

OFFICIALS

Jim Main, Commissioner
Bryan Clark, Commissioner
Robert Rossadillo, Commissioner
Chad Queen, Commissioner
Cristin Sandu, Commissioner

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



Planning & Zoning Commission
REGULAR MEETING AGENDA
Tuesday, January 13, 2026, 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. ELECT PLANNING AND ZONING COMMISSION CHAIR AND VICE CHAIR – ACTION ITEM

3. APPROVING NEW PLANNING AND ZONING COMMISSION BYLAWS – ACTION ITEM

4. 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 December 9, 2025
- B. Regular Commission Meeting Minutes Dated December 23, 2025

Potential Motion:

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

5. PUBLIC HEARINGS:

- A. Case No. 25-03-CPF & 25-28-DR, Kuna Mora Industrial Combo Plat– Troy Behunin – Senior Planner

Applicant requests Combo Plat (Pre Plat & Final Plat) approval for approx. 3.60 acres within the M-1 zone. Applicant also requests Preliminary Plat approval in order to subdivide the land into 3 commercial lots. The site is located within Section 6, Township 1 North, Range 2 East, APN: S2006110005

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-03-CPF with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to approve/deny 25-28-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

- B. Case No. 25-03-OA, Architecture and Site Design Policies – Marina Lundy – Planner

The City of Kuna Planning and Zoning Department requests a zoning text amendment application. The text changes include modifications to the Development Regulations, Objectives and Considerations, and Large Retail Establishment Design Manual. These sections would be replaced with the "Architecture and Site Design Policies" design guide.

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-03-OA with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

C. Case No. 25-01-CPA, Ada County Capital Improvement Plans – Doug Hanson – Planning & Zoning Director

Comprehensive Plan Amendment application to adopt by reference the Capital Improvement Plans (CIPS) for the Ada County Jail, Paramedics, and Coroner.

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-01-CPA with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

6. BUSINESS ITEMS:

7. UPDATES & REPORTS:

8. ADJOURNMENT:

**THE PLANNING AND ZONING COMMISSION
AMENDED AND REFORMED BYLAWS**

City of Kuna, State of Idaho

**ARTICLE I
PURPOSE AND AUTHORIZATION**

The purpose, authority and objectives of these Bylaws are to:

- 1.1 Comply with Idaho Code Section 67-6504(c) and provide the bylaws of the Planning and Zoning Commission of the City of Kuna (the “Commission”) consistent with Chapter 65 of Title 67 Idaho Code (Local Land Use Planning Act) and the laws of the State of Idaho for the transaction of business of the Commission.
- 1.2 To provide written organization papers and bylaws which provides for the transaction of business of the Commission not otherwise provided for by City Ordinance.

**ARTICLE II
CITY ORDINANCES ESTABLISHING AND GOVERNING THE COMMISSION**

- 2.1 The Commission has been established and is governed by Ordinance at Chapter 1 of Title 2 of Kuna City Code.

**ARTICLE III
COMMISSION OFFICE**

- 3.1 The office of the Commission is located in the Planning and Zoning Department, located at Kuna City Hall, 751 W 4th St, Kuna, ID 83634.

**ARTICLE IV
MEMBERSHIP**

- 4.1 The number and terms of the Commissioners is set by Section 1 of Chapter 1 of Title 2 of Kuna City Code.
- 4.2 Commissioners are appointed by the Mayor and confirmed by a majority of the City Council.
- 4.3 Resignations from the Commission shall be in written form and transmitted to the Commission in care of the City Clerk and the Director of the Planning and Zoning Department (The “Director”).
- 4.4 Resignations shall be received and accepted by the Commission at their next meeting at which time the Commission shall declare a vacancy.

- 4.5 Members may be removed for cause by majority vote of the City Council as provided in Section 1 of Chapter 1 of Title 2 Kuna City Code.
- 4.6 Following any removal of a member for cause, a vacancy shall be declared at the next meeting of the Commission. Vacancies shall be filled in the same manner as the original appointment.

ARTICLE V COMMISSIONER ATTENDANCE POLICY

- 5.1 **Advanced Notice of Absence:** Members shall notify the designated Commission Staff Person at least 72 hours in advance (except for medical or family emergencies) of their inability to attend a regular meeting, special meeting or workshop.
- 5.2 **Attendance Policy:** The participation of all Commissioners is necessary in order to timely carry out the duties of the Commission. Consistent Commissioner attendance is of the utmost importance. For this reason, the following attendance guidelines are applicable to all Commissioners:
- 5.2.1 **Attendance Requirements:** Commissioners are required to attend a minimum of two-thirds of the regularly scheduled meetings within a calendar year.
- 5.3 **Attendance Policy Violation:** If a Commissioner is believed to be in violation of the attendance policy, the Commissioners shall review the facts of alleged Attendance Policy Violations in Executive Session (I.C. § 74-206(1)(b)) with the accused Commissioner to determine whether or not there are grounds for making a recommendation to the City Council in open session that the offending Commissioner be removed from the Commission for cause.
- 5.3.1 Relevant factors for consideration include:
- 5.3.1.1 Whether or not the alleged violation occurred and if so whether or not there have been previous violations which are likely to reoccur; and
- 5.3.1.2 Whether or not the absences have caused undue hardship to the Commission in the performance of its duties.
- 5.3.2 Following the Executive Session, the Commission shall vote in open session on whether to recommend that the City Council remove the accused Commissioner for cause. The accused Commissioner shall not participate in the vote, and a majority vote of the remaining Commissioners shall be necessary to make a recommendation of removal. If the vote for removal is less than a majority (including ties), then the motion fails and no other action shall be taken. However, if the motion for removal passes, the Commission shall cause the Director to prepare written findings of fact

and recommended conclusions for consideration and adoption at its next regular meeting. After adoption by the Commission, the Director shall cause the findings and recommendations to be placed on the next regular City Council agenda for consideration. Thereafter, it shall be the responsibility of the City Council to consider the findings and recommendation and put the matter to a vote as set forth in Section 1 of Chapter 1 of Title 2 Kuna City Code.

- 5.4 Virtual Attendance:** The Commissioners may attend by teleconference in accordance with Idaho Code § 74-203(5) which permits attendance by technological devices. However, at least one member of the Commission, or the Director, shall be physically present at the location of the meeting.

ARTICLE VI OFFICERS AND THEIR DUTIES

- 6.1** The officers of the Commission shall consist of a Chairman, and a Vice-Chairman, to be elected annually by the Members of the Commission at the 1st regular meeting of the Commission in January of each calendar year.
- 6.2** The Chairman shall preside at all meetings and hearings of the Commission and shall have the duties normally conferred by parliamentary usage on such officers.
- 6.3** The Chairman shall have the authority to call special meetings and generally perform other duties as may be prescribed by these Bylaws.
- 6.4** The Chairman shall be one of the Commission members. They shall have the privilege of discussing all matters before the Commission and of voting thereon.
- 6.5** The Vice-Chairman shall act for the Chairman in the Chairman's absence and have the authority to perform the duties prescribed for that office. They shall be a member of the Commission.

ARTICLE VII ADMINISTRATIVE STAFF

- 7.1** The City Clerk, in coordination with the Director shall have the authority and the duty to:
- 7.1.1** Maintain Commission Open Meeting Law (Chapter 2 of Title 74 of Idaho Code) compliance inclusive of meeting and agenda notices, minutes of Commission meetings; and
 - 7.1.2** Maintain Commission notice compliance involving quasi-judicial and/or legislative matters; and

- 7.1.3** Maintain the record of proceedings for all legislative and quasi-judicial matters coming before the Commission together with a recording of the same.
- 7.2** The Director, or their designee, shall staff all applications, petitions and permits coming before the Commission inclusive of staff reports, findings of fact, conclusions of law and orders of decision and associated documents.
- 7.3** In order to provide the Commission with information packets for adequate review prior to Commission meetings, it is required that any item being requested be placed on the Commission agenda, including the supporting information, be submitted to the Planning and Zoning Department by 5:00 PM five (5) calendar days prior to the Commission meeting.

ARTICLE VIII MEETINGS

- 8.1** Regular monthly meetings will be held on the second and fourth Tuesday of each month at 6:00 PM at The Kuna City Council Chambers. In the event of conflict with holidays or other events, a majority at any meeting may change the date of the next regular meeting.
- 8.2** A majority of voting membership of the Commission constitute a quorum, and the number of votes necessary to transact business shall be a majority of members present.
- 8.3** Special meetings may be called at the discretion of the Chairman, who shall determine the agenda in coordination with Director and timely notify the City Clerk.
- 8.4** The Commission may take field trips or site visits to view property or for other purposes relevant to a public hearing or other matter under consideration. All Commission field trips shall be taken as part of a regular or special meeting, and all interested persons shall be afforded the opportunity to be present to view the property and hear any reports or comments. Field trips or site visits which are part of a hearing shall be included in the record of proceedings of that hearing. Additionally, a record of the field trip or site visit shall be kept recorded and entered into the minutes, so that the record shall indicate the field trip or site visit was taken into consideration and included in the evidence. Agendas for all field trips and site visits of the Commission shall be prepared and posted in accordance with Idaho law.
- 8.5** Unless otherwise provided by City Ordinance, or these Bylaws, Robert's Rules of Order shall govern the proceedings at the meetings of the Commission.
- 8.6** A motion of the Commissioners must be made and passed in order to dispense with any action item on the agenda.

- 8.7** No new business submitted for action by the Commission shall be acted upon unless it is submitted at least five (5) days prior to a regular meeting date.
- 8.8** Unless the Commission votes to adjourn a meeting, the Commission meeting will be adjourned by the Chair when the business of the posted meeting agenda notice has been completed.

ARTICLE XI ORDER OF BUSINESS

- 9.1** The order of business at regular meetings shall include:
- 9.1.1** Call to Order
 - 9.1.2** Roll Call
 - 9.1.3** Consideration and approval of consent agenda which may include the minutes of previous meeting(s), Approval of Decision And Reasoned Statements (Previously Known As Findings of Fact) from previous meeting(s), and other items as may be pertinent.
 - 9.1.4** Review and Action on Application requiring public hearings
 - 9.1.5** Business Items [Old & New]
 - 9.1.6** Communications/Reports by Commissioners and Staff
 - 9.1.7** Adjournment

ARTICLE X HEARINGS

- 10.1** Hearings shall be conducted in accordance with the City of Kuna Public Hearing Rules of Procedure established in Section 8, Chapter 6, Title 1 of Kuna City Code.
- 10.2** In addition to the City of Kuna Public Hearing Rules of Procedure established in Section 8, Chapter 6, Title 1 of Kuna City Code, the presiding Chairman may, at their discretion, place the Commission “at ease” subject to the call of the presiding Chairman, for any reason, and for any length of time necessary to resolve such matter which may have caused the Commission to be put “at ease” which includes but is not limited to: the preservation of order befitting a Public Meeting, maintenance of decorum befitting a Public Meeting, allowing a brief pause in proceedings in which to allow members of the public to enter or exit the City Council Chambers before or after an Agenda Item, matters related to

administrative or staff necessity. Members of the Commission shall be expected to keep their seat when the Commission is placed “at ease.”

- 10.3 The presiding Chairman may call the Commission back to order at the Chairman’s discretion.
- 10.4 Members of the Commission may call the Commission back to order by Majority Vote.

**ARTICLE XI
DISQUALIFICATION – CONFLICT OF INTEREST**

- 11.1 No member of the Planning and Zoning Commission shall appear before the Commission to represent any person [excluding themselves], firm or corporation, or other entity in any matter pending before the Commission.
- 11.2 A Member of the Commission shall disqualify themselves from participating in the hearing or decision of the Commission upon any matter when the member or employee or their employer, business associate or any person related to the member by affinity or consanguinity within the second degree has an economic interest in the procedure or action. Any actual or potential interest in any proceeding shall be disclosed at or before any meeting at which the action is being heard or considered.

**ARTICLE XII
AMENDMENTS TO BYLAWS**

- 12.1 These Bylaws may be amended by a two-thirds vote of the entire voting membership of the Commission, only after the proposed change has been read and discussed at a previous meeting, except that the bylaws may be changed at any meeting by the unanimous vote of the entire voting membership of the Commission.

OFFICIALS

Jim Main, Commissioner
Bryan Clark, Commissioner
Robert Rossadillo, Commissioner
Chad Queen, Commissioner
Cristin Sandu, Commissioner

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



Planning & Zoning Commission
REGULAR MEETING MINUTES
Tuesday, December 9, 2025, at 6:00 PM

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

I. CALL TO ORDER & ROLL CALL:

(Timestamp 00:00:07)

Vice Chairman Bryan Clark All right, good evening. We'll go ahead and call to order our regularly scheduled Planning & Zoning meeting for Tuesday, December 9th, 2025. Roll call.

Planning & Zoning Director Doug Hanson Commissioner Jim Main.

Commissioner Jim Main Present.

Planning & Zoning Director Doug Hanson Commissioner Bryan Clark.

Vice Chairman Bryan Clark Present.

Planning & Zoning Director Doug Hanson Commissioner Bobby Rossadillo.

Commissioner Bobby Rosadillo Present.

Planning & Zoning Director Doug Hanson Commissioner Chad Queen.

Commissioner Chad Queen Present.

Planning & Zoning Director Doug Hanson Commissioner Cristin Sandu.

Commissioner Cristin Sandu Present.

COMMISSIONERS PRESENT

Vice Chairman Bryan Clark - Present
Commissioner Jim Main - Present
Commissioner Bobby Rossadillo - Present
Commissioner Chad Queen - Present
Commissioner Cristin Sandu - Present

CITY STAFF PRESENT

Doug Hanson, Planning & Zoning Director
Troy Behunin, Senior Planner
Marina Lundy, Planner
Maren Ericson, City Attorney

2. CONSENT AGENDA:

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

(Timestamp 00:00:34)

A. Regular Commission Meeting Minutes Dated November 25, 2025

B. Decision and Reasoned Statement(s)

1. Case No. 25-09-S & 25-29-DR, Indie Subdivision

Potential Motion:

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

(Timestamp 00:00:34)

Vice Chairman Bryan Clark All right, first on the agenda this evening. *Thank you, Troy.* First up on the agenda this evening is the consent agenda.

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

Commissioner Jim Main Second.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark Any opposed? Motion carries.

(Timestamp 00:00:55)

Motion To: Approve The Consent Agenda

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Sandu, Queen, Rosadillo, Main, Clark

Voting Nay: None

Absent: None

5-0-0

3. PUBLIC HEARINGS:

(Timestamp 00:00:09)

A. Case No. 25-02-CPM, Area of Impact Boundary Reduction – Doug Hanson – Planning & Zoning Director

Comprehensive Plan Amendment application to remove approximately 5,531 acres from the City of Kuna Area of Impact boundary.

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-02-CPM with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:00:09)

CLERK'S NOTE: Case Number is 25-02-CPA.

Vice Chairman Bryan Clark Okay. So first up on the public hearings this evening, case #25-02-CPM, area of impact boundary reduction, Mr. Hanson.

Planning & Zoning Director Doug Hanson Good evening, commissioners. For the record, Doug Hanson, planning and zoning director, 751 West 4th Street, Kuna, Idaho. The Kuna Development Services Department proposes a comprehensive plan amendment application to reduce the city of Kuna area of impact boundary. Per Idaho Code, Local Land Use Planning Act, an area of impact is where growth and development are expected to occur. Areas of impact should be planned for growth and development and should be not -- and should not be used to stop growth and development that conforms to applicable plans and ordinances. Areas of impact should be established, modified, and confirmed based on the ability and likelihood of a cities -- of a city to annex lands within that area of impact in the near future. The comprehensive plan identifies the area of impact reduction areas with the future land use designations of public at approximately 5,054 acres, and agriculture at approximately 477 acres. It is not anticipated that any of the parcels proposed to be removed from the city of Kuna area of impact will be annexed into the City, nor will they have, will the city have the ability to provide services for the foreseeable future. And one quick correction, on the agenda, there's a small typo. It should say case #25-02-CPA. So, when making the motion, please reference case #25-02-CPA. And with that, I will stand by for any questions.

Vice Chairman Bryan Clark Is there any questions? Are there any questions for staff at this time?

[Brief Silence]

Vice Chairman Bryan Clark And so just to verify again, so we're reading through the report, this is mostly BLM and, as stated, agricultural land?

Planning & Zoning Director Doug Hanson Yeah, it's predominantly owned by the BLM or the Idaho Department of Corrections. There are a few smaller private property owners, but the majority of it is federal and state lands.

Vice Chairman Bryan Clark Okay, all right. With that, we'll go ahead and we'll open the public hearing, if there are no questions for staff, I will go ahead and we'll open up the public hearing for case number 25-

02-CPA at 6:03. I have several set up to testify tonight. Okay, I just want to verify, Kymber Jenkins. Was this the one that you wanted to talk in on or?

Kymber Jenkins I'm sorry, I...

Vice Chairman Bryan Clark If you could come to the mic, please. And if you can go ahead and hit the button at the base of the mic, go green and state your name and address for the record, please.

Kymber Jenkins Sure, it's Kymber Jenkins, and my address is 9105 West Rockstone Court in Kuna. So, the legal notice that I received, it just didn't have a lot of information. Our property is right on the corner of BLM and the back area. We've just watched all the development coming in. We've lived there for a little over 21 years and so we were making sure that what this meant was that it was continuing to be BLM and the agricultural area just because of the map was -- we were unsure of the map. And so, I checked. I wanted to testify just in case it didn't mean what I what I think it means. So just confirming that it will stay that way, that those areas will stay that way, and it won't impact -- I mean, because META's out there, we're really worried about our water. We're worried about a lot of things.

Vice Chairman Bryan Clark Yeah, so I mean, if it's Bureau of Land Management, it's city boundaries not going to affect that, whether it's part of our area of influence or not.

Vice Chairman Bryan Clark We're literally right on that corner. So, okay, that was my question. Thank you.

Vice Chairman Bryan Clark Thank you. And then I also have a Dustin Hunt on here who you didn't check whether or not you wanted to testify or not.

Dustin Hunt [From Audience] [Inaudible.]

Vice Chairman Bryan Clark Oh, okay. All right. So, you would not like to testify on this one? Thank you. Okay. So, staff, as the applicant, do you guys have rebuttal?

Planning & Zoning Director Doug Hanson Only if you have any additional questions for us.

Vice Chairman Bryan Clark I think we're good, and I think we covered the question that was asked, yes? Okay. All right, so with that, I'll go ahead and I'll close the public hearing at 6:06. So, that brings us to our deliberation.

Commissioner Jim Main I don't think there's much to deliberate. It's just taking something off of our books that we wouldn't be addressing anyway.

Commissioner Bobby Rosadillo Yeah agreed. I mean, if there's nobody here, that it's going to affect in a negative way.

Vice Chairman Bryan Clark Makes sense. Yep. This one's about as clear as it gets. I'd stand for a motion.

Commissioner Bobby Rosadillo All right. I'll make a motion to recommend approval of case #25-02-CPA with the recommendations as outlined in this -- *sorry*, with the conditions as outlined in the staff report.

Commissioner Jim Main I'll second.

Vice Chairman Bryan Clark All in favor?

All Commissioners Aye.

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

(Timestamp 00:06:37)

Motion To: Approve Case #25-02-CPA

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Sandu, Queen, Rosadillo, Main, Clark

Voting Nay: None

Absent: None

5-0-0

B. Case No. 25-06-S & 25-26-DR, Tess Manor – Troy Behunin – Senior Planner

Applicant requests Preliminary Plat, & Design Review approval for approx. 7.80 acres in Kuna City using the R-6 zone district The Preliminary Plat proposes to subdivide the lands into 32 total residential and Common lots. The site is in Sec. 13, T2N, R1W (APN; S1313314850).

Potential Motions:

- *Motion to recommend approval/recommend denial of 25-06-S with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*
- *Motion to approve/deny 25-26-DR, with Conditions as outlined in the staff report (and additional Conditions imposed by Commission, if applicable).*

(Timestamp 00:07:02)

Vice Chairman Bryan Clark All right, next on the agenda this evening, we have case #25-06-S and #25-26-DR for Tess Manor, Troy.

Senior Planner Tory Behunin Good evening, Commissioners, Members of the Commission. This is Toby Behunin, the senior planner, Kuna DSD. The application before you this evening is requesting preliminary plat approval for approximately 7.8 acres in the city limits within an R-6 zone that is already established and they are requesting preliminary plat approval to subdivide the 7.8 acres into approximately 32 single-family lots and nine common lots with an accompanying design review application for the common lots. The site is located near the southwest corner of the intersection of Ardell and Kay Avenue roads. Just to give a little bit of history with this project, this -- had things gone differently, in the past, this would have been already developed. This was a phase of the existing subdivision. It just didn't meet the timelines, and the developer didn't want to move forward and they lost the entitlements. And here they are tonight asking for to basically bring the entitlements back up through the public hearing process. Staff has reviewed the proposed preliminary plat and the design review with compliance with Kuna City Code, state statutes, and the Kuna Comprehensive Plan and the map. And

should the Commission recommend approval of the preliminary plat, and if the Commission decides to approve the design review application, staff would recommend that the applicant is subject to the proposed recommended conditions that are listed in the staff report. I know that Dave Crawford with Centurion Engineers is here to present, And I will be here for any questions that you have.

Vice Chairman Bryan Clark Okay, is there any questions before -- Any questions for staff?

Commissioner Jim Main No.

Vice Chairman Bryan Clark Okay. If the applicant would like to come up.

David Crawford, Centurion Engineers *It's not cooperating. There it goes.* Chairman, Commissioners, David Crawford, Centurion Engineers, 2323 South Vista Avenue in Boise. I'm here representing the applicant, or the owner of the development, of Tess Manor Subdivision. I'd like to start by saying we really appreciate working with staff. We wouldn't be here without them. We did present this project probably over a year ago, had a number of townhomes that were planned on it, so there were narrower lots, attached units. When the project hit the shelf, we kind of dusted it off here a few months back and got it resubmitted, and the applicant, the owner, had a neighborhood meeting. And in that neighborhood meeting, there was a lot of positives about the redevelopment, but there was also some, the townhomes weren't well-liked in the neighborhood. So, we brought the proposal back with zero townhomes in it. They're all single-family homes. All the lots within the development meet the zoning requirements. We're essentially finishing off subdivision, as Troy mentioned, where we're extending the existing stub streets through the project. I think there's three of them from within the development and out to Kay Avenue. That'll allow for additional access, not only for the residents, but for emergency services to access from Kay now that it would be connecting. We've centralized our open space features. We were lucky and unlucky all at the same time. We have a boundary that coincides with the center line of the Kuna Canal, but we were able to take advantage of that by stepping our subdivision boundaries back from the easement and placing a pathway that will go all the way from our centralized open space from Kay to Ardell. So, we have pedestrian connectivity through the development out to those streets as well. So, we feel that's really beneficial for this development. Public Works has indicated that it can serve the project and has the capacity for the 32 lots that are proposed. We feel that this is a great asset for the city of Kuna as it completes what is just bare ground that's not being utilized for farming activities or anything like that. So, this is kind of the natural infill development that sits here. We've been in contact with the school district who is here tonight. It was kind of late communication, but we have opened that communication to form a partnership that we can assist them. But I did get that information over to the owner who's actually looking at some of the capital improvement projects. We -- This property essentially completes an infill development pattern. We've provided something that is consistent with the Kuna codes and ordinances and with the comprehensive plan. We believe it'll be a great asset to the city of Kuna, and I'll stand for any questions you have.

Vice Chairman Bryan Clark Any questions for the applicant this evening?

Commissioner Chad Queen As part of the development, are you guys completing Ardell from its two locations through?

David Crawford, Centurion Engineers Chairman, we have a small portion that abuts Ardell near, at the canal. So, the only thing that we would not be doing anything improvements in there and the highway

district have not asked us to do anything in there. That's going to be part of a larger project to expand that that will involve a number of property owners or highway district improvement there if that's ever done. We are responsible for a portion of the Kay Avenue widening. There's two property owners that abut the center line of that canal and the district has indicated they want us to participate in a trust fund deposit for our half of half a bridge.

Commissioner Chad Queen So your entrance will be on Kay and then the existing entrance into East Sienna Creek Street. Those will be the entrances into it?

David Crawford, Centurion Engineers Correct.

Vice Chairman Bryan Clark Sable Ridge, yeah.

Senior Planner Troy Behunin Members of the Commission, just so you're aware, just talk a little bit closer to your microphone so that the microphone, or the recording, picks up on it.

Commissioner Chad Queen I'm new. I apologize.

Senior Planner Troy Behunin It's okay. One lashing is free.

[Laughter]

Vice Chairman Bryan Clark Okay. So that's more of a question for staff. Okay, any other questions for the applicant?

Commissioner Jim Main No.

Vice Chairman Bryan Clark Cool. Thank you, Dave, appreciate it. Now, I think this is more of a question for staff. Correct me if I'm wrong. The one thing that was noted in the report from Public Works...this project can be served, no problem, 32 lots. Originally, it was only slated at 28. I guess the question is, how is that going to affect, and it is stated briefly in the report from Public Works, which is the potential cascading effect. How's that, do we have a plan for how we're dealing with that future? Do you know the statement I'm talking about?

Senior Planner Troy Behunin For the record, Troy Behunin, Senior Planner. Yes, we've had multiple discussions with Public Works about this. We don't deal with a lot of that. We rely on Public Works to issue us the most current and up-to-date information. And if they say they can serve it, we don't worry about where the pipes are going or how big they are. That's what they do. So, we would rely on their statement that they can serve it.

Vice Chairman Bryan Clark Right. Okay. I just noticed that is the one kind of caveat in the report that was potentially concerning.

Senior Planner Troy Behunin Yeah, staff has no other inside information on that.

Vice Chairman Bryan Clark Right. Okay. All right. So, at this point, we'll go ahead and we'll move to the public hearing. So first up, we'll open the public hearing here at 6:16 P.M. So first on the list to testify, I have Jern Field. And just as a quick note for this evening, as you come up to the podium, please verify the light is green. Please state your name and address for the record. And we want to be sure that we can hear everybody this evening. We do have a three-minute timer running for each person. So please respect

the timer. When you hear it, chime, please give us your two or three seconds of closing. I don't want to cut anybody off, but I will. So, please.

Vern Field Vern Field.

Vice Chairman Bryan Clark Vern, thank you.

Vern Field 571 East Sienna Creek Road in Kuna. I'm the HOA president for Sable Ridge Subdivision. Just some questions that we have. We actually appreciate with the comments that there are no townhouses to be developed and there will be, I'm assuming, single -- will be single dwelling homes. So, we appreciate that part. I know that was a big discussion and a big negative on our end. A couple, some things that I wanted to talk about that have been brought to our attention is like dust mitigation, you know, what are responsibilities for the developer and making sure we have homes very, very close right there in that section where they'll be building. So, there'll be a lot of dust, a lot of, a little bit of everything going on. So hopefully that mitigation of controlling the dust will be adhered to. I know that'll be...

[Inaudible From Audience]

Vern Field *Okay, is that better?* Okay, sorry. So that's one of the things that the residents in that specific area are going to be facing, and so we want to make sure that that's taken care of. Also, the access. We're concerned about trucks, semis, and stuff trying to come in off of Ardell into Sable Ridge. That intersection coming off of Ardell is not designed for semis and big trucks. A couple of times, Tom tried to get a semi out of there and actually ran over part of our lawn and did some damage that we had to repair. So, we want to make sure that all the big trucks and everything that are construction trucks are actually using the Kay Street access. Not to mention, if they come in through the other part of the sub, that we ask that those contractors adhere to the speed limit. We do have children in the neighborhood that play. And I don't know how soon this is going to start, but we definitely want to make sure that they adhere to the speed limit and pay attention to where they're going and watch out for children. I'm assuming this is a phase one only. So that's, is this just going to be phase one? There's no phase two where they're only going to do part and then finish later on? It's only 32 homes, so I'm going to assume that this would be a phase one and only on that just to mitigate any unnecessary problems in the area. One concern that was brought up and asked the question is that if they're going to be blasting in the area, what is the liability? And do the homeowners have anything to worry about that are extremely close to that area if they're going to do any blasting at all whatsoever? I think that'll be a big concern because there's people that brought right up to the fence line. And if they have to blast close by, will there be some problems there? And do they need to make sure that they let the neighbors know what's going on? But other than that, I think that covers for the most part. Thank you.

Vice Chairman Bryan Clark Thank you, Vern. Next on the list to testify, I have Tim Jensen.

Tim Jensen, Kuna School District Tim Jensen with Kuna School District 711 East Porter Street here in Kuna. Just first, I want to apologize for a letter not getting in time to be in your packet for you guys to review, but I did want to be here to verify what David had said. You know, they have agreed to partner with us again on this project as they have in the past, and so. I wanted to verify that with you guys and just stand for any questions you guys might have on this project.

Vice Chairman Bryan Clark Any questions? Thank you, Tim.

Tim Jensen, Kuna School District Thank you.

Vice Chairman Bryan Clark Next up to testify this evening, Rick Reneau.

Rick Reneau Yeah, Rick Reneau at 1736 North Greenville, Kuna there. We're in the Sterling Ranch subdivision. My concern is traffic. When you open up that other road coming out of that, we already have a little bit of traffic that's been coming across that field and I understand people trying to take that shortcut across to get over to this part of our, to the Bi-Mart part of the city. And then the school in the mornings, man, it is crazy the traffic that runs through there. Thank goodness the kids are either still in bed or they're, well, they're not out in the street because it is, it's crazy there in the mornings and evenings. I'm just concerned about not having Kay Street all the way open. It would really help out in our subdivision. We have a lot of people, traffic that's coming off of Hubbard and the other subdivisions that run through our subdivision. And I understand that, but when you open up, you're going to have a lot more people coming through the existing subdivision plus that subdivision and it's going to make it crazy coming through there. And I know you guys have a grand plan for Kay Street from what I understand, your plan is, if I'm not wrong, that you're going to put a turnabout right there in that area there. Is that true? That's just what I've heard. And we just, we really need that to get something done on that because of the traffic that's coming through there. I hate us to wait around until some kid gets ran over or whatever, but it is, it's pretty bad. And I know my street is right parallel with Kay Street down there, so they're taking that or they're going all the way down and coming through. I forget what the street is there, but yeah, it's something that's, I really think we need to look at that before somebody gets hurt. That's all I have to say. I am glad about the townhouses not going in there. That's awesome. That's it.

Vice Chairman Bryan Clark Thank you, Rick. Okay, next on the list this evening to testify, we have Kevin Schroeder.

Kevin Schroeder Kevin Schroeder, 608 East Sable Ridge, Kuna. I've lived at that house. I'm second house from the dirt, been there for 11 years. I'm pleased to hear they're not doing townhouses because I don't want to see the house value go down and everything in that phase one and phase two in that area has been single-family houses. So, I was curious about the square footage of the houses going in in those 32 lots, if that's something that can be answered or not. But other than that, that's all I got. Thank you.

Vice Chairman Bryan Clark Thank you, Kevin. Next up to testify this evening, MaryAnn Michaelson.

MaryAnn Michaelson Hello, MaryAnn Michaelson, 513 East Ridgestone Drive in Kuna. I'm in the Sable Ridge subdivision. And the reason I'm here this evening is I want to request additional conditions of approval for this project, which may not be listed in the staff packet. The developer verbally agreed to the first three at our neighborhood meeting, May 14th. So, the first one has to deal with access. The access to the job site should be taken off the existing North Kay Avenue and the proposed inlay street with only emergency access through the existing streets within the Sable Ridge subdivision. North Kay is better suited to handle the traffic generated from construction. The next item is regarding dust mitigation. IDEQ Per their standards, can you please ensure that the developer submits a dust mitigation plan to mitigate dust in and around the existing subdivision prior to the construction of the subdivision? Existing homeowners should not be required to clean the exterior of their homes or pay someone to clean the exterior of their homes due to dust generated from the construction process. And the next item was regarding trash. Can you please require the developer to place trash receptacles and dumpsters on site to keep the project site generally clean and free from trash, which is generated from construction, so it

doesn't end up on the land of the existing property owners? As you know, Kuna could get pretty windy and existing homeowners shouldn't have to clean up after the developer or the builders. And the last item has to do with the Kuna School District. The school district is at and over capacity at every school. And as of December 7th, I wasn't able to find anything, any formal written comment from the school district regarding this subdivision. So, the school district has repeatedly stated that they're at or exceed capacity. So, it's my feeling that growth should pay for itself and the likelihood of a bond or a levy being approved at this time or in the near future, it's not very high. So, the school districts has a voluntary mitigation program and I think that is the best way or the best method to address this problem. So, I'm asking please do not approve this project until the developer has come to an agreement with the Kuna School District regarding their impact to the school district through that mitigation process. Thank you, I appreciate your time.

Vice Chairman Bryan Clark Thank you. I also have a Frank Michaelson on here not to testify. Just want to verify? Okay, all right. I'm just confirming here. McKnight not to testify?

[From Audience] No.

Vice Chairman Bryan Clark Okay. All right. We'll skip through those. Jim Edick.

Jim Edick Good evening. My name is Jim Edick. I live on 613 East Sable Ridge Drive. I just recently moved back to Kuna, Idaho. I bought that house because of -- it was at on the very end right where the construction is going to start. So, obviously I have a lot of concerns because I haven't been part of the history with this, nor was I informed of what was going to be taking place. So, it was pretty shocking when I received in my mail that they are going to be putting on that 7 acres, 32 single residential places. And I'm doing the math in my head. And all of the homes that are on Sable Ridge, they're roughly quarter acre, you know, per resident. Every house is roughly anywhere from 1,800, 21- 2,200 square feet. It's looking like these are going to be some pretty small homes. And my concern is what is that going to do to our value? I literally just spent half a million dollars on this house and right next to me is now going to be what I'm assuming these little tiny homes. I mean, you got seven acres and a portion of that is going to be a street. What I would take goes right down the middle. So how many acres you really got to build on when it's all said and done? Plus, you got sidewalks, front yards, everything's got to meet the code. So obviously they've met the code. But what is that going to do to the value of those of us that have invested a lot of money into our homes and so that's my biggest concern. You know it's just you can tell they're going to be some very small lots and so that's -- and then also I also would like to reiterate the dust concern the dirt the traffic uh getting into Sable Ridge it's the There's a lot of corners. It's just, it's not built for, you know, heavy traffic. But, you know, I realize everybody wants to be able to build. I mean, there's a high demand for Treasure Valley. So, I do understand the concept, but that is it. Thank you.

Vice Chairman Bryan Clark Thank you. Okay, next up to testify, I've got Jeff Fimian.

Jeff Fimian *[From Audience]* My concerns have been already presented.

Vice Chairman Bryan Clark Okay, so at this time you'd like to change to not testify?

Jeff Fimian *[From Audience]* Yes.

Vice Chairman Bryan Clark Okay.

Unknown Speaker *[From Audience]* Can I change to testify?

Vice Chairman Bryan Clark Yeah. So, one second, please. I'm going to make an open announcement. Anybody who has not testified will be welcome to. Just a moment here. Don Benefiel, I don't have a record of whether or not you wanted to testify or not.

[From Audience] Inaudible.

Vice Chairman Bryan Clark All right. Thank you.

Vice Chairman Bryan Clark Okay, is there anybody else who would like to sign up to testify or change their direction? If you'd like to, please come up and sign in.

[Brief Pause In Proceedings As Members Of The Public Sign In To Testify]

Vice Chairman Bryan Clark Was there anybody else sir did you want to go ahead and you wanted to change what was your name I'm sorry?

Ed McKnight McKnight.

Vice Chairman Bryan Clark McKnight. So, we'll get you up in just a second here. All right, go ahead, Dustin.

Dustin Hunt Good evening, Dustin Hunt 878 East Buck Drive in Kuna. So, that dirt lot just a second some comments made a little bit earlier, it has been an eyesore. We can't avoid development. Those aren't main issues. In the Sterling Ranch community, I've been on the phone several times with local law enforcement, speeding, cruising through, caught on cameras, almost running over some kids in that neighborhood, zipping down through Hubbard, excuse me, Ardell, Hubbard, Kay Street in particular. I don't have a problem with the development, but the flow of traffic is the biggest concern. We are, there is a ton of traffic moving through that particular neighborhood and not to minimize the traffic situation in the other neighborhood that's connecting to, but it is terrible. So that's my biggest concern. The dirt lot is cut through. There were some fences thing that was put up last year, I think, that's been cut down or moved around, so it's a cut through lot anyway. Just adding the homes is going to increase the traffic. So, it's bad enough, and that's why I want to speak on behalf of tonight. So, my biggest concern is that thoroughfare there, the cut through. So, thank you.

Vice Chairman Bryan Clark Thank you. And then, yes, Mr. McKnight.

Ed McKnight Do I need to come up there first?

Vice Chairman Bryan Clark Thank No, I've got you here. I moved the check mark for you.

Ed McKnight Okay, thanks. My name is Ed McKnight. I live at 604 East Ridgestone. It was interesting, I didn't plan on testifying. I sent a letter of protest, essentially. And my concern was addressed several times here by people who made some very good points. And one of those has to do with no mention of lot size. The existing lots in my subdivision, as far as I can tell, are a minimum of 80 feet wide and 100 feet deep. When I looked at the plan, it didn't look like any of the proposed lots were of that size. They seemed to be smaller. And I gauged that by looking at my back fence, which is 80 feet wide. I took the plan out, the proposal, and looked, and it looked like I'm gonna share my back fence with two houses the way the lots are structured. Early on, you mentioned that this is a continuation of a proposed build-out within that

subdivision and that it wasn't finished, by circumstance, or the owner's choice. The assumption I would have made at the time is that yes, they're probably going to build this out. It'll probably be residential and the lots will probably be the same size. Is it R-6? Does that mean six lots per acre? Is that correct?

Vice Chairman Bryan Clark Yes, up to.

Ed McKnight Will this proposed subdivision match that existing subdivision in size, lot size? I think it should, especially if it's a continuation on the regular initial proposal. The other thing I wanted to mention is someone mentioned that FIPS that they put up on Kay Street that meets the lot where everybody's driving through, signs both sides at one time said no trespassing. The fence was taken down, was moved. Apparently, a lot of people don't realize what no trespassing means. And I thought, well, the nature of things today, this is not a real good foreboding, or it is a foreboding of what could happen here. The type of people we may be getting in there. I don't know. The other thing that was mentioned was the traffic and the danger of it. And I see that too. I'm not in Sterling Ranch subdivision, but they've got a problem now. It's only going to get worse. Thank you.

Vice Chairman Bryan Clark Thank you. All right. Last call to testify on this application.

David Crawford, Centurion Engineers Chairman, Commissioners, David Crawford, Centurion Engineers, 2323 South Vista Avenue, Boise. I appreciate all the input that we've had from the neighbors. I'm really glad that we were able to address those, many of them prior to bringing this project forward here. So, I'll kind of get through these as quickly as I can. Part of the development process, once we get our entitlements, we go through and get our construction plans approved, and then we're subject to all the conditions that come through that. So, there was a lot of concern about dust mitigation, construction, those types of things. There was a requirement to meet the dust mitigation, or a request to meet dust mitigation for the Department of Environmental Quality, that is a state standard. We have to file an erosion control, stormwater pollution prevention plan and notice of intent to construct prior to construction with DEQ by default. We also have to do the same thing with Ada County Highway District. We're subject to inspections both from city staff and from the Ada County Highway District that specifically monitors dirt track out onto existing roadways. And we are required, the contractors are required, to clean those or they're penalized. So having an additional condition, we're already subject to those conditions. We definitely are responsible through that stormwater pollution prevention plan to do dust mitigation, construction entrances, many, many things that are dictated by the state, formerly the EPA. So, construction is a lot better. There's always because it's construction, particularly in the summertime with the Kuna dirt, it blows around. There was a request for cleaning of exteriors of homes. That's a pretty subjective thing. And how far is that impacted? I think we could make the case that we would take under consideration any reasonable request. I can see where that could get out of hand pretty quickly, but we definitely want to be neighborly, and I think we can take a look at things on a case-by-case basis.

There's a lot of discussion of speed limits throughout different areas of the neighborhood. We can't enforce speed limits, but once our construction starts, that's going to get rid of a lot of the construction or a lot of the cut-through traffic that's going across the dirt lot now. There is only going to be one phase of development. There's no way to really structure this one to do two, though it could be done, it just seems like that'd be a waste of time. So currently we're only planning on a single phase of development.

I'm glad Mr. Jensen got up and talked to you folks tonight. We've been in communication with them and I've communicated information to the owner so that we can work with the school district to partner with them so we can, yeah, so we can work with them to do that. It's amazing what you can fit on a 50-foot-wide home or 50-foot-wide lot that's 100 feet deep. So routinely on lots this wide, we can get anywhere from 1,500 to 2,400 square foot pretty easily, depending on whether they're single or two-story homes. So, the home prices will be in keeping with the current home prices, though the lots may be different. You'll find that there's not going to be, it's not going to affect property values. New development never hurts existing developments as far as property values.

I understand that traffic is always a discussion about the only thing I could say is the development pattern for improvements of existing streets is that as a development comes in, they are the ones that are responsible for the improvements, for example, along Kay Street that we'll be doing, that'll widen that road up along the length of our property. And when that next property redevelops, then it's responsible for getting its widening up to the intersection so that Kay Street could be fully open. Another option is that when we do building permits, ACHD collects impact fees from every home. And perhaps the city can work with the highway district to do some neighboring programs to do improvements. I don't know if that's possible, but that's the only way I know of to direct those impact fees maybe where they need to go or in the city of Kuna. Let's see. The developer has pledged already correct to access, construction access from Kay Street as its primary access point. It was noted that the Kuna School District...

Vice Chairman Bryan Clark Do you want to finish that thought, David?

David Crawford, Centurion Engineers Like I said before, we are definitely working with the school district to partner, but I did want to talk really quickly just about density. Density back when Sable Ridge was developed was really done under a different code, so the lots were required to be larger. Under -- there's a newer code where the lots are required can be smaller, but there's also it offsets the need for open space that was not required when Sable Ridge was done. So, we're getting much more open space and a little bit denser development.

Vice Chairman Bryan Clark Thank you, appreciate it. Okay. And we'll close the public hearing at 6:43. *I'm sorry?* That'll bring us to our deliberation.

Commissioner Bobby Rosadillo I feel like they addressed a lot of the concerns. I mean, the big part about this project is just going to be when and if Kay Street's going to connect to Deer Flat. I mean, that's going to be the big, you know, hindrance here, you know, in Sterling Ranch neighborhood going across. I mean, I've seen it, you know, kids going to and from school, parents bringing to them from school. You do get a lot of traffic because going either direction on Hubbard, you know, it's easier to go down Kay and cut through Sterling Ranch, you know, but That doesn't make life very good for Sterling Ranch. So, I guess, you know, question for staff, you know, is, is there any plan in the future? Do we have a timeline for maybe that opening of Kay up onto deer flat?

Planning & Zoning Director Doug Hanson Yeah, so for the record, Doug Hanson, Planning & Zoning Director. ACHD in their five-year plan has signed a construction year of 2029 for the Deer Flat-Kay Avenue intersection with the final, the completed construction of that segment that goes north on Kay Road as well.

Commissioner Bobby Rosadillo Okay.

Vice Chairman Bryan Clark It's on the plan.

Commissioner Bobby Rosadillo I guess another question for, you know, builder. What would the anticipated start time be for construction if this were to be approved?

David Crawford, Centurion Engineers Chairman, Commissioners, David Crawford Centurion Engineers, 2323 S Vista Ave. in Boise. Considering where we're at today, it's possible that we could be late spring, early summer construction if everything works out Okay.

Commissioner Bobby Rosadillo Okay, thank you. So, I mean that. You know it's going to be closed off during construction at some point, you know it'll open up, but you're looking at what, 2029 for Kay Street to open up into Deer Flat. At least there's a solution for that. It's not going to help in the meantime in between the houses being opened up and, you know, Kay Street being developed. But that's, you know, my big concern at this point. As far as everything else looks, I think it looks good. I mean, when you look at it, it's R-6, but they're, you know, far less dense than R-6 which kind of fits in with R-4 that's surrounding, they're closer to R-4 than they are closer to R-6.

Vice Chairman Bryan Clark And as stated, with the new and additional open space requirements. So that helps.

Commissioner Jim Main Well, I'll tell you what I think. I'll tell you what I like about the project. I like the pathway along the Kuna Canal. I like the open space. I like a road that actually exits onto, *excuse me*, North Kay. Basically, that'll relieve traffic coming right, driving back through the subdivisions. The one thing I did notice that I'm not happy about, the same thing the last gentleman spoke to was lot sizes. You know, we've got several lots on here that are under 50 feet in width along the road. And my concern is basically what kind of a product are we going to be putting on those lots? And is that product going to be compatible with what's in the existing subdivision? You know, being a good neighbor, I would think that we want to make something that was compatible with what's there. Maybe not an 80-foot lot with the house sizes that they have there. But I think that Some of the lots, the lots on the, they would be the west side of Sienna. Those are 60-foot lots, and those seem to be adequate to me. When we get on the other side of the road, we're dropping down into the 50-foot lots. And then when we get further down, closer to the exit on the K Street, we're down in the 40s on those lots. And a 40-foot lot, you might be able to put a pretty big house on it, but with a 40-foot lot, how do you get to the back of the house?

Vice Chairman Bryan Clark Well, just a note on that. You're speaking specifically about lot four block one? Because lot 4 block 1 is a 50-foot rear. The cut, the frontage is --We're sitting there at the corner. So, it's got the 40, the seven foot chamfer on it.

Commissioner Jim Main Yeah.

Vice Chairman Bryan Clark So, but the overall width of the lot and the parallel lot lines are that 120 some odd foot deep with a 50-foot overall width. So that one matches his neighbor. He just looks weird because he's on the corner. He's got that chamfer in the front yard.

Commissioner Jim Main Yeah, I still think a 50-foot lot is pretty narrow, especially for the type of product that you're going to put on there that's going to be compatible with what's in the existing subdivision.

Commissioner Chad Queen Yeah. I have a question for the developer. Are these, is this a multi-builder development or is this all for one specific builder?

David Crawford, Centurion Engineers Chairman Commissioners is David Crawford. David Crawford, Centurion Engineers, 2323 South Vista Avenue. This will all be for the developer himself. As far as I'm aware, he's built out the last several subdivisions that we've worked with him on and has not hired them out to others or to a larger development corporation. And if I might add, all the lots in here exceed the minimum lot requirements from the zoning ordinance. So, we have a number of lots in here that are above 9,000 square feet. So, we do have larger lots than is allowed by code. Thank you.

Vice Chairman Bryan Clark So, I mean, we're looking, based on the sample elevations and floor plans that were given, we're looking somewhere between 1,500 and 2,500 square foot homes, single and double story. Looks like they're all 35-to-40-foot product on the 50 foot. So, they're meeting the five-foot minimum setbacks. Yeah. I love it.

Commissioner Jim Main I don't.

Vice Chairman Bryan Clark I know. *I know*. The good news is with 120-foot-deep lots, we at least get backyards.

Commissioner Jim Main Yeah, we can't get down the side of the house to get to it.

Vice Chairman Bryan Clark We'll have a separate conversation. I'll tell you some of the stuff I've had to do over the years.

Commissioner Cristin Sandu I have a few things. I think my biggest concern in this is the traffic. ACHD study stated that this development is going to add an additional 291 vehicles per day. It's equivalent of 30 vehicles per hour. And maybe when it's all said and done, that won't really be an issue, but considering the upcoming development that ACHD has planned and then the developer has planned, I can see that becoming a dangerous situation since it is a cut-through road. And ACHD also stated that they have no plan to expand or to develop the Bridge on Ardell Road, which typically they require half of the construction from the applicant. But since they don't have a five-year planned development, the applicant is not required to put that half of cost down. So, I guess that'll be my main concern with it.

Vice Chairman Bryan Clark Comments, questions?

Commissioner Chad Queen I think everything, my thoughts have been fairly well addressed. I agree with the walking path and the improvement of the neighborhood roads, but, *comma*, the lots are smaller and that does affect the feel of the neighborhood. And I know they fit the R-6 requirement, I understand that, and the open space. I guess I'm not really saying anything, am I?

Vice Chairman Bryan Clark All right, so the fact of the matter is, so we've got two cases in front of us. We have a preliminary plat, and we have a design review. Design review is covering the landscaping, color palettes, things of that nature. And the preliminary plat is a recommendation to City Council. City Council consultants say on all of these developments. But from our standpoint, our job is to verify that it fits within Planning & Zoning code. And the fact is right now this is well within the standards for R-6. It does, all the agencies have recommended approval to us. And school district is in favor. And those are

usually some of the bigger concerns is school impact and a lot of that kind of fun stuff. So, I think if there aren't any other comments, I'd stand for a motion. And I can't make it.

Commissioner Bobby Rosadillo I'll make a motion that we recommend approval of case #25-02-CPM....

Vice Chairman Bryan Clark Sorry.

Commissioner Bobby Rosadillo Oh, sorry.

Vice Chairman Bryan Clark Correction.

Commissioner Bobby Rosadillo Wrong one.

(Timestamp 00:54:35)

Motion To: Approve Case #25-02-CPM

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: None

Further Discussion: None

Voting Aye: None

Voting Nay: None

Absent: None

0-0-0

MOTION WITHDRAWN

Commissioner Bobby Rosadillo I'll make a motion that we recommend approval of case #25-06-S with conditions as listed in the staff report.

Vice Chairman Bryan Clark Okay, can I get a second?

[Brief Silence]

Vice Chairman Bryan Clark Okay.

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning & Zoning Director. Just for a quick point of clarification, if there is a counter motion here to recommend denial, we're going to need to have some sort of reason identifying a deficiency as to why the project is being recommended denial.

[Brief Silence]

Vice Chairman Bryan Clark I'll need a second, or a counter.

Commissioner Chad Queen I will counter. I will, and I realize that it meets the requirements of R-6, but I was swayed by the public testimony about the lot size and the valuation of the...

Planning & Zoning Director Doug Hanson So, for the record, Doug Hanson Planning & Zoning Director. So, we can move forward with this. However, if our perceived deficiency is that it meets the requirements of our own city code -- I mean, you get what I'm you understand what I'm saying. It's it

becomes difficult for us to craft the Decision and reason statement because all of these things are for appeal. There's regulatory takings analysis like those types of things can eventually be led to. So, I just want on the record that everything does comply with the applicable zoning ordinances and state code.

Commissioner Cristin Sandu I got a question for Doug. What if the ITD refused to comment on this project? Would that be?

Planning & Zoning Director Doug Hanson For the record, Doug Hanson, Planning & Zoning Director. So ITD was notified that the project would be moving forward. They don't always provide comments if it doesn't create an impact to the state highway system.

Commissioner Jim Main Could I ask the applicant a question?

Planning & Zoning Director Doug Hanson In order to do so, we would just need to reopen the public hearing.

Vice Chairman Bryan Clark Okay.

Commissioner Jim Main Okay.

Vice Chairman Bryan Clark Okay, we'll go ahead and reopen the public hearing on this on case #25-06-S and #25-26-DR at 6:57 PM.

David Crawford, Centurion Engineers Commissioners, David Crawford, Centurion Engineers, 2323 S Vista Ave. in Boise.

Commissioner Jim Main Thank you, David. Would the applicant be willing to adjust some lot sizes on this project?

David Crawford, Centurion Engineers Commissioner, as I indicated in my opening statement, we brought this project forward over a year ago. It had a way denser field and it had townhomes. We did exactly what the neighborhood asked us to do, and we did exactly that. Land values are not going down.

It's really hard to purchase land, develop it, and still make a buck. And so, we feel that we brought forward a compliant project. And I've asked my client on a number of occasions how little lots he could live with, and this is where we ended up.

Commissioner Jim Main So that's a 'no.'

David Crawford, Centurion Engineers Correct.

Commissioner Jim Main Thank you.

Commissioner Bobby Rosadillo Quick question just to clarify. You said by how little lots he can, you mean few, not small, correct? Without a few, he could.

David Crawford, Centurion Engineers Correct.

Commissioner Bobby Rosadillo Okay.

David Crawford, Centurion Engineers Apologize for that misstatement.

Commissioner Bobby Rosadillo No, just wanted to clarify.

David Crawford, Centurion Engineers The number of lots.

Commissioner Cristin Sandu I have a question. Have they conducted an environmental study on this development? Environmental impact, considering that they're existing residents in that region.

David Crawford, Centurion Engineers Commissioners, I'm not aware of an environmental assessment that's been done on the property, but through the stormwater pollution prevention plan, we are required to assess any endangered species or critical habitats. I would say that this was previously agricultural farmland that's just gone unused, so the likelihood of there being any sensitive or endangered wildlife is pretty negligible.

Commissioner Cristin Sandu Do you have a report on that study?

David Crawford, Centurion Engineers I do not.

Planning & Zoning Director Doug Hanson Commissioner Sandu, the City of Kuna doesn't have a requirement for an environmental impact analysis of a subdivision of this size.

Vice Chairman Bryan Clark Thank you, David. If there are other questions, sir?

Commissioner Jim Main No.

Commissioner Jim Main Okay.

[From Audience] Inaudible.

Deputy City Clerk Garrett Michaelson Please don't call out from the audience.

Vice Chairman Bryan Clark Yeah. Just as a note, if you've previously, everybody has three minutes to testify on a given application. So even with the public hearing open, we would only be able to accept new application or new testimony from anybody who has not previously spoken on this specific case. So, with that being said, is there anybody who would care to testify that has not previously testified on this application?

Frank Michaelson I'll testify.

Vice Chairman Bryan Clark And this will give the developer an opportunity to rebut. If you wouldn't mind coming up and signing in, please.

Frank Michaelson Sure.

Vice Chairman Bryan Clark If you please state your name and address for the record.

Frank Michaelson My name is Frank Michaelson. I am at 513 East Ridgestone Drive, Kuna, Idaho, 83634. What I was under the impression is, that they were going to put 26 houses in that unit, in that area, in that subdivision. When I look at it and they said they're going to have open spaces, are they going to have nine open lots that can be sold later on? Or is it going to be a closed kind of a deal? And then like Jim Main said here, the lot sizes at 50 feet, you can spit almost 50 feet. So that's pretty small lot sizes. The houses are going to be pretty condensed in there, right, and I understand that it is R-6, but I believe ours, when we had that subdivision, when I moved into that sub, I believe it was R-4. So, I'm not positive on

that, but I just want to reiterate how the lot sizes are pretty small, and if there is a -- where they can come in and sell any of those open spaces for townhomes later on. That's all I had to say, thank you.

Vice Chairman Bryan Clark Thank you very much. Okay, please.

David Crawford, Centurion Engineers Commissioners, David Crawford, Centurion Engineers, 2323 South Vista Avenue in Boise. I guess I'll just talk about the density issue again. We're at 5.7 units to the acre in an R-6 zone. We have a minimum lot size requirement of 4,500 square feet, and most of our lots are around 6,000 square feet. Yes, it looks different than the other neighborhood. That's due to the code changes. The code changes never considered open space in past developments. It does now. We needed to provide a minimum of 7% open space. Due to the configuration of our property, we have close to 13. So, it is a trade-off that's considered by code and it's contemplated within this development. We brought forward a reasonable development that's going to be an attractive asset to the community and to the city of Kuna. It's not unusual. It is maybe different than what we're used to. However, it's quite common to have lots of this size. I commonly work in Boise where I'm doing 2,500 square foot lots. We're talking about 6,000 square foot lots here.

Vice Chairman Bryan Clark And just a point of clarification, this is permanent open space.

David Crawford, Centurion Engineers Oh, correct.

Vice Chairman Bryan Clark This is permanent open space. It is reserved on the map as open space for the, which will go to an HOA, or public use?

David Crawford, Centurion Engineers Commissioners, thank you for that question. All of our open spaces here are not dedicated to the public. They're privately maintained and owned by the Homeowners Association.

Vice Chairman Bryan Clark Thank you. With that, we'll close the public hearing. I'm sorry, one or no. At this point, we'll close the public hearing at 7:05. And just a real big point of clarification. So, something that I think about a lot, having sat on this commission for a couple of years now, the fact is sitting on the commission is to be as objective as reasonably possible. It is very hard because a lot of people come to us with very subjective concerns. And we are brought -- part of our packet that we're presented and what's presented here by the engineering, by staff, by ACHD, by ITD, by IDEQ, by the school district, we are given facts to judge. And one of the hardest parts of this job is we are asked, we are expected to make a judgment based on the facts. I want to be subjective with a lot of these that come to us. I want to say, 'oh, that lot's too small.' Okay, but it's R-6. What about the traffic concerns? Well, ACHD says it's okay. The engineer did a traffic study. They say it's okay. Public Works did a study on their system, and they say it's okay. They have the information. They have the -- They have the models at their fingertips that we don't have access to as the public. And it's frustrating. It is very frustrating. But I just want to reiterate that as a Commission here, our job is to try and be as objective as reasonably possible. Because at the end of the day, if we do put City in a position where they have to defend something that's already legal, we're going to end up costing the City, us, the public, money in litigation. And it's a really frustrating spot to be in. And I'll admit I struggle with it. But that's the fact we have to remain objective. And it's really hard sometimes. So, I'll come back to my original statements on this map. It is presenting us with 32 legal lots. And sure, I'd like to sit here and say, hey, these should be 8,000 square foot minimums, but I hate to say that ship is sailed. We are presented with 32 buildable lots, a

quarter acre open space, which will be owned and maintained by an HOA for the benefit of this community. It is providing additional circulation elements, which I think are sorely needed, which is very clear in the Google Maps. I can clearly see this dirt access road, who I'm hearing people are violating daily. So, I think this is going to be an ultimate boon to the community. I mean, I'll go back and say it. I would love it if this had stayed rural, either rural residential or agriculture. But the other big aspect of this is we have a property owner whose rights we have to respect, which is another hard aspect of this job. Because, yeah, I'd love to tell my neighbor he doesn't get to build 5000 units. But unfortunately, if it was zoned that way and it shows on the FLUM that way...

Commissioner Cristin Sandu I have a question for Doug Hanson. Is there a comment from ACHD directly to this development?

Planning & Zoning Director Doug Hanson Yes, ACHD's report is in the packet, and they have a summary table. In the beginning, it actually states that without any mitigation from the development, the project will meet the level of service planning thresholds.

Vice Chairman Bryan Clark And those are additional figures that are unfortunately provided to us as kind of heartless and level of service E, I don't have a really great feeling for that. But again, ACHD is telling us it's okay.

Commissioner Cristin Sandu The reason I ask is because ACHD requirements are intended to assure that the proposed use or development will not place an undue burden on the existing vehicle transportation system within the vicinity impacted by the proposed development. And looking at their notes, they don't necessarily have a traffic count for Ardell Road, and it seems that they have a pre-planned road extension in that same region in 2026 which is above the same time that the developer is going to be developing their property. It sort of contradicts their requirements, at least in my opinion.

Vice Chairman Bryan Clark So, where we stand right now, I do have a recommendation for approval, and I have a recommendation for denial. I still stand with no second for either.

Commissioner Jim Main Well, Mr. Chairman, seeing as how staff has indicated that this project complies with all the requirements of the city. I would second the recommendation for approval to the City Council.

Vice Chairman Bryan Clark All those in favor of recommendation of approval for case #25-06-S?

Commissioners Aye.

Vice Chairman Bryan Clark All opposed?

Commissioners Nay.

Vice Chairman Bryan Clark Thank you.

Deputy City Clerk Garrett Michaelson Commissioner, can we get a roll call vote on that, please?

Vice Chairman Bryan Clark Jim Main.

Commissioner Jim Main Yes.

Vice Chairman Bryan Clark Bobby Rosadillo.

Commissioner Bobby Rosadillo Yes.

Vice Chairman Bryan Clark Bryan Clark is yes. Chad Queen.

Commissioner Chad Queen No.

Vice Chairman Bryan Clark Cristin Sandu.

Commissioner Cristin Sandu No.

Vice Chairman Bryan Clark Thank you.

(Timestamp 00:54:45)

Motion To: Recommend Approval Of Case #25-06-S

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: Yes

Voting Aye: Commissioners Rosadillo, Main, Clark

Voting Nay: Commissioners Sandu, Queen

Absent: None

3-2-0

Vice Chairman Bryan Clark And then next up, we still have the 25-26-DR. Design review for the landscaping plan. And that is a -- and that is an approval, not a recommendation for approval or denial.

Commissioner Bobby Rosadillo I'll make a motion to approve case number 25-26-DR with conditions as outlined in the staff report.

Commissioner Jim Main Second.

Vice Chairman Bryan Clark All those in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark Any opposed? All right, motion carries.

(Timestamp 01:11:56)

Motion To: Approve Case #25-26-DR

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Sandu, Queen, Rosadillo, Main, Clark

Voting Nay: None

Absent: None

5-0-0

4. BUSINESS ITEMS:

5. UPDATES & REPORTS:

(Timestamp 01:12:19)

Vice Chairman Bryan Clark That is the last that we have on the agenda for this evening. Are there any comments, recommendations, or reports from staff? All right.

6. ADJOURNMENT:

(Timestamp 01:12:31)

Commissioner Bobby Rosadillo I'll make a motion that we adjourn.

Commissioner Jim Main Second.

Vice Chairman Bryan Clark All those in favor?

All Commissioners Aye.

Vice Chairman Bryan Clark I don't think there's any opposed there.

(Timestamp 00:00:55)

Motion To: Adjourn

Motion By: Commissioner Bobby Rosadillo

Motion Seconded By: Commissioner Jim Main

Further Discussion: None

Voting Aye: Commissioners Sandu, Queen, Rosadillo, Main, Clark

Voting Nay: None

Absent: None

5-0-0

Planning & Zoning Commission, Chair

ATTEST:

Doug Hanson, Planning & Zoning Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk



CITY OF KUNA

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

Planning & Zoning Commission Public Hearing Sign-In Sheet
 December 9, 2025

Case No.: 25-02-CPA (Comprehensive Plan Amendment)

Case Name: Area of Impact Reduction

<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input checked="" type="checkbox"/> NOT Testify
Name RICK RENEAU	Name Paul Walters
Address 1736 GREENVILLE AVE	Address 2022 N Cool Springs Ave
City, State, ZIP KUNA IDAHO, 83634	City, State, ZIP Kuna 83634
<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name VERN FIELD	Name KIMBER JENKINS
Address 571 E SIERRA CREEK DR	Address 9105 W Rockstone Ct
City, State, ZIP KUNA, ID 83634	City, State, ZIP KUNA, ID 83634
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name Dustin Hunt	Name
Address 878 E Buck Dr	Address
City, State, ZIP Kuna ID 83634	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name
Address	Address
City, State, ZIP	City, State, ZIP

<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name
Address	Address
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Name	Name
Address	Address
City, State, ZIP	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name
Address	Address
City, State, Zip	City, State, Zip



CITY OF KUNA

751 W 4th Street • Kuna, ID 83634
 (208) 922-5546 • www.KunaCity.ID.Gov

P&Z Commission Public Hearing Sign-In Sheet
 December 09, 2025

Case Nos.: 25-06-S and 25-26-DR.

Case Name: Tess Manor Subdivision

<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name VERN FIELD	Name Tim Jensen KSD
Address 571 E SIENNA CREEK	Address 711 E. PORTER ST
City, State, ZIP Kuna, ID 83634	City, State, ZIP KUNA, ID 83634
<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name Rick RENEAU	Name Kevin Schroedel
Address 1736 N. GREENVILLE AVE	Address 608 E. Sable Ridge Dr.
City, State, ZIP KUNA, Id 83634	City, State, ZIP Kuna ID 83634
<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name MaryAnn Michaelson	Name
Address 513 E Ridgestone Dr	Address
City, State, ZIP Kuna ID 83634	City, State, ZIP
<input type="checkbox"/> Testify <input checked="" type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name Frank Michaelson	Name
Address 513 E Ridgestone Dr	Address
City, State, ZIP Kuna, ID 83634	City, State, ZIP

<input checked="" type="checkbox"/> Testify <input checked="" type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input checked="" type="checkbox"/> NOT Testify
Name EJ McKnight	Name
Address 604 Ridgestone Dr	Address
City, State, ZIP Kuna, Id	City, State, ZIP
<input type="checkbox"/> Testify <input checked="" type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name Tracy & Julie McCann	Name
Address 9302 S Kofas Way	Address
City, State, ZIP Kuna, ID 83634	City, State, ZIP
<input type="checkbox"/> Testify <input checked="" type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name MARY MAIS	Name
Address 2065 N COOL SPRINGS AVE	Address
City, State, ZIP KUNA ID 83634	City, State, ZIP
<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name Jim Esick	Name
Address 613 E Sable Ridge Dr	Address
City, State, ZIP Kuna 83634	City, State, ZIP
<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name Dustin Hunt	Name
Address 8748 E Buck Dr	Address
City, State, Zip Kuna ID 83634	City, State, Zip

<input checked="" type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name JEFF FIMIKAW	Name
Address 535 E. SABLE RIDGE DR	Address
City, State, ZIP KUNA ID.	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name DON BENEFIEL	Name
Address 548 E SABLE RIDGE D	Address
City, State, ZIP KUNA ID	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name Frank Michael	Name
Address 513 E RIDGESTONE	Address
City, State, ZIP KUNA ID 83634	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name
Address	Address
City, State, ZIP	City, State, ZIP
<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify	<input type="checkbox"/> Testify <input type="checkbox"/> NOT Testify
Name	Name
Address	Address
City, State, Zip	City, State, Zip

OFFICIALS

Bryan Clark, Vice Chairman
Jim Main, Commissioner
Bobby Rossadillo, Commissioner
Chad Queen, Commissioner
Cristin Sandu, Commissioner

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



Planning & Zoning Commission
REGULAR MEETING MINUTES

Tuesday, DECEMBER 23, 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.

3. PUBLIC HEARINGS:

4. BUSINESS ITEMS:

5. UPDATES & REPORTS:

6. ADJOURNMENT:

CLERK’S NOTE: Due To A Lack Of Business Items, The Regularly Scheduled 12/23/2025 Kuna Planning & Zoning Commission Meeting Was Cancelled. Please Find Attached To These Minutes, The Cancellation Notice For This Meeting.

Minutes From The 12/09/2025 Planning & Zoning Commission Meeting Will Be Considered By The Kuna Planning & Zoning Commission At The Regularly Scheduled 01/13/2026 Kuna Planning & Zoning Commission Meeting.

THE KUNA PLANNING & ZONING COMMISSION STANDS ADJOURNED UNTIL THE 13TH OF JANUARY, 2026.

Planning & Zoning Commission Chair

ATTEST:

Doug Hanson, Kuna Planning & Zoning Director

Minutes prepared by Garrett Michaelson, Deputy City Clerk



Planning & Zoning Commission

For questions, please call Planning and Zoning at (208) 922-5546.

MEETING CANCELLATION NOTICE:

THE DECEMBER 23, 2025,
COMMISSION MEETING HAS BEEN
CANCELLED DUE TO HAVING NO
ITEMS SCHEDULED.

CASE NO. 25-03-CPF

KUNA MORA INDUSTRIAL, COMBO PLAT

Senior Planner: Troy Behunin, TBehunin@KunaID.Gov, 208.387.7729

**ALL APPLICATION MATERIALS:
25-03-CPF 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.



**CITY OF KUNA:
PLANNING & ZONING
COMMISSION
STAFF MEMO**

City of Kuna P&Z Commission

Entitlements Requested:	Combo Plat	Rezone	Annexation	Special Use	Planned Unit Development	Design Review	Time Extension
Title:	Kuna Mora Industrial		Application Number:		25-03-CPF		
Date:	1/13/2026		Staff Contact:		Troy Behunin		
Owner(s)/Applicant:	Daniel Isbell		Applicant Contact:		alliedplumbing@gmail.com		
Representative:	Steve Theisen, Hatch Design Architecture		Representative Contact:		steve@hatchda.com		

Staff Recommendation
Approval.

Purpose
Applicant requests approval to Combo Plat (Pre Plat & Final Plat) approx. 3.60 acres within the M-1 zone. Applicant also requests Preliminary Plat approval in order to subdivide the land into 3 commercial lots. The site is located within Section 6, Township 1 North, Range 2 East, APN: S2006110005

Statement of Fact	
Parcel Number(s):	S2006110005.
Future Land Use Map Designation:	Industrial
Existing Land Use:	Residence & Flex Commercial Spaces
Current Zoning:	M-1
Proposed Zoning:	M-1
Development Area:	4.0 acres
Adjacent Zoning Districts:	North: RP (<i>Ada County</i>) East: RP (<i>Ada County</i>) South: M -1 (City) West: M -1 (City)
Adjacent Street(s) Existing & Proposed:	North: W Kuna Mora Rd. East: S Curtis Rd. South: None West: None
Internal Street(s)	1 private access drive to connect all parcels.
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 and is within an existing M-1 zone and is viewed as a compatible zoning district for this application.

The site is located at the southwest corner of S Curtis Road and E Kuna Mora Road. The existing zoning and land uses for the subject site agrees with the Future Land Use Map (FLUM) of the City of Kuna.

Staff Analysis

The applicant requests this combination plat approval in order to create a subdivision of 3 total lots for Industrial flex use, in an M-1 zone.

Proposed Lot 1 will not be developed at this time and will have a legal non-conforming use on site. When Lot 1 develops in the future, it will be subject to all code requirements in place at that time.

The site successfully navigated Design Review (Case No. 25-14-DR) in 2025, and those requirements remain in place and valid.

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

Recommended Conditions of Approval

1. The Developer/Owner/Applicant shall obtain written approval on letterhead or it 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 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 outside 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.



**HATCH
DESIGN
ARCHITECTURE**

200 w. 36th st., boise, idaho 83714 • phone 208.475.3204 • fax 208.475.3205 • email info@hatchda.com

Preliminary Plat Application Narrative

October 24, 2025

Kuna Planning & Zoning
751 W 4th St. Kuna, ID 83634
Kuna, ID 83634

Re: **Combination Preliminary Plat & Final Plat Application for Allied Industrial
Center Located at: W. Kuna Mora Rd. and S. Curtis Rd.
Parcel No.: S2006110005**

Dear Planning Staff,

The owner of the property located on the southwest corner of West Kuna Mora Road and South Curtis Road is proposing a three-lot subdivision totaling 3.6 acres. The purpose of this subdivision is for the new construction of four industrial flex buildings totaling 30,100 S.F on lots 2 and 3. The existing home and shop will remain on lot 1.

Site improvements will include landscaping of the frontage of lot 2 along Curtis Road. The applicant proposes that the Lot 1 frontage improvements will be a condition of occupancy for any new non-residential construction on lot 1.

The project has received the following approvals:

24-05-AN
24-02-DA
25-14-DR

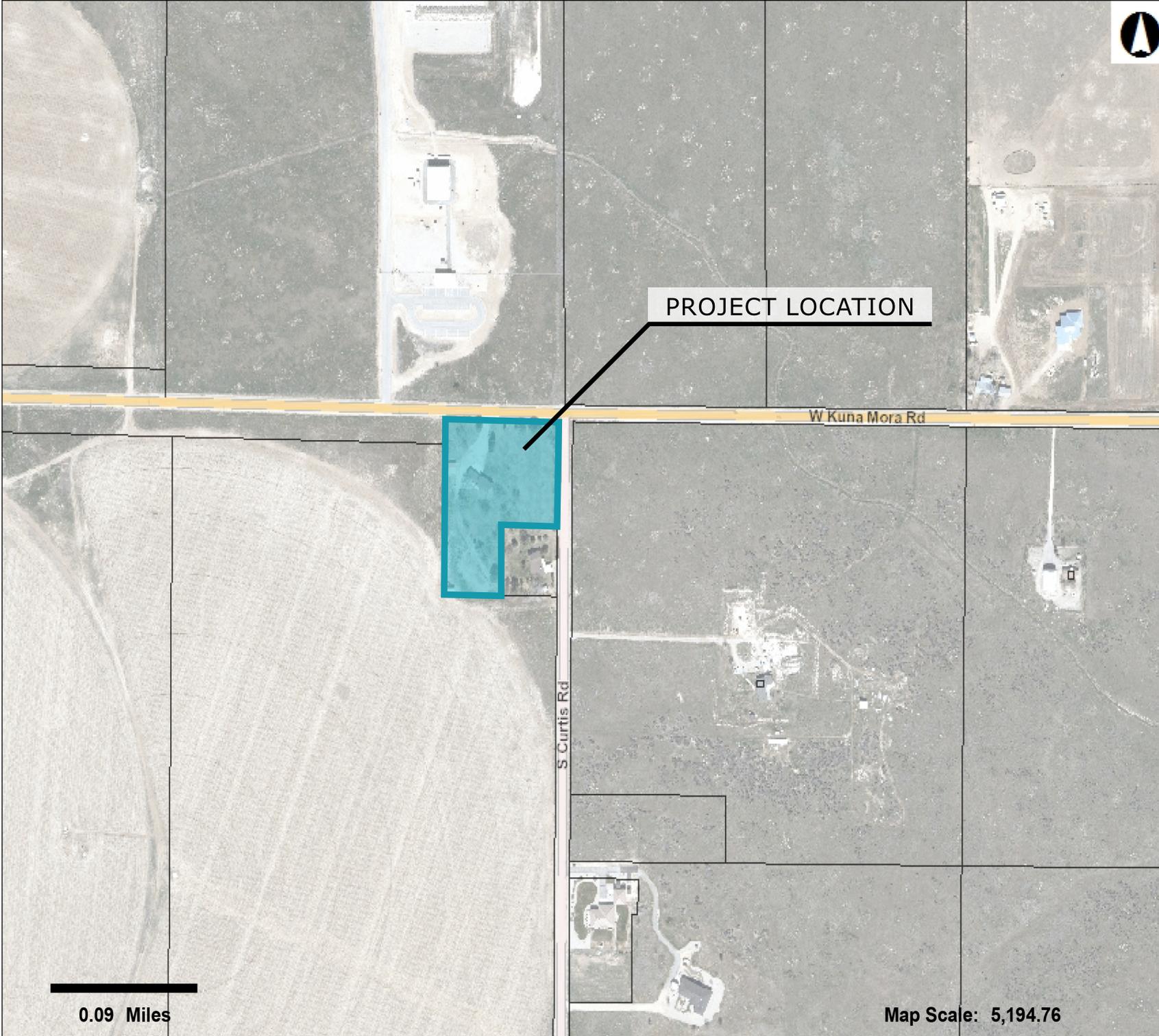
Please contact our office with any questions you may have in reviewing the application materials.

Sincerely,

Jeff Hatch, AIA LEED AP
Hatch Design Architecture

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

0.09 Miles

Map Scale: 5,194.76

5/16/2024

PRELIMINARY PLAT OF ALLIED INDUSTRIAL CENTER SUBDIVISION

LOCATED WITHIN THE NE 1/4 OF THE NE 1/4 OF SECTION 6,
TOWNSHIP 1 NORTH, RANGE 2 EAST, BOISE MERIDIAN,
CITY OF KUNA, ADA COUNTY, IDAHO
2025

VICINITY MAP
(NOT TO SCALE)



BASIS OF BEARING
THE BASIS OF BEARING IS GRID NORTH, IDAHO WEST ZONE
PROJECTION OF NAD83 (2011) 2010.00, BEING S88°38'36"E
BETWEEN THE NORTH QUARTER CORNER OF SECTION 6 AND
THE NORTHEAST CORNER OF SECTION 6.

EXISTING CONDITIONS LEGEND

- Deciduous Tree (W/Size)
- Coniferous Tree (W/Size)
- Gas Valve
- Gas Marker
- Power Pole
- Guy Wire Anchor
- Traffic Sign
- Mail Box
- Water Valve
- Water Manhole
- Fire Hydrant
- Water Spigot
- Water Well
- Irrigation Control Valve Box
- Air Release Valve
- Clean Out
- Telephone Junction Box
- Fence
- Edge of Gravel Road
- Edge of Pavement
-
-
- Gas Line
- Overhead Power Line
- Underground Power Line
-
- Area of Concrete
- Building

BOUNDARY LEGEND

- Exterior Subdivision Boundary
- Proposed Lot Boundary
- Adjacent Record Boundary
- Right-Of-Way Boundary
- Existing Easement Boundary
- Proposed Easement Boundary
- Sectional Line
-
-
- Found Aluminum Cap
- Calculated Position Only
- Proposed Lot Number

ABBREVIATIONS

- BK BOOK
- C.R. CORNER RECORD INSTRUMENT NUMBER
- COR SEC CORNER OF SECTION
- I.N. INSTRUMENT NUMBER
- N.E.S.W NORTH, EAST, SOUTH, WEST
- PG PAGE
- ROS RECORD OF SURVEY NUMBER

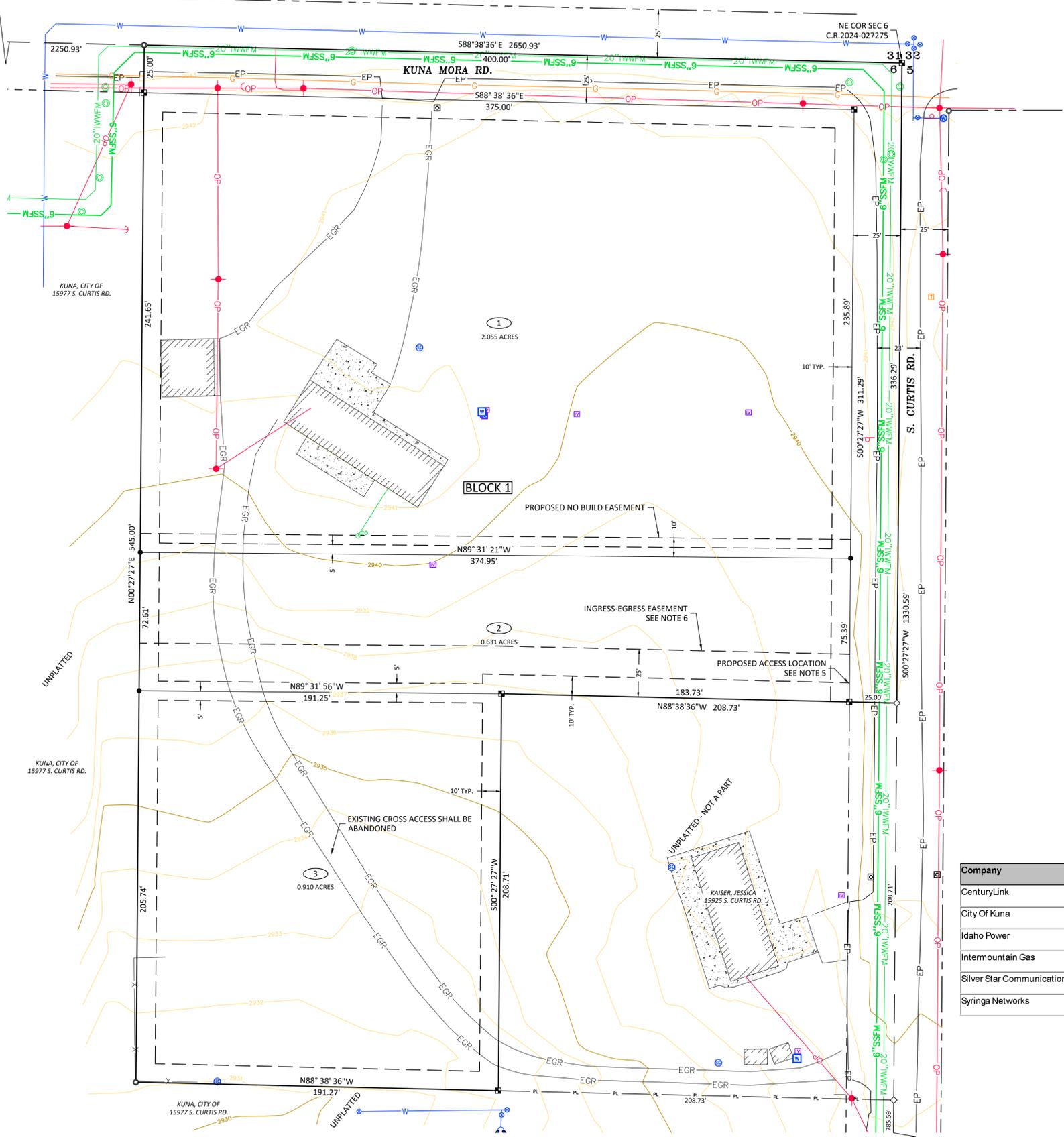
UNDERGROUND UTILITIES

THE LOCATION OF UNDERGROUND UTILITIES SHOWN HEREON ARE INTERPOLATED BETWEEN STRUCTURES LOCATED DURING THE COURSE OF THIS SURVEY OR AS DEPICTED ON GIS MAPS PROVIDED BY THE VARIOUS PUBLIC UTILITIES. A FACILITY REQUEST WAS MADE THROUGH DIGILINE AND THE PUBLIC UTILITY COMPANIES AFFILIATED WITH DIGILINE WERE CONTACTED FOR THEIR MAPPING. (SEE TABLE OF CONTACTED UTILITY COMPANIES) THESE UTILITIES WERE NOT MARKED BY A UTILITY LOCATOR AS PART OF THIS PROJECT.

CONTRACTOR RESPONSIBLE FOR CONTACTING DIGILINE AND HAVING UTILITIES MARKED PRIOR TO EXCAVATION OR CONSTRUCTION.

REFERENCES

- D1. WARRANTY DEED I.N. 2023-051540; SEPTEMBER 2023
- R1. ROS 11735 BY IDAHO SURVEY GROUP, LLC; FEBRUARY 2019
- R2. ROS 14224 BY ACCURATE SURVEYING & MAPPING; DECEMBER 2023
- R3. ROS 14455 BY IDAHO SURVEY GROUP, LLC; JUNE 2024
- R4. ROS 14771 BY ACCURATE SURVEYING & MAPPING; FEBRUARY 2025



NOTES

1. THE EXISTING CONDITIONS AND TOPOGRAPHY DEPICTED HEREON WAS COLLECTED AND PROVIDED BY IDAHO SURVEY GROUP.
2. THE BOUNDARY SHOWN HEREON IS BASED UPON AN ACTUAL SURVEY ON THE GROUND BY LR GEO AND VERIFIES THE BOUNDARY DEPICTED ON RECORD OF SURVEY NO. 14224 (R2). EASEMENT RESEARCH WAS LIMITED TO A REVIEW OF THE CLIENT-PROVIDED TITLE COMMITMENT.
3. ALL EXISTING STRUCTURES TO REMAIN.
4. THE EXISTING PRESCRIPTIVE RIGHT-OF-WAY SHALL BE DEDICATED WITH THE FINAL PLAT.
5. LOTS 2 AND 3 SHALL TAKE ACCESS FROM S. CURTIS ROAD ONLY.
6. LOT 1 SHALL KEEP ITS EXISTING ACCESS FROM W. KUNA MORA ROAD.
7. THE SOUTHERLY 25 FEET OF LOT 2 SHALL BE SUBJECT TO AN INGRESS-EGRESS EASEMENT FOR THE BENEFIT OF LOT 3.
8. A TEN (10) FOOT WIDE EASEMENT FOR PUBLIC UTILITIES SHALL BE RESERVED ALONG THE EXTERIOR BOUNDARY OF THIS SUBDIVISION, AS SHOWN HEREON.
9. A FIVE (5) FOOT WIDE EASEMENT FOR PUBLIC UTILITIES SHALL BE RESERVED ALONG THE SOUTHERLY BOUNDARY OF LOT 1, THE SOUTHERLY BOUNDARY OF LOT 2, AND THE NORTHERLY BOUNDARY OF LOT 3, AS SHOWN HEREON.
10. THIS PARCEL IS SUBJECT TO A BLANKET IDAHO POWER EASMENT, RECORDED AS INSTRUMENT NO. 877997, ADA COUNTY RECORDS.

HORIZONTAL DATUM

NAD 83 (2011) 2010.00, IDAHO SPCS WEST ZONE PROJECTION.
COORDINATES SHOWN ARE AT GROUND, WITH A COMBINED SCALE
FACTOR OF 1.000184025173 APPLIED ABOUT THE ORIGIN (0,0).

VERTICAL DATUM

NAVD 88, AS DETERMINED BY IDAHO SURVEY GROUP.

ZONING & SETBACK INFORMATION

EXISTING ZONING DESIGNATION:	M-1
PROPOSED ZONING DESIGNATION:	M-1
MINIMUM LOT SIZE:	27,474 S.F.
TOTAL NUMBER OF LOTS:	3
AVERAGE LOT SIZE:	52,211 S.F.
SETBACKS:	N/A

GENERAL SITE INFORMATION

PROPERTY AREA:	174,414 S.F.
PRESCRIPTIVE RIGHT-OF-WAY:	17,782 S.F. (TO BE DEDICATED WITH PLAT)
DEVELOPABLE AREA:	156,632 S.F.
PROPOSED USE:	WAREHOUSING
ADDRESS:	5895 W. KUNA MORA ROAD
LOCATION:	NE 1/4 NE 1/4 SEC. 6, T1N, R2E, B.M.
PARCEL NUMBER (ADA COUNTY):	S2006110005
FEMA FIRM PANEL:	16001C0425H (EFFECTIVE 02/19/2003)
FLOOD DESIGNATION:	ZONE X (AREA OF MINIMAL FLOOD HAZARD)
PROTECTION SERVICES:	ADA COUNTY / CITY OF KUNA
SCHOOL DISTRICT:	KUNA SCHOOL #3
IRRIGATION DISTRICT:	NONE

Company	FirstName	LastName	EmailAddress	BusinessPhone	MobilePhone
CenturyLink	Brandon	Mckissick	brandon.mckissick@umen.com	(208) 760-3240	
City Of Kuna	Michael	Borzick	mborzick@kunaid.gov	(208) 287-1726	(208) 994-1529
Idaho Power	Brack	Judy	bjudy2@dahopower.com	(208) 388-6047	(208) 861-4715
Intermountain Gas	Tonia	Kingston	tonia.kingston@ntgas.com	(208) 377-6886	
Silver Star Communications	George	Lambert	glambert@silverstar.net	(208) 229-8132	(208) 810-0138
Syringa Networks	Doug	Brooks	gis@syringanetworks.net	(208) 757-4002	(208) 520-9233

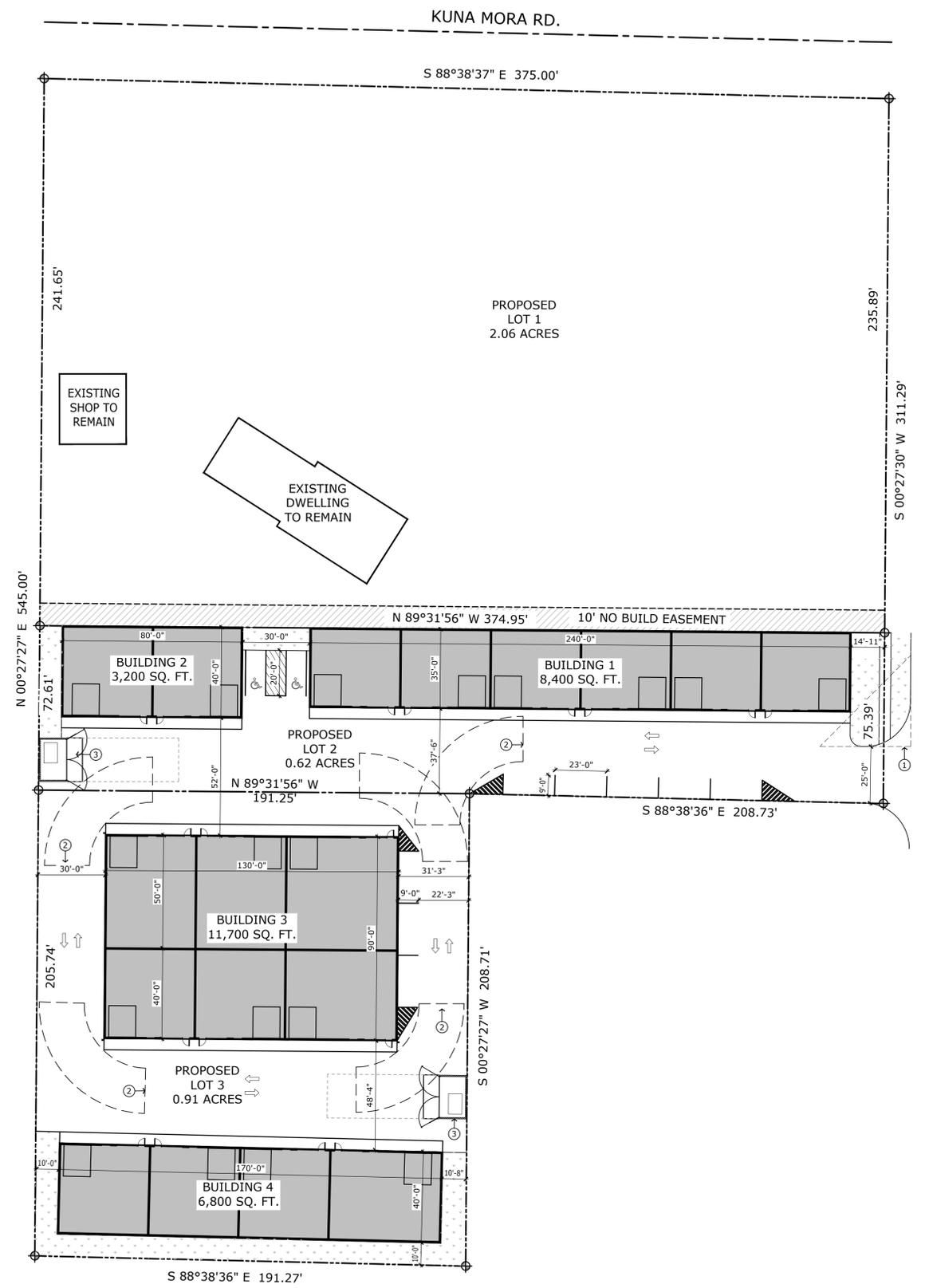
SIGNED
10-08-2025

CERTIFICATE OF SURVEYOR

I, AARON P. RUSH, DO HEREBY CERTIFY THAT I AM A REGISTERED PROFESSIONAL LAND SURVEYOR, LICENSED BY THE STATE OF IDAHO, AND THAT THIS MAP HAS BEEN PREPARED FROM AN ACTUAL SURVEY MADE ON THE GROUND UNDER MY SUPERVISION, AND THAT THIS MAP IS AN ACCURATE REPRESENTATION OF SAID SURVEY.



LRG PROJ: 25048
DRAFTED BY: HT
CHECKED BY: AR
SHEET 1 OF 2



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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 200 W. 36TH ST.
 BOISE, IDAHO 83714
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 FAX: (208) 475-3205
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NEW CONSTRUCTION FOR:

ALLIED INDUSTRIAL CENTER

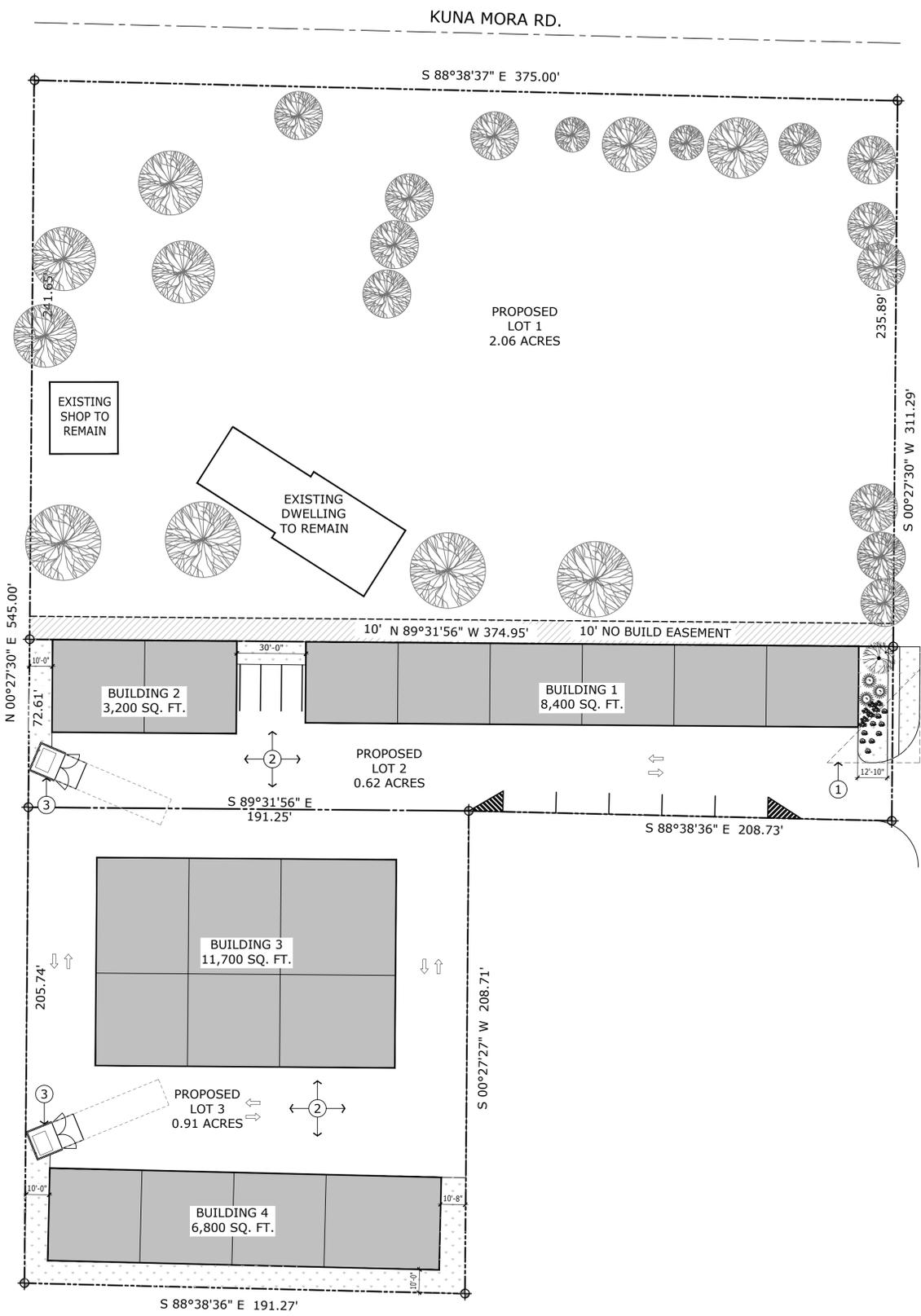
5895 KUNA MORA RD, KUNA, ID.

DESCRIPTION: COMMENTS
DATE
DATE

DATE: NOV. 2025
 DRAWN BY: ST
 CHECKED BY: JLH
 JOB NUMBER: 24114

SHEET TITLE
SITE PLAN

SHEET NUMBER
A-1.0
 SHEET *--*

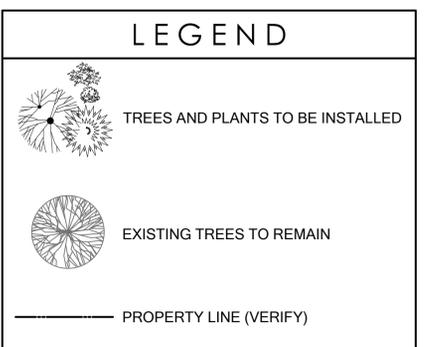


LANDSCAPE SCHEDULE

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 PLAN 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 LOT 2 AND 3 WILL BE REMOVED.
 - ALL EXISTING LANDSCAPING ON LOT 1 TO REMAIN. LANDSCAPING SHALL BE MAINTAINED TO THE CITY'S STANDARDS UNTIL SUCH TIME THAT LOT 1 IS DEVELOPED.

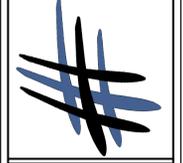
- ### KEYNOTES
- VISION TRIANGLE.
 - ASPHALT SURFACE.
 - PROPOSED TRASH ENCLOSURE, SEE DETAILS ON SHEET A-1.1.



LANDSCAPE PLAN
SCALE: 1" = 30'-0"



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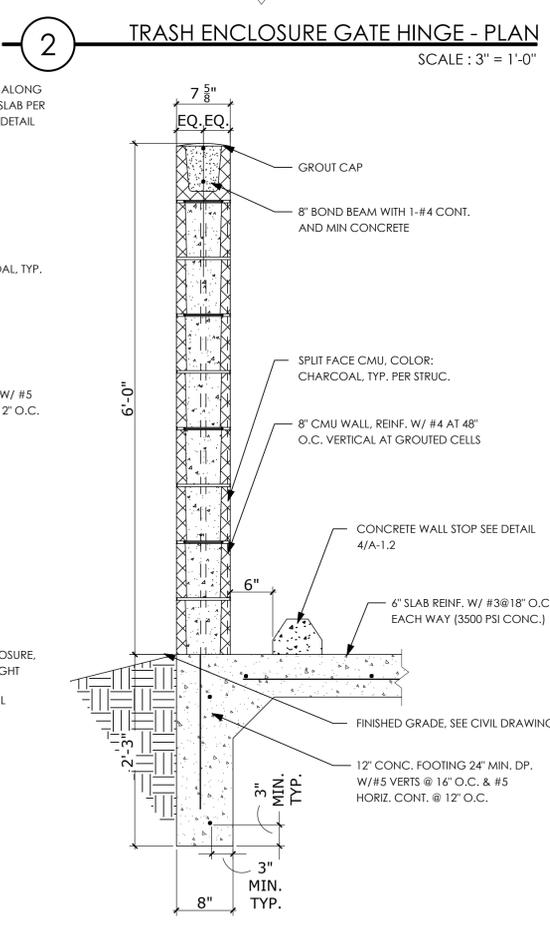
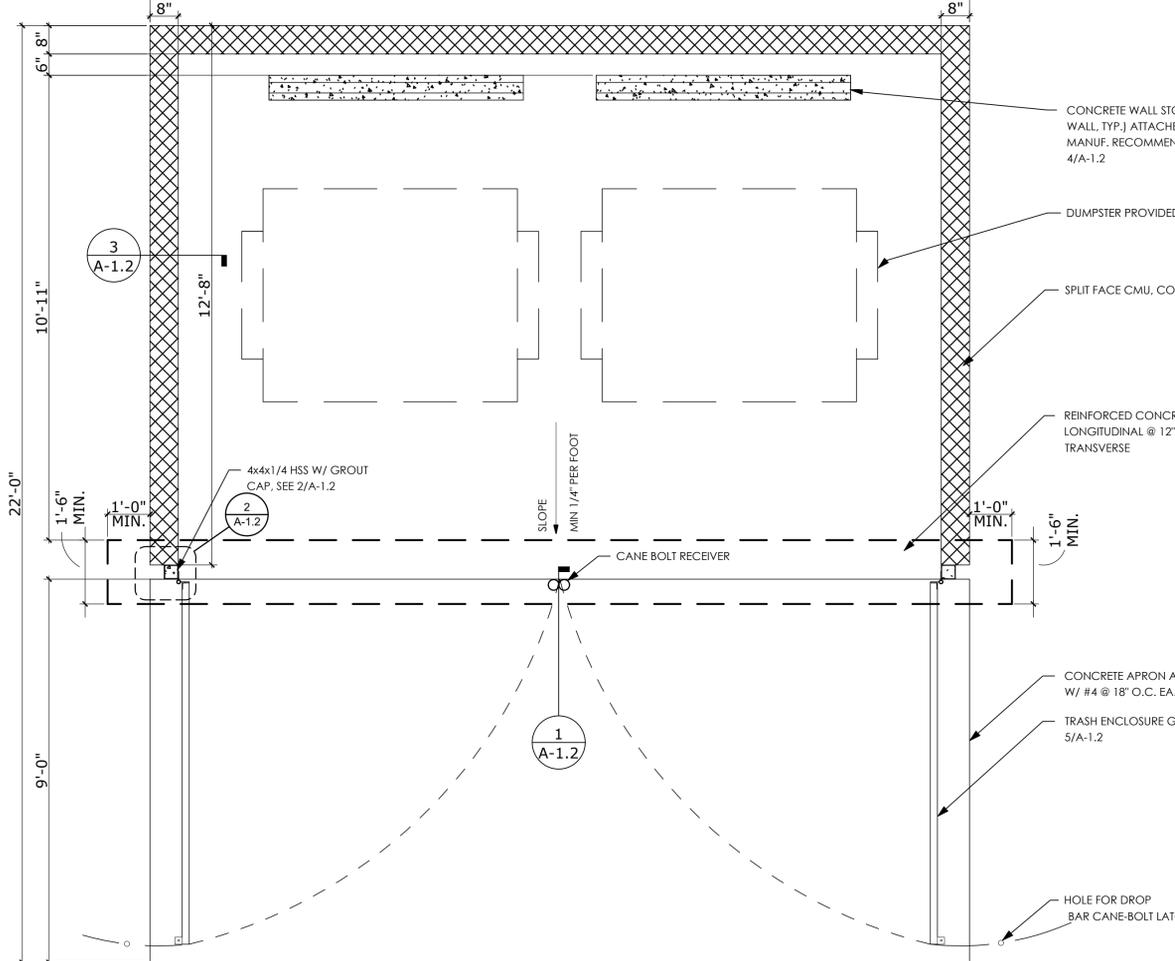
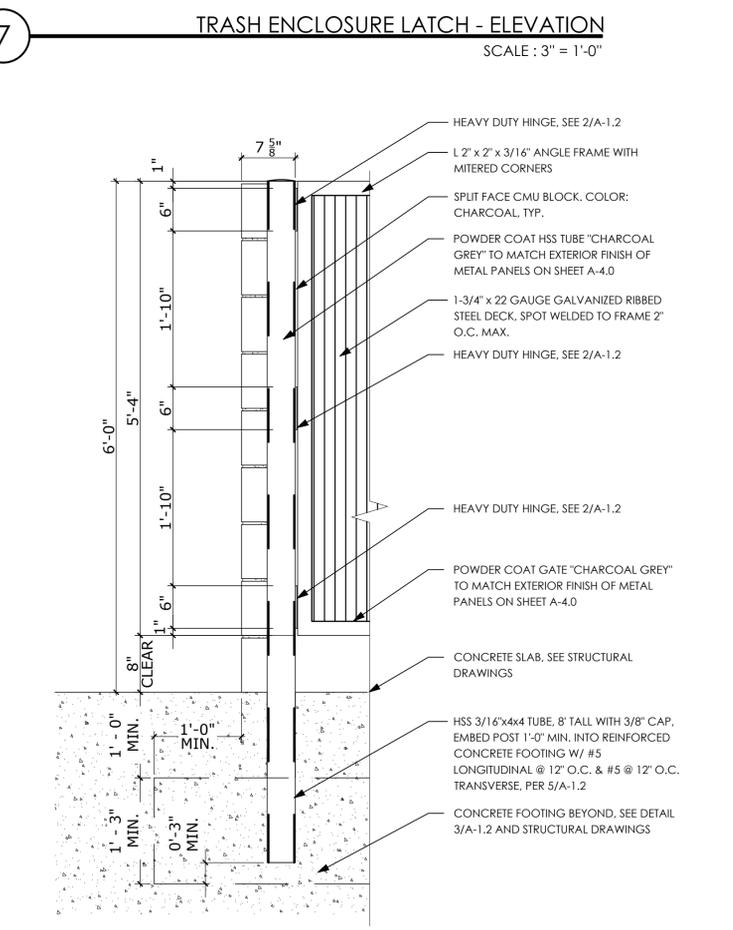
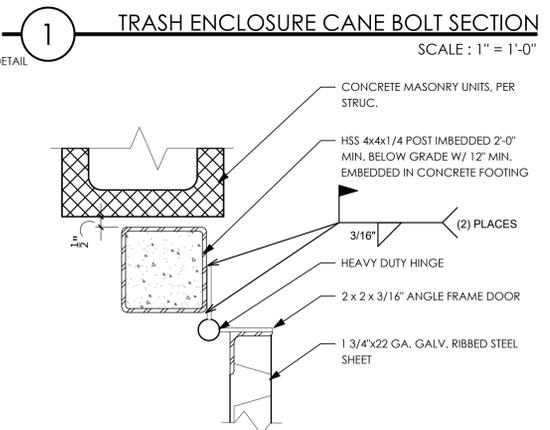
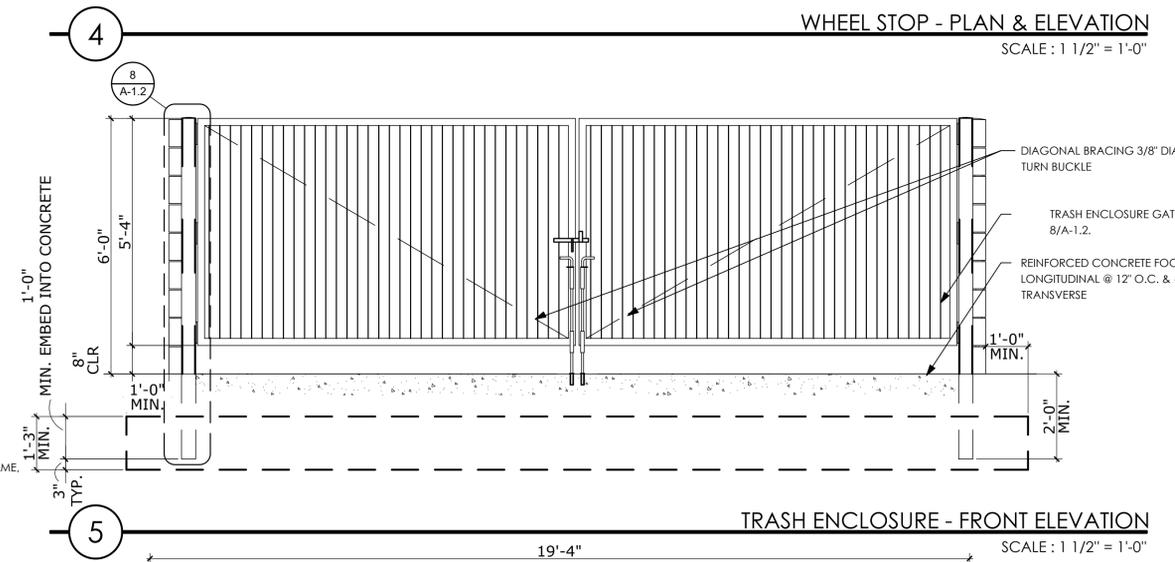
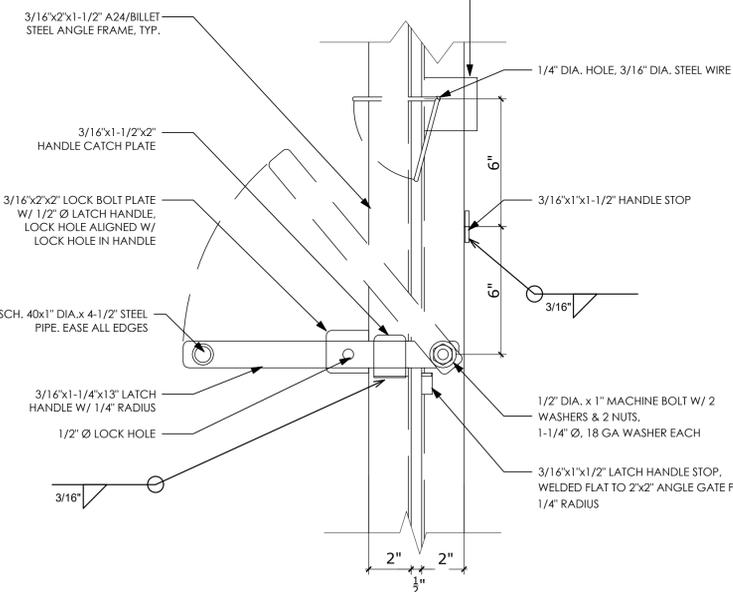
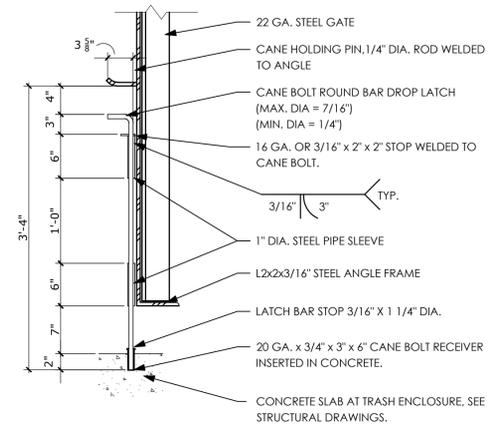
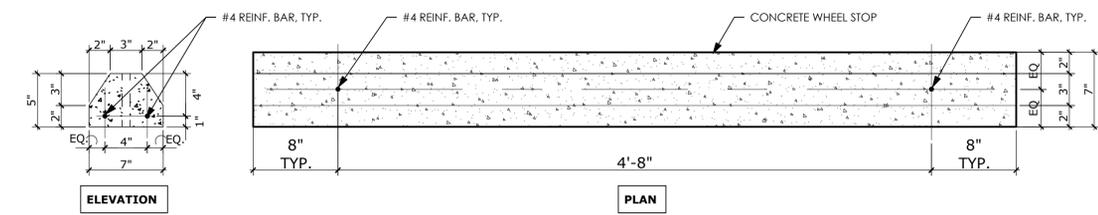
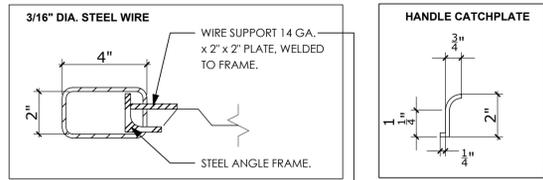
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NEW CONSTRUCTION FOR:
ALLIED INDUSTRIAL CENTER
5895 KUNA MORA RD, KUNA, ID.

DESCRIPTION: COMMENTS	
DATE:	NOV. 2025
DRAWN BY:	ST
CHECKED BY:	JLH
JOB NUMBER:	24114

SHEET TITLE
LANDSCAPE PLAN

SHEET NUMBER
L-1.0
SHEET ***



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NEW CONSTRUCTION FOR:

ALLIED INDUSTRIAL CENTER
5895 KUNA MORA RD, KUNA, ID.

DATE	DESCRIPTION - COMMENTS

DATE: NOV. 2025
DRAWN BY: ST
CHECKED BY: JH
JOB NUMBER: 24114

SITE DETAILS

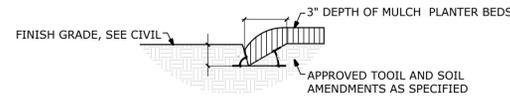
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A-1.1
SHEET 3-12

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.

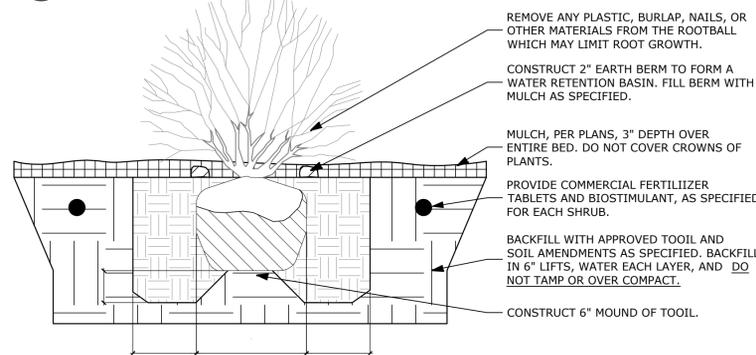
TOOIL NOTES:

- 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"

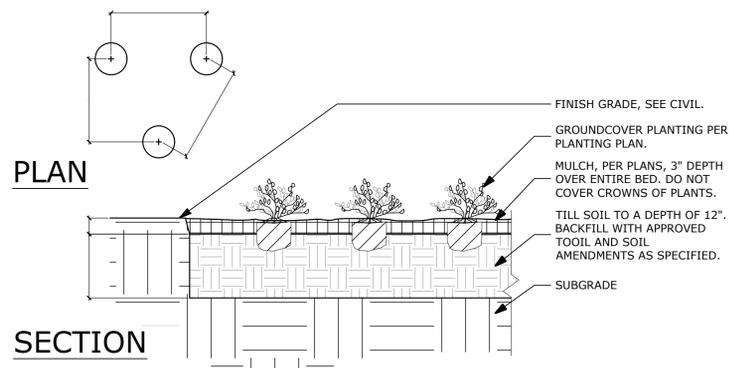


NOTES:

- 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:

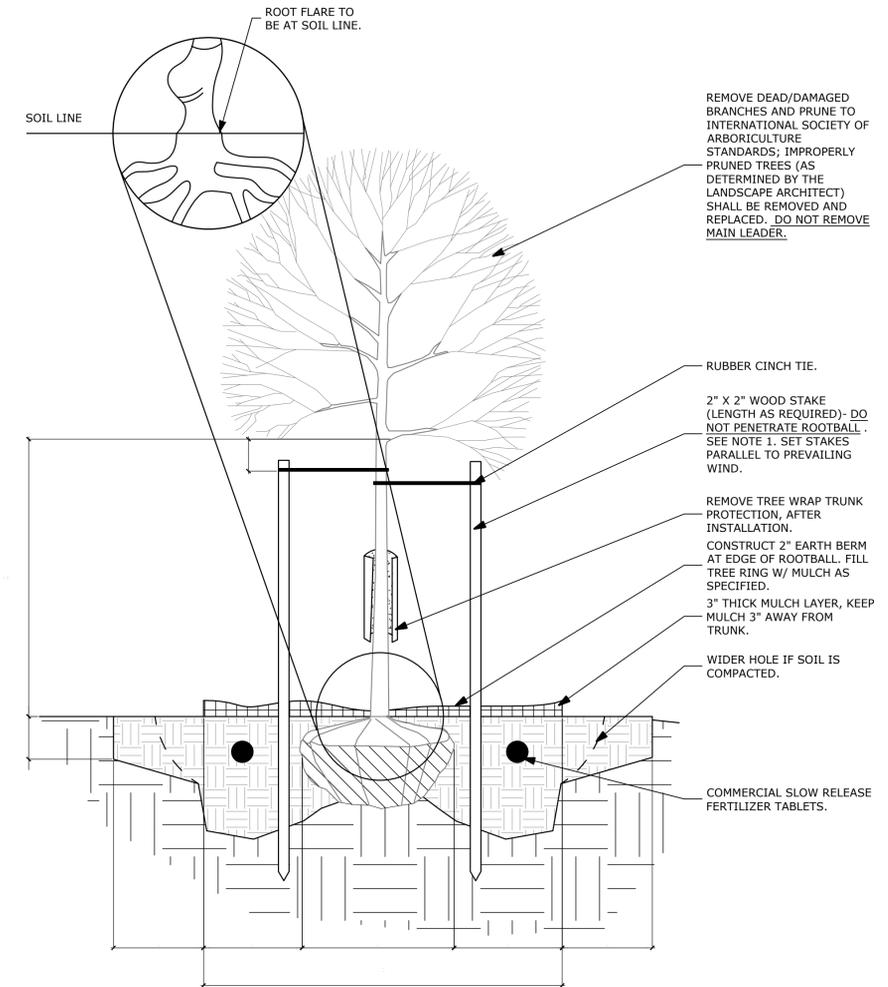
- ALL GROUNDCOVER PLANTS TO BE PLANTED ON CENTER IN A TRIANGULAR PATTERN.
- APPLY SPECIFIED PRE-EMERGENT PER MANUFACTURER'S RECOMMENDATIONS TO ALL GROUNDCOVER BEDS.

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.
 - POWER FAILURE BACKUP FOR ALL PROGRAMED INDIVIDUAL VALVED WATERING STATIONS WILL BE DESIGNED AND INSTALLED TO PROVIDE WATER TO RESPECTIVE HYDRO-ZONES.
 - THE CONTROLLER USED SHALL BE A "WATERSENSE" APPROVED CONTROLLER WITH A FLOW CONTROL VALVE FOR PRESSURE IRRIGATION SYSTEM.
- 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.

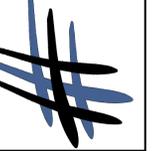
1 DECIDUOUS TREE PLANTING

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) 333-4004
FAX: (208) 475-3205
COPYRIGHT 2025
HATCH DESIGN
ARCHITECTURE



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NEW CONSTRUCTION FOR:
ALLIED INDUSTRIAL CENTER
5895 KUNA MORA RD, KUNA, ID.

DATE	DESCRIPTION - COMMENTS

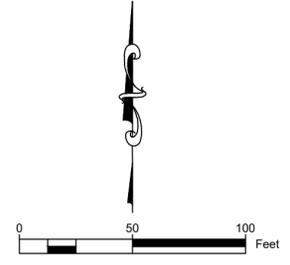
DATE: NOV. 2025
DRAWN BY: ST
CHECKED BY: JHJ
JOB NUMBER: 24114

SHEET TITLE
SITE PLAN

SHEET NUMBER
A-1.0
SHEET *-*

PLAT SHOWING ALLIED INDUSTRIAL CENTER SUBDIVISION

LOCATED WITHIN THE NE 1/4 OF THE NE 1/4 OF SECTION 6,
TOWNSHIP 1 NORTH, RANGE 2 EAST, BOISE MERIDIAN,
CITY OF KUNA, ADA COUNTY, IDAHO
2025



BASIS OF BEARING
THE BASIS OF BEARING IS GRID NORTH, IDAHO WEST ZONE PROJECTION OF NAD83 (2011) 2010.00, BEING S88°38'36"E BETWEEN THE NORTH QUARTER CORNER OF SECTION 6 AND THE NORTHEAST CORNER OF SECTION 6.

BOUNDARY LEGEND

- Subdivision Boundary
- Lot Boundary
- PL — PL — Adjacent Record Boundary
- - - Right-Of-Way Boundary
- - - Existing Easement Boundary
- - - New Easement Boundary
- - - Sectional Line
- Set 1/2" Rebar, Plastic Cap Stamped "LRG PLS 12464"
- ⊙ Set 5/8" Rebar, Plastic Cap Stamped "LRG PLS 12464"
- Found 5/8" Rebar, As Noted
- Found 5/8" Rebar, Aluminum Cap Stamped "PLS 11463"
- ◇ Calculated Position Only
- ② Proposed Lot Number
- ▨ Existing Building

ABBREVIATIONS

BK BOOK
C.R. CORNER RECORD INSTRUMENT NUMBER
COR SEC CORNER OF SECTION
I.N. INSTRUMENT NUMBER
N,E,S,W NORTH, EAST, SOUTH, WEST
PG PAGE
ROS RECORD OF SURVEY NUMBER

REFERENCES

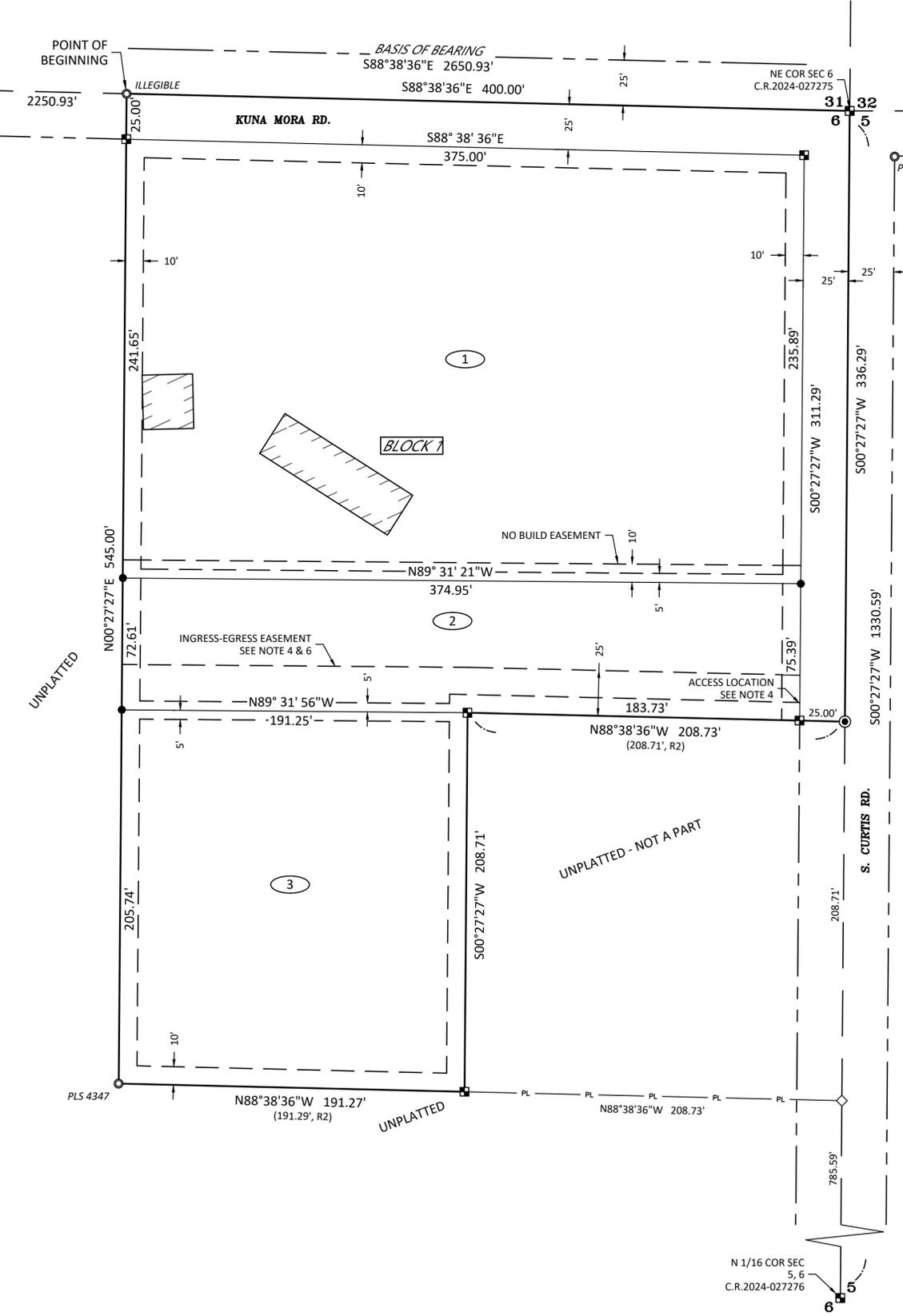
- D1. WARRANTY DEED I.N. 2023-051540; SEPTEMBER 2023
- R1. ROS 11735 BY IDAHO SURVEY GROUP, LLC; FEBRUARY 2019
- R2. ROS 14224 BY ACCURATE SURVEYING & MAPPING; DECEMBER 2023
- R3. ROS 14455 BY IDAHO SURVEY GROUP, LLC; JUNE 2024
- R4. ROS 14771 BY ACCURATE SURVEYING & MAPPING; FEBRUARY 2025

SURVEYOR NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO CREATE A SUBDIVISION PLAT OF THE LAND AS DESCRIBED BY WARRANTY I.N. 2023-051540 (D1) AND DEPICTED ON RECORD OF SURVEY NO. 14224 (R2).

THE BOUNDARY WAS RETRACED ON 06-09-2025 AND FOUND TO BE IN CONFORMANCE WITH THAT DEPICTED ON (R2). ALL MONUMENTS WERE HELD AS FOUND.

LOT CORNERS WERE SET AND EXTERIOR SUBDIVISION CORNERS UPGRADED AS NECESSARY PRIOR TO RECORDING OF THIS FINAL PLAT.



NOTES

- 1) ANY RE-SUBDIVISION OF THIS PLAT SHALL COMPLY WITH THE APPLICABLE ZONING REGULATIONS IN EFFECT AT THE TIME OF THE RE-SUBDIVISION.
- 2) THE LANDS INCLUDED IN THIS PLAT ARE LOCATED IN THE CITY OF KUNA. IRRIGATION WATER WILL BE PROVIDED TO ALL LOTS THROUGH A PRESSURE IRRIGATION DELIVERY SYSTEM WHICH HAS BEEN APPROVED PURSUANT TO SECTION 31-3805(4), IDAHO CODE. THE PURCHASER OF EACH LOT SHALL REMAIN SUBJECT TO ALL ASSESSMENTS LEVIED BY THE CITY OF KUNA. ALL UNPAID IRRIGATION ENTITY ASSESSMENTS ARE A LIEN ON THE LAND.
- 3) THE EXISTING PRESCRIPTIVE RIGHTS-OF-WAY FOR THE HALF WIDTHS OF KUNA-MORA ROAD AND SOUTH CURTIS ROAD SHALL BE DEDICATED WITH THIS FINAL PLAT.
- 4) LOTS 2 AND 3, BLOCK 1 SHALL TAKE ACCESS FROM THE INGRESS-EGRESS EASEMENT ONLY.
- 5) LOT 1 SHALL KEEP ITS EXISTING ACCESS FROM W. KUNA MORA ROAD.
- 6) THE SOUTHERLY 25 FEET OF LOT 2 SHALL BE SUBJECT TO AN INGRESS-EGRESS EASEMENT FOR THE BENEFIT OF LOT 3.
- 7) A TEN (10) FOOT WIDE EASEMENT FOR PUBLIC UTILITIES SHALL BE RESERVED ALONG THE EXTERIOR BOUNDARY OF THIS SUBDIVISION, AS SHOWN HEREON.
- 8) A FIVE (5) FOOT WIDE EASEMENT FOR PUBLIC UTILITIES SHALL BE RESERVED, AS SHOWN HEREON.
- 9) THIS PARCEL IS SUBJECT TO A BLANKET IDAHO POWER EASEMENT, RECORDED AS INSTRUMENT NO. 877997, ADA COUNTY RECORDS.
- 10) THIS DEVELOPMENT RECOGNIZES IDAHO CODE SECTION 22-4503, RIGHT TO FARM ACT, WHICH STATES THAT "NO AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF SHALL BE OR BECOME A NUISANCE, PRIVATE OR PUBLIC, BY ANY CHANGED CONDITIONS IN OR ABOUT THE SURROUNDING NONAGRICULTURAL ACTIVITIES AFTER IT HAS BEEN IN OPERATION FOR MORE THAN ONE (1) YEAR, WHEN THE OPERATION, FACILITY OR EXPANSION WAS NOT A NUISANCE AT THE TIME IT BEGAN OR WAS CONSTRUCTED. THE PROVISIONS OF THIS SECTION SHALL NOT APPLY WHEN A NUISANCE RESULTS FROM THE IMPROPER OR NEGLIGENT OPERATION OF AN AGRICULTURAL OPERATION, AGRICULTURAL FACILITY OR EXPANSION THEREOF."
- 11) BUILDING SETBACKS AND DIMENSIONAL STANDARDS IN THIS SUBDIVISION SHALL BE IN COMPLIANCE WITH THE APPLICABLE ZONING REGULATIONS OF THE CITY OF KUNA AND THIS APPROVAL.
- 12) THE OWNERS' ASSOCIATION (OA) OR ITS ASSIGNS, ITS OWNERSHIP AND MAINTENANCE COMMITMENTS CANNOT BE DISSOLVED WITHOUT THE EXPRESS WRITTEN CONSENT OF THE CITY OF KUNA, IDAHO.
- 13) SURVEY MONUMENTS SHALL BE PRESERVED, SET, AND/OR RESTORED IN ACCORDANCE WITH IC 50-1303.
- 14) LOTS SHALL NOT REDUCE IN SIZE WITHOUT PRIOR APPROVAL FROM THE HEALTH AUTHORITY.
- 15) NO ADDITIONAL DOMESTIC WATER SUPPLIES SHALL BE INSTALLED BEYOND THE WATER SYSTEM APPROVED SANITARY RESTRICTION RELEASE.
- 16) UNLESS OTHERWISE DESIGNATED OR DIMENSIONED, A FIVE (5) FOOT WIDE EASEMENT IS HEREBY RESERVED ADJACENT TO ALL INTERIOR LOT LINES FOR CITY OF KUNA IRRIGATION, AND DRAINAGE EXCEPT AS OTHERWISE SHOWN. A TEN (10) FOOT WIDE EASEMENT IS HEREBY RESERVED ADJACENT TO ALL REAR LOT LINES AND THE SUBDIVISION BOUNDARY FOR CITY OF KUNA IRRIGATION AND DRAINAGE.

AGENCY REVIEW
11-05-2025



LR Geo
A SURVEYING & MAPPING COMPANY
690 S. INDUSTRY WAY | SUITE 55 | MERIDIAN, IDAHO 83642
208.519.5900 | www.lr-geo.com

N 1/16 COR SEC 6, 6
C.R. 2024-027276

ALLIED INDUSTRIAL CENTER SUBDIVISION

ADA COUNTY HIGHWAY DISTRICT COMMISSIONER'S ACCEPTANCE

THE FOREGOING PLAT WAS ACCEPTED AND APPROVED BY THE BOARD OF ADA COUNTY HIGHWAY DISTRICT COMMISSIONERS ON THE _____ DAY OF _____, 20__.

ADA COUNTY HIGHWAY DISTRICT

PRESIDENT

CERTIFICATE OF COUNTY SURVEYOR

I, THE UNDERSIGNED, PROFESSIONAL LAND SURVEYOR IN AND FOR ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT I HAVE CHECKED THIS PLAT AND FIND THAT IT COMPLIES WITH THE STATE OF IDAHO CODE RELATING TO PLATS AND SURVEYS.

COUNTY SURVEYOR

DATE

APPROVAL OF CITY ENGINEER

I, THE UNDERSIGNED, CITY ENGINEER IN AND FOR THE CITY OF KUNA, ADA COUNTY, IDAHO, HEREBY APPROVE THIS PLAT.

CITY ENGINEER

DATE

APPROVAL OF CITY COUNCIL

I, THE UNDERSIGNED, CITY CLERK IN AND FOR THE CITY OF KUNA, ADA COUNTY, IDAHO, DO HEREBY CERTIFY THAT AT A REGULAR MEETING OF THE CITY COUNCIL HELD ON THE _____ DAY OF _____, 20__, THIS PLAT WAS DULY ACCEPTED AND APPROVED.

CITY CLERK

DATE

HEALTH CERTIFICATE

"SANITARY RESTRICTIONS AS REQUIRED BY IDAHO CODE, TITLE 50, CHAPTER 13 HAVE BEEN SATISFIED ACCORDING TO THE LETTER TO BE READ ON FILE WITH THE COUNTY RECORDER OR HIS AGENT LISTING THE CONDITIONS OF APPROVAL. SANITARY RESTRICTIONS MAY BE REIMPOSED, IN ACCORDANCE WITH SECTION 50-1326, IDAHO CODE, BY THE ISSUANCE OF A CERTIFICATE OF DISAPPROVAL."

CENTRAL DISTRICT HEALTH , REHS

DATE

CERTIFICATE OF COUNTY TREASURER

I, THE UNDERSIGNED, COUNTY TREASURER IN AND FOR ADA COUNTY, IDAHO, PER THE REQUIREMENTS OF I.C. 50-1308, DO HEREBY CERTIFY THAT ANY AND ALL CURRENT AND/OR DELINQUENT COUNTY PROPERTY TAXES FOR THE PROPERTY INCLUDED IN THIS SUBDIVISION HAVE BEEN PAID IN FULL. THIS CERTIFICATION IS VALID FOR THE NEXT THIRTY (30) DAYS ONLY.

COUNTY TREASURER

DEPUTY

DATE: _____

COUNTY RECORDER'S CERTIFICATE

STATE OF IDAHO)

COUNTY OF ADA) SS

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD AT THE REQUEST OF

_____ AT ____ MINUTES PAST ____ O'CLOCK __M., ON THIS ____ DAY OF _____, 20__, IN

BOOK _____ OF PLATS AT PAGES _____ THRU _____, AS INSTRUMENT _____.

DEPUTY

FEE

EX-OFFICIO RECORDER

CERTIFICATE OF SURVEYOR

THIS IS TO CERTIFY THAT I, AARON RUSH, A PROFESSIONAL LAND SURVEYOR, LICENSED BY THE STATE OF IDAHO, SUPERVISED THE SURVEY OF LAND AS DESCRIBED IN THE CERTIFICATE OF OWNERS AND THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY, DESIGNATED HEREIN AS "ALLIED INDUSTRIAL CENTER SUBDIVISION", AND THAT IT WAS COMPLETED IN ACCORDANCE WITH THE CURRENT LAWS OF THE STATE OF IDAHO RELATING TO PLATS AND SURVEYS AND WITH THE CORNER PERPETUATION AND FILING LAW.

AGENCY REVIEW
11-05-2025



690 S. INDUSTRY WAY | SUITE 55 | MERIDIAN, IDAHO 83642
208.519.5900 | www.lr-geo.com

Allied Industrial Center Sub Request for Official Comments.

From Troy Behunin <tbehunin@kunaaid.gov>

Date Wed 11/26/2025 12:19 PM

To ACHD <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Angel Robins <arobins@idahopower.com>; Alicia Flavel <aflavel.bkirrdist@gmail.com>; Tom Ritthaler <TRitthaler@boiseproject.org>; Genna Ashley <gashley@boiseproject.org>; bmoore@adacounty.id.gov <bmoore@adacounty.id.gov>; Brian Graves - KSD <bgraves@kunaschools.org>; Camille Burt <camille.r.burt@usps.gov>; Lori Badigian <lbadigian@cdhd.idaho.gov>; Mike Fratusco <mfratusco@adacounty.id.gov>; COMPASS <gisshared@compassidaho.org>; DEQ Admin <BRO.Admin@deq.idaho.gov>; Eric Adolpfson <eadolfson@compassidaho.org>; Erika Olvera <eolvera@nmid.org>; Idaho Power (Taylor Dunn) <tdunn@idahopower.com>; Idaho Power - Jacky Chris <easements@idahopower.com>; Idaho Power - K Funke <kfunke@idahopower.com>; Bryce Ostler Int Gas <bryce.ostler@intgas.com>; ITD General <D3Development.Services@itd.idaho.gov>

Cc Doug Hanson <dhanson@kunaaid.gov>; Jennifer Miller <JMiller@kunaaid.gov>; Marina Lundy <MLundy@kunaaid.gov>

Morning Greetings,
Happy Thanksgiving!

The City of Kuna requests official comments from your organization for this project in relation to the services it provides and how this project impacts those services.

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

CASE NUMBER(S):	 KUNA MORA INDUSTRIAL 25-03-CPF & 25-14-DR
PROJECT DESCRIPTION	Applicant requests approval to Combo Plat (Pre Plat & Final Plat) approx. 3.60 acres within the M-1 zone. Applicant also requests Preliminary Plat approval in order to subdivide the land into 3 commercial lots. The site is located within Section 6, Township 1 North, Range 2 East, APN: S2006110005
SITE LOCATION	The site address is 5859 W Kuna Mora Rd. at the SWC of Cole and Kuna Mora Roads, Kuna, ID 83634.
REPRESENTATIVE	Steve Thiessen Hatch Design Architecture 200 W 36th St. Boise, ID 83714 208.475.3204 steve@hatchda.com

SCHEDULED HEARING DATE	Tuesday, Jan. 13, 2026 , at 6:00 PM, Kuna City Hall Council Chambers, 751 W 4th Street, Kuna, ID 83634
STAFF CONTACT	Troy Behunin Senior Planner TBehunin@kunaid.gov

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

Thanks,

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

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.



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

December 4th, 2025

To: Jeff Hatch, via email
Hatch Design Architecture
200 W 36th St
Boise, ID 83642

Subject: KPP25-0014/25-03-CPF
5895 W Kuna Mora Road
Allied Industrial Center

This is a staff level approval of a preliminary plat for Allied Industrial Center. On June 30th, 2025 the Ada County Highway District reviewed and approved this site as part of KUNA 25-0015 Kuna Mora Industrial for the development of four industrial flex buildings on 4 acres. The site-specific conditions of approval also apply to KPP25-0014/25-03-CPF Allied Industrial Center.

The applicant will be required to pay all applicable platting and review fees prior to final approval.

If you have any questions, please contact me at (208) 387-6171.

Sincerely,

A handwritten signature in black ink, appearing to read 'Matt Pak', enclosed in a simple oval outline.

Matt Pak
Planner
Development Services

cc: City of Kuna (Troy Behunin), via email
Hatch Design Architecture (Steve Thiessen), via email
Daniel Isbell, 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.



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

Date: June 30th, 2025

To: Jeff Hatch

Staff Contact: Matt Pak, Planner

Project Description: Kuna Mora Industrial

Trip Generation: This development is estimated to generate 147 vehicle trips per day, 20 vehicle trip per hour in the PM peak hour, based on the Institute of Transportation Engineers Trip Generation Manual, 11th edition.

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

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

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

ACHD Planned Improvements	
FYP	
CIP	

Livable Street Performance Measures	
Pedestrian	LTS 4
Cyclist	LTS 4

Is Transit Available?	
Yes	
No	X

connecting you to more



Project/File: **Kuna Mora Industrial / KUNA25-0015 / 25-14-DR**
 This is a design review application to allow for the development of four industrial flex buildings (totaling 30,100 square-feet) on 4 acres, with an existing single family dwelling to remain on the property.

Lead Agency: City of Kuna

Site address: 5895 W Kuna Mora Rd

Staff Approval: June 30th, 2025

Applicant: Jeff Hatch
 Hatch Design Architecture
 200 W 36th St
 Boise, ID 83714

Representative: Daniel Isbell
 5859 W Kuna Mora Rd
 Kuna, ID 83632

Staff Contact: Matt Pak
 Phone: 208-387-6171
 E-mail: mpak@achdidaho.org

Report Summary:

ACHD Planned Improvements2

Level of Service Planning Thresholds2

A. Site Specific Conditions of Approval3

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C. Site Plan5

D. Findings for Consideration6

E. Policy.....8

F. Attachment 112

G. Standard Conditions of Approval14

H. Conclusions of Law.....14

Request for Appeal of Staff Decision15

ACHD Planned Improvements

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

There are no roadways, bridges or intersections in the general vicinity of the project that are in the Five Year Plan (FYP) or the District's Capital Improvement Plan (CIP).

Level of Service Planning Thresholds

1. 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
* Kuna Mora Road	375-feet	Principal Arterial	106	Better than "E"
** Curtis Road	311-feet	Local	4	N/A

* Acceptable level of service for a two-lane principal arterial is "E" (690 VPH).

** ACHD does not set level of service thresholds for local streets.

2. Average Daily Traffic Count (VDT)

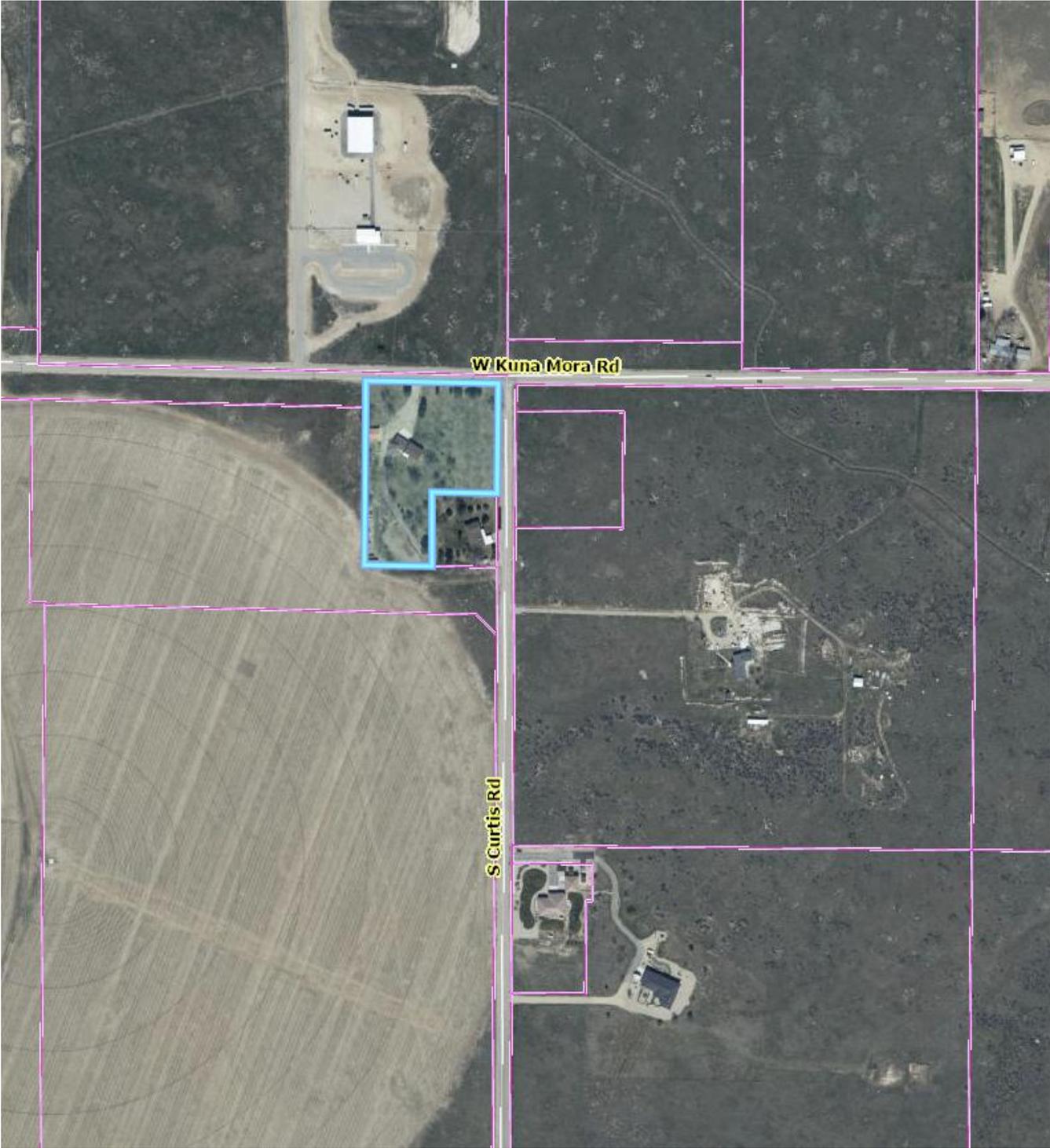
Average daily traffic counts are based on ACHD's most current traffic counts.

- The average daily traffic count for Kuna Mora Road east of Cole Road was 3,746 on March 20th, 2024.
- The average daily traffic count for Curtis Road north of Barker Road was 310 on April 17th, 2024.

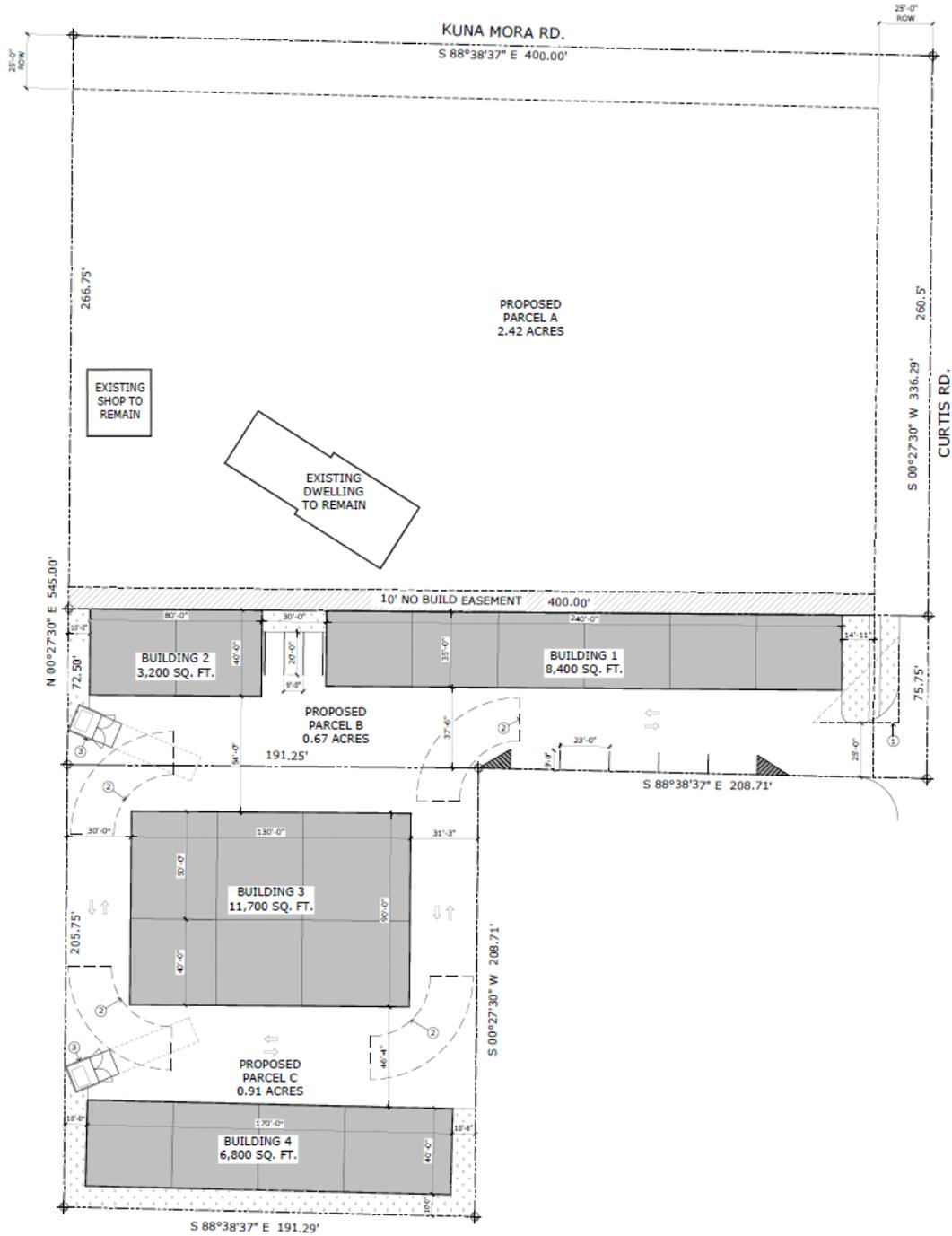
A. Site Specific Conditions of Approval

1. Dedicate additional right-of-way to total 100-feet from centerline of Kuna-Mora Road abutting the site and set all permanent structures a minimum of 150-feet from the centerline of Kuna-Mora Road abutting the site. No permanent structures are allowed within the future right-of-way area.
2. Comply with all policies and guidelines established as part of the 2007 adoption of the Kuna-Mora Road Interim Policy (see attachment 1).
3. Improve the entire frontage on Curtis Road as ½ of a 40-foot wide industrial street section with curb, gutter, and a minimum 5-foot wide sidewalk abutting the site.
4. Dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, reduce the right-of-way to 2-feet behind back of curb and provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back of sidewalk on Curtis Road.
5. Close the existing 40-foot wide driveway onto Kuna Mora Road, located 260-feet west of Curtis Road, with landscaping.
6. Construct a maximum 20-foot wide paved driveway from the site onto Curtis Road, located a minimum of 150-feet south of Kuna Mora Road, to provide access to the existing and remaining home.
7. Construct a 25-foot wide paved driveway from the site onto Curtis Road, located 324-feet south of Kuna Mora Road.
8. Direct lot access is prohibited to Kuna Mora Road.
9. 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.
10. 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.
11. Comply with all Standard Conditions of Approval.

B. Vicinity Map



C. Site Plan



SITE REFERENCE PLAN

SCALE: 1" = 30'-0"

D. Findings for Consideration

1. Kuna Mora Road

- a. **Existing Conditions:** Kuna Mora Road is improved with 2-travel lanes and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Kuna Mora Road (25-feet from centerline).
- b. **Applicant Proposal:** The applicant is not proposing any additional dedication of right-of-way or frontage improvements to Kuna Mora Road abutting the site.
- c. **Staff Comments/Recommendations:** On June 20th, 2007, the ACHD Commission approved the Kuna-Mora Road Interim Policy (attachment 1), which identifies Kuna-Mora Road as a future expressway and established criteria for right-of-way preservation, setbacks, drainage access, etc.

Consistent with the Kuna-Mora Road Interim Policy, the applicant should be required to:

- Dedicate additional right-of-way to total 100-feet from centerline of Kuna-Mora Road abutting the site and set all permanent structures a minimum of 150-feet from the centerline of Kuna-Mora Road abutting the site.
- Comply with all policies and guidelines established as part of the 2007 adoption of the Kuna-Mora Road Interim Policy (see attachment 1).

Additionally, no permanent structures are allowed within the future right-of-way area.

2. Curtis Road

- a. **Existing Conditions:** Curtis Road is improved with 2-travel lanes, 27-feet of pavement and no curb, gutter or sidewalk abutting the site. There is 50-feet of right-of-way for Curtis Road (20-feet from centerline).
- b. **Applicant's Proposal:** The applicant is proposing to improve the southern 75-feet of frontage on Curtis Road with an 8-foot wide landscape strip and 5-foot wide detached concrete sidewalk.

Staff Comments/Recommendations: The applicant's proposal does not meet District policy and should not be approved, as proposed. The applicant should be required to improve the entire frontage on Curtis Road as ½ of a 40-foot wide industrial street section with curb, gutter, and a minimum 5-foot wide sidewalk abutting the site.

The applicant should be required to dedicate right-of-way to 2-feet behind back of sidewalk, or for detached sidewalk, the applicant may reduce the right-of-way to 2-feet behind back of curb and provide a permanent right-of-way easement from the right-of-way line to 2-feet behind back of sidewalk.

3. Driveways

3.1 Kuna Mora Road

- a. **Existing Conditions:** There is an existing unimproved 40-foot wide driveway from the site onto Kuna Mora Road, located 260-feet west of Curtis Road. The driveway provides access to the existing and remaining home on the site.
- b. **Applicant's Proposal:** The applicant is not proposing any modifications to the existing driveway onto Kuna Mora Road.
- c. **Staff Comments/Recommendations:** The applicant's proposal does not meet the Access conditions established in the Kuna Mora Interim Policy or ACHD's Access policies and should not be approved, as proposed. The applicant should be required to close the existing driveway onto Kuna Mora Road with landscaping.

The applicant should be required to provide access to the existing and remaining home off Curtis Road, by constructing a maximum 20-foot wide driveway from the site onto Curtis Road, located a minimum of 150-feet south of Kuna Mora Road (measured centerline-to-centerline). 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 Curtis Road.

3.2 Curtis Road

- a. **Existing Conditions:** There are no existing driveways from the site onto Curtis Road.
- b. **Applicant's Proposal:** The applicant is proposing to construct a 25-foot wide driveway from the site onto Curtis Road, located 324-feet south of Kuna Mora Road (measured centerline-to-centerline).
- c. **Staff Comments/Recommendations:** The applicant's proposal meets District policy and should be approved.

The applicant should be required to pave the driveway in its full width and at least 30-feet into the site beyond the edge of pavement of Curtis Road.

4. Other Access

Kuna Mora Road is classified as a principal arterial roadway/future expressway. Direct lot access is prohibited to this roadway.

E. Policy

1. Federal Accessibility Design Guidelines and Standards

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

2. Minor Improvements

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

3. Livable Street Performance Measures

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

4. Kuna Mora Road

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

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

Street Section and Right-of-Way Width Policy: District Policies 7205.2.1 & 7205.5.2 state that the standard 7-lane street section shall be 81-feet (back-of-curb to back-of-curb). This width typically accommodates three travel lanes in each direction, a continuous raised or landscaped median with intermittent turn lanes, and curbs and gutters. A 7-lane road shall also include a minimum 10-foot wide multi-use path outside the curb line on both sides with an 8-foot wide buffer from back-of-curb. Other Level 3 bike facility treatments as defined in the ACHD Bike Master Plan may be approved at the discretion of the ACHD Development Review Supervisor. The standard right-of-way width for a 7-lane arterial is 124-feet.

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

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

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

Pedestrian Facilities: District Policy 7205.5.7 requires a concrete sidewalk at least 5-feet wide are required on both sides of all arterial streets. A parkway strip at least 8-foot wide between the back-of-curb and street edge of the sidewalk is required to provide increased safety and protection of pedestrians. Alternatively, on roadways identified for improvement in the Capital Improvement Plan, a minimum 10-foot wide multi-use path may be required. The path shall be placed in accordance with planned buildout in the Master Street Map with a minimum 8-foot wide planter strip as measured to the closest edge of the path. Street trees are encouraged between the pedestrian facility and the roadway when irrigation and maintenance will occur by the adjacent property owner or HOA through an approved license agreement. Consult the District's planter width policy if trees are to be placed within the parkway strip. In some instances, to match existing conditions, a minimum 7-foot wide sidewalk may be constructed next to the back-of-curb. ACHD Development Review staff will be responsible for determining the required facility. Vertical hardscape alternatives to street trees may be considered in the buffer space when street trees are not practicable.

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

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

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

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

ACHD Master Street Map: ACHD Policy Section 3111.1 requires the Master Street Map (MSM) guide the right-of-way acquisition, arterial street requirements, and specific roadway features required through development. This segment of Kuna Mora Road is designated in the MSM as a Future Express Way/Mobility Corridor with 7-lanes within 200-feet of right-of-way.

5. Curtis Road

Industrial Roadway Policy: District Policy 7209.2.1 states that the developer is responsible for improving all industrial 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 7209.5 states that right-of-way widths for new industrial roadways shall be 50-feet wide and that the standard street section will vary depending on the need for a center turn lane, bike lanes, volumes, percentage of truck traffic, and/or on-street parking.

- A 40-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane.

- A 52-foot street section (back-of-curb to back-of-curb) will typically accommodate two travel lanes and a center turn lane and on-street parking.

Sidewalk Policy: District Policy 7209.5.6 requires concrete sidewalks at least 5-feet wide to be constructed on one side of all industrial streets. If a separated sidewalk is proposed, 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.

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.

6. Driveways

6.1 Kuna Mora Road

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 7205.4.7 states that direct access to principal 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 1b under District policy 7205.4.7, unless a waiver for the access point has been approved by the District Commission. Driveways, when approved on a principal arterial shall operate as a right-in/right-out only, and the District will require the construction of a raised median to restrict the left turning movements.

Driveway Location Policy: District policy 7205.4.7 requires driveways located on principal arterial roadways to be located a minimum of 520-feet from the nearest intersection for a right-in/right-out only driveway. Full-access driveways are not allowed on principal arterial roadways.

Successive Driveways: District policy 7205.4.7 Table 1b, requires driveways located on principal arterial roadways with a speed limit of 50 MPH to align or offset a minimum of 520-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.

Temporary Access Policy: District Policy 7202.4.2 identifies a temporary access as that which “is permitted for use until appropriate alternative access becomes available”. Temporary access may be granted through a development agreement or similar method, and the developer shall be responsible for providing a financial guarantee for the future closure of the driveway.

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.

6.2 Curtis Road

Driveway Location Policy: District policy 7209.4.1 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 7209.4.1 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 7209.4.3 restricts industrial driveways to a maximum width of 40-feet. Most industrial driveways will be constructed as curb-cut type facilities.

Driveway Paving Policy: Graveled driveways abutting public streets create maintenance problems due to gravel being tracked onto the roadway. In accordance with District policy, 7209.4.3, 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.

Driveway Design Requirements: District policy 7209.4.3 states if an access point is to be gated, the gate or keypad (whichever is closer) shall be located a minimum of 50-feet from the near edge of the intersection and a turnaround shall be provided.

7. 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.

8. 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.

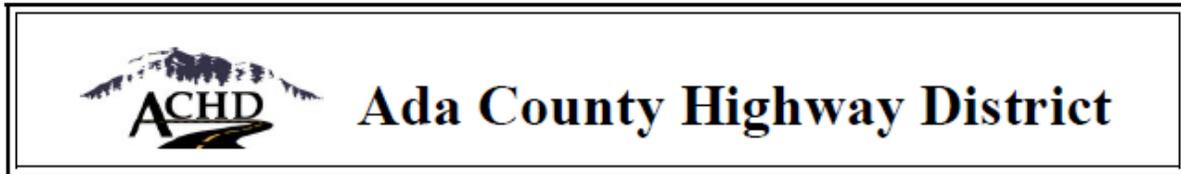
9. Pathway Crossings

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.

F. Attachment 1



KUNA-MORA ROAD INTERIM POLICY Adopted 6/20/2007

Roadway Function: As noted in *Communities in Motion* (COMPASS), the region should consider long-term travel alternatives to I-84, and proposed and potential development may preclude Kuna-Mora as a future expressway unless a design is completed within the next 1-2 years. It is also noted that "Kuna-Mora Road should be preserved to allow for an expressway with potential grade-separated interchanges; and to maintain the right-of-way to construct a future expressway and interchanges, local governments along the corridor should stipulate a minimum setback of 150' from the centerline of Kuna-Mora. ... At the intersections of Kuna-Mora Road with major roads, setbacks should be negotiated to preserve future interchanges. ... As with any major road, future land uses along the corridor need to be planned with an eye toward regional needs – not just reacting to the immediate market." Kuna-Mora Road is not only needed to serve development in the area, but also higher speeds and volumes of through vehicular and truck traffic. While it has not been formally established that Kuna-Mora Road will be an official I-84 bypass, its direct route through the south part of the County lends itself to that type of roadway. Kuna-Mora Road would connect SH 45 in Canyon County east to I-84, with a connection to McDermott Road, which is also proposed in *Communities in Motion* as a long-term expressway corridor. Additionally the roadway will be used as the only main east-west access for future development in the area. A 50MPH posted speed limit, and 55MPH design speed are recommended for the entire length of the corridor.

Corridor Preservation/Roadway Section: A 200' wide corridor shall be preserved. This right-of-way width could accommodate a roadway with three travel lanes in each direction, center turn lanes where needed, and a center island. Also included are paved safety shoulders and adequate clear zone areas, as well as possible drainage areas.

Additional turn lanes and associated right-of-way (in excess of 200') may be required for intersections needed for development. These needs will be identified by Traffic Services upon review of the traffic impact study.

Drainage: Drainage can be accommodated in the clear zone slope area for a 4-lane roadway. When the roadway is widened to 6-lanes, the same system should be able to accommodate the drainage needs. At intersection approaches these drainage areas will need to narrow or terminate for left turn lanes and acceleration/deceleration lanes. Developers may be required to provide drainage systems/treatment outside of the right-of-way for road widening associated with their development. For future widening to 6-lanes, portions of the drainage areas would convert to additional lanes and there would still be sufficient capacity within the existing ditch. A storm water system could be developed through an urban section if necessary, but due to the high costs associated with that, the rural section and drainage is recommended.

Intersections: Three intersections along the corridor were identified as higher volume; higher use intersections that may require attention beyond a standard intersection footprint. These intersections are SH-69/Meridian Road, Cloverdale Road and Pleasant Valley Road. It is possible that others may be identified by traffic studies as they are conducted for development. As noted in *Communities in Motion*, future interchanges may need to be preserved. These intersections may need to be signalized as development occurs, possibly before build-out of the subdivision(s)/development, to ensure that the facilities are in place. Road trust deposits may also be required for signals. The intersections will be evaluated for signal installation and funding with the first development application located at or near the intersection. Due to the speed of the roadway, advance warning flashers should also be installed. For other intersections where signalization does not occur, Kuna-Mora Road will have the through condition and the north-south legs will be STOP controlled. Again, advance warning flashers and safety devices should be installed approaching these intersections. Roundabouts and alternative intersection designs should be considered as an alternative to signals and interchanges at all intersections where possible.

These three key intersections (along with others if necessary) should be studied further for long term needs. Urban interchanges or other high capacity intersection treatments should be planned for in the long term; however, right-of-way widths exceeding 225' on the Kuna-Mora legs, and 140' of right-of-way could be needed for the north-south legs. If development precedes this type of study, then the long term function of intersections should be analyzed with the development application and the appropriate right-of-way dedicated.

Adopted 6/20/2007

Access: In the long term, access should be restricted to mile spacing, due to speeds and volumes on the roadway. In the interim only the following is recommended:

- One-half mile spacing would be allowed to operate as right-in/right-out, left-in. No signals would be allowed at these locations. The intersection would require the construction of a left turn lane, acceleration and deceleration lanes. With the construction of the left turn lane and accel/decel lanes there would be ample room for this to also serve as a U-turn location.
- One-quarter mile spacing would be allowed to operate as right-in/right-out. The intersection would require the construction of acceleration and deceleration lanes. This would lessen the amount of clear zone, but due to the decrease in speed for the approach, that is acceptable.
- Parallel collector systems and frontage/backage roads should be considered for all areas and joint/cross access will also be needed. A more connected local/collector street system will be required and necessary to adhere to the access restrictions.
- On the east end of the corridor near I-84 there are constraints due to topography, railroad tracks, grade, etc... Access standards should not be deviated from in this area based on those factors. Due to the proximity of the freeway interchange it is just as necessary to manage access in this location as it is the remainder of the corridor. While it may be difficult to locate an access at exactly the quarter or half mile in this area, Traffic and Planning staff will work with developers to locate accesses as close as possible to the policy requirements, while recognizing the constraints.

####

G. 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), Public Right-of-Way Accessibility Guidelines (PROWAG), ISPWC, or ACHD 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 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.

H. 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.

Request for Appeal of Staff Decision

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

Request for Reconsideration of Commission Action

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

Re: Allied Industrial Center Sub Request for Official Comments.

From Alicia Flavel <aflavel.bkirrdist@gmail.com>

Date Thu 12/4/2025 8:22 AM

To Troy Behunin <tbehunin@kunaid.gov>

There is no water right on this property. Thanks!!

Alicia Flavel
Secretary-Treasurer
Boise-Kuna Irrigation District
129 N. School Avenue
Kuna, Idaho 83634
Phone: 208-922-5608
Fax: 208-922-5659

From: Troy Behunin <tbehunin@kunaid.gov>

Sent: Wednesday, November 26, 2025 12:19 PM

To: ACHD <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Angel Robins <arobins@idahopower.com>; Alicia Flavel <aflavel.bkirrdist@gmail.com>; Tom Ritthaler <TRitthaler@boiseproject.org>; Genna Ashley <gashley@boiseproject.org>; bmoore@adacounty.id.gov <bmoore@adacounty.id.gov>; Brian Graves - KSD <bgraves@kunaschools.org>; Camille Burt <camille.r.burt@usps.gov>; Lori Badigian <lbadigian@cdhd.idaho.gov>; Mike Fratusco <mfratusco@adacounty.id.gov>; COMPASS <gishared@compassidaho.org>; DEQ Admin <BRO.Admin@deq.idaho.gov>; Eric Adolpfson <eadolfson@compassidaho.org>; Erika Olvera <eolvera@nmid.org>; Idaho Power (Taylor Dunn) <tdunn@idahopower.com>; Idaho Power - Jacky Chris <easements@idahopower.com>; Idaho Power - K Funke <kfunke@idahopower.com>; Bryce Ostler Int Gas <bryce.ostler@intgas.com>; ITD General <D3Development.Services@itd.idaho.gov>; Kendra Conder - ITD <Kendra.Conder@itd.idaho.gov>; Chad Gordon (Chad.Gordon@jmsanitation.com) <Chad.Gordon@jmsanitation.com>; Jennifer Miller <JMiller@kunaid.gov>; Jonathon Gillen <gillen.jonathon@westada.org>; Justin Walker <jwalker@kellerassociates.com>; Krystal Hinkle KRFD <KHinkle@kunafire.com>; lletson@adacounty.id.gov <lletson@adacounty.id.gov>; Ebin Barnett - Lumen <ebin.barnett@lumen.com>; Marc Boyer <marc.c.boyer@usps.gov>; Meg Leatherman <mleatherman@adaweb.net>; Brandon Medica - MFD <bmedica@meridiantcity.org>; Steve Taulbee - MFD <staulbee@meridiantcity.org>; Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>; Paris Dickerson <PDickerson@idahopower.com>; PWorkoffice <PWorkoffice@kunaid.gov>; Robbie Reno <rreno@kunaschools.org>; Sam Feist <SFeist@kunaid.gov>; Scott Arellano (KRFD) <scott@fccnw.com>; John Walburn - Cableone <john.walburn@cableone.biz>; Taryn Villanueva <TVillanueva@kunaid.gov>; Tim Jensen - KSD <tejensen@kunaschools.org>; TLawrence Kuna Fire <tlawrence@kunafire.com>; Mindy Wallace <Mwallace@achdidaho.org>; Jessica Reid <jhall@kunaid.gov>; Stacey Dupuis <sdupuis@adacounty.id.gov>; Jason Redding <jjreddy@kunaschools.org>; Mindy Wallace <Mwallace@achdidaho.org>; Tim Jensen - KSD <tejensen@kunaschools.org>

Cc: Doug Hanson <dhanson@kunaid.gov>; Jennifer Miller <JMiller@kunaid.gov>; Marina Lundy

<MLundy@kunaid.gov>

Subject: Allied Industrial Center Sub Request for Official Comments.

Morning Greetings,
Happy Thanksgiving!

The City of Kuna requests official comments from your organization for this project in relation to the services it provides and how this project impacts those services.

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

CASE NUMBER(S):	 KUNA MORA INDUSTRIAL 25-03-CPF & 25-14-DR
PROJECT DESCRIPTION	Applicant requests approval to Combo Plat (Pre Plat & Final Plat) approx. 3.60 acres within the M-1 zone. Applicant also requests Preliminary Plat approval in order to subdivide the land into 3 commercial lots. The site is located within Section 6, Township 1 North, Range 2 East, APN: S2006110005
SITE LOCATION	The site address is 5859 W Kuna Mora Rd. at the SWC of Cole and Kuna Mora Roads, Kuna, ID 83634.
REPRESENTATIVE	Steve Thiessen Hatch Design Architecture 200 W 36th St. Boise, ID 83714 208.475.3204 steve@hatchda.com
SCHEDULED HEARING DATE	Tuesday, Jan. 13, 2026 , at 6:00 PM, Kuna City Hall Council Chambers, 751 W 4th Street, Kuna, ID 83634
STAFF CONTACT	Troy Behunin Senior Planner TBehunin@kunaid.gov

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

Thanks,
Troy



751 W. 4th Street

Troy Behunin

Senior Planner

City of Kuna | Development Services

Phone: 208.387.7729

Email: TBehunin@KunaID.Gov

P.O. Box 13

www.kunacity.id.gov

Kuna, ID 83634

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in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.



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 25-03-CPF

Development Name/Section Kuna Mora CDH File # _____

Industrial

- 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
 - bedrock from original grade
 - waste flow characteristics
 - 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
 - interim sewage
 - individual sewage
 - community sewage system
 - central water
 - 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
 - sewage dry lines
 - community sewage system
 - 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
 - beverage establishment
 - swimming pools or spas
 - grocery store
 - child care center
- 14. _____

Reviewed By: Row Boat Date: 12/5/25



December 1, 2025

Troy Behunin, Senior Planner
City of Kuna
751 W. 4th Street
Kuna, ID 83634
TBehunin@KunaID.Gov

Subject: Allied Industrial Center Sub Request for Official Comments.

Dear Mr. Behunin:

Thank you for the opportunity to respond to your request for comment. While DEQ does not review every project 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://www2.deq.idaho.gov/admin/LEIA/api/document/download/15083>.

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 local public health district.
- 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 groundwater.
- 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.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system. A drinking water system is a Public Water System (PWS) if it has at least 15 service connections or regularly serves an average of 25 or more people per day for at least 60 days per year (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.
- 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.
- 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 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 plan development and implementation.

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

4. SURFACE WATER

- A Construction General Permit from DEQ may be required for projects that meet the eligibility criteria and have an allowable discharge of storm water or authorized non-storm water associated with construction activities. For questions, contact Emily Montague, IPDES Compliance Supervisor, at (208) 813-0872.
- 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 Emily Montague, IPDES Compliance Supervisor, at (208) 373-0433.
- 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 GROUNDWATER 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 Conservations 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 58.01.24.060 and 58.01.24.061). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.24.060.01 and 58.01.24.061.04. 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.
- **Groundwater 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, additional regulations may apply. If an UST is present, the site should be evaluated to determine whether the UST is regulated by DEQ. If an AST is identified, EPA may have additional requirements. Both 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 land uses: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, ponds and outdoor gun ranges. 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

RE: Allied Industrial Center Sub Request for Official Comments.

From D3 Development Services <D3Development.Services@itd.idaho.gov>

Date Tue 12/2/2025 10:18 AM

To Troy Behunin <tbehunin@kunaid.gov>

Hello,

After careful review of the transmittal submitted to ITD on November 26, 2025, regarding, Allied Industrial Center Sub , the Department has no comments or concerns to make at this time. This application does not meet thresholds for a Traffic Impact Study nor does it pose any safety concerns. If you have any questions please contact Kendra Conder at 208-334-8377 [/Kendra.Conder@itd.idaho.gov](mailto:Kendra.Conder@itd.idaho.gov)

Thank you

Mila Kinakh

D3 Planning and Development

From: Troy Behunin <tbehunin@kunaid.gov>

Sent: Wednesday, November 26, 2025 12:20 PM

To: ACHD <planningreview@achdidaho.org>; Adam Ingram <adam.ingram@cableone.biz>; Angel Robins <arobins@idahopower.com>; Alicia Flavel <aflavel.bkirrdist@gmail.com>; Tom Ritthaler <TRitthaler@boiseproject.org>; Genna Ashley <gashley@boiseproject.org>; bmoore@adacounty.id.gov; Brian Graves - KSD <bgraves@kunaschools.org>; Camille Burt <camille.r.burt@usps.gov>; Lori Badigian <lbadigian@cdhd.idaho.gov>; Mike Fratusco <mfratusco@adacounty.id.gov>; COMPASS <gisshared@compassidaho.org>; DEQ Admin <BRO.Admin@deq.idaho.gov>; Eric Adolpfson <eadolfson@compassidaho.org>; Erika Olvera <eolvera@nmid.org>; Idaho Power (Taylor Dunn) <tdunn@idahopower.com>; Idaho Power - Jacky Chris <easements@idahopower.com>; Idaho Power - K Funke <kfunke@idahopower.com>; Bryce Ostler Int Gas <bryce.ostler@intgas.com>; D3 Development Services <D3Development.Services@itd.idaho.gov>; Kendra Conder <Kendra.Conder@itd.idaho.gov>; Chad Gordon (Chad.Gordon@jmsanitation.com) <Chad.Gordon@jmsanitation.com>; Jennifer Miller <JMiller@kunaid.gov>; Jonathon Gillen <gillen.jonathon@westada.org>; Justin Walker <jwalker@kellerassociates.com>; Krystal Hinkle KRFD <KHinkle@kunafire.com>; lletson@adacounty.id.gov; Ebin Barnett - Lumen <ebin.barnett@lumen.com>; Marc Boyer <marc.c.boyer@usps.gov>; Meg Leatherman <mleatherman@adaweb.net>; Brandon Medica - MFD <bmedica@meridiancity.org>; Steve Taulbee - MFD <staulbee@meridiancity.org>; Niki Benyakhlef <Niki.Benyakhlef@itd.idaho.gov>; Paris Dickerson <PDickerson@idahopower.com>; PWoffice <PWoffice@kunaid.gov>; Robbie Reno <rreno@kunaschools.org>; Sam Feist <SFeist@kunaid.gov>; Scott Arellano (KRFD) <scott@fccnw.com>; John Walburn - Cableone <john.walburn@cableone.biz>; Taryn Villanueva <TVillanueva@kunaid.gov>; Tim Jensen - KSD <tejensen@kunaschools.org>; TLawrence Kuna Fire <tlawrence@kunafire.com>; Mindy Wallace <Mwallace@achdidaho.org>; Jessica Reid <jhall@kunaid.gov>; Stacey Dupuis <sdupuis@adacounty.id.gov>; Jason Redding <jjreddy@kunaschools.org>; Mindy Wallace <Mwallace@achdidaho.org>; Tim Jensen - KSD <tejensen@kunaschools.org>

Cc: Doug Hanson <dhanson@kunaid.gov>; Jennifer Miller <JMiller@kunaid.gov>; Marina Lundy <MLundy@kunaid.gov>

Subject: Allied Industrial Center Sub Request for Official 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.

Morning Greetings,
Happy Thanksgiving!

The City of Kuna requests official comments from your organization for this project in relation to the services it provides and how this project impacts those services.

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

CASE NUMBER(S):	KUNA MORA INDUSTRIAL 25-03-CPF & 25-14-DR
PROJECT DESCRIPTION	Applicant requests approval to Combo Plat (Pre Plat & Final Plat) approx. 3.60 acres within the M-1 zone. Applicant also requests Preliminary Plat approval in order to subdivide the land into 3 commercial lots. The site is located within Section 6, Township 1 North, Range 2 East, APN: S2006110005
SITE LOCATION	The site address is 5859 W Kuna Mora Rd. at the SWC of Cole and Kuna Mora Roads, Kuna, ID 83634.
REPRESENTATIVE	Steve Thiessen Hatch Design Architecture 200 W 36th St. Boise, ID 83714 208.475.3204 steve@hatchda.com
SCHEDULED HEARING DATE	Tuesday, Jan. 13, 2026 , at 6:00 PM, Kuna City Hall Council Chambers, 751 W 4th Street, Kuna, ID 83634
STAFF CONTACT	Troy Behunin Senior Planner TBehunin@kunaid.gov

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

Thanks,

Troy



Troy Behunin

Senior Planner

City of Kuna | Development Services

Phone: 208.387.7729

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

Email: TBehunin@KunaID.Gov
www.kunacity.id.gov

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in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.*



KUNA RURAL FIRE DISTRICT

EST. 1951

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

Date: 12/1/2025
From: Kuna Rural Fire District

Regarding: Allied Industrial Center
Commercial Plat
Fire District Comments
SWC of S Cole Road & Kuna Mora Road
Kuna, ID

The Fire District can support the proposed Commercial Subdivision application with the following conditions. Final approval of each phase and future building permits will require satisfactory review and approval from the Kuna Rural Fire District concurrently with the Building Department. This letter of support is predicated on compliance with the 2018 International Fire Code as follows:

- Fire Apparatus Access Roadways:

Overall roadway design for this development shall include compliance with the 2018 IFC appendix D. These service roadways shall be maintained unobstructed with approved cul-de-sacs or turnarounds available for fire apparatus operation. Final approval of roadways will be evaluated under the building permit plan review process with the Building Department.

- Fire Hydrants and Fire Flow:

All required fire hydrant shall be available along approved service roadways and be within 400 lineal feet of the furthest exterior portion of each future commercial building. Fire hydrants and fire flow shall be designed to meet the minimum requirements of IFC appendix B105 for commercial buildings.

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 10 inches high with a minimum stroke of 1 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
150 W Boise Street
Kuna, ID 83634
1.208.922.1144 (main)

Re: Allied Industrial Center Sub Request for Official Comments.

From Timothy Jensen <tejensen@kunaschools.org>

Date Thu 12/4/2025 4:53 PM

To Troy Behunin <tbehunin@kunaid.gov>

Kuna School District has no objection to this application.

Tim Jensen Ed.S

Director of Growth & Development

MS Coordinator

Principal-Fremont MS

IMLA President

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On Wed, Nov 26, 2025 at 12:19 PM Troy Behunin <tbehunin@kunaid.gov> wrote:

Morning Greetings,
Happy Thanksgiving!

The City of Kuna requests official comments from your organization for this project in relation to the services it provides and how this project impacts those services.

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

CASE NUMBER(S):	 KUNA MORA INDUSTRIAL 25-03-CPF & 25-14-DR
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REPRESENTATIVE	Steve Thiessen Hatch Design Architecture 200 W 36th St. Boise, ID 83714

	208.475.3204 steve@hatchda.com
SCHEDULED HEARING DATE	Tuesday, Jan. 13, 2026 , at 6:00 PM, Kuna City Hall Council Chambers, 751 W 4th Street, Kuna, ID 83634
STAFF CONTACT	Troy Behunin Senior Planner TBehunin@kunaid.gov

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

Thanks,

Troy



Troy Behunin

Senior Planner

City of Kuna | Development Services

Phone: 208.387.7729

Email: TBehunin@KunaID.Gov

www.kunacity.id.gov

751 W. 4th Street

P.O. Box 13

Kuna, ID 83634

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in regard to both release and retention, and may be released upon request, unless exempt from disclosure by law.

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CASE NO. 25-03-OA (ORDINANCE AMENDMENT)

Architectural and Site Design Guide

Planner: Marina Lundy

MLundy@kunaid.gov

208-287-1771

ALL APPLICATION MATERIALS: [25-03-OA](#)
[ARCHITECTURAL AND SITE DESIGN GUIDE](#)

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.



October 27, 2025

Mayor Stear and Council
City of Kuna
751 W 4th Street
Kuna, ID 83634

SUBJECT: Kuna City Code Text Amendment – Narrative

Mayor and City Council Members,

The City of Kuna Planning and Zoning Department respectfully submits a zoning text amendment application.

The text changes include modifications to the Development Regulations Code for Design Requirements, Objectives and Considerations and Large Retail Establishment Design Manual. These sections would be replaced with the “Architecture and Site Design Policies” design guide.

Staff believe that the proposed changes will better serve the intent of the Development Regulations and Large Retail Establishment Design Manual sections of code by creating greater flexibility and adaptability. A design guide can be updated through a simpler adoption process, allowing the city to quickly respond to new trends, practices, or materials. A design guide will be easier for applicants to understand. While code tends to be written in legal, regulatory language, a design guide can use plain language, visuals and diagrams to make it easier for applicants to understand the intent and expectations. Additionally, a design guide can help to encourage creativity and better alignment with the City’s vision by communicating the city’s identity, values, and aesthetic vision in a cohesive way. It can become a tool to promote consistent quality and sense of place across developments, especially for large retail projects that have major visual and community impacts.

Sincerely,

A handwritten signature in black ink, appearing to read "Marina Lundy". The signature is fluid and cursive, with a large, sweeping flourish at the end.

Marina Lundy
Planner

Proposed Development Regulations Code Text Amendments		
KCC Section	Topic	Reason for Change
5-9-905	Design Requirements, Objectives, and Considerations	Moving this section of code to a design guide format.
5-9-906	Large Retail Establishment Design Manual	Moving this section of code to a design guide format.

5-8-905: DESIGN REQUIREMENTS, OBJECTIVES AND CONSIDERATIONS:

Formatted: Font: (Default) Times New Roman

- A. Site design shall meet the guidelines as outlined in the “Architecture and Site Design Policies” guide. *General objectives and considerations:* The following apply to the entire design review overlay district including CBD, C, M, P and A zoning districts. Additional requirements for the CBD, C, M, P, and A zoning districts are set forth in subsections C through I of this section and, to the extent there is a conflict with this section, the specific requirements for the CBD, C, M, P and A zoning districts shall control. The objectives are separated into two (2) sections: Site design and building design. Specific aspects of design should be examined to determine whether the proposed development will provide a desirable environment for its occupants as well as for its neighbors, and whether, aesthetically, the composition, materials, textures and colors meet the intent of this chapter. The following shall be considered in reviewing the application:
1. *Site design objectives:* The site plan design shall minimize the impact of traffic on adjacent streets; provide for safe pedestrian access and use; and provide appropriate, safe vehicle parking, by showing:
 - a. The functional relationship of the structures and the site in relation to its surroundings;
 - b. The impact and effect of the site development plan on traffic conditions on contiguous streets and adjoining properties or neighborhoods;
 - c. The site layout with respect to separation or integration of vehicular, pedestrian and bicycle traffic patterns;
 - d. The arrangement and adequacy of off street parking facilities relative to access points, building location and total site development to prevent traffic conflict or congestion;
 - e. The location, arrangement and dimensions of truck loading ramps, docks, and bays and vehicle service facilities;
 - f. The access, parking lot, and interior roadway illumination plans and hours of operation;
 - g. The required driver, pedestrian and bicycle sight distance requirements of the project and their relationship to adjacent streets, driveways and properties;
 - h. The coordination of the site development with planned right-of-way alignments, acquisitions and street improvements;
 - i. The graphic delineation of traffic circulation patterns to avoid confusion, congestion and conflicts;
 - j. The continued maintenance of traffic, parking and lighting systems;
 - k. The protection of views and vistas in relation to urban design and aesthetic considerations; and
 - l. The provision of safe pedestrian and bicycle connections between neighborhoods and commercial areas.
 2. *Site landscaping:* The site landscaping shall minimize impact on adjacent properties through the proper use of screening with sound and sight buffers, and unsightly areas shall be concealed or screened and the design review committee shall consider:
 - a. The location, height and materials of walls, fences, hedges and screen plantings to ensure harmony with adjacent development;
 - b. The location and type of new plantings, with due regard to preservation of specimen and landmark trees, and to maintenance of all plantings;
 - c. The provision of screen plantings or other screening methods reasonably required to conceal outdoor storage areas, trash receptacles, service areas, truck loading areas, utility buildings and other unsightly developments;
 - d. The design and use of open spaces and parks; and

e.—The permanent maintenance of all landscaped areas and fencing;

3.—*Site grading and drainage:* The on-site grading and drainage shall be designed so as to maximize land use benefits and to minimize off-site impact and provide for slope and soil stabilization to prevent erosion and the city engineer shall consider and approve at construction:

a.—The existing and proposed grading relative to soil removal, fill work, retainage, soil stabilization, erosion control on the site and the adjacent terrain and streets, and adoption of the development to the existing site contours;

b.—The planting of groundcovers or shrubbery to prevent dust, to stabilize soils and embankments and to control erosion;

c.—Existing and proposed storm drainage ways, canals, floodway and floodplains relative to flow or alignment alterations, containment and endangerment of health; and

d.—The maintenance of floodway, floodplains, drainage ways, channels, culverts, head gates, canals and soils.

4.—*Utilities:* Utility service systems shall not detract from building or site design. Cable, electrical and telephone service systems shall be installed underground. All roof-mounted mechanicals shall be completely screened from view through the use of a parapet wall when utilizing a flat roof design or shall be enclosed within the building when utilizing a roof design other than a flat roof. "Screened from view" shall mean "not visible" at the same level or elevation of the parapet wall (e.g., the perspective generally as shown on an elevation plan);

6.—*Building design:*

a.—*Building mass:* The mass of the building shall be reviewed for its relationship with existing development in the immediate surrounding area and with the allowed use proposed by the applicant.

b.—*Proportion of building:* The height to width relationship of new structures shall be compatible and consistent with the architectural character of the area and proposed use.

c.—*Relationship of openings in the buildings:* Openings in the building shall provide interest through the use of such features as balconies, bays, porches, covered entries, overhead structures, awnings, changes in building facade and roofline alignment, to provide shadow relief. Avoid monotonous flat planes.

d.—*Relationship of exterior materials:* The approving authority shall determine the appropriateness of materials as they relate to building mass, shadow relief, and existing area development and use of color to provide blending of materials with the surrounding area and building use. The functional appropriateness of the proposed building design shall be considered as it relates to the proposed use.

B.—*Architectural requirements, building materials, fence and deck/patio materials, colors, and architectural appurtenance height limitation:* If a material proposed for construction is not listed in this section it shall be upon the discretion of the approving authority to determine the appropriateness of such material.

1.—*Exterior walls and soffits:*

a.—Wood: A variety of wood types and finishes are acceptable. Log siding and wood shingles; synthetic board and batten sidings are permitted as accents and plywood is prohibited;

b.—Fiber cement;

c.—Masonite: Horizontal lap only, maximum six-inch reveal;

d.—Textured tilt-up concrete with accent reveals;

e.—Textured pour-in-place concrete with accent reveals;

- f. —Masonry: Brick, natural rock/stone, synthetic stone, decorative block. Smooth face block for accent only;
- g. —Stucco: Is an allowable product;
- h. —EIFS (Exterior insulation finish system-stucco): Permitted for accent purpose;
- i. —Other applications are encouraged such as: Exposed beams, fabric awnings, cornices/dentils, shutters, dormers, cupolas, columns;
- j. —Metal: Metal siding shall be anodized, shall have a concealed fastener system, a silicon polyester finish or equivalent, and special design treatments to enhance its appearance. These treatments may include brick or masonry wainscot treatments along exterior walls and accent colored metals. Metal siding is prohibited on the portion of any building facing a road to include sections within the front facade that may be perpendicular to the road but associated with the face of the building oriented towards the road. A waiver of this subsection may be allowed where the applicant shows that the metal is architecturally compatible with the surrounding buildings; with other nonmetal city buildings; and designed, and situated, to eliminate a utilitarian look contrary to the intent of this subsection. In addition to the metal siding prohibition listed in this subsection it shall be prohibited in the CBD design review overlay district areas.

2. —Roofs:

- a. —Wood shakes/shingles;
- b. —Architectural grade textured composition shingles;
- e. —Tile: Cementitious, clay;
- d. —Slate;
- e. —Metal: Standing seam, batten seam (concealed fasteners required);
- f. —Flat roof specification: Single ply, built up (both nonreflective).

3. —Fences:

- a. —Vinyl;
- b. —Block masonry and stucco products;
- e. —Brick;
- d. —Wrought iron: Aluminum or steel;
- e. —Reserved.
- f. —Other fence building materials may be utilized on a case by case basis.
- g. —Alternative methods of compliance:
 - (1) —Conditions: The design review committee shall have authority to vary on a case by case basis the required fencing standards where an alternative requirement would address unique site conditions and allow design flexibility while still serving the intent of the design review ordinance. Request for use of alternative fencing material schemes is justified only when one (1) or more of the following conditions apply:
 - (A) —The site was subject to the conversion process of a residential dwelling becoming a commercial use;
 - (B) —The site involves space limitations or unusually shaped parcels;
 - (C) —Topography, vegetation or other site conditions are such that full compliance is impossible or impractical; or

(D)—Safety considerations are involved.

(2)—*Request for alternative method of compliance:* The applicant must provide the design review committee with a written request if an alternative method of compliance is proposed. The request shall state which requirement as set forth within this section is to be modified, what project conditions stated within the subsection 3.g.(1) of this section justify using the proposed alternative, and how the proposed alternative equals or exceeds said requirement.

Fence construction and fence design features are subject to design and building inspection reviews to address strength and compatibility issues. Fences are subject to height limitations, location placement requirements and a building permit stated within KCC 5-8-1005. Constantine or razor wire fencing is prohibited in Kuna except to accommodate demonstrated industrial or commercial security fencing needs.

4.—*Decks and patios:*

- a.—Concrete (stamped finish and smooth finish);
- b.—Brick pavers;
- c.—Wood polymer composite lumber;
- d.—Wood (pressure-treated, redwood).

5.—*Colors:*

- a.—Earthen tones are encouraged.
- b.—Flat or low gloss finishes are encouraged.
- c.—Roof-mounted mechanicals, all vents protruding through the roof, and similar features shall be painted so as to match the color of the roof (if not screened).
- d.—Exposed metal flashing or trim will be anodized or painted to blend with the exterior colors of the building.

6.—*Architectural appurtenance height limitations:* Public utility structures, spires, poles, belfries, cupolas, antennas, water tanks, ventilators, chimneys, steeples, towers or other appurtenances usually placed above a structure's roof level and not intended for human occupancy or placed as a stand-alone feature that exceed the zone's maximum allowable height, as noted in KCC § 5-8-504: Official Height and Area Standards, shall be approved as a height exception; unless the director determines the appurtenance's height poses a health, safety or aesthetic issue requiring compliance with the corresponding zoning district height limitation or other standards.

C.—*Requirements of the commercial, public, arterial roadway districts (CBD, C, O, P and A zoning districts):*

1.—*Architectural character:*

- a.—*Height:* Height of buildings shall comply with section 5-8-504 of the KCC.
- b.—*Ground floor requirements:* The ground floor (street level) of new buildings shall accommodate pedestrian friendly elements. The design should accommodate a variety of potential uses that may not be contemplated at the time of construction. Any use must meet the requirements set forth in section 5-8-503 of the KCC.
- c.—*Other floor options:* The design should accommodate the ground floor uses as listed in this section. Any use must meet the requirements set forth in KCC § 5-8-503, except for apartments on floors other than the ground floor shall be a permitted use.
- d.—*Orientation:* The building layout in these development area districts shall be designed so that at least seventy (70) percent of a building's ground level, street facing facade is constructed to abut and orient toward the public sidewalk or plaza. A deviation from this percentage requirement will require the design review committee's approval.

e.—*Exterior surfaces:* The exterior vertical surface of a building shall be designed to minimize the environmental impacts such as glare, reflected heat and wind. High quality, nonreflective architectural materials are particularly encouraged.

f.—*Building entries:* Each principal building on a site shall have clearly defined, highly visible customer entrances that extend from and face the front of the building and feature no less than three (3) of the following:

- (1) Canopies or porticos.
- (2) Overhangs.
- (3) Recesses/projections.
- (4) Areades.
- (5) Raised corniced parapets over the door.
- (6) Peaked roof forms or arches.
- (7) Architectural details such as tile work and moldings which are integrated into the building structure and design.
- (8) Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
- (9) Outdoor patios.
- (10) Display windows.
- (11) Other proposed features acceptable to the approving authority.

Each store located in the principal building shall have at least one (1) exterior customer entrance, which shall conform to the above requirements:

g.—*Detailing:* Architectural detailing shall be an important consideration for design approval. Attention to detail in architectural elements shall include, but is not limited to, walls, pilasters, parapets, cornices, columns, windows, doors, awnings, exterior lighting, ledges, eaves, colors and materials.

h.—*Other:* The applicant may use other nonconflicting architectural detailing, materials and colors as set forth in this chapter.

i.—*Roofs:* Roofs shall have no less than two (2) of the following attributes:

- (1) Parapets concealing flat roofs and rooftop equipment such as HVAC units from public view. The average height of such parapets shall not exceed fifteen (15) percent of the height of the supporting wall and such parapets shall not at any point exceed one-third of the height of the supporting wall. The parapets shall feature three-dimensional cornice treatment. Overhanging eaves shall extend no less than three (3) feet past the supporting walls.
- (2) Overhanging building eaves shall extend at least three (3) feet past the supporting walls. Eaves extending into public rights-of-way may require a license agreement.
- (3) Sloping roofs that do not exceed the average height of the supporting walls. No roof slope shall be less than three (3) inches vertical rise for every one (1) foot of horizontal run or more than one (1) foot of vertical rise for every one (1) foot of horizontal run (12/12 pitch).
- (4) Three (3) or more roof slope planes.
- (5) Other roof attributes acceptable to the reviewable authority.

j.—*Materials and colors:* Exterior building materials shall be made of durable, high quality materials, including but not limited to:

- (1) Brick.

- (2) ~~Wood.~~
- (3) ~~Sandstone.~~
- (4) ~~Other native stone.~~
- (5) ~~Tinted, textured concrete masonry units.~~
- (6) ~~Other materials as deemed appropriate by the approving authority.~~
- (7) ~~Facade colors shall be comprised of subtle, neutral or earth-tone colors and feature low reflectivity. Building trim and accent areas may feature brighter colors. Exterior building materials should not feature:
 - (A) ~~Tilt-up concrete panels.~~
 - (B) ~~Prefabricated steel panels.~~~~

k. ~~Facades:~~

- (1) ~~Facades greater than fifty (50) feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three (3) percent of the length of the facade extending at least twenty (20) percent of its length.~~
- (2) ~~Ground floor facades that face public streets other than the side opposite the main entrance shall have arcades, display windows, entry areas, awnings, or other such features along no less than sixty (60) percent of the horizontal length.~~
- (3) ~~Building facades must include a repeating pattern that shall include no less than three (3) of the elements listed below (at least one (1) of these elements shall repeat horizontally). All elements shall repeat at intervals of no more than twenty (20) feet, either horizontally or vertically.
 - (A) ~~Color change.~~
 - (B) ~~Texture change.~~
 - (C) ~~Material change.~~
 - (D) ~~Change in plane: no less than twelve (12) inches in width, such as an offset, reveal, or projecting rib.~~~~

2. ~~Setbacks and lot coverage: If the setback and lot coverage requirements noted below conflict with KCC § 5-8-503, the following prescriptions shall control:~~

- a. ~~The distance between the face of a building located at the intersection of two (2) streets and the back of curb shall meet the city's clear vision triangle standards.~~
- b. ~~Front and street side setbacks shall be for pedestrian amenities. The city encourages adjoining property owners to collaborate in the placement of public amenities. Suggested amenities include: Public art, landscape treatment, seating, flowers/shrubs, all tree displays in movable planters, outdoor dining, plazas, streetscape extension and bike racks.~~
- c. ~~The structure's footprint relative to lot coverage shall meet the official height and area regulations found in KCC § 5-8-503.~~
- d. ~~Structures shall tie visibly to adjoining structures relying upon screening walls, facade walls, courtyards and landscaping for that connection.~~

3. ~~Landscaping and streetscape: All landscaping shall comply with the landscape requirements contained in Chapter 10 of this title.~~

4. ~~Windows: All structures require street level windows including the sides of structures occupying corner lots. Windows shall be inserted in the structure within two (2) horizontal feet of the sidewalk and may~~

extend vertically to the top of the first level. Street level windows shall be designed to entice the shopper. A maximum of ten (10) percent of the window area (each pane calculated individually) may be encroached by opaque signage. Stenciled signage or other signage types that allow visual penetration through the lettering is encouraged. Window reflective glazing is prohibited. Windows may be recessed to allow patrons to view displays out of the pedestrian flow. Bay windows may extend into the right-of-way (sidewalk area) through permit. Upper level windows shall be appropriately framed by the structure's architectural features and consistent with historic treatment in the downtown area. Unframed windows are not permitted.

5.—*Sidewalks:* Sidewalks shall comply with KCC § 5-8-908F and the Kuna Comprehensive Plan (Bike Path Plan).

6.—*Planning considerations:* In reviewing an application the approving authority shall consider public restrooms; locations should be sought which are safe and convenient for public use. Suitable locations include public parking areas and sites adjacent to, or within, private development.

D.—*Central business district (CBD):*

1.—*Purpose:* The CBD district is established to promote development expansion and urban renewal in Kuna's downtown areas. The district is poised to accommodate a variety of business, institutional, public, quasi-public, cultural, residential and other related uses to create a mix of activities necessary to sustain a viable downtown.

2.—*Parking:*

a.—Off street parking shall be behind buildings where physically possible. If the parcel is developed as a parking lot, a landscape buffer shall be provided between the parking lot and any street. Additional landscaping may be required.

b.—Provide on street parking (where applicable).

c.—Shared parking shall be encouraged. The placement of an off street parking facility in the CBD development area district where the facility will be located adjacent to a residential district or residential use(s), the parking facility shall be visually and audibly screened on all sides adjoining or facing the residential district or residential use(s). Safe pedestrian and bicycle connections between the residential neighborhood and the off street parking area should be provided if feasible.

d.—Shall comply with part 14 of Chapter 8 of this title.

3.—*Lighting:*

a.—Outside lighting should be consistent with dark sky applications.

b.—Downtown businesses are encouraged to rely on ambient street lighting for the safe illumination of the sidewalk area.

c.—Low wattage lighting may be used to highlight an entryway, provided no glare is cast out onto the sidewalk. Merchants are also encouraged to illuminate window displays and interior spaces, provided that no glare is cast onto the sidewalk area.

d.—Flashing or strobe type lighting is prohibited.

e.—Street lamp lighting is encouraged.

f.—The applicant shall comply with KCC § 5-9-402.

E.—*Commercial (C-1, C-2, C-3 zoning districts):*

1.—*Purpose:*

-
- a.—*Neighborhood commercial district (C-1)*: The purpose of the C-1 district is to accommodate a wide variety of low-impact commercial activities to meet the daily needs of nearby neighborhood residents.
 - b.—*Area commercial district (C-2)*: The purpose of the C-2 district is to promote the establishment of general business uses that are larger in scale than found in the neighborhood commercial district. The commercial development should have direct access to collector or arterial roadways.
 - e.—*Service commercial district (C-3)*: The purpose of the C-3 district is to promote the development of more intensive larger-scale commercial-type activities with the ability to directly access collector or arterial roadways. The district is also established to address the needs of large-space users whose customers make frequent purchases. The activities of the service commercial district are more intensive in character than those found in other commercial zones and may include business activities that are semi-industrial in nature.

2.—*Parking*:

- a.—Shared parking shall be encouraged in this district.
- b.—The placement of an off-street parking facility in the C-1, C-2, C-3 development area districts where the facility will be located adjacent to a residential district or residential use(s), the parking facility shall be visually and audibly screened on all sides adjoining or facing the residential district or residential use(s). Safe pedestrian and bicycle connections between the residential neighborhood and the off-street parking area should be provided if feasible.
- c.—Shall comply with Part 14 of Chapter 8 of this title.

3.—*Lighting*:

- a.—Outside lighting should be consistent with dark sky applications. Businesses are encouraged to rely on ambient lighting provided by street lights for the safe illumination of the sidewalk area.
- b.—Low wattage lighting may be used to highlight an entryway.
- c.—Flashing or strobe-type lighting is prohibited.
- d.—The applicant shall comply with KCC § 5-9-402.B.19.

F.—*Manufacturing/Industrial (M-1 and M-2 zoning district)*:

1.—*Purpose*:

- a.—*Light manufacturing district (M-1)*: The M-1 district is established to promote the development of manufacturing and wholesale business operations that are clean, quiet and free of hazardous or objectionable elements such as noise, odor, dust, smoke or glare. The manufacturer is expected to operate the business enterprise entirely within enclosed structures and design the operation to accommodate industrial-type traffic and loading demands. The manufacturing site is expected to be attractively designed. Research activities are encouraged in this district. This district is intended to serve as a transitional buffer between heavy-type manufacturing uses and less-intense commercial and industrial-type uses.
- b.—*Heavy manufacturing district (M-2)*: The M-2 district is intended to accommodate manufacturing, processing and warehouse activities. Businesses locating in this district may produce objectionable or hazardous noise, odor, dust, smoke and glare. Therefore, the district is not intended for general public access due to the exposure risks. The manufacture business is expected to operate entirely within enclosed structures that are designed to accommodate industrial-type traffic and loading demands. The M-3 district, which is limited to mining uses, has been consolidated with the M-2 district.

- 2.—*Exterior surfaces:* The exterior vertical surface of a building shall be designed to minimize the environmental impacts such as glare, reflected heat and wind. In this district high-quality, nonreflective architectural materials are particularly encouraged.
- 3.—*Detailing:* Architectural detailing shall be an important consideration for design approval. Attention to detail in architectural elements shall include, but is not limited to: Walls, pilasters, parapets, cornices, columns, windows, doors, awnings, exterior lighting, ledges, eaves, colors and materials.
- 4.—*Other:* Use of other nonconflicting architectural detailing, materials and colors as set forth in this chapter.
- 5.—*Parking:* Parking shall comply with Part 14 of Chapter 8 of this title.
- 6.—*Landscaping and streetscape:* All landscaping shall comply with the landscape requirements contained in Chapter 10 of this title.
- 7.—*Lighting:*
 - a.— Shall comply with KCC § 5-9-402.B.19.
 - b.— Flashing or strobe-type lighting is prohibited.
- 8.—*Sidewalks:* Sidewalks must comply with KCC § 5-8-908.F and the Kuna Comprehensive Plan (Bike Path Plan).

G.—*Public district (P):*

- 1.—*Purpose:* The purpose of the P district is to accommodate the placement of public and quasi-public service facilities such as schools, parks, greenbelt, cemeteries, post offices, fire stations, administrative and cultural buildings that are necessary to the community's advancement.
- 2.—*Parking:*
 - a.— Shared parking shall be encouraged.
 - b.— Off street public parking areas may be required. Safe pedestrian and bicycle connections between the residential neighborhood and the off street parking area should be provided where feasible to do so.
- 3.—*Landscaping and streetscape:* All landscaping shall comply with the landscape requirements contained in Chapter 10 of this title.
- 4.—*Lighting:*
 - a.— Shall comply with KCC § 5-9-402.B.19.
 - b.— Flashing or strobe-type lighting is prohibited.

H.—*Arterial roadway (A):*

- 1.—*Purpose:* To provide a sense of entry into the city and to help define its portals.
- 2.—*Parking:*
 - a.— Direct access to parking areas from arterial roads is discouraged.
 - b.— Shared drive access points to parking shall be used wherever possible.
- 3.—*Landscaping and streetscape:*
 - a.— All landscaping shall comply with the landscape requirements contained in Chapter 10 of this title.
 - b.— Frontage and backage roads are encouraged.

~~c. All development abutting Highway 69 and Kuna Mora Road must comply with Chapter 8, Part 6, of this title.~~

~~4. Lighting:~~

~~a. Shall comply with KCC § 5-9-402.B.19.~~

~~b. Flashing or strobe type lighting is prohibited.~~

~~i. Planning considerations: In reviewing an application pursuant to this chapter, approving authority shall give consideration to roadway or driveway entry statements. A licensed agreement may be required by ACHD and/or ITD having jurisdiction if the entry statement is proposed to be placed within a public right of way would require approval of the agency with jurisdiction.~~

~~(Ord. No. 2024-06, § 2, 4-16-2024)~~

5-8-906: LARGE RETAIL ESTABLISHMENT DESIGN MANUAL:

OVERVIEW:

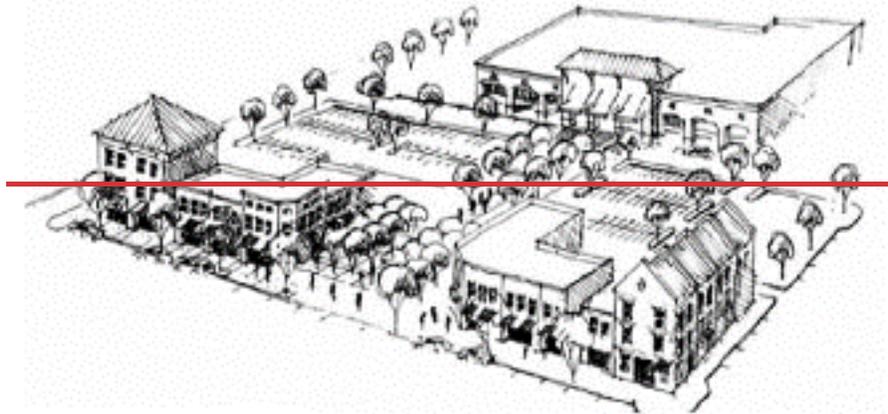
A. ~~Definition:~~ For the purposes of this section, the following term shall have the meaning ascribed to it in this subsection:

- ~~1. Commercial/industrial large retail establishment: A retail establishment consisting of greater than twenty four thousand nine hundred ninety nine (24,999) square feet of projected roof area or gross floor area, including attached structures and unenclosed sales and display areas, and less than sixty five thousand (65,000) square feet of projected roof area or gross floor area, including attached structures and unenclosed sales and display areas.~~

B. ~~Introduction:~~ The city adopted an ordinance on large retail developments to study the community impacts of the "superstore" phenomenon in more detail and to provide the community with clear and enforceable policies to mitigate those impacts. The main goal is to encourage development that contributes to Kuna as a unique place by reflecting its physical character and adding to it in appropriate ways. Large retail developments depending on high visibility and access from major public streets. As a result, their layout and design have a direct effect upon the functionality, character, and attractiveness of major streetscapes and pathways in a city. It should be noted that these design standards herein are to apply as a requirement only to those developments defined herein as "large retail establishments" (those retail buildings that have roof area or floor areas of twenty four thousand nine hundred ninety nine (24,999) square feet or more). The purpose of these standards and guidelines are to augment and work in concert with existing criteria in the commercial zoning districts and other applicable sections of this title relating to large retail developments. ~~Where more specific interpretations and standards herein apply to the design of "large retail establishment," they shall prevail over other sections of this Code. These standards and guidelines require a basic level of architectural variety, compatible scale, pedestrian and bicycle access, and mitigation of negative impacts. The standards are by no means intended to limit creativity; it is the city's hope that they will serve as a useful tool for design professionals engaged in site specific design context.~~

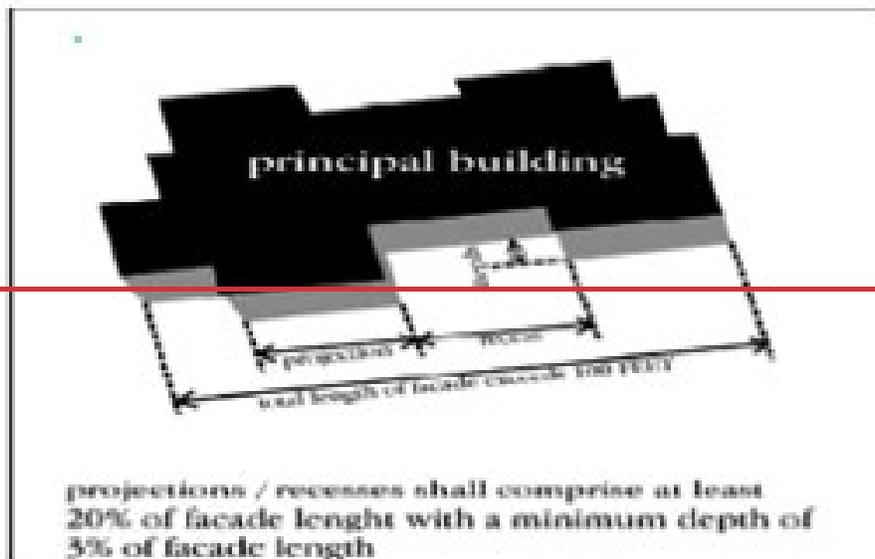
C. ~~Procedure:~~ The following standards and guidelines are intended to be used as a design aid by developers proposing "large retail establishments" in areas of the city zoned to permit such uses; and as an evaluation tool by the city staff and the design review committee in their review processes. These standards and guidelines apply to all projects which are processed according to the criteria for "large retail establishments," uses and/or as part of planned unit developments that include a component meeting the "large retail establishments" code definition, but may optionally be utilized as a tool when reviewing any "large retail establishment." "Standards" are mandatory. In the case of conflicting or competing provisions between this design manual and the Kuna Zoning Code, the more restrictive or specific provision shall apply. Where terms used in this design manual are defined within the zoning code, such definitions shall apply for purposes of administering this design manual. The design review committee is empowered to grant variances to the mandatory standards under the following circumstances:

- ~~1. The strict application of the standard would result in peculiar and exceptional practical difficulties or exceptional and undue hardship upon the owner of the affected property; or~~
- ~~2. The alternative site planning and building design approach meets the design objectives as stated in the standard, equally well or better than would compliance with the standard; and~~
- ~~3. In either of the foregoing circumstances, the variance may be granted without substantial detriment to the public good.~~



(Ord. No. 2024-06, § 2, 4-16-2024)

5-8-907: AESTHETIC CHARACTER:



A. — Facades and exterior walls:

1. — *Guideline:* Facades should be articulated to reduce the massive scale and the uniform, impersonal appearances of large retail buildings and provide visual interest that will be consistent with the community's identity, character and scale. The intent is to encourage a more human scale that Kuna residents will be able to identify with their community.
2. — *Standards:*
 - a. — Facades greater than one hundred (100) feet in length, measured horizontally, shall incorporate wall plane projections or recesses having a depth of at least three (3) percent of the length of the facade extending at least twenty (20) percent of the length of the facade. No uninterrupted length of any facade shall exceed seventy five (75) horizontal feet.

- b. Ground floor facades that face public streets, with the exception of the side opposite the main entrance, shall have arcades, display windows, entry areas, awnings, or other such features along no less than sixty (60) percent of their horizontal length.

B. Multiple smaller stores within a principal building:

- 1. **Guideline:** The presence of smaller retail stores gives an establishment a "pedestrian-friendly" appearance by creating variety, breaking up large expanses, and expanding the range of the site's activities. Windows and window displays of such stores should be used to contribute to the "human scale" and visual interest of exterior facades. The standards presented in this section are directed toward those situations where additional, smaller stores, with separate, exterior customer entrances are located in principal buildings.
- 2. **Standard:** Principal buildings that contain additional, separately owned stores or tenants which occupy less than twenty five thousand (25,000) square feet of gross floor area, and have separate, exterior customer entrances, shall meet the following:
 - a. The street level facade of such stores shall be transparent between three (3) feet and eight (8) feet above the walkway grade for no less than sixty (60) percent of the horizontal length of the building facade of such additional stores.
 - b. Windows shall be recessed and should include visually prominent sills, shutters, or other such forms of framing.

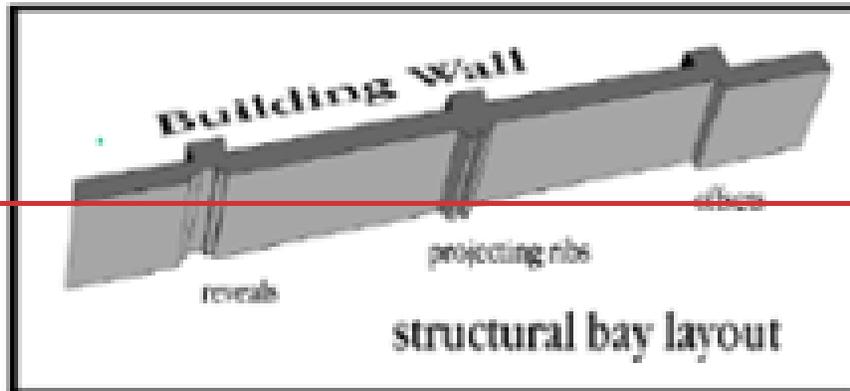
C. Detail features:



- 1. **Guideline:** Buildings should have architectural features and patterns that provide visual interest, at the scale of the pedestrian, reduce massive aesthetic effects, and recognize local character. The elements in the following standard should be integral parts of the building fabric, and not superficially applied trim or graphics, or paint.
- 2. **Standard:**
 - a. Building facades must include a repeating pattern that shall include no less than three (3) of the elements listed below (at least one (1) of these elements shall repeat horizontally). All elements shall repeat at intervals of no more than thirty (30) feet, either horizontally or vertically:
 - (1) Color change.
 - (2) Texture change.

~~(3) Material change.~~

~~(4) Expression of architectural or structural bay through a change in plane no less than twelve (12) inches in width, such as an offset, reveal, or projecting rib.~~



~~D. Roofs:~~

~~1. Guideline: Variations in rooflines should be used to add interest and reduce the massive scale of large buildings. Roof features should complement the character of adjoining neighborhoods.~~

~~2. Standards: Roofs shall have no less than two (2) of the following features:~~

~~a. Parapets concealing flat roofs and rooftop equipment such as HVAC units from public view. The average height of such parapets shall not exceed fifteen (15) percent of the height of the supporting wall and such parapets shall not at any point exceed one third of the height of the supporting wall. Such parapets shall feature three dimensional cornice treatment.~~

~~b. Overhanging eaves, extending no less than three (3) feet past the supporting walls. Eaves extending into public rights-of-way may require a license agreement.~~

~~c. Sloping roofs that do not exceed the average height of the supporting walls. No roof slope shall be less than three (3) inches vertical rise for every one (1) foot of horizontal run and less than or equal to one (1) foot of vertical rise for every one (1) foot of horizontal run.~~

~~d. Three (3) or more roof slope planes.~~

~~E. Materials and colors:~~

~~1. Guideline: Exterior building materials and colors comprise a significant part of the visual impact of a building. Therefore, they should be aesthetically pleasing and compatible with materials and colors used in adjoining neighborhoods.~~

~~2. Standards:~~

~~a. Predominant exterior building materials shall be high quality materials. These include, without limitation:~~

~~(1) Brick.~~

~~(2) Wood.~~

~~(3) Sandstone.~~

~~(4) Other native stone.~~

- (5) Tinted, textured concrete masonry units.
- (6) Other materials as deemed appropriate by the design review committee.
- b. Facade colors shall be low reflectance, subtle, neutral or earth tone colors.
- c. Building trim and accent areas may feature brighter colors, including primary colors. Small amounts of nonflashing, neon tubing, is an acceptable feature for building trim or accent areas.
- d. Predominant exterior building materials should not include the following:
 - (1) Tilt up concrete panels.
 - (2) Prefabricated steel panels.

F. Entryways:

1. *Guideline:* Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. Additionally, entryways should act as a transition zone between the parking and traffic aisles and the store itself. The standards identify desirable entryway design features.

2. *Standards:*

- a. Each principal building on a site shall have clearly defined, highly visible customer entrances, extending from the front of the building, and featuring no less than three (3) of the following:
 - (1) Canopies or porticos.
 - (2) Overhangs.
 - (3) Recesses/projections.
 - (4) Arcades.
 - (5) Raised corniced parapets over the door.
 - (6) Peaked roof forms or arches.
 - (7) Architectural details such as tile work and moldings which are integrated into the building structure and design.
 - (8) Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
 - (9) Outdoor patios.
 - (10) Display windows.
- b. Where additional stores will be located in the principal building, each such store shall have at least one (1) exterior customer entrance, which shall conform to the above requirements.

G. Sign standards:

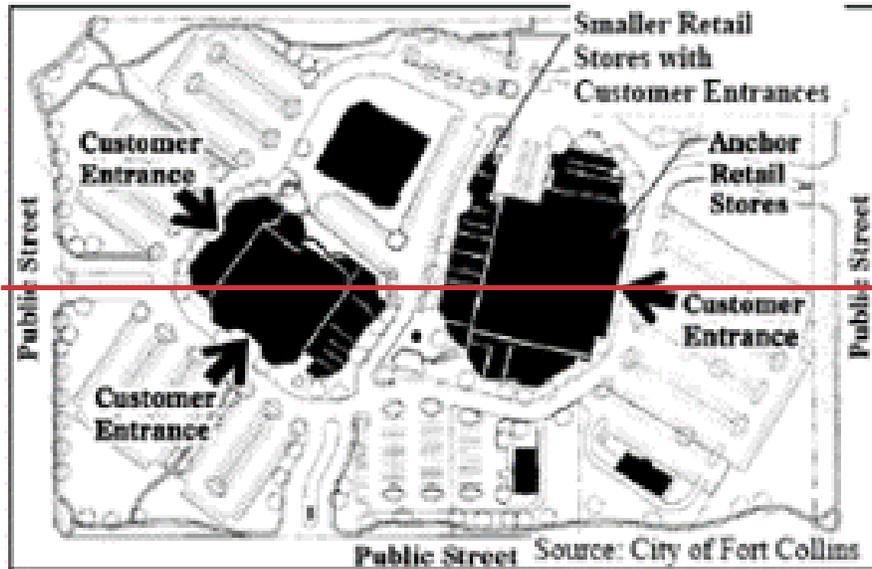
- 1. Only one (1) freestanding sign shall be allowed on each street frontage.
- 2. Wall signage allowances shall be as specified in the zoning code.
- 3. All other sign regulations, as specified in the zoning code shall apply.

(Ord. No. 2024-06, § 2, 4-16-2024)

5-8-908: SITE DESIGN AND RELATIONSHIP TO SURROUNDING COMMUNITY:

A. Entrances:

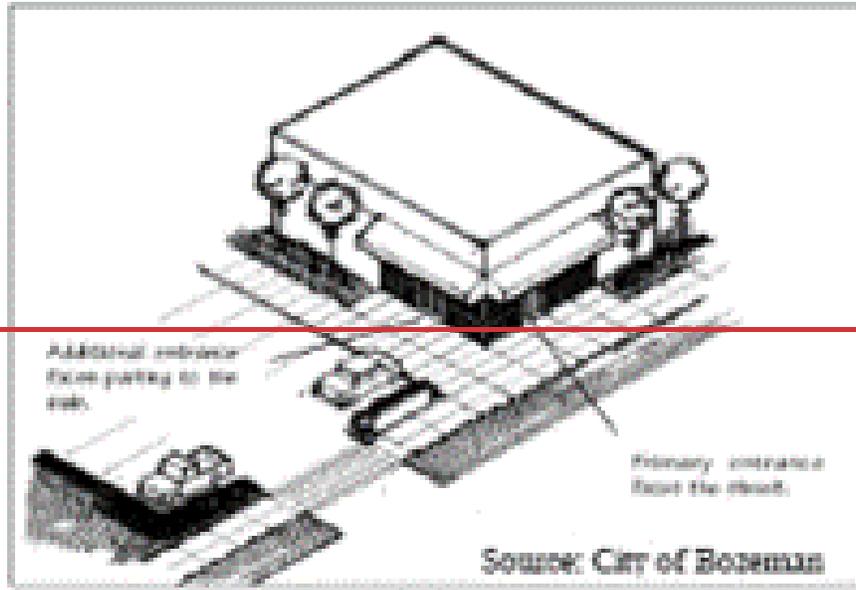
1. *Guideline:* Large retail buildings should feature multiple entrances. Multiple building entrances reduce walking distances from cars, facilitate pedestrian and bicycle access from public sidewalks, and provide convenience where certain entrances offer access to individual stores or departments of a store. Multiple entrances also mitigate the effect of the unbroken walls and neglected areas that often characterize building facades that face adjacent land uses.



2. *Standard:* At least two (2) sides of a large retail establishment shall feature customer entrances. The two (2) required sides shall be those planned to have the highest level of public pedestrian activity, and one (1) of the sides shall be that which most directly faces a street with pedestrian access. The other of the two (2) sides may face a second street with pedestrian access, and/or a main parking lot area. All entrances shall be architecturally prominent and clearly visible from the abutting public street. Movie theaters are exempt from this requirement.

B. Vehicular access:

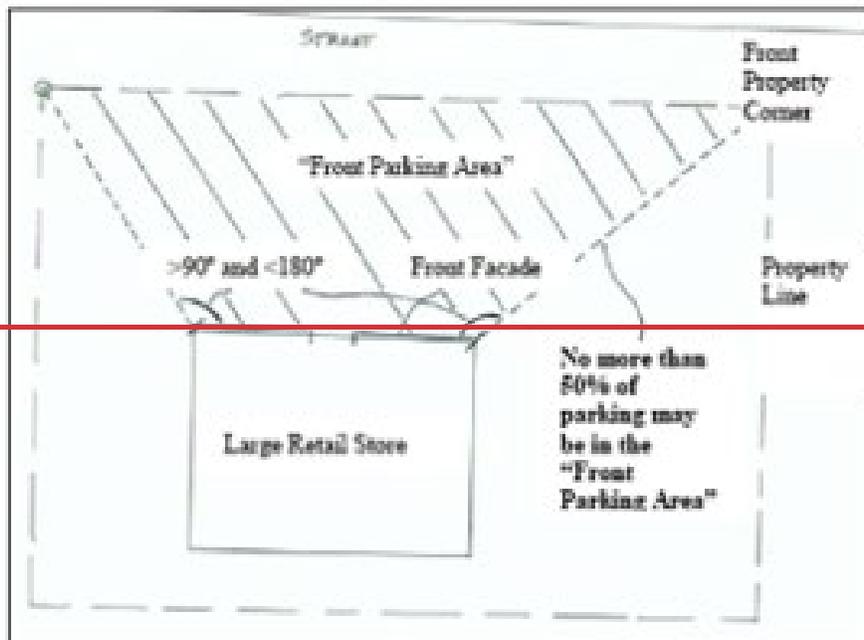
1. *Guideline:* Access to retail parking should be designed such that it avoids, to the extent possible, impacts to the existing adjacent street system—specifically the continued ability of an adjacent arterial to function as designed.
2. *Standards:* Whenever feasible, the primary vehicular access point to the site shall not be via an adjacent major arterial street.



Appropriate: Use a "double-fronted" design when an entrance to parking is needed in addition to a primary entrance that faces the street.

C. Parking lots:

- Guideline:** Parking areas should provide safe, convenient and efficient access. They should be distributed around large buildings in order to shorten the distance to other buildings and public sidewalks, provide for attractive landscaping, and to reduce the overall scale of the paved surface. If buildings are located closer to streets, the scale of the complex is reduced, pedestrian traffic is encouraged, and architectural details take on added importance. Additionally, traffic calming devices should be encouraged for pedestrian safety.



2. ~~Standards:~~

- a. ~~Safety plan: A parking and pedestrian walk ability safety plan needs to be submitted and approved. The plan may require a pathway or sidewalks between parking for pedestrian safety and walk ability. Parking lot design must include detailed information on nonmotorized pedestrian access to and through the development.~~
- b. ~~Provide adequate and easily accessible cart corrals.~~
- c. ~~Parking lot location: No more than fifty (50) percent of the large retail establishment's off street parking area shall be located between the front of the building and the abutting street(s) (the "front parking area"). Developers are encouraged to place parking to the sides or rear of the establishment.~~
- d. ~~The front parking area: The front parking area is that portion of the parking lot that is situated between a nonresidential building and the street. It is the city's desire to encourage parking to be installed to the sides and rear of a building, rather than to the front of the building and particularly for the siting parking should be installed to the rear of the building where possible.~~

~~The "front parking area" as defined as the area lying between the front of the building and the street shall be determined by drawing a line from the front corners of the building to the nearest complementary property corners.~~

~~Any parking space sufficient in size to accommodate motorcycle or bicycle parking that is a minimum ninety (90) square feet in area (one half a standard parking space) shall be counted as a parking space in the front parking area.~~

e. ~~Parking pod specifications and limitations:~~

- (1) ~~The large retail establishment's designated off street parking areas (parking lot) shall be designed such that every one hundred forty (140) parking stalls (a parking "pod") are separated from one another by a minimum thirty foot wide landscape barrier that includes a pedestrian walkway. The pod separation is in addition to the requirement that parking areas, or "bays" with more than thirty (30) contiguous parking stalls, be divided by landscaped strips. The large retail parking lot's internal landscape strips shall be, a minimum, six (6) feet wide. The large retail parking lots' external landscape widths shall be according to the city's landscape standards found in Chapter 10 of this title.~~
- (2) ~~The maximum number of parking spaces for any large retail establishment shall not exceed one hundred fifty (150) percent or one and one half (1½) times the minimum parking required for the use.~~

D. ~~Back sides:~~

- 1. ~~Guideline: The rear (side opposite the main entrance of the principal retail use) of buildings often presents an unattractive view of blank walls, loading areas, storage areas, HVAC units, garbage receptacles, and other such features. Architectural and landscaping features should mitigate these impacts. If a building is designed to have customer entrances on all sides the following three (3) standards shall not apply.~~
- 2. ~~Standards: The large retail establishment's building facade shall be setback a minimum of thirty five (35) feet from the nearest rear yard property line. Where the rear side of the building is adjacent to existing or planned residential uses, the buffer yard requirements will need to meet city landscape standards.~~
 - a. ~~The rear setback of the large retail building shall also incorporate at least one (1) of the special design features found in subsection G, "Central features and community spaces," of this section.~~

-
- b. — Additional screening such as attractive two-thirds closed fencing (no chain-link) shall be used if the residential use is directly adjacent to the rear of the building, and not separated by, a road, major pathway, or other similar feature extending the entirety of the lot line held in common with the residential use.

E. — *Outdoor storage, trash collection and loading areas:*

- 1. — *Guideline:* Loading areas and outdoor storage areas exert visual and noise impacts on surrounding neighborhoods. These areas, when visible from adjoining properties and/or public streets, should be screened, recessed or enclosed. While screens and recesses can effectively mitigate these impacts, the selection of inappropriate screening materials can exacerbate the problem. Appropriate locations for loading and outdoor storage areas include areas between buildings, where more than one (1) building is located on a site and such buildings are not more than forty (40) feet apart, or on those sides of buildings that do not have customer entrances.

- 2. — *Standards:*

- a. — Areas for outdoor storage, truck parking, trash collection or compaction, loading, or other such uses shall not be directly visible from abutting streets.
- b. — Outdoor storage, trash removal or compaction, loading, delivery and other similar type business functions shall be located a minimum twenty (20) feet from any public street, public sidewalk, or internal pedestrian way. These uses/functions shall not be permitted within one hundred (100) feet of the boundary of a property used for residential purposes or a residentially zoned district.
- c. — Loading docks, truck parking, outdoor storage, utility meters, HVAC equipment, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and the landscaping so that the visual and acoustic impacts of these functions are fully contained and out of view from adjacent properties and public streets, and no attention is attracted to the functions by the use of screening materials that are different from or inferior to the principal materials of the building and landscape.
- d. — Non-enclosed areas for the storage and sale of seasonal inventory shall be permanently defined and screened with walls and/or fences. Materials, colors, and design of screening walls and/or fences and the cover shall conform to those used as predominant materials and colors on the building. If such areas are to be covered, then the covering shall conform to those used as predominant materials and colors on the building.

F. — *Pedestrian/bicycle flows:*

- 1. — *Guidelines:* Pedestrian and bicycle accessibility opens auto-oriented developments to the neighborhood, reducing traffic impacts and enabling the development to project a friendlier, more inviting image. This section sets forth standards for public sidewalks and internal pedestrian/bicycle circulation systems that can provide user friendly access as well as pedestrian/bicycle safety, shelter, and convenience within the large retail development grounds. Additionally, vehicle drive-up facilities should be well-planned to avoid circulation problems with pedestrians and cyclists.
- 2. — *Standards:* A minimum eight-foot wide sidewalk shall be provided along all sides of the large retail establishment lot abutting the public street unless otherwise specified, no less than eight (8) feet in width, shall also be provided along the full length of the building and along any building facade featuring a customer entrance, or abutting public parking areas. These sidewalks shall be located a minimum six (6) feet from the building's facade and separated from the building by an irrigated landscape strip, except where features such as arcades or entryways are part of the facade.
 - a. — Continuous internal pedestrian walkways shall be provided, in the most direct manner possible, from the public sidewalks along abutting streets, adjacent paths, and/or rights-of-way to the

principal entrances of all principal buildings on the site. At a minimum, walkways shall connect focal points of activity including, but not limited to, transit stops, street crossings, building and store entry points, and shall feature adjoining landscaped areas.

- b. Internal pedestrian walkways provided in conformance with the above standards shall provide weather protection features such as awnings or arcades within thirty (30) feet of all customer entrances.
- c. All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks, or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

G. Central features and community spaces:

- 1. **Guidelines:** Buildings should offer attractive and inviting pedestrian scale features, spaces and amenities. Entrances and parking lots should be configured to be functional and inviting with walkways conveniently tied to logical destinations. Bus stops and drop off/pick up points should be considered as integral parts of the configuration. Pedestrian ways should be anchored by special design features such as towers, arcades, porticos, pedestrian light fixtures, bollards, planter walls, and other architectural elements that define circulation ways and outdoor spaces. Examples of outdoor spaces are plazas, patios, courtyards and window shopping areas. The features and spaces should enhance the building and the large retail development as integral parts of the community fabric.
- 2. **Standards:** The developer of the large retail establishment shall provide community and public spaces in the form of a patio, plaza, or picnic area that is no less than eight hundred (800) square feet in area.
 - a. Additionally, at least two (2) of the following are to be provided, one (1) of which shall be at the rear side of the building: Patio/seating area; pedestrian plaza with benches; public transit stop amenities (benches, shelter, etc.); outdoor playground area; water feature; public art feature; landscaped picnic area or other such deliberately shaped area; and/or a focal feature or amenity that, in the judgment of the design review committee or the planning and zoning commission, adequately enhances such community and public spaces. Any such area shall have direct access to the public sidewalk network and such features shall not be constructed of materials that are inferior to the principal materials of the building and landscape.



Example of a center with numerous special features and community spaces.

H. Delivery/loading operations:

- 1. **Guidelines:** Delivery and loading operations should not disturb adjoining neighborhoods, or other uses.
- 2. **Standards:**
 - a. Outdoor storage, trash removal or compaction, loading, delivery and other similar type business functions shall be located a minimum twenty (20) feet from any public street, public sidewalk or internal pedestrian way. These uses/functions shall not be permitted within one hundred (100) feet of the boundary of a property used for residential purposes or a residentially zoned district.

~~I. — *Minimum landscaping standards:*~~

~~1. — *Guidelines:* Use landscaping to enhance the internal attractiveness of the site, break large expanses of parking, and mitigate impacts to surrounding properties as a result of the development.~~

~~2. — *Standards:* A minimum of fifteen (15) percent of the large retail establishment lot area shall be landscaped according to the city's landscape requirements.~~

~~a. — *Site landscaping:*~~

~~(1) — The applicant shall submit a complete landscape plan, drawn to scale, showing all live plant materials, associated species list, and nonplant materials to be installed on the site in order to meet the landscape requirement;~~

~~(2) — All plant materials, except existing native plants not damaged during construction or xeriscape species shown not to require regular watering, shall be irrigated by underground sprinkler systems set on a timer in order to obtain proper watering duration and ease of maintenance.~~

~~{Ord. No. 2024-06, § 2, 4-16-2024}~~

RE: City of Kuna Request for Comment Case No. 25-03-OA

From BRO Admin <BRO.Admin@deq.idaho.gov>
Date Tue 11/4/2025 12:27 PM
To Marina Lundy <MLundy@kunaid.gov>
Cc Jennifer Lahmon <Jennifer.Lahmon@deq.idaho.gov>

The Boise Regional DEQ Administration has no comments at this time.

Sincerely,



Carlene Oberg
Administrative Assistant I
Idaho Department of Environmental Quality
1445 North Orchard Street Boise, Idaho 83706
P: (208) 373-0550 | www.deq.idaho.gov

From: Marina Lundy <MLundy@kunaid.gov>
Sent: Tuesday, October 28, 2025 3:10 PM
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<camille.r.burt@usps.gov>; Central District Health Department <lbadigian@cdhd.idaho.gov>; Chief Fratusco <mfratusco@adacounty.id.gov>; COMPASS <gisshared@compassidaho.org>; David Reinhardt <reinhardt.david@westada.org>; BRO Admin <BRO.Admin@deq.idaho.gov>; Eric Adolfsen <eadolfsen@compassidaho.org>; Erika Olvera (NMID) <eolvera@nmid.org>; Idaho Power Easements <easements@idahopower.com>; Idaho Power Easements 2 <kfunke@idahopower.com>; Intermountain Gas <bryce.ostler@intgas.com>; ITD <D3Development.Services@itd.idaho.gov>; ITD Kendra Conder <Kendra.Conder@itd.idaho.gov>; J&M Sanitation <Chad.Gordon@jmsanitation.com>; Jason Reddy (KSD) <jjreddy@kunaschools.org>; Jonathon Gillen <gillen.jonathon@westada.org>; Justin Walker <jwalker@kellerassociates.com>; Kuna Fire Office <office@kunafire.com>; lletson@adacounty.id.gov; Marc Boyer (Kuna Postmaster) <marc.c.boyer@usps.gov>; Megan Leatherman <mleatherman@adaweb.net>; Meridian Fire (Brandon Medica) <bmedica@meridianscity.org>; Meridian Fire (Steve Taublee) <staulbee@meridianscity.org>; Michelle Covert <mcovert@kunaid.gov>; Nampa Meridian Irrigation District <nmid@nmid.org>; New York Irrigation District <nyirrigation@nyid.org>; Niki Benyakhlef ITD <Niki.Benyakhlef@itd.idaho.gov>; Paris Dickerson <PDickerson@idahopower.com>; PWorkoffice <PWorkoffice@kunaid.gov>; Scott Arellano (KRFD) <scott@fccnw.com>; Sparklight/Cable One (John Walburn) <john.walburn@cableone.biz>; syarrington@adacounty.id.gov; tejensen@kunaschools.org; TLawrence Kuna Fire <tlawrence@kunafire.com>; Idaho Power (Taylor Dunn) <tdunn@idahopower.com>; Sam Feist <SFeist@kunaid.gov>; Lumen - Ebin Barnett <ebin.barnett@lumen.com>; rreno@kunaschools.org; Idaho Power (Taylor Dunn) <tdunn@idahopower.com>; Sam Feist <SFeist@kunaid.gov>; Lumen - Ebin Barnett <ebin.barnett@lumen.com>; rreno@kunaschools.org; Doug Hanson <dhanson@kunaid.gov>; Taryn Villanueva <TVillanueva@kunaid.gov>; Troy Behunin <tbehunin@kunaid.gov>
Subject: City of Kuna Request for Comment Case No. 25-03-OA

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:	25-03-OA ARCHITECTURAL AND SITE DESIGN GUIDE
PROJECT DESCRIPTION	The City of Kuna Planning and Zoning Department requests a zoning text amendment application. The text changes include modifications to the Design Requirements, Objectives, and Considerations and the Large Retail Establishment Design Manual sections of code.
APPLICANT	City of Kuna 751 W 4 th Street, Kuna, ID 83634
REPRESENTATIVE	Marina Lundy 986.269.8341 mlundy@kunaid.gov
SCHEDULED HEARING DATE	Tuesday, January 13, 2026, 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

ARCHITECTURE AND SITE DESIGN POLICIES



City of Kuna

**Development Services
Department**

KUNA
IDAHO

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Introduction

Welcome to the City of Kuna Architectural Design Manual, a comprehensive guide to the City’s architectural design expectations and review process. Provided by the Development Services Department to fostering a distinctive, well-designed, physically integrated, and livable community.

This manual serves to ensure new developments and renovations adhere to quality, safety, and aesthetic standards; Implement the community’s vision of “Distinctive and Well-Designed” built forms; Provide consistent professional guidance across both residential and commercial projects.

This manual is a living document rooted in Kuna’s adopted codes and wide-ranging design objectives. It is intended to guide developers, architects, engineers, and city staff toward delivering high-quality built environments—projects that protect public safety and enrich our community’s identity. The design standards outlined in this manual do not alleviate you from the requirements of Kuna City Code unless explicitly specified herein.

Kuna City Code (KCC) can be further reviewed [here](#).



Overview

The following guidelines apply to all areas within the Design Review Overlay District. When reviewing a proposed development, key design elements should be evaluated to ensure the project creates a welcoming and functional environment for both its users and surrounding neighbors. The overall appearance—including the layout, materials, textures, and colors—should reflect the goals and standards outlined in this document. These criteria will be used to review all applications.



Design Review Process

STEP 1

Attend the scheduled pre-application meeting with the Development Services Department and other affected agencies.

STEP 2

Submit application and required forms provided by the Development Services Department

STEP 3

Pay the required application fees

STEP 4

The application will be checked for completeness and compliance. You will be notified of completeness & Compliance within thirty (30) days of submission.

STEP 5

If the application is incomplete you will be notified and will have fourteen (14) days to submit the missing information.

STEP 6

Once the application is determined to be complete and complies with city code, the application is officially accepted for processing. A letter of Acceptance will be issued to the applicant, and this will have the tentative Planning and Zoning Commission meeting date.

Site Design Objectives

The design of the site should carefully address how traffic, parking, and access will function—both within the site and in relation to surrounding areas. The goal is to minimize traffic impacts, ensure safety for all users, improve pedestrian infrastructure, and support a well-integrated, attractive development.

When reviewing a project, the following aspects will be considered:

- How the buildings and site are arranged in relation to their surroundings
- The potential impact on traffic flow along nearby streets and neighborhoods
- How vehicle, pedestrian, and bicycle traffic patterns are separated and connected
- The adequacy and layout of off-street parking areas, including access points and building locations, to prevent congestion and traffic conflicts
- The location and design of truck loading areas and vehicle service facilities
- Lighting plans for access roads and parking lots, including placement, operation, and hours
- Whether sight lines for drivers, pedestrians, and cyclists are safe and in compliance with requirements, especially near streets and driveways
- Coordination with any planned road improvements or future right-of-way changes
- Clear visual diagrams showing how traffic will move through the site, designed to avoid confusion and congestion
- Plans for ongoing maintenance of traffic systems, parking areas, and lighting
- Consideration of views and visual quality as part of the overall urban design
- Safe, convenient pedestrian and bicycle connections between neighborhoods and nearby commercial areas

Site Landscaping

Landscaping should be designed to reduce visual and noise impacts on neighboring properties, while enhancing the overall appearance of the site. Unsightly areas should be appropriately screened or concealed.

The Design Review Committee will consider the following:

- The placement, height, and materials of walls, fences, hedges, and plantings to ensure they blend well with nearby properties
- The selection and placement of new trees and plants, with attention to preserving significant or historic trees and ensuring long-term maintenance
- Effective screening of less attractive site features—such as outdoor storage, trash areas, loading docks, and utility structures—using landscaping or other appropriate methods
- The thoughtful design and use of open spaces and parks to support both aesthetics and usability
- A plan for the ongoing care and maintenance of all landscaping and fencing to ensure they remain in good condition over time

For more information on landscape design standards please view the Kuna Water Conservation Landscape Design Guide [here](#).



Site Grading and Drainage

When designing the grading and drainage for a site, the goal is to make the best use of the land while minimizing any negative effects on surrounding areas.

- **Manage the land's shape and stability:** The plan must account for soil removal, adding fill, retaining walls, and erosion control —both on the site and in nearby areas, including streets. The design should also work with the natural contours of the land.
- **Prevent erosion and dust:** Groundcover plants or shrubs should be used to help stabilize the soil, reduce dust, and prevent erosion.
- **Handle stormwater and flood risks:** Any existing or planned drainage systems, canals, or flood zones must be carefully managed to ensure water flows properly and does not pose a health or safety risk.
- **Maintain water channels and drainage systems:** Floodways, canals, culverts, and other drainage features must be kept in good condition to prevent blockages and maintain proper water flow.

This approach helps protect the environment, prevent flooding, and ensure the land remains stable and usable.

Utilities

Utility systems should blend seamlessly into the overall building and site design, without being an eyesore. To achieve this:

- **Underground installation:** Cable, electrical, and telephone lines must be placed underground to keep the area looking clean and uncluttered.
- **Roof-mounted equipment:** Any mechanical equipment on the roof must be hidden from view.
 - If the building has a flat roof, a parapet wall must be used to fully block the equipment from sight.
 - If the roof is not flat, the equipment must be enclosed within the building itself.
- **What "screened from view" means:** This means the equipment should not be visible from the same height or elevation as the parapet wall, as shown in elevation plans.

These guidelines help maintain a visually appealing and well-integrated design for buildings and their surroundings.



Building Design

When designing a building, several factors must be considered to ensure it fits well within its surroundings and serves its intended purpose effectively:

- **Building size and scale:** The overall mass of the building should complement nearby structures and align with the intended use of the space.
- **Proportion:** The height and width of the building should be balanced and consistent with the architectural style of the area.
- **Windows, doors, and other openings:** These features should add visual interest through elements like balconies, porches, awnings, and varied rooflines to create depth and avoid flat, monotonous surfaces.
- **Exterior materials and colors:** The materials used should enhance the building's shape, create shadow effects, and blend well with the surrounding environment. The approving authority will review whether the materials and colors are appropriate for both the building's design and its intended function.

These guidelines help create buildings that are visually appealing, functional, and harmonious with their surroundings.



Architectural Requirements

This section addresses Architectural Requirements such as building materials, fence and deck/patio materials, colors, and architectural appurtenance height limitation.

If a material proposed for construction is not listed in this section it will be upon the discretion of the approving authority to determine the appropriateness of such material.

Exterior Walls and Soffits

When constructing a building, the following materials and design elements are allowed:

- **Wood:** Various types and finishes are acceptable, including log siding and wood shingles. Synthetic board-and-batten siding is allowed as an accent, but plywood is not permitted.
- **Fiber Cement:** Approved for use.
- **Masonite:** Allowed only in horizontal lap form with a maximum six-inch reveal.
- **Concrete:** Textured tilt-up concrete with accent details. Textured pour-in-place concrete with accent details.
- **Masonry:** Brick, natural stone, synthetic stone, and decorative block are permitted. Smooth-face block may only be used as an accent.
- **Stucco:** Allowed as a primary material.
- **EIFS (Exterior Insulation Finish System - stucco):** Permitted for accent purposes only.

Metal siding is strictly prohibited in the Central Business District (CBD) design review overlay areas.

These guidelines ensure that buildings maintain a high-quality, visually appealing design that complements the surrounding environment.



Exterior Walls and Soffits (Cont.)

To enhance the building's design, the following elements are encouraged:

- Exposed beams
- Fabric awnings
- Decorative trim (cornices, dentils)
- Shutters
- Dormers
- Cupolas
- Columns

Metal Siding Regulations

- Metal siding must be anodized, have a concealed fastener system, and feature a silicon polyester finish or equivalent.
- Special design treatments are required to improve its appearance, such as brick or masonry wainscot treatments and accent-colored metals.
- Waivers may be granted if the applicant proves that the metal siding complements surrounding buildings and does not create an industrial or utilitarian look.



Roofs

When selecting roofing materials, the following options are permitted:

- **Wood:** Shakes and shingles
- **Architectural-grade shingles:** Textured composition shingles
- **Tile:** Cement-based or clay tiles
- **Slate:** Natural slate roofing
- **Metal:** Standing seam or batten seam (must have concealed fasteners)
- **Flat Roofs:** Must use non-reflective materials, such as single-ply or built-up roofing

Whenever possible try to utilize materials that reduce heat.



These guidelines ensure durable, visually appealing roofing that complements the overall building design.

Fencing

Preferred Fence Materials:

- Vinyl
- Brick
- Block masonry and stucco
- Wrought iron (aluminum or steel)

Alternative Designs:

You may request approval for alternative fencing materials than those listed above in which case the following may be considered:

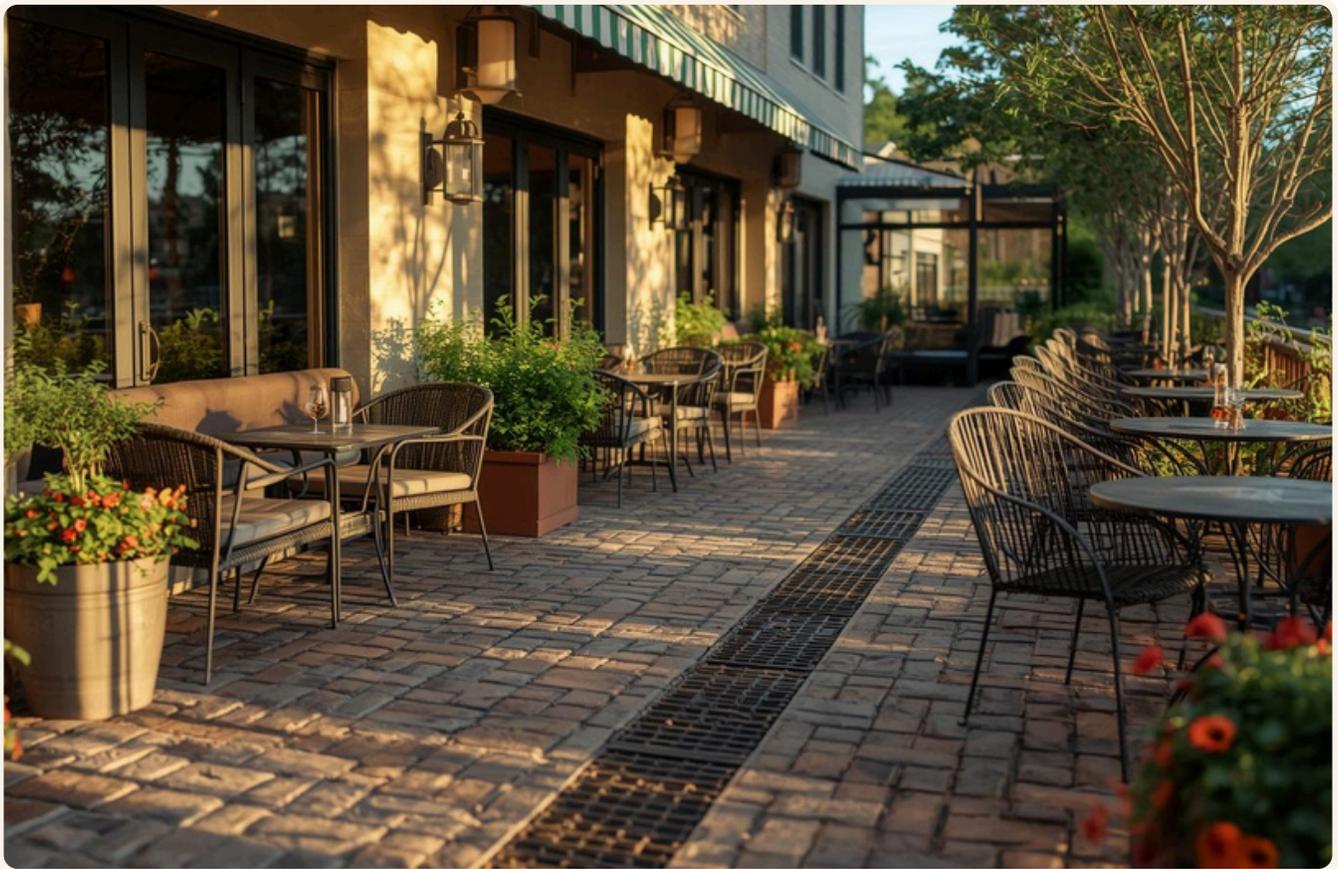
- A home was converted into a business
- The property has space limitations or an unusual shape
- The land's topography or vegetation makes standard fencing impractical
- Safety concerns require a different approach

Additional Rules:

- Fences must meet height and placement requirements
- A building permit is required
- Razor wire and Concertina wire fences are not allowed, except for specific industrial or commercial security needs



Decks and Patios



Kuna allows decks and patios to be built using the following materials:

- Concrete (smooth or stamped finish)
- Brick pavers
- Wood-polymer composite lumber
- Wood (pressure-treated or redwood)

Permeable pavers are encouraged to allow rainwater infiltration, reduce runoff, and help filter pollutants.

If you're planning to build a deck or patio, you may need to follow additional design and permit requirements. You can check Kuna's Design Review Standards or the Downtown Design Standards for more details.

Colors



Kuna encourages earth-tone colors and flat or low-gloss finishes for buildings. Additionally:

- Roof-mounted mechanicals, vents, and similar features should be painted to match the roof (unless they are screened).
- Exposed metal flashing or trim should be anodized or painted to blend with the building's exterior colors.

Height Limitations



Kuna allows certain architectural features—like utility structures, antennas, chimneys, and towers—to exceed standard height limits if approved as an exception. However, exceptions won't be granted if the Planning Director or the Design Review Committee determines the height poses a health, safety, or aesthetic issue.

For official height standards, you can check Kuna's zoning regulations.

Architectural Character

Kuna's architectural design standards focus on pedestrian-friendly, visually appealing, and high-quality buildings.

Building Height & Layout

Height

- Follow the schedule of height and area standards in KCC

Deviations require design review committee approval.

Exterior Design & Materials

Surfaces

- Must minimize glare, heat reflection, and wind impact.
- High-quality, non-reflective materials are encouraged.

Approved Materials

- Brick, Wood, Sandstone, Other native stone
- Tinted, textured concrete masonry units
- Other materials deemed appropriate by the approving authority

Facade Colors

- Should be subtle, neutral, or earth-tone with low reflectivity.
- Trim and accent areas may feature brighter colors.

Each store in a principal building must have at least one exterior entrance that meets these requirements.

Architectural Character (Cont.)

Roof Design

Roofs must include at least two of the following:

- Parapets must have three-dimensional cornice treatment.
- Maximum height cannot exceed one-third of the supporting wall height.
- Overhanging eaves (must extend at least 3 feet past supporting walls).
- Eaves extending into public rights-of-way may require a license agreement.

Sloping roofs

- Must not exceed the average height of supporting walls.
- Three or more roof slope planes.
- Other roof attributes approved by the city.

Facade Requirements

- Large facades (over 50 feet in length) must include depth variations:
- Ground-floor facades facing public streets must include arcades, display windows, entry areas, awnings, or similar features along at least 60% of their length.

Repeating Design Elements

- Facades must include at least three of the following elements (one must repeat horizontally):
 - Color change
 - Texture change
 - Material change
 - Change in plane (offset, reveal, or projecting rib at least 12 inches wide)

Architectural Character (Cont.)

Kuna's architectural design standards focus on pedestrian-friendly, visually appealing, and high-quality buildings.

Prohibited Materials (with the exception of the Industrial Zone)

- Tilt-up concrete panels, Prefabricated steel panels with out repeating design elements

Each principal building must have a clearly defined, highly visible customer entrance featuring at least three of the following:

- Canopies or porticos, Overhangs, Recesses/projections, Arcades, Raised corniced parapets over the door, Peaked roof forms or arches, Architectural details (tile work, moldings, etc.), Planters or wing walls with landscaping or seating, Outdoor patios, Display windows or Other features approved by the city

Setbacks and Lot Coverage

If these rules conflict with KCC, the setback and lot coverage guidelines listed here take priority.

- Buildings at street intersections must follow the city's clear vision triangle standards to maintain visibility and safety.

Front and street-side setbacks should be used for pedestrian-friendly amenities, such as:

- Public art
- Landscaping (flowers, shrubs, trees in movable planters)
- Seating areas
- Outdoor dining spaces
- Plazas
- Streetscape extensions
- Bike racks

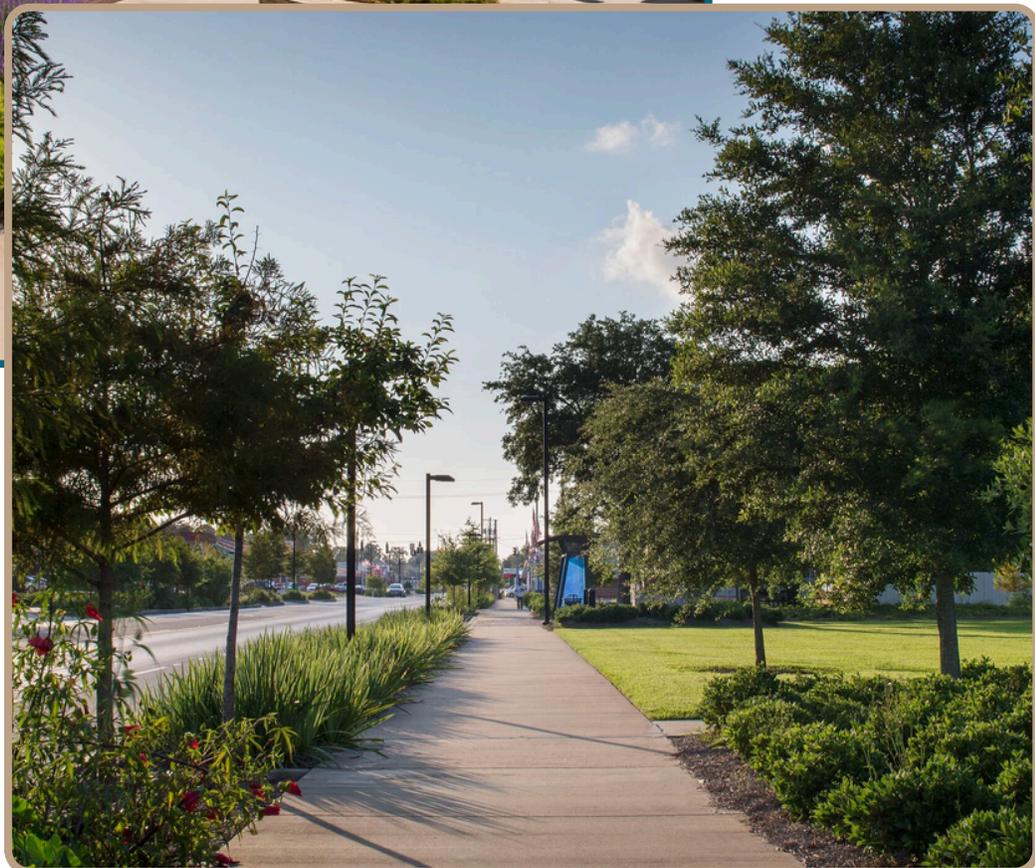
Lot coverage (the footprint of a structure) must comply with KCC height and area regulations.

Buildings should visually connect to neighboring structures using screening walls, facade walls, courtyards, or landscaping.



Landscaping and Streetscape

All landscaping must comply with the landscape requirements contained in the development regulations landscaping code.



Windows

- All buildings must have windows at street level, including the sides if the building is on a corner lot.
- These windows must be placed no more than 2 feet above the sidewalk and can go up to the top of the first floor.
- The design of street-level windows should attract and engage people walking by—think window displays that catch a shopper’s eye.
- Mirrored or highly reflective windows are not allowed.
- Windows can be set back slightly to let people look at displays without blocking the sidewalk.
- Windows on upper floors should be framed nicely and match the architectural style of the surrounding area. Plain, unframed windows are not allowed.



Parking Requirements

The parking requirements outlined in this section are meant to encourage safe, convenient, and comfortable interactions between motor vehicles, non-motorized vehicles, bicyclists and pedestrians; Mitigate traffic congestion; Mitigate the visual impact of large expanses of exposed parking; Encourage active transportation options and enhanced pedestrian safety; and provide flexibility to respond to the transportation, access, and loading impacts of various land uses in different areas of the city.

CBD Parking & Lighting



Whenever possible, off-street parking should be located behind buildings.

If a parcel is developed as a parking lot, a landscaped buffer must be added between the lot and any street. Additional landscaping may also be required.

Provide on-street parking where appropriate.

Shared parking is encouraged. If an off-street parking lot is located in the CBD development area next to a residential district or residential use, it must be visually and audibly screened on all sides that face or border the residential area.

When feasible, safe pedestrian and bicycle connections should be included between residential neighborhoods and the off-street parking area.



Outdoor lighting should follow dark sky principles to reduce light pollution.

Downtown businesses are encouraged to use existing street lighting to safely illuminate sidewalks.

Low-wattage lighting can be used to highlight entryways, as long as it doesn't create glare on the sidewalk. Merchants are also encouraged to light window displays and interior areas, provided they don't cause sidewalk glare.

Flashing or strobe-style lighting is not allowed.

Use of street lamps is encouraged.

Applicants must comply with KCC.

Commercial Parking & Lighting



Shared parking is encouraged in this district.

If an off-street parking facility in the C-1, C-2, or C-3 districts is located next to a residential area or residential use, it must be visually and audibly screened on all sides that face or border the residential area.

When feasible, provide safe pedestrian and bicycle connections between residential neighborhoods and the off-street parking area.



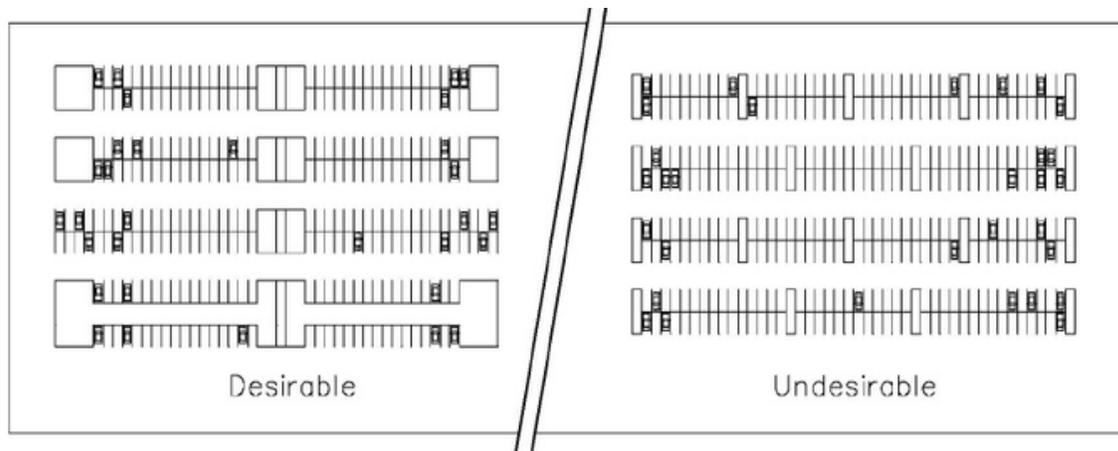
Outdoor lighting should follow dark sky principles to minimize light pollution.

Businesses are encouraged to use existing street lighting to safely light the sidewalk area.

Low-wattage lighting can be used to highlight building entrances.

Flashing or strobe-style lighting is not allowed.

All lighting must comply with KCC.



Manufacturing/Industrial Parking & Lighting



Shared parking is encouraged.

Off-street public parking areas may be required, depending on the development.

Where feasible, provide safe pedestrian and bicycle connections between residential neighborhoods and off-street parking areas.



Flashing or strobe-type lighting is not allowed.

Large Retail Establishment Design Manual

This section of the Design Manual is intended to encourage attractive, inviting, pedestrian friendly, and functional spaces that compliment the surrounding area.

Overview

Definition

Commercial/Industrial Large Retail Establishment: A retail business with a projected roof or gross floor area between 25,000 and 64,999 square feet, including attached structures and open sales or display areas.

Introduction

These standards aim to ensure:

- Architectural variety and compatible scale
- Strong pedestrian and bicycle access
- Mitigation of negative impacts

While these standards set a baseline, they are not meant to limit creativity. Instead, they provide a framework for thoughtful, context-sensitive design.

Procedure

These standards and guidelines serve as:

A design tool for developers of large retail establishments in permitted zoning areas

An evaluation guide for city staff and the Design Review Committee during project reviews

Large Retail Establishment

Design Features:

Design Elements

Facades & Exterior Walls

Guideline

Building facades should be designed to break up large, flat surfaces and avoid a uniform, impersonal appearance. The goal is to create visual interest and a human scale that fits Kuna's community character and identity.

Standard

- For facades longer than 100 feet, the design must include projections or recesses (in or out) that are at least 3% of the facade's length in depth, and these features must cover at least 20% of the total length.
- No section of a facade should extend more than 75 feet without a break or change in plane.
- On the ground floor, any facade facing a public street—except the back side opposite the main entrance—must include features like arcades, display windows, entry areas, or awnings along at least 60% of its horizontal length.



Multiple Smaller Stores Within a Principle Building

Guideline

Including smaller retail shops within a larger building helps create a more pedestrian-friendly environment. It adds visual variety, breaks up large building facades, and increases activity on the site. Storefront windows and displays should enhance the building's human scale and contribute to its overall visual appeal.

Standard

When a principal building includes separately owned or operated stores that:

- Occupy less than 25,000 square feet of gross floor area each
- Have separate exterior customer entrances

The following requirements apply:

At the street level, the facade of each smaller store must be transparent (with windows or glass doors) between 3 and 8 feet above sidewalk grade, covering at least 60% of the horizontal facade length.

Windows must be recessed and framed with prominent design elements such as sills, shutters, or similar architectural features.



Detail Features

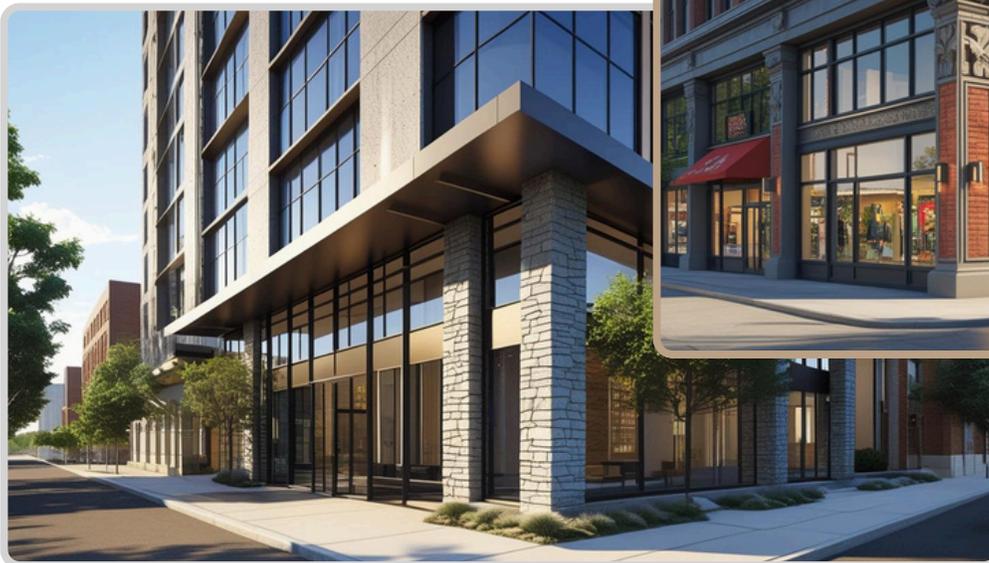
Guideline:

Buildings should include architectural elements that create visual interest at a pedestrian scale, reduce the appearance of large, blank walls, and reflect the local character. These features should be integrated into the building's design—not just applied as decorative trim, paint, or graphics.

Standard:

Building facades must include a repeating pattern made up of at least three (3) of the following design elements. At least one of these elements must repeat horizontally, and all elements must repeat at intervals no greater than 30 feet, either horizontally or vertically:

- A change in color
- A change in texture
- A change in material
- A visible architectural or structural bay created by a shift in the building plane (e.g., an offset, reveal, or projecting rib) that is at least 12 inches deep



Roofs

Guideline:

Rooflines should vary to create visual interest and reduce the appearance of large, bulky buildings. Roof features should also reflect and complement the character of surrounding neighborhoods.

Standards:

Roofs must include at least two (2) of the following design features:

- Parapets that screen flat roofs and rooftop equipment (like HVAC units) from public view.
 - The average height of the parapet must not exceed 15% of the height of the wall it sits on, and cannot exceed one-third of that wall's height at any point.
 - Parapets must include three-dimensional cornice detailing.
- Overhanging eaves that extend at least 3 feet beyond the supporting walls.
 - Eaves that extend into the public right-of-way may require a license agreement.
- Sloping roofs that do not exceed the average height of the supporting walls.
- Roof designs that include three or more separate slope planes.



Materials and Colors

Guideline

The choice of exterior materials and colors has a major impact on how a building looks. Materials should be attractive and blend well with those used in nearby neighborhoods.

Standards

- Primary building materials must be high-quality and visually appealing. Acceptable materials include:
 - Brick
 - Wood
 - Sandstone
 - Other native stone
 - Tinted, textured concrete masonry units
 - Other materials approved by the Design Review Committee
- Facade colors should be low-reflective and in subtle, neutral, or earth-tone shades.
- Trim and accent areas can use brighter or primary colors. Small amounts of non-flashing neon tubing are allowed for trim or accents.
- The following materials are not recommended as primary exterior surfaces:
 - Tilt-up concrete panels
 - Prefabricated steel panels



Entryways

Guideline

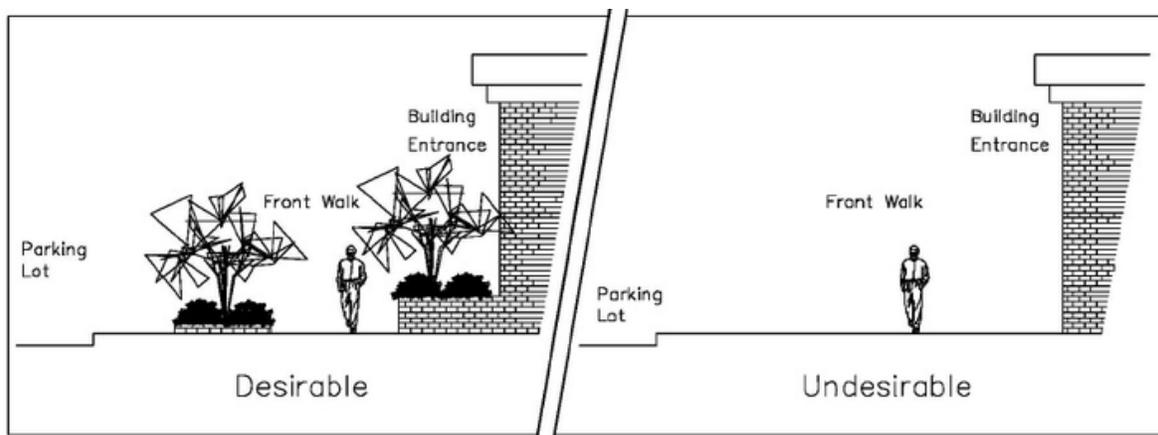
Entryway design elements and variations should give orientation and aesthetically pleasing character to the building. Additionally, entryways should act as a transition zone between the parking and traffic aisles and the store itself. The standards identify desirable entryway design features.

Standards

Each principal building on a site will have clearly defined, highly visible customer entrances, extending from the front of the building, and featuring no less than three (3) of the following:

- Canopies or porticos.
- Overhangs.
- Recesses/projections.
- Arcades.
- Raised corniced parapets over the door.
- Peaked roof forms or arches.
- Architectural details such as tile work and moldings which are integrated into the building structure and design.
- Integral planters or wing walls that incorporate landscaped areas and/or places for sitting.
- Outdoor patios.
- Display windows.

Where additional stores will be located in the principal building, each such store will have at least one (1) exterior customer entrance, which should conform to the above requirements.



Entrances

Guideline

Large retail buildings should include multiple entrances to improve convenience, shorten walking distances from parking, and support pedestrian and bicycle access from sidewalks. Multiple entrances also help break up long, blank walls and reduce the appearance of neglected or inactive areas.

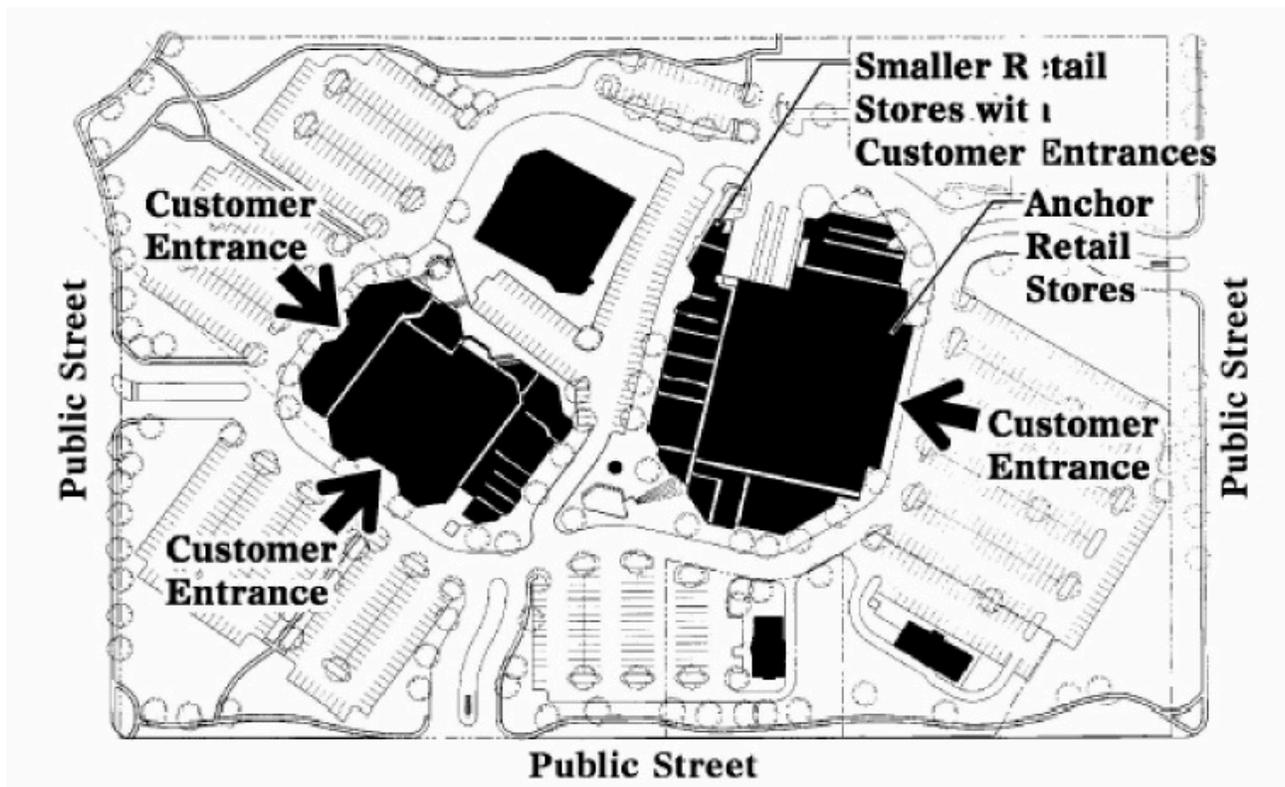
Standard

- At least two sides of the building must have customer entrances.
- These sides should be the ones with the most public pedestrian activity.
- One of the required entrances must face a street with pedestrian access.
- The second entrance may face either:
 - Another street with pedestrian access, or
 - The main parking lot

All entrances must be:

- Architecturally prominent
- Clearly visible from the adjacent public street
-

Note: Movie theaters are exempt from this requirement.



Vehicular Access & Parking Lots

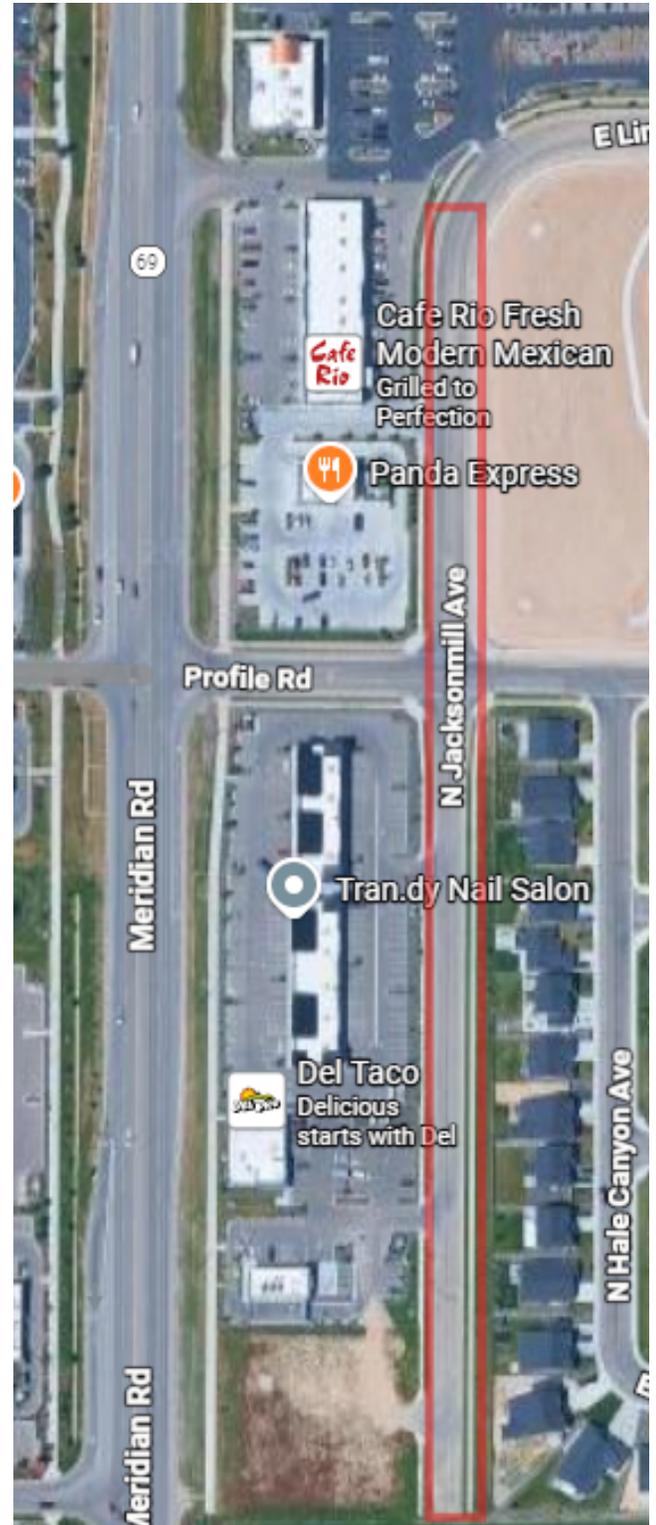
Vehicular Access

Guideline:

Vehicle access to retail parking should be designed to minimize traffic impacts, especially on nearby arterial streets. The goal is to preserve the function and flow of those major roadways.

Standard:

When possible, primary vehicle access to the site should not come directly from a major arterial street. When possible frontage should utilize backage roads.



Vehicular Access & Parking Lots (Cont.)

Parking Lots

Guideline:

Parking lots should be designed for safety, convenience, and efficiency. Distributing parking around the building reduces walking distances, encourages pedestrian activity, and breaks up large paved areas with landscaping. Buildings placed closer to the street help reduce the complex's overall scale and highlight architectural features. Traffic calming features are encouraged for added pedestrian safety.

Standards

Safety Plan:

A parking and pedestrian walkability safety plan must be submitted and approved. This plan may include pathways or sidewalks to improve pedestrian movement and safety throughout the site.

Pedestrian Access:

The parking lot design must clearly show how nonmotorized (pedestrian and bike) access is provided through and into the development.

Cart Corrals:

Provide convenient and adequate cart storage areas throughout the parking lot.

Front Parking Area Limit:

No more than 50% of the building's off-street parking may be located between the front of the building and the street. Developers are encouraged to locate parking to the sides or rear of the building.

Definition of Front Parking Area:

The "front parking area" is the section of parking between the front face of the building and the street. It's defined by drawing lines from the front corners of the building to the nearest property corners facing the street.

Vehicular Access & Parking Lots (Cont.)

Motorcycle/Bicycle Spaces:

Any parking space that is at least 90 square feet (half the size of a standard car space) and designated for motorcycles or bicycles may count as a parking space in the front parking area.

Parking Pod Requirements:

- A parking pod is defined as up to 140 stalls.
- Each pod must be separated by a 30-foot-wide landscaped area that includes a pedestrian walkway.
- Additionally, parking "bays" with more than 30 continuous stalls must be separated by 6-foot-wide internal landscape strips.
- External landscape buffer widths must follow KCC.

Parking Maximums:

The total number of parking spaces may not exceed 150% (1.5x) of the minimum required by code for the specific use

Backsides of Buildings

Guideline

The back side of large retail buildings (the side opposite the main entrance) often includes unattractive features like blank walls, loading docks, storage areas, HVAC units, and dumpsters. These should be screened and softened through architectural design and landscaping.

Note: If a building has customer entrances on all sides, the following three standards do not apply.

Standards

- The rear building facade must be set back at least 35 feet from the nearest rear yard property line.
- If the rear of the building is next to existing or planned residential areas, the setback must also meet the landscape buffer standards in KCC.
- The rear setback must include at least one feature from the “Central Features and Community Spaces” list on page 47-48 (such as a seating area, plaza, or other pedestrian-oriented feature).
- If the rear of the building directly borders residential property (and is not separated by a road, pathway, or similar feature), it must also be screened with attractive fencing that is at least two-thirds opaque (solid).
 - Chain link fencing is not allowed for this purpose.

Outdoor Storage, Trash Collection, and Loading Areas

Guideline

Loading areas, trash storage, and outdoor storage can create visual and noise impacts on surrounding areas. These spaces should be screened, recessed, or enclosed—especially when visible from public streets or nearby properties. Inappropriate screening materials can make the issue worse. The best locations for these areas include:

- Spaces between buildings that are no more than 40 feet apart, or
- Sides of buildings without customer entrances

Standards

These areas (outdoor storage, truck parking, loading docks, trash collection/compaction) must not be directly visible from nearby streets.

- They must be located at least:
 - 20 feet away from any public street, public sidewalk, or internal pedestrian pathway
 - 100 feet away from any residential property or residentially zoned district
- All service areas and equipment (e.g., HVAC units, meters, trash, outdoor storage) must be fully screened or integrated into the building and landscape design to minimize both visual and noise impacts.
 - Screens must match the quality and materials of the main building—no mismatched or lower-quality materials allowed.
- Outdoor seasonal inventory areas (e.g., garden center or holiday merchandise):
 - Must be permanently defined and screened with walls or fences.
 - The materials, colors, and design of the screening and any coverings must match the building's main materials and colors.

Pedestrian/Bicycle Flows

Guideline

Loading areas, trash storage, and outdoor storage can create visual and noise impacts on surrounding areas. These spaces should be screened, recessed, or enclosed—especially when visible from public streets or nearby properties. Inappropriate screening materials can make the issue worse. The best locations for these areas include:

- Spaces between buildings that are no more than 40 feet apart, or
- Sides of buildings without customer entrances

Standards

These areas (outdoor storage, truck parking, loading docks, trash collection/compaction) must not be directly visible from nearby streets.

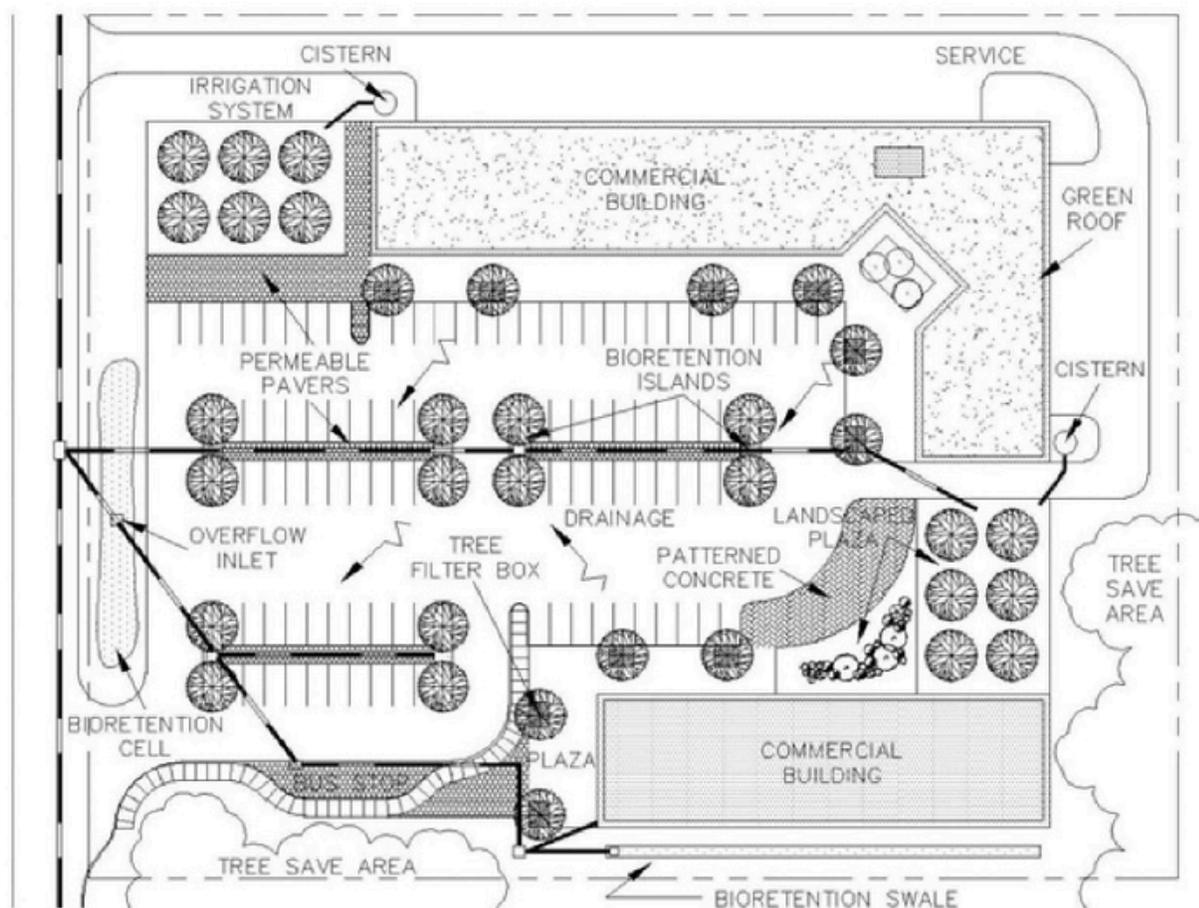
- They must be located at least:
 - 20 feet away from any public street, public sidewalk, or internal pedestrian pathway
 - 100 feet away from any residential property or residentially zoned district
- All service areas and equipment (e.g., HVAC units, meters, trash, outdoor storage) must be fully screened or integrated into the building and landscape design to minimize both visual and noise impacts.
 - Screens must match the quality and materials of the main building—no mismatched or lower-quality materials allowed.
- Outdoor seasonal inventory areas (e.g., garden center or holiday merchandise):
 - Must be permanently defined and screened with walls or fences.
 - The materials, colors, and design of the screening and any coverings must match the building's main materials and colors.



Central Features and Community Spaces

Guideline

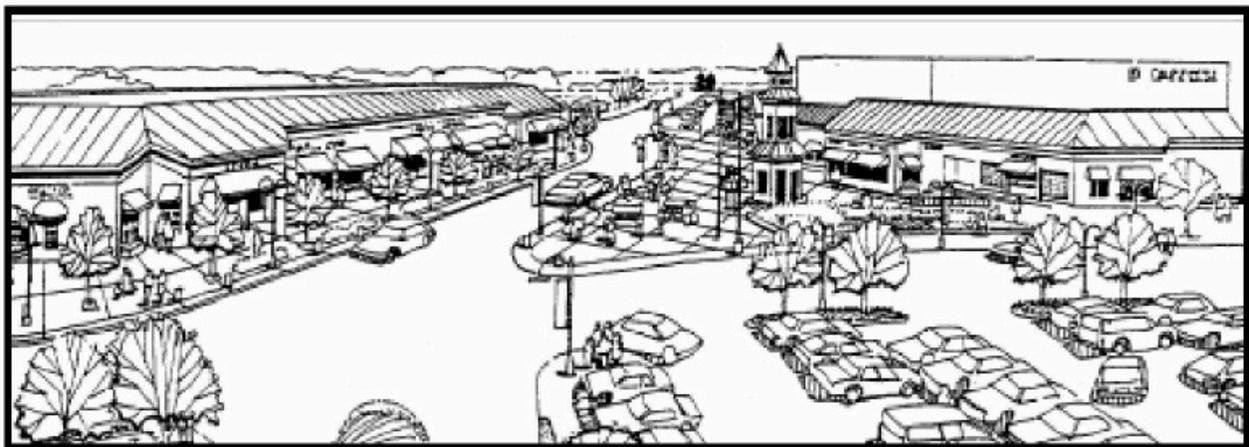
Buildings should include inviting, pedestrian-friendly spaces and features. These areas should feel like a natural part of the neighborhood and encourage people to gather, walk, and enjoy the space. Features like plazas, patios, and window shopping areas, along with elements such as towers, arcades, lighting, bollards, and planters, help define walkways and outdoor areas. Parking lots and entrances should be designed for easy access to these spaces, and bus stops or pick-up/drop-off areas should be thoughtfully included.



Central Features and Community Spaces (Cont.)

Standards

- Minimum Community Space Required:
- Every large retail development must include a public outdoor space (like a plaza, patio, or picnic area) that is at least 800 square feet in size.
- Required Additional Features:
- At least two (2) of the following amenities must also be provided:
 - One of these features must be located on the rear side of the building.
- Acceptable features include:
 - Patio or seating area
 - Pedestrian plaza with benches
 - Transit stop amenities (like benches or a shelter)
 - Outdoor playground area
 - Water feature (e.g., fountain)
 - Public art
 - Landscaped picnic area
 - Another focal point or public amenity that, in the opinion of the design review committee or planning and zoning commission, enhances the space
- Design Requirements for These Areas:
 - All spaces must have direct access to the public sidewalk network.
 - These features must be built with materials that match or exceed the quality of the building and landscape materials. Low-quality materials are not allowed.



Example of a center with numerous special features and community spaces.

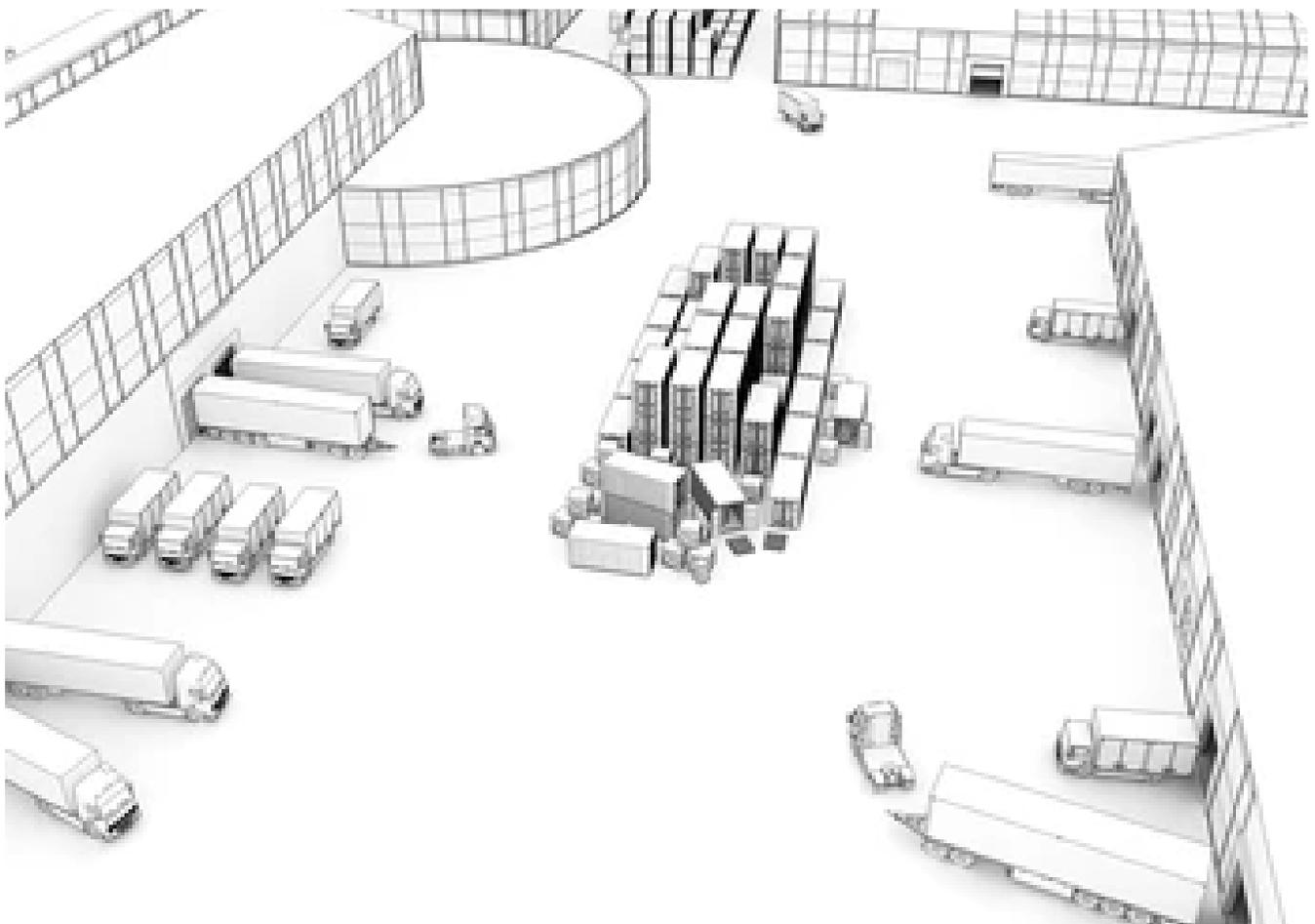
Delivery/ Loading Operations

Guideline

Delivery and loading areas should be designed to minimize impacts on nearby neighborhoods and other uses. These functions should be as unobtrusive as possible.

Standards

- Whenever possible, all delivery, loading, trash removal, compaction, and outdoor storage areas must be located at least:
 - 20 feet from any public street, sidewalk, or internal pedestrian path, and
 - 100 feet from the boundary of any residential property or residentially zoned area



Minimum Landscaping Standards

Guideline

Landscaping should be used to beautify the site, break up large paved areas, and help buffer the development from surrounding properties.

Standards

- Minimum Landscaping Requirement:
- At least 15% of the total lot area must be landscaped according to the city's standards.
- Landscape Plan Requirements:
 - A detailed landscape plan must be submitted with the application. This plan must:
 - Be drawn to scale
 - Show all live plant materials and their species
 - Include any non-plant features (like mulch, rock, etc.)
- Irrigation:
 - All plantings—except for:
 - Undisturbed native plants, and
 - Xeriscape species that don't need regular watering
 - Must be watered using an underground, timed sprinkler system to ensure proper care and ease of maintenance.





**THANK
YOU!**

Glossary

LRE - Large Retail Establishment

KCC - Kuna City Code

DM - Design Manual

DRC - Design Review Committee

DSD - Development Services Department

**CASE NO. 25-01-CPA
(COMPREHENSIVE PLAN AMENDMENT)**

ADA COUNTY CAPITAL IMPROVEMENT PLANS

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

ALL APPLICATION MATERIALS: [25-01-CPA ADA COUNTY CIPS](#)

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.



March 11, 2025

Mayor Stear and Council
City of Kuna
751 W 4th Street
Kuna, ID 83634

SUBJECT: Comprehensive Plan Text Amendment - Narrative

Mayor and City Council Members,

The Kuna Development Services Department respectfully submits a Comprehensive Plan Text Amendment application to adopt by reference the Capital Improvement Plans (CIPs) for the Ada County Jail, Paramedics, and Coroner. Pursuant to Idaho Code, these CIPs will guide the aforementioned Ada County entities and district over the next five to ten years as they fund facilities, apparatus, and equipment to continue the current levels of service as growth occurs.

Once the CIPs have been adopted the City will work with Ada County Development Services to establish an ordinance and interlocal agreement to collect the fees.

Sincerely,

A handwritten signature in black ink, appearing to read "Doug Hanson". The signature is stylized and cursive.

Doug Hanson
Planning & Zoning Director



Jail Capital Improvement Plan and Development Impact Fee Study

Submitted to:

Ada County, Idaho

May 24, 2024

Prepared by:



999 W Main St

Suite 100

Boise, ID 83702

800.424.4318

www.tischlerbise.com

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Impact Fee Study Ada County, Idaho

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EXECUTIVE SUMMARY

Ada County, Idaho, retained TischlerBise, Inc. to calculate the impact fees to be imposed on new development to meet the new demands generated for public facilities in the County. It is the intent of Ada County to evaluate and establish impact fees for jail facilities. This report presents the methodologies and calculations used to generate current levels of service and maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in Ada County.

The purpose of this study is to demonstrate the County's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the statutory authorization for development impact fees (Idaho Code 67-8202(1-4)), it is the intent of Ada County to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

The geographic area for the jail impact fees is countywide. These facilities provide a countywide benefit and are services not provided by the cities within Ada County.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, “development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development.”

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for Ada County, the term “deficiencies” means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some “hoped for” level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as $A \times B = C$. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., $A = C \div B$). By using existing infrastructure standards to determine the need for growth-related capital improvements, Ada County ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLANS AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

Cost Recovery or Buy-In Fee Calculation. The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

Incremental Expansion Fee Calculation. The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

Plan-Based Fee Calculation. The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).

Credits. Regardless of the methodology, a consideration of “credits” is integral to the development of a legally valid impact fee methodology. There are two types of “credits,” each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

FEE METHODOLOGIES

Of the fee methodologies discussed above, the incremental expansion method and the cost recovery method are used to calculate jail impact fees for Ada County. Where capacity is sufficient to serve current demand the incremental expansion method documents the current Level of Service (LOS) for each type of public facility. While the cost of the impact fee study is captured through the cost recovery method. Additionally, Ada County anticipates working with the cities to collect the jail impact fee countywide. The following table summarizes the method(s) used to derive the jail impact fee in Ada County.

Figure 1. Summary of Impact Fee Methodologies

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Jail	Countywide	Impact Fee Study	Jail Facilities		Person & Vehicle Trips

CAPITAL IMPROVEMENT PLAN

The jail development impact fee is based on the existing level of service provided for jail facilities. The development impact fee is calculated for residential and nonresidential development. To serve projected growth at current levels of service, the jail will need to provide 16,555 square feet of new ancillary facility space and 178 new jail beds over the next 10 years. Listed in Figure 2 are the capital improvement plans for facility expansion for the next 10 years. The planned expansions are consistent with growth-related needs to continue providing the current level of service. Important to note is that of the total \$16 million ancillary facility costs, only \$12.5 million will be captured by the impact fees. The CIP also includes non-growth-related projects which will be funded with non-impact fee revenue.

Figure 2. Jail Capital Improvement Plan

10-Year Jail Capital Improvement Plan	Square Feet	Total Cost	10-Year Impact Fee	General Fund & Other Sources
Pod E Expansion (294 beds)	39,984	\$32,843,108	\$19,936,000	\$12,907,108
Pod E Locker Rooms	3,000	\$2,464,219	\$2,464,219	\$0
Warehouse	10,562	\$6,967,817	\$6,967,817	\$0
Second Secured Entrance	6,719	\$6,352,666	\$6,352,666	\$0
New Booking Room	1,000	\$270,229	\$270,229	\$0
Kitchen Remodel	4,609	\$4,992,463	\$0	\$4,992,463
Camera Installation	-	\$1,322,421	\$0	\$1,322,421
Restroom & Locker Room Remodel	-	\$138,831	\$0	\$138,831
Jail Management System Upgrade	-	\$4,000,000	\$0	\$4,000,000
Total	65,874	\$59,351,755	\$35,990,932	\$23,360,823

Growth-Related Pod Expansion	\$19,936,000
Pod Expansion Revenue	\$19,936,000
Growth-Related Pod Expansion Funding Gap	\$0

Growth-Related Anc. Facility Expansion	\$16,054,932
Anc. Facility Expansion Revenue	\$12,499,025
Growth-Related Anc. Facility Funding Gap	\$3,555,907

MAXIMUM SUPPORTABLE DEVELOPMENT IMPACT FEES BY TYPE OF LAND USE

Figure 3 provides a schedule of the maximum supportable development impact fees by type of land use for Ada County. The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit based on type. For nonresidential development, the fees are assessed per square foot of floor area (for illustrative purposes the nonresidential fee is listed per 1,000 square feet of development). Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11th Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Importantly, the Ada County Jail provides a countywide service and benefit. Thus, the impact fee study has calculated the maximum supportable fee based on a countywide level of service. In this case, Figure 3 lists maximum amounts for all development within Ada County.

Figure 3. Summary of Maximum Supportable Development Impact Fees - Countywide

Development Type	Jail Maximum Supportable Fee
Residential (per housing unit)	
Single Family	\$516
Multifamily	\$357
Nonresidential (per 1,000 square feet)	
Retail	\$944
Office	\$364
Industrial	\$163
Institutional	\$361

CAPITAL IMPROVEMENT PLAN

The following section provides a summary of the Capital Improvement Plan depicting growth-related capital demands and costs on which the fees are based.

First, Figure 4 and Figure 5 lists the projected growth over the next ten years in Ada County. Overall, there is an estimated 23 percent increase in residential development (125,397 new residents and 50,296 new housing units) and an 18 percent increase in nonresidential development (43,283 new jobs and 16.9 million square feet of development). Further details on the development projections are provided in Appendix B. Demographic Assumptions.

Figure 4. Ten-Year Projected Residential Growth

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
Housing Units												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

Figure 5. Ten-Year Projected Nonresidential Growth

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

The Idaho Development Impact Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on a 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

FUNDING SOURCES FOR CURRENT DEFICIENCIES

The majority of the CIP relates to the expansion of the Ada County Jail. A number of specific upgrades, replacements, and expansions to existing Jail facilities have also been proposed for fiscal year 2025 and beyond. In addition, it is estimated that \$2,500,000 will be required for maintenance and repair of existing facilities over the next five years. Because replacement and addressing existing deficiencies are not eligible to be funded with impact fees, these costs will need to be funded by other sources, such as property taxes, in accordance with Idaho Code 67-8207(iv)(2)(h). The Board of Ada County Commissioners retain discretion and authority to fund deficiencies through the county's annual CIP budget process, accumulate savings annually in a construction fund, budget annually for one-time projects using unspent fund balance, or through the deferred maintenance budget annually appropriated to the Operations Department for these sorts of expenses.

CAPITAL IMPROVEMENT PLAN

The jail development impact fee is based on the existing level of service provided for jail facilities. The development impact fee is calculated for residential and nonresidential development. Based on the 10-year growth projections, the following infrastructure is projected over the next ten years:

- 16,555 square feet of new ancillary facility
- 178 new jail beds
- \$32,435,000 growth-related costs to Ada County

The projected demand is consistent with the Ada County Jail expansion plans. Currently, the department is exploring options for several expansions within the jail including a warehouse expansion and locker rooms for future Pod E. These projections are consistent with the Jail's Capital Improvement Plan shown in Figure 77. Important to note is that of the total \$16 million ancillary facility costs, only \$12.5 million will be captured by the impact fees. Also, there are four capital projects which are addressing non-growth-related project, thus not impact fee eligible.

Figure 7. Jail Capital Improvement Plan

10-Year Jail Capital Improvement Plan	Square Feet	Total Cost	10-Year Impact Fee	General Fund & Other Sources
Pod E Expansion (294 beds)	39,984	\$32,843,108	\$19,936,000	\$12,907,108
Pod E Locker Rooms	3,000	\$2,464,219	\$2,464,219	\$0
Warehouse	10,562	\$6,967,817	\$6,967,817	\$0
Second Secured Entrance	6,719	\$6,352,666	\$6,352,666	\$0
New Booking Room	1,000	\$270,229	\$270,229	\$0
Kitchen Remodel	4,609	\$4,992,463	\$0	\$4,992,463
Camera Installation	-	\$1,322,421	\$0	\$1,322,421
Restroom & Locker Room Remodel	-	\$138,831	\$0	\$138,831
Jail Management System Upgrade	-	\$4,000,000	\$0	\$4,000,000
Total	65,874	\$59,351,755	\$35,990,932	\$23,360,823

Growth-Related Pod Expansion	<u>\$19,936,000</u>
Pod Expansion Revenue	<u>\$19,936,000</u>
Growth-Related Pod Expansion Funding Gap	<u>\$0</u>

Growth-Related Anc. Facility Expansion	<u>\$16,054,932</u>
Anc. Facility Expansion Revenue	<u>\$12,499,025</u>
Growth-Related Anc. Facility Funding Gap	<u>\$3,555,907</u>

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8207(2)). Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for the infrastructure included in this study.

Furthermore, the maximum supportable impact fees are constructed to offset the growth-related capital costs to the County for jail facilities. Evidence is given in the specific chapters of this report that the projected capital costs from new development will be offset by the development impact fees collection as long as the program is collected in the entire service area. Thus, no credits are needed in the impact fee calculation to offset double collection for growth-related capital costs.

JAIL DEVELOPMENT IMPACT FEE ANALYSIS

The Jail Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The jail components included in the impact fee analysis are:

- Jail ancillary facilities
- Jail beds
- Share of the development impact fee study

The residential portion of the fee is derived from the product of persons per housing unit by housing type multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land uses trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for jail facilities from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, Jail Development Impact Fees would be too high for office and institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8207(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for jail facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for jail facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

COST ALLOCATION FOR JAIL INFRASTRUCTURE

Both residential and nonresidential development increases the demand for jail services and facilities. To calculate the proportional share between residential and nonresidential demand calls for service data from the Ada County Sheriff is analyzed. This call report represents the need for law enforcement services throughout Ada County including calls to which City police departments responded. Shown at the top of Figure 88, 32 percent of calls are to residential locations, 12 percent to nonresidential locations, and 56 percent are classified as traffic calls.

Base year vehicle trips are used to assign traffic calls to residential and nonresidential land uses. This results in 41,125 additional residential calls (1,138,874 residential vehicle trips / 2,087,130 total vehicle trips x 75,367 traffic calls for service) and 34,242 additional nonresidential calls (948,256 nonresidential vehicle trips / 2,087,130 total vehicle trips x 75,367 traffic calls for service).

After this adjustment, 63 percent of calls are attributed to residential development and 37 percent are attributed to nonresidential development. These percentages are used to attribute facilities to respective demand units.

Figure 8. Countywide Law Enforcement Calls for Service

Land Use	Annual Calls for Service	% of Total
Residential	42,779	32%
Nonresidential	15,958	12%
Traffic	75,367	56%
Total	134,105	100%

Land Use	Vehicle Trips	% of Total
Residential	1,138,874	55%
Nonresidential	948,256	45%
Total	2,087,130	100%

Land Use	Adj. Calls for Service	% of Total
Residential	83,905	63%
Nonresidential	50,200	37%
Total	134,105	100%

Source: Ada County Sheriff's Office

JAIL LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

JAIL CAPACITY ANALYSIS

Shown in Figure 99 is an analysis of the Ada County share of square footage and jail beds. The Ada County Jail houses inmates awaiting transfer to the Idaho State Prison and pretrial hearings. Of the 200 currently held for these reasons, 10 of them are from outside of Ada County. These 10 out-of-county prisoners are then divided by the operational capacity of the jail to get the out of county utilization of 1 percent (10 out-of-county inmates / 949 operational capacity = 1 percent out-of-county utilization).

Figure 9. Ada County Jail Capacity Analysis

Ada County Jail	
Jail Operational Capacity	949
County Inmates Awaiting Transfer/Hearing	200
Portion of Awaiting Inmates Out-of-County (5%)	10
Portion of Jail Capacity Out-of-County	1%

JAIL ANCILLARY FACILITIES

Listed in Figure 1010, there is a total of 87,956 square feet of ancillary facilities at the county jail, 87,710 square feet being attributed to Ada County demand (99 percent). The proportionate share between residential and nonresidential demand of the facilities is found by applying the calls for service data percentages. As a result, 54,877 square feet are attributed to residential demand and 32,833 square feet are attributed to nonresidential demand. The current level of service is found by comparing the attributed square footage to the base year population and nonresidential vehicles trips. As a result, there is 100.8 square feet per 1,000 residents and 34.6 square feet per 1,000 vehicles trips.

The average cost per square foot is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$76 per person and \$26 per vehicle trip (100.8 square feet per 1,000 persons x \$755 per square foot = \$76 per person, rounded).

Figure 10. Jail Facility Level of Service & Cost Analysis

Facility	Total Square Feet	Ada County Portion 99%	Ada County Replacement Cost
Medical Unit	24,607	24,361	\$20,010,220
Work Release	12,980	12,980	\$5,612,125
Juvenile Detention	49,012	49,012	\$40,258,763
ASCO Vehicle Maintenance	1,357	1,357	\$366,634
Total	87,956	87,710	\$66,247,743

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	63%	37%
Share of Square Feet	54,877	32,833
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Square Feet per 1,000 Persons/Vehicle Trips	100.8	34.6

<i>Cost Analysis</i>	Residential	Nonres
Square Feet per 1,000 Persons/Vehicle Trips	100.8	34.6
Average Cost per Square Foot	\$755	\$755
Capital Cost per Person/Vehicle Trip	\$76	\$26

Source: Ada County Sheriff's Office

JAIL BEDS

Listed in Figure 61, the jail operational capacity is 949 occupied beds, 940 of which are utilized by Ada County (99 percent). The proportionate share between residential and nonresidential demand of the beds is found by applying the calls for service data percentages. As a result, 588 beds are attributed to residential demand and 352 beds are attributed to nonresidential demand. The current level of service is found by comparing the attributed beds to the base year population and nonresidential vehicles trips. As a result, there are 1.08 beds per 1,000 residents and 0.37 beds per 1,000 vehicles trips.

The average cost per bed is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$121 per person and \$41 per vehicle trip (1.08 beds per 1,000 persons x \$112,000 per bed = \$121 per person, rounded).

Figure 61. Jail Bed Level of Service & Cost Analysis

Facility	Operational Capacity (Beds)	Current Utilization [1]	Ada County Beds 99%	Ada County Replacement Cost [2]
Jail	949	100%	940	\$105,280,000
Total	949		940	\$105,280,000

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	63%	37%
Share of Beds	588	352
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Beds per 1,000 Persons/Vehicle Trips	1.08	0.37

<i>Cost Analysis</i>	Residential	Nonres
Beds per 1,000 Persons/Vehicle Trips	1.08	0.37
Average Cost per Bed [2]	\$112,000	\$112,000
Capital Cost per Person/Vehicle Trip	\$121	\$41

[1] Jail population model forecasts 100% utilization by the beginning of 2024

[2] Based on Pod E expansion of 294 beds at \$32,843,108 including contingencies and FFE

SHARE OF THE DEVELOPMENT IMPACT FEE STUDY

Under the Idaho enabling legislation, Ada County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the four infrastructure categories, resulting in the Jail category share being \$16,370. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase. As a result, the cost per person is \$0.13 and the cost per vehicle trip is \$0.11.

Figure 72. Jail Share of the Development Impact Fee Study

Share of Study Cost	Residential Share	Nonresidential Share
\$16,370	63%	37%

Residential Growth Cost	Five-Year Population Increase	Capital Cost per Person
\$10,242	79,401	\$0.13

Nonresidential Growth Cost	Five-Year Vehicle Trip Increase	Capital Cost per Vehicle Trip
\$6,128	56,847	\$0.11

JAIL CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

JAIL ANCILLARY FACILITIES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new jail ancillary facilities. Shown in Figure 83, over the next ten years, there is a need for 16,555 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth (\$12,449,025).

Figure 83. Projected Demand for Jail Ancillary Facilities

Infrastructure		Level of Service			Cost/Unit
Ancillary Jail Facilities	Residential	100.8	Square Feet	per 1,000 persons	\$755
	Nonresidential	34.6		per 1,000 veh. trips	

Growth-Related Need for Ancillary Jail Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2023	544,590	948,256	54,894	32,809	87,703
Year 1	2024	568,015	959,629	57,255	33,203	90,458
Year 2	2025	591,946	971,000	59,668	33,596	93,264
Year 3	2026	602,628	982,369	60,744	33,989	94,733
Year 4	2027	613,310	993,737	61,821	34,383	96,204
Year 5	2028	623,991	1,005,103	62,898	34,776	97,674
Year 6	2029	634,673	1,016,467	63,975	35,169	99,144
Year 7	2030	645,355	1,027,830	65,051	35,562	100,613
Year 8	2031	653,566	1,039,020	65,879	35,950	101,829
Year 9	2032	661,776	1,050,206	66,707	36,337	103,044
Year 10	2033	669,987	1,061,389	67,534	36,724	104,258
Ten-Year Increase		125,397	113,134	12,640	3,915	16,555
Projected Expenditure				\$9,543,200	\$2,955,825	\$12,499,025

Growth-Related Expenditures for Ancillary Jail Facilities	\$12,499,025
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JAIL BEDS

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new jail beds. Shown in Figure 94, over the next ten years, there is a need for 178 beds. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$19,936,000).

Figure 94. Projected Demand for Jail Beds

Infrastructure	Level of Service			Cost/Unit
Jail Facilities	Residential	1.08	Beds	per 1,000 persons
	Nonresidential	0.37		per 1,000 veh. trips
				\$112,000

Growth-Related Need for Jail Facilities						
Year	Population	Nonres. Vehicle Trips	Residential Beds	Nonresidential Beds	Total Beds	
Base	2023	544,590	948,256	588	351	939
Year 1	2024	568,015	959,629	613	355	968
Year 2	2025	591,946	971,000	639	359	998
Year 3	2026	602,628	982,369	651	363	1,014
Year 4	2027	613,310	993,737	662	368	1,030
Year 5	2028	623,991	1,005,103	674	372	1,046
Year 6	2029	634,673	1,016,467	685	376	1,061
Year 7	2030	645,355	1,027,830	697	380	1,077
Year 8	2031	653,566	1,039,020	706	384	1,090
Year 9	2032	661,776	1,050,206	715	389	1,104
Year 10	2033	669,987	1,061,389	724	393	1,117
Ten-Year Increase		125,397	113,134	136	42	178
			Projected Expenditure	\$15,232,000	\$4,704,000	\$19,936,000

Growth-Related Expenditures for Jail Facilities	\$19,936,000
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JAIL DEVELOPMENT IMPACT FEE CREDIT ANALYSIS

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for jail facilities. Furthermore, the maximum supportable impact fees are constructed to offset growth-related capital costs for facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. As a result, no revenue credit is necessary in the impact fee calculation.

JAIL INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 105 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential Jail Development Impact Fees are the product of persons per housing unit by type of dwelling unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 105. Jail Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Person	Cost per Vehicle Trip
Jail Beds	\$121.00	\$41.00
Jail Ancillary Facilities	\$76.00	\$26.00
Impact Fee Study	\$0.13	\$0.11
Gross Total	\$197.13	\$67.11
Net Total	\$197.13	\$67.11

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
Residential (per housing unit)		
Single Family	2.62	\$516
Multifamily	1.81	\$357

Nonresidential

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee
Nonresidential (per 1,000 square feet)		
Retail	14.06	\$944
Office	5.42	\$364
Industrial	2.44	\$163
Institutional	5.39	\$361

CASH FLOW PROJECTIONS FOR JAIL MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to Ada County if the Jail Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

Shown at the bottom of Figure 16, the maximum supportable jail impact fee is estimated to generate \$32.2 million in revenue while there is a growth-related cost of \$32.4 million. Thus, the impact fees are able to offset all growth-related capital costs (note: the difference is the result of rounding in the calculations). The impact fee revenue is compared to the total Jail CIP to illustrate the non-impact fee funding needed to complete the plan.

Importantly, the level of service has included demand from within the cities of Ada County. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there are no IGAs, the County will collect \$3.1 million in the unincorporated areas (9.4 percent of the countywide growth-related capital costs).

Figure 116. Projected Revenue for Jail Impact Fees

Infrastructure Costs for Jail Facilities

	Total Cost	Growth Cost
Jail Beds	\$32,843,108	\$19,936,000
Jail Ancillary Facilities	\$21,047,395	\$12,499,025
Impact Fee Study	\$32,740	\$32,740
Total Expenditures	\$53,923,243	\$32,467,765

Projected Development Impact Fee Revenue

		Single Family \$516 per unit	Multifamily \$357 per unit	Retail \$944 per KSF	Office \$364 per KSF	Industrial \$163 per KSF	Institutional \$361 per KSF	
Year	Housing Units	Housing Units	KSF	KSF	KSF	KSF	KSF	
Base	2023	182,342	37,833	41,938	21,670	41,668	25,911	
1	2024	190,171	39,417	42,327	22,392	42,078	26,096	
2	2025	198,180	41,005	42,715	23,114	42,487	26,281	
3	2026	201,750	41,716	43,104	23,836	42,896	26,467	
4	2027	205,321	42,426	43,492	24,558	43,305	26,652	
5	2028	208,891	43,137	43,880	25,280	43,715	26,838	
6	2029	212,462	43,847	44,268	26,002	44,124	27,023	
7	2030	216,033	44,558	44,656	26,724	44,533	27,209	
8	2031	218,774	45,110	45,037	27,434	44,936	27,392	
9	2032	221,515	45,662	45,419	28,145	45,339	27,576	
10	2033	224,256	46,215	45,800	28,856	45,741	27,760	
Ten-Year Increase		41,914	8,382	3,862	7,186	4,073	1,849	
Projected Revenue		\$21,627,749	\$2,992,275	\$3,645,458	\$2,615,726	\$663,897	\$667,499	
							Projected Revenue =>	\$32,213,000
							Projected Expenditures =>	\$53,923,243
							Non-Impact Fee Funding =>	\$21,710,243

PROPORTIONATE SHARE ANALYSIS

Development impact fees for Ada County are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the County in the provision of system improvements to serve new development. The County will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

- 1) The development impact fees for Ada County are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by Ada County. Projects are included in the County's capital improvements plan and will be included in annual capital budgets.
- 2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, countywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements less funding from other sources (i.e., federal and state grants).
- 3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
- 4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
- 5) The County will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
- 6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the County. These procedures should be addressed in the development impact fee ordinance. One service area represented by Ada County is appropriate for the fees herein.
- 7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Act requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the County formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and County Staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The County must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an “improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.” Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The County has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the County should evaluate an adjustment to the CIP and development impact fees.

Idaho’s enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the County's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Ada County will collect impact fees from all new residential units. One-time impact fees are determined by the number of residential units.

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book Trip Generation (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

Office: Establishments providing management, administrative, professional, or business services. By way of example, Office includes business offices, office parks, and corporate headquarters.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, Industrial includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, Institutional includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

The data estimates and projections used in the study's calculations are detailed in this section. This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on County infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Ada County be imposed according to persons per housing units.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on County facilities and services. Figure 127 shows the US Census American Community Survey 2021 5-Year Estimates data for Ada County. Single family units have a housing unit size of 2.62 persons and multifamily units have a housing unit size of 1.81 persons. Additionally, there is a housing mix of 83 percent single family and 17 percent multifamily.

The estimates in Figure 127 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

Figure 127. Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	415,557	158,890	2.62	153,711	2.70	83%
Multifamily [2]	59,917	33,161	1.81	31,014	1.93	17%
Total	475,474	192,051	2.48	184,725	2.57	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year Estimates data for incorporated Ada County is shown in Figure 138. Single family units have a housing unit size of 2.59 persons and multifamily units have a housing unit size of 1.80 persons. Additionally, there is a housing mix of 81 percent single family and 19 percent multifamily.

Figure 138. Incorporated Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	363,946	140,266	2.59	135,502	2.69	81%
Multifamily [2]	58,871	32,691	1.80	30,619	1.92	19%
Total	422,817	172,957	2.44	166,121	2.55	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year-Estimates data for unincorporated Ada County is shown in Figure 149. Single family units have a housing unit size of 2.77 persons and multifamily units have a housing unit size of 2.23 persons. Additionally, there is a housing mix of 98 percent single family and 2 percent multifamily.

Figure 149. Unincorporated Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	51,611	18,624	2.77	18,209	2.83	98%
Multifamily [2]	1,046	470	2.23	395	2.65	2%
Total	52,657	19,094	2.76	18,604	2.83	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

BASE YEAR POPULATION AND HOUSING UNITS

Available through the Community Planning Association of Southwest Idaho (COMPASS), the base year 2023 population in Ada County is estimated to be 554,590 residents shown in Figure 20. PPHU factors for

Incorporated and Unincorporated Ada County were used to estimate base year housing units for the whole County. The housing unit mix for Ada County was then applied to the total giving an estimated 182,342 single family units and 37,833 multifamily units.

Figure 20. Ada County Base Year Population and Housing Units

Ada County	Base Year 2023
Population [1]	544,590
Housing Units [2]	
Single Family	182,342
Multifamily	37,833
Total Housing Units	220,175

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

Available through COMPASS, the base year 2023 population in unincorporated Ada County is estimated to be 63,510 residents shown in Figure 151. PPHU factors for unincorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 22,444 single family units and 566 multifamily units.

Figure 151. Unincorporated Ada County Base Year Population and Housing Units

Ada County Unincorporated	Base Year 2023
Population [1]	63,510
Housing Units [2]	
Single Family	22,444
Multifamily	566
Total Housing Units	23,011

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

The population estimate for unincorporated Ada County from COMPASS was subtracted from the population estimate for the whole of Ada County to find the estimated base year population for incorporated Ada County. Shown in Figure 162 the estimated population is 481,080. PPHU factors for incorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 159,898 single family units and 37,266 multifamily units.

Figure 162. Incorporated Ada County Base Year Population and Housing Units

Ada County Incorporated	Base Year 2023
Population [1]	481,080
Housing Units [2]	
Single Family	159,898
Multifamily	37,266
Total Housing Units	197,164

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

POPULATION AND HOUSING UNIT PROJECTIONS

The residential projections are based on a review of COMPASS published estimates, impact fee studies from cities and fire districts within Ada County, and PPHU factors. Impact fee studies comprising the main six cities within Ada County were used to affirm growth trends for whole county projections. From the 2023 base year housing unit totals, Ada County is projected to increase by 50,296 housing units over the next ten years. Additionally, there is a projected increase of 125,397 residents over the next ten years, a 23 percent increase.

Figure 173. Ada County Residential Development Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
Housing Units												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit totals for incorporated Ada County, there is a projected increase of 44,844 new housing units over the next ten years. Additionally, there is a projected increase of 110,415 residents in incorporated Ada County, a 23 percent increase.

Figure 184. Incorporated Ada County Residential Development Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	481,080	502,024	523,414	532,767	542,119	551,471	560,823	570,174	577,281	584,388	591,495	110,415
<i>Percent Increase</i>		4.4%	4.3%	1.8%	1.8%	1.7%	1.7%	1.7%	1.2%	1.2%	1.2%	23.0%
Housing Units												
Single Family	159,898	166,853	173,967	177,075	180,183	183,291	186,399	189,507	191,866	194,226	196,586	36,688
Multifamily	37,266	38,822	40,383	41,072	41,761	42,450	43,139	43,828	44,359	44,891	45,423	8,156
Total Housing Units	197,164	205,676	214,350	218,147	221,944	225,741	229,538	233,334	236,226	239,117	242,008	44,844

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit total for unincorporated Ada County, there is a projected increase 5,453 new housing units over the next ten years. Additionally, there is a projected increase of 14,982 residents in unincorporated Ada County, a 23.6 percent increase.

Figure 195. Unincorporated Ada County Residential Development Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	63,510	65,991	68,532	69,861	71,190	72,520	73,850	75,181	76,284	77,388	78,492	14,982
<i>Percent Increase</i>		<i>3.9%</i>	<i>3.8%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.8%</i>	<i>1.8%</i>	<i>1.5%</i>	<i>1.4%</i>	<i>1.4%</i>	23.6%
Housing Units												
Single Family	22,444	23,318	24,213	24,675	25,138	25,600	26,063	26,526	26,908	27,289	27,671	5,227
Multifamily	566	594	622	644	665	687	708	730	751	771	792	226
Total Housing Units	23,011	23,912	24,835	25,319	25,803	26,287	26,772	27,256	27,658	28,061	28,464	5,453

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. Available through COMPASS Job projections from the Traffic Analysis Zone Model (TAZ) and *Communities in Motion 2050* there are an estimated 239,668 jobs in Ada County in 2023. These job projections are broken down by industry leading to an estimated 43,787 retail jobs, 130,780 office jobs, 35,745 industrial jobs, and 29,356 institutional jobs in the base year.

Base year nonresidential floor area estimates are based on Ada County GIS nonresidential parcel data. There is an estimated 131 million square feet of nonresidential floor area in Ada County. Retail and industrial sectors account for the greatest share with approximately 32 percent each. Institutional accounts for 20 percent, and office accounts for 17 percent of the total.

Figure 206. Ada County Base Year Employment and Nonresidential Floor Area

Ada County	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	43,787	18%	41,938,153	32%
Office	130,780	55%	21,670,098	17%
Industrial	35,745	15%	41,668,221	32%
Institutional	29,356	12%	25,911,213	20%
Total	239,668	100%	131,187,685	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

The job and nonresidential floor area estimates were further broken down into incorporated and unincorporated areas. Incorporated Ada County has an estimated 230,704 jobs in 2023. These job projections are broken down by industry leading to an estimated 42,925 retail jobs, 125,936 office jobs, 34,547 industrial jobs, and 27,296 institutional jobs in the base year. Additionally, there is an estimated 127 million square feet of nonresidential floor area in incorporated Ada County. Retail accounts for the greatest share at 32 percent. Industrial accounts for 31 percent, institutional accounts for 19 percent, and office accounts for 17 percent of the total.

Figure 217. Incorporated Ada County Base Year Employment and Nonresidential Floor Area

Ada County Incorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	42,925	19%	41,286,649	32%
Office	125,936	55%	21,370,261	17%
Industrial	34,547	15%	39,887,518	31%
Institutional	27,296	12%	24,605,169	19%
Total	230,704	100%	127,149,597	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

Unincorporated Ada County has an estimated 8,964 jobs in 2023. These job projections are broken down by industry leading to an estimated 862 retail jobs, 4,844 office jobs, 1,198 industrial jobs, and 2,060 institutional jobs in the base year. Additionally, there is an estimated 4 million square feet of nonresidential floor area in unincorporated Ada County. Industrial accounts for the greatest share at 44 percent. Institutional accounts for 32 percent, retail accounts for 16 percent, and office accounts for 7 percent.

Figure 228. Unincorporated Ada County Base Year Employment and Nonresidential Floor Area

Ada County Unincorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	862	10%	651,504	16%
Office	4,844	54%	299,837	7%
Industrial	1,198	13%	1,780,703	44%
Institutional	2,060	23%	1,306,044	32%
Total	8,964	100%	4,038,088	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion

[2] Source: Ada County GIS parcel data

EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS

Job projections for the industry sectors are calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages shown in Figure 239. For retail industries the Shopping Center land use factors are used; for office the General Office factors are used; for industrial the Light Industrial factors are used; for institutional the Hospital factors are used.

Figure 239. Institute of Transportation Engineers (ITE) Employment Density Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Emp per Dmd Unit	Sq. Ft. per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

Job and nonresidential growth projections over the next ten years for Ada County are shown in Figure 30. It is estimated there will be an increase of 43,283 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (54 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 17 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 42 percent.

Figure 30. Ada County Employment and Nonresidential Floor Area Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

Job and nonresidential growth projections over the next ten years for incorporated Ada County are shown in Figure 241. It is estimated there will be an increase of 41,040 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (55 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 16.1 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 43 percent.

Figure 241. Incorporated Ada County Employment and Nonresidential Floor Area Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	42,925	43,696	44,466	45,236	46,004	46,772	47,539	48,306	49,059	49,811	50,561	7,636
Office	125,936	128,198	130,458	132,715	134,970	137,223	139,474	141,723	143,933	146,138	148,339	22,403
Industrial	34,547	35,168	35,787	36,407	37,025	37,643	38,261	38,878	39,484	40,089	40,693	6,146
Institutional	27,296	27,786	28,276	28,765	29,254	29,742	30,230	30,718	31,197	31,675	32,152	4,856
Total	230,704	234,848	238,987	243,123	247,254	251,381	255,505	259,624	263,673	267,712	271,744	41,040
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,287	41,650	42,013	42,375	42,737	43,099	43,460	43,821	44,176	44,530	44,883	3,597
Office	21,370	22,065	22,758	23,451	24,144	24,835	25,526	26,217	26,895	27,572	28,248	6,878
Industrial	39,888	40,283	40,678	41,072	41,466	41,860	42,253	42,646	43,032	43,418	43,802	3,915
Institutional	24,605	24,777	24,948	25,119	25,291	25,461	25,632	25,803	25,970	26,138	26,305	1,699
Total	127,150	128,774	130,397	132,018	133,637	135,255	136,872	138,487	140,074	141,657	143,238	16,088

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

Job and nonresidential growth projections over the next ten years for unincorporated Ada County are shown in Figure 252. It is estimated there will be an increase of 2,244 jobs, a 25 percent increase from the base year. The majority of the increase comes from the office sector (45 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 881,000 square feet, a 22 percent increase from the base year. The office sector has the largest share of this growth at 35 percent.

Figure 252. Unincorporated Ada County Employment and Nonresidential Floor Area Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	862	916	971	1,026	1,082	1,138	1,194	1,251	1,308	1,366	1,425	563
Office	4,844	4,934	5,025	5,120	5,216	5,315	5,415	5,518	5,623	5,734	5,849	1,005
Industrial	1,198	1,220	1,243	1,266	1,290	1,314	1,339	1,365	1,391	1,418	1,446	248
Institutional	2,060	2,098	2,137	2,177	2,218	2,260	2,303	2,347	2,391	2,438	2,487	427
Total	8,964	9,168	9,377	9,589	9,806	10,027	10,251	10,480	10,714	10,957	11,208	2,244
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	652	677	703	729	755	781	808	835	862	889	917	265
Office	300	327	356	384	414	444	475	507	539	573	608	308
Industrial	1,781	1,795	1,809	1,824	1,839	1,855	1,871	1,887	1,904	1,921	1,939	158
Institutional	1,306	1,319	1,333	1,347	1,361	1,376	1,391	1,406	1,422	1,438	1,456	150
Total	4,038	4,119	4,201	4,285	4,370	4,457	4,545	4,634	4,726	4,821	4,920	881

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE

A customized trip rate is calculated for the single family and multifamily units in Ada County. In Figure 263, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 10.66 trip ends and a multifamily unit is estimated to generate 5.42 trip ends on an average weekday.

Figure 263. Customized Residential Trip End Rates by Housing Type

Tenure by Units in Structure	Vehicles Available ¹	Households by Structure Type ²			Vehicles per HH by Tenure
		Single Family	Multifamily	Total	
Owner-Occupied	289,778	129,602	1,468	131,070	2.21
Renter-Occupied	85,906	24,109	29,546	53,655	1.60
Total	375,684	153,711	31,014	184,725	2.03
	Housing Units ³	158,890	33,161	192,051	

Housing Type	Persons in Households ⁴	Trip Ends ⁵	Vehicles by Type of Unit	Trip Ends ⁶	Average Trip Ends	Local Trip Ends per HH	National Trip Ends per Unit ⁷
Single Family	415,557	1,157,628	324,995	2,118,200	1,637,914	10.66	9.43
Multifamily	59,917	137,129	50,518	199,334	168,231	5.42	4.54
Total	475,474	1,294,757	375,513	2,317,534	1,806,145	9.78	

1. Vehicles available by tenure from Table B25046, 2021 American Community Survey 5-Year Estimates.
2. Households by tenure and units in structure from Table B25032, 2021 American Community Survey 5-Year Estimates.
3. Housing units from Table B25024, 2021 American Community Survey 5-Year Estimates.
4. Total population in households from Table B25033, 2021 American Community Survey 5-Year Estimates.
5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $EXP(0.89 * LN(persons) + 1.72)$. To approximate the average population of the ITE studies, persons were divided by 19 and the equation result multiplied by 19. For multi-family housing (ITE 221), the fitted curve equation is $(2.29 * persons) - 81.02$ (ITE 2017).
6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $EXP(0.99 * LN(vehicles) + 1.93)$. To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 34 and the equation result multiplied by 34. For multi-family housing (ITE 221), the fitted curve equation is $(3.94 * vehicles) + 293.58$ (ITE 2021).
7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents' work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 17 percent of Ada County workers travel outside the County for work. In combination, these factors account for 3 percent of additional production trips ($0.31 \times 0.50 \times 0.17 = 0.03$). Shown in Figure 4, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (3 percent of production trips) for a total of 53 percent.

Figure 34. Residential Trip Adjustment Factor for Commuters

<i>Trip Adjustment Factor for Commuters</i>	
Employed Ada County Residents (2020)	212,011
Residents Working in Ada County (2020)	175,359
Residents Commuting Outside of Ada County for Work	36,652
Percent Commuting Out of Ada County	17%
Additional Production Trips	3%
Standard Trip Adjustment Factor	50%
Residential Trip Adjustment Factor	53%

Source: U.S. Census, OnTheMap Application, 2020

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of Trip Generation. To estimate the trip generation in Ada County, the weekday trip end per 1,000 square feet factors listed in Figure 35275 are used.

Figure 3527. Institute of Transportation Engineers Nonresidential Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends per Dmd Unit	Wkdy Trip Ends per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. In Figure 286, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

Figure 286. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family	210	10.66	53%	5.65
Multifamily	220	5.42	53%	2.87
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021); 'National Household Travel Survey, 2009

VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 1,138,874 vehicle trips and nonresidential land uses account for 948,256 vehicle trips in the base year shown in Figure 297.

Through 2033, it is projected that daily vehicle trips will increase by 374,018 trips with the majority of the growth being generated by single family (63 percent) and retail (15 percent) development.

Figure 297. Ada County Vehicle Trip Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	1,030,196	1,074,429	1,119,675	1,139,848	1,160,022	1,180,195	1,200,368	1,220,542	1,236,029	1,251,516	1,267,003	236,807
Multifamily	108,679	113,228	117,791	119,832	121,873	123,915	125,956	127,997	129,583	131,170	132,756	24,077
Subtotal	1,138,874	1,187,658	1,237,466	1,259,681	1,281,895	1,304,110	1,326,324	1,348,539	1,365,612	1,382,685	1,399,759	260,884
Nonresidential Trips												
Retail	589,810	595,277	600,742	606,204	611,664	617,121	622,576	628,029	633,398	638,762	644,120	54,310
Office	117,452	121,365	125,278	129,191	133,103	137,016	140,929	144,841	148,694	152,547	156,400	38,948
Industrial	101,462	102,459	103,456	104,452	105,449	106,445	107,442	108,438	109,419	110,399	111,380	9,918
Institutional	139,532	140,528	141,524	142,522	143,521	144,520	145,520	146,521	147,509	148,498	149,489	9,957
Subtotal	948,256	959,629	971,000	982,369	993,737	1,005,103	1,016,467	1,027,830	1,039,020	1,050,206	1,061,389	113,134
Vehicle Trips												
Grand Total	2,087,130	2,147,286	2,208,466	2,242,050	2,275,632	2,309,212	2,342,791	2,376,368	2,404,632	2,432,892	2,461,148	374,018

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

In incorporated Ada County, residential land uses account for 1,010,441 vehicle trips and nonresidential land uses account for 926,099 vehicle trips in the base year shown in Figure 308.

Through 2033, it is projected that daily vehicle trips will increase by 337,251 trips with the majority of the growth being generated by single family (61 percent) and retail (15 percent) development.

Figure 308. Incorporated Ada County Vehicle Trip Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	903,389	942,688	982,879	1,000,440	1,018,000	1,035,559	1,053,117	1,070,675	1,084,006	1,097,336	1,110,670	207,281
Multifamily	107,051	111,521	116,004	117,983	119,963	121,942	123,921	125,899	127,427	128,954	130,481	23,429
Subtotal	1,010,441	1,054,210	1,098,883	1,118,423	1,137,962	1,157,500	1,177,038	1,196,575	1,211,433	1,226,289	1,241,151	230,710
Nonresidential Trips												
Retail	580,647	585,754	590,856	595,953	601,044	606,131	611,213	616,291	621,280	626,259	631,228	50,580
Office	115,827	119,591	123,351	127,107	130,859	134,608	138,353	142,095	145,772	149,442	153,103	37,277
Industrial	97,126	98,089	99,050	100,011	100,970	101,929	102,887	103,843	104,784	105,722	106,658	9,532
Institutional	132,499	133,423	134,346	135,268	136,189	137,110	138,029	138,948	139,851	140,752	141,651	9,152
Subtotal	926,099	936,857	947,603	958,338	969,063	979,778	990,482	1,001,177	1,011,687	1,022,174	1,032,640	106,541
Vehicle Trips												
Grand Total	1,936,539	1,991,066	2,046,486	2,076,761	2,107,025	2,137,278	2,167,520	2,197,752	2,223,120	2,248,464	2,273,791	337,251

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

In unincorporated Ada County, residential land uses account for 128,434 vehicle trips and nonresidential land uses account for 22,157 vehicle trips in the base year shown in Figure 319.

Through 2033, it is projected that daily vehicle trips will increase by 36,772 trips with the majority of the growth being generated by single family (80 percent) and retail (10 percent) development.

Figure 319. Unincorporated Ada County Vehicle Trip Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	126,807	131,741	136,796	139,409	142,022	144,636	147,251	149,866	152,023	154,180	156,338	29,532
Multifamily	1,627	1,707	1,787	1,849	1,911	1,973	2,035	2,097	2,157	2,216	2,275	648
Subtotal	128,434	133,448	138,583	141,258	143,933	146,609	149,286	151,964	154,179	156,396	158,613	30,180
Nonresidential Trips												
Retail	9,163	9,523	9,886	10,251	10,619	10,990	11,363	11,739	12,118	12,503	12,893	3,730
Office	1,625	1,774	1,927	2,084	2,244	2,408	2,575	2,746	2,922	3,106	3,297	1,672
Industrial	4,336	4,370	4,406	4,442	4,479	4,517	4,555	4,594	4,635	4,677	4,721	385
Institutional	7,033	7,105	7,178	7,254	7,331	7,410	7,491	7,573	7,658	7,746	7,838	805
Subtotal	22,157	22,772	23,397	24,031	24,673	25,325	25,985	26,652	27,333	28,032	28,749	6,592
Vehicle Trips												
Grand Total	150,591	156,220	161,980	165,288	168,606	171,934	175,271	178,616	181,512	184,428	187,363	36,772

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)



EMS Capital Improvement Plan and Development Impact Fee Study

Submitted to:

Ada County, Idaho

May 24, 2024

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Impact Fee Study Ada County, Idaho

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2024 Capital Improvement Plan and Development Impact Fee Study

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EXECUTIVE SUMMARY

Ada County, Idaho, retained TischlerBise, Inc. to calculate the impact fees to be imposed on new development to meet the new demands generated for public facilities in the County. It is the intent of Ada County to evaluate and establish impact fees for EMS facilities. This report presents the methodologies and calculations used to generate current levels of service and maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in Ada County.

The purpose of this study is to demonstrate the County's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the statutory authorization for development impact fees (Idaho Code 67-8202(1-4)), it is the intent of Ada County to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

The geographic area for the EMS impact fees is countywide. These facilities provide a countywide benefit and are services not provided by the cities within Ada County.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, “development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development.”

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for Ada County, the term “deficiencies” means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some “hoped for” level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as $A \times B = C$. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., $A = C \div B$). By using existing infrastructure standards to determine the need for growth-related capital improvements, Ada County ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLAN AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

Cost Recovery or Buy-In Fee Calculation. The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

Incremental Expansion Fee Calculation. The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

Plan-Based Fee Calculation. The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).

Credits. Regardless of the methodology, a consideration of “credits” is integral to the development of a legally valid impact fee methodology. There are two types of “credits,” each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

FEE METHODOLOGIES

Of the fee methodologies discussed above, the incremental expansion method and the cost recovery method are used to calculate EMS impact fees for Ada County. Where capacity is sufficient to serve current demand the incremental expansion method documents the current Level of Service (LOS) for each type of public facility. While the cost of the impact fee study is captured through the cost recovery method. Additionally, Ada County anticipates working with the cities to collect the EMS impact fee countywide. The following table summarizes the method(s) used to derive the impact fee for each type of public facility in Ada County.

Figure 1. Summary of Impact Fee Methodologies

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
EMS	Countywide	Impact Fee Study	EMS Stations, EMS Land, EMS Vehicles, and EMS Equipment		Person & Vehicle Trips

CAPITAL IMPROVEMENT PLAN

The EMS development impact fee is based on the existing level of service provided for EMS facilities. The development impact fee is calculated for residential and nonresidential development. Figure 2 shows that to serve projected growth at current levels of service, EMS will need to provide 12,215 square feet of new facility space, 1.59 acres of land, 6.0 new vehicle units, and 41.9 new equipment units over the next ten years.

Figure 2. EMS Summary of Demand for Projected Growth

Facility Type	10-Year Need	10-Year Cost
Station Space	12,215 square feet	\$7,096,915
Station Land	1.59 acres	\$516,750
Apparatus	6.0 vehicles	\$2,123,508
Equipment	41.9 units	\$796,100
Total		\$10,533,273

Listed in Figure 3 are the capital improvement plans for facility expansion for the next ten years. The planned expansions are consistent and exceed growth-related needs to continue providing the current level of service.

Figure 3. EMS Capital Improvement Plan

10-Year Growth-Related Capital Plan	Unit	Cost per Unit	Total Cost
New Facility Space			
Station: Floating Feather/Horseshoe Bend	3,246 square feet	\$581	\$1,885,926
Station: Federal Way/Amity	3,246 square feet	\$581	\$1,885,926
Station: Fairview and Cloverdale	3,246 square feet	\$581	\$1,885,926
Station: Lake Hazel/Five Mile	3,246 square feet	\$581	\$1,885,926
Station: 10 Mile/Franklin	3,246 square feet	\$581	\$1,885,926
Subtotal	16,230 square feet		\$9,429,630
New Facility Land			
5 New Stations (1-1.5 acres per station)	7.5 acres	\$325,000	\$2,437,500
Subtotal	7.5 acres		\$2,437,500
New Apparatus			
Ambulance w/ required capital equipment	10 vehicles	\$353,918	\$3,539,177
Subtotal	10 vehicles		\$3,539,177
New Equipment			
Portable radios	20 units	\$7,644	\$152,886
Mobile/station radios	20 units	\$8,298	\$165,952
Subtotal	40 units		\$318,838

Station Cost	\$11,867,130
Apparatus Cost	\$3,539,177
Equipment Cost	\$318,838
Grand Total	\$15,725,145

Maximum Supportable Development Impact Fees by Type of Land Use

Figure 4 provides a schedule of the maximum supportable development impact fees by type of land use for Ada County. The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit based on type. For nonresidential development, the fees are assessed per square foot of floor area (for illustrative purposes the nonresidential fee is listed per 1,000 square feet of development). Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11th Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Importantly, the Ada County Paramedics provide a countywide service and benefit. Thus, the impact fee study has calculated the maximum supportable fee based on a countywide level of service. In this case, Figure 4 lists the maximum amounts for all development within Ada County.

Figure 4. Summary of Maximum Supportable Development Impact Fees – Countywide

Development Type	EMS Maximum Supportable Fee
Residential (per housing unit)	
Single Family	\$175
Multifamily	\$121
Nonresidential (per 1,000 square feet)	
Retail	\$273
Office	\$105
Industrial	\$47
Institutional	\$104

CAPITAL IMPROVEMENT PLAN

The following section provides a summary of the Capital Improvement Plan depicting growth-related capital demands and costs on which the fees are based.

First, Figure 5 and Figure 6 lists the projected growth over the next ten years in Ada County. Overall, there is an estimated 23 percent increase in residential development (125,397 new residents and 50,296 new housing units) and an 18 percent increase in nonresidential development (43,283 new jobs and 16.9 million square feet of development). Further details on the development projections are provided in Appendix B. Demographic Assumptions.

Figure 5. Ten-Year Projected Residential Growth

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
Housing Units												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

Figure 6. Ten-Year Projected Nonresidential Growth

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

The Idaho Development Impact Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

FUNDING SOURCES FOR CURRENT DEFICIENCIES

The majority of the CIP relates to the construction of five new stations, followed by new apparatus, acquiring land for future stations, and new equipment. In addition, it is estimated that \$1,000,000 will be required for maintenance and repair of existing facilities over the next five years. Because replacement and addressing existing deficiencies are not eligible to be funded with impact fees, these costs will need to be funded by other sources, such as property taxes, in accordance with Idaho Code 67-8207(iv)(2)(h). The Board of Ada County Commissioners retain discretion and authority to fund deficiencies through the county's annual CIP budget process, accumulate savings annually in a construction fund, budget annually for one-time projects using unspent fund balance, or through the deferred maintenance budget annually appropriated to the Operations Department for these sorts of expenses.

CAPITAL IMPROVEMENT PLAN

The EMS development impact fee is based on the existing level of service provided for EMS facilities. The development impact fee is calculated for residential and nonresidential development. Based on the 10-year growth projections, the following infrastructure is projected over the next ten years:

- 12,215 square feet of new facility
- 1.59 new acres of land for facilities
- 6.0 new vehicle units
- 41.9 new equipment units
- \$10,533,000 total cost to Ada County

The projected demand is consistent with the Ada County EMS expansion plans. Currently, the department is exploring options for new stations and ambulances and will need more radios for staff hired to occupy the new stations over the next ten years. These projections are consistent with the EMS departments Capital Improvement Plan shown in Figure 7.

Figure 7. EMS Capital Improvement Plan

10-Year Growth-Related Capital Plan	Unit	Cost per Unit	Total Cost
New Facility Space			
Station: Floating Feather/Horseshoe Bend	3,246 square feet	\$581	\$1,885,926
Station: Federal Way/Amity	3,246 square feet	\$581	\$1,885,926
Station: Fairview and Cloverdale	3,246 square feet	\$581	\$1,885,926
Station: Lake Hazel/Five Mile	3,246 square feet	\$581	\$1,885,926
Station: 10 Mile/Franklin	3,246 square feet	\$581	\$1,885,926
Subtotal	16,230 square feet		\$9,429,630
New Facility Land			
5 New Stations (1-1.5 acres per station)	7.5 acres	\$325,000	\$2,437,500
Subtotal	7.5 acres		\$2,437,500
New Apparatus			
Ambulance w/ required capital equipment	10 vehicles	\$353,918	\$3,539,177
Subtotal	10 vehicles		\$3,539,177
New Equipment			
Portable radios	20 units	\$7,644	\$152,886
Mobile/station radios	20 units	\$8,298	\$165,952
Subtotal	40 units		\$318,838
		Station Cost	\$11,867,130
		Apparatus Cost	\$3,539,177
		Equipment Cost	\$318,838
		Grand Total	\$15,725,145

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8207(2)). Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for the infrastructure included in this study.

Furthermore, the maximum supportable impact fees are constructed to offset the growth-related capital costs to the County for EMS facilities. Evidence is given in the specific chapters of this report that the projected capital costs from new development will be offset by the development impact fees collection as long as the program is collected in the entire service area. Thus, no credits are needed in the impact fee calculation to offset double collection for growth-related capital costs.

EMERGENCY MEDICAL SERVICES DEVELOPMENT IMPACT FEE ANALYSIS

The EMS Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The EMS components included in the impact fee analysis are:

- EMS facilities
- EMS land
- EMS vehicles
- EMS equipment
- Share of the development impact fee study

The residential portion of the fee is derived from the product of persons per housing unit by housing type multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land uses trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for EMS facilities from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, EMS Development Impact Fees would be too high for office and institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8207(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for EMS facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for EMS facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no general tax dollars are assumed to be used to fund growth-related capital costs, requiring no further revenue credits.

COST ALLOCATION FOR EMS INFRASTRUCTURE

Both residential and nonresidential developments increase the demand for EMS services and facilities. To calculate the proportional share between residential and nonresidential demand, calls for service data from the Ada County Paramedics is analyzed. Shown at the top of Figure 8, 54 percent of calls are to residential locations, 23 percent to nonresidential locations, and 23 percent are classified as traffic calls.

Base year vehicle trips are used to assign traffic calls to residential and nonresidential land uses. This results in 4,534 additional residential calls (1,138,874 residential vehicle trips / 2,087,130 total vehicle trips x 8,310 traffic calls for service) and 3,775 additional nonresidential calls (948,256 nonresidential vehicle trips / 2,087,130 total vehicle trips x 8,310 traffic calls for service).

After this adjustment 67 percent of calls are attributed to residential development and 33 percent are attributed to nonresidential development. These percentages are used to attribute facilities to respective demand units. Later in Appendix C, Figure 43 shows a call volume heat map to indicate areas of higher demand.

Figure 8. Ada County EMS Calls for Service

Land Use	Annual Calls for Service	% of Total
Residential	19,510	54%
Nonresidential	8,310	23%
Traffic	8,310	23%
Total	36,129	100%

Land Use	Base Year Vehicle Trips	% of Total
Residential	1,138,874	55%
Nonresidential	948,256	45%
Total	2,087,130	100%

Land Use	Adj. Calls for Service	% of Total
Residential	24,044	67%
Nonresidential	12,085	33%
Total	36,129	100%

Source: Ada County Paramedics

EMS LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

EMS FACILITIES

Listed in Figure 9, there is a total of 63,229 square feet occupied by the Ada County Paramedics. The proportionate share between residential and nonresidential demand of the facilities is found by applying the calls for service data percentages. As a result, 42,079 square feet are attributed to residential demand and 21,150 square feet is attributed to nonresidential demand. The current level of service is found by comparing the attributed square footage to the base year population and nonresidential vehicles trips. As a result, there is 77.3 square feet per 1,000 residents and 22.3 square feet per 1,000 vehicles trips.

The anticipated construction cost of a new station (\$581 per square foot) is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$44.91 per person and \$12.96 per vehicle trip (77.3 square feet per 1,000 persons x \$581 per square foot = \$44.91 per person).

Figure 9. EMS Facility Level of Service & Cost Analysis

Facility	Square Feet	Replacement Cost
Administration Building - Benjamin	24,351	\$14,147,931
Station #13 - Gekeler	3,246	\$1,885,926
Station #15 - Bannock	700	\$406,700
Station #17 - Ridenbaugh	2,224	\$1,292,144
Station #18 - Overland	3,246	\$1,885,926
Station #22 - Chinden	3,246	\$1,885,926
Station #23 - Glenwood	6,294	\$3,656,814
Station #25 - Featherly Way	2,432	\$1,412,992
Station #28 - McMillan	3,246	\$1,885,926
Station #33 - Boise Ave	725	\$421,225
Station #34 - Pine	4,137	\$2,403,597
Station #36 - Linder	3,246	\$1,885,926
Station #37 - Meridian Co-Location	2,890	\$1,679,090
Station #38 - Dawes Place	3,246	\$1,885,926
Total	63,229	\$36,736,049

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Square Feet	42,079	21,150
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Square Feet per 1,000 Persons/Vehicle Trips	77.3	22.3

<i>Cost Analysis</i>	Residential	Nonres
Square Feet per 1,000 Persons/Vehicle Trips	77.3	22.3
Average Cost per Square Foot [1]	\$581	\$581
Capital Cost per Person/Vehicle Trip	\$44.91	\$12.96

[1] Square footage cost estimate from Ada County Paramedics

EMS LAND

Listed in Figure 10, there is a total of 8.09 acres occupied by the Ada County Paramedics. The proportionate share between residential and nonresidential demand of the facilities is found by applying the calls for service data percentages. As a result, 5.4 acres are attributed to residential demand and 2.7 acres are attributed to nonresidential demand. The current level of service is found by comparing the attributed acreage to the base year population and nonresidential vehicles trips. As a result, there is 0.010 acres per 1,000 residents and 0.003 acres per 1,000 vehicles trips.

The anticipated cost to purchase more land is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$3.25 per person and \$0.98 per vehicle trip (0.010 acres per 1,000 persons x \$325,000 per acre = \$3.25 per person, rounded).

Figure 10. EMS Land Level of Service & Cost Analysis

Facility	Acres	Current Value
Administration Building - Benjamin	1.50	\$487,500
Station #13 - Gekeler	0.50	\$162,500
Station #15 - Bannock	0.02	\$6,500
Station #17 - Ridenbaugh	0.14	\$45,500
Station #18 - Overland	0.16	\$52,000
Station #22 - Chinden	0.17	\$55,250
Station #23 - Glenwood	1.00	\$325,000
Station #25 - Featherly Way	0.06	\$19,500
Station #28 - McMillan	0.32	\$104,000
Station #33 - Boise Ave	0.02	\$6,500
Station #34 - Pine	1.00	\$325,000
Station #36 - Linder	1.67	\$542,750
Station #37 - Meridian Co-Location	0.78	\$253,500
Station #38 - Dawes Place	0.75	\$243,750
Total	8.09	\$2,629,250

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Acres	5.4	2.7
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Acres per 1,000 Persons/Vehicle Trips	0.010	0.003

<i>Cost Analysis</i>	Residential	Nonres
Acres per 1,000 Persons/Vehicle Trips	0.010	0.003
Average Cost per Acre [1]	\$325,000	\$325,000
Capital Cost per Person/Vehicle Trip	\$3.25	\$0.98

[1] Anticipated costs from Ada County Paramedics

EMS VEHICLES

Listed in Figure 11, the EMS vehicle fleet consists of 31 vehicles. The proportionate share between residential and nonresidential demand of the facility is found by applying the calls for service data percentages. As a result, 20.6 units are attributed to residential demand and 10.4 units are attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the base year population and nonresidential vehicles trips. As a result, there is 0.038 units per 1,000 residents and 0.011 units per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$13.45 per person and \$3.89 per vehicle trip (0.038 units per 1,000 persons x \$353,918 per unit = \$13.45 per person, rounded).

Figure 11. EMS Vehicle Level of Service & Cost Analysis

Vehicles	Units	Cost per Unit	Total Replacement Cost
Ambulances	31	\$353,918	\$10,971,458
Total	31		\$10,971,458

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Fleet	20.6	10.4
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Units per 1,000 Persons/Vehicle Trips	0.038	0.011

<i>Cost Analysis</i>	Residential	Nonres
Units per 1,000 Persons/Vehicle Trips	0.038	0.011
Average Cost per Unit	\$353,918	\$353,918
Capital Cost per Person/Vehicle Trip	\$13.45	\$3.89

Source: Ada County Paramedics

EMS EQUIPMENT

Per the Idaho Act, capital improvements are limited to those improvements that have a certain lifespan. As specified in 67-8203(3) of the Idaho Act, “‘Capital improvements’ means improvements with a useful life of ten (10) years or more, by new construction or other action, which increase the service capacity of a public facility.” Listed in Figure 12 is EMS equipment that have a useful life of ten or more years qualifying to be impact fee eligible.

The proportionate share between residential and nonresidential demand of the facility is found by applying the calls for service data percentages. As a result, 144 units are attributed to residential demand and 73 units are attributed to nonresidential demand. The current level of service is found by comparing the attributed units to the base year population and nonresidential vehicles trips. As a result, there is 0.265 units per 1,000 residents and 0.077 units per 1,000 vehicles trips.

The average cost per unit is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$5.04 per person and \$1.46 per vehicle trip (0.265 units per 1,000 persons x \$19,000 per unit = \$5.04 per person, rounded).

Figure 12. EMS Equipment Level of Service & Cost Analysis

Equipment	Units	Cost per Unit	Total Replacement Cost
Portable Radios	93	\$7,644	\$710,921
Mobile/Station Radios	62	\$8,298	\$514,451
Cardiac Monitor	31	\$28,000	\$868,000
Gurney	31	\$67,000	\$2,077,000
Total	217		\$4,170,372

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	67%	33%
Share of Equipment	144	73
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Units per 1,000 Persons/Vehicle Trips	0.265	0.077

<i>Cost Analysis</i>	Residential	Nonres
2023 Population/Nonres. Vehicle Trips	0.265	0.077
Average Cost per Unit	\$19,000	\$19,000
Capital Cost per Person/Vehicle Trip	\$5.04	\$1.46

Source: Ada County Paramedics

Note: Equipment w/10-Year useful life

SHARE OF THE DEVELOPMENT IMPACT FEE STUDY

Under the Idaho enabling legislation, Ada County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the four infrastructure categories, resulting in the EMS category share being \$16,370. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase. As a result, the cost per person is \$0.14 and the cost per vehicle trip is \$0.10.

Figure 13. EMS Share of the Development Impact Fee Study

Share of Study Cost	Residential Share	Nonresidential Share
\$16,370	67%	33%

Residential Growth Cost	Five-Year Population Increase	Capital Cost per Person
\$10,894	79,401	\$0.14

Nonresidential Growth Cost	Five-Year Vehicle Trip Increase	Capital Cost per Vehicle Trip
\$5,476	56,847	\$0.10

EMS CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

EMS FACILITIES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS facilities. Shown in Figure 14, over the next ten years, there is a need for 12,215 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth (\$7,096,915).

Figure 14. Projected Demand for EMS Facilities

Infrastructure		Level of Service			Cost/Unit
EMS Facilities	Residential	77	Square Feet	per 1,000 persons	\$581
	Nonresidential	22		per 1,000 veh. trips	

Growth-Related Need for EMS Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2023	544,590	948,256	42,096	21,146	63,242
Year 1	2024	568,015	959,629	43,907	21,399	65,306
Year 2	2025	591,946	971,000	45,757	21,653	67,410
Year 3	2026	602,628	982,369	46,583	21,906	68,489
Year 4	2027	613,310	993,737	47,408	22,160	69,568
Year 5	2028	623,991	1,005,103	48,234	22,413	70,647
Year 6	2029	634,673	1,016,467	49,060	22,667	71,727
Year 7	2030	645,355	1,027,830	49,885	22,920	72,805
Year 8	2031	653,566	1,039,020	50,520	23,170	73,690
Year 9	2032	661,776	1,050,206	51,155	23,419	74,574
Year 10	2033	669,987	1,061,389	51,789	23,668	75,457
Ten-Year Increase		125,397	113,134	9,693	2,522	12,215
		Projected Expenditure		\$5,631,633	\$1,465,282	\$7,096,915

Growth-Related Expenditures for EMS Facilities	\$7,096,915
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EMS LAND

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS acres. Shown in Figure 15, over the next ten years, there is a need for 1.59 acres. The average cost per acre is multiplied by the need to find the projected capital need from growth (\$516,750).

Figure 15. Projected Demand for EMS Land

Infrastructure	Level of Service			Cost/Unit
EMS Land	Residential	0.010	Acres	per 1,000 persons
	Nonresidential	0.003		per 1,000 veh. trips
				\$325,000

Growth-Related Need for EMS Land						
Year	Population	Nonres. Vehicle Trips	Residential Acres	Nonresidential Acres	Total Acres	
Base	2023	544,590	948,256	5.44	2.84	8.28
Year 1	2024	568,015	959,629	5.68	2.87	8.55
Year 2	2025	591,946	971,000	5.91	2.91	8.82
Year 3	2026	602,628	982,369	6.02	2.94	8.96
Year 4	2027	613,310	993,737	6.13	2.98	9.11
Year 5	2028	623,991	1,005,103	6.23	3.01	9.24
Year 6	2029	634,673	1,016,467	6.34	3.04	9.38
Year 7	2030	645,355	1,027,830	6.45	3.08	9.53
Year 8	2031	653,566	1,039,020	6.53	3.11	9.64
Year 9	2032	661,776	1,050,206	6.61	3.15	9.76
Year 10	2033	669,987	1,061,389	6.69	3.18	9.87
Ten-Year Increase		125,397	113,134	1.25	0.34	1.59
			Projected Expenditure	\$406,250	\$110,500	\$516,750

Growth-Related Expenditures for EMS Land | \$516,750

EMS VEHICLES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS vehicle units. Shown in Figure 16, over the next ten years, there is a need for 6.0 units. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$2,123,508).

Figure 16. Projected Demand for EMS Vehicles

Infrastructure	Level of Service			Cost/Unit
EMS Vehicles	Residential	0.04	Units	per 1,000 persons
	Nonresidential	0.01		per 1,000 veh. trips
				\$353,918

Growth-Related Need for EMS Vehicles						
Year		Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units
Base	2023	544,590	948,256	20.6	10.4	31.0
Year 1	2024	568,015	959,629	21.5	10.5	32.0
Year 2	2025	591,946	971,000	22.4	10.6	33.0
Year 3	2026	602,628	982,369	22.8	10.8	33.6
Year 4	2027	613,310	993,737	23.3	10.9	34.2
Year 5	2028	623,991	1,005,103	23.7	11.0	34.7
Year 6	2029	634,673	1,016,467	24.1	11.1	35.2
Year 7	2030	645,355	1,027,830	24.5	11.3	35.8
Year 8	2031	653,566	1,039,020	24.8	11.4	36.2
Year 9	2032	661,776	1,050,206	25.1	11.5	36.6
Year 10	2033	669,987	1,061,389	25.4	11.6	37.0
Ten-Year Increase		125,397	113,134	4.8	1.2	6.0
Projected Expenditure				\$1,698,806	\$424,702	\$2,123,508

Growth-Related Expenditures for EMS Vehicles | \$2,123,508

EMS EQUIPMENT

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new EMS equipment units. Shown in Figure 17, over the next ten years, there is a need for 41.9 units. The average cost per unit is multiplied by the need to find the projected capital need from growth (\$796,100).

Figure 17. Projected Demand for EMS Equipment

Infrastructure	Level of Service			Cost/Unit
Equipment	Residential	0.27	Units	per 1,000 persons
	Nonresidential	0.08		per 1,000 veh. trips
				\$19,000

Growth-Related Need for Equipment						
Year	Population	Nonres. Vehicle Trips	Residential Units	Nonresidential Units	Total Units	
Base	2023	544,590	948,256	144.3	73.0	217.3
Year 1	2024	568,015	959,629	150.5	73.8	224.3
Year 2	2025	591,946	971,000	156.8	74.7	231.5
Year 3	2026	602,628	982,369	159.6	75.6	235.2
Year 4	2027	613,310	993,737	162.5	76.5	239.0
Year 5	2028	623,991	1,005,103	165.3	77.3	242.6
Year 6	2029	634,673	1,016,467	168.1	78.2	246.3
Year 7	2030	645,355	1,027,830	171.0	79.1	250.1
Year 8	2031	653,566	1,039,020	173.1	80.0	253.1
Year 9	2032	661,776	1,050,206	175.3	80.8	256.1
Year 10	2033	669,987	1,061,389	177.5	81.7	259.2
Ten-Year Increase		125,397	113,134	33.2	8.7	41.9
Projected Expenditure			\$630,800	\$165,300	\$796,100	

Growth-Related Expenditures for Equipment | \$796,100

EMS DEVELOPMENT IMPACT FEE CREDIT ANALYSIS

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for EMS facilities. Furthermore, the maximum supportable impact fees are constructed to offset growth-related capital costs for facilities. Evidence is given in this chapter that the growth-related projected capital costs from new development will be almost entirely offset by the development impact fees. As a result, no revenue credit is necessary in the impact fee calculation.

EMS INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 18 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential EMS Development Impact Fees are the product of persons per housing unit by type of dwelling unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represent new growth’s fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 18. EMS Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Person	Cost per Vehicle Trip
EMS Facilities	\$44.91	\$12.96
EMS Land	\$3.25	\$0.98
EMS Vehicles	\$13.45	\$3.89
Equipment	\$5.04	\$1.46
Impact Fee Study	\$0.14	\$0.10
Gross Total	\$66.79	\$19.39
Net Total	\$66.79	\$19.39

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
Residential (per housing unit)		
Single Family	2.62	\$175
Multifamily	1.81	\$121

Nonresidential

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee
Nonresidential (per 1,000 square feet)		
Retail	14.06	\$273
Office	5.42	\$105
Industrial	2.44	\$47
Institutional	5.39	\$104

CASH FLOW PROJECTIONS FOR EMS MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to Ada County if the EMS Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

The summary provides an indication of the impact fee revenue generated by new development. Shown at the bottom of the figure, the maximum supportable EMS impact fee is estimated to generate \$10.5 million in revenue while there is a growth-related cost of \$10.5 million. Thus, the impact fees offset all growth-related capital costs.

Importantly, the level of service has included demand from within the cities of Ada County. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there are no IGAs, the County will collect \$1 million in unincorporated areas (9.6 percent of the countywide growth-related capital costs).

Figure 19. Projected Revenue from EMS Maximum Supportable Impact Fees

Infrastructure Costs for EMS Facilities

	Total Cost	Growth Cost
EMS Stations	\$7,096,915	\$7,096,915
EMS Land	516,750	\$516,750
EMS Vehicles	\$2,123,508	\$2,123,508
Equipment	\$796,100	\$796,100
Impact Fee Study	\$32,740	\$32,740
Total Expenditures	\$10,566,013	\$10,566,013

Projected Development Impact Fee Revenue

		Single Family \$175 per unit	Multifamily \$121 per unit	Retail \$273 per KSF	Office \$105 per KSF	Industrial \$47 per KSF	Institutional \$104 per KSF	
Year		Housing Units	Housing Units	KSF	KSF	KSF	KSF	
Base	2023	182,342	37,833	41,938	21,670	41,668	25,911	
1	2024	190,171	39,417	42,327	22,392	42,078	26,096	
2	2025	198,180	41,005	42,715	23,114	42,487	26,281	
3	2026	201,750	41,716	43,104	23,836	42,896	26,467	
4	2027	205,321	42,426	43,492	24,558	43,305	26,652	
5	2028	208,891	43,137	43,880	25,280	43,715	26,838	
6	2029	212,462	43,847	44,268	26,002	44,124	27,023	
7	2030	216,033	44,558	44,656	26,724	44,533	27,209	
8	2031	218,774	45,110	45,037	27,434	44,936	27,392	
9	2032	221,515	45,662	45,419	28,145	45,339	27,576	
10	2033	224,256	46,215	45,800	28,856	45,741	27,760	
Ten-Year Increase		41,914	8,382	3,862	7,186	4,073	1,849	
Projected Revenue		\$7,334,992	\$1,014,188	\$1,054,248	\$754,536	\$191,431	\$192,299	
							Projected Revenue =>	\$10,542,000
							Projected Expenditures =>	\$10,566,000
							Non-Impact Fee Funding =>	\$24,000

PROPORTIONATE SHARE ANALYSIS

Development impact fees for Ada County are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the County in the provision of system improvements to serve new development. The County will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

- 1) The development impact fees for Ada County are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by Ada County. Projects are included in the County's capital improvements plan and will be included in annual capital budgets.
- 2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, countywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements less funding from other sources (i.e., federal and state grants).
- 3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
- 4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
- 5) The County will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
- 6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the County. These procedures should be addressed in the development impact fee ordinance. One service area represented by Ada County is appropriate for the fees herein.
- 7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Act requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the County formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and County staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The County must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an “improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.” Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The County has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the County should evaluate an adjustment to the CIP and development impact fees.

Idaho’s enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the County's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Ada County will collect impact fees from all new residential units. One-time impact fees are determined by the number of residential units.

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book Trip Generation (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

Office: Establishments providing management, administrative, professional, or business services. By way of example, Office includes business offices, office parks, and corporate headquarters.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, Industrial includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, Institutional includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

The data estimates and projections used in the study's calculations are detailed in this section. This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on County infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Ada County be imposed according to persons per housing units.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on County facilities and services. Figure 20 shows the US Census American Community Survey 2021 5-Year Estimates data for Ada County. Single family units have a housing unit size of 2.62 persons and multifamily units have a housing unit size of 1.81 persons. Additionally, there is a housing mix of 83 percent single family and 17 percent multifamily.

The estimates in Figure 20 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

Figure 20. Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	415,557	158,890	2.62	153,711	2.70	83%
Multifamily [2]	59,917	33,161	1.81	31,014	1.93	17%
Total	475,474	192,051	2.48	184,725	2.57	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year Estimates data for incorporated Ada County is shown in Figure 21. Single family units have a housing unit size of 2.59 persons and multifamily units have a housing unit size of 1.80 persons. Additionally, there is a housing mix of 81 percent single family and 19 percent multifamily.

Figure 21. Incorporated Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	363,946	140,266	2.59	135,502	2.69	81%
Multifamily [2]	58,871	32,691	1.80	30,619	1.92	19%
Total	422,817	172,957	2.44	166,121	2.55	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year-Estimates data for unincorporated Ada County is shown in Figure 22. Single family units have a housing unit size of 2.77 persons and multifamily units have a housing unit size of 2.23 persons. Additionally, there is a housing mix of 98 percent single family and 2 percent multifamily.

Figure 22. Unincorporated Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	51,611	18,624	2.77	18,209	2.83	98%
Multifamily [2]	1,046	470	2.23	395	2.65	2%
Total	52,657	19,094	2.76	18,604	2.83	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

BASE YEAR POPULATION AND HOUSING UNITS

Available through the Community Planning Association of Southwest Idaho (COMPASS), the base year 2023 population in Ada County is estimated to be 554,590 residents shown in Figure 23. PPHU factors for

Incorporated and Unincorporated Ada County were used to estimate base year housing units for the whole County. The housing unit mix for Ada County was then applied to the total giving an estimated 182,342 single family units and 37,833 multifamily units.

Figure 23. Ada County Base Year Population and Housing Units

Ada County	Base Year 2023
Population [1]	544,590
Housing Units [2]	
Single Family	182,342
Multifamily	37,833
Total Housing Units	220,175

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

Available through COMPASS, the base year 2023 population in unincorporated Ada County is estimated to be 63,510 residents shown in Figure 24. PPHU factors for unincorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 22,444 single family units and 566 multifamily units.

Figure 24. Unincorporated Ada County Base Year Population and Housing Units

Ada County Unincorporated	Base Year 2023
Population [1]	63,510
Housing Units [2]	
Single Family	22,444
Multifamily	566
Total Housing Units	23,011

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

The population estimate for unincorporated Ada County from COMPASS was subtracted from the population estimate for the whole of Ada County to find the estimated base year population for incorporated Ada County. Shown in Figure 25 the estimated population is 481,080. PPHU factors for incorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 159,898 single family units and 37,266 multifamily units.

Figure 25. Incorporated Ada County Base Year Population and Housing Units

Ada County Incorporated	Base Year 2023
Population [1]	481,080
Housing Units [2]	
Single Family	159,898
Multifamily	37,266
Total Housing Units	197,164

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

POPULATION AND HOUSING UNIT PROJECTIONS

The residential projections are based on a review of COMPASS published estimates, impact fee studies from cities and fire districts within Ada County, and PPHU factors. Impact fee studies comprising the main six cities within Ada County were used to affirm growth trends for whole county projections. From the 2023 base year housing unit totals, Ada County is projected to increase by 50,296 housing units over the next ten years. Additionally, there is a projected increase of 125,397 residents over the next ten years, a 23 percent increase.

Figure 26. Ada County Residential Development Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
Housing Units												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit totals for incorporated Ada County, there is a projected increase of 44,844 new housing units over the next ten years. Additionally, there is a projected increase of 110,415 residents in incorporated Ada County, a 23 percent increase.

Figure 27. Incorporated Ada County Residential Development Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	481,080	502,024	523,414	532,767	542,119	551,471	560,823	570,174	577,281	584,388	591,495	110,415
<i>Percent Increase</i>		4.4%	4.3%	1.8%	1.8%	1.7%	1.7%	1.7%	1.2%	1.2%	1.2%	23.0%
Housing Units												
Single Family	159,898	166,853	173,967	177,075	180,183	183,291	186,399	189,507	191,866	194,226	196,586	36,688
Multifamily	37,266	38,822	40,383	41,072	41,761	42,450	43,139	43,828	44,359	44,891	45,423	8,156
Total Housing Units	197,164	205,676	214,350	218,147	221,944	225,741	229,538	233,334	236,226	239,117	242,008	44,844

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit total for unincorporated Ada County, there is a projected increase 5,453 new housing units over the next ten years. Additionally, there is a projected increase of 14,982 residents in unincorporated Ada County, a 23.6 percent increase.

Figure 28. Unincorporated Ada County Residential Development Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	63,510	65,991	68,532	69,861	71,190	72,520	73,850	75,181	76,284	77,388	78,492	14,982
<i>Percent Increase</i>		<i>3.9%</i>	<i>3.8%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.8%</i>	<i>1.8%</i>	<i>1.5%</i>	<i>1.4%</i>	<i>1.4%</i>	23.6%
Housing Units												
Single Family	22,444	23,318	24,213	24,675	25,138	25,600	26,063	26,526	26,908	27,289	27,671	5,227
Multifamily	566	594	622	644	665	687	708	730	751	771	792	226
Total Housing Units	23,011	23,912	24,835	25,319	25,803	26,287	26,772	27,256	27,658	28,061	28,464	5,453

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. Available through COMPASS Job projections from the Traffic Analysis Zone Model (TAZ) and *Communities in Motion 2050* there are an estimated 239,668 jobs in Ada County in 2023. These job projections are broken down by industry leading to an estimated 43,787 retail jobs, 130,780 office jobs, 35,745 industrial jobs, and 29,356 institutional jobs in the base year.

Base year nonresidential floor area estimates are based on Ada County GIS nonresidential parcel data. There is an estimated 131 million square feet of nonresidential floor area in Ada County. Retail and industrial sectors account for the greatest share with approximately 32 percent each. Institutional accounts for 20 percent, and office accounts for 17 percent of the total.

Figure 29. Ada County Base Year Employment and Nonresidential Floor Area

Ada County	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	43,787	18%	41,938,153	32%
Office	130,780	55%	21,670,098	17%
Industrial	35,745	15%	41,668,221	32%
Institutional	29,356	12%	25,911,213	20%
Total	239,668	100%	131,187,685	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

The job and nonresidential floor area estimates were further broken down into incorporated and unincorporated areas. Incorporated Ada County has an estimated 230,704 jobs in 2023. These job projections are broken down by industry leading to an estimated 42,925 retail jobs, 125,936 office jobs, 34,547 industrial jobs, and 27,296 institutional jobs in the base year. Additionally, there is an estimated 127 million square feet of nonresidential floor area in incorporated Ada County. Retail accounts for the greatest share at 32 percent. Industrial accounts for 31 percent, institutional accounts for 19 percent, and office accounts for 17 percent of the total.

Figure 30. Incorporated Ada County Base Year Employment and Nonresidential Floor Area

Ada County Incorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	42,925	19%	41,286,649	32%
Office	125,936	55%	21,370,261	17%
Industrial	34,547	15%	39,887,518	31%
Institutional	27,296	12%	24,605,169	19%
Total	230,704	100%	127,149,597	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

Unincorporated Ada County has an estimated 8,964 jobs in 2023. These job projections are broken down by industry leading to an estimated 862 retail jobs, 4,844 office jobs, 1,198 industrial jobs, and 2,060 institutional jobs in the base year. Additionally, there is an estimated 4 million square feet of nonresidential floor area in unincorporated Ada County. Industrial accounts for the greatest share at 44 percent. Institutional accounts for 32 percent, retail accounts for 16 percent, and office accounts for 7 percent.

Figure 31. Unincorporated Ada County Base Year Employment and Nonresidential Floor Area

Ada County Unincorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	862	10%	651,504	16%
Office	4,844	54%	299,837	7%
Industrial	1,198	13%	1,780,703	44%
Institutional	2,060	23%	1,306,044	32%
Total	8,964	100%	4,038,088	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion

[2] Source: Ada County GIS parcel data

EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS

Job projections for the industry sectors are calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages shown in Figure 32. For retail industries the Shopping Center land use factors are used; for office the General Office factors are used; for industrial the Light Industrial factors are used; for institutional the Hospital factors are used.

Figure 32. Institute of Transportation Engineers (ITE) Employment Density Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Emp per Dmd Unit	Sq. Ft. per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

Job and nonresidential growth projections over the next ten years for Ada County are shown in Figure 33. It is estimated there will be an increase of 43,283 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (54 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 17 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 42 percent.

Figure 33. Ada County Employment and Nonresidential Floor Area Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

Job and nonresidential growth projections over the next ten years for incorporated Ada County are shown in Figure 34. It is estimated there will be an increase of 41,040 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (55 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 16.1 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 43 percent.

Figure 34. Incorporated Ada County Employment and Nonresidential Floor Area Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	42,925	43,696	44,466	45,236	46,004	46,772	47,539	48,306	49,059	49,811	50,561	7,636
Office	125,936	128,198	130,458	132,715	134,970	137,223	139,474	141,723	143,933	146,138	148,339	22,403
Industrial	34,547	35,168	35,787	36,407	37,025	37,643	38,261	38,878	39,484	40,089	40,693	6,146
Institutional	27,296	27,786	28,276	28,765	29,254	29,742	30,230	30,718	31,197	31,675	32,152	4,856
Total	230,704	234,848	238,987	243,123	247,254	251,381	255,505	259,624	263,673	267,712	271,744	41,040
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,287	41,650	42,013	42,375	42,737	43,099	43,460	43,821	44,176	44,530	44,883	3,597
Office	21,370	22,065	22,758	23,451	24,144	24,835	25,526	26,217	26,895	27,572	28,248	6,878
Industrial	39,888	40,283	40,678	41,072	41,466	41,860	42,253	42,646	43,032	43,418	43,802	3,915
Institutional	24,605	24,777	24,948	25,119	25,291	25,461	25,632	25,803	25,970	26,138	26,305	1,699
Total	127,150	128,774	130,397	132,018	133,637	135,255	136,872	138,487	140,074	141,657	143,238	16,088

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

Job and nonresidential growth projections over the next ten years for unincorporated Ada County are shown in Figure 35. It is estimated there will be an increase of 2,244 jobs, a 25 percent increase from the base year. The majority of the increase comes from the office sector (45 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 881,000 square feet, a 22 percent increase from the base year. The office sector has the largest share of this growth at 35 percent.

Figure 35. Unincorporated Ada County Employment and Nonresidential Floor Area Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	862	916	971	1,026	1,082	1,138	1,194	1,251	1,308	1,366	1,425	563
Office	4,844	4,934	5,025	5,120	5,216	5,315	5,415	5,518	5,623	5,734	5,849	1,005
Industrial	1,198	1,220	1,243	1,266	1,290	1,314	1,339	1,365	1,391	1,418	1,446	248
Institutional	2,060	2,098	2,137	2,177	2,218	2,260	2,303	2,347	2,391	2,438	2,487	427
Total	8,964	9,168	9,377	9,589	9,806	10,027	10,251	10,480	10,714	10,957	11,208	2,244
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	652	677	703	729	755	781	808	835	862	889	917	265
Office	300	327	356	384	414	444	475	507	539	573	608	308
Industrial	1,781	1,795	1,809	1,824	1,839	1,855	1,871	1,887	1,904	1,921	1,939	158
Institutional	1,306	1,319	1,333	1,347	1,361	1,376	1,391	1,406	1,422	1,438	1,456	150
Total	4,038	4,119	4,201	4,285	4,370	4,457	4,545	4,634	4,726	4,821	4,920	881

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE

A customized trip rate is calculated for the single family and multifamily units in Ada County. In Figure 36, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 10.66 trip ends and a multifamily unit is estimated to generate 5.42 trip ends on an average weekday.

Figure 36. Customized Residential Trip End Rates by Housing Type

Tenure by Units in Structure	Vehicles Available ¹	Households by Structure Type ²			Vehicles per HH by Tenure
		Single Family	Multifamily	Total	
Owner-Occupied	289,778	129,602	1,468	131,070	2.21
Renter-Occupied	85,906	24,109	29,546	53,655	1.60
Total	375,684	153,711	31,014	184,725	2.03
	Housing Units ³	158,890	33,161	192,051	

Housing Type	Persons in Households ⁴	Trip Ends ⁵	Vehicles by Type of Unit	Trip Ends ⁶	Average Trip Ends	Local Trip Ends per HH	National Trip Ends per Unit ⁷
Single Family	415,557	1,157,628	324,995	2,118,200	1,637,914	10.66	9.43
Multifamily	59,917	137,129	50,518	199,334	168,231	5.42	4.54
Total	475,474	1,294,757	375,513	2,317,534	1,806,145	9.78	

1. Vehicles available by tenure from Table B25046, 2021 American Community Survey 5-Year Estimates.
2. Households by tenure and units in structure from Table B25032, 2021 American Community Survey 5-Year Estimates.
3. Housing units from Table B25024, 2021 American Community Survey 5-Year Estimates.
4. Total population in households from Table B25033, 2021 American Community Survey 5-Year Estimates.
5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $EXP(0.89 * LN(\text{persons}) + 1.72)$. To approximate the average population of the ITE studies, persons were divided by 19 and the equation result multiplied by 19. For multi-family housing (ITE 221), the fitted curve equation is $(2.29 * \text{persons}) - 81.02$ (ITE 2017).
6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $EXP(0.99 * LN(\text{vehicles}) + 1.93)$. To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 34 and the equation result multiplied by 34. For multi-family housing (ITE 221), the fitted curve equation is $(3.94 * \text{vehicles}) + 293.58$ (ITE 2021).
7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents' work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 17 percent of Ada County workers travel outside the County for work. In combination, these factors account for 3 percent of additional production trips ($0.31 \times 0.50 \times 0.17 = 0.03$). Shown in Figure 37, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (3 percent of production trips) for a total of 53 percent.

Figure 37. Residential Trip Adjustment Factor for Commuters

<i>Trip Adjustment Factor for Commuters</i>	
Employed Ada County Residents (2020)	212,011
Residents Working in Ada County (2020)	175,359
Residents Commuting Outside of Ada County for Work	36,652
Percent Commuting Out of Ada County	17%
Additional Production Trips	3%
Standard Trip Adjustment Factor	50%
Residential Trip Adjustment Factor	53%

Source: U.S. Census, OnTheMap Application, 2020

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of Trip Generation. To estimate the trip generation in Ada County, the weekday trip end per 1,000 square feet factors listed in Figure 38 are used.

Figure 38. Institute of Transportation Engineers Nonresidential Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends per Dmd Unit	Wkdy Trip Ends per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. In Figure 39, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

Figure 39. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family	210	10.66	53%	5.65
Multifamily	220	5.42	53%	2.87
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021); 'National Household Travel Survey, 2009

VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 1,138,874 vehicle trips and nonresidential land uses account for 948,256 vehicle trips in the base year shown in Figure 40.

Through 2033, it is projected that daily vehicle trips will increase by 374,018 trips with the majority of the growth being generated by single family (63 percent) and retail (15 percent) development.

Figure 40. Ada County Vehicle Trip Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	1,030,196	1,074,429	1,119,675	1,139,848	1,160,022	1,180,195	1,200,368	1,220,542	1,236,029	1,251,516	1,267,003	236,807
Multifamily	108,679	113,228	117,791	119,832	121,873	123,915	125,956	127,997	129,583	131,170	132,756	24,077
Subtotal	1,138,874	1,187,658	1,237,466	1,259,681	1,281,895	1,304,110	1,326,324	1,348,539	1,365,612	1,382,685	1,399,759	260,884
Nonresidential Trips												
Retail	589,810	595,277	600,742	606,204	611,664	617,121	622,576	628,029	633,398	638,762	644,120	54,310
Office	117,452	121,365	125,278	129,191	133,103	137,016	140,929	144,841	148,694	152,547	156,400	38,948
Industrial	101,462	102,459	103,456	104,452	105,449	106,445	107,442	108,438	109,419	110,399	111,380	9,918
Institutional	139,532	140,528	141,524	142,522	143,521	144,520	145,520	146,521	147,509	148,498	149,489	9,957
Subtotal	948,256	959,629	971,000	982,369	993,737	1,005,103	1,016,467	1,027,830	1,039,020	1,050,206	1,061,389	113,134
Vehicle Trips												
Grand Total	2,087,130	2,147,286	2,208,466	2,242,050	2,275,632	2,309,212	2,342,791	2,376,368	2,404,632	2,432,892	2,461,148	374,018

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

In incorporated Ada County, residential land uses account for 1,010,441 vehicle trips and nonresidential land uses account for 926,099 vehicle trips in the base year shown in Figure 41.

Through 2033, it is projected that daily vehicle trips will increase by 337,251 trips with the majority of the growth being generated by single family (61 percent) and retail (15 percent) development.

Figure 41. Incorporated Ada County Vehicle Trip Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	903,389	942,688	982,879	1,000,440	1,018,000	1,035,559	1,053,117	1,070,675	1,084,006	1,097,336	1,110,670	207,281
Multifamily	107,051	111,521	116,004	117,983	119,963	121,942	123,921	125,899	127,427	128,954	130,481	23,429
Subtotal	1,010,441	1,054,210	1,098,883	1,118,423	1,137,962	1,157,500	1,177,038	1,196,575	1,211,433	1,226,289	1,241,151	230,710
Nonresidential Trips												
Retail	580,647	585,754	590,856	595,953	601,044	606,131	611,213	616,291	621,280	626,259	631,228	50,580
Office	115,827	119,591	123,351	127,107	130,859	134,608	138,353	142,095	145,772	149,442	153,103	37,277
Industrial	97,126	98,089	99,050	100,011	100,970	101,929	102,887	103,843	104,784	105,722	106,658	9,532
Institutional	132,499	133,423	134,346	135,268	136,189	137,110	138,029	138,948	139,851	140,752	141,651	9,152
Subtotal	926,099	936,857	947,603	958,338	969,063	979,778	990,482	1,001,177	1,011,687	1,022,174	1,032,640	106,541
Vehicle Trips												
Grand Total	1,936,539	1,991,066	2,046,486	2,076,761	2,107,025	2,137,278	2,167,520	2,197,752	2,223,120	2,248,464	2,273,791	337,251

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

In unincorporated Ada County, residential land uses account for 128,434 vehicle trips and nonresidential land uses account for 22,157 vehicle trips in the base year shown in Figure 42.

Through 2033, it is projected that daily vehicle trips will increase by 36,772 trips with the majority of the growth being generated by single family (80 percent) and retail (10 percent) development.

Figure 42. Unincorporated Ada County Vehicle Trip Projections

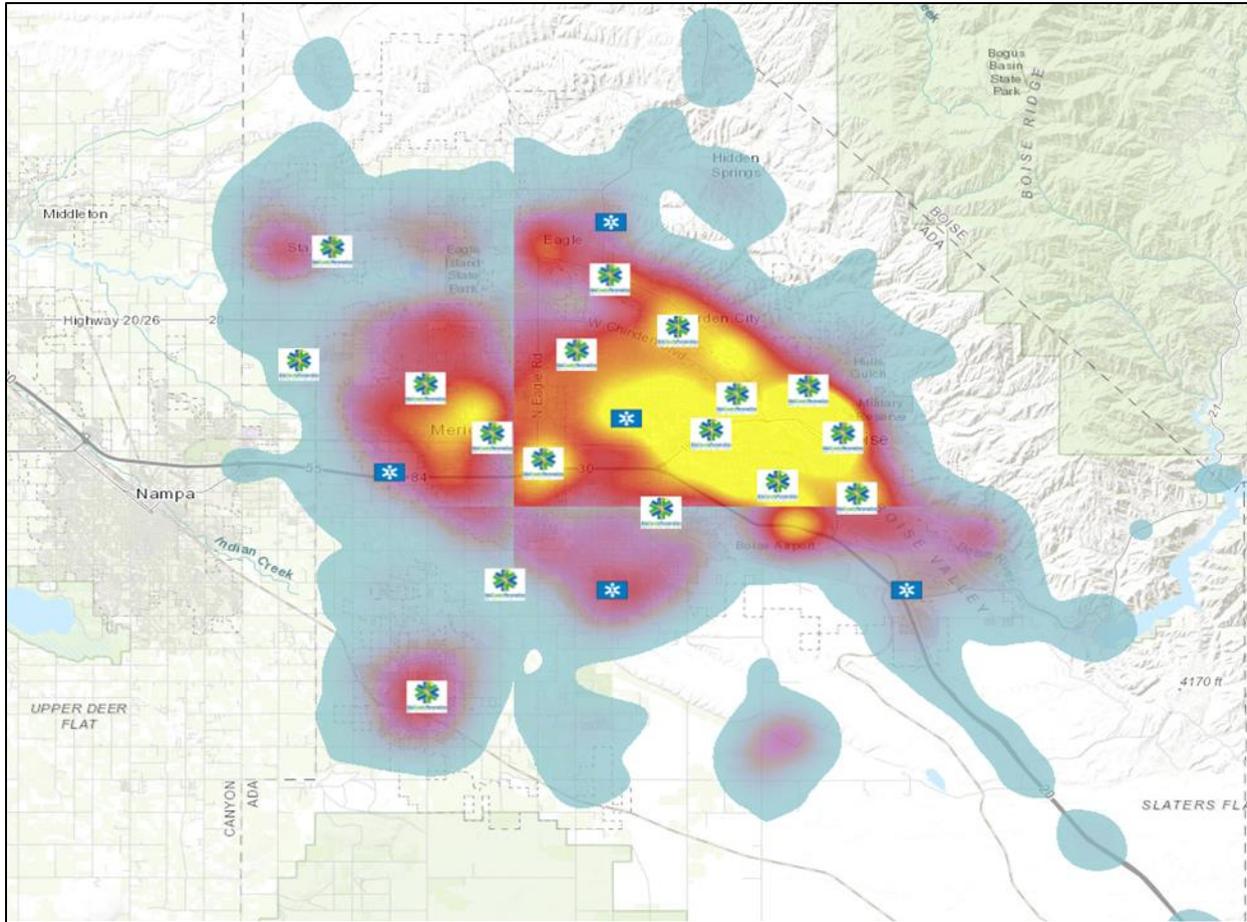
Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	126,807	131,741	136,796	139,409	142,022	144,636	147,251	149,866	152,023	154,180	156,338	29,532
Multifamily	1,627	1,707	1,787	1,849	1,911	1,973	2,035	2,097	2,157	2,216	2,275	648
Subtotal	128,434	133,448	138,583	141,258	143,933	146,609	149,286	151,964	154,179	156,396	158,613	30,180
Nonresidential Trips												
Retail	9,163	9,523	9,886	10,251	10,619	10,990	11,363	11,739	12,118	12,503	12,893	3,730
Office	1,625	1,774	1,927	2,084	2,244	2,408	2,575	2,746	2,922	3,106	3,297	1,672
Industrial	4,336	4,370	4,406	4,442	4,479	4,517	4,555	4,594	4,635	4,677	4,721	385
Institutional	7,033	7,105	7,178	7,254	7,331	7,410	7,491	7,573	7,658	7,746	7,838	805
Subtotal	22,157	22,772	23,397	24,031	24,673	25,325	25,985	26,652	27,333	28,032	28,749	6,592
Vehicle Trips												
Grand Total	150,591	156,220	161,980	165,288	168,606	171,934	175,271	178,616	181,512	184,428	187,363	36,772

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

APPENDIX C. EMERGENCY MEDICAL SERVICES CALL VOLUME DENSITY HEAT MAP

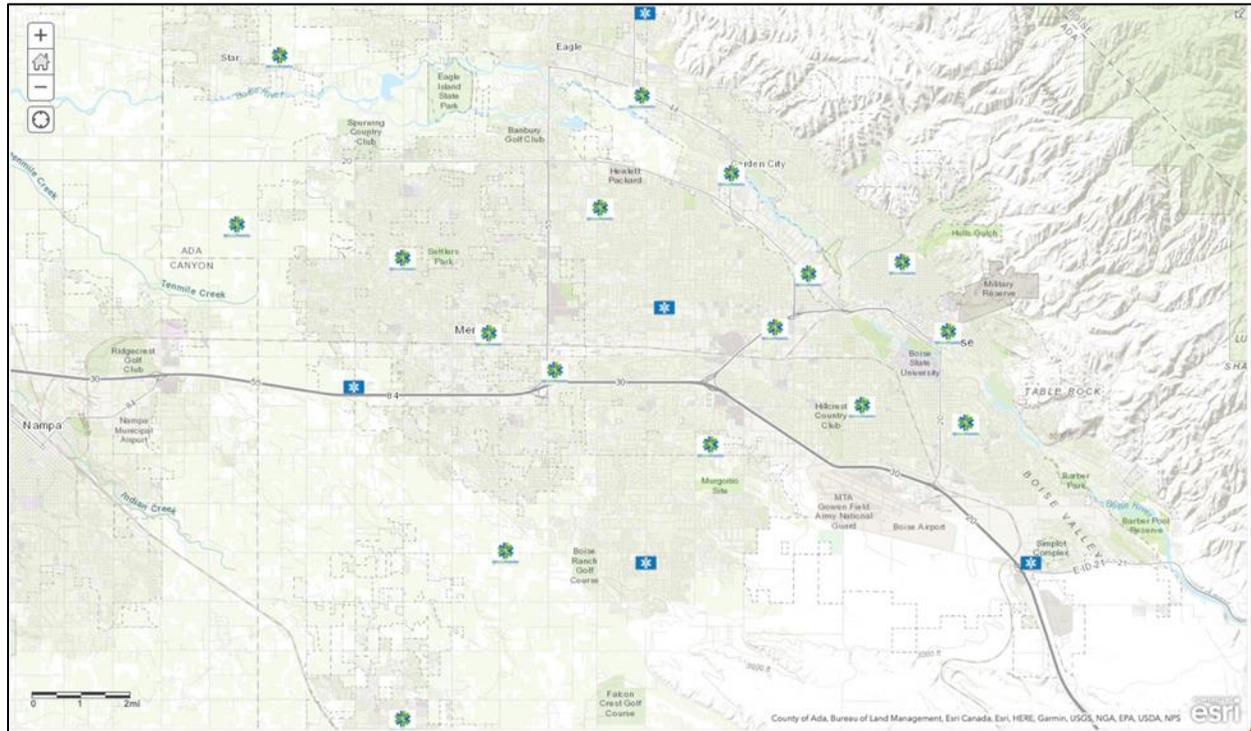
Shown below in Figure 43 is a heat map showing call volume density for Ada County EMS. Red and yellow areas indicate higher call volume. The heat map illustrates areas where station space will be needed to address future demand from growth.

Figure 43. EMS Call Volume Density



Below in Figure 44 is the 10 Year planned placement of future stations to maintain the current level of service and accommodate growth.

Figure 44. EMS Future Station Placement



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By Alison Crist at 3:43 pm, Jun 28, 2024



Coroner Capital Improvement Plan and Development Impact Fee Study

Submitted to:

Ada County, Idaho

May 24, 2024

Prepared by:

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Impact Fee Study Ada County, Idaho

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EXECUTIVE SUMMARY

Ada County, Idaho, retained TischlerBise, Inc. to calculate the impact fees to be imposed on new development to meet the new demands generated for public facilities in the County. It is the intent of Ada County to evaluate and establish impact fees for coroner facilities. This report presents the methodologies and calculations used to generate current levels of service and maximum supportable impact fees. It is intended to serve as supporting documentation for the evaluation and establishment of impact fees in Ada County.

The purpose of this study is to demonstrate the County's compliance with Idaho Statutes as authorized by the Idaho Legislature. Consistent with the statutory authorization for development impact fees (Idaho Code 67-8202(1-4)), it is the intent of Ada County to:

1. Collect impact fees to ensure that adequate public facilities are available to serve new growth and development;
2. Promote orderly growth and development by establishing uniform standards by which local governments may require that those who benefit from new growth and development pay a proportionate share of the cost of new public facilities needed to serve new growth and development;
3. Establish minimum standards for the adoption of development impact fee ordinances by government entities;
4. Ensure that those who benefit from new growth and development are required to pay no more than their proportionate share of the cost of public facilities needed to serve new growth and development and to prevent duplicate and ad hoc development requirements;

Impact fees are one-time payments used to construct system improvements needed to accommodate new development. An impact fee represents new growth's fair share of capital facility needs. By law, impact fees can only be used for capital improvements, not operating or maintenance costs. Impact fees are subject to legal standards, which require fulfillment of three key elements: need, benefit and proportionality.

- First, to justify a fee for public facilities, it must be demonstrated that new development will create a need for capital improvements.
- Second, new development must derive a benefit from the payment of the fees (i.e., in the form of public facilities constructed within a reasonable timeframe).
- Third, the fee paid by a particular type of development should not exceed its proportional share of the capital cost for system improvements.

TischlerBise evaluated possible methodologies and documented appropriate demand indicators by type of development for the levels of service and fees. Local demographic data and improvement costs were used to identify specific capital costs attributable to growth. This report includes summary tables indicating the specific factors, referred to as level of service standards, used to derive the impact fees.

The geographic area for the coroner impact fees is countywide. These facilities provide a countywide benefit and are services not provided by the cities within Ada County.

IDAHO DEVELOPMENT IMPACT FEE ENABLING LEGISLATION

The Enabling Legislation governs how development fees are calculated for municipalities in Idaho. All requirements of the Idaho Development Impact Fee Act (hereafter referred to as the Idaho Act) have been met in the supporting documentation prepared by TischlerBise. There are four requirements of the Idaho Act that are not common in the development impact fee enabling legislation of other states. This overview offers further clarification of these unique requirements.

First, as specified in 67-8204(2) of the Idaho Act, “development impact fees shall be calculated on the basis of levels of service for public facilities . . . applicable to existing development as well as new growth and development.”

Second, Idaho requires a Capital Improvements Plan (CIP) [see 67-8208]. The CIP requirements are summarized in this report, with detailed documentation provided in the discussion on infrastructure.

Third, the Idaho Act also requires documentation of any existing deficiencies in the types of infrastructure to be funded by development impact fees [see 67-8208(1)(a)]. The intent of this requirement is to prevent charging new development to cure existing deficiencies. In the context of development impact fees for Ada County, the term “deficiencies” means a shortage or inadequacy of current system improvements when measured against the levels of service to be applied to new development. It does not mean a shortage or inadequacy when measured against some “hoped for” level of service.

TischlerBise used the current infrastructure cost per service unit (i.e., existing standards), or future levels of service where appropriate, multiplied by the projected increase in service units over an appropriate planning timeframe, to yield the cost of growth-related system improvements. The relationship between these three variables can be reduced to a mathematical formula, expressed as $A \times B = C$. In section 67-8204(16), the Idaho Act simply reorganizes this formula, stating the cost per service unit (i.e., development impact fee) may not exceed the cost of growth-related system improvements divided by the number of projected service units attributable to new development (i.e., $A = C \div B$). By using existing infrastructure standards to determine the need for growth-related capital improvements, Ada County ensures the same level-of-service standards are applicable to existing and new development. Using existing infrastructure standards also means there are no existing deficiencies in the current system that must be corrected from non-development impact fee funding.

Fourth, Idaho requires a proportionate share determination [see 67-8207]. Basically, local government must consider various types of applicable credits and/or other revenues that may reduce the capital costs attributable to new development. The development impact fee methodologies and the cash flow analysis have addressed the need for credits to avoid potential double payment for growth-related infrastructure.

SUMMARY OF CAPITAL IMPROVEMENT PLANS AND DEVELOPMENT IMPACT FEES

METHODOLOGIES AND CREDITS

Development impact fees can be calculated by any one of several legitimate methods. The choice of a particular method depends primarily on the service characteristics and planning requirements for each facility type. Each method has advantages and disadvantages in a particular situation, and to some extent can be interchangeable, because each allocates facility costs in proportion to the needs created by development.

Reduced to its simplest terms, the process of calculating development impact fees involves two main steps: (1) determining the cost of development-related capital improvements and (2) allocating those costs equitably to various types of development. In practice, though, the calculation of impact fees can become quite complicated because of the many variables involved in defining the relationship between development and the need for facilities. The following paragraphs discuss three basic methods for calculating development impact fees, and how each method can be applied.

Cost Recovery or Buy-In Fee Calculation. The rationale for the cost recovery approach is that new development is paying for its share of the useful life and remaining capacity of facilities already built or land already purchased from which new growth will benefit. This methodology is often used for systems that were oversized such as sewer and water facilities.

Incremental Expansion Fee Calculation. The incremental expansion method documents the current level of service (LOS) for each type of public facility in both quantitative and qualitative measures, based on an existing service standard (such as park land acres per 1,000 residents). This approach ensures that there are no existing infrastructure deficiencies or surplus capacity in infrastructure. New development is only paying its proportionate share for growth-related infrastructure. An incremental expansion cost method is best suited for public facilities that will be expanded in regular increments, with LOS standards based on current conditions in the community.

Plan-Based Fee Calculation. The plan-based method allocates costs for a specified set of improvements to a specified amount of development. Facility plans identify needed improvements, and land use plans identify development. In this method, the total cost of relevant facilities is divided by total demand to calculate a cost per unit of demand. Then, the cost per unit of demand is multiplied by the amount of demand per unit of development (e.g., housing units or square feet of building area) in each category to arrive at a cost per specific unit of development (e.g., single family detached unit).

Credits. Regardless of the methodology, a consideration of “credits” is integral to the development of a legally valid impact fee methodology. There are two types of “credits,” each with specific and distinct characteristics, but both of which should be addressed in the calculation of development impact fees. The first is a credit due to possible double payment situations. This could occur when contributions are made by the property owner toward the capital costs of the public facility covered by the impact fee. This type of credit is integrated into the impact fee calculation. The second is a credit toward the payment of a fee for dedication of public sites or improvements provided by the developer and for which the facility fee is imposed. This type of credit is addressed in the administration and implementation of a facility fee program.

FEE METHODOLOGIES

Of the fee methodologies discussed above, the incremental expansion method and the cost recovery method are used to calculate the coroner impact fees for Ada County. Where capacity is sufficient to serve current demand the incremental expansion method documents the current Level of Service (LOS) for each type of public facility. While the cost of the impact fee study is captured through the cost recovery method. Additionally, Ada County anticipates working with the cities to collect the coroner impact fee countywide. The following table summarizes the method(s) used to derive the coroner impact fee in Ada County.

Figure 1. Summary of Impact Fee Methodologies

Fee Category	Service Area	Cost Recovery	Incremental Expansion	Plan-Based	Cost Allocation
Coroner	Countywide	Impact Fee Study	Coroner Facilities		Person & Vehicle Trips

CAPITAL IMPROVEMENT PLAN

The coroner development impact fee is based on the existing level of service provided for coroner facilities. The development impact fee is calculated for residential and nonresidential development. To serve projected growth at current levels of service, the coroner will need to provide 2,653 square feet of new facility space over the next ten years. Listed in Figure 2 Ada County is in the process of constructing a new facility for the County Coroner on Touchmark Way in Meridian, Idaho. The facility is being constructed to serve the existing demand along with potentially 40 years of growth. The coroner services will expand within the new facility to accommodate growth-related needs and continue providing the current level of service. The Touchmark Way facility was financed through revenue bonds issued by the Idaho Health Facility Authority (IHFA) that are serviced by an annual appropriation lease between IHFA and the County which is set to renew annually through 2050. As a result, the impact fee collection will pay the growth-share of the County’s annual lease obligation related to the new facility.

Figure 2. Coroner Capital Improvement Plan

10-Year Capital Improvement Plan	Square Feet	Current Cost
Touchmark Way Office	39,600	\$46,696,637
Total	39,600	\$46,696,637

MAXIMUM SUPPORTABLE DEVELOPMENT IMPACT FEES BY TYPE OF LAND USE

Figure 3 provides a schedule of the maximum supportable development impact fees by type of land use for Ada County. The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

The fees for residential development are to be assessed per housing unit based on type. For nonresidential development, the fees are assessed per square foot of floor area (for illustrative purposes the nonresidential fee is listed per 1,000 square feet of development). Nonresidential development categories are consistent with the terminology and definitions contained in the reference book, Trip Generation 11th Edition, published by the Institute of Transportation Engineers. These definitions are provided in the Appendix A. Land Use Definitions.

Importantly, the Ada County Coroner's Office provides a countywide service and benefit. Thus, the impact fee study has calculated the maximum supportable fee based on a countywide level of service. In this case, Figure 3 lists the maximum amounts for all development within Ada County.

Figure 3. Summary of Maximum Supportable Development Impact Fees - Countywide

Development Type	Coroner Maximum Supportable Fee
Residential (per housing unit)	
Single Family	\$59
Multifamily	\$41
Nonresidential (per 1,000 square feet)	
Retail	\$39
Office	\$15
Industrial	\$7
Institutional	\$15

CAPITAL IMPROVEMENT PLANS

The following section provides a summary of the Capital Improvement Plans depicting growth-related capital demands and costs on which the fees are based.

First, Figure 4 and Figure 5 lists the projected growth over the next ten years in Ada County. Overall, there is an estimated 23 percent increase in residential development (125,397 new residents and 50,296 new housing units) and an 18 percent increase in nonresidential development (43,283 new jobs and 16.9 million square feet of development). Further details on the development projections are provided in Appendix B. Demographic Assumptions.

Figure 4. Ten-Year Projected Residential Growth

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
Housing Units												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

Figure 5. Ten-Year Projected Nonresidential Growth

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

The Idaho Development Impact Fee Act requires Capital Improvement Plans to be updated regularly, at least once every five years (Idaho Code 67-8208(2)). This report projects revenue and fees based on a 10-year forecast in an effort to provide the public and elected officials with illustrative guidance of probable growth demands based on current trends however, per Idaho Code, it is expected that an update to all Capital Improvement Plans included in this study will occur within five years.

FUNDING SOURCES FOR CURRENT DEFICIENCIES

The majority of the CIP relates to the growth-share of the County's annual lease obligation related to the new coroner facility. As this facility was constructed in 2023, there are no maintenance or repair projects anticipated over the next five years. If any maintenance or repair is required, these costs will need to be funded by other sources, such as property taxes, in accordance with Idaho Code 67-8207(iv)(2)(h) because replacement and addressing existing deficiencies are not eligible to be funded with impact fees. The Board of Ada County Commissioners retain discretion and authority to fund deficiencies through the county's annual CIP budget process, accumulate savings annually in a construction fund, budget annually for one-time projects using unspent fund balance, or through the deferred maintenance budget annually appropriated to the Operations Department for these sorts of expenses.

CAPITAL IMPROVEMENT PLAN

The coroner development impact fee is based on the existing level of service provided for coroner facilities. The development impact fee is calculated for residential and nonresidential development. Based on the 10-year growth projections, the following infrastructure is projected over the next ten years:

- 2,653 square feet of new facility
- \$3,127,000 growth-related costs to Ada County

Ada County is in the process of constructing a new facility for the County Coroner on Touchmark Way in Meridian, Idaho. The facility is being constructed to serve the existing demand along with potentially 40 years of growth. The coroner services will expand within the new facility to accommodate growth-related needs and continue providing the current level of service. The Touchmark Way facility was financed through revenue bonds issued by the Idaho Health Facility Authority (IHFA) that are serviced by an annual appropriation lease between IHFA and the County which is set to renew annually through 2050. As a result, the impact fee collection will pay the growth-share of the County's annual lease obligation related to the new facility.

Figure 6. Coroner Capital Improvement Plan

10-Year Capital Improvement Plan	Square Feet	Current Cost
Touchmark Way Office	39,600	\$46,696,637
Total	39,600	\$46,696,637

FUNDING SOURCES FOR CAPITAL IMPROVEMENTS

In determining the proportionate share of capital costs attributable to new development, the Idaho Development Fee Act states that local governments must consider historical, available, and alternative sources of funding for system improvements (Idaho Code 67-8209(2)). Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for the infrastructure included in this study.

Furthermore, the maximum supportable impact fees are constructed to offset the growth-related capital costs to the County for coroner facilities. Evidence is given in the specific chapters of this report that the projected capital costs from new development will be offset by the development impact fees collection as long as the program is collected in the entire service area. Thus, no credits are needed in the impact fee calculation to offset double collection for growth-related capital costs.

CORONER DEVELOPMENT IMPACT FEES

The Coroner Development Impact Fee is based on the cost per service unit method specified in Idaho Code 67-8204(16), also referred to as the incremental expansion method elsewhere in this report.

The coroner components included in the impact fee analysis are:

- Coroner facilities
- Share of the development impact fee study

Ada County is in the process of constructing a new facility for the County Coroner on Touchmark Way in Meridian, Idaho. The facility is being constructed to serve the existing demand along with potentially 40 years of growth. The coroner services will expand within the new facility to accommodate growth-related needs and continue providing the current level of service. The Touchmark Way facility was financed through revenue bonds issued by the Idaho Health Facility Authority (IHFA) that are serviced by an annual appropriation lease between IHFA and the County which is set to renew annually through 2050. As a result, the impact fee collection will pay the growth-share of the County's annual lease obligation related to the new facility.

The residential portion of the fee is derived from the product of persons per housing unit by housing type multiplied by the net capital cost per person. To calculate nonresidential development impact fees, nonresidential vehicle trips are used as the demand indicator. Trip generation rates are highest for commercial developments, such as shopping centers, and lowest for industrial development. Office and institutional land uses trip rates fall between the other two categories. This ranking of trip rates is consistent with the relative demand for coroner facilities from nonresidential development and thus are the best demand indicators. Other possible nonresidential demand indicators, such as employment or floor area, do not accurately reflect the demand for service. If employees per thousand square feet were used as the demand indicator, Coroner Development Impact Fees would be too high for office and institutional development. If floor area were used as the demand indicator, the development impact fees would be too high for industrial development. (See the Appendix for further discussion on trip rates and calculations.)

Specified in Idaho Code 67-8209(2), local governments must consider historical, available, and alternative sources of funding for system improvements. Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for coroner facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for coroner facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. Thus, no revenue credits are required.

COST ALLOCATION FOR CORONER INFRASTRUCTURE

Both residential and nonresidential developments increase the demand on coroner services and facilities. To calculate the proportional share between residential and nonresidential demand on service and facilities, an analysis of total cases compared to out-of-county cases is used. The share of out-of-county cases is used to approximate the demand from commercial and employment development that attracts non-Ada County residents into the county.

Shown in Figure 7, in 2022 there were 748 out-of-county cases compared to a total of 4,284 cases. As a result, there is a proportional share split of 83 percent for residential and 17 percent for nonresidential demand on coroner facilities (748 out-of-county residents / 4,284 total cases = 17 percent).

Figure 7. Coroner Proportional Share

Coroner Facility Demand	2022 Total Cases	Out of County Residents	Residential Demand	Nonresidential Demand
Touchmark Way Facility	4,284	748	83%	17%

Source: Ada County Coroner's Office

CORONER LEVEL OF SERVICE AND COST ANALYSIS

The following section details the level of service calculations and capital cost per person for each infrastructure category.

CORONER FACILITY UTILIZATION ANALYSIS

Shown in Figure 8, the new Coroner facility at Touchmark Way occupies 39,600 square feet with a total financing cost of \$46.7 million. Per the Coroner's Office, 79 percent of autopsies done are for cases within Ada County while 21 percent are for partnership counties which includes most of the State of Idaho. This brings Ada County's share of the facility to 31,444 square feet. Furthermore, the facility was built to accommodate up to 40 years of demand. The County Coroner estimates that when operations begin in the Touchmark facility (early 2024), the department will be using 40 percent of the facility for today's demand, thus 12,578 square feet is used to calculate the current level of service.

Figure 8. Coroner Facility Utilization Analysis

Coroner	Square Feet	Const. Cost	Cost + Bond Interest	Financing Cost per Sq Ft
New Facility at Touchmark	39,600	\$32,900,000	\$46,696,637	\$1,179

Coroner's Office Sq Ft Distribution

Case Type	Ada County Share	Partnership Share	Ada County Total Square Feet
Autopsies	79%	21%	31,444

Coroner	Facility Utilization	Ada County Sq Ft	Current Utilization Sq Ft
Touchmark Way Facility	40%	31,444	12,578

Source: Ada County Coroner's Office

CORONER FACILITIES

Listed in Figure 9, the Coroner's Office will be operating in 12,578 square feet of the Touchmark Way facility when it opens in early 2024, compared to a total facility space of 39,600 square feet. The construction cost for the facility is \$32.9 million which has been financed through a bond putting the total cost of the facility at \$46.7 million including bond interest. Thus, replacement cost averages \$1,179 per square foot including the financing cost.

The proportionate share between residential and nonresidential demand of the facilities is found by applying the case data analysis percentages shown in Figure 7. As a result, 10,382 square feet are attributed to residential demand and 2,196 square feet are attributed to nonresidential demand. The current level of service is found by comparing the attributed square footage to the base year population and nonresidential vehicles trips. As a result, there is 19.06 square feet per 1,000 residents and 2.32 square feet per 1,000 vehicles trips.

The average cost per square foot is combined with the current levels of service to find the capital cost per demand unit. This results in a cost of \$22.47 per person and \$2.74 per vehicle trip (19.06 square feet per 1,000 persons x \$1,179 per square foot = \$22.47 per person, rounded).

Figure 9. Coroner Facility Level of Service & Cost Analysis

Facility	Square Feet	Replacement Cost
Touchmark Way	12,578	\$14,829,462
Total	12,578	\$14,829,462

<i>Level-of-Service Standards</i>	Residential	Nonres
Proportional Share	83%	17%
Share of Square Feet	10,382	2,196
2023 Population/Nonres. Vehicle Trips	544,590	948,256
Square Feet per 1,000 Persons/Vehicle Trips	19.06	2.32

<i>Cost Analysis</i>	Residential	Nonres
Square Feet per 1,000 Persons/Vehicle Trips	19.06	2.32
Cost per Square Foot [1]	\$1,179	\$1,179
Capital Cost per Person/Vehicle Trip	\$22.47	\$2.74

[1] Based on construction and financing costs of the new facility

SHARE OF THE DEVELOPMENT IMPACT FEE STUDY

Under the Idaho enabling legislation, Ada County is able to recover the cost of the study through the collection of future fees. The total cost of the study has been evenly attributed to the four infrastructure categories, resulting in the coroner share being \$16,370. An impact fee study must be completed every five years, so the attributed cost is compared to the five-year projected increase in population and nonresidential vehicle trips. As a result, the cost per person is \$0.17 and the cost per vehicle trip is \$0.05.

Figure 10. Coroner Share of the Development Impact Fee Study

Share of Study Cost	Residential Share	Nonresidential Share
\$16,370	83%	17%

Residential Growth Cost	Five-Year Population Increase	Capital Cost per Person
\$13,512	79,401	\$0.17

Nonresidential Growth Cost	Five-Year Vehicle Trip Increase	Capital Cost per Vehicle Trip
\$2,858	56,847	\$0.05

CORONER CAPITAL IMPROVEMENTS NEEDED TO SERVE GROWTH

Needs due to future growth were calculated using the levels of service and cost factors for the infrastructure components. Growth-related needs are a projection of the amount of infrastructure and estimated costs over the next ten years needed to maintain levels of service.

CORONER FACILITIES

The current levels of service are combined with the population and vehicle trip projections to illustrate the need for new coroner facilities. Shown in Figure 11, over the next ten years, there is a need for 2,653 square feet. The average cost per square foot is multiplied by the need to find the projected capital need from growth (\$3,127,887).

Figure 11. Projected Demand for Coroner Facilities

Infrastructure	Level of Service			Cost/Unit
Coroner Facilities	Residential	19.06	Square Feet	per 1,000 persons
	Nonresidential	2.32		per 1,000 veh. trips
				\$1,179

Growth-Related Need for Coroner Facilities						
Year		Population	Nonres. Vehicle Trips	Residential Square Feet	Nonresidential Square Feet	Total Square Feet
Base	2023	544,590	948,256	10,379	2,199	12,578
Year 1	2024	568,015	959,629	10,826	2,226	13,052
Year 2	2025	591,946	971,000	11,282	2,252	13,534
Year 3	2026	602,628	982,369	11,486	2,279	13,765
Year 4	2027	613,310	993,737	11,689	2,305	13,994
Year 5	2028	623,991	1,005,103	11,893	2,331	14,224
Year 6	2029	634,673	1,016,467	12,096	2,358	14,454
Year 7	2030	645,355	1,027,830	12,300	2,384	14,684
Year 8	2031	653,566	1,039,020	12,456	2,410	14,866
Year 9	2032	661,776	1,050,206	12,613	2,436	15,049
Year 10	2033	669,987	1,061,389	12,769	2,462	15,231
Ten-Year Increase		125,397	113,134	2,390	263	2,653
Projected Expenditure				\$2,817,810	\$310,077	\$3,127,887

Growth-Related Expenditures for Coroner Facilities | \$3,127,887

CORONER IMPACT FEE CREDIT ANALYSIS

Currently, there are no dedicated revenues being collected by the County to fund growth-related projects for coroner facilities. Furthermore, the maximum supportable impact fees are constructed to offset all growth-related capital costs for facilities. Evidence is given in this chapter that the projected capital costs from new development will be entirely offset by the development impact fees. As a result, no revenue credit is necessary in the impact fee calculation.

CORONER INPUT VARIABLES AND DEVELOPMENT IMPACT FEES

Figure 12 provides a summary of the input variables (described in the chapter sections above) used to calculate the net cost per person and vehicle trip. The residential Coroner Development Impact Fees are the product of persons per housing unit by type of dwelling unit multiplied by the total net capital cost per person. The nonresidential fees are the product of trips per 1,000 square feet multiplied by the net capital cost per nonresidential vehicle trip.

The fees represent the highest supportable amount for each type of applicable land use and represents new growth's fair share of the cost for capital facilities. The County may adopt fees that are less than the amounts shown. However, a reduction in impact fee revenue will necessitate an increase in other revenues, a decrease in planned capital expenditures, and/or a decrease in levels of service.

Figure 12. Coroner Input Variables and Maximum Supportable Impact Fees

Fee Component	Cost per Person	Cost per Vehicle Trip
Coroner Facilities	\$22.47	\$2.74
Impact Fee Study	\$0.17	\$0.05
Gross Total	\$22.64	\$2.79
Net Total	\$22.64	\$2.79

Residential

Housing Type	Persons per Housing Unit	Maximum Supportable Fee
Residential (per housing unit)		
Single Family	2.62	\$59
Multifamily	1.81	\$41

Nonresidential

Development Type	Vehicle Trips per KSF	Maximum Supportable Fee
Nonresidential (per 1,000 square feet)		
Retail	14.06	\$39
Office	5.42	\$15
Industrial	2.44	\$7
Institutional	5.39	\$15

CASH FLOW PROJECTIONS FOR CORONER MAXIMUM SUPPORTABLE IMPACT FEE

This section summarizes the potential cash flow to Ada County if the Coroner Development Impact Fee is implemented at the maximum supportable amounts. The cash flow projections are based on the assumptions detailed in this chapter and the development projections discussed in Appendix B.

The summary provides an indication of the impact fee revenue generated by new development. The fee for the average sized single family and multifamily units are used in the calculations. Shown at the bottom of the figure, the maximum supportable coroner impact fee is estimated to generate \$3.1 million in revenue while there is a growth-related cost of \$3.1 million. Thus, the impact fees offset all growth-related capital costs. (Note: rounding in the analysis results in the small remaining difference).

Importantly, the level of service has included demand from within the cities of Ada County. To ensure that the County captures the full potential revenue of the impact fees an intergovernmental agreement (IGA) is necessary for the Cities to collect the County impact fees on its behalf. Those revenues would be remitted to the County periodically. In the case there are no IGAs, the County will collect \$321,000 (10.2 percent of the countywide growth-related capital costs).

Figure 13. Projected Revenue from Coroner Maximum Supportable Impact Fees

Infrastructure Costs for Coroner Facilities

	Total Cost	Growth Cost
Coroner Facilities	\$3,127,887	\$3,127,887
Impact Fee Study	\$32,740	\$32,740
Total Expenditures	\$3,160,627	\$3,160,627

Projected Development Impact Fee Revenue

		Single Family \$59 per unit	Multifamily \$41 per unit	Retail \$39 per KSF	Office \$15 per KSF	Industrial \$7 per KSF	Institutional \$15 per KSF
Year	Housing Units	Housing Units	KSF	KSF	KSF	KSF	KSF
Base	2023	182,342	37,833	41,938	21,670	41,668	25,911
1	2024	190,171	39,417	42,327	22,392	42,078	26,096
2	2025	198,180	41,005	42,715	23,114	42,487	26,281
3	2026	201,750	41,716	43,104	23,836	42,896	26,467
4	2027	205,321	42,426	43,492	24,558	43,305	26,652
5	2028	208,891	43,137	43,880	25,280	43,715	26,838
6	2029	212,462	43,847	44,268	26,002	44,124	27,023
7	2030	216,033	44,558	44,656	26,724	44,533	27,209
8	2031	218,774	45,110	45,037	27,434	44,936	27,392
9	2032	221,515	45,662	45,419	28,145	45,339	27,576
10	2033	224,256	46,215	45,800	28,856	45,741	27,760
Ten-Year Increase		41,914	8,382	3,862	7,186	4,073	1,849
Projected Revenue		\$2,472,940	\$343,651	\$150,607	\$107,791	\$28,511	\$27,735
Projected Revenue =>							\$3,131,000
Projected Expenditures =>							\$3,161,000
Non-Impact Fee Funding =>							\$30,000

PROPORTIONATE SHARE ANALYSIS

Development impact fees for Ada County are based on reasonable and fair formulas or methods. The fees do not exceed a proportionate share of the costs incurred or to be incurred by the County in the provision of system improvements to serve new development. The County will fund non-growth-related improvements with non-development impact fee funds as it has in the past. Specified in the Idaho Development Impact Fee Act (Idaho Code 67-8207), several factors must be evaluated in the development impact fee study and are discussed below.

- 1) The development impact fees for Ada County are based on new growth's share of the costs of previously built projects along with planned public facilities as provided by Ada County. Projects are included in the County's capital improvements plan and will be included in annual capital budgets.
- 2) TischlerBise estimated development impact fee revenue based on the maximum supportable development impact fees for the one, countywide service area; results are shown in the cash flow analyses in this report. Development impact fee revenue will entirely fund growth-related improvements less funding from other sources (i.e., federal and state grants).
- 3) TischlerBise has evaluated the extent to which new development may contribute to the cost of public facilities.
- 4) The relative extent to which properties will make future contributions to the cost of existing public facilities has also been evaluated in regards to existing debt. Outstanding debt for growth's portion of already constructed facilities will be paid from development impact fee revenue, therefore a future revenue credit is not necessary.
- 5) The County will evaluate the extent to which newly developed properties are entitled to a credit for system improvements that have been provided by property owners or developers. These "site-specific" credits will be available for system improvements identified in the annual capital budget and long-term Capital Improvements Plans. Administrative procedures for site-specific credits should be addressed in the development impact fee ordinance.
- 6) Extraordinary costs, if any, in servicing newly developed properties should be addressed through administrative procedures that allow independent studies to be submitted to the County. These procedures should be addressed in the development impact fee ordinance. One service area represented by Ada County is appropriate for the fees herein.
- 7) The time-price differential inherent in fair comparisons of amounts paid at different times has been addressed. All costs in the development impact fee calculations are given in current dollars with no assumed inflation rate over time. Necessary cost adjustments can be made as part of the annual evaluation and update of development impact fees.

IMPLEMENTATION AND ADMINISTRATION

The Idaho Act requires jurisdictions to form a Development Impact Fee Advisory Committee. The committee must have at least five members with a minimum of two members active in the business of real estate, building, or development. The committee acts in an advisory capacity and is tasked to do the following:

- Assist the governmental entity in adopting land use assumptions;
- Review the capital improvements plan, and proposed amendments, and file written comments;
- Monitor and evaluate implementation of the capital improvements plan;
- File periodic reports, at least annually, with respect to the capital improvements plan and report to the governmental entity any perceived inequities in implementing the plan or imposing the development impact fees; and
- Advise the governmental entity of the need to update or revise land use assumptions, the capital improvements plan, and development impact fees.

Per the above, the County formed a Development Impact Fee Advisory Committee (DIFAC). TischlerBise and County staff met with the DIFAC during the process and provided information on land use assumptions, level of service and cost assumptions, and draft development impact fee schedules. This report reflects comments and feedback received from the DIFAC.

The County must develop and adopt a capital improvements plan (CIP) that includes those improvements for which fees were developed. The Idaho Act defines a capital improvement as an “improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.” Requirements for the CIP are outlined in Idaho Code 67-8208. Certain procedural requirements must be followed for adoption of the CIP and the development impact fee ordinance. Requirements are described in detail in Idaho Code 67-8206. The County has a CIP that meets the above requirements.

TischlerBise recommends that development impact fees be updated annually to reflect recent data. One approach is to adjust for inflation in construction costs by means of an index like the RSMeans or Engineering News Record (ENR). This index can be applied against the calculated development impact fee. If cost estimates change significantly the County should evaluate an adjustment to the CIP and development impact fees.

Idaho’s enabling legislation requires an annual development impact fees report that accounts for fees collected and spent during the preceding year (Idaho Code 67-8210). Development impact fees must be deposited in interest-bearing accounts earmarked for the associated capital facilities as outlined in capital improvements plans. Also, fees must be spent within eight years of when they are collected (on a first in, first out basis) unless the local governmental entity identifies in writing (a) a reasonable cause why the

fees should be held longer than eight years; and (b) an anticipated date by which the fees will be expended but in no event greater than eleven years from the date they were collected.

Credits must be provided for in accordance with Idaho Code Section 67-8209 regarding site-specific credits or developer reimbursements for system improvements that have been included in the development impact fee calculations. Project improvements normally required as part of the development approval process are not eligible for credits against development impact fees. Specific policies and procedures related to site-specific credits or developer reimbursements for system improvements should be addressed in the ordinance that establishes the County's fees.

The general concept is that developers may be eligible for site-specific credits or reimbursements only if they provide system improvements that have been included in CIP and development impact fee calculations. If a developer constructs a system improvement that was included in the fee calculations, it is necessary to either reimburse the developer or provide a credit against the fees in the area that benefits from the system improvement. The latter option is more difficult to administer because it creates unique fees for specific geographic areas. Based on TischlerBise's experience, it is better for a reimbursement agreement to be established with the developer that constructs a system improvement. For example, if a developer elects to construct a system improvement, then a reimbursement agreement can be established to payback the developer from future development impact fee revenue. The reimbursement agreement should be based on the actual documented cost of the system improvement, if less than the amount shown in the CIP. However, the reimbursement should not exceed the CIP amount that has been used in the development impact fee calculations.

APPENDIX A. LAND USE DEFINITIONS

RESIDENTIAL DEVELOPMENT

As discussed below, residential development categories are based on data from the U.S. Census Bureau, American Community Survey. Ada County will collect impact fees from all new residential units. One-time impact fees are determined by the number of residential units.

Single Family Units:

1. Single family detached is a one-unit structure detached from any other house, that is, with open space on all four sides. Such structures are considered detached even if they have an adjoining shed or garage. A one-family house that contains a business is considered detached as long as the building has open space on all four sides.
2. Single family attached (townhouse) is a one-unit structure that has one or more walls extending from ground to roof separating it from adjoining structures. In row houses (sometimes called townhouses), double houses, or houses attached to nonresidential structures, each house is a separate, attached structure if the dividing or common wall goes from ground to roof.
3. Mobile home includes both occupied and vacant mobile homes, to which no permanent rooms have been added. Mobile homes used only for business purposes or for extra sleeping space and mobile homes for sale on a dealer's lot, at the factory, or in storage are not counted in the housing inventory.

Multifamily Units:

1. 2+ units (duplexes and apartments) are units in structures containing two or more housing units, further categorized as units in structures with "2, 3 or 4, 5 to 9, 10 to 19, 20 to 49, and 50 or more apartments."
2. Boat, RV, Van, etc. includes any living quarters occupied as a housing unit that does not fit the other categories (e.g., houseboats, railroad cars, campers, and vans). Recreational vehicles, boats, vans, railroad cars, and the like are included only if they are occupied as a current place of residence.

NONRESIDENTIAL DEVELOPMENT CATEGORIES

Nonresidential development categories used throughout this study are based on land use classifications from the book Trip Generation (ITE, 2021). A summary description of each development category is provided below.

Retail: Establishments primarily selling merchandise, eating/drinking places, and entertainment uses. By way of example, Retail includes shopping centers, supermarkets, pharmacies, restaurants, bars, nightclubs, automobile dealerships, and movie theaters.

Office: Establishments providing management, administrative, professional, or business services. By way of example, Office includes business offices, office parks, and corporate headquarters.

Industrial: Establishments primarily engaged in the production and transportation of goods. By way of example, Industrial includes manufacturing plants, trucking companies, warehousing facilities, utility substations, power generation facilities, and telecommunications buildings.

Institutional: Public and quasi-public buildings providing educational, social assistance, or religious services. By way of example, Institutional includes schools, universities, churches, daycare facilities, hospitals, health care facilities, and government buildings.

APPENDIX B. DEMOGRAPHIC ASSUMPTIONS

The data estimates and projections used in the study's calculations are detailed in this section. This chapter includes discussion and findings on:

- Household/housing unit size
- Current population and housing unit estimates
- Residential projections
- Current employment and nonresidential floor area estimates
- Nonresidential projections
- Functional population
- Vehicle trip generation and projections

POPULATION AND HOUSING CHARACTERISTICS

Impact fees often use per capita standards and persons per housing unit or persons per household to derive proportionate share fee amounts. Housing types have varying household sizes and, consequently, a varying demand on County infrastructure and services. Thus, it is important to differentiate between housing types and size.

When persons per housing unit (PPHU) is used in the development impact fee calculations, infrastructure standards are derived using year-round population. In contrast, when persons per household (PPHH) is used in the development impact fee calculations, the fee methodology assumes all housing units will be occupied, thus requiring seasonal or peak population to be used when deriving infrastructure standards. Thus, TischlerBise recommends that fees for residential development in Ada County be imposed according to persons per housing units.

Based on housing characteristics, TischlerBise recommends using two housing unit categories for the Impact Fee study: (1) Single Family and (2) Multifamily. Each housing type has different characteristics which results in a different demand on County facilities and services. Figure 14 shows the US Census American Community Survey 2021 5-Year Estimates data for Ada County. Single family units have a housing unit size of 2.62 persons and multifamily units have a housing unit size of 1.81 persons. Additionally, there is a housing mix of 83 percent single family and 17 percent multifamily.

The estimates in Figure 14 are for household size calculations. Base year population and housing units are estimated with another, more recent data source.

Figure 14. Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	415,557	158,890	2.62	153,711	2.70	83%
Multifamily [2]	59,917	33,161	1.81	31,014	1.93	17%
Total	475,474	192,051	2.48	184,725	2.57	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year Estimates data for incorporated Ada County is shown in Figure 15. Single family units have a housing unit size of 2.59 persons and multifamily units have a housing unit size of 1.80 persons. Additionally, there is a housing mix of 81 percent single family and 19 percent multifamily.

Figure 15. Incorporated Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	363,946	140,266	2.59	135,502	2.69	81%
Multifamily [2]	58,871	32,691	1.80	30,619	1.92	19%
Total	422,817	172,957	2.44	166,121	2.55	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

The US Census American Community Survey 2021 5-Year-Estimates data for unincorporated Ada County is shown in Figure 16. Single family units have a housing unit size of 2.77 persons and multifamily units have a housing unit size of 2.23 persons. Additionally, there is a housing mix of 98 percent single family and 2 percent multifamily.

Figure 16. Unincorporated Ada County Persons per Housing Unit

Housing Type	Persons	Housing Units	Persons per Housing Unit	Households	Persons per Household	Housing Unit Mix
Single Family [1]	51,611	18,624	2.77	18,209	2.83	98%
Multifamily [2]	1,046	470	2.23	395	2.65	2%
Total	52,657	19,094	2.76	18,604	2.83	

[1] Includes attached and detached single family homes and mobile homes

[2] Includes all other types

Source: U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates

BASE YEAR POPULATION AND HOUSING UNITS

Available through the Community Planning Association of Southwest Idaho (COMPASS), the base year 2023 population in Ada County is estimated to be 554,590 residents shown in Figure 17. PPHU factors for

Incorporated and Unincorporated Ada County were used to estimate base year housing units for the whole County. The housing unit mix for Ada County was then applied to the total giving an estimated 182,342 single family units and 37,833 multifamily units.

Figure 17. Ada County Base Year Population and Housing Units

Ada County	Base Year 2023
Population [1]	544,590
Housing Units [2]	
Single Family	182,342
Multifamily	37,833
Total Housing Units	220,175

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

Available through COMPASS, the base year 2023 population in unincorporated Ada County is estimated to be 63,510 residents shown in Figure 18. PPHU factors for unincorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 22,444 single family units and 566 multifamily units.

Figure 18. Unincorporated Ada County Base Year Population and Housing Units

Ada County Unincorporated	Base Year 2023
Population [1]	63,510
Housing Units [2]	
Single Family	22,444
Multifamily	566
Total Housing Units	23,011

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

The population estimate for unincorporated Ada County from COMPASS was subtracted from the population estimate for the whole of Ada County to find the estimated base year population for incorporated Ada County. Shown in Figure 19 the estimated population is 481,080. PPHU factors for incorporated Ada County were used to estimate base year housing units. The housing unit mix was then applied to the total giving an estimated 159,989 single family units and 37,266 multifamily units.

Figure 19. Incorporated Ada County Base Year Population and Housing Units

Ada County Incorporated	Base Year 2023
Population [1]	481,080
Housing Units [2]	
Single Family	159,898
Multifamily	37,266
Total Housing Units	197,164

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model

[2] U.S. Census Bureau, 2021 American Community Survey 5-Year Estimates, TischlerBise analysis

POPULATION AND HOUSING UNIT PROJECTIONS

The residential projections are based on a review of COMPASS published estimates, impact fee studies from cities and fire districts within Ada County, and PPHU factors. Impact fee studies comprising the main six cities within Ada County were used to affirm growth trends for whole county projections. From the 2023 base year housing unit totals, Ada County is projected to increase by 50,296 housing units over the next ten years. Additionally, there is a projected increase of 125,397 residents over the next ten years, a 23 percent increase.

Figure 20. Ada County Residential Development Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	544,590	568,015	591,946	602,628	613,310	623,991	634,673	645,355	653,566	661,776	669,987	125,397
<i>Percent Increase</i>		4.3%	4.2%	1.8%	1.8%	1.7%	1.7%	1.7%	1.3%	1.3%	1.2%	23.0%
Housing Units												
Single Family	182,342	190,171	198,180	201,750	205,321	208,891	212,462	216,033	218,774	221,515	224,256	41,914
Multifamily	37,833	39,417	41,005	41,716	42,426	43,137	43,847	44,558	45,110	45,662	46,215	8,382
Total Housing Units	220,175	229,588	239,185	243,466	247,747	252,028	256,309	260,591	263,884	267,177	270,471	50,296

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit totals for incorporated Ada County, there is a projected increase of 44,844 new housing units over the next ten years. Additionally, there is a projected increase of 110,415 residents in incorporated Ada County, a 23 percent increase.

Figure 21. Incorporated Ada County Residential Development Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	481,080	502,024	523,414	532,767	542,119	551,471	560,823	570,174	577,281	584,388	591,495	110,415
<i>Percent Increase</i>		4.4%	4.3%	1.8%	1.8%	1.7%	1.7%	1.7%	1.2%	1.2%	1.2%	23.0%
Housing Units												
Single Family	159,898	166,853	173,967	177,075	180,183	183,291	186,399	189,507	191,866	194,226	196,586	36,688
Multifamily	37,266	38,822	40,383	41,072	41,761	42,450	43,139	43,828	44,359	44,891	45,423	8,156
Total Housing Units	197,164	205,676	214,350	218,147	221,944	225,741	229,538	233,334	236,226	239,117	242,008	44,844

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

From the 2023 base year housing unit total for unincorporated Ada County, there is a projected increase 5,453 new housing units over the next ten years. Additionally, there is a projected increase of 14,982 residents in unincorporated Ada County, a 23.6 percent increase.

Figure 22. Unincorporated Ada County Residential Development Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Population	63,510	65,991	68,532	69,861	71,190	72,520	73,850	75,181	76,284	77,388	78,492	14,982
	<i>Percent Increase</i>	<i>3.9%</i>	<i>3.8%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.9%</i>	<i>1.8%</i>	<i>1.8%</i>	<i>1.5%</i>	<i>1.4%</i>	<i>1.4%</i>	23.6%
Housing Units												
Single Family	22,444	23,318	24,213	24,675	25,138	25,600	26,063	26,526	26,908	27,289	27,671	5,227
Multifamily	566	594	622	644	665	687	708	730	751	771	792	226
Total Housing Units	23,011	23,912	24,835	25,319	25,803	26,287	26,772	27,256	27,658	28,061	28,464	5,453

Source: COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; City & Fire District Impact Fee Studies; TischlerBise analysis

CURRENT EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA

The impact fee study will include nonresidential development as well. Available through COMPASS Job projections from the Traffic Analysis Zone Model (TAZ) and *Communities in Motion 2050* there are an estimated 239,668 jobs in Ada County in 2023. These job projections are broken down by industry leading to an estimated 43,787 retail jobs, 130,780 office jobs, 35,745 industrial jobs, and 29,356 institutional jobs in the base year.

Base year nonresidential floor area estimates are based on Ada County GIS nonresidential parcel data. There is an estimated 131 million square feet of nonresidential floor area in Ada County. Retail and industrial sectors account for the greatest share with approximately 32 percent each. Institutional accounts for 20 percent, and office accounts for 17 percent of the total.

Figure 23. Ada County Base Year Employment and Nonresidential Floor Area

Ada County	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	43,787	18%	41,938,153	32%
Office	130,780	55%	21,670,098	17%
Industrial	35,745	15%	41,668,221	32%
Institutional	29,356	12%	25,911,213	20%
Total	239,668	100%	131,187,685	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

The job and nonresidential floor area estimates were further broken down into incorporated and unincorporated areas. Incorporated Ada County has an estimated 230,704 jobs in 2023. These job projections are broken down by industry leading to an estimated 42,925 retail jobs, 125,936 office jobs, 34,547 industrial jobs, and 27,296 institutional jobs in the base year. Additionally, there is an estimated 127 million square feet of nonresidential floor area in incorporated Ada County. Retail accounts for the greatest share at 32 percent. Industrial accounts for 31 percent, institutional accounts for 19 percent, and office accounts for 17 percent of the total.

Figure 24. Incorporated Ada County Base Year Employment and Nonresidential Floor Area

Ada County Incorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	42,925	19%	41,286,649	32%
Office	125,936	55%	21,370,261	17%
Industrial	34,547	15%	39,887,518	31%
Institutional	27,296	12%	24,605,169	19%
Total	230,704	100%	127,149,597	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; *Communities in Motion 2050*

[2] Source: Ada County GIS parcel data

Unincorporated Ada County has an estimated 8,964 jobs in 2023. These job projections are broken down by industry leading to an estimated 862 retail jobs, 4,844 office jobs, 1,198 industrial jobs, and 2,060 institutional jobs in the base year. Additionally, there is an estimated 4 million square feet of nonresidential floor area in unincorporated Ada County. Industrial accounts for the greatest share at 44 percent. Institutional accounts for 32 percent, retail accounts for 16 percent, and office accounts for 7 percent.

Figure 25. Unincorporated Ada County Base Year Employment and Nonresidential Floor Area

Ada County Unincorporated	Base Year Jobs [1]	% of Total	Base Year Sq. Ft. [2]	% of Total
Retail	862	10%	651,504	16%
Office	4,844	54%	299,837	7%
Industrial	1,198	13%	1,780,703	44%
Institutional	2,060	23%	1,306,044	32%
Total	8,964	100%	4,038,088	100%

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion

[2] Source: Ada County GIS parcel data

EMPLOYMENT AND NONRESIDENTIAL FLOOR AREA PROJECTIONS

Job projections for the industry sectors are calculated with the Institution of Transportation Engineers' (ITE) square feet per employee averages shown in Figure 26. For retail industries the Shopping Center land use factors are used; for office the General Office factors are used; for industrial the Light Industrial factors are used; for institutional the Hospital factors are used.

Figure 26. Institute of Transportation Engineers (ITE) Employment Density Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Emp per Dmd Unit	Sq. Ft. per Emp
Retail	820	Shopping Center	1,000 Sq Ft	2.12	471
Office	710	General Office	1,000 Sq Ft	3.26	307
Industrial	110	Light Industrial	1,000 Sq Ft	1.57	637
Institutional	610	Hospital	1,000 Sq Ft	2.86	350

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

Job and nonresidential growth projections over the next ten years for Ada County are shown in Figure 27. It is estimated there will be an increase of 43,283 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (54 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 17 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 42 percent.

Figure 27. Ada County Employment and Nonresidential Floor Area Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	43,787	44,612	45,437	46,262	47,086	47,910	48,734	49,557	50,367	51,177	51,986	8,199
Office	130,780	133,132	135,483	137,835	140,186	142,538	144,889	147,241	149,556	151,872	154,187	23,407
Industrial	35,745	36,388	37,030	37,673	38,315	38,958	39,600	40,242	40,875	41,507	42,139	6,394
Institutional	29,356	29,884	30,413	30,943	31,472	32,003	32,533	33,064	33,588	34,113	34,639	5,283
Total	239,668	244,016	248,364	252,712	257,060	261,408	265,756	270,104	274,386	278,669	282,951	43,283
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,938	42,327	42,715	43,104	43,492	43,880	44,268	44,656	45,037	45,419	45,800	3,862
Office	21,670	22,392	23,114	23,836	24,558	25,280	26,002	26,724	27,434	28,145	28,856	7,186
Industrial	41,668	42,078	42,487	42,896	43,305	43,715	44,124	44,533	44,936	45,339	45,741	4,073
Institutional	25,911	26,096	26,281	26,467	26,652	26,838	27,023	27,209	27,392	27,576	27,760	1,849
Total	131,188	132,893	134,598	136,302	138,007	139,712	141,417	143,121	144,800	146,479	148,157	16,970

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

Job and nonresidential growth projections over the next ten years for incorporated Ada County are shown in Figure 28. It is estimated there will be an increase of 41,040 jobs, an 18 percent increase from the base year. The majority of the increase comes from the office sector (55 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 16.1 million square feet (rounded), a 13 percent increase from the base year. The office sector has the largest share of this growth at 43 percent.

Figure 28. Incorporated Ada County Employment and Nonresidential Floor Area Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	42,925	43,696	44,466	45,236	46,004	46,772	47,539	48,306	49,059	49,811	50,561	7,636
Office	125,936	128,198	130,458	132,715	134,970	137,223	139,474	141,723	143,933	146,138	148,339	22,403
Industrial	34,547	35,168	35,787	36,407	37,025	37,643	38,261	38,878	39,484	40,089	40,693	6,146
Institutional	27,296	27,786	28,276	28,765	29,254	29,742	30,230	30,718	31,197	31,675	32,152	4,856
Total	230,704	234,848	238,987	243,123	247,254	251,381	255,505	259,624	263,673	267,712	271,744	41,040
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	41,287	41,650	42,013	42,375	42,737	43,099	43,460	43,821	44,176	44,530	44,883	3,597
Office	21,370	22,065	22,758	23,451	24,144	24,835	25,526	26,217	26,895	27,572	28,248	6,878
Industrial	39,888	40,283	40,678	41,072	41,466	41,860	42,253	42,646	43,032	43,418	43,802	3,915
Institutional	24,605	24,777	24,948	25,119	25,291	25,461	25,632	25,803	25,970	26,138	26,305	1,699
Total	127,150	128,774	130,397	132,018	133,637	135,255	136,872	138,487	140,074	141,657	143,238	16,088

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

Job and nonresidential growth projections over the next ten years for unincorporated Ada County are shown in Figure 29. It is estimated there will be an increase of 2,244 jobs, a 25 percent increase from the base year. The majority of the increase comes from the office sector (45 percent).

The nonresidential floor area projections are calculated by applying the ITE square feet per employee factors to the job growth. In the next ten years, the nonresidential floor area is projected to increase by 881,000 square feet, a 22 percent increase from the base year. The office sector has the largest share of this growth at 35 percent.

Figure 29. Unincorporated Ada County Employment and Nonresidential Floor Area Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Jobs [1]												
Retail	862	916	971	1,026	1,082	1,138	1,194	1,251	1,308	1,366	1,425	563
Office	4,844	4,934	5,025	5,120	5,216	5,315	5,415	5,518	5,623	5,734	5,849	1,005
Industrial	1,198	1,220	1,243	1,266	1,290	1,314	1,339	1,365	1,391	1,418	1,446	248
Institutional	2,060	2,098	2,137	2,177	2,218	2,260	2,303	2,347	2,391	2,438	2,487	427
Total	8,964	9,168	9,377	9,589	9,806	10,027	10,251	10,480	10,714	10,957	11,208	2,244
Nonresidential Floor Area (1,000 sq. ft.) [2]												
Retail	652	677	703	729	755	781	808	835	862	889	917	265
Office	300	327	356	384	414	444	475	507	539	573	608	308
Industrial	1,781	1,795	1,809	1,824	1,839	1,855	1,871	1,887	1,904	1,921	1,939	158
Institutional	1,306	1,319	1,333	1,347	1,361	1,376	1,391	1,406	1,422	1,438	1,456	150
Total	4,038	4,119	4,201	4,285	4,370	4,457	4,545	4,634	4,726	4,821	4,920	881

[1] COMPASS (Community Planning Association of Southwest Idaho) Traffic Analysis Zone Model; Communities in Motion 2050; TischlerBise analysis

[2] Source: Institute of Transportation Engineers, *Trip Generation*, 2021

VEHICLE TRIP GENERATION

RESIDENTIAL VEHICLE TRIPS BY HOUSING TYPE

A customized trip rate is calculated for the single family and multifamily units in Ada County. In Figure 30, the most recent data from the US Census American Community Survey is inputted into equations provided by the ITE to calculate the trip ends per housing unit factor. A single family unit is estimated to generate 10.66 trip ends and a multifamily unit is estimated to generate 5.42 trip ends on an average weekday.

Figure 30. Customized Residential Trip End Rates by Housing Type

Tenure by Units in Structure	Vehicles Available ¹	Households by Structure Type ²			Vehicles per HH by Tenure
		Single Family	Multifamily	Total	
Owner-Occupied	289,778	129,602	1,468	131,070	2.21
Renter-Occupied	85,906	24,109	29,546	53,655	1.60
Total	375,684	153,711	31,014	184,725	2.03
	Housing Units ³	158,890	33,161	192,051	

Housing Type	Persons in Households ⁴	Trip Ends ⁵	Vehicles by Type of Unit	Trip Ends ⁶	Average Trip Ends	Local Trip Ends per HH	National Trip Ends per Unit ⁷
Single Family	415,557	1,157,628	324,995	2,118,200	1,637,914	10.66	9.43
Multifamily	59,917	137,129	50,518	199,334	168,231	5.42	4.54
Total	475,474	1,294,757	375,513	2,317,534	1,806,145	9.78	

1. Vehicles available by tenure from Table B25046, 2021 American Community Survey 5-Year Estimates.
2. Households by tenure and units in structure from Table B25032, 2021 American Community Survey 5-Year Estimates.
3. Housing units from Table B25024, 2021 American Community Survey 5-Year Estimates.
4. Total population in households from Table B25033, 2021 American Community Survey 5-Year Estimates.
5. Vehicle trips ends based on persons using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $EXP(0.89 * LN(\text{persons}) + 1.72)$. To approximate the average population of the ITE studies, persons were divided by 19 and the equation result multiplied by 19. For multi-family housing (ITE 221), the fitted curve equation is $(2.29 * \text{persons}) - 81.02$ (ITE 2017).
6. Vehicle trip ends based on vehicles available using formulas from Trip Generation (ITE 2021). For single-family housing (ITE 210), the fitted curve equation is $EXP(0.99 * LN(\text{vehicles}) + 1.93)$. To approximate the average number of vehicles in the ITE studies, vehicles available were divided by 34 and the equation result multiplied by 34. For multi-family housing (ITE 221), the fitted curve equation is $(3.94 * \text{vehicles}) + 293.58$ (ITE 2021).
7. Trip Generation, Institute of Transportation Engineers, 11th Edition (2021).

RESIDENTIAL VEHICLE TRIPS ADJUSTMENT FACTORS

A vehicle trip end is the out-bound or in-bound leg of a vehicle trip. As a result, so to not double count trips, a standard 50 percent adjustment is applied to trip ends to calculate a vehicle trip. For example, the out-bound trip from a person's home to work is attributed to the housing unit and the trip from work back home is attributed to the employer.

However, an additional adjustment is necessary to capture County residents' work bound trips that are outside of the County. The trip adjustment factor includes two components. According to the National Household Travel Survey, home-based work trips are typically 31 percent of out-bound trips (which are 50 percent of all trip ends). Also, utilizing the most recent data from the Census Bureau's web application "OnTheMap", 17 percent of Ada County workers travel outside the County for work. In combination, these factors account for 3 percent of additional production trips ($0.31 \times 0.50 \times 0.17 = 0.03$). Shown in Figure 31, the total adjustment factor for residential housing units includes attraction trips (50 percent of trip ends) plus the journey-to-work commuting adjustment (3 percent of production trips) for a total of 53 percent.

Figure 31. Residential Trip Adjustment Factor for Commuters

<i>Trip Adjustment Factor for Commuters</i>	
Employed Ada County Residents (2020)	212,011
Residents Working in Ada County (2020)	175,359
Residents Commuting Outside of Ada County for Work	36,652
Percent Commuting Out of Ada County	17%
Additional Production Trips	3%
Standard Trip Adjustment Factor	50%
Residential Trip Adjustment Factor	53%

Source: U.S. Census, OnTheMap Application, 2020

NONRESIDENTIAL VEHICLE TRIPS

Vehicle trip generation for nonresidential land uses are calculated by using ITE's average daily trip end rates and adjustment factors found in their recently published 11th edition of Trip Generation. To estimate the trip generation in Ada County, the weekday trip end per 1,000 square feet factors listed in Figure 32 are used.

Figure 32. Institute of Transportation Engineers Nonresidential Factors

Employment Industry	ITE Code	Land Use	Demand Unit	Wkdy Trip Ends per Dmd Unit	Wkdy Trip Ends per Employee
Retail	820	Shopping Center	1,000 Sq Ft	37.01	17.42
Office	710	General Office	1,000 Sq Ft	10.84	3.33
Industrial	110	Light Industrial	1,000 Sq Ft	4.87	3.10
Institutional	610	Hospital	1,000 Sq Ft	10.77	3.77

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021)

For nonresidential land uses, the standard 50 percent adjustment is applied to office, industrial, and institutional land uses. A lower vehicle trip adjustment factor is used for retail uses because this type of development attracts vehicles as they pass-by on arterial and collector roads. For example, when someone stops at a convenience store on their way home from work, the convenience store is not their primary destination. In Figure 33, the Institute for Transportation Engineers' land use code, daily vehicle trip end rate, and trip adjustment factor is listed for each land use.

Figure 33. Daily Vehicle Trip Factors

Land Use	ITE Codes	Daily Vehicle Trip Ends	Trip Adj. Factor	Daily Vehicle Trips
Residential (per housing unit)				
Single Family	210	10.66	53%	5.65
Multifamily	220	5.42	53%	2.87
Nonresidential (per 1,000 square feet)				
Retail	820	37.01	38%	14.06
Office	710	10.84	50%	5.42
Industrial	110	4.87	50%	2.44
Institutional	610	10.77	50%	5.39

Source: *Trip Generation*, Institute of Transportation Engineers, 11th Edition (2021); 'National Household Travel Survey, 2009

VEHICLE TRIP PROJECTIONS

The base year vehicle trip totals and vehicle trip projections are calculated by combining the vehicle trip end factors, the trip adjustment factors, and the residential and nonresidential assumptions for housing stock and floor area. Countywide, residential land uses account for 1,138,874 vehicle trips and nonresidential land uses account for 948,256 vehicle trips in the base year shown in Figure 34.

Through 2033, it is projected that daily vehicle trips will increase by 374,018 trips with the majority of the growth being generated by single family (63 percent) and retail (15 percent) development.

Figure 34. Ada County Vehicle Trip Projections

Ada County	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	1,030,196	1,074,429	1,119,675	1,139,848	1,160,022	1,180,195	1,200,368	1,220,542	1,236,029	1,251,516	1,267,003	236,807
Multifamily	108,679	113,228	117,791	119,832	121,873	123,915	125,956	127,997	129,583	131,170	132,756	24,077
Subtotal	1,138,874	1,187,658	1,237,466	1,259,681	1,281,895	1,304,110	1,326,324	1,348,539	1,365,612	1,382,685	1,399,759	260,884
Nonresidential Trips												
Retail	589,810	595,277	600,742	606,204	611,664	617,121	622,576	628,029	633,398	638,762	644,120	54,310
Office	117,452	121,365	125,278	129,191	133,103	137,016	140,929	144,841	148,694	152,547	156,400	38,948
Industrial	101,462	102,459	103,456	104,452	105,449	106,445	107,442	108,438	109,419	110,399	111,380	9,918
Institutional	139,532	140,528	141,524	142,522	143,521	144,520	145,520	146,521	147,509	148,498	149,489	9,957
Subtotal	948,256	959,629	971,000	982,369	993,737	1,005,103	1,016,467	1,027,830	1,039,020	1,050,206	1,061,389	113,134
Vehicle Trips												
Grand Total	2,087,130	2,147,286	2,208,466	2,242,050	2,275,632	2,309,212	2,342,791	2,376,368	2,404,632	2,432,892	2,461,148	374,018

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

In incorporated Ada County, residential land uses account for 1,010,441 vehicle trips and nonresidential land uses account for 926,099 vehicle trips in the base year shown in Figure 35.

Through 2033, it is projected that daily vehicle trips will increase by 337,251 trips with the majority of the growth being generated by single family (61 percent) and retail (15 percent) development.

Figure 35. Incorporated Ada County Vehicle Trip Projections

Ada County Incorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	903,389	942,688	982,879	1,000,440	1,018,000	1,035,559	1,053,117	1,070,675	1,084,006	1,097,336	1,110,670	207,281
Multifamily	107,051	111,521	116,004	117,983	119,963	121,942	123,921	125,899	127,427	128,954	130,481	23,429
Subtotal	1,010,441	1,054,210	1,098,883	1,118,423	1,137,962	1,157,500	1,177,038	1,196,575	1,211,433	1,226,289	1,241,151	230,710
Nonresidential Trips												
Retail	580,647	585,754	590,856	595,953	601,044	606,131	611,213	616,291	621,280	626,259	631,228	50,580
Office	115,827	119,591	123,351	127,107	130,859	134,608	138,353	142,095	145,772	149,442	153,103	37,277
Industrial	97,126	98,089	99,050	100,011	100,970	101,929	102,887	103,843	104,784	105,722	106,658	9,532
Institutional	132,499	133,423	134,346	135,268	136,189	137,110	138,029	138,948	139,851	140,752	141,651	9,152
Subtotal	926,099	936,857	947,603	958,338	969,063	979,778	990,482	1,001,177	1,011,687	1,022,174	1,032,640	106,541
Vehicle Trips												
Grand Total	1,936,539	1,991,066	2,046,486	2,076,761	2,107,025	2,137,278	2,167,520	2,197,752	2,223,120	2,248,464	2,273,791	337,251

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)

In unincorporated Ada County, residential land uses account for 128,434 vehicle trips and nonresidential land uses account for 22,157 vehicle trips in the base year shown in Figure 36.

Through 2033, it is projected that daily vehicle trips will increase by 36,772 trips with the majority of the growth being generated by single family (80 percent) and retail (10 percent) development.

Figure 36. Unincorporated Ada County Vehicle Trip Projections

Ada County Unincorporated	Base Year 2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	Total Increase
Residential Trips												
Single Family	126,807	131,741	136,796	139,409	142,022	144,636	147,251	149,866	152,023	154,180	156,338	29,532
Multifamily	1,627	1,707	1,787	1,849	1,911	1,973	2,035	2,097	2,157	2,216	2,275	648
Subtotal	128,434	133,448	138,583	141,258	143,933	146,609	149,286	151,964	154,179	156,396	158,613	30,180
Nonresidential Trips												
Retail	9,163	9,523	9,886	10,251	10,619	10,990	11,363	11,739	12,118	12,503	12,893	3,730
Office	1,625	1,774	1,927	2,084	2,244	2,408	2,575	2,746	2,922	3,106	3,297	1,672
Industrial	4,336	4,370	4,406	4,442	4,479	4,517	4,555	4,594	4,635	4,677	4,721	385
Institutional	7,033	7,105	7,178	7,254	7,331	7,410	7,491	7,573	7,658	7,746	7,838	805
Subtotal	22,157	22,772	23,397	24,031	24,673	25,325	25,985	26,652	27,333	28,032	28,749	6,592
Vehicle Trips												
Grand Total	150,591	156,220	161,980	165,288	168,606	171,934	175,271	178,616	181,512	184,428	187,363	36,772

Source: Institute of Transportation Engineers, *Trip Generation*, 11th Edition (2021)



October 27, 2025

Doug Hanson, Planning and Zoning Director
City of Kuna
751 W 4th St
Kuna, ID 83634
dhanson@kunaid.gov

Subject: City of Kuna Request for Comment Case No. 25-01-CPA Ada County Jail, EMS, and Coroner CIPs

Dear Mr. Hanson:

Thank you for the opportunity to respond to your request for comment. While DEQ does not review every project 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://www2.deq.idaho.gov/admin/LEIA/api/document/download/15083>.

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 contractors 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 contractors 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 local public health district.
- 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 groundwater.
- 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.
- DEQ recommends verifying if the current and/or proposed drinking water system is a regulated public drinking water system. A drinking water system is a Public Water System (PWS) if it has at least 15 service connections or regularly serves an average of 25 or more people per day for at least 60 days per year (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.
- 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.
- 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 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 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 Emily Montague, IPDES Compliance Supervisor, at (208) 373-0433.
- 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 GROUNDWATER 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 58.01.24.060 and 58.01.24.061). Petroleum releases must be reported to DEQ in accordance with IDAPA 58.01.24.060.01 and 58.01.24.061.04. 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.

- **Groundwater 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, additional regulations may apply. If an UST is present, the site should be evaluated to determine whether the UST is regulated by DEQ. If an AST is identified, EPA may have additional requirements. Both 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 land uses: wash water from cleaning vehicles, fertilizers and pesticides, animal facilities, composted waste, ponds and outdoor gun ranges. 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,

A handwritten signature in blue ink that reads "Troy G Smith". The signature is stylized with a large, sweeping initial "T" and "S".

Troy Smith
Regional Administrator



March 17, 2025

Doug Hanson, Planning and Zoning Director
City of Kuna
751 W 4th St
Kuna, ID 83634
dhanson@kunaid.gov

Subject: City of Kuna Request for Comment Case No. 25-01-CPA Ada County Jail, EMS, and
Coroner CIPs

Dear Mr. Hanson:

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

- 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

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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."

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6. ADDITIONAL NOTES

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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,

A handwritten signature in blue ink that reads "Troy G. Smith". The signature is stylized with a large, sweeping initial "T" and "S".

Troy Smith
Regional Administrator

Doug Hanson

From: Timothy Jensen <tejensen@kunaschools.org>
Sent: Friday, March 14, 2025 5:21 PM
To: Doug Hanson
Subject: Case No. 25-01-CPA Ada County Jail, EMS, and Coroner CIPs

Kuna School District has no official comment on this application as it does not impact the operations or enrollment at our schools. Thank you.

Tim Jensen Ed.S
KSD Planning & Development Team
Principal-Fremont MS
IMLA President

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