applicant should be required to construct the driveway as a 36-foot wide curb return type driveway located a minimum of 330-feet east of the Columbia Road/ Black Cat Road intersection and a minimum of 425-feet west of the existing private road/driveway (Balivi Lane). The applicant should be required to restrict the driveway to right-in/right-out with the installation of a 6" raised median on Columbia Road at Site Access B. If this portion of the site does not remain commercial, then the applicant should be required to provide access from within the site.

Consistent with the findings and recommendations of the traffic impact study, the applicant should be required to construct an eastbound right-turn lane on Columbia Road when this driveway is constructed to intersect Columbia Road. Coordinate the design of the turn lane with ACHD's Development Review staff.

12.3 Internal Local Streets

- a. **Existing Conditions:** There are no local streets within the site.

b. **Policy:**

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

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

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

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

- c. **Applicant's Proposal:** The applicant is proposing to construct thirteen 24-foot wide driveways (twelve are shared driveways) onto local streets throughout the site, shown in pink below.



d. **Staff Comments/Recommendations:** The applicant's proposal to construct thirteen 24-foot wide driveways onto local streets throughout the site meets District policy and should be approved, as proposed.

13. Private Roads

- a. **Existing Conditions:** There are no existing private roads within the site.
- b. **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 section, 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.

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.

- c. Applicant Proposal:** The applicant is proposing to construct a 24-foot wide private road/drive aisle (Zeddemore Lane that runs east/west located between two proposed local streets, Montoya Avenue and Vezzini Street within the western portion of the site.

The applicant is proposing to construct three 24-foot wide private roads (Ray Stanz Lane, Venkman Lane and Egon Lane) that run east/west between two proposed local streets, Montoya Avenue and Humperdinck within the western portion of the site.

- d. Staff Comments/Recommendations:** The applicant's proposal meets District policy. If the City of Kuna approves the private road/drive aisles, the applicant shall be required to pave the private road/drive aisles their full width 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 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.

14. Traffic Calming

- a. Speed Control and Traffic Calming Policy (Collectors):** 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.

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

b. Staff Comments/Recommendations: There are several long sections of roadways proposed that are greater than 750-feet in length and will need to be redesigned to reduce the length of the roadways or to include passive design elements. The ultimate locations and design will be determined during plan review by Development Review staff. The roadways greater in length are as follows:

- Lebowski Street
- Optimus Prime Street
- Giantsbane Street
- Montoya Avenue

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

The applicant should be required to submit a revised preliminary plat showing the redesigned roadways for review and approval prior to plan approval and ACHD's signature on the first final plat.

15. Bridge for Ridenbaugh High Line Canal Crossing

The District will require that the applicant have ACHD approved plans for the crossing of the Ridenbaugh High Line Canal (Wing Over Way and Giantsbane Street) prior to the pre-construction meeting and final plat approval. Note: Timing of project plan submittals should take into account review times, lead time for precast members and potential roadway closures. To ensure construction prior to irrigation season, approval of the project plans must be attained by January 15th. The District retains the right to modify road closure approvals on any project based on the needs of the District. Construction of projects approved after January 15th may be postponed until after irrigation season is over in October. It is recommended that bridge submittals be submitted before the end of the current irrigation season to ensure the best time frame for construction is attained. Submittals will need to include the street section extending over the bridge to ensure the requirements of the roadway are met.

16. 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.

17. 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.

18. Other Access

Black Cat Road and Columbia Road are classified as minor arterials roadways, Shayla Avenue and Wing Over Way are classified as collector roadways. Other than the access specifically approved with this application, direct lot access is prohibited to these roadways and should be noted on the final plat.

D. Site Specific Conditions of Approval

1. Prior to ACHD's signature on the first final plat, submit a revised preliminary plat showing the redesigned roadways to reduce the length of the roadways or to include the use of passive design elements for review and approval:

- Lebowski Street
- Optimus Prime Street
- Giantsbane Street
- Montoya Avenue

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

2. Enter into a signal agreement with ACHD for the installation of an interim signal within the existing right-of-way at the Black Cat Road/Victory Road intersection, prior to plan approval and ACHD's signature on the final plat that contains the 101st residential lot or the 1st commercial lot.

The signal agreement should include requirements that the intersection be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left-turn lane, and one thru/right lane on each approach, that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement.

To ensure the Black Cat Road/Victory Road intersection will be improved when warranted, the following items must be in place prior to plan acceptance for the final plat which contains the 101st residential lot or the 1st commercial lot.

- Signal Agreement
- Full design and approved plans for the intersection

As an alternative, the applicant may stop final platting and wait for ACHD to make the improvements listed in the CIP.

3. Submit an updated intersection analysis for the Black Cat Road/Columbia Road intersection prior to ACHD's signature on the final plat that contains the 364th building lot. Additional improvements may be required based on the findings of the updated intersection analysis.

If it is determined through the analysis that a signal is warranted, then the applicant should be required to install an interim signal within the existing right-of-way at the intersection, prior to plan approval and ACHD's signature on the final plat that contains the 364th building lot. Additionally, the applicant will be required to obtain plan approval and enter into a signal agreement with ACHD.

The signal agreement should note that the intersection should be designed to provide a 3 X 3 intersection with three 12-foot wide travel lanes; one receiving lane, one dedicated left-turn lane, and one thru/right lane on each approach, that the applicant is responsible for all costs associated with the hardware, design, and installation of the interim signal, and that interim improvements are not eligible for reimbursement.

To ensure the Black Cat Road/ Columbia Road intersection will be improved when warranted, the following items must be in place prior to plan acceptance for the final plat which contains the 364th building lot:

- Signal Agreement
 - Full design and approved plans for the intersection
4. Submit an updated intersection analysis for the Ten Mile Road/Columbia Road intersection prior to ACHD's signature on the final plat that contains the 245th building lot. If additional right-of-way has been dedicated at this intersection 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.
 5. Construct a dedicated northbound right-turn lane on Linder Road at the intersection with Columbia Road prior to plan approval and ACHD's signature on the final plat that contains the 465th building lot.
 6. Dedicate additional right-of-way to total 39-feet from centerline of Black Cat Road abutting the site. Compensation will not be provided.
 7. Improve Black Cat Road with 17-feet of pavement from centerline plus a 3-foot wide gravel shoulder and 8-foot wide detached concrete sidewalk located a minimum of 32-feet from centerline of Black Cat Road abutting the site.
 8. Improve Columbia Road with 17-feet of pavement from centerline plus a 3-foot wide gravel shoulder and 8-foot wide detached concrete sidewalk located a minimum of 32-feet from centerline of Columbia Road abutting the site.
 9. Provide a permanent right-of-way easement for any sidewalk placed outside of the dedicated right-of-way to 2-feet behind the back of sidewalk. Sidewalk shall be located wholly within right-of-way or wholly within an easement.
 10. Construct an eastbound right-turn lane and a westbound left turn-lane on Columbia Road when Shayla Avenue, a proposed collector roadway located at the site's east property line is constructed to intersect Columbia Road. Coordinate the design of the turn lanes with ACHD's Development Review staff.
 11. Construct Shayla Avenue from Columbia Road to the south along the site's east property line for approximately 1,619-feet as a 36-foot wide collector street section with vertical curb, gutter, a 6-foot wide planter strip and 8-foot wide detached concrete sidewalk, as proposed.
 12. Construct the remaining portion of Shayla Avenue abutting the site's east property line to the south to intersect the proposed east/west collector street, Wing Way Avenue, located at the site's south property line as ½ of a 36-foot wide collector street section with vertical curb, gutter, a 6-foot wide planter strip and 8-foot wide detached concrete sidewalk on the west side of the roadway with 12-feet of additional pavement widening beyond the centerline of the roadway plus a 3-foot wide gravel shoulder and barrow ditch sized to accommodate the roadway storm runoff on the east side of the

roadway. Dedicate right-of-way to extend to 2-feet behind back of sidewalk on the west side and to 2-feet behind back of barrow ditch on the east side.

13. Construct Wing Over Way as ½ of a 36-foot wide collector street section with vertical curb, gutter, a 6-foot wide planter strip and 8-foot wide detached concrete sidewalk on the north side of the roadway with 12-feet of additional pavement widening beyond the centerline of the roadway plus a 3-foot wide gravel shoulder and barrow 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 and to 2-feet behind back of borrow ditch on the south side.

OR

If the southern half of Wing Over Way has been constructed as required by the Sabino's Rocky Ridge development, then complete Wing Over Way as a 36-foot wide collector street section with vertical curb, gutter and 7-foot wide attached or 5-foot wide detached concrete sidewalk on the north side of the roadway.

Coordinate with the Sabino's Rocky Ridge development located directly adjacent to the south and southeast of the site regarding the construction of Wing Over Way if the two applicants would like to each share the construction costs. ACHD will not coordinate cost sharing.

14. Submit a road trust deposit to ACHD in the amount of \$232,000 for the construction of their portion of the bridge crossing over Ridenbaugh High Line Canal when Wing Over Way is extended to the west in the future.
15. For detached sidewalk, the applicant may reduce the right-of-way width to 2-feet behind 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.
16. Construct the 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.
17. Construct the proposed cul-de-sacs with a minimum turning radius of 50-feet at the terminus of Gump Place and Lebowski Court, as proposed.
18. Construct 4 knuckles throughout the site, as proposed.
19. Construct one new local street, Fezzik Street, to intersect Black Cat Road, a minor arterial, located 830-feet south of Columbia Road, as proposed.
20. Construct one new collector street, Shayla Avenue, to intersect the following roadways, as proposed:
 - Columbia Road, a minor arterial, located 2,580-feet east of Black Cat Road and 375-feet west of Old Farm Place, a local street
 - Wing Over Way, a proposed collector street, located 2,560-feet east of Black Cat Road
21. Construct a new collector street, Wing Over Way, to intersect the proposed collector street, Shayla Avenue, located 2,630-feet south of Columbia Road, as proposed.
22. Construct two new local streets to intersect the proposed collector street, Shayla Avenue, as proposed, located as follows:
 - Neo Street, located 545-feet south of Columbia Road
 - Atticus Street, located 2,125-feet south of Columbia Road

23. Construct one new local street, Hook Avenue, to intersect the proposed collector street, Wing Over Way, located 750-feet west of a proposed collector street, Shayla Avenue and in alignment with the approved local street onto Wing Over Way approved as part of Sabino's Rocky Ridge development located on the south side of Wing Over Way across from the site, as proposed.
24. Construct the internal local streets to align or offset a minimum of 125-feet.
25. Construct two collector streets as stub streets located as follows:
 - Shayla Avenue, to stub to the south located at the site's south property line and in alignment with the approved stub street to the site's south property line as part of ACHD's approval of Sabino's Rocky Ridge
 - Wing Over Way, to stub to the west located at the site's south property line
26. Install a sign at the terminus of both stub streets stating, "THIS IS A DESIGNATED COLLECTOR ROADWAY. THIS STREET WILL BE EXTENDED AND WIDENED IN THE FUTURE."

OR

If Shayla Avenue has been constructed to the site's south property line as part of ACHD's approval of Sabino's Rocky Ridge then a sign is not required to be installed at the terminus of Shayla Avenue.

27. Construct a temporary cul-de-sac with the dimensions of a standard cul-de-sac at the terminus of Wing Over Way. The developer shall grant a temporary turnaround easement to the District for those portions of the cul-de-sac which extend beyond the dedicated street right-of-way. In the instance where a temporary easement extends onto a buildable lot, the entire lot shall be encumbered by the easement and identified on the plat as a non-buildable lot until the street is extended.
28. Close the five existing unimproved driveways onto Black Cat Road located 203, 232, 815, 1,167 and 1,681-feet south of Columbia Road with sidewalk, landscaping and fencing, as proposed.
29. Close the two existing driveways onto Columbia Road located 823 and 1,266-feet east of Black Cat Road with sidewalk, landscaping and fencing, as proposed.
30. Construct a 36-foot wide curb return type driveway onto Columbia Road located a minimum of 330-feet east of the Columbia Road/ Black Cat Road intersection and a minimum of 425-feet west of the existing private road/driveway (Balivi Lane) for the commercial lot. Restrict the driveway to right-in/right-out with the installation of a 6" raised median on Columbia Road. If this portion of the site does not remain commercial, then provide access for this lot from within the site.
31. Construct an eastbound right-turn lane on Columbia Road when the driveway located a minimum of 330-feet east of the Columbia Road/ Black Cat Road intersection and a minimum of 425-feet west of the existing private road/driveway (Balivi Lane) is constructed to intersect Columbia Road. Coordinate the design of the turn lane with ACHD's Development Review staff.
32. Construct thirteen 24-foot wide driveways (twelve are shared driveways) onto local streets throughout the site, as proposed (shown in pink on the image, page 26).
33. Construct a 24-foot wide private road/drive aisle (Zeddemore Lane that runs east/west located between two proposed local streets, Montoya Avenue and Vezzini Street within the western portion of the site, as proposed.
34. Construct three 24-foot wide private roads (Ray Stanz Lane, Venkman Lane and Egon Lane) that run east/west between two proposed local streets, Montoya Avenue and Humperdinck within the western portion of the site, as proposed.

35. Pave the private road/drive aisles their full width and at least 30-feet into the site beyond the edge of pavement of all public streets.
36. 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.
37. Provide ACHD approved plans for the crossing of the Ridenbaugh High Line Canal (Wing Over Way and Giantsbane Street) prior to the pre-construction meeting and final plat approval. Note: Timing of project plan submittals should take into account review times, lead time for precast members and potential roadway closures. To ensure construction prior to irrigation season, approval of the project plans must be attained by January 15th. The District retains the right to modify road closure approvals on any project based on the needs of the District. Construction of projects approved after January 15th may be postponed until after irrigation season is over in October. It is recommended that bridge submittals be submitted before the end of the current irrigation season to ensure the best time frame for construction is attained. Submittals will need to include the street section extending over the bridge to ensure the requirements of the roadway are met.
38. 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.
39. Payment of impact fees is due prior to issuance of a building permit.
40. Comply with all Standard Conditions of Approval.

E. Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Americans with Disabilities Act (ADA) requirements. The applicant's engineer should provide documentation of ADA compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards

unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.

10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

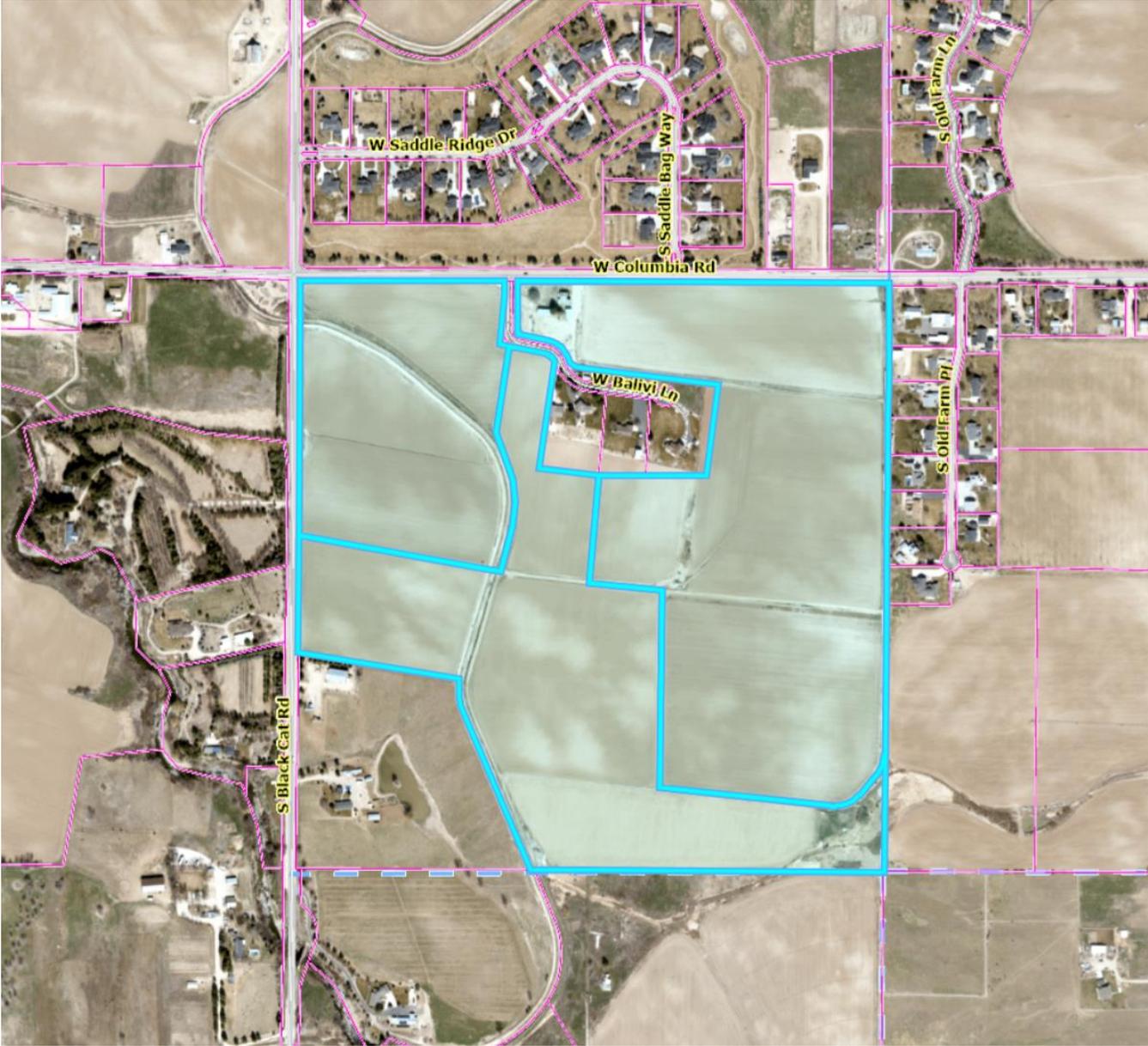
F. Conclusions of Law

1. The proposed site plan is approved, if all of the Site Specific and Standard Conditions of Approval are satisfied.
2. ACHD requirements are intended to assure that the proposed use/development will not place an undue burden on the existing vehicular transportation system within the vicinity impacted by the proposed development.

G. Attachments

1. Vicinity Map
2. Site Plan
3. TIS Executive Summary
4. Utility Coordinating Council
5. Development Process Checklist
6. Appeal Guidelines

VICINITY MAP



Ada County Utility Coordinating Council

Developer/Local Improvement District Right of Way Improvements Guideline Request

Purpose: To develop the necessary avenue for proper notification to utilities of local highway and road improvements, to help the utilities in budgeting and to clarify the already existing process.

- 1) **Notification:** Within five (5) working days upon notification of required right of way improvements by Highway entities, developers shall provide written notification to the affected utility owners and the Ada County Utility Coordinating Council (UCC). Notification shall include but not be limited to, project limits, scope of roadway improvements/project, anticipated construction dates, and any portions critical to the right of way improvements and coordination of utilities.
- 2) **Plan Review:** The developer shall provide the highway entities and all utility owners with preliminary project plans and schedule a plan review conference. Depending on the scale of utility improvements, a plan review conference may not be necessary, as determined by the utility owners. Conference notification shall also be sent to the UCC. During the review meeting the developer shall notify utilities of the status of right of way/easement acquisition necessary for their project. At the plan review conference each company shall have the right to appeal, adjust and/or negotiate with the developer on its own behalf. Each utility shall provide the developer with a letter of review indicating the costs and time required for relocation of its facilities. Said letter of review is to be provided within thirty calendar days after the date of the plan review conference.
- 3) **Revisions:** The developer is responsible to provide utilities with any revisions to preliminary plans. Utilities may request an updated plan review meeting if revisions are made in the preliminary plans which affect the utility relocation requirements. Utilities shall have thirty days after receiving the revisions to review and comment thereon.
- 4) **Final Notification:** The developer will provide highway entities, utility owners and the UCC with final notification of its intent to proceed with right of way improvements and include the anticipated date work will commence. This notification shall indicate that the work to be performed shall be pursuant to final approved plans by the highway entity. The developer shall schedule a preconstruction meeting prior to right of way improvements. Utility relocation activity shall be completed within the times established during the preconstruction meeting, unless otherwise agreed upon.

Notification to the Ada County UCC can be sent to: 50 S. Cole Rd. Boise 83707, or Visit iducc.com for e-mail notification information.

Development Process Checklist

Items Completed to Date:

- Submit a development application to a City or to Ada County
- The City or the County will transmit the development application to ACHD
- The ACHD **Planning Review Section** will receive the development application to review
- The **Planning Review Section** will do one of the following:
 - Send a “**No Review**” letter to the applicant stating that there are no site specific conditions of approval at this time.
 - Write a **Staff Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.
 - Write a **Commission Level** report analyzing the impacts of the development on the transportation system and evaluating the proposal for its conformance to District Policy.

Items to be completed by Applicant:

- For **ALL** development applications, including those receiving a “**No Review**” letter:
 - The applicant should submit one set of engineered plans directly to ACHD for review by the **Development Review Section** for plan review and assessment of impact fees. (Note: if there are no site improvements required by ACHD, then architectural plans may be submitted for purposes of impact fee assessment.)
 - The applicant is required to get a permit from Construction Services (ACHD) for ANY work in the right-of-way, including, but not limited to, driveway approaches, street improvements and utility cuts.
- Pay Impact Fees prior to issuance of building permit. Impact fees cannot be paid prior to plan review approval.

DID YOU REMEMBER:

Construction (Non-Subdivisions)

Driveway or Property Approach(s)

- Submit a “Driveway Approach Request” form to ACHD Construction (for approval by Development Services & Traffic Services). There is a one week turnaround for this approval.

Working in the ACHD Right-of-Way

- Four business days prior to starting work have a bonded contractor submit a “Temporary Highway Use Permit Application” to ACHD Construction – Permits along with:
 - a) Traffic Control Plan
 - b) An Erosion & Sediment Control Narrative & Plat, done by a Certified Plan Designer, if trench is >50’ or you are placing >600 sf of concrete or asphalt.

Construction (Subdivisions)

Sediment & Erosion Submittal

- At least one week prior to setting up a Pre-Construction Meeting an Erosion & Sediment Control Narrative & Plan, done by a Certified Plan Designer, must be turned into ACHD Construction to be reviewed and approved by the ACHD Stormwater Section.

Idaho Power Company

- Vic Steelman at Idaho Power must have his IPCO approved set of subdivision utility plans prior to Pre-Con being scheduled.

- Final Approval from Development Services is required** prior to scheduling a Pre-Con.

Request for Appeal of Staff Decision

1. **Appeal of Staff Decision:** The Commission shall hear and decide appeals by an applicant of the final decision made by the Development Services Manager when it is alleged that the Development Services Manager did not properly apply this section 7101.6, did not consider all of the relevant facts presented, made an error of fact or law, abused discretion or acted arbitrarily and capriciously in the interpretation or enforcement of the ACHD Policy Manual.
 - a. **Filing Fee:** The Commission may, from time to time, set reasonable fees to be charged the applicant for the processing of appeals, to cover administrative costs.
 - b. **Initiation:** An appeal is initiated by the filing of a written notice of appeal with the Secretary and Clerk of the District, which must be filed within ten (10) working days from the date of the decision that is the subject of the appeal. The notice of appeal shall refer to the decision being appealed, identify the appellant by name, address and telephone number and state the grounds for the appeal. The grounds shall include a written summary of the provisions of the policy relevant to the appeal and/or the facts and law relied upon and shall include a written argument in support of the appeal. The Commission shall not consider a notice of appeal that does not comply with the provisions of this subsection.
 - c. **Time to Reply:** The Development Services Manager shall have ten (10) working days from the date of the filing of the notice of appeal to reply to the notice of the appeal, and may during such time meet with the appellant to discuss the matter, and may also consider and/or modify the decision that is being appealed. A copy of the reply and any modifications to the decision being appealed will be provided to the appellant prior to the Commission hearing on the appeal.
 - d. **Notice of Hearing:** Unless otherwise agreed to by the appellant, the hearing of the appeal will be noticed and scheduled on the Commission agenda at a regular meeting to be held within thirty (30) days following the delivery to the appellant of the Development Services Manager's reply to the notice of appeal. A copy of the decision being appealed, the notice of appeal and the reply shall be delivered to the Commission at least one (1) week prior to the hearing.
 - e. **Action by Commission:** Following the hearing, the Commission shall either affirm or reverse, in whole or part, or otherwise modify, amend or supplement the decision being appealed, as such action is adequately supported by the law and evidence presented at the hearing.

From: [Stacey DuPuis](#)
To: [Troy Behunin](#)
Subject: RE: UPDATED Gallica Heights Sub - Request for Agency Comments
Date: Friday, March 7, 2025 9:52:29 AM
Attachments: [image001.png](#)
[image002.png](#)

Hi Troy,
Ada County has no comments on this application.
Hope all is well with you and the family!
Thanks!
Stacey



Stacey DuPuis
Community & Regional Planner
Ada County Development Services
200 W. Front St., Boise, ID 83702
(208) 287-7944 office
(208) 287-7909 fax

From: Troy Behunin <tbehunin@kunaid.gov>
Sent: Friday, March 7, 2025 9:34 AM
To: ACHD (planningreview@achdidaho.org) <planningreview@achdidaho.org>; Adam Ingram (Adam.Ingram@sparklight.biz) <Adam.Ingram@sparklight.biz>; Adam Wenger <AWenger@kunaid.gov>; Bobby Withrow <bwithrow@kunaid.gov>; Boise-Kuna Irri. Dist. <aflavel.bkirrdist@gmail.com>; Brando Medica (bmedica@meridiancity.org) <bmedica@meridiancity.org>; Brent Moore <bmoore@adacounty.id.gov>; Brian Graves (bgraves@kunaschools.org) <bgraves@kunaschools.org>; Camille Burt (camille.r.burt@usps.gov) <camille.r.burt@usps.gov>; Chad Gordon <Chad.Gordon@jmsanitation.com>; Mike Fratusco <mfratusco@adacounty.id.gov>; DEQ <BRO.Admin@deq.idaho.gov>; Eric Adolphson <eadolfson@compassidaho.org>; Erika Olvera (eolvera@nmid.org) <eolvera@nmid.org>; Genna Ashley - Boise Project Board of Control (gashley@boiseproject.org) <gashley@boiseproject.org>; Idaho Power - Jacky Chris <easements@idahopower.com>; Idaho Power - K Funke <kfunke@idahopower.com>; ITD <D3Development.Services@itd.idaho.gov>; John Walburn - Cableone <john.walburn@cableone.biz>; Justin Walker <jwalker@kellerassociates.com>; Kendra Conder - ITD <Kendra.Conder@itd.idaho.gov>; Kristal Hinkle - KRFD <KHinkle@kunafire.com>; PZApplications <pzapplications@kunaid.gov>; Leon Letson <lletson@adacounty.id.gov>; Lori Badigian <lbadigian@cdhd.idaho.gov>; Marc Boyer (marc.c.boyer@usps.gov) <marc.c.boyer@usps.gov>; Mike Borzick <mborzick@kunaid.gov>; Mike Hickman <mhickman@kellerassociates.com>; Mikel Sangroniz <msangroniz@kellerassociates.com>; 'Mindy Wallace' <Mwallace@achdidaho.org>; NMID <nmid@nmid.org>; Olivia McKinnon (ovielstichmckinnon@compassidaho.org) <ovielstichmckinnon@compassidaho.org>; Paris Dickerson (PDickerson@idahopower.com) <PDickerson@idahopower.com>; Sam Feist <SFeist@kunaid.gov>; scott arellano KRFD <scott@fccnw.com>; Stacey DuPuis <sdupuis@adacounty.id.gov>; Steve Taulbee - MFD <staulbee@meridiancity.org>; Terri (terri@nyid.org) <terri@nyid.org>; TJ Lawrence <tlawrence@kunafire.com>; Tom Ritthaler (TRitthaler@boiseproject.org) <TRitthaler@boiseproject.org>
Cc: Doug Hanson <dhanson@kunaid.gov>
Subject: [EXTERNAL] UPDATED Gallica Heights Sub - Request for Agency Comments

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

Good Morning everyone.

This is an UPDATE to application request from 2022. The applicant has removed the request for an R-12 (High Density Residential) zone, and there is a reduction in overall lots from the original. If you have any questions, please let me know. This is an opportunity to update previous comments if needed. Please notify our office if you have no changes.

Have a great weekend!

UPDATED Agency Transmittal – March 6, 2025

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER(S):	22-07-ZC (Rezone), 22-15-S (Pre Plat), & 22-34-DR (Design Review), for the Gallica Heights Subdivision.– <u>Gallica Heights Subdivision.</u>
PROJECT DESCRIPTION	Applicant requests approval to Rezone approx. 132.5 acres from Agriculture (AG.) to the R-4, R-6 & C-1 zones. Applicant also requests Preliminary Plat approval in order to subdivide the lands into 514 residential, 103 common lots, 20 Common Driveways, 1 Commercial lot, 1 City Park Lot and 1 School Lot. The site is located within Section 10, Township 2 North, Range 1 West, APN's S1310223100, S1310233700, and S1310233610.
SITE LOCATION	The site address is 4425 W Columbia Rd. at the SEC of Columbia and Black Cat Roads, Nampa, ID 83687.
REPRESENTATIVE	Elizabeth Koeckeritz Givens-Pursley 601 W Bannock St. Boise, ID 83702 208.388.1250 <u>eak@givenspursley.com</u>
SCHEDULED HEARING DATE	Tuesday, April 8, 2025 , at 6:00 PM, Kuna City Hall Council Chambers, 751 W 4 th Street, Kuna, ID 83634
STAFF CONTACT	Troy Behunin Senior Planner <u>TBehunin@kunaid.gov</u>

Click the link in the Case Numbers Box above – Either hover and <[CLICK](#)>, or hold the Ctrl and <[CLICK](#)>.

Please let us know if you have any questions or need additional information.

If you have any questions, please let me know.

Troy

| **Troy Behunin**



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Senior Planner

City of Kuna | Development Services

Phone: 208.922.5546 Ext. 4

Email: TBehunin@KunaID.Gov

www.kunacity.id.gov

All e-mail messages sent to or received by City of Kuna e-mail accounts are subject to Idaho law, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.

RECEIVED

DEC 12 2022

CITY OF KUNA

Boise-Kuna Irrigation District

129 N. School Avenue
Kuna, ID 83634

Dave Reynolds, Director
Richard Durrant, Director
Dan Sheirbon, Director

Telephone (208) 922-5608
Fax (208) 922-5659

December 7, 2022

City of Kuna
Planning and Zoning Department
P.O. Box 13
Kuna, Idaho 83634

Re: Boise Kuna Irrigation District Board of Director's Review and Comment on Case Number 22-05-PUD and 22-15-S for 4425 W. Columbia Road, Nampa - Gallica Heights Subdivision

To Whom It May Concern:

At the November 1, 2022, regular board meeting of Boise Kuna Irrigation District ("BKID"), the Board of Directors reviewed and discussed the City of Kuna Planning and Zoning Ordinance Agency Transmittal as it relates to the above case numbers.

The Board has reviewed the location of the lands indicated by case number above and, based on the represented location of those lands, the Board has determined that part of the land is within the boundaries of BKID and are entitled to BKID water and part of the land is within the boundaries of Nampa Meridian Irrigation District.

As such, and by affirmative motion and vote by the Board on November 1, 2022, BKID approves part of the land referred to in case numbers for delivery of water by Kuna Municipal Irrigation System if the City of Kuna chooses to annex the water right into the Kuna Municipal Irrigation System by an Ordinance.

Sincerely,



Alicia Flavel
Secretary-Treasurer

*On behalf of, and at the direction of
the BKID Board*

RICHARD MURGOITIO
CHAIRMAN OF THE BOARD

DAN SHEIRBON
VICE CHAIRMAN OF THE BOARD

ROBERT D. CARTER
PROJECT MANAGER

THOMAS RITTHALER
ASSISTANT PROJECT MANAGER

APRYL GARDNER
SECRETARY-TREASURER

MARY SUE CHASE
ASSISTANT SECRETARY-
TREASURER

BOISE PROJECT BOARD OF CONTROL

(FORMERLY BOISE U.S. RECLAMATION PROJECT)

2465 OVERLAND ROAD
BOISE, IDAHO 83705-3155

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

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

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

11 March 2025

RECEIVED
MAR 13 2025
CITY OF KUNA

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

RE: Gallica Heights **22-07-ZC, 22-15-S, 22-34-DR**
4425 W Columbia Rd.
Boise-Kuna Irrigation District BK-258, 258 A
Nampa-Meridian Irrigation District NM-1694B, R-1694B, NM-1694C, R-1694C
Messenger Lateral 38+20
Sec. 10, T2N, R3W, BM.

Troy Behunin, Senior Planner:

There are no Boise Project or Boise-Kuna Irrigation District facilities located on the above-mentioned property, however it does in fact possess a valid water right.

The Ridenbaugh High Line Canal that runs through this property is under the jurisdiction of the Nampa-Meridian Irrigation District. Greg Curtis or Dave Duvall must be contacted for any easement information and requirements for development next to the district's facility.

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

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

Per Idaho Statutes, Title 42, local irrigation/drainage ditches that cross this property, in order to serve neighboring properties, must remain unobstructed and protected by an appropriate easement by the landowner, developer and contractors.

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

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

NO DISCHARGE into any live irrigation system is permitted.

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

Sincerely,



Thomas Ritthaler
Assistant Project Manager, BPBC

tbr/tr

cc: Kevin Reeves
Alicia Flavel
Greg Curtis
File

Watermaster, Div; 2 BPBC
Secretary – Treasurer, BKID
Water Superintendent, NMID



Ada County Transmittal
Division of Community and Environmental Health

Return to:

- ACZ
- Boise
- Eagle
- Garden City
- Meridian
- Kuna
- Star

Rezone/OTD # 22-07-7C

Conditional/Accessory Use # _____

Preliminary / Final / Short Plat 22-05-PUD/22-15-S

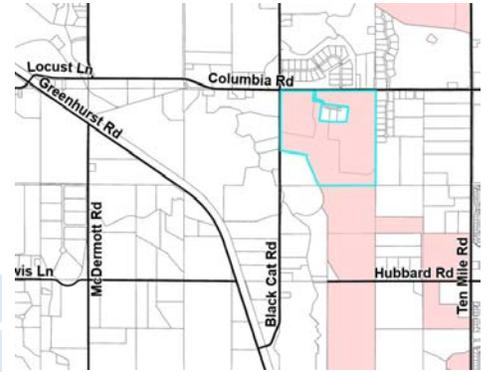
Development Name/Section Gallica Heights

- 1. We have No Objections to this Proposal.
- 2. We recommend Denial of this Proposal.
- 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
- 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
 - high seasonal ground water waste flow characteristics
 - bedrock from original grade other _____
- 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
- 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
 - central sewage community sewage system community water well
 - interim sewage central water
 - individual sewage individual water
- 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
 - central sewage community sewage system community water
 - sewage dry lines central water
- 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.
- 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
- 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.
- 11. Land development application, fee per lot, test holes and full engineering report is required.
- 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.
- 13. We will require plans be submitted for a plan review for any:
 - food establishment swimming pools or spas child care center
 - beverage establishment grocery store
- 14. _____

Reviewed By: P. Rowan Date: 9/15/22

Communities in Motion 2050 Development Checklist

The Community Planning Association of Southwest Idaho (COMPASS) is the metropolitan planning organization (MPO) for Ada and Canyon Counties. COMPASS has developed this review as a tool for local governments to evaluate whether land developments are consistent with the goals of Communities in Motion 2050 (CIM 2050), the regional long-range transportation plan for Ada and Canyon Counties. This checklist is not intended to be prescriptive, but rather a guidance document based on CIM 2050 goals.



Development Name: Gallica Heights Part II
CIM Vision Category: Future Neighborhood **New Jobs:** ±80
CIM Corridor: none **New Households:** 617



Safety

Level of Stress measures how safe and comfortable a bicyclist or pedestrian would feel on a corridor and considers multimodal infrastructure number of vehicle lanes and travel speeds.

- Pedestrian level of stress
- Bicycle level of stress



Economic Vitality

These tools evaluate whether the location of the proposal supports economic vitality by growing near existing public services.

- Activity Center Access
- Farmland Preservation
- Net Fiscal Impact
- Within CIM Forecast



Convenience

Residents who live or work less than 1/2 mile from critical services have more transportation choices, especially for vulnerable populations.

- Nearest bus stop
- Nearest public school
- Nearest public park



Quality of Life

Checked boxes indicate that additional information is attached.

- Active Transportation
- Automobile Transportation
- Public Transportation
- Roadway Capacity



Improves performance



Does not improve or reduce performance



Reduces performance

Comments:

The number of households in this proposal exceeds growth forecasted for this area. Transportation infrastructure may not be able to support the new transportation demands.

Consider adding a stub road from the residential to the commercial area to allow residents to easily access amenities without accessing major roads.

Communities in Motion 2050
[2020 Change in Motion Report](#)
[Development Review Process](#)

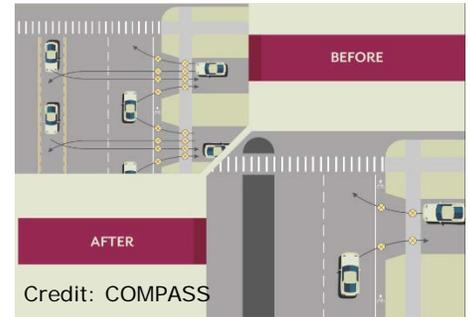
Web: www.compassidaho.org
 Email: info@compassidaho.org



Access Management

Access management is a set of techniques to control vehicular access to roadways. The benefits of access management include improved traffic efficiency, fewer vehicle conflicts, and reduced crashes. Access management can help to improve the safety of cyclists and pedestrians by limiting the number of conflict points and separating the conflict points.

Several steps can be taken to improve efficiency and safety of the transportation network using access management:



- Space access (driveways or cross streets) to increase the distance between potential conflict points.

- Provide more access on lower functionally classified roads, such as collectors, instead of arterials, to facilitate efficiency and safety.

- ✓ Provide cross or shared access to reduce the need for excessive access on major roads.

- Provide stub roads to help enable future connections between properties and reduce the need for access to high-speed, high-volume roadways.

- Provide adequate driveways and drive-through queues to ensure that when a vehicle leaves a roadway it does not affect traffic on the roadway or access to businesses.

More information is available in the [COMPASS Access Management Toolkit](#) and the [COMPASS Access Management Business Guide](#).

Fiscal Impact Analysis Supplemental for the Development Review Checklist

The purpose of the fiscal impact analysis is to better estimate expected revenues and costs to local governments as a result of new development so that the public, stakeholders, and the decision-makers can better manage growth. Capital and operating expenditures are determined by various factors that determine service and infrastructure needs, including persons per household, student generation rates, lot sizes, street frontages, vehicle trip and trip adjustment factors, average trip lengths, construction values, income, discretionary spending, and employment densities.

The COMPASS Development Checklist considers the level of fiscal benefits, how many public agencies benefit or are burdened by additional growth, and how long the proposal will take to achieve a fiscal break-even point, if at all.

More information about the COMPASS Fiscal Impact Tool is available at:

www.compassidaho.org/prodserv/fiscalimpact.htm

Overall Net Fiscal Impact Net Fiscal Impact by Agency



City



County



Highway District



School District

Break Even: 1 year



March 10, 2025

Troy Behunin, Senior Planner
City of Kuna
751 W. 4th Street
Kuna, ID 83634
TBehunin@KunaID.Gov

Subject: UPDATED Gallica Heights Sub - Request for Agency Comments

Dear Mr. Behunin:

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), and trade waste burning (58.01.01.600-617).
- For new development projects, all property owners, developers, and their contractor(s) must ensure that reasonable controls to prevent fugitive dust from becoming airborne are utilized during all phases of construction activities per IDAPA 58.01.01.651.
- DEQ recommends the city/county require the development and submittal of a dust prevention and control plan for all construction projects prior to final plat approval. Dust prevention and control plans incorporate appropriate best management practices to control fugitive dust that may be generated at sites.
- Citizen complaints received by DEQ regarding fugitive dust from development and construction activities approved by cities or counties will be referred to the city/county to address under their ordinances.

- Per IDAPA 58.01.01.600-617, the open burning of any construction waste is prohibited. The property owner, developer, and their contractor(s) are responsible for ensuring no prohibited open burning occurs during construction.

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

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 storm water 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



STATE OF IDAHO
DEPARTMENT OF
ENVIRONMENTAL QUALITY

1445 N. Orchard Street, Boise ID 83706
(208) 373-0550

Brad Little, Governor
Jess Byrne, Director

December 7, 2022

By e-mail: tbehunin@kunaid.gov

Troy Behunin
Planner III
City of Kuna
751 W. 4th Street
Kuna, ID 83634

Subject: Part II Gallica Heights Sub

Dear Mr. Behunin,

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

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- 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 Construction General Permit from DEQ may be required if this project will disturb one or more acres of land, or will disturb less than one acre of land but are part of a common plan of development or sale that will ultimately disturb one or more acres of land.
- 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>
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For questions, contact Lance Holloway, Surface Water Manager, at (208) 373-0550.

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- **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 Rebecca Blankenau, 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,



Response to Request for Comment

December 7, 2022

Page 5

Aaron Scheff

Regional Administrator

EDMS#: 2021AEK

From: [Kendra Conder](#)
To: [Troy Behunin](#)
Subject: RE: UPDATED Gallica Heights Sub - Request for Agency Comments
Date: Friday, March 7, 2025 11:01:54 AM
Attachments: [image001.png](#)
[image002.png](#)

Good Morning Troy,

ITD has reviewed the application transmittal for the updated Gallica Heights subdivision. Due to the change in density and reduction in lots, ITD does not have any concerns with the updated applications.

Thank you and Happy Friday!

Kendra Conder

District 3 | Development Services Coordinator
Idaho Transportation Department
Office: 208-334-8377
Cell: 208-972-3190



From: Troy Behunin <tbehunin@kunaid.gov>
Sent: Friday, March 7, 2025 9:34 AM
To: ACHD (planningreview@achdidaho.org) <planningreview@achdidaho.org>; Adam Ingram (Adam.Ingram@sparklight.biz) <Adam.Ingram@sparklight.biz>; Adam Wenger <AWenger@kunaid.gov>; Bobby Withrow <bwithrow@kunaid.gov>; Boise-Kuna Irri. Dist. <aflavel.bkirrdist@gmail.com>; Brando Medica (bmedica@meridiancity.org) <bmedica@meridiancity.org>; Brent Moore <bmoore@adacounty.id.gov>; Brian Graves (bgraves@kunaschools.org) <bgraves@kunaschools.org>; Camille Burt (camille.r.burt@usps.gov) <camille.r.burt@usps.gov>; Chad Gordon <Chad.Gordon@jmsanitation.com>; Chief M. Fratusco <mfratusco@adacounty.id.gov>; DEQ <BRO.Admin@deq.idaho.gov>; Eric Adolphson <eadolphson@compassidaho.org>; Erika Olvera (eolvera@nmid.org) <eolvera@nmid.org>; Genna Ashley - Boise Project Board of Control (gashley@boiseproject.org) <gashley@boiseproject.org>; Idaho Power - Jacky Chris <easements@idahopower.com>; Idaho Power - K Funke <kfunke@idahopower.com>; D3 Development Services <D3Development.Services@itd.idaho.gov>; John Walburn - Cableone <john.walburn@cableone.biz>; Justin Walker <jwalker@kellerassociates.com>; Kendra Conder <Kendra.Conder@itd.idaho.gov>; Kristal Hinkle - KRFD <KHinkle@kunafire.com>; PZApplications <pzapplications@kunaid.gov>; Leon Letson (lletson@adacounty.id.gov) <lletson@adacounty.id.gov>; Lori Badigian <lbadigian@cdhd.idaho.gov>; Marc Boyer (marc.c.boyer@usps.gov) <marc.c.boyer@usps.gov>; Mike Borzick <mborzick@kunaid.gov>; Mike Hickman <mhickman@kellerassociates.com>; Mikel Sangroniz <msangroniz@kellerassociates.com>; 'Mindy Wallace' <Mwallace@achdidaho.org>; NMID <nmid@nmid.org>; Olivia McKinnon (ovielstichmckinnon@compassidaho.org) <ovielstichmckinnon@compassidaho.org>; Paris Dickerson (PDickerson@idahopower.com) <PDickerson@idahopower.com>; Sam Feist <SFeist@kunaid.gov>; scott arellano KRFD <scott@fccnw.com>; Stacey DuPuis <sdupuis@adacounty.id.gov>; Steve Taulbee - MFD <staulbee@meridiancity.org>; Terri (terri@nyid.org) <terri@nyid.org>; TLawrence Kuna Fire <tlawrence@kunafire.com>; Tom Ritthaler (TRitthaler@boiseproject.org) <TRitthaler@boiseproject.org>

Cc: Doug Hanson <dhanson@kunaaid.gov>

Subject: UPDATED Gallica Heights Sub - Request for Agency Comments

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Good Morning everyone.

This is an UPDATE to application request from 2022. The applicant has removed the request for an R-12 (High Density Residential) zone, and there is a reduction in overall lots from the original. If you have any questions, please let me know. This is an opportunity to update previous comments if needed. Please notify our office if you have no changes.

Have a great weekend!

UPDATED Agency Transmittal – March 6, 2025

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER(S):	22-07-ZC (Rezone), 22-15-S (Pre Plat), & 22-34-DR (Design Review), for the Gallica Heights Subdivision.– Gallica Heights Subdivision .
PROJECT DESCRIPTION	Applicant requests approval to Rezone approx. 132.5 acres from Agriculture (AG.) to the R-4, R-6 & C-1 zones. Applicant also requests Preliminary Plat approval in order to subdivide the lands into 514 residential, 103 common lots, 20 Common Driveways, 1 Commercial lot, 1 City Park Lot and 1 School Lot. The site is located within Section 10, Township 2 North, Range 1 West, APN's S1310223100, S1310233700, and S1310233610.
SITE LOCATION	The site address is 4425 W Columbia Rd. at the SEC of Columbia and Black Cat Roads, Nampa, ID 83687.
REPRESENTATIVE	Elizabeth Koeckeritz Givens-Pursley 601 W Bannock St. Boise, ID 83702 208.388.1250 eak@givenspursley.com
SCHEDULED HEARING DATE	Tuesday, April 8, 2025 , at 6:00 PM, Kuna City Hall Council Chambers, 751 W 4 th Street, Kuna, ID 83634
STAFF CONTACT	Troy Behunin Senior Planner TBehunin@kunaaid.gov

Click the link in the Case Numbers Box above – Either hover and <[CLICK](#)>, or hold the Ctrl and <[CLICK](#)>.

Please let us know if you have any questions or need additional information.

If you have any questions, please let me know.

Troy

Troy Behunin
Senior Planner



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

City of Kuna | Development Services
Phone: 208.922.5546 Ext. 4
Email: TBehunin@KunaID.Gov
www.kunacity.id.gov

All e-mail messages sent to or received by City of Kuna e-mail accounts are subject to Idaho law, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.



**Your Safety • Your Mobility
Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT

P.O. Box 8028 • Boise, ID 83707-2028

(208) 334-8300 • itd.idaho.gov

March 21, 2022

Jamie Markosian, P.E.
Kittleson and Associates, Inc.
101 S Capitol Boulevard
Suite 600
Boise, ID 83702
jmarkosian@kittelson.com

VIA EMAIL

RE: Gallica Heights Subdivision TIS – ITD Traffic Impact Study Acceptance Letter

Dear Mr. Markosian,

Thank you for providing the Idaho Transportation Department (ITD) the Gallica Heights Subdivision TIS to review. The proposed development is located in the southeast quadrant of Columbia Road and Black Cat Road in Kuna, ID. We have completed our review. ITD does not have objection to the development nor are requiring any mitigation improvements so long as the development is not modified such that the anticipated site trips exceed the anticipated trips identified in the TIS.

If you have any questions or concerns, please contact me at jason.brinkman@itd.idaho.gov or 208-334-8303.

Sincerely,

Jason Brinkman, P.E.
ITD – District 3
Engineering Manager

cc:

Paige Bankhead – ACHD
Jace Helman – City of Kuna



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: 9/7/2022
From: Kuna Rural Fire District
Regarding: Gallica Heights Subdivision Comments
4425 W Columbia Road, Kuna, ID

The Fire District can support the development of Gallica Heights Subdivision with the following conditions.

- Fire Apparatus Access:

Plans indicate service roadway connections at W Columbia Road and S Black Cat Rd as development progresses. Two separate and approved fire access roads for emergency services is required when total building lots exceed 30. All service roadways shall be maintained unobstructed with approved cul-de-sacs available for fire apparatus turn around. No Parking Fire Lane signs are required where streets are less than 32 feet in width. Refer to IFC appendix "D103.6 & D107" for details.

- Fire Hydrants:

At least one fire hydrant shall be available along approved service roadways and within 600 lineal feet of the furthest exterior portion of each future residential building. Hydrants and fire flow shall be designed to meet the minimum requirements of IFC appendix B105 for one- and two-family dwellings. Final approval will be subject to satisfactory field flow testing by the Fire Department.

Premises Identification:

- New buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address numbers shall be not less than 4 inches high with a minimum stroke of ½ inch. Where access is by means of a private road and the building cannot be viewed from the public way, a monument, pole or other means shall be used to identify the structure. (IFC 505.1)

Regards,

Kuna Rural Fire District
Kuna, ID 83634
1.208.922.1144 (main)



Kuna School District

Empowering students to lead productive lives.

Date: 3/6/25

RE: Gallica Heights

Dear Commissioners and City Council Members,

Kuna School District has reviewed the application for Gallica Heights 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 yet established a partnership with the Kuna School District for this project; therefore, we do not endorse this application. We will submit a letter of support when a partnership agreement has been reached.

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

RECEIVED

SEP 19 2022

CITY OF KUNA

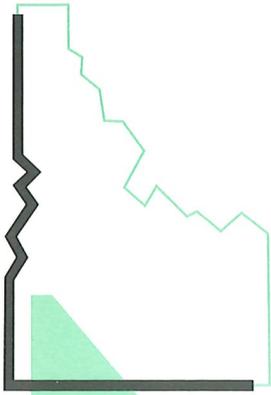
ORGANIZED 1904

Nampa & Meridian Irrigation District

1503 FIRST STREET SOUTH
FAX #208-463-0092

NAMPA, IDAHO 83651-4395
nmid.org

OFFICE: Nampa 208-466-7861
SHOP: Nampa 208-466-0663



September 12, 2022

Troy Behunin, Senior Planner
City of Kuna
751 W. 4th Street
Kuna, ID 83634

**RE: 22-05-PUD, 22-07-ZC, 22-15-S, 22-08-SUP, 22-34-DR/ Gallica Heights Subdivision;
4425 W. Columbia Rd.**

To Whom It May Concern:

Nampa & Meridian Irrigation District (NMID) requires a filed Land Use Change Application to review prior to final platting.

All private laterals and waste ways must be protected. The Districts Burke Lateral courses through this property. The districts easement for the Burke Lateral at this location is a minimum of seventy-five feet (75') total, thirty-five feet (35') left and forty feet (40') right facing downstream.

This easement must be protected. Any encroachment without a signed License Agreement and approved plan before construction is unacceptable.

All municipal surface drainage must be retained on site. If any municipal surface drainage leaves the site, NMID must review drainage plans. Developer must comply with Idaho Code 31-3805. Please feel free to contact me for further information.

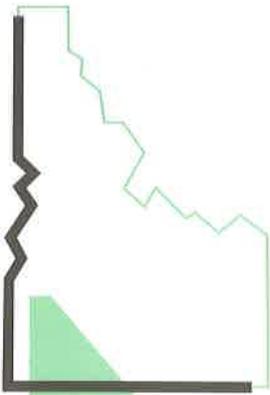
Sincerely,

David T. Duvall
Asst. Water Superintendent
Nampa & Meridian Irrigation District
DTD /eol

Cc: Office/ file



APPROXIMATE IRRIGABLE ACRES
RIVER FLOW RIGHTS - 23,000
BOISE PROJECT RIGHTS - 40,000



ORGANIZED 1904

Nampa & Meridian Irrigation District

1503 FIRST STREET SOUTH
FAX #208-463-0092

NAMPA, IDAHO 83651-4395
nmid.org

OFFICE: Nampa 208-466-7861
SHOP: Nampa 208-466-0663

March 31, 2025

Troy Behunin, Senior Planner
City of Kuna
751 W. 4th Street
Kuna, ID 83634

RE: 22-07-ZC, 22-15-S, & 22-34-DR / Gallica Heights; 4425 W Columbia Rd

To Whom It May Concern:

Nampa & Meridian Irrigation District (NMID) requires a filed Land Use Change Application to review prior to final platting.

All private laterals and waste ways must be protected. The Districts Burke Lateral courses through this property. The districts easement for the Burke Lateral at this location is a minimum of seventy-five feet (75') total, thirty-five feet (35') left and forty feet (40') right facing downstream.

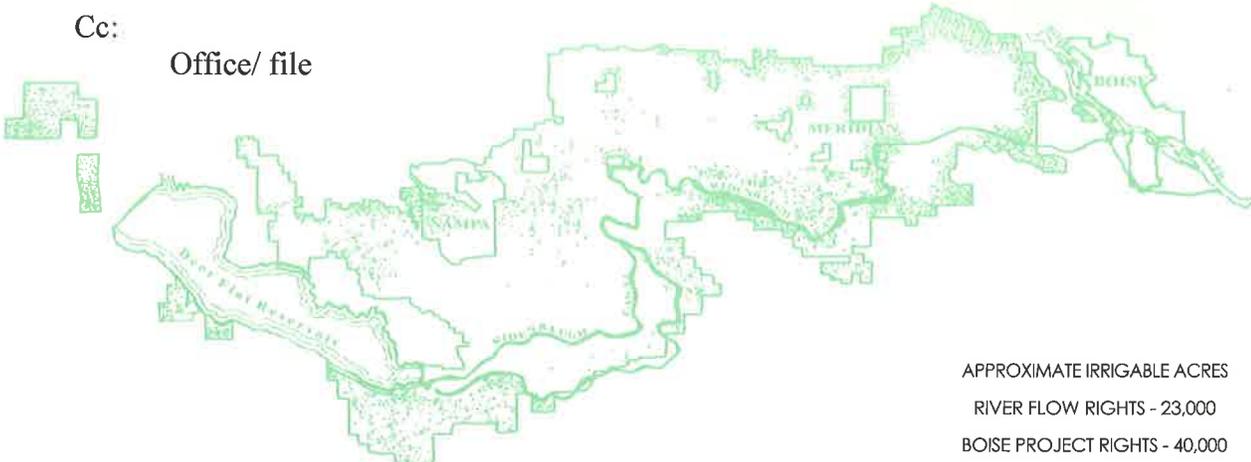
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All municipal surface drainage must be retained on site. If any municipal surface drainage leaves the site, NMID must review drainage plans. Developer must comply with Idaho Code 31-3805. Please feel free to contact me for further information.

Sincerely,

Steve Pardew
Development Coordinator
Nampa & Meridian Irrigation District
SP/ eol

Cc: Office/ file



APPROXIMATE IRRIGABLE ACRES
RIVER FLOW RIGHTS - 23,000
BOISE PROJECT RIGHTS - 40,000

Bruce Anderson
8301 South Black Cat Road
Nampa, Idaho 83687
208 996-6185
<imulch@gmx.com>

RE: Gallica Heights Subdivision, **Redesigned layout** after P&Z denial of subdivision application,
on November 25, 2024

For: Gallica Heights Subdivision, Reconsideration, at Kuna city hall council chambers, on March 11,
2025 at 6 PM

The original Gallica Heights Subdivision layout was declined in part due to the projected massive
traffic impact generated by the dense planned community.

The redesigned dense layout is still a **Deal Breaker** in our opinion.

Bruce and Sharon Anderson

A handwritten signature in cursive script that reads "Bruce C. Anderson". The signature is written in black ink and is positioned below the typed name "Bruce and Sharon Anderson".

Gallica Heights Subdivision

I am writing to the Kuna City Council today in regards to the proposed Gallica Heights Subdivision. Our family has many concerns and objections to this subdivision.

Noise/Traffic/Water/Schools/Safety/Personal

Our family has been visiting Idaho for a number of years and have always loved the state. In our past adventures to Idaho Kuna had never been one of the locations we had visited. When we decided to move here over 2 years ago we rented a home in Kuna; site unseen and thankfully God put us exactly where our family would feel at home. Kuna is an absolutely beautiful town full of great people and exceptional beauty. I just loved driving up and down Ten Mile/Black Cat so I could enjoy the beauty of the farm lands. Sadly quite quickly over the past year many of these farms are turning into huge housing complexes and you see nothing but white signs advising of future development coming. Kuna is at risk of no longer being set apart from the neighboring towns and becoming just a continuation of Meridian and all of its homes and business complexes. Kuna has such a great mix between farms, homes and businesses.

The schools in Kuna have been overcrowded since we moved here. Our kids could have walked to school but we chose to drive our kids out of the district to achieve smaller classrooms. We continue to drive elsewhere for our kids' education as it is so fundamental in their lives. If we do not provide a solid education to the students of Kuna how can we hope to have productive adults for the community in the future. The building of this subdivision will add many students to an already overpopulated system. There needs to be a focus on a good foundation and focus on how we can increase class size now before we add to the problem. Since the most recent bond failed it is not possible to get schools built in a timely manner. It is not fair for the current and future students and their families. Below is a figure showing the enrollment projection from a school district study:

Figure 6. Kuna School District Enrollment Projections

Kuna School District - Elementary				Kuna School District - Middle				Kuna School District - High			
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2 2024	2,636	2,852	108%	2 2024	1,559	1,443	93%	2 2024	1,856	1,983	107%
3 2025	2,636	2,971	113%	3 2025	1,559	1,503	96%	3 2025	1,856	2,066	111%
4 2026	2,636	3,090	117%	4 2026	1,559	1,563	100%	4 2026	1,856	2,149	116%
5 2027	2,636	3,209	122%	5 2027	1,559	1,623	104%	5 2027	1,856	2,232	120%
6 2028	2,636	3,328	126%	6 2028	1,559	1,683	108%	6 2028	1,856	2,315	125%
7 2029	2,636	3,447	131%	7 2029	1,559	1,743	112%	7 2029	1,856	2,398	129%
8 2030	2,636	3,566	135%	8 2030	1,559	1,803	116%	8 2030	1,856	2,481	134%
9 2031	2,636	3,685	140%	9 2031	1,559	1,863	119%	9 2031	1,856	2,564	138%
10 2032	2,636	3,804	144%	10 2032	1,559	1,923	123%	10 2032	1,856	2,647	143%
10-Year Increase			45%	10-Year Increase			38%	10-Year Increase			45%
			1,190				600				830

[1] Education capacity allows for general education and special program classrooms

We have great concerns regarding the water supply in Idaho. For every farm that gets replaced by a concrete housing development we run the risk of the aquifers not being replenished and our wells running dry. The Governor's Water Summit just took place and that was the theme of the Summit; continual water supply decreases. Below is from an article from the East Idaho News:

District 63 watermaster, Mike Meyers, said the Treasure Valley is seeing the beginning of a trend where drains are drying up and water districts are losing water supply in the Boise River equivalent to 234,000 acre feet of water a year.

“As we put concrete houses and sprinklers, we don't get that return into the aquifer,” he told the Sun. “And so that is what keeps me up at night — that the more we concrete things, the less returns we'll have. So are we one year away or are we five years ago from those drains going to zero and having shallow aquifers?”

Once the land is covered in homes and concrete there is no putting it back. Time should be allowed to see the effects of the recent developments that have been completed and the current subdivisions that are already in the building process before adding anymore.

Gallica Heights plans to build over 700 lots which can easily add over 1000 cars to Columbia Road. Traffic is already a problem in the area and adding this many cars will just compound that issue. Due to us driving our kids out of the district for school our family is well versed on rush hour traffic and how busy it already is. There is also a safety concern with all of these cars on the road. Again there needs to be a plan in place now that happens to the roads prior to building any more subdivisions. Otherwise you unduly make your community members suffer in traffic until the problem is solved after the fact.

This subdivision will personally affect us by bringing in noise, lights and destroying the beautiful view. Our home and neighborhood is surrounded by peace and quiet; 700 homes will change that dramatically with the noise of cars and the noise from all of the people in these homes. All of the street lights will make it so we can no longer enjoy the stars at night and the 702 lots will block the view of the mountains.

Does Kuna really need anymore homes built? With the current state of the economy we do not believe it is in the best interest of Kuna to be building in such mass quantities. Prices and interest rates are too high for people to afford buying a home currently. Currently there are 200 homes for sale and 68 for rent. The majority of buyers now are investors and that is not who we want to attract to our town. We want those who are invested in our town and have its best interest in mind..

Thank you for considering our opinions and views

Tamara Hough (Tammie)
8397 S Old Farm Pl
Meridian, ID 83642

received
12.7.22 JR

December 7, 2022

Kuna Planning and Zoning
PO Box 13
Kuna, Id. 83634

Re: Gallica Heights Subdivision

Dear Commission members:

I writing to provide written testimony for the planned subdivision of Gallica heights. Being a resident of Ada County living near the proposed zoning change, I have the following concerns:

1. Density

615 proposed residential lots (418 R-6 and 196 R-12). The R-12 Lots are designated to be townhouse located off of Black Cat Road. Kuna FLUM's plan designates this area to be low density. Also mention in Kuna's comprehensive plan is a statement that R-12 high density residential is intended as a buffer between less intensive residential and commercial property. The west side of Black Cat is agricultural residential. Townhouses do not fit in with the surrounding neighborhood. The 196 or 202 (depending on which figures you use) lots for Townhouses has only one main exit to the west and another road leading to a maze of roads that evidently exit out on Shayla. This area appears crowded on the plat with open areas existing only between buildings, no amenities, or additional parking. The rendered drawing shows no garages or parking for the townhouses. Parking on the street is inadequate for the number of townhomes with a probable 2+ cars for each residence. This area would better be served as aa R-4 or R-6 along with the other lots in the planned subdivision.

The number of lots and size of this proposed subdivision increases urban sprawl, increases pollution, greenhouse gases, increase use of cars on roads not designed to handle the traffic, need for new schools, increase police protection, and increase in water usage (our water supply is not endless, check climate change projections, our aquafers are decreasing).

2. Design

Consider moving amenities such as pool, park and courts to the center of the development to make it more walkable for all of the residents to help alleviate the needs to drive within the subdivision.

3. Safety

Pathway along Ridenbaugh canal: Is this on Irrigation district property? If so, has it been approved by irrigation district. They usually do not condone walking on their ditch banks.

Road exit onto Black Cat road may be dangerous since there is a dip in the road south of the proposed exit which hides northbound cars on the road. The speed limit is 50 mph so cars can quickly come upon exiting cars.

Shayla road exits out onto Columbia road at the base of small hill which makes visibility of cars coming from the east very difficult and dangerous. This road could potentially be used by the residents of Sabino Rocky Ridge subdivision. Columbia Road and Black Cat currently back up during morning and evening commutes. With new subdivision on Linder and Columbia this could easily become unmanageable.

4. Burden on current taxpayers: New subdivisions are putting a burden on our taxpayers. We recently had a tax levies to pay for a new fire station, personnel and equipment. Increasing subdivisions in the city of Kuna will requiring the construction of new schools at all levels and the need for additional police personnel. These additional taxes will soon make home ownership impossible for people with fixed and limited income. Citywide rent will rise to offset the new taxes. Do we want our elderly and renters to be out on the streets?

We need to ask ourselves is our current quality of life going to suffer because of developers wanting maximum profit for their developments. When is enough, enough. After all people settle in the Kuna area to be in a rural setting, do we really want to continue growing.

Thank for the opportunity to have our concerns heard.

Sincerely,

Terry Stewart
Renee Stewart

Terry and Renee Stewart

received
Tang B.

Rec'd 2/1/24

Testimony for KUNA PLANNING AND ZONING MEETING August 22, 2023
and City Council meeting February 6, 2024

Concerns about proposed Gallica Heights subdivision:

1.

Rezoning contradicts with FLUM and Envision Kuna Comprehensive Plan:

Land is currently zoned Agricultural Goal Area 5, 5D identify specific strategies to preserve open space, Agricultural lands and Heritage.

Everywhere I look agricultural lands are being eaten up by dense subdivisions. Is this what Envision Kuna Comprehensive plan envisioned, I think not.

Future Land Use Plan (FLUM list area as Medium density (615 residential lots is not medium density especially the townhouses that are being proposed crammed into the lots along Black Cat Road)

Envision Kuna Comprehensive Plan 3.A1b concentrate medium to high density residential..... in Kuna core. Low density residential development, open space, industrial and agricultural uses in Kuna outer areas.

EKCP 3.A1e identify and implement mechanism to preserve and encourage agricultural uses. Another nearby city planning director (Keane) stated in a newspaper article "The way we should be growing is in a manner that more and more people don't have to drive so much. And the only way to do that is to put density in the right places, I mean where density is helpful." " Density has to be near things" ...grocery stores, parks, and restaurants, where people can walk and drive shorter distance." This has merit and applies to our situation.

High density town houses are not compatible with our existing neighborhoods. Density of proposed subdivision 615 residences on 132.6 acres could equal 2460 residents if an average of 4 per household, That's is almost 10% of the 2020 census of Kuna.

2. Increased burden to taxpayers to pay for new schools, police protection, and fire protection. An average of 2.5 children per household will possibly add 1547.5 students to Kuna school district. District representative testified that current schools cannot accommodate this influx and School bond elections have been unsuccessful in recent past.

3. Currents roads cannot accommodate the increase in traffic, most household have 2Plus cars which means the roads will have an additional of 1240 cars using them multiple times a day, to and from work, taking and picking ups children from school, church activities, sports, and recreational events, etc. (possibly 4960 trips per day). Currently Columbia is receiving

an additional influx of cars from new Canyon County subdivisions that are have been build or being built on Locust to access the freeway at Ten Mile. Black Cat is receiving a new influx of cars from subdivisions to the south and west. In addition, new subdivisions are being built east on Columbia. All of these cars cause an increase in pollution and greenhouse effect to our atmosphere.

In conclusion, we can not support this revision to the current zoning. If the committee feel the need to change it, please consider lesser density and particularly no townhouses. The need for better roads and school need to be addressed prior to construction.

Terry Stewart



Renee Stewart

received
12-2-22

Bruce And Sharon Anderson
8301 South Black Cat Road
Nampa, Idaho 83687
<imulch@gmx.com>
208-996-6185, Bruce
208-996-6184, Sharon

Case No 22-05-PUD, Gallica Heights

Subject: Accommodation to totally contain runoff from approximately 120 acres of the 132.26 acres.

At present, all of the irrigation runoff from 120 acres of farmed land in this Gallica Heights subdivision is drained through a large pipe at the low point, under South Black Cat Road, onto the properties west of the road and into the "Waters Of The United States," namely, Indian Creek. The mud-laden drainage water fouls the creek/New York Canal water and has resulted in many feet of mud buildup on private land (evidence = What was once a 5 foot fence became a 2 foot fence!)

The owner of this project is required to provide for complete on site containment of runoff, as local residents were told at a preliminary meeting near the property. In planning for this containment, consideration must be given to a known, worst case scenario. We have witnessed that scenario, one in which an inch of "warm" rain fell on a couple inches of snow under which the ground was frozen. We witnessed several inches of water flooding across South Black Road from east to west. A lake formed at the low point at the culvert under the road and eventually drained across private land to Indian Creek. Is it correct to assume that culvert will no longer exist when farming ceases and the project is completed?

One inch of rain in a day has been recorded here many times. Given the calculated non-absorption percentage of this project (road, sidewalk, roof surfaces, etc) plus the possibility of frozen ground, what provision has been made to accommodate the projected runoff? For example, one inch of rain on 120 acres of ground would require a one-acre pond 10 feet deep if there was immediate runoff. Where is the pond with such capacity, in this project?

Again, this is based on a worst case scenario, but doesn't such a scenario have to be considered? If such a holding capacity isn't available, low-lying residences certainly would suffer catastrophic flooding at some time. And possibly adjacent properties west of South Black Cat Road would be at risk also.

Just saying. Bruce C Anderson



12-2-2022

From: [Doug Hanson](#)
To: [Troy Behunin](#)
Subject: FW: Online Form Submittal: Public Testimony Form
Date: Thursday, March 6, 2025 7:49:48 AM
Attachments: [image002.png](#)
Importance: High



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Doug Hanson

Planning & Zoning Director
City of Kuna | Development Services

Phone: 208-287-1771
Email: dhanson@kunaid.gov
www.kunacity.id.gov

All e-mail messages sent to or received by City of Kuna e-mail accounts are subject to Idaho law, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Wednesday, March 5, 2025 4:50 PM
To: Doug Hanson <dhanson@kunaid.gov>; City Clerk <cityclerk@kunaid.gov>
Subject: Online Form Submittal: Public Testimony Form

Public Testimony Form

Please complete the form with your testimony for the below referenced case for the Public Hearing record.

Case Number/Description	Case Nos. 22-15-S & 22-07-ZC - Gallica Heights Subdivision
-------------------------	--

Public Hearing Date	3/11/2025
---------------------	-----------

Will you also be providing in person testimony at the Public Hearing	Yes
--	-----

In Favor, Neutral or In Opposition	Opposition
------------------------------------	------------

Email	freedomrose28@gmail.com
-------	--

2033997273

Phone Number

First Name Ursula "Rose"

Last Name Sellars

Address1 8121 S Old Farm Pl

City Meridian

State ID

Zip 83642-7157

Written Testimony Legal & Community Challenge to the Gallica Heights Subdivision Proposal

Dear Members of the Kuna Planning & Zoning Commission,

We, the united homeowners of the Homestead Homeowners Association, have formed the Preserve Kuna's Heritage Coalition to strongly oppose the proposed roadway behind our homes and the continued push for R-6 zoning in the Gallica Heights Subdivision. Due to newly received corrected information, we request that this statement replace the statement we submitted yesterday on March 3, 2025 as our official testimony.

After a representative from our coalition visited the P&Z office on Tuesday, March 4, 2025, it was our understanding that that the developer had removed R-12 zoning from the proposal, but the legal notice received by residents in the mail today (Wednesday March 5, 2025) indicates it is still in the plan, along with C-1 zoning. The inclusion of R-6 zoning still presents serious and unaddressed concerns regarding infrastructure capacity, safety, and quality of life impacts. Given the massive traffic burden from this development, the shift to a charter school, and the addition of a major roadway behind our homes, this subdivision should be restricted to R-4 zoning or lower to protect Kuna's residents and maintain responsible growth.

OUR CONCERNS

I: EXTREME & UNMANAGEABLE TRAFFIC CONGESTION

1. Columbia and Black Cat Roads CANNOT support the projected traffic influx.
2. Traffic Impact Analysis: 654 new homes, averaging two vehicles per residence, will result in 1,308 additional cars trying to exit through just two egress points during peak hours. That

means one car every 2.75 seconds attempting to merge onto already-gridlocked roads.

3. Now, with a collector road added behind our homes, thousands more vehicles will be stopping and going at all hours, turning our backyards into an endless stream of noise, pollution, and congestion.

4. This level of congestion is completely unmanageable and will lead to dangerous road conditions, longer emergency response times, and increased accidents.

II: BLIND HILL DANGER: A MAJOR ROAD HERE WILL COST LIVES

1. Our neighborhood is already compromised by a blind hill on Columbia Road. Thousands more cars added to this corridor will turn an existing risk into a deadly hazard.

2. The placement of this major road behind our homes is reckless and must be rejected. Kuna must consider an alternative route that does not endanger its citizens.

III: THE CHARTER SCHOOL WILL WORSEN CONGESTION & STRAIN PUBLIC RESOURCES

1. The school planned for this subdivision has now been changed to a charter school, which will bring in hundreds of additional daily trips from families outside our immediate area.

2. Kuna's middle and high schools are already overcrowded and underfunded. This increase in students and vehicle traffic is an infrastructural failure waiting to happen.

3. No traffic study has been conducted that accounts for the combined impacts of the school, the 1,230+ new vehicles, and the additional traffic from the proposed road behind our homes. Approving this project without such an analysis is indefensible.

IV: NOISE, LIGHT & ENVIRONMENTAL POLLUTION WILL DESTROY OUR QUALITY OF LIFE

1. A high-traffic road behind our homes means inescapable noise pollution. Thousands of vehicles stopping and accelerating will permanently disrupt our community's peace.

2. Streetlights and headlights from cars, buses, and emergency vehicles will shine directly into our backyards and homes, robbing us of our privacy and tranquility.

3. The environmental impact of this development—including air pollution from traffic, destruction of open space, and additional strain on Kuna's already-limited infrastructure—has been completely ignored.

V: SEVERE PROPERTY VALUE LOSS & LEGAL LIABILITY FOR THE CITY

1. Our homes were purchased with the expectation of surrounding Agricultural (A) and R-1 zoning. This plan represents a bait-and-switch that devalues our investments.
2. A collector road behind our homes, combined with R-6 zoning, will significantly reduce property values and result in major equity losses. Idaho courts have ruled that cities must consider the financial impacts of zoning changes on homeowners—failure to do so could expose Kuna to legal action.
3. We will not accept an outcome where our property rights are trampled for the sake of unchecked developer profits.

OUR DEMANDS:

✓ **LIMIT ZONING TO R-4 OR LOWER**– Given the extreme traffic burden and infrastructure concerns, zoning must be restricted to R-4 or lower to prevent overwhelming congestion and maintain responsible growth.

✓ **REQUIRE A COMPREHENSIVE TRAFFIC STUDY THAT PROVES FEASIBILITY**- An in-depth, independent traffic study that **INCLUDES THE PROPOSED EXTENSION OF SHAYLA AVE. DIRECTLY BEHIND OUR HOMES TO COLUMBIA AVE.** must be conducted to prove:

1. 1,230+ new cars merging onto Columbia and Black Cat Roads from the Gallica Heights' subdivision's 615 proposed residences is feasible and safe
2. Traffic from the Shayla Road extension and its additional thousands of residents has been accounted for and the additional congestion, safety risks and pollution levels have been documented and addressed.
3. The charter school's daily traffic influx has been incorporated into planning.

✓ **REJECT THE PROPOSED ROAD BEHIND OUR HOMES & REROUTE TRAFFIC ELSEWHERE**

1. A major road behind our homes is completely unacceptable.
2. An alternative design must be implemented that routes high-traffic roads elsewhere – we suggest through the subdivision itself, ensuring that our neighborhood is not turned into a traffic corridor.

✓ **REQUIRE A NATURAL BERM, WALKING PATH AND RELOCATION OF THE SCHOOL, SOCCER FIELDS, AND OPEN GREEN SPACES**

If this development moves forward, a substantial natural berm and walking path must be constructed behind our homes to protect our privacy, buffer noise, and prevent light pollution. The

school, soccer fields, and open green spaces should be relocated behind our homes, creating a buffer that benefits both existing homeowners and future residents.

KUNA'S LEGAL & ETHICAL RESPONSIBILITY

The Planning & Zoning Commission has a duty to protect its residents from negligent planning. This project, as currently proposed, is not only irresponsible—it is legally indefensible.

We remind the Commission that Idaho courts have overturned zoning approvals when cities failed to address:

1. Traffic congestion and road safety hazards (Lusk v. Boise, 2015; Twin Falls Co., 2024)
2. Infrastructure deficiencies, including school overcapacity and emergency services strain (NW Neighborhood Assoc. v. Boise, 2023)
3. Property value declines and homeowner rights violations (Veterans Park Assoc. v. Boise, 2025; Jasso v. Camas County, 2011)

If this project is approved without major revisions, Kuna risks a legal challenge that has clear precedent for success.

WE STAND UNITED & WILL TAKE ACTION

We, the residents of Kuna—your constituents, taxpayers, and neighbors—demand responsible planning. If our voices are ignored, **WE ARE PREPARED TO FIGHT THIS IN COURT**, as Idaho communities have successfully done before.

We know that you, as leaders of Kuna's Planning & Zoning Commission, share our love for this community and its heritage. We urge you to listen to your residents, enforce responsible planning, and make the necessary changes to protect Kuna's future.

WE STAND FIRM. WE WILL BE HEARD. WE ASK YOU TO STAND WITH US.

Sincerely,
Preserve Kuna's Heritage: The Homestead Homeowners
Coalition

COALITION MEMBERS:

Robert Reyes and Ursula "Rose" Sellars, 8121 S. Old Farm
Place, Meridian, ID 83642

Dennis and Marci Durrant, 8352 S. Old Farm Place, Meridian, ID
83642

Ken and Tammie Hough, 8397 S. Old Farm Place, Meridian, ID 83642
Don and Carol Joyce, 3723 W Columbia Rd., Meridian, ID 83642
Bill and Shaunna Bach, 8115 S. Old Farm Place, Meridian, ID 83642
Lori Kelly, 8260 S Old Farm Place, Meridian, ID 83642
Dan and Connie Skogrand, 8167 S. Old Farm Place, Meridian ID 83642
Justin and Kelly Van Wey, 8054 S. Old Farm Place, Meridian, ID 83642
Jim and Amy Negomir, 8351 S. Old Farm Place, Meridian, ID 83642
Dennis Wilkerson, 8305 S. Old Farm Place, Meridian, ID 83642
Jeff Smith, 8259 S. Old Farm Place, Meridian, ID 83642
Jim and Pat Clayton, 3865 W. Columbia Rd., Meridian, ID 83642
Michael A. Clayton, 3865 W. Columbia Rd., Meridian, ID 83642

Coalition correspondence contact:
Ursula "Rose" Sellars | email: freedomrose28@gmail.com

By checking the "I agree" box below, you agree and acknowledge that submitting, that this testimony will be a public record and a part of the case file for the governing body. Any testimony submitted after the public hearing Will Not be considered by the governing body.

Electronic Signature I Agree
Agreement

Email not displaying correctly? [View it in your browser.](#)

Gallica Heights Subdivision

I am writing to the Kuna City Council today in regards to the proposed Gallica Heights Subdivision. Our family has many concerns and objections to this subdivision.

Updated 6/18/2025:

The Planning and Zoning Commission rightfully denied the application for the Madrone Subdivision citing traffic concerns due to the amount of homes proposed in this development. A member from the school district also voiced the opinion of the school to deny this application due to lack of placement for the children that will be living in the development even though a Charter School was part of the proposal. Gallica Heights is proposing a plan that has almost double the amount of homes compared to Madrone. It was stated that you can estimate 10 travels per home per day. I can't imagine what traffic will be like getting in and out of Kuna from 514 homes. Improvements to Ten mile and Black Cat are not projected to be started for a number of years. There were some members of the commission that wanted to see R-4 or less and this is still slated as R-4, R-6, Commercial and a school. I respectfully ask you to use the same wisdom and thought used in the past with similar developments and specifically Gallica Heights to deny this application.

Noise/Traffic/Water/Schools/Safety/Personal

Our family has been visiting Idaho for a number of years and have always loved the state. In our past adventures to Idaho Kuna had never been one of the locations we had visited. When we decided to move here over 2 years ago we rented a home in Kuna; site unseen and thankfully God put us exactly where our family would feel at home. Kuna is an absolutely beautiful town full of great people and exceptional beauty. I just loved driving up and down Ten Mile/Black Cat so I could enjoy the beauty of the farm lands. Sadly quite quickly over the past year many of these farms are turning into huge housing complexes and you see nothing but white signs advising of future development coming. Kuna is at risk of no longer being set apart from the neighboring towns and becoming just a continuation of Meridian and all of its homes and business complexes. Kuna has such a great mix between farms, homes and businesses.

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Base 2022	2,636	2,614	99%	Base 2022	1,559	1,323	85%	Base 2022	1,856	1,817	98%
1 2023	2,636	2,733	104%	1 2023	1,559	1,383	89%	1 2023	1,856	1,900	102%
2 2024	2,636	2,852	108%	2 2024	1,559	1,443	93%	2 2024	1,856	1,983	107%
3 2025	2,636	2,971	113%	3 2025	1,559	1,503	96%	3 2025	1,856	2,066	111%
4 2026	2,636	3,090	117%	4 2026	1,559	1,563	100%	4 2026	1,856	2,149	116%
5 2027	2,636	3,209	122%	5 2027	1,559	1,623	104%	5 2027	1,856	2,232	120%
6 2028	2,636	3,328	126%	6 2028	1,559	1,683	108%	6 2028	1,856	2,315	125%
7 2029	2,636	3,447	131%	7 2029	1,559	1,743	112%	7 2029	1,856	2,398	129%
8 2030	2,636	3,566	135%	8 2030	1,559	1,803	116%	8 2030	1,856	2,481	134%
9 2031	2,636	3,685	140%	9 2031	1,559	1,863	119%	9 2031	1,856	2,564	138%
10 2032	2,636	3,804	144%	10 2032	1,559	1,923	123%	10 2032	1,856	2,647	143%
10-Year Increase		1,190	45%	10-Year Increase		600	38%	10-Year Increase		830	45%

[1] Education capacity allows for general education and special program classrooms

We have great concerns regarding the water supply in Idaho. For every farm that gets replaced by a concrete housing development we run the risk of the aquifers not being replenished and our wells running dry. The Governor's Water Summit just took place and that was the theme of the Summit; continual water supply decreases. Below is from an article from the East Idaho News:

District 63 watermaster, Mike Meyers, said the Treasure Valley is seeing the beginning of a trend where drains are drying up and water districts are losing water supply in the Boise River equivalent to 234,000 acre feet of water a year.

“As we put concrete houses and sprinklers, we don’t get that return into the aquifer,” he told the Sun. “And so that is what keeps me up at night — that the more we concrete things, the less returns we’ll have. So are we one year away or are we five years ago from those drains going to zero and having shallow aquifers?”

Once the land is covered in homes and concrete there is no putting it back. Time should be allowed to see the effects of the recent developments that have been completed and the current subdivisions that are already in the building process before adding anymore.

Gallica Heights plans to build over 700 lots which can easily add over 1000 cars to Columbia Road. Traffic is already a problem in the area and adding this many cars will just compound that issue. Due to us driving our kids out of the district for school our family is well versed on rush hour traffic and how busy it already is. There is also a safety concern with all of these cars on the road. Again there needs to be a plan in place now that happens to the roads prior to building

any more subdivisions. Otherwise you unduly make your community members suffer in traffic until the problem is solved after the fact.

This subdivision will personally affect us by bringing in noise, lights and destroying the beautiful view. Our home and neighborhood is surrounded by peace and quiet; 700 homes will change that dramatically with the noise of cars and the noise from all of the people in these homes. All of the street lights will make it so we can no longer enjoy the stars at night and the 702 lots will block the view of the mountains.

Does Kuna really need anymore homes built? With the current state of the economy we do not believe it is in the best interest of Kuna to be building in such mass quantities. Prices and interest rates are too high for people to afford buying a home currently. Currently there are 200 homes for sale and 68 for rent. The majority of buyers now are investors and that is not who we want to attract to our town. We want those who are invested in our town and have its best interest in mind..

Thank you for considering our opinions and views

Tamara Hough (Tammie)
8397 S Old Farm Pl
Meridian, ID 83642

From: [Doug Hanson](#)
To: [Troy Behunin](#)
Subject: FW: Online Form Submittal: Public Testimony Form
Date: Wednesday, March 5, 2025 6:33:08 AM
Attachments: [image002.png](#)



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Doug Hanson
Planning & Zoning Director
City of Kuna | Development Services

Phone: 208-287-1771
Email: dhanson@kunaid.gov
www.kunacity.id.gov

All e-mail messages sent to or received by City of Kuna e-mail accounts are subject to Idaho law, in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.

From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Tuesday, March 4, 2025 9:27 PM
To: Doug Hanson <dhanson@kunaid.gov>; City Clerk <cityclerk@kunaid.gov>
Subject: Online Form Submittal: Public Testimony Form

Public Testimony Form

Please complete the form with your testimony for the below referenced case for the Public Hearing record.

Case	22-15-S & 22-07-ZC- Gallica Heights Subdividion
------	---

Number/Description	
--------------------	--

Public Hearing Date	3/11/2025
---------------------	-----------

Will you also be providing in person testimony at the Public Hearing	Yes
--	-----

In Favor, Neutral or In Opposition	Opposition
------------------------------------	------------

Email	drbbach2@gmail.com
-------	--

Phone Number	208-850-8969
First Name	Bill
Last Name	Bach
Address1	8115 S Old Farm Place
City	Meridian
State	Idaho
Zip	83642

Written Testimony

As a resident living on the corner of Old Farm Place and Columbia Roadctly adjacent to the proposed Subdivsion, I am very aware of the ever increasing traffic load along Columbia Road. During rush hours it takes several minutes to turn onto Columbia Road as it is a constant stream of cars. Adding 615 homes plus a school will add approximately 1,200 cars trying to enter the already busy Columbia Road in and out of the proposed subdivision both morning and evening rush hours. That is both unconscionable and unfeasable. There may be a place that can accommodate a subdivision of this magnitude but this location is not one. Please explain the findings from P&Z traffic analysis of congestion issues.

By checking the "I agree" box below, you agree and acknowledge that submitting, that this testimony will be a public record and a part of the case file for the governing body. Any testimony submitted after the public hearing Will Not be considered by the governing body.

Electronic Signature I Agree
Agreement

Email not displaying correctly? [View it in your browser.](#)

Troy Behunin

From: Monique Ruwe <ruwemusic@msn.com>
Sent: Wednesday, July 5, 2023 12:00 PM
To: Troy Behunin
Cc: Monique Ruwe
Subject: Gallica Heights zoning July 11th P&Z meeting

We live in Saddle Ridge on the north side of Columbia. We are one of four or five subdivisions within a two mile area which are zoned R1. Surrounding these subdivisions are farm land, dairy farms, and two lane roads with two and four way stop signs.

We are not opposed to development, however given the small acreage developments along Columbia, allowing Gallica Heights to be rezoned to R12 is excessive. This would not be contiguous zoning and would not fit in with the surrounding properties.

The roads are not designed to handle such a large influx of traffic. Kuna school district is at capacity and this should be taken into account when deciding what level of density to approve.

Sincerely,

Ruston and Monique Ruwe

Sent from [Mail](#) for Windows

Troy Behunin

From: Doug Hanson
Sent: Monday, July 10, 2023 8:07 AM
To: Troy Behunin
Subject: FW: Online Form Submittal: Public Testimony Form

Categories: PUBLIC EMAILS

Best,

Doug Hanson
Planning and Zoning Director
City of Kuna
751 W 4th St
Kuna, ID 83634
dhanson@kunaid.gov
208.287.1771



From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Friday, July 7, 2023 12:45 PM
To: Doug Hanson <dhanson@kunaid.gov>; City Clerk <cityclerk@kunaid.gov>
Subject: Online Form Submittal: Public Testimony Form

Public Testimony Form

Please complete the form with your testimony for the below referenced case for the Public Hearing record.

Case Number/Description	22-05-PUD, 22-07-ZC, 22-15-S, 22-08-SUP Gallica Heights Subdivision
-------------------------	---

Public Hearing Date	7/11/2023
---------------------	-----------

Will you also be providing in person testimony at the Public Hearing	No
--	----

In Favor, Neutral or In Opposition	Opposition
------------------------------------	------------

Email	daynawilhite@hotmail.com
Phone Number	208-577-1488
First Name	Dayna
Last Name	Wilhite Grow
Address1	7946 S Saddle Bag Way
City	Nampa
State	ID
Zip	83687

Written Testimony

Hello,

We reside in the Saddle Ridge subdivision. Our home is directly across the street from the proposed Gallica Heights subdivision. We do not believe that the area is suitable for high density zoning. The applicant is requesting approval to sub divide the lands into 702 lots (615 residential, 86 common and 1 commercial). The majority of the housing in our area are on large lots. Opposite the proposed area is zoned agricultural. The proposed would have smaller lots and apartments. Such condensed dwellings would not have access to public services and the two lane roads would not support the high number of proposed residents in the area. The local schools are currently struggling with the increased growth in the area. The proposed would compound the school's current demands. The request for commercial zoning is out of touch with the needs of the community. There are no businesses in the area. The area is residential. The road ways are not conducive to businesses. We welcome new neighbors. We just ask that the planning and zoning mirror the existing neighborhoods, family homes on larger lots. Larger subdivisions are better served near city centers not rural areas. We believe that our community needs have a variety of housing options. The City of Kuna could offer larger lot options to the valley. They are very much in demand and so few are offered. We are in our forever home and our hope is that our slice of heaven does not get swallowed up by big development. Thank you for your time.

By checking the "I agree" box below, you agree and acknowledge that submitting, that this testimony will be a public record and a part of the case file for the governing body. Any testimony submitted after the public hearing Will Not be considered by the governing body.

Electronic Signature
Agreement

I Agree

Email not displaying correctly? [View it in your browser.](#)

The following is our written testimony to the proposed Gallica Heights Subdivision. We reside directly across from the proposed.

As residents of existing communities, the main questions that arise when a new subdivision and or infrastructure are proposed are:

How does the proposal improve my community?

High density impacts have been well studied. Higher density areas create more traffic, noise, and other environmental impacts on individuals' quality of life.

An agreeable fact is that low density housing is the best option for our health. As humans we need to see something green! A low density neighborhood promises to be quiet and private, and have very little traffic. Is this not the perfect place to bring up our kids?

When individuals and property are negatively impacted by the higher density infrastructure, it lowers desirability and marketability of existing homes negatively impacting the value of homes.

We do welcome new neighbors, however, we are in opposition to the developers vision of what our community should look like. We appreciate the proposed recent reduction in residential lots by the developer from the previously denied plan of 615 residences to 514 residences, however, the proposed density is still extremely high and will negatively impact our county community.

The developer's vision does not align to the City of Kuna's Comprehensive Plan to use strategies to preserve Kuna's open space, agricultural lands and heritage. The proposed development of 514 residences is a massive subdivision designed with house next to house, with little to no open space. The plan does not include elements of Kuna's identity as agriculturally-rich community. Agriculture and farms are characteristics that residents desire of Kuna.

The developer is asking to rezone to R4, R6 and C1. Nearby subdivisions such as Iron Horse, Danskin and Saddle Ridge are zoned R1 and neighboring farms are agriculture on greater acreage. This enormous amount of residences does not align with connecting farms and homes.

A development of 514 residences would correlate with approximately 1000+ vehicles, given each home has a minimum of two vehicles, respectfully. This would greatly impact our already burgeoning traffic conditions on the two lane roads of Columbia and Black Cat. During rush hour, the roads are lined with cars at the intersections. One thousand more cars would create gridlock.

We were told the proposed school would be a Charter School. With that, we would expect more traffic with employees, faculty and students. Traffic and parking congestion with sports and other events is a concern. The proposed plan does not align with the Kuna's Comprehensive Plan in connectivity in pedestrian facilities to increase walkability. The Charter School does not have adequate walkability and bike ability to ensure students are able to safely walk and ride bikes to school. If a student from Saddle Ridge or neighboring subdivision were to attend, they could not safely across Columbia or Black Cat roads. Both Columbia and Black Cat are two lane roads with 50 MPH speed limits.

We respectfully request **R1**, **R2**, and **R4** zoning consideration, and the development of a plan that better aligns to the Kuna's Comprehensive Plan as well as incorporates the needs of neighboring communities.

Thank you for your consideration,

Jim and Dayna Grow

Troy Behunin

From: Doug Hanson
Sent: Tuesday, November 29, 2022 8:26 AM
To: Troy Behunin
Subject: FW: Online Form Submittal: Public Testimony Form

Best,

Doug Hanson
Planning and Zoning Director
City of Kuna
751 W 4th St
Kuna, ID 83634
dhanson@kunaid.gov
208.287.1771



From: noreply@civicplus.com <noreply@civicplus.com>
Sent: Monday, November 28, 2022 6:22 PM
To: Doug Hanson <dhanson@kunaid.gov>; City Clerk <cityclerk@kunaid.gov>
Subject: Online Form Submittal: Public Testimony Form

Public Testimony Form

Please complete the form with your testimony for the below referenced case for the Public Hearing record.

Case Number/Description	Case 22-05-PUD Gallica Heights
Public Hearing Date	12/13/2022
Will you also be providing in person testimony at the Public Hearing	Yes
In Favor, Neutral or In Opposition	Opposition
Email	jdfarsi@msn.com
Phone Number	2088708810

First Name	Jearold
Last Name	Frederick
Address1	8968 S. Black Cat Rd
City	Nampa
State	ID
Zip	83687

Written Testimony

Two main objections: Very much appose to the R12 zoning and the commercial zoning request. I understand the desire to make as much money as possible but that density and commercial are far from reasonable for this area. Being in the city limits is reasonable but the main city is far far from this area. The Black Cat Rd and Columbia are already making it difficult with traffic. With the new development and especially with that density is only going to make it impossible to access. If you recall back when the new sewer plant was being built R3 was going to be the desired number. With the surrounding development only having R1 the proposal is way overboard. It would be best is greed did not control how land is developed. I only wish I could have kept the land for farming instead of getting too old. Pleas give the local people some serious consideration. thanks Jerry Frederick

By checking the "I agree" box below, you agree and acknowledge that submitting, that this testimony will be a public record and a part of the case file for the governing body. Any testimony submitted after the public hearing Will Not be considered by the governing body.

Electronic Signature Agreement	I Agree
--------------------------------	---------

Email not displaying correctly? [View it in your browser.](#)

CASE NO. 25-09-DR (DESIGN REVIEW)

JOURNEY'S END PARK SITE

Planner: Doug Hanson

dhanson@kunaid.gov

208-287-1771

**ALL APPLICATION MATERIALS: [25-09-DR](#)
JOURNEY'S END PARK SITE**

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:	Journey's End Park Site			Application Number:	25-09-DR		
Date:	6/24/2025			Staff Contact:	Doug Hanson		
Owner(s)/Applicant:	JOURNEYS END OA INC/ A Team Land Consultants			Applicant Contact:	steve@ateamboise.com		
Representative:	Same			Representative Contact:	Same		

Purpose
 The applicant requests Design Review approval to modify the approved open space for Lot 30, Block 1 located within Journey's End Subdivision No. 3. Located at E odyssey Street, Kuna, ID 83634 (APN: R4743770160); Section 25, Township 2 North, Range 1 West.

Statement of Fact	
Parcel Number(s):	R4743770160
Future Land Use Map Designation:	High Density Residential
Existing Land Use:	Bare Land
Current Zoning:	R-6
Proposed Zoning:	Same
Development Area:	0.51
Adjacent Zoning Districts:	North: R-6 (Medium Density Residential); East: R-6 (Medium Density Residential); South: R-6 (Medium Density Residential); West: R-6 (Medium Density Residential)
Adjacent Street(s) Existing & Proposed:	North: E Travel Lane (Existing); East: N/A; South: E Odyssey Street (Existing); West: S Roaming Lane (Existing)
Internal Street(s) Existing & Proposed:	Same as above
Adjacent Bike/Pedestrian Facilities:	City of Kuna Greenbelt
Adjacent Parks:	None
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis
 The Comprehensive Plan identifies the subject property as High Density Residential. The existing zone is R-6.

Staff Analysis

The applicant is submitting a request to modify the open space for lot 30, Block 1 of Journey's End Subdivision No. 3. The open space proposed for this lot included a pool and clubhouse which was approved by the P&Z Commission on November 24, 2015, with the Journey's End Preliminary Plat Landscape Plan.

The applicant now proposes a park site to include a gazebo, playset, picnic tables, benches, and a pickleball court.

Upon staff review the proposed application meets the requirements of Kuna City Code and Comprehensive Plan. Staff recommends that if the Commission approves the application the applicant be subject to the recommended conditions of approval.

Recommended Conditions of Approval

Conditions

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 and all successors shall comply with all Local, State and Federal Laws.
11. Developer/Owner/Applicant shall comply with Kuna City Code and Idaho State code.



April 17, 2025

Mr. Doug Hanson, Director
City of Kuna
751 W. 4th Street
Kuna, Idaho 83634

Subject: Journey's End Park Site DR

A Team Land Consultants presents to the City of Kuna a site plan for the common park site. We are proposing a gazebo, playset and pickle ball court along with benches for the pickle ball court. There will also be a picnic table within the gazebo. The court will be fenced off but the remainder of the site will remain open. Grass, shrubs, and trees will be utilized to landscape the site. A trash can will be located near the pickle ball court.

The City Council approved the preliminary plat on January 5, 2016, with 25 multifamily lots, 87 single family lots and 20 townhouse lots. This site plan substantially complies with the preliminary plat, is in conformance with all provisions of the UDC, and complies with all architectural, engineering, and surveying standards.

Please notify us as early as possible if you should need additional information regarding this application.

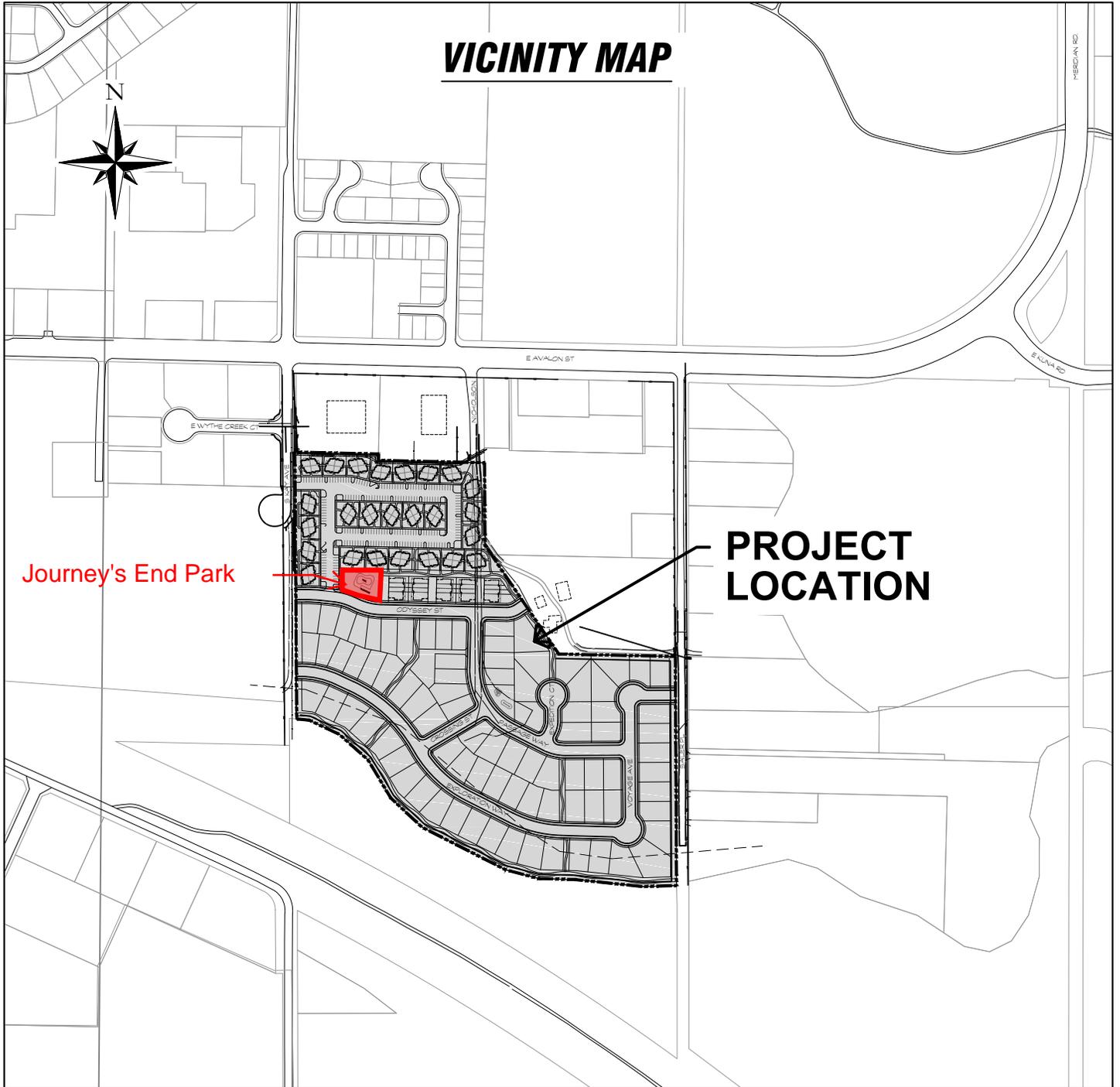
Sincerely,
A Team Land Consultants

A handwritten signature in blue ink that reads 'Steve Arnold'.

Steve Arnold
Project & Real Estate Manager

Cc: Tom Nicholson
Scott Nicholson
Linda Boots

VICINITY MAP



Journey's End Park

**PROJECT
LOCATION**

OWNER / DEVELOPER

**BLACK CREEK LLC
P.O. BOX 690
MERIDIAN, ID 83680**

PLANNER / CONTACT

**STEVE ARNOLD
A-TEAM LAND CONSULTANTS
1785 WHISPER COVE AVE.
BOISE, ID 83709 PH. 208-871-7020**

JOURNEY'S END SUBDIVISION

**SECTION 25, T.2N., R.1W., B.M.
CITY OF KUNA, ADA COUNTY, IDAHO**

1" = 500'





PRELIMINARY DEVELOPMENT FEATURES

ZONING	R-6 (EXISTING)	.14 AC
PROPERTY SIZE:		.14 AC
PARKING:		7 SPACES
AMENITIES:	GAZEBO, PLAY AREA, PICKLE BALL COURT & BENCHES	

PLANT PALLET - SHRUBS

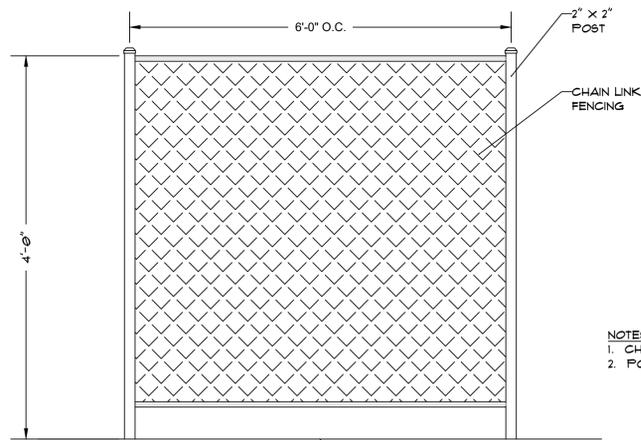
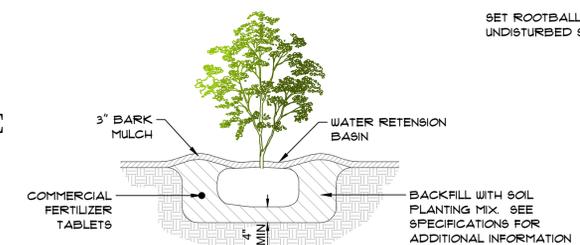
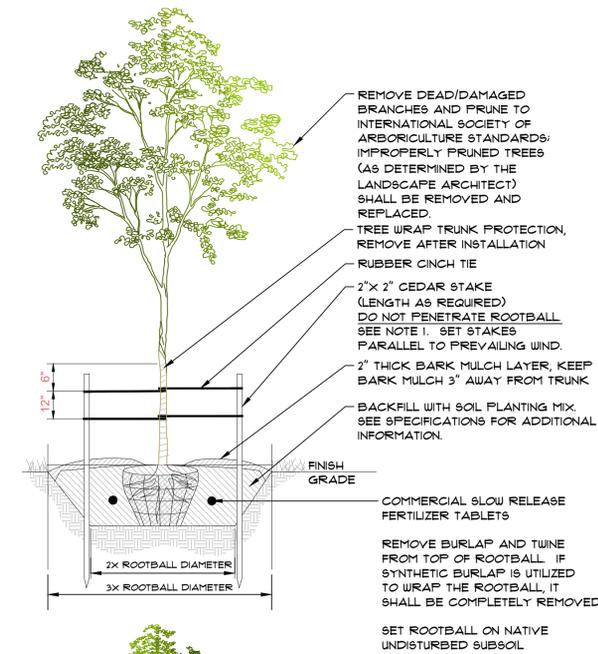
SHRUBS	BOTANICAL / COMMON NAME	CONT	COUNT	REMARKS
	FORSYTHIA X INTERMEDIA "KOLGOLD" / MAGICAL GOLD FORSYTHIA	5 GAL	18	5'H X 4'W
	WEIGELA FLORIDA "WINE AND ROSES" / WINE AND ROSES WEIGELA	3 GAL	11	4'-5'H X 4'W
TOTAL:			29	

PLANT PALLET - TREES

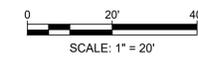
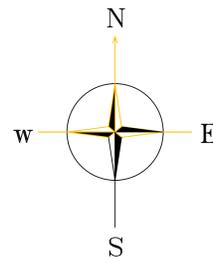
TREES	BOTANICAL / COMMON NAME	CONT	CAL	COUNT	REMARKS
	ACER PLATANOIDES "CRIMSON KING" / CRIMSON KING MAPLE	B&B	0'-2"	1	35'H X 25'W CLASS II
	CERCIS CANADENSIS / EASTERN REDBUD	B&B	0'-2"	2	30'H X 25'W CLASS II
TOTAL:				3	

LEGEND

- BENCHES
- TRASH RECEPTACLE
- PLAY AREA
- GAZEBO
- CHAIN LINK FENCING
- MAJOR CONTOUR LINE
- PERMABARK



NOTES:
 1. CHAIN LINK STYLE MAY VARY SLIGHTLY.
 2. POWDER COAT COLOR TO BE BLACK.



4' CHAIN LINK FENCE DETAIL
SCALE: NTS

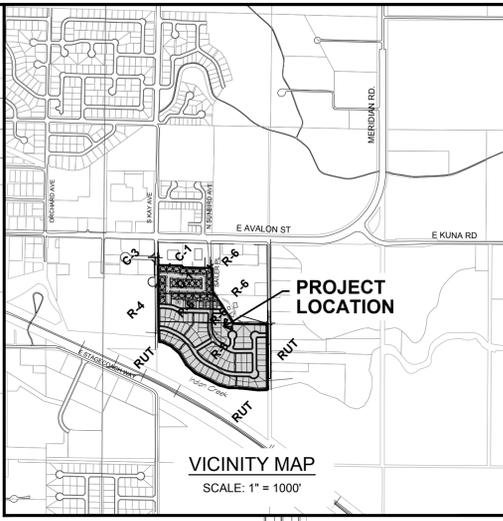
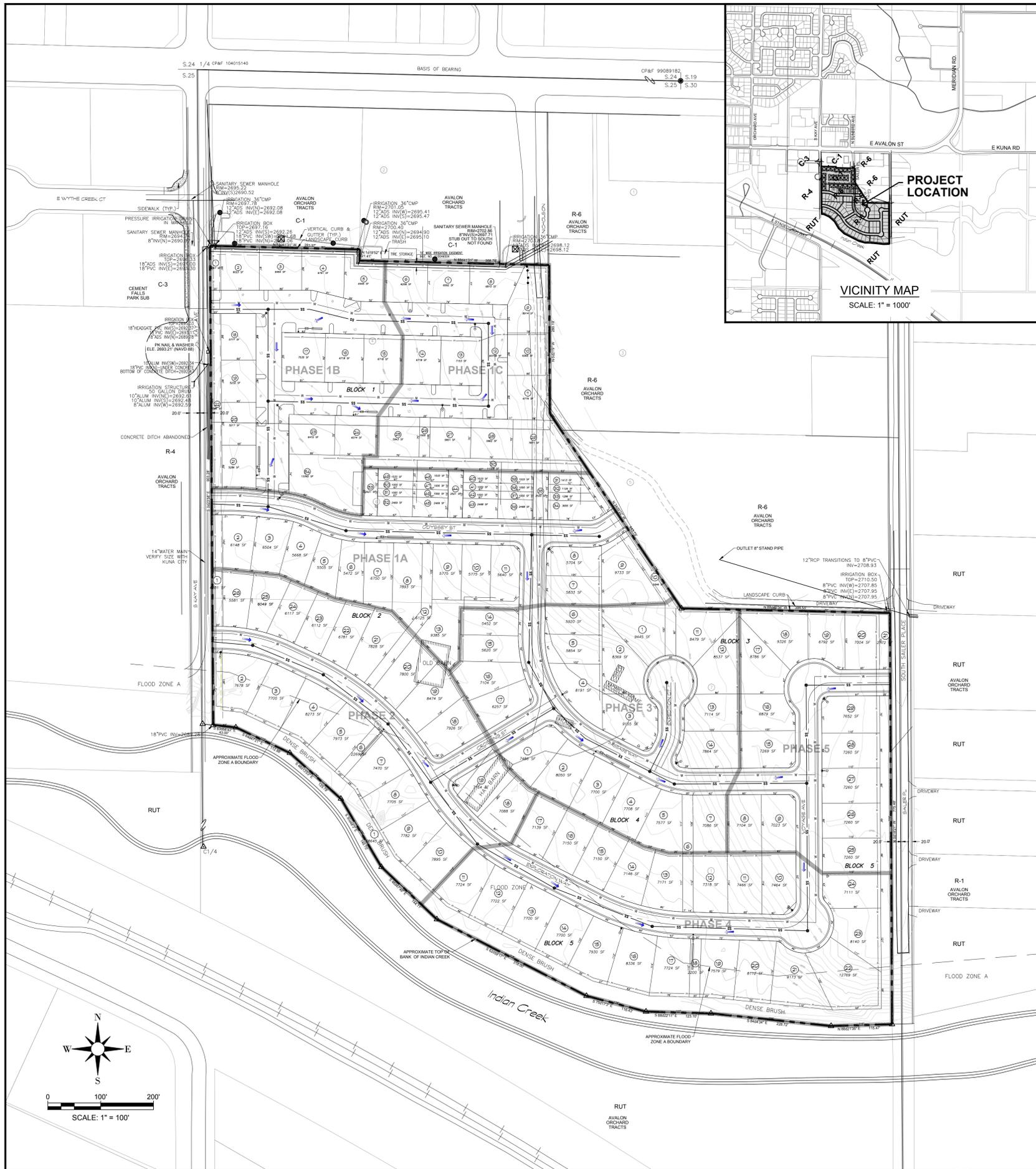
DEVELOPER STEVE ARNOLD A-TEAM LAND CONSULTANTS 1785 WHISPER COVE AVE. BOISE, ID 83709 208-871-7020	OWNER BLACK CREEK LLP P.O. BOX 690 MERIDIAN, ID 83680
--	---

SITE PLAN AND LANDSCAPE PLAN
JOURNEY'S END AMENITY

SECTION 25, T.2N., R.1W., B.M. CITY OF KUNA, ADA COUNTY, IDAHO



DRAWN BY: CJ SHERLOCK
DATE: April 16, 2025

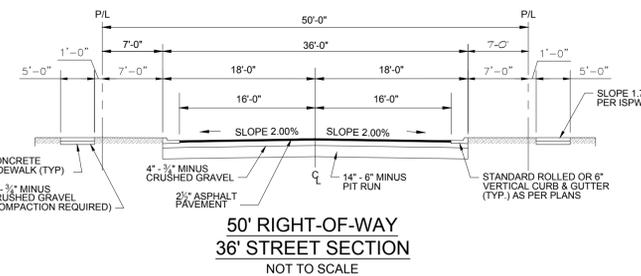


PRELIMINARY DEVELOPMENT FEATURES

PARCEL NO's:	R01615252032 R01615252200 R01615251800 R01615252800	PARKING REQUIREMENTS:	REQUIRED: 200 PROVIDED: 217 ADA PARKING: 10 COVERED PARKING: 50%
ADDRESSES:	S KAY AVE & 987 E KUNA RD KUNA, ID 83634	SETBACKS:	FRONT: 20' REAR: 15' SIDE: 5'
ZONING	C-1 (EXISTING) 4.72 AC. R-6 (EXISTING) 24.07 AC.	SITE AMENITIES:	CLUBHOUSE, POOL, PLAYGROUND, PATHWAYS, LANDSCAPE BUFFERS
PROPERTY SIZE:	28.79 AC.		
BUILDABLE LOTS:	145		
TOTAL:	13		
COMMON LOTS:	87		
RESIDENTIAL:	20		
TOWNHOMES:	25		
DENSITY:	4.58 UNITS/ACRE		
SITE DETAILS:			
COMMON LANDSCAPE AREA	3.69 AC.		
4-PLEX/TOWNHOME:	3.85 AC.		
SINGLE FAMILY:	4.75 AC.		
PAVED PUBLIC STREET AREA:	1.89 AC.		
PRIVATE DRIVE ISLE AREA:	12.87 AC.		
RESIDENTIAL AREA:	41 AC.		
TOWNHOMES:	1.33 AC.		
4-PLEX UNITS:	3.822'		
LINEAR STREET LENGTH:			

NOTES

- KUNA CITY SEWER AND WATER WILL BE EXTENDED TO ALL LOTS.
- ALL LOTS SHALL HAVE A PERMANENT EASEMENT FOR PUBLIC UTILITIES, STREET LIGHTS, IRRIGATION AND LOT DRAINAGE OVER THE 10 (TEN) FEET ADJACENT TO ANY PUBLIC OR PRIVATE STREET. THERE SHALL BE A 5 (FIVE) FOOT PUBLIC UTILITY, IRRIGATION AND LOT DRAINAGE EASEMENT ADJACENT TO ANY LOT LINE NOT ADJACENT TO A PUBLIC OR PRIVATE STREET.
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- MULTIFAMILY AND TOWNHOUSE UNITS WILL MAINTAIN A 15' SETBACK AT THE PERIMETER OF THE SUBDIVISION AND 0' TO ADJACENT UNITS.
- A PORTION OF THE SUBJECT PROPERTY FALLS WITHIN THE FEMA 100 YEAR FLOOD HAZARD ZONE AS SHOWN. REFERENCE FIRM PANEL 16001C400J, DATED OCT. 2, 2003.
- ALL COMMON LOTS SHALL BE OWNED AND MAINTAINED BY THE JOURNEY'S END HOME OWNERS ASSOCIATION.



LEGEND

---	SITE BOUNDARY LINE	▲	FOUND ALUMINUM CAP MONUMENT
---	LOT LINE	●	CALCULATED POINT
---	RIGHT-OF-WAY LINE	+	SURVEY CONTROL POINT
SS	8" SANITARY SEWER LINE	⊙	SANITARY SEWER MANHOLE
---	WATER LINE	⊙	STORM DRAIN MANHOLE
PI	PRESSURE IRRIGATION LINE	⊞	CATCH BASIN
SD	STORM DRAINAGE RETENTION SYSTEM	→	SURFACE FLOW DIRECTION
---	ZONING BOUNDARY	⊙	FIRE HYDRANT
---	EXISTING PARCEL/LOT LINE	⊙	WATER VALVE
---	ACHD SLOPE EASEMENT LINE	⊙	WATER SERVICE
---	CENTERLINE	⊙	IRRIGATION VALVE
---	SECTION LINE	⊙	WATER METER
---	EXISTING FENCE LINE	⊙	EXISTING LOT NUMBER
---	TOP OF WATER LINE	⊙	NATURAL GAS LINE MARKER
SS	EXISTING SANITARY SEWER LINE	⊞	TELEPHONE SERVICE RISER
SD	EXISTING STORM DRAIN LINE	⊞	ELECTRIC TRANSFORMER BOX
---	EXISTING OVER HEAD POWER LINE	⊞	SIGNAL JUNCTION BOX
W	EXISTING WATER LINE	⊞	GUY WIRE ANCHOR
IRR	EXISTING IRRIGATION LINE	⊞	POWER/UTILITY POLE
EP	EXISTING EDGE OF PAVEMENT	⊞	STREET SIGN
---	EXISTING EDGE OF GRAVEL	⊞	DECIDUOUS TREE
---	EXISTING CURB LINE	⊞	CONIFEROUS TREE
		⊞	MAILBOX
		⊞	STREET LIGHT

SURVEYOR
IDAHO SURVEY GROUP, P.C.
1450 E. WATERTOWER ST.
SUITE 130
MERIDIAN, IDAHO 83642
PH. (208) 846-8570



PLANNER / CONTACT
STEVE ARNOLD
A-TEAM LAND CONSULTANTS
1785 WHISPER COVE AVE.
BOISE, ID 83709
208-871-7020

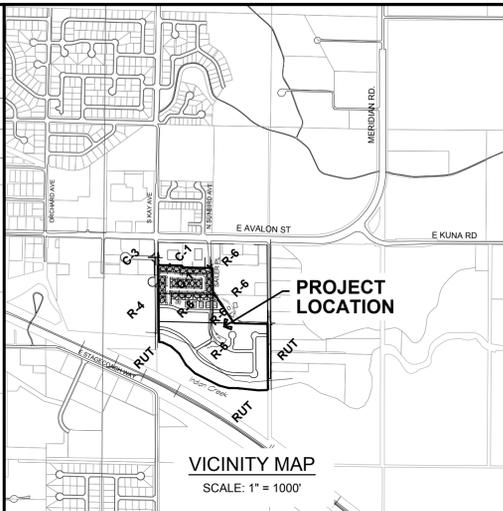
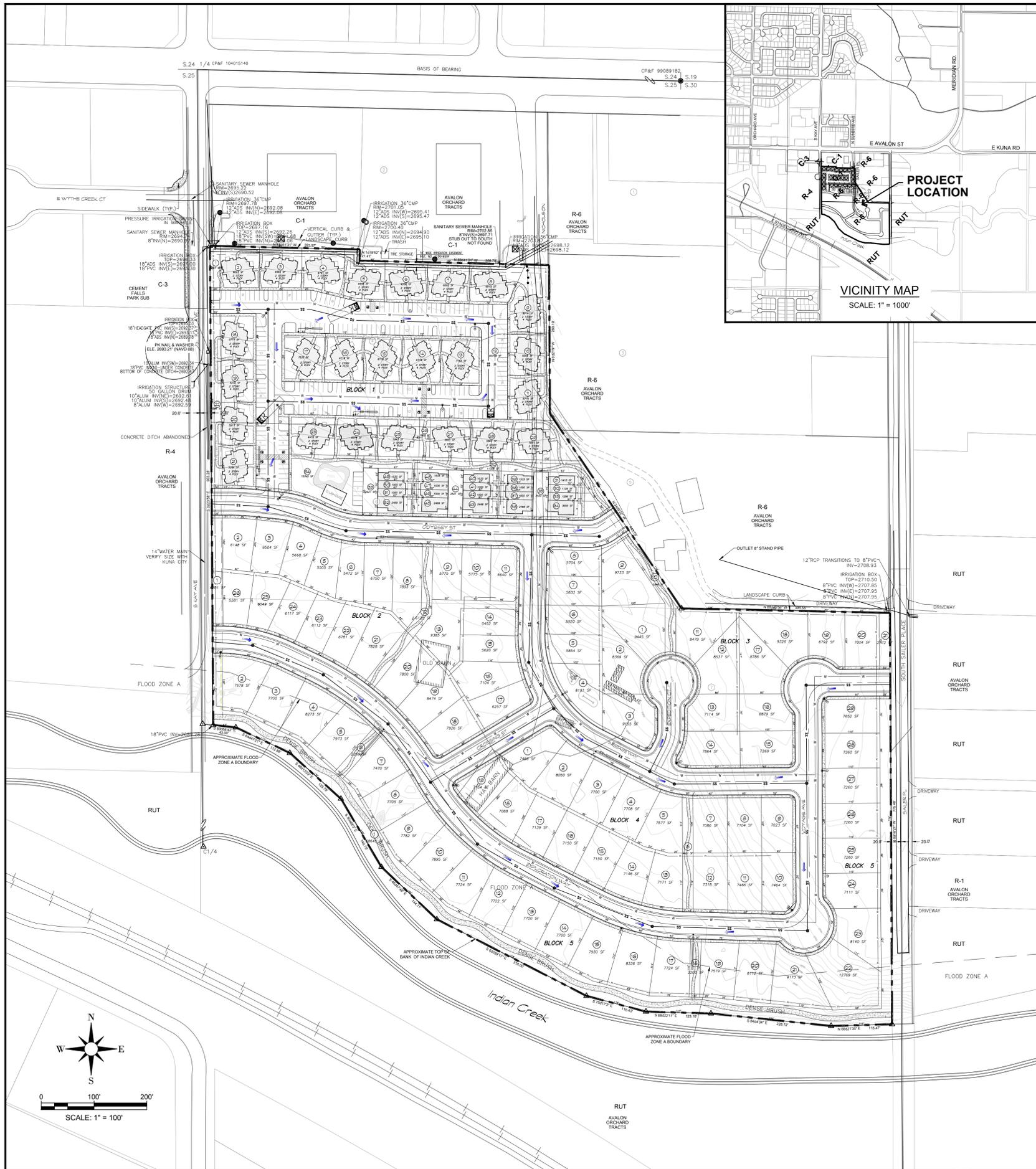
OWNER / DEVELOPER
BLACK CREEK LLC
P.O. BOX 690
MERIDIAN, ID 83680

PRELIMINARY PLAT MAP
JOURNEY'S END SUBDIVISION

SECTION 25, T.2N., R.1W., B.M.
CITY OF KUNA, ADA COUNTY, IDAHO



SHEET 1 OF 1
DRAWN BY: JWR
DATE: 6/12/15
FILE: JOURNEY'S END.DWG



PRELIMINARY DEVELOPMENT FEATURES

PARCEL NO'S:	R01615252032 R01615252200 R01615251800 R01615252800	PARKING REQUIREMENTS:	REQUIRED: 200 PROVIDED: 217 ADA PARKING: 10 COVERED PARKING: 50%
ADDRESSES:	S KAY AVE & 987 E KUNA RD KUNA, ID 83634	SETBACKS:	FRONT: 20' REAR: 15' SIDE: 5'
ZONING	C-1 (EXISTING) 4.72 AC. R-6 (EXISTING) 24.07 AC.	SITE AMENITIES:	CLUBHOUSE, POOL, PLAYGROUND, PATHWAYS, LANDSCAPE BUFFERS
PROPERTY SIZE:	28.79 AC.		
BUILDABLE LOTS:	TOTAL: 145 COMMON LOTS: 13 RESIDENTIAL: 87 TOWNHOMES: 20 4-PLEXES: 25		
DENSITY:	4.58 UNITS/ACRE		
SITE DETAILS:	COMMON LANDSCAPE AREA 3.69 AC. 4-PLEX/TOWNHOME: 3.85 AC. SINGLE FAMILY: 4.75 AC. PAVED PUBLIC STREET AREA: 1.89 AC. PRIVATE DRIVE ISLE AREA: 12.87 AC. RESIDENTIAL AREA: 41 AC. TOWNHOMES: 1.33 AC. 4-PLEX UNITS: 3.822'		

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SUP MAP
JOURNEY'S END SUBDIVISION

SECTION 25, T.2N., R.1W., B.M.
CITY OF KUNA, ADA COUNTY, IDAHO



SHEET 1 OF 1
DRAWN BY: JWR
DATE: 6/12/15
FILE: JOURNEY'S END.DWG

CASE NO. 25-14-DR

KUNA MORA INDUSTRIAL, 25-14-DR

Planner: Troy Behunin

TBehunin@KunaID.gov

Phone: 208.387.7729

**ALL APPLICATION MATERIALS:
25-14-DR KUNA MORA INDUSTRIAL**

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.

P&Z Commission Staff Report

Entitlements Requested:	Final Plat	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Time Extension
Title:	Kuna Mora Industrial		Application Number:		25-14-DR		
Date:	6/24/2025		Staff Contact:		Troy Behunin		
Owner(s)/Applicant:	Daniel Isbell		Applicant Contact:		info@hatchda.com		
Representative:	Steve Thiessen		Representative Contact:		info@hatchda.com		

Purpose

Applicant requests Design Review approval for Four (4) tenant commercial buildings for Industrial flex-space located near the SWC of E Kuna Mora Road and S Curtis Road (APN: S200640005); Section 6, Township 1 North, Range 1 East.

Statement of Fact

Parcel Number(s):	S2006110005
Future Land Use Map Designation:	Industrial
Existing Land Use:	Residential
Current Zoning:	M-1
Proposed Zoning:	M-1
Development Area:	4.04 Acres
Adjacent Zoning Districts:	North: RP East: RP South: M-1, RP West: M-1
Adjacent Street(s) Existing & Proposed:	North: Kuna Mora Road East: Curtis Road South: None West: None
Internal Street(s) Existing & Proposed:	None
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis

The Comprehensive Plan identifies the subject property as Industrial, the existing zone is a M-1 (Light Industrial) City of Kuna Zone. The proposed zoning and land use for the subject site agrees with the Future Land Use Map (FLUM) of the City of Kuna.

Staff Analysis

The applicant submits a request to construct a total of 30,100 square feet with a total of six (6) tenant commercial buildings for Industrial flex-space. The applicant proposes to begin by using only the south 70,000 square feet (or 1.60 acres) of the property and proposes to begin with only Four (4) buildings. The remaining two (2) buildings will follow and be in tandem with future development of the rest of the site. Applicant proposes to remain in the existing house until phase two begins when the house would be abandoned as a residence and likely used for office space. The existing shed on site will also remain in place.

Applicant has stated an intention for an additional two (2) buildings as part of a future phase and applicant will be required to return for Design Review for any additional buildings at that time.

Applicant has provided a landscape plan which appears to follow the City's East Kuna Industrial Overlay District design regulations.

Staff was unable to locate any site ADA parking spaces which need to be 9' 6" wide in order to comply with KCC 5-8-1403. Staff recommends the applicant provide an additional 2 regular and 2 ADA spaces given the size of buildings and potential staff needed. Applicant is also reminded parking may not be satisfied Off-Site, which includes street parking, or parking outside this Site boundary. If additional parking is needed, a Design Review Application will be required to accommodate that need.

The site will need trash container enclosures in compliance with the requested changes by J&M Sanitation in their provided comments.

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

Recommended Conditions of Approval

1. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to provide public access to the site as this project will have internal private streets, as detailed in the Ada County Highway District staff report.
2. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
3. Applicant shall ensure the proper easement widths on all lots in accordance with KCC 5-9-308.
4. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot.
5. Fencing within and around the site shall comply with KCC 5-8-1005 (unless specifically approved otherwise and permitted).
6. All required landscaping shall be permanently maintained in a healthy 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.

7. 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.

8. 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 5-8-1704 through 1706.

10. Develop/Owner/Applicant is hereby notified this project is subject to Design Review inspections and fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.

11. 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.

12. Connection to City Services (Sewer and Water) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.

13. 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.

14. 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.

15. 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

16. 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 12 inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.

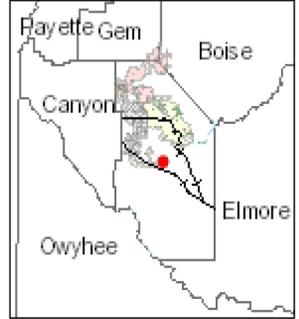
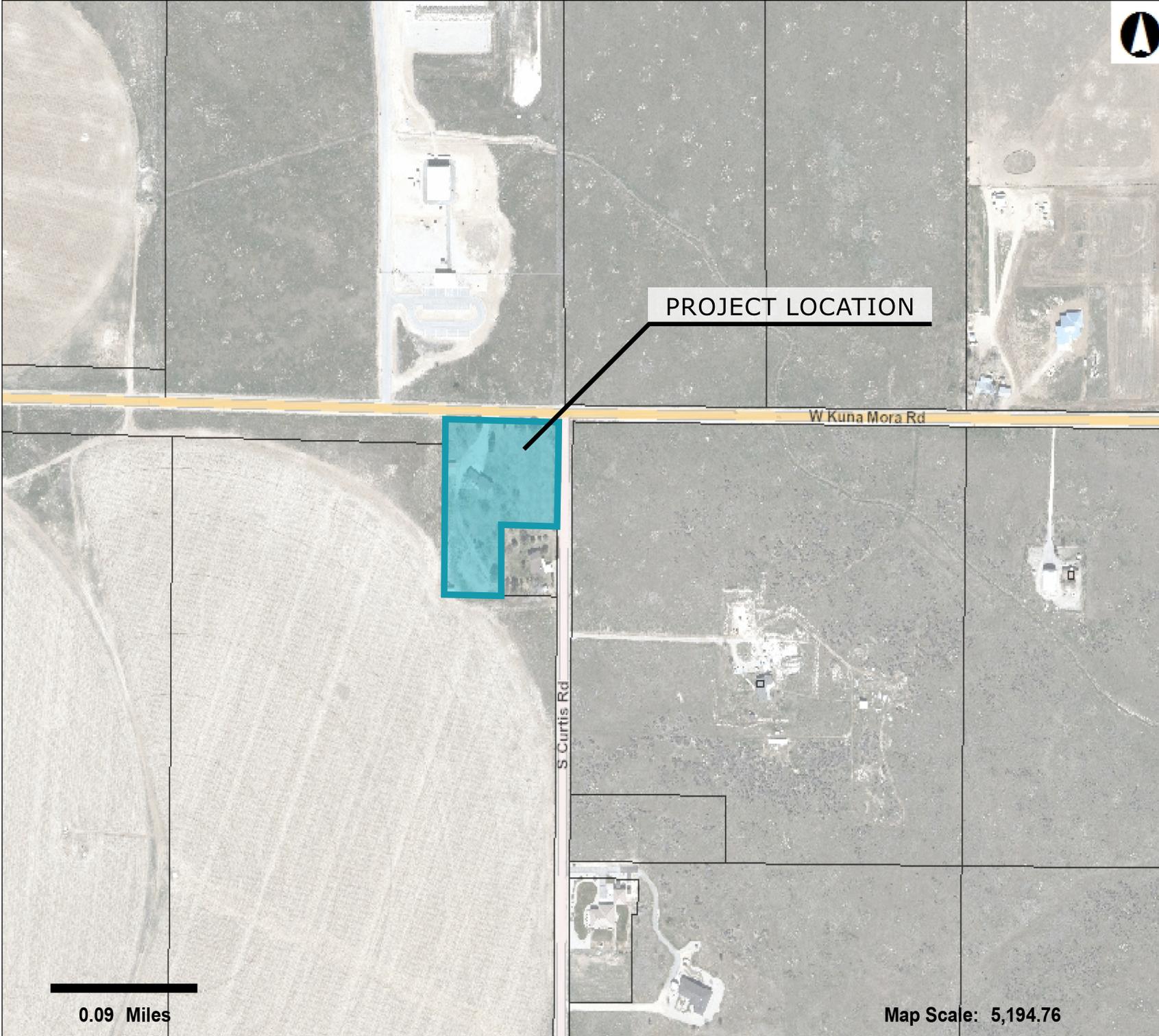
17. Developer/Owner/Applicant is conditioned to submit an updated site plan to accommodate 2 regular parking spaces, and 2 ADA spaces, and a plan that complies with Kuna City Code 5-8-1403 parking standards.

18. Developer/Owner/Applicant will provide an updated site plan for the trash enclosures that complies with J&M Sanitation standards.

19. Developer/Owner/Applicant will comply with all federal, state, and local laws.

Ada County Assessor

This map is a user generated static output from an Internet mapping site and is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. THIS MAP IS NOT TO BE USED FOR NAVIGATION OR LEGAL PURPOSES.



Legend

- Railroad
- Roads (4,000 - 8,000 s)
 - <all other values>
 - Interstate
 - Ramp
 - Principal Arterial
 - Collector
 - Minor Arterial
 - Local
- Parks
- Alley
- Driveway
- Parks
- Water
- Condos
- Parcels

raster.DBO.AdaOrthos:

- Red: Band_1
- Green: Band_2
- Blue: Band_3

raster.DBO.AdaOrthos:

- Red: Band_1
- Green: Band_2
- Blue: Band_3

Map Scale: 5,194.76

5/16/2024



**HATCH
DESIGN
ARCHITECTURE**

200 w. 36th st., boise, idaho 83714 • phone 208.475.3204 • fax 208.475.3205 • email info@hatchda.com

April 21, 2025

Design Review Application Narrative

Kuna Planning & Zoning
751 W 4th St. Kuna, ID 83634
Kuna, ID 83634

Re: **Design Review for Kuna Mora Industrial**
Located at: W. Kuna Mora Rd. and S. Curtis Rd.
Parcel No.: S2006110005

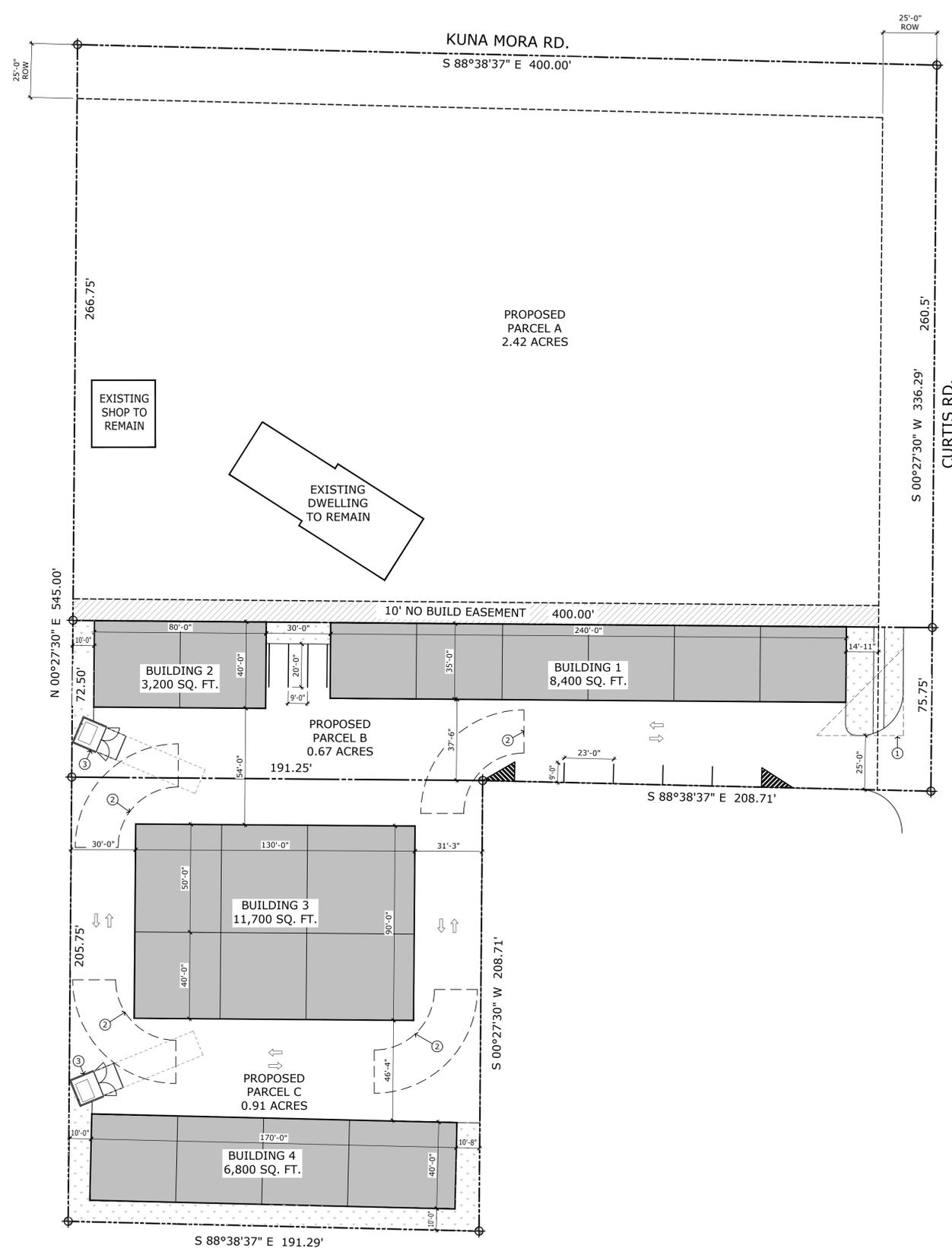
Dear Planning Staff,

The owner for the property located at West Kuna Mora Road and South Curtis Road is proposing the new construction of multiple industrial flex buildings totaling 28,800 S.F. There will be four buildings with an additional two to be constructed in the future. The design of the buildings uses both vertical and horizontal metal wall panels in white, gray, and black. The façade of the building from the floor to the bottom of the awning will be a horizontal metal panel in gray. This will be framed by black vertical metal panel walls with 2' higher parapets at the overhead doors. The remainder of the facade will be filled in with white horizontal metal wall panels. The buildings are intended to be used for a variety of industrial purposes, dependent on the user of the space. Because of this, the layout of the buildings will be flexible and allow for multiple uses.

Please contact our office with any questions you may have in reviewing the application materials.

Sincerely,

Jeff Hatch, AIA LEED AP
Hatch Design Architecture



SITE REFERENCE PLAN

SCALE: 1" = 30'-0"

SITE RECAP

PARCEL # S2006110005
 PARCEL AREA: 4.00 ACRES (174,419 S.F.)
 CITY ZONING: M-1
 SETBACKS:
 FRONT 0'-0"
 REAR 0'-0"
 SIDES 0'-0"

BUILDING AREA RECAP

BUILDING 1	TOTAL AREA:	8,400 SQ. FT.
BUILDING 2	TOTAL AREA:	3,200 SQ. FT.
BUILDING 3	TOTAL AREA:	11,700 SQ. FT.
BUILDING 4	TOTAL AREA:	6,800 SQ. FT.
TOTAL OVERALL AREA:		30,100 SQ. FT.

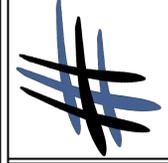
GENERAL NOTES

- A. STORM WATER TO BE RETAINED ON SITE. PLEASE REFER TO CIVIL DRAWINGS
- B. WATER, SEWER AND POWER SERVICES PER CIVIL DRAWINGS.
- C. A SIGN IS NOT PROPOSED WITH THIS DEVELOPMENT.

KEYNOTES

- ① VISION TRIANGLE.
- ② LINE REPRESENTS FIRE TURNING RADIUS.
- ③ PROPOSED TRASH ENCLOSURE, SEE DETAILS ON SHEET A-1.1.

HATCH DESIGN ARCHITECTURE
 200 W. 36TH ST.
 BOISE, IDAHO 83714
 PHONE: (208) 475-3204
 FAX: (208) 475-3205
 COPYRIGHT 2025
 HATCH DESIGN ARCHITECTURE



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NEW CONSTRUCTION FOR:
KUNA MORA INDUSTRIAL
 5895 KUNA MORA RD, KUNA, ID.

DESCRIPTION: COMMENTS
DATE

DATE: APRIL 2025
 DRAWN BY: ST
 CHECKED BY: JLH
 JOB NUMBER: 24114

SHEET TITLE
SITE PLAN

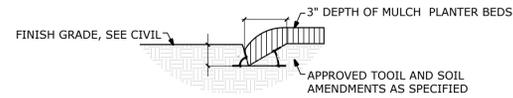
A-1.0
 SHEET *--*

LANDSCAPING NOTES:

- CONTRACTOR SHALL REPORT TO LANDSCAPE ARCHITECT ALL CONDITIONS WHICH IMPAIR AND/OR PREVENT THE PROPER EXECUTION OF THIS WORK, PRIOR TO BEGINNING WORK.
- NO MATERIAL SUBSTITUTIONS SHALL BE MADE WITHOUT THE LANDSCAPE ARCHITECT'S PRIOR WRITTEN APPROVAL. ALTERNATE MATERIALS OF SIMILAR SIZE AND CHARACTER MAY BE CONSIDERED IF SPECIFIED PLANT MATERIALS CAN NOT BE OBTAINED.
- COORDINATE ALL WORK WITH ALL OTHER SITE RELATED DEVELOPMENT DRAWINGS.
- COORDINATE WORK SCHEDULE AND OBSERVATIONS WITH LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION START-UP.
- ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS.
- ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN. PLANTS WILL BE REJECTED IF NOT IN A SOUND AND HEALTHY CONDITION.]
- IN THE EVENT OF A PLANT COUNT DISCREPANCY, PLANT SYMBOLS SHALL OVERRIDE SCHEDULE QUANTITIES AND CALL OUT SYMBOL NUMBERS.
- ALL PLANTING BEDS SHALL BE COVERED WITH A MINIMUM OF 3" DEPTH OF 3" MINUS BARK MULCH. SUBMIT SAMPLE FOR APPROVAL.
- ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF ACCEPTANCE BY THE OWNER. REPLACE ALL PLANT MATERIAL FOUND DEAD OR NOT IN A HEALTHY IMMEDIATELY WITH THE SAME SIZE AND SPECIES AT NO COST TO THE OWNER.
- FINISH GRADES SHALL PROVIDE A SMOOTH TRANSITION WITH ADJACENT SURFACES AND ENSURE POSITIVE DRAINAGE IN ACCORDANCE WITH THE SITE CIVIL GRADING PLAN.
- AMEND EXISTING APPROVED TOOL AT A RATIO OF THREE CUBIC YARDS OF APPROVED COMPOST PER 1000 SQUARE FEET. ROTO-TILL ORGANIC MATTER A MINIMUM OF 6 INCHES INTO TOOL.
- FERTILIZE ALL TREES AND SHRUBS WITH 'AGRIFORM' PLANTING TABLETS. QUANTITY PER MANUFACTURER'S RECOMMENDATIONS.
- ALL PLANTING BEDS SHALL HAVE A MINIMUM 18" DEPTH OF TOOL. LAWN AREAS SHALL HAVE A MINIMUM 12" DEPTH OF TOOL. SPREAD, COMPACT, AND FINE GRADE TOOL TO A SMOOTH AND UNIFORM GRADE 3" BELOW ADJACENT SURFACES OF PLANTER BED AREAS, 1-1/2" BELOW ADJACENT SURFACES OF TURF SOD AREAS, AND 1" BELOW ADJACENT SURFACES OF TURF SEED AREAS.
- REUSE EXISTING TOOL STOCKPILED ON THE SITE. SUPPLEMENT WITH IMPORTED TOOL WHEN QUANTITIES ARE INSUFFICIENT. VERIFY SUITABILITY AND CONDITION OF TOOL AS A GROWING MEDIUM. PERFORM SOIL TEST/ ANALYSIS AND PROVIDE ADDITIONAL AMENDMENT AS DETERMINED BY SOIL TESTS. TOOL SHALL BE A LOOSE, FRIABLE, SANDY LOAM, CLEAN AND FREE OF TOXIC MATERIALS, NOXIOUS WEEDS, WEED SEEDS, ROCKS, GRASS, OR OTHER FOREIGN MATERIAL AND HAVE A PH OF 5.5 TO 7.0. IF ONSITE TOOL DOES NOT MEET THESE MINIMUM STANDARDS, CONTRACTOR IS RESPONSIBLE TO EITHER:
 - PROVIDE APPROVED IMPORTED TOOL, OR:
 - IMPROVE ON-SITE TOOL WITH METHODS APPROVED BY THE LANDSCAPE ARCHITECT.
- IF IMPORTED TOOL FROM OFF-SITE SOURCES IS REQUIRED, ENSURE IT IS FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUM, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUM, STONES LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH:
 - OBTAIN TOOL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THOSE FOUND ON THE PROJECT SITE. OBTAIN TOOL ONLY FROM NATURALLY, WELL-DRAINED SITES WHERE TOOL OCCURS AT A DEPTH OF NOT LESS THAN 4 INCHES:
 - REPRESENTATIVE SAMPLES SHALL BE TESTED FOR ACIDITY, FERTILITY, TOXICITY, AND GENERAL TEXTURE A RECOGNIZED COMMERCIAL OR GOVERNMENT AGENCY AND COPIES OF THE TESTING AGENCY'S FINDINGS AND RECOMMENDATIONS SHALL BE FURNISHED TO THE OWNER'S REPRESENTATIVE BY THE CONTRACTOR. TOOL SHALL BE DELIVERED IN A FROZEN OR MUDDY CONDITION. ACIDITY/ALKALINITY RANGE - PH. 5.5 TO 7.6.
- IMMEDIATELY CLEAN UP ANY TOOL OR OTHER DEBRIS ON THE SITE CREATED FROM LANDSCAPE OPERATIONS AND DISPOSE OF PROPERLY OFF SITE.
- TREES SHALL NOT BE PLANTED WITHIN THE 10'-0" CLEAR ZONE OF ALL STORM DRAIN PIPE, STRUCTURES, OR FACILITIES.
- STORM DRAINAGE FACILITIES MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
- IN THE EVENT OF A DISCREPANCY, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.

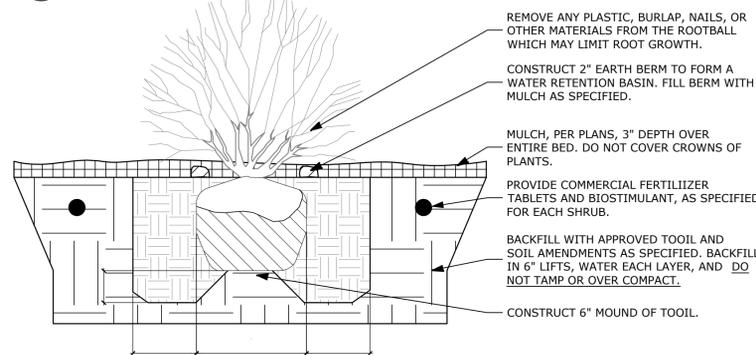
TOOIL NOTES:

- TOOIL REQUIREMENTS: ASTM D 5268, PH RANGE OF 5.5 TO 7, FOUR PERCENT ORGANIC MATERIAL MINIMUM, FREE OF STONES 1/2 INCH OR LARGER IN ANY DIMENSION, AND OTHER EXTRANEOUS MATERIALS HARMFUL TO PLANT GROWTH.
- TOOIL SOURCE: STRIP EXISTING TOOIL FROM ALL AREAS OF THE SITE TO BE DISTURBED. TOOIL SHALL BE FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUM, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUM, ORGANIC MATTER LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. TOOIL SHALL BE SCREENED TO ACHIEVE THIS REQUIREMENT.
- REPRESENTATIVE SAMPLES SHALL BE TESTED FOR ACIDITY, FERTILITY AND GENERAL TEXTURE BY A RECOGNIZED COMMERCIAL OR GOVERNMENT AGENCY AND COPIES OF THE TESTING AGENCY'S FINDINGS AND RECOMMENDATIONS SHALL BE FURNISHED TO THE ARCHITECT'S REPRESENTATIVE BY THE CONTRACTOR. ALL TOOIL SHALL BE AMENDED TO ACHIEVE SPECIFIED PH AND ORGANIC REQUIREMENTS. RE-TEST TOOIL PRIOR TO FINAL COMPLETION TO ENSURE REQUIREMENTS HAVE BEEN MET. NO TOOIL SHALL BE PLACED WHILE IN A FROZEN OR MUDDY CONDITION.
- PLACE TOOIL IN AREAS WHERE REQUIRED TO OBTAIN THICKNESS AS SCHEDULED. PLACE TOOIL DURING DRY WEATHER. PROVIDE ADDITIONAL IMPORTED TOOIL REQUIRED TO BRING SURFACE TO PROPOSED FINISH GRADE, AS REQUIRED.
- COMPACTED TOOIL THICKNESS AT THE FOLLOWING AREAS:
 - LAWN AREAS: 9 INCHES MINIMUM OR AS NECESSARY TO ACHIEVE EVEN GRADES WITH SURROUNDING LAWN AREAS.
 - PLANTER BEDS: 18 INCHES MINIMUM
- FINE GRADE TOOIL TO SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORMLY FINE TEXTURE. REMOVE RIDGES AND FILL DEPRESSIONS AS REQUIRED TO MEET FINISH GRADES. FINISH GRADE OF TOOIL SHALL BE 2" BELOW FINISH GRADE OF PAVEMENTS AREAS FOR SOD AND 1" FOR SEED.
- TOOIL STOCKPILE LOCATIONS TO BE COVERED COORDINATE WITH EROSION AND SEDIMENT CONTROL PLAN.
- ALL GRAVEL, SUBBASE, AND OTHER IMPORTED FILL MATERIALS OTHER THAN TOOIL SHALL ONLY BE STOCKPILED IN PROPOSED IMPERVIOUS AREAS. NO GRAVEL OR ROCK MATERIALS SHALL BE STOCKPILED OR TEMPORARILY PLACED IN PROPOSED LANDSCAPE AREAS TO PREVENT LANDSCAPE AREAS FROM BEING CONTAMINATED WITH ROCK MATERIALS. CONTRACTOR SHALL SUBMIT A DETAILED STOCKPILE PLAN TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO ANY EARTHWORK OPERATIONS.



2 PLANTER BED CUT EDGE

SCALE: 1 1/2" = 1'-0"

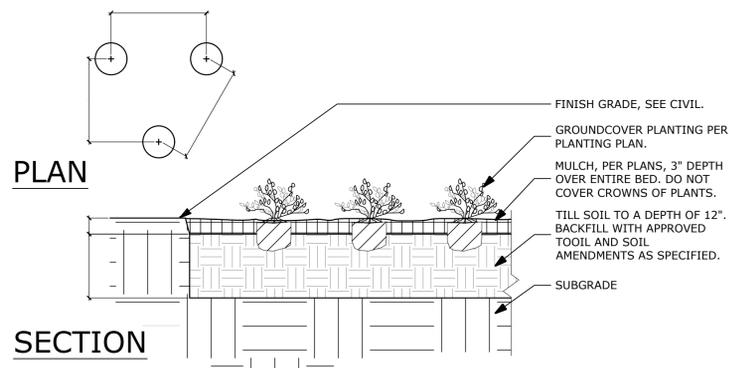


NOTES:

- SHRUB SHALL BEAR THE SAME RELATIONSHIP TO GRADE AS IT DID IN NURSERY.
- WATER SHRUB TWICE WITHIN FIRST 24 HOURS.
- THIN BRANCHES AND FOLIAGE BY 1/3.
- DO NOT CUT LEADERS TO RETAIN NATURAL SHRUB SHAPE.
- FOR CONTAINER GROUN PLANTS THAT ARE ROOTBOUND SPLIT THE ROOTBALL WITH 3 EQUAL SPACED VERTICAL CUTS.

3 SHRUB PLANTING

SCALE: 3/4" = 1'-0"



NOTES:

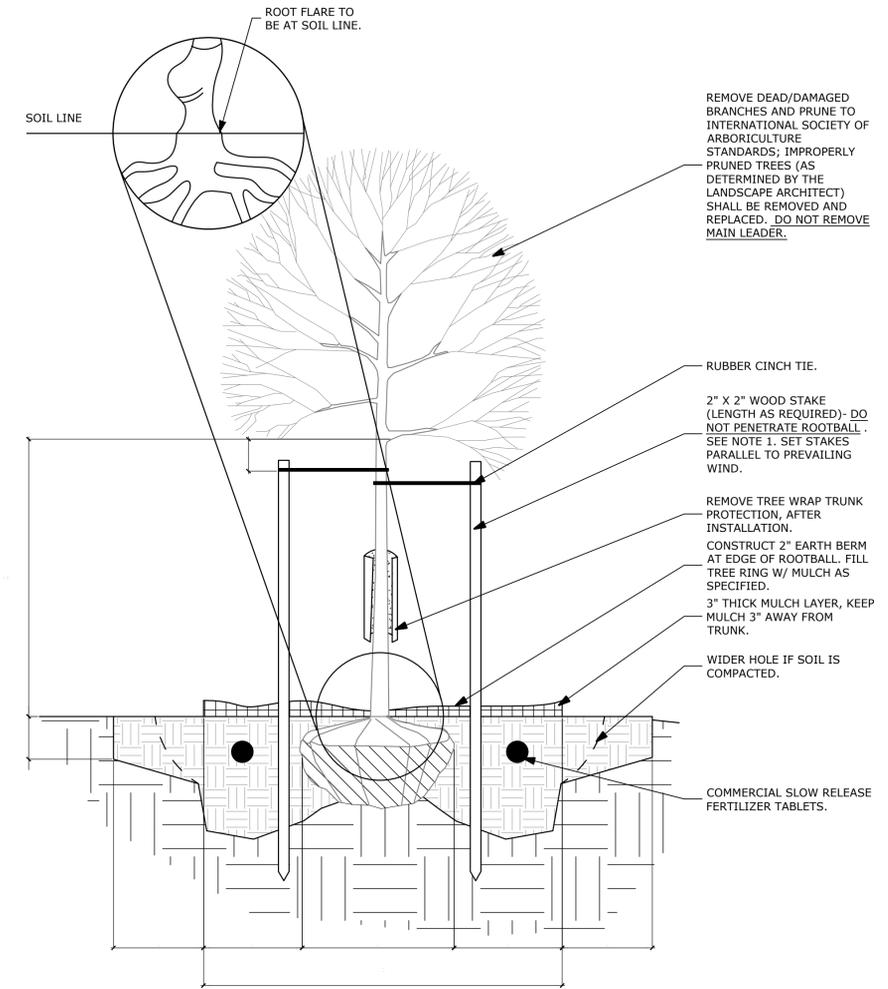
- ALL GROUND COVER PLANTS TO BE PLANTED ON CENTER IN A TRIANGULAR PATTERN.
- APPLY SPECIFIED PRE-EMERGENT PER MANUFACTURER'S RECOMMENDATIONS TO ALL GROUND COVER BEDS.

4 GROUND COVER PLANTING

SCALE: 3/4" = 1'-0"

IRRIGATION NOTES:

- GROUND SPRINKLER SYSTEM WHICH INSURES COMPLETE COVERAGE AND PROPERLY ZONED FOR REQUIRED WATER USES. EACH HYDROZONE IS TO BE IRRIGATED WITH SEPARATE INDIVIDUAL STATIONS.
- PLANTER BEDS AND LAWN AREAS ARE TO HAVE SEPARATE HYDRO-ZONES.
- POP-UP SPRINKLER HEADS SHALL HAVE A MINIMUM RISER HEIGHT OF 4 INCHES AT LAWN AREAS AND 18" AT PLANTER BEDS.
- PLANTER BEDS ARE TO HAVE DRIP IRRIGATION SYSTEM OR POP-UP SPRAY SYSTEM. ANNUALS, PERENNIALS GROUND COVERS OR SHRUB MASSINGS SHALL HAVE A POP-UP SPRAY SYSTEM. ELECTRONIC WATER DISTRIBUTION/ TIMING CONTROLLERS ARE TO BE PROVIDED. MINIMUM CONTROLLER REQUIREMENTS ARE AS FOLLOWS:
 - PRECISE INDIVIDUAL STATION TIMING.
 - RUN TIME CAPABILITIES FOR EXTREMES IN PRECIPITATION RATES.
 - AT LEAST ONE PROGRAM FOR EACH HYDROZONE.
 - SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF.
 - SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF.
 - SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF.
 - SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF.
- POWER FAILURE BACKUP FOR ALL PROGRAMED INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
- INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
- THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% HEAD TO HEAD COVERAGE WITH TRIANGULAR SPACING.
- SPRINKLER HEADS SHALL BE ADJUSTED TO REDUCE OVERSPRAY ONTO IMPERVIOUS SURFACES (BUILDINGS, SIDEWALKS, DRIVEWAYS, AND ASPHALT AREAS).
- PROVIDE MINIMUM (1) QUICK COUPLER VALVE PER EACH (6) AUTOMATIC VALVE ZONES. APPROVE Q.C.V. LOCATIONS WITH LANDSCAPE ARCHITECT.



NOTES:

- REMOVE BURLAP, TWINE, AND WIRE BASKET FROM TOP 2/3 OF ROOTBALL. REMOVE ALL NAILS, TIES, AND PLASTIC FROM ROOTBALL. IF SYNTHETIC BURLAP IS UTILIZED TO WRAP THE ROOTBALL, IT SHALL BE COMPLETELY REMOVED. ONLY BIODEGRADABLE BURLAP SHALL BE LEFT ON THE BOTTOM OF THE ROOTBALL.
- THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR LENGTH OF WARRANTY PERIOD OR 1 YEAR AFTER SUBSTANTIAL COMPLETION WHICHEVER IS GREATER. ALL STAKING SHALL BE REMOVED AT THE END OF THE WARRANTY PERIOD.
- IN THE EVENT OF A QUESTION OR LACK OF CLARITY ON THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
- LANDSCAPE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PLANT MATERIAL.
- WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
- WATER TREE TWICE WITHIN THE FIRST 24 HOURS.
- IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.
- FOR TREES LOCATED WITHIN ROADSIDE PLANTERS LESS THAN 8'-0" IN WIDTH, PROVIDE TREE ROOT BARRIER (DEEPROOT #24-2 OR APPROVED EQUAL). LOCATE ROOT BARRIER AT BACK OF CURB AND EDGE OF SIDEWALK. ALL TREE INSTALLATIONS SHALL CONFORM TO ALL AGENCY APPROVAL REQUIREMENTS, CONTRACTOR SHALL VERIFY PRIOR TO ANY INSTALLATIONS.

1 DECIDUOUS TREE PLANTING

SCALE: 3/4" = 1'-0"

WEED ABATEMENT NOTES:

- ALL AREAS TO BE PLANTED OR HYDROSEEDING SHALL HAVE WEED ABATEMENT OPERATIONS ON THEM PRIOR TO PLANTING OR HYDROSEEDING.
- CONTRACTOR SHALL SPRAY ALL EXPOSED WEEDS WITH "ROUND UP (CONTACT HERBICIDE) OR EQUAL.
- DO NOT WATER FOR AT LEAST SEVEN (7) DAYS. REMOVE EXPOSED WEEDS FROM THE SITE.
- CONTRACTOR SHALL OPERATE THE AUTOMATIC IRRIGATION SYSTEM FOR A PERIOD OF FOURTEEN DAYS. AT CONCLUSION OF THIS WATERING PERIOD, DISCONTINUE WATERING FOR THREE TO FIVE DAYS.
- APPLY SECOND APPLICATION OF "ROUND UP" TO ALL EXPOSED WEEDS. APPLY IN STRICT WITH MANUFACTURER'S SPECIFICATIONS AND INSTRUCTIONS. DO NOT WATER FOR AT LEAST SEVEN DAYS. REMOVE WEEDS FROM THE SITE.
- IF ANY EVIDENCE OF WEED GERMINATION EXISTS AFTER TWO (2) APPLICATIONS, CONTRACTOR DIRECTED TO PERFORM A THIRD APPLICATION.
- THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% HEAD TO HEAD COVERAGE WITH TRIANGULAR SPACING.
- AT THE TIME OF PLANTING AND HYDROSEEDING, ALL PLANTING AREAS SHALL BE WEED FREE.



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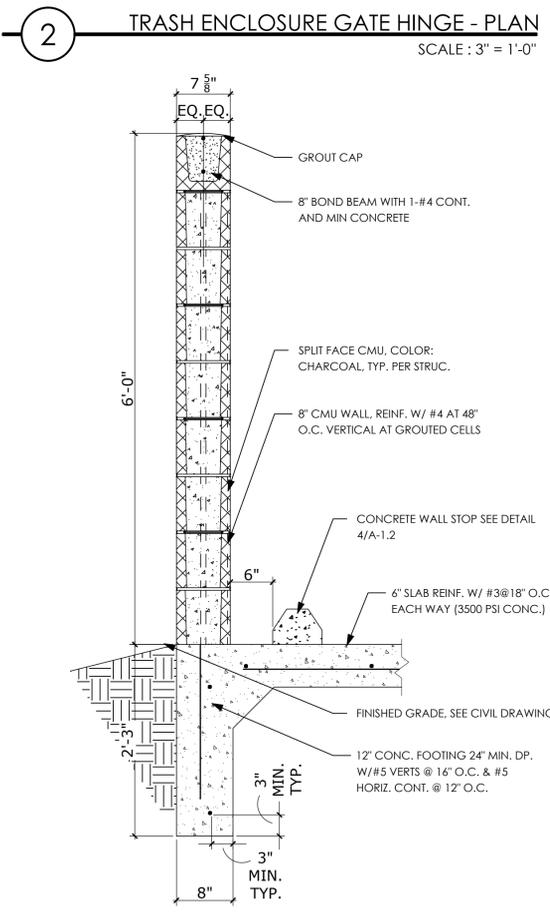
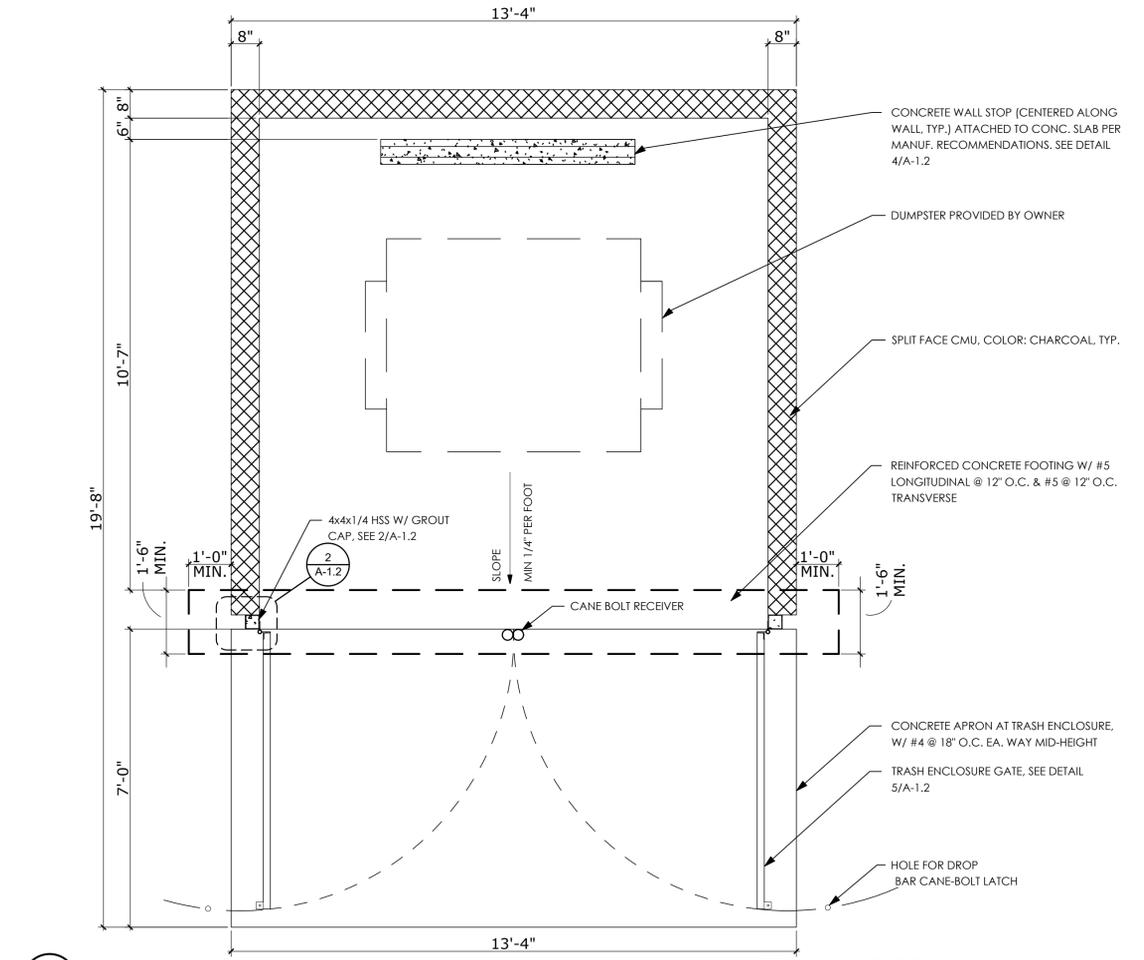
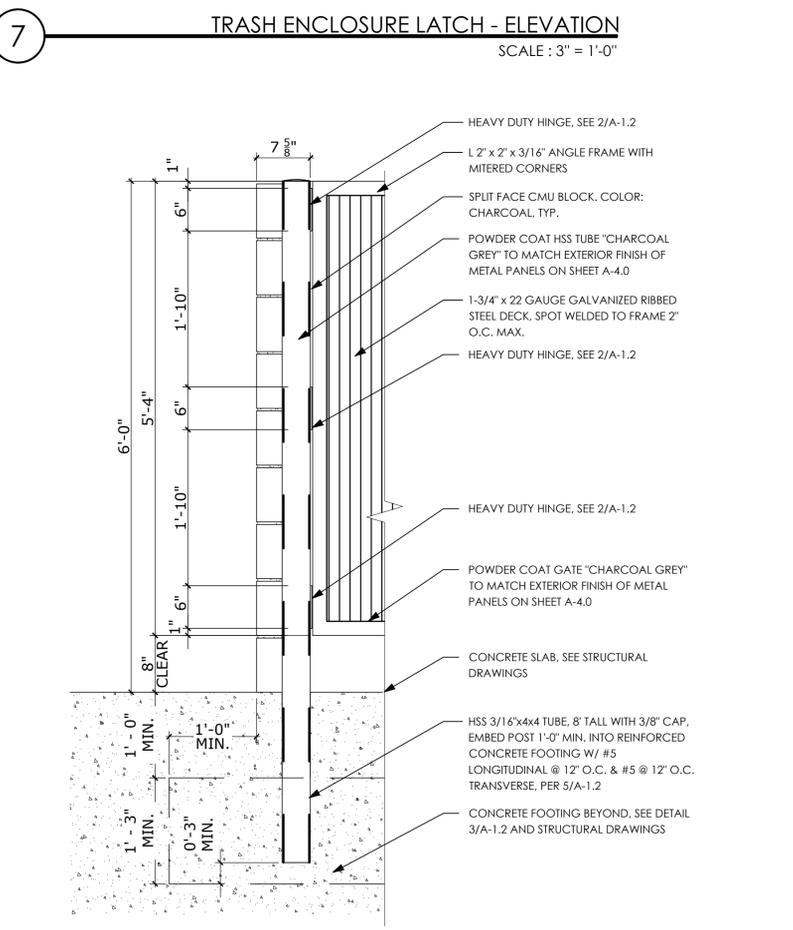
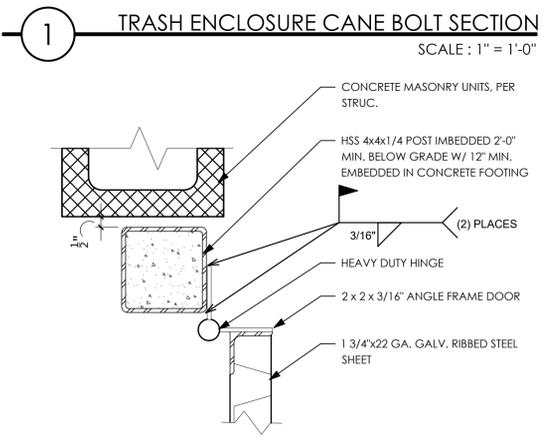
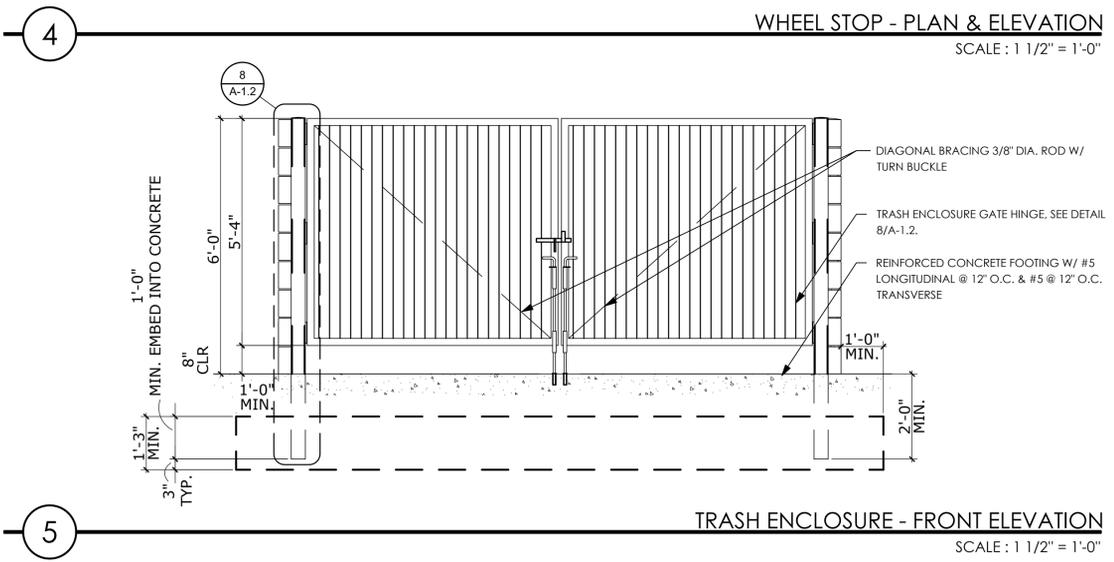
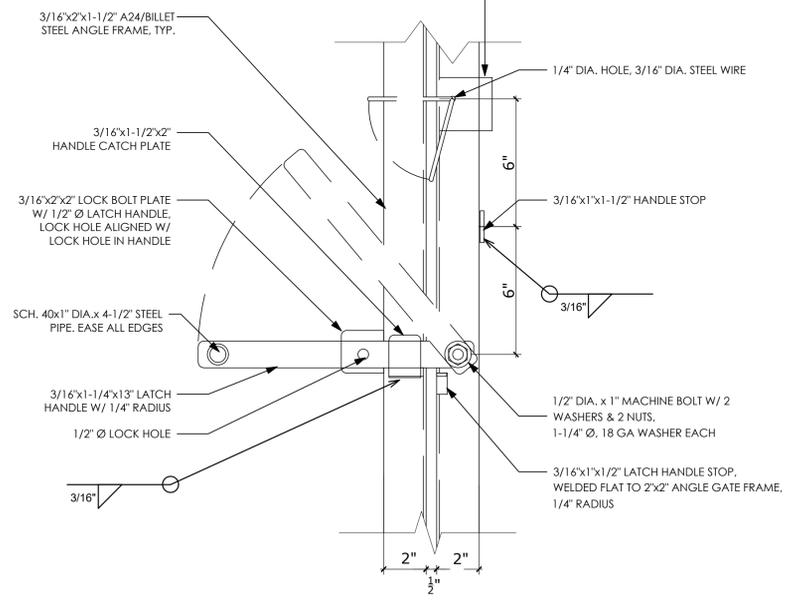
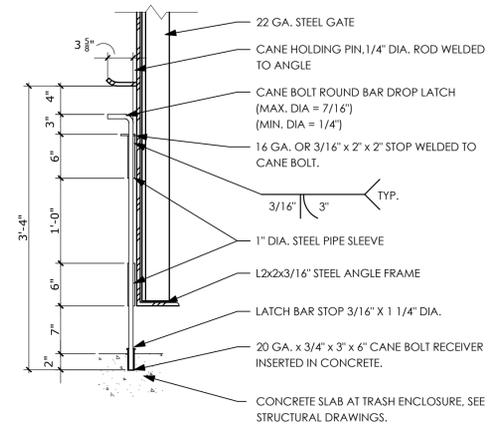
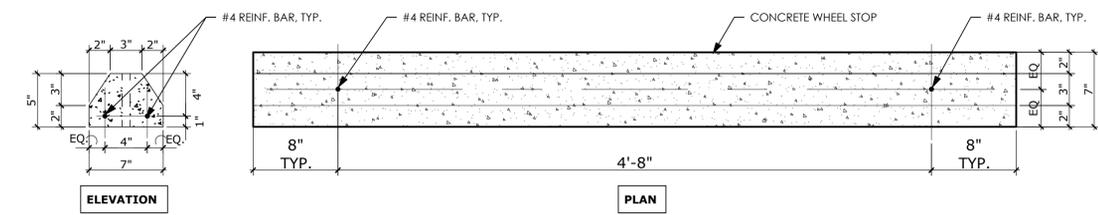
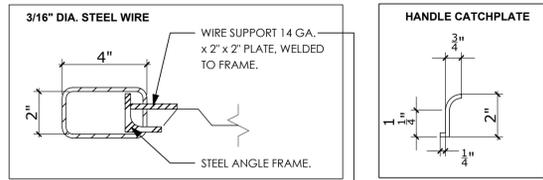
NEW CONSTRUCTION FOR:
KUNA MORA INDUSTRIAL
5895 KUNA MORA RD, KUNA, ID.

DATE	DESCRIPTION - COMMENTS

DATE: MARCH 2025
DRAWN BY: ST
CHECKED BY: JHJ
JOB NUMBER: 24114

SHEET TITLE
SITE PLAN

SHEET NUMBER
A-1.0
SHEET *-*



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5895 KUNA MORA RD, KUNA, ID.

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JOB NUMBER: 24114

SHEET TITLE
SITE DETAILS

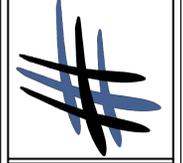
SHEET NUMBER
A-1.1
SHEET 3--12

LANDSCAPE SCHEDULE						
DECIDUOUS TREES	SYMBOL	BOTANICAL NAME	SIZE	MATURE SIZE H&W	CLASS	QTY
		CHOKECHERRY, CANADA RED PRUNUS VIRGINIANA	2" CAL. B&B	25' x 20'	CLASS I	1
CONIFERS		BOTANICAL NAME	SIZE	MATURE SIZE H&W		QTY
		JUNIPER, UPRIGHT JUNIPERUS SCOPULORUM	6' HT.	20' x 12'		3
GROUND COVERS		BOTANICAL NAME	SIZE	MATURE SIZE H&W		QTY
		BLACK AND TAN PERMA BARK - ROCK MULCH	3/4"			4,605 S.F.
SHRUBS		BOTANICAL NAME	SIZE	MATURE SIZE H&W		QTY
		DWARF FOUNTAIN GRASS PENNISETUM ALOPECUROIDES 'HAMELN'	1 GAL	2' x 2'		7
		SLOWMOUND MUGO PINE PINUS MUGO 'SLOWMOUND'	3 GAL	2' x 2'		9

- ### GENERAL NOTES
- REQUIRED LANDSCAPE AREAS SHALL BE AT LEAST SEVENTY PERCENT (70%) COVERED WITH VEGETATION AT MATURITY, WITH MULCH USED UNDER AND AROUND THE PLANTS.
 - ALL PLANT MATERIAL INSTALLED SHALL MEET OR EXCEED THE MINIMUM FEDERAL STANDARDS AS REGULATED BY ANSI Z60.1, AMERICAN STANDARD FOR NURSERY STOCK.
 - ALL TREES, SHRUBS, AND OTHER PLANT MATERIAL SHALL BE PLANTED USING ACCEPTED NURSERY STANDARDS AS PUBLISHED BY THE AMERICAN ASSOCIATION OF NURSERYMEN (LATEST EDITION) INCLUDING HOLE SIZE, BACKFILLING, AND FERTILIZATION.
 - ALL REQUIRED LANDSCAPING SHALL BE PROVIDED WITH AN AUTOMATICALLY CONTROLLED IRRIGATION SYSTEM IN CONFORMANCE WITH THE BEST MANAGEMENT PRACTICES FOR AUTOMATIC IRRIGATION SYSTEMS.
 - REQUIRED TREES MUST BE IDENTIFIED IN THE MOST CURRENT VERSION OF THE "TREE SELECTION GUIDE FOR STREET AND LANDSCAPES THROUGHOUT IDAHO" BY BOISE PARKS AND RECREATION DEPARTMENT OR CERTIFIED BY A LICENSED LANDSCAPE ARCHITECT TO BE APPROPRIATE TO THE PROPOSED LOCATION.
 - ALL STORM WATER IS TO BE RETAINED ON SITE WITH RETAINING BASINS.
 - ALL EXISTING TREES ON PARCEL B AND C WILL BE REMOVED.

- ### KEYNOTES
- VISION TRIANGLE.
 - ASPHALT SURFACE.
 - PROPOSED TRASH ENCLOSURE, SEE DETAILS ON SHEET A-1.1.

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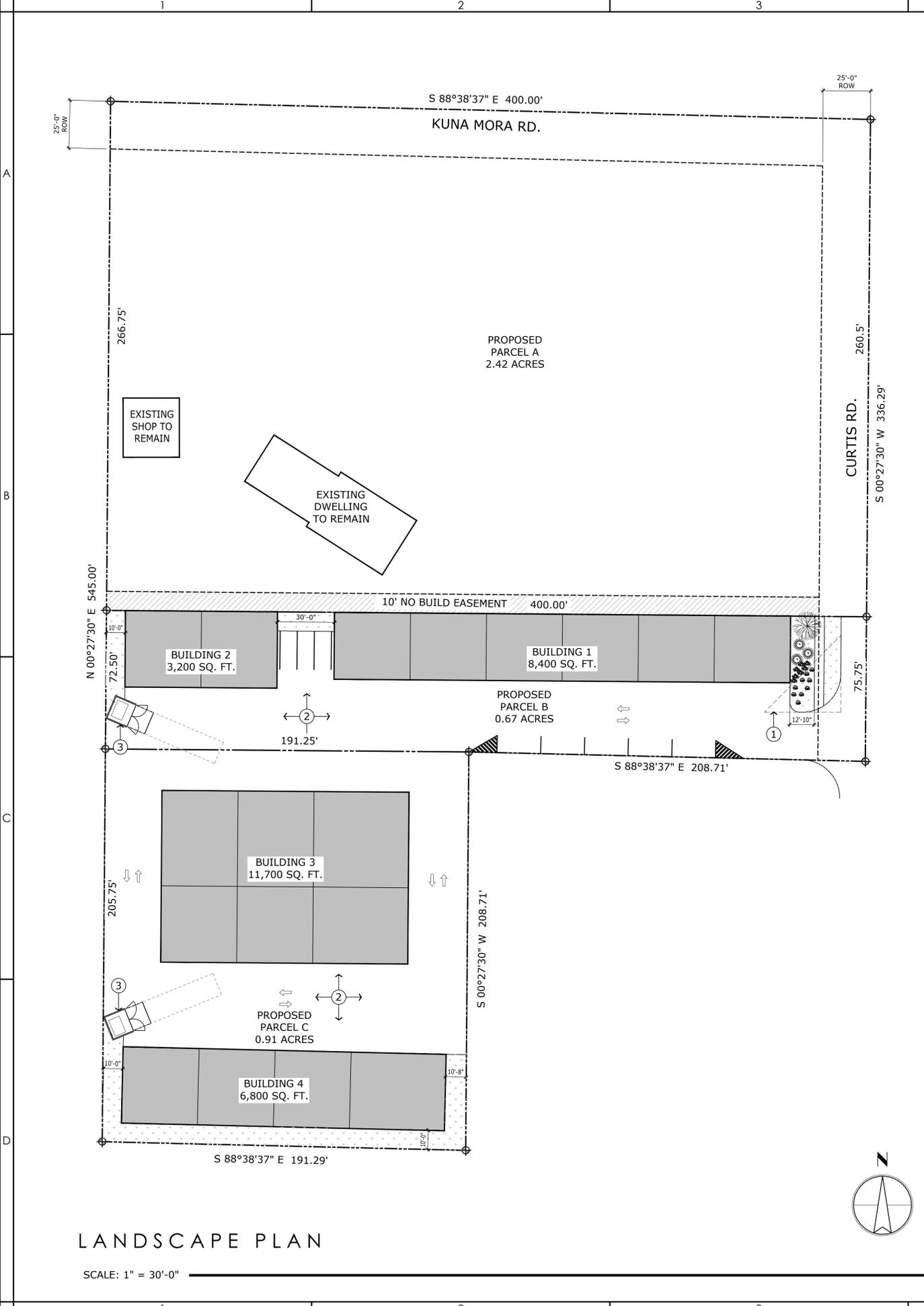
NEW CONSTRUCTION FOR:
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 5895 KUNA MORA RD, KUNA, ID.

DATE	DESCRIPTION - COMMENTS

DATE: APRIL 2025
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 JOB NUMBER: 24114

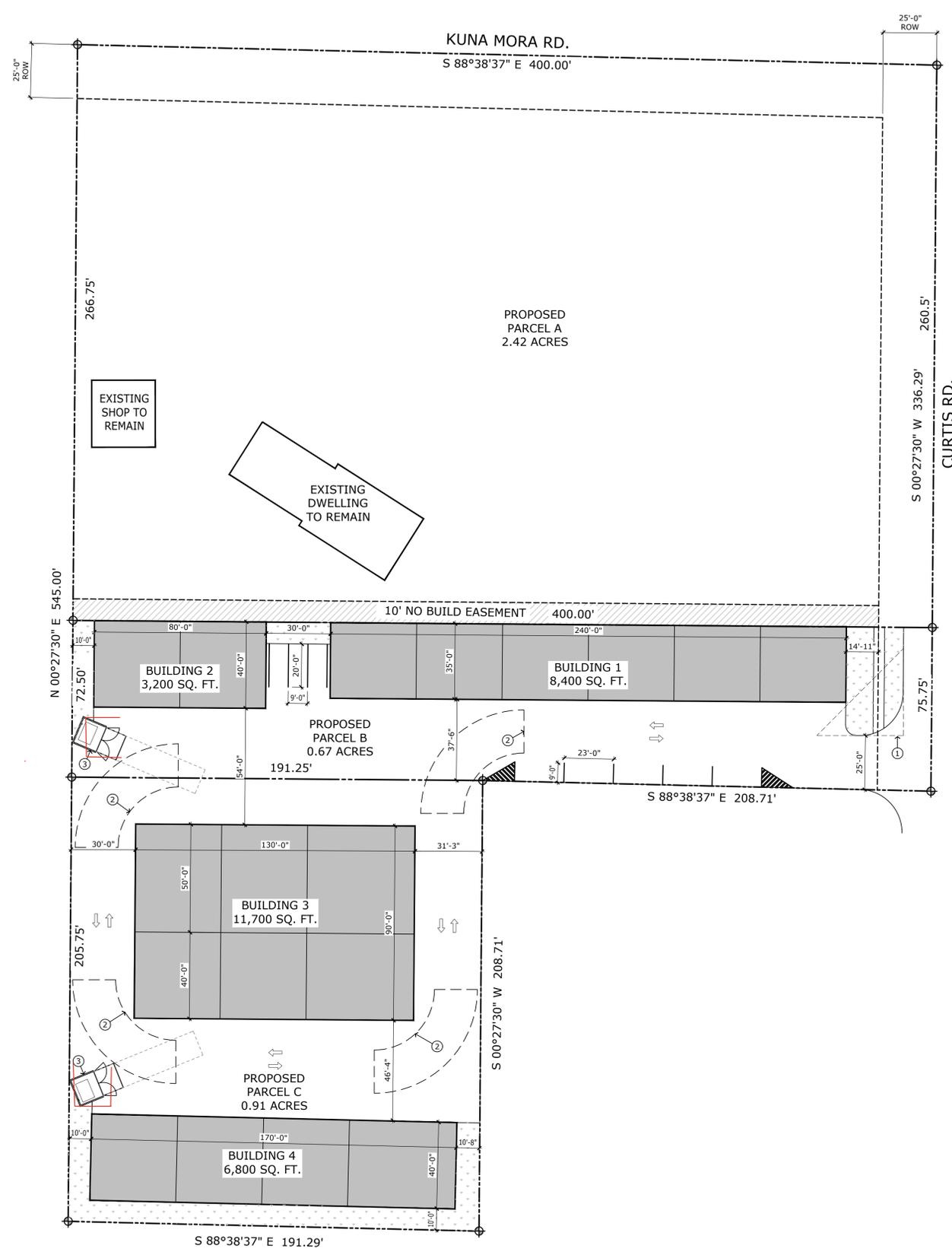
SHEET TITLE
LANDSCAPE PLAN

L-1.0
 SHEET *--*



LANDSCAPE PLAN

SCALE: 1" = 30'-0"



SITE REFERENCE PLAN

SCALE: 1" = 30'-0"

SITE RECAP

PARCEL # S2006110005
 PARCEL AREA: 4.00 ACRES (174,419 S.F.)
 CITY ZONING: M-1
 SETBACKS:
 FRONT 0'-0"
 REAR 0'-0"
 SIDES 0'-0"

BUILDING AREA RECAP

BUILDING 1	TOTAL AREA:	8,400 SQ. FT.
BUILDING 2	TOTAL AREA:	3,200 SQ. FT.
BUILDING 3	TOTAL AREA:	11,700 SQ. FT.
BUILDING 4	TOTAL AREA:	6,800 SQ. FT.
TOTAL OVERALL AREA:		30,100 SQ. FT.

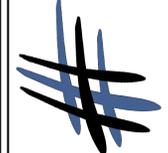
GENERAL NOTES

- A. STORM WATER TO BE RETAINED ON SITE. PLEASE REFER TO CIVIL DRAWINGS
- B. WATER, SEWER AND POWER SERVICES PER CIVIL DRAWINGS.
- C. A SIGN IS NOT PROPOSED WITH THIS DEVELOPMENT.

KEYNOTES

- ① VISION TRIANGLE.
- ② LINE REPRESENTS FIRE TURNING RADIUS.
- ③ PROPOSED TRASH ENCLOSURE, SEE DETAILS ON SHEET A-1.1.

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DESCRIPTION: COMMENTS
DATE

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SITE PLAN

A-1.0

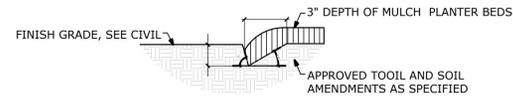
SHEET ***

LANDSCAPING NOTES:

- CONTRACTOR SHALL REPORT TO LANDSCAPE ARCHITECT ALL CONDITIONS WHICH IMPAIR AND/OR PREVENT THE PROPER EXECUTION OF THIS WORK, PRIOR TO BEGINNING WORK.
- NO MATERIAL SUBSTITUTIONS SHALL BE MADE WITHOUT THE LANDSCAPE ARCHITECT'S PRIOR WRITTEN APPROVAL. ALTERNATE MATERIALS OF SIMILAR SIZE AND CHARACTER MAY BE CONSIDERED IF SPECIFIED PLANT MATERIALS CAN NOT BE OBTAINED.
- COORDINATE ALL WORK WITH ALL OTHER SITE RELATED DEVELOPMENT DRAWINGS.
- COORDINATE WORK SCHEDULE AND OBSERVATIONS WITH LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION START-UP.
- ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS.
- ALL PLANT MATERIAL SHALL CONFORM TO THE AMERICAN NURSERYMAN STANDARDS FOR TYPE AND SIZE SHOWN. PLANTS WILL BE REJECTED IF NOT IN A SOUND AND HEALTHY CONDITION.]
- IN THE EVENT OF A PLANT COUNT DISCREPANCY, PLANT SYMBOLS SHALL OVERRIDE SCHEDULE QUANTITIES AND CALL OUT SYMBOL NUMBERS.
- ALL PLANTING BEDS SHALL BE COVERED WITH A MINIMUM OF 3" DEPTH OF 3" MINUS BARK MULCH. SUBMIT SAMPLE FOR APPROVAL.
- ALL PLANT MATERIAL SHALL BE GUARANTEED FOR A PERIOD OF ONE YEAR BEGINNING AT THE DATE OF ACCEPTANCE BY THE OWNER. REPLACE ALL PLANT MATERIAL FOUND DEAD OR NOT IN A HEALTHY IMMEDIATELY WITH THE SAME SIZE AND SPECIES AT NO COST TO THE OWNER.
- FINISH GRADES SHALL PROVIDE A SMOOTH TRANSITION WITH ADJACENT SURFACES AND ENSURE POSITIVE DRAINAGE IN ACCORDANCE WITH THE SITE CIVIL GRADING PLAN.
- AMEND EXISTING APPROVED TOOL AT A RATIO OF THREE CUBIC YARDS OF APPROVED COMPOST PER 1000 SQUARE FEET. ROTO-TILL ORGANIC MATTER A MINIMUM OF 6 INCHES INTO TOOL.
- FERTILIZE ALL TREES AND SHRUBS WITH 'AGRIFORM' PLANTING TABLETS. QUANTITY PER MANUFACTURER'S RECOMMENDATIONS.
- ALL PLANTING BEDS SHALL HAVE A MINIMUM 18" DEPTH OF TOOL. LAWN AREAS SHALL HAVE A MINIMUM 12" DEPTH OF TOOL. SPREAD, COMPACT, AND FINE GRADE TOOL TO A SMOOTH AND UNIFORM GRADE 3" BELOW ADJACENT SURFACES OF PLANTER BED AREAS, 1-1/2" BELOW ADJACENT SURFACES OF TURF SOD AREAS, AND 1" BELOW ADJACENT SURFACES OF TURF SEED AREAS.
- REUSE EXISTING TOOL STOCKPILED ON THE SITE. SUPPLEMENT WITH IMPORTED TOOL WHEN QUANTITIES ARE INSUFFICIENT. VERIFY SUITABILITY AND CONDITION OF TOOL AS A GROWING MEDIUM. PERFORM SOIL TEST/ ANALYSIS AND PROVIDE ADDITIONAL AMENDMENT AS DETERMINED BY SOIL TESTS. TOOL SHALL BE A LOOSE, FRIABLE, SANDY LOAM, CLEAN AND FREE OF TOXIC MATERIALS, NOXIOUS WEEDS, WEED SEEDS, ROCKS, GRASS, OR OTHER FOREIGN MATERIAL AND HAVE A PH OF 5.5 TO 7.0. IF ONSITE TOOL DOES NOT MEET THESE MINIMUM STANDARDS, CONTRACTOR IS RESPONSIBLE TO EITHER:
 - PROVIDE APPROVED IMPORTED TOOL, OR:
 - IMPROVE ON-SITE TOOL WITH METHODS APPROVED BY THE LANDSCAPE ARCHITECT.
- IF IMPORTED TOOL FROM OFF-SITE SOURCES IS REQUIRED, ENSURE IT IS FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUM, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUM, STONES LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEIOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH:
 - OBTAIN TOOL FROM LOCAL SOURCES OR FROM AREAS HAVING SIMILAR SOIL CHARACTERISTICS TO THOSE FOUND ON THE PROJECT SITE. OBTAIN TOOL ONLY FROM NATURALLY, WELL-DRAINED SITES WHERE TOOL OCCURS AT A DEPTH OF NOT LESS THAN 4 INCHES:
 - REPRESENTATIVE SAMPLES SHALL BE TESTED FOR ACIDITY, FERTILITY, TOXICITY, AND GENERAL TEXTURE A RECOGNIZED COMMERCIAL OR GOVERNMENT AGENCY AND COPIES OF THE TESTING AGENCY'S FINDINGS AND RECOMMENDATIONS SHALL BE FURNISHED TO THE OWNER'S REPRESENTATIVE BY THE CONTRACTOR. TOOL SHALL BE DELIVERED IN A FROZEN OR MUDDY CONDITION. ACIDITY/ALKALINITY RANGE - PH. 5.5 TO 7.6.
- IMMEDIATELY CLEAN UP ANY TOOL OR OTHER DEBRIS ON THE SITE CREATED FROM LANDSCAPE OPERATIONS AND DISPOSE OF PROPERLY OFF SITE.
- TREES SHALL NOT BE PLANTED WITHIN THE 10'-0" CLEAR ZONE OF ALL STORM DRAIN PIPE, STRUCTURES, OR FACILITIES.
- STORM DRAINAGE FACILITIES MUST BE PROTECTED FROM ANY AND ALL CONTAMINATION DURING THE CONSTRUCTION AND INSTALLATION OF THE LANDSCAPE IRRIGATION SYSTEM.
- IN THE EVENT OF A DISCREPANCY, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.

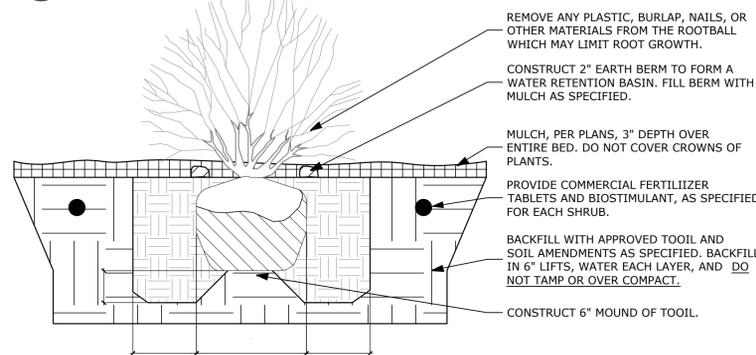
TOOIL NOTES:

- TOOIL REQUIREMENTS: ASTM D 5268, PH RANGE OF 5.5 TO 7, FOUR PERCENT ORGANIC MATERIAL MINIMUM, FREE OF STONES 1/2 INCH OR LARGER IN ANY DIMENSION, AND OTHER EXTRANEIOUS MATERIALS HARMFUL TO PLANT GROWTH.
- TOOIL SOURCE: STRIP EXISTING TOOIL FROM ALL AREAS OF THE SITE TO BE DISTURBED. TOOIL SHALL BE FERTILE, FRIABLE, NATURAL LOAM, SURFACE SOIL, REASONABLY FREE OF SUBSOIL, CLAY LUM, BRUSH, WEEDS AND OTHER LITTER, AND FREE OF ROOTS, STUM, ORGANIC MATTER LARGER THAN 2 INCHES IN ANY DIMENSION, AND OTHER EXTRANEIOUS OR TOXIC MATTER HARMFUL TO PLANT GROWTH. TOOIL SHALL BE SCREENED TO ACHIEVE THIS REQUIREMENT.
- REPRESENTATIVE SAMPLES SHALL BE TESTED FOR ACIDITY, FERTILITY AND GENERAL TEXTURE BY A RECOGNIZED COMMERCIAL OR GOVERNMENT AGENCY AND COPIES OF THE TESTING AGENCY'S FINDINGS AND RECOMMENDATIONS SHALL BE FURNISHED TO THE ARCHITECT'S REPRESENTATIVE BY THE CONTRACTOR. ALL TOOIL SHALL BE AMENDED TO ACHIEVE SPECIFIED PH AND ORGANIC REQUIREMENTS. RE-TEST TOOIL PRIOR TO FINAL COMPLETION TO ENSURE REQUIREMENTS HAVE BEEN MET. NO TOOIL SHALL BE PLACED WHILE IN A FROZEN OR MUDDY CONDITION.
- PLACE TOOIL IN AREAS WHERE REQUIRED TO OBTAIN THICKNESS AS SCHEDULED. PLACE TOOIL DURING DRY WEATHER. PROVIDE ADDITIONAL IMPORTED TOOIL REQUIRED TO BRING SURFACE TO PROPOSED FINISH GRADE, AS REQUIRED.
- COMPACTED TOOIL THICKNESS AT THE FOLLOWING AREAS:
 - LAWN AREAS: 9 INCHES MINIMUM OR AS NECESSARY TO ACHIEVE EVEN GRADES WITH SURROUNDING LAWN AREAS.
 - PLANTER BEDS: 18 INCHES MINIMUM
- FINE GRADE TOOIL TO SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORMLY FINE TEXTURE. REMOVE RIDGES AND FILL DEPRESSIONS AS REQUIRED TO MEET FINISH GRADES. FINISH GRADE OF TOOIL SHALL BE 2" BELOW FINISH GRADE OF PAVEMENTS AREAS FOR SOD AND 1" FOR SEED.
- TOOIL STOCKPILE LOCATIONS TO BE COVERED COORDINATE WITH EROSION AND SEDIMENT CONTROL PLAN.
- ALL GRAVEL, SUBBASE, AND OTHER IMPORTED FILL MATERIALS OTHER THAN TOOIL SHALL ONLY BE STOCKPILED IN PROPOSED IMPERVIOUS AREAS. NO GRAVEL OR ROCK MATERIALS SHALL BE STOCKPILED OR TEMPORARILY PLACED IN PROPOSED LANDSCAPE AREAS TO PREVENT LANDSCAPE AREAS FROM BEING CONTAMINATED WITH ROCK MATERIALS. CONTRACTOR SHALL SUBMIT A DETAILED STOCKPILE PLAN TO LANDSCAPE ARCHITECT AND OWNER FOR APPROVAL PRIOR TO ANY EARTHWORK OPERATIONS.



2 PLANTER BED CUT EDGE

SCALE: 1 1/2" = 1'-0"

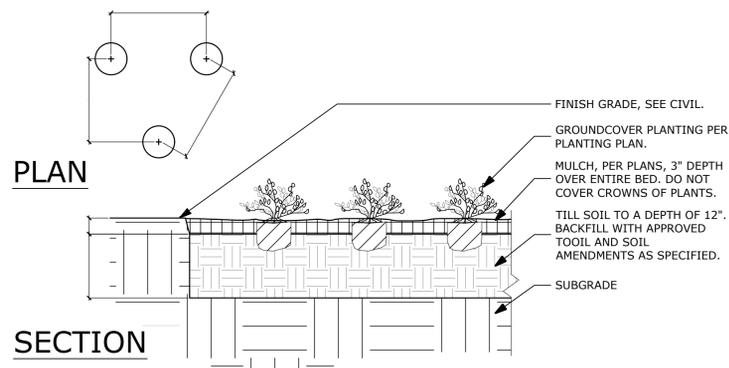


NOTES:

- SHRUB SHALL BEAR THE SAME RELATIONSHIP TO GRADE AS IT DID IN NURSERY.
- WATER SHRUB TWICE WITHIN FIRST 24 HOURS.
- THIN BRANCHES AND FOLIAGE BY 1/3.
- DO NOT CUT LEADERS TO RETAIN NATURAL SHRUB SHAPE.
- FOR CONTAINER GROUN PLANTS THAT ARE ROOTBOUND SPLIT THE ROOTBALL WITH 3 EQUAL SPACED VERTICAL CUTS.

3 SHRUB PLANTING

SCALE: 3/4" = 1'-0"



NOTES:

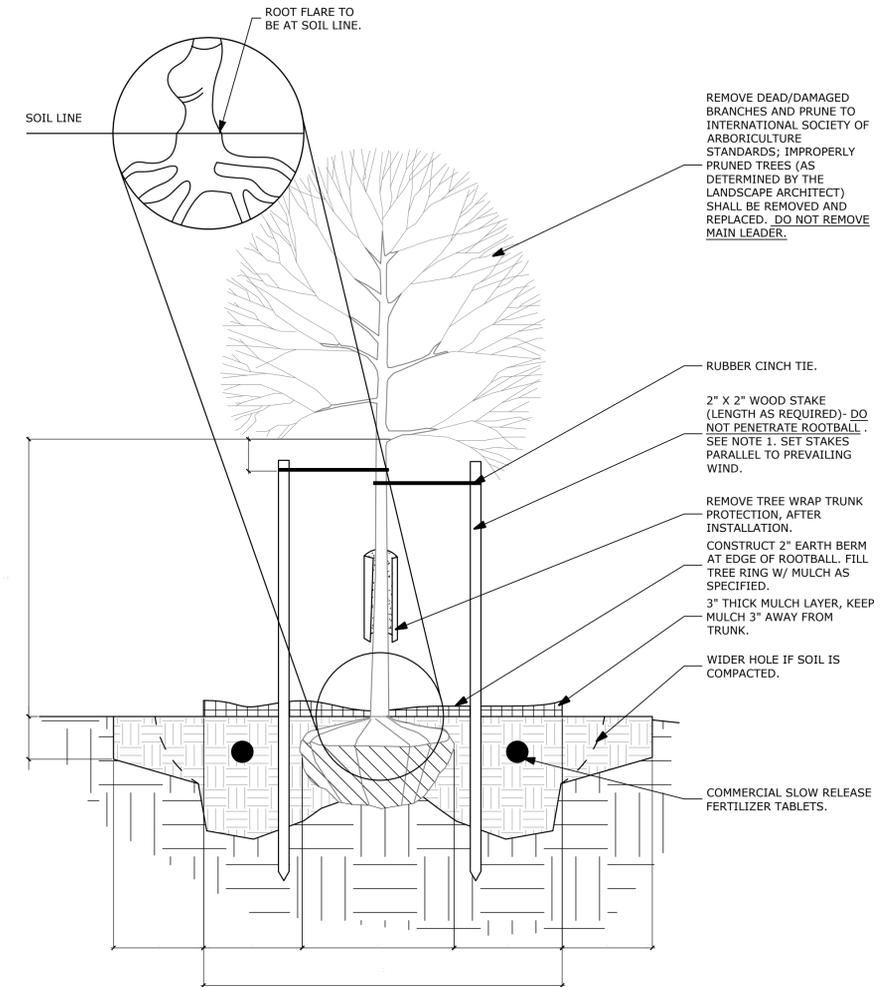
- ALL GROUND COVER PLANTS TO BE PLANTED ON CENTER IN A TRIANGULAR PATTERN.
- APPLY SPECIFIED PRE-EMERGENT PER MANUFACTURER'S RECOMMENDATIONS TO ALL GROUND COVER BEDS.

4 GROUND COVER PLANTING

SCALE: 3/4" = 1'-0"

IRRIGATION NOTES:

- GROUND SPRINKLER SYSTEM WHICH INSURES COMPLETE COVERAGE AND PROPERLY ZONED FOR REQUIRED WATER USES. EACH HYDROZONE IS TO BE IRRIGATED WITH SEPARATE INDIVIDUAL STATIONS.
- PLANTER BEDS AND LAWN AREAS ARE TO HAVE SEPARATE HYDRO-ZONES.
- POP-UP SPRINKLER HEADS SHALL HAVE A MINIMUM RISER HEIGHT OF 4 INCHES AT LAWN AREAS AND 18" AT PLANTER BEDS.
- PLANTER BEDS ARE TO HAVE DRIP IRRIGATION SYSTEM OR POP-UP SPRAY SYSTEM. ANNUALS, PERENNIALS GROUND COVERS OR SHRUB MASSINGS SHALL HAVE A POP-UP SPRAY SYSTEM. ELECTRONIC WATER DISTRIBUTION/ TIMING CONTROLLERS ARE TO BE PROVIDED. MINIMUM CONTROLLER REQUIREMENTS ARE AS FOLLOWS:
 - PRECISE INDIVIDUAL STATION TIMING.
 - RUN TIME CAPABILITIES FOR EXTREMES IN PRECIPITATION RATES.
 - AT LEAST ONE PROGRAM FOR EACH HYDROZONE.
 - SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF.
 - SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF.
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 - SUFFICIENT MULTIPLE CYCLES TO AVOID WATER RUN-OFF.
- POWER FAILURE BACKUP FOR ALL PROGRAMED INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
- INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
- THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% HEAD TO HEAD COVERAGE WITH TRIANGULAR SPACING.
- SPRINKLER HEADS SHALL BE ADJUSTED TO REDUCE OVERSPRAY ONTO IMPERVIOUS SURFACES (BUILDINGS, SIDEWALKS, DRIVEWAYS, AND ASPHALT AREAS).
- PROVIDE MINIMUM (1) QUICK COUPLER VALVE PER EACH (6) AUTOMATIC VALVE ZONES. APPROVE Q.C.V. LOCATIONS WITH LANDSCAPE ARCHITECT.



NOTES:

- REMOVE BURLAP, TWINE, AND WIRE BASKET FROM TOP 2/3 OF ROOTBALL. REMOVE ALL NAILS, TIES, AND PLASTIC FROM ROOTBALL. IF SYNTHETIC BURLAP IS UTILIZED TO WRAP THE ROOTBALL, IT SHALL BE COMPLETELY REMOVED. ONLY BIODEGRADABLE BURLAP SHALL BE LEFT ON THE BOTTOM OF THE ROOTBALL.
- THE STAKING OF TREES IS TO BE THE CONTRACTOR'S OPTION; HOWEVER, THE CONTRACTOR IS RESPONSIBLE TO ENSURE THAT ALL TREES ARE PLANTED STRAIGHT AND THAT THEY REMAIN STRAIGHT FOR LENGTH OF WARRANTY PERIOD OR 1 YEAR AFTER SUBSTANTIAL COMPLETION WHICHEVER IS GREATER. ALL STAKING SHALL BE REMOVED AT THE END OF THE WARRANTY PERIOD.
- IN THE EVENT OF A QUESTION OR LACK OF CLARITY ON THE DRAWINGS, THE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT BEFORE PROCEEDING.
- LANDSCAPE CONTRACTOR IS TO NOTIFY THE LANDSCAPE ARCHITECT AND OWNER PRIOR TO INSTALLATION OF PLANT MATERIAL.
- WRAP RUBBER CINCH TIES AROUND THE TREE TRUNKS AND STAKES USING EITHER THE STANDARD OR FIGURE EIGHT TYING METHOD. SECURE THE TIES TO THE STAKES WITH GALVANIZED NAILS TO PREVENT SLIPPAGE.
- WATER TREE TWICE WITHIN THE FIRST 24 HOURS.
- IN THE EVENT HARDPAN SOILS PREVENT TREE PLANTING AS DETAILED, NOTIFY THE LANDSCAPE ARCHITECT IMMEDIATELY.
- FOR TREES LOCATED WITHIN ROADSIDE PLANTERS LESS THAN 8'-0" IN WIDTH, PROVIDE TREE ROOT BARRIER (DEEPROOT #24-2 OR APPROVED EQUAL). LOCATE ROOT BARRIER AT BACK OF CURB AND EDGE OF SIDEWALK. ALL TREE INSTALLATIONS SHALL CONFORM TO ALL AGENCY APPROVAL REQUIREMENTS, CONTRACTOR SHALL VERIFY PRIOR TO ANY INSTALLATIONS.

1 DECIDUOUS TREE PLANTING

SCALE: 3/4" = 1'-0"

WEED ABATEMENT NOTES:

- ALL AREAS TO BE PLANTED OR HYDROSEEDING SHALL HAVE WEED ABATEMENT OPERATIONS ON THEM PRIOR TO PLANTING OR HYDROSEEDING.
- CONTRACTOR SHALL SPRAY ALL EXPOSED WEEDS WITH "ROUND UP (CONTACT HERBICIDE) OR EQUAL.
- DO NOT WATER FOR AT LEAST SEVEN (7) DAYS. REMOVE EXPOSED WEEDS FROM THE SITE.
- CONTRACTOR SHALL OPERATE THE AUTOMATIC IRRIGATION SYSTEM FOR A PERIOD OF FOURTEEN DAYS. AT CONCLUSION OF THIS WATERING PERIOD, DISCONTINUE WATERING FOR THREE TO FIVE DAYS.
- APPLY SECOND APPLICATION OF "ROUND UP" TO ALL EXPOSED WEEDS. APPLY IN STRICT WITH MANUFACTURER'S SPECIFICATIONS AND INSTRUCTIONS. DO NOT WATER FOR AT LEAST SEVEN DAYS. REMOVE WEEDS FROM THE SITE.
- IF ANY EVIDENCE OF WEED GERMINATION EXISTS AFTER TWO (2) APPLICATIONS, CONTRACTOR DIRECTED TO PERFORM A THIRD APPLICATION.
- THE IRRIGATION SYSTEM SHALL BE DESIGNED TO PROVIDE 100% HEAD TO HEAD COVERAGE WITH TRIANGULAR SPACING.
- AT THE TIME OF PLANTING AND HYDROSEEDING, ALL PLANTING AREAS SHALL BE WEED FREE.

HATCH DESIGN
ARCHITECTURE
200 W. 36TH ST.
BOISE, IDAHO 83714
PHONE: (208) 333-4044
FAX: (208) 475-3205
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HATCH DESIGN
ARCHITECTURE

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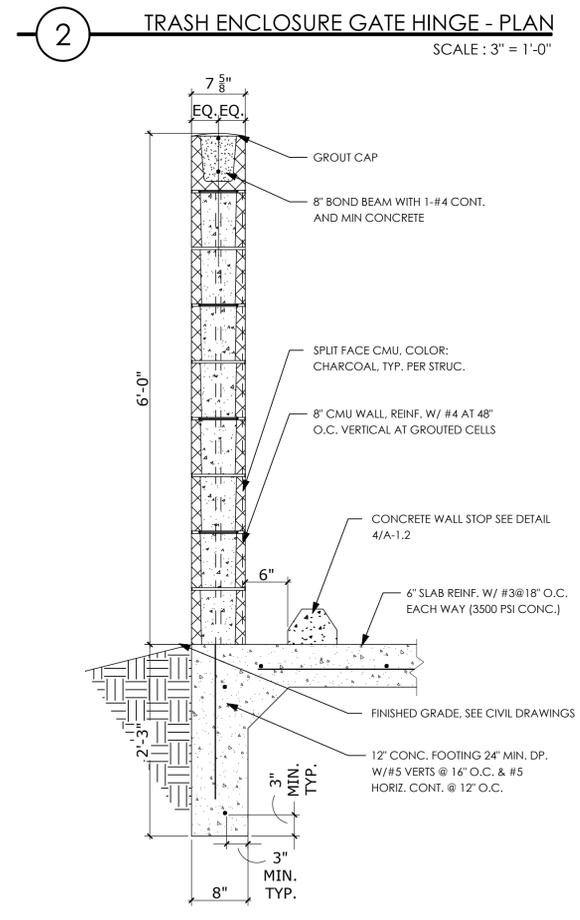
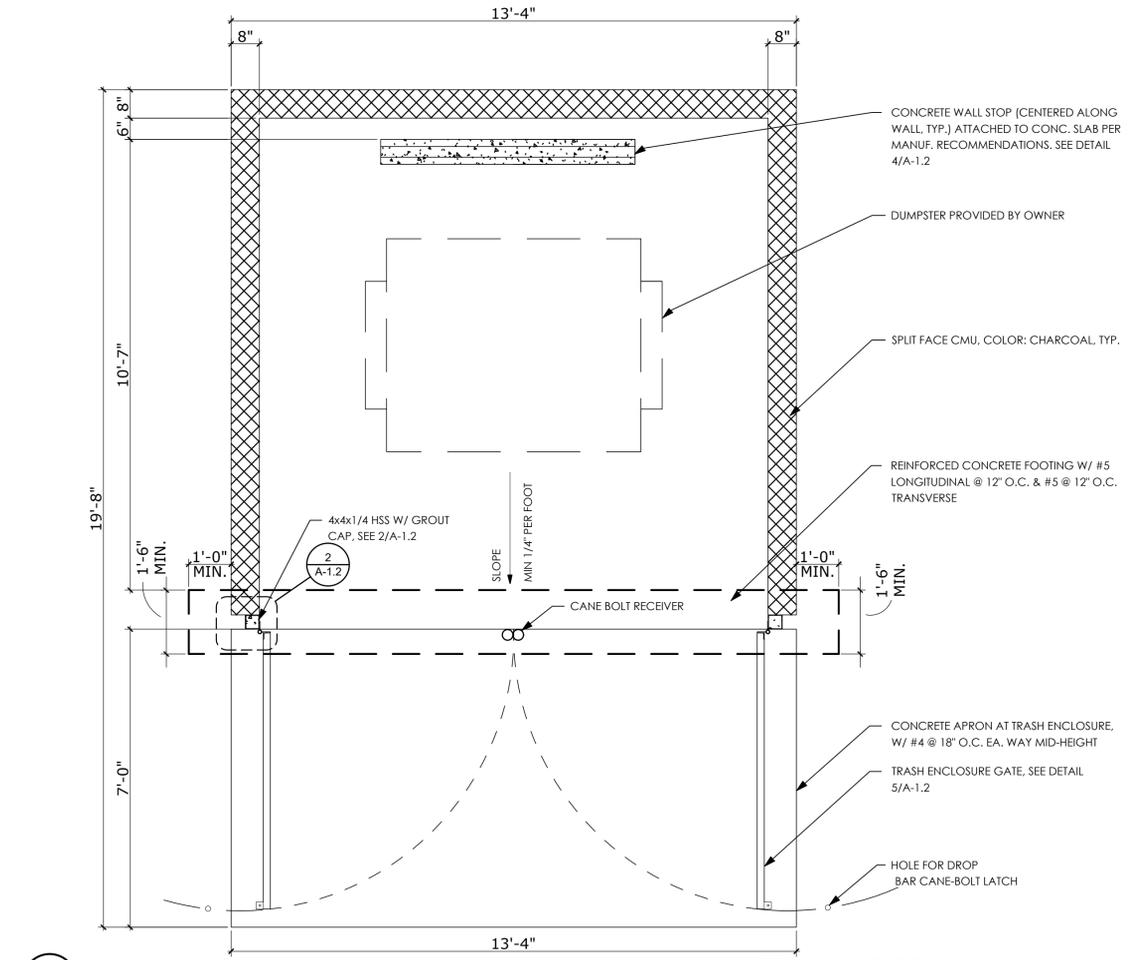
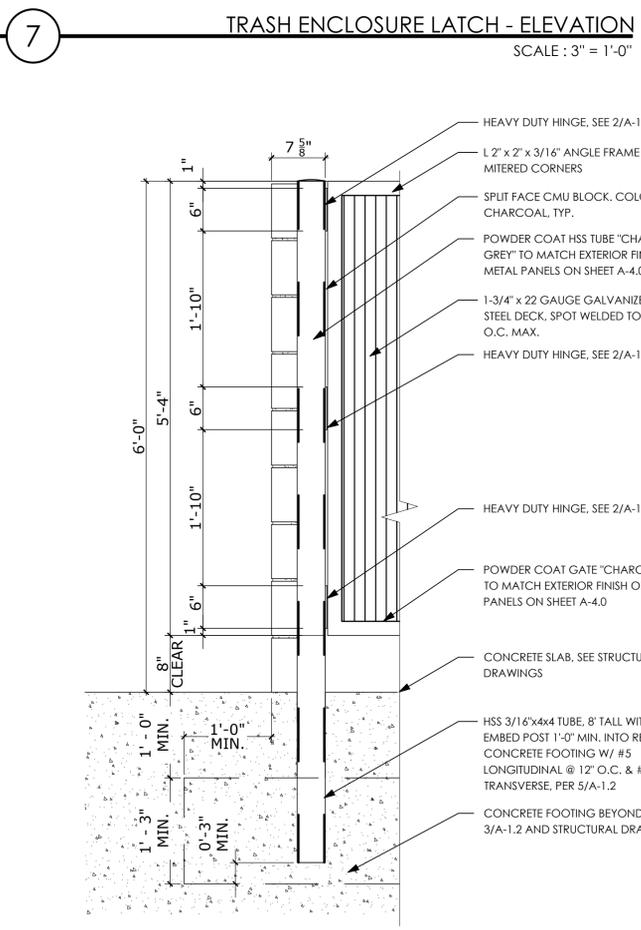
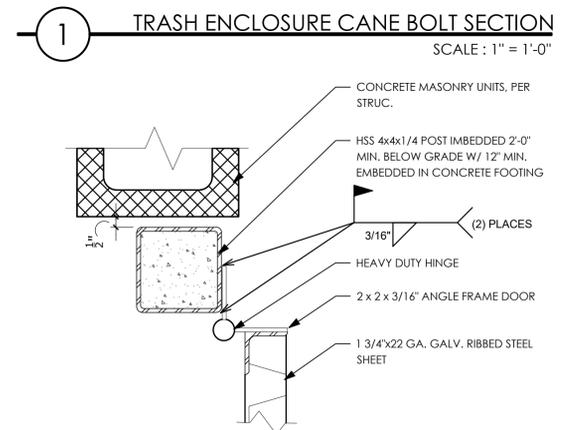
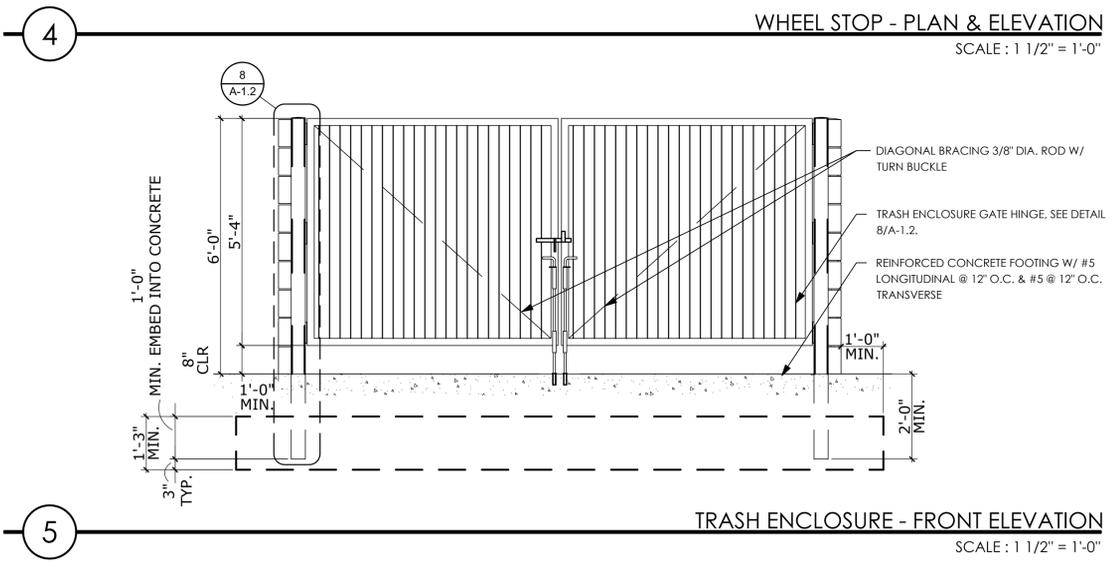
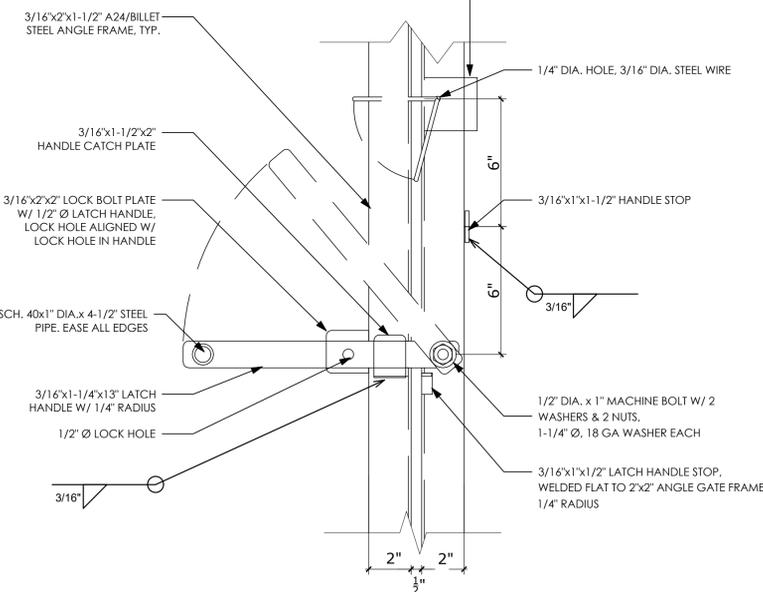
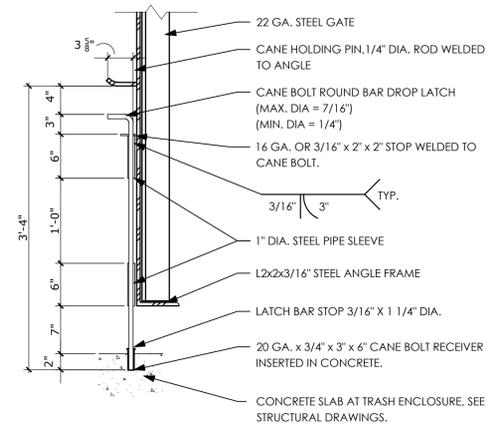
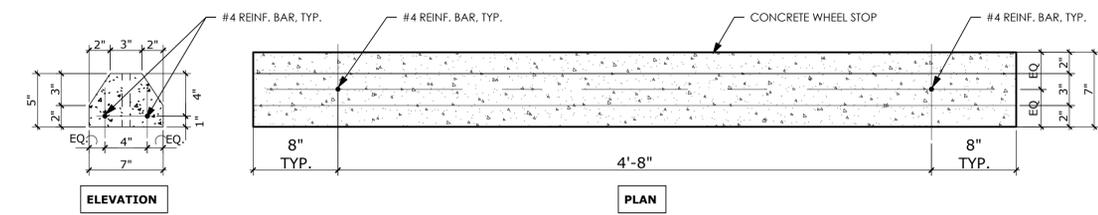
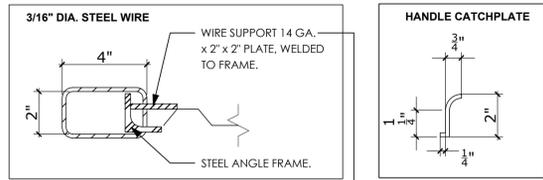
NEW CONSTRUCTION FOR:
KUNA MORA INDUSTRIAL
5895 KUNA MORA RD, KUNA, ID.

DATE	DESCRIPTION - COMMENTS

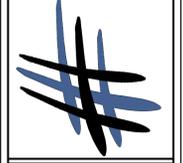
DATE: MARCH 2025
DRAWN BY: ST
CHECKED BY: JHJ
JOB NUMBER: 24114

SHEET TITLE
SITE PLAN

SHEET NUMBER
A-1.0
SHEET *-*



HATCH DESIGN ARCHITECTURE
200 W. 36TH ST.
BOISE, IDAHO 83714
PHONE: (208) 475-3204
FAX: (208) 475-3205



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NEW CONSTRUCTION FOR:
KUNA MORA INDUSTRIAL
5895 KUNA MORA RD, KUNA, ID.

DATE	DESCRIPTION - COMMENTS

DATE: MARCH 2025
DRAWN BY: ST
CHECKED BY: JLH
JOB NUMBER: 24114

SHEET TITLE
SITE DETAILS

SHEET NUMBER
A-1.1
SHEET 3--12

From: [Chad Gordon](#)
To: [Troy Behunin](#)
Subject: Re: Agency Comments Request - Kuna Mora Industrial
Date: Wednesday, June 4, 2025 12:04:46 PM
Attachments: [image001.png](#)
[SITE PLAN.pdf](#)

Troy,

The dumpster enclosures need to be rotated to be directly facing the driveways. I have marked on the site plan how they need to be oriented. As well both enclosures need to meet the dimension requirements for a 2 dumpster enclosure. This is 18' wide by 12' deep. Let me know if you have any questions.

Thanks,

On Wed, Jun 4, 2025 at 11:49 AM Troy Behunin <tbehunin@kunaid.gov> wrote:

Mid-Day Greetings!

The City of Kuna requests comments for a proposed Final Plat in the City of Kuna.

***To view submittal packet please click [BLUE](#) link below next to Case Number(s).**



Agency Transmittal – June 3 ,2025

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER:	25-14-DR – Kuna Mora Industrial
PROJECT DESCRIPTION	Applicant requests Design Review approval for a total of six (6), [Four (4) to start with] tenant commercial buildings for Industrial flex-space located near the SWC of E Kuna Mora Road and S Curtis Road (APN: S200640005); Section 6, Township 1 North, Range 1 East.
APPLICANT	Jeff Hatch info@Hatchda.com
REPRESENTATIVE	Steve Thiessen

SCHEDULED HEARING DATE	Tuesday, June 24, 2025 , at 6:00 P.M.
REVIEWING BODY	Planning & Zoning Commission
STAFF CONTACT	Troy Behunin 208.387.7729 TBehunin@KunaID.Gov

Click the **BLUE** link next to the “CASE NUMBER(S)” box above – Either hover and <CLICK> or, hold the Ctrl button and <CLICK>.

Please let our office know if you have any questions or need additional information.

Troy



751 W. 4th Street
P.O. Box 13
Kuna, ID 83634

Troy Behunin

Senior Planner

City of Kuna | Development Services

Phone: 208.387.7729

Email: TBehunin@KunaID.Gov

www.kunacity.id.gov

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Chad J. Gordon
J&M Sanitation Inc.
Office # (208) 922-3313
Fax # (208) 922-4033

Cell # (208) 941-6371

E-mail : chad.gordon@jmsanitation.com

From: [Kendra Conder](#)
To: [Troy Behunin](#)
Subject: RE: Agency Comments Request - Kuna Mora Industrial
Date: Saturday, June 7, 2025 3:05:01 PM
Attachments: [image004.png](#)
[image007.png](#)

Hi Troy,

ITD has reviewed the application transmittal for 25-14-DR and does not have any comments.

Thanks!

Kendra Conder

District 3 | Development Services Coordinator
Idaho Transportation Department
Office: 208-334-8377
Cell: 208-972-3190



From: Troy Behunin <tbehunin@kunaid.gov>
Sent: Wednesday, June 4, 2025 11:50 AM
To: Ada County Highway District <planningreview@achdidaho.org>; Central District Health Department <lbadigian@cdhd.idaho.gov>; COMPASS <gisshared@compassidaho.org>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Kendra Conder <Kendra.Conder@itd.idaho.gov>; J&M Sanitation <chad.gordon@jmsanitation.com>; Jessica Reid <jhall@kunaid.gov>; Kuna Police Department <mfratusco@adacounty.id.gov>; TLawrence Kuna Fire <tlawrence@kunafire.com>; Kuna Rural Fire District Plan Review <scott@fccnw.com>; Marina Lundy <MLundy@kunaid.gov>; PWOoffice <PWOoffice@kunaid.gov>; Taryn Villanueva <TVillanueva@kunaid.gov>
Cc: Doug Hanson <dhanson@kunaid.gov>; Sam Feist <SFeist@kunaid.gov>
Subject: Agency Comments Request - Kuna Mora Industrial

CAUTION: This email originated outside the State of Idaho network. Verifv links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Mid-Day Greetings!

The City of Kuna requests comments for a proposed Final Plat in the City of Kuna.

*To view submittal packet please click **BLUE** link below next to Case Number(s).

Agency Transmittal – June 3 ,2025

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CASE NUMBER:	25-14-DR – Kuna Mora Industrial
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STAFF CONTACT	Troy Behunin 208.387.7729 TBehunin@KunaID.Gov

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Please let our office know if you have any questions or need additional information.

Troy



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Troy Behunin

Senior Planner

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CASE NO. 25-12-DR

MO BETTAHS, 25-12-DR

Planner: Marina Lundy, MLundy@kunaaid.gov, (986)269-8341

ALL APPLICATION MATERIALS: 25-12-DR
MO BETTAHS KUNA

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 MEMO**

City of Kuna Staff Memo

Entitlements Requested:	Final Plat	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Time Extension
Title:	Mo Bettah's		Application Number:		25-12-DR		
Date:	6/24/2025		Staff Contact:		Marina Lundy		
Owner(s)/Applicant:	Jeff Likes		Applicant Contact:		Jeff@alcarchitecture.com		
Representative:	Gregory Daniel		Representative Contact:		GregoryD@alcarchitecture.com		

Purpose
 Applicant requests Design Review approval for a new Mo Bettah's restaurant with a drive through, which is approx. 1,872 square feet and located at 1460 E Deer Flat Road (APN R6949010100). The site is approx. 0.46 acres with a C-2 zone.

Statement of Fact	
Parcel Number(s):	R6949010100
Future Land Use Map Designation:	Commercial/Mixed-Use
Existing Land Use:	Vacant
Current Zoning:	C-2
Proposed Zoning:	C-2
Development Area:	0.46 acres
Adjacent Zoning Districts:	North: C-2 (area commercial) East: C-2 (area commercial) South: C-2 (area commercial) West: C-2 (area commercial)
Adjacent Street(s) Existing & Proposed:	North: None East: N Meridian Rd South: E Deer Flat Rd West: None
Internal Street(s) Existing & Proposed:	Internal shared drive
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis
 The Comprehensive Plan identifies the subject property as Commercial/Mixed Use, the existing zone is a City of Kuna Zone as C-2 (area commercial district). The proposed zoning and land use for the subject site agrees with the Future Land Use Map (FLUM) of the City of Kuna.

Staff Analysis

The applicant is submitting a request to construct an 1,872 square foot Mo Bettah's restaurant with a drive through in the Paul Bunyan Plaza Subdivision. The site will have 10 parking spaces, including 1 ADA-accessible space. Access to the site will be from an internal shared drive within the subdivision that connects to Meridian Rd and Deer Flat Rd.

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

Recommended Conditions of Approval

1. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to provide public access to the site as this project will have internal private streets, as detailed in the Ada County Highway District staff report.
2. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
3. Applicant shall ensure the proper easement widths on all lots in accordance with KCC 5-9-308.
4. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot.
5. Fencing within and around the site shall comply with KCC 5-8-1005 (unless specifically approved otherwise and permitted).
6. All required landscaping shall be permanently maintained in a healthy 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.
7. 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.
8. 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 5-8-1704 through 1706.
9. If any revisions are made, the Applicant shall provide the Planning and Zoning Staff with a revised copy of the Site Plan. Any revisions of the Site Plan are subject to Administrative Determination to rule if the revision is substantial.
10. Develop/Owner/Applicant is hereby notified this project is subject to Design Review inspections and fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.
11. 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.

12. Connection to City Services (Sewer and Water) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.

13. 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.

14. 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.

15. 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

16. 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 12 inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.

18. Correct and verified as-built (record drawings) drawings shall be required before occupancy.

19. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.

20. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.



April 16, 2025

City of Kuna
Kuna Planning and Zoning
751 w. 4th ST Kuna, ID 83634
Attn : Planners
p. 208.922.5274

Re: Design Review – Mo Bettahs Kuna- Narrative

We are pleased to submit our proposal for the development of a new 1,920-square-foot Mo' Bettahs restaurant, featuring a drive-thru located on the north side of the building. The project is planned for Lot 10, Block 1 of the Paul Bunyan Plaza Subdivision (Parcel No. R6949010100) this Parcel has been submitted for a Plat Split on March 28th 2025.

The proposed building will be 1,872 square feet and designed with a modern aesthetic that aligns with the surrounding commercial development. The exterior will feature a warm gray stucco finish, accented with a dark stone veneer to create visual contrast and architectural interest. The main entrance will include a prominent overhang and expansive storefront windows, all designed in accordance with applicable design review standards.

The building's massing is appropriately scaled for the site, with a maximum height of 27'-0". A series of parapet banding elements will fully conceal the roof, creating a clean, cohesive roofline. The façade is thoughtfully articulated with material and texture changes both horizontally and vertically, contributing to a dynamic and inviting street presence.

The entryway will be integrated into a storefront glazing system reaching a height of 14', with a protective awning installed at 10'-0" to provide shelter from the elements. This element further enhances the pedestrian experience while maintaining architectural harmony.

The project fully complies with all applicable site design requirements. Landscaping, grading and drainage, and lighting have been designed in accordance with Section 5-3-3 of the Kuna City Code. The building footprint is strategically placed outside of all setbacks and easements, and the site plan includes sufficient parking to meet the anticipated demand of the restaurant.

Should you have any questions or require additional information regarding this project or the supporting documents, please do not hesitate to contact me. We sincerely appreciate your time and consideration, and we look forward to your favorable review and approval of this proposal.

Thank you,

Jeff Likes
ALC Architecture
jeff@alcarchitecture.com
208.514.2713

Encl.:

Affidavit of Legal Interest, Site Plan, Floor Plans, Exterior Elevations, Vicinity Map at 1:200 scale, Aerial Map, Landscape Plan, Warranty Deed, and Planning and Zoning Application Coversheet.

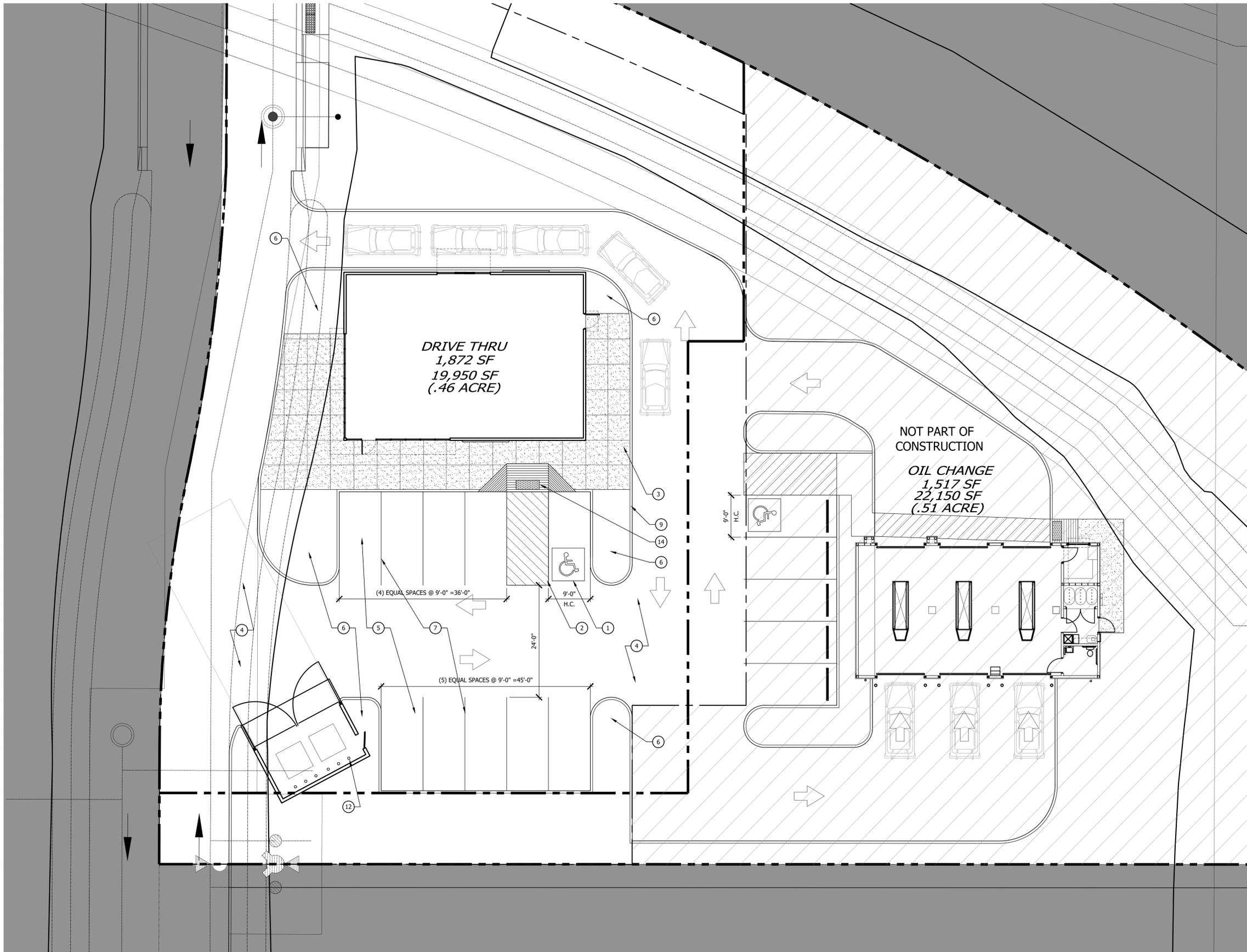


MERIDIAN ROAD

SITE

E DEER FLAT ROAD



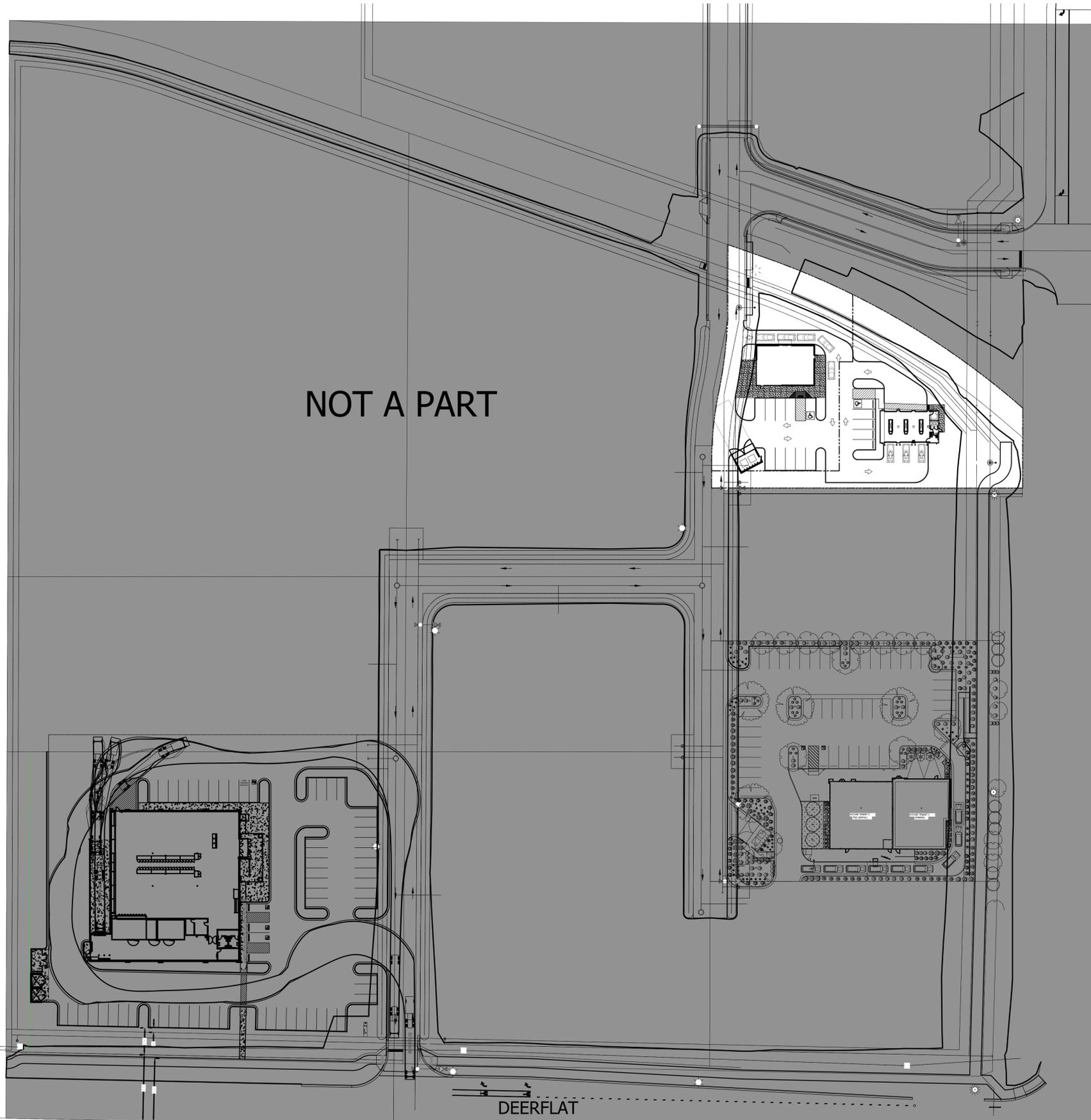


SITE ANALYSIS

ASSESSORS PARCEL NUMBER :	R6949010100
ADDRESS :	1460 E DEER FLAT RD KUNA, ID 83636
ZONE :	C-2
LOT AREA :	.46 ACRES
ACRES =	22,869 SQUARE FEET
SQUARE FOOTAGE =	
BUILDING AREA :	
LEVEL 1 =	1,872 SQ. FT.
LANDSCAPE	5,721.14 SQ. FT.
HARD SURFACE (PAVING/ SIDEWALK)	12,444.46 SQ. FT.
MAXIMUM HEIGHT:	
ALLOWED :	PROPOSED :
40'-0"	24'-0"
TOTAL PARKING PROVIDED:	
STANDARD PARKING: 9 SPACES	
HANDICAP: 1 SPACES	
TOTAL PARKING: 10 SPACES	

KEYNOTES

- 1 TYPICAL HANDICAP SPACE W/ SYMBOL, SIGN AND RAMP. SEE 9/SD1.2
- 2 HANDICAP ACCESS LANE WITH 4" WIDE DIAGONAL PAINTED STRIPING @ 24" O.C.
- 3 PROPOSED SIDEWALK OVER COMPACTED SAND & GRAVEL BASE WITH CONTROL JOINTS @ 6'-0" O.C. AND EXPANSION JOINTS @ 20'-0" MAX, WITH LIGHT BROOM FINISH, SLOPE FOR POSITIVE DRAINAGE AWAY FROM BUILDING. SEE DETAIL 1/SD1.2
- 4 ASPHALT PAVING (SEE CIVIL)
- 5 TYPICAL STANDARD SPACE. (9'-0" X 18'-0")
- 6 LANDSCAPING. SEE LANDSCAPING PLAN
- 7 TYPICAL PARKING STRIPING WITH (2) COATS 4" WIDE REFLECTIVE TRAFFIC WHITE PAINT.
- 8 PROPERTY LINE (SEE/VERIFY W/ CIVIL)
- 9 6" CURB. PAINT COLOR RED WITH TEXT TO READ "NO PARKING FIRE LANE" IN CONTRASTING COLOR
- 10 FUTURE PROPERTY LINE
- 11 CONSTRUCTION LIMIT
- 12 STEEL BOLLARDS. SEE 8/SD1.2
- 13 BICYCLE RACK. SEE 10/SD1.2
- 14 PEDESTRIAN RAMP. SEE 9/SD1.2
- 15 PEDESTRIAN CROSSWALK



OVERALL SITE PLAN
SCALE: NTS





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

May 19, 2025

To: Jeff Likes, via email
1119 State Street, Suite 120
Eagle, ID 83616

Subject: KUNA25-0012 / 25-12-DR
1460 E Deer Flat Road
Mo Bettahs Kuna

The Ada County Highway District (ACHD) has reviewed the submitted application for the application referenced above and has determined that there are no improvements required to the adjacent street(s).

The applicant shall be required to:

1. Pay a traffic impact fee, if applicable. For any questions regarding the traffic impact fee please contact ACHD's Impact Fee Administrator at impactfees@achdidaho.org.
2. If applicable, a traffic impact fee shall be assessed by ACHD and will be due prior to the issuance of a building permit by the lead agency. This is a separate review process and it is the applicant's responsibility to submit plans directly to ACHD.
3. Payment can be accepted over the phone by calling (208) 387-6170 or can be sent/ delivered to the following address:

Ada County Highway District
Attn: Development Services
5800 N. Meeker Avenue
Boise, ID 83713

- Reference the file number above when making the payment.
 - Please note:
 - Fees are subject to change if not paid prior to October 1st
 - All card payments are subject to a 3% processing fee
 - All e-check payments are subject to a \$1.50 processing fee
4. Submit a driveway approach request for any proposed driveways. Driveway approach permits can be found at:
<https://www.achdidaho.org/home/showpublisheddocument/988/638245965711600000>
 5. Comply with all ACHD Policies and ACHD Standard Conditions of Approval for any improvements or work in the right-of-way.
 6. Obtain a permit for any work in the right-of-way prior to the construction, repair, or installation of any roadway improvements (curb, gutter, sidewalk, pavement widening, driveways, culverts, etc.).

connecting you to more

If you have any questions, please feel free to contact me at (208) 387-6391.

Sincerely,



KaraLeigh Troyer
Planner
Development Services

cc: City of Kuna (Marina Lundy), via email
Gregory Daniel, via email
Roman Atabekyan, via email

connecting you to more

Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Public Right-of-Way Accessibility Guidelines (PROWAG) requirements. The applicant's engineer should provide documentation of compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 208-387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 208-387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.



Ada County Transmittal
Division of Community and Environmental Health

Return to:

- ACZ
- Boise
- Eagle
- Garden City
- Meridian
- Kuna
- Star

Rezone/OTD # _____

Conditional/Accessory Use # _____

Preliminary / Final / Short Plat 25-12-DR - Mo Bettas

Development Name/Section City of Kuna CDH File # _____

- 1. We have No Objections to this Proposal.
- 2. We recommend Denial of this Proposal.
- 3. Specific knowledge as to the exact type of use must be provided before we can comment on this Proposal.
- 4. Before we can comment concerning individual sewage disposal, we will require more data concerning the depth of:
 - high seasonal ground water
 - waste flow characteristics
 - bedrock from original grade
 - other _____
- 5. This office may require a study to assess the impact of nutrients and pathogens to receiving ground waters and surface waters.
- 6. After written approvals from appropriate entities are submitted, we can approve this proposal for:
 - central sewage
 - community sewage system
 - interim sewage
 - central water
 - individual sewage
 - individual water
 - community water well
- 7. The following plan(s) must be submitted to and approved by the Idaho Department of Environmental Quality:
 - central sewage
 - community sewage system
 - sewage dry lines
 - central water
 - community water
- 8. Infiltration beds for storm water disposal are considered shallow injection wells. If they are not in the City of Boise or ACHD right-of-way, an application and fee per well, vicinity map and construction plans must be submitted to CDH.
- 9. If restroom or plumbing facilities are to be installed, then a sewage system MUST be installed to meet Idaho State Sewage Regulations.
- 10. An accessory use application, fee, detailed site plan and floor plans must be submitted to CDH for review.
- 11. Land development application, fee per lot, test holes and full engineering report is required.
- 12. CDH makes no guarantee a septic permit will be issued on the split off lot. A speculative site evaluation is recommended.
- 13. We will require plans be submitted for a plan review for any:
 - food establishment
 - swimming pools or spas
 - beverage establishment
 - grocery store
 - child care center
- 14. _____

Reviewed By: [Signature] Date: 5/8/25

Re: City of Kuna Request for Comment Case No. 25-12-DR Mo Bettahs

From Chad Gordon <chad.gordon@jmsanitation.com>

Date Tue 5/6/2025 10:59 AM

To Marina Lundy <MLundy@kunaid.gov>

Ok. Everything looks good for this enclosure.

Thanks,

On Tue, May 6, 2025 at 10:50 AM Marina Lundy <MLundy@kunaid.gov> wrote:

Hi Chad,

Yes, the plan is for the Take 5 and Mo Bettahs to share a dumpster enclosure.



Marina Lundy

Planner

City of Kuna | Development Services

751 W. 4th Street

Phone: 986.269.8341

P.O. Box 13

Email: mlundy@kunaid.gov

Kuna, ID 83634

www.kunacity.id.gov

From: Chad Gordon <chad.gordon@jmsanitation.com>

Sent: Tuesday, May 6, 2025 10:28 AM

To: Marina Lundy <MLundy@kunaid.gov>

Subject: Re: City of Kuna Request for Comment Case No. 25-12-DR Mo Bettahs

Marina,

Is it the plan for Mo Bettahs and the Take 5 to share the dumpster enclosure? I only see an enclosure on the Mo Bettahs property.

Thanks,

On Tue, May 6, 2025 at 8:50 AM Marina Lundy <MLundy@kunaid.gov> wrote:

Good afternoon,

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER:	<input type="checkbox"/> 25-12-DR MO BETTAHS KUNA
PROJECT DESCRIPTION	Applicant requests Design Review approval for design of a new Mo Bettahs Restaurant. The site is .46 acres and is located near the intersection of E Deer Flat Road and N Meridian Road and is identified as parcel No. R6949010100.
APPLICANT	Jeff Likes jeff@alcarchitecture.com
REPRESENTATIVE	Gregory Daniel gregoryD@ALCArchitecture.com
SCHEDULED HEARING DATE	Tuesday, June 24, 2025 , at 6:00 P.M.
STAFF CONTACT	Marina Lundy 986.269.8341 mlundy@kunaid.gov
<ul style="list-style-type: none">· We have enclosed information to assist you with your consideration and response; we would appreciate any information as to how this action would affect the service(s) your agency provides. <i>If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.</i>· <i>No response within 15 business days will indicate you have no objection or comments regarding this project.</i>· The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions.	



Marina Lundy

Planner

City of Kuna | Development Services

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

Phone: 986.269.8341

Email: mlundy@kunaid.gov

www.kunacity.id.gov

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Chad J. Gordon
J&M Sanitation Inc.
Office # (208) 922-3313
Fax # (208) 922-4033
Cell # (208) 941-6371
E-mail : chad.gordon@jmsanitation.com

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Chad J. Gordon
J&M Sanitation Inc.
Office # (208) 922-3313
Fax # (208) 922-4033
Cell # (208) 941-6371
E-mail : chad.gordon@jmsanitation.com

RE: City of Kuna Request for Comment Case No. 25-12-DR Mo Bettahs

From Kendra Conder <Kendra.Conder@itd.idaho.gov>

Date Tue 5/6/2025 10:23 AM

To Marina Lundy <MLundy@kunaid.gov>

Good Morning Marina,

ITD has reviewed the application transmittal for 25-12-DR and does not have any comments.

Thank you!

Kendra Conder

District 3 | Development Services Coordinator

Idaho Transportation Department

Office: 208-334-8377

Cell: 208-972-3190



From: Marina Lundy <MLundy@kunaid.gov>

Sent: Tuesday, May 6, 2025 8:51 AM

To: Ada County Highway District <planningreview@achdidaho.org>; Central District Health Department <lbadigian@cdhd.idaho.gov>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Kendra Conder <Kendra.Conder@itd.idaho.gov>; J&M Sanitation <chad.gordon@jmsanitation.com>; Jessica Reid <jhall@kunaid.gov>; Morgan Treasure <mtreasure@kunaid.gov>; Kuna Police Department <mfratusco@adacounty.id.gov>; TLawrence Kuna Fire <tlawrence@kunafire.com>; Kuna Rural Fire District Plan Review <scott@fccnw.com>; PWoffice <PWoffice@kunaid.gov>

Subject: City of Kuna Request for Comment Case No. 25-12-DR Mo Bettahs

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Good afternoon,

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER:	25-12-DR MO BETTAHS KUNA
PROJECT DESCRIPTION	Applicant requests Design Review approval for design of a new Mo Bettahs Restaurant. The site is .46 acres and is located near

	the intersection of E Deer Flat Road and N Meridian Road and is identified as parcel No. R6949010100.
APPLICANT	Jeff Likes jeff@alcarchitecture.com
REPRESENTATIVE	Gregory Daniel gregoryD@ALCArchitecture.com
SCHEDULED HEARING DATE	Tuesday, June 24, 2025 , at 6:00 P.M.
STAFF CONTACT	Marina Lundy 986.269.8341 mlundy@kunaid.gov
<ul style="list-style-type: none"> · We have enclosed information to assist you with your consideration and response; we would appreciate any information as to how this action would affect the service(s) your agency provides. <i>If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.</i> · <i>No response within 15 business days will indicate you have no objection or comments regarding this project.</i> · The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions. 	



Marina Lundy

Planner

City of Kuna | Development Services

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

Phone: 986.269.8341

Email: mlundy@kunaid.gov

www.kunacity.id.gov

CASE NO. 25-13-DR

TAKE 5, 25-13-DR

Planner: Marina Lundy, MLundy@kunaid.gov, (986)269-8341

ALL APPLICATION MATERIALS: 25-13-DR
TAKE 5 KUNA

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 MEMO**

City of Kuna Council Staff Memo

Entitlements Requested:	Final Plat	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Time Extension
Title:	Take 5		Application Number:		25-13-DR		
Date:	6/24/2025		Staff Contact:		Marina Lundy		
Owner(s)/Applicant:	Jeff Likes		Applicant Contact:		Jeff@alcarchitecture.com		
Representative:	Gregory Daniel		Representative Contact:		GregoryD@alcarchitecture.com		

Purpose
 Applicant requests Design Review approval for a new Take 5 oil change facility (auto repair minor), which is approx. 1,517 square feet and located at 1460 E Deer Flat Road (APN R6949010100). The site is approx. 0.51 acres with a C-2 zone.

Statement of Fact	
Parcel Number(s):	R6949010100
Future Land Use Map Designation:	Commercial/Mixed-Use
Existing Land Use:	Vacant
Current Zoning:	C-2
Proposed Zoning:	C-2
Development Area:	0.51 acres
Adjacent Zoning Districts:	North: C-2 (area commercial) East: C-2 (area commercial) South: C-2 (area commercial) West: C-2 (area commercial)
Adjacent Street(s) Existing & Proposed:	North: None East: N Meridian Rd South: E Deer Flat Rd West: None
Internal Street(s) Existing & Proposed:	Internal shared drive
Adjacent Bike/Pedestrian Facilities:	None
Adjacent Parks:	None
Land Dedication Requirements:	N/A

Comprehensive Plan and Future Land Use Map Analysis
 The Comprehensive Plan identifies the subject property as Commercial/Mixed Use, the existing zone is a City of Kuna Zone as C-2 (area commercial district). The proposed zoning and land use for the subject site agrees with the Future Land Use Map (FLUM) of the City of Kuna.

Staff Analysis

The applicant is submitting a request to construct an 1,517 square foot Take 5 oil change facility in the Paul Bunyan Plaza Subdivision. The site will have 5 parking spaces, including 1 ADA-accessible space. Access to the site will be from an internal shared drive within the subdivision that connects to Meridian Rd and Deer Flat Rd.

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

Recommended Conditions of Approval

1. Developer/Owner/Applicant shall work with Ada County Highway District and the City of Kuna to complete all required traffic improvements to provide public access to the site as this project will have internal private streets, as detailed in the Ada County Highway District staff report.
2. Developer/Owner/Applicant shall measure all front building setbacks from back of sidewalk on all internal local roads.
3. Applicant shall ensure the proper easement widths on all lots in accordance with KCC 5-9-308.
4. It is the responsibility of the Developer to ensure any anticipated buildings fit any given buildable lot.
5. Fencing within and around the site shall comply with KCC 5-8-1005 (unless specifically approved otherwise and permitted).
6. All required landscaping shall be permanently maintained in a healthy 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.
7. 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.
8. 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 5-8-1704 through 1706.
9. If any revisions are made, the Applicant shall provide the Planning and Zoning Staff with a revised copy of the Site Plan. Any revisions of the Site Plan are subject to Administrative Determination to rule if the revision is substantial.
10. Develop/Owner/Applicant is hereby notified this project is subject to Design Review inspections and fees. Required inspections (post construction), are to verify building and landscaping compliance prior to requesting signature on the final plat.
11. 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.

12. Connection to City Services (Sewer and Water) is required. The Applicant shall conform to all corresponding City of Kuna Master Plans.

13. 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.

14. 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.

15. 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

16. 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 12 inches in height shall be continuously cut down, weeded out, sprayed, burned, removed or destroyed throughout all seasons.

18. Correct and verified as-built (record drawings) drawings shall be required before occupancy.

19. Applicant is conditioned to work with the City Engineer for proper easement widths for the project as a whole.

20. Developer/Owner/Applicant and all successors shall comply with all Local, State and Federal Laws.



April 16, 2025

City of Kuna
Kuna Planning and Zoning
751 w. 4th ST Kuna, ID 83634
Attn : Planners
p. 208.922.5274

Re: Design Review – Take 5 Kuna- Narrative

We are pleased to submit our proposal for the development of a new 1,517-square foot Take 5 Oil Change Facility, featuring 3 drive-thru bays. The project is planned for Lot 10, Block 1 of the Paul Bunyan Plaza Subdivision (Parcel No. R6949010100) this Parcel has been submitted for a Plat Split on March 28th 2025.

The proposed building will be 1,517 sq. ft. and will have a maximum height of 21 feet 3 inches. The overall color scheme will consist of warm tones with a stucco finish, complemented by a darker warm stone veneer and a strong red color (One of the companies color) for contrast.

The building's massing is appropriately scaled for the site, with a maximum height of 21'-3". A series of parapet banding elements will fully conceal the roof, creating a clean, cohesive roofline. The façade is thoughtfully articulated with material and texture changes both horizontally and vertically, contributing to a dynamic and inviting street presence.

The project fully complies with all applicable site design requirements. Landscaping, grading and drainage, and lighting have been designed in accordance with Section 5-3-3 of the Kuna City Code. The building footprint is strategically placed outside of all setbacks and easements, and the site plan includes sufficient parking to meet the anticipated demand of the Auto Repair Service center.

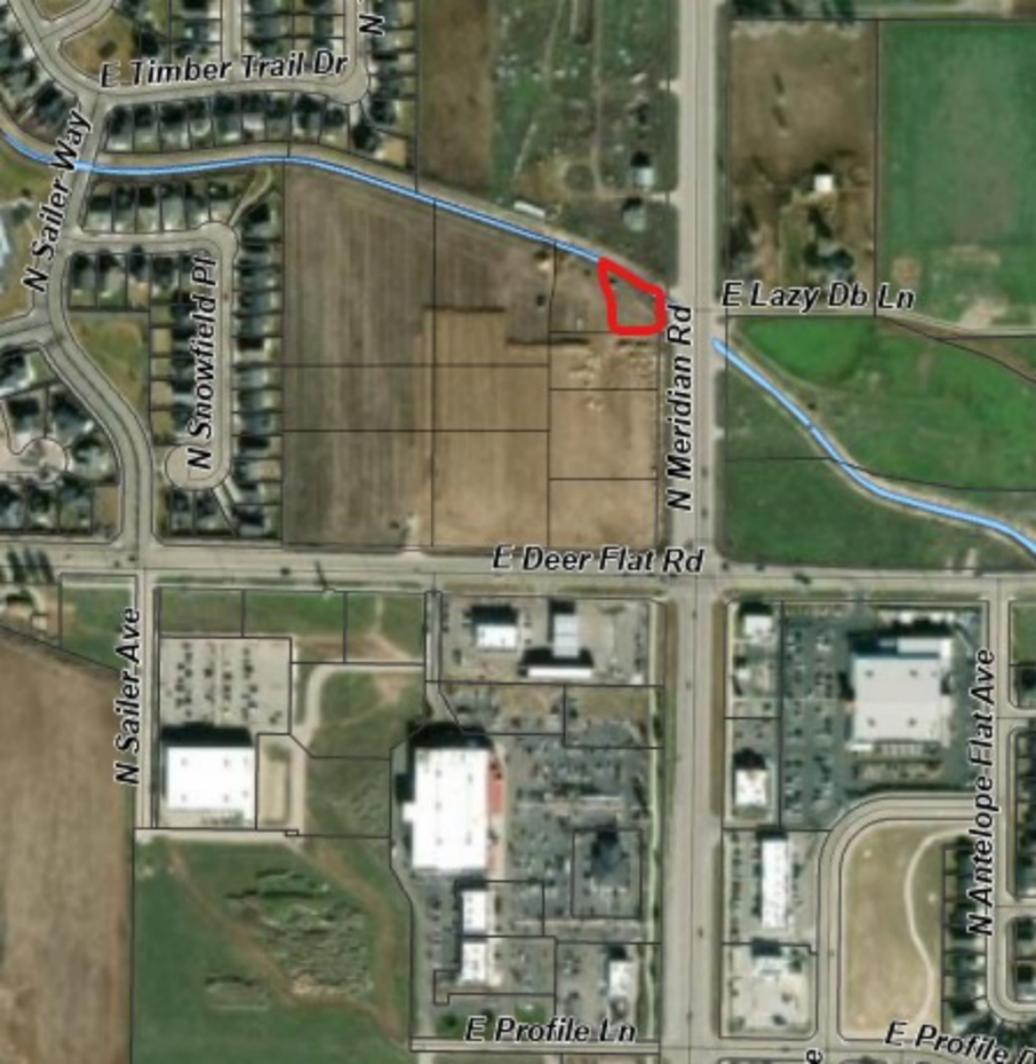
Should you have any questions or require additional information regarding this project or the supporting documents, please do not hesitate to contact me. We sincerely appreciate your time and consideration, and we look forward to your favorable review and approval of this proposal.

Thank you,

Jeff Likes
ALC Architecture
jeff@alcarchitecture.com
208.514.2713

Encl.:

Affidavit of Legal Interest, Site Plan, Floor Plans, Exterior Elevations, Vicinity Map at 1:200 scale, Aerial Map, Landscape Plan, Warranty Deed, and Planning and Zoning Application Coversheet.



E Timber Trail Dr

N Sailer Way

N Snowfield Pl

N Meridian Rd

E Lazy Db Ln

E Deer Flat Rd

N Sailer Ave

N Antelope Flat Ave

E Profile Ln

E Profile Ln

SITE ANALYSIS

ASSESSORS PARCEL NUMBER : R6949010100
 ADDRESS : 1460 E DEER FLAT ROAD, KUNA, ID 83634

ZONE : C-2

LOT AREA :
 ACRES = .51 ACRES
 SQUARE FOOTAGE = 22,150 SQUARE FEET

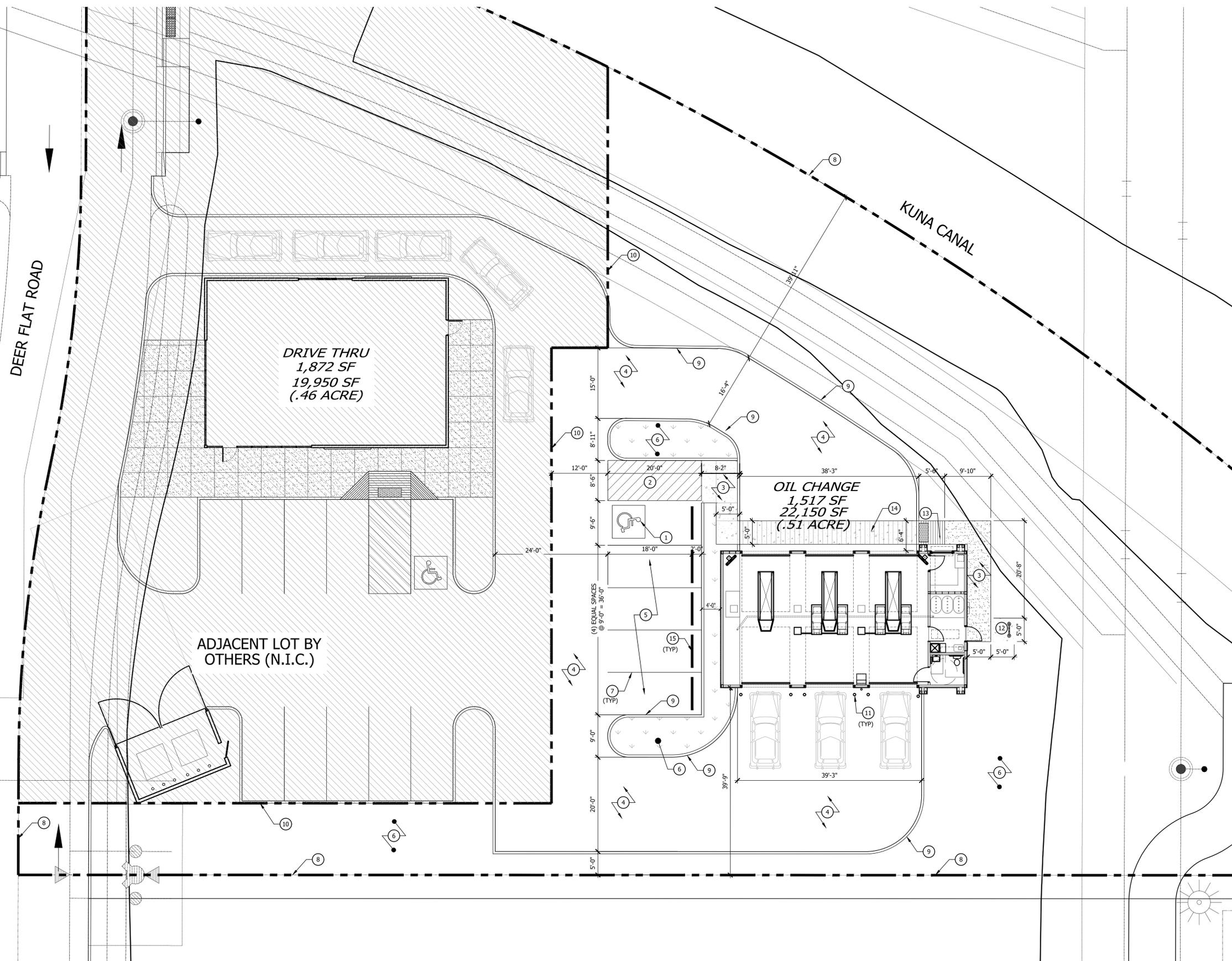
BUILDING AREA :
 LEVEL 1 : 1,517 SQ. FT. (6% LOT COVERAGE)

MAXIMUM HEIGHT:
 ALLOWED: 40'-0"
 PROPOSED: 21'-3"

TOTAL PARKING PROVIDED:
 STANDARD PARKING: 4 SPACES
 HANDICAP: 1 SPACES
 TOTAL PARKING: 5 SPACES

KEYNOTES

- 1 TYPICAL HANDICAP SPACE W/ SYMBOL, SIGN AND RAMP. SEE 4/SD1.2
- 2 HANDICAP ACCESS LANE WITH 4" WIDE DIAGONAL PAINTED STRIPING @ 24" O.C.
- 3 PROPOSED SIDEWALK OVER COMPACTED SAND & GRAVEL BASE WITH CONTROL JOINTS @ 6'-0" O.C. AND EXPANSION JOINTS @ 20'-0" MAX. WITH LIGHT BROOM FINISH, SLOPE FOR POSITIVE DRAINAGE AWAY FROM BUILDING. SEE DETAIL 1/SD1.2
- 4 ASPHALT PAVING (SEE CIVIL)
- 5 TYPICAL STANDARD SPACE. (9'-0" X 19'-0")
- 6 LANDSCAPING. SEE LANDSCAPING PLAN
- 7 TYPICAL PARKING STRIPING WITH (2) COATS 4" WIDE REFLECTIVE TRAFFIC WHITE PAINT.
- 8 PROPERTY LINE (SEE/VERIFY W/ CIVIL)
- 9 6" CURB.
- 10 FUTURE LOT SPLIT (FOR REFERENCE ONLY)
- 11 STEEL BOLLARDS. SEE 6/SD1.2
- 12 BICYCLE RACK. SEE 3/SD1.2
- 13 PEDESTRIAN RAMP. SEE 2/SD1.2
- 14 PEDESTRIAN CROSSWALK; SCORED CONCRETE
- 15 VEHICLE WHEEL STOP. SEE CIVIL



DRIVE THRU
 1,872 SF
 19,950 SF
 (.46 ACRE)

OIL CHANGE
 1,517 SF
 22,150 SF
 (.51 ACRE)

ADJACENT LOT BY
 OTHERS (N.I.C.)

SITE PLAN
 SCALE: 1"=10'-0"





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

May 15, 2025

To: Jeff Likes, via email
1119 State Street, Suite 120
Eagle, ID 83616

Subject: KUNA25-0011/25-13-DR
1460 E Deer Flat Road
Take 5 Kuna

The Ada County Highway District (ACHD) has reviewed the submitted application for the application referenced above and has determined that there are no improvements required to the adjacent street(s).

The applicant shall be required to:

1. Pay a traffic impact fee, if applicable. For any questions regarding the traffic impact fee please contact ACHD's Impact Fee Administrator at impactfees@achdidaho.org.
2. If applicable, a traffic impact fee shall be assessed by ACHD and will be due prior to the issuance of a building permit by the lead agency. This is a separate review process and it is the applicant's responsibility to submit plans directly to ACHD.
3. Payment can be accepted over the phone by calling (208) 387-6170 or can be sent/ delivered to the following address:

Ada County Highway District
Attn: Development Services
5800 N. Meeker Avenue
Boise, ID 83713

- Reference the file number above when making the payment.
 - Please note:
 - Fees are subject to change if not paid prior to October 1st
 - All card payments are subject to a 3% processing fee
 - All e-check payments are subject to a \$1.50 processing fee
4. Submit a driveway approach request for any proposed driveways. Driveway approach permits can be found at:
<https://www.achdidaho.org/home/showpublisheddocument/988/638245965711600000>
 5. Comply with all ACHD Policies and ACHD Standard Conditions of Approval for any improvements or work in the right-of-way.
 6. Obtain a permit for any work in the right-of-way prior to the construction, repair, or installation of any roadway improvements (curb, gutter, sidewalk, pavement widening, driveways, culverts, etc.).

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If you have any questions, please feel free to contact me at (208) 387-6391.

Sincerely,



KaraLeigh Troyer
Planner
Development Services

cc: City of Kuna (Marina Lundy), via email
Roman Atabekyan, via email
Gregory Daniel, via email

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Standard Conditions of Approval

1. All proposed irrigation facilities shall be located outside of the ACHD right-of-way (including all easements). Any existing irrigation facilities shall be relocated outside of the ACHD right-of-way (including all easements).
2. Private Utilities including sewer or water systems are prohibited from being located within the ACHD right-of-way.
3. In accordance with District policy, 7203.3, the applicant may be required to update any existing non-compliant pedestrian improvements abutting the site to meet current Public Right-of-Way Accessibility Guidelines (PROWAG) requirements. The applicant's engineer should provide documentation of compliance to District Development Review staff for review.
4. Replace any existing damaged curb, gutter and sidewalk and any that may be damaged during the construction of the proposed development. Contact Construction Services at 208-387-6280 (with file number) for details.
5. A license agreement and compliance with the District's Tree Planter policy is required for all landscaping proposed within ACHD right-of-way or easement areas.
6. All utility relocation costs associated with improving street frontages abutting the site shall be borne by the developer.
7. It is the responsibility of the applicant to verify all existing utilities within the right-of-way. The applicant at no cost to ACHD shall repair existing utilities damaged by the applicant. The applicant shall be required to call DIGLINE (1-811-342-1585) at least two full business days prior to breaking ground within ACHD right-of-way. The applicant shall contact ACHD Traffic Operations 387-6190 in the event any ACHD conduits (spare or filled) are compromised during any phase of construction.
8. Utility street cuts in pavement less than five years old are not allowed unless approved in writing by the District. Contact the District's Utility Coordinator at 208-387-6258 (with file numbers) for details.
9. All design and construction shall be in accordance with the ACHD Policy Manual, ISPWC Standards and approved supplements, Construction Services procedures and all applicable ACHD Standards unless specifically waived herein. An engineer registered in the State of Idaho shall prepare and certify all improvement plans.
10. Construction, use and property development shall be in conformance with all applicable requirements of ACHD prior to District approval for occupancy.
11. No change in the terms and conditions of this approval shall be valid unless they are in writing and signed by the applicant or the applicant's authorized representative and an authorized representative of ACHD. The burden shall be upon the applicant to obtain written confirmation of any change from ACHD.
12. If the site plan or use should change in the future, ACHD Planning Review will review the site plan and may require additional improvements to the transportation system at that time. Any change in the planned use of the property which is the subject of this application, shall require the applicant to comply with ACHD Policy and Standard Conditions of Approval in place at that time unless a waiver/variance of the requirements or other legal relief is granted by the ACHD Commission.

RE: City of Kuna Request for Comment 25-13-DR Take 5

From Kendra Conder <Kendra.Conder@itd.idaho.gov>

Date Tue 5/6/2025 10:22 AM

To Marina Lundy <MLundy@kunaid.gov>

Good Morning Marina,

ITD has reviewed the application transmittal for 25-13-DR and does not have any comments.

Thank you!

Kendra Conder

District 3 | Development Services Coordinator

Idaho Transportation Department

Office: 208-334-8377

Cell: 208-972-3190



From: Marina Lundy <MLundy@kunaid.gov>

Sent: Tuesday, May 6, 2025 8:56 AM

To: Ada County Highway District <planningreview@achdidaho.org>; Central District Health Department <lbadigian@cdhd.idaho.gov>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Kendra Conder <Kendra.Conder@itd.idaho.gov>; J&M Sanitation <chad.gordon@jmsanitation.com>; Jessica Reid <jhall@kunaid.gov>; Morgan Treasure <mtreasure@kunaid.gov>; Kuna Police Department <mfratusco@adacounty.id.gov>; TLawrence Kuna Fire <tlawrence@kunafire.com>; Kuna Rural Fire District Plan Review <scott@fccnw.com>; PWoffice <PWoffice@kunaid.gov>

Subject: City of Kuna Request for Comment 25-13-DR Take 5

CAUTION: This email originated outside the State of Idaho network. Verify links and attachments BEFORE you click or open, even if you recognize and/or trust the sender. Contact your agency service desk with any concerns.

Good afternoon,

Notice is hereby given by the City of Kuna the following actions are under consideration:

CASE NUMBER:	25-13-DR TAKE 5 KUNA
PROJECT DESCRIPTION	Applicant requests Design Review approval for design of a new Take 5 (minor auto repair facility). The site is .51 acres and is

	located near the intersection of E Deer Flat Road and N Meridian Road and is identified as parcel No. R6949010100.
APPLICANT	Jeff Likes jeff@alcarchitecture.com
REPRESENTATIVE	Gregory Daniel gregoryD@ALCArchitecture.com
SCHEDULED HEARING DATE	Tuesday, June 24, 2025 , at 6:00 P.M.
STAFF CONTACT	Marina Lundy 986.269.8341 mlundy@kunaaid.gov
<ul style="list-style-type: none"> · We have enclosed information to assist you with your consideration and response; we would appreciate any information as to how this action would affect the service(s) your agency provides. <i>If your agency requires additional information, or if contact information for your agency needs updated, please notify our office.</i> · <i>No response within 15 business days will indicate you have no objection or comments regarding this project.</i> · The hearing is scheduled to begin at 6:00 p.m. or as soon as it may be heard. Kuna City Hall is located at 751 W. 4th Street, Kuna, ID 83634. Please contact staff with questions. 	



Marina Lundy

Planner

City of Kuna | Development Services

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

Phone: 986.269.8341

Email: mlundy@kunaaid.gov

www.kunacity.id.gov